STATE OF OHIO
DEPARTMENT OF HIGHWAYS
JEF-213-15.30

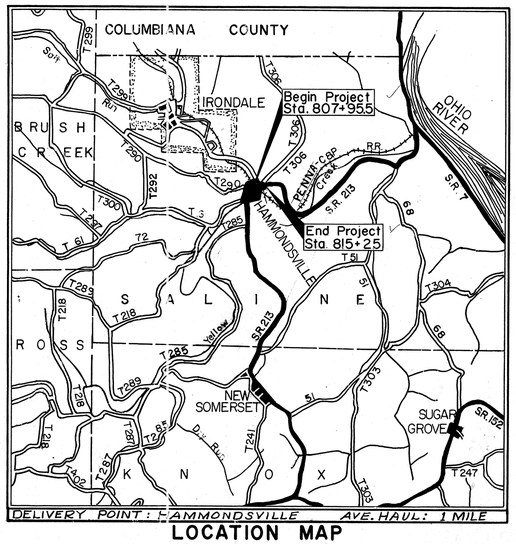
S-1118(4)

FED. RD. DIVISION	STATE	PROJECT	
		S-1118(4)	

1 / 19

JEF-213-15.30

SALINE TOWNSHIP
JEFFERSON COUNTY



LOCATION MAP

SCALE OF MILES

0 1 2 3

Portion to be improved
State Roads
Other Roads

SCALE

Plan 0 25 50
Profile: Horizontal 0 25 50
Profile: Vertical 0 5
Cross Sections 0 5

CONVENTIONAL SIGNS

State Line
County Line
Township Line
Section Line
Center Line
Corporation Line
Fence Line
Guard Rail (existing)
Guard Rail (proposed)
Railroad Line
Poles
Trees and Stumps
Drain Pipe
Property Line
Right of Way Line
Existing Right of Way Line

Power Existing / New
Telephone To be removed / Old

INDEX OF SHEETS

LINE DATA

Begin Project		Sta. 807+95.5
End Project		Sta. 815+25
Gross Length Project	=	729.50 Lin. Ft.
Additions or Deduction		None
Net Length Project	=	729.50 Lin. Ft. or 0.138 Miles
Begin Work		Sta. 807+29
End Work		Sta. 815+45
Net Length Work	=	816.00 Lin. Ft. or 0.154 Miles

1963 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety of traffic will be as set forth on these plans and estimates.

Approved Earl V. Nelson
Date 11-19-63 Division Deputy Director

Approved
Date 3-2-64 Deputy Director of Planning & Programming

Approved
Date 2-21-64 Engineer of Bridges

Approved
Date 2-25-64 Engineer of Location & Design

Approved
Date 2-25-64 Deputy Director of Design & Construction

Approved
Date 2-13-64 Deputy Director of Right of Way

Approved
Date First Assistant Director

Approved
Date 3/2/64 Director of Highways

PLANS PREPARED BY
GANNET, FLEMING, CORDDRY & CARPENTER
CONSULTING ENGINEERS
600 NORTH SECOND ST., HARRISBURG, PENNSYLVANIA

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED:

DIVISION ENGINEER DATE

Rev. 6-12-64
Rev. 3-9-64

File No	JEFFERSON COUNTY	JEF-213-15.30
	Date of Letting	196
	Contract No.	

STANDARD DRAWINGS					
DR-1	1-3-55	FSB-1-62	1-15-63	F.A.C.I. 1	2-25-64
G-707	4-1-64	AS-1-54	7-5-62	F.A.C.I. 2	2-25-64
I-15, No. 2-A	8-17-60			CSB-1-55 \ Sh. 1, 2 & 8	2-2-59
L-3	4-1-50				
L-3-A	4-1-50	L-1	4-1-50		
RI-1	7-15-58	T-35	1-2-56		
I-1	11-15-60	I-15, No. 1	11-15-60		

SUPPLEMENTAL SPECIFICATIONS			
S-101	7-12-62		
S-307	8-23-60		

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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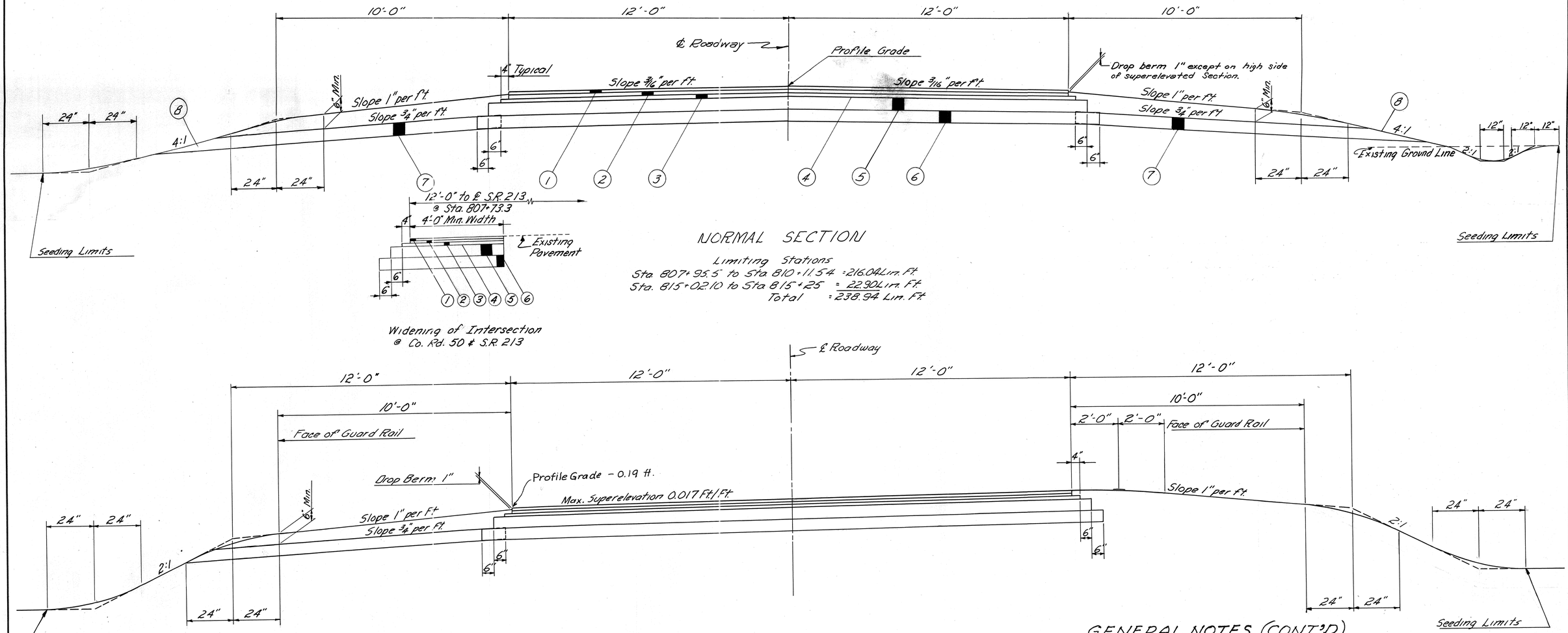
2/19

TYPICAL SECTION

TYPE T-35 ON B-19

SCALE : 1"= 2'

CODE - 6201



Widening of Intersection
@ Co. Rd. 50 & S.R. 213

NORMAL SECTION

Limiting Stations

Sta. 807+95.5 to Sta 810+11.54 = 216.04 Lin. Ft.
Sta. 815+02.10 to Sta 815+25 = 22.90 Lin. Ft.
Total = 238.94 Lin. Ft.

LEGEND

(1)	Item	T-35 †	1¼" Asphaltic Concrete Surface Course Type "C" (70-85).
(2)	Item	B-35 †	1¼" Asphaltic Concrete Second Leveling Course (70-85).
(3)	Item	B-35 †	1½" Asphaltic Concrete First Leveling Course (70-85).
(4)	Item	T-30	Bituminous Prime Coat Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 Gals. per Sq. Yd.
(5)	Item	B-19	6" Aggregate Base Course
(6)	Item	I-22	6" Subbase
(7)	Item	I-9	Stone Underdrains No. 2 (See Note on Sheet 3.)
(8)	Item	L-9	Seeding and Protecting

† Thicknesses shown are "designed" thicknesses as described in section T-35.01 and B-35.01.

SUPERELEVATED SECTION

Limiting Stations

Sta 810+11.54 to Sta 811+07.75 = 96.21 Lin. Ft.
Sta 812+92.25 to Sta 815+02.10 = 209.85 Lin. Ft.
Total = 306.06 Lin Ft.

GENERAL NOTES (CONT'D)

SPECIAL SEEDING PREPARATION AREAS

The references in the first paragraph of Sec. L-9-11 to preparation of the seed bed in front of residences, etc.; shall on this project, be considered particularly applicable in the following areas.

Sta. 807+95.5 to Sta. 811+50 Left & Right.

CROWN AT RAILROAD CROSSING

The crown shall be worked out of the pavement beginning 50 feet from the crossing by raising the edge of the pavement to meet the rail elevation.

GUARD RAIL ADJACENT TO BRIDGE

One (1) additional guard rail post shall be provided in the center of each panel of guard rail adjacent to the bridge, payment for which shall be included in the unit price bid for Item I-15, Guard Rail.

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NOTES AND COMPUTATIONS

ALL ELEVATIONS BASED ON USGS DATUM

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

The rounded corners shown on Standard Drawing RI-1, as modified by the typical section, applies to all cross sections, even though otherwise shown on these plans.

UTILITY ADJUSTMENT

Any or all work required for Public or Private Utilities will be done by and at the expense of their respective owners, unless otherwise noted on these plans.

UNDERGROUND UTILITIES

The locations of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

PRIVATE SEWER TAPS

This plan makes no provision for connecting, nor shall the Engineer or Contractor connect, any existing or new private drainage to the new highway drainage system when such private drains carry effluent or drainage from leaching bed outlets, cellar drains, or sink drains, or polluted water of any kind. Connections may be made to the existing or new highway drainage system when the water carried to the project drainage system does not come within the category outlined above. Acceptable water includes flow from roof drains, field drains and enclosed natural drainage sources which would reach the road through natural channels if such water was not conducted artifically. Existing sewer taps which do not carry acceptable water as defined above shall be plugged at the right-of-way line. Plugging specified shall be by means of Class "E" Concrete and payment therefor shall be included in the unit price bid for Item E-1, Roadway Excavation.

FIELD OFFICE

The contractor shall, in accordance with Sec. S-0.01(b), provide, for the exclusive use of the State's employees, a suitable field office having a minimum of 150 sq. ft. of floor space. The Contractor shall have a telephone installed and maintained in this field office during the construction of this project. The Contractor shall also provide and install wiring and outlets suitable for connecting electric lights and office equipment in the field office and provide 110-volt alternating current to the office during the entire period of construction of this project. This office shall be provided within 10 days after work is started on the project.

DESIGN SPEED

The geometrics for this project have been planned for a design speed of 50 miles per hour.

SEEDING

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

SCARIFICATION OF EXISTING FLEXIBLE PAVEMENT

Within the limits of construction where the existing flexible pavement will have less than six (6) inches of fill placed upon it, the pavement shall be throughly scarified for its full depth, mixed with sufficent soil and properly recompacted to insure the elimination of any planes of separation between it and the embankment placed thereon. Payment for scarification as described above shall be included in the unit price bid for Item E-1, Roadway Excavation.

REMOVAL OF TREES AND STUMPS

All trees and stumps lying within the construction limits of this project shall be removed under the lump sum price bid for Item E-9, Removal of Trees and Stumps, except that those trees and stumps for which protection and preservation work is indicated elsewhere in these plans shall not be removed.

The following is an estimate of the number of trees and stumps to be removed.

Sizes	12"-18"	18"-24"	24"-30"	30"-36"	
Trees	6	6	1		
Stumps					

The above estimate is approximate and the State of Ohio reserves the right to order the removal of additional trees or stumps outside of the limits of construction but within the right-of-way and/or easement lines. Payment for the removal of these additional trees or stumps shall be included in the lump sum price bid for Item E-9, Removal of Trees and Stumps.

FOR ADDITIONAL NOTES SEE SHEET NO. 2.

ESTIMATED QUANTITIES

Specific location and usage of estimated quantities set up on this plan to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this project.

NON-RIGID PAVEMENT REMOVAL

Removal and disposal of existing non-rigid pavement, unless otherwise indicated on these plans, shall be measured and paid for as Item E-1, Roadway Excavation.

DRAINAGE OF BASE MATERIAL

Where the base material is drained by I-9 Stone Underdrains, the Contractor shall finish, seed, and mulch the slopes so as not to impede drainage of the base material. The actual area of the outcrop of the I-9 Stone Underdrain shall not be seeded.

PART WIDTH CONSTRUCTION

Because of the necessity of building this project under traffic and constructing the pavement part at a time, extreme care shall be taken to prevent the construction of a butt joint on centerline in the B-19 and I-22 courses.

This shall be accomplished by building the B-19 and I-22 courses, placed with the first portion of the pavement built, at least eighteen (18) inches beyond the centerline and by surfacing no closer than eighteen (18) inches to this edge of the above courses. When the second portion of the pavement is built, at least twelve (12) inches of these projecting courses shall be broken down and thoroughly keyed in with the newly placed corresponding courses in the second portion of the pavement built. Payment for this operation shall be included in the unit price bid for the pertinent pavement items.

EXCAVATION & EMBANKMENT SUMMARY

Station From	Station To	Exc. Cu. Yds.	Emb. Cu. Yds.	Emb. + 15% Cu. Yds.	L-9 SEEDING
807+29	815+45	601	3452	3970	4845 Sq. Yds.
Totals		601	3452	3970	4845 Sq. Yds.

