CALC. BY ____ DATE ____	FRA-C.R. 17 MORSE ROAD	OHIO
CHKD. BY ____ DATE ____		FHWA REGION 5

1/16

MORSE ROAD
BRIDGE AND APPROACHES
FRA-C.R. 17
OVER BLACKLICK CREEK
JEFFERSON-PLAIN TOWNSHIPS
FRANKLIN COUNTY

DESIGN DESIGNATION

Current ADT	1983	= 2095
Design Year ADT	2003	= 3352
DHV		= 335
D		= 60 %
T		= 5 %
V		= 50 M.P.H.

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Center Line
Trees (to be removed)
Utility Poles: Telephone Power Light
Existing Right of Way — Ex. RW
Right of Way — RW
Property Line
Fence Line
Guardrail (existing) (proposed)

INDEX OF SHEETS

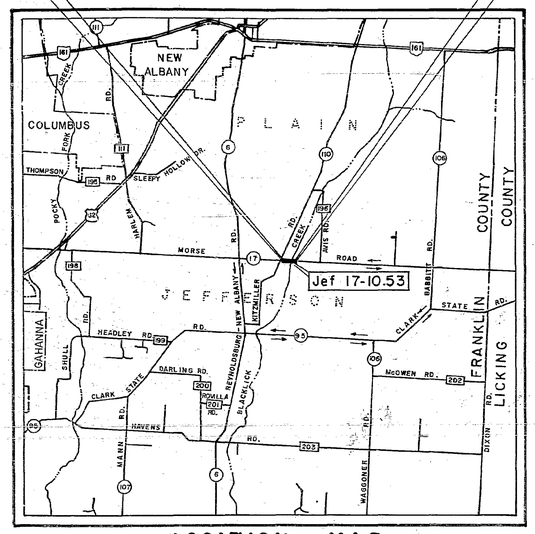
Title Sheet	1
Typical Sections	2
General Notes	3
Calculations & General Summary	4
Plan & Profile	5
Cross Sections	6-7
Structures Over 20 Feet	8-13
Right of Way Plan	14-16

LINE DATA

Begin project Sta. 10+20
End project Sta. 11+30
Length of Project 110.00 L.F. or 0.021 Miles
Add for Approaches
Sta 10+07 to Sta 10+20 = 13.00 L.F
Sta 11+30 to Sta 12+00 = 70.00 L.F
Length of Work = 193.00 L.F. or 0.037 Miles

Begin Project Sta. 10+20

End Project Sta. 11+30



N

LOCATION MAP

SCALE IN MILES
0 1 2

Portion to be improved
State & Federal Routes
Other Roads
Detour →

SCALES

Plan 0 20
Profile: Horizontal 0 20, Vertical 0 5
Cross Section: Horizontal 0 5, Vertical 0 5

1983 SPECIFICATIONS

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

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided and as indicated on the plans.

APPROVED _____
DATE 3/7/83 CHIEF DEPUTY ENGINEER

APPROVED _____
DATE 2/7/83 COUNTY ENGINEER

APPROVED _____
DATE 9-8-83 COUNTY COMMISSIONER

APPROVED _____
DATE 9-8-83 COUNTY COMMISSIONER

APPROVED _____
DATE 9/8/83 COUNTY COMMISSIONER

APPROVED _____
DATE 9/6/83 COUNTY AUDITOR

PLANS PREPARED BY:
STICKLEN-BELSHEIM & ASSOC.
WORTHINGTON, OHIO
UNDER THE DIRECTION OF:
_____
REGISTERED ENGINEER E-22290 OHIO

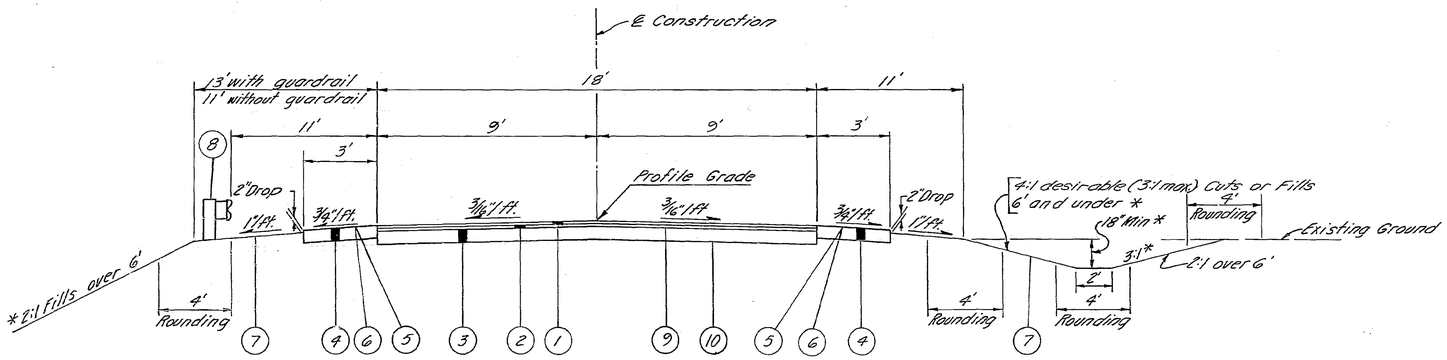
SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS
BP-5	7/16/81	DBR-2-73	4/10/73		
CB-2-2A&B	5/1/79	PSPD-1-81	9/18/81		
GR-1	2/5/82				
GR-2B	2/5/82				
GR-3	2/5/82				
GR-4	2/5/82				
MC-3	6/1/73				
MC-4	7/26/76				

Project:
Date of Letting _____ 19__, Contract No. _____

33010 010 TITLE SHEET 10.53 1983 00/0 060

TYPICAL SECTION

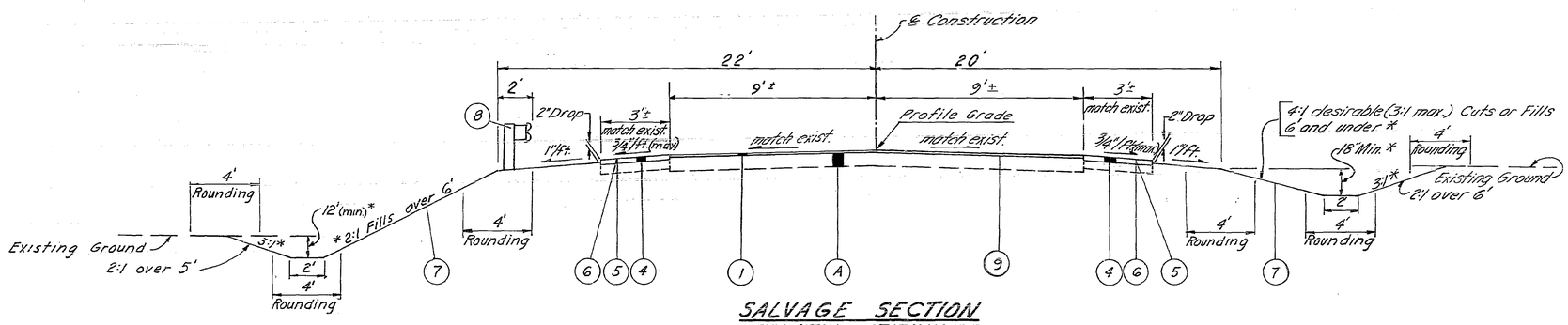
TYPE 404 ON 305



NORMAL SECTION

LIMITING STATIONS

Sta. 10+20 to Sta. 11+30 = 110.00 L.F.
Sta. 10+44.50 to Sta. 11+07.00 = -62.50 L.F. (STRUCTURE)
47.50 L.F.



SALVAGE SECTION

LIMITING STATIONS

Sta. 10+07 to Sta. 10+20 = 13.00 L.F.
Sta. 11+30 to Sta. 11+55 = 25.00 L.F.
38.00 L.F.

LEGEND

1. Item 404 1¼" Asphalt Concrete, AC-20
2. Item 403 2¾" Asphalt Concrete, AC-20
3. Item 305 8" Portland Cement Concrete Base
4. Item 411 Stabilized Crushed Aggregate 6" max. 0" min.
5. Item 408 Bituminous Prime Coat, applied at 0.40 Gal. per sq. yd.
6. Item 409 Seal Coat, using 0.008 Cu. Yd. of No. 8 Cover Aggregate per sq. yd. and 0.30 Gal. of Bituminous Material.
7. Item 659 Seeding and Mulching
8. Item 606 Guardrail, Type 5
9. Item 407 Tack Coat, using Bituminous Material applied at the rate of 0.10 Gal. per sq. yd.
10. Item 203 Subgrade Compaction

A. Existing Pavement

* Unless otherwise shown on cross sections

GENERAL NOTES

MOBILIZATION AS PER PLAN

The Contractor shall provide a suitable field office having a minimum of 150 sq. ft. of floor space which shall be in accordance with 619.01 and 619.02. Payment shall be included in the lump sum price bid for Item 624, Mobilization, as per plan.

ROUNDING OF CORNERS SHOWN ON CROSS SECTIONS

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

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 ORC.

UTILITIES NOTIFICATION

At least two working days prior to commencing construction operations in an area which may involve underground utility facilities, the Contractor shall notify the Project Engineer, the registered utility protection service and the owners of each underground utility facility shown in the plans.

The owner of the underground utility facility shall, within forty-eight hours, excluding Saturdays, Sundays and Legal Holidays, after notice is received, stake, mark or otherwise designate the location of the underground utility facilities in the construction area in such a manner as to indicate their course together with the approximate depth at which they were installed. The marking or locating shall be coordinated to stay approximately two days ahead of the planned construction.

UTILITY OWNERSHIP

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

Telephone:
Ohio Bell Telephone Company
150 E. Gay Street
Columbus, Ohio 43215
614-460-8262

Electric:
Columbus & Southern Ohio Electric Company
215 North Front Street
Columbus, Ohio 43215
614-464-7911

REMOVAL OF TREES OR STUMPS

All trees and stumps specifically marked for removal within the construction limits of this project shall be removed under the lump sum price bid for Item 201, Clearing and Grubbing, except that those trees for which protection and preservation work is indicated elsewhere in these plans shall not be removed.

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

SIZES	No. TREES	No. STUMPS	TOTAL
18"	3	0	3

The above estimate is approximate and Franklin County 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 201, Clearing and Grubbing.

LOCATION 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.

SEEDING

Quantities for seeding are calculated for the soil areas between ten (10) feet outside the work limits, as shown on the cross sections, or to the right-of-way line, if such line is less than ten (10) feet from the work limits.

CONTINGENCY QUANTITIES

The contractor shall not order materials or perform work listed in the General Summary for items designated by plan note to be used "as directed by the Engineer" unless authorized by the Engineer.

MAINTAINING TRAFFIC

The detour route shown on Sheet 1 will be marked and maintained by the County. Road closure will not exceed 100 calendar days.

The contractor shall, in addition to the general requirements of Item 614 on this project perform the following:

Provide, erect, and maintain Type III Barricades, Gates, Signs, Sign Supports and Lights as described below and as detailed in the Ohio Manual of Uniform Traffic Control Devices at the following locations during the period in which the affected road is closed to traffic:

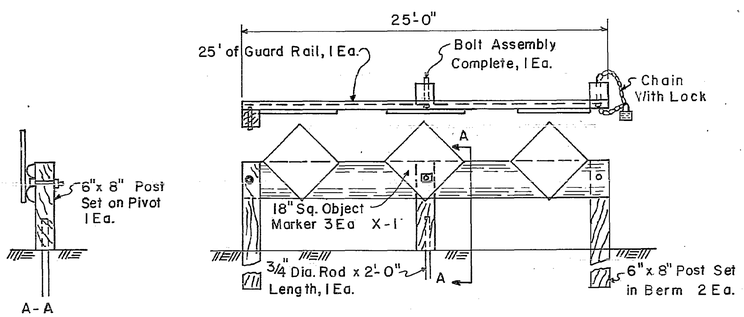
1. On Morse Road near Station 10+10; One (1) each R-75 48"x30", "ROAD CLOSED" and One (1) each OC-14L 48"x24", "DETOUR" signs mounted behind a Guardrail Barricade Assembly with flashing lights.

2. On Morse Road near Station 12+50; One (1) each R-75 48"x30", "ROAD CLOSED" sign mounted behind a Guardrail Barricade Assembly with flashing lights.

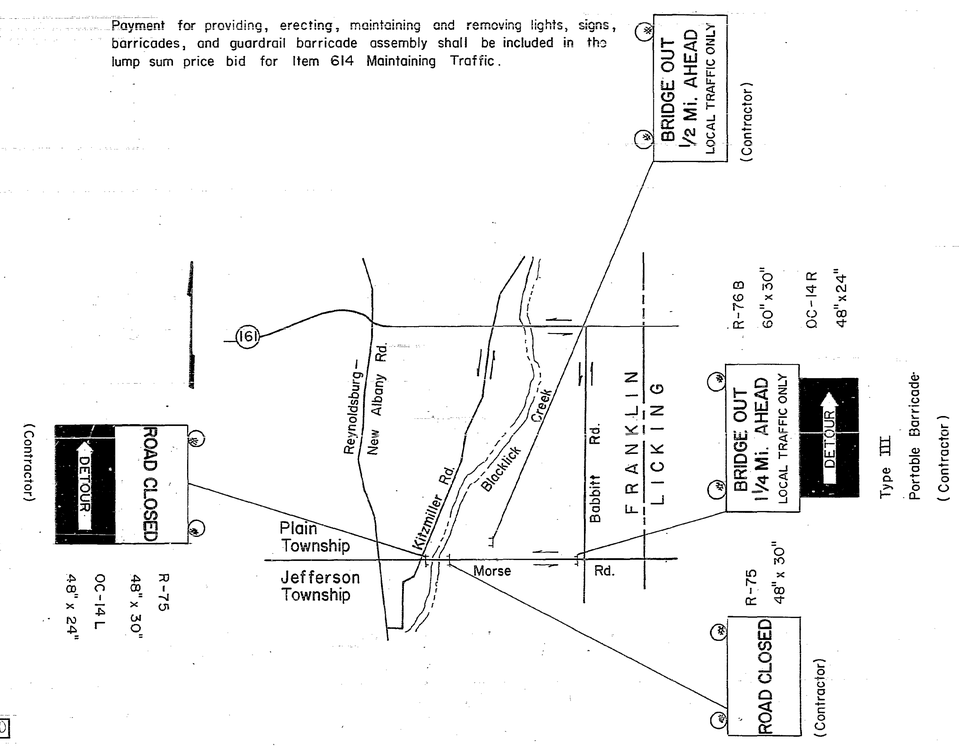
3. On the north side of Morse Road one half mile east of the intersection of Kitzmiller Road for west bound traffic; One (1) each R-76 B 60"x30", "BRIDGE OUT 1/2 MILE AHEAD, LOCAL TRAFFIC ONLY" mounted on channel posts with flashing lights.

4. On Morse Road at the west side of Babbitt Road; One (1) each R-76 B 60"x30", "BRIDGE OUT 1 1/4 MILE AHEAD, LOCAL TRAFFIC ONLY" sign mounted on Type III Portable Barricade with two steady burn Red, Type "C" lights.

Payment for providing, erecting, maintaining and removing lights, signs, barricades, and guardrail barricade assembly shall be included in the lump sum price bid for Item 614 Maintaining Traffic.



