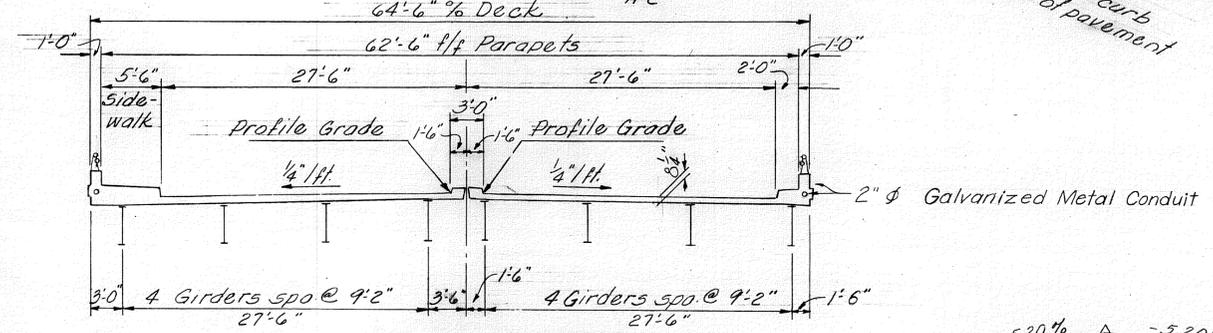
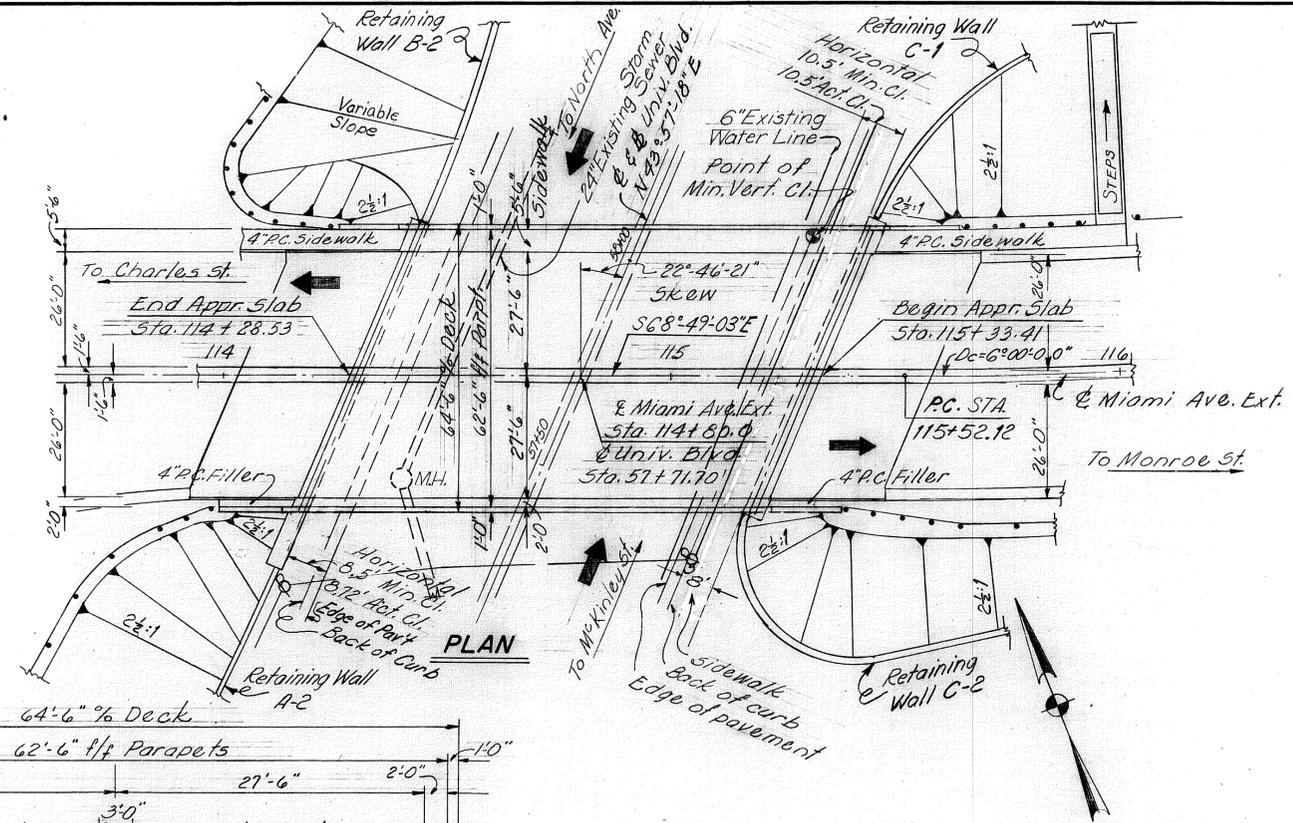
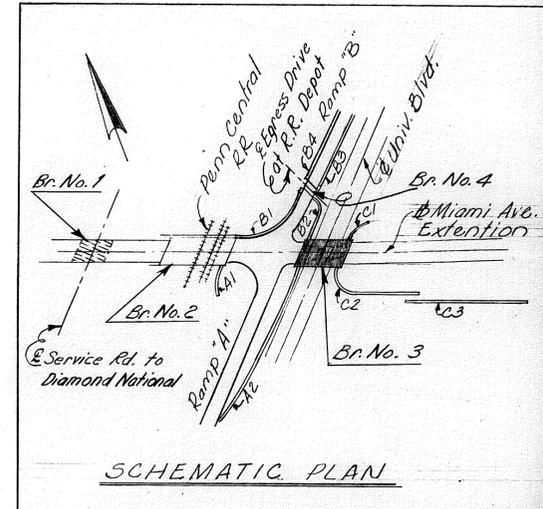
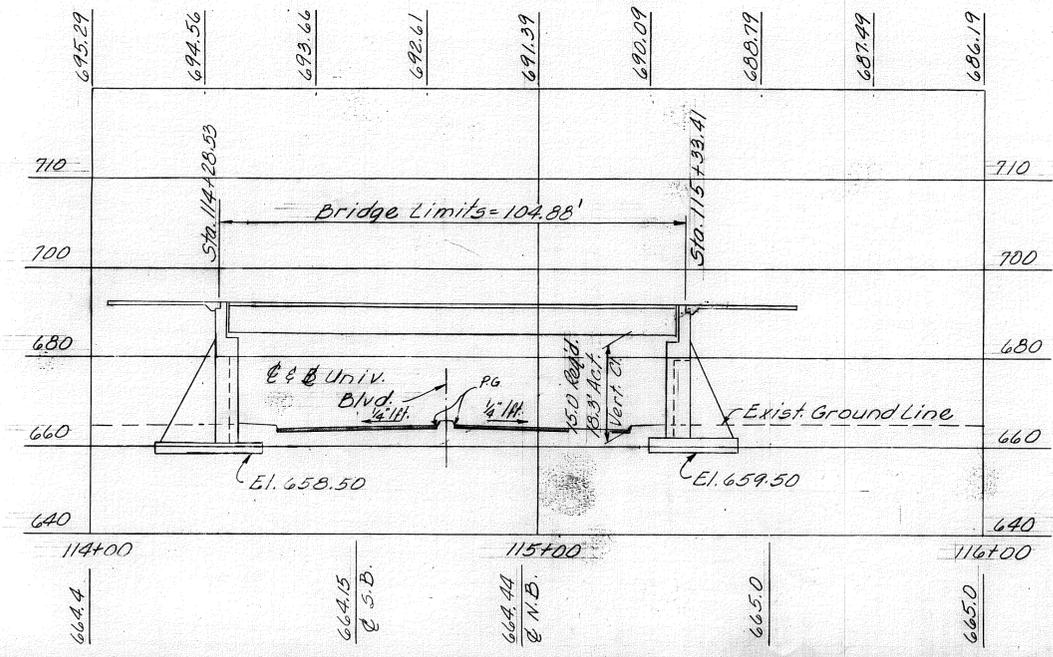


**CURVE DATA**  
**MIAMI AVE. EXTENSION**  
 $\Delta = 19^{\circ}29'22''$  Lt.  
 $D = 6^{\circ}00'00''$   
 $R = 954.93'$   
 $L = 324.83'$   
 $T = 164.00'$   
 $E = 13.98'$



**TYPICAL SECTION**  
(Looking East)

+5.20%  $\Delta$  -5.20%  
P.V.I. Sta. 113+00  
El. 701.79  
V.C. 400'



**PROPOSED STRUCTURE**  
**TYPE:** Single span steel girder, with reinforced concrete deck and substructure  
**SPAN:** 100.0' % Brgs.  
**ROADWAY:** 62'-6" flt parapets.  
**LOADING:** HS 20-44  
**SKREW:** 22°-46'-21" L.F.  
**WEARING SURFACE:** 1" Monolithic concrete.  
**APPROACH SLAB:** AS-1-67 (25' long)  
**ALIGNMENT:** Tangent

**NOTES**

For Layout of Retaining Walls A2, B2, C1 and C2 see sheet 136/203 & 157/203  
BENCH MARK #117 Conc. Mon. S.E. corner Miami Ave. and 8'(t) bk curb, 50'(t) N of 14's Pony Reg. El. 663.99.  
Earthwork limits shown are schematic. Actual slopes shall conform to plan cross-sections  
For additional General Notes see sheet No. 118/203

