

RESOLUTION NO. 2016-81

**A RESOLUTION APPROVING THE UTILIZATION
BY THE OHIO DEPARTMENT OF TRANSPORTATION OF
CERTAIN VILLAGE PROPERTY FOR BRIDGE CONSTRUCTION,
WITHOUT PAYING OVER COMPENSATION THEREFORE**

WHEREAS, the Village of Crooksville recognizes the need for certain improvements to a bridge over and along Main Street in the Village of Crooksville; and

WHEREAS, the Ohio Department of Transportation has undertaken to make the necessary improvements to the bridge over and along Main Street in the Village of Crooksville; and

WHEREAS, the plans developed for the aforementioned improvements will require utilization by the Ohio Department of Transportation of certain lands owned by the Village of Crooksville and/or of certain lands subject to a Right of Way in favor of the Village of Crooksville, all as depicted in the attached Exhibit, which such Exhibit is incorporated herein by reference; and

WHEREAS, the Village of Crooksville believes it would be advantageous for the Village of Crooksville to provide the property necessary to complete the Village's Main Street improvements to the Ohio Department of Transportation, without demanding or receiving monetary compensation therefore, the Village and its inhabitants receiving sufficient and just compensation by way of the benefits of the said Main Street Bridge being so improved by the Ohio Department of Transportation.

NOW THEREFORE, be it **RESOLVED** by the Council of the Village of Crooksville, Ohio:

Section 1: The Village of Crooksville hereby grants to the Ohio Department of Transportation the right to utilize lands in which said Village has ownership rights and/or utility right of way rights and/or other easement/right of way rights as necessary to complete the planned improvements for the Village of Crooksville's Main Street Bridge, as depicted on the attached Exhibit.

Section 2: It is found and determined that the planned improvements to the Village of Crooksville's Main Street Bridge, by the Ohio Department of Transportation, in and of themselves are sufficient and just compensation for any Village land that may necessarily be utilized for said improvements by the Ohio Department of Transportation, and therefore, no monetary compensation shall be demanded or received by the Village of Crooksville in exchange for the Ohio Department of Transportation's utilization of Village lands as depicted on the attached Exhibit.

WHEREFORE, this Resolution shall take effect and be in force at the earliest date allowed by law.

1st Reading: 11/21/2016
2nd Reading: 12/05/2016
3rd Reading: 12/19/2016

Passed: December 19, 2016.

Fred Redfern

Mayor Fred Redfern

ATTESTED:

Brittany Ross
Brittany Ross, Fiscal Officer

Posting Certification

This resolution was posted at the five prescribed locations within the Village of Crooksville, Ohio, on the 20th day of December, 2016.

Brittany Ross
Brittany Ross, Fiscal Officer

BENCHMARK DATA
 BM #1: IRON PIN: 172.8 ± 0.15, 48.96 ± 0.01, EL. 151.76
 BM #2: IRON PIN: 574.1 ± 0.15, 27.00 ± 0.01, EL. 153.69
 BM #3: IRON PIN: 574.1 ± 0.15, 22.02 ± 0.01, EL. 155.76

LEGEND:
 EXAMINATION: DND - DO NOT DISTURB
 PAVEMENT PLANNING: D.S. - DRIVELINE SHIELD
 EXISTING SLAB: EGP - EDGE OF PAVEMENT
 EX. WALK REMOVED: 15R - TO BE REMOVED
 PUCK CHANNEL: A.S. - ADJUST TO SHADE
 PROTECTION: 15R80 - TO BE REMOVED BY OWNERS