GUARD RAIL
BARRICADE ASSEMBLY
(2 Req'd)
(Salvage Guard Rail may be used)
Cost of barricade shall be included in price bid for Item 614 Maintaining Traffic



CALCULATIONS

Item 203 Subgrade Compaction
From Typical Section: L = 47.50 L.F., W = 18 L.F., Fillet Area (N.E. Quad.) = 38.45 S.F. (by planimeter)

$$\frac{47.50 \times 18}{9} + \frac{38.45}{9} = 99.3 \text{ S.Y.} \qquad \text{USE} \quad 100 \text{ S.Y.}$$

Item 305 8" Portland Cement Concrete Base
L = 47.50 L.F., W = 18 L.F., Fillet Area (N.E. Quad.) = 38.45 S.F. (by planimeter)

$$\frac{47.50 \times 18}{9} + \frac{38.45}{9} = 99.3 \text{ S.Y.} \qquad \text{USE} \quad 100 \text{ S.Y.}$$

Item 403 $2\frac{3}{4}$" Asphalt Concrete, AC-20
L = 47.50 L.F., W = 18 L.F., d = $2\frac{3}{4}$", Fillet Area (N.E. Quad.) = 38.45 S.F (by planimeter)

$$\frac{47.50 \times 18 \times 0.23}{27} + \frac{38.45 \times 0.23}{27} = 7.6 \text{ C.Y.} \qquad \text{USE} \quad 8 \text{ C.Y.}$$

Item 404 $1\frac{1}{4}$" Asphalt Concrete, AC-20
Normal Section: L = 47.50 L.F., W = 18 L.F., d = $1\frac{1}{4}$", Fillet Area (N.E. Quad) = 38.45 S.F. (by planimeter)

$$\frac{47.50 \times 18 \times 0.10}{27} + \frac{38.45 \times 0.10}{27} = 3.45 \text{ C.Y.}$$

Salvage Section: L = 25.00 L.F., W = 18 L.F., d = $1\frac{1}{4}$" (East of Structure) Area = 433.5 S.F. (by planimeter),

$$\frac{25.00 \times 18 \times 0.10}{27} + \frac{433.5 \times 0.10}{27} = 3.41 \text{ C.Y.}$$

d = $1\frac{1}{4}$ (West of Structure)
Total = 6.86 C.Y. USE 7 C.Y.

Item 407 Tack Coat
Normal Section L = 47.50 L.F., W = 18 L.F., Fillet Area (N.E. Quad) = 38.45 S.F. (by planimeter)

$$\left(\frac{47.50 \times 18}{9} + \frac{38.45}{9}\right) \times 0.10 \text{ gal} = 9.93 \text{ GAL.}$$

Salvage Section: L = 25 L.F., W = 18 L.F. (East of Structure) Area = 433.5 S.F. (by planimeter) (West of Structure)

$$\left(\frac{25.00 \times 18}{9} + \frac{433.5}{9}\right) \times 0.10 \text{ gal.} = 9.82$$

Total = 19.75 USE 20 GAL.

Item 408 Bituminous Prime Coat
Normal Section: L = 47.50 L.F., W = 3 L.F.

$$\frac{2 \times 47.50 \times 3}{9} \times 0.40 \text{ gal.} = 12.67 \text{ GAL.}$$

Salvage Section L = 25.00 L.F., W = 3 L.F. (East of Structure)
L = 15.7 & 28.8 L.F., W = 3 L.F. (West of Structure

$$3\left(\frac{2 \times 25}{9} + \frac{15.7 + 28.8}{9}\right) \times 0.40 \text{ gal} = 12.59 \text{ GAL}$$

Total = 25.26 GAL USE 26 GAL.

Item 409 Seal Coat, Bituminous Material
Normal Section: L = 47.50 L.F., W = 3 L.F.

$$\frac{2 \times 47.50 \times 3}{9} \times 0.30 \text{ gal} = 9.50 \text{ GAL}$$

Salvage Section: L = 25.00 L.F., W = 3 L.F. (East of Structure)
L = 15.7 & 28.8 L.F., W = 3 L.F. (West of Structure)

$$3\left(\frac{2 \times 25}{9} + \frac{15.7 + 28.8}{9}\right) \times 0.30 \text{ gal} = 9.45 \text{ GAL.}$$

Total = 18.95 GAL. USE 19 GAL

Item 409 Seal Coat Cover Aggregate
Normal Section: L = 47.50 L.F., W = 3 L.F.

$$\frac{2 \times 47.50 \times 3}{9} \times 0.008 \text{ c.y.} = 0.25 \text{ C.Y.}$$

Salvage Section: L = 25.00 L.F., W = 3 L.F. (East of Structure)
L = 15.7 & 28.8 L.F., W = 3 L.F. (West of Structure)

$$3\left(\frac{2 \times 25}{9} + \frac{15.7 + 28.8}{9}\right) \times 0.008 \text{ c.y.} = 0.25 \text{ C.Y.}$$

Total = 0.50 C.Y. USE 1 C.Y.

Item 411 Stabilized Crushed Aggregate
Normal Section: L = 47.50 L.F., W = 3 L.F., d = 6"

$$\frac{3 \times 2 \times 47.50 \times 0.50}{27} = 5.3 \text{ C.Y.}$$

Salvage Section: L = 25.00 L.F., W = 3 L.F., d = 2" (East of Structure)
L = 15.7 & 28.8 L.F., W = 3 L.F., d = 2" (West of Structure)

$$\frac{\{2 \times 25 + 15.7 + 28.8\} \times 3 \times 0.17}{27} = 1.79 \text{ C.Y.}$$

Total = 7.09 C.Y. USE 8 C.Y.

Item 659 Seeding and Mulching
From Cross Sections = 907 S.Y.

Item 659 Water

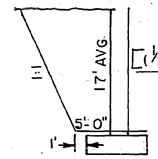
$$907 \times 9 \times \frac{120}{1000} \times \frac{2}{1000} = 1.96 \text{ M. Gals.} \qquad \text{USE} \quad 2 \text{ M. GAL.}$$

Item 659 Commercial Fertilizer

$$907 \times 9 \times \frac{20}{1000 \times 2000} = 0.08 \text{ TONS} \qquad \text{USE} \quad 0.08 \text{ TONS}$$

Item 203 Embankment from Cross Section = 301 C.Y.

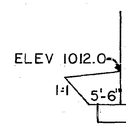
Item 203 Excavation not including Embankment Construction For Bridge



Width = 80'

$$\frac{\left[\left(\frac{1}{2} \times 17 \times 17\right) + (5.0 \times 17)\right] \times 80}{27} = 680 \text{ C.Y.}$$

680 x 2 = 1360 C.Y.

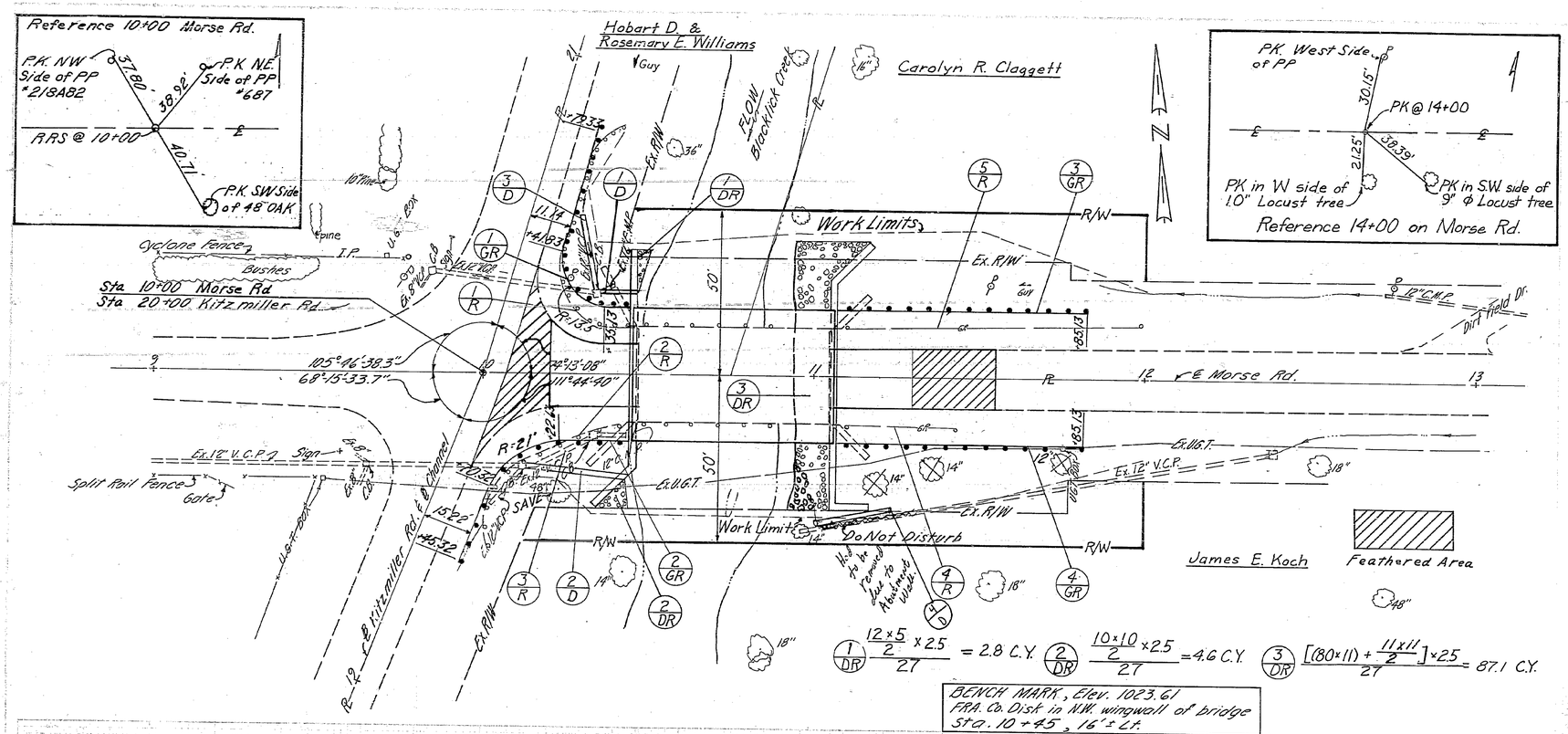


$$\frac{\left(5.5 \times 5.0 + \frac{5.0 \times 5.0}{2}\right) \times 80}{27} = 119 \text{ C.Y.}$$

Total = 1360 + 119 = 1479 C.Y.

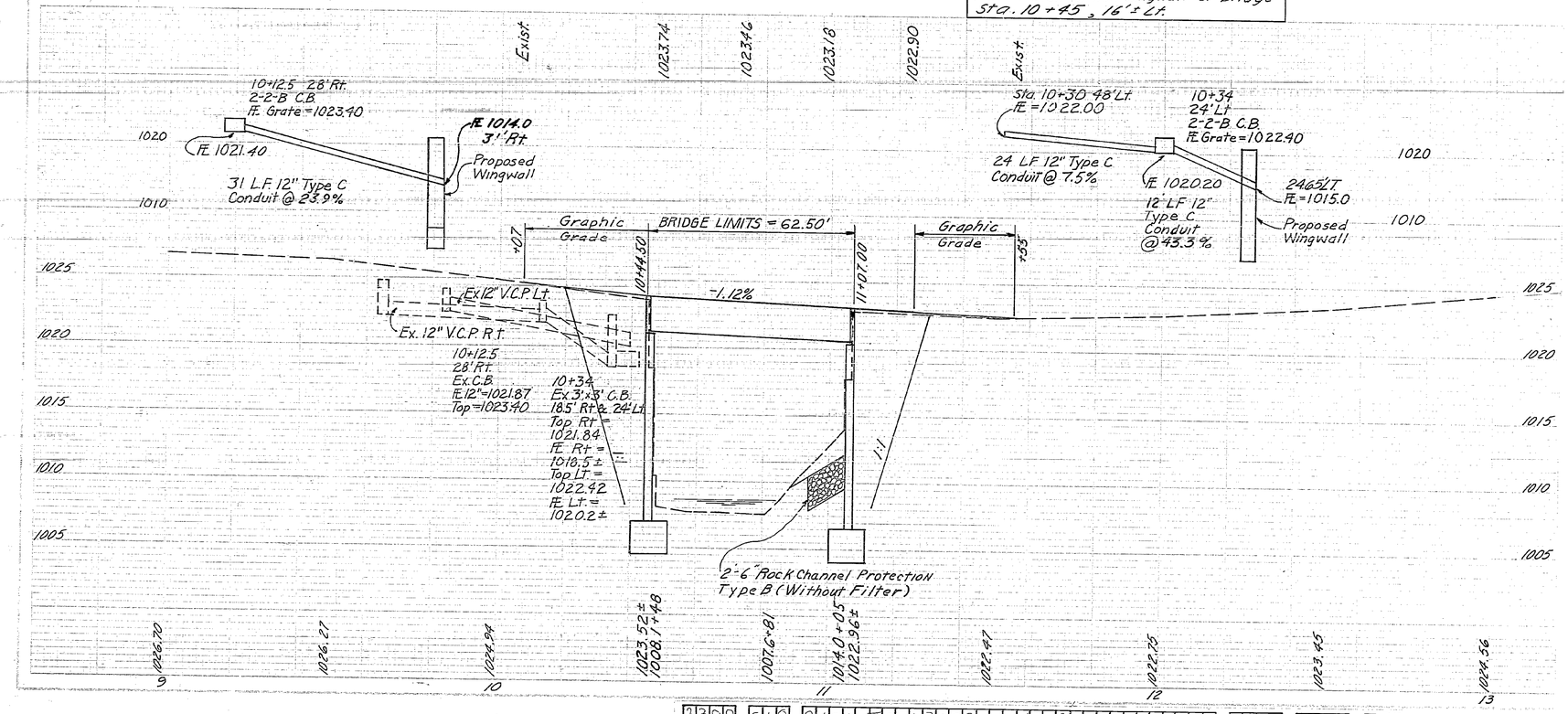
GENERAL SUMMARY

ITEM	FROM SHEET NUMBER 3	4	5	ITEM	TOTAL	UNIT	DESCRIPTION
							ROADWAY
201	Lump			201	Lump	Lump	Clearing and Grubbing
202			34	202	34	L.F.	Pipe Removed 24" and Under
202			275	202	275	L.F.	Guardrail Removed for Storage
202			1	202	1	Ea.	Catch Basin Removed
203		1479		203	1479	C.Y.	Excavation Not Including Embankment Construction
203		301		203	301	C.Y.	Embankment
203		100		203	100	S.Y.	Subgrade Compaction
606			200	606	200	L.F.	Guardrail Type 5
606			4	606	4	Ea.	Anchor Assembly Standard Type A
606			4	606	4	Ea.	Bridge Terminal Assembly Standard Type B
							EROSION CONTROL
601			95	601	95	C.Y.	Rock Channel Protection Type B without filter
659		907		659	907	S.Y.	Seeding and Mulching
659		0.08		659	0.08	TON	Commercial Fertilizer
659		2		659	2	M.GAL.	Water
							DRAINAGE
603			67	603	67	L.F.	12" Conduit Type C 706.01, 706.02 or 706.08
604			2	604	2	Ea.	Catch Basin, Standard No. 2-2 B
							PAVEMENT
305		100		305	100	S.Y.	8" Portland Cement Concrete Base
403		8		403	8	C.Y.	Asphalt Concrete AC-20
404		7		404	7	C.Y.	Asphalt Concrete AC-20
407		20		407	20	GAL.	Tack Coat
408		26		408	26	GAL.	Bituminous Prime Coat
409		19		409	19	GAL.	Seal Coat Bituminous Material
409		1		409	1	C.Y.	Seal Coat Cover Aggregate No. 8
411		8		411	8	C.Y.	Stabilized Crushed Aggregate
							MISCELLANEOUS
614	Lump			614	Lump	Lump	Maintaining Traffic
623				623	Lump	Lump	Construction Layout Stakes
624	Lump			624	Lump	Lump	Mobilization, as per plan
							For Structure Quantities See Sheet No. 10



$\frac{12 \times 5}{2} \times 2.5 / 27 = 2.8$ C.Y. $\frac{10 \times 10}{2} \times 2.5 / 27 = 4.6$ C.Y. $\left[(80 \times 11) + \frac{11 \times 11}{2}\right] \times 2.5 / 27 = 87.1$ C.Y.

BENCH MARK, Elev. 1023.61
FRA. Co. Disk in N.W. wingwall of bridge
Sta. 10+45, 16' ± Lt.