E-11 WATER

Embankment using 5 Gals. per Cu. Yd. = 3452 Cu. Yds. × 5 ÷ 1000 = 17.26 M. Gals.
B-19 Base using 5 Gals. per Cu. Yd. = 406* Cu. Yds. × 5 ÷ 1000 = 2.04 M. Gals.
I-22 Subbase using 5 Gals. per Cu. Yd. = 388* Cu. Yds. × 5 ÷ 1000 = 1.95 M. Gals.
* From Sheet No 4
Total E-11 Water = 21.25 M. Gals.
Use 21 M. Gals.

L-9 Seeding and Protecting = 4845 Sq. Yds.
L-9 Commercial Fertilizer (12-12-12) = Pay rate 20 lbs/1000 Sq. Ft. = 4845 × 9 × 20 ÷ 1000 ÷ 2000 = 0.43 Tons
L-9 Agricultural Liming Material = Pay rate 100 lbs/1000 Sq. Ft. = 4845 × 9 × 100 ÷ 1000 ÷ 2000 = 2.17 Tons

TRAFFIC NOTES

The contractor shall maintain traffic at all times in accordance with the requirements of Item I-3. The length of one way traffic zones shall be kept to a minimum consistent with the requirements of the work. Maximum use shall be made of the existing pavement for traffic maintenance, holding the length and duration of use of temporary traffic lanes to a minimum.

Temporary traffic lanes shall be surfaced with T-10 material, treated with calcium chloride and the surface maintained daily in a manner satisfactory to the Engineer. Two way traffic lanes shall be surfaced with aggregate at least 20 feet wide and one way traffic lanes shall have the surfacing aggregate not less than 12 feet wide.

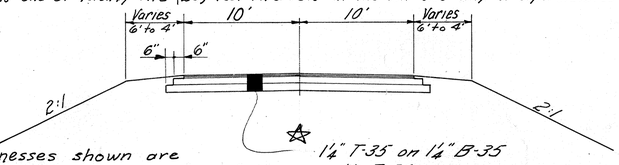
Payment for constructing, maintaining and removing traffic lanes and for all other items required for the maintenance of traffic, except furnishing and placing calcium chloride, traffic compacted surface course and temporary runaround bridge and approaches, shall be included in the lump sum bid for Maintaining Traffic, Item I-3.

T-10 MODIFIED

This item shall consist of furnishing № 3 or № 34 aggregate, when directed by the Engineer, in lieu of the grading specified under Item T-10. All other provisions of Item T-10 shall apply. The weights to be used in calculating the yardage to be paid for under this item shall be the same as those indicated in the Construction and Material Specifications for crusher run or bank run materials.

ITEM I-9 STONE UNDERDRAIN, NO. 2.

Stone Underdrains shall be placed at fifty (50) foot intervals on each side of normal crowned sections and at twenty-five (25) foot intervals on the low side only of superelevated sections.



★ Thicknesses shown are designed thicknesses as described in Sec. T-35.01 or B-35.01

1¼" T-35 on 1¼" B-35 with T-30 prime on 6" B-19 and 6" I-22

TYPICAL SECTION MAIN ST.

FEDERAL AID CONSTRUCTION IDENTIFICATION SIGNS

The Contractor shall furnish, erect, maintain and subsequently remove Federal Aid Construction Identification Signs at each of the following locations:

1. Sta. 807+60 Rt.
2. Sta. 815+50 Lt.

Sign details shall be as specified on Standard Drawing F.A.C.I. 1, "Code N-54(1)-96(2)" The signs shall be erected in accordance with Standard Drawing F.A.C.I. 2. Additional requirements shall be in accordance with notes in the Proposal.

CONSTRUCTION LAYOUT STAKES

See note in proposal describing the work included in this lump sum pay item.

PAVEMENT CALCULATIONS

From Sheet	From Sta.	To Sta.	T-35, B-35	Sq. Yds.	B-35	Sq. Yds.	B-19, T-30	Sq. Yds.	I-22	Sq. Yds.	E-1	Sq. Yds.
5	807+95.5	811+07.75	312.25 Lin. Ft. × 24.0' ÷ 9 =	832.7	312.25 Lin. Ft. × 24.67 ÷ 9 =	855.9	312.25 Lin. Ft. × 25.67 ÷ 9 =	890.6				
5	812+92.25	815+25	232.75 Lin. Ft. × 24.0' ÷ 9 =	620.7	232.75 Lin. Ft. × 24.67 ÷ 9 =	638.0	232.75 Lin. Ft. × 25.67 ÷ 9 =	663.9				
5	807+95.5	811+30.25							334.75 Lin. Ft. × 26.67 ÷ 9 =	992.0	334.75 Lin. Ft. × 24.0' ÷ 9 =	892.7
5	812+69.75	815+25							255.25 Lin. Ft. × 26.67 ÷ 9 =	756.4	255.25 Lin. Ft. × 24.0' ÷ 9 =	680.7
Totals				1453.4		1493.9		1554.5		1748.4		1573.4

T-35 1¼" Thick = 1453.4 × 1.25" ÷ 36 = 50 Cu. Yds.
B-35 1¼" Thick = 1453.4 × 1.25" ÷ 36 = 50 Cu. Yds.
B-35 1½" Thick = 1493.9 × 1.50" ÷ 36 = 62 Cu. Yds.
T-30 @ 0.4 Gal./Sq. Yd. = 0.4 × 1554.5 = 622 Gals.
E-4 Borrow = 3970 − 601 = 3369 Cu. Yds.

B-19 6" Thick = 1554.5 × 6" ÷ 36 = 259 Cu. Yds.
I-22 6" Thick = 1748.4 × 6" ÷ 36 = 291 Cu. Yds.
E-1 Compacted Subgrade 1573.4 use 1574 Sq. Yds.
T-10 For Maintaining Traffic: (Sta. 807+95.5 - Sta. 809+50) + (Sta. 814+50 - 815+25) = 230 Ft.
230 × 100 ÷ 100 = 230 use 300 Cu. Yds.
T-10 = 300 × 25 % = 75 Cu. Yds.
T-10 Mod. = 300 × 75 % = 225 Cu. Yds.
I-4 For Maintaining Traffic: 300 ÷ 50 = 6 Tons.

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GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
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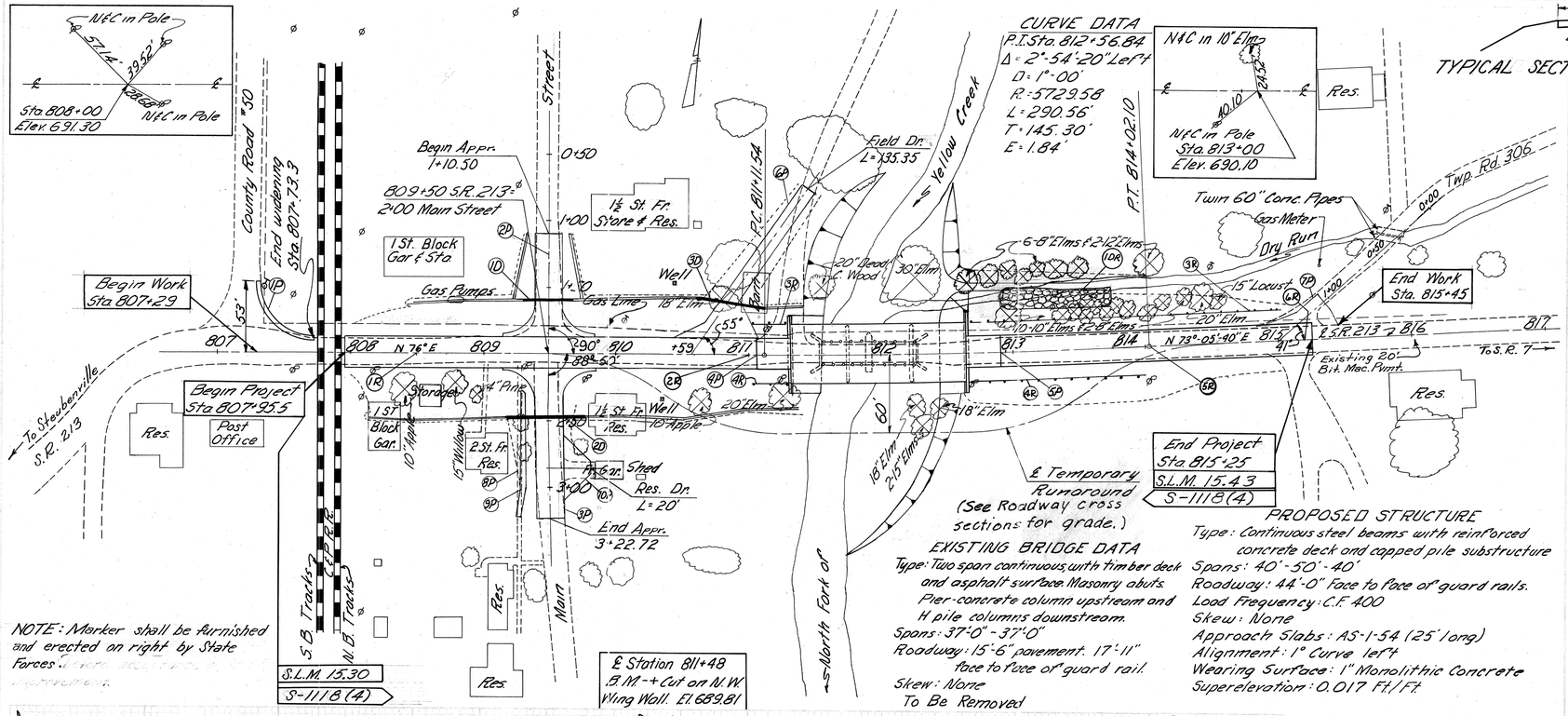
ITEM	FROM SHEET NUMBERS											ITEM	QUAN.	UNIT	CODE- 6201 DESCRIPTION
			3		5					19					
															ROADWAY
E-1			601									E-1	601	Cu. Yds.	Roadway Excavation Method "B" as per plan.
E-4			3369									E-4	3369	Cu. Yds.	Borrow.
E-1			1574		519							E-1	2093	Sq. Yds.	Compacted Subgrade
E-8					345							E-8	345	Sq. Ft.	Removal and Disposal of Existing Sidewalk
E-9			Lump									E-9	Lump	Lump	Removal of Trees and Stumps
E-11			21									E-11	21	M. Gals.	Water
I-4			6									I-4	6	Tons	Calcium Chloride For Dust Control.
I-8					4							I-8	4	Each	Standard Monument Assemblies
I-13					383							I-13	383	Sq. Ft.	4" Concrete Sidewalk
I-15					443.50							I-15	443.50	Lin. Ft.	Guard Rail, Steel Beam Type (Deep) Standard
L-9			4845									L-9	4845	Sq. Yds.	Seeding and Protecting
L-9			0.43									L-9	0.43	Ton.	Commercial Fertilizer (12-12-12)
L-9			2.17									L-9	2.17	Tons	Agricultural Liming Material
T-10			75									T-10	75	Cu. Yds.	Traffic Compacted Surface Course for maintaining traffic
T-10			225									T-10	225	Cu. Yds.	Traffic Compacted Surface Course For Maintaining Traffic, Modified As Per Plan.
															DRAINAGE
I-1					98							I-1	98	Lin. Ft.	12" Pipe Class C-1
I-1					48							I-1	48	Lin. Ft.	12" Pipe Class F-4
I-9					300							I-9	300	Lin. Ft.	Stone Underdrains, No. 2
I-10					78							I-10	78	Cu. Yds.	Dumped Rock Channel Protection.
															PAVEMENT
I-7					134							I-7	134	Sq. Yds.	Reinforced Concrete Approach Slabs (T=13")
I-22			291		97							I-22	388	Cu. Yds.	Subbase
T-30			622		219							T-30	841	Gals.	Bituminous Prime Coat Sec. M-5.7, RT-2 or RT-3
T-35			50		24							T-35	74	Cu. Yds.	Asphaltic Concrete Surface Course Type "C" (70-85).
B-19			259		147							B-19	406	Cu. Yds.	Aggregate Base Course
B-35			112		19							B-35	131	Cu. Yds.	Asphaltic Concrete Leveling Course (70-85).
															STRUCTURE OVER 20' SPAN
															Bridge No. JEF-213-1537 For quantities see Sheet #19.
															BUILDING REMOVALS
E-10										Lump		E-10	Lump	Lump	Parcel No. 1 ~ Removal of one 1-Story Concrete Block, Combination Garage And Restaurant.
E-10										Lump		E-10	Lump	Lump	Parcel No. 2 ~ Removal Of one 1-Story Concrete Block Garage, One Frame Shed And One 2-Story Frame Residence
E-10										Lump		E-10	Lump	Lump	Parcel No. 4 ~ Removal of One 1½-Story Frame Residence
E-10										Lump		E-10	Lump	Lump	Parcel No. 3 ~ Removal of One Frame Barn.
			Lump										Lump	Lump	Construction Layout Stakes.
I-3			Lump									I-3	Lump	Lump	Maintaining Traffic.



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TYPICAL SECTION ADJOINING PAVEMENT (BOTH ENDS)

CURVE DATA
P.I. Sta. 812+56.84
Δ = 2°-54'-20" Left
D = 1°-00'
R = 5729.58
L = 290.56'
T = 145.30'
E = 1.84'

NOTE: Marker shall be furnished and erected on right by State Forces.

EXISTING BRIDGE DATA

Type: Two span continuous, with timber deck and asphalt surface. Masonry abuts. Pier-concrete column upstream and H pile columns downstream.
Spans: 37'-0" - 37'-0"
Roadway: 15'-6" pavement. 17'-11" face to face of guard rail.
Skew: None
To Be Removed

PROPOSED STRUCTURE

Type: Continuous steel beams with reinforced concrete deck and capped pile substructure
Spans: 40'-50'-40'
Roadway: 44'-0" Face to face of guard rails.
Load Frequency: C.F. 400
Skew: None
Approach Slabs: AS-1-54 (25' long)
Alignment: 1° Curve left
Wearing Surface: 1" Monolithic Concrete
Superelevation: 0.017 Ft./Ft.