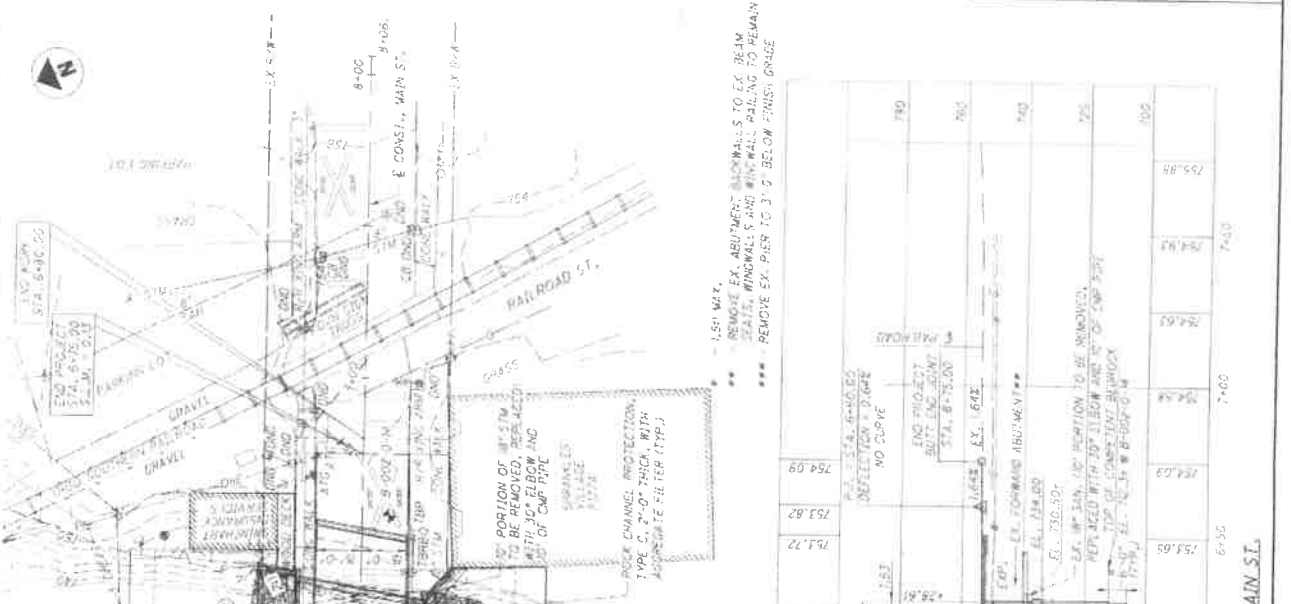
NOTES:
 1. PARTITION WALLS FORMERLY APPROXIMATELY 12" HIGH SHALL BE REMOVED TO PERMITS.
 2. TOP ROADWAY BRIDGING, REFER TO ROADWAY PLANS.

TRAFFIC DATA
 CURRENT YEAR A.D.T. (2035): 4,2900
 DESIGN YEAR A.D.T. (2035): 2600
 CURRENT AVERAGE DAILY TRUCK TRAFFIC: 34
 DIIRECTIONAL DISTRIBUTION: 60%

HYDRAULIC DATA
 DRAINAGE AREA: 69.2 SQ. MI.
 EXISTING WATERWAY AREA: 1063 SQ. FT.
 PROPOSED WATERWAY AREA: 570 SQ. FT.
 Q₁₀: 4870 C.F.S. Q₅₀: 6300 C.F.S.
 V₅₀: 5.05 FT./S. V₁₀₀: 6.43 FT./S.
 H₅₀: 79.02 H₁₀₀: 152.71
 H₅₀ CLEARS EOP BY 2.30 FT.

EXISTING STRUCTURE
 TYPE: ROLLED STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE ON SPREAD FOOTINGS
 SPAN: 50'-0" - 50'-5" L/C BLANKING
 ROADWAY: 29'-0" - 27' CURB WITH 5'-3" SIDEWALK EACH SIDE
 ALIGNMENT: TANGENT
 SKEW: 9° LEFT FORWARD
 DESIGN CHANGING JUNCTION
 APPROACH SLABS: 25'-0" LONG
 WEARING SURFACE: ASPHALT CONCRETE, 34 INCH
 STRUCTURE FILE NUMBER: 643356
 DATE BUILT: 1993
 MAJOR REHABILITATION: 2/1986
 DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE
 TYPE: SINGLE-BEAM COMPOSITE PRESTRESSED CONCRETE BRIDGE ON SEMI-INTEGRAL ABUTMENTS SUPPORTED ON DRILLED PILES
 SPAN: 90'-6" C/C BLANKING
 ROADWAY: 10'-0" - 27' CURB WITH 3'-0" SIDEWALK EACH SIDE
 ALIGNMENT: TANGENT
 SKEW: 0° LEFT FORWARD
 CHANGING: HL-33
 WITH 60 PSI FUTURE WEARING SURFACE
 APPROACH SLABS: 20'-0" LONG (AS-BUILT) & 45'-0" (FUTURE)
 WEARING SURFACE: 1" MONOLITHIC CONCRETE
 LAAT FLOOR: 159' - 46" - 0" LONG (AS-BUILT) & 159' - 46" - 0" LONG (FUTURE)