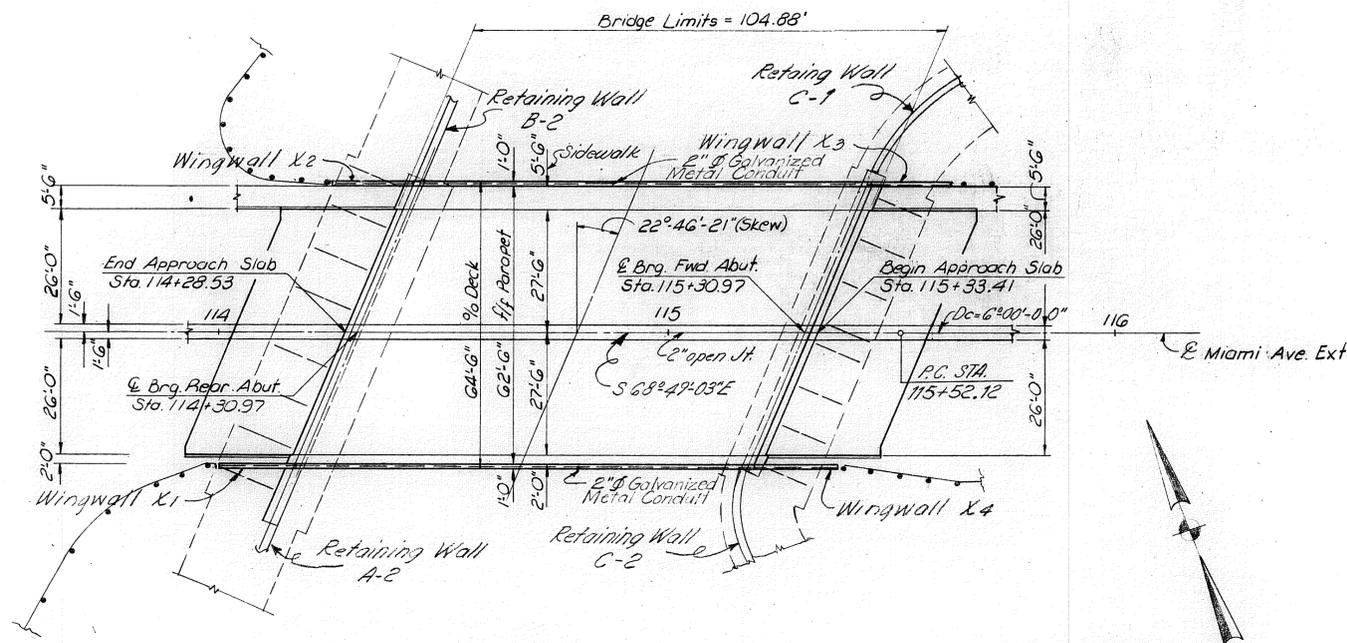
**CITY OF MIDDLETOWN, OHIO**  
DIVISION OF ENGINEERING

INSPECTED: W.F.K.  
CITY ENGINEER: B.A. Boehr  
DATE APPROVED: 2-21-70  
CITY FILE NO.:

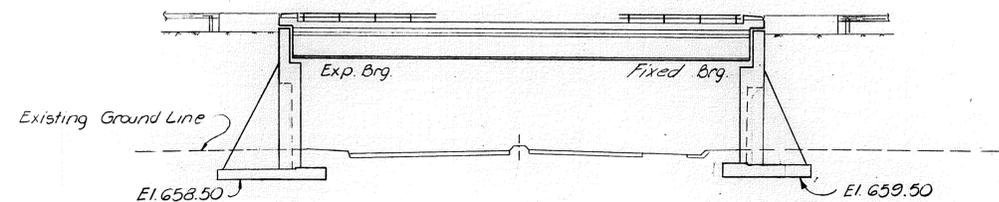
**KING AND GAVARIS** 1/9  
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NEW YORK, N. Y. • COLUMBUS, OHIO • PITTSBURGH, PA.

**SITE PLAN**  
BRIDGE NO. 3  
MIAMI AVE. EXTENSION OVER  
UNIVERSITY BLVD.  
STA. 114+80.0

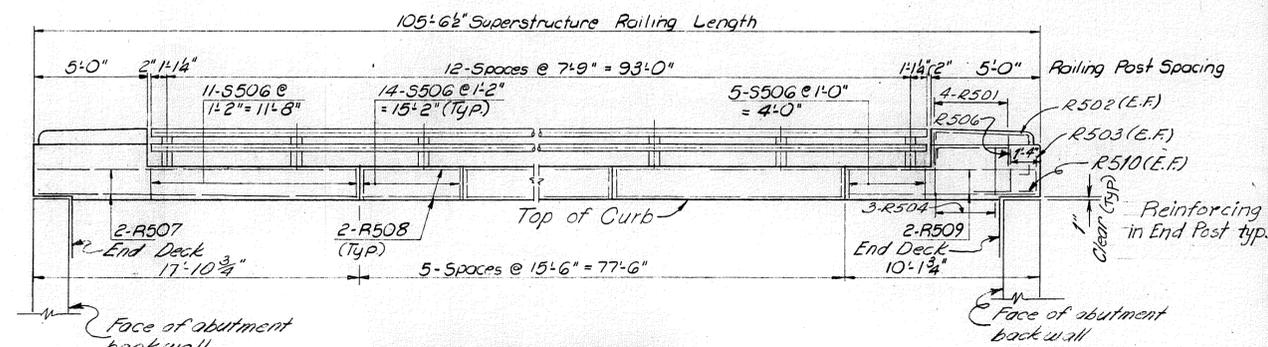
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JKS	BAB		J.A.M.		11/15/69	



PLAN

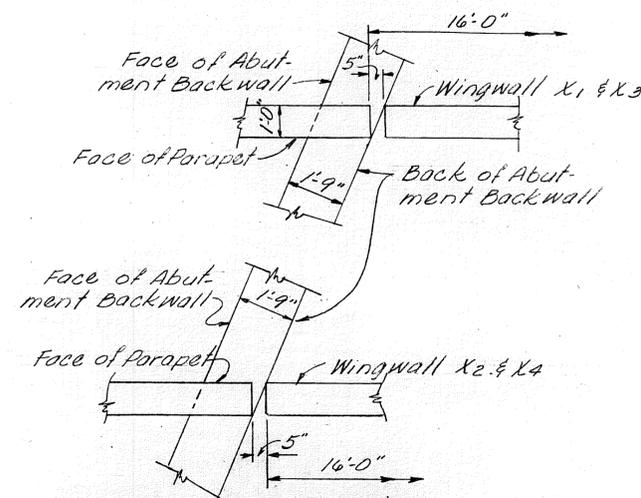


ELEVATION



RAILING DETAIL  
TYP. EACH PARAPET

(Superstructure Railing shown for Abutment Railing See Sheet No. 4 of 9)



PART PLAN AT ABUTMENTS  
(Wingwall Parapet Location)

**NOTE:**  
For railing, parapet and end post details see Std. Dwg. BR-2-67.

ESTIMATED QUANTITIES															
Item	Total	Unit	Description	Abuts.	Piers	Supers.	Gen'l.	Item	Total	Unit	Description	Abuts.	Piers	Supers.	Gen'l.
503	766.0	Cu. Yds.	Unclassified Excavation	766.0				516	120	Lin. Ft.	Elastic Joint Sealer	120			
503		Lump	Cofferdams, Cribbs and Sheeting				Lump	516	26	Sq. Ft.	1/2" Preformed Expansion Joint Filler	26			
509	140,745	Lbs.	Reinforcing Steel	88,433		52,247		517	211.08	Lin. Ft.	Bridge Railing (Concrete Parapet with Double Pipe Rail)			211.08	
511	214	Cu. Yds.	Class "C" Concrete, Superstructure			214									
511	573	Cu. Yds.	Class "C" Concrete, Abutment & Walls	573											
511	389	Cu. Yds.	Class "C" Concrete, Footings	389				518	72	Lin. Ft.	8" Perfor. CMP. Sec. 707.0f Including Spacers	72			
512	60	Lin. Ft.	Waterproofing, preformed sealing strip	60				518	257	Cu. Yds.	Porous Backfill	257			
512	35	Sq. Yds.	Type "B" Waterproofing	35				808	214	Units	Water-Reducing, & retarding admixtures for conc.			214	
513	285,300	Lbs.	Structural Steel			285,300		825	856	Sq. Yds.	Concrete Surface Treatment	67		789	
514	285,300	Lbs.	Field Painting of Structural Steel			285,300		611	312	Sq. Yds.	Reinf. Conc. Approach Slab			312	
516	116	Sq. Ft.	1" Preformed Expansion Joint Filler	116											

Made by J.A.M. Checked by JKS 10/8/69

**CITY OF MIDDLETOWN, OHIO**  
DIVISION OF ENGINEERING

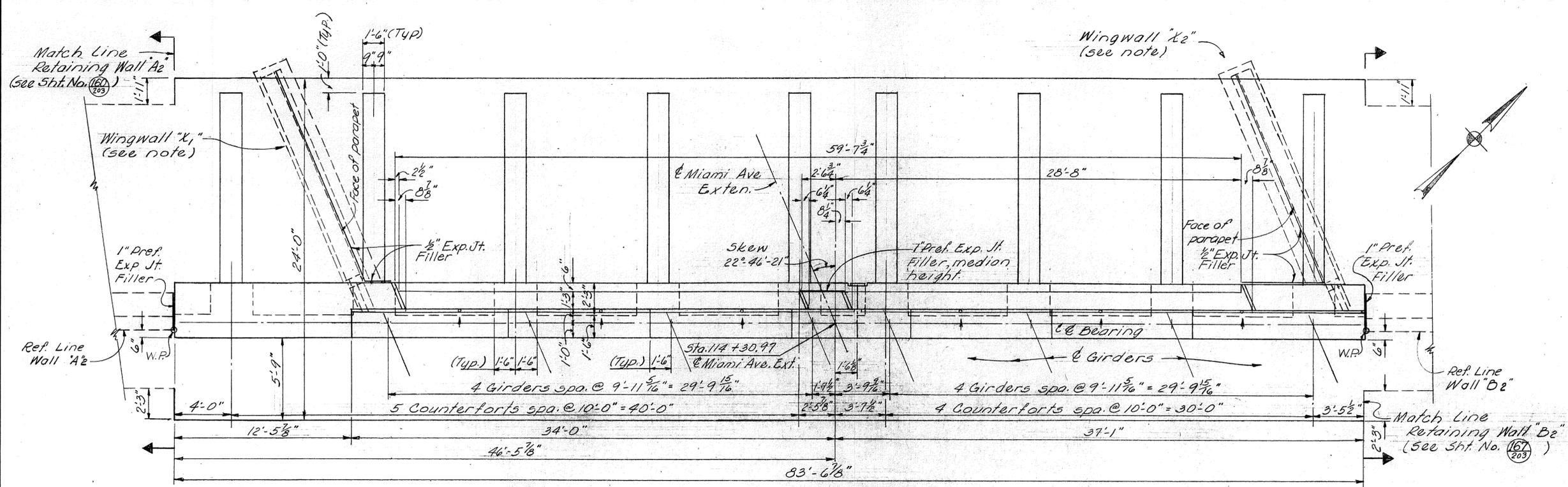
INSPECTED: *Ed. R.*  
CITY ENGINEER: *B. A. Boehr*  
DATE APPROVED: 2-24-70  
CITY FILE NO.

**KING AND GAVARIS**  
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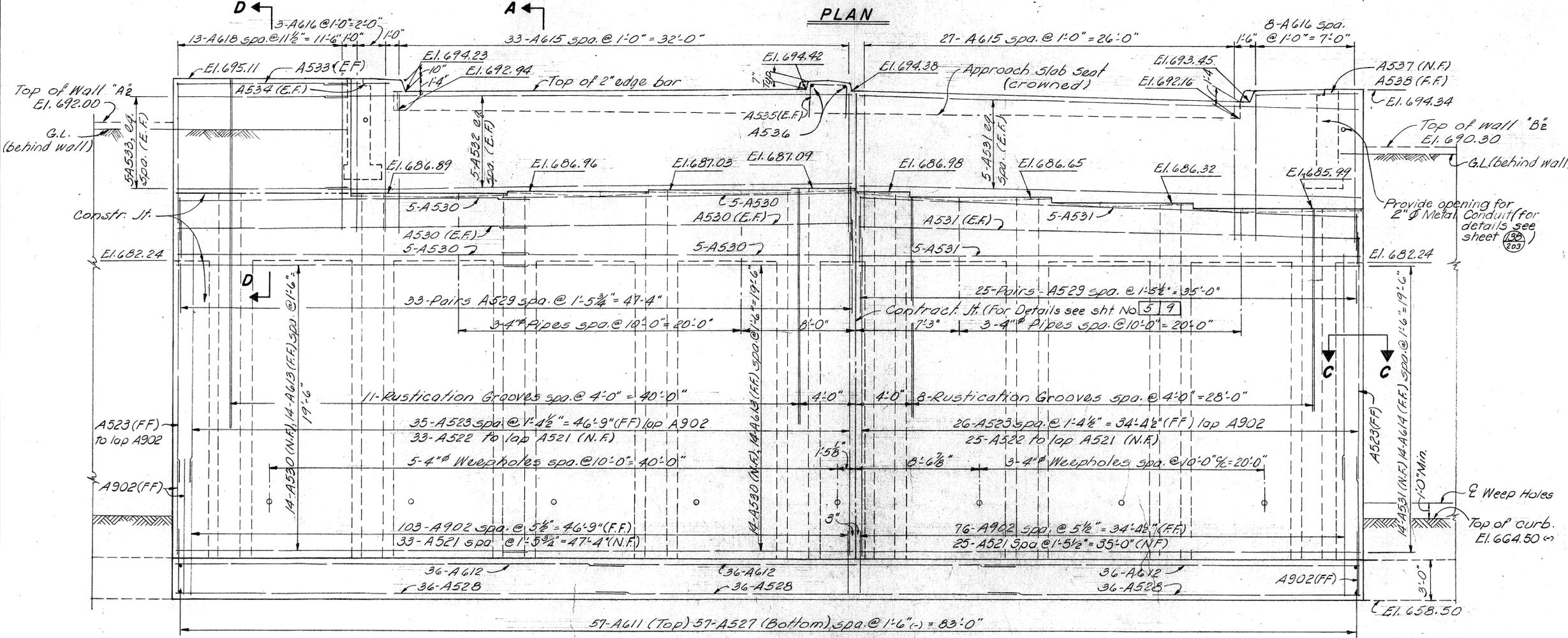
**GENERAL PLAN & ELEVATION & ESTIMATED QUANTITIES**  
**BRIDGE NO. 3**  
**MIAMI AVE. EXTENSION OVER UNIVERSITY BLVD.** STA. 114+80.0

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JKS	JAW		SNS	JKS	10/15/69	

CITY OF MIDDLETOWN



PLAN



ELEVATION

NOTES

- AG16 & A618 bars shall be placed with closed end down.
- EMBANKMENT CONSTRUCTION: For Embankment Construction Procedure See Note on Bridge No. 2 Fwd. Abutment Details Sheet No. 167/203
- FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 3.25 Tons/sq. ft.
- POROUS BACKFILL: 2'-0" thick shall extend upward to the underside of the approach slab and up to subgrade on the back of abutment between counterforts
- LEGEND:
  - NF indicates near face
  - FF indicates far face
  - EF indicates each face
  - WP indicates Work Point
- For additional details see sheet No. 519
- For details of Wingwall see sheet No. 419

**CITY OF MIDDLETOWN, OHIO**  
DIVISION OF ENGINEERING

INSPECTED: *W.F.K.*  
CITY ENGINEER: *R.C. Beck*  
DATE APPROVED: 2-24-70  
CITY FILE NO.

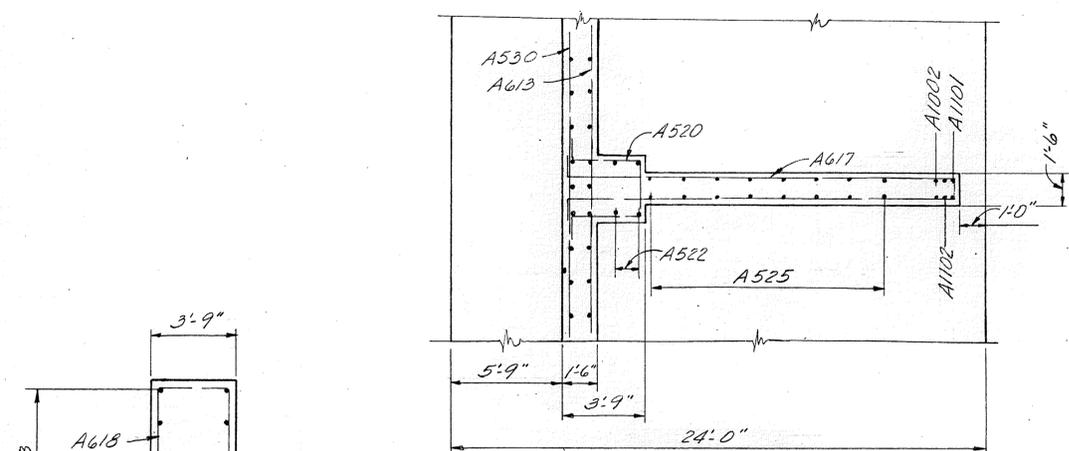
319

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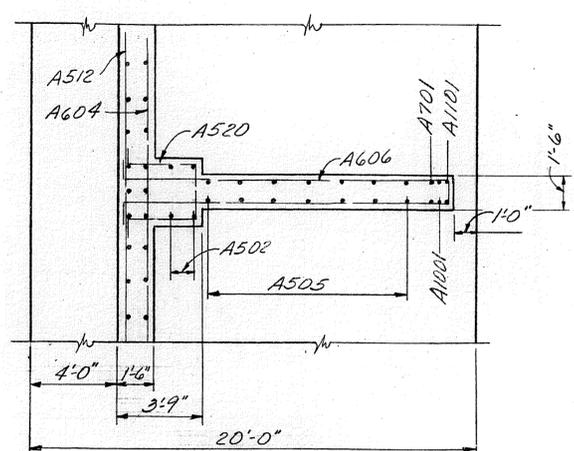
**REAR ABUTMENT DETAILS**  
**BRIDGE NO. 3**  
**MIAMI AVE. EXTENSION OVER**  
**UNIVERSITY BLVD.**  
STA. 114+80.0

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SNS	BBB		JKS	JLS	10/15/70	

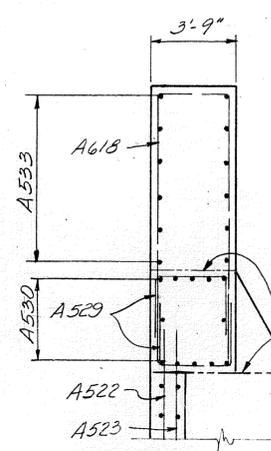




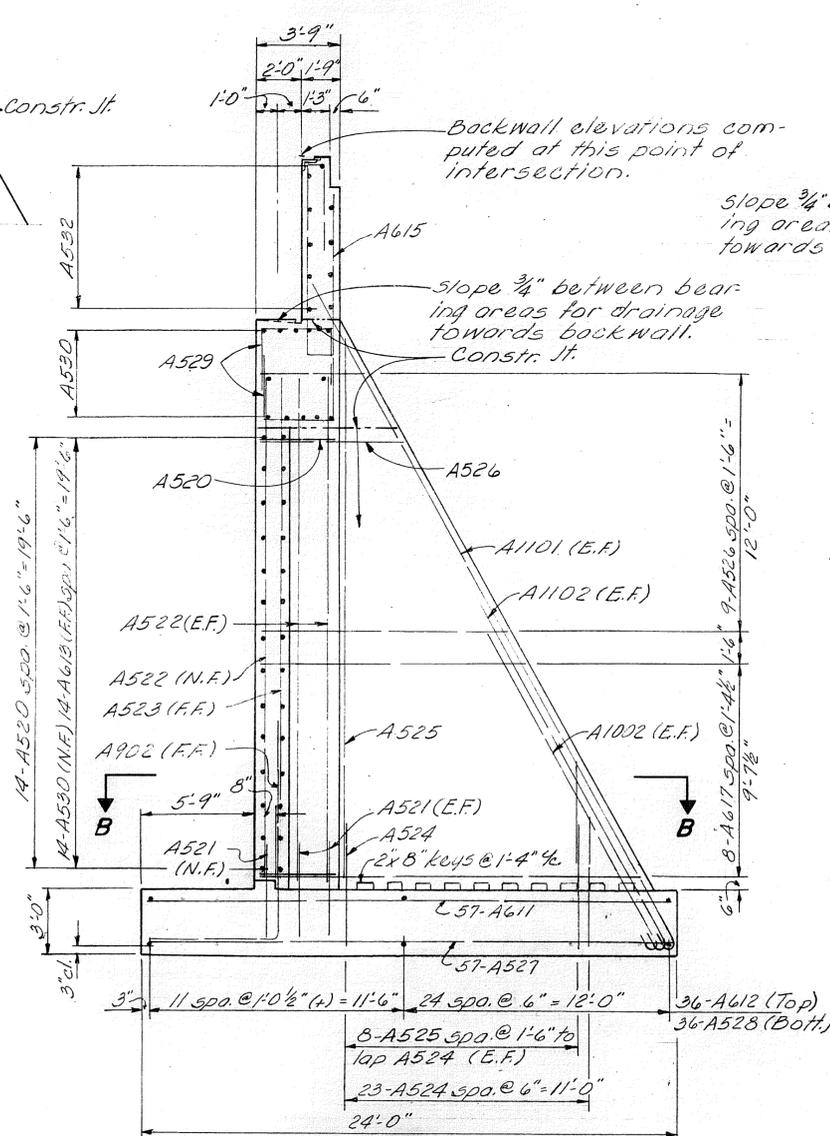
**SECTION B-B**



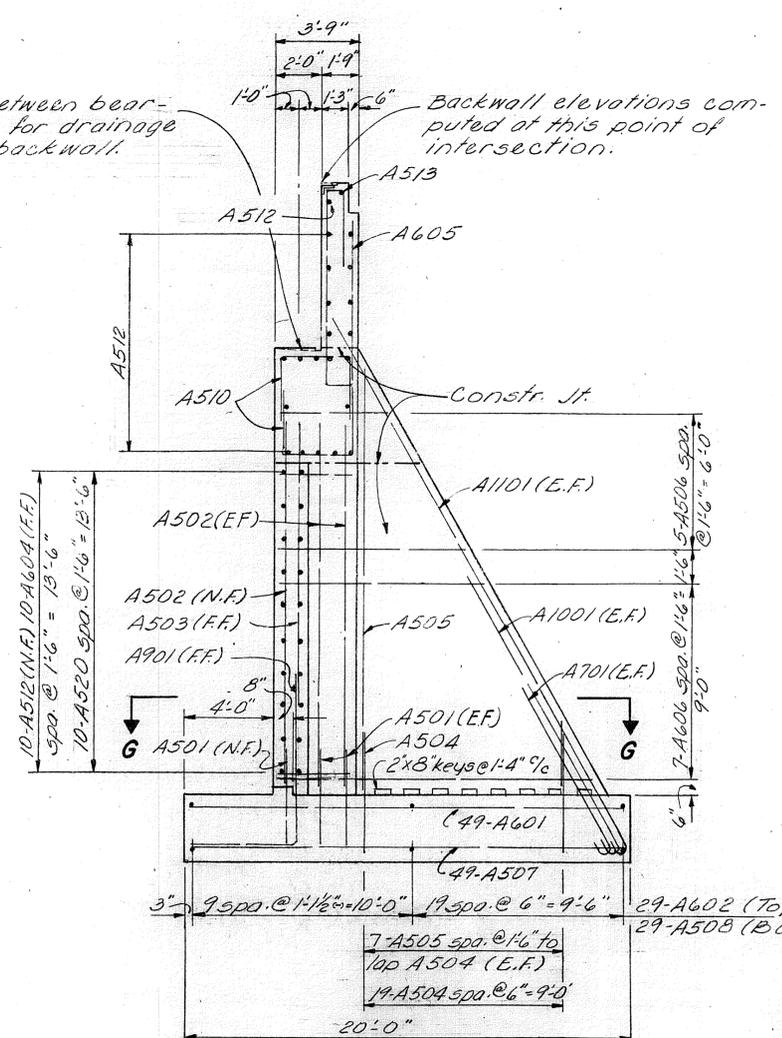
**SECTION G-G**



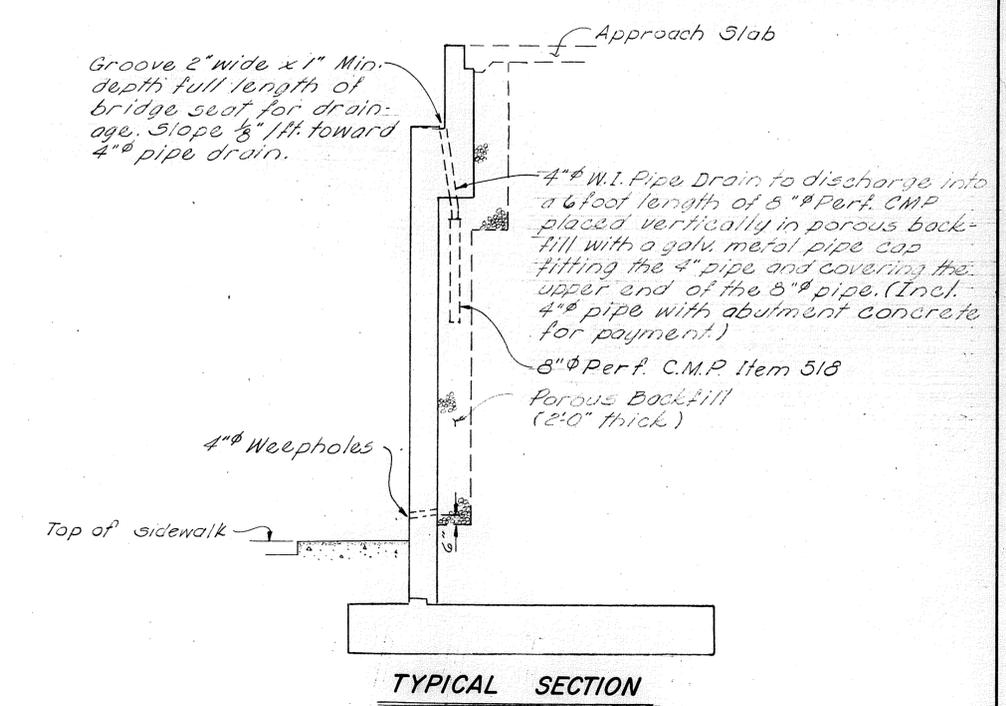
**SECTION D-D**



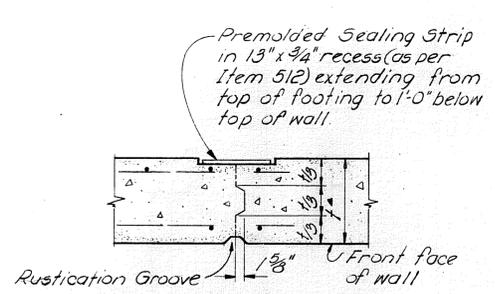
**SECTION A-A**  
(Rear Abutment)



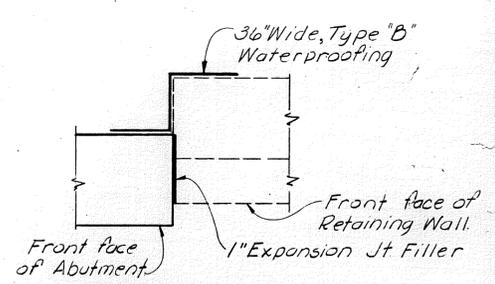
**SECTION E-E**  
(Fwd. Abutment)



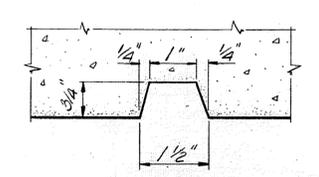
**TYPICAL SECTION**



**CONTRACTION JOINT DETAIL**



**SECTION C-C EXPANSION JOINT DETAIL**  
(Typical at joints between Abutment Wall & adjacent Retaining Wall)

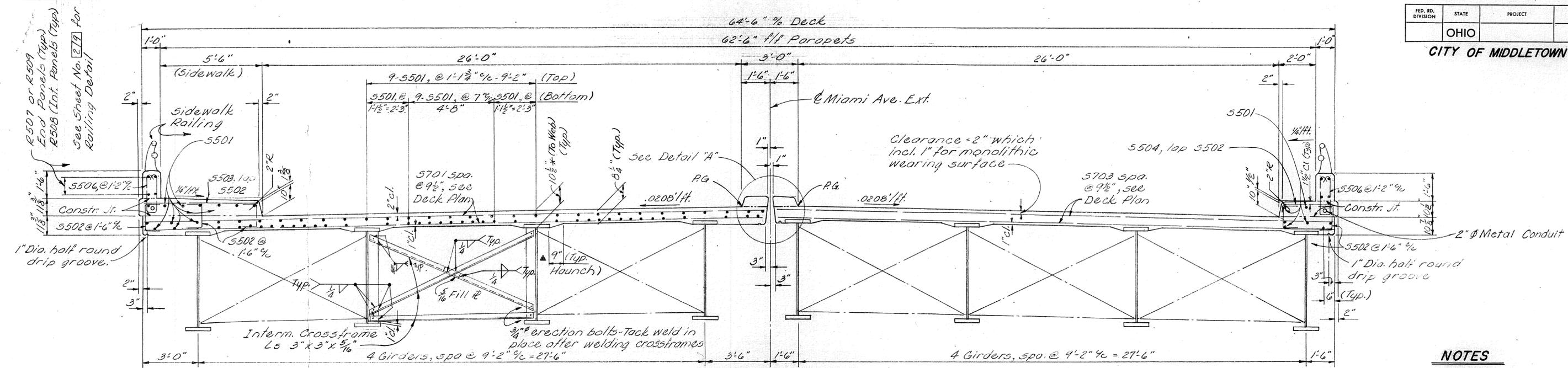


**VERTICAL RUSTICATION GROOVE DETAIL**

**NOTE**  
For Rear and Forward Abutment Details and Notes, see sheets No. 33 and 47 respectively.

CITY OF MIDDLETOWN, OHIO						
DIVISION OF ENGINEERING						
INSPECTED: J.F.K.						
CITY ENGINEER: R. A. Beck						
DATE APPROVED: 2-14-70						
CITY FILE NO.						
KING AND GAVARIS CONSULTING ENGINEERS INC.						519
NEW YORK, N.Y. • COLUMBUS, OHIO • PITTSBURGH, PA.						
<b>ABUTMENT DETAILS</b>						
<b>BRIDGE NO. 3</b>						
<b>MIAMI AVE. EXTENSION OVER UNIVERSITY BLVD.</b>						
STA. 114+80.0						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
SNS	DAB		JKS	JKS	10/15/69	

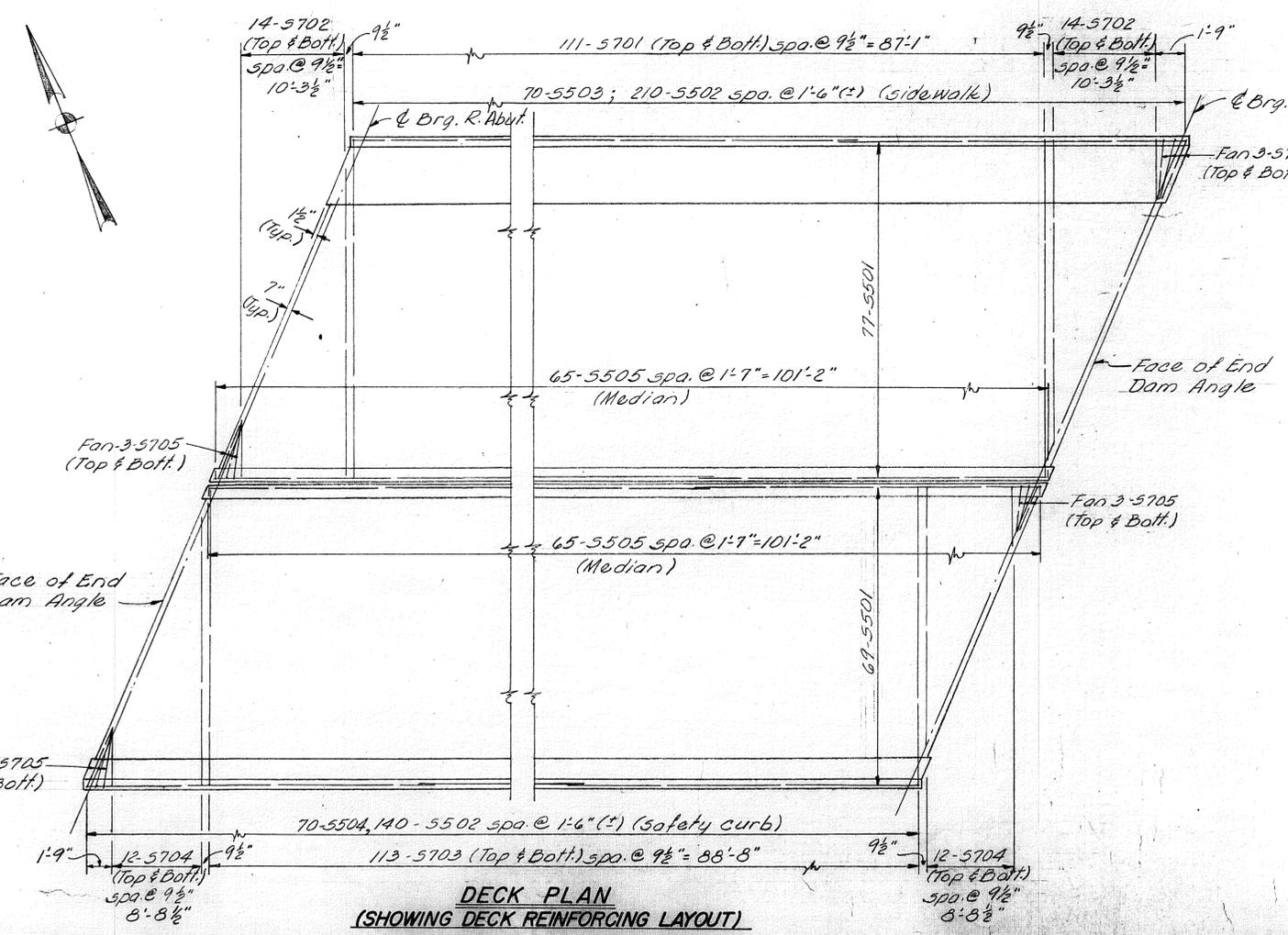
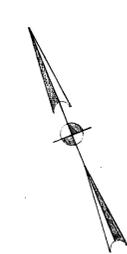
CITY OF MIDDLETOWN



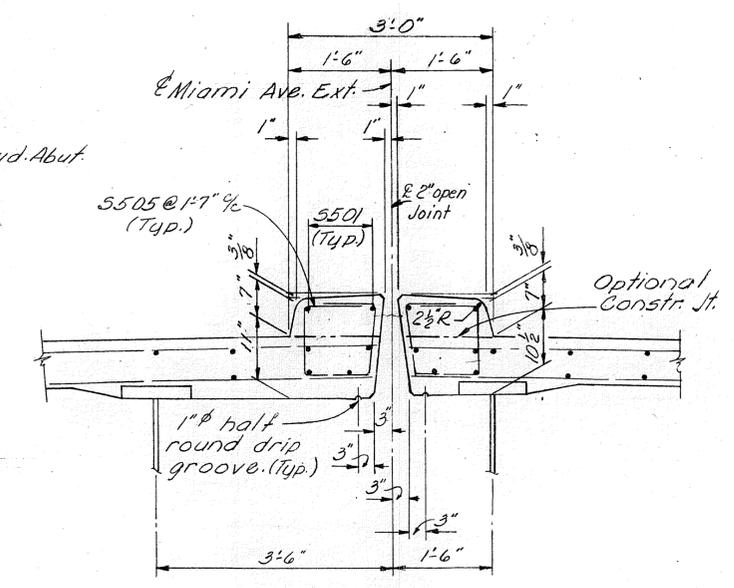
**TRANSVERSE SECTION**

**NOTES**

- All longitudinal bars shall be 5501 and shall have a minimum of 1'-7" Lap.
- See Std. Dwg. BR-267 for details of sidewalk railing & end post.
- \* Deck Slab Depth: This 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 girder may not have the exact camber or conformation required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per Sec. 511-19 of the Construction & Material Specifications.
- ▲ A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.
- Concrete parapet shall be included with Item 517 for payment

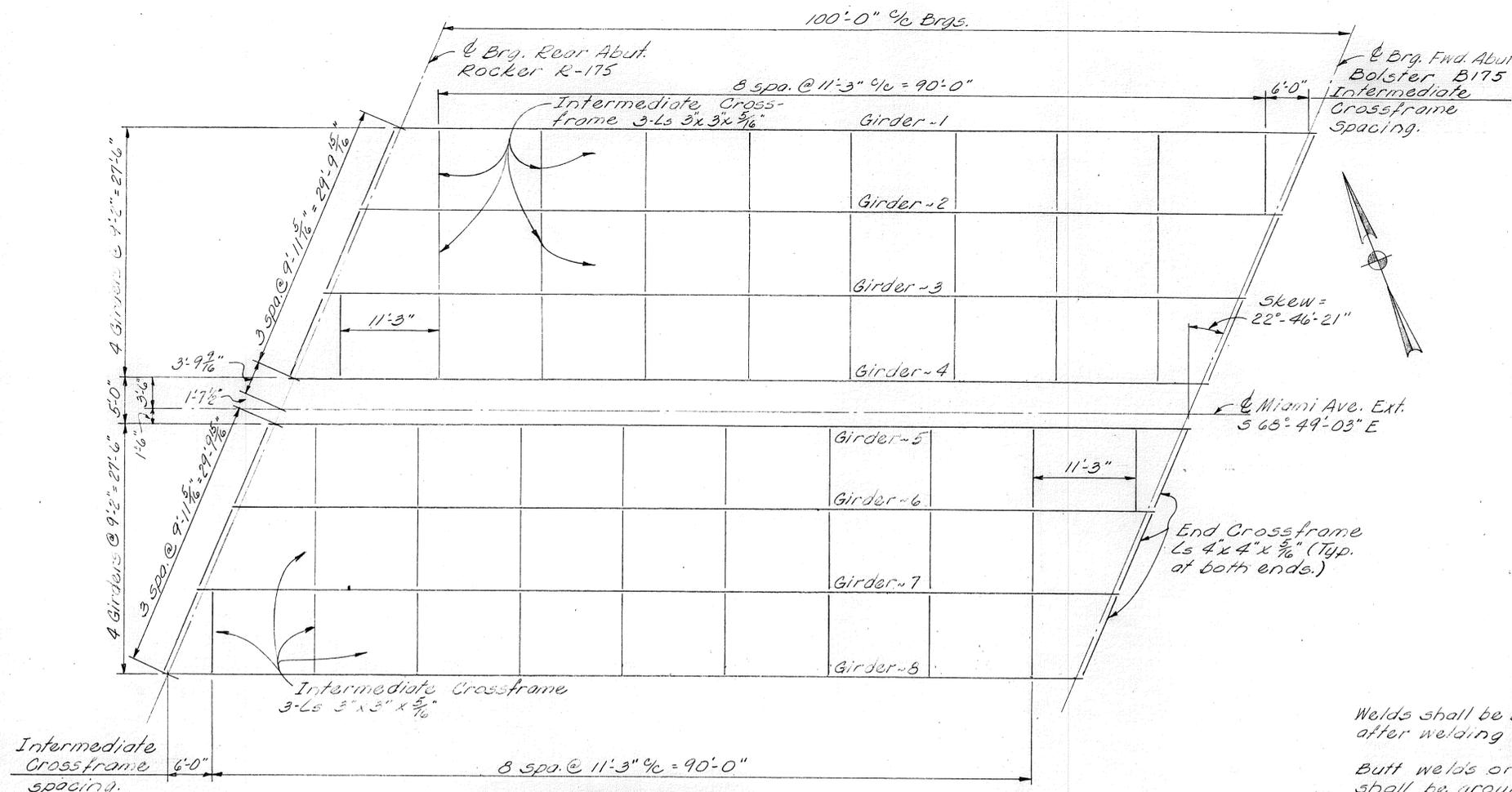


**DECK PLAN (SHOWING DECK REINFORCING LAYOUT)**

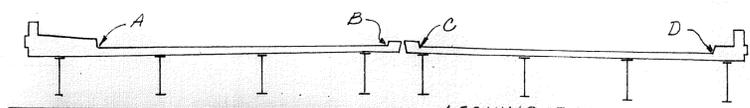


**DETAIL-A**

CITY OF MIDDLETOWN, OHIO						
DIVISION OF ENGINEERING						
INSPECTED: <i>W.F.K.</i>						
CITY ENGINEER: <i>C.A. Cook</i>						
DATE APPROVED: 2-24-70						
CITY FILE NO.						
KING AND GAVARIS CONSULTING ENGINEERS INC.						6/9
NEW YORK, N.Y. • COLUMBUS, OHIO • PITTSBURGH, PA.						
SUPERSTRUCTURE DETAILS						
BRIDGE NO. 3						
MIAMI AVE. EXTENSION OVER UNIVERSITY BLVD.						
STA. 114 + 80.0						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JAM	BRB		SNS	JL	10/15/69	



**STEEL FRAMING PLAN**



DECK ELEVATIONS		
Location	Station	*Constr. E.
Line A	114+42.51	692.41
Line A	114+47.51	692.46
Line A	114+92.51	691.36
Line A	115+17.51	690.00
Line A	115+42.51	688.64
Line B	114+31.60	694.34
Line B	114+56.60	693.46
Line B	114+81.60	692.39
Line B	115+06.60	691.11
Line B	115+31.60	689.75
Line C	114+30.34	694.38
Line C	114+55.34	693.50
Line C	114+80.34	692.42
Line C	115+05.34	691.16
Line C	115+30.34	689.81
Line D	114+19.43	694.19
Line D	114+44.43	693.38
Line D	114+69.43	692.38
Line D	114+94.43	691.18
Line D	115+19.43	689.84

\* Elevations shown are those required before concrete deck is placed. Proper allowance has been made for the dead load deflections caused by the weight of concrete.

**NOTES**

For Bearing Details see Std. Dwg. RB-155  
 For end-crossframe details see Std. Dwg. 5D-1-69, Sheet No. 1 of 4  
 For end dam see Std. Dwg. 5D-1-69, Sheet No. 1 & 2 of 4

Transverse Intermediate Stiffeners shall be placed such that they shall not exceed the maximum spacing shown. Stiffener spacing adjacent to interm. crossframes shall be adjusted so as to have a stiffener coincide with the crossframe location.

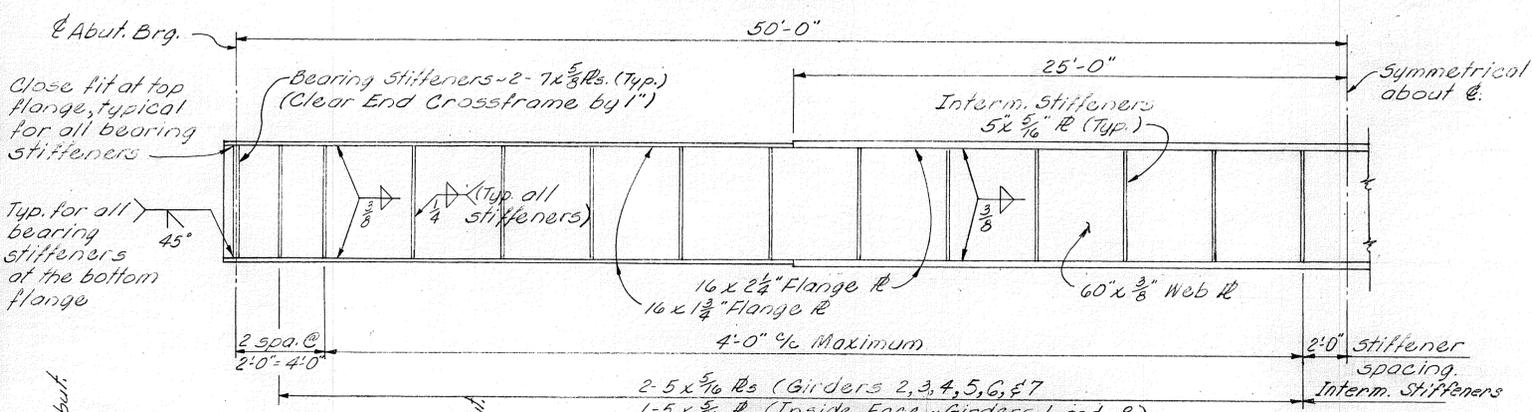
Intermediate Stiffeners: for girder lines 2, 3, 4, 5, 6, & 7 shall have contact bearing with the top flange, and for girder lines 1 & 8 web with 1/4" fillet (both Sides) to top flange, but may have a clearance of not more than 1/8" from bottom flange. In shop painting, care shall be taken to make certain that point is forced through, from one side to the other of the 1/8" opening.

Clip inside corners of all stiffeners 3/4"

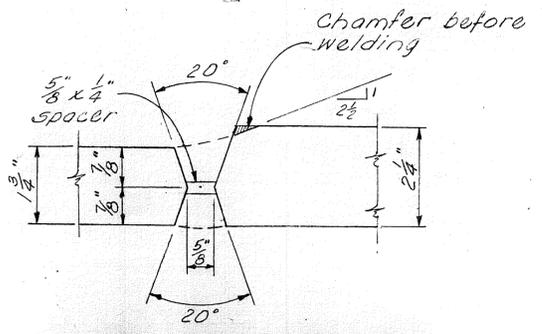
Erection Procedure: The contractor shall submit three copies of the proposed method of erection of steel girders to the Chief Engineer, City of Middletown for approval, before field erection.

Welds shall be back-gouged and welded after welding far side.

Butt welds on girder flange plates shall be ground flush, the finish grinding being parallel to the direction of stress.

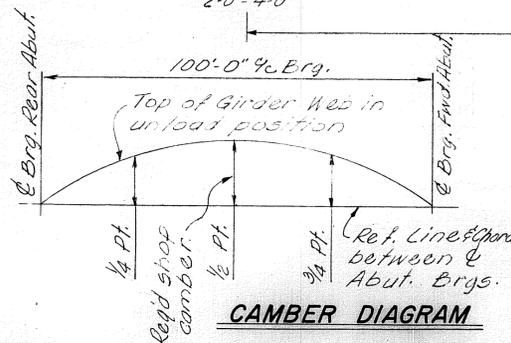


**PARTIAL GIRDER ELEVATION**



**JOINT PREPARATION FOR SUBMERGED ARC WELDMENTS**

(This Joint preparation shall conform to B-U3a-S on B-U7-S Fig. 216, A.W.S. Specifications.)



**CAMBER DIAGRAM**

Location	Girder-1			Girder-2			Girder-3			Girder-4			Girder-5			Girder-6			Girder-7			Girder-8		
	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.	1/4 Pt.	1/2 Pt.	3/4 Pt.
Deflection due to wt. of stl.	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"	1/4"	3/8"	1/2"
Deflection due remain. D.L.	3/4"	1"	3/4"	13/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"	1 1/8"	1 1/16"
Adjust. due to vert. curve	2 3/4"	2 3/8"	1 1/2"	2 5/8"	2 3/8"	1 3/8"	2 7/8"	2 3/8"	1 7/8"	2 1/2"	3 1/8"	1 3/4"	2 3/8"	3 3/8"	1 7/8"	2 5/8"	3 3/8"	2 3/8"	3 1/2"	2 5/8"	2 13/16"	2 13/16"	3 5/8"	2 1/2"
Required Shop Camber.	3 3/8"	3 3/4"	2 3/4"	3 3/8"	4 1/8"	2 7/8"	3 1/2"	4 3/8"	2 3/8"	3 1/2"	4 1/8"	2 3/4"	3 3/8"	4 5/8"	2 1/16"	3 1/8"	4 1/16"	3 3/16"	3 13/16"	4 15/16"	3 3/8"	3 5/8"	4 3/4"	3 5/8"

CITY OF MIDDLETOWN, OHIO  
 DIVISION OF ENGINEERING

INSPECTED: W.F.K.  
 CITY ENGINEER: E.A. Boeb  
 DATE APPROVED: 2-24-70  
 CITY FILE NO.

KING AND GAVARIS  
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719

**SUPERSTRUCTURE DETAILS**  
**BRIDGE NO. 3**  
**MIAMI AVE. EXTENSION OVER**  
**UNIVERSITY BLVD.**  
 STA. 114+80.0

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.A.M.	P.P.P.		SNS	J.S.	1/15/69	

# REINFORCING STEEL LIST

FED. RD. DIVISION	STATE	PROJECT
OHIO		

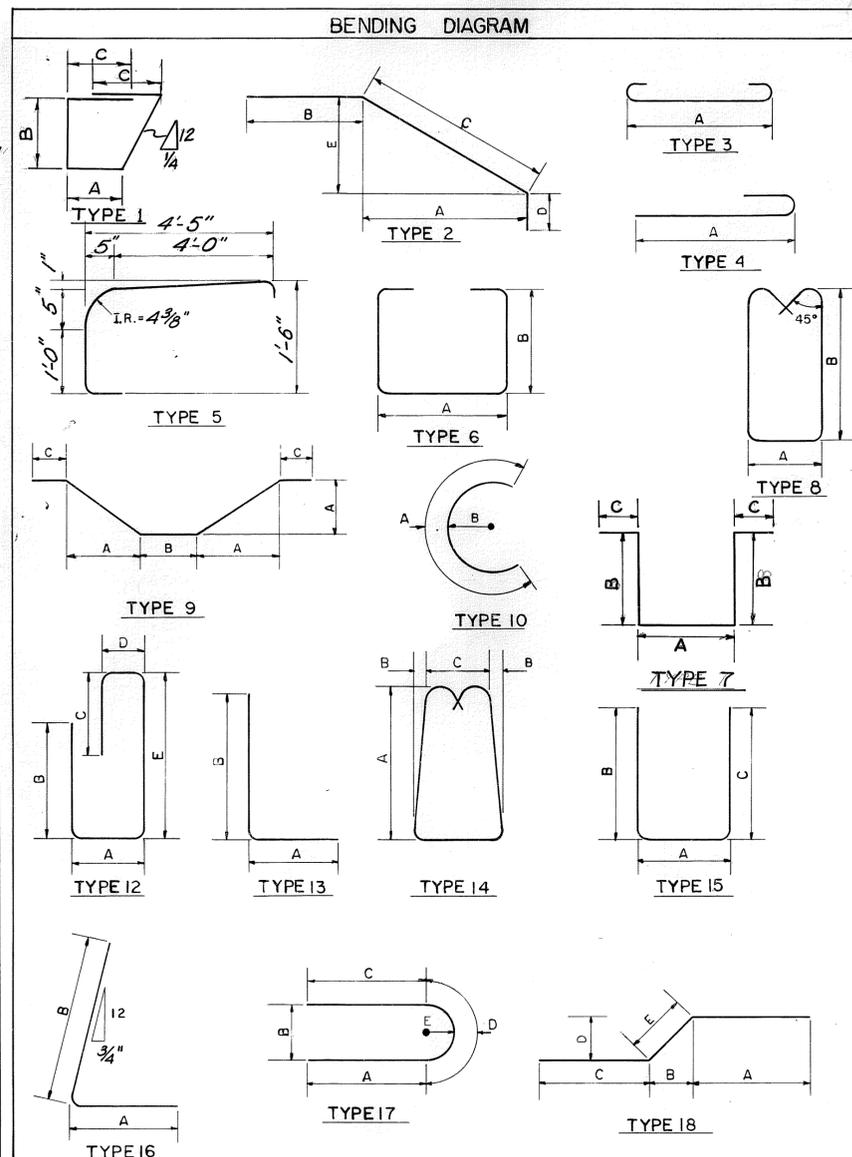
148  
203

CITY OF MIDDLETOWN

MARK	No.	LENGTH	WEIGHT	TYPE	A	B	C	D	E
<b>FORWARD ABUTMENT BRIDGE NO. 3</b>									
A1101	16	27'-9"	2359	4	25'-11"				
A1001	16	20'-8"	1423	4	19'-0"				
A901	98	13'-7"	4526	13	4'-7"	9'-2"			
A701	16	12'-3"	401	4	11'-5"				
A601	48	19'-6"	1435	5					
A602	58	37'-8"	3281	5					
A603	10	37'-6"	563	5					
A604	10	33'-7"	504	5					
A605	60	21'-3"	1915	12	1'-5"	7'-8"	3'-10"	0'-11"	8'-1"
A606	<sup>8</sup> / <sub>5</sub> SER OF 7	19'-1" to 29'-7"	2075	7	1'-2"	to 13'-11"	8'-8"	0'-7 1/2"	Varies 10 1/2"
A607	12	21'-1"	380	15	1'-5"	10'-0"	10'-0"		
A501	82	5'-10"	499	5					
A502	82	16'-6"	1411	5					
A503	50	15'-0"	782	5					
A504	152	11'-6"	1823	15	1'-0 1/2"	5'-4"	5'-4"		
A505	<sup>16</sup> / <sub>5</sub> SER OF 7	3'-0" to 17'-6"	1197	5					Varies 2'-5"
A506	<sup>8</sup> / <sub>5</sub> SER OF 5	10'-3" to 17'-3"	574	7	1'-2"	to 7'-9"	4'-3"	0'-7 1/2"	Varies 10 1/2"
A507	49	19'-6"	997	5					
A508	58	37'-7"	2274	5					
A509	2	5'-1"	11	15	1'-4"	2'-0"	2'-0"		
A510	98	9'-6"	971	15	3'-5"	3'-2"	3'-2"		
A511	31	37'-6"	1212	5					
A512	31	33'-7"	1085	5					
A513	2	31'-11"	67	5					
A514	2	7'-0"	15	5					
A515	1	4'-0"	4	5					
A516	2	4'-7"	10	15	0'-10"	2'-0"	2'-0"		
A517	4	0'-11"	4	5					
A518	1	3'-4"	3	5					
A519	1	7'-11"	8	5					
A520	80	10'-1"	841	7	2'-8"	3'-4"	0'-7 1/2"		

MARK	No.	LENGTH	WEIGHT	TYPE	A	B	C	D	E
<b>REAR ABUTMENT BRIDGE NO. 3</b>									
A1102	18	25'-6"	2439	4	23'-9"				
A1103	18	34'-9"	3323	4	33'-0"				
A1002	18	17'-3"	1336	4	15'-5"				
A902	182	16'-5"	10159	13	6'-9"	9'-10"			
A611	57	23'-8"	2026	5					
A612	108	29'-0"	4704	5					
A613	28	24'-8"	1041	5					
A614	14	35'-0"	736	5					
A615	60	20'-7"	1355	12	1'-5"	7'-5"	2'-10"	0'-11"	8'-8"
A616	11	20'-1"	332	15	1'-5"	9'-6"	9'-6"		
A617	<sup>9</sup> / <sub>5</sub> SER OF 8	24'-0" to 34'-6"	3163	7	1'-2"	to 16'-3"	11'-0"	0'-9"	Varies by 0'-9"
A618	13	22'-1"	431	15	3'-5"	9'-6"	9'-6"		
A521	94	5'-9"	564	5					
A522	94	22'-7"	2214	5					
A523	63	11'-6"	756	15	1'-0 1/2"	5'-4"	5'-4"		
A524	225	11'-5"	2679	15	1'-2"	5'-3"	5'-3"		
A525	<sup>18</sup> / <sub>5</sub> SER OF 8	4'-9" to 24'-0"	2165	5					Varies by 2'-9"
A526	<sup>9</sup> / <sub>5</sub> SER OF 9	9'-11" to 21'-3"	1317	7	1'-2"	to 9'-8"	4'-0"	0'-7 1/2"	Varies by 8 1/2"
A527	57	23'-8"	1407	5					
A528	108	23'-10"	3248	5					
A529	116	9'-5"	1139	15	3'-5"	3'-2"	3'-2"		
A530	52	24'-7"	1333	5					
A531	36	35'-0"	3504	5					
A532	10	37'-6"	391	5					
A533	12	12'-0"	150	5					
A534	2	5'-0"	10	5					
A535	2	7'-2"	15	15	2'-6"	2'-6"	2'-6"		
A536	2	0'-10"	2	5					
A537	1	7'-2"	7	5					
A538	1	7'-10"	8	5					
<b>WINGWALL (X1 &amp; X2)</b>									
A548	24	8'-2"	204	8	0'-8"	3'-6"			
A549	24	3'-7"	90	15	0'-8"	1'-7"	1'-7"		
A550	24	6'-10"	171	13	0'-8"	6'-3"			
A551	36	15'-6"	582	5					
A552	24	2'-2"	54	5					
A553	8	15'-8"	131	5					
<b>WINGWALL (X3 &amp; X4)</b>									
A548	24	8'-2"	204	8	0'-8"	3'-6"			
A549	24	3'-7"	90	15	0'-8"	1'-7"	1'-7"		
A550	24	6'-10"	171	13	0'-8"	6'-3"			
A551	36	15'-6"	582	5					
A552	24	2'-2"	54	5					
A553	8	15'-8"	131	5					
A630	24	8'-3"	297	13	1'-11"	6'-6"			
A631	24	4'-8"	168	13	0'-10"	4'-0"			
<b>SUPERSTRUCTURE</b>									
S701	222	33'-5"	15163	5					
S702	<sup>4</sup> / <sub>5</sub> SER OF 14	6'-8" to 31'-7"	2194	5					Varies by 1'-11"

MARK	No.	LENGTH	WEIGHT	TYPE	A	B	C	D	E
<b>SUPERSTRUCTURE CONT.</b>									
S703	226	29'-11"	13820	5					
S704	<sup>4</sup> / <sub>5</sub> SER OF 12	6'-11" to 28'-0"	1717	5					Varies by 1'-11"
S705	24	7'-0"	343	5					
S501	438	34'-9"	15875	5					
S502	350	2'-3"	821	15	1'-2"	0'-8"	0'-8"		
S503	70	6'-2"	450	5					
S504	70	3'-9"	274	15	2'-8"	0'-8"	0'-8"		
S505	130	4'-4"	588	1	1'-0"	1'-1"	0'-10"		
S506	172	5'-7"	1002	8	0'-8"	2'-2"			
<b>RAILING</b>									
R501	16	3'-3"		17	1'-6"	0'-6 1/2"	1'-6"	0'-3 1/4"	
R502	8	6'-7"		5	See Bending Diagram				
R503	8	7'-3"		15	4'-8"	2'-2"	0'-8"		
R504	12	7'-7"		8	0'-8"	3'-2"			
R505	8	4'-8"		5					
R506	4	5'-7"		8	0'-8"	2'-2"			
R507	8	17'-7"		5					
R508	40	15'-2"		5					
R509	8	9'-10"		5					
R510	8	3'-0"		5					
<b>REPLACEMENT BARS</b>									
RE101	1	8'-6"		5					
RE100	1	8'-2"		5					
RE901	1	7'-10"		5					
RE701	2	7'-2"		5					
RE601	2	6'-11"		5					
RE501	3	6'-7"		5					
<b>SPIRAL REINFORCEMENT</b>									
MARK	No.	LENGTH	CORE	PITCH	TURNS	SPACERS	WEIGHT		



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, A700 is a number 7 size bar and A1014 is a number 10 size bar.

"S" in the column for "TYPE" indicates straight bars.

**CITY OF MIDDLETOWN, OHIO**  
DIVISION OF ENGINEERING

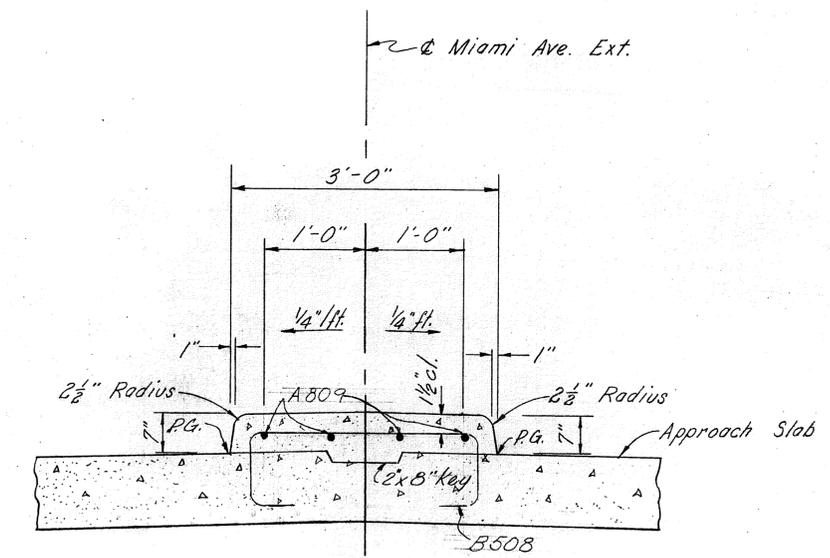
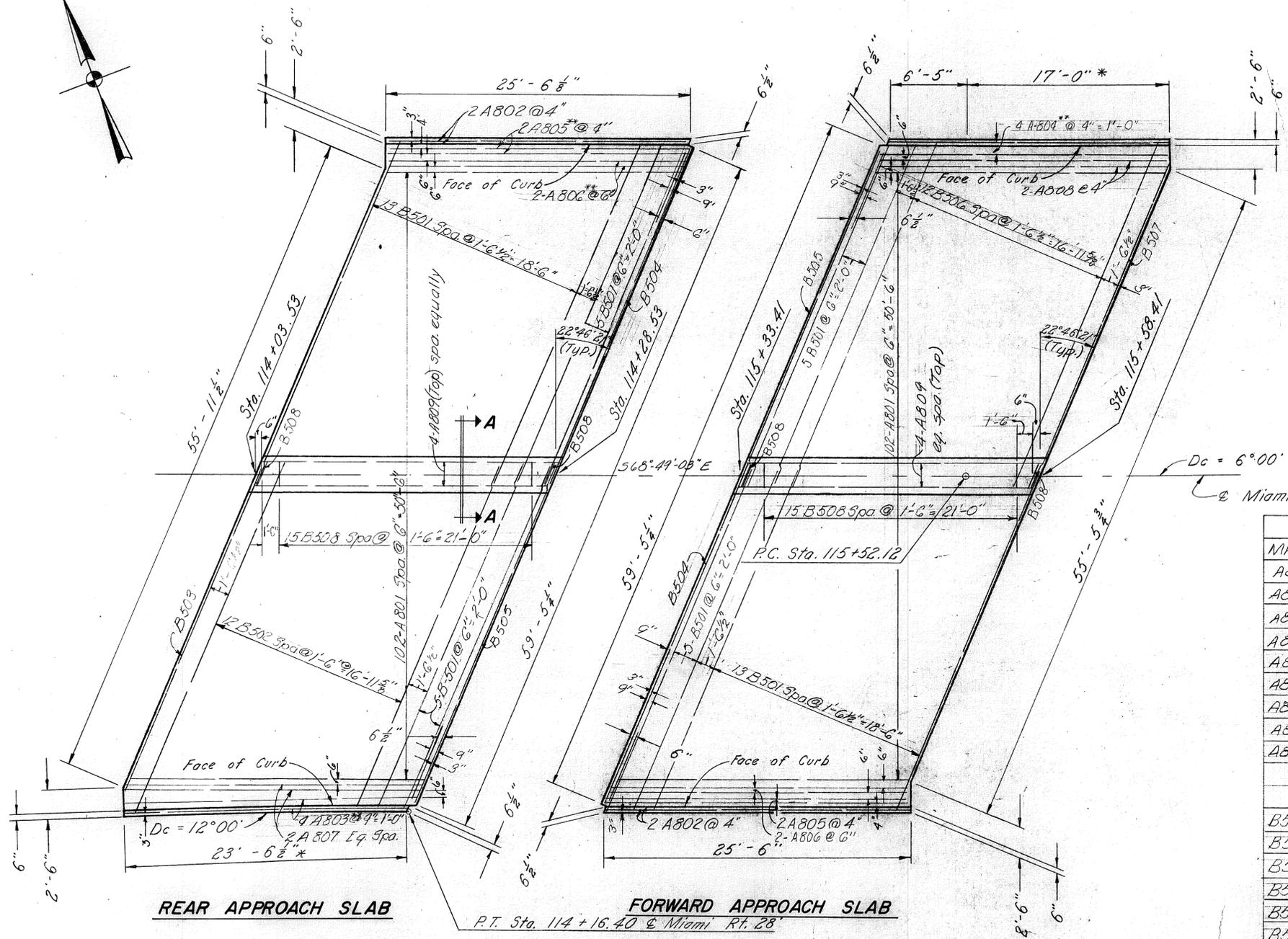
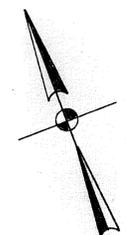
INSPECTED: *W.F.X.*  
CITY ENGINEER: *E.A. Beck*  
DATE APPROVED: 2-24-70  
CITY FILE NO.

8/9

**KING AND GAVARIS**  
CONSULTING ENGINEERS INC.  
NEW YORK, N.Y. • COLUMBUS, OHIO • PITTSBURGH, PA.

**REINFORCING STEEL LIST**  
**BRIDGE NO. 3**  
**MIAMI AVE. EXTENSION OVER**  
**UNIVERSITY BLVD.**  
STA. 114 + 80

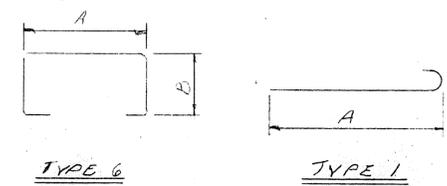
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	<i>RP</i>			<i>MS</i>	10/15/69	



SECTION A-A

REINFORCING STEEL LIST						
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B
A801	204	25'-7"		1	24'-6"	
A802	4	26'-1"		1	25'-0"	
A803	4	24'-5"		1	24'-4"	
A804	4	24'-3"		1	25'-2"	
A805	4	26'-5"		1	25'-4"	
A806	4	25'-10"		1	24'-9"	
A807	2	25'-5"		1	24'-4"	
A808	2	25'-4"		1	24'-3"	
A809	8	24'-6"		3		
B501	46	30'-10"		5		
B502	12	31'-8"		5		
B503	1	29'-4"		5		
B504	2	30'-1"		5		
B505	2	30'-3"		5		
B506	12	31'-0"		5		
B507	1	28'-6"		5		
B508	34	6'-1"		6	2'-6"	1'-4"

Include with Class "C" concrete for payment.



Class "C" Concrete Quantities  
 Rear Approach Slab 156.06 Sq. Yds.  
 Fwd. Approach Slab 155.55 Sq. Yds.

\* These distances are measured along the arc.  
 NOTE: For additional notes and details see Standard Drawing AS-1-67.

\*\* Bars are to be bent and cut in the field where necessary to fit.

**CITY OF MIDDLETOWN, OHIO**  
 DIVISION OF ENGINEERING

INSPECTED: W.F.K.  
 CITY ENGINEER: P.A. Boeke  
 DATE APPROVED: 2-24-70  
 CITY FILE NO.

**KING AND GAVARIS** 1979  
 CONSULTING ENGINEERS INC.  
 NEW YORK, N. Y. • COLUMBUS, OHIO • PITTSBURGH, PA.

**APPROACH SLABS**  
 BRIDGE NO. 3  
 MIAMI AVE. EXTENSION OVER UNIVERSITY BLVD.  
 STA. 114+80.0

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.B.	GB	PB	J.A.M.	J.S.	1-15/69	