NOTE: Marker will be furnished and erected on the left by State Forces.

Lt. Edge Pavt. Elev.										689.69	689.68	689.70	689.76		690.06		690.36		690.59	690.72	690.97	691.34	691.82	692.42	
Profile Grade ℄	691.50	691.18	690.90	690.65	690.44	690.26	690.11	690.00	689.92	689.88	689.87	689.89	689.95	690.10	690.25	690.40	690.55	690.70	690.78	690.92	691.16	691.53	692.01	692.61	693.33
Rt. Edge Pavt. Elev.										689.75	689.84	689.96	690.12		690.47		690.77		691.00	691.13	691.29	691.55	691.93	692.43	

ESTIMATED QUANTITIES

REF. NO.	STATION TO STATION	SIDE	T-35 Asph. Conc. Surface Cu. Yds.	B-35 Asph. Conc. Leveling Course Cu. Yds.	T-30 Prime Coat Gals.	B-19 Aggregate Base Course Cu. Yds.	I-22 Subbase Cu. Yds.	E-1 Compacted Subgrade Sq. Yds.	I-7 Reinforced Concrete App. Slabs Sq. Yds.	E-8 Removal & Disposal Exist. Sidewalk Sq. Ft.	I-13 4" Concrete Sidewalk (4' Wide) Sq. Ft.	I-8 Standard Monument Assemblies Each	I-9 Stone Underdrains No. 2 Lin. Ft.	I-15 Guard Rail Steel Beam Deep Lin. Ft.	I-10 Dumped Rock Chan. Prot. Cu. Yds.	I-1 12" Pipe Class C-1 Lin. Ft.	I-1 12" pipe Class F-4 Lin. Ft.	SEE SHEET NO.
	DRAINAGE																	
Stone Underdrains	808+25 → 811+25	Lt											104					12
"	812+75 → 814+50	Lt											104					12
"	808+25 → 814+50	Rt.											92					12
1D	809+28 809+72	Lt.														44		12
2D	809+19 809+73	Rt.														54		12
3D	810+64.02 811+11.55	Lt.															48	12
1DR	812+94 → 813+75	Lt.													78			9
	PAVEMENT																	
1P	Intersection S.R. 213 & Co. Rd. 50	Lt.	1	2	14	6	7	30										5
2P	Main St. Lt	Lt	7	7	87	36	38	208										12
3P	Main St. Rt.	Rt.	10	10	118	49	52	281										17
4P	811+07.75 → 811+32.75	℄							67									5
5P	812+67.25 → 812+92.25	℄							67									5
6P	810+59 (Field Drive)	Lt				39												12
7P	815+00 (Approach)	Lt.	3			8												12
8P	2+09 → 3+22.72 Main St. Rt.	Rt								345								5
9P	2+27 → 3+22.72 Main St. Rt.	Rt									383							12
10P	2+86 Main St. Rt.	Lt	3			9												
	ROADWAY																	
1R	808+50	℄										1						5
2R	811+00	℄										1						5
3R	811+05.91 → 815+07.03	Lt.												266.02				5
4R	810+94.09 → 814+05.47	Rt.												177.48				5
5R	814+02.10	℄										1						5
6R	815+20	℄										1						5
			24	19	219	147	97	519	134	345	383	4	300	443.5	78	98	48	

(A total length of 269' has been deducted for the new structure.)

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70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

26
20
0

E.A.=55F
691.38
808+09
690.6
E.A.=85F
E.A.=85F

690

8 13

11 3

691.50
807+95.5
691.5
E.A.=355F

690 Begin Cut (ahead only) 35 0

Begin Project Sta. 807+95.5

690

807+50
690.4

Add for widening intersection @ Co. Rd. 50 53

Begin Work Sta. 807+29

690

℄ County Road #50
807+22
688.9

690

807+00
688.5

690

806+50
689.3
House

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

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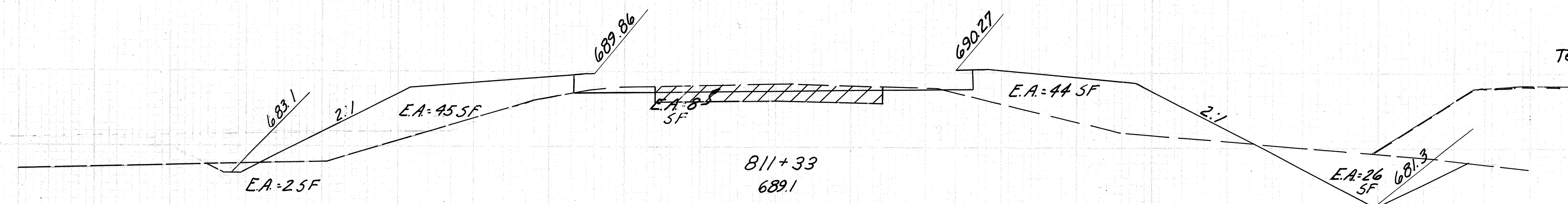
70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

687 Add for reseeding temporary run-around

BRIDGE

63 End Seeding Sta. 811+33 (Back only)



End Earthwork Sta. 811+33 (Back only) 36 89

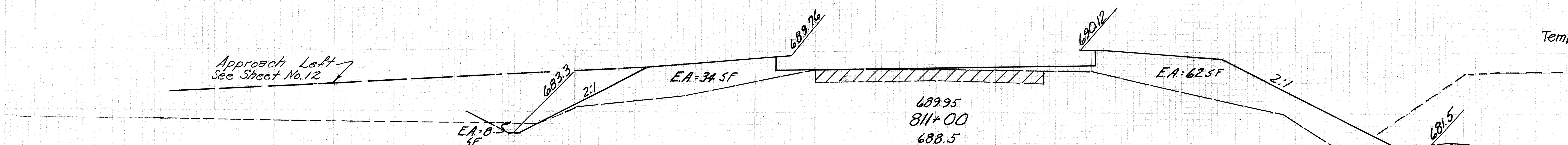
229

28 113

Begin Guard Rail Lt. 811+05.98

Begin Guard Rail Rt. 811+06.52

62



10 96

383

19 247

See Sheet No 12

Add for Field Drive Lt. Sta. 810+59 189

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

JEF-213-15.30

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

76 414 73 406 73 406 73 397 70 256 58 23

690

689.68 689.84 6835 4:1 2:1 2:1 E.A.=2.5 S.F. E.A.=171 S.F. 689.87 810+50 687.5 Temporary Roadway 4:1 681.7 2:1 2:1 E.A.=8 S.F.

10 171

690

683.7 E.A.=6 S.F. E.A.=190 S.F. 689.92 810+00 686.6 House 681.9 E.A.=9 S.F.

23 334 15 190

690

See Sheet No. 12 for Completed grade and X-Sec's on Main St. Lt. & Rt.

+8.33% 6839 E.A.=5.5 S.F. 12" I-I Class C-1 Pipe E.A.=244 S.F. ℄ Main Street Lt. & Rt. 690.11 809+50 685.8 -8.33% 682.1 E.A.=2.5 S.F. 12" I-I Class C-1 Pipe

Add for Main St. Lt. & Rt. 23 237
See Sheet No. 12.

20 402 7 244 19 450

690

681.1 E.A.=7.5 S.F. E.A.=242.5 F. 690.44 809+00 685.8 682.3 E.A.=7.5 S.F. House

14 242 17 439

690

Building Conc. Walk at Ser. Sta. 6856 2:1 2:1 E.A.=2.5 F. E.A.=232.5 F. 690.36 808+50 687.3 682.5 E.A.=2.5 F.

4 232 7 196

690

4:1 E.A.=14.5 F. E.A.=4.5 F. 691.31 808+14 690.1 E.A.=48 S.F. 4:1 6835 2:1 E.A.=2.5 F.

6 62 1 7

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

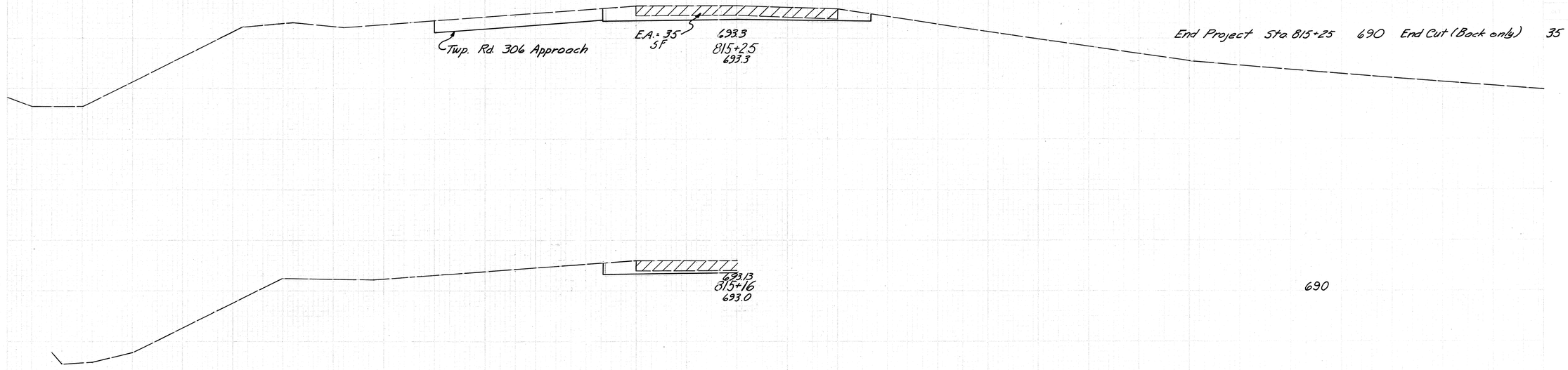
SECTIONS 808+14 TO 810+50


70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70
62
389
690.72
691.13
E.A.=18 SF
814+00
690.6
2:1
E.A.=40 SF
FL=680.4
E.A.=62 SF
2:1
End Guard Rail Rt. 813+93.48
690
18 102
64 213
End Dumped Rock Channel Protection Sta. 813+75
78
444
690.51
690.92
E.A.=19 SF
813+50
690.3
E.A.=56 SF
Elev. 684.5
E.A.=32 SF
FL=679.8
E.A.=72 SF
℄
690
51 128
102 250
82
295
690.36
690.77
E.A.=21 SF
813+00
690.1
Elev. 684.5
2'
E.A.=80 SF
E.A.=38
FL=679.0
2'
E.A.=62 SF
℄
690
59 142
79 191
Begin Dumped Rock Channel Protection Sta. 812+94
79
812+67 Begin Seeding (Ahead only)
690.26
690.67
E.A.=13 SF
812+67
689.9
2:1
E.A.=115 SF
E.A.=57 SF
FL=678.0
E.A.=56 SF
2:1
℄
690
Temporary Roadway
Begin Earthwork Sta. 812+67 (Ahead only)
70 171
70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

10
19

JEF-213-15.30



0 End Project Sta. 815+25 690 End Cut (Back only) 35 0

37 690 30 3

Add for Twp. Rd. 306 Lt. Sta. 815+00 11
See Sheet Nº 12.

27 690 29 7

181 52 45

38 690 27 42

278 42 133

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

SECTIONS 814+50 TO 815+25

JEF-213-15.30

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

817+00
703.9

700

700

816+50
700.2

HOUSE

816+00
697.1

695

815+50
694.4

690

End Work Sta. 815+45

70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70

SECTIONS 815+50 TO 817+00

FED. HIGH. DIVISION	STATE	PROJECT	
2	OHIO		

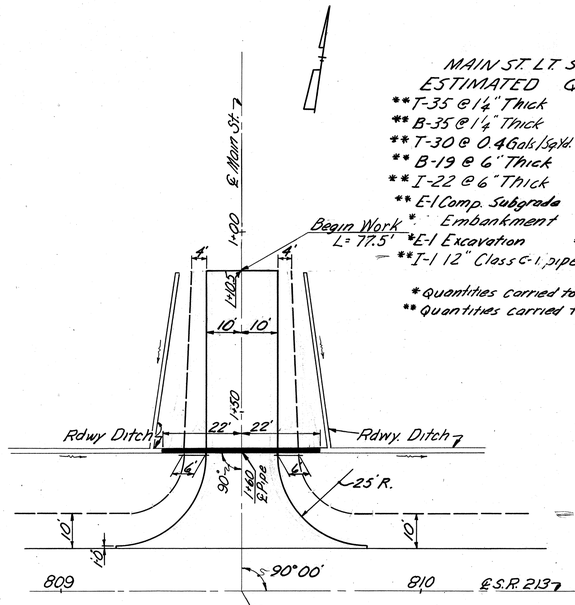
12
19

JEF - 213 - 15.30

MAIN ST. LT. STA. 809+50 ESTIMATED QUANTITIES

**	T-35 @ 1¼" Thick	= 7 Cu. Yds.
**	B-35 @ 1¼" Thick	= 7 Cu. Yds.
**	T-30 @ 0.4 Gals./Sq. Yd.	= 87 Gals.
**	B-19 @ 6" Thick	= 36 Cu. Yds.
**	I-22 @ 6" Thick	= 38 Cu. Yds.
**	E-1 Comp. Subgrade	= 208 Sq. Yds.
*	Embankment	= 46 Cu. Yds.
*	E-1 Excavation	= 23 Cu. Yds.
**	I-1 12" Class C-1 pipe	= 44 Lin. Ft.

