

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

US-369(4)

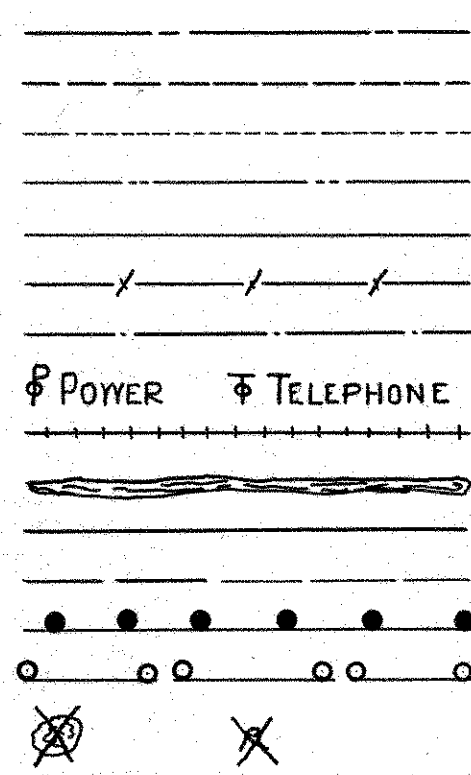
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	US-369(4)

1
74

MIAMI COUNTY
MIA - 55 - (11.53-11.78)

CONVENTIONAL SIGNS

- COUNTY LINE
- TOWNSHIP LINE
- SECTION LINE
- CORPORATION LINE
- PROPERTY LINE
- FENCE LINE
- CENTER LINE
- POLE LINE
- RAILROAD
- HEDGE
- DRAIN PIPE (NEW)
- DRAIN PIPE (OLD)
- GUARD RAIL (NEW)
- GUARD RAIL (OLD)
- TREES & STUMPS TO BE REMOVED
- R/W LINE (PROPOSED)



MIA - 55 - (11.53 - 11.78)
CITY OF TROY
MIAMI COUNTY

APR 25 1963
GROUND PHOTOLAB

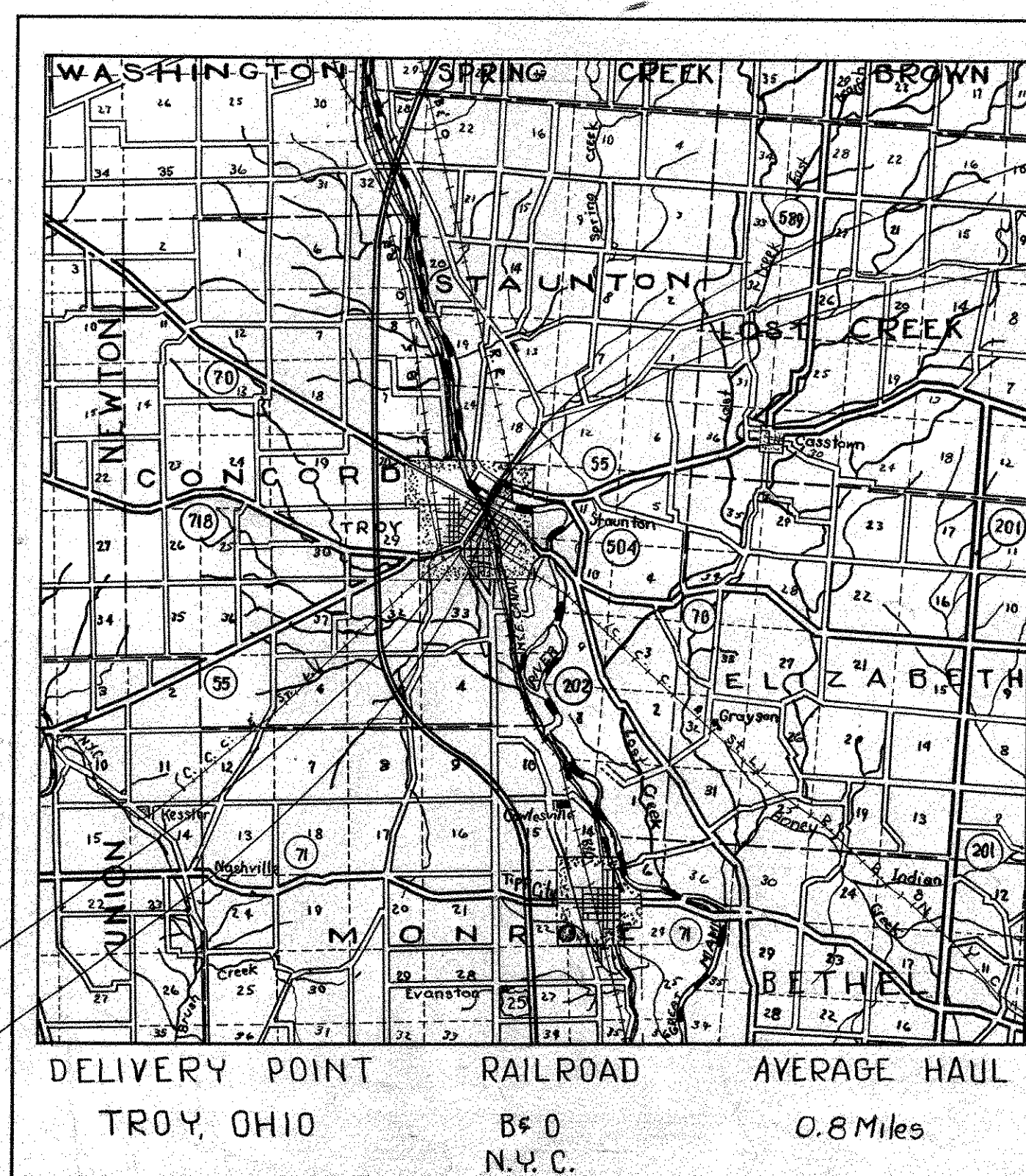
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

THE RIGHT OF WAY NECESSARY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO.

I HEREBY APPROVE THESE PLANS AND DECLARE THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

LINE DATA

BEGIN WORK	STA. 608+30		
BEGIN PROJECT	STA. 608+67		
END PROJECT	STA. 624+54		
END WORK	STA. 628+55		
NET LENGTH OF PROJECT	1587.00 LIN. FT.	0.300 MILES	
NET LENGTH OF WORK	2025.00 LIN. FT.	0.383 MILES	



END PROJECT
STA. 624+54

BEGIN PROJECT
STA. 608+67

LOCATION PLAN
SCALE: 1" = 2 MILES

PORTIONS TO BE IMPROVED
STATE HIGHWAYS
OTHER ROADS

SCALES

PLAN	1" = 20'-0"
PROFILE HORIZONTAL	1" = 20'-0"
PROFILE VERTICAL	1" = 5'-0"
CROSS SECTIONS	1" = 5'-0"

MIAMI COUNTY ENGINEER	BOARD OF COMMISSIONERS MIAMI COUNTY
<u>J.P. Freshour</u> 10-22-59	<u>Richard Seifried</u> 10-22-59
APPROVED DATE	APPROVED DATE
<u>Luther Pike</u> 10-22-59	<u>Adam Leilgus</u> 10-22-59
APPROVED DATE	APPROVED DATE
<u>10-20-59</u> <u>Playus Johnson</u>	DIVISION DEPUTY DIRECTOR
APPROVED DATE	APPROVED DATE
<u>11-13-59</u> <u>Guy E. Neuper</u>	DEPUTY DIRECTOR OF PLANNING & PROGRAMING
APPROVED DATE	APPROVED DATE
<u>11-10-59</u> <u>J.H. Overman</u>	ENGINEER OF BRIDGES
APPROVED DATE	APPROVED DATE
<u>11-13-59</u> <u>W. H. McManis</u>	ENGINEER OF LOCATION & DESIGN
APPROVED DATE	APPROVED DATE
<u>11-13-59</u> <u>C.W. McCaughey</u>	DEPUTY DIRECTOR OF DESIGN & CONSTRUCTION
APPROVED DATE	APPROVED DATE
<u>11-13-59</u> <u>Pat Berry</u>	FIRST ASSISTANT DIRECTOR
APPROVED DATE	APPROVED DATE
<u>11-13-59</u> <u>E.S. Preston</u>	DIRECTOR OF HIGHWAYS

INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2-4
GENERAL NOTES	5-7
TABLES	8
CALCULATIONS	9-10
GENERAL SUMMARY	11-14
SPECIAL DETAILS	15-17
PLAN & PROFILE	18-31
CROSS-SECTIONS	32-44
EXAGGERATED SECTIONS	45-48
APPROACHES	49-58
STRUCTURES 20FT. SPAN OR OVER	59-68, 68A, 69-71
R/W PLANS	72-74

APPROVED FOR THE CITY OF TROY, OHIO
Richard Seifried ACTING MAYOR 11-2-59
Norm E. Anderson SERVICE DIRECTOR 11-2-59

STANDARD	DRAWINGS
DR-1	I-3-55 I-15 N°2A 5-21-59
L-3	4-1-50 AS-1-54 12-1-54
L-3-A	4-1-50 I-B.M.H. No. 1-A 1-26-59
RF-1	7-15-58 CSB-2-56 SH.2. 2-2-59
I-1,2,3,4,5	4-24-58 RB-1-55 2-2-59
I-8 C.B.N°3	1-26-59
I-8 C.B.N°3A	1-26-59
I-8 Inlet N°1	3-2-59
I-8 M.H.N°1	1-26-59
I-12	7-1-54
G-207	6-1-56
T-35	1-2-56
L-1	4-1-50
I-8 C.B.N°2-A#B	3-2-59
I-8 M.H.N°3	1-24-59
I-15 N°1	5-21-59

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____
DIVISION ENGINEER DATE _____

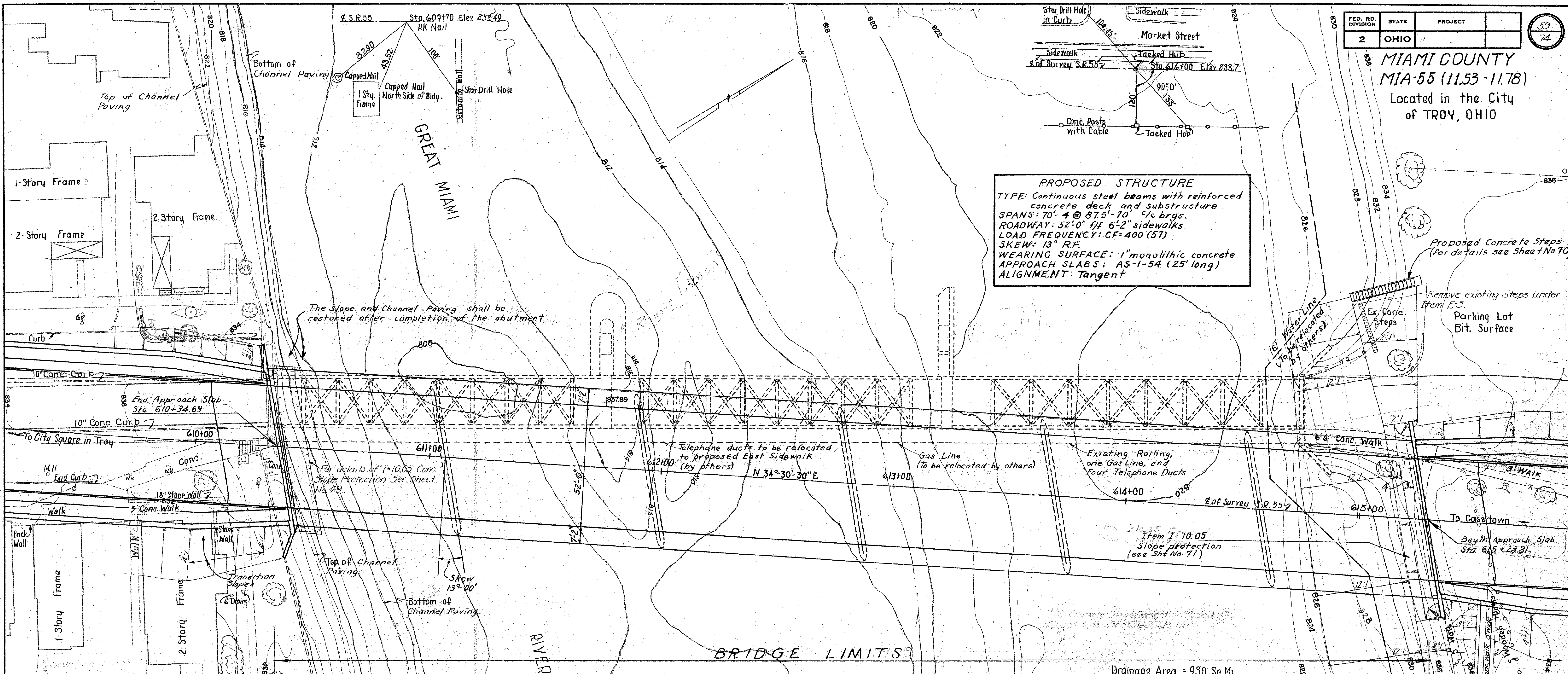
MIA-55-11.53-11.83

FILE NUMBER	MIAMI COUNTY MIA - 55 - (11.53-11.78)	SUPPLEMENTAL SPECIFICATIONS
DATE OF LETTING CONTRACT. N°		B-219 Rev. 3-12-59

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MIAMI COUNTY
MIA-55 (11.53-11.78)
 Located in the City
 of TROY, OHIO

PROPOSED STRUCTURE
 TYPE: Continuous steel beams with reinforced concrete deck and substructure
 SPANS: 70'-4" @ 87.5'-70" c/c brgs.
 ROADWAY: 52'-0" w/ 6'-2" sidewalks
 LOAD FREQUENCY: CF=400 (5T)
 SKEW: 13° R.F.
 WEARING SURFACE: 1" monolithic concrete
 APPROACH SLABS: AS-1-54 (25' long)
 ALIGNMENT: Tangent



FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division office, but the State does not guarantee the accuracy thereof.

Clears assumed 25 year high water El. 4.9±

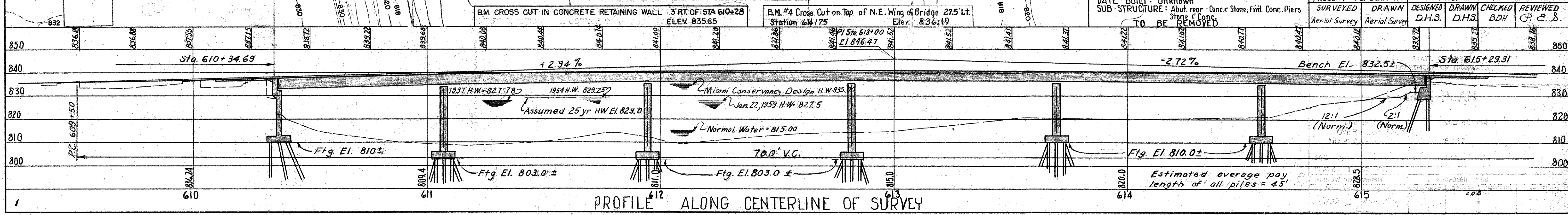
Drainage Area = 930 Sq. Mi.

EXISTING BRIDGE DATA
 TYPE: Steel Pratt Truss, Massillon Bridge Co.
 SPAN: 141.0'-141.0' - 150.0' (Clear): Total 432'
 ROADWAY: 19'-8" w/ guard rails, with 6" sidewalk (Rt.)
 Posted: 15T gross load
 LOADING: Not Available SUFFICIENCY: Not Available
 SKEW: 0° 00'
 CONDITION: Good
 DATE BUILT: Unknown
 SUB-STRUCTURE: Abut. rear - Conc. Stone; Fwd. Conc. Piers
 TO BE REMOVED

SITE PLAN
 BRIDGE NO. MIA-55-1154
 OVER GREAT MIAMI RIVER
 MIAMI CO. S.R. 55
 STA. 610+34.69
 615+29.31

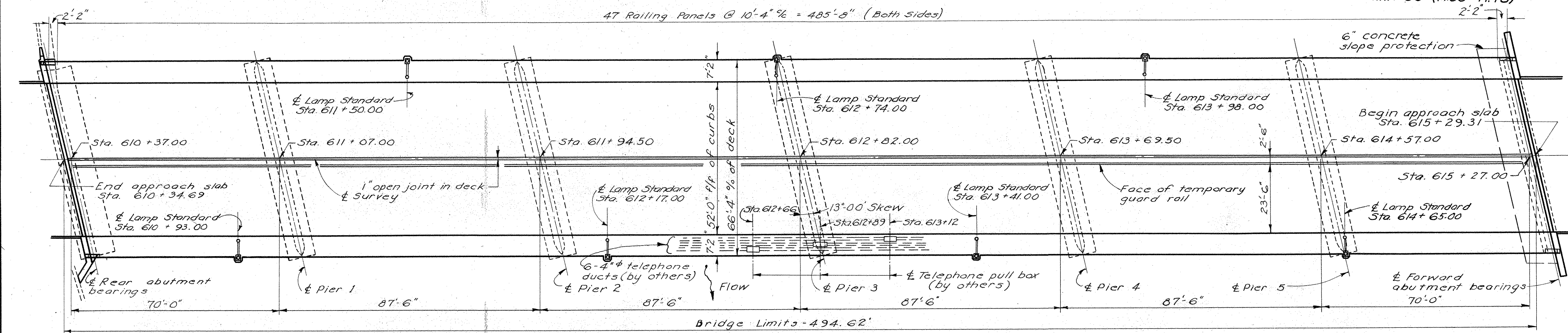
SCALE 1"=20'

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
Aerial Survey	Aerial Survey	D.H.S.	D.H.S.	BDH	P. E. S.

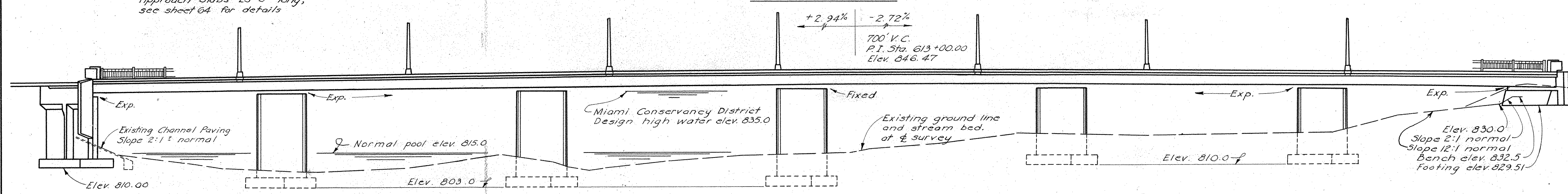


PROFILE ALONG CENTERLINE OF SURVEY

MIA-55-(11.53-11.78)



GENERAL PLAN



ELEVATION

Piles not shown

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super	Piers	Abuts	Gen.
E-2	Lump	sum	Cofferdams, cribs and sheeting, as per plan				Lump
E-2	1630	cu. yds.	Unclassified Excavation		1500	130	
E-3	770	cu. yds.	Channel excavation				770
S-1	1070	cu. yds.	Class "C" concrete, superstructure	1070			
S-1	146	cu. yds.	Class "C" concrete, rear abutment above footings			146	
S-1	483	cu. yds.	Class "E" concrete, pier and rear abutment footings		398	85	
S-1	1063	cu. yds.	Class "E" concrete, piers above footings and forward abutment		967	96	
S-3	13	sq. yds.	Type "B" waterproofing, 36" wide			13	
S-4	337,669	lbs.	Reinforcing steel	277,022	34,437	26,210	
S-7	1,327,000	lbs.	Structural steel	1,327,000			
S-8	1,327,000	lbs.	Field painting of structural steel as per plan	1,327,000			
S-9	99	sq. ft.	1/2" preformed expansion joint filler			99	
S-14	991.30	lin. ft.	Railing (aluminum with concrete end posts)	991.30			
S-16	lump	sum	First test pile				lump
S-17	lump	sum	First pile test load				lump
S-17	1	each	Subsequent pile test load				1

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super	Piers	Abuts	Gen.
S-18	11250	lin. ft.	Steel piles, 12 BP 53		8910	2340	
S-24	lump	sum	Removal of existing structure, as per plan				lump
S-25	lump	sum	Electrical lighting system (standards and pull boxes)				lump
S-25	991	lin. ft.	2" electric conduit (fiber, including metal expansion sleeves)	984		7	
S-25	19	lin. ft.	2" electric conduit (metal)	19			
S-29	108	cu. yds.	Porous backfill			108	
I-10	79	sq. yds.	6" concrete slope protection (as per plan)				79
I-10	81	sq. yds.	6" concrete slope protection (replacement)			81	
Special	1	each	18" Flap Gate				1

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN & ELEVATION
ESTIMATED QUANTITIES
BRIDGE N° MIA-55-1154
OVER GREAT MIAMI RIVER
MIAMI COUNTY STA. 610+34.69
STA. 615+29.31

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
Innes	Innes	ERB	MPB	MSH	11-9-59

GENERAL NOTES

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

61
74

MIA-55-(1153-1178)

REFERENCE shall be made to Standard Drawing CSB-2-56, Sheet 2 revised 2-2-59, and to RB-1-55 revised 2-2-59.