ROCK CHANNEL PROTECTION LOCATION TABLE

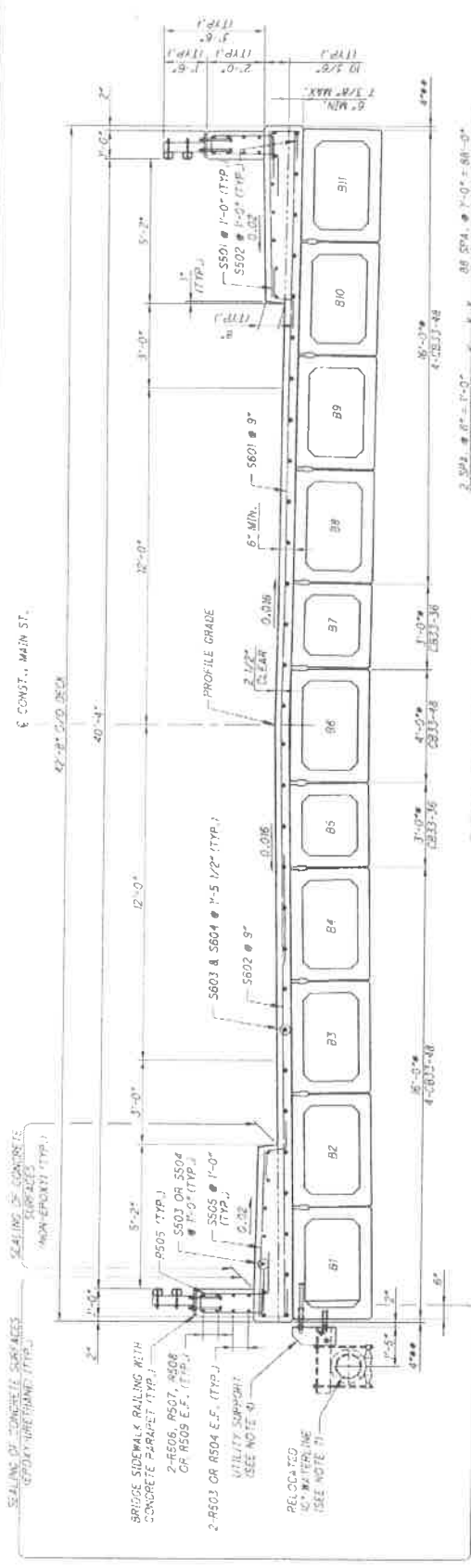
PROP. PROFILE GRADE	754.00	753.97	753.72	752.97	752.82	752.72	751.47	751.22	751.05	750.88	750.80
	4+20	4+50	5+00	5+50	6+00	6+50	7+00	7+50	8+00	8+50	9+00

PROFILE ALONG & CONSTRUCTION, MAIN ST.

PROP. PROFILE GRADE	754.00	753.97	753.72	752.97	752.82	752.72	751.47	751.22	751.05	750.88	750.80
	4+20	4+50	5+00	5+50	6+00	6+50	7+00	7+50	8+00	8+50	9+00

DETAILS:
 1. 3" DIA. DRILLED SHAFT (179) J
 2. 36" DIA. BUCKLE SOCKET (179) J
 3. 42" DIA. DRILLED SHAFT (179) J
 4. 36" DIA. BUCKLE SOCKET (179) J
 5. 42" DIA. DRILLED SHAFT (179) J
 6. 36" DIA. BUCKLE SOCKET (179) J

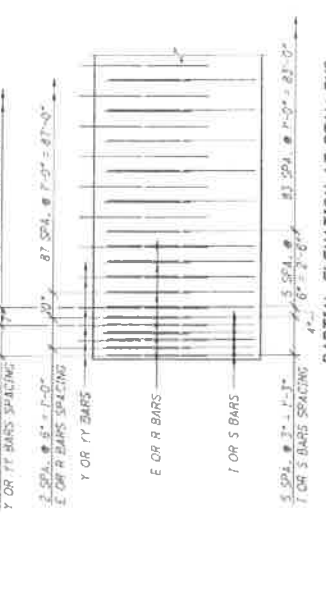
EX. CHANNEL PROTECTION
 TO BE REMOVED, REPLACED WITH 30" FLOW AND 30" OF CMP PIPE
 PORTION OF 8" x 12" CONCRETE PUCK CHANNEL PROTECTION WITH 30" FLOW AND 30" OF CMP PIPE TO BE REMOVED, REPLACED WITH 30" FLOW AND 30" OF CMP PIPE
 APPROACH SLAB INSTALLATION, TYPE C
 15 PER STD. DWG. AS-2-B-179A