* Quantities carried to cross sections sheet 7.
** Quantities carried to plan & profile sheet 5



PLAN
MAIN ST. LT. STA. 809+50
Scale: 1"=20'

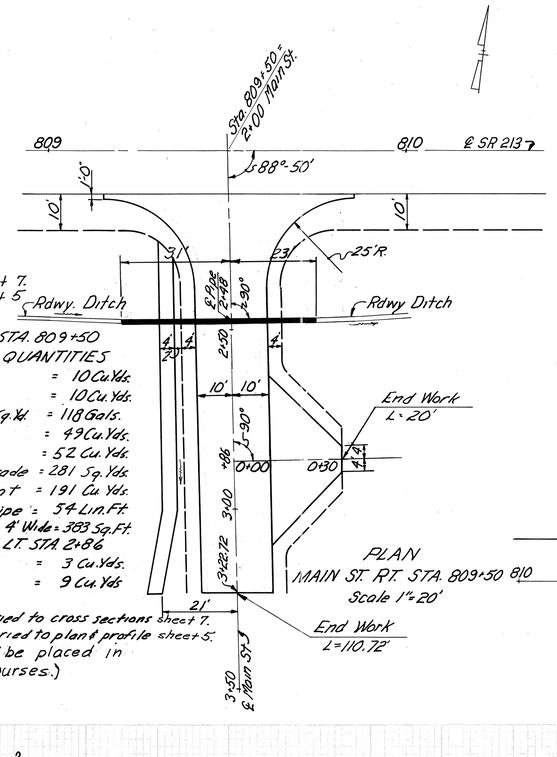
MAIN ST. RT. STA. 809+50 ESTIMATED QUANTITIES

**	T-35 @ 1¼" Thick	= 10 Cu. Yds.
**	B-35 @ 1¼" Thick	= 10 Cu. Yds.
**	T-30 @ 0.4 Gals./Sq. Yd.	= 118 Gals.
**	B-19 @ 6" Thick	= 49 Cu. Yds.
**	I-22 @ 6" Thick	= 52 Cu. Yds.
**	E-1 Comp. Subgrade	= 281 Sq. Yds.
*	Embankment	= 191 Cu. Yds.
**	I-1 12" Class C-1 pipe	= 54 Lin. Ft.
**	I-13 9" Conc. S.W. 4' Wide	= 383 Sq. Ft.

RES. DRIVE LT. STA. 2+86

**	T-35 @ 2" Thick	= 3 Cu. Yds.
**	B-19 @ 5" Thick	= 9 Cu. Yds.

* Quantities carried to cross sections sheet 7.
** Quantities carried to plan & profile sheet 5.
(2" T-35 shall be placed in two - 1" courses.)

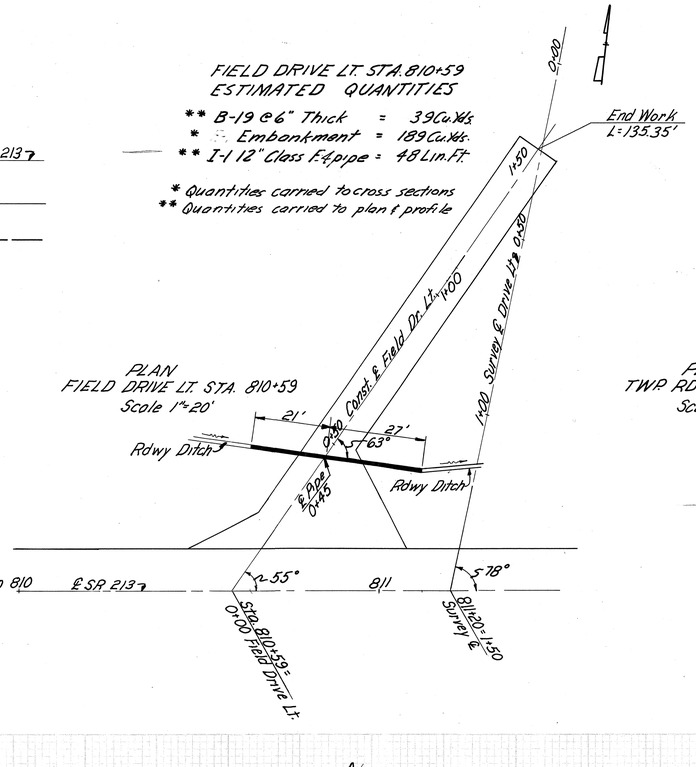


PLAN
MAIN ST. RT. STA. 809+50
Scale 1"=20'

FIELD DRIVE LT. STA. 810+59 ESTIMATED QUANTITIES

**	B-19 @ 6" Thick	= 39 Cu. Yds.
*	Embankment	= 189 Cu. Yds.
**	I-1 12" Class E-4 pipe	= 48 Lin. Ft.

* Quantities carried to cross sections
** Quantities carried to plan & profile

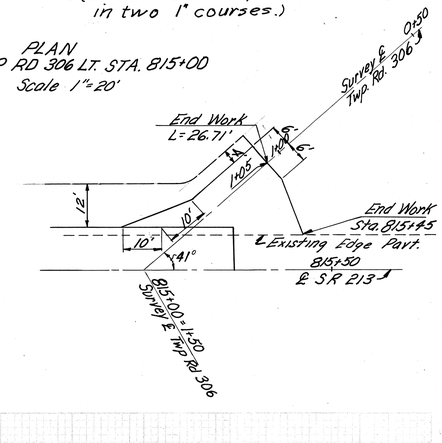


PLAN
FIELD DRIVE LT. STA. 810+59
Scale 1"=20'

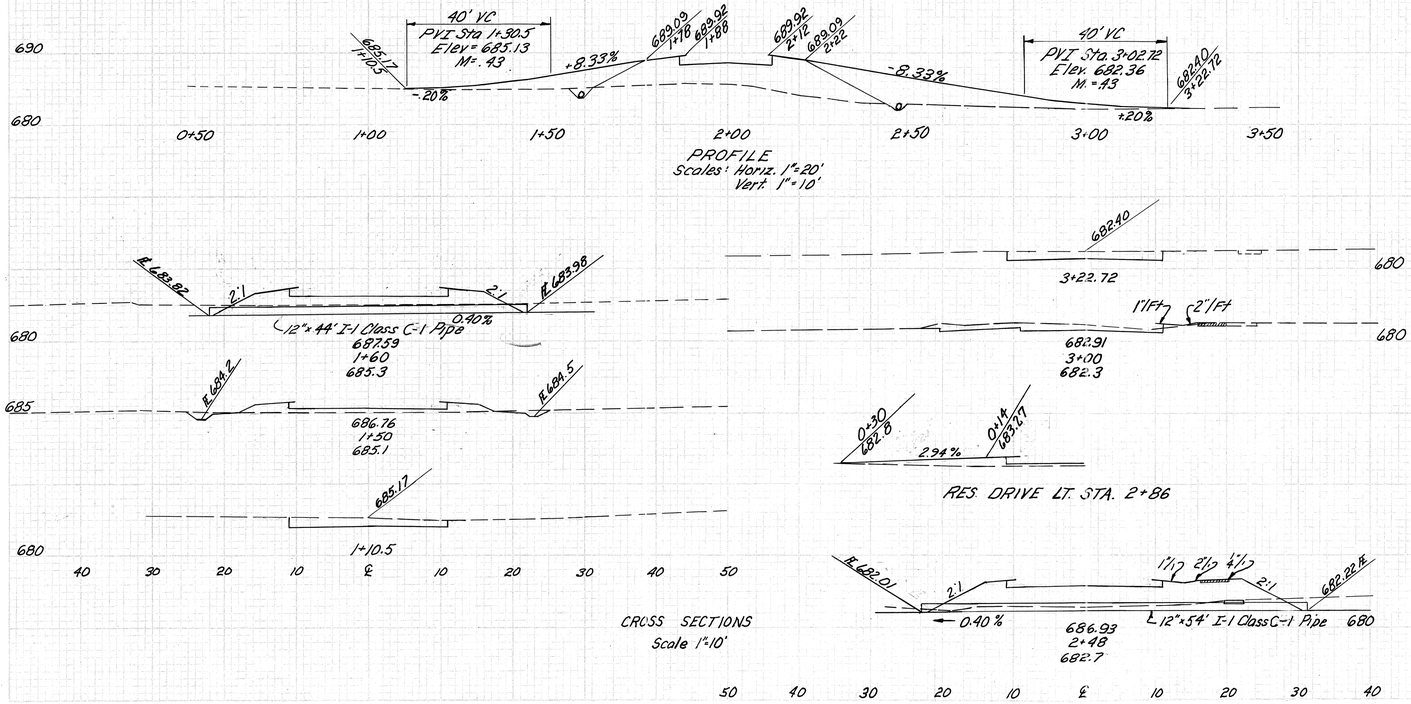
TWP. RD. 306 LT. STA. 815+00 ESTIMATED QUANTITIES

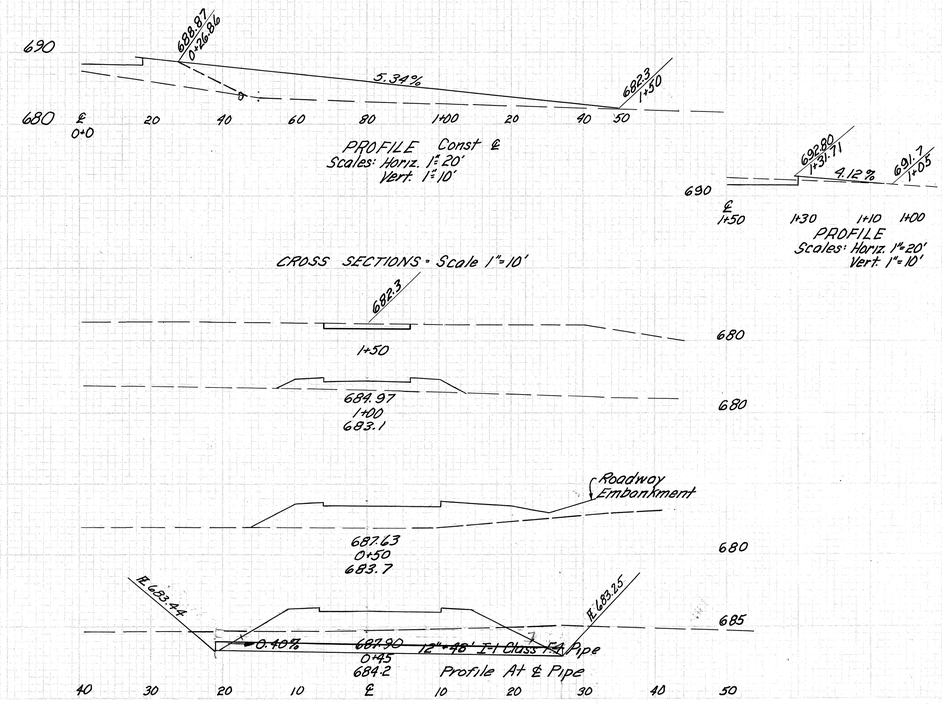
**	T-35 @ 2" Thick	= 3 Cu. Yds.
**	B-19 @ 5" Thick	= 8 Cu. Yds.
*	E-1 Excavation	= 11 Cu. Yds.

* Quantities carried to cross sections sheet 10.
** Quantities carried to plan & profile sheet 5.
(2" T-35 shall be placed in two 1" courses.)



PLAN
TWP. RD 306 LT. STA. 815+00
Scale 1"=20'