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.

PROPOSED WORK: In order to maintain pedestrian and two-way vehicular traffic during the entire construction period, the work shall proceed in two stages as noted below.

STAGE ONE: Construction of the east portion of the proposed structure while maintaining traffic on the existing bridge.

STAGE TWO: Removal of portions of the existing structure and completion of the west portion of the proposed structure while maintaining traffic on the completed east portion.

This two stage construction entails considerable care and planned sequence of operations at the rear abutment since excavation must be performed immediately adjacent to a traffic bearing abutment. The existing abutment is of loose stone construction and of unknown footing depth and shall remain undisturbed during first stage construction. A suggested procedure for sheeting is shown on sheet 62.

MAINTENANCE OF TRAFFIC: Pedestrian and two-way vehicular traffic shall be maintained on the existing structure until the east half of the new bridge is completed, including partial approach slabs, east sidewalk, railing, lamp standards, pull boxes, and the temporary guardrail near the centerline of the new structure. Then two-way traffic shall be opened and maintained on the new east half until the west half is completed. Temporary guard rail shall be provided under this item on the west side of the east half as shown on the plans, or the Contractor may submit an alternate plan to the Director for approval by the Department of Highways. The portion of the temporary guard rail above the top of the slab and the cone nuts supporting the same shall be removed immediately prior to the opening of both halves of the bridge to traffic. Voids in the slab caused by the removal of the cone nuts shall be filled with cement grout. The portions of the temporary guard rail removed shall become the property of the Contractor.

REMOVAL OF EXISTING STRUCTURE: The channel shall not be unduly restricted at any time during the removal of the bridge or the demolition work. If it is necessary to drop any part of the superstructure into the water during the demolition operations, only one span at a time shall be so dropped. All material dropped shall be removed and no material will be permitted in the channel during the period from November 1st through the following June 30th. The steel I beam floor stringers, Armco metal bridge plank and the steel beam guard rail shall be carefully removed and piled along the right-of-way for disposal by the State's forces. The remainder of the removed material including portions of the substructure shall become the property of and be disposed of by the Contractor at his expense.

The existing piers shall be removed to the following elevations:

South (Rear) Pier at Sta. 611+75 to Elev. 808.0 or as necessary to clear the cofferdam for the proposed Pier No. 2.

North (Forward) Pier at Sta. 613+20 to Elev. 812.0.

The removal of the south (rear) abutment and portions of the flood wall and channel paving shall be done in two stages: (1) the channel paving and portions of the flood wall in the area of the east portion of the proposed rear abutment and the stone repair to the existing south abutment; and (2) the stone portion of the existing south abutment and channel paving necessary to place the proposed west portion of the rear abutment, the wings of which shall be removed to 3 feet below finished roadway surface, and the portions of the existing abandoned traction abutment and flood wall as noted on sheet 62.

The removal of the north (forward) abutment shall be to elevation 820.0 or to an elevation which will provide a minimum of two feet of cover upon completion of the final grading, whichever is lower.

All cuts, excavations or other damage to the levee or to any other facilities of the Miami Conservancy District shall be repaired and replaced in a manner satisfactory to the District, at the expense of the Contractor.

Removal of south (rear) abutment will be made in accordance with S-22.03, except that the cost of such removal shall be included in the lump sum price bid for Item S-24.


COFFERDAMS, CRIBS AND SHEETING: Included for payment in this lump sum item will be the furnishing of the sheet piling left in place and for cutting off of these sheet piles to proper elevation. The eight 1" square bars welded to the sheeting within the footing of the rear abutment (sheet 62) shall be structural grade steel and the furnishing, and placing, including all labor, tools, equipment and incidentals necessary to complete their installation shall be a part of this item.

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

EXCAVATION necessary for the construction of the rear abutment shall be included in the lump sum price bid for Item S-24; and is not included in the estimated quantities for Item E-2, Unclassified Excavation.

BACKFILL behind the rear abutment shall not be placed above elevation 826.0 until the superstructure deck slab has been poured.

PILES shall be driven to a minimum bearing capacity of 40 tons per pile.

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. Class "B" welds are shown thus 

PAINTING: After erection and after the shop coat has been cleaned and, where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over all of the exposed surfaces of the outside of the exterior steel beams and all of their bottom flanges.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of 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.

GAS LINE: All labor and expense involved in relocating the affected gas line 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.

TELEPHONE DUCTS AND PULL BOXES: The six 4" dia. telephone ducts and the three optional pull boxes providing access to these ducts within the bridge limits shall be furnished and installed by and at the expense of the Troy-Tipp Telephone Co. Any reinforcing steel shown on the plans which is removed or cut to provide space for the telephone pull boxes shall be replaced by additional reinforcing steel placed parallel to the steel removed and adjacent to the sides of the pull boxes. The Telephone Company shall assume the cost of this additional reinforcing steel.

Pull boxes shall be installed at the locations shown on the General Plan and shall be restricted in size to admit two ducts only. If pull boxes are to be provided, plans and details of the telephone duct and pull box installation shall be submitted to the Director for approval by the Department of Highways. The Contractor and the Troy-Tipp Telephone Company are requested to cooperate by arranging their work in such a manner that incon-

venience to either will be held to a minimum.

CHANNEL PAVING which must be removed to facilitate the construction of the rear abutment shall be replaced by Concrete Slope Protection meeting the requirements of Sec. I-10.05 and extended on the same slope to the rear abutment breastwall. Payment for the removal of the existing channel paving shall be included in the lump sum price bid for Item S-24.

ELECTRIC LIGHTING SYSTEM, ITEM S-25, includes furnishing and installing of lamp standards, pull boxes, and electrical grounds.

LAMP STANDARDS shall be Union Metal Manufacturing Company's Round Monotube, Steel Transformer Base Type, Design Number 402, Catalog Number H 300-B2, or an approved equivalent.

PULL BOX FRAME AND COVER ASSEMBLY shall meet the requirements of pertinent sections of Specification Sec. M-7.19.

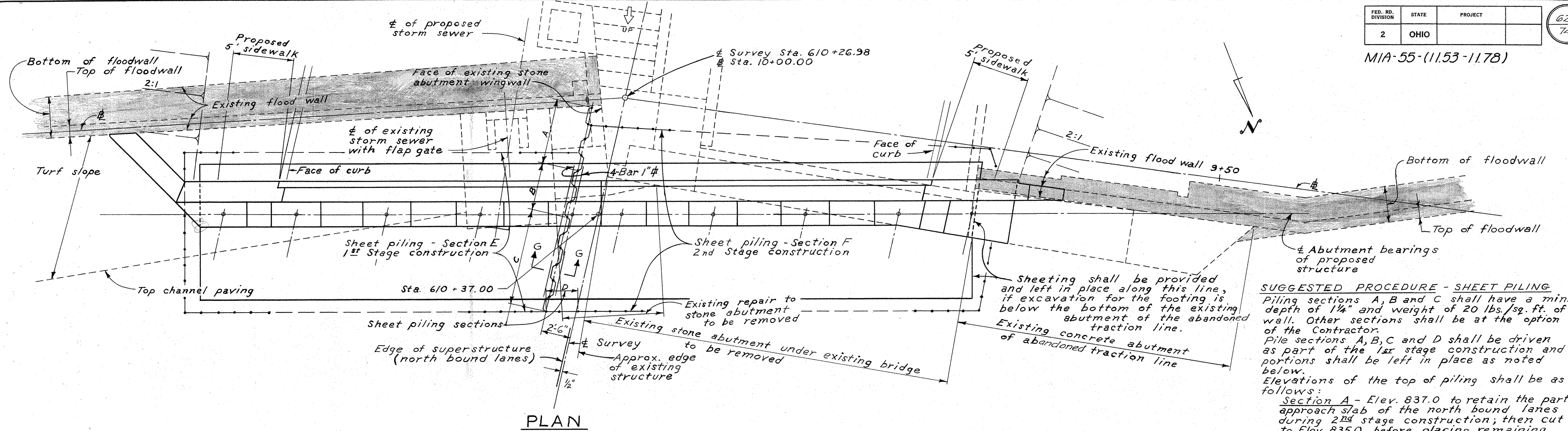
ELECTRICAL GROUNDS: A solid No. 0 gage bare copper wire electrical ground shall be embedded in the concrete at both ends of Pier 3 adjacent to sidewalk beams as shown on the plan. The lower ends of the wires shall be brazed to one of the steel H piles, and the upper ends shall extend sufficiently above the top of the concrete to provide a suitable splice and extension for connection to the superstructure. The connections to the superstructure shall be No. 6 gage, bare stranded, tinned copper wires, brazed or bolted to the sidewalk beams and to the solid copper wires in the pier. At the base of all lamp standards there shall be a tinned No. 6 gage copper wire brazed to one anchor bolt and the other end brazed or bolted to the sidewalk beam.

CONDUIT: Fiber conduit shall be 2" I. D. Orangeburg Fiber Conduit, Standard Type 1, or an approved equivalent, with fiber end bells at the pull boxes and metal sleeves at deck expansion joints. Metal conduit and sleeves unless made of non-corrodible material, shall be suitably galvanized inside and out. Bending, threading, welding, and any other operation which would damage the protective coating shall be performed before galvanizing.

WORKMANSHIP: The contractor shall exercise extreme care in making conduit joints. Joints in conduit shall be tight and painted according to the Specifications in order to exclude water and grout. Open ends of conduits shall be temporarily sealed to prevent the entrance of water during construction. The continuity and the full size of the opening through the interior of each 2" conduit shall be ascertained after its installation by pulling through each conduit a mandrel whose diameter is not less than 1 7/8".

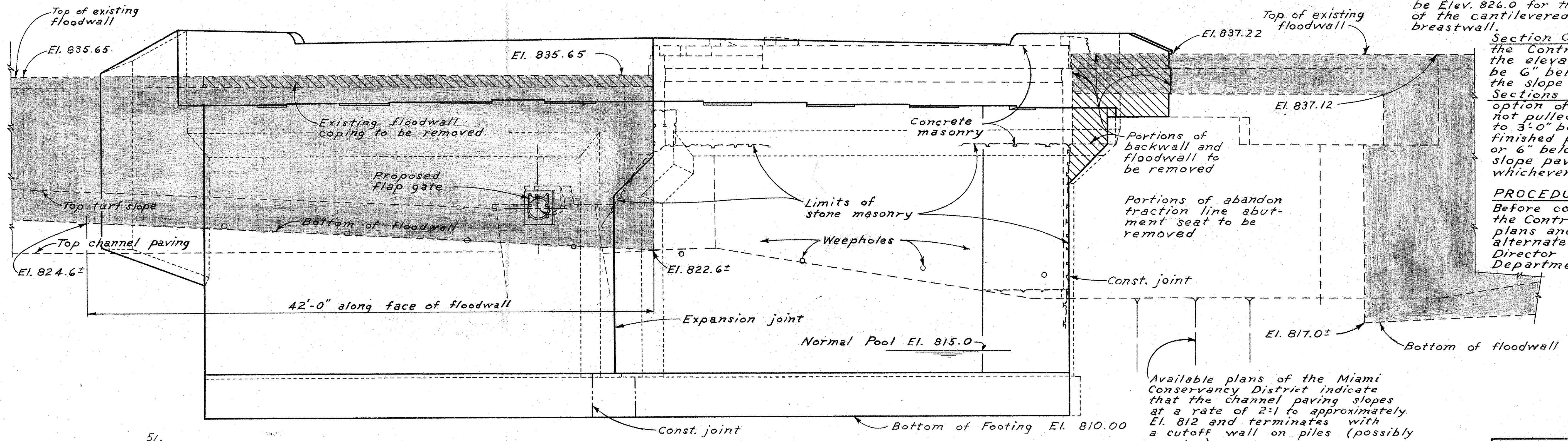
STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
GENERAL NOTES						
BRIDGE No. MIA-55-1154 OVER GREAT MIAMI RIVER						
MIAMI COUNTY					Sta. 610+34.69	
					Sta. 615+29.31	
DESIGNED	DRAWN	TRACED	CHECKED	APPROVED	DATE	REVISED
				ASH	11-9-59	

MIA-55-(11.53-11.78)

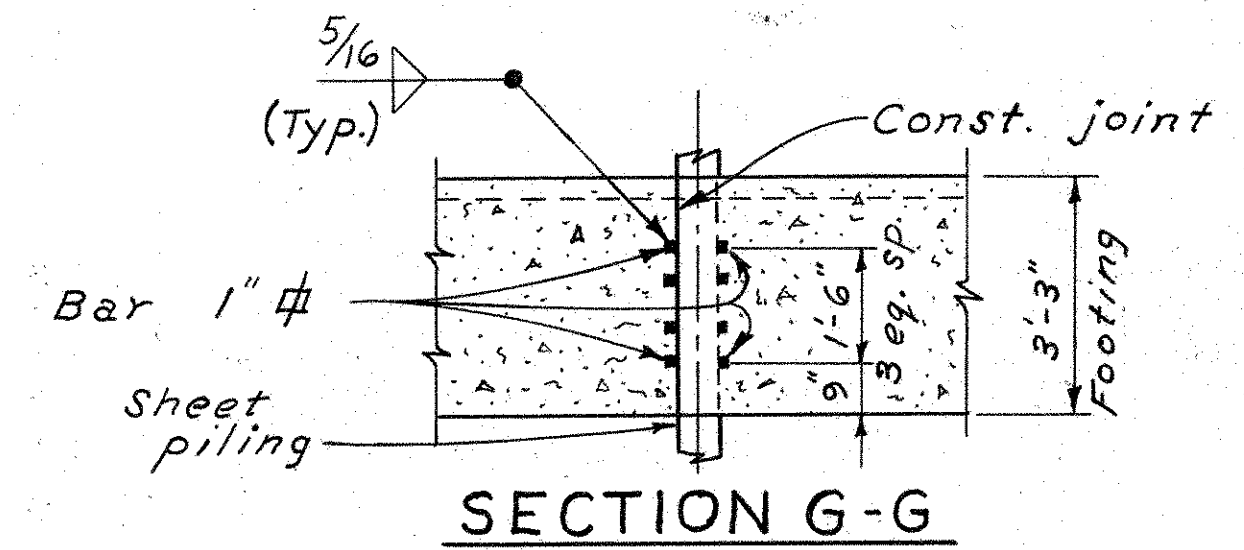


PLAN

SUGGESTED PROCEDURE - SHEET PILING
 Piling sections A, B and C shall have a min. depth of 1/4" and weight of 20 lbs./sq. ft. of wall. Other sections shall be at the option of the Contractor.
 Pile sections A, B, C and D shall be driven as part of the 1st stage construction and portions shall be left in place as noted below. Elevations of the top of piling shall be as follows:
 Section A - Elev. 837.0 to retain the partial approach slab of the north bound lanes during 2nd stage construction; then cut off to Elev. 835.0 before placing remaining portion of north bound approach slab.
 Section B - At the option of the Contractor, except that the elevation of the top shall be Elev. 826.0 for the continuous pouring of the cantilevered portion of the breastwall.
 Section C - At the option of the Contractor, except that the elevation of the top shall be G" below the bottom of the slope paving to be replaced.
 Sections D, E and F - At the option of the Contractor. Piling not pulled shall be removed to 3'-0" below the top of the finished pavement and shoulders or 6" below the bottom of the slope paving to be replaced, whichever applies.



ELEVATION
(Piles not shown)

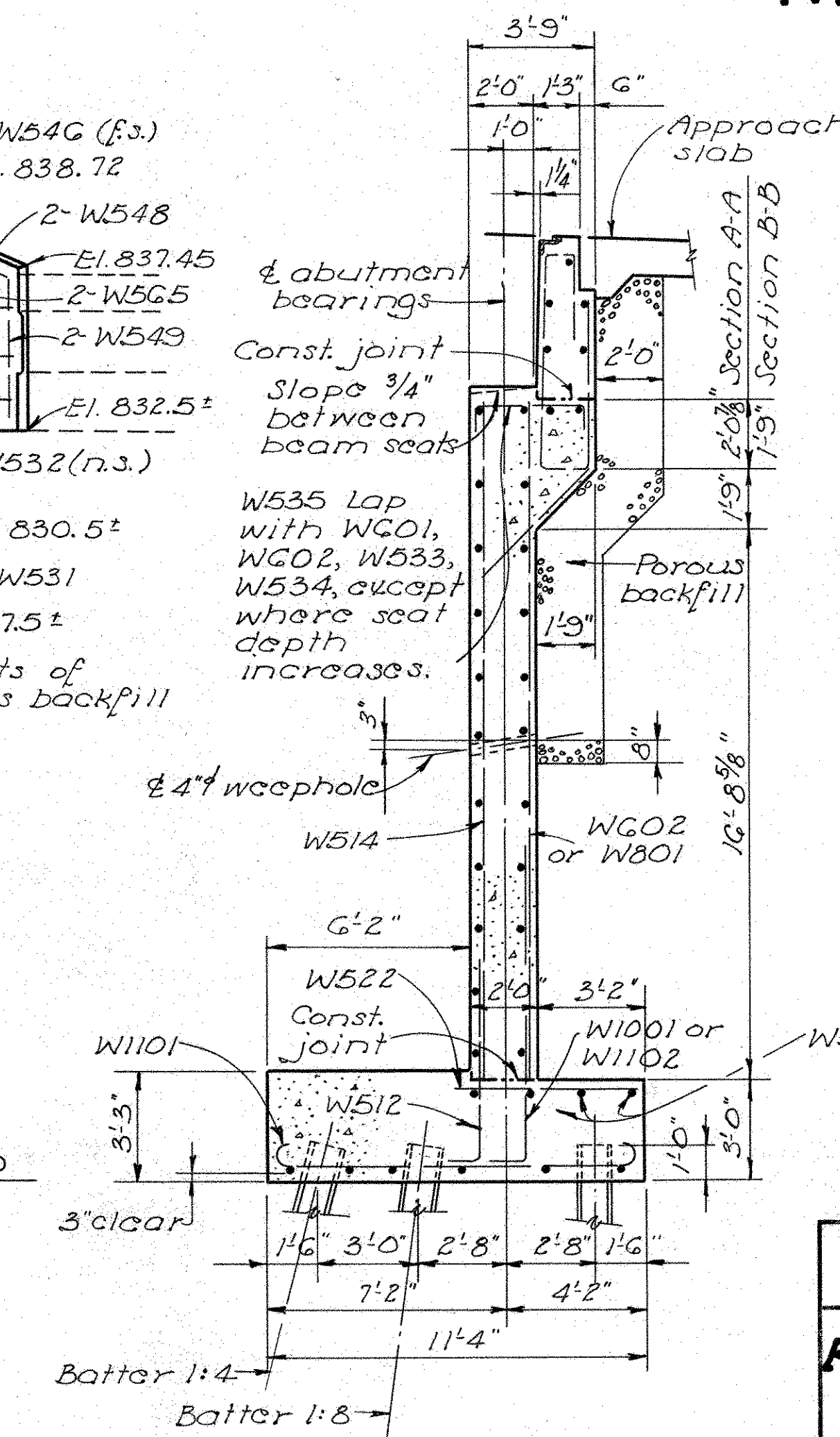
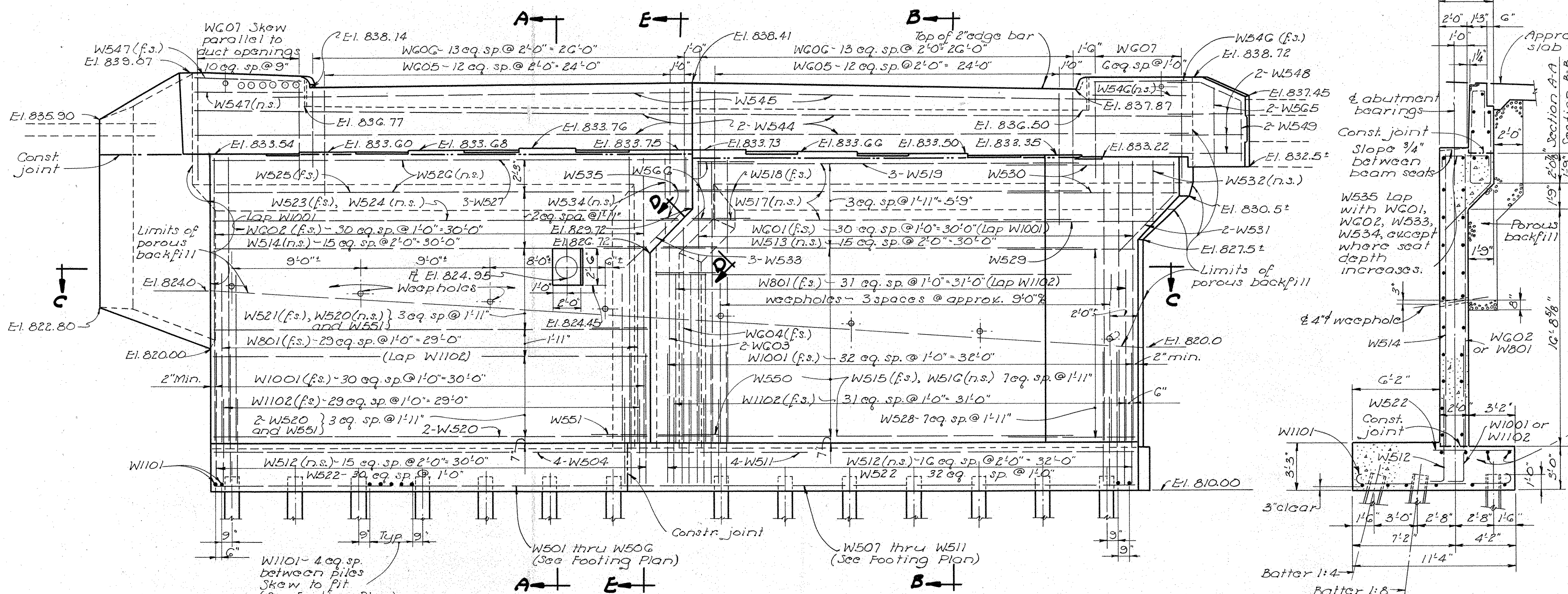
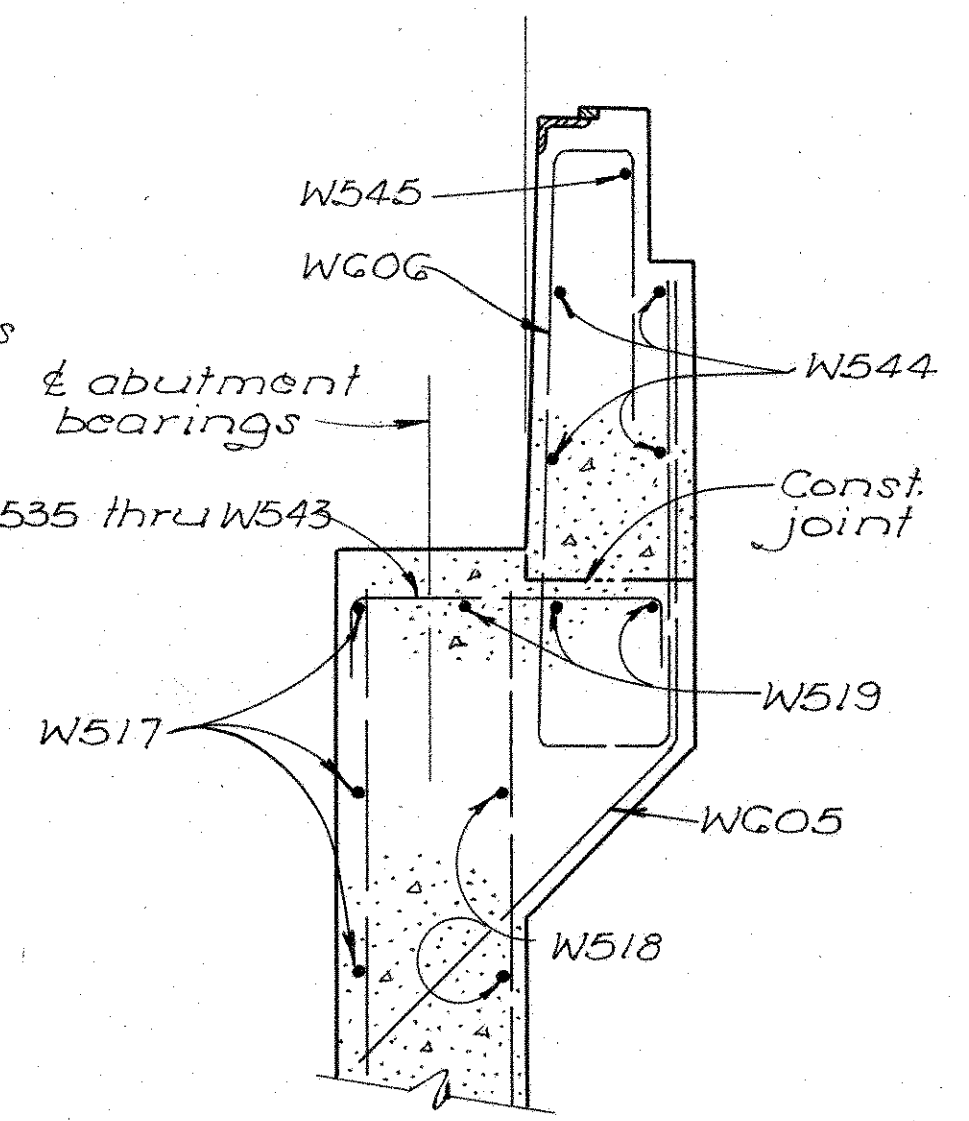
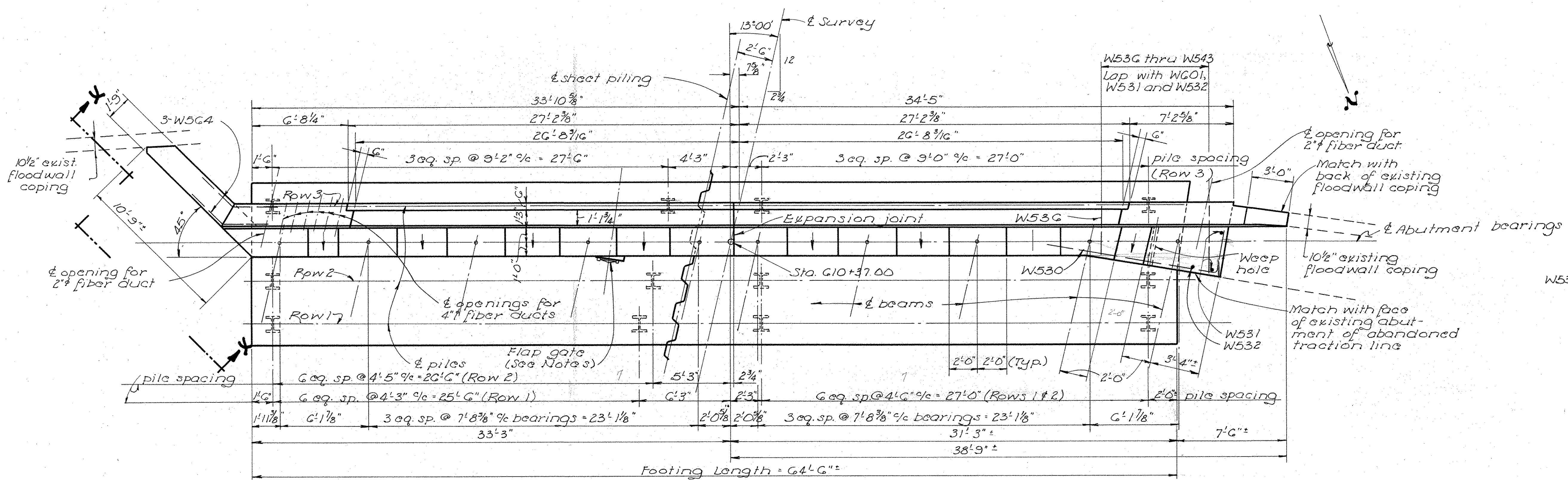


SECTION G-G

Available plans of the Miami Conservancy District indicate that the channel paving slopes at a rate of 2:1 to approximately El. 812 and terminates with a cutoff wall on piles (possibly wooden).

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
REAR ABUTMENT RELATION TO EXISTING STRUCTURES						
BRIDGE NO MIA-55-1154						
OVER GREAT MIAMI RIVER						
MIAMI COUNTY				Sta. 610+34.69		
				Sta. 615+29.31		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	RAK	MPB	CDP AKA	11-9-59	

MIA-55-(11.53-11.78)



NOTES:

Weep Holes shall be placed normal to face of breast wall in plan view and so as to clear vertical reinforcing steel.

Reinforcing Steel WGO7 bars shall be placed with closed end down.

FLAP GATE shall be Armacon 18" Model 10C with anchor bolts or an approved equal.

CONDUIT DETAILS: See sheet nos. 65 and 67

For sections and views not shown hereon, see sheet no. 64.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

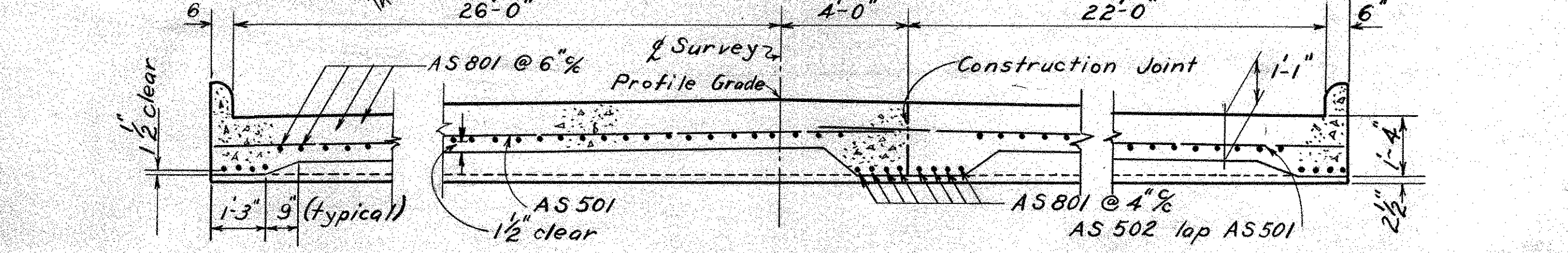
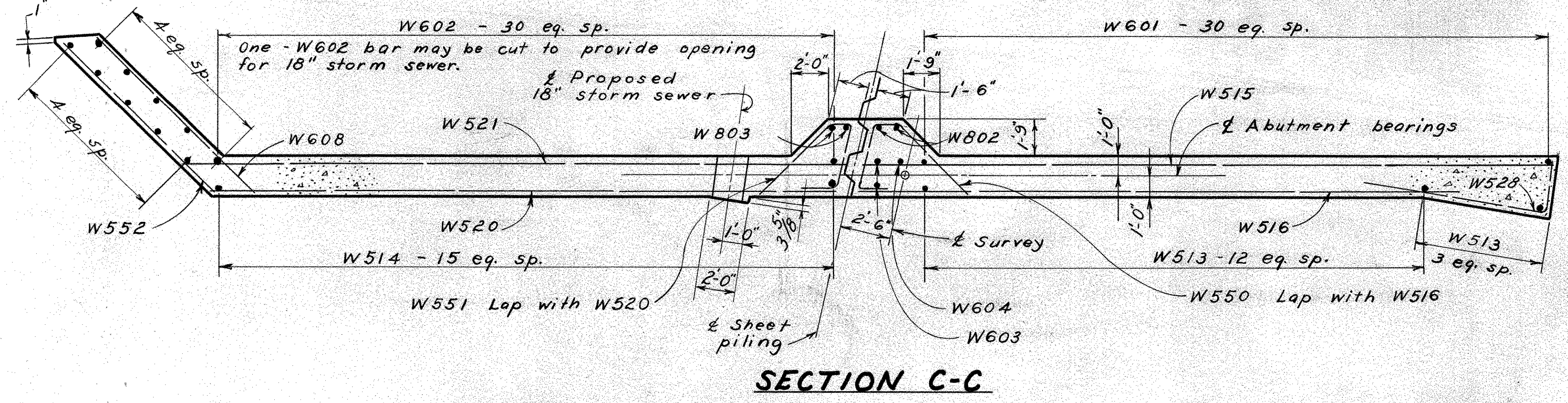
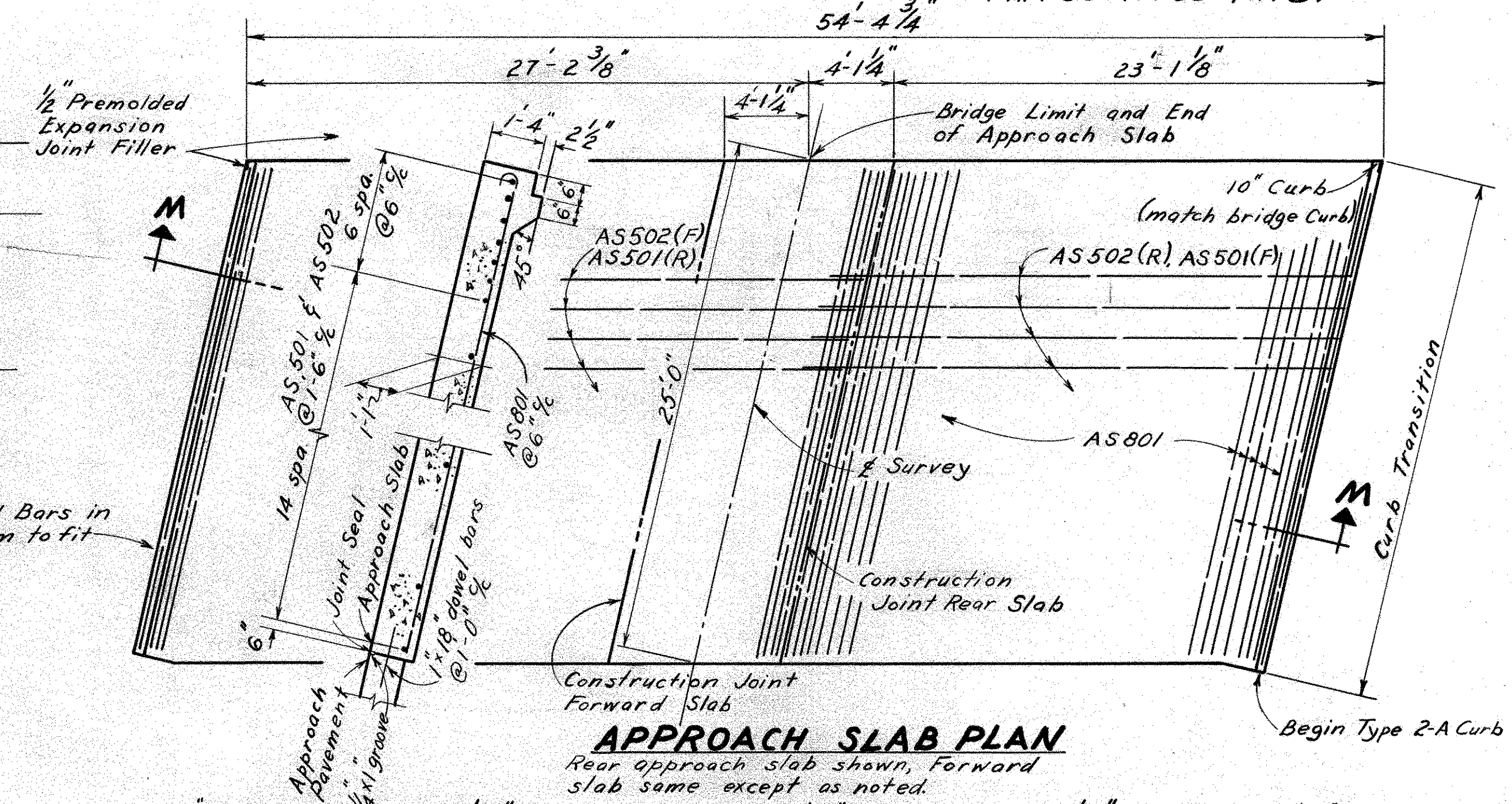
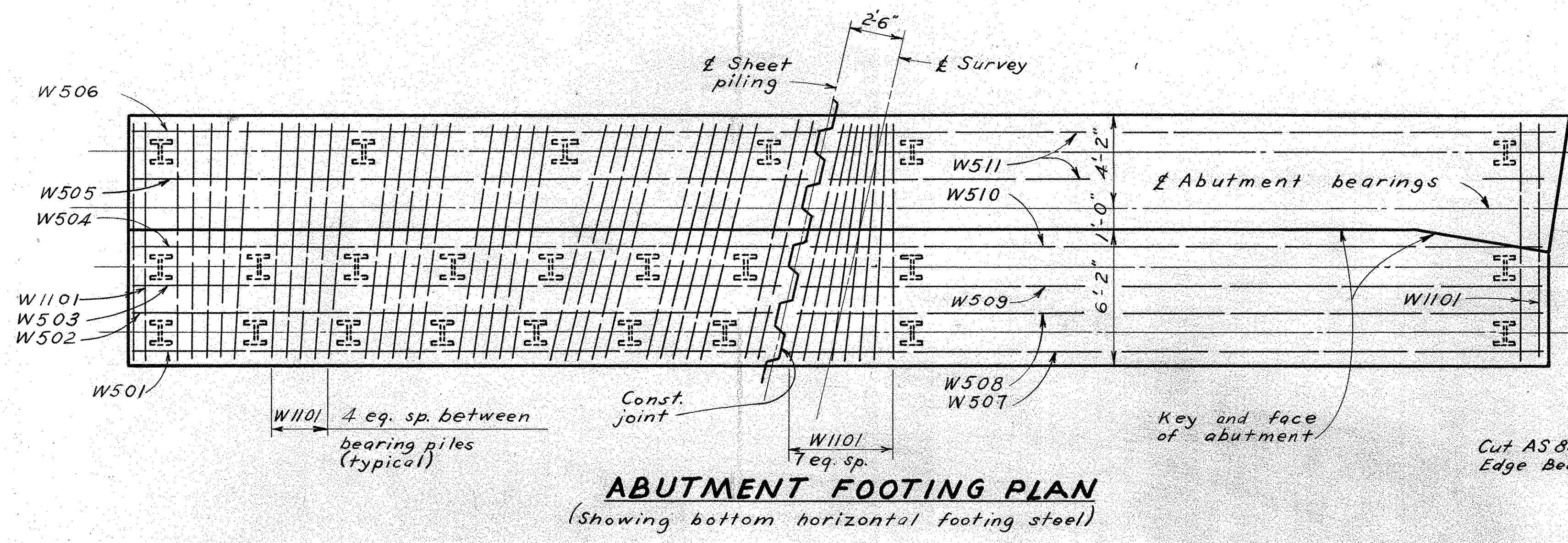
REAR ABUTMENT DETAILS
BRIDGE No. MIA-55-1154
OVER GREAT MIAMI RIVER

MIAMI COUNTY
STA. G10+34.69
STA. G15+29.31

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	Rice	MPB	AKH	11-9-59	

n.s. indicates near side.
f.s. indicates far side.

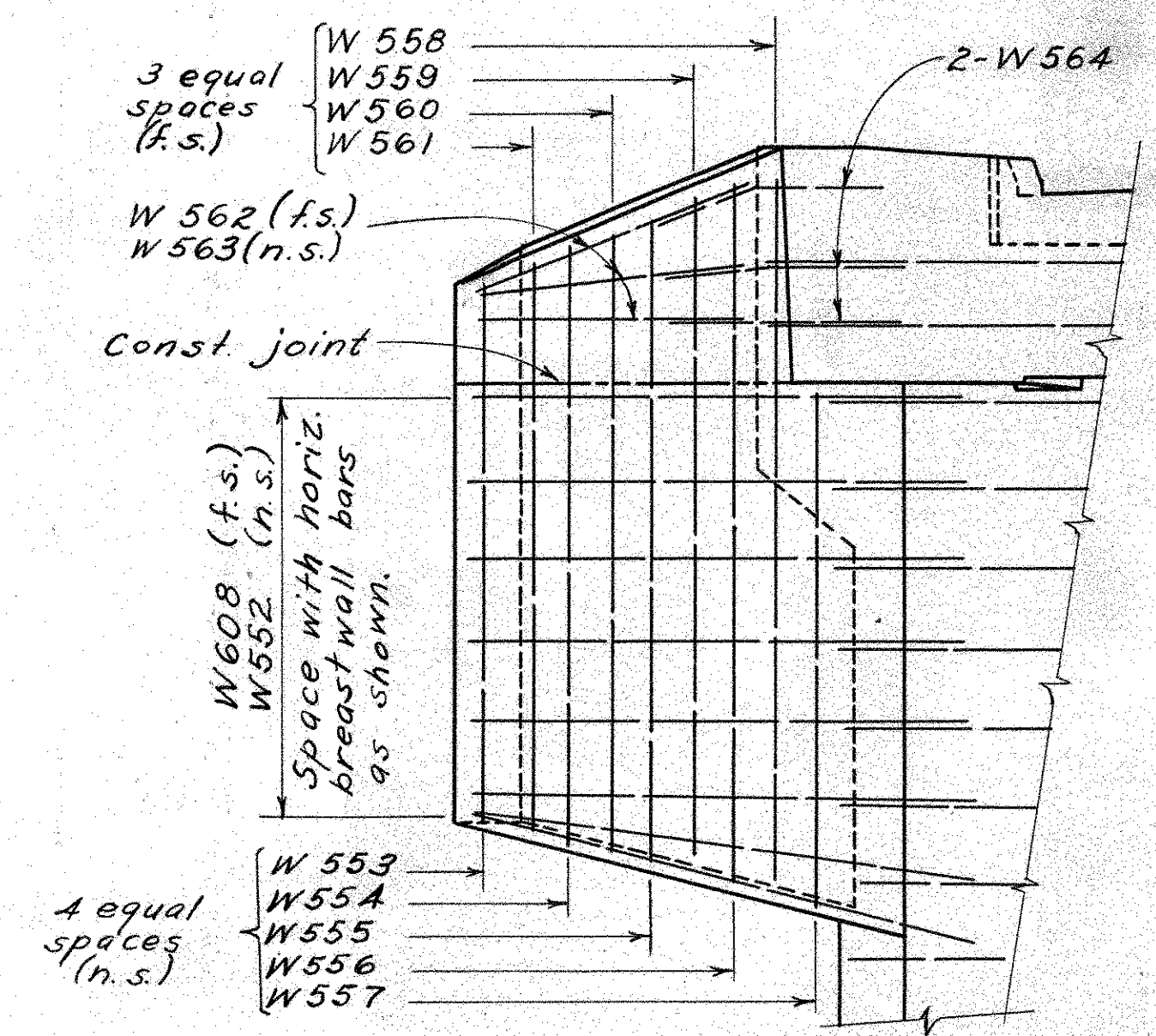
MIA-55-(11.53-11.78)



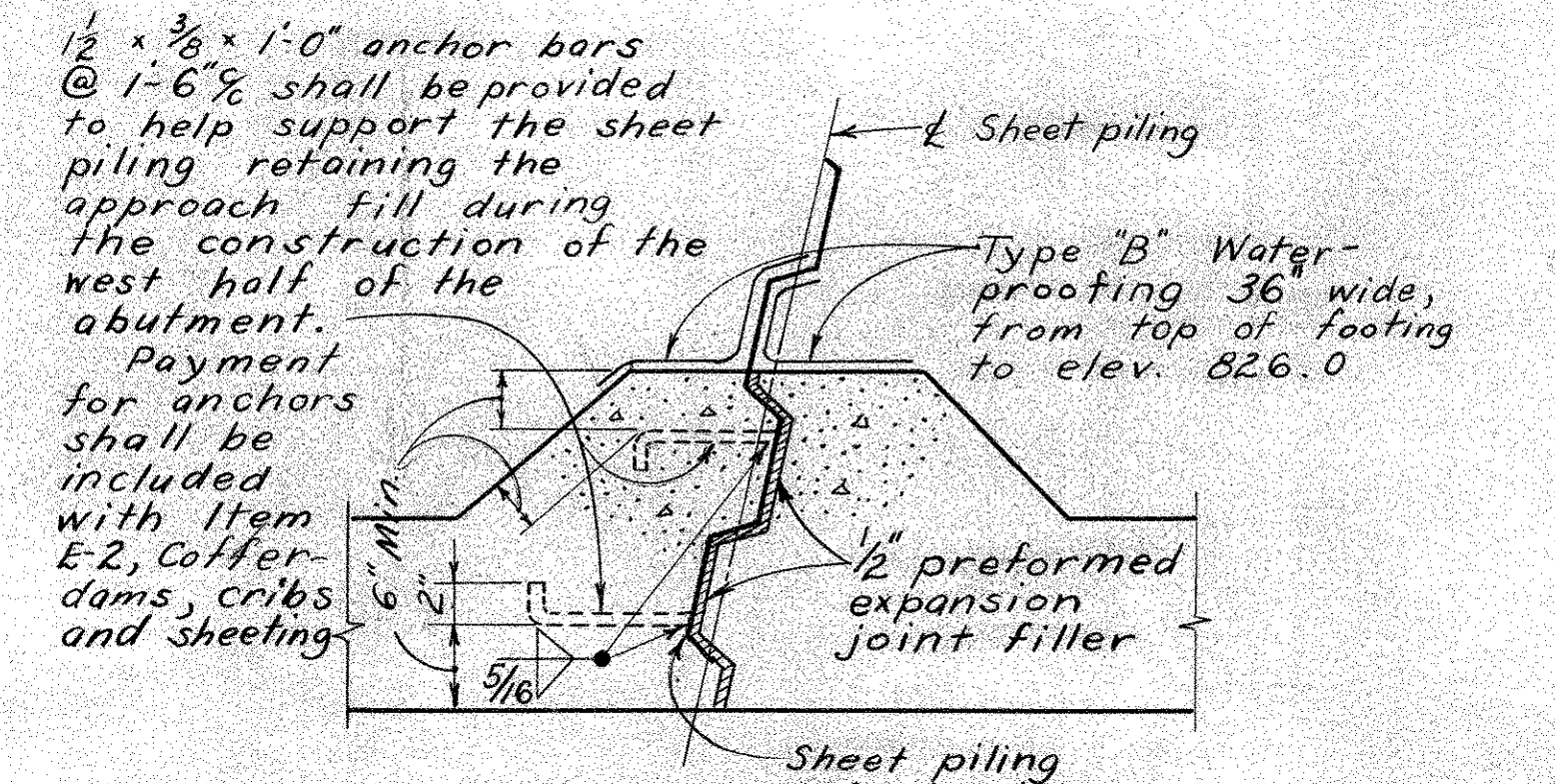
SECTION M-M
Rear Slab shown, Forward Slab opposite hand.

REINFORCING STEEL (For Two Approach Slabs)			
Mark	No.	Length Shp.	
AS 501	42	31'-1"	S
AS 502	42	24'-6"	S
AS 801	224	25'-7"	B
			AS 801
			24'-6" %

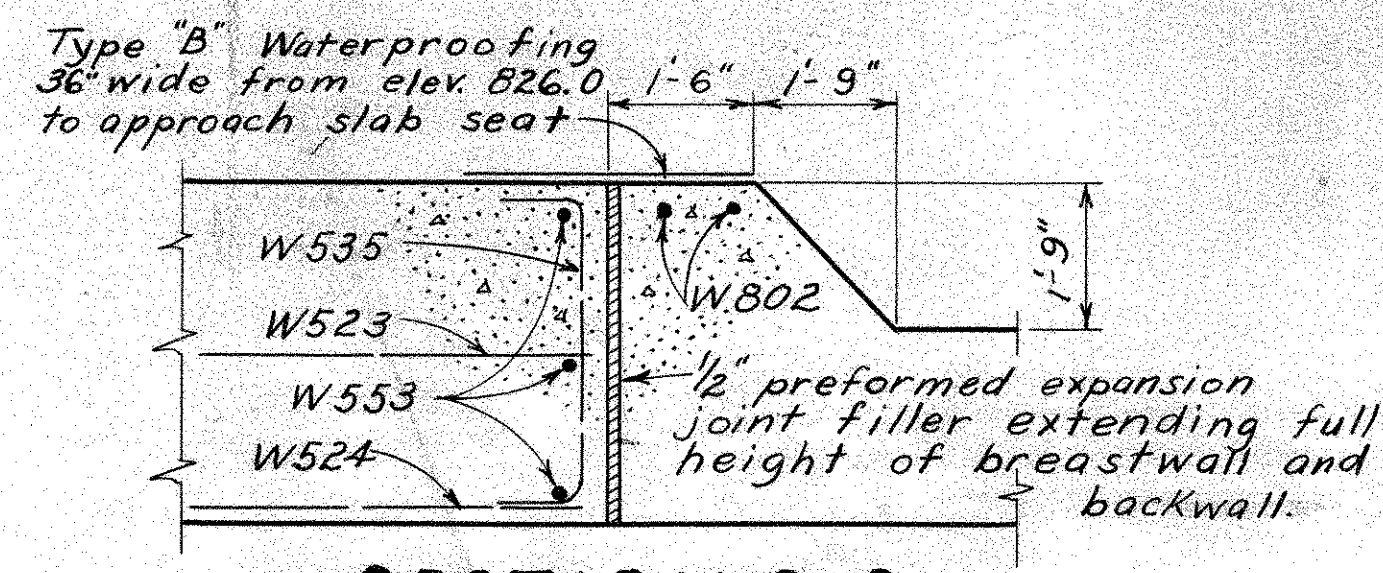
Approach Slab Quantities included with Roadway Quantities for payment.



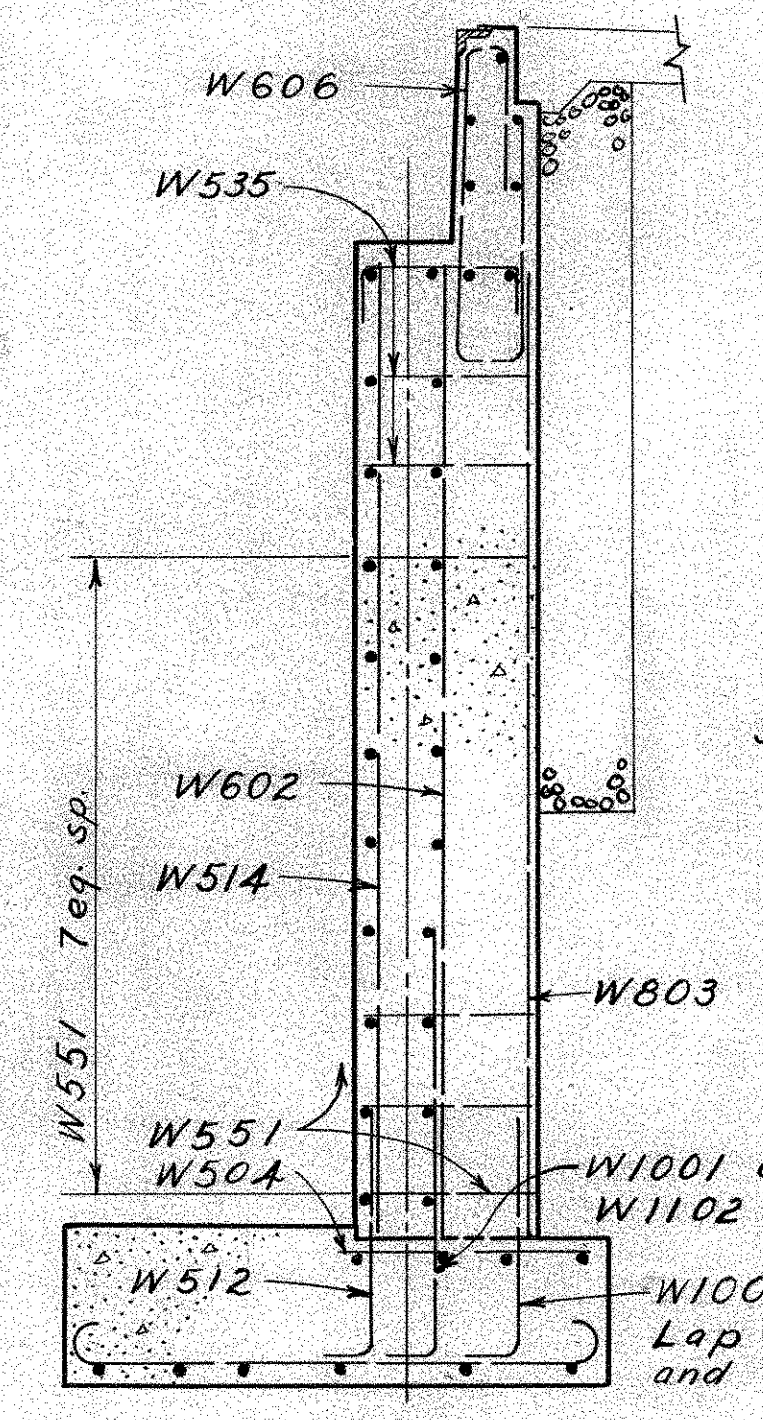
VIEW X-X



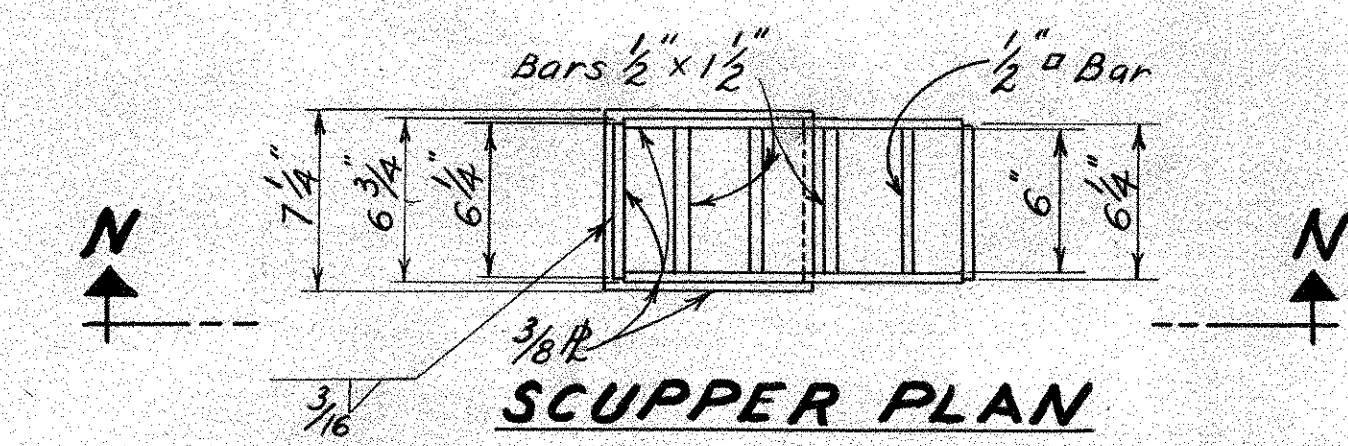
PART SECTION C-C



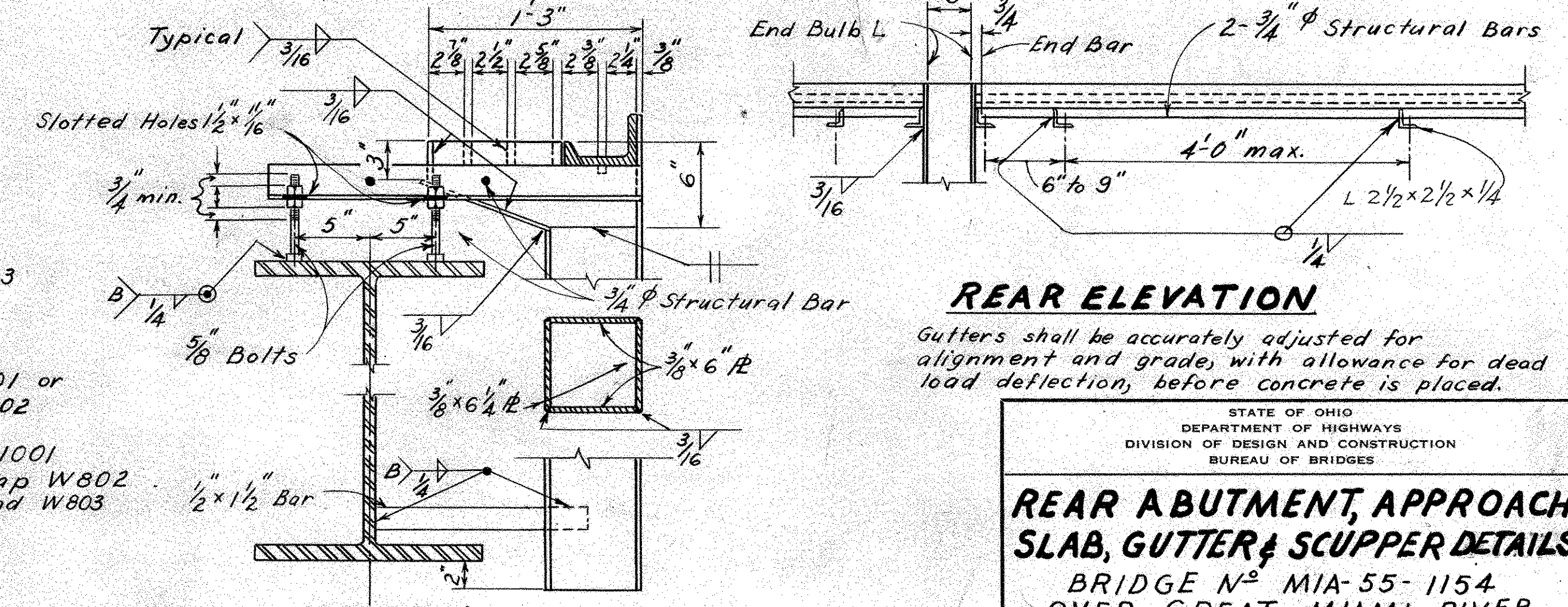
SECTION D-D



SECTION E-E



SCUPPER PLAN



REAR ELEVATION

Gutters shall be accurately adjusted for alignment and grade, with allowance for dead load deflection, before concrete is placed.

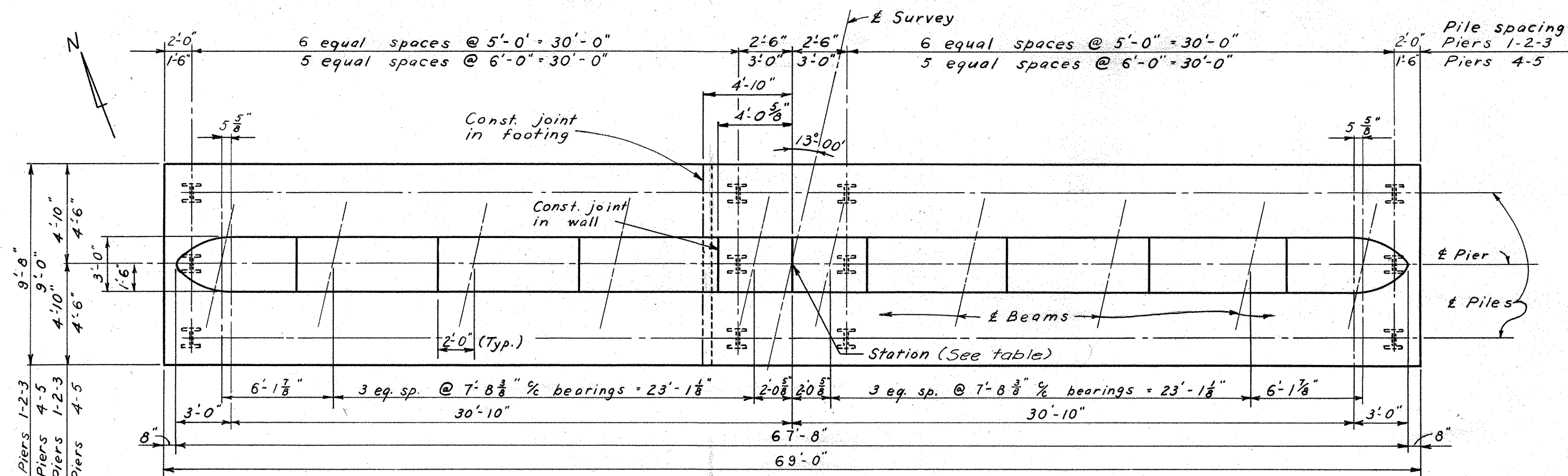
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

REAR ABUTMENT, APPROACH SLAB, GUTTER & SCUPPER DETAILS

BRIDGE No. MIA-55-1154
OVER GREAT MIAMI RIVER
MIAMI COUNTY STA. 610 + 34.69
STA. 615 + 29.31

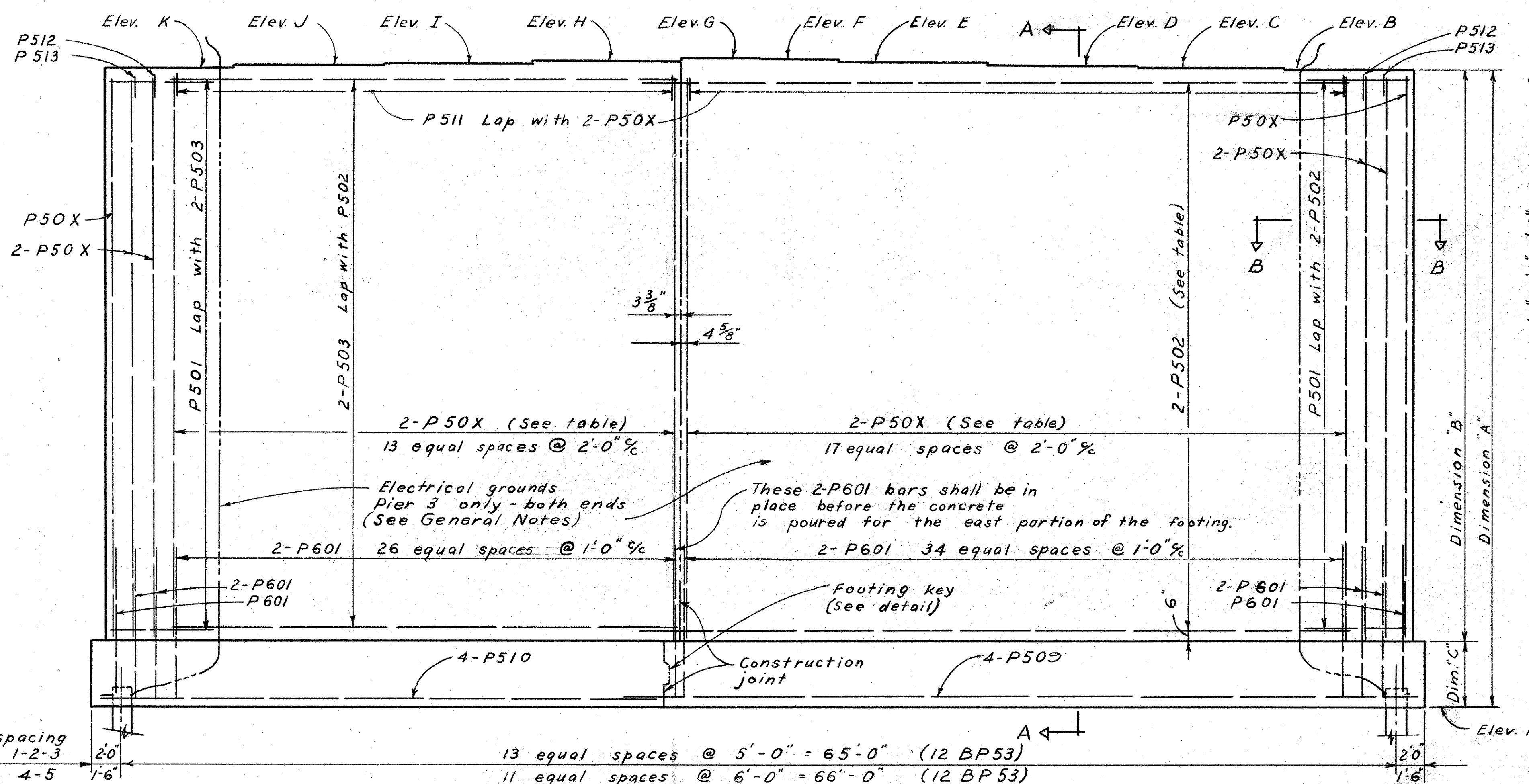
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	RLJ	MPB	208	11-9-59	

MIA-55-(11.53-11.78)

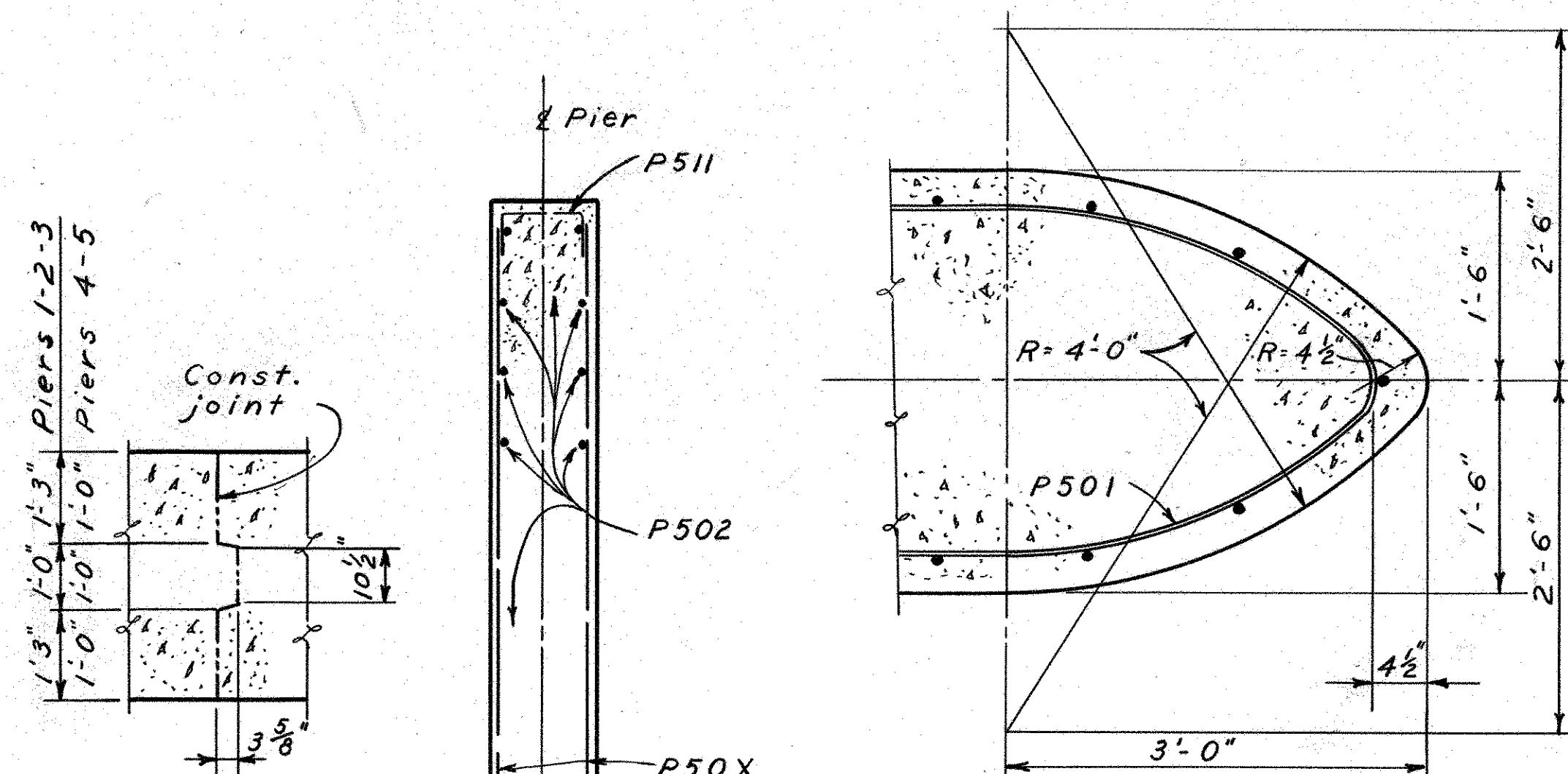


PLAN

Station	PIER N ^o				
	1	2	3	4	5
Elevation A	803.00	803.00	803.00	810.00	810.00
" B	834.33	835.43	835.87	835.78	835.02
" C	834.40	835.51	835.96	835.88	835.13
" D	834.49	835.61	836.08	836.01	835.27
" E	834.58	835.72	836.19	836.13	835.41
" F	834.58	835.73	836.22	836.17	835.46
" G	834.57	835.72	836.22	836.18	835.48
" H	834.50	835.67	836.18	836.15	835.46
" I	834.36	835.54	836.06	836.04	835.36
" J	834.22	835.40	835.93	835.93	835.27
" K	834.09	835.29	835.84	835.84	835.19
Dimension A	31'-4"	32'-5 3/8"	32'-10 1/2"	25'-9 3/8"	25'-0 1/4"
" B	27'-10"	28'-11 3/8"	29'-4 1/2"	22'-9 3/8"	22'-0 1/4"
" C	3'-6"	3'-6"	3'-6"	3'-0"	3'-0"
P50X	P504	P505	P506	P507	P508
P502 N ^o equal spaces	14@1'-11"	14@2'-0"	14@2'-0"	11@2'-0"	11@1'-11"



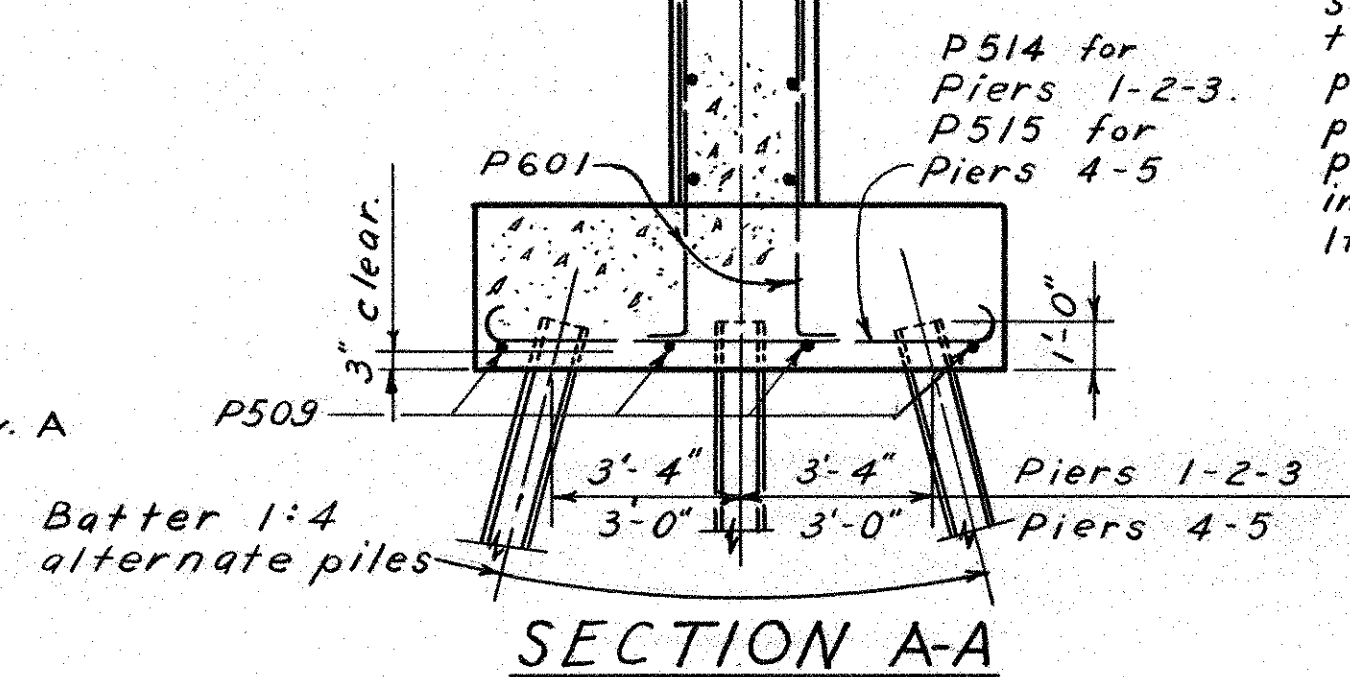
ELEVATION



FOOTING KEY DETAIL

SECTION B-B

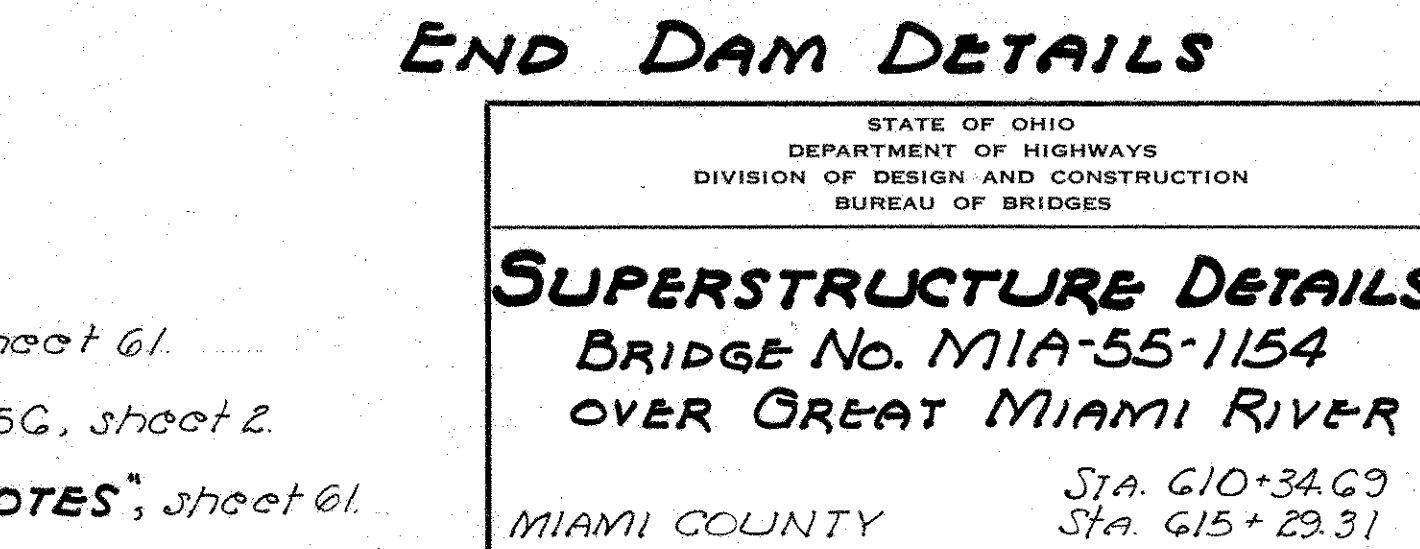
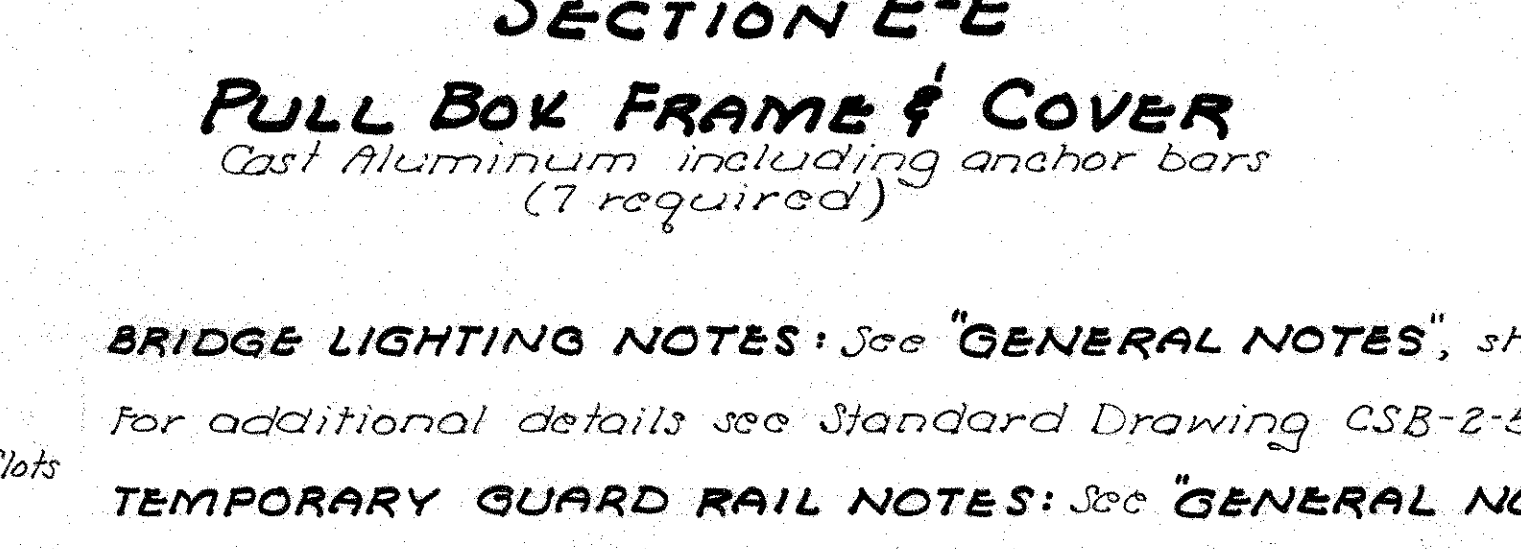
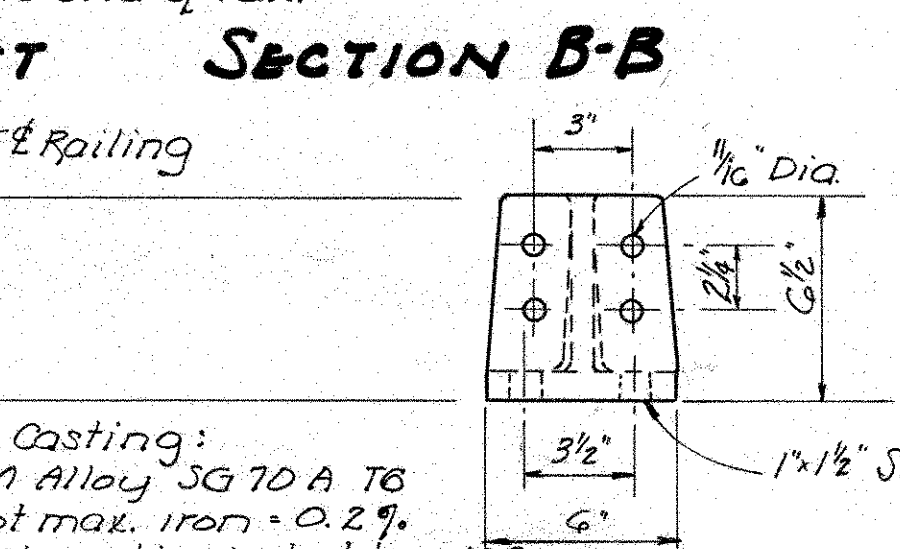
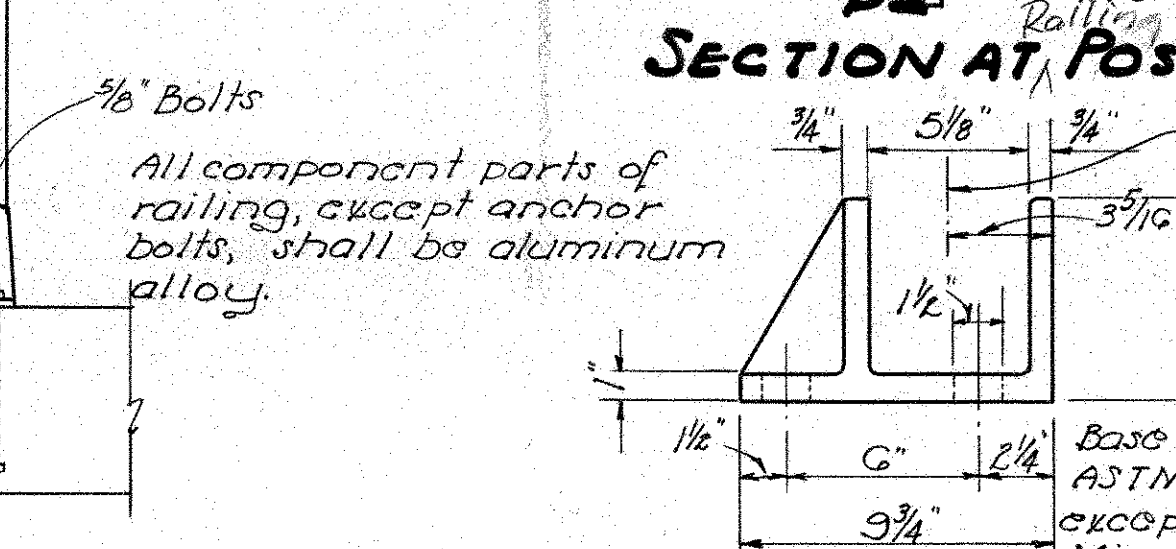
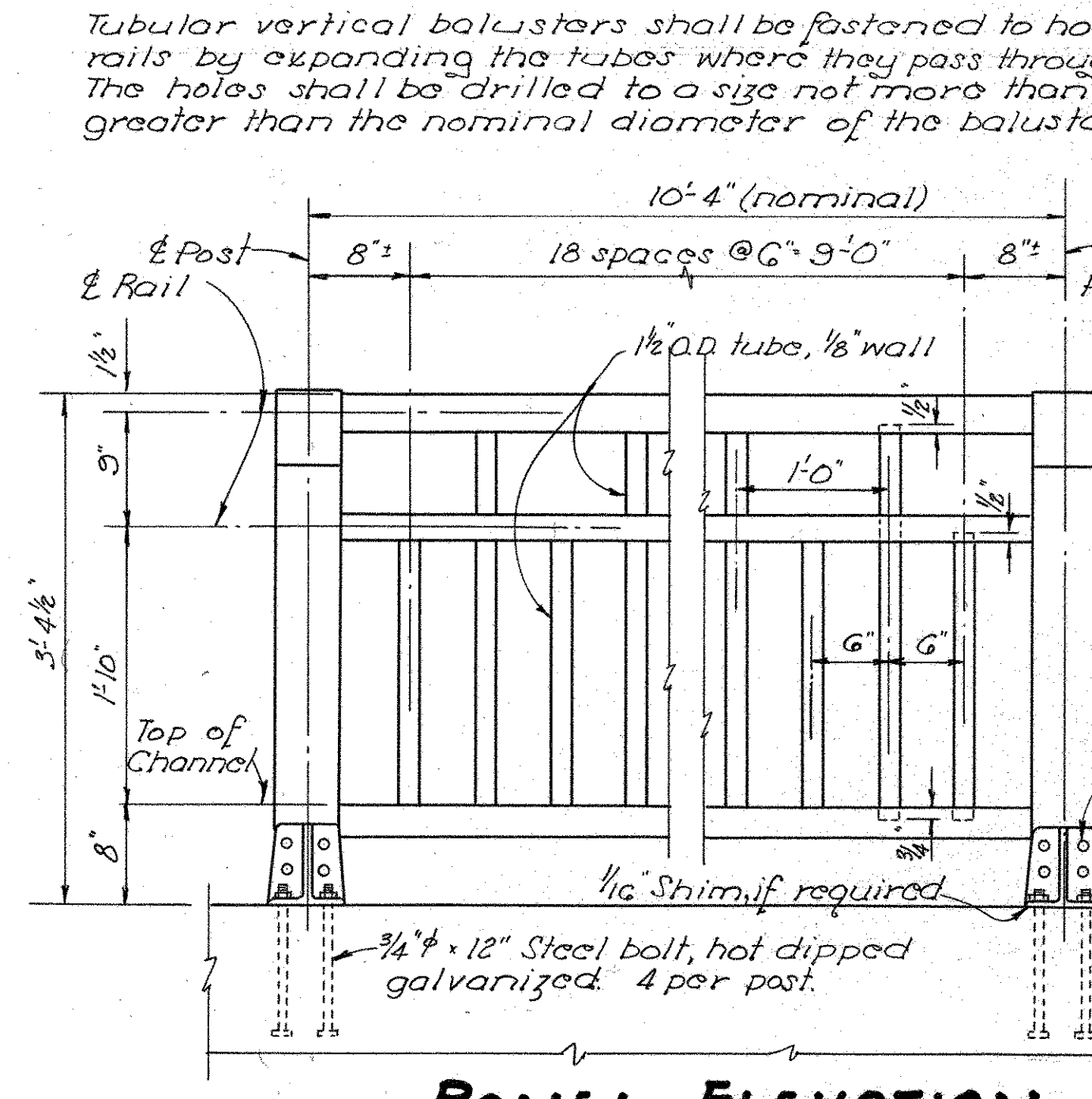
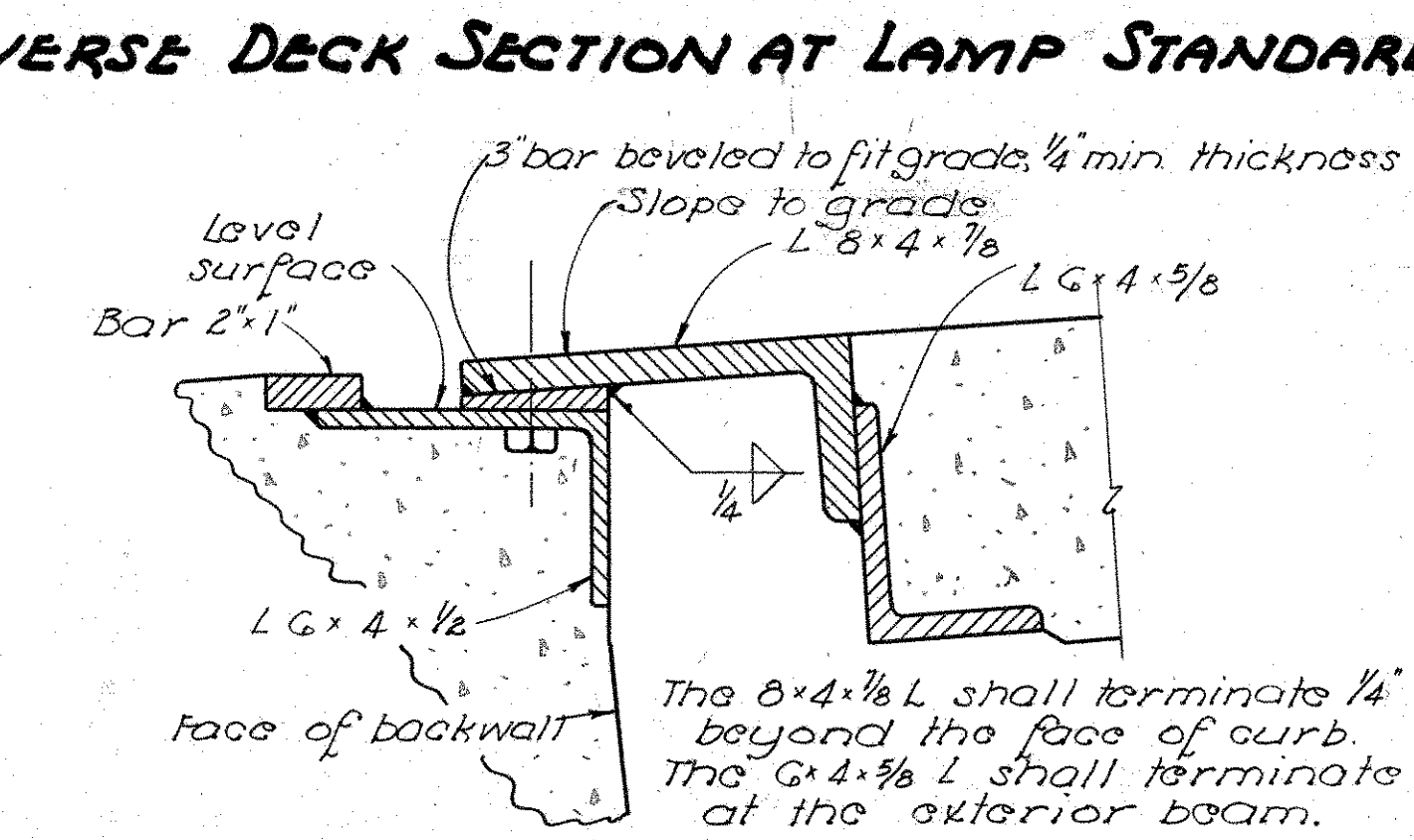
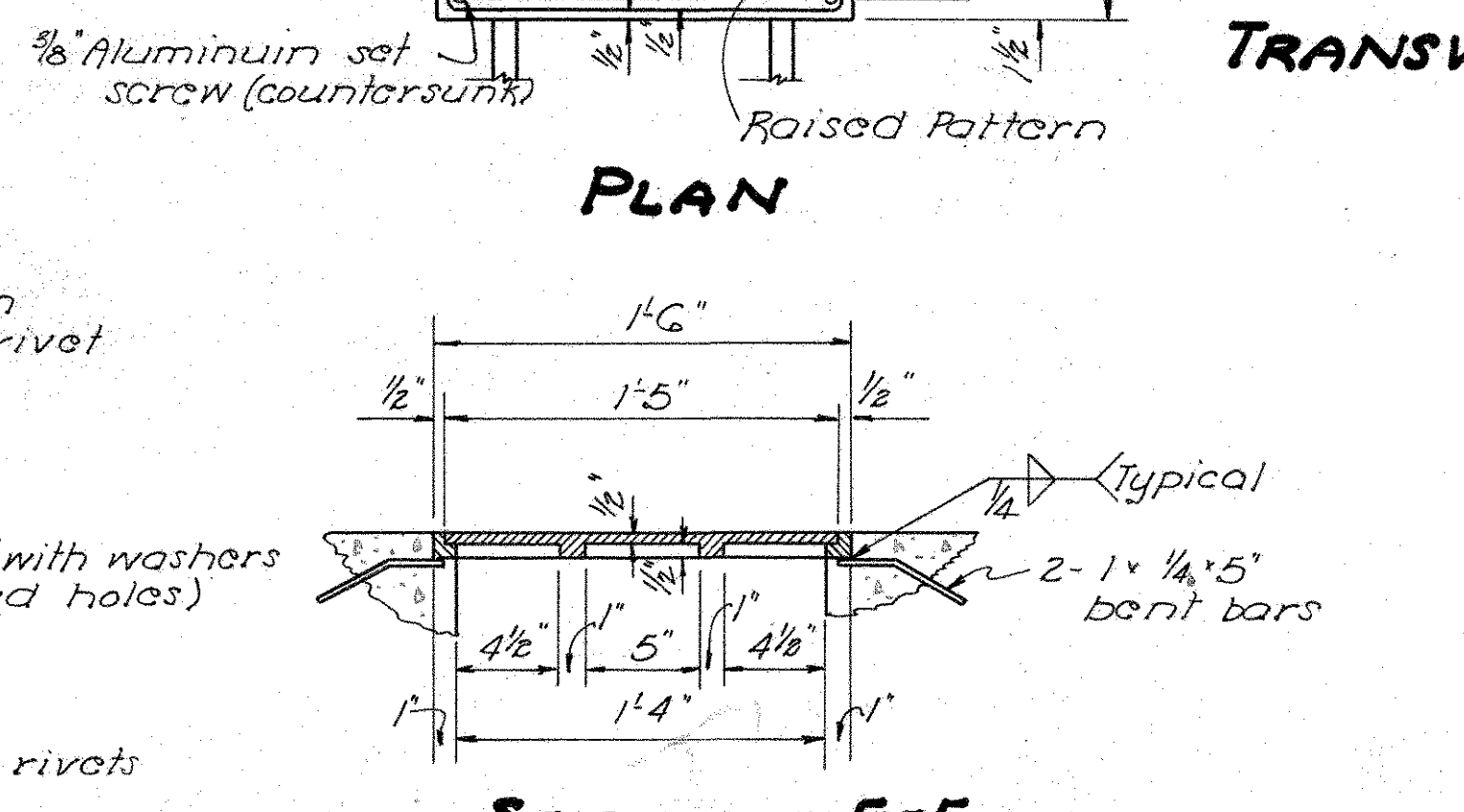
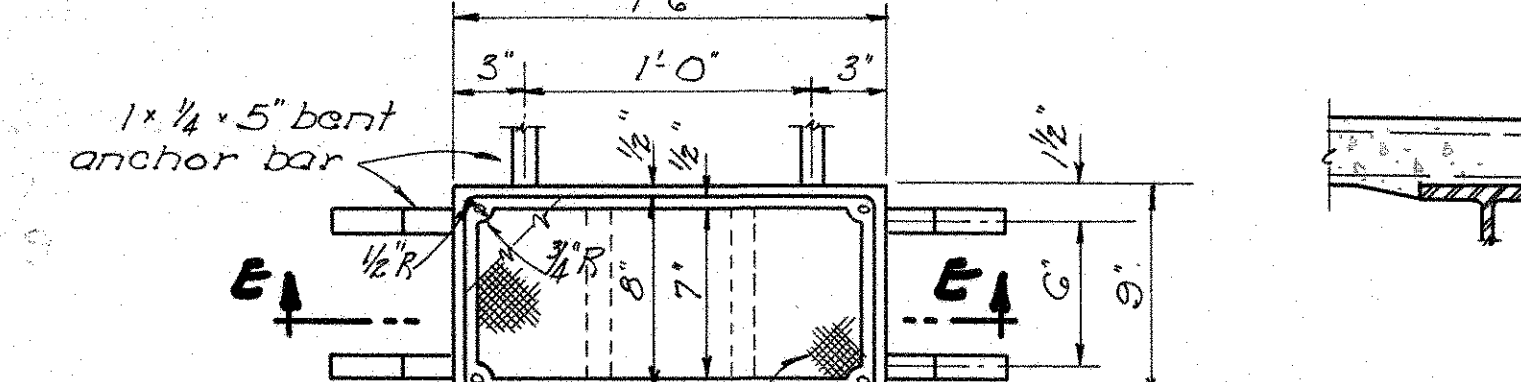
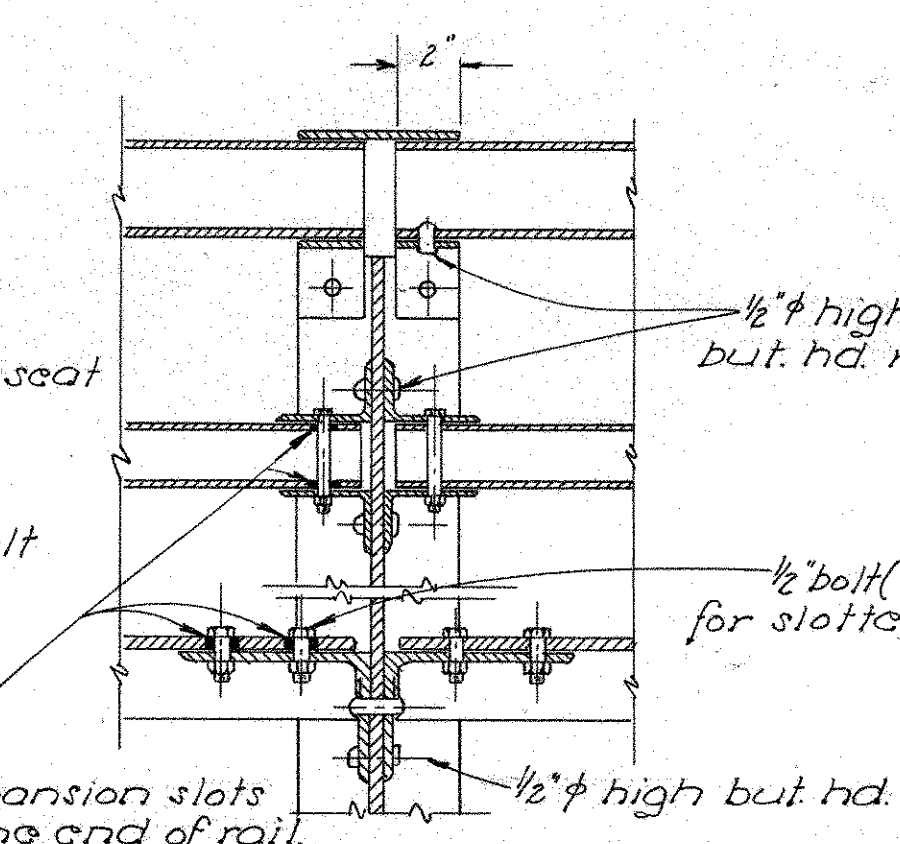
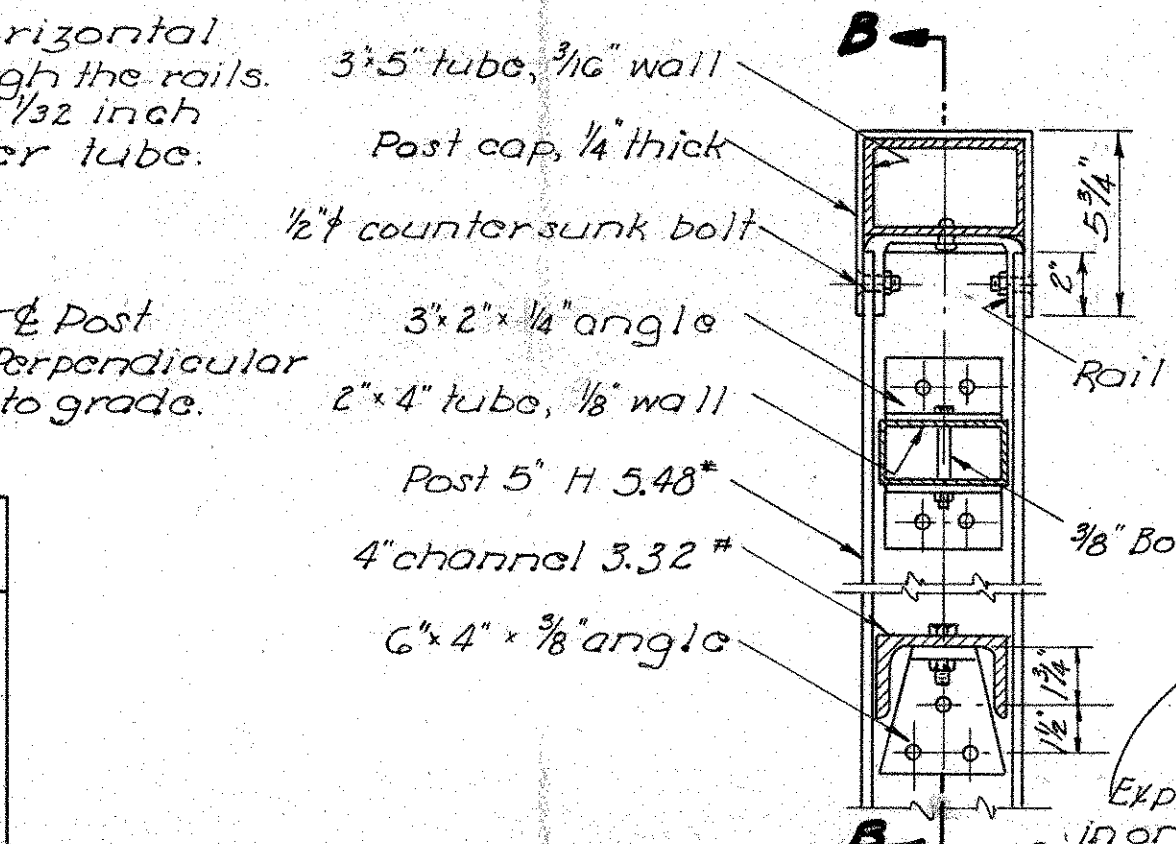
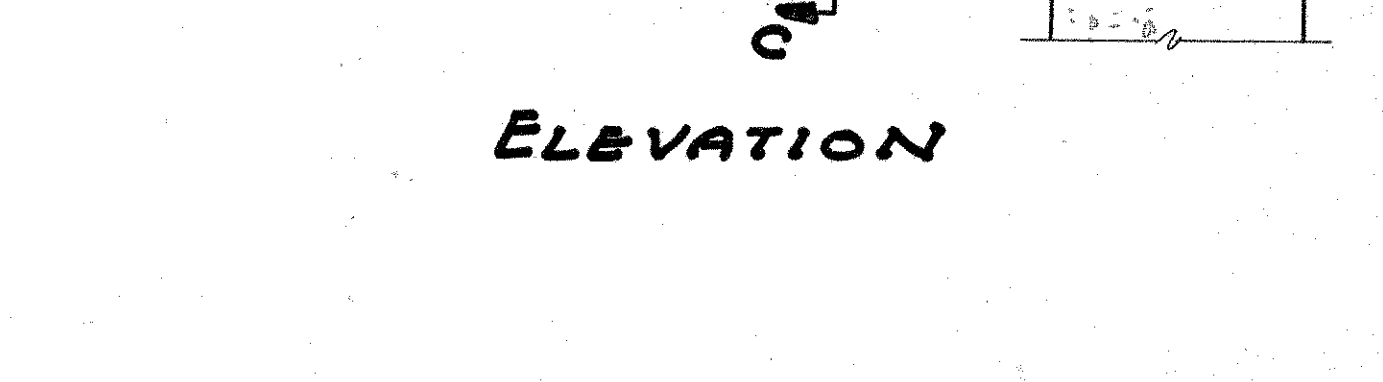
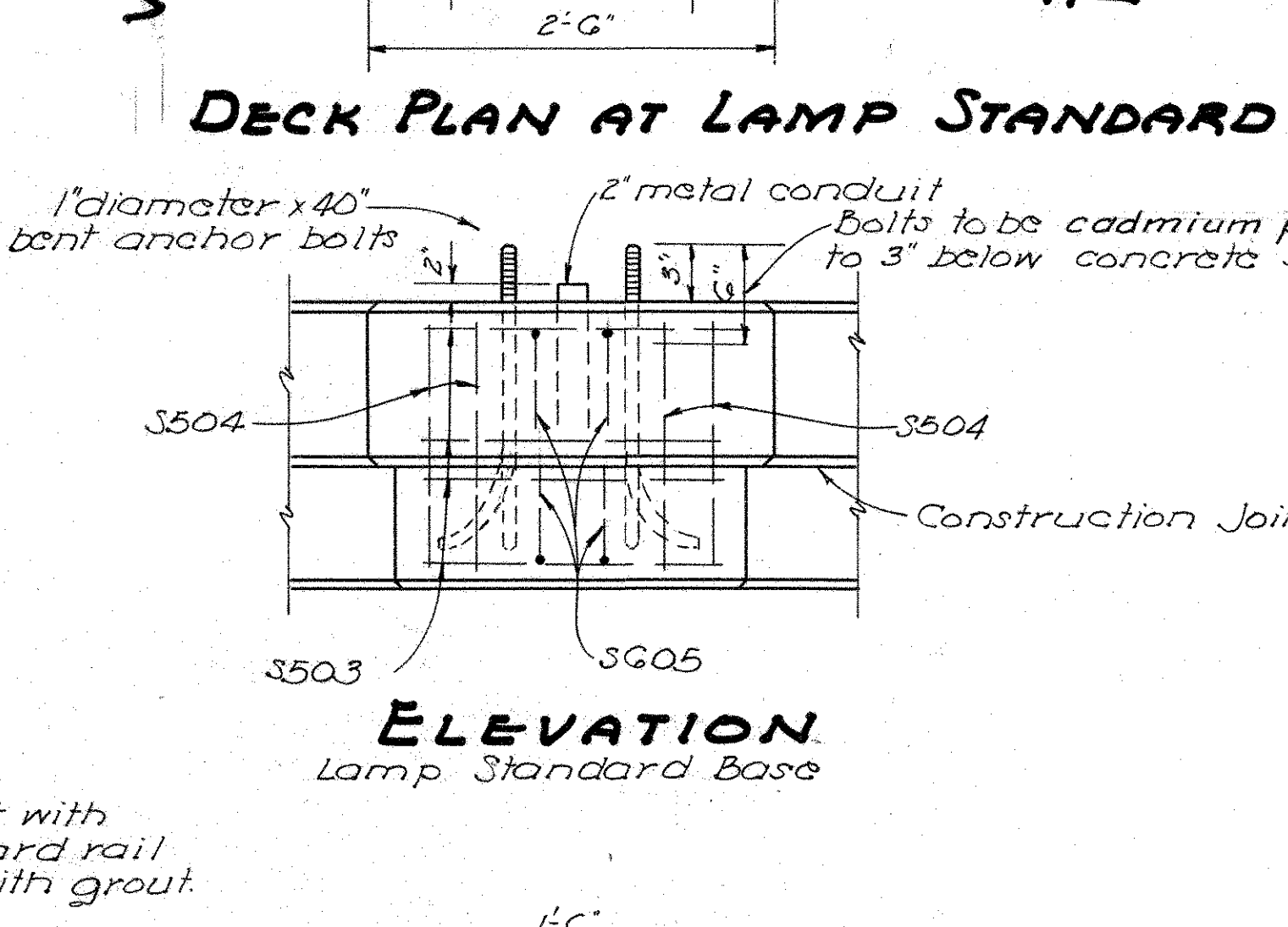
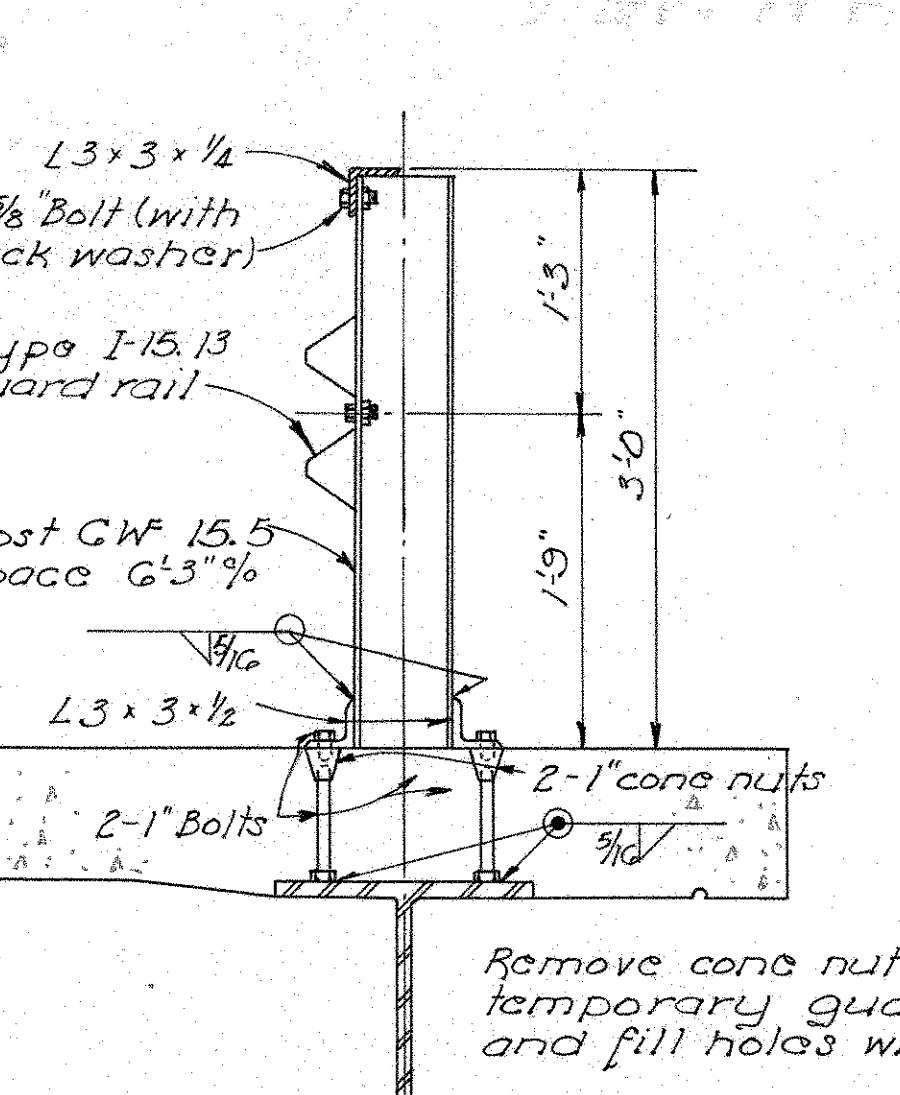
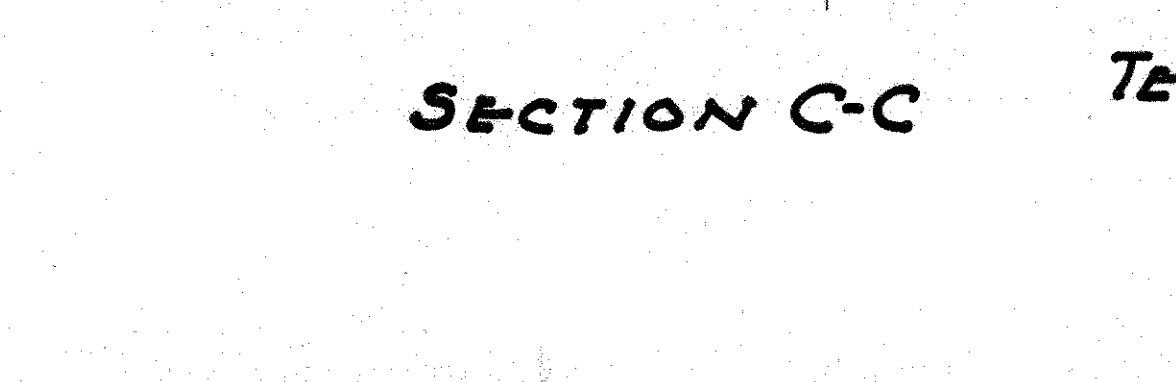
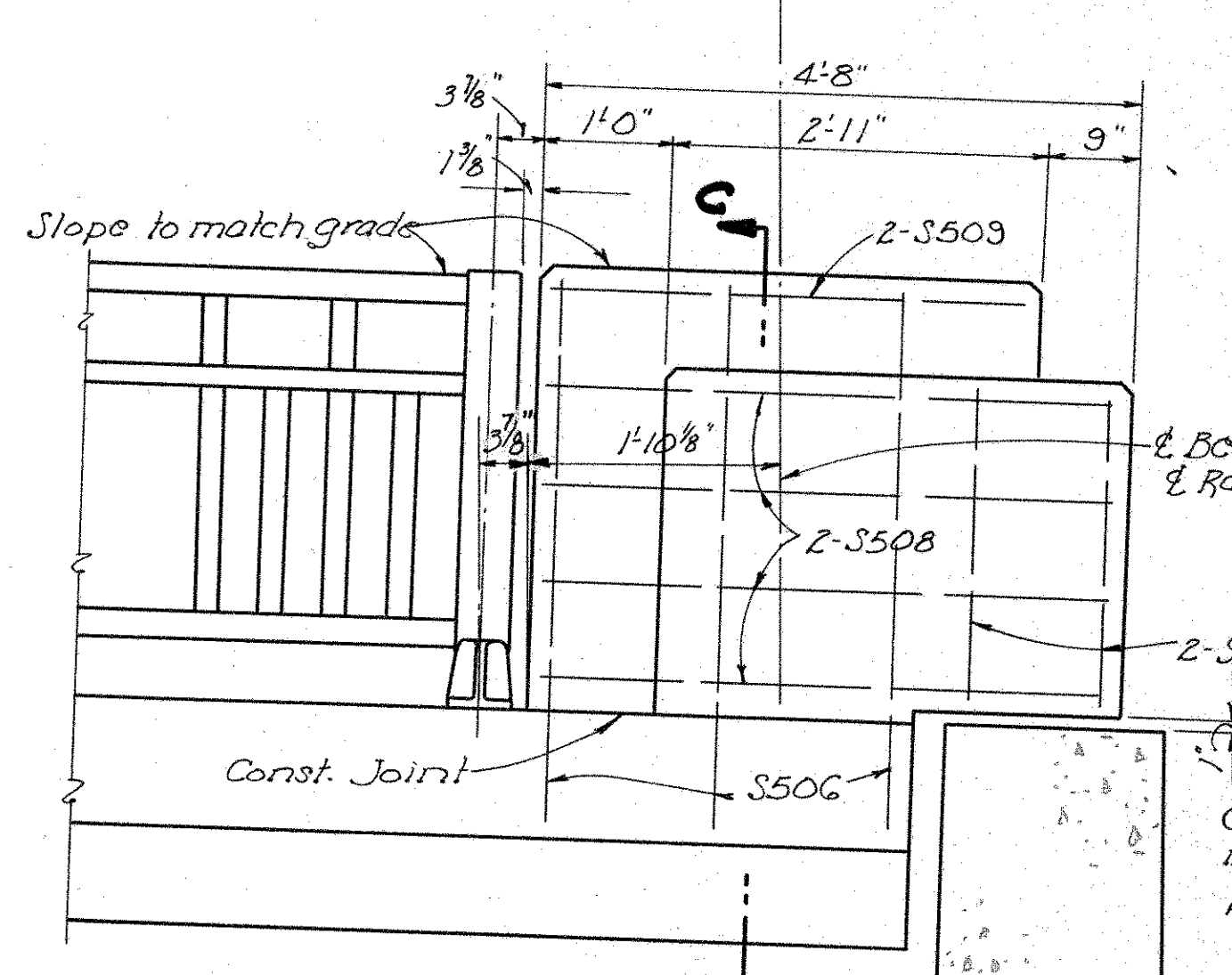
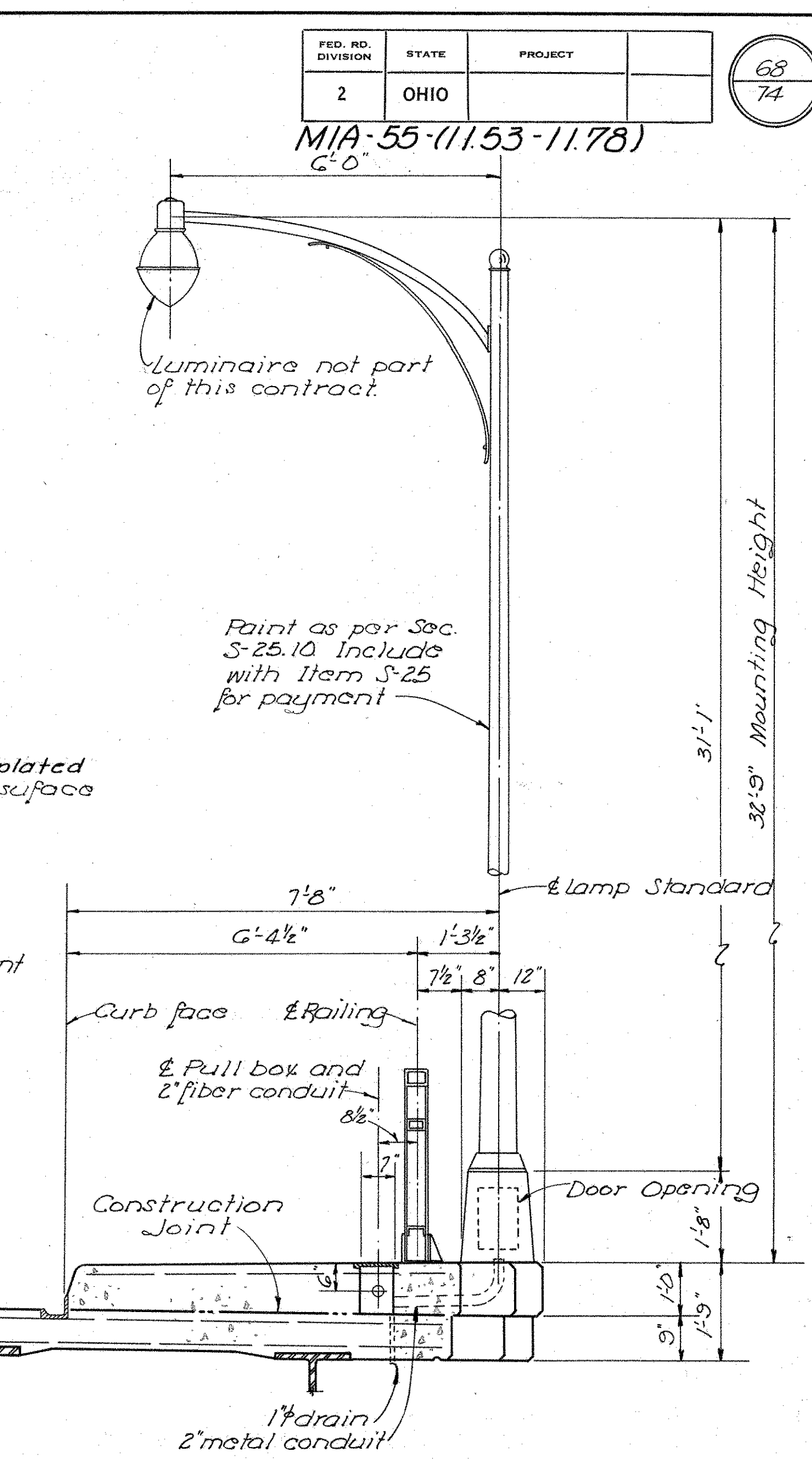
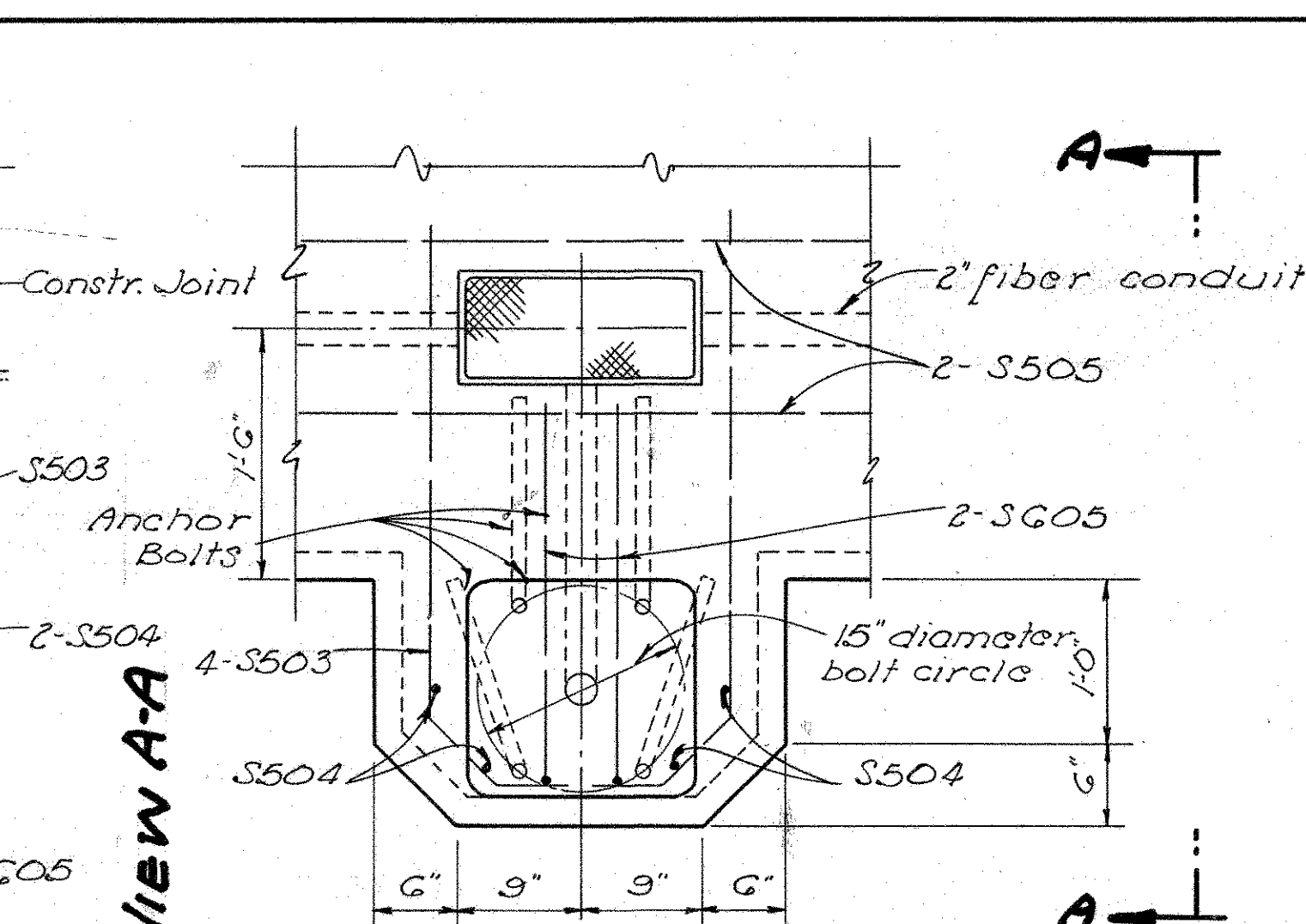
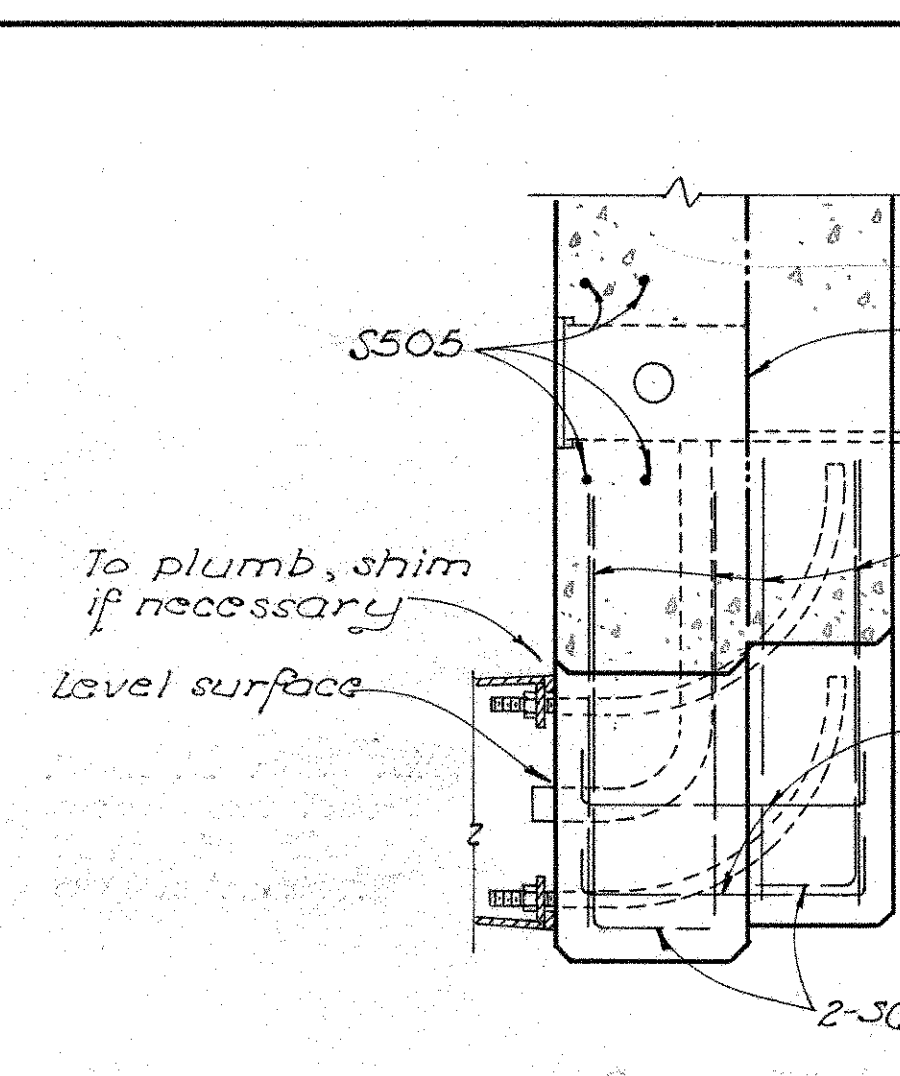
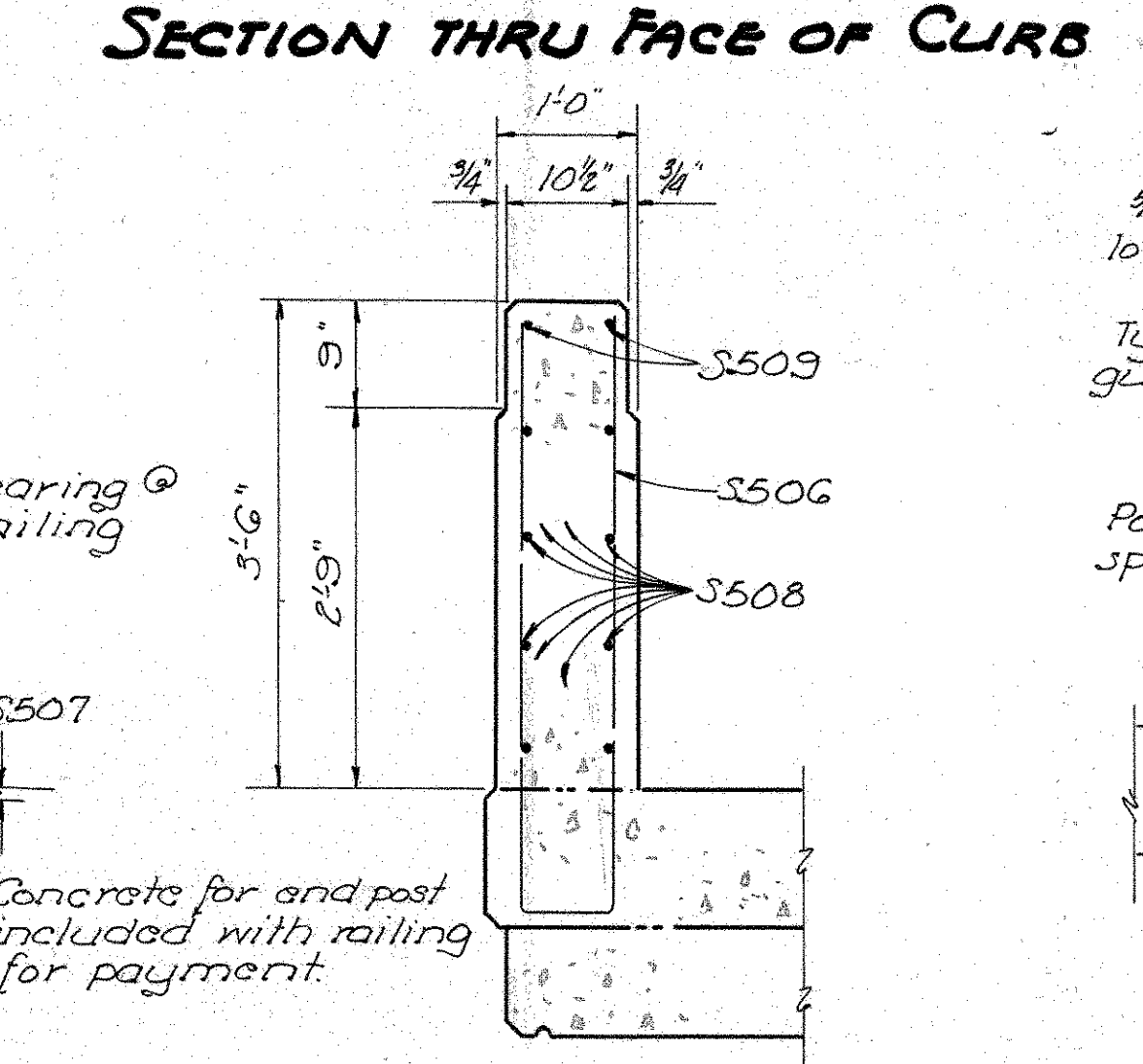
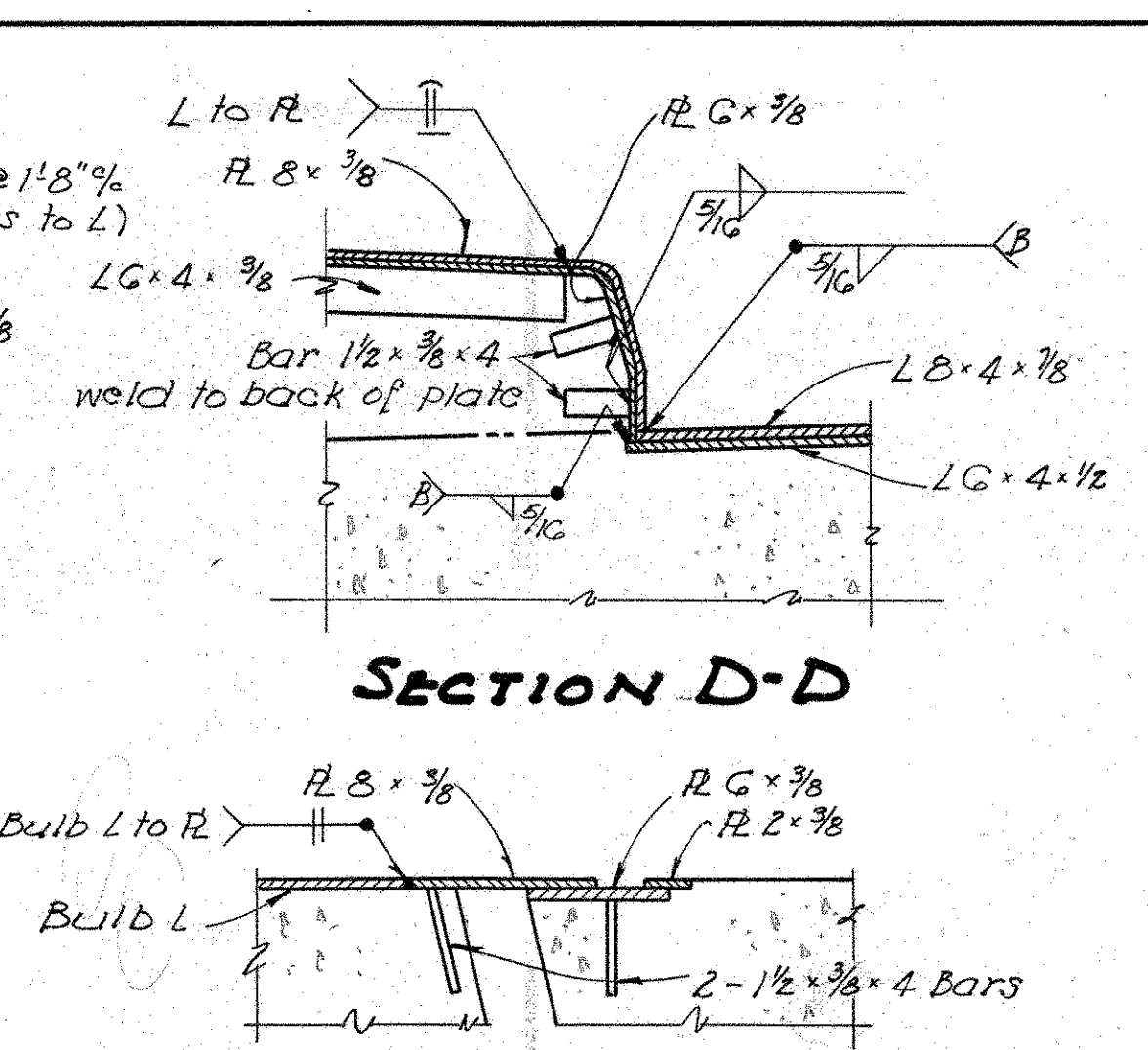
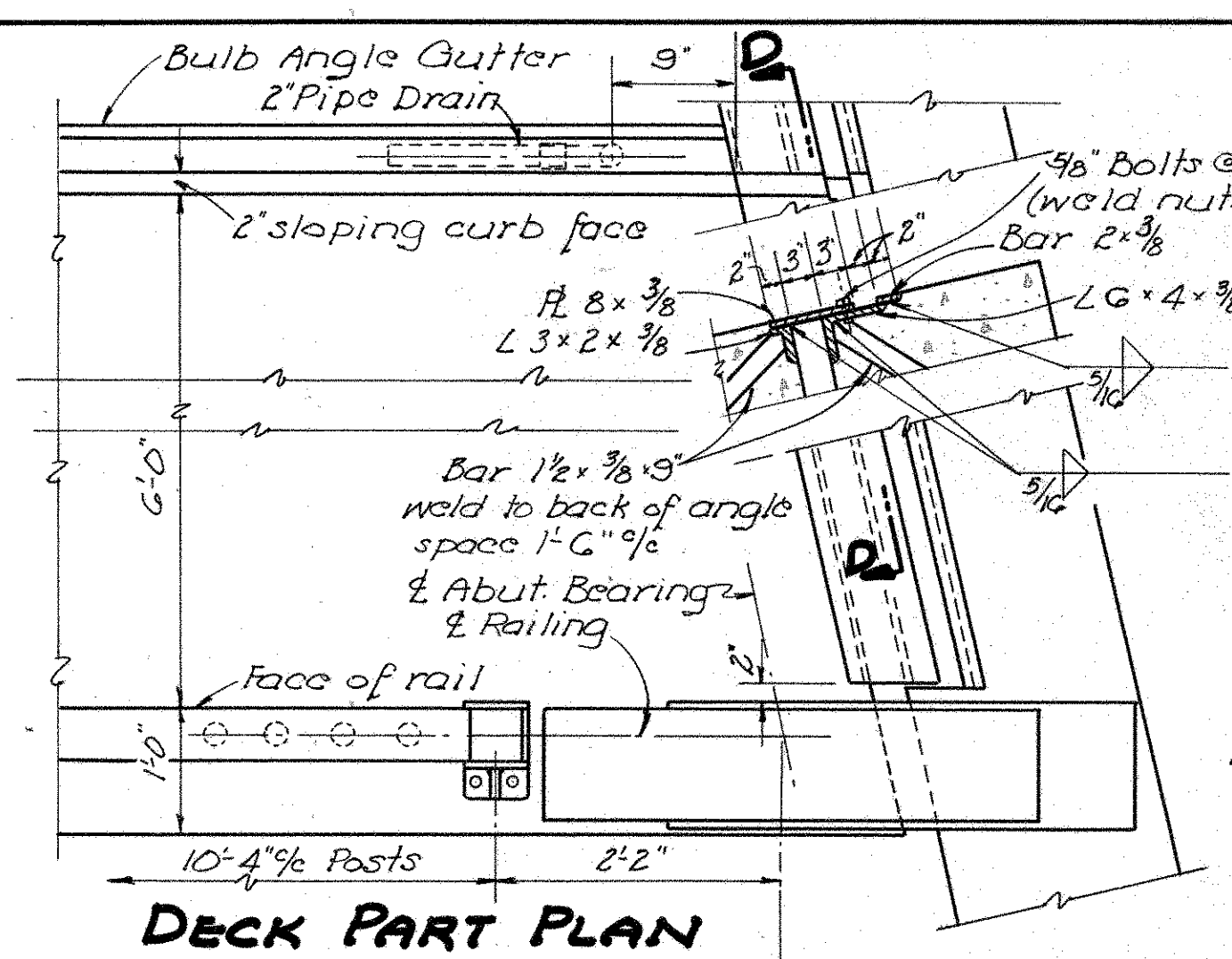
REINFORCING STEEL P511 bars in pier N^o 3 shall be adjusted under the bolsters to clear the anchor bolts. Exposed P502 and P601 bars at the construction joint after the east portion of the pier is completed shall be painted with cement grout, then cleaned immediately before placing concrete for the west portion of the pier wall. The cost of painting and cleaning is included in the unit price per pound bid for Item S-4, Reinforcing steel.



SECTION A-A

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
PIER DETAILS						
BRIDGE N ^o MIA-55-1154 OVER GREAT MIAMI RIVER MIAMI COUNTY STA. 610 + 34.69 STA. 615 + 29.31						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	RLV	MPB	CDP	11-9-59	

MIA-55-11153-1178
6'-0"



Tubular vertical balusters shall be fastened to horizontal rails by expanding the tubes where they pass through the rails. The holes shall be drilled to a size not more than 1/2 inch greater than the nominal diameter of the baluster tube.

All component parts of railing, except anchor bolts, shall be aluminum alloy.

Base Casting: ASTM Alloy SG 70 A T6 except max. iron = 0.2%. Min. elongation in test bar = 10%.

BRIDGE LIGHTING NOTES: See "GENERAL NOTES", sheet 61. For additional details see Standard Drawing CSB-2-56, sheet 2.

TEMPORARY GUARD RAIL NOTES: See "GENERAL NOTES", sheet 61.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

SUPERSTRUCTURE DETAILS
BRIDGE No. MIA-55-1154
OVER GREAT MIAMI RIVER

MIAMI COUNTY
STA. 610+34.69
STA. 615+29.31

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
Innes	Innes	Rice	MPB	AKA	11-9-59	