TYPICAL TRANSVERSE SECTION

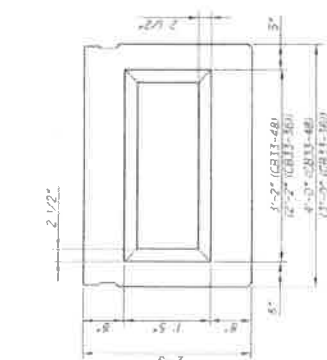
● = PLUS FIT-UPS
 ○ = MINUS FIT-UPS

- NOTES:**
- FOR PRESTRESSED CONCRETE BOX BEAM DETAILS, SEE STD. DWG. PSBD-2-01.
 - FOR SIDEWALK RAILING PLAN, SEE SHEET [] FOR RAILING DETAILS, SEE SHEETS [] & [].
 - FOR BEAM LAYOUT, UTILITY SUPPORT AND ANCHOR DEVICE SPACING, SEE SHEET [].
 - THE FACTORED DEAD LOAD PER UTILITY SUPPORT IS 1.0 KIP. FOR UTILITY SUPPORT DETAILS, SEE SHEET [].
 - LONGITUDINAL BARS SHALL BE PLACED PARALLEL TO & CONSTRUCTION AND SPACING MEASURED PERPENDICULAR TO & CONSTRUCTION.
 - TRANSVERSE BARS SHALL BE PLACED PARALLEL TO & BEARINGS, AND SPACING MEASURED ALONG TO & CONSTRUCTION.
 - UTILITY HANGERS SHOWN ARE IDEOMATIC AND TO BE DESIGNED, FURNISHED AND INSTALLED BY UTILITIES.
 - VERTICAL PRECAST BARS PROJECTING FROM THE BEAMS (Y AND YY) SHALL BE EPOXY COATED AND BE INCLUDED WITH ITEM 511, PRECAST CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBER, FOR PAYMENT.



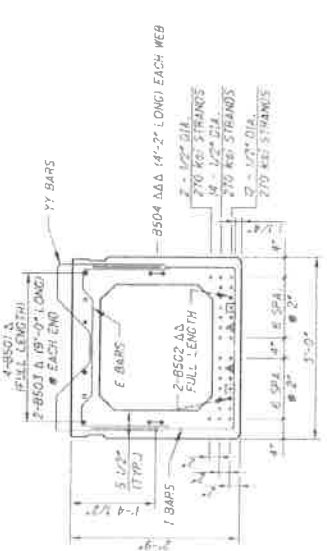
PARTIAL ELEVATION AT BEAM END

- Δ - EXTEND BAR 10" OUT EACH BEAM END WITH 90° HOOK DOWN
 - ΔΔ - EXTEND BAR 1'-4" OUT EACH BEAM END WITH 180° HOOK UP
 - ΔΔΔ - EXTEND U BAR 7'-4" OUT EACH BEAM END
- SEE SHEET [] FOR ADDITIONAL DETAILS.



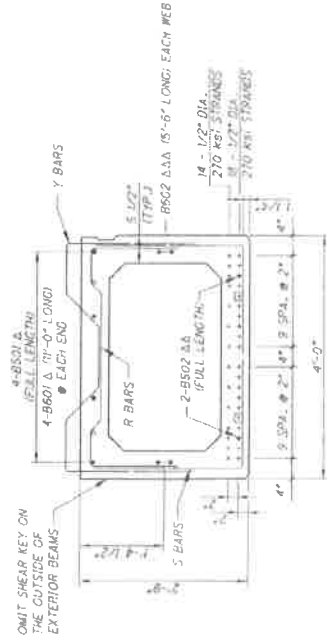
BEAM END SHEAR KEY DETAIL

2 1/2" RECESS SHEAR KEY AT EACH BEAM END



CB33-36

DEBOND STRANDS MARKED AS Δ FOR 2'-0" EACH END
 DEBOND STRANDS MARKED AS ΔΔ FOR 4'-0" EACH END



CB33-48

DEBOND STRANDS MARKED AS Δ FOR 2'-0" EACH END