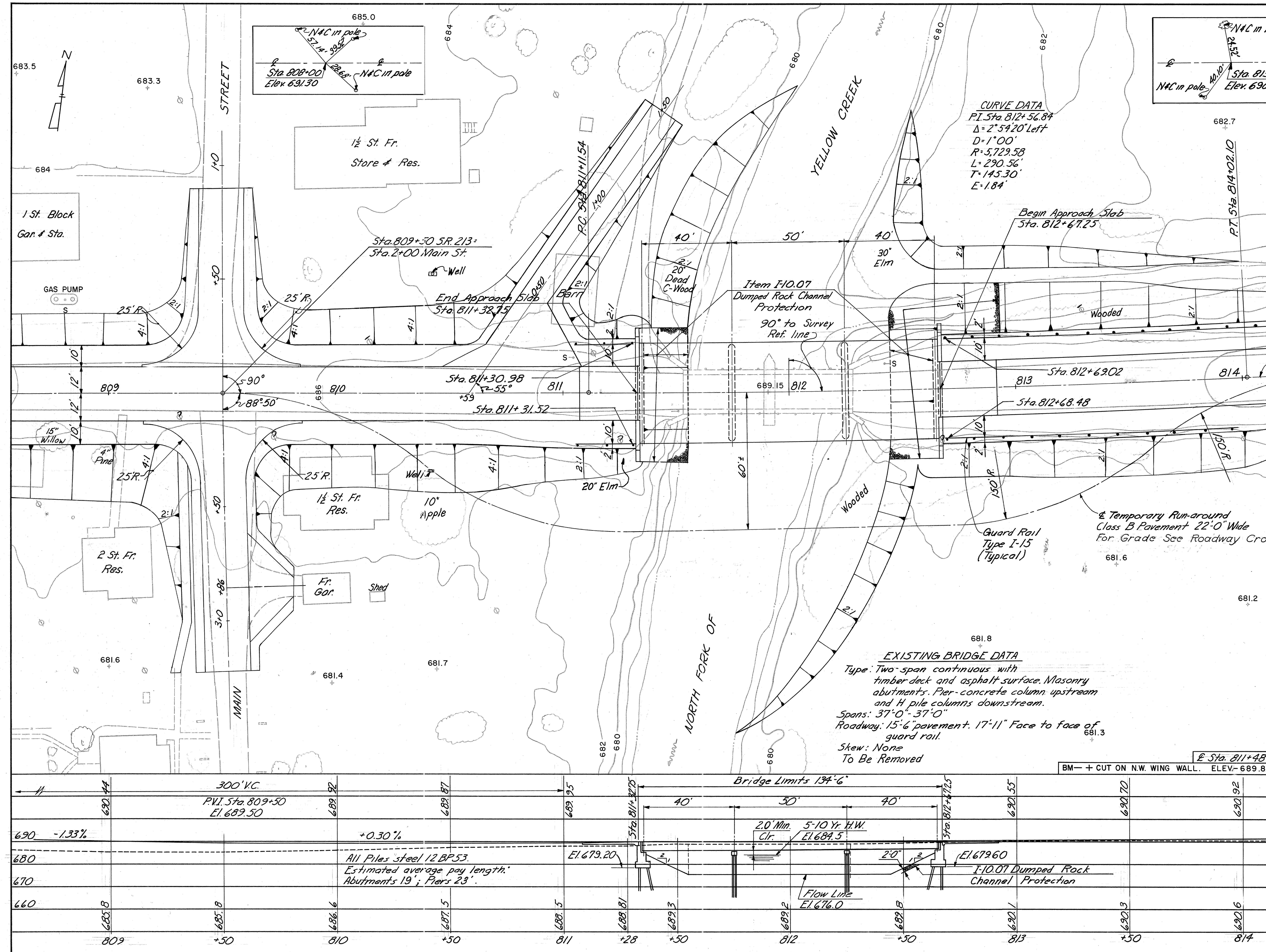


APPROACHES

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

13/19

JEF-213-15.30
AT HAMMONDSVILLE



N&C in 10" Elm
N&C in pole
Sta. 813+00
Elev. 690.10
N&C in pole
Sta. 808+00
Elev. 691.30
N&C in pole
STREET
MAIN
YELLOW CREEK
NORTH FORK OF
DRY RUN
1½ St. Fr. Store & Res.
1 St. Block Gar. & Sta.
GAS PUMP
1½ St. Fr. Res.
2 St. Fr. Res.
Fr. Gar.
Shed
Barn
Well
Wooded
CURVE DATA
P.I. Sta. 812+56.84
Δ=2°54'20" Left
D=1°00'
R=5,729.58
L=290.56'
T=145.30'
E=1.84'
P.T. Sta. 814+02.10
P.C. Sta. 811+11.54
Begin Approach Slab Sta. 812+67.25
End Approach Slab Sta. 811+32.75
Sta. 809+50 S.R. 213 = Sta. 2+00 Main St.
Item I-10.07 Dumped Rock Channel Protection
90° to Survey Ref. line
Sta. 811+30.98
Sta. 811+31.52
Sta. 812+69.02
Sta. 812+68.48
Survey ℄ S.R. 213
Sta. 815+25 End Project
℄ Temporary Run-around Class B Pavement 22'-0" Wide For Grade See Roadway Cross-Sections
Guard Rail Type I-15 (Typical)
Drainage Area = 56.3 Sq. Mi.
℄ Sta. 811+48
BM — + CUT ON N.W. WING WALL. ELEV.- 689.81
300' V.C.
P.V.I. Sta. 809+50
El. 689.50
-1.33%
+0.30%
Bridge Limits 134'-6"
2.0' Min. Clr.
5-10 Yr. H.W. El. 684.5
El. 679.20
El. 679.60
I-10.07 Dumped Rock Channel Protection
Flow Line El. 676.0
All Piles steel 12 BP53.
Estimated average pay length: Abutments 19'; Piers 23'.

EXISTING BRIDGE DATA

Type: Two-span continuous with timber deck and asphalt surface. Masonry abutments. Pier-concrete column upstream and H pile columns downstream.
Spans: 37'-0"-37'-0"
Roadway: 15'-6" pavement. 17'-11" Face to face of guard rail.
Skew: None
To Be Removed

PROPOSED STRUCTURE

Type: Continuous steel beams with reinforced concrete deck and capped pile substructure
Spans: 40'-50'-40'
Roadway: 44'-0" face to face of guard rails.
Load Frequency: CF 400
Skew: None
Approach Slabs: AS-1-54 (25' Long)
Alignment: 1° Curve left.
Wearing Surface: 1" Monolithic Concrete
Superelevation: 0.017 Ft./Ft.

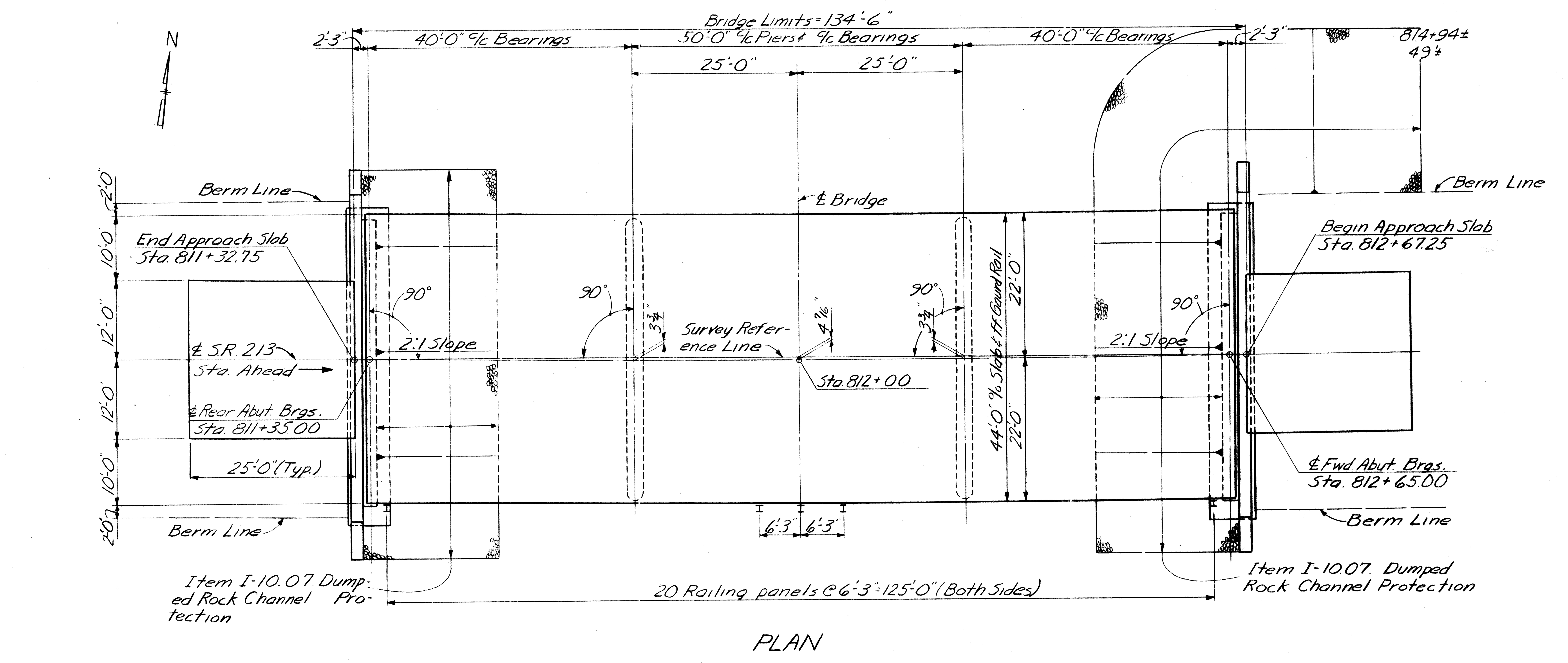
GANNETT FLEMING CORDDRY & CARPENTER
ENGINEERS
HARRISBURG, PA.

SITE PLAN

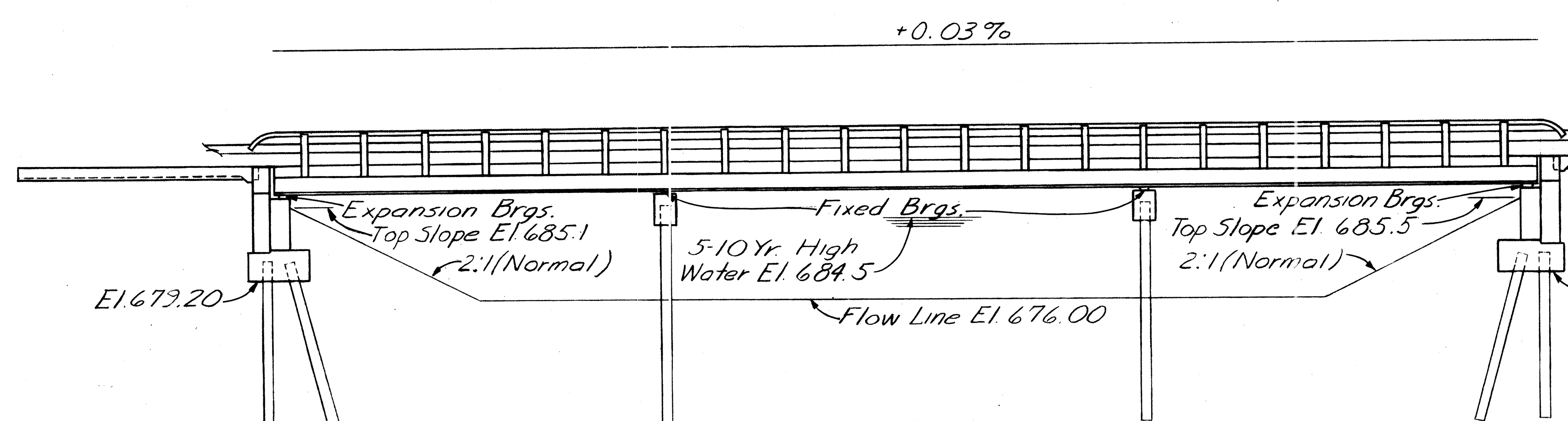
BRIDGE NO. JEF-213-1537
OVER NORTH FORK OF YELLOW CREEK
JEFFERSON CO. SR-213

STA. 811+32.75 TO 812+67.25

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
aerial survey	aerial survey	GWB	DK	RFS	



PLAN



Note:
12 BP53 Steel Piles in abutments and piers.

ELEVATION

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen'l.		
E-2	257	Cu. Yds.	Unclassified excavation		257				
E-3	2250	Cu. Yds.	Channel excavation				2250		
S-1	29	Cu. Yds.	Class C Concrete, pier caps.			29			
S-1	161	Cu. Yds.	Class C Concrete, superstructure.	161					
S-1	156	Cu. Yds.	Class E Concrete, abutments		156				
S-3	13	Lin. Ft.	Waterproofing, premoulded sealing strip		13				
S-4	59,754	lbs.	Reinforcing steel	44,248	10,589	4,796	121		
S-7	120,000	lbs.	Structural steel	120,000					
S-8	120,000	lbs.	Field painting of structural steel	120,000					
S-14	269	Lin. Ft.	Railing (Type I-15.11, hand rail, galvanized steel posts and bolts.)	269					
S-15	Lump	Sum	Temporary run-around, bridge, approach, embankment and pavement.				Lump		
S-16	Lump	Sum	First test pile				Lump		
S-18	960	Lin. Ft.	Steel piles, 12 BP53		540	420			
S-24	Lump	Sum	Removal of existing structure				Lump		
S-29	31	Cu. Yds.	Porous backfill		31				
I-10	244	Cu. Yds.	Dumped rock channel protection		244				
S-101	161	Each	Water reducing, set retarding admixtures for concrete	161					

SUPERSTRUCTURE NOTES

SUPERSTRUCTURE CONCRETE shall be Class C.
SLAB THICKNESS is 8¼" which includes 1" for monolithic wearing surface.
DECK SLAB HAUNCH: The haunch in the superelevated deck slab adjacent to the top of steel beams which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12" on the low side and between 9" and 12" on the high side. Except on the high, the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.
DECK SLAB DEPTH: The distance shown from top of deck deck slab to top of steel beam is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade

GENERAL NOTES

REFERENCE shall be made to following Standard Drawing CSB-1-55 Sheet 1, 2 & 8 of 8 Dated 3-1-55 Revised 2-2-59, ... Revised 2-2-59, FSB-1-62 Dated 4-19-62 Revised 1-15-63, and Supplemental Specification S-101 Dated 7-12-62, and S-307 dated 8-23-60.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

TEMPORARY RUN-AROUND, BRIDGE, APPROACH EMBANKMENT AND PAVEMENT: Load frequency for bridge, CF=30 with unit stresses increased 25% as per the provisions for temporary bridges in the "Design Specifications for Highway Structures". Bridge width, 22'-0". Approach width, out-to-out of shoulders, 28'-0". Approach pavement shall be Class "B", 22'-0" wide.

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed.

EXCAVATION QUANTITY for the abutments, in addition to that outlined in Section E-2.09 includes the removal of material bounded by the front vertical plane described in E-2.09 and by the finished slope of the cut.

PILES shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock, according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. S-18.05 is not less than the following value for a pile hammer of the indicated energy rating:

For the abutment piles.
- 40 tons per pile using a 7,000 ft. lb. hammer.
- 35 tons per pile using a 11,000 ft. lb. hammer.
- 30 tons per pile using a 15,000 ft. lb. or greater hammer.

For the pier piles.
- 55 tons per pile using a 7,000 ft. lb. hammer.
- 50 tons per pile using a 11,000 ft. lb. hammer.
- 45 tons per pile using a 15,000 ft. lb. or greater hammer.

If the energy rating of the hammer is between the ratings shown above, the required formula capacity shall be determined by interpolation. The design load is 22 tons per pile for the abutment piles and 31 ton per pile for the pier piles.

WELDING of structural steel shall be Class A except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.

REINFORCING STEEL CLEARANCE: Unless otherwise noted the clearance of reinforcing steel to the face of concrete is 2".

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of the concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

MACHINE FINISH: At the Contractor's option, the concrete deck may be finished by use of a finishing machine.

UTILITY LINES: All expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to minimum.

CONTINUOUS BEAM SPLICE: See Beam Splice Detail, sheet 15, for welding beams having depths differing by more than ⅛".