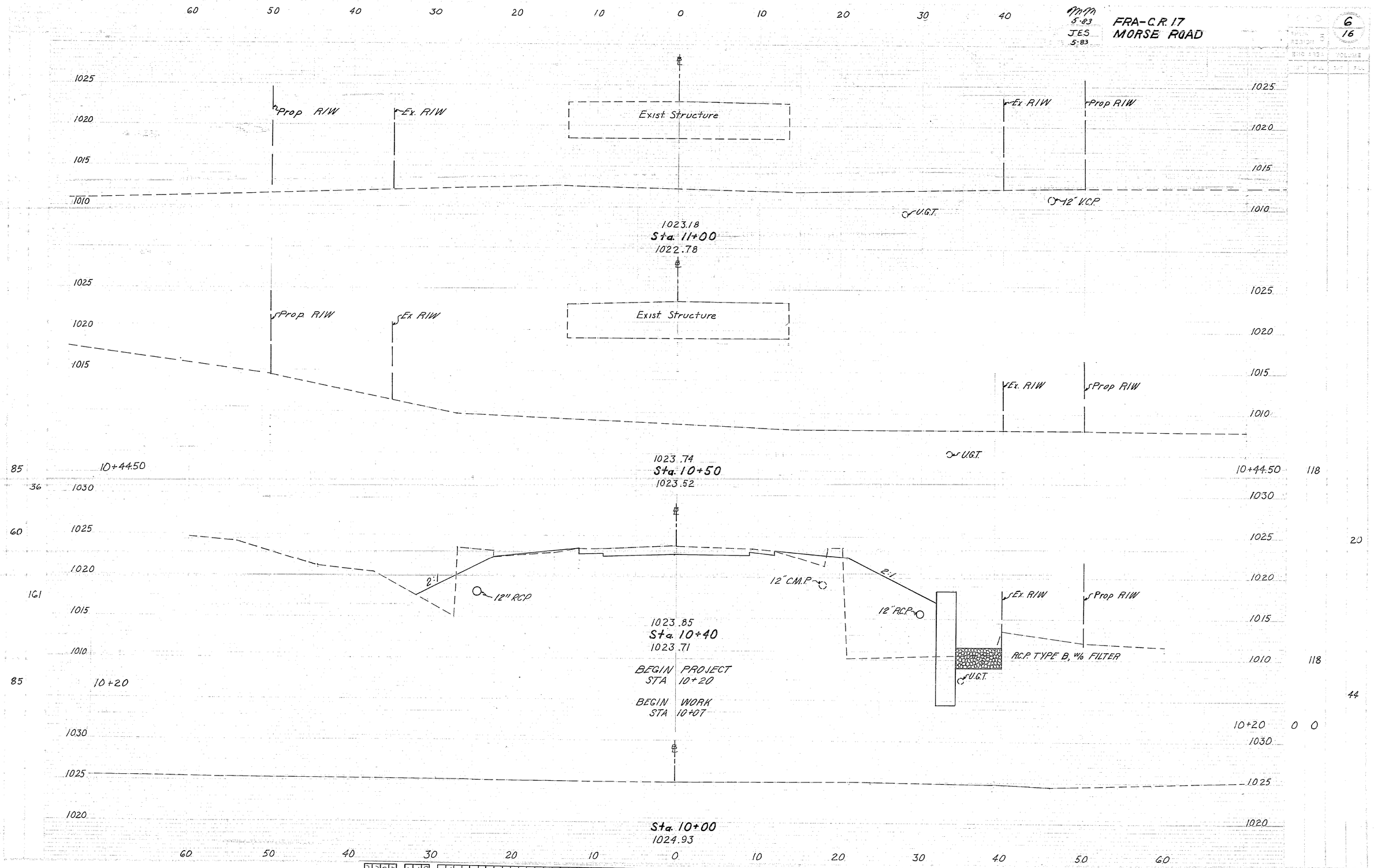


| | | |

MM 5-83
JES 5-83

FRA-C.R. 17
MORSE ROAD

6
16

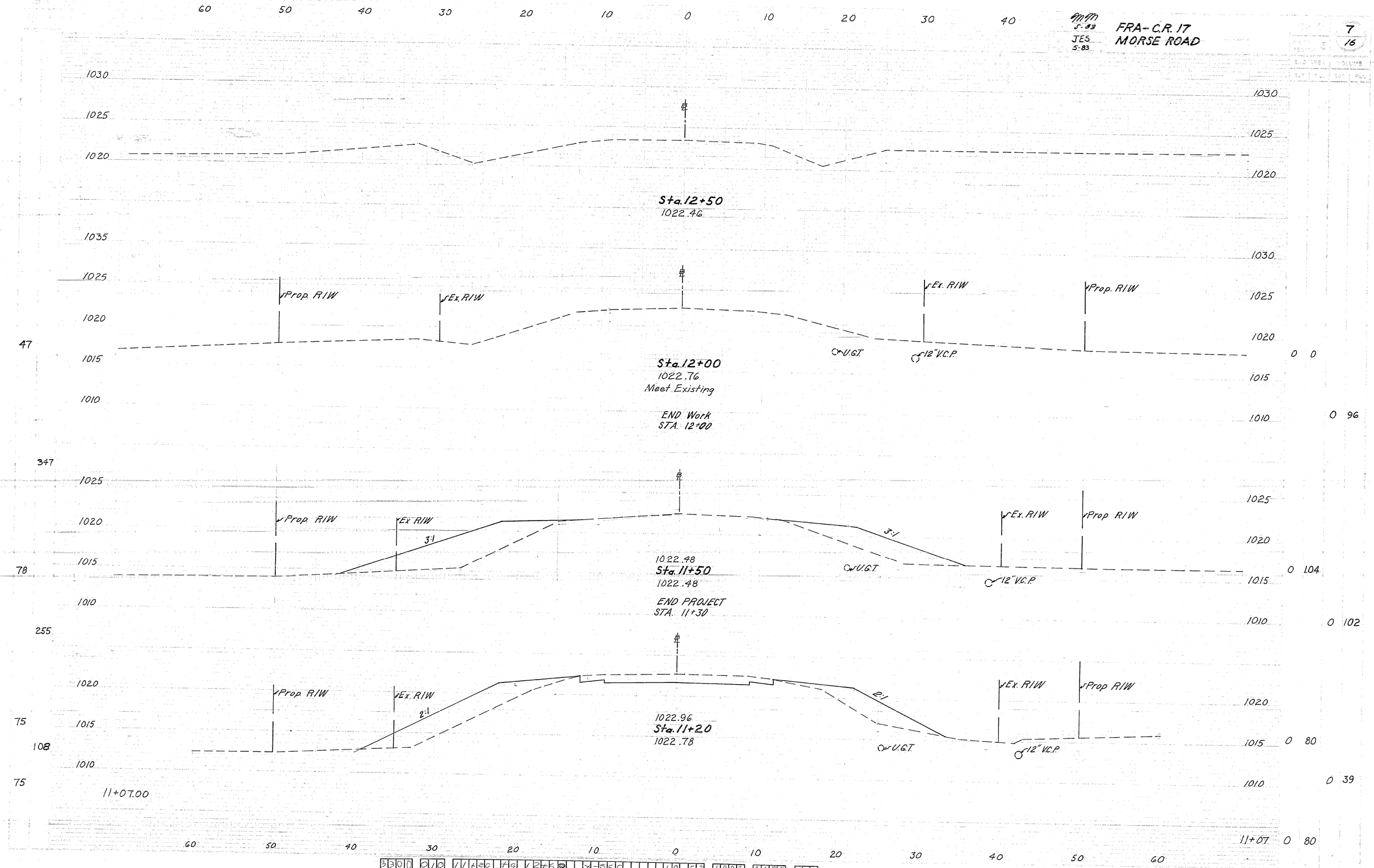


MORSE RD. - Sta. 10+00 to 11+00

MM 5-83
JES 5-83

FRA-C.R. 17
MORSE ROAD

7
16

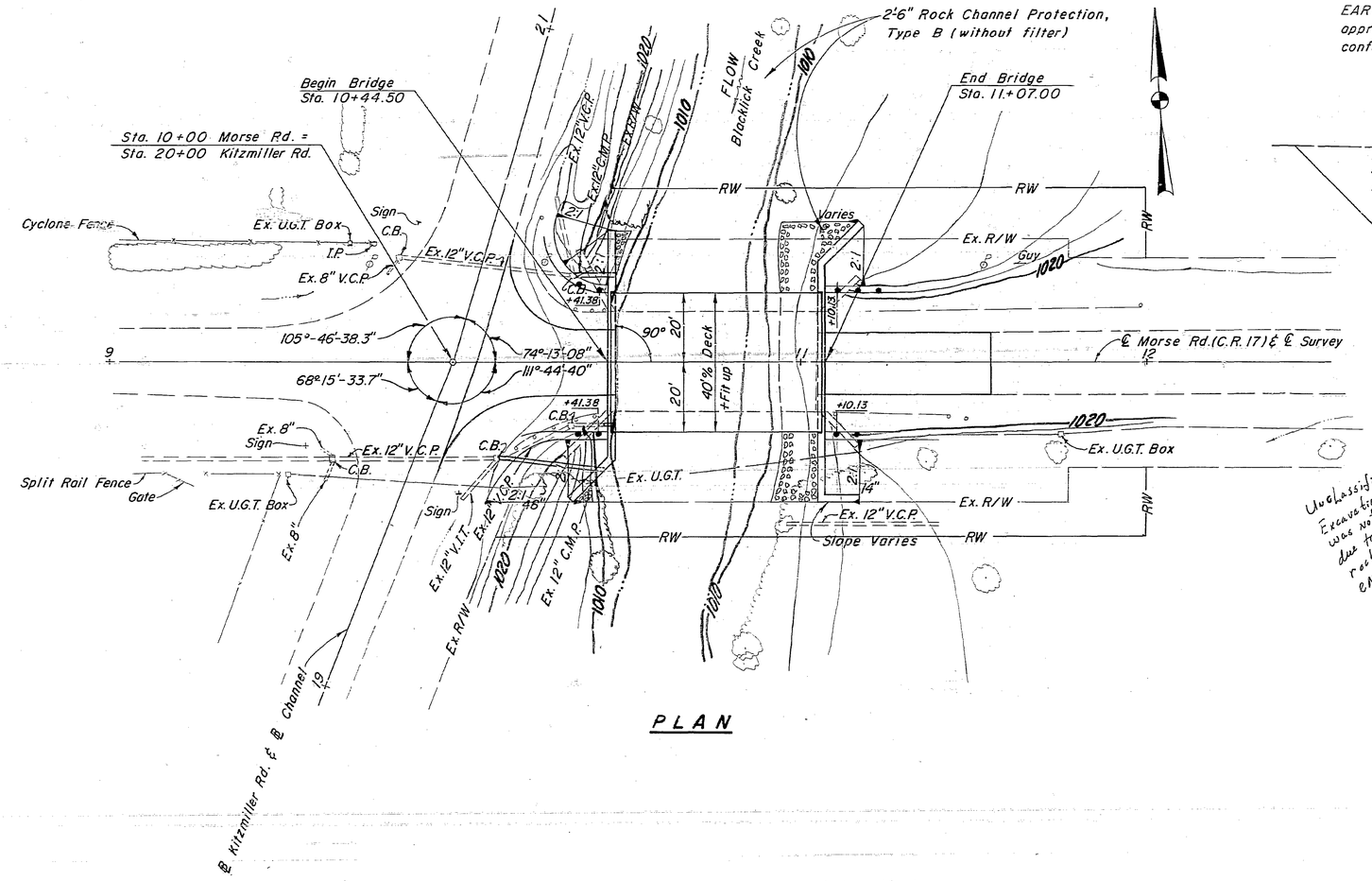


23010 010 11+80 FG 12+50 X-SEC 101.53 19813 00170 000

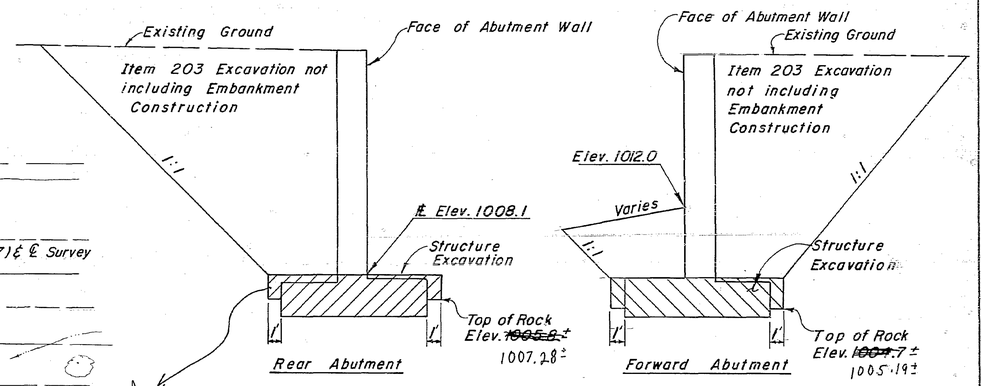
MORSE RD. - Sta. 11+20 to Sta. 12+50

CALC BY	FRA.- C.R. 17 MORSE ROAD	OHIO	8/16
CHKD. BY		FHWA REGION 5	

EARTHWORK LIMITS shown are approximate. Actual slopes shall conform to plan cross-sections.



PLAN



Unclassified Excavation was not needed due to the type rock excavation encountered.

DIAGRAMS SHOWING LIMITS OF STRUCTURE EXCAVATION

New Albany Quadrangle
Lat. 40°-03'-09"
Long. 82°-48'-10"

TRAFFIC: 2003 ADT = 3352

Q_{10} = —— cfs,	V_{10} = —— '/sec.,	Elev. ——	
Q_{25} = 4150 cfs,	V_{25} = 8.7 '/sec.,	Elev. 1017.6	
Q_{50} = 4700 cfs,	V_{50} = 9.3 '/sec.,	Elev. 1018.1	
Q_{100} = 5300 cfs,	V_{100} = 10.0 '/sec.,	Elev. 1018.5	

Clears 25 yr. H.W. by 2.6'

EXISTING STRUCTURE

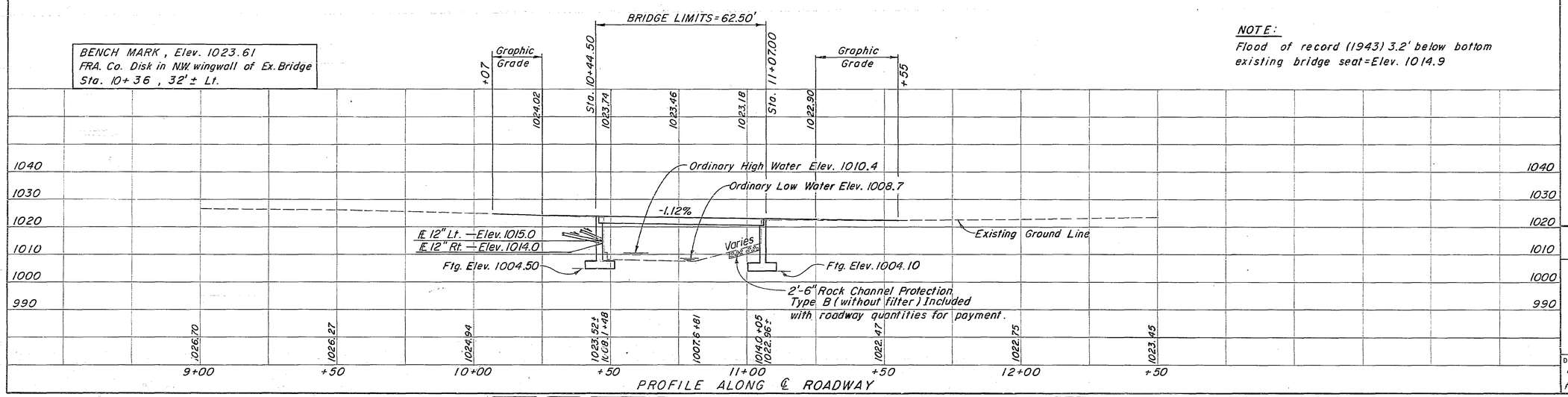
TYPE: Single-span reinforced concrete beam with concrete wall abutments
SPAN: 60'-0" f/f Abutments
ROADWAY: 28'-0" f/f Guard rail
SKEW: None
WEARING SURFACE: Asphalt concrete
DESIGN LOAD: H-15
YEAR BUILT: 1928
(To be removed)

PROPOSED STRUCTURE

TYPE: Single-span prestressed concrete box beams with cantilever type abutments
SPAN: 60'-2" % brg. (beam length = 61'-2")
ROADWAY: 40'-0" f/f Guard rail
SKEW: None
LOADING: HS 20-44 & Alternate Military Loading
DECK PROTECTIVE METHOD: Type D waterproofing, galvanized drip strip, silane, and asphalt concrete overlay
APPROACH SLABS: None
ALIGNMENT: Tangent

BENCH MARK, Elev. 1023.61
FRA. Co. Disk in N.W. wingwall of Ex. Bridge Sta. 10+36, 32' ± Lt.

NOTE:
Flood of record (1943) 3.2' below bottom existing bridge seat = Elev. 1014.9



PROFILE ALONG ℄ ROADWAY

1 / 6

STICKLEN - BELSHEIM & ASSOCIATES ENGINEERS
WORTHINGTON OHIO

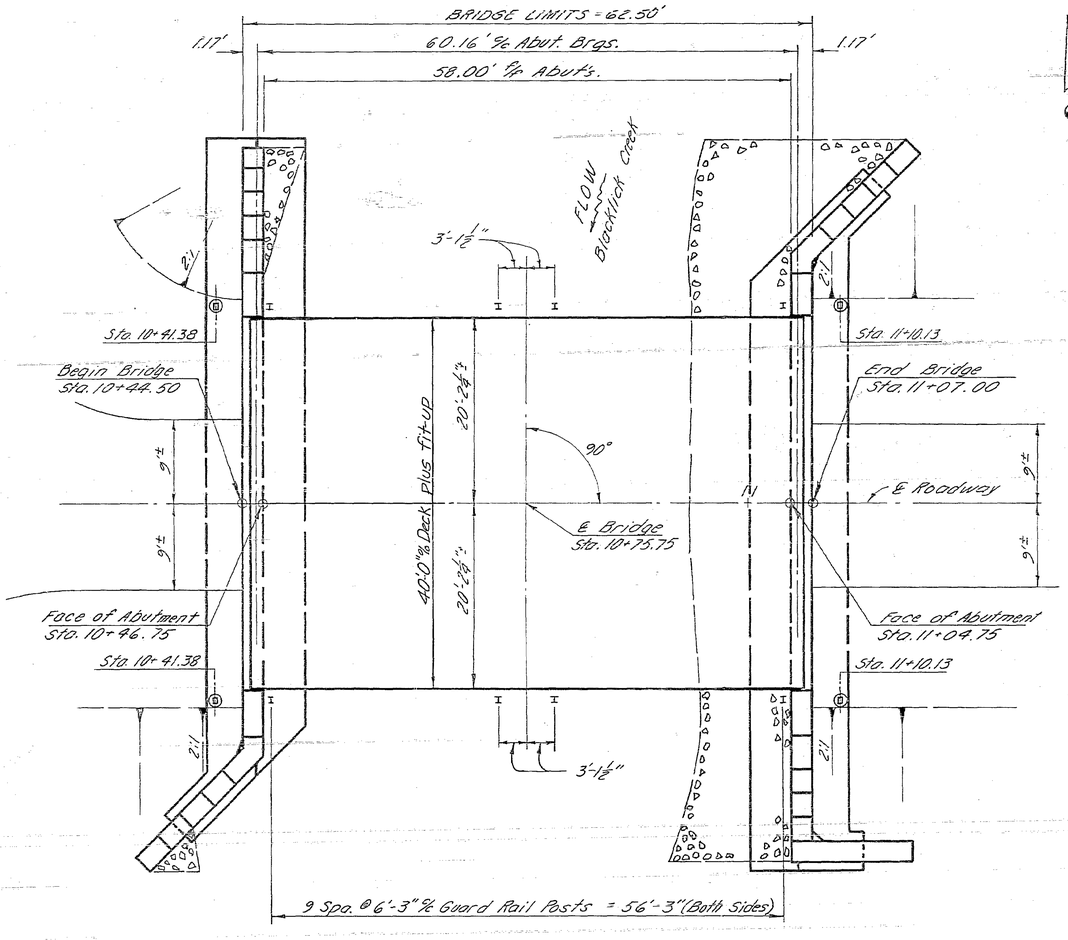
SITE PLAN

MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 - 10.53
PLAIN TWP. - JEFFERSON TWP.
FRANKLIN CO. STA. 10+44.50 11+07.00

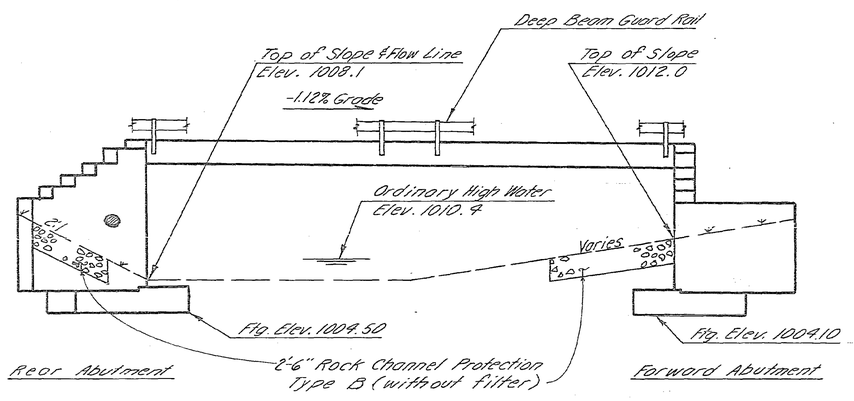
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T. HEC		R.D.Y.	TRO	TRO	4/29/83	

E.O. 183

2000 010 SITE PLAN 10.53 1983 0083 060



GENERAL PLAN



ELEVATION

GENERAL NOTES

REFERENCE shall be made to Standard Drawings:
DBR-2-73 dated 4-10-73 and
PSBD-1-81 sheets 1, 2 and 3 dated 9-18-81 and
GR-1 dated 2-5-82.

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, 1979, 1980, 1981, and 1982 Interim Specifications and the Ohio "Supplement" to these Specifications.

DESIGN DATA:
Design loading - HS20-44 and the Alternate Military Loading.
Prestressed concrete beams:
Reinforcing steel - ASTM A615, A616 or A617 unit stress 20,000 p.s.i.
Concrete unit stress = 2,200 p.s.i. compression
Concrete unit stress = 444 p.s.i. tension
Minimum concrete compressive strength at time of initial prestress $f'c_1$ = 4,000 p.s.i.
Minimum concrete compressive strength of 28 days f'c = 5,500 p.s.i.
Prestressing steel:
ASTM A416 grade 270, 1/2" diameter, seven-wire, uncoated, stress-relieved strand.
A^*_s = 0.153 sq. in.
f'_s = 270,000 p.s.i.
Initial stress 0.7 f'_s = 189,000 p.s.i.
Stress at release 0.63 f'_s = 171,000 p.s.i.
(assumed at section of maximum moment).
Concrete Class C - compressive strength 4000 p.s.i. for substructure.
Reinforcing Steel - ASTM A615, A616, A617 - Grade 60 minimum yield strength 60,000 p.s.i.

FOUNDATION DESIGN and foundation quantities are based on a subsurface investigation conducted at the site. The information may be inspected in the Office of the County Engineer, Columbus, Ohio but the County assumes no responsibility for the accuracy thereof.

FABRICATION DRAWINGS for the precast, prestressed concrete beams and all other incidental items for their installation and for the railing, railing posts and connections shall be furnished to Franklin County Engineer's office and must be approved by Franklin County prior to any fabrication or manufacturing of the affected item.

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

FOUNDATION BEARING PRESSURE: Abutment footings, as designed, produce a maximum bearing pressure of 2.1 tons per sq. ft. .

FOOTINGS shall extend a minimum of 3 inches into bedrock or to the elevation shown, whichever is lower.

REMOVAL OF EXISTING STRUCTURE: The existing bridge shall be removed in accordance with Item 202.03 of the Construction and Materials Specifications. Suitable waste masonry may be placed as bank protection as directed by the Engineer. Removal shall be accomplished so as to avoid the deposit of appreciable amounts of debris in the stream. The Contractor shall establish and carry out a program for immediate removal of debris during the removal of the existing structure in order to prevent the accumulation of unsightly, deleterious, and/or potentially polluted materials in the waterway. The method to be employed shall be approved by the Engineer. Extreme care shall be taken in working in the area of the stream to prevent disturbance of the banks or stream bed outside of the indicated work limits.

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STICKLEN - BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

GENERAL PLAN & ELEVATION
& GENERAL NOTES
MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 - 10.53
PLAIN TWP. - JEFFERSON TWP.
STA. 10+44.50
11+07.00
FRANKLIN CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T.	R.D.Y.	R.D.Y.	TRO	TRO	4/29/83	

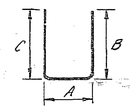
F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

10/16

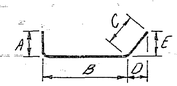
FRA-C.R. 17
MORSE ROAD

REINFORCING STEEL LIST

BENDING DIAGRAM



Type 5



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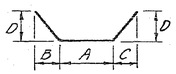


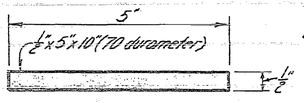
Type 20

MARK	NO.	LENGTH	WEIGHT	TYPE	ABUTMENT Rear	ABUTMENT Fwd.	DIMENSION A	B	C	D	E
ABUTMENTS											
A801	123	7'-10"	2573	S	64	59					
A802	123	10'-3"	3366	S	64	59					
A803	2 Series of 3	6'-2" to 10'-2"	218	S	1 Series of 5	1 Series of 5	Varies by 1'-0" increments				
A804	2 Series of 5	3'-10" to 7'-10"	156	S	1 Series of 5	1 Series of 5	Varies by 1'-0" increments				
A805	8	5'-2"	110	S	4	4					
A806	28	3'-9"	280	S	14	14					
A807	5	9'-5"	126	S	–	5					
A808	5	11'-10"	158	S	–	5					
A701	19	15'-11"	618	S	9	10					
A702	10	14'-11"	305	S	5	5					
A703	4	13'-3"	108	S	2	2					
A704	6	12'-0"	147	S	3	3					
A705	4	10'-9"	88	S	2	2					
A706	6	9'-6"	117	S	3	3					
A707	80	15'-7"	2548	S	40	40					
A708	132	12'-0"	3238	S	66	66	1'-11"	5'-2"	5'-2"		
A709	1	6'-10"	14	S	1	–					
A710	1	7'-5"	15	S	1	–					
A711	4	2'-8"	22	S	4	–					
A501	32	32'-9"	1093	S	16	16					
A502	8	34'-3"	286	S	4	4					
A503	12	36'-6"	457	S	6	6					
A504	4	37'-6"	156	S	2	2					
A505	4	8'-5"	35	9	2	2	0	6'-6"	2'-0"	1'-5"	1'-5"
A506	4	11'-3"	47	9	2	2	0	9'-4"	2'-0"	1'-5"	1'-5"
A507	4	16'-1"	67	9	2	2	0	14'-2"	2'-0"	1'-5"	1'-5"
A508	4	19'-1"	80	9	2	2	0	17'-2"	2'-0"	1'-5"	1'-5"

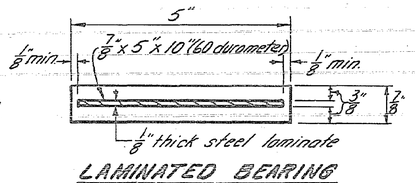
MARK	NO.	LENGTH	WEIGHT	TYPE	ABUTMENT Rear	ABUTMENT Fwd.	DIMENSION A	B	C	D	E
ABUTMENTS (Cont.)											
A509	4	3'-9"	16	S	–	4					
A510	84	13'-1"	1146	S	42	42					
A511	19	15'-8"	310	S	9	10					
A512	12	14'-8"	184	S	6	6					
A513	6	11'-9"	74	S	3	3					
A514	4	10'-6"	44	S	2	2					
A515	6	9'-3"	58	S	3	3					
A516	4	26'-3"	110	S	2	2					
A517	4	9'-7"	19	S	2	2					
A518	4	29'-2"	122	S	2	2					
A519	2	6'-9"	14	S	1	1					
A520	2	8'-5"	18	S	1	1					
A521	8	30'-5"	254	S	4	4					
A522	8	31'-9"	265	S	4	4					
A523	8	33'-0"	275	S	4	4					
A524	56	34'-2"	1996	S	28	28					
A525	28	17'-5"	509	S	14	14					
A526	16	9'-6"	159	S	8	8					
A527	12	10'-9"	135	S	6	6					
A528	12	12'-0"	150	S	6	6					
A529	12	13'-3"	166	S	4	8					
A530	14	14'-10"	217	S	7	7					
A531	2	14'-7"	30	S	1	1					
A532	14	16'-6"	241	20	7	7	11'-8"	2'-3"	2'-3"	0'-11"	
A533	4	9'-0"	17	S	2	2					
A534	4	7'-9"	31	S	2	2					
A535	4	10'-8"	45	S	2	2					
A536	4	14'-0"	58	S	2	2					
A537	29	10'-8"	323	S	12	17	1'-11"	4'-6"	4'-6"		
A538	22	9'-6"	218	S	–	22					
A539	5	11'-8"	61	20	–	5	6'-10"	1'-9"	1'-9"	1'-9"	
A540	14	13'-0"	190	S	–	14					
A541	80	7'-2"	598	S	40	40	1'-11"	2'-9"	2'-9"		
A542	2	44'-6"	93	S	1	1					
A543	1	6'-10"	7	S	1	–					

MARK	NO.	LENGTH	WEIGHT	TYPE	ABUTMENT Rear	ABUTMENT Fwd.	DIMENSION A	B	C
ABUTMENTS (Cont.)									
A544	1	7'-2"	7	S	1	–			
A545	12	2'-8"	33	S	12	–			
A546	4	5'-0"	21	S	4	–			
A547	4	6'-4"	26	S	4	–			

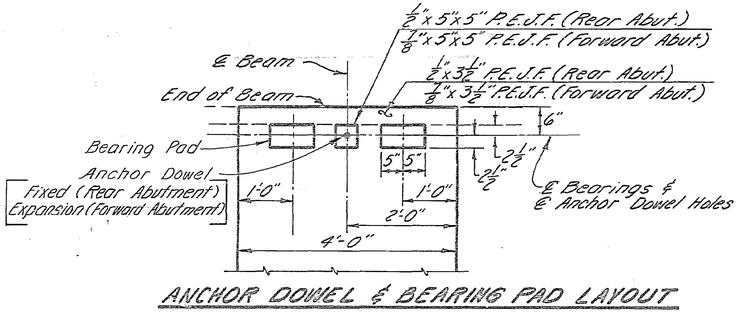
REINFORCING STEEL SAMPLES:
Refer to CMS Sections 106.03, 700, 709.01 through 709.05 and 709.08. Sufficient additional reinforcing steel shall be provided for sampling. Random samples shall be replaced in the structures by the additional steel, spliced in accordance with 509.08.



ELASTOMERIC BEARING PAD
(Rear Abutment)



LAMINATED BEARING
(Forward Abutment)



ANCHOR DOWEL & BEARING PAD LAYOUT

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTS.	SUPERSTR.	GENERAL
202	Lump		Structures removed			Lump
403	14	Cu.Yd.	Asphalt concrete (AC-20)		14	
404	10	Cu.Yd.	Asphalt concrete (AC-20)		10	
503	Lump		Cofferdams, cribs and sheeting			Lump
503	~~166~~	Cu.Yd.	~~Unclassified excavation~~ Non Performed due to high rock elevation	~~166~~		
503	~~54~~ 181	Cu.Yd.	Rock excavation	~~54~~ 181		
509	24,668	Lb.	Reinforcing steel, grade 60	24,668		
510	12	Each	Dowel holes (including filling of holes in beams)	12		
511	149	Cu.Yd.	Class C concrete, footings	149		
511	203	Cu.Yd.	Class C concrete, abutment walls	203		
512	30	Sq.Yd.	Type B waterproofing	30		
512	278	Sq.Yd.	Type D waterproofing		278	
515	10	Each	Prestressed concrete bridge members, B27-48 (61'-2" long)		10	
516	20	Each	1/2" x 5" x 10" Elastomeric bearing pads	20		
516	20	Each	7/8" x 5" x 10" Laminated elastomeric bearing pads	20		
516	87	Lin.Ft.	Joint sealer, 705.02	87		
516	186	Sq.Ft.	1" Preformed expansion joint filler	186		
516	12	Sq.Ft.	7/8" Preformed expansion joint filler	12		
516	12	Sq.Ft.	1/2" Preformed expansion joint filler	12		
517	125.00	Lin.Ft.	Railing (deep beam rail with tubular backup with steel posts and bolts)		125.00	
518	80	Cu.Yd.	Porous backfill	80		
Special	~~138~~ 145	Lin.Ft.	Steel drip strip		~~138~~ 145	Reason for going over quantity is because I extend the drip strip to the back of the Abutment Wall for better Coverage.
Special	37	Sq.Yd.	Silane treatment - application 150		37	

Quantities Calculated By G.T. 4-13-83
Quantities Checked By R.G. 4/15/83

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STICKLEN · BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

REINFORCING STEEL LIST & ESTIMATED QUANTITIES
MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 – 10.53
PLAIN TWP – JEFFERSON TWP.
STA. 10 + 44.50
11 + 07.00
FRANKLIN CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T.	R.D.Y.	R.D.Y.	R.G.	TRO	4/29/83	

3300 010 QUANTITIES 1053 1083 0100 500

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

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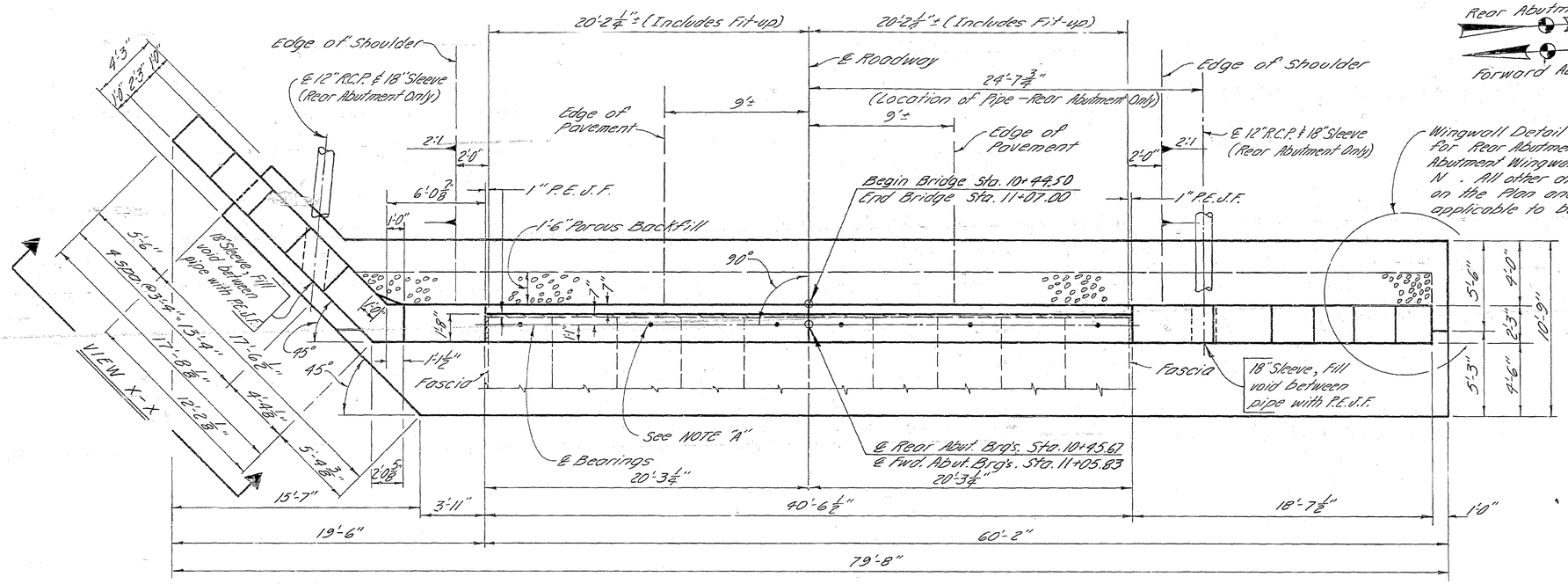
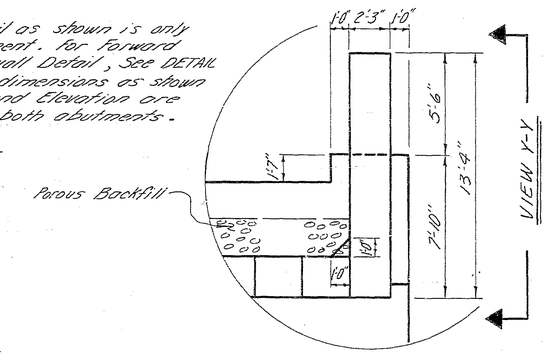
FRA-CR. 17
MORSE ROAD

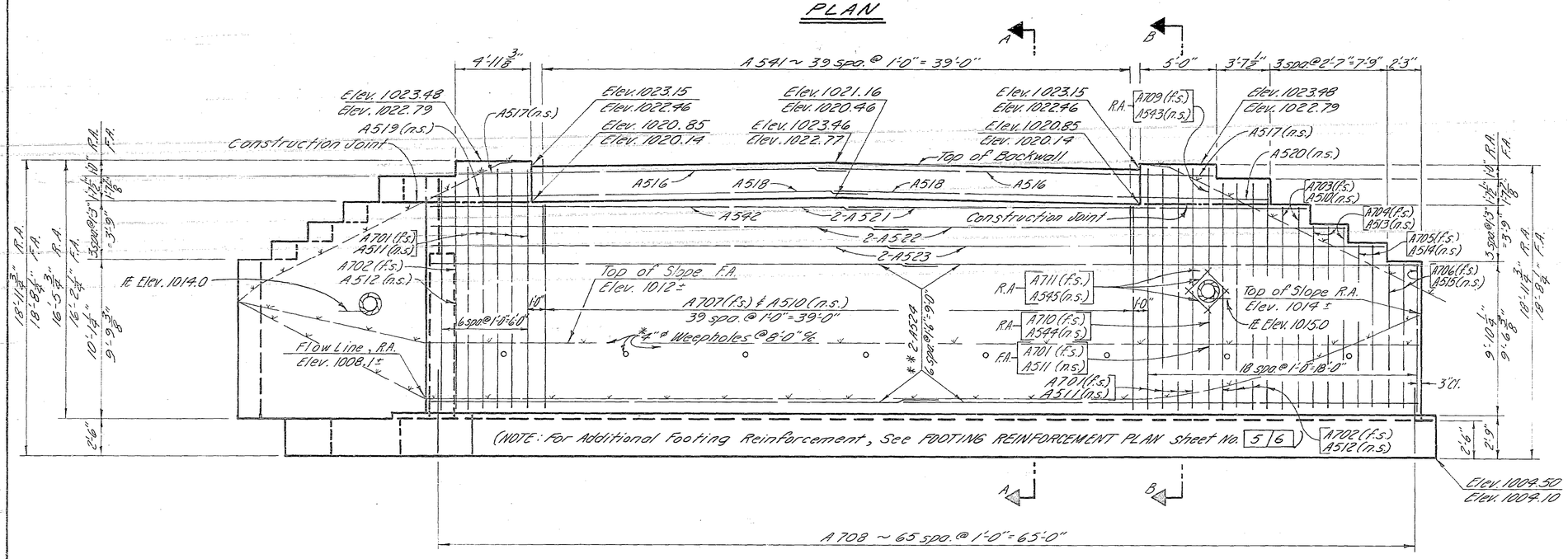


PLAN



DETAIL N
(Forward Abutment Only)

Wingwall Detail as shown is only for Rear Abutment. For Forward Abutment Wingwall Detail, See DETAIL N. All other dimensions as shown on the Plan and Elevation are applicable to both abutments.



ELEVATION
(Deck not shown)

NOTE:
18" Pipe Sleeve and P.E.J.F. used in the Rear Abutment shall be included in the payment of the 12" R.C.P.

BACKWALL CONCRETE and wingwalls above the beam seat elevation shall be placed after the prestressed precast beams are in place, tie rods tightened, anchor dowels installed and keyways motared. The concrete shall be placed tightly against the 1" preformed expansion joint filler between the beam ends and the backwall and between abutment wall and the beam fascia. The backwall concrete shall be placed flush with the top of the precast beams.

BRIDGE SEAT REINFORCING: Reinforcing steel in the vicinity of the bridge seat shall be accurately placed to avoid interference with the drilling of anchor dowel holes.

POROUS BACKFILL, 1.5 ft. thick, shall extend up to the plane of the subgrade and laterally as per plan.

NOTE "A":

1-1/4" minimum diameter hole, see Anchor Dowel & Bearing Pad Layout, sheet No. 3/6.

NOTE:

For sections A-A, B-B, View X-X, View Y-Y and Footing Reinforcement Plan, see sheet No. 5/6.

LEGEND

P.E.J.F. = Preformed Expansion Joint Filler
n.s. = near side
f.s. = far side
R.A. = Rear Abutment
F.A. = Forward Abutment

Elev. 10XX = Rear Abutment
Elev. 10XX Forward Abutment
Bott.- Bottom side
Top - Top side
* - ℄ 4" ϕ weep holes outlet Elev. 1011.0
** - Space A524 bars to miss 18" Pipe Sleeve, Rear Abutment only.

Minimum Reinforcing Bar Splice Lap Length
#5 bar = 2' - 5"
= 1' -10" Horizontal (Footer only)
#7 bar = 2' - 7"

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STICKLEN - BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

ABUTMENT DETAILS
MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 - 10.53
PLAIN TWP. - JEFFERSON TWP.
STA. 10+44.50
11+07.00
FRANKLIN CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T.	G.T.	R.D.Y.	R.G.	TRO	4/29/83	

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

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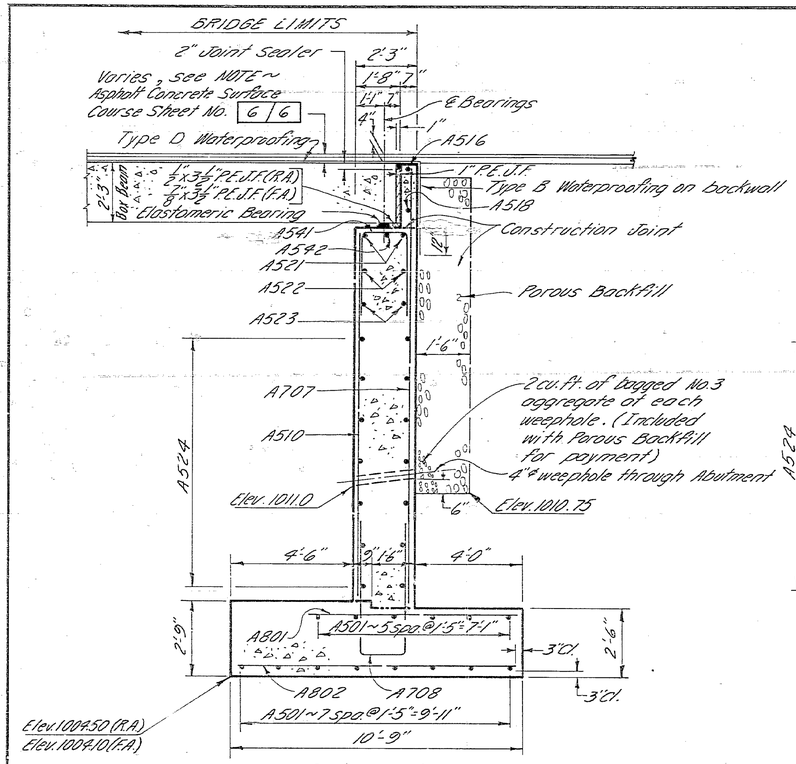
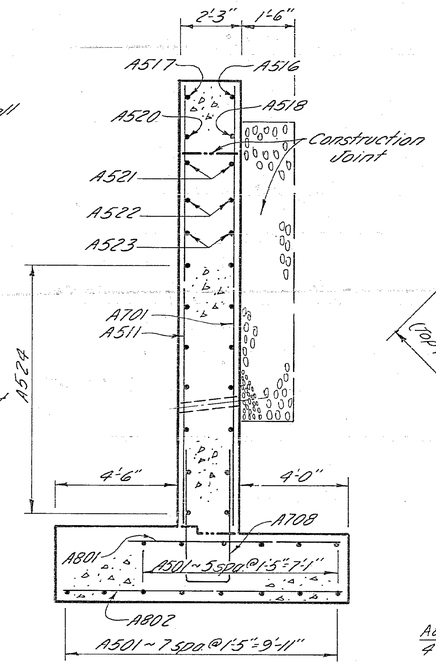
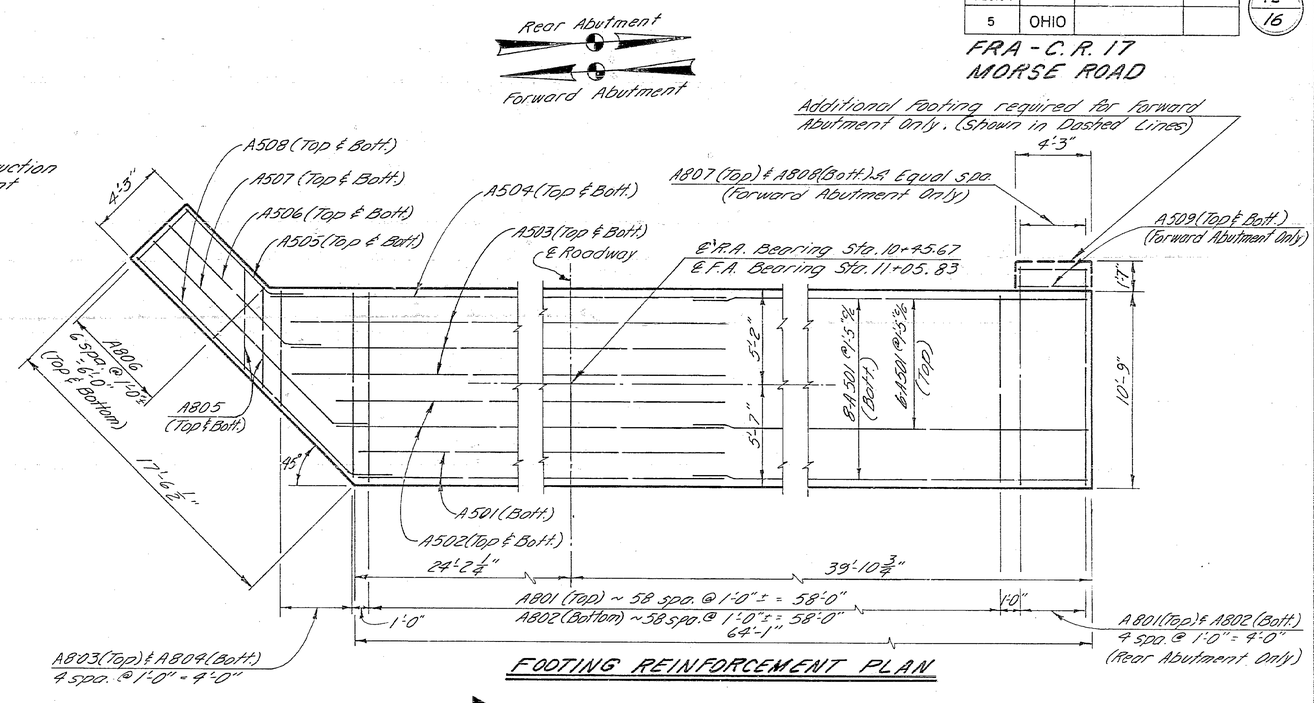
FRA - C.R. 17
MORSE ROAD



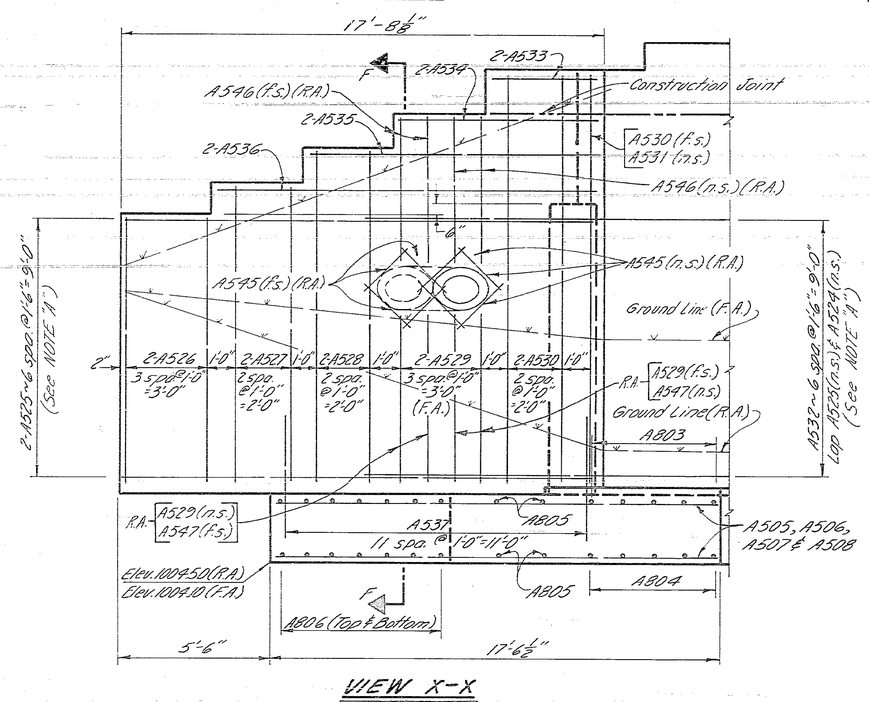
SECTION A-A



SECTION B-B

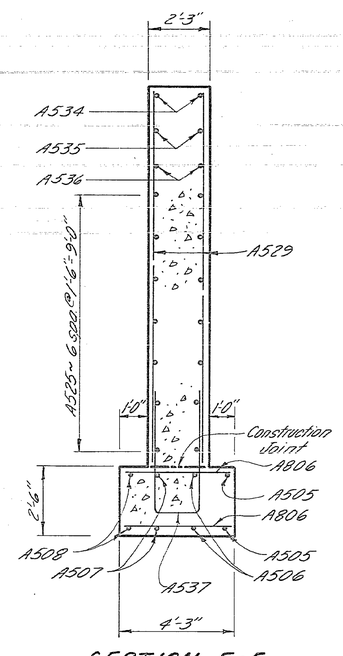


FOOTING REINFORCEMENT PLAN



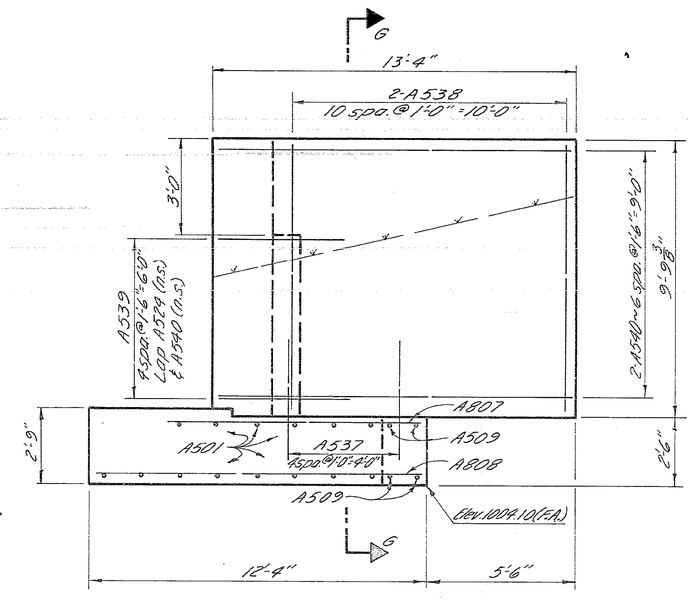
VIEW X-X

(For additional footing reinforcement, see FOOTING REINFORCEMENT PLAN)



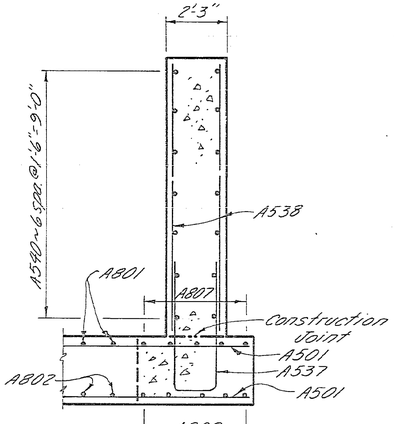
SECTION F-F

(Reinforcement shown for Forward Abutment)



VIEW Y-Y

(Forward Abutment Only)



SECTION G-G

NOTE:
For Legend and Additional Notes see Sheet No. 4/6.

NOTE "A":
Space A525, A524 & A532 bars to miss 18" pipe sleeve, Rear Abutment only.

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STICKLEN - BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

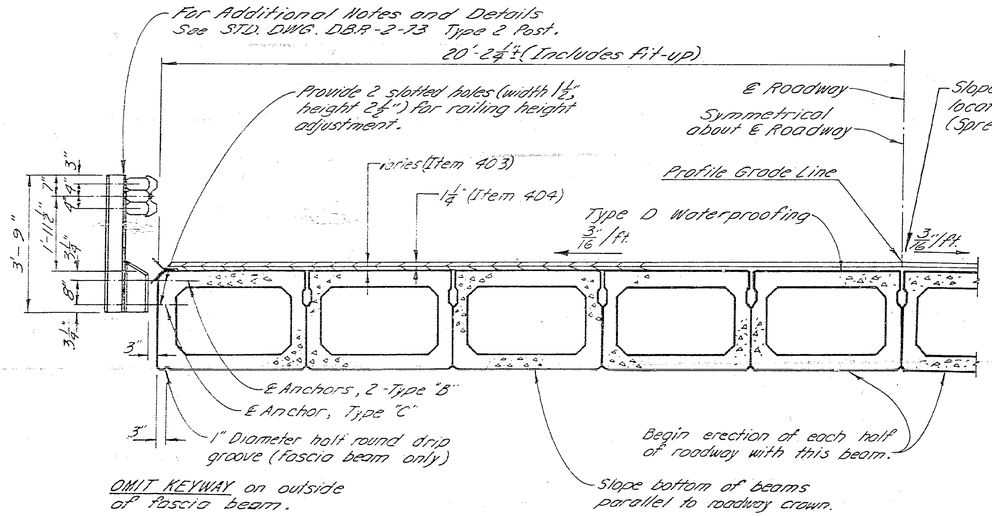
ABUTMENT DETAILS
MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 - 10.53
PLAIN TWP. - JEFFERSON TWP.
STA. 10+44.50
11+07.00
FRANKLIN CO.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T.	G.T.	R.D.Y.	R.G.	TRO	4/24/83	

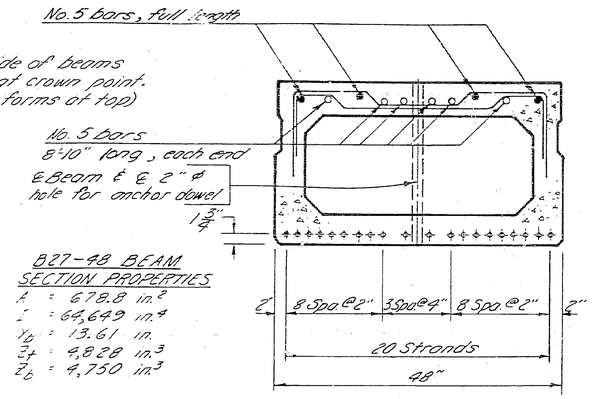
F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

13/16

FRA - C.R. 17
MORSE ROAD



HALF TRANSVERSE SECTION



B27-48

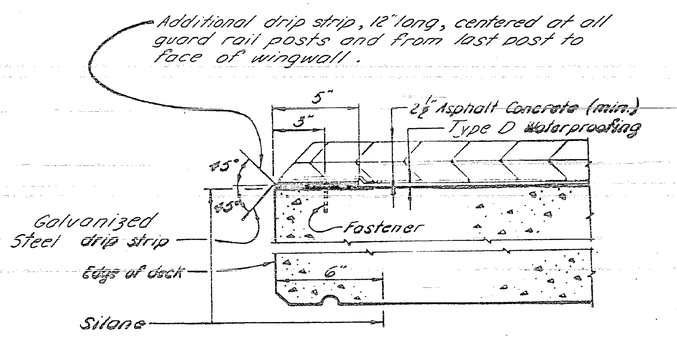
B27-48 BEAM
SECTION PROPERTIES
A = 678.8 in.²
I = 64,649 in.⁴
y_b = 13.61 in.
Z_t = 4,828 in.³
Z_b = 4,750 in.³

See STD. DWG. PSBD-1-81 Sheet 3 of 4 for additional Beam data and details.

FOR DETAILS OF	SEE STD. DWG. PSBD-1-81
BEAM LIFTING INSERTS	Sheet No. 1 of 4
ANCHOR DOWELS	
DETAILS AND REINFORCEMENT OF BEAM ENDS	
SECTION SHOWING WALL THICKENING AT GUARD RAIL ANCHORS	
END DETAILS OF TRANSVERSE TIE ROD ANCHORAGE	Sheet No. 2 of 4
BEAM DIMENSIONAL TOLERANCES	
SECTION A-A (SHOWING DRAIN HOLES)	
NORMAL CROWN TREATMENT AT CENTERLINE ROADWAY (JOINT AT CENTERLINE ROADWAY)	
TYPICAL PLANS OF DIAPHRAGMS AND TRANSVERSE TIE RODS	
PRESTRESSED BEAMS (B27-48)	Sheet No. 3 of 4

SEE STD. DWG. PSBD-1-81, Sheet No. 1 of 4, for the following NOTES.

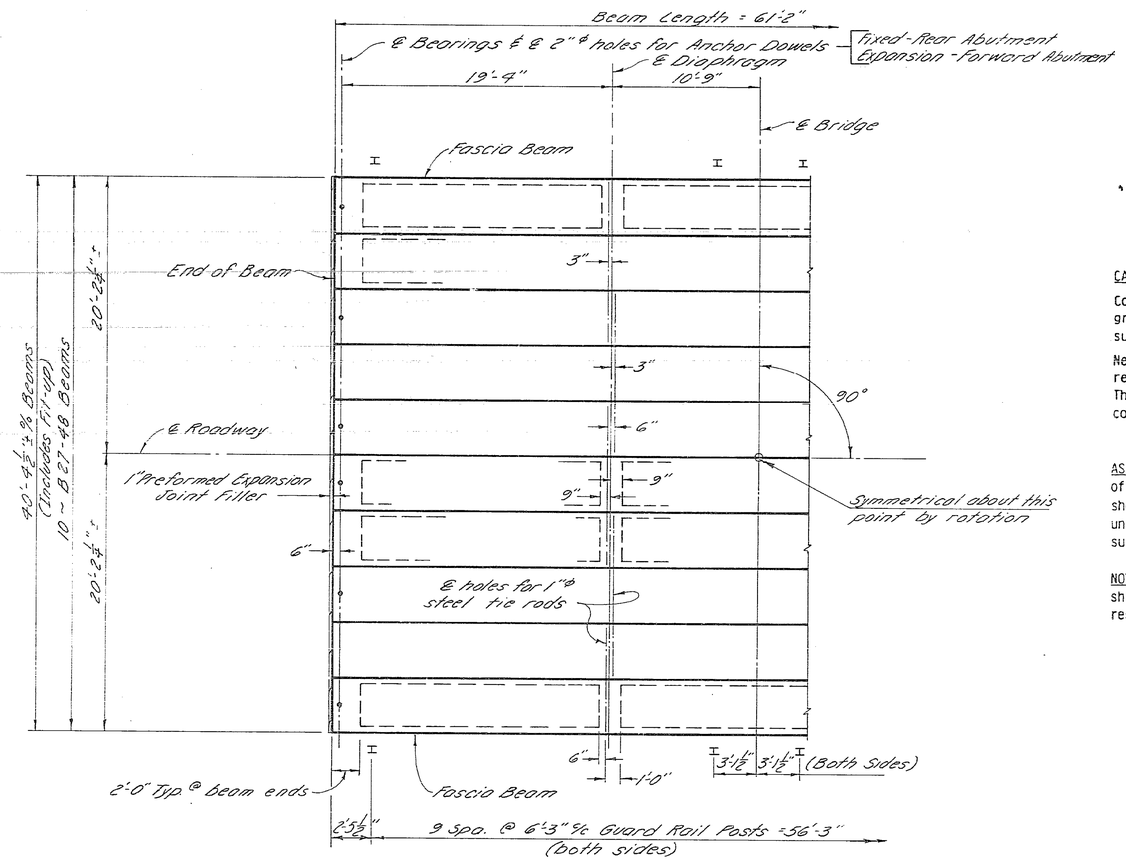
TRANSVERSE TIE RODS
GALVANIZING
ANCHOR DOWELS
NON-SHRINKING MORTAR OR GROUT
MORTARING OF SHEAR KEYS
END OF BEAMS



DRIP STRIP DETAIL

STEEL DRIP STRIP: Prior to applying deck membrane waterproofing, a bent drip strip shall be installed along the edges of the deck as shown. The strips shall be fastened at 1'-6" c/c maximum with 1/4" x 3/2" x 1/8" flat head drive pin and washer (Length x Shank Dia x Head Dia.) or #10 galvanized screws and expansion anchors, subject to the approval of the Engineer. The strips shall be placed the full length of the deck, ending at the face of the abutment wingwall or steel end dam angle. Where splices are required a 3" (min.) lap shall be used with a fastener through the lap. Steel for galvanized strips shall be 8" x 0.105" and shall meet the requirements of ASTM A568. Galvanizing shall be in accordance with 711.02.

Payment shall be at the contract price bid for item Special, Lin. Ft., Steel Drip Strip, which shall include all materials, labor, tools and incidentals necessary to complete the item.



PART PLAN OF BEAM LAYOUT

CAMBER:

Calculated camber at time of paving, including allowance for camber growth due to creep, is 1-5/8". Calculated deflection due to weight of surface course is 1/8".

Net final camber of beams is 1-1/2". This is 1-1/2" in excess of the amount required to place the top of the beam parallel to profile grade. This excess amount shall be compensated for by thickening the 403 leveling course from 1-1/4" at center of span to 2-3/4" at the abutment.

ASPHALT CONCRETE SURFACE COURSE shall be 2-1/2" minimum and shall consist of a variable thickness of 403 and a 1-1/4" thickness of 404. The 403 shall be placed in two operations. The first course shall be of 1-1/4" uniform thickness. The second course shall be feathered to place the surface parallel to and 1-1/4" below final pavement surface elevation.

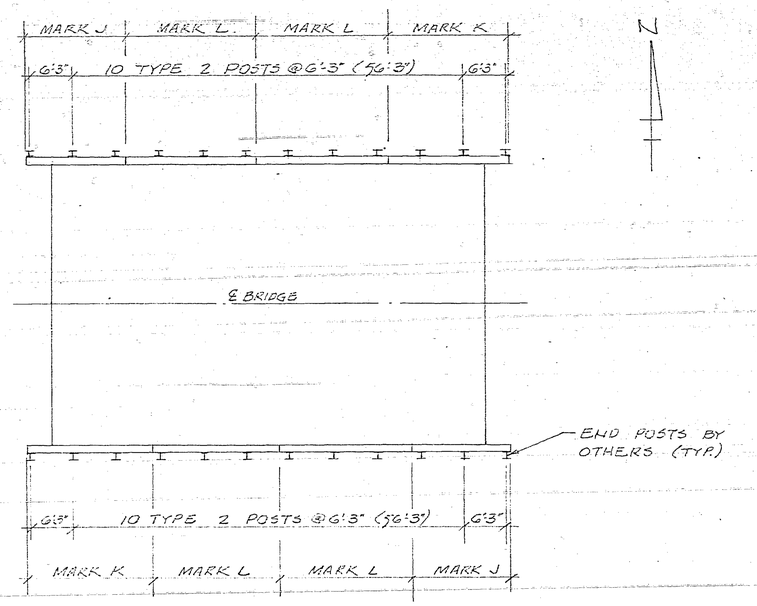
NOTE: Beam manufacturer will take extra care in storing beams prior to shipment to site. They shall be stored in the position which shall correspond with their erected position.

6/6

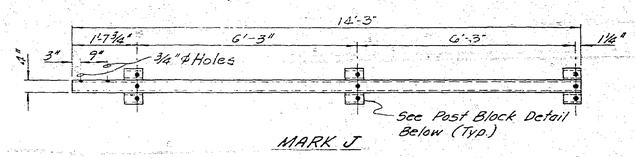
STICKLEN - BELSHEIM & ASSOCIATES
ENGINEERS
WORTHINGTON OHIO

SUPERSTRUCTURE DETAILS
MORSE ROAD
OVER BLACKLICK CREEK
BRIDGE No. JEF 17 - 10.53
PLAIN TWP. - JEFFERSON TWP.
STA. 10 + 44.50
11 + 07.00
FRANKLIN CO.

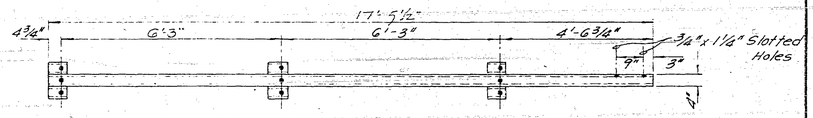
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
G.T.	R.D.Y.	R.D.Y.	TRO	TRO	4/29/83	



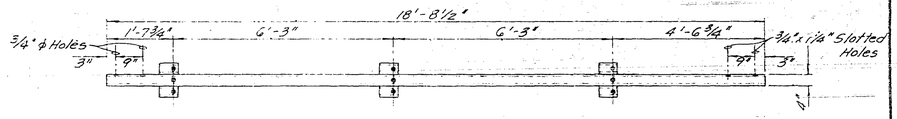
PLAN
SCALE: 1" = 10'-0"



MARK J



MARK K



MARK L

MARK	QUAN. REQ'D	DESCRIPTION	LENGTH FT.	LENGTH IN.	REMARKS
J	2	TS 8×4×0.1875	14	3	SEE MARK J
	12	TS 8×4×0.1875		6	MARK J POST BLOCK DET
K	2	TS 8×4×0.1875	17	5 1/2	SEE MARK K
	12	TS 8×4×0.1875		6	MARK K POST BLOCK DET
L	4	TS 8×4×0.1875	18	8 1/2	SEE MARK L
	24	TS 8×4×0.1875		6	MARK L POST BLOCK DET.
2	20	W6 × 25	3	9	SEE TYPE 2 POST
	20	PL 1/2 × 7	1	11 3/4	SAME
	20	PL 1/2 × 7 1/2	1	7 1/8	SAME
3	6	C7 × 9.8	2	6 1/2	SEE SPLICE CHANNEL
	24	5/8" HEX NUT			
	72	5/8" ϕ HEX BOLT		1 1/2	
	48	5/8" HEX NUT			
	72	5/8" ROUND WASHER			

MARK	QUAN. REQ'D	DESCRIPTION	LENGTH FT.	LENGTH IN.	REMARKS

NOTES

All materials shall meet Ohio Department of Transportation Construction and Material Specifications dated January 1, 1983

Tubing shall meet A.S.T.M. A-500B Specification.

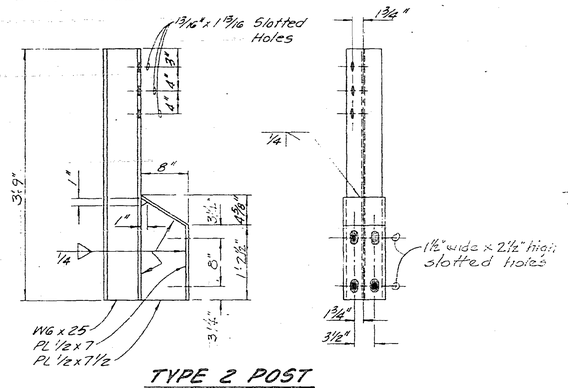
Channels, beams and plates shall meet A.S.T.M. A-36 Specification.

5/8" ϕ bolts, nuts and washers shall meet A.S.T.M. A-307 Specification and shall be galvanized per A.S.T.M. A-153.

1-1/4" ϕ anchor bolts, nuts and washers to be furnished with the pre-cast pre-stressed concrete box beams.

Unless otherwise stated, all materials shall be galzanized per Ohio Department of Transportation Specification 711.02.

Fabricator shall mark each piece with the appropriate mark prior to shipping.



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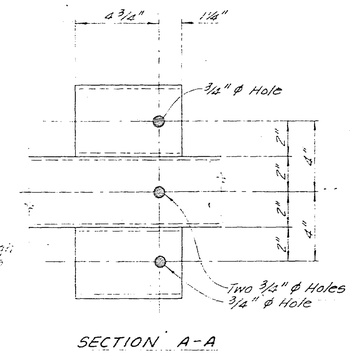
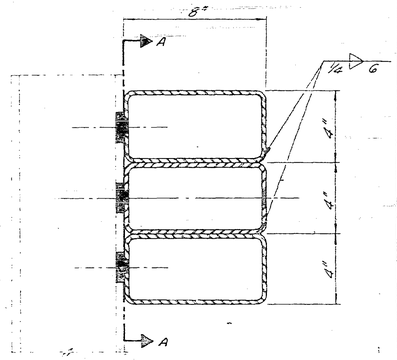
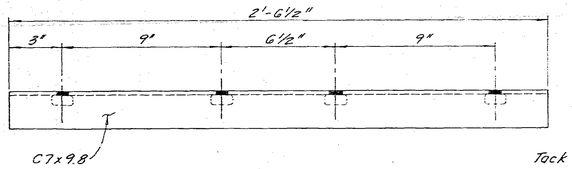


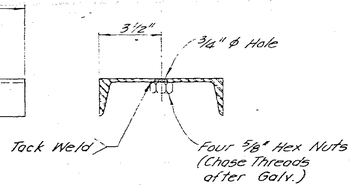
SECTION A-A



POST BLOCK DETAIL



SPLICE CHANNEL



APPROVED
FRANKLIN COUNTY ENGINEER
DATE 8-29, 1984

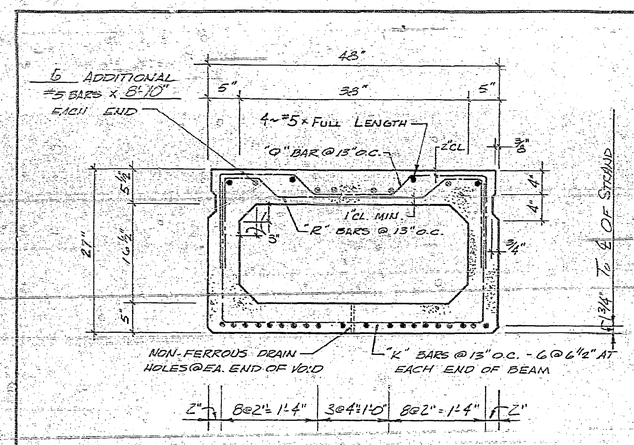
FABRICATOR: WINCHESTER FABRICATORS, INC.

THE PAUL PETERSON COMPANY
950 DUBLIN ROAD COLUMBUS, OHIO 43215

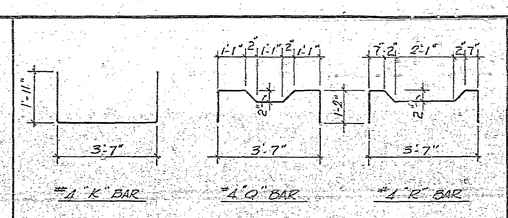
PROJECT NO: 24-83 FRANKLIN COUNTY
CONTRACTOR: COL'S ASPHALT PAVING CO.
DRAWING COVERS: (REF.) TUBULAR BACKUP & TYPE 2 POSTS FOR BRIDGE No. JEF-17-10.53

APPROVED BY FR.CO.			DRAWN BY: RLT	DATE: 8-27-84	DRWG. NO.
DATE:			CHECKED BY: RP	REVISED:	1 OF 1

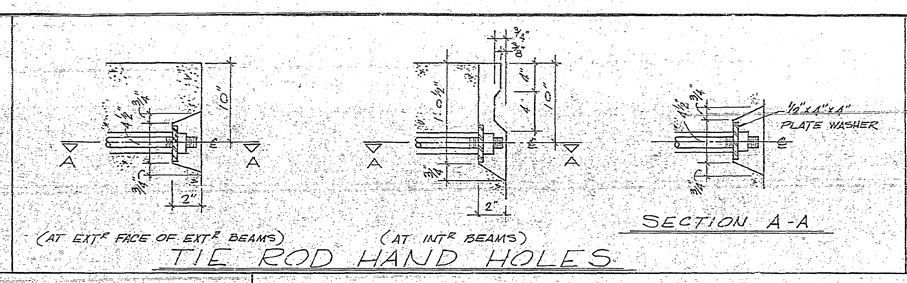
3300 010 SHOP DRAWING 10.53 1985 0140 060



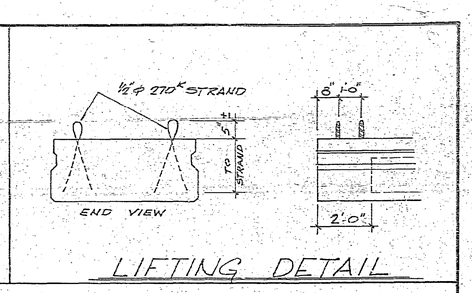
TYP. CROSS SECTION



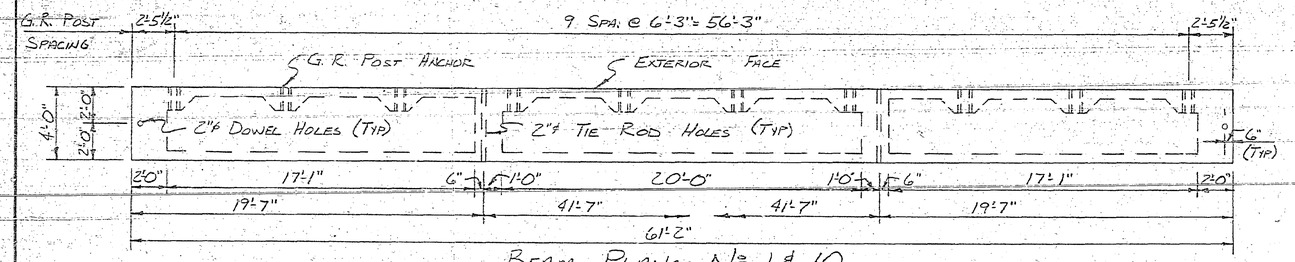
TYP. STEEL LAYOUT



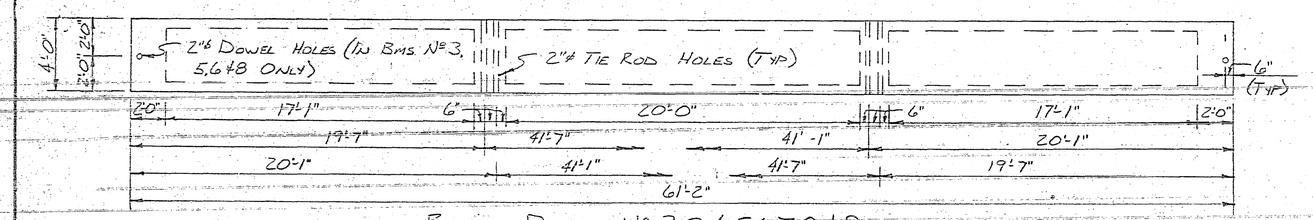
TIE ROD HAND HOLES



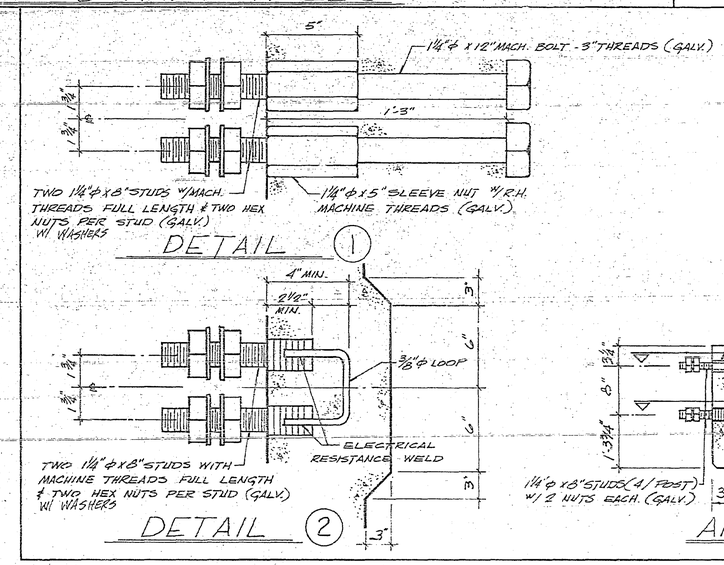
LIFTING DETAIL

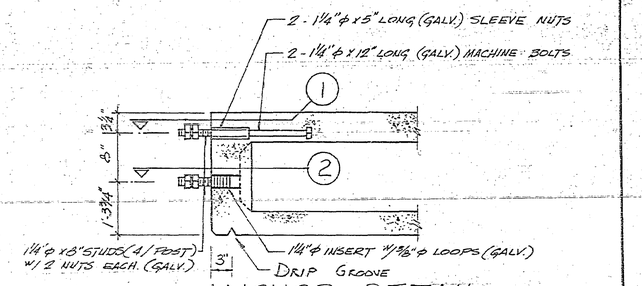


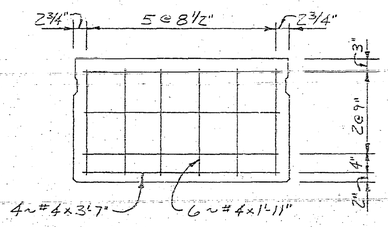
BEAM PLAN ~ Nº 1 & 10



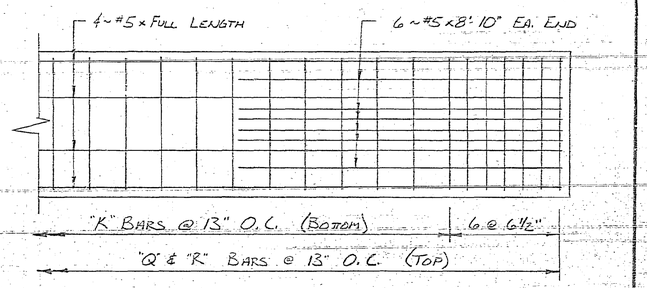
BEAM PLAN ~ Nº 2, 3, 4, 5, 6, 7, 8 & 9







END MAT DETAIL



BEAM END REINFORCEMENT

(61'-2")	1	(47,741 lbs)
	2	
	3	
	4	
	5	
	6	
	7	
	8	
	9	
1" ϕ x 8'-0" TIE RODS (GALV.) (2 REQ'D)	10	

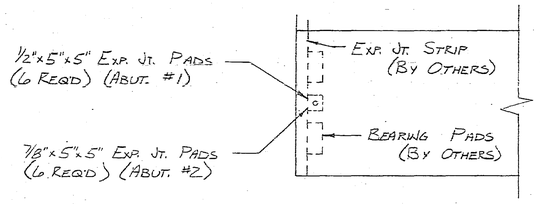
#6 x 39" DOWEL PINS (12 REQ'D)

1" ϕ x 12'-0" TIE RODS (GALV.) (8 REQ'D)

ABUTMENT #1

ABUTMENT #2

BEAM LAYOUT



BEARING PAD PLACEMENT

NOTES:

1. CONC. STR. AT TIME OF PRESTRESSING = 4000 P.S.I. @ 28 DAYS = 5500 P.S.I.
2. DETENSION STRAND SYMMETRICALLY ABOUT CENTER LINE
3. WATERPROOF BEAM ENDS
4. OMIT KEYWAY ON EXT^R FACE OF EXT^R BEAMS
5. LOADING = HS - 20 - 44 AND ALTERNATE MILITARY LOADING.
6. BEAM WEIGHT = 47741 lbs.
7. TOP SURFACE OF BEAMS GIVEN A BURLAP DRAG FINISH SUITABLE FOR WATERPROOFING.

Change Notes: Changes Are Noted As Different From O.D.O.T. Std. Dwg. P.S.B.D.-1-81 And Are Varied Per. Note On Dwg. P.S.B.D.-1-81 Sht. 2 of 4

1. 3'/4" KEYWAY TO 4'/4" KEYWAY
2. TIE ROD HAND HOLE FROM 9" TO 10"

APPROVED

FRANKLIN COUNTY ENGINEER
DATE: _____, 19__

P.C. #9244

Br. No. JEF 17-10.53

REVISIONS				
NO.		DATE	BY	
1.				
2.				
3.				
4.				

Morse Road — Franklin Co., Oh.
Contractor - Columbus Asphalt Paving Co.

SCALE: NONE
DATE: 7-12-84
DRAWN BY: B.A.
CHECKED BY: J.R.H.

PRESTRESS SERVICES, INC.
Decatur — Indiana

JOB NO. 4244
DRAWING NO. SH. 1 OF 1

3300 6/0 SHOP DRAWING 10.53 11985 0/50 00

CALC. BY ____ DATE ____	FRA-C.R. 17 MORSE ROAD	OHIO
CHKD. BY ____ DATE ____		FHWA REGION 5

MORSE ROAD
BRIDGE AND APPROACHES
FRA-C.R. 17
OVER BLACKLICK CREEK
JEFFERSON-PLAIN TOWNSHIPS
FRANKLIN COUNTY

RIGHT-OF-WAY ONLY

DESIGN DESIGNATION

Current ADT	1983	= 2095
Design Year ADT	2003	= 3352
DHV		= 335
D		= 60 %
T		= 5 %
V		= 50 M.P.H.

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Center Line
Trees (to be removed)
Utility Poles: Telephone Power Light
Existing Right of Way — Ex. RW
Right of Way — RW
Property Line
Fence Line
Guardrail (existing) (proposed)

INDEX OF SHEETS

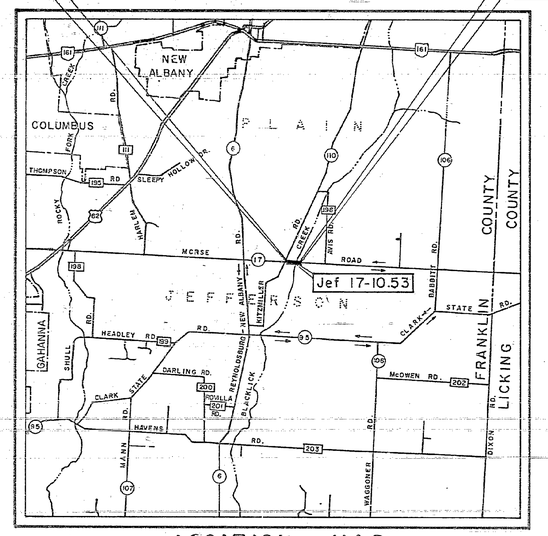
Title Sheet
Property Map — 1
Centerline Survey Plat — 2
Right-of-Way Summary — 3
Right-of-Way Plan — 3

LINE DATA

Begin project Sta. 10+20
End project Sta. 11+30
Length of Project 110.00 L.F. or 0.021 Miles
Add for Approaches
Sta 10+07 to Sta 10+20 = 13.00 L.F
Sta 11+30 to Sta 12+00 = 70.00 L.F
Length of Work = 193.00 L.F. or 0.037 Miles

Begin Project Sta. 10-20

End Project Sta. 11+30



N

LOCATION MAP

SCALE IN MILES
0 1 2

Portion to be improved
State & Federal Routes
Other Roads
Detour

SCALES

Plan 0 20
Profile: Horizontal 0 20, Vertical 0 5
Cross Section: Horizontal 0 5, Vertical 0 5

1983 SPECIFICATIONS

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

I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided and as indicated on the plans.

APPROVED ____
DATE 10/13/83 CHIEF DEPUTY ENGINEER

APPROVED ____
DATE 10/13/83 COUNTY ENGINEER

APPROVED ____
DATE 10-13-83 COUNTY COMMISSIONER

APPROVED ____
DATE ____ COUNTY COMMISSIONER

APPROVED ____
DATE 10/13/83 COUNTY COMMISSIONER

PLANS PREPARED BY:
STICKLEN-BELSHEIM & ASSOC.
WORTHINGTON, OHIO
UNDER THE DIRECTION OF:
____
REGISTERED ENGINEER E-22290 OHIO

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS
BP-5	7/16/81	DBR-2-73	4/10/73			
CB-2-2A&B	5/1/79	PSPD-1-81	9/18/81			
GR-1	2/5/82					
GR-2B	2/5/82					
GR-3	2/5/82					
GR-4	2/5/82					
MC-3	6/1/73					
MC-4	7/26/76					

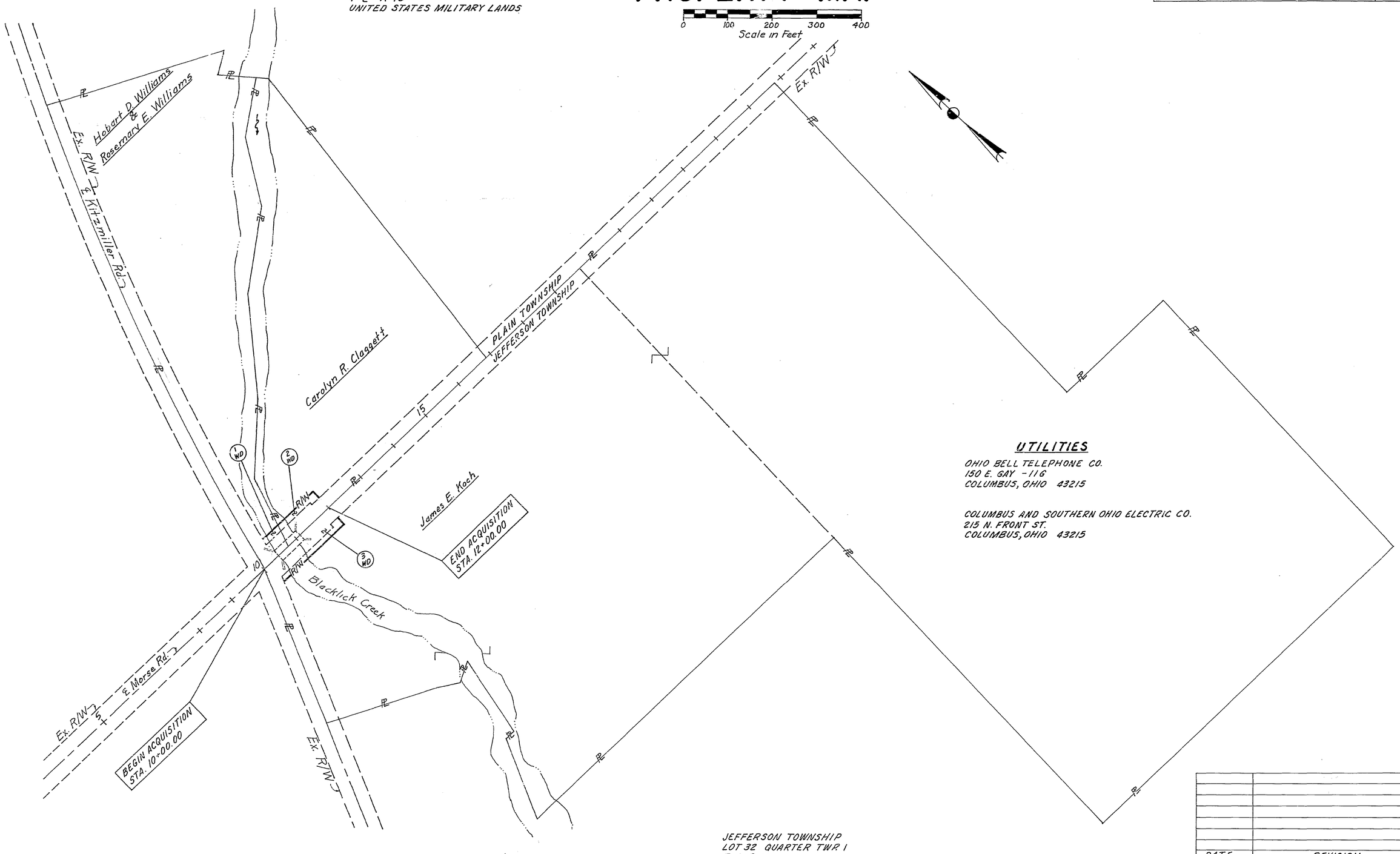
Project:
Date of Letting ____ 19__, Contract No. ____

3300 020 TITLE SHEET 10-153 1983 00010 100

CALC. BY ____ DATE ____	FRA C.R. 17	OHIO	14/16
CHK'D. BY ____ DATE ____	MORSE RD.	FHWA REGION 5	1/3

PROPERTY MAP

0 100 200 300 400
Scale in Feet



DATE	REVISION	BY
COMPLETION DATE 7-25-83		

3300 620 PROPERTY MAP 1/1-613 1993 0020 010

PROPERTY MAP

CALC. BY ____ DATE ____	FRA-C.R. 17 MORSE ROAD	OHIO
CHKD. BY ____ DATE ____		FHWA REGION 5

15/16

2/3

CENTER LINE SURVEY PLAT

FRANKLIN COUNTY ROAD 17

PLAIN TOWNSHIP

QUARTER TOWNSHIP 4

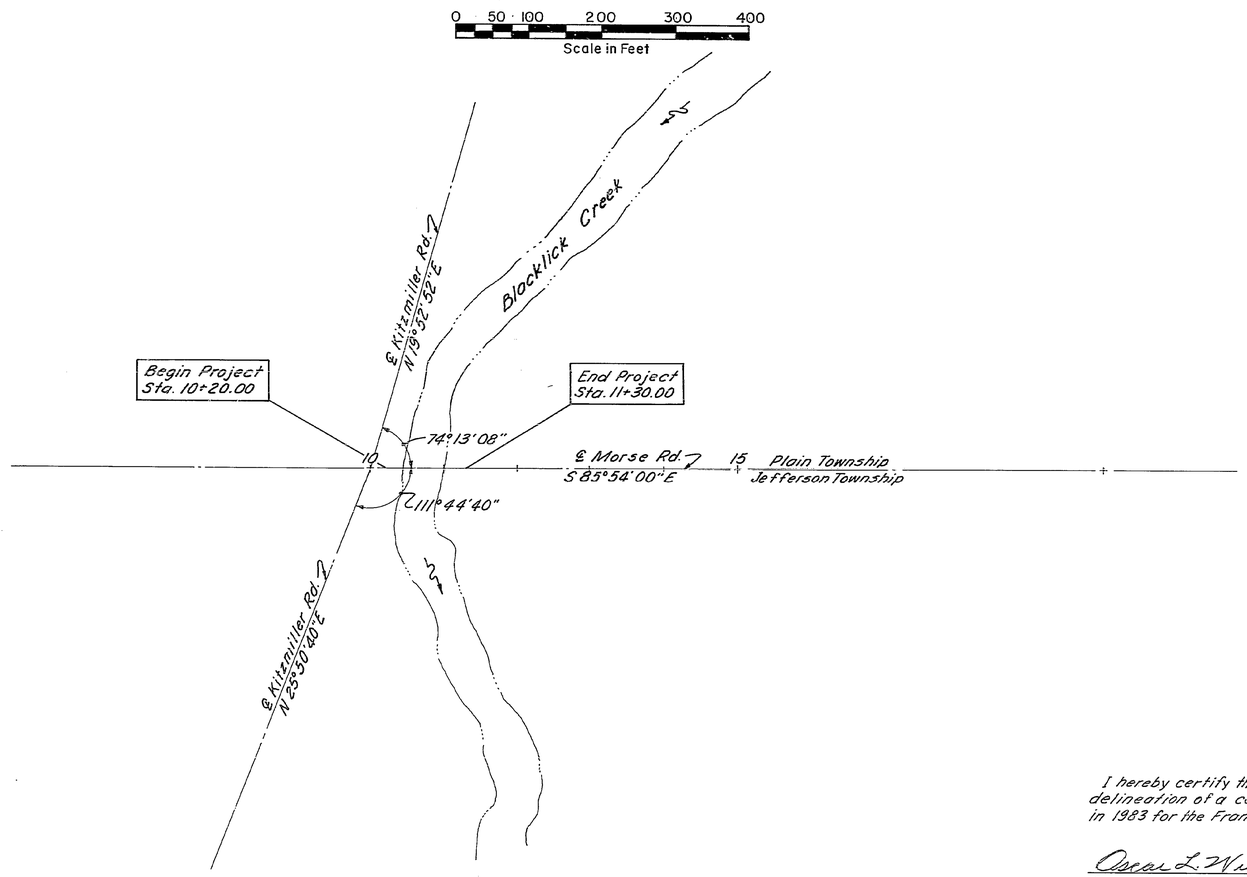
TWP. 2 R 16

JEFFERSON TOWNSHIP

QUARTER TOWNSHIP 1

TWP. 1 R 16

U.S. MILITARY LANDS

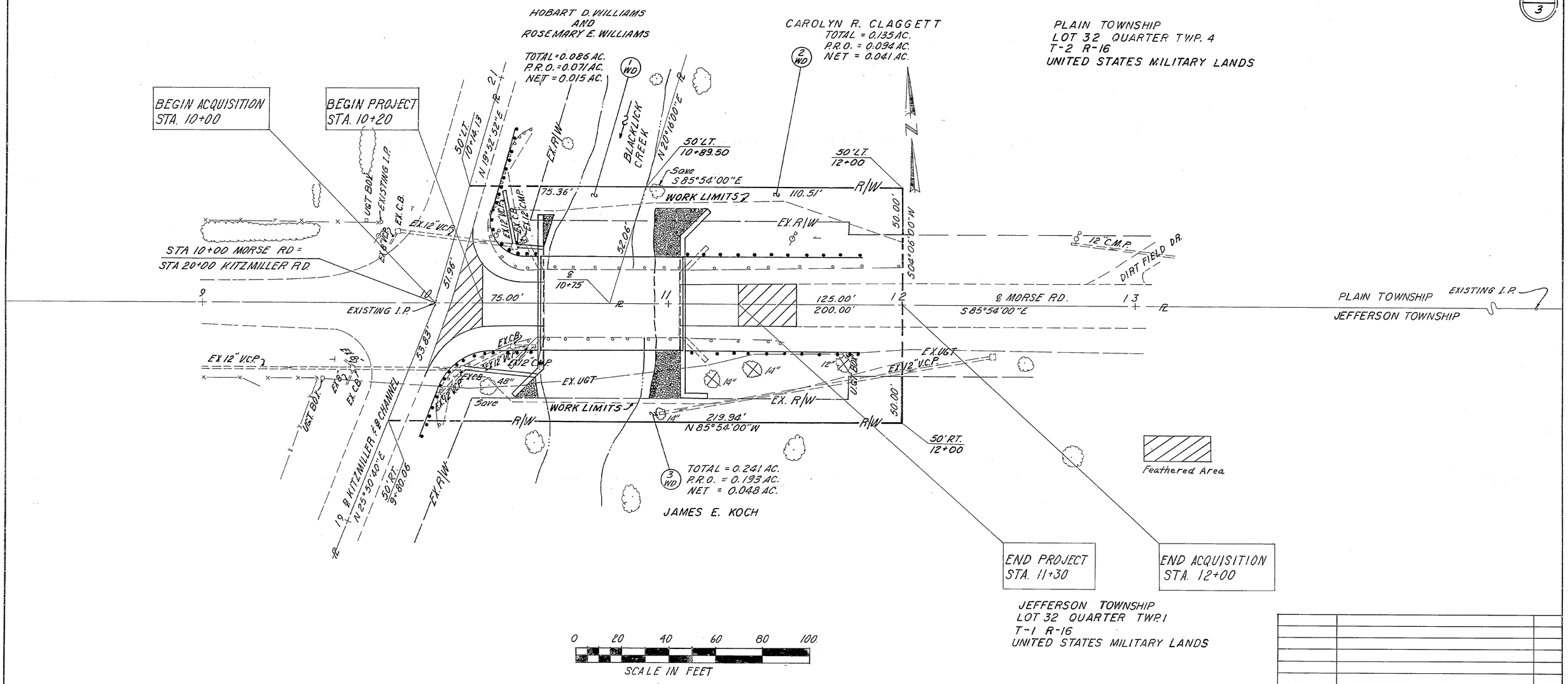


I hereby certify that this plat is a true delineation of a centerline survey made in 1983 for the Franklin County Engineer.

Oscar L. Willis Date 7/20/83

Oscar L. Willis Reg. Surveyor No. 5097

CALC BY	DATE	CHKD BY	DATE	FRA-C.R. 17 MORSE ROAD	OHIO	FHWA REGION 5	16/16	3/3
DMM	7-83	D.W.W.	7-83					



1-9-84	Rev. Residue Parcel # 3WD	DBD
DATE	REVISION	BY
COMPLETION DATE 7-25-83		

SUMMARY OF ADDITIONAL RIGHT OF WAY

PARCEL	OWNER	AUDITOR'S PARCEL NO	SHEET NO.	OWNERS RECORD BOOK	OWNERS RECORD PAGE	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUCTURE	NET RESIDUE LEFT	NET RESIDUE RIGHT	REMARKS AND PERSONALTY	AS ACQUIRED BOOK	AS ACQUIRED PAGE
1WD	Hobart D. Williams & Rosemary E. Williams	360	3	3631	493	6.635	0.824	0.086	0.071	0.015	–	6.549	–			
2WD	Carolyn R. Claggett	635	3	3162	113	6.685	0.431	0.135	0.094	0.041	–	6.550	–			
3WD	James E. Koch	306	3	*	*	46.992	1.348	0.241	0.193	0.048	–	–	46.751	* Court Record 877 D17		

RIGHT-OF-WAY STA. 10+00 TO STA. 12+00