CONTINUOUS BEAM SHOP ASSEMBLY: Reference paragraph 4, Sec. S-7.12 of the Construction and Material Specifications, if rolled beams are field spliced only at supports, for the purpose of checking the fit-up of weld joint preparation, only two adjacent beams need be shop assembled at a time in their correct, unloaded positions. All beams shall be assembled and match marked.

Design Data

Design Loading - CF * (57). (* = 130,400 or 2000)
Concrete Class C - basic unit stress 1,333 psi.
Concrete Class E - basic unit stress 1,133 psi.
Structural Steel (Except Piling) - ASTM A36 - basic unit stress 20,000 psi. (ASTM A7 and A373 steel not permitted)
Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 psi. Except, spiral reinforcement may be plain, Structural Grade with basic unit stress of 18,000 psi.

GANNETT FLEMING CORDDRY & CARPENTER
ENGINEERS
HARRISBURG, PA.

GENERAL PLAN & ELEVATION
ESTIMATED QUANTITIES & NOTES

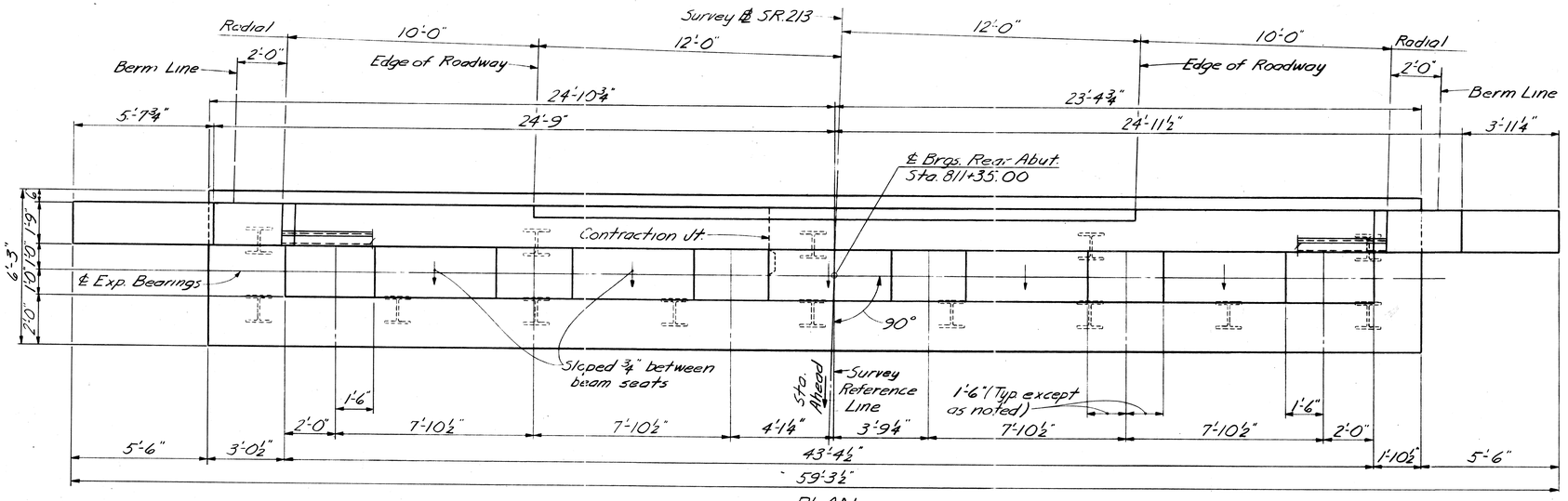
BRIDGE NO. JEF-213-1537
OVER NORTH FORK OF YELLOW CREEK
JEFFERSON COUNTY SR-213
STA. 811+32.75 TO 812+67.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.W.B.	E.O.W.	D.W.R.	R.F.S.			

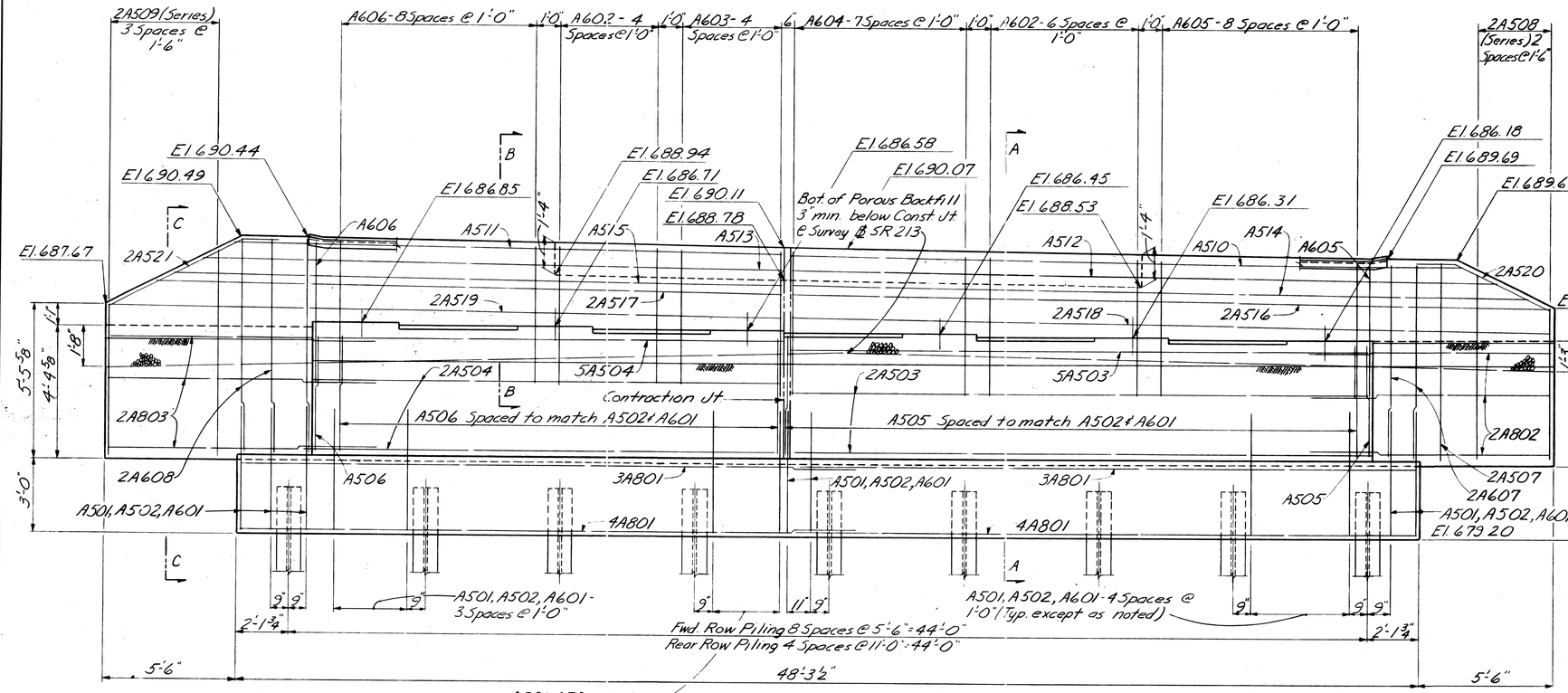
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

JEF-213-1530

15
19

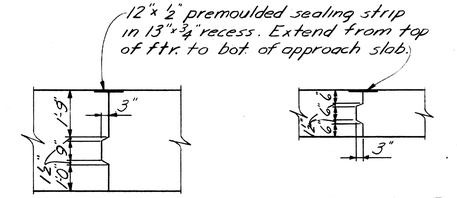


PLAN



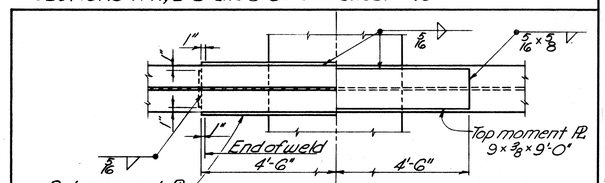
ELEVATION

* Cut web, drill 3/8" hole at end of cut, and raise flange to match depth of adjacent beam. Prepare edges of cut and completely butt weld. Grind and radiograph weld.

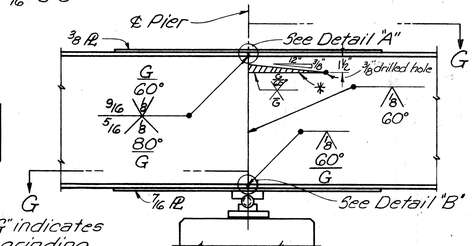


CONTRACTION JOINT DETAILS

NOTES:
GENERAL NOTES see sheet # 14.
CONCRETE shall be Class E.
POROUS BACKFILL shall extend upward to the approach slab and to the surface of the earth shoulders, and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.
SECTIONS A-A, B-B and C-C. See sheet # 16.

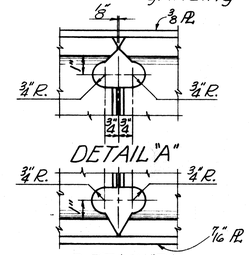


SECTION G-G



BEAM SPLICE DETAIL WITH MOMENT PLATES

G "G" indicates grinding



GANNETT FLEMING CORDDRY & CARPENTER
ENGINEERS
HARRISBURG, PA.

REAR ABUTMENT

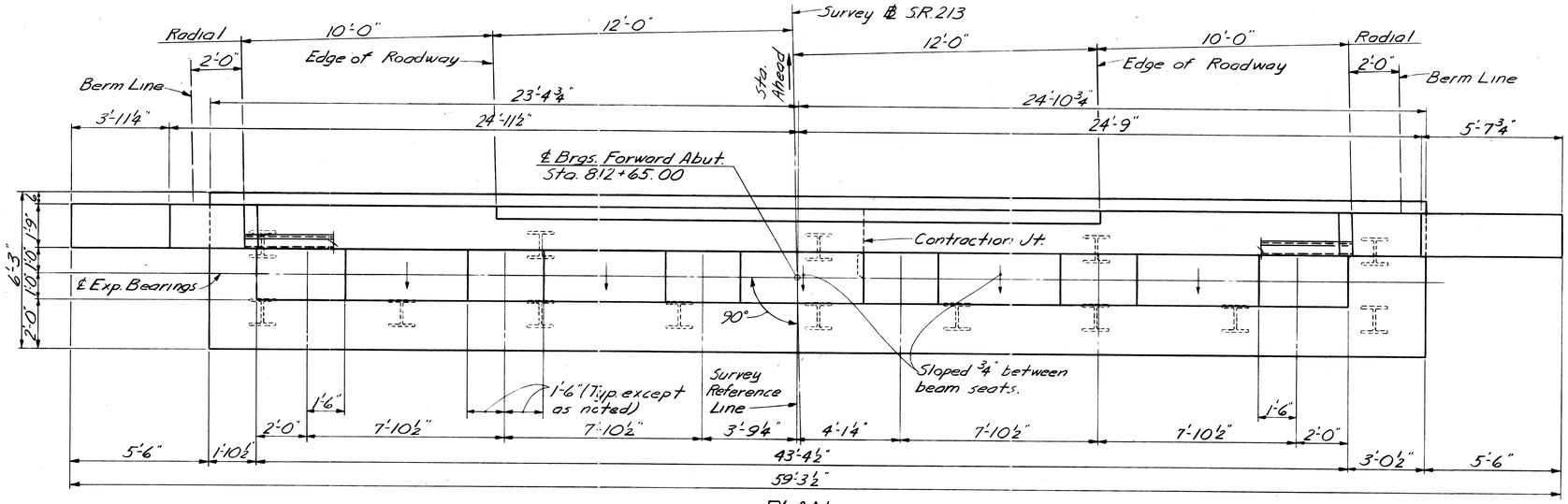
BRIDGE NO. JEF-213-1537
OVER NORTH FORK OF YELLOW CREEK
JEFFERSON COUNTY SR-213
STA. 811+32.75 TO 812+67.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.W.B	E.O.W	D.W.R	R.F.S			

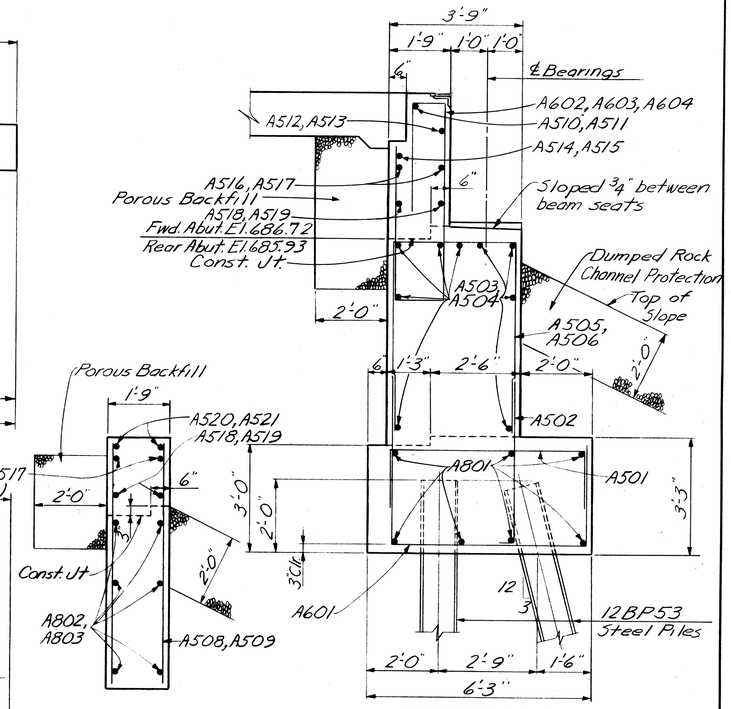
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

16
19

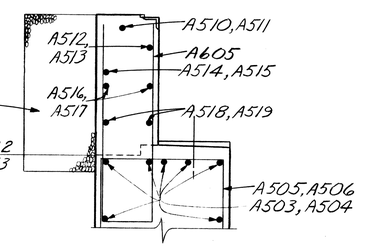
JEF-213-15.30



PLAN



ELEVATION



SECTION B-B
For details not shown see Section A-A

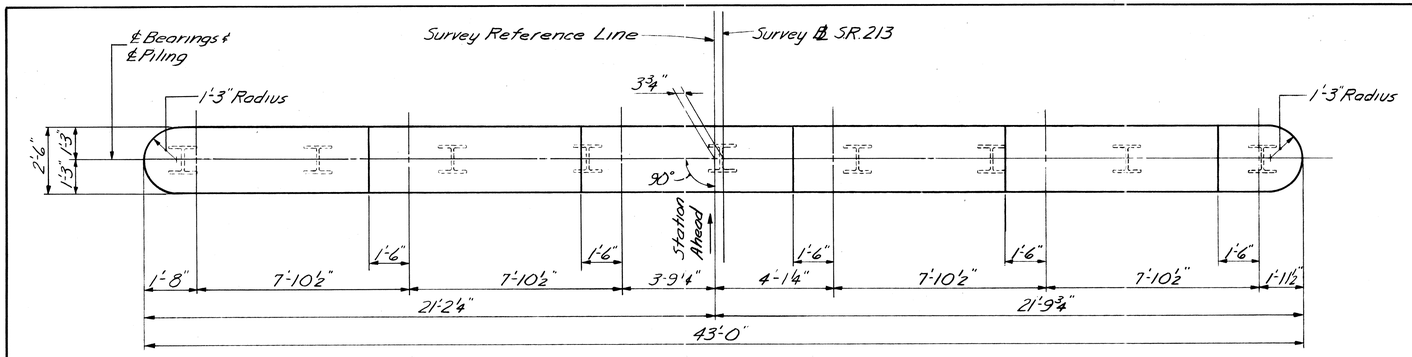
GENERAL NOTES see sheet # 14.
CONCRETE shall be Class E.
POROUS BACKFILL see sheet # 15.
BRIDGE SEAT REINFORCING see sheet # 15.
CONTRACTION JOINT DETAILS see sheet # 15.

GANNETT FLEMING CORDDRY & CARPENTER
ENGINEERS
HARRISBURG, PA.

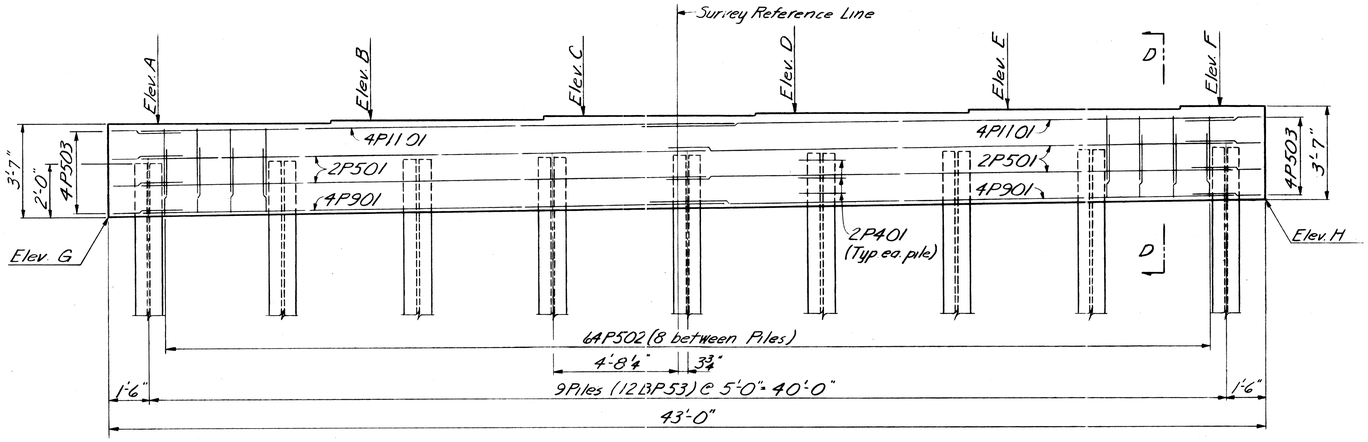
FORWARD ABUTMENT

BRIDGE NO. JEF-213-1537
OVER NORTH FORK OF YELLOW CREEK
JEFFERSON COUNTY SR-213
STA. 811+32.75 TO 812+67.25

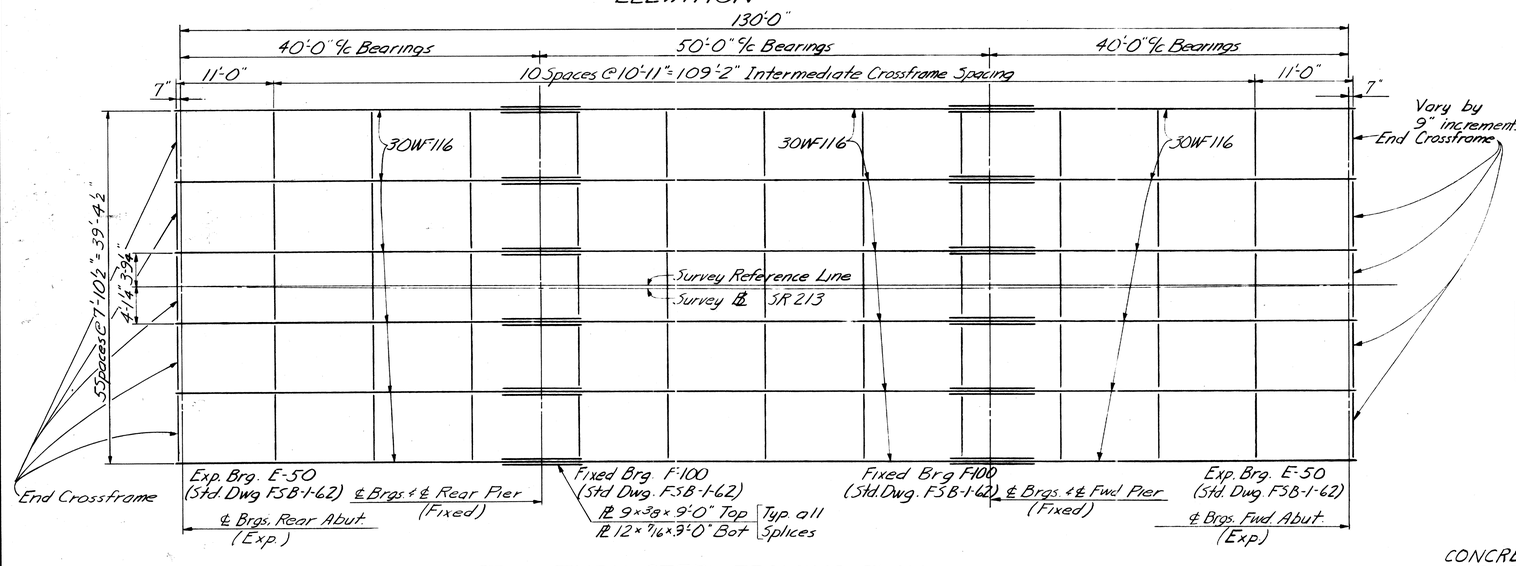
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
BWB	EDW	D.W.C.	RFS			



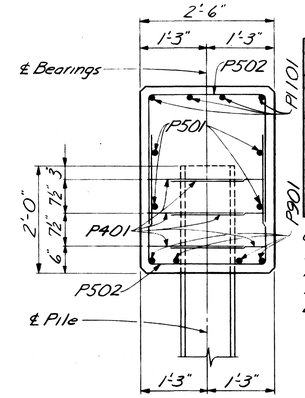
PLAN



ELEVATION



STRUCTURAL STEEL FRAMING PLAN



SECTION D-D

DEFLECTION & CAMBER

	Outside Beams End Span	Outside Beams Middle Span	Inside Beams End Span	Inside Beams Middle Span
Deflection due to Wt. of steel	0"	0"	0"	0"
Deflection due to remaining dead load	⅛"	⅛"	⅛"	⅛"
Sum of deflections	⅛"	⅛"	⅛"	⅛"
Required camber	0"	0"	0"	0"

GENERAL NOTES: See Sheet # 14.
REFERENCE shall be made to Std. Dwg. FSB-1-62 for bearing details.
REFERENCE shall be made to Standard Dwg. CSB-1-55 for details not shown such as crossframes, end finish, welds, etc.

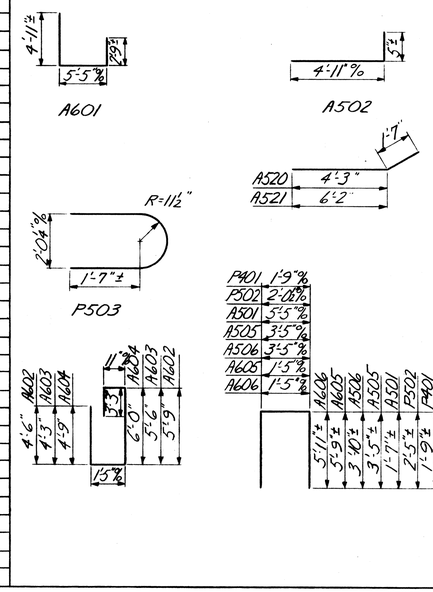
BEAM SPLICE WELDING PROCEDURE:
1. Raise the abutment ends of the beams ⅜".
2. Butt-weld the beam flanges and web, using the following sequence: make one pass on each flange, then two on the web; repeat, using one pass at each location, until welds are completed
3. Weld the bottom and top moment plates.
4. Lower beam ends to final position.

For BEAM SPLICE DETAIL, see sheet #15.

REINFORCING STEEL LIST

Mark	No	Length	Weight	Shp
ABUTMENTS				
A801	28	25'-3"	1,888	5
A802	12	9'-10"	315	5
A803	12	11'-0"	352	5
A601	90	13'-1"	1,769	B
A602	24	15'-10"	571	B
A603	10	15'-4"	230	B
A604	16	16'-4"	393	B
A605	20	12'-1"	388	B
A606	20	13-3"	398	B
A607	8	7'-0"	84	5
A608	8	7'-10"	94	5
A501	90	8'-7"	806	B
A502	90	5'-4"	501	B
A503	18	23'-9"	446	5
A504	18	18'-11"	355	5
A505	46	10'-3"	492	B
A506	38	11'-1"	439	B
A507	4	7'-1"	30	5
A508	4 Series of 3	5'-2" to 6'-8"	74	5
A509	4 Series of 4	5'-2" to 7'-5"	105	5
A510	2	27'-5"	57	5
A511	2	22'-0"	46	5
A512	2	28'-9"	60	5
A513	2	23'-3"	48	5
A514	2	30'-0"	63	5
A515	2	24'-6"	51	5

BENDING DIAGRAMS



Mark	No	Length	Weight	Shp
A516	4	30'-9"	128	5
A517	4	25'-6"	106	5
A518	4	31'-2"	130	5
A519	4	27'-5"	114	5
A520	4	5'-10"	24	B
A521	4	7'-9"	32	B
PIERS				
P1101	16	22'-0"	1,870	5
P901	16	21'-8"	1,179	5
P501	16	21'-0"	350	5
P502	128	6'-10"	912	B
P503	16	6'-4"	106	B
P401	108	5'-3"	379	B
SUPERSTRUCTURE				
S701	175	43'-8"	15,620	5
S601	175	43'-8"	11,478	5
S602	296	34'-3"	15,227	5
S603	64	20'-0"	1,923	5
REPLACEMENT				
RE1101	1	7'-7"	-	5
RE901	1	6'-10"	-	5
RE801	1	6'-6"	-	5
RE701	1	6'-3"	-	5
RE601	2	5'-11"	-	5
RE501	1	5'-7"	-	5
RE401	1	5'-3"	-	5

Elevation	A	B	C	D	E	F	G	H
Rear Pier	686.15	686.29	686.42	686.55	686.69	686.82	682.57	683.24
Forward Pier	686.30	686.44	686.57	686.70	686.84	686.97	682.72	683.39

CONCRETE shall be Class C.
BRIDGE SEAT REINFORCING: See Sheet #15.
BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example A501 is a No. 5 size bar and P1101 is a No. 11 size bar.

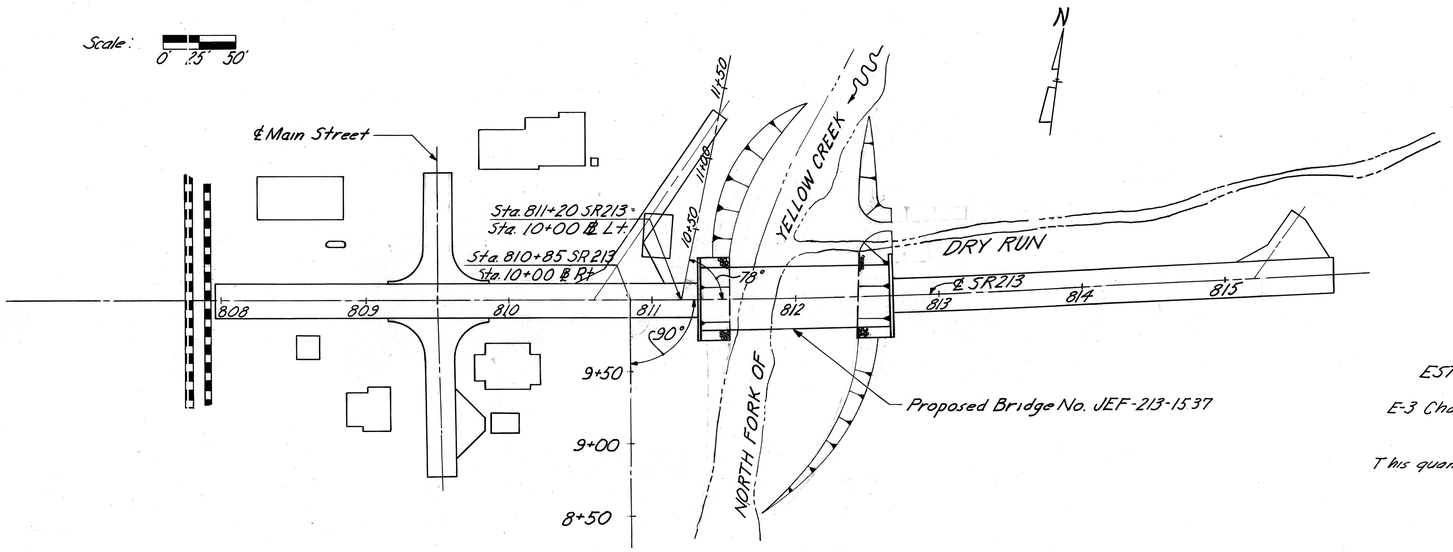
GANNETT FLEMING CORDDRY & CARPENTER
ENGINEERS
HARRISBURG, PA.

PIERS, STEEL FRAMING PLAN & BAR SCHEDULE

BRIDGE NO. JEF-213-1537
OVER NORTH FORK OF YELLOW CREEK
JEFFERSON COUNTY SR-213
STA. 811+32.75 TO 812+67.25

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
BWB	F.O.W.	D.W.R.	E.T.S.			

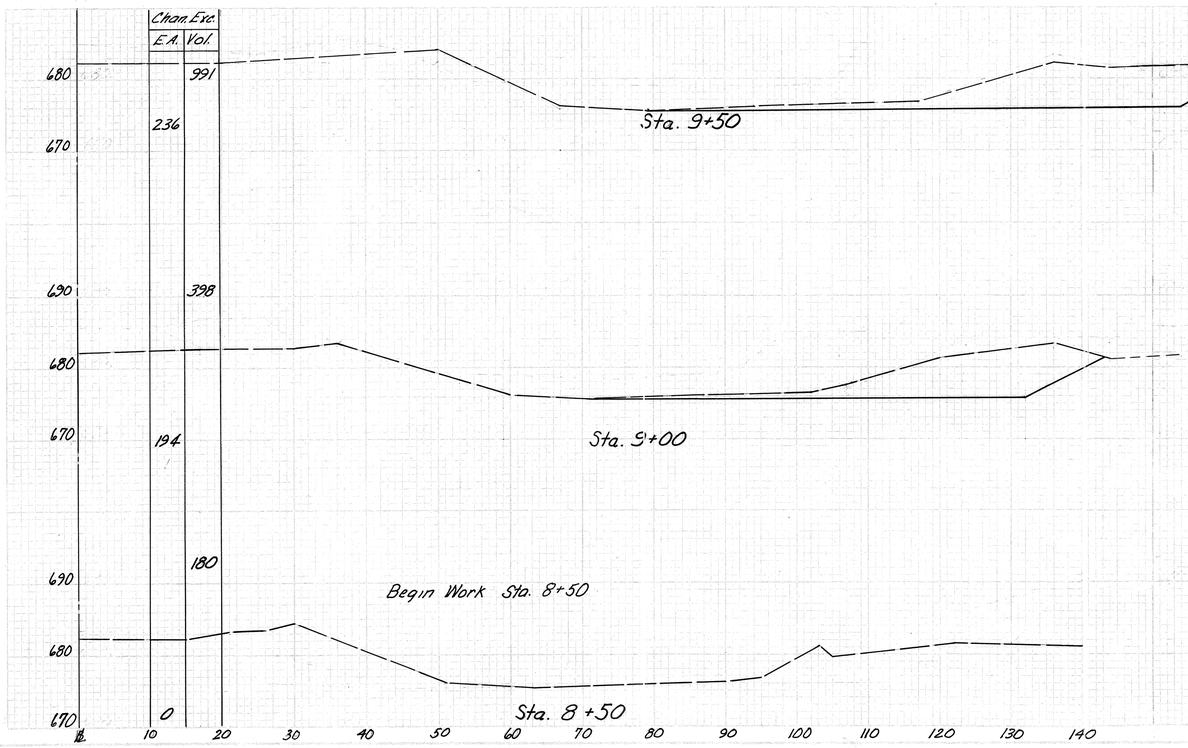
JEF-213-15.30

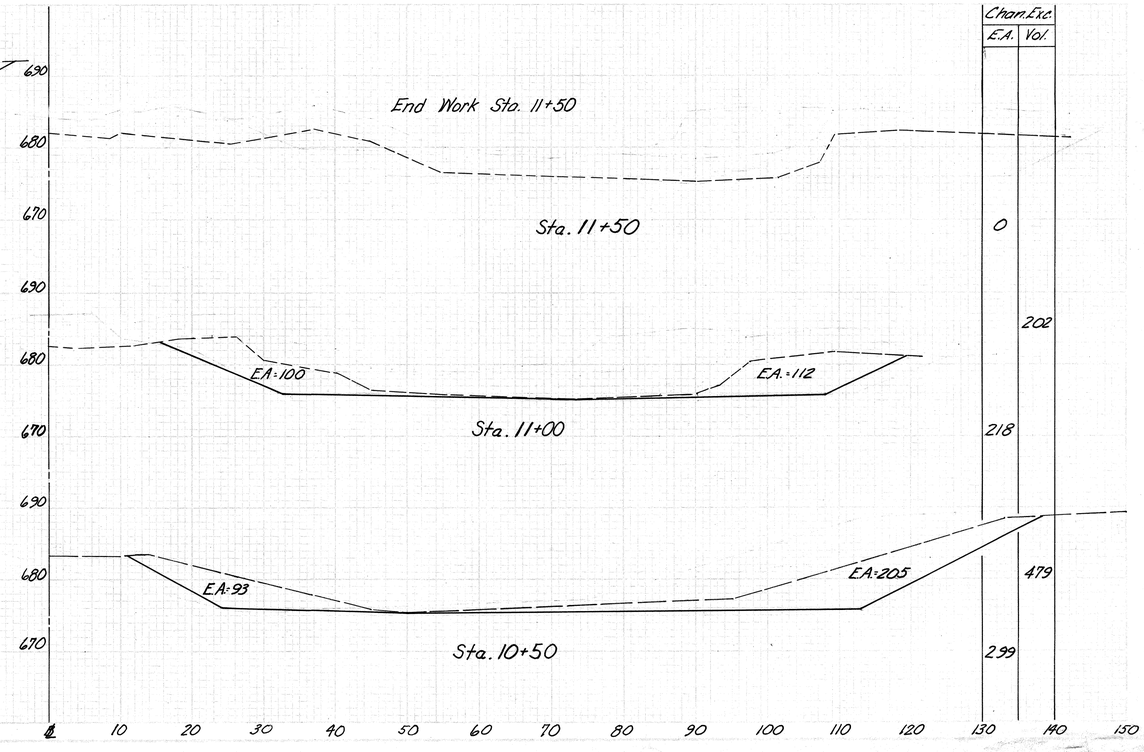


ESTIMATED QUANTITY

E-3 Channel Excavation = 2250 Cu Yds.

This quantity carried to bridge plans-Sheet No.14





CHANNEL SECTIONS

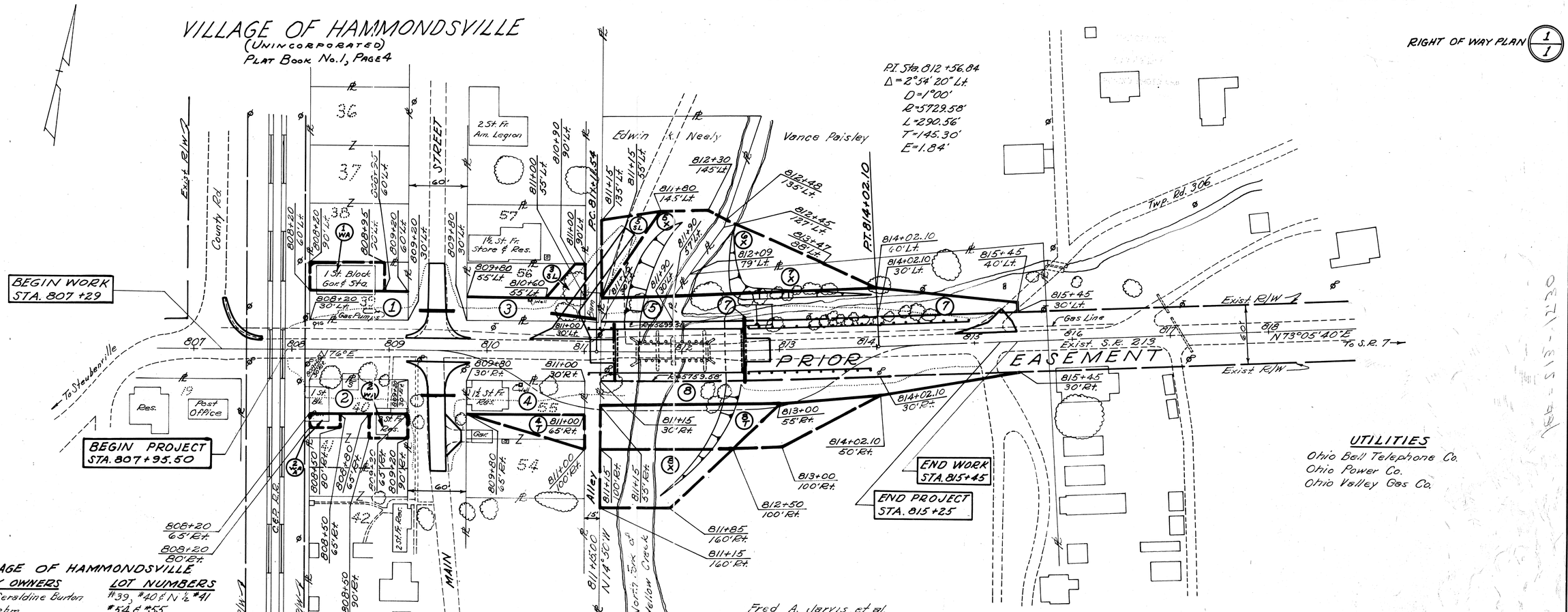
SALINE TOWNSHIP
SEC. 19 - TWP. 9-N - RANGE 2-W

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

JEF-213-15.30

19/19

RIGHT OF WAY PLAN 1/1



VILLAGE OF HAMMONDSVILLE

PROPERTY OWNERS

William H. & Geraldine Burton
Lula P. Boehm
Robert Paisley, et al.

LOT NUMBERS

#39, #40 & N ½ #41
#54 & #55
#36, #37, #38 & #56

Fred A. Jarvis, et al.

(1) WILLIAM H. & GERALDINE BURTON
1-T.B.A. — — — — 0.07 Ac
1-W.A.

(2) WILLIAM H. & GERALDINE BURTON
2-T.B.A. — — — — 0.08 Ac
2-W.A.
2-A-WA.

(3) ROBERT PAISLEY, ET AL.
3-T.B.A. — — — — 0.07 Ac
3-S.L. — — — — 0.02 Ac

(4) LULA P. BOEHM
4-T.B.A. — — — — 0.10 Ac
4-T — — — — 0.05 Ac

(5) EDWIN K. NEELY
5-T.B.A. — — — — 0.04 Ac
5-X — — — — 0.15 Ac
5-S.L. — — — — 0.06 Ac

(6) VANCE PAISLEY
6-X — — — — 0.08 Ac

(7) FRED A. JARVIS, ET AL.
7-T.B.A. — — — — 0.23 Ac
7-X — — — — 0.11 Ac

(8) FRED A. JARVIS, ET AL.
8-T.B.A. — — — — 0.19 Ac
8-X — — — — 0.31 Ac
8-T — — — — 0.24 Ac

UTILITIES

Ohio Bell Telephone Co.
Ohio Power Co.
Ohio Valley Gas Co.

SUMMARY OF ADDITIONAL RIGHT OF WAY REQ'D.

Parcel No.	OWNERS	Deed Record Volume	Deed Record Page	Deed Area	To Be Acquired Land	To Be Acquired Bldg's.	Residue Left	Residue Right	Sheet No.	REMARKS
1	William H. & Geraldine Burton	403	540	0.14 Ac	0.07 Ac	Yes	0.07 Ac	—	1	
1-WA	" " "								1	Bldg. Rmvl.
2	" " "	403	540	0.14 Ac	0.08 Ac	Yes	—	0.06 Ac	1	
2-WA	" " "								1	Bldg. Rmvl.
2-A-WA	" " "								1	Bldg. Rmvl.
3	Robert Paisley, Et. Al.	216	112	0.16 Ac	0.07 Ac		0.09 Ac	—	1	
3-SL	" " "				0.02 Ac				1	
4	Lula P. Boehm	246 / 132	12 / 579	0.33 Ac	0.10 Ac	Yes	—	0.23 Ac	1	
4-T	" "				0.05 Ac				1	
5	Edwin K. Neely	325	582	0.33 Ac	0.04 Ac		0.29 Ac	—	1	
5-X	" "				0.15 Ac				1	
5-SL	" "				0.06 Ac				1	
6-X	Vance Paisley	291	304	3.65 Ac	0.08 Ac		3.65 Ac	—	1	
7	Fred A. Jarvis, Et Al.	193	305	6.42 Ac	0.23 Ac		0.31 Ac	—	1	
7-X	" " "				0.11 Ac				1	
8	" " "				0.19 Ac		—	5.69 Ac	1	
8-X	" " "				0.31 Ac				1	
8-T	" " "				0.24 Ac				1	

COMPLETION DATE:

REVISIONS: