

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## MOT - 35 - 11.33

F.H.W.A. REGION	STATE	PROJECT	1 922
5	OHIO		

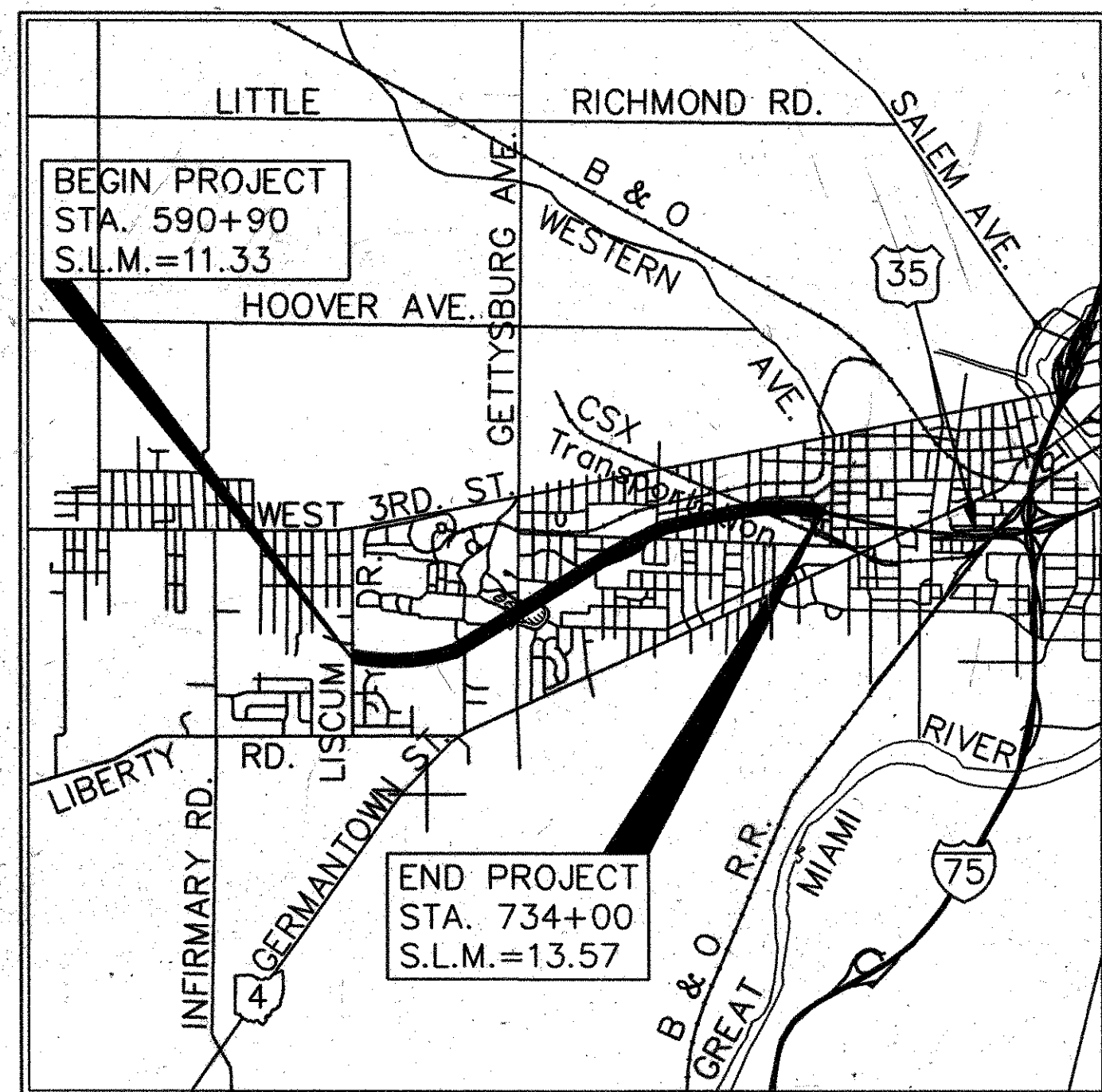
MOT-35-11.33

All references to Federal Number F-7(45) appearing in these plans shall be considered to read STP-7(45).

STP - 7 (45)

### CITY OF DAYTON MONTGOMERY COUNTY

#### GRADE SEPARATION WITH CSX TRANSPORTATION



LOCATION MAP



- Portion to be improved
- Federal Roads
- State Roads
- Other Roads

SCALES

- Plan
- Profile: Horizontal
- Profile: Vertical
- Cross Sections: Horizontal
- Cross Sections: Vertical

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-1	6-1-65	GR-1.1	5-6-91	MC-1	6-13-69	F-1	11-10-83	MH-1	12-18-84	AS-1-81	11-27-81
BP-2	1-11-85	GR-2.1	5-6-91	MC-2	7-7-81			MH-3	12-18-84	SD-1-69	6-12-69
BP-3	12-6-76	GR-3.1	5-6-91	MC-4	7-26-76	F-3	5-1-76	MH-5	6-12-75	EXJ-4-87	1-5-89
BP-4	10-1-87	GR-4.1	5-6-91	MC-5	6-12-75	F-4	11-10-83	CB-3A	5-1-79	MH-2	6-12-75
BP-5	10-1-87	GR-4.2	5-6-91	MC-6	1-30-84			CB-4	11-10-83	I-3A&B	4-1-80
BP-6	10-1-87	GR-4B	2-5-82	MC-7	10-15-76			CB-5	11-10-83	VPF-1-90	2-1-92
BP-7	10-1-87	GR-5	2-5-82	MC-9	1-30-84			HW-4A	4-1-80	BR-1	5-29-79
BP-9	12-6-76	GR-6A	2-5-82	MC-9.2	5-6-91			HW-4B	4-1-80		
BP-10	1-30-84	GR-1.2	5-6-91	MC-10	5-1-76			I-2	12-18-84		
BP-12	10-1-87	GR-3.2	5-6-91	MC-11	8-1-78			I-2A	12-18-84		

- #### CONVENTIONAL SIGNS
- County Line
  - Township Line
  - Section Line
  - Corporation Line or
  - Fence Line (existing) (proposed)
  - Center Line
  - Existing San. Sewer (to be abandoned)
  - Trees Stumps (to be removed)
  - Utility Poles: Telephone Power Light Signs (existing) (proposed)
  - Limited Access (only) LA
  - Right of Way (only) RW
  - Limited Access & Right of Way LA & RW
  - Existing Right of Way
  - Property Line (in existing fence)
  - Railroad or
  - Existing Water Main (to be abandoned)
  - Guardrail (existing) (proposed)

Review By Design Services

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS (CONTINUED)											
TC-7.65	3-1-79	TC-31.21	3-6-79	TC-52.20	4-3-79	TC-85.10	1-20-84	HL-30.22	5-1-87		
TC-9.10	4-24-80	TC-32.10	3-8-79	TC-61.10	4-5-82	TC-85.20	1-20-84	HL-30.31	5-1-87		
TC-22.20	3-1-79	TC-41.10	8-29-84	TC-65.10	2-1-90	HL-10.11	5-1-87	HL-40.10	5-1-87		
TC-12.30	1-20-84	TC-41.20	3-26-79	MT-99.10	11-14-86	HL-10.12	5-1-87	HL-50.11	5-1-87		
TC-15.115	3-1-79	TC-41.40	6-18-79	TC-65.11	2-1-90	HL-10.13	5-1-87	HL-50.21	5-1-87		
TC-21.10	1-20-84	TC-41.41	8-2-79	TC-72.20	2-26-82	HL-20.11	5-1-87	HL-60.11	5-1-87		
TC-21.20	1-20-84	TC-42.10	8-19-77	TC-81.10	1-20-84	HL-20.14	5-1-87	HL-60.12	5-1-87		
TC-21.40	3-1-79	TC-42.20	3-26-79	TC-82.10	8-29-84	HL-20.31	5-1-87	HL-60.31	5-1-87		
TC-51.10	1-20-84	TC-51.11	1-20-84	TC-83.10	1-20-84	HL-30.11	5-1-87	HL-20.13	5-1-87		
TC-22.10	3-1-79	TC-52.10	4-3-79	TC-84.20	1-20-84	HL-30.21	5-1-87	HL-30.32	5-1-87		

INDEX OF SHEETS

SEE SHEET 1A

LINE DATA

SEE SHEET 1A

DESIGN DESIGNATIONS

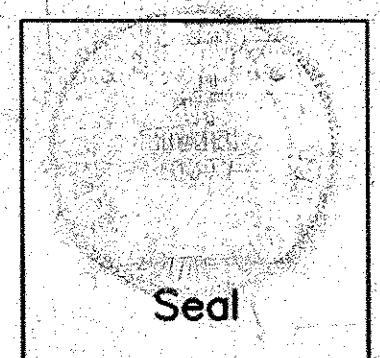
SEE SHEET 2

PREPARED BY  
**WOOLPERT CONSULTANTS**  
409 E. MONUMENT AVE.  
DAYTON, OHIO 45402-1226

**JOHN E. FOSTER AND ASSOCIATES, INC.**  
555 Buttes Avenue  
COLUMBUS, OHIO 43215

**KORDA/NEMETH ENGINEERING, INC.**  
CONSULTING ENGINEERS  
1650 WATERMARK DRIVE, SUITE 200  
COLUMBUS, OHIO 43215-1094

2 WORKING DAYS BEFORE YOU DIG  
CALL TOLL FREE 800-362-2764  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS MUST BE CALLED DIRECTLY



Project MOT-35-11.33  
Date of Letting \_\_\_\_\_ Contract No. \_\_\_\_\_

#### LIMITED ACCESS

This improvement is especially designed for through traffic and has been declared a limited access highway or freeway by action of the Director in accordance with the provisions of Section 5511.02 of the Code of Ohio.

#### 1991 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 local streets and that detours will be provided as indicated on plans.

- Approved James B. Egnib P.E.  
Date 4/23/91 District Deputy Director of Transportation
- Approved B.D. Hanhlan/WTC  
Date 11/19/91 Engineer, Bureau of Bridges and Structural Design
- Approved George L. Buttz  
Date 4/28/92 Deputy Director, Planning and Design
- Approved James Wray  
Date 4-28-92 Director, Department of Transportation
- Approved Richard N. Holten  
Date 4/2/91 City Engineer, City of Dayton

#### SUPPLEMENTAL SPECIFICATIONS

802	4-13-90	952	12-14-88		
814	1-21-88	852	6-10-87		
841	5-16-84	836	11-12-85		
843	7-29-88	820	3-18-92		
915	1-21-88				
931	3-18-92				
943	6-10-87				

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

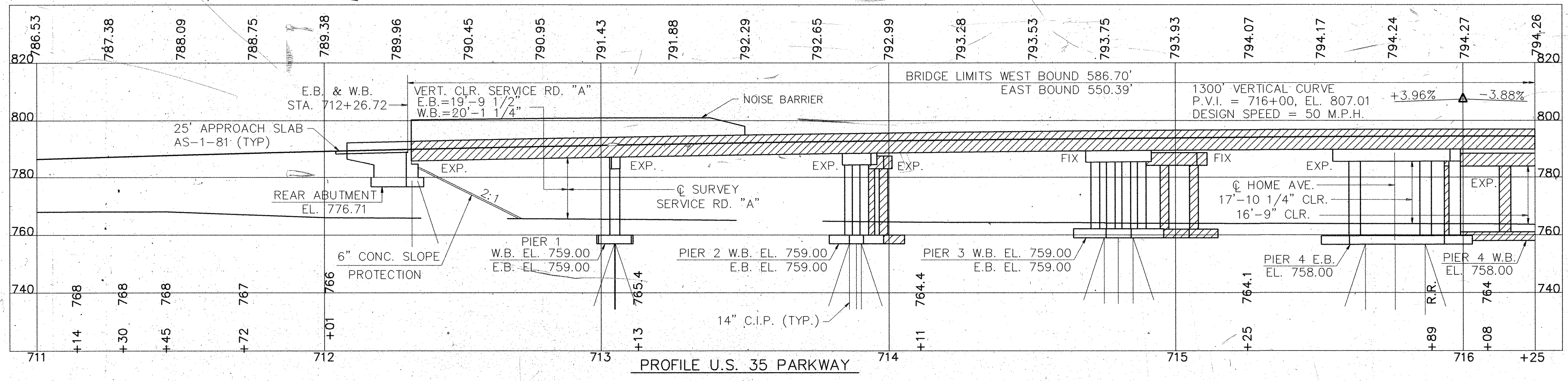
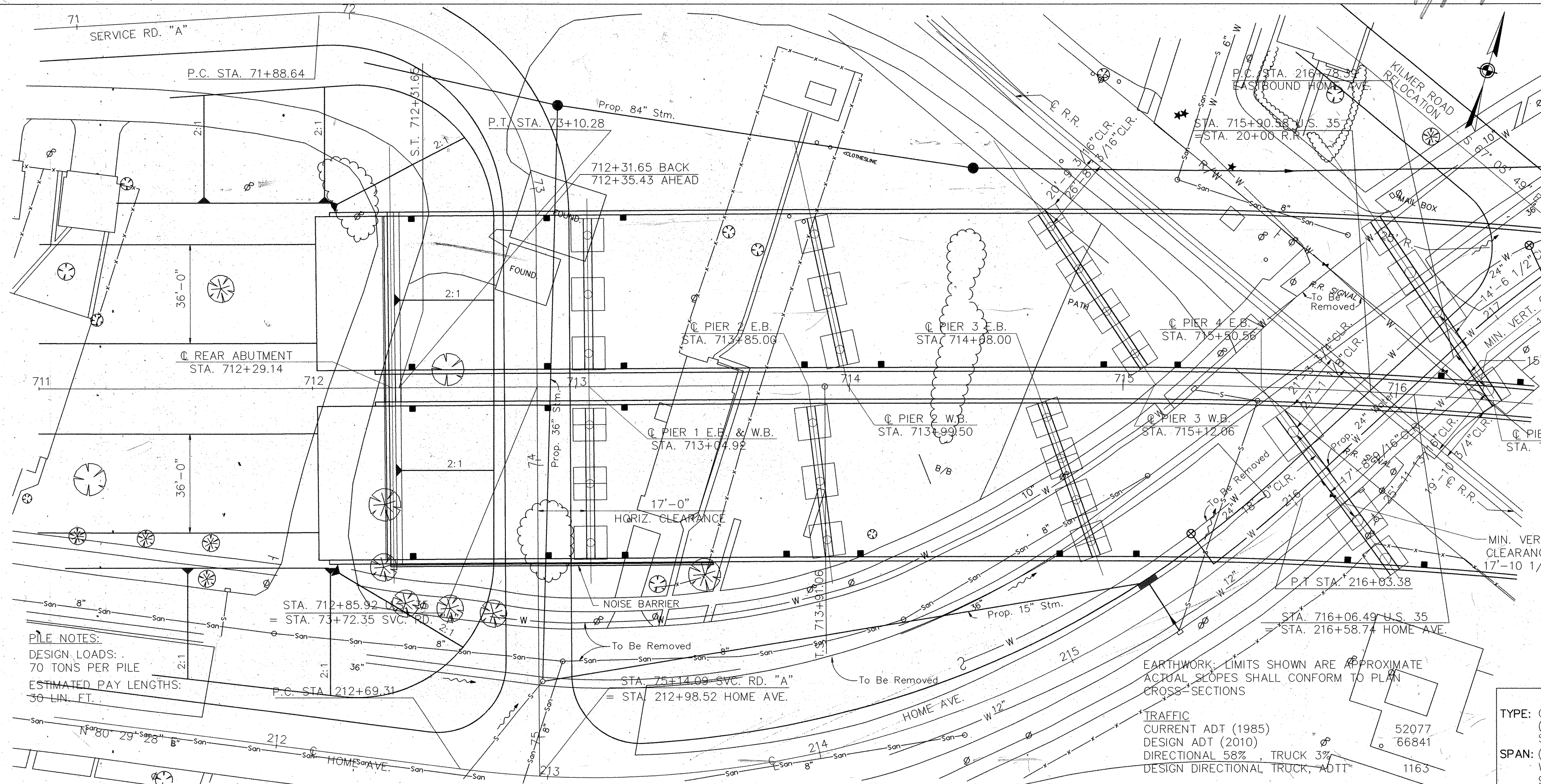
Approved: \_\_\_\_\_  
Division Administrator \_\_\_\_\_ Date \_\_\_\_\_

REVISED 11-20-92  
REVISED 11-16-92



MONTGOMERY COUNTY  
MOT-35-11.33

CURVE DATA - HOME AVE.	
P.I. STA. 214+47.87	
$\Delta = 50^{\circ} 06' 35''$	
$D = 15^{\circ} 00' 00''$	
$R = 381.97'$	
$T = 178.56'$	
$L = 334.07'$	
$E = 39.68'$	
CURVE DATA - WESTBOUND HOME AVE.	
P.I. STA. 218+98.28	
$\Delta = 48^{\circ} 18' 31''$	
$D = 15^{\circ} 00' 00''$	
$R = 381.97'$	
$T = 171.30'$	
$L = 322.06'$	
$E = 36.65'$	
CURVE DATA - EASTBOUND HOME AVE.	
P.I. STA. 218+49.69	
$\Delta = 48^{\circ} 18' 31''$	
$D = 15^{\circ} 00' 00''$	
$R = 381.97'$	
$T = 171.30'$	
$L = 322.06'$	
$E = 36.65'$	
CURVE DATA	
P.I. STA. 710+64.23	
$\Delta = 7^{\circ} 38' 58''$	$\Theta_s = 3^{\circ} 45' 00''$
$D_c = 2^{\circ} 30' 00''$	$X = 299.87'$
$R = 2,291.83'$	$Y = 6.54'$
$T_s = 303.30'$	$L.T. = 200.04'$
$E_s = 6.75'$	$S.T. = 100.04'$
$L_s = 300.00'$	
$L_c = 5.97'$	
CURVE DATA	
P.I. STA. 717+96.16	
$\Delta = 26^{\circ} 30' 00''$	$\Theta_s = 13^{\circ} 15' 00''$
$D_c = 6^{\circ} 37' 30''$	$X = 397.86'$
$R = 864.84'$	$Y = 30.72'$
$T_s = 405.10'$	$L.T. = 266.63'$
$E_s = 31.56'$	$S.T. = 134.02'$
$L_s = 400.00'$	
$L_c = 0.0'$	



**PROPOSED STRUCTURE**

TYPE: CONTINUOUS COMPOSITE STEEL PLATE GIRDER (A572) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPAN: (PROJECTED TO  $\bar{C}$  SURVEY U.S.R. 35)  
 WEST BOUND: 72.00'-94.58'-112.56'-123.76'-98.40'-76.78'  
 EAST BOUND: 72.00'-80.08'-83.00'-82.56'-123.31'-100.13'

ROADWAY 2 AT 56'-0" TOE TO TOE OF PARAPETS

LOADING: HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING

SKEW: VARIES, SEE PLAN

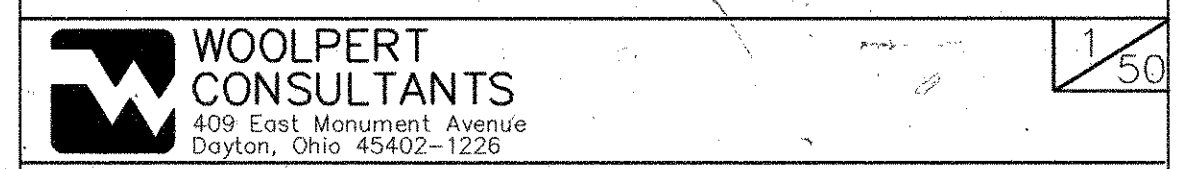
WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLAB: AS-1-81, 25' LONG

ALIGNMENT: SPIRAL TO TANGENT TO SPIRAL TO SPIRAL

SUPERELEVATION: VARIES

CROWN: WHERE APPLICABLE, 0.0156 1/1



**SITE PLAN**

BRIDGE NO. MOT-35-1316 L/R  
 OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
 MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	



**MONTGOMERY COUNTY  
MOT-35-11.33**

**CURVE DATA - HOME AVE.**  
P.I. STA. 214+47.87  
A = 50° 06' 35"  
D = 15° 00' 00"  
R = 381.97'  
T = 178.56'  
L = 334.07'  
E = 39.68'

**CURVE DATA - WESTBOUND HOME AVE.**  
P.I. STA. 218+98.28  
A = 48° 18' 31"  
D = 15° 00' 00"  
R = 381.97'  
T = 171.30'  
L = 322.06'  
E = 36.65'

**CURVE DATA - EASTBOUND HOME AVE.**  
P.I. STA. 218+49.69  
A = 48° 18' 31"  
D = 15° 00' 00"  
R = 381.97'  
T = 171.30'  
L = 322.06'  
E = 36.65'

**EARTHWORK:** LIMITS SHOWN ARE APPROXIMATE  
ACTUAL SLOPES SHALL CONFORM TO PLAN  
CROSS-SECTIONS

**TRAFFIC**  
CURRENT ADT (1985) 52077  
DESIGN ADT (2010) 66841  
DIRECTIONAL 58% , TRUCK 3%  
DESIGN DIRECTIONAL TRUCK, ADTT 1163

**PILE NOTES:**  
DESIGN LOADS:  
70 TONS PER PILE  
ESTIMATED PAY LENGTHS:  
30 LIN. FT.

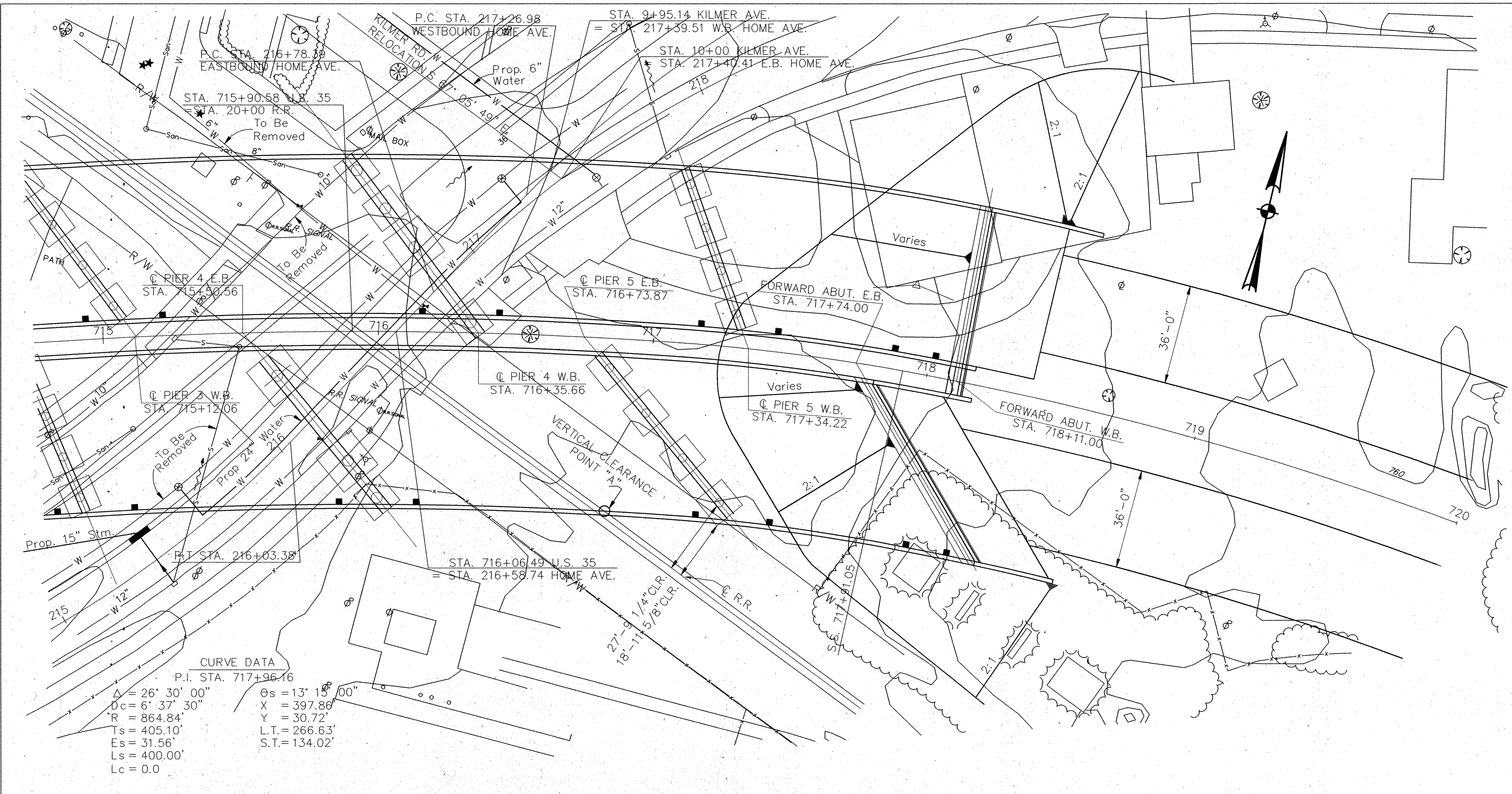
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**ROADWAY 2** AT 56'-0" TOE TO TOE OF PARAPETS  
**LOADING:** HS 20-44 (CASE II) AND ALTERNATE MILITARY LOADING  
**SKEW:** VARIES, SEE PLAN  
**WEARING SURFACE:** MONOLITHIC CONCRETE  
**APPROACH SLAB:** AS-1-81, 25' LONG  
**ALIGNMENT:** SPIRAL TO TANGENT TO SPIRAL TO SPIRAL  
**SUPERELEVATION:** VARIES  
**CROWN:** WHERE APPLICABLE, 0.0156'/Ft.

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

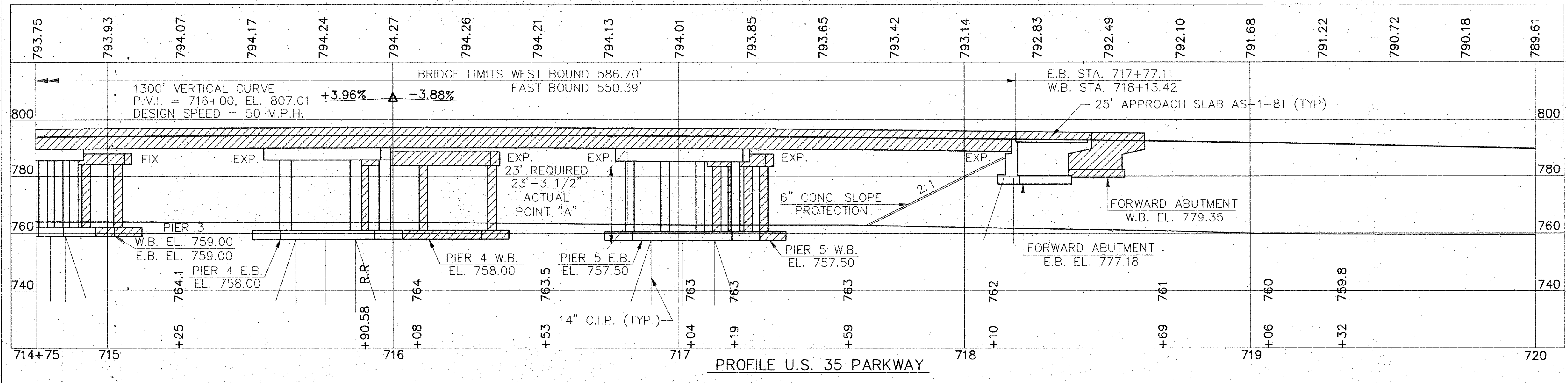
**SITE PLAN**

**BRIDGE NO. MOT-35-1316L/R**  
**OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE**  
**MONTGOMERY COUNTY**

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	



**CURVE DATA**  
P.I. STA. 717+96.16  
Δ = 26° 30' 00"      θs = 13° 15' 00"  
Dc = 6° 37' 30"      X = 397.86'  
R = 864.84'          Y = 30.72'  
Ts = 405.10'          L.T. = 266.63'  
Es = 31.56'          S.T. = 134.02'  
Ls = 400.00'  
Lc = 0.0



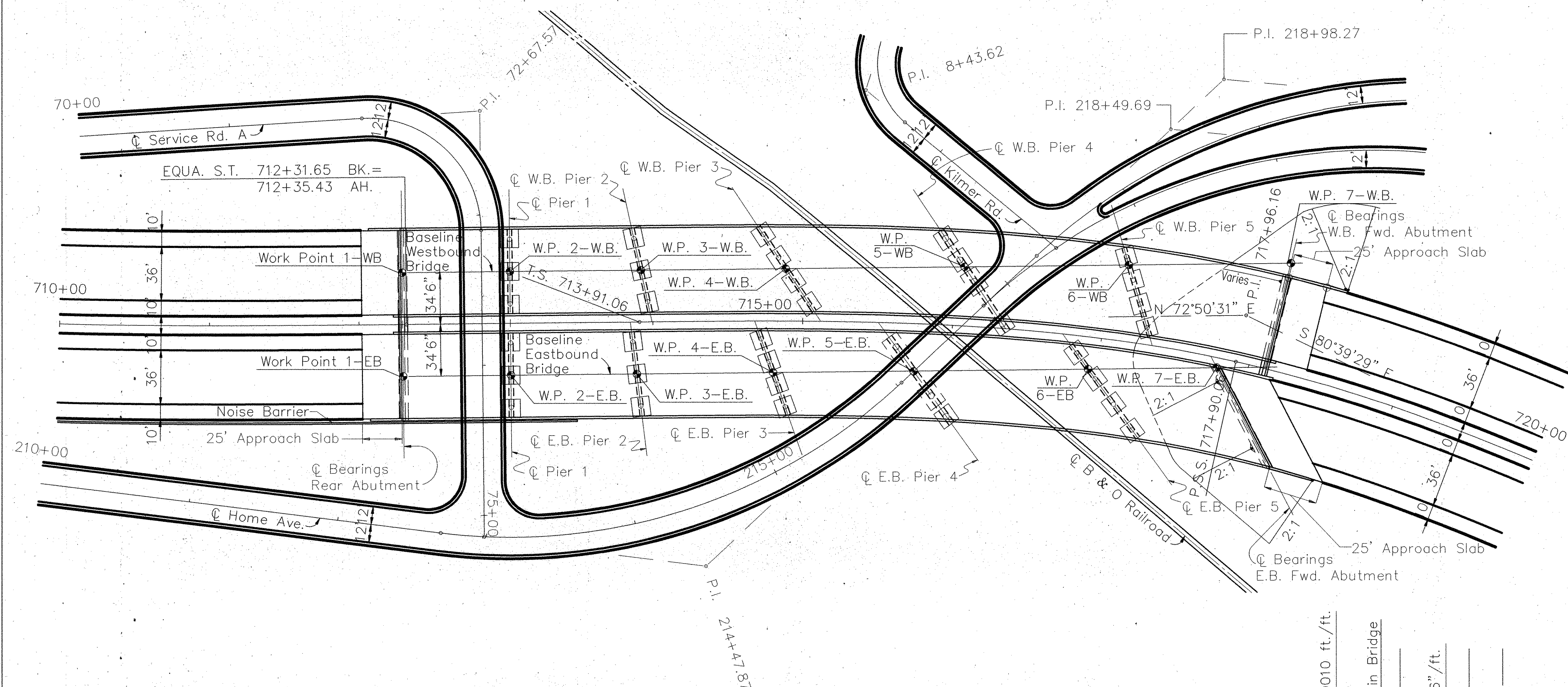
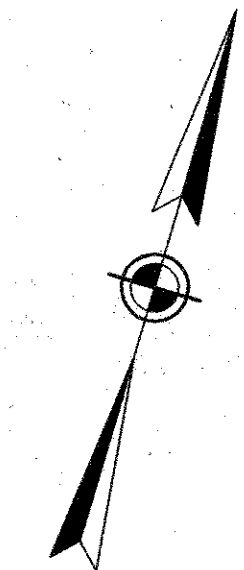
**PROFILE U.S. 35 PARKWAY**



F.H.W.A. REGION	STATE	PROJECT
5	OHIO	BRM-5405(1)

761  
922

MONTGOMERY COUNTY  
MOT-35-11.33

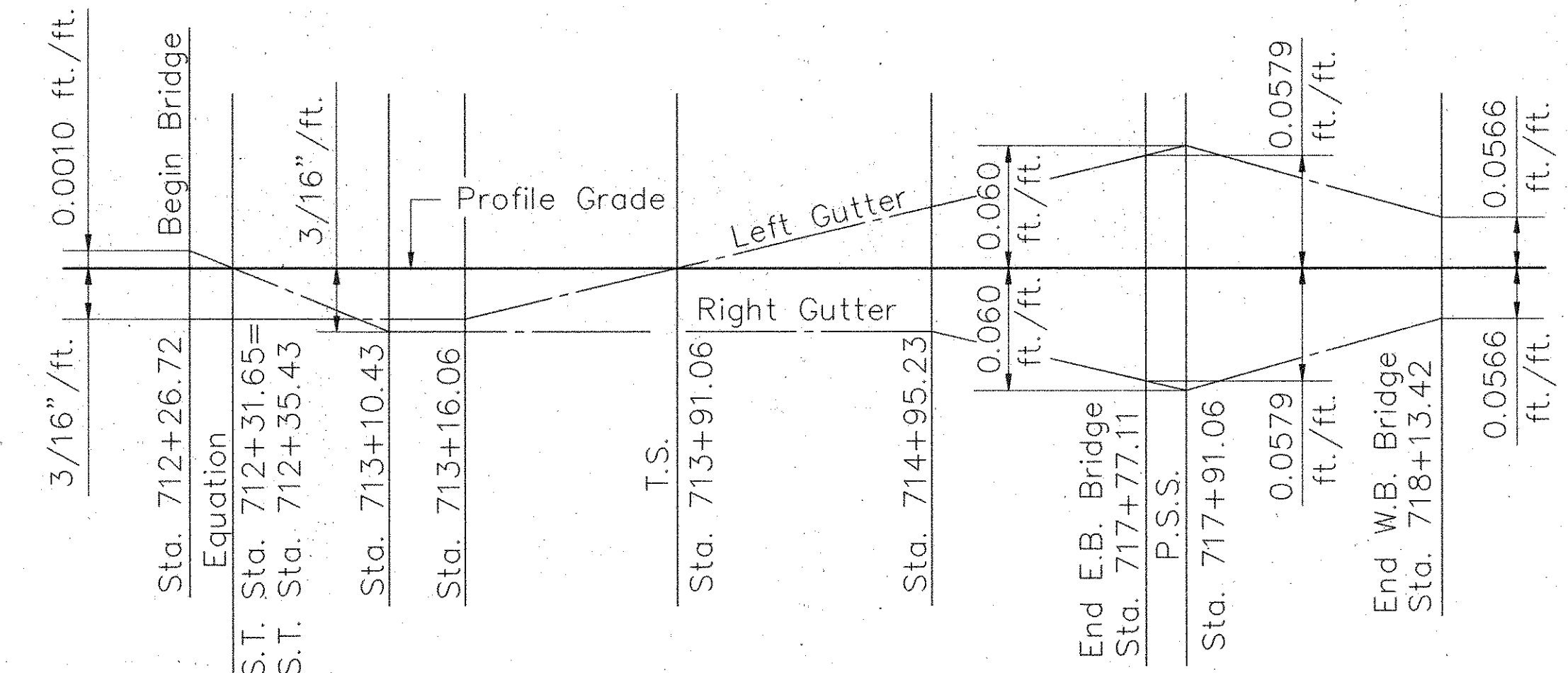


U.S. 35 Curve Data

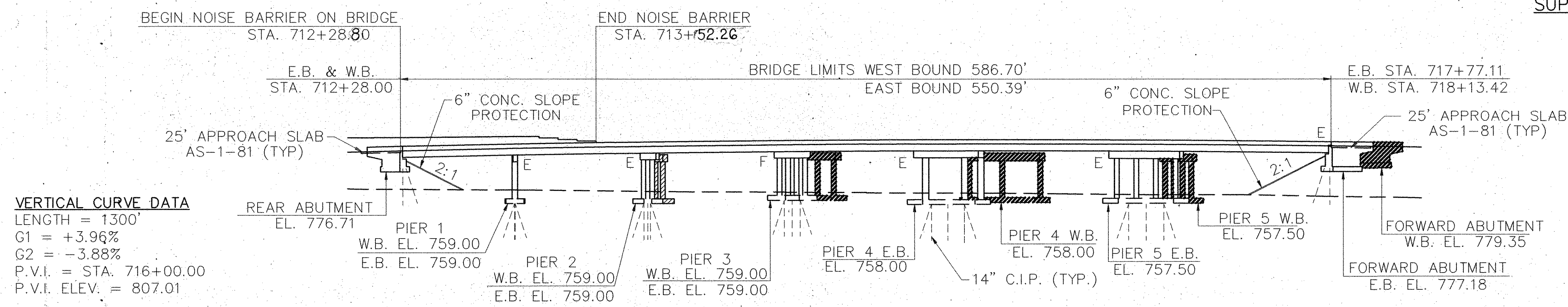
P.I. 709+28.98	P.I. 717+96.16
$\Delta = 7^{\circ}38'58''$	Lt. $\Delta = 26^{\circ}30'00''$ Rt.
C = 2'30'30"	C = 6'37'30"
Ts = 303.30'	Ts = 405.10'
Ls = 300.00'	Ls = 400.00'
Lc = 5.97'	Lc = .00'
$\theta = 3^{\circ}45'00''$	$\theta = 13^{\circ}15'00''$
L.T. = 200.04'	L.T. = 267.42'
S.T. = 100.04'	S.T. = 134.02'
R = 2291.83'	R = 864.84'
Es = 6.76'	Es = 31.56'

GENERAL PLAN

NOTE: For Noise Barrier Details See Sht. No. 28/50  
For Noise Barrier Specifications, Refer to Roadway Plans



SUPERELEVATION TRANSITION DIAGRAM



VERTICAL CURVE DATA

LENGTH = 1300'

G1 = +3.96%

G2 = -3.88%

P.V.I. = STA. 716+00.00

P.V.I. ELEV. = 807.01

ELEVATION

E = EXPANSION BEARING  
F = FIXED BEARING

REV. 6-1-93

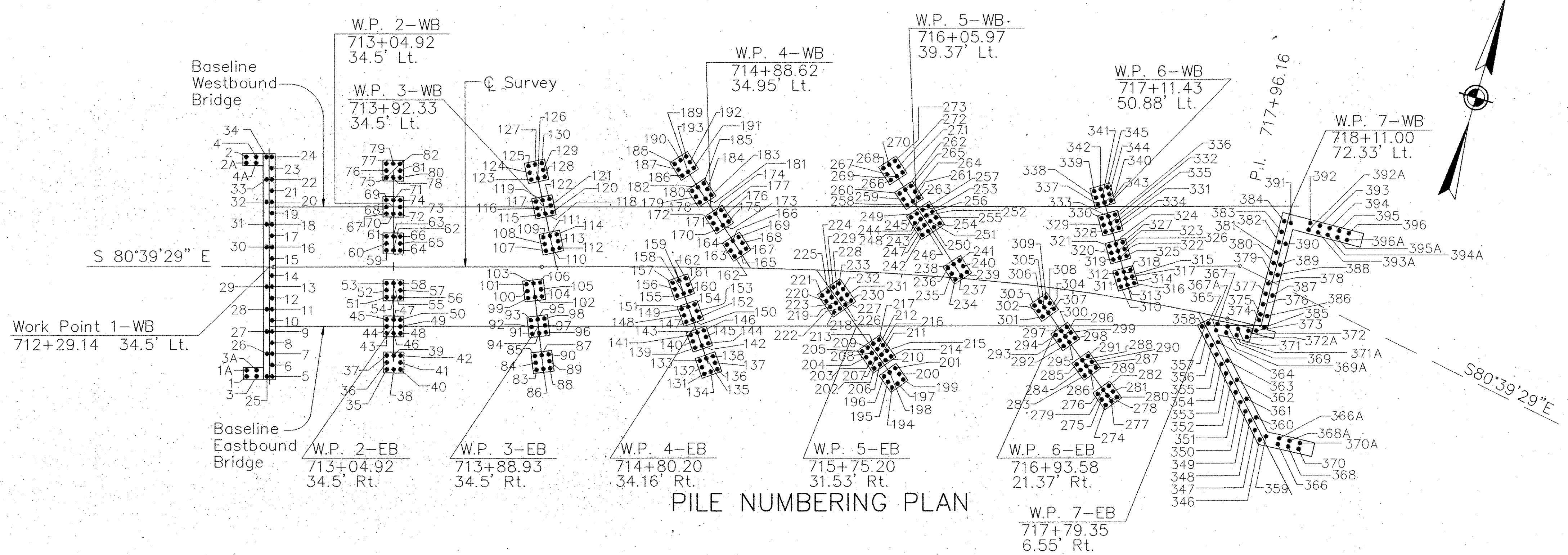
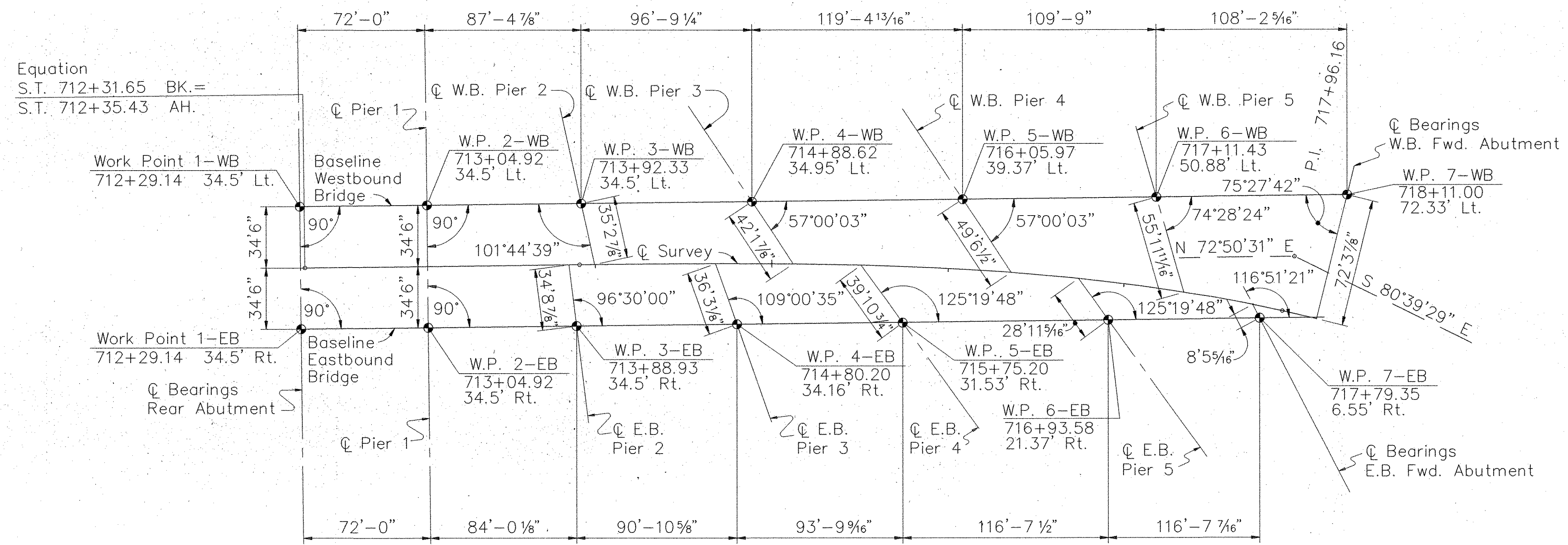
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1225

GENERAL PLAN

BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	





**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

**GEOMETRIC LAYOUT  
PILE NUMBERING PLAN**

Bridge No. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.	M.D.E.		P.W.C.	5/24/90	



# GENERAL NOTES

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO	BRM-5405(1)	

764  
922

MONTGOMERY COUNTY  
MOT-35-11.33

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS

AS-1-81 Dated 11-27-81  
SD-1-69 Dated 6-12-69  
EXJ-4-87 Dated 1-5-89

And to Supplemental Specifications:  
836 Dated 11-12-85

### DESIGN SPECIFICATIONS

This structure conforms to "Standard Specifications for Highway Bridges" adopted by the American Association of State Highway and Transportation Officials, 1989, and the Ohio "Supplement" to these specifications.

### DESIGN DATA

#### DESIGN LOADING

Design loading - HS20-44 Case II and the Alternate Military Loading.

#### DESIGN STRESSES

Concrete Class S - compressive strength 4500 p.s.i.  
Concrete Class C - compressive strength 4000 p.s.i.  
Reinforcing Steel - ASTM A615, A616, A617 -  
Grade 60 minimum  
yield strength 60,000 p.s.i.  
Structural Steel ASTM A572 - Yield Strength 50,000 p.s.i.

#### DECK PROTECTION METHOD

Epoxy coated reinforcing steel, both mats.  
2 1/2 inch cover on top mat.  
Concrete Surface Sealer on Deflector Parapets, Deck Fascia, and Gutters.

#### MONOLITHIC WEARING SURFACE

Monolithic Wearing Surface is assumed, for design purposes, to be 1 inch thick.

#### ITEM 506, STATIC LOAD TEST AS PER PLAN

The Contractor shall perform a static load test on one of the initially installed pier piles (load test 70 ton design load pile) or on a pile installed near a pier location. The installed length of the pile to be load tested shall not be more than the plan estimated pay length. The Contractor shall furnish the Director (attn.: Bureau of Bridges) a copy of a typed report describing the procedures and results of the static load test. Payment for this report is considered incidental to the cost of the static load test.

#### PROGRESSIVE GIRDER ASSEMBLY

Progressive Girder Assembly shall consist of assembling initially for each plate girder at least three contiguous shop sections. Successive assemblies shall consist of at least one section of the previous assembly (repositioned if necessary and adequately pinned to assure accurate alignment) plus two or more sections added to the advancing end. Each assembly shall not be less than 150 feet long regardless of the length of individual sections. At the option of the Fabricator, sequence of assembly may start from any location in the structure and proceed in one or both directions so long as the preceding requirements are satisfied.

Assemblies consisting of less than three shop sections shall require the approval of the Director.

#### ITEM 507, 14 INCH CAST-IN-PLACE REINFORCED CONCRETE PILES AS PER PLAN

##### PILE WALL THICKNESS

The responsibility of choosing and providing a satisfactory pile wall thickness for this project shall be borne by the Contractor except that the pile thickness shall not be less than 0.205 inch. If a pile wall thickness greater than 0.205 inch is necessary to resist the pile installation driving stress, the Contractor shall make this determination and shall furnish a pile with an acceptable wall thickness. If monotube piles are used, monotube piles shall have a minimum wall thickness of 0.16 inch.

##### PILE HAMMER

The pile hammer used to install the cast-in-place reinforced concrete piles shall have a State's Energy Rating of not less than 16,500 foot-pounds. This requirement does not relieve the Contractor from 108.5 which states that the Contractor is required to provide sufficient equipment for prosecuting the required work. Refer to "ODOT's Manual of Procedures for Structures to obtain the State's Energy Rating".

##### PILE DRIVING CONSTRAINTS

Prior to driving piles at the abutments, the spill-thru slope embankment shall be constructed up to the level of the subgrade for a minimum distance of 200 feet back of each abutment. After the embankment is completed within the above required limits, the excavation for the abutment footings can be made and then the piles can be driven.

#### ITEM 518, POROUS BACKFILL WITH FILTER FABRIC

To ensure that fine soils particles included within the embankment material to be placed behind the rear and forward abutment do not migrate into and through the voids of the porous backfill material located behind the rear and forward abutment, filter fabric 712.09 Type A, shall be placed between the 518 porous backfill material and the 203 embankment material to the limits as shown in the plans. The cost of the filter fabric will be paid for as an incidental item that is included in the unit price bid per cubic yard for item 518 porous backfill, w/ filter fabric, which shall include all labor, materials, equipment and incidentals necessary to complete this work.

##### PILE DESIGN LOADS

The design load for the substructure units is 70 tons per pile.

#### ITEM SPECIAL, SEALING OF CONCRETE SURFACES

A concrete sealer shall be applied to the concrete surfaces designated on Sht. 26/50. See the proposal for surface preparation requirements, application rates, materials requirements, and application procedures. Abutment seats and ends of pier caps shall be sealed prior to erection of structural steel.

#### ITEM 511, CLASS S CONCRETE-STRUCTURE USING SHRINKAGE COMPENSATING CEMENT, 701.08 as per plan:

The cement in the class S superstructure concrete shall be shrinkage compensating cement, 701.08. The following restrictions shall apply to the superstructure concrete.

- Cement shall be Expansive Hydraulic Cement, ASTM C845, Type K.
- The maximum water/cement ratio given for class S concrete in 499.03, shall be revised from 0.44 to 0.50.
- Maximum slump at the time and place of concrete placement shall be 6".
- Chemical admixtures, when required by 511.06, shall be limited to 705.12, Type D.
- Maximum ambient temperature at the time of placement of concrete shall be 80 degrees F.
- Membrane curing per SS836 will not be permitted. Concrete shall be cured by Method (a) Water Curing.
- If required by the engineer, the surface of the concrete shall be given a fog spray of water. This may be required prior to water curing if weather conditions dictate.
- Due to the high water demand for this mix, a cement company representative shall be on hand during the mixing and placing operation of the first pour if the Redi-Mix producer has not had previous experience with Type K cement. Redi-mix producers who have previous experience shall have on hand a person who has been factory trained in the use of Type K Cement.

#### CONSTRUCTION PROCEDURE, ABUTMENT BACKWALL

See notes on Std. Dwg. EXJ-4-87, Sheet 5 of 5.

#### ERECTION BOLTS

Hole diameter in the crossframes and girder stiffeners shall be respectively 1/16" and 1/4" larger than the diameter of the erection bolts. Unless replaced by permanent high strength bolts, erection bolts shall remain in place. Lock Washers shall be furnished for other than Fully Torqued High Strength Erection Bolts. Bolts shall be furnished as part of 513. In lieu of erection bolts and at the option of the Contractor, alternative means of temporary bracing may be used subject to the approval of the Director. (501.06).

#### WELDED ATTACHMENT OF SUPPORTS

Welded attachments of supports for concrete deck finishing machine may be made to areas of the fascia stringer flanges designated "Compression". Attachments shall not be made to areas designated "Tension". Fillet welds to compression flanges shall not be closer than 1" from edge of flange, be not more than 2" long, and be not smaller than the minimum size required by AWS.

#### STRIP SEAL GLAND

Strip seal gland shall be 5" as specified in the table on sheet 4 of 5 on Std. Dwg. EXJ-4-87. Set abutment expansion joint width per dimension "A" in the table shown on Sht. 43/50.

#### ABUTMENT EXPANSION JOINT

Set abutment expansion joint width per dimension "A" table shown on Sht. 43/50.

#### FIELD PAINTING OF NEW STEEL, SYSTEM IZEU

Field painting of new steel, System IZEU. The top coat shall meet the requirements of 708.18 except that the color shall be ocean green. Contractor to provide color sample for approval. Field painting of scuppers, portions of expansion joints, and bearing devices are also included in this item.

#### MAINTAINING TRAFFIC

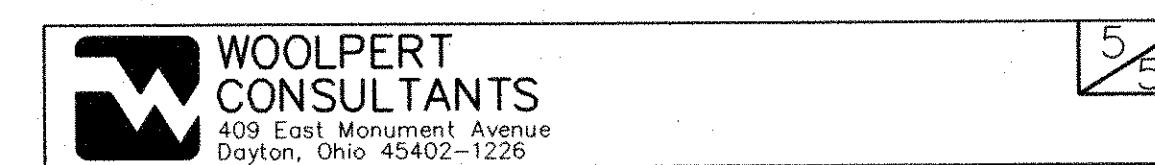
Pedestrian and two-way vehicular traffic (one lane each way) with a min. width of 36'-0" and a vertical clearance of 13'-8" shall be maintained on Home Ave. at all times, except for limited time periods (30 mins.) when erecting structural steel on the span over Home Ave. Contractor shall protect vehicles and pedestrians at all times by methods approved by the director. See roadway plans for all the times and methods of lane closures.

#### EMBANKMENT

The approach embankment behind the abutment shall be constructed up to the level of the subgrade elevation for a minimum distance of 250 feet back of the abutment. The excavation for the abutment footing and the installation of the abutment piles shall not begin until after the required embankment has been constructed.

Embankment above bridge seats shall not be placed until after Superstructure concrete in the span adjacent to the abutment has been placed. See construction procedure on Sht. 5 of Std. Dwg. EXJ-4-87.

Payment for backfill and new embankment 503.10 required in excess 503, 518, and 203 quantities shall be included in the price bid for Item 203 Embankment



## GENERAL NOTES

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

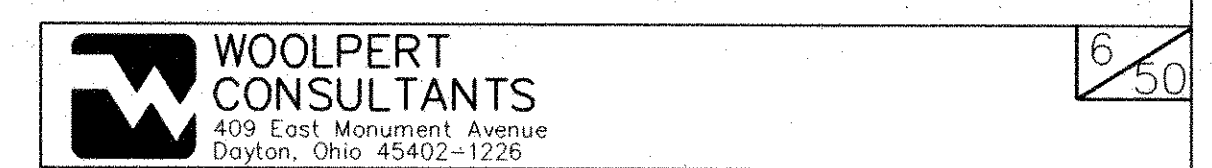
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	J.E.B.		M.D.E.	P.W.G.	5/24/90	



ESTIMATED QUANTITIES										
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	W.B. SUPER	E.B. SUPER	REAR ABUT.	FORW. ABUT.	W.B. PIERS	E.B. PIERS
506	11101	LUMP		Static Load Test, As per plan (See Note Sheet 764)						
503	21100	1317	C.Y.	Unclassified Excavation					664	653
505	11100	LUMP		Pile Driving Equipment Mobilization			L.S.	L.S.	L.S.	L.S.
507	42201	12,390	L.F.	14" Cast-In-Place Reinforced, Concrete Piles, as per plan. (See Note Sheet 764)			1,110	1,920	4,680	4,680
509	15400	255,153	LB.	Reinforcing Steel, Grade 60			10,128	18,758	113,606	112,661
509	15800	723,038	LB.	Epoxy Coated Reinforcing Steel, Grade 60	353,497	342,680	12,929	13,932		
511	46500	1077	C.Y.	Class C Concrete, Footing			120	260	351	346
511	44100	570	C.Y.	Class C Concrete, Abutment, Not Including Footing			157	413		
511	41000	844	C.Y.	Class C Concrete, Pier Above Footings					426	408
511	31511	2414	C.Y.	Class S Concrete, Superstructure, As Per Plan	1,233	1,181				
511	33404	2414	C.Y.	Class S Concrete, Superstructure, using Shrinkage Compensating cement	1,233	1,181				
512	33300	47	S.Y.	Type A Waterproofing			22	25		
513	12400	1,982,806	LB.	Structural Steel A572-50 AISC Category III	1,006,772	976,034				
513	20000	17,271	EA.	Welded Stud Shear Connectors	8,823	8,448				
SPECIAL	51400600	LUMP		Field Painting New Structural Steel, System IZEU* (Sheet 764)						
516	11210	251	L.F.	Structural Expansion Joint Incl. Elastomeric Strip Seal	116	135				
516	44400	12	EA.	Laminated Elastomeric Bearing with Internal Laminates and Load plate (neoprene) 5 7/8" x 10 1/2" x 18" with 1 1/2" x 11 1/2" x 19" Beveled Steel Load plate			6	6		
516	44100	24	EA.	Laminated Elastomeric Bearing with Internal laminates and Load plate (neoprene) 2 1/2" x 20" x 18" with 2" x 21" x 19" Beveled Steel Load plate					12	12
516	44200	12	EA.	Laminated Elastomeric Bearing with Internal laminates and Load plate (neoprene) 3 4/8" x 24" x 18" with 2" x 25" x 19" Beveled Steel Load plate					6	6
516	44100	12	EA.	Laminated Elastomeric Bearing with Internal laminates and Load plate (neoprene) 2 5/8" x 24" x 18" with 2" x 25" x 24" Beveled Steel Load plate					6	6
516	44100	12	EA.	Laminated Elastomeric Bearing with Internal laminates and Load plate (neoprene) 2 3/8" x 22" x 18" with 2" x 25" x 19" Beveled Steel Load plate					6	6
516	44400	12	EA.	Laminated Elastomeric Bearing with internal laminates and Load plate (neoprene) 5 7/8" x 14" x 18" with 2" x 15" x 19" Beveled Steel Load plate			6	6		
516	13600	22	S.F.	1" Preformed Expansion Joint Filler			11	11		
516	30500	26.5	L.F.	PVC Waterstop			13	13.5		
518	21200	533	C.Y.	Porous Backfill, with Filter Fabric			147	386		
518	41100	243	L.F.	6" Perforated Helical Corrugated Steel Pipe, 707.01			122	121		
518	41200	134	L.F.	6" Non-Perforated, Helical Corrugated Steel Pipe, Including Specials, 707.01			43	91		
518	12301	32	EA.	Scupper Including Supports, as per plan (See Details Sht. 787)	16	16				
523	11100	12	Hour	Dynamic Load Test			3	3	3	3
Special	51267500	5642	S.Y.	Sealing of Concrete Surfaces (See Proposal Note)	2591	2568	148	220	56	59
Special	51267502	100	S.Y.	Sealing of Concrete Surfaces, (Epoxy) (See Proposal Note)			48	52		
Special	60610000	1203	S.F.	Noise Barrier, 10 ft. ht. and under		1203				
511	33410	LUMP		* Class S Concrete, Using Shrinkage Compensating Cement, for Fire Placement Testing	L.S.	L.S.				

\* See Proposal Note

These two items shall constitute one alternate bid to class S Concrete, superstructure, as per plan



ESTIMATED QUANTITIES

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



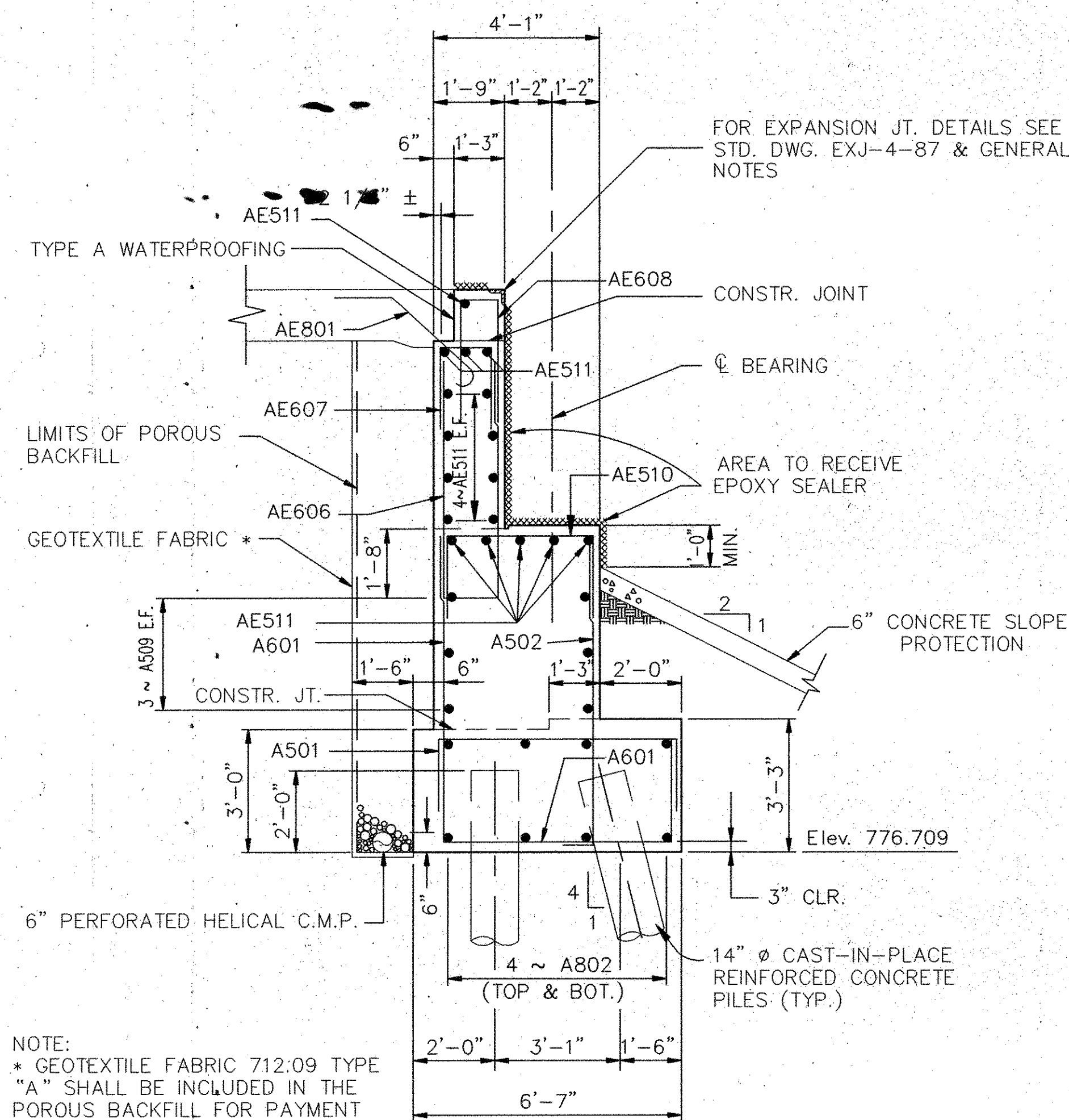




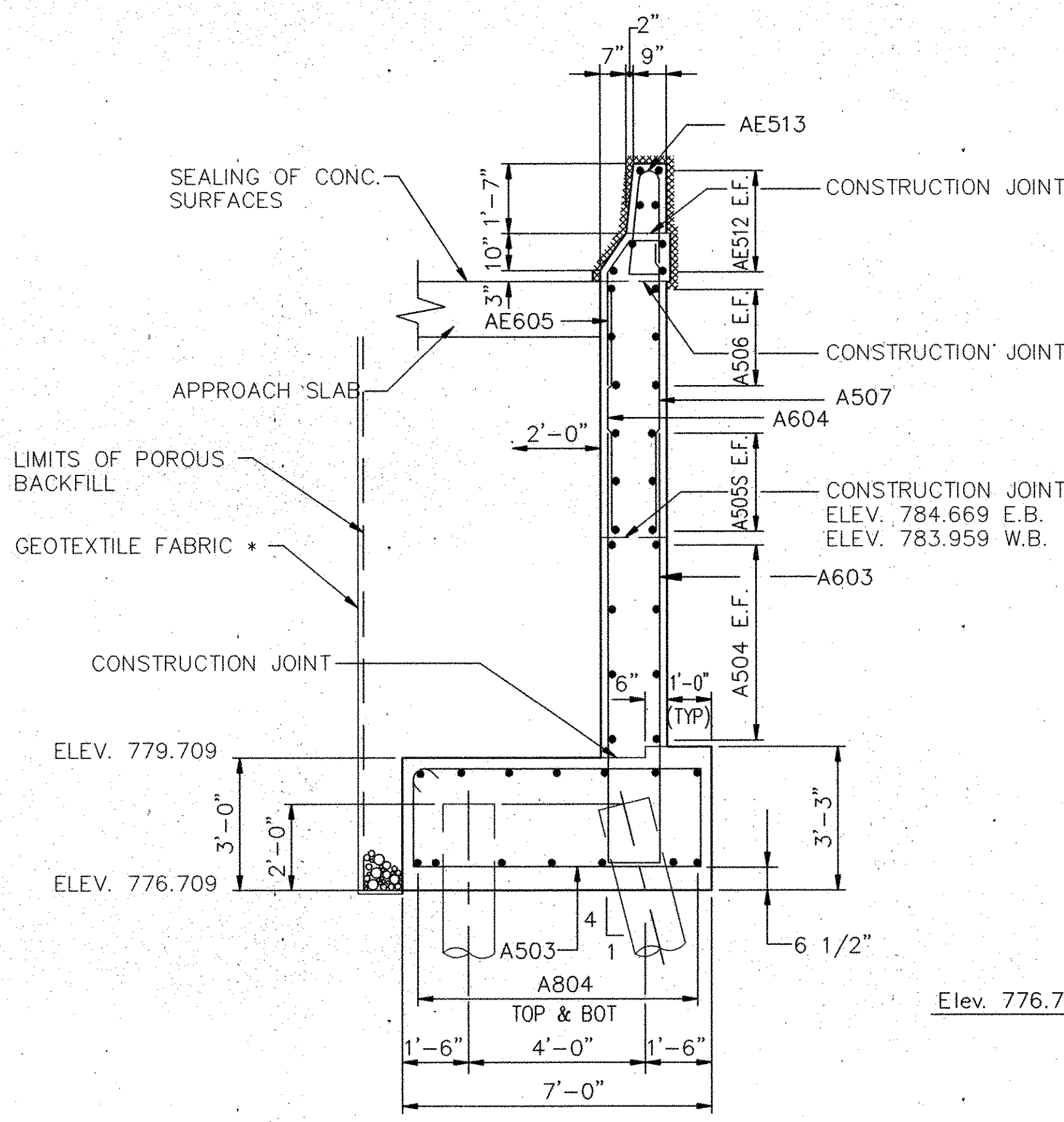
F.H.W.A. REGION	STATE	PROJECT
5	OHIO	BRM-5405(1)

767  
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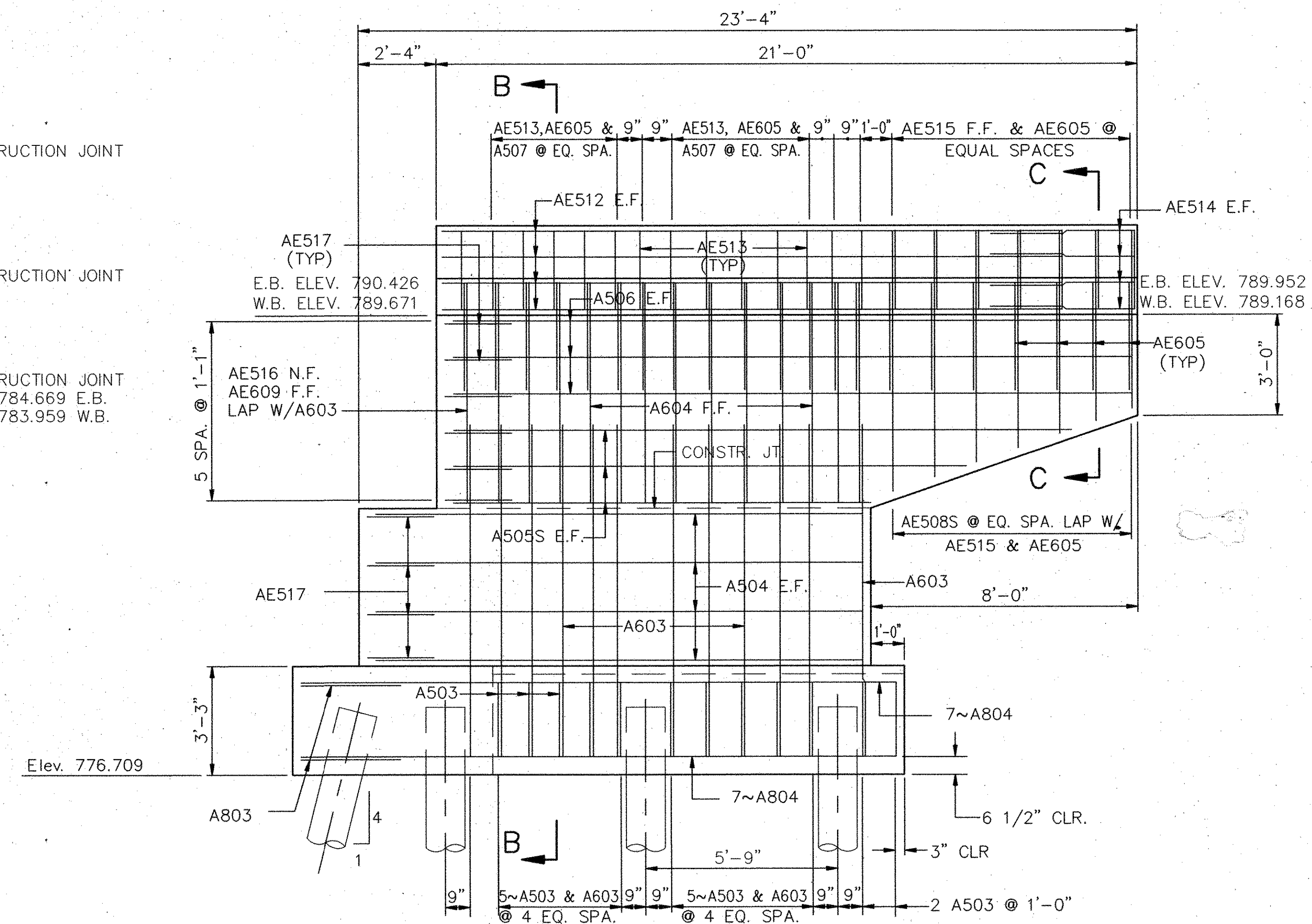
MONTGOMERY COUNTY  
MOT-35-11.33



SECTION A-A



SECTION B-B



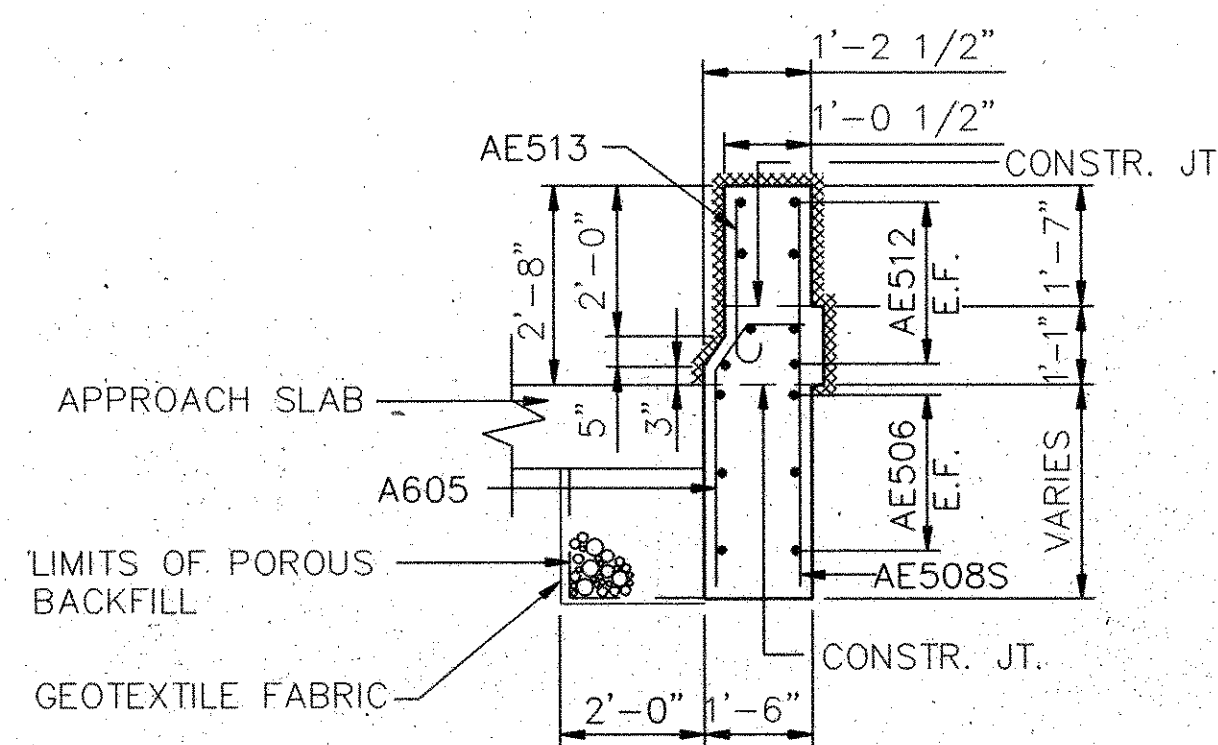
WINGWALL "A" ELEVATION

NOTE:  
\* GEOTEXTILE FABRIC 712:09 TYPE "A" SHALL BE INCLUDED IN THE POROUS BACKFILL FOR PAYMENT

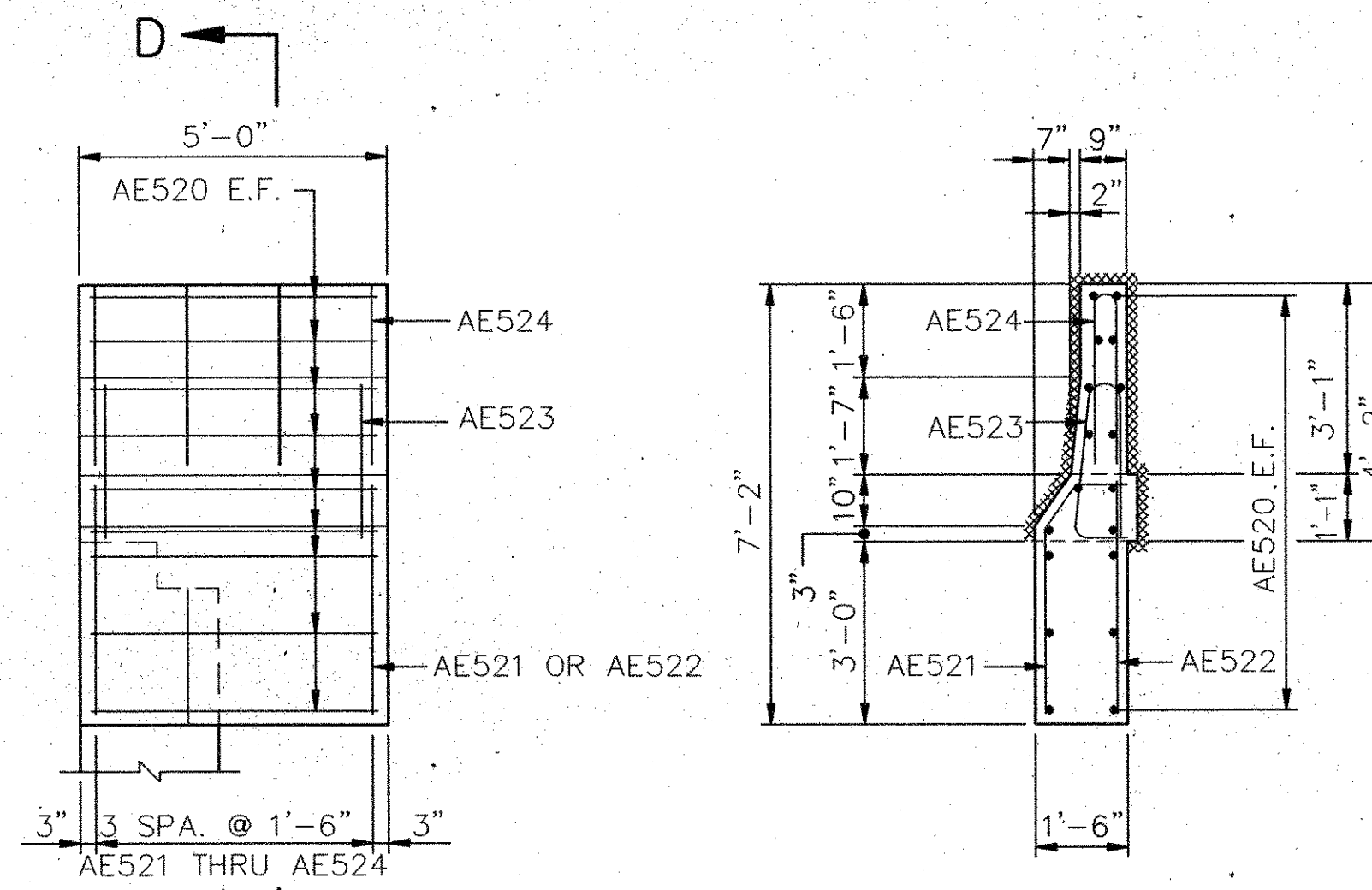
Indicates Areas to be Sealed.

NOTES

- FOR REAR ABUTMENT DETAILS SEE SHEET 7/50
- FOR CONSTRUCTION & EXPANSION JOINT DETAILS SEE SHEET 28/50



SECTION C-C



SECTION D-D

ELEVATION

WINGWALL "B" DETAILS

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409 East Monument Avenue  
Dayton, Ohio 45402-1226

REAR ABUTMENT

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	L.A.S.		M.D.E.	P.W.G.	5/24/90	

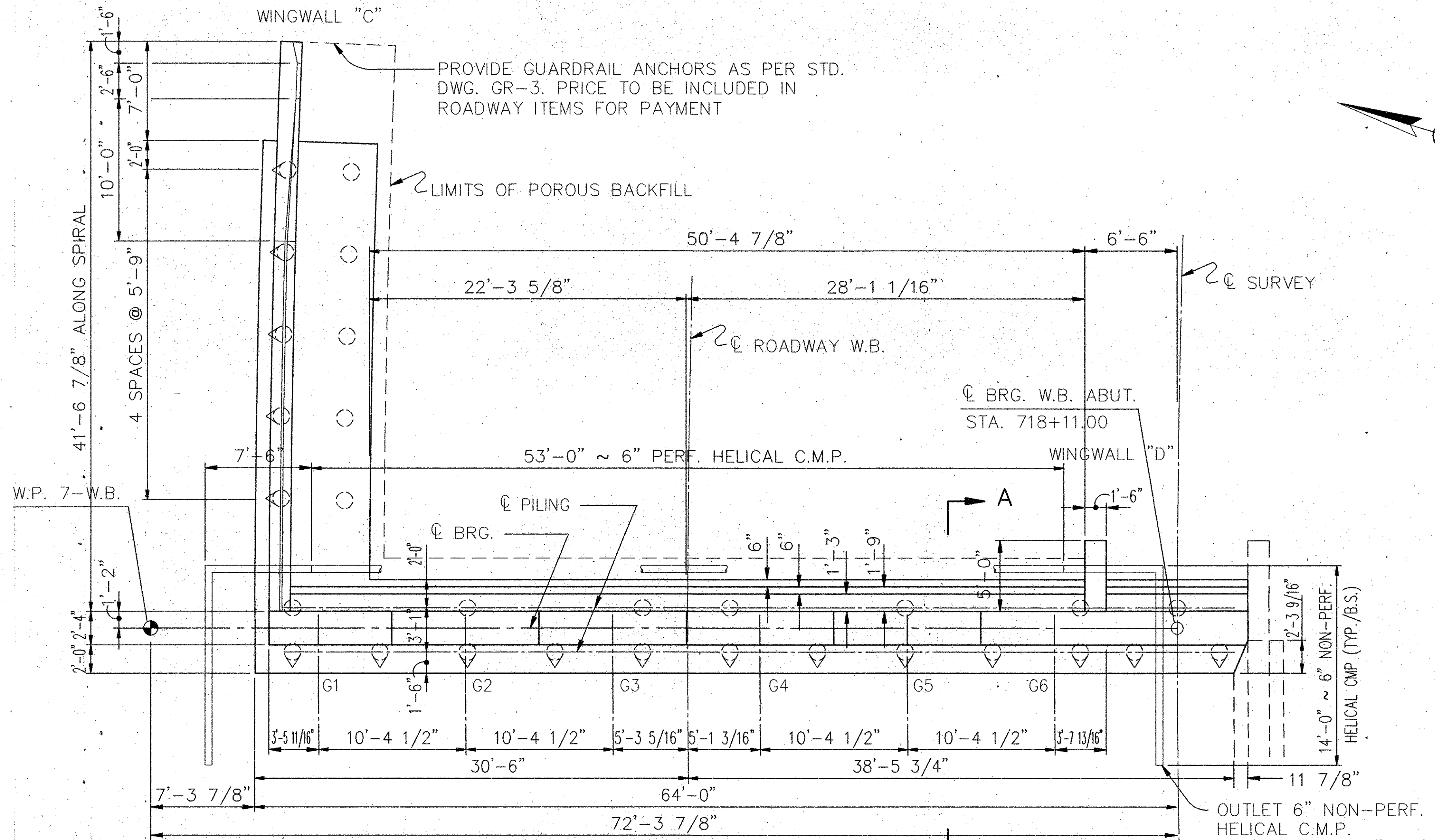
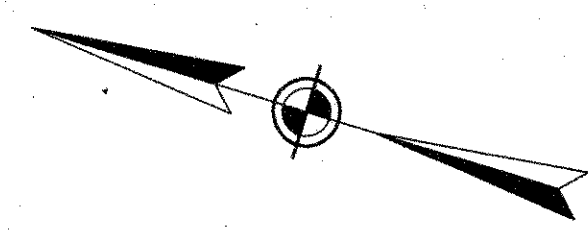
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5/23/90



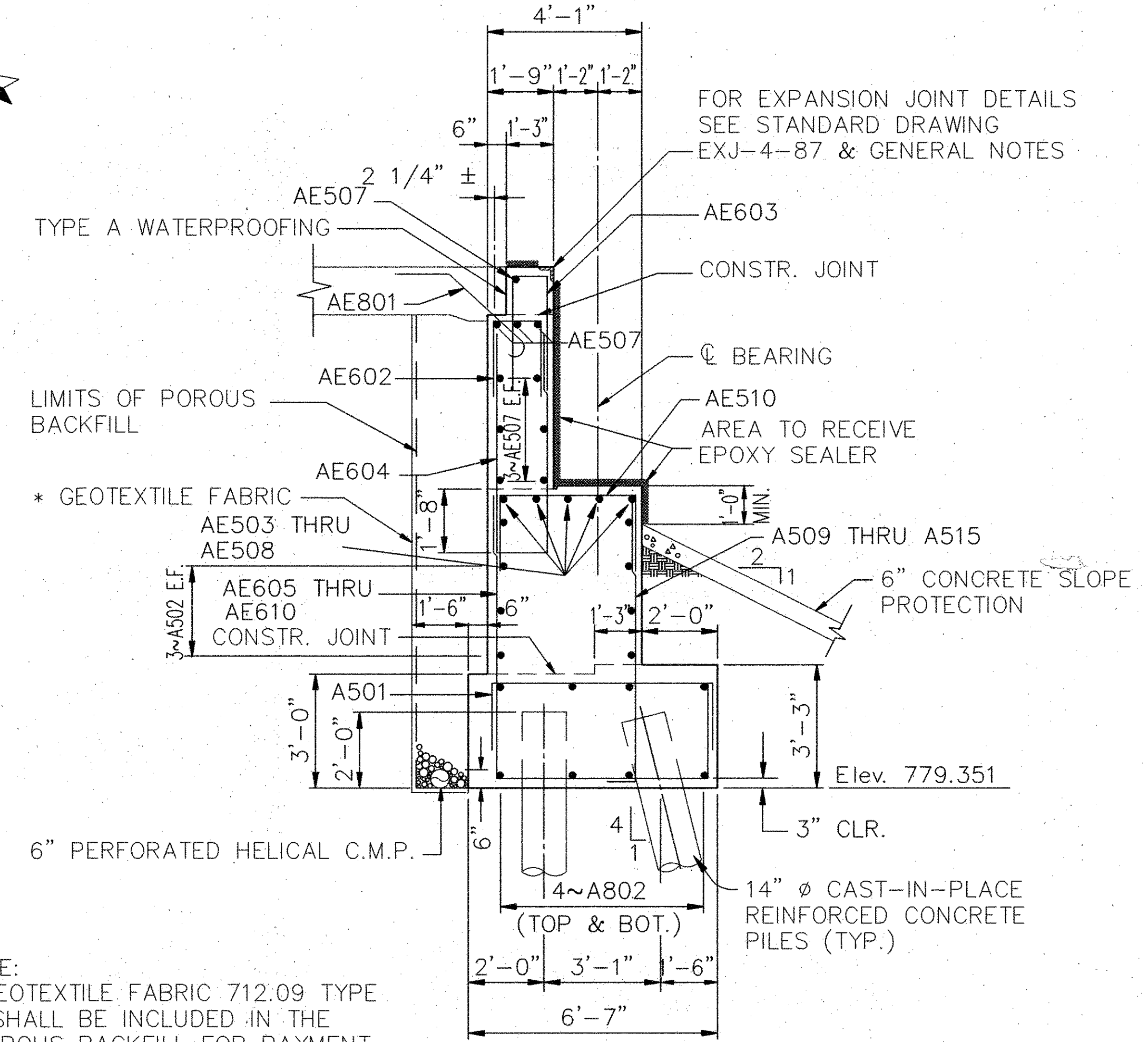
F.H.W.A. REGION	STATE	PROJECT
5	OHIO	BRM-5405(1)

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MONTGOMERY COUNTY  
MOT-35-11.33



PLAN

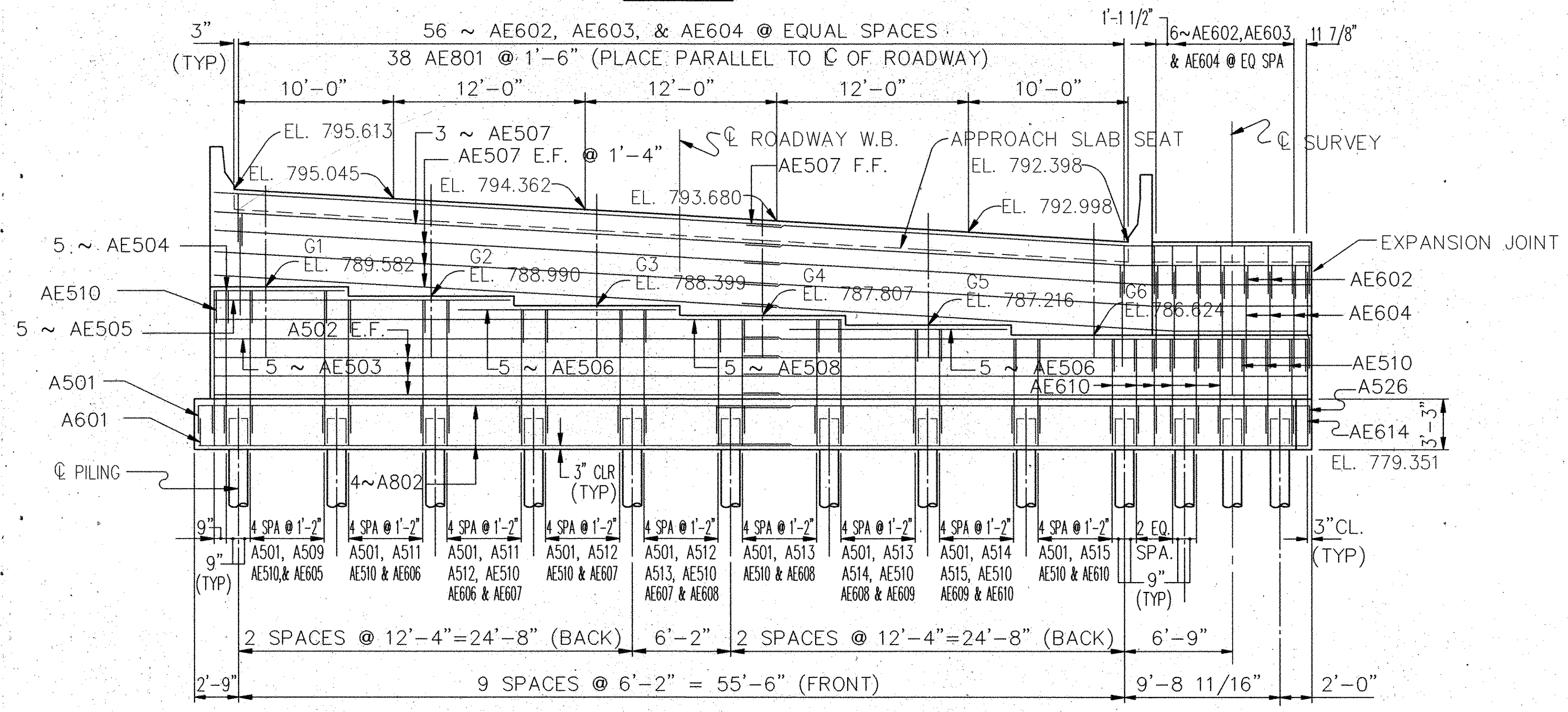


SECTION A-A

NOTE:  
\* GEOTEXTILE FABRIC 712.09 TYPE A, SHALL BE INCLUDED IN THE POROUS BACKFILL FOR PAYMENT

NOTES

- FOR ABUTMENT NOTES SEE SHEET 7/50
- FOR WINGWALL "C" DETAILS SEE SHEET 10/50
- FOR WINGWALL "D" DETAILS SEE SHEET 13/50
- BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD 13/64" TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS
- FOR CONSTRUCTION & EXPANSION JOINT DETAILS SEE SHEET 28/50



ELEVATION

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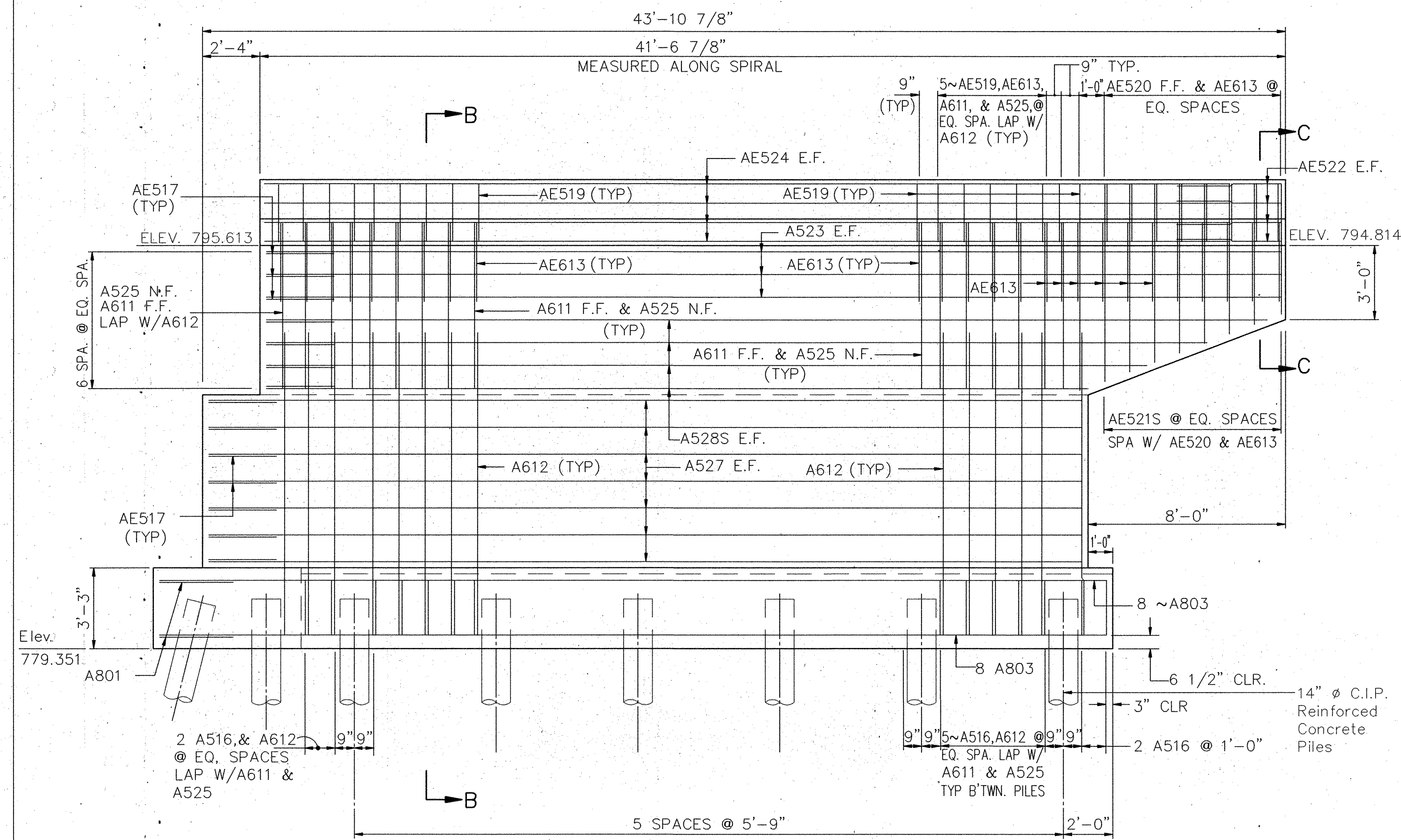
FORWARD ABUTMENT W.B.

BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

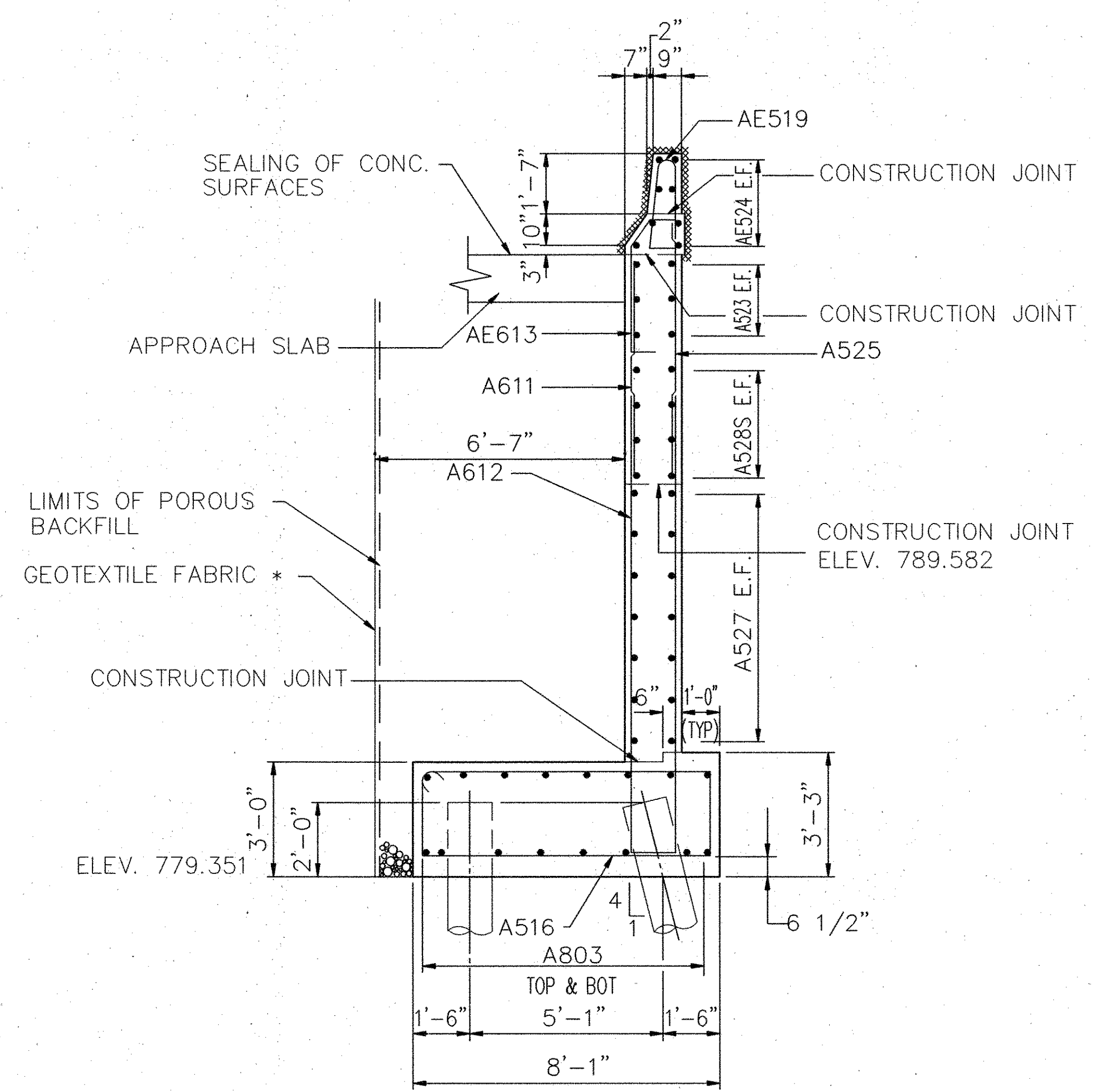
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P.A.M.	L.A.S. JAK		M.D.E.	P.W.G.	5/24/90	

F-ABUT-WDB  
5/23/90

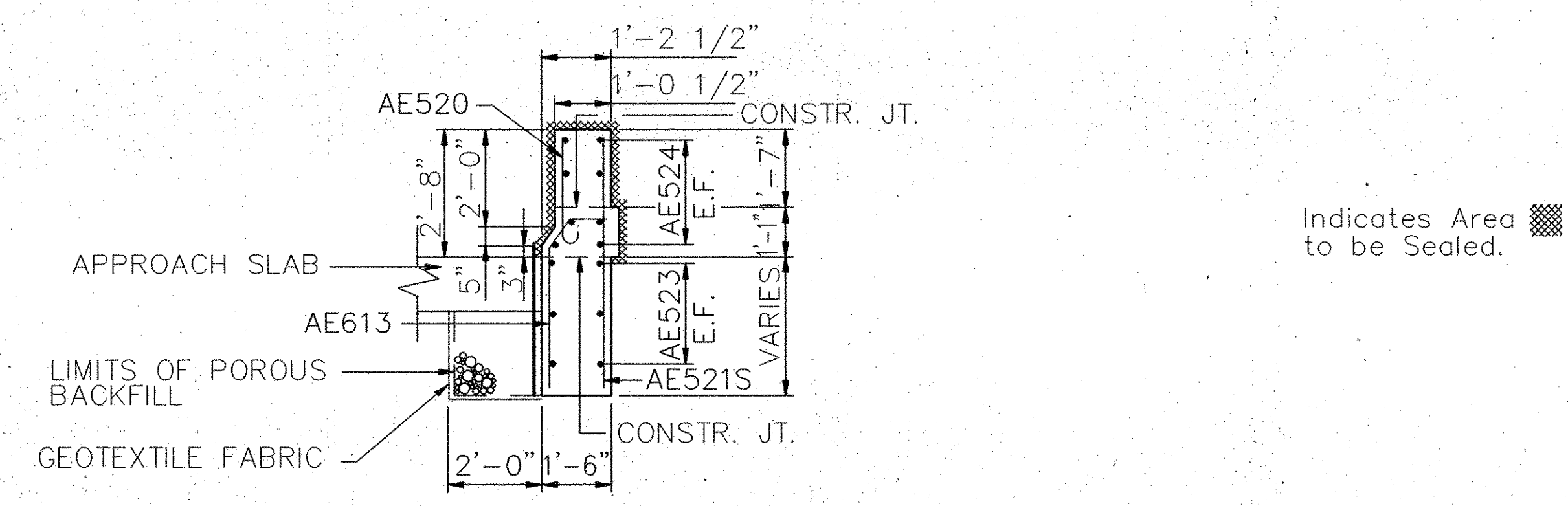




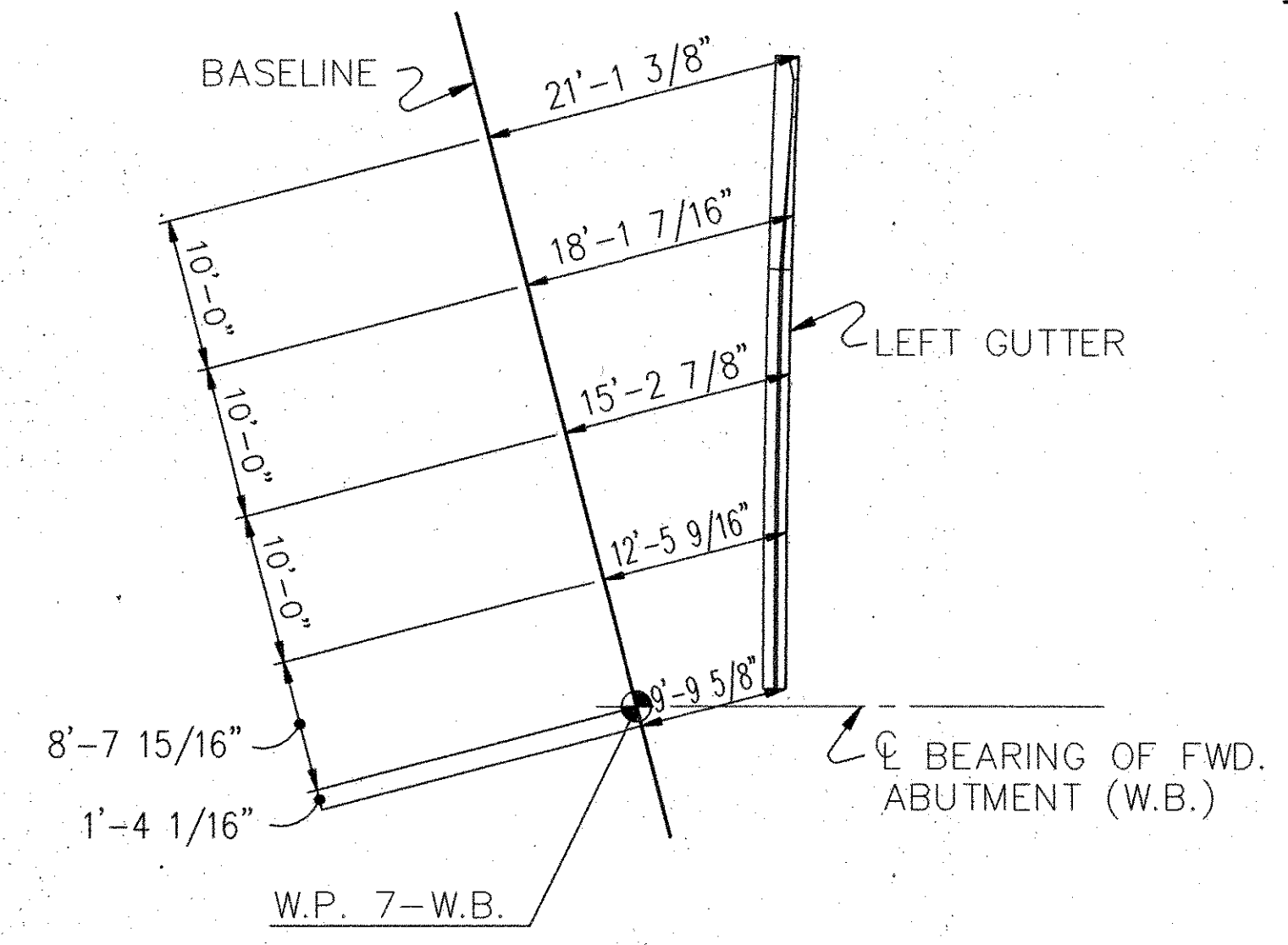
WINGWALL "C" ELEVATION



SECTION B-B



SECTION C-C



WINGWALL LAYOUT DIAGRAM

NOTES

- FOR FORWARD W.B. ABUTMENT SEE SHEET 9/50
- FOR CONSTRUCTION & EXPANSION JOINT DETAILS SEE SHEET 28/50

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409 East Monument Avenue  
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FORWARD ABUTMENT W.B.

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

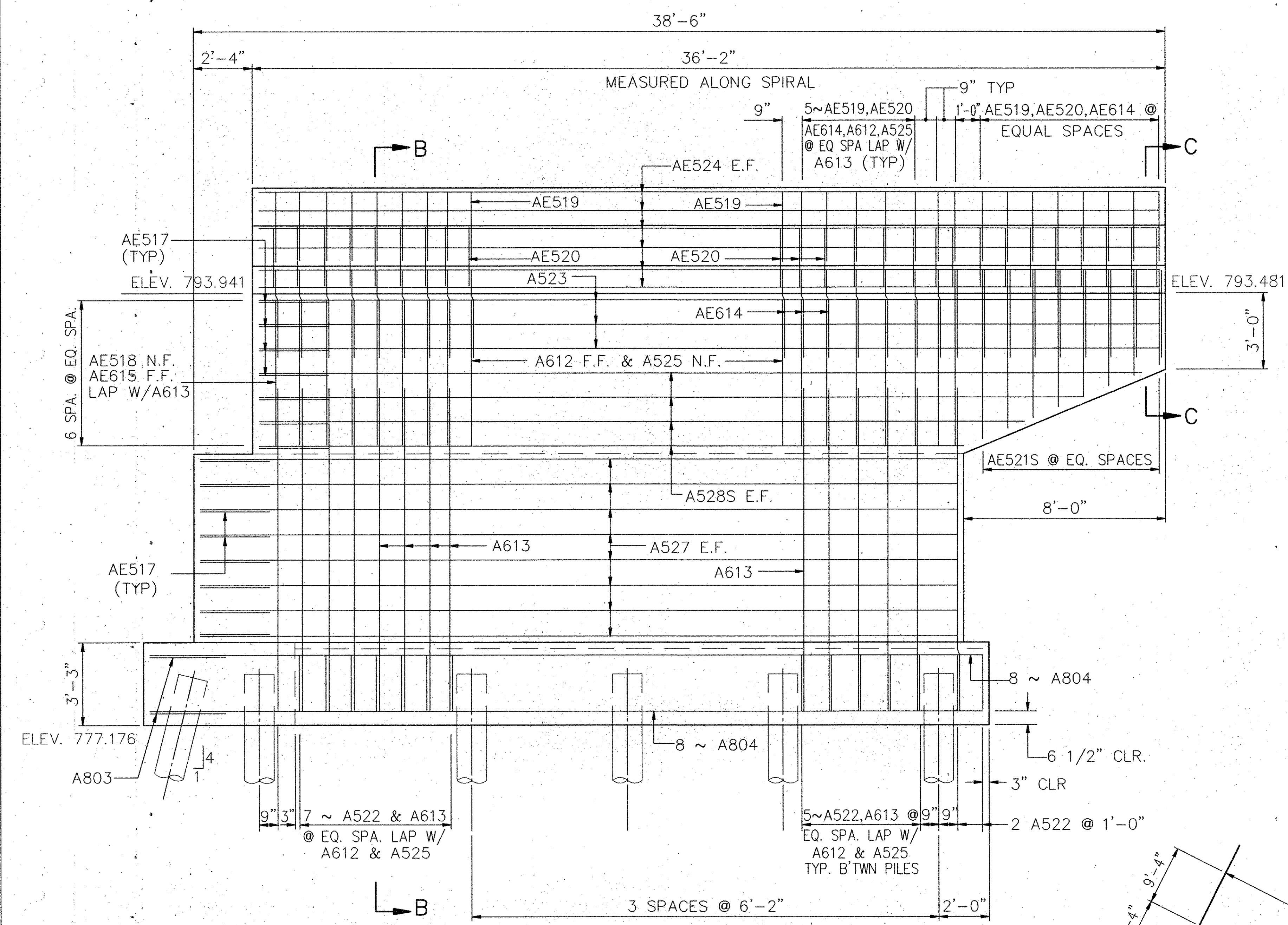
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P.A.M.	L.A.S.		M.D.E.	P.W.G.	5/24/90	



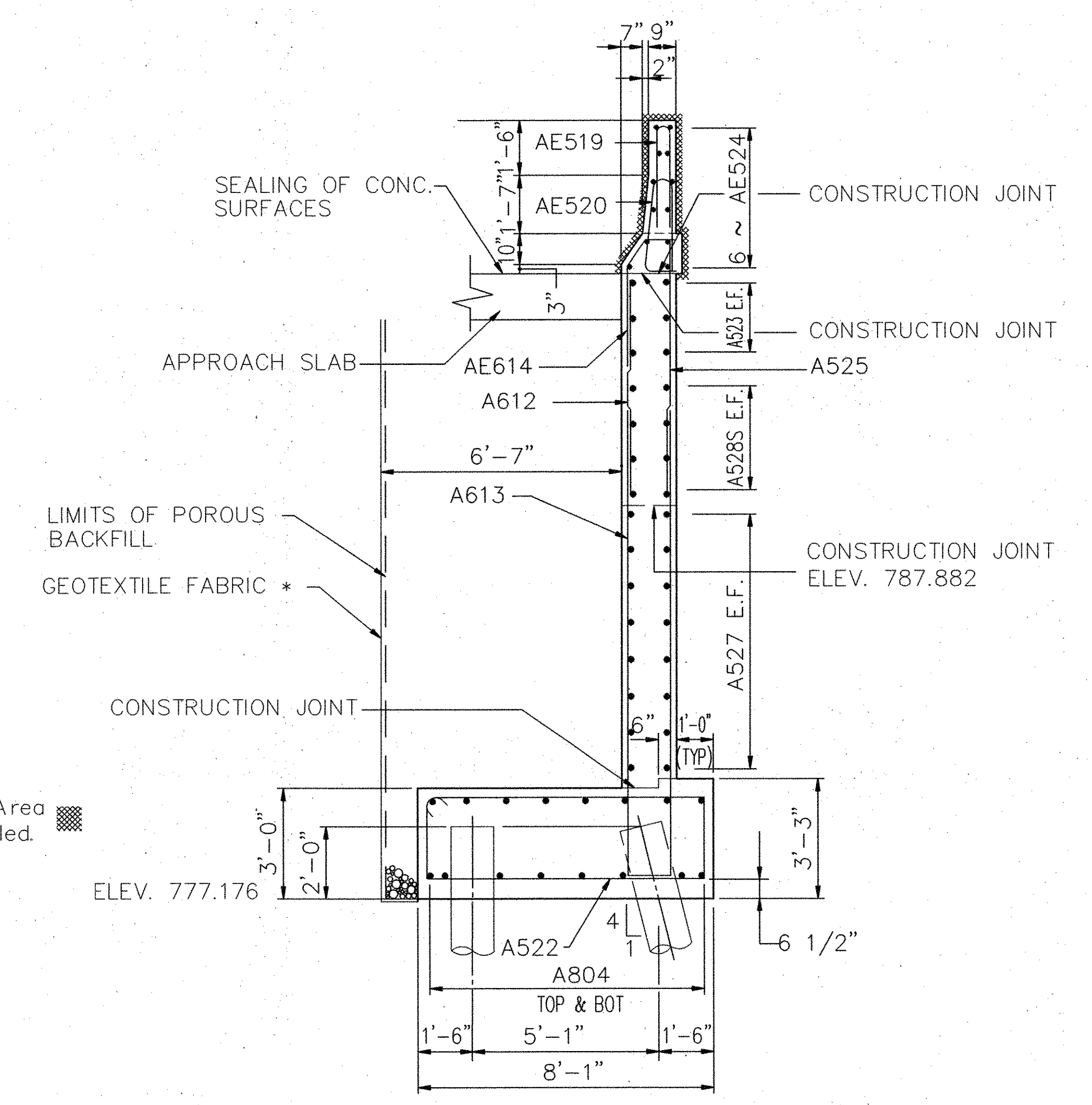




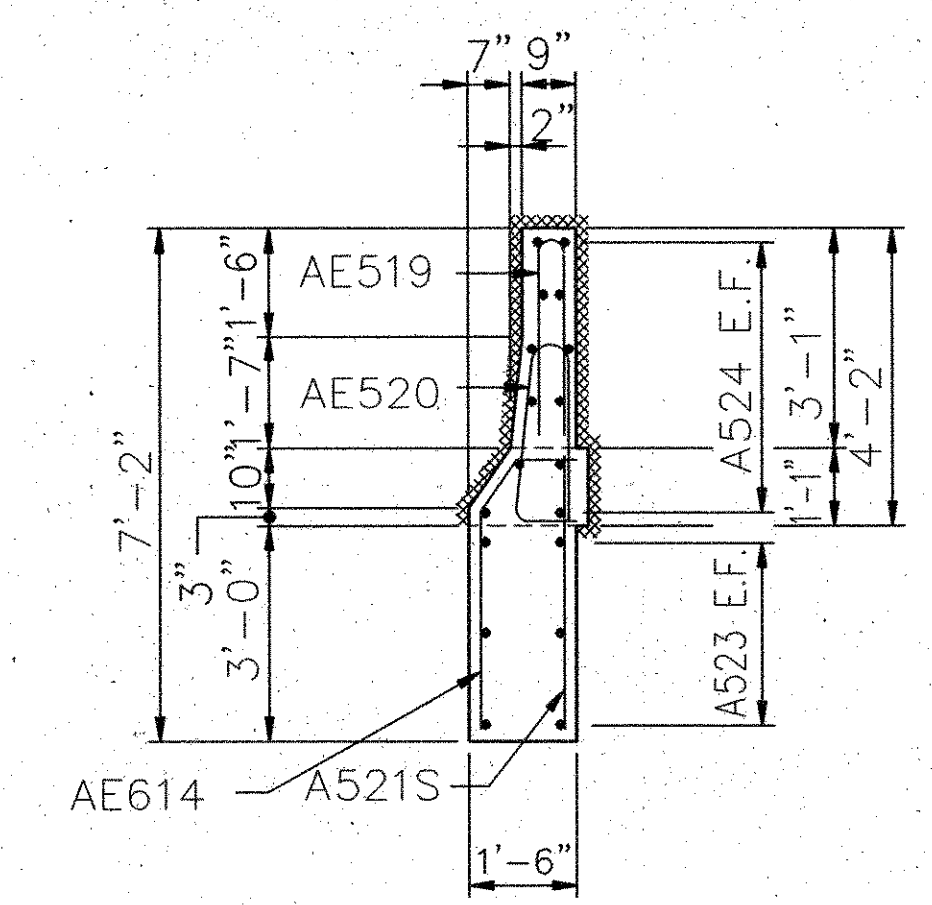
MONTGOMERY COUNTY  
MOT-35-11.33



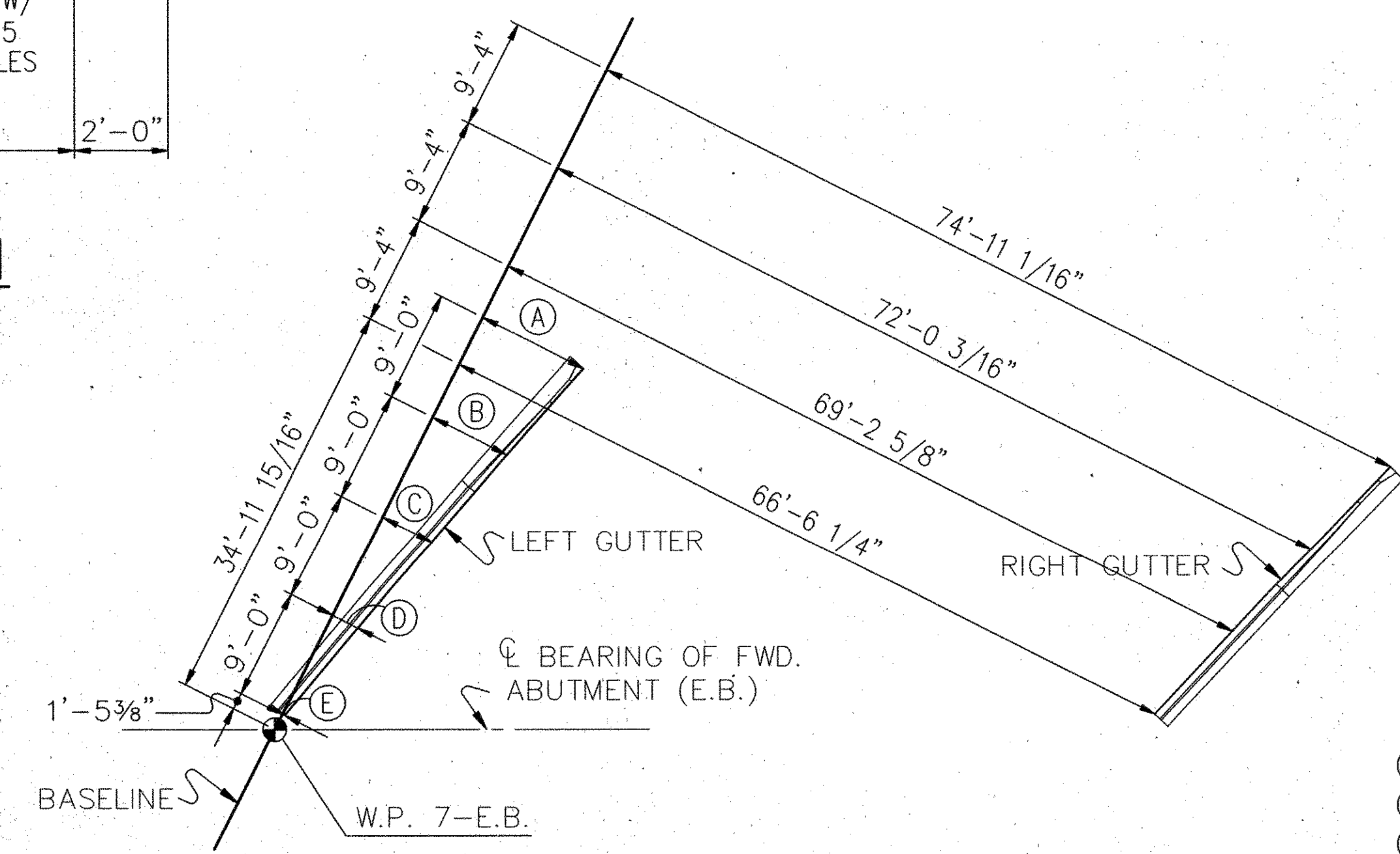
WINGWALL "E" ELEVATION



SECTION B-B



SECTION C-C



WINGWALL LAYOUT DIAGRAM

- (A) 9'-1 3/8"
- (B) 6'-9 1/16"
- (C) 4'-5 15/16"
- (D) 2'-4"
- (E) 0'-3 5/16"

NOTES

- FOR FORWARD E.B. ABUTMENT SEE SHEET 11/50
- FOR CONSTRUCTION & EXPANSION JOINT DETAILS SEE SHEET 28/50
- FOR WINGWALL "F" SEE SHEET 13/50

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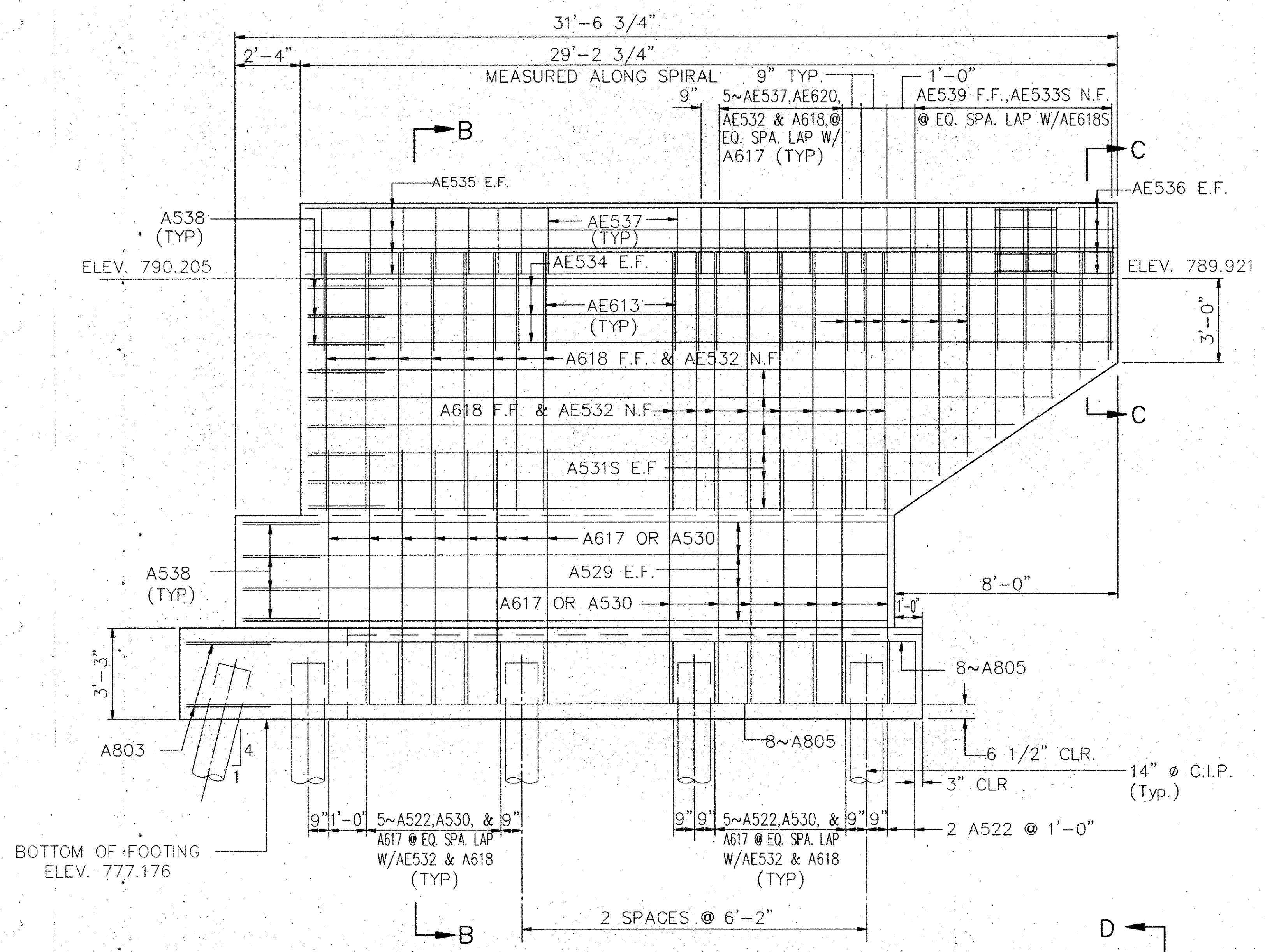
FORWARD ABUTMENT E.B.

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

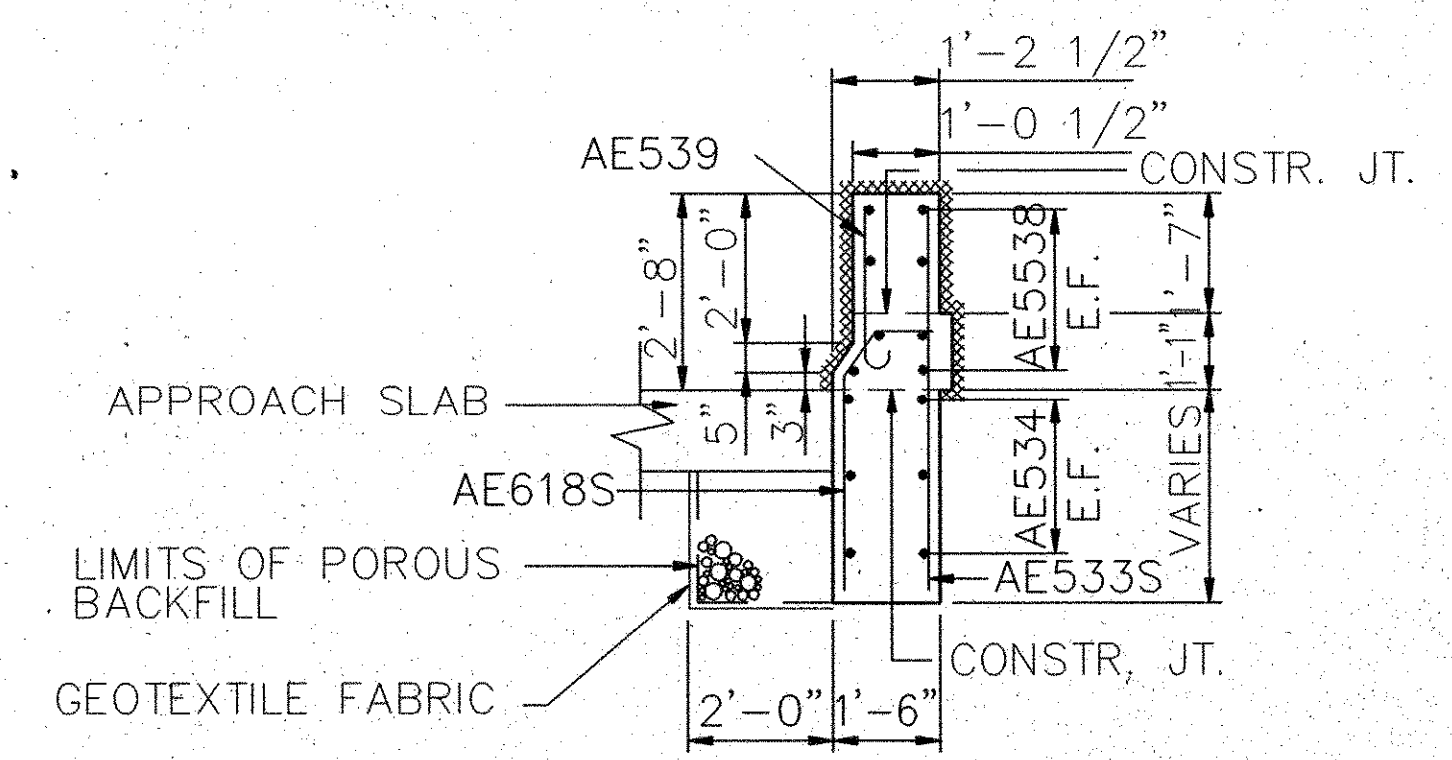
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P.A.M.	L.A.S.		M.D.E.	P.W.G.	5/24/90	



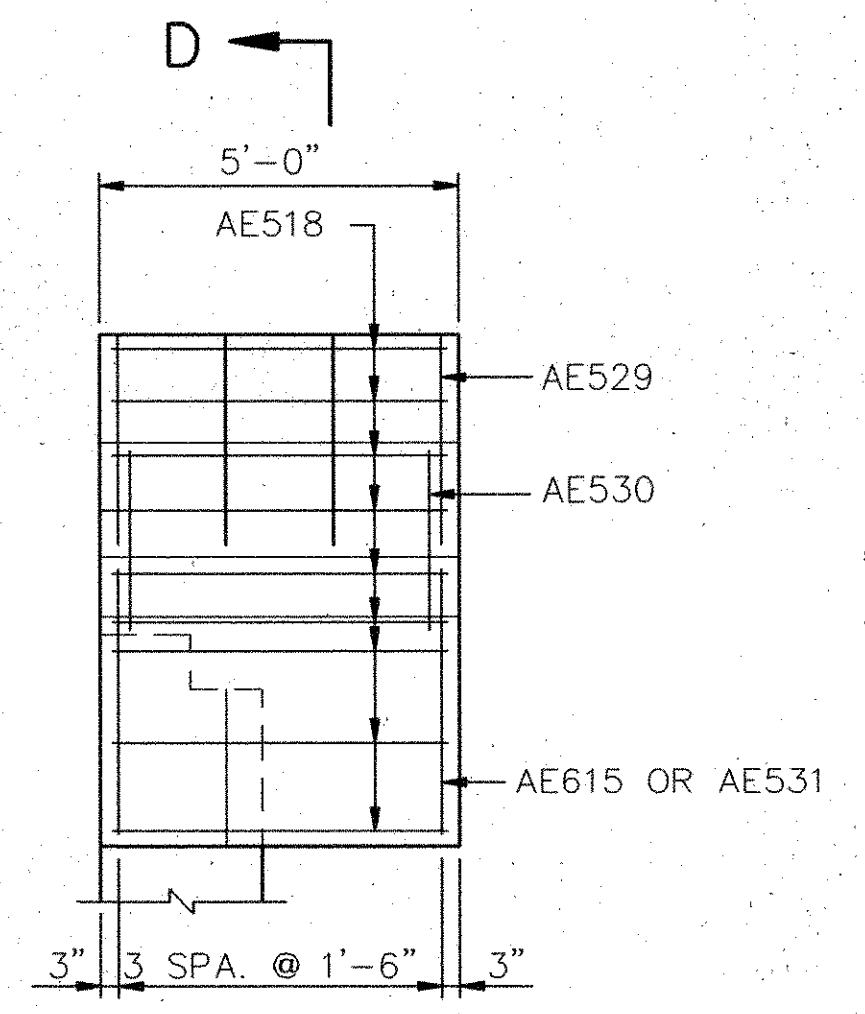
MONTGOMERY COUNTY  
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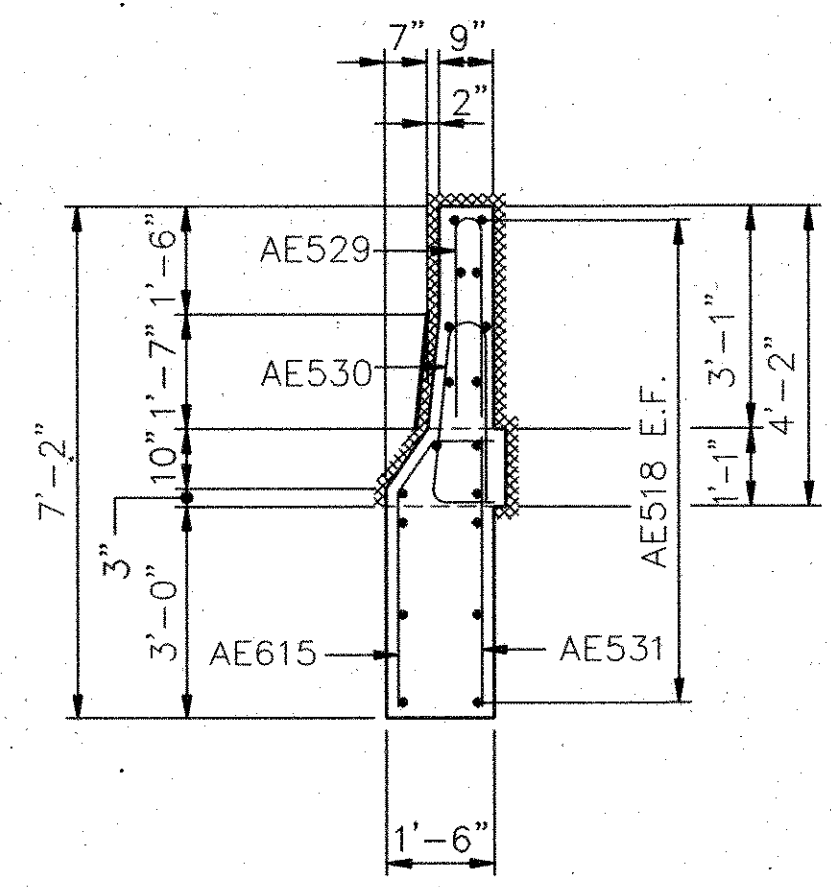
WINGWALL "F" ELEVATION



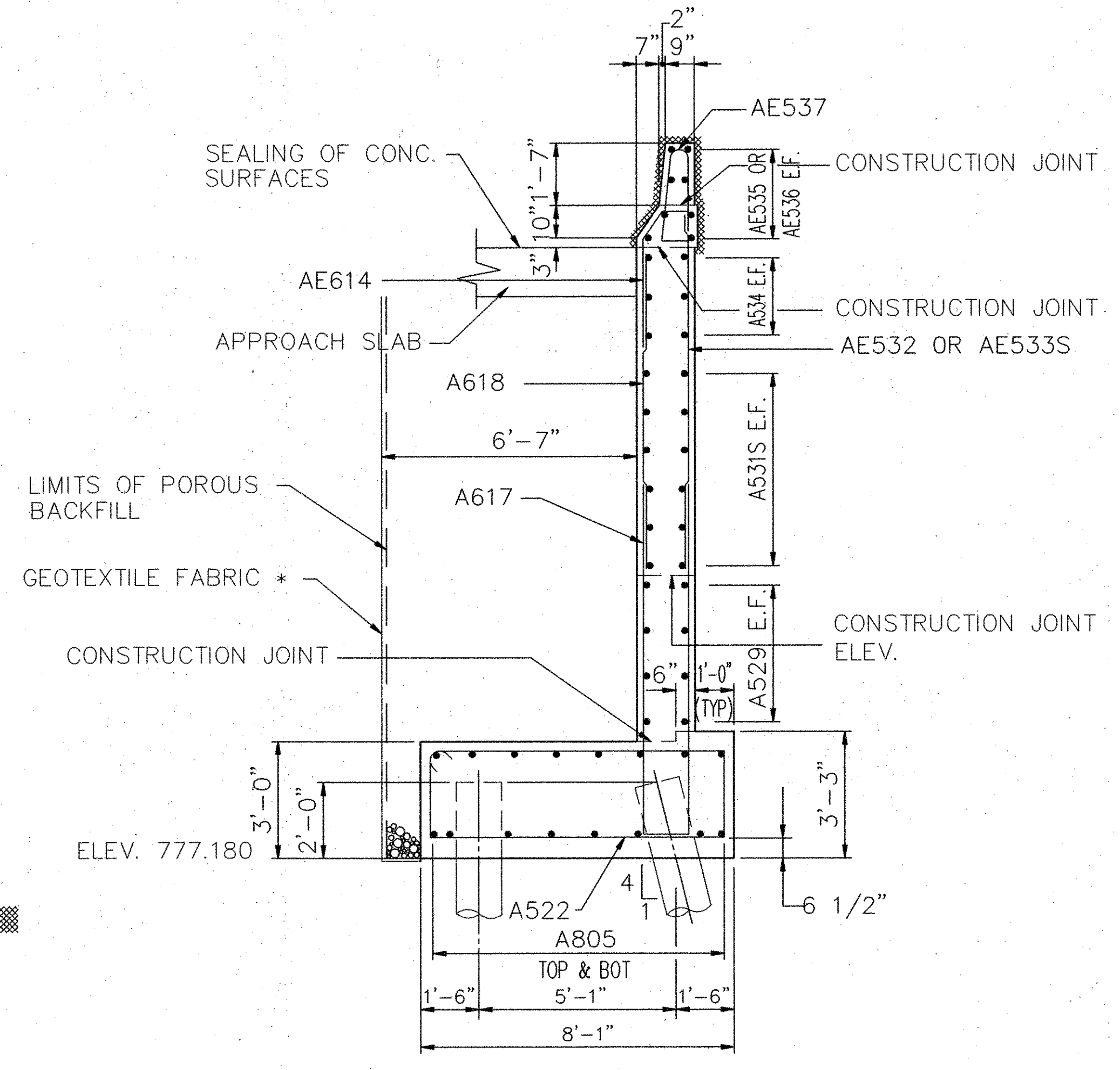
SECTION C-C



WINGWALL "D" DETAILS



SECTION D-D



SECTION B-B

Indicates Areas to be Sealed.

NOTES

- FOR ABUTMENT DETAILS SEE SHEET 7/50
- FOR CONSTRUCTION & EXPANSION JOINT DETAILS SEE SHEET 28/50

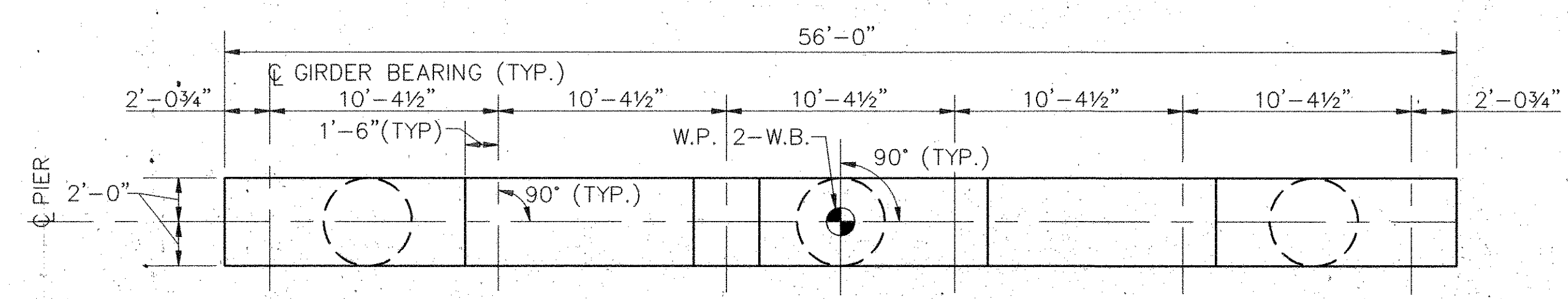
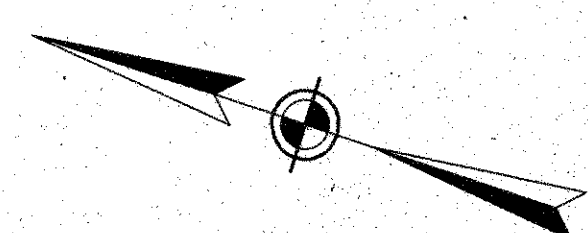
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Dayton, Ohio 45402-1226

FORWARD ABUTMENT E.B.

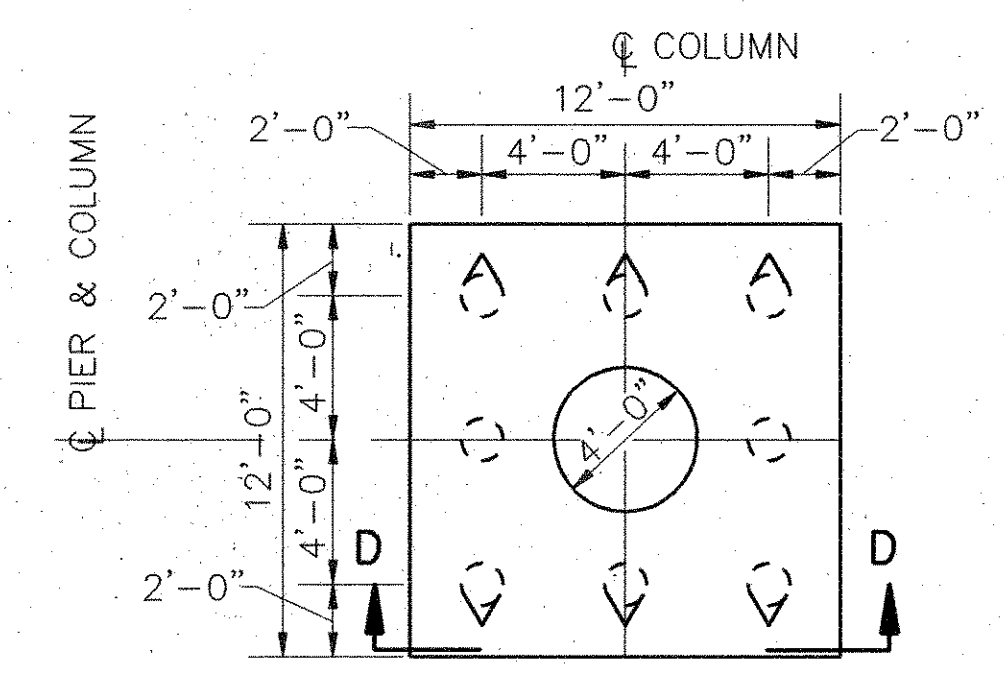
BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	L.A.S.		M.D.E.	P.W.G.	5/24/90	

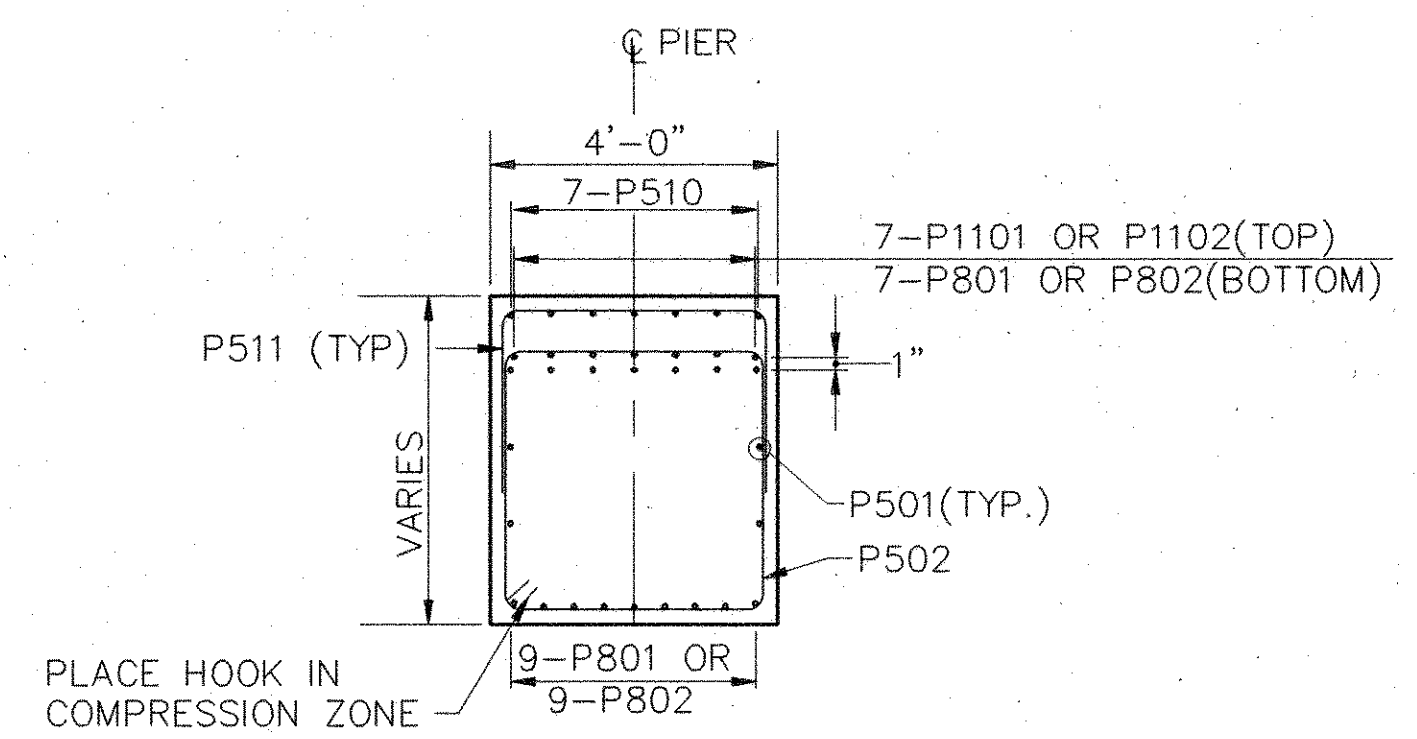




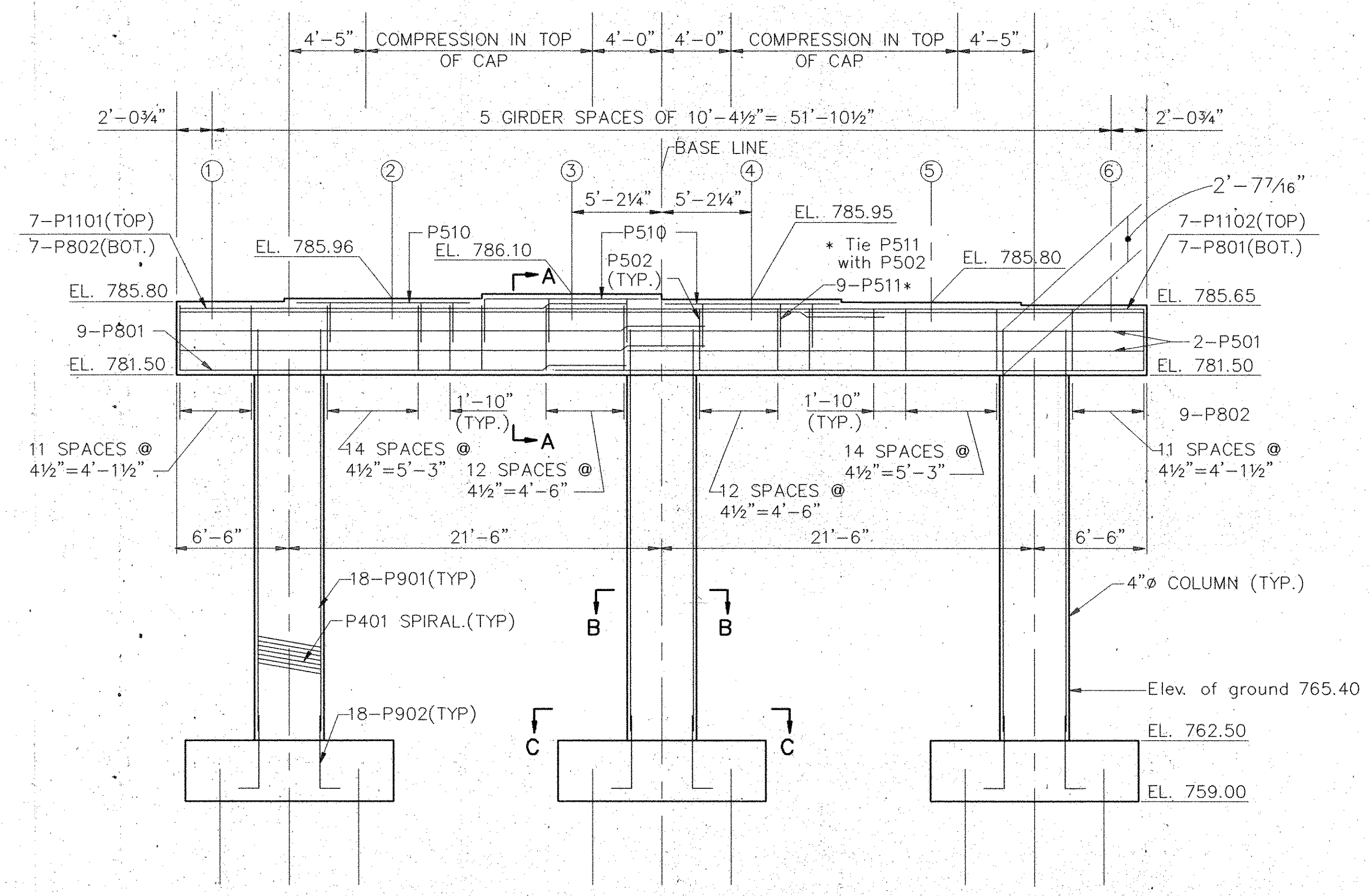
**PLAN - PIER 1 WESTBOUND**



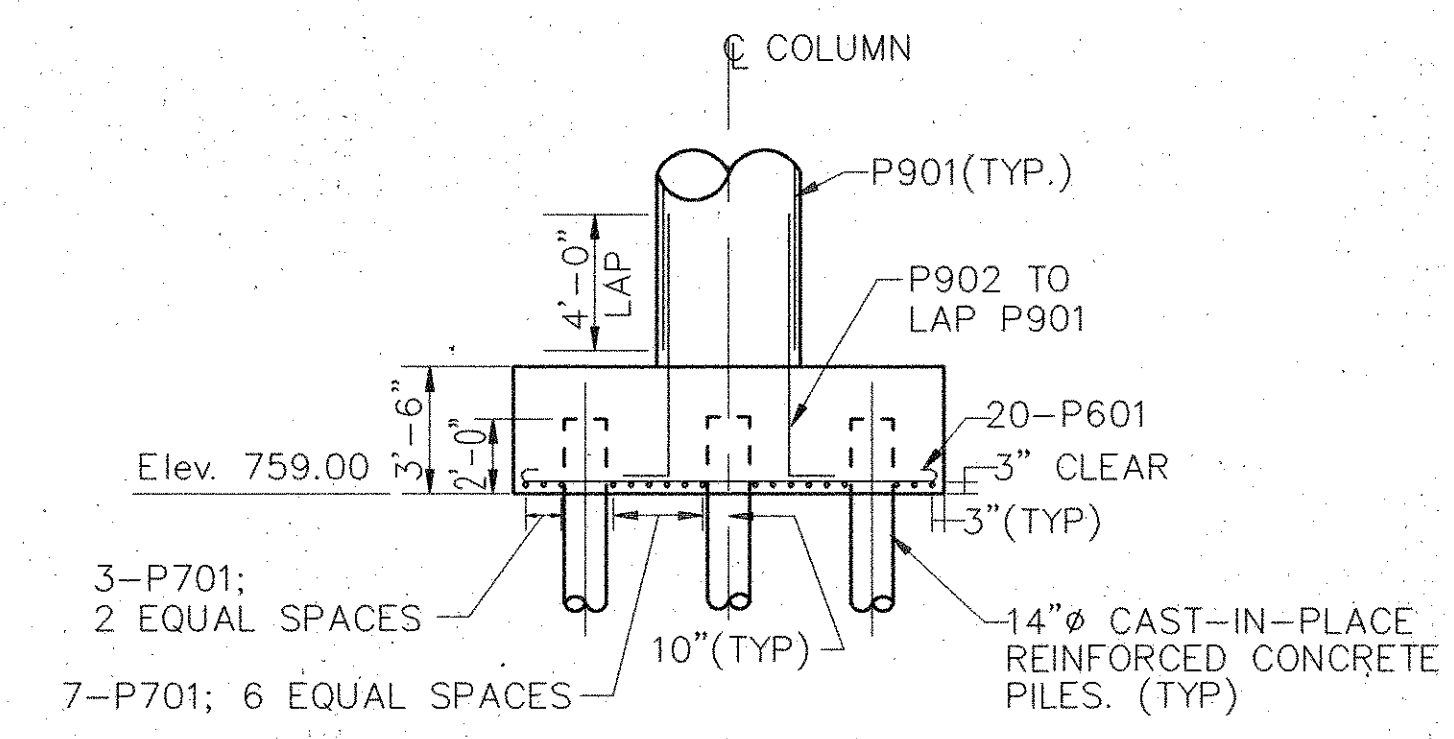
**SECTION C-C**



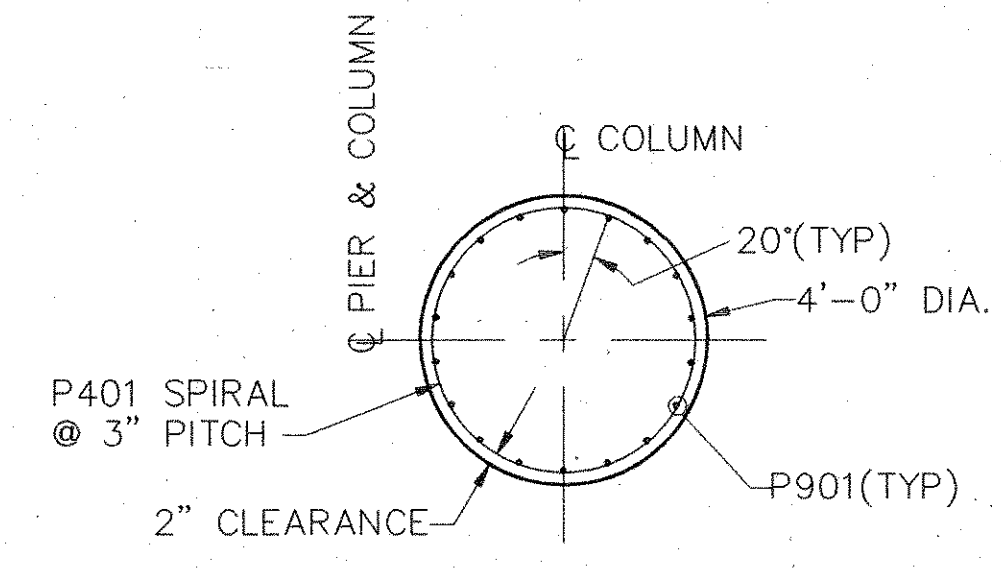
**SECTION A-A**



**ELEVATION - PIER 1 WESTBOUND**



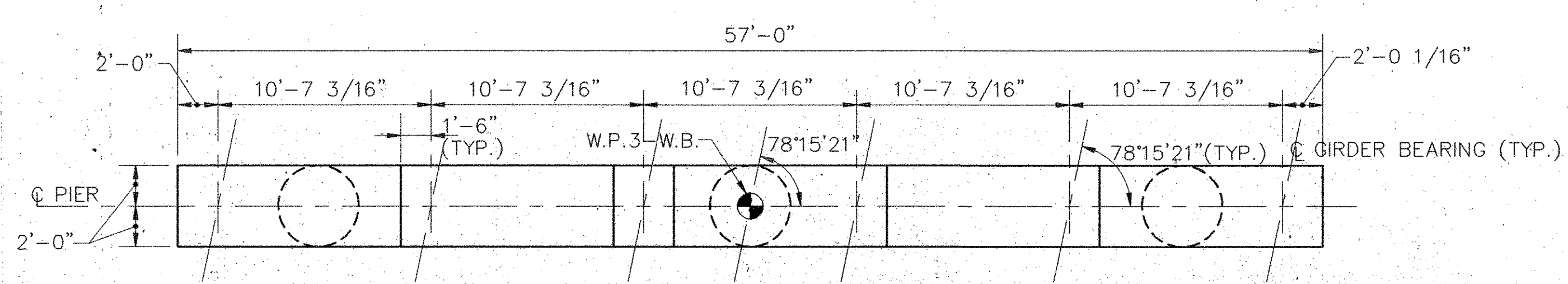
**SECTION D-D**



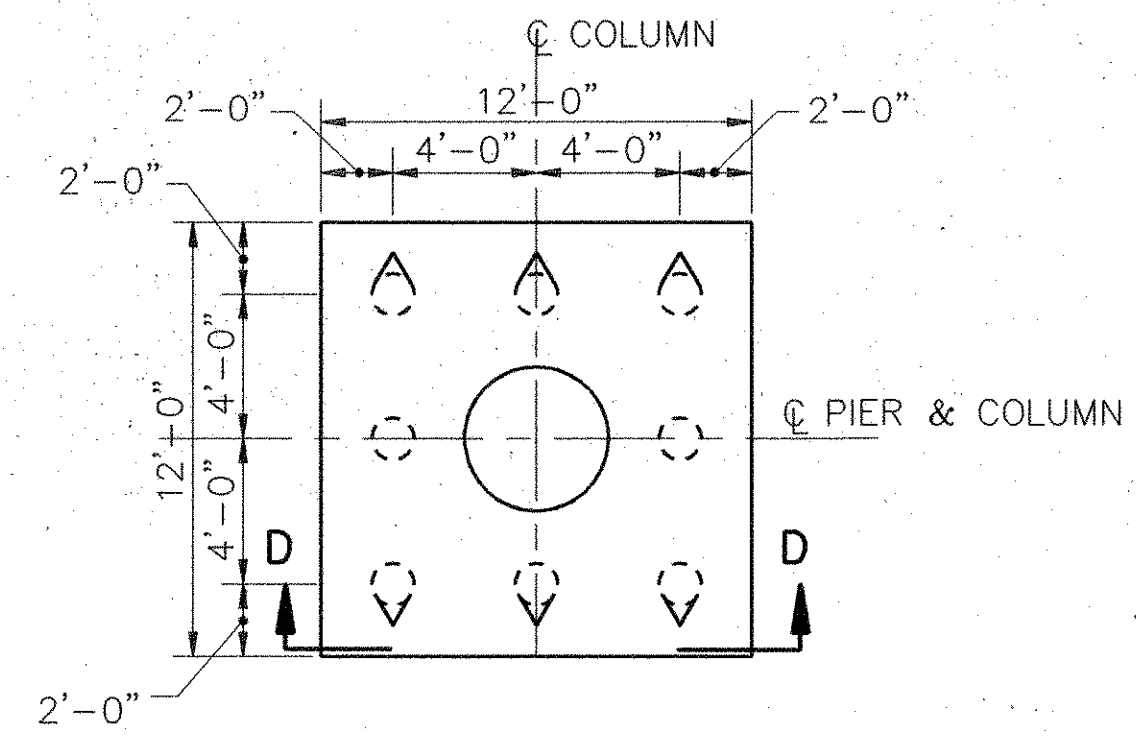
**SECTION B-B**

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#11	6'-11"

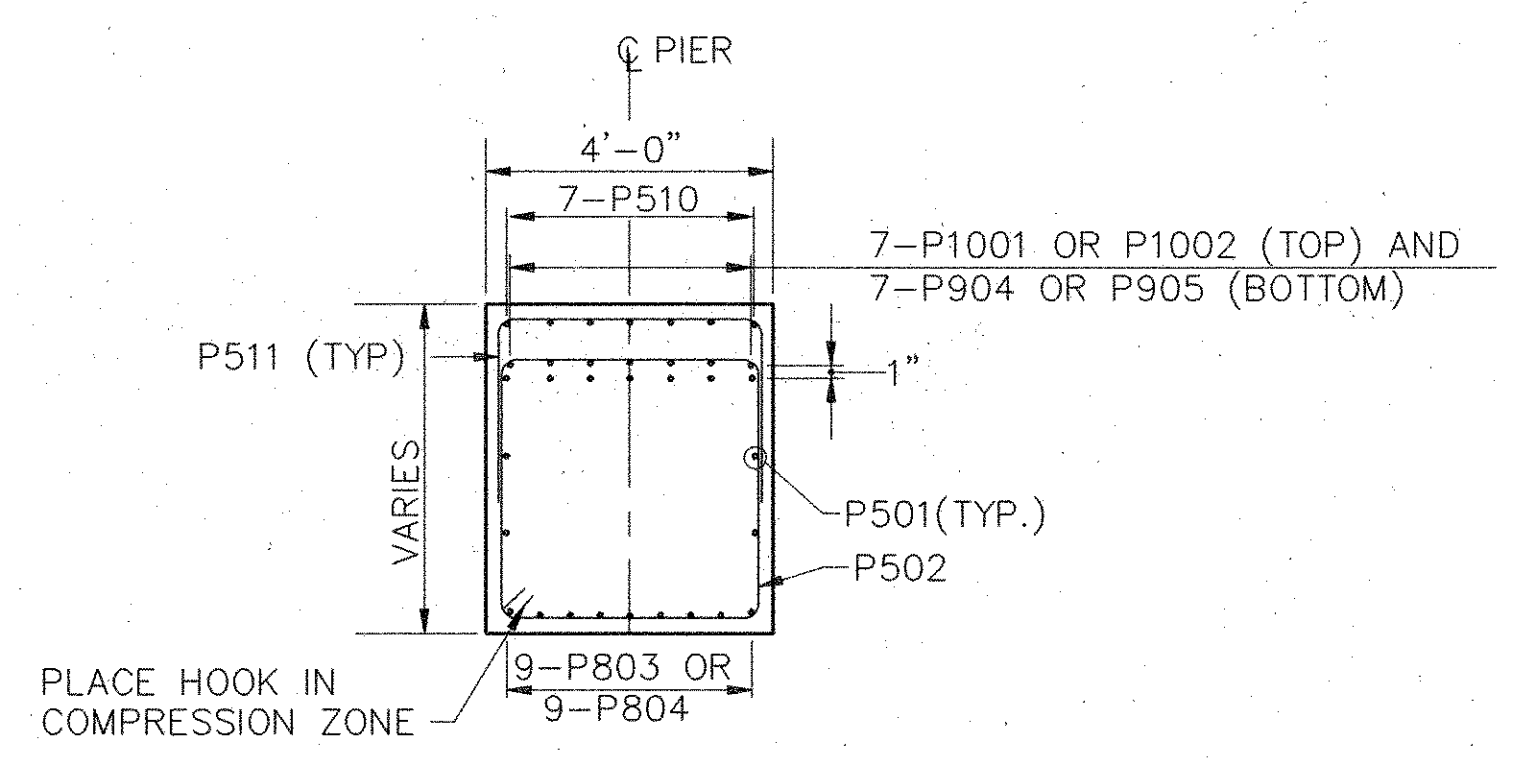




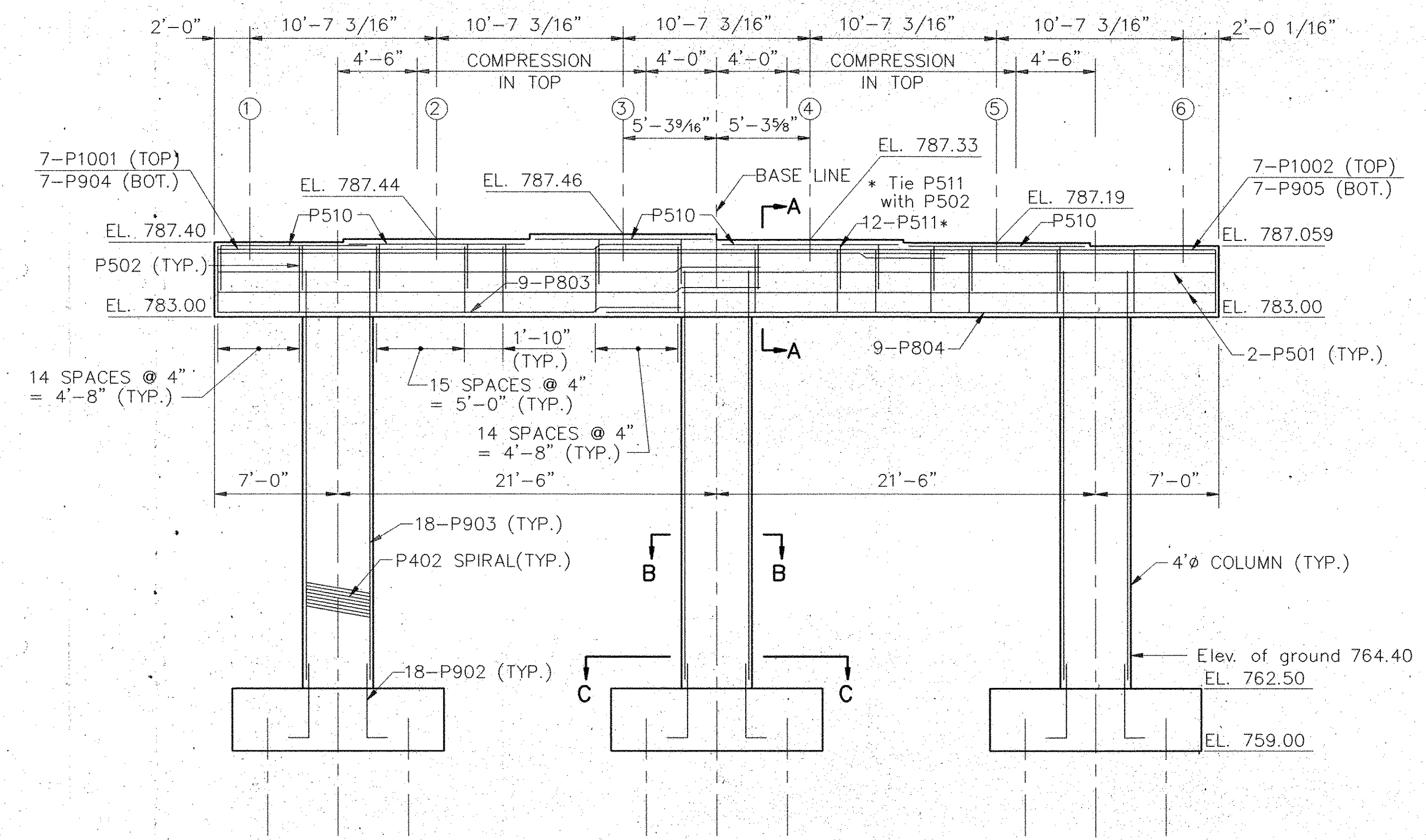
PLAN - PIER 2 WESTBOUND



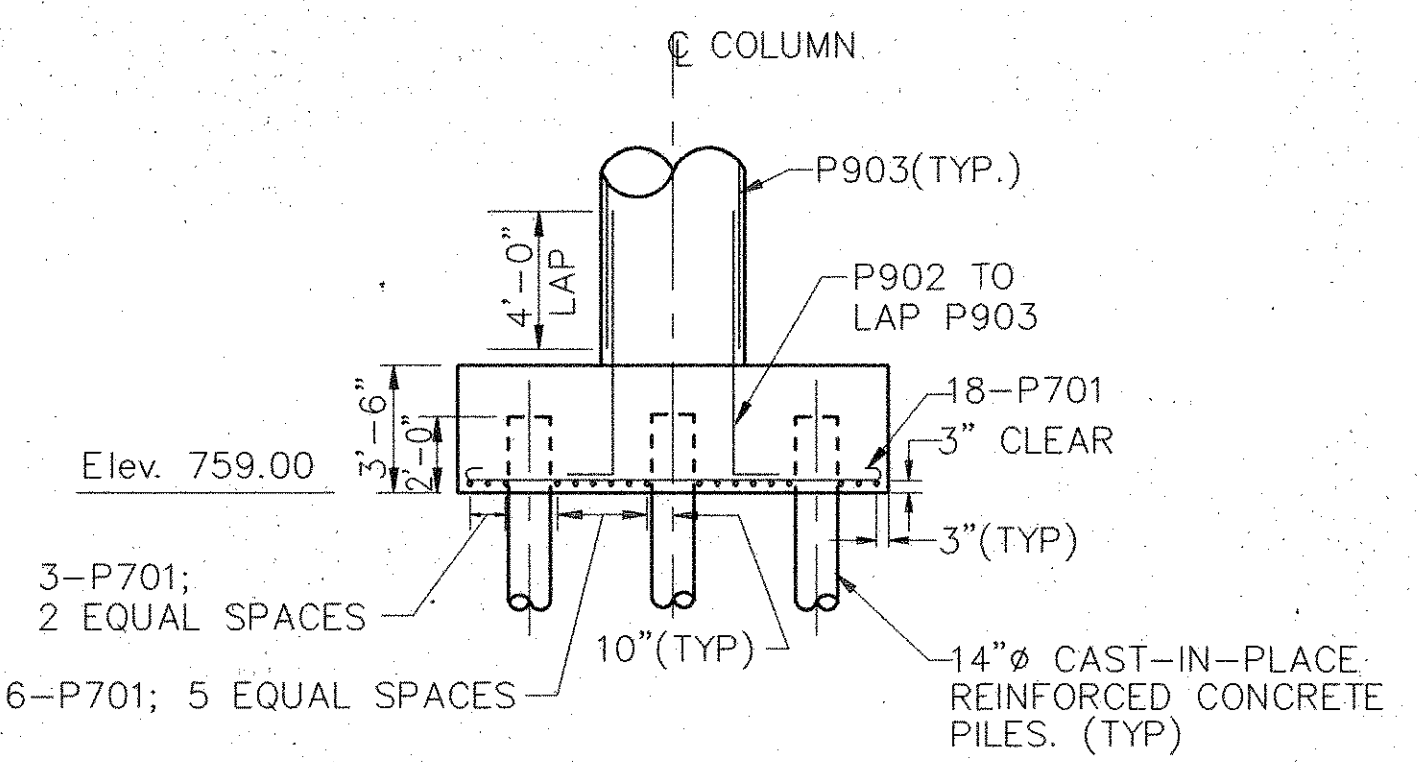
SECTION C-C



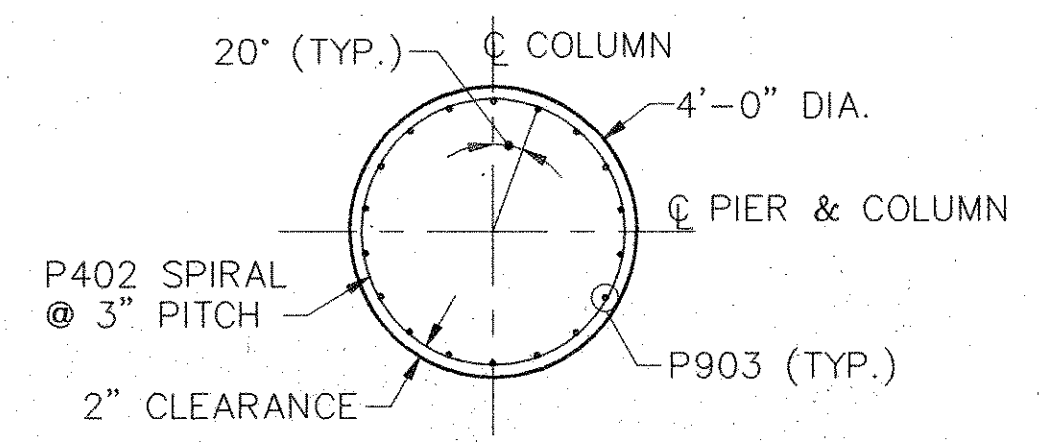
SECTION A-A



ELEVATION - PIER 2 WESTBOUND



SECTION D-D



SECTION B-B

NOTE:  
BRIDGE SEAT ELEVATIONS have been adjusted upward 1/8" to compensate for the vertical deformation of the bearings.

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#9	4'-5"
#10	5'-7"

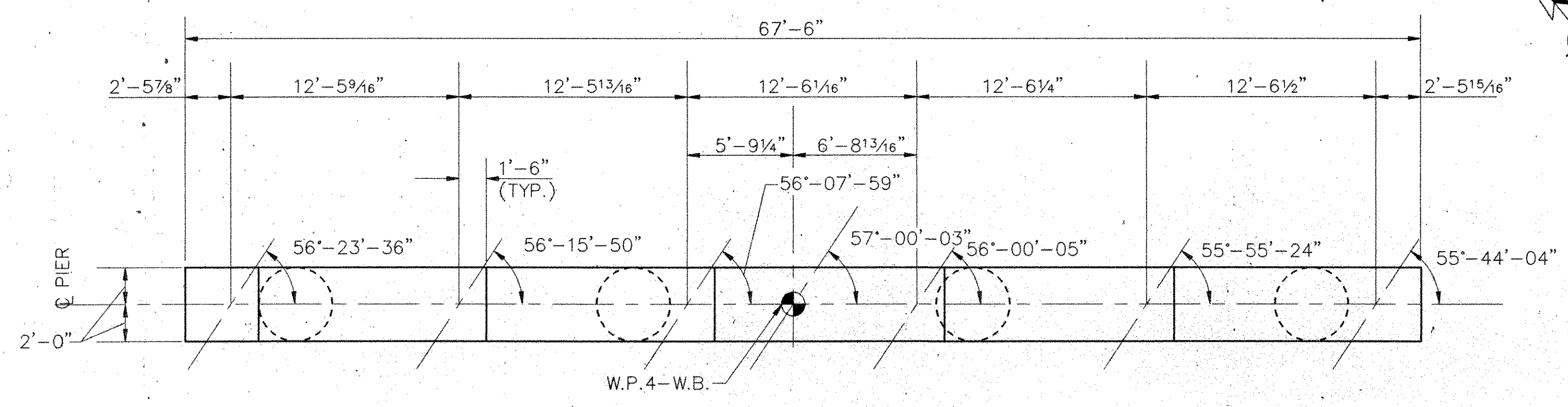
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
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PIER 2 WESTBOUND DETAILS

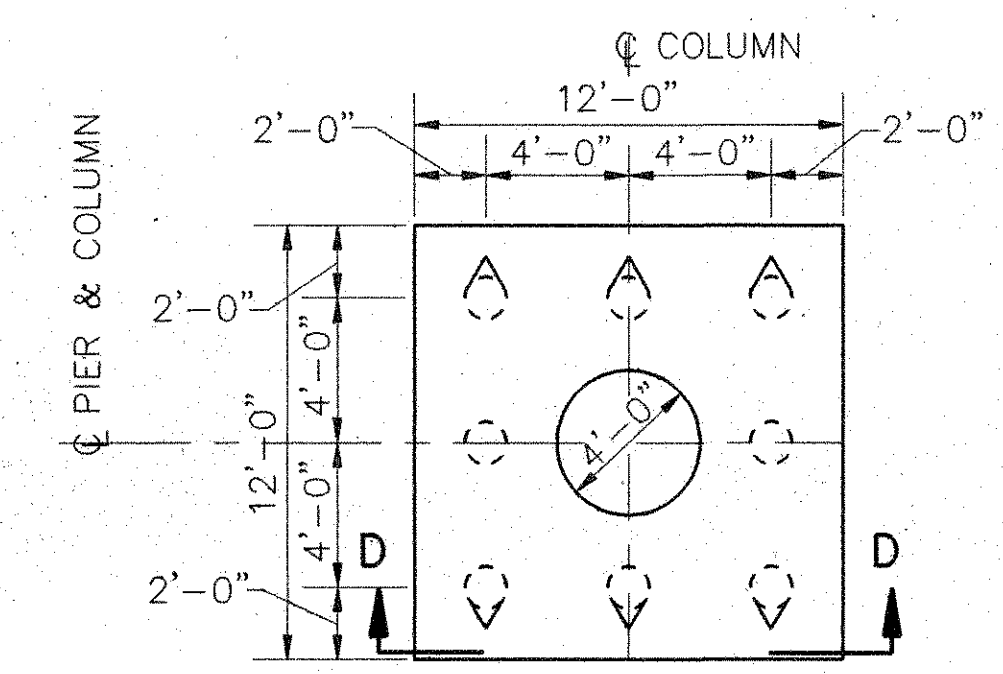
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	M.I.M.		T.D.W.	P.W.G.	5/24/90	

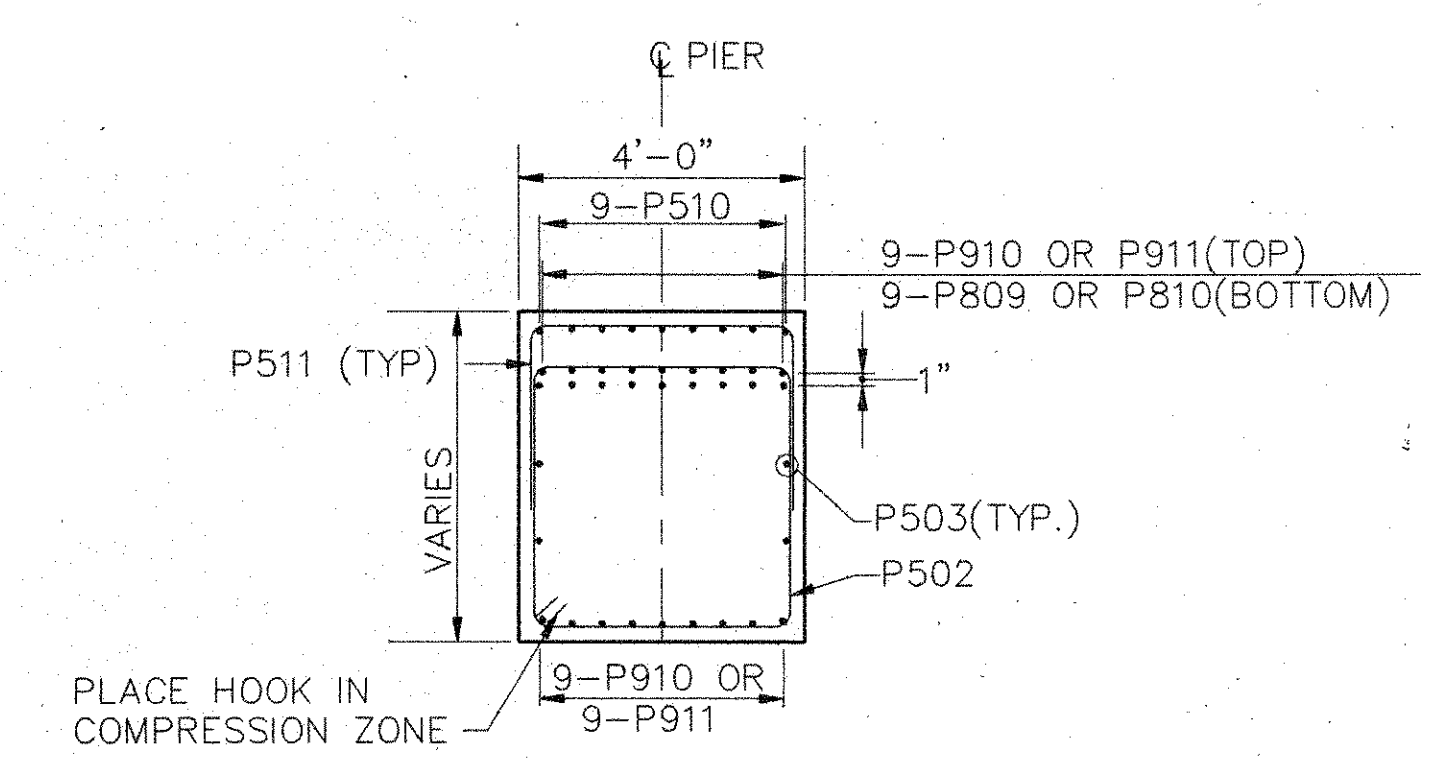




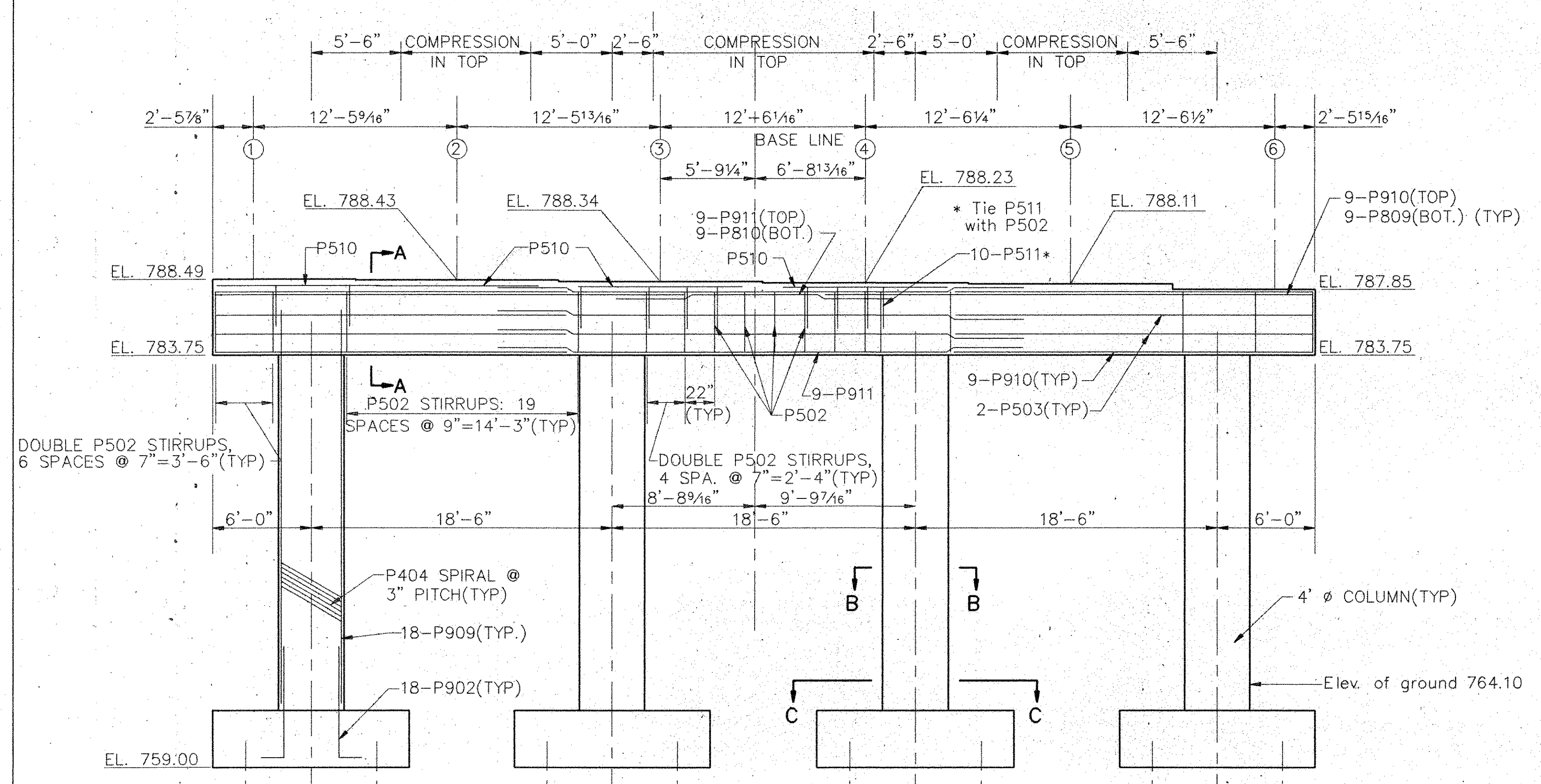
PLAN - PIER 3 WESTBOUND



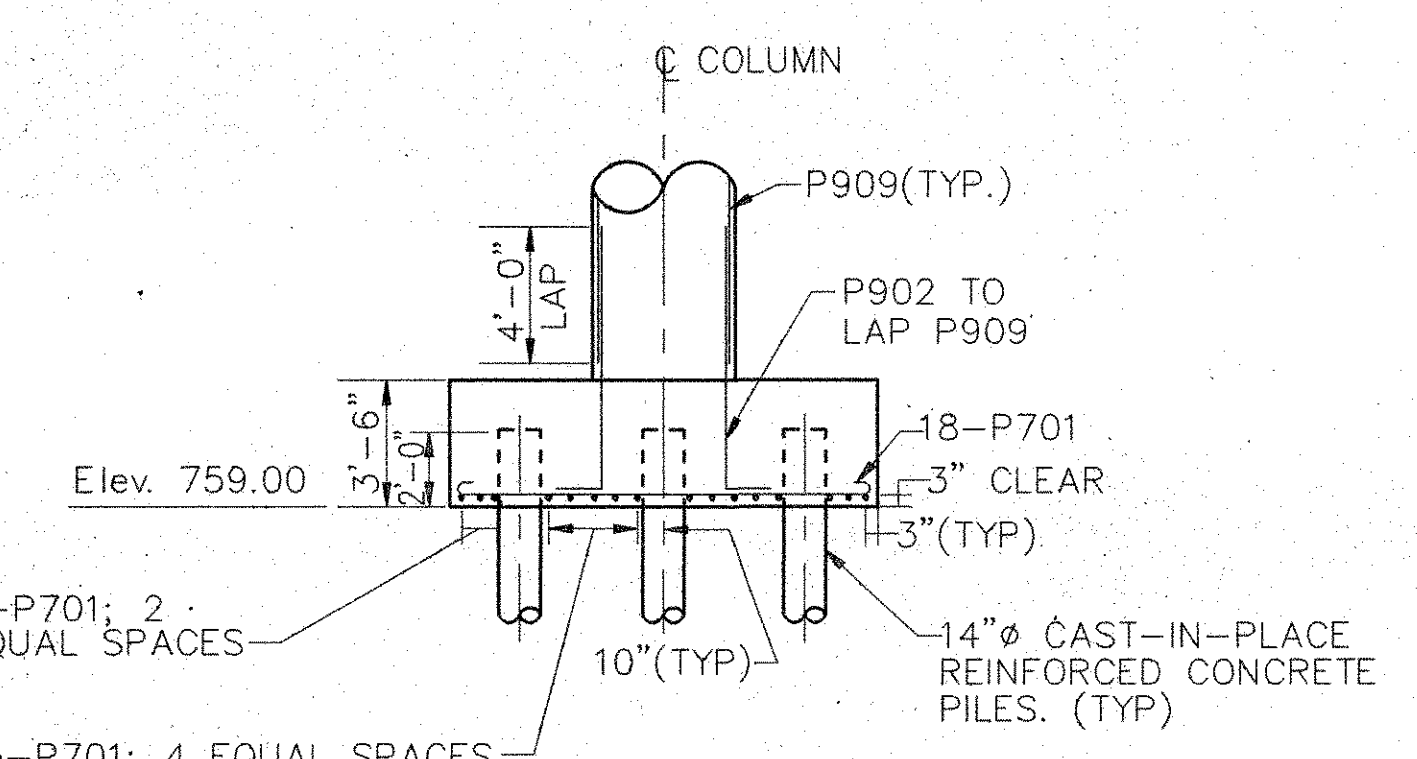
SECTION C-C



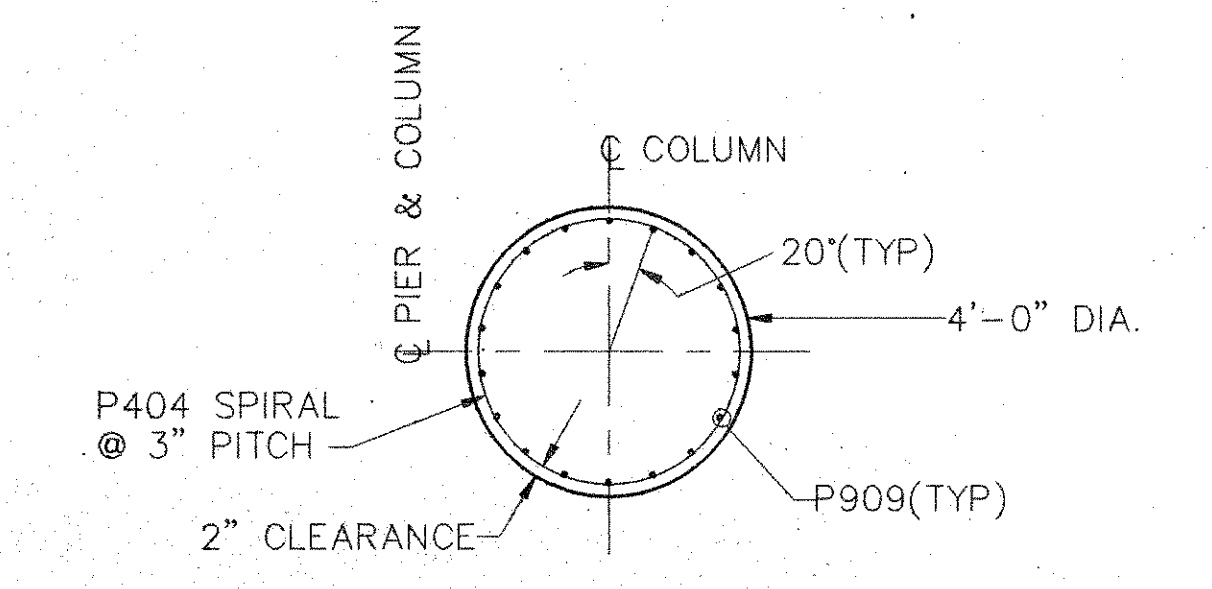
SECTION A-A



ELEVATION - PIER 3 WESTBOUND



SECTION D-D



SECTION B-B

**NOTES:**  
REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE PLACED ACCURATELY TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHOR.

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#9	4'-5"

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
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PIER 3 WESTBOUND DETAILS

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

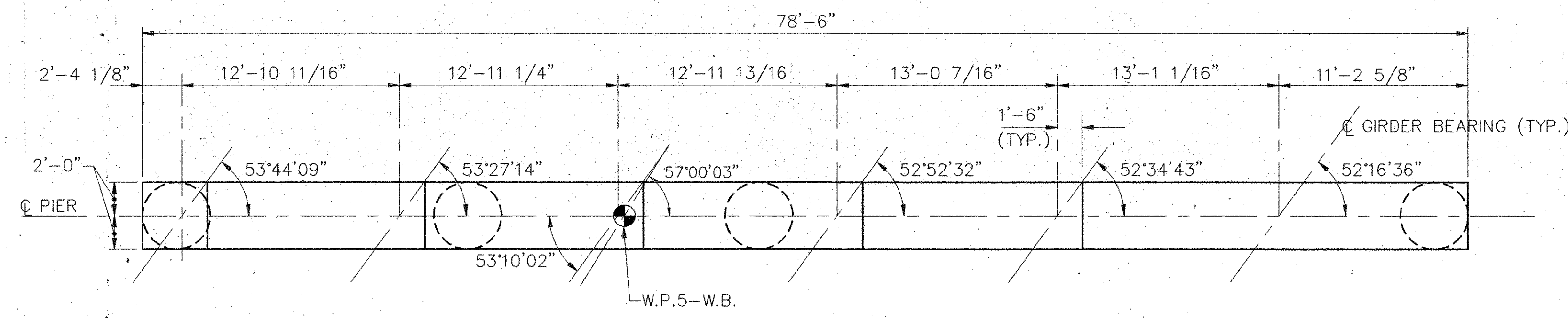
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F.H.W.A. REGION	STATE	PROJECT	
5	OHIO	BRM-5405(1)	

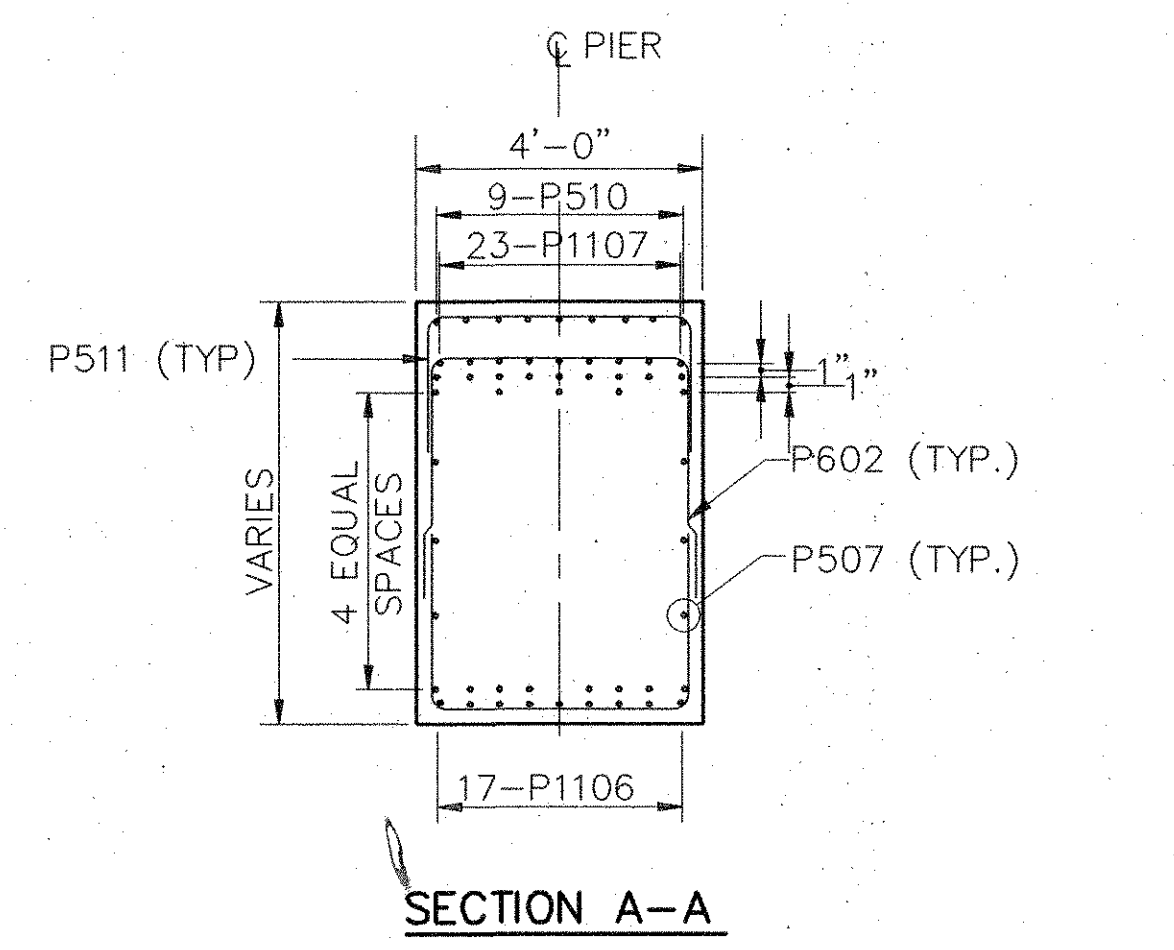
776  
922

MONTGOMERY COUNTY  
MOT-35-11.33

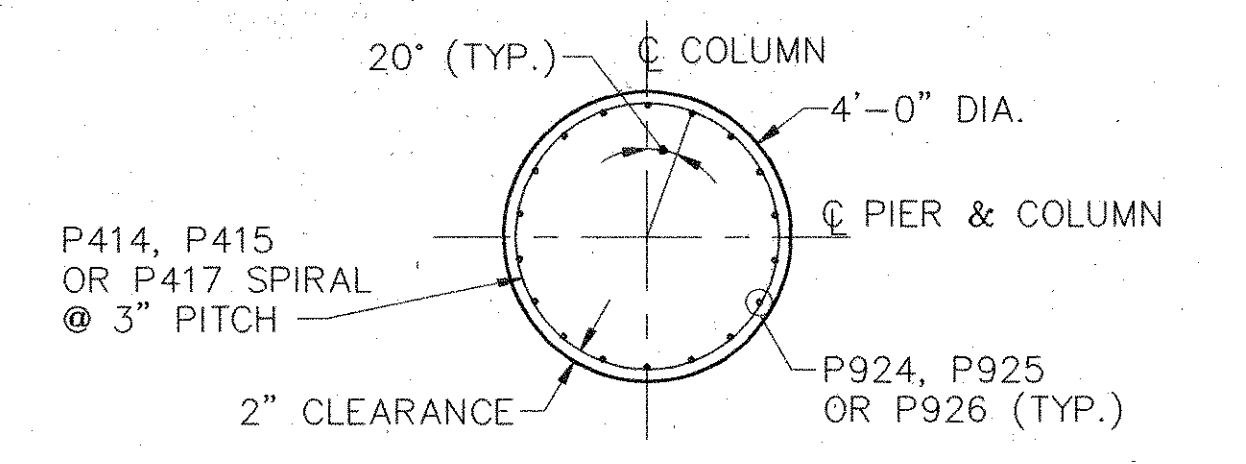


PLAN - PIER 4 WESTBOUND

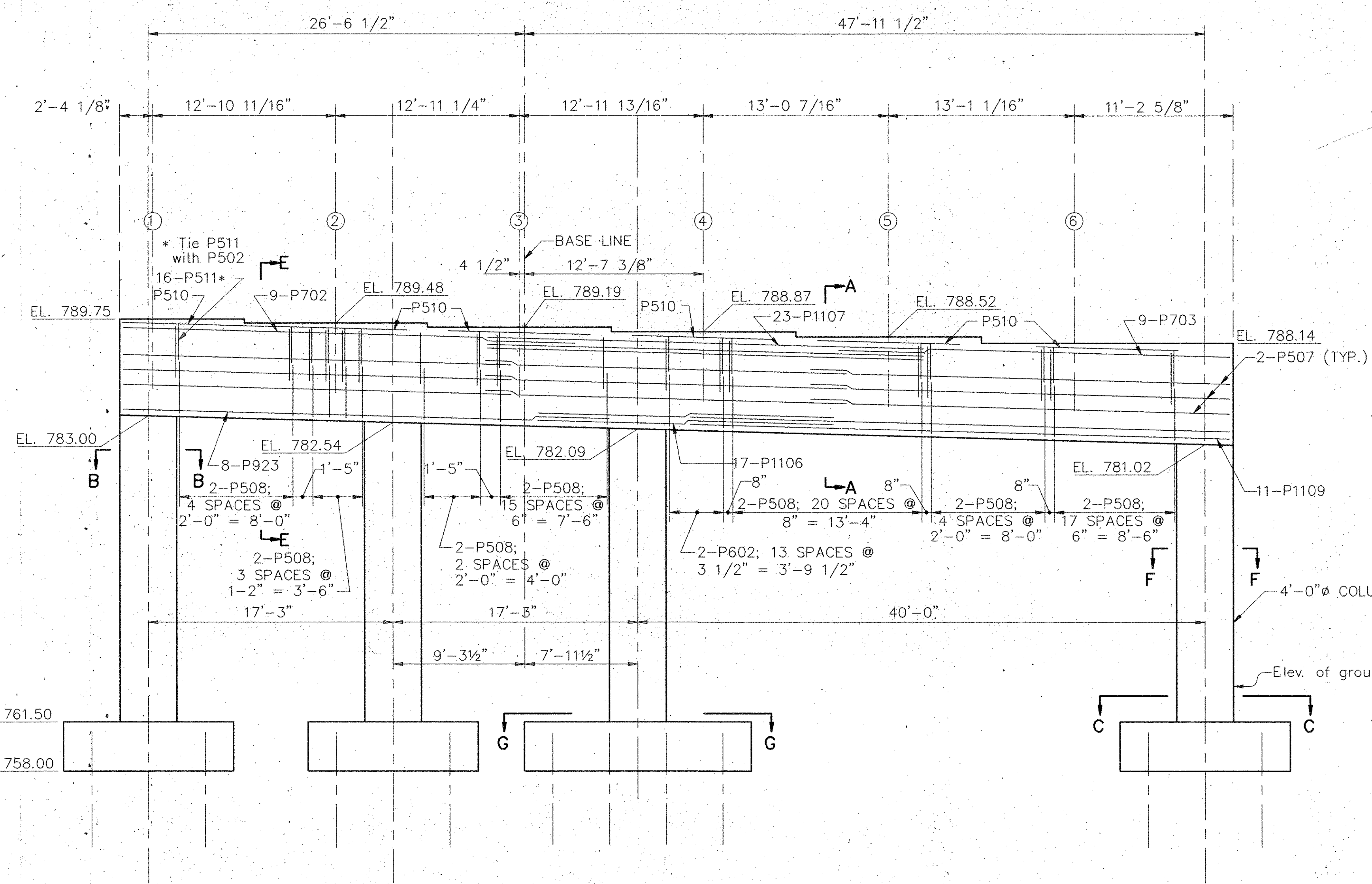
LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE OR LOCATION	MINIMUM LAP
#5	1'-9"
Top of Cap	6'-11"
Bottom of Cap	6'-11"



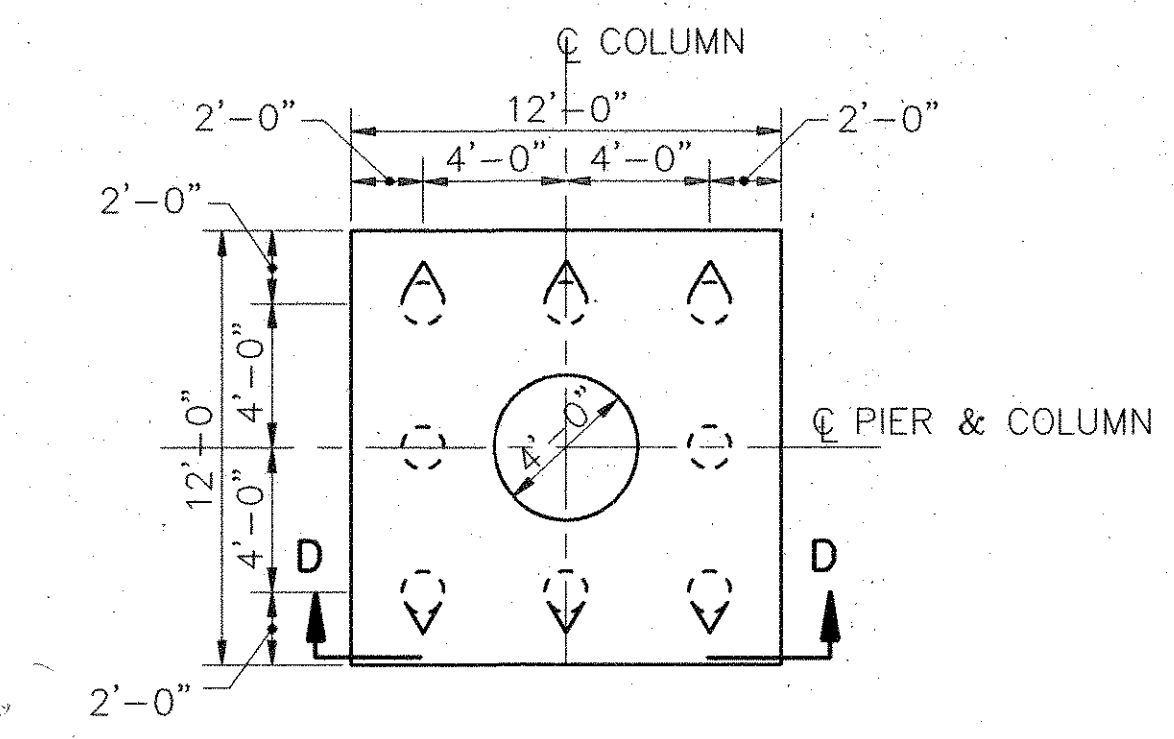
SECTION A-A



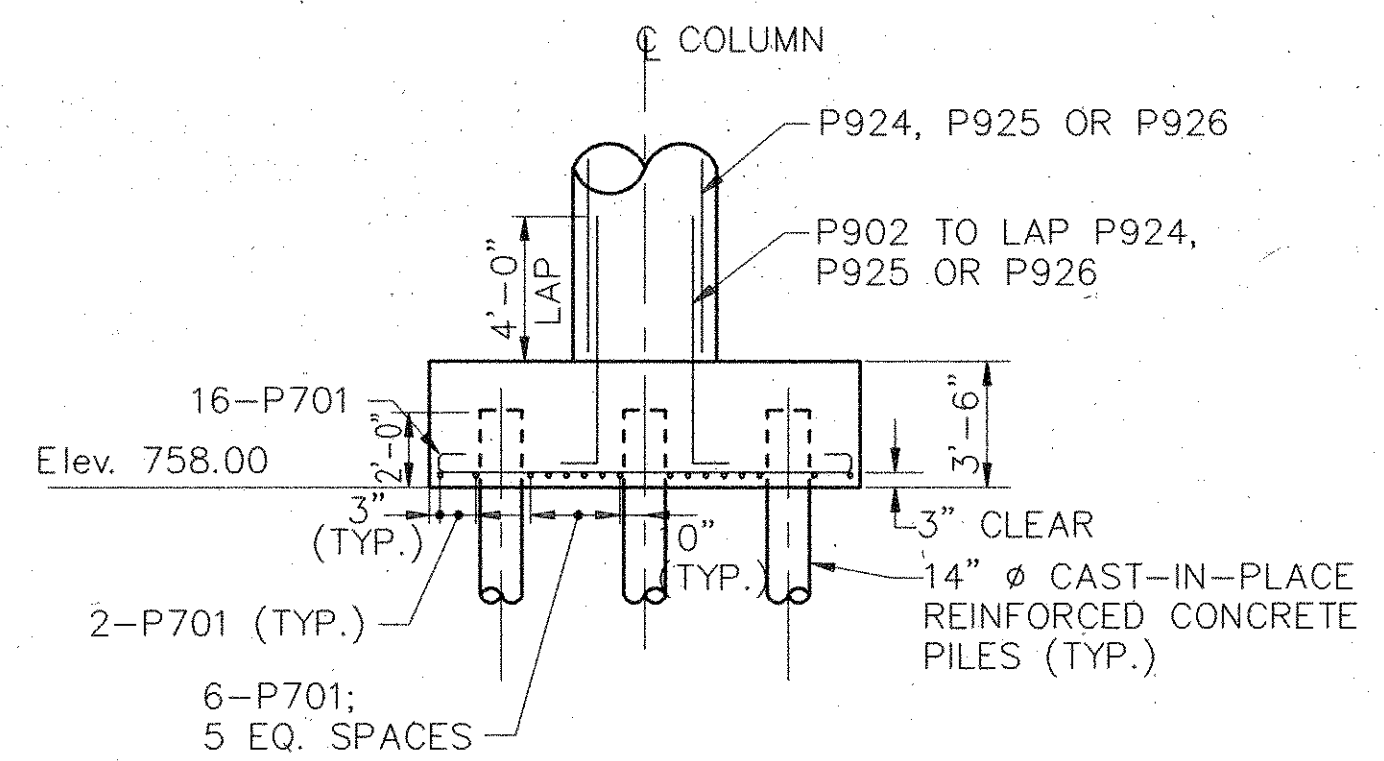
SECTION B-B



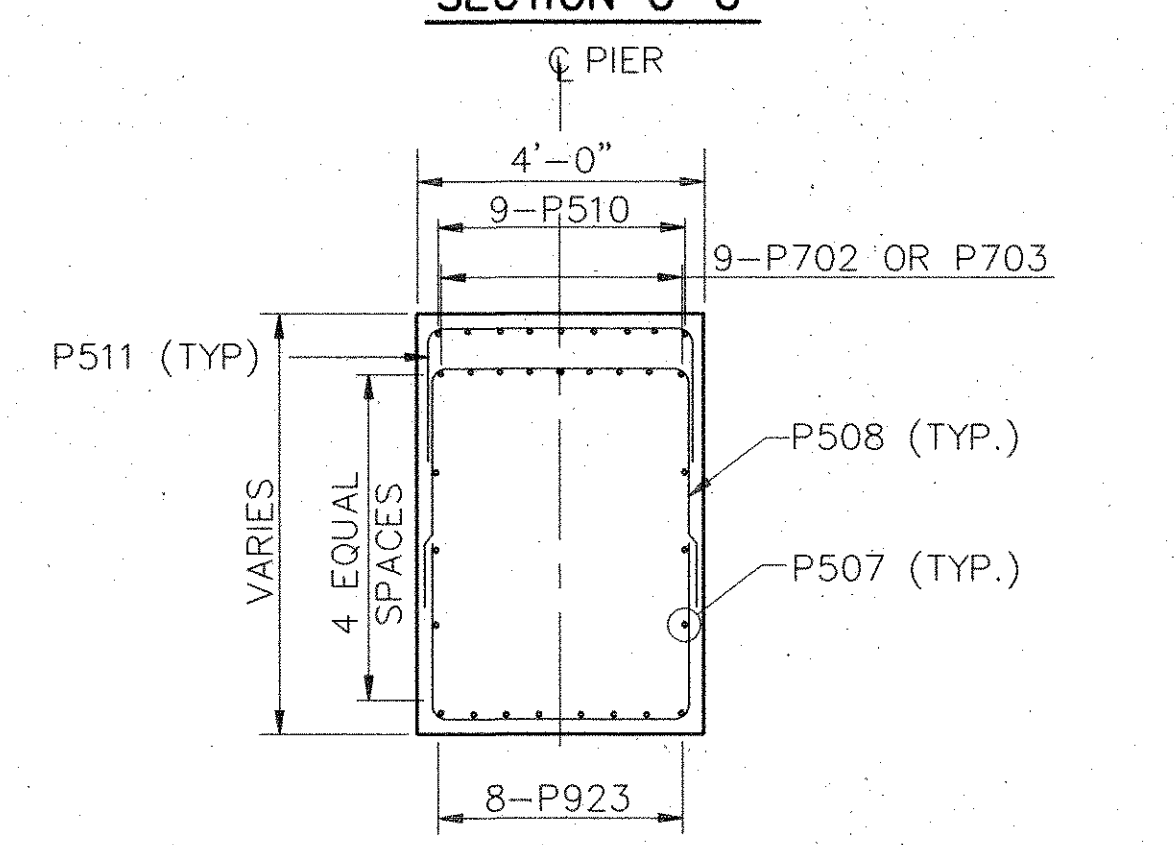
ELEVATION - PIER 4 WESTBOUND



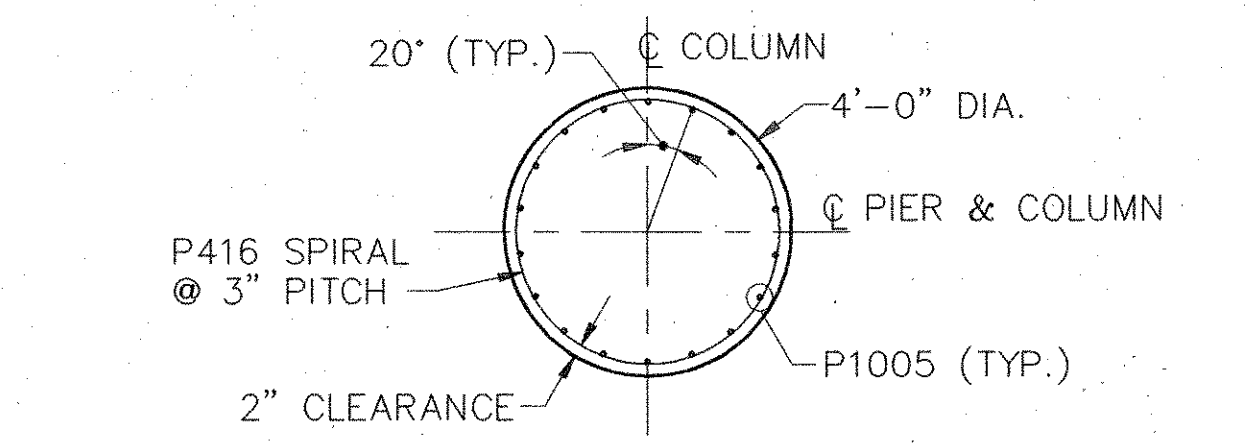
SECTION C-C



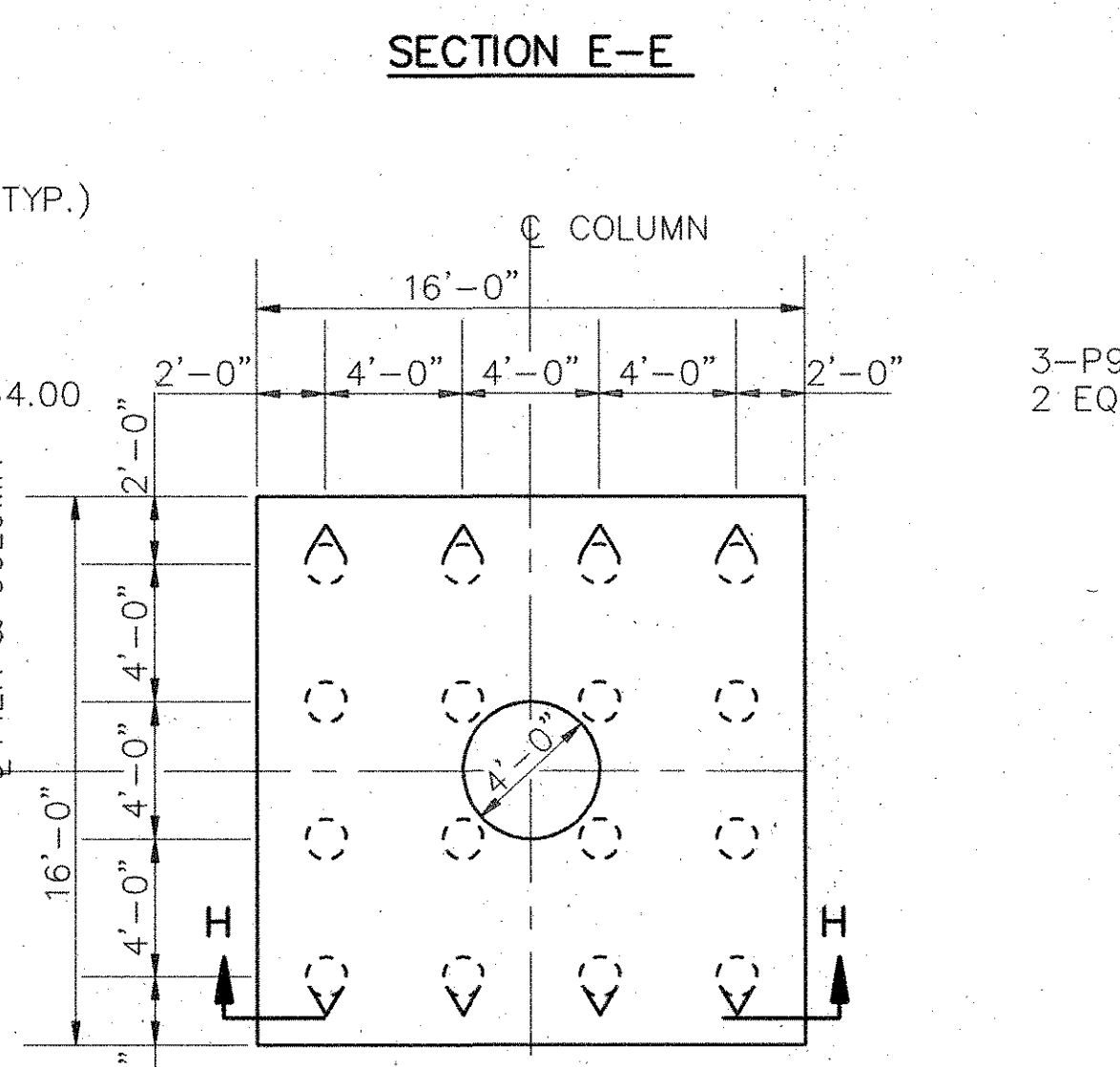
SECTION D-D



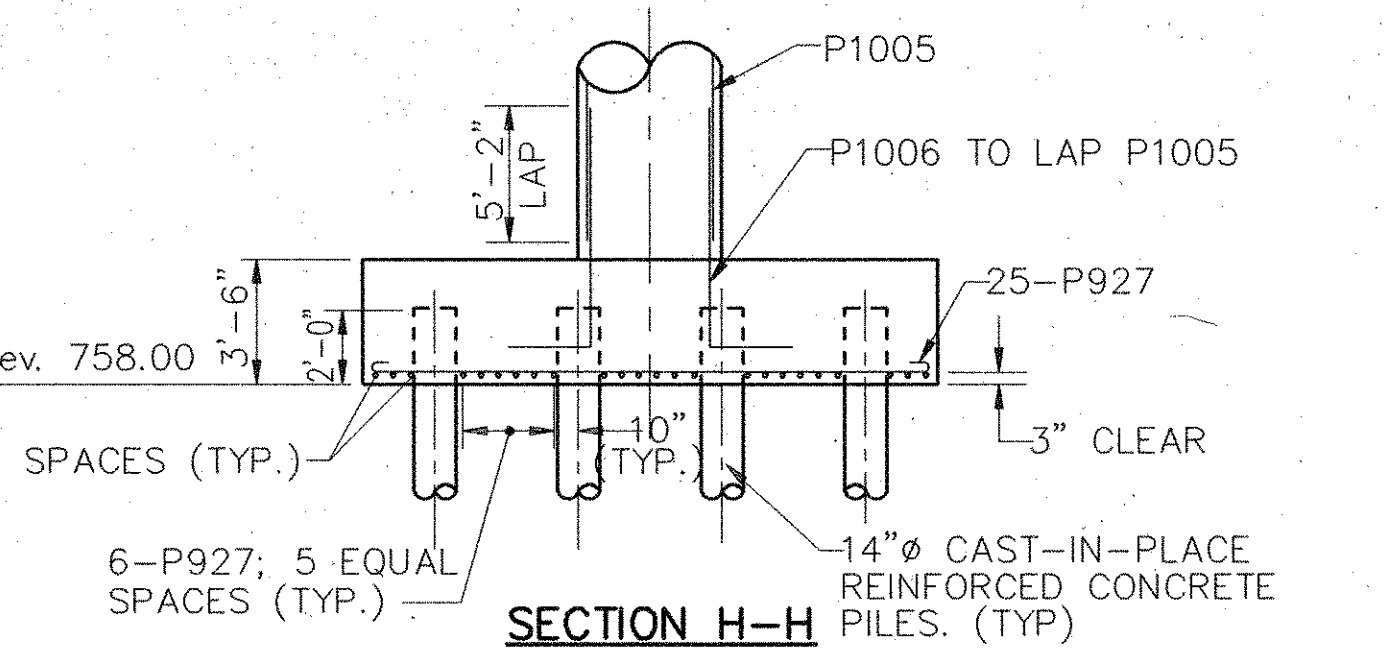
SECTION E-E



SECTION F-F



SECTION G-G



SECTION H-H

NOTES: A NON-EPOXY SEALER SHALL BE APPLIED TO THE FULL HEIGHT AND CIRCUMFERENCE OF THE COLUMNS ADJACENT TO HOME AVENUE.

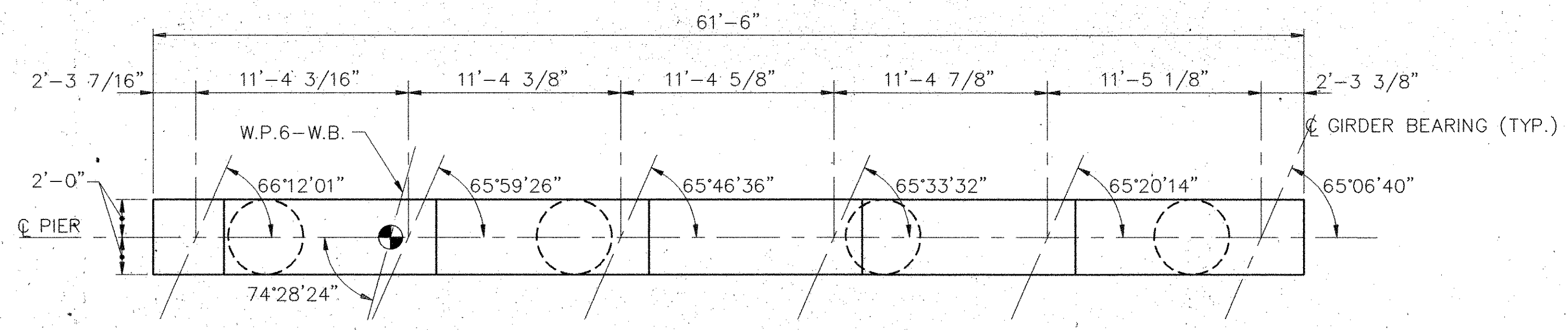
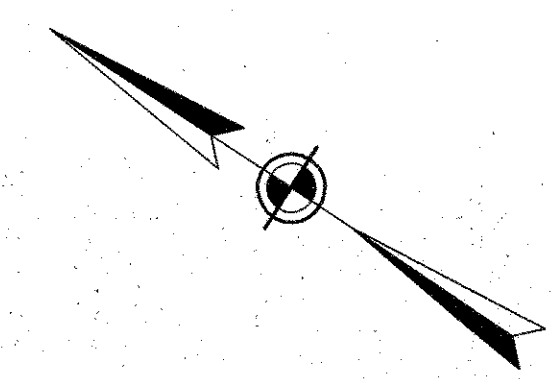
WOOLPERT CONSULTANTS  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

PIER 4 WESTBOUND DETAILS

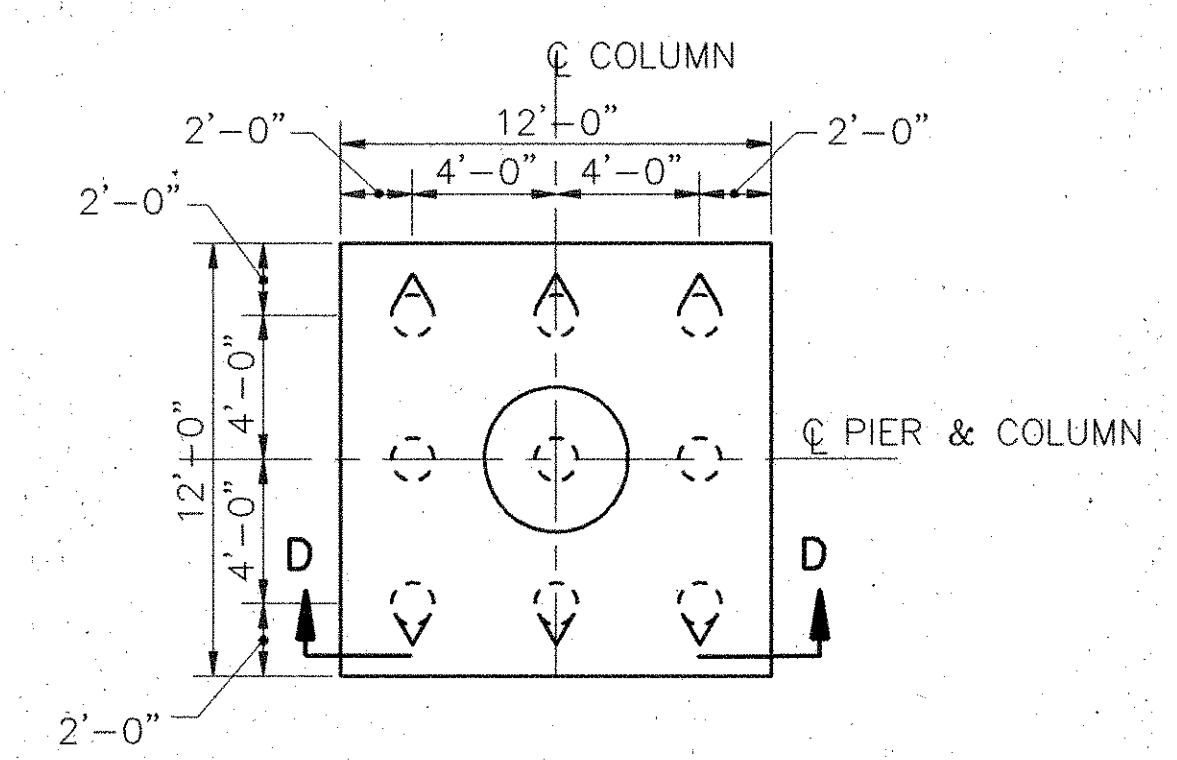
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	J.D.J.		T.D.W.	P.W.G.	5/24/90	

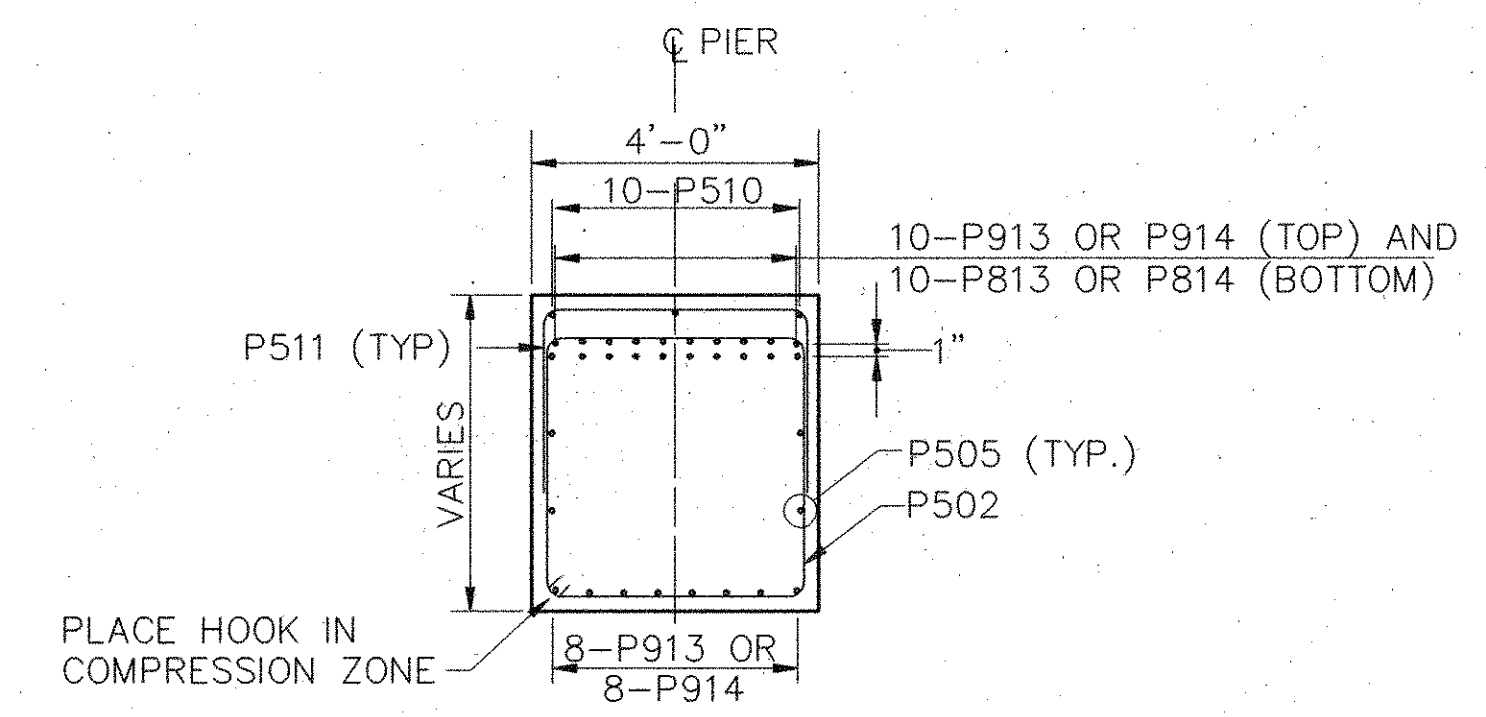




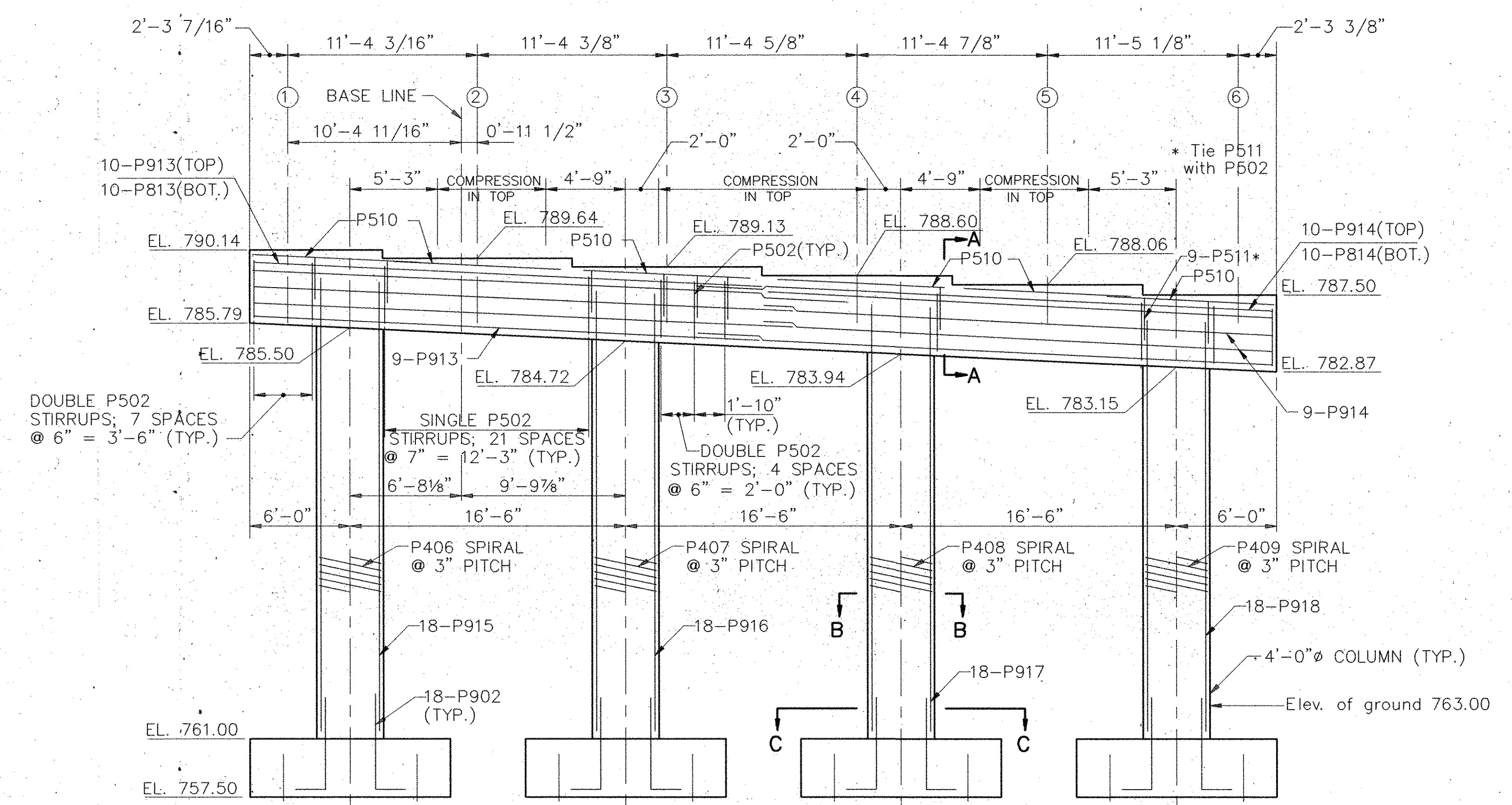
PLAN - PIER 5 WESTBOUND



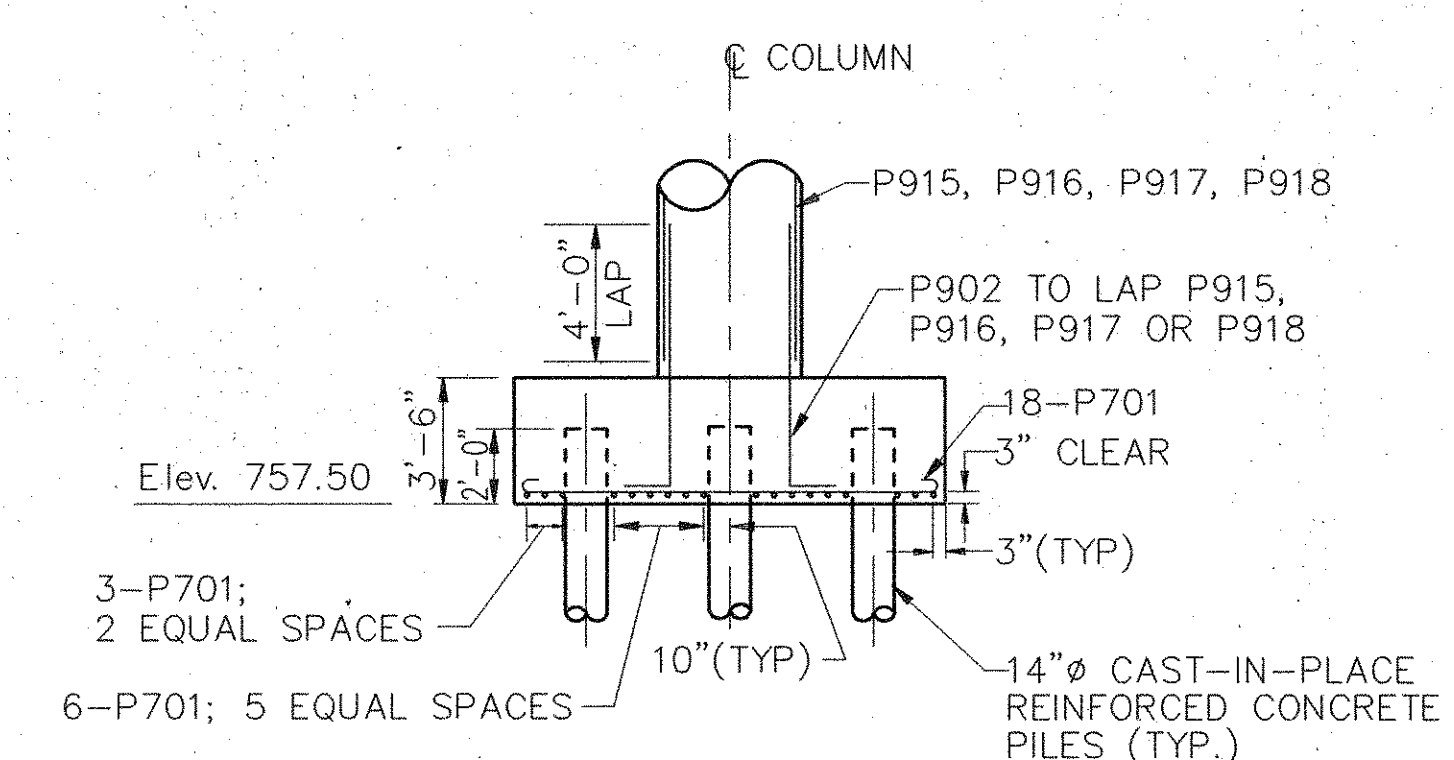
SECTION C-C



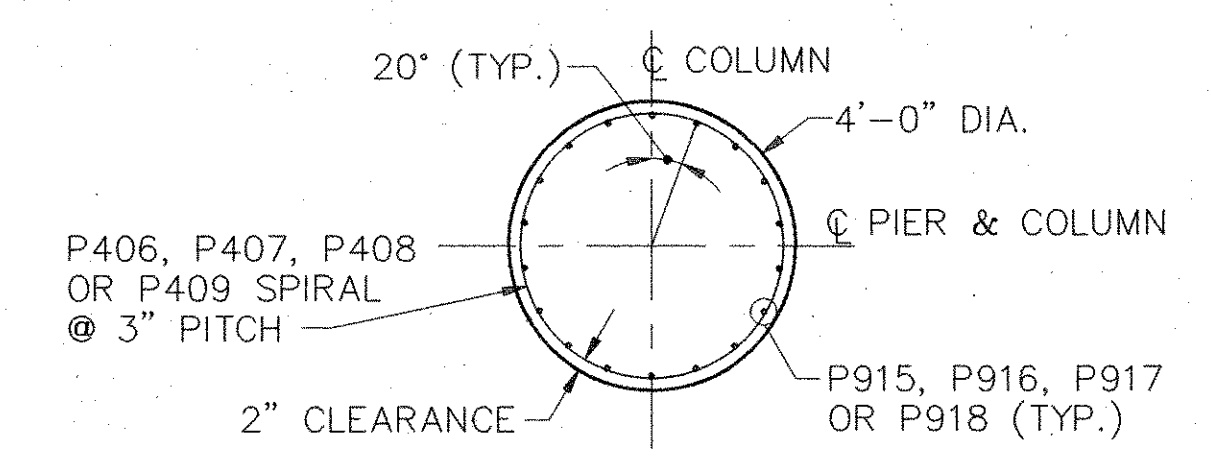
SECTION A-A



ELEVATION - PIER 5 WESTBOUND



SECTION D-D



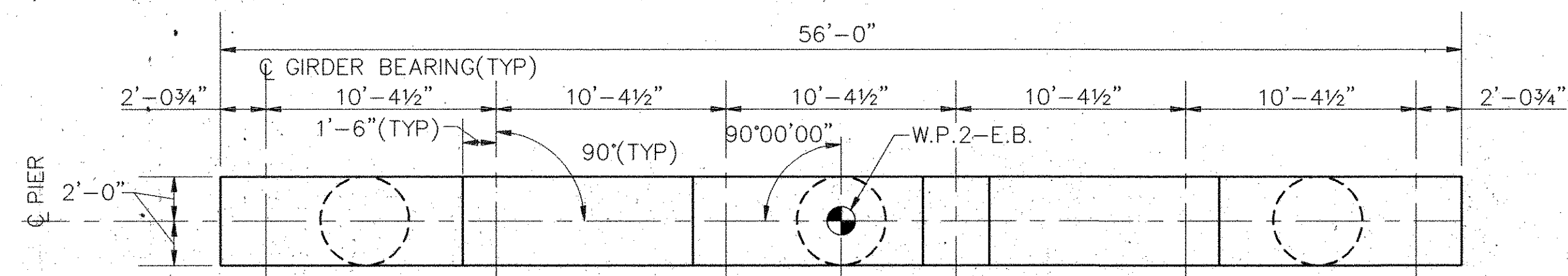
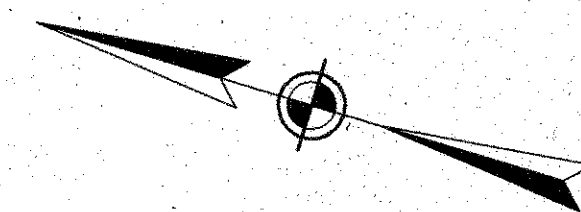
SECTION B-B

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#9	4'-5"

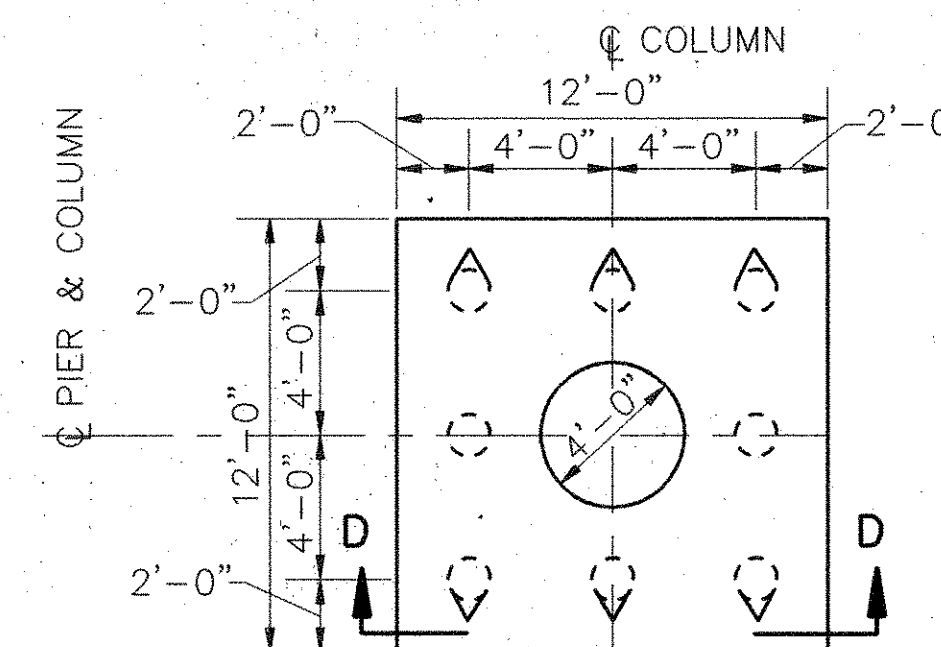
NOTE: BRIDGE SEAT ELEVATIONS have been adjusted upward 5/32" to compensate for the vertical deformation of the bearings.

		WOOLPERT CONSULTANTS 409 East Monument Avenue Dayton, Ohio 45402-1226		8	50
<b>PIER 5 WESTBOUND DETAILS</b>					
BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE MONTGOMERY COUNTY					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
M.A.P.	J.D.J.		T.D.W.	P.W.G.	5/24/90

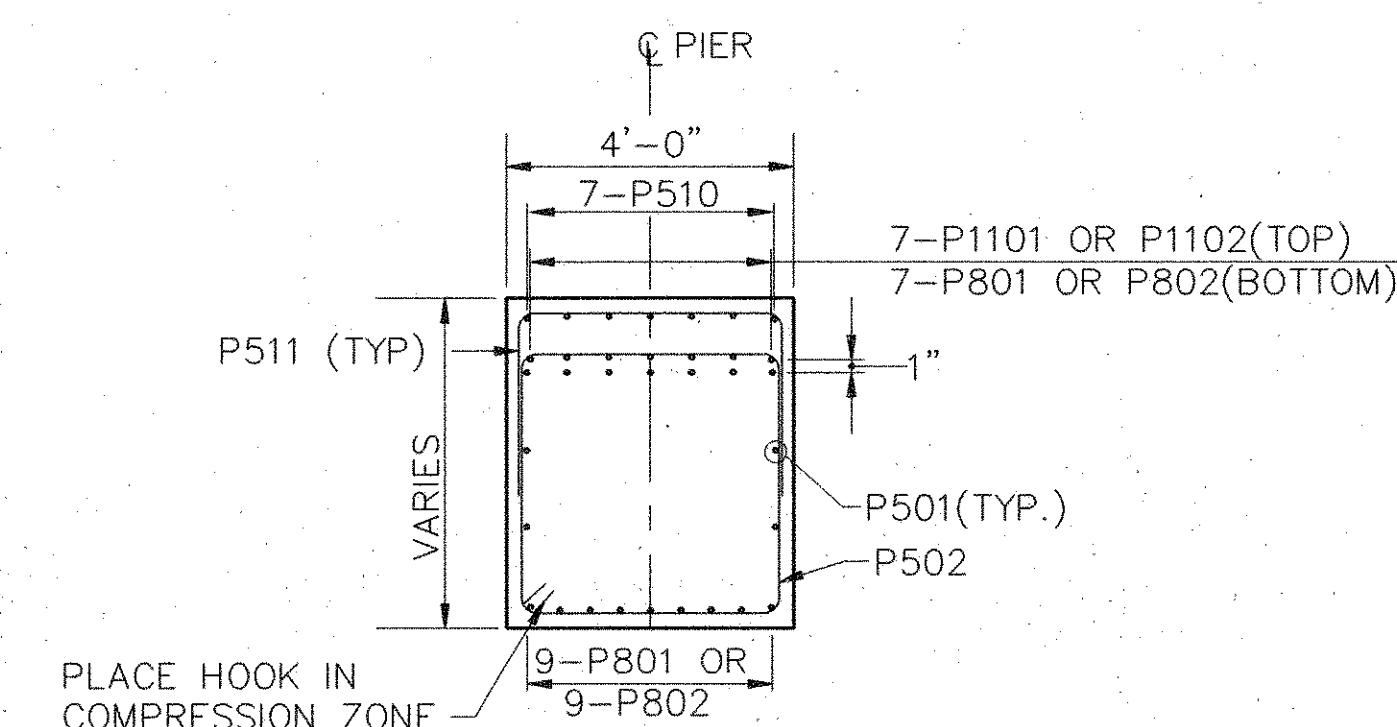




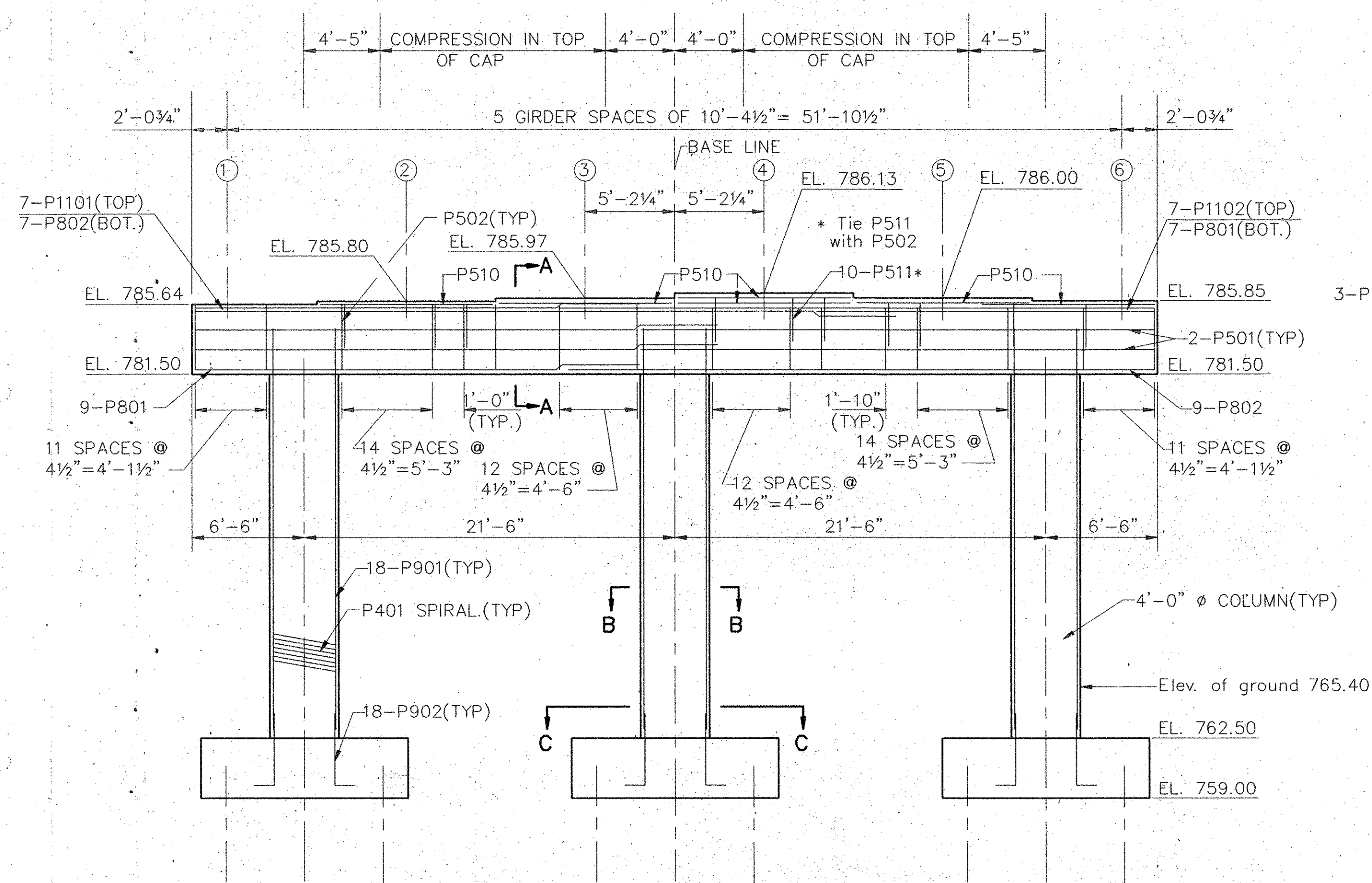
PLAN - PIER 1 EASTBOUND



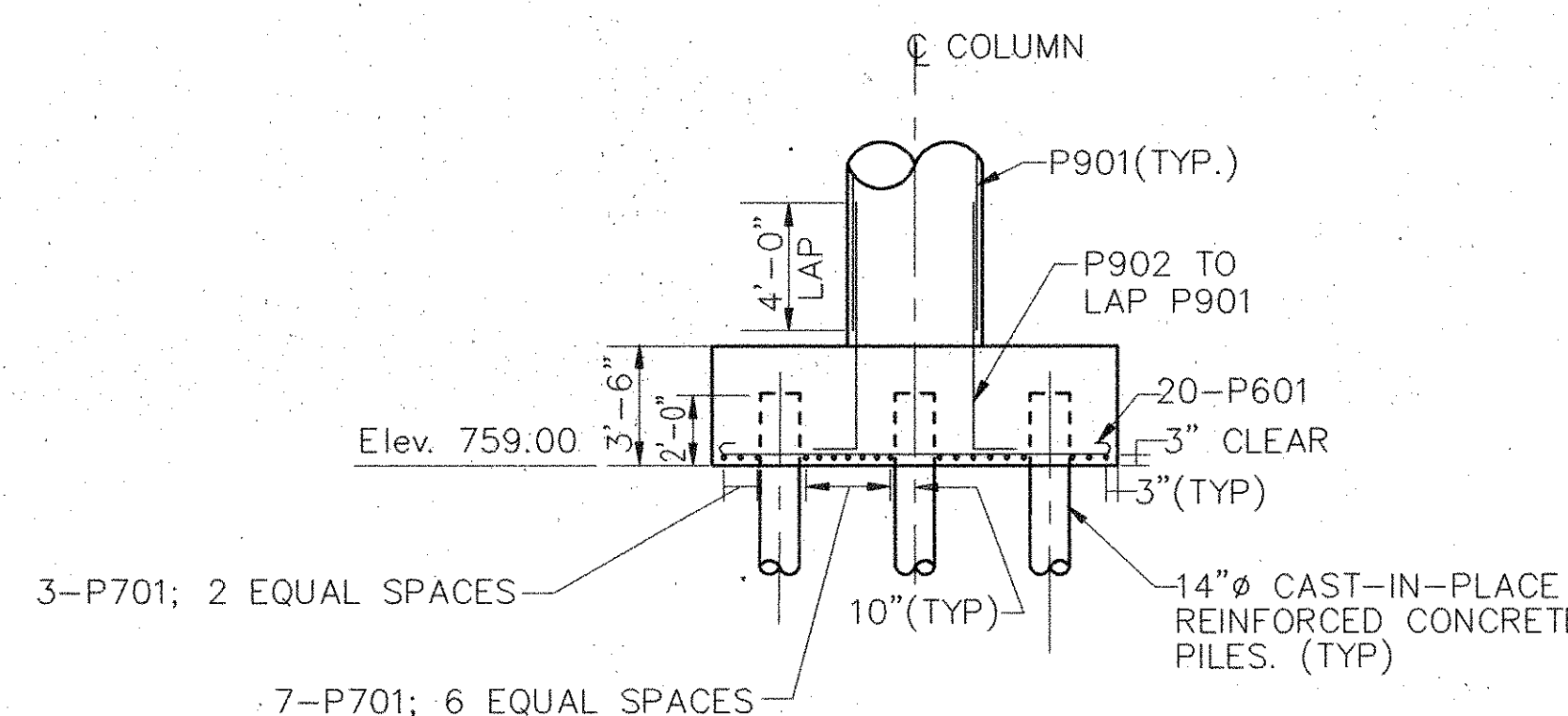
SECTION C-C



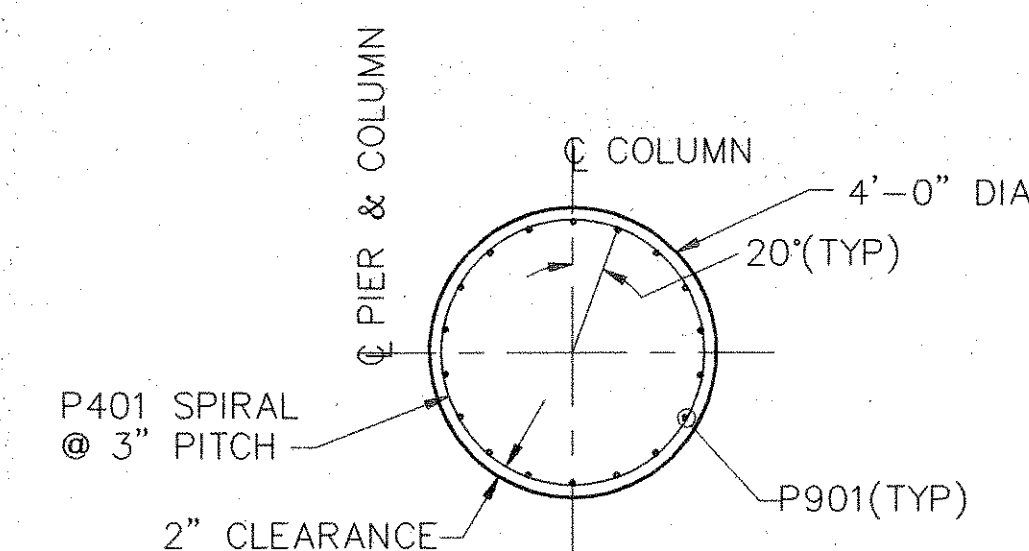
SECTION A-A



ELEVATION - PIER 1 EASTBOUND



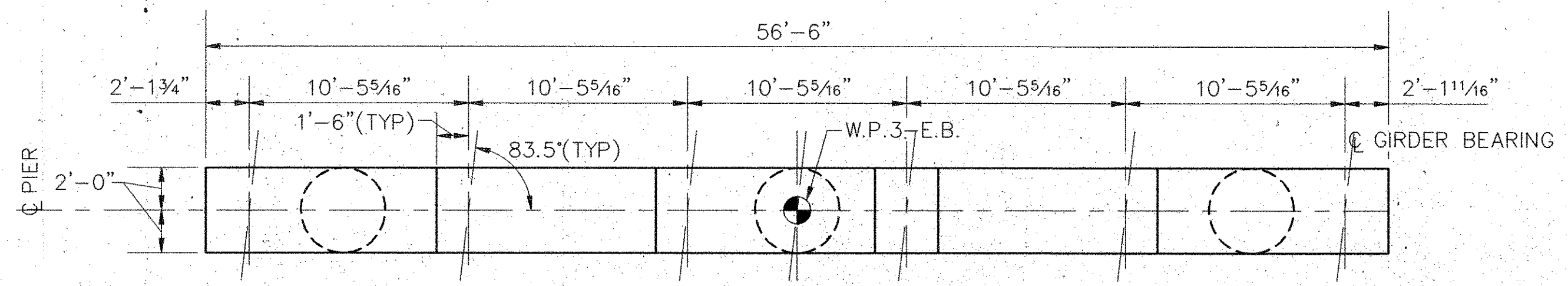
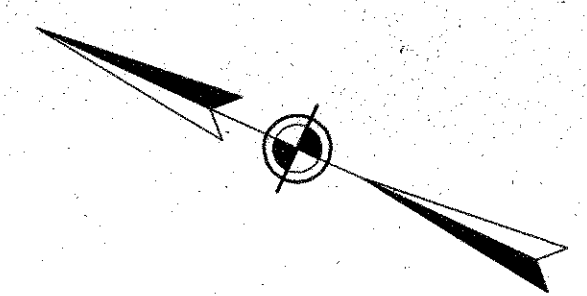
SECTION D-D



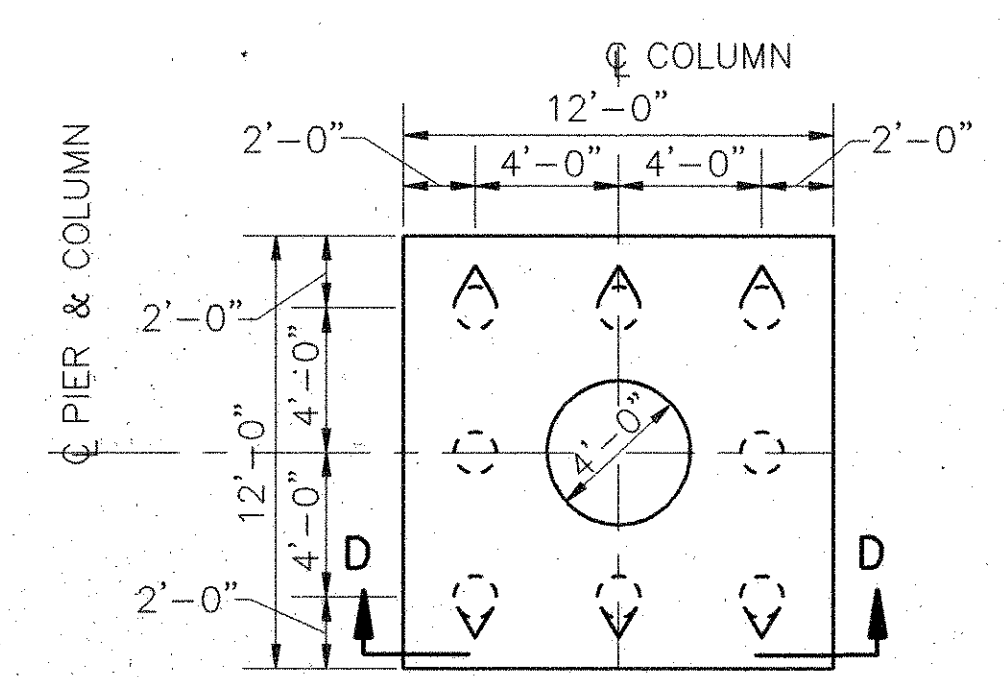
SECTION B-B

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#11	6'-11"

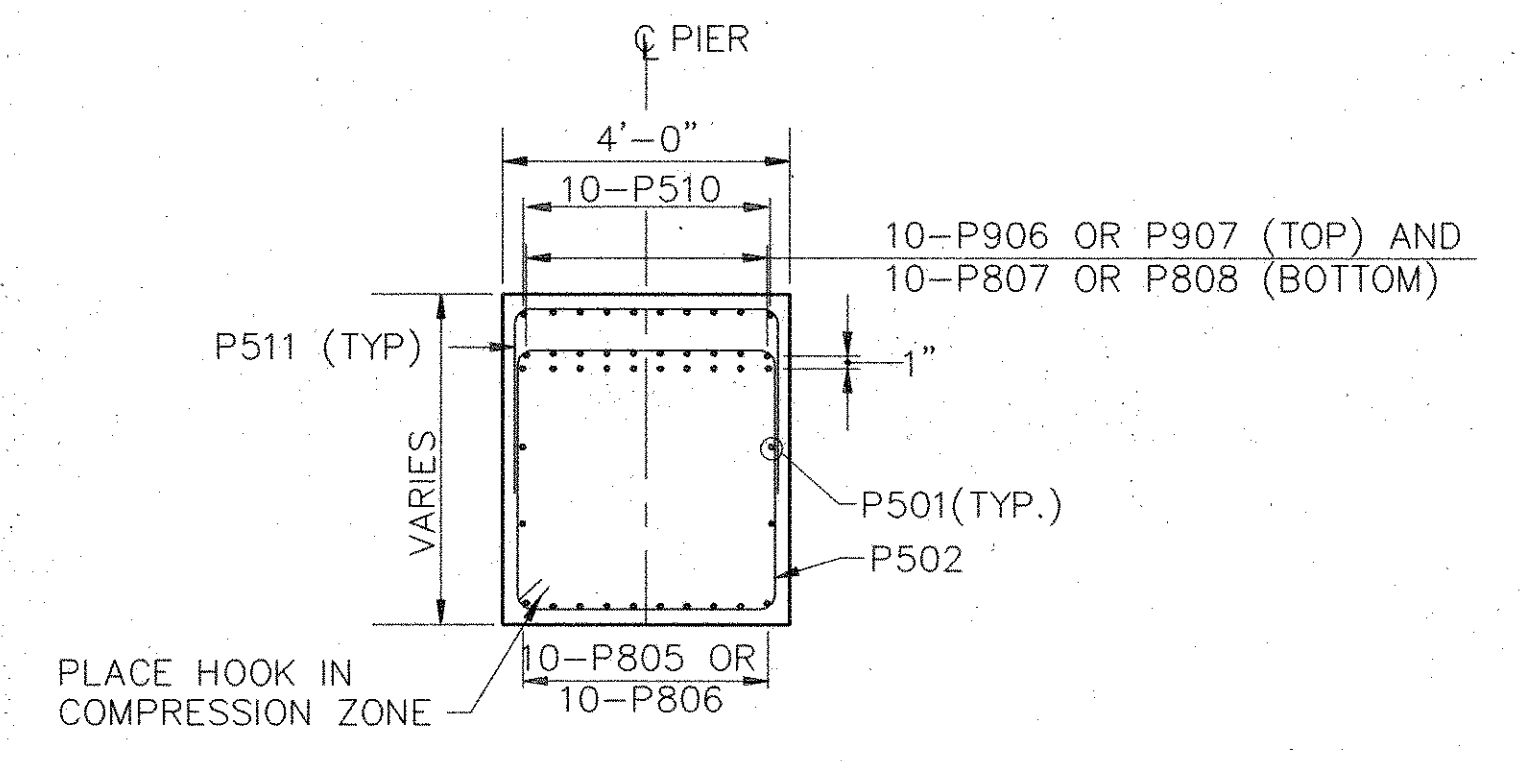




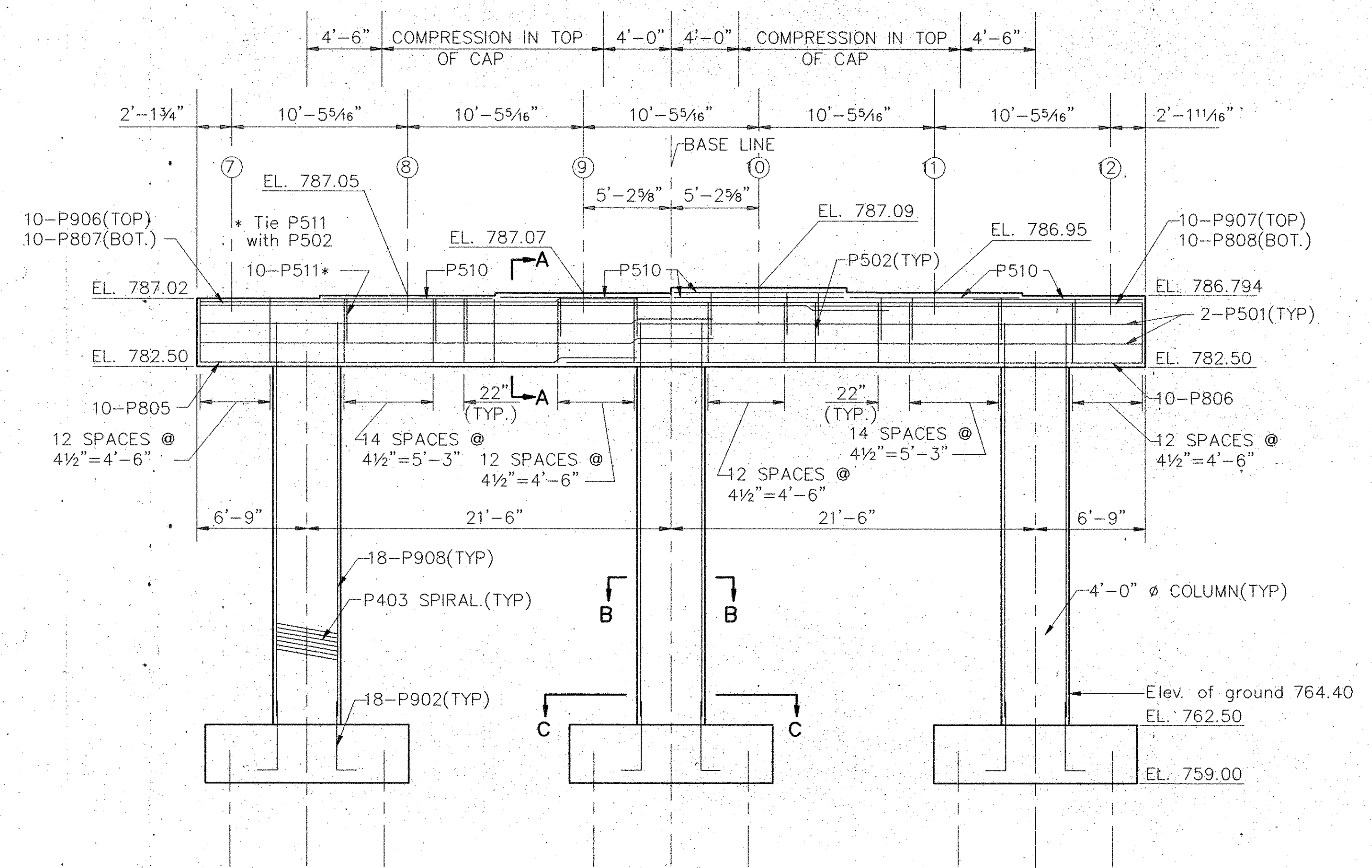
PLAN - PIER 2 EASTBOUND



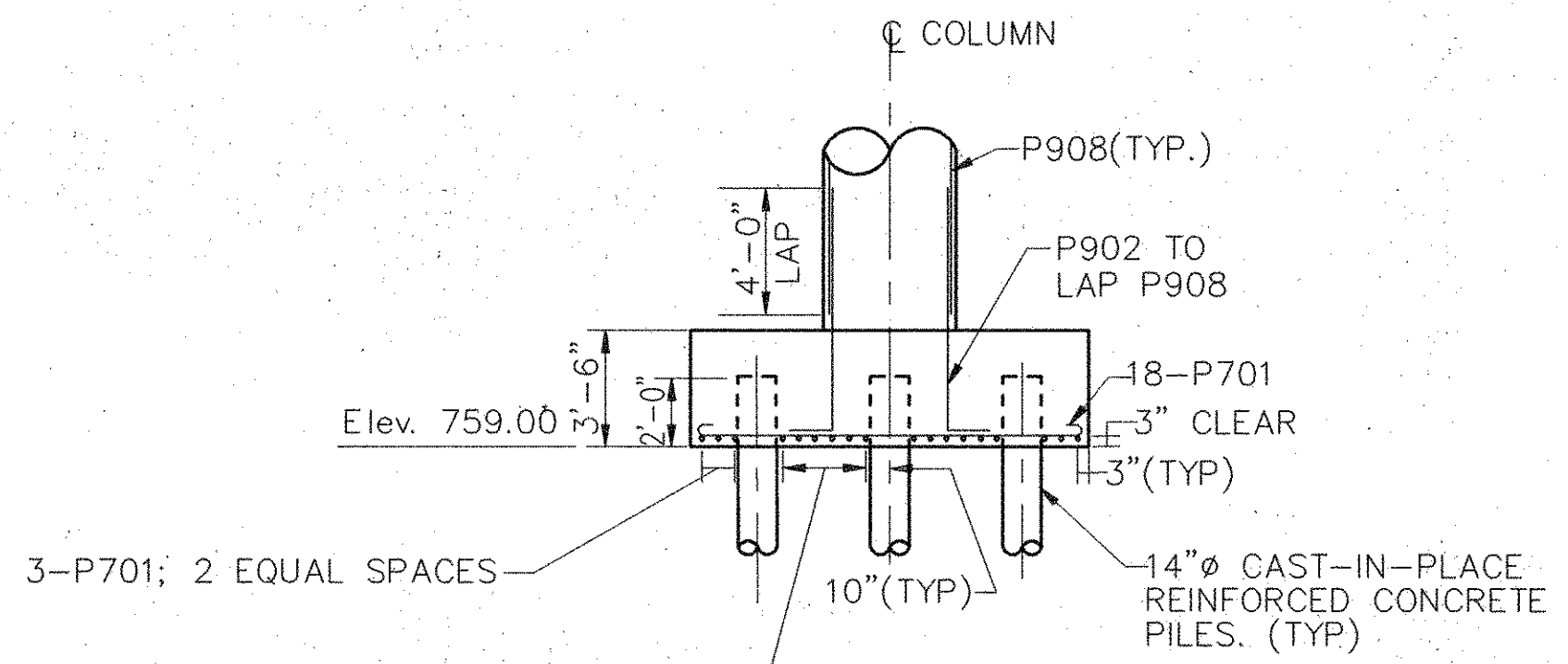
SECTION C-C



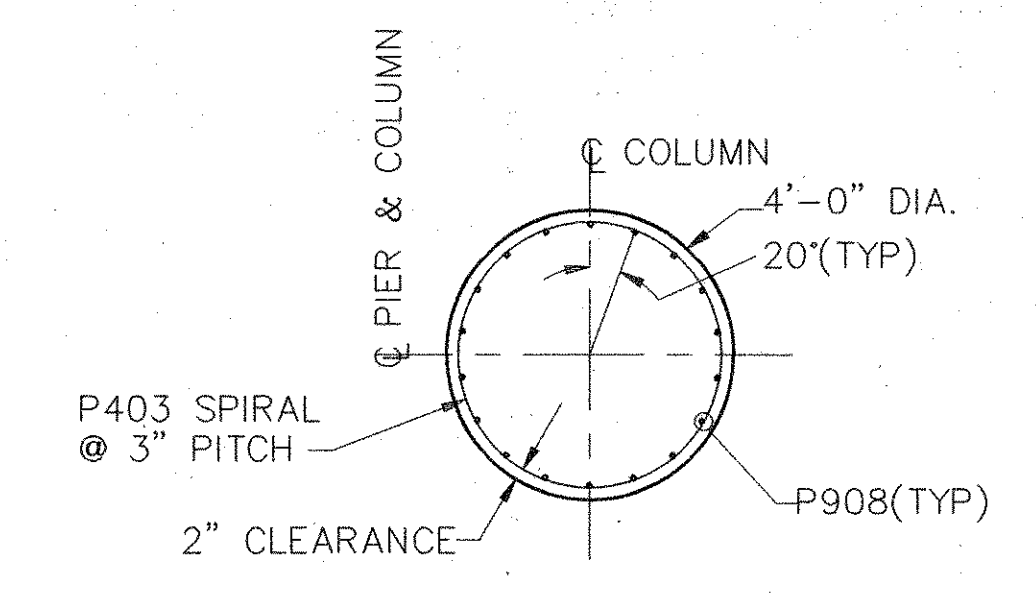
SECTION A-A



ELEVATION - PIER 2 EASTBOUND



SECTION D-D



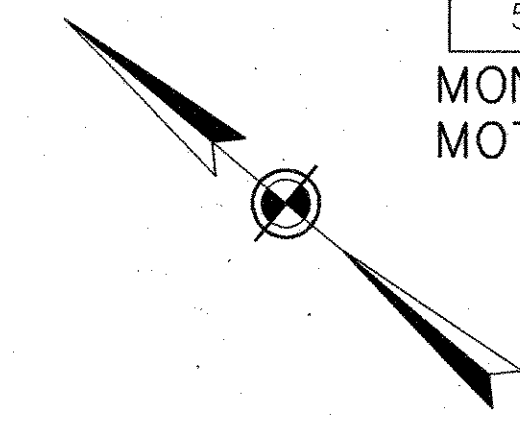
SECTION B-B

LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#9	4'-5"

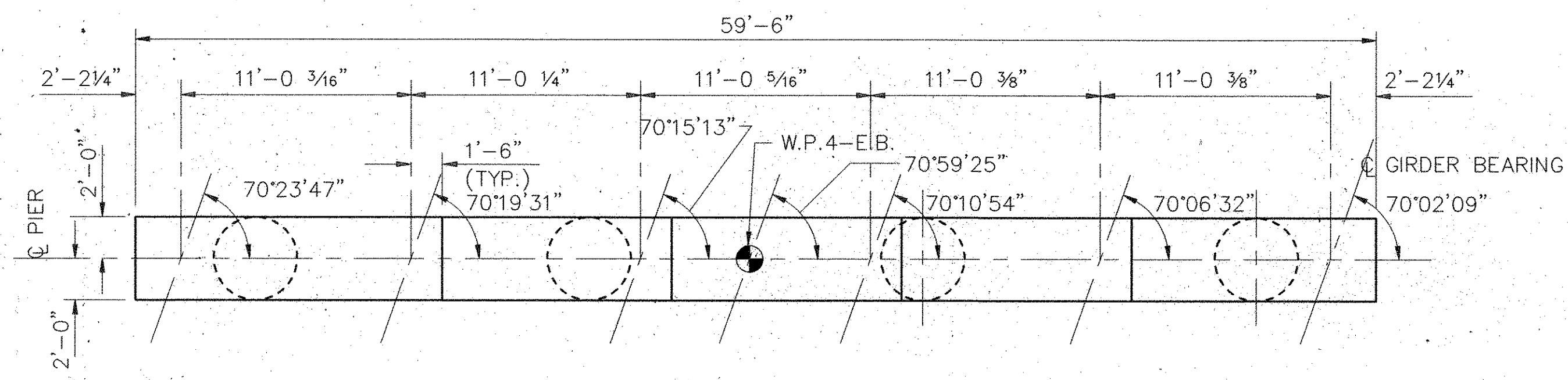
NOTE: BRIDGE SEAT ELEVATIONS have been adjusted upward 1/8" to compensate for the vertical deformation of the bearings.

<b>WOOLPERT CONSULTANTS</b> <small>409 East Monument Avenue Dayton, Ohio 45402-1226</small>		20/50				
<h3>PIER 2 EASTBOUND DETAILS</h3>						
<p>BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B &amp; O R.R. AND HOME AVENUE MONTGOMERY COUNTY</p>						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	M.I.M.		T.D.W.	P.W.G.	5/24/90	

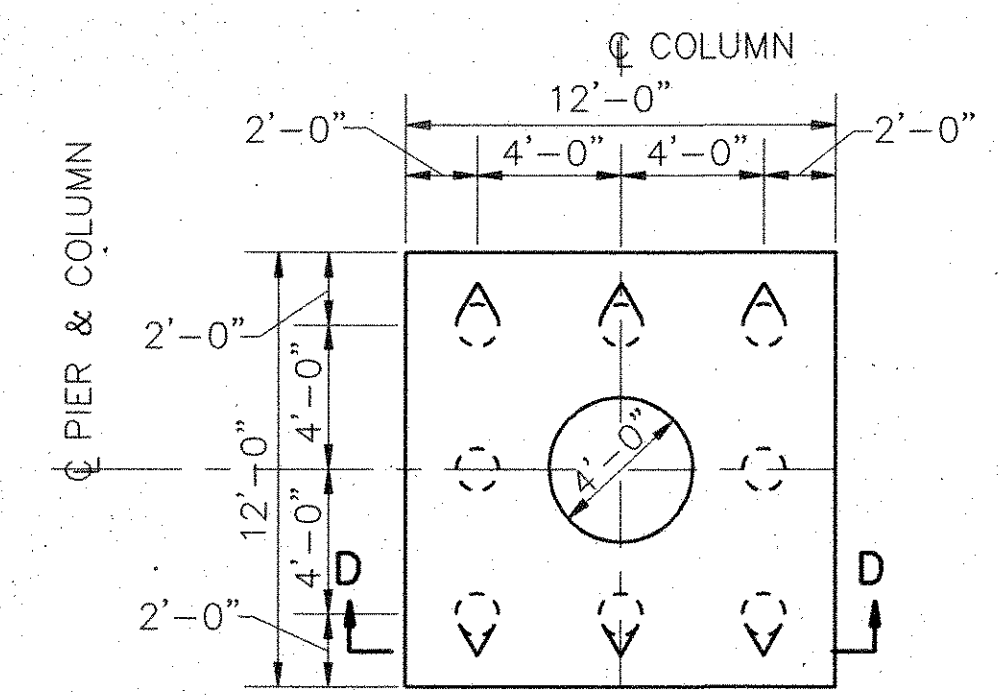




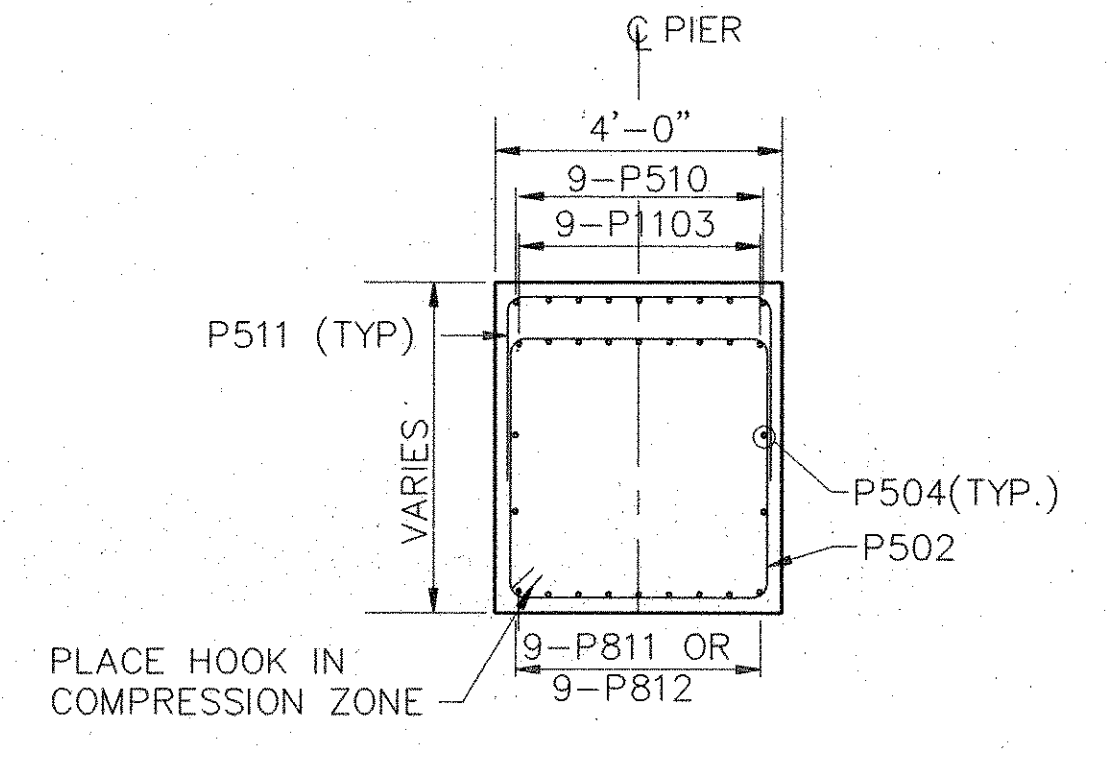
LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#11	6'-11"



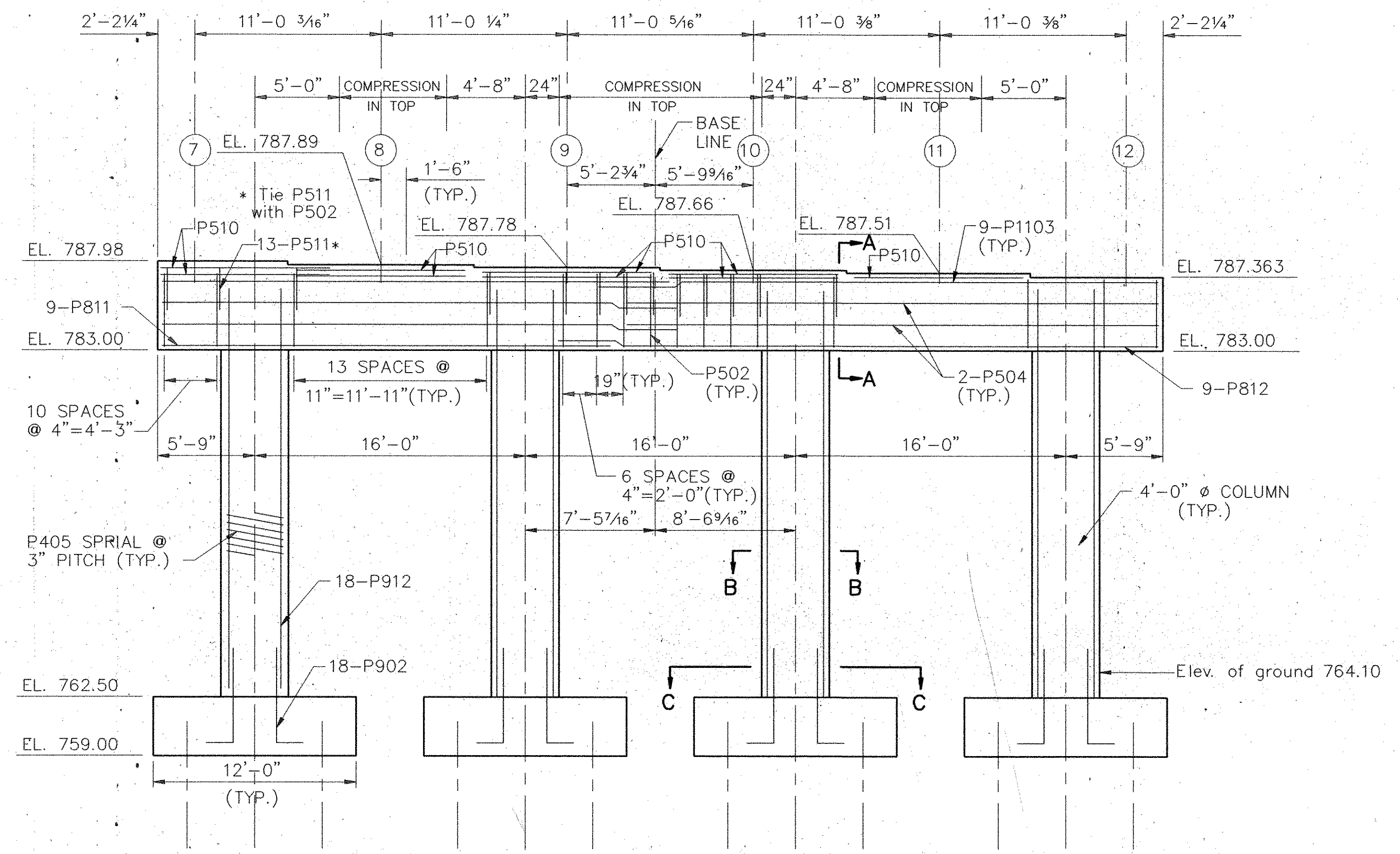
PLAN- PIER 3 EASTBOUND



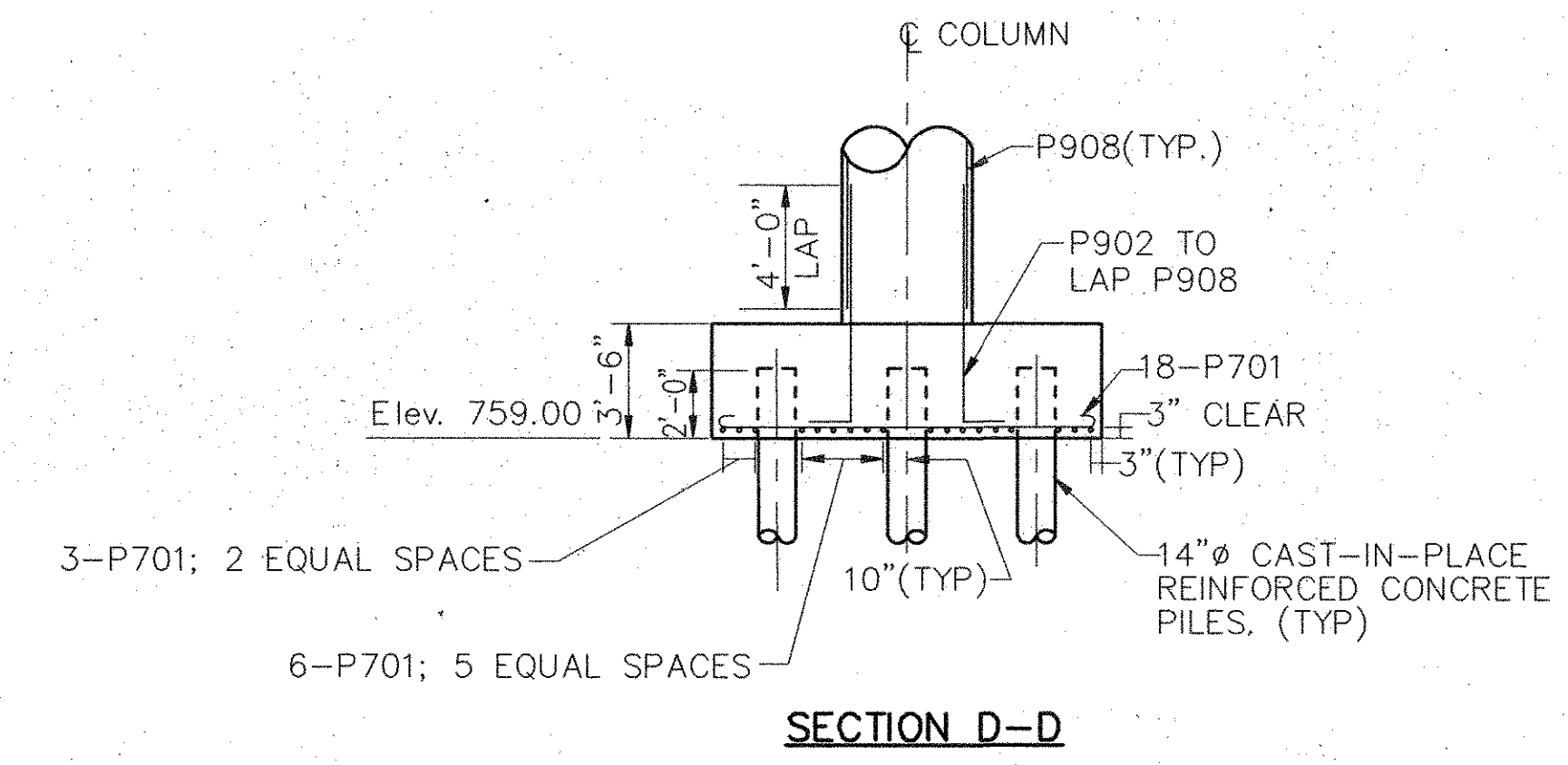
SECTION C-C



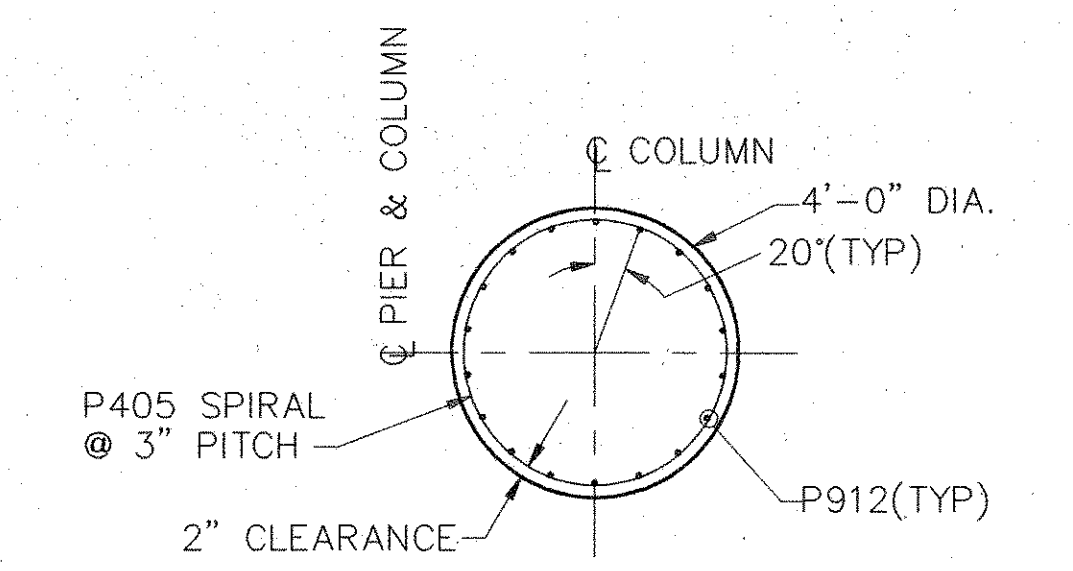
SECTION A-A



ELEVATION- PIER 3 EASTBOUND



SECTION D-D



SECTION B-B

NOTES: REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT SHALL BE ACCURATELY PLACED TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.

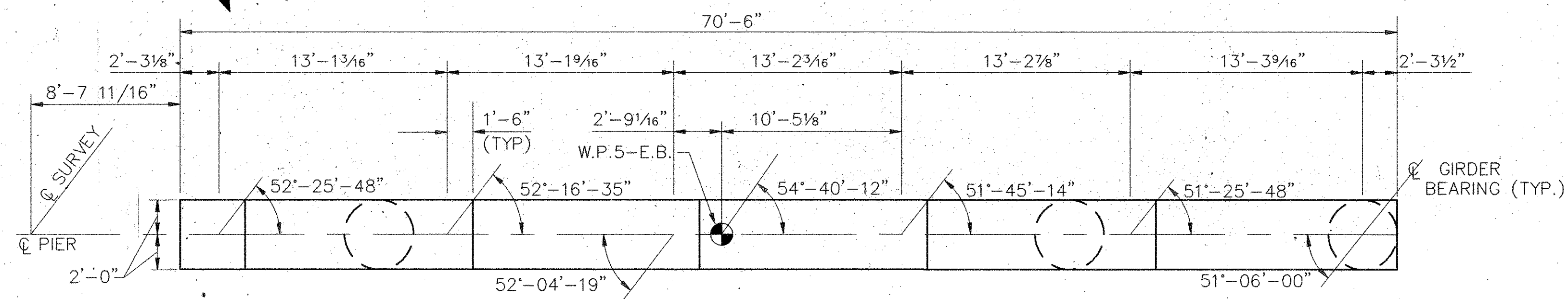
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

PIER 3 EASTBOUND DETAILS

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

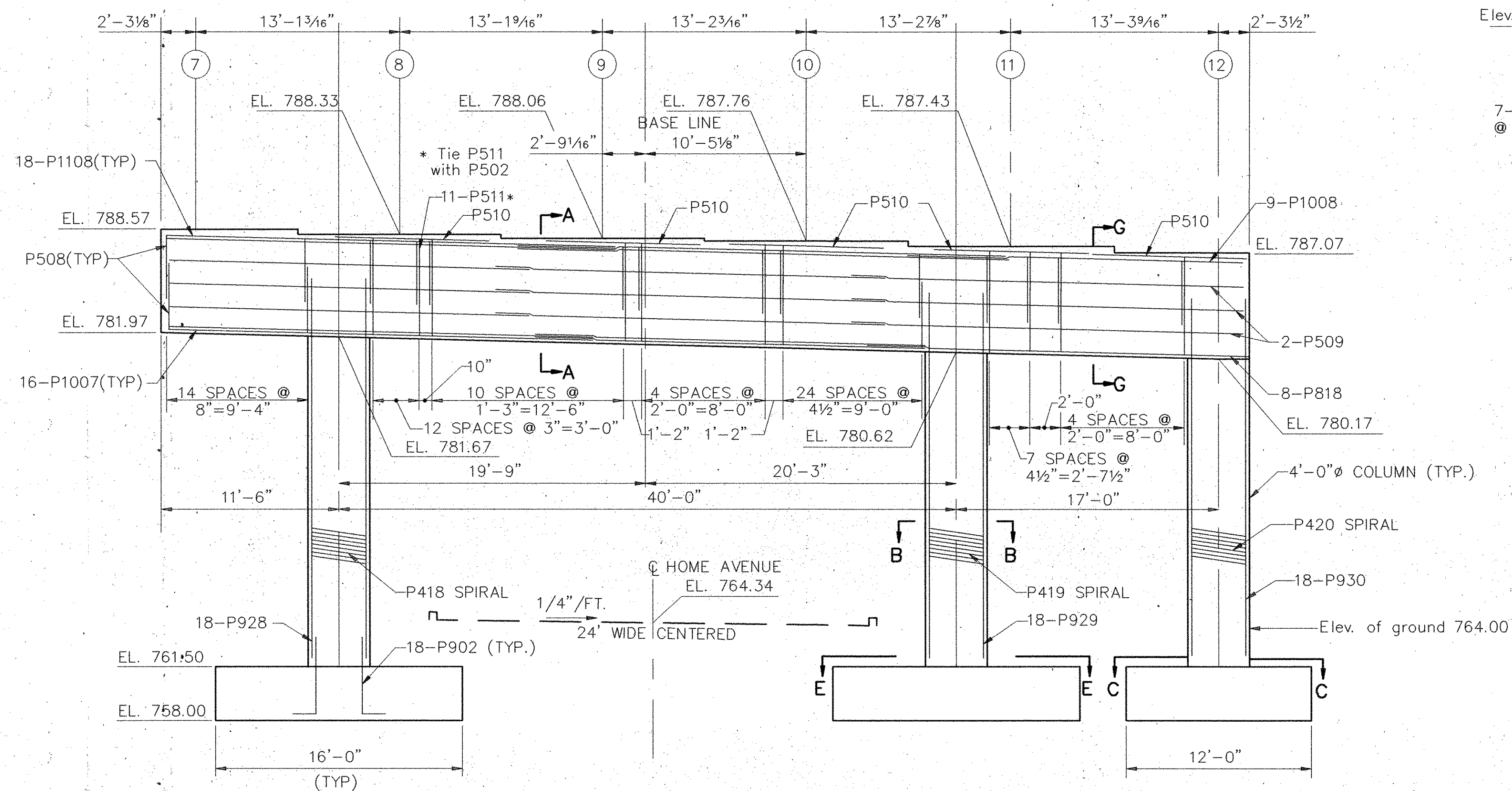
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	J.D.J.			P.W.G.	5/24/90	



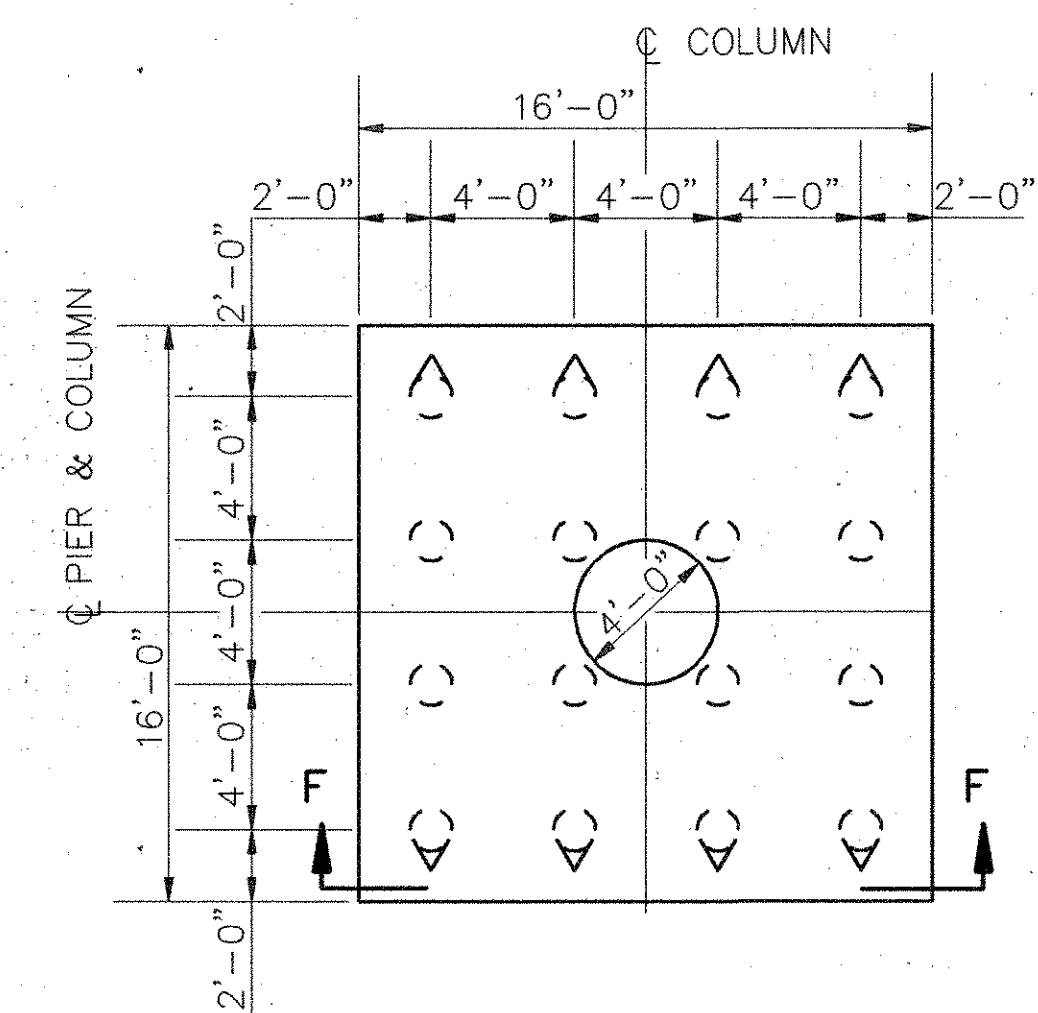


PLAN - PIER 4 EASTBOUND

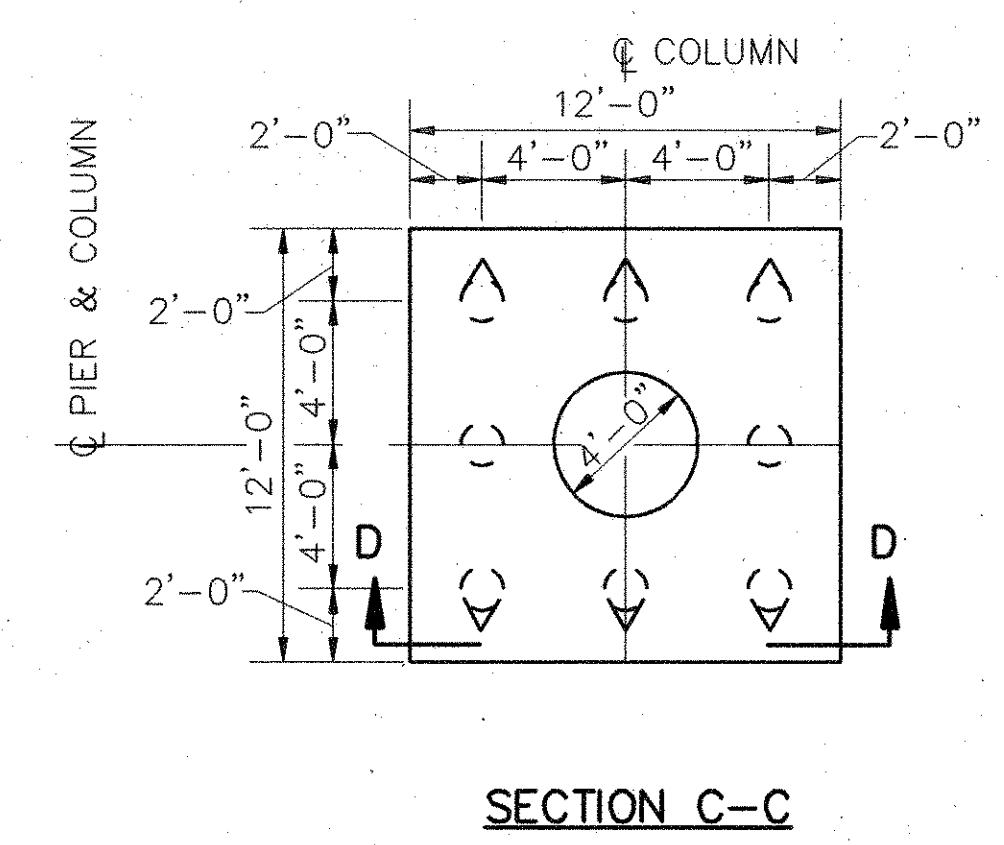
LAP REQUIREMENTS FOR CAP REINFORCING	
BAR SIZE OR LOCATION	MINIMUM LAP
#5	1'-9"
#8	4'-0"
#10 (Bottom of Cap)	5'-3"
#10 (Top of Cap)	6'-11"
#11	6'-11"



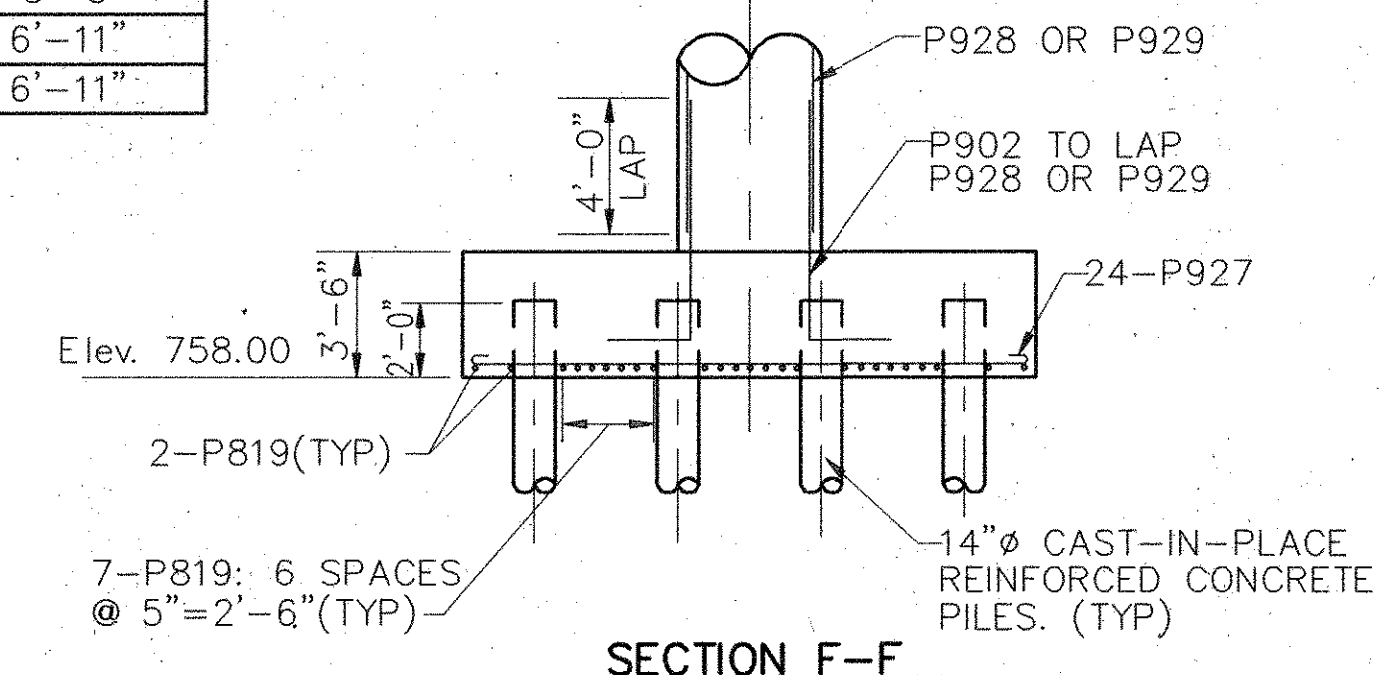
ELEVATION - PIER 4 EASTBOUND



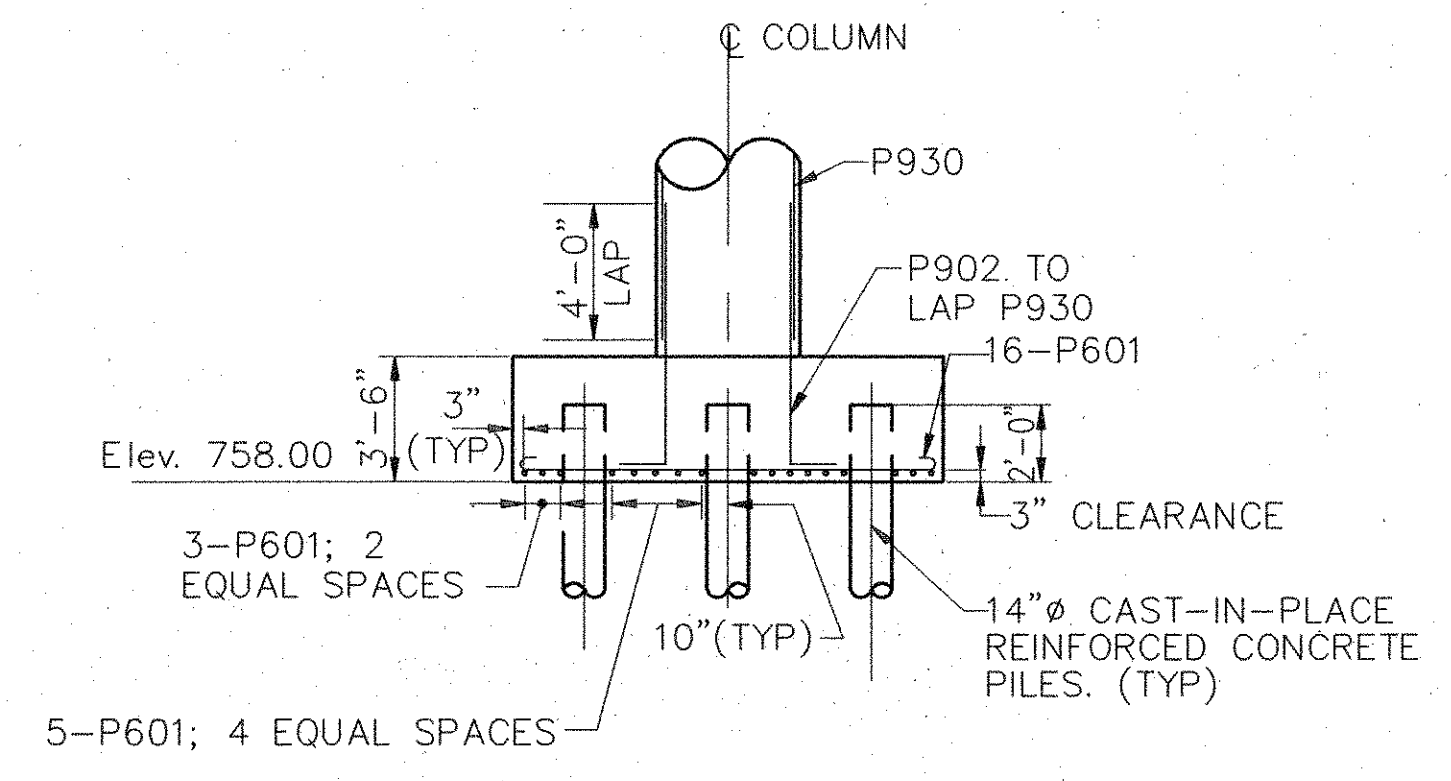
SECTION E-E



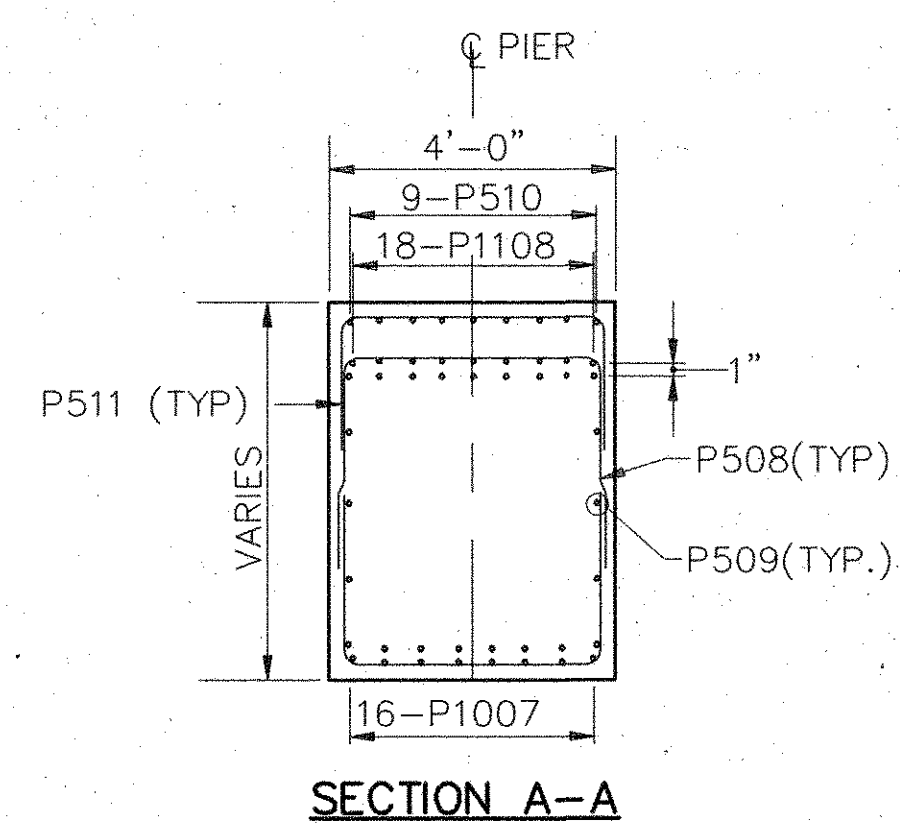
SECTION C-C



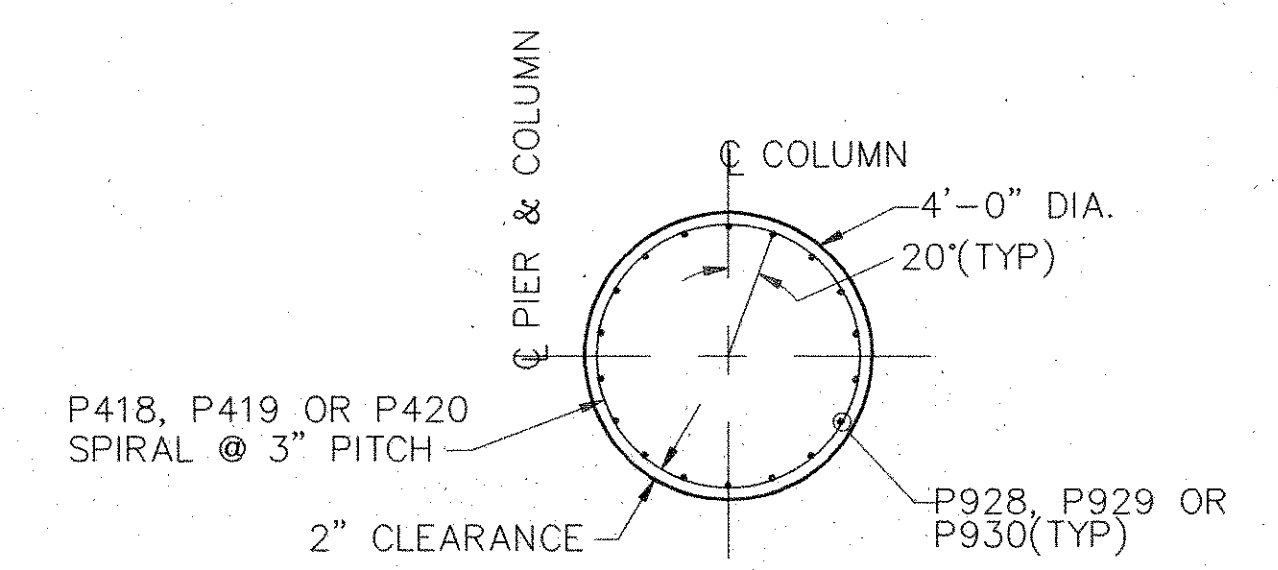
SECTION F-F



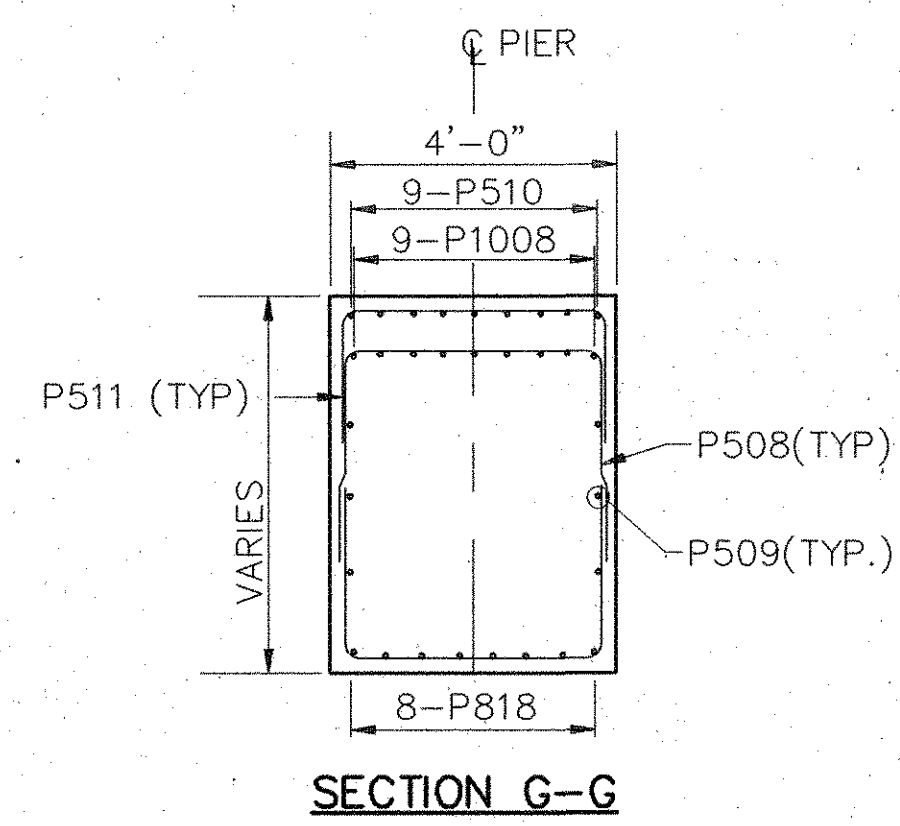
SECTION D-D



SECTION A-A



SECTION B-B



SECTION G-G

NOTES: LIMITS OF SEALING OF CONCRETE SURFACES  
A NON-EPOXY SEALER SHALL BE APPLIED TO THE FULL HEIGHT AND CIRCUMFERENCE OF THE COLUMBUS ADJACENT TO HOME AVENUE.

WOOLPERT CONSULTANTS  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

PIER 4 EASTBOUND DETAILS

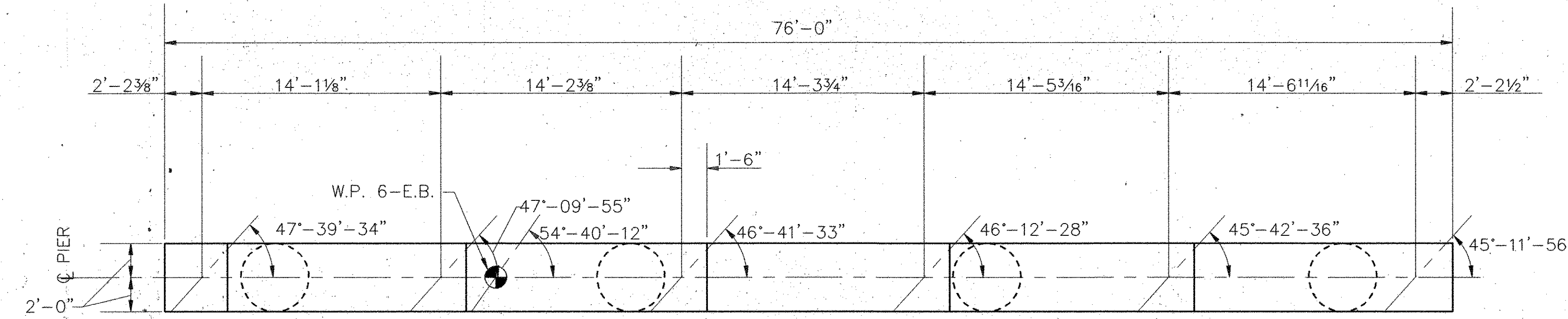
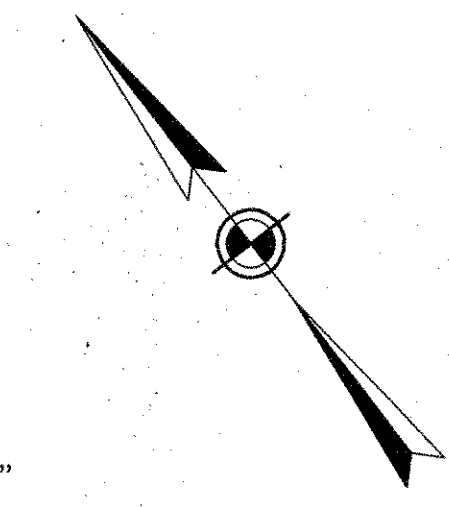
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	M.I.M.			P.W.G.	5/24/90	

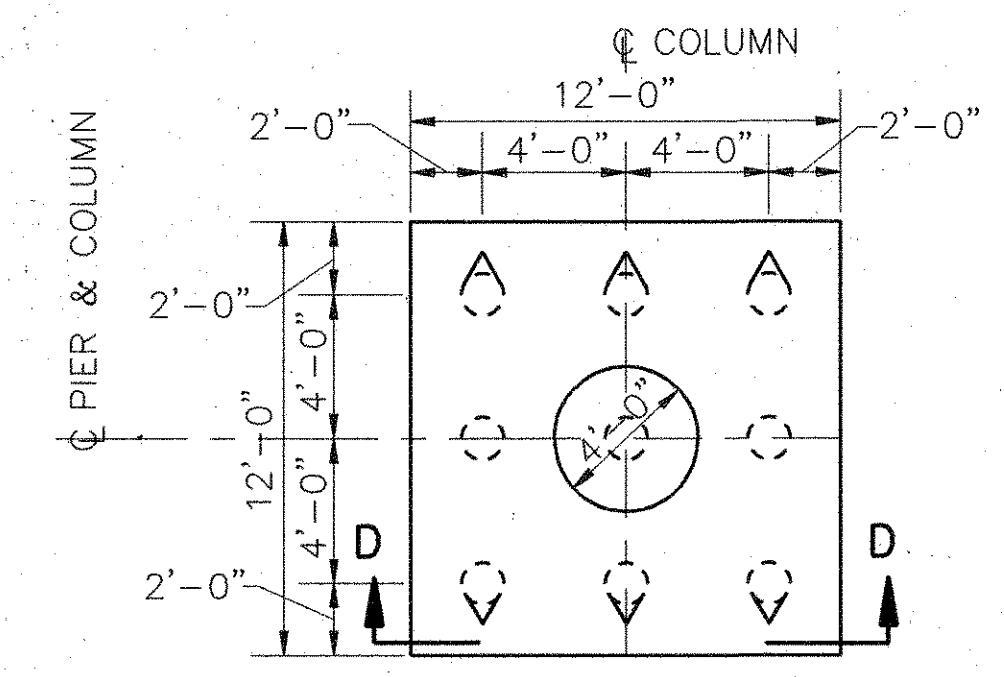
F.H.W.A. REGION	STATE	PROJECT	
5	OHIO	BRM-5405(1)	

782  
922

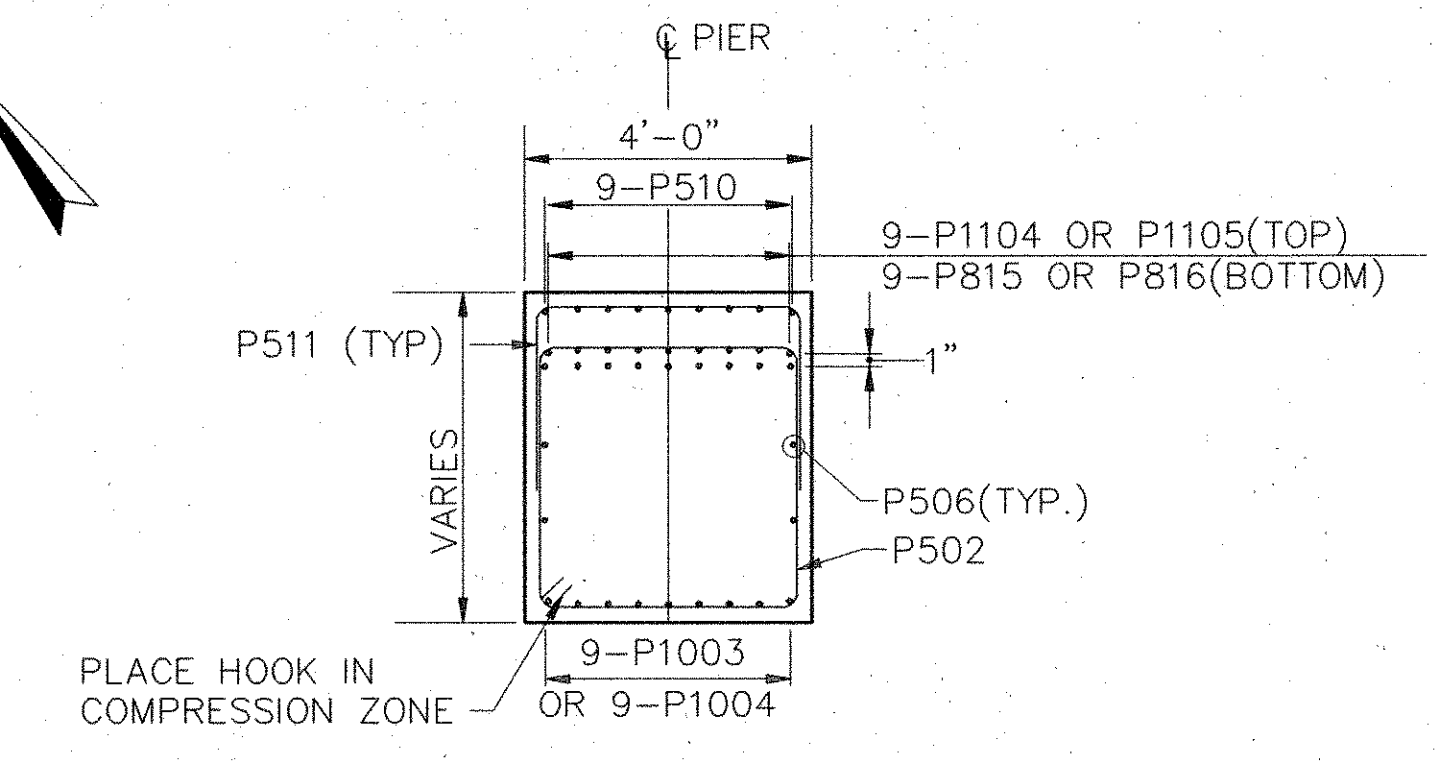
MONTGOMERY COUNTY  
MOT-35-11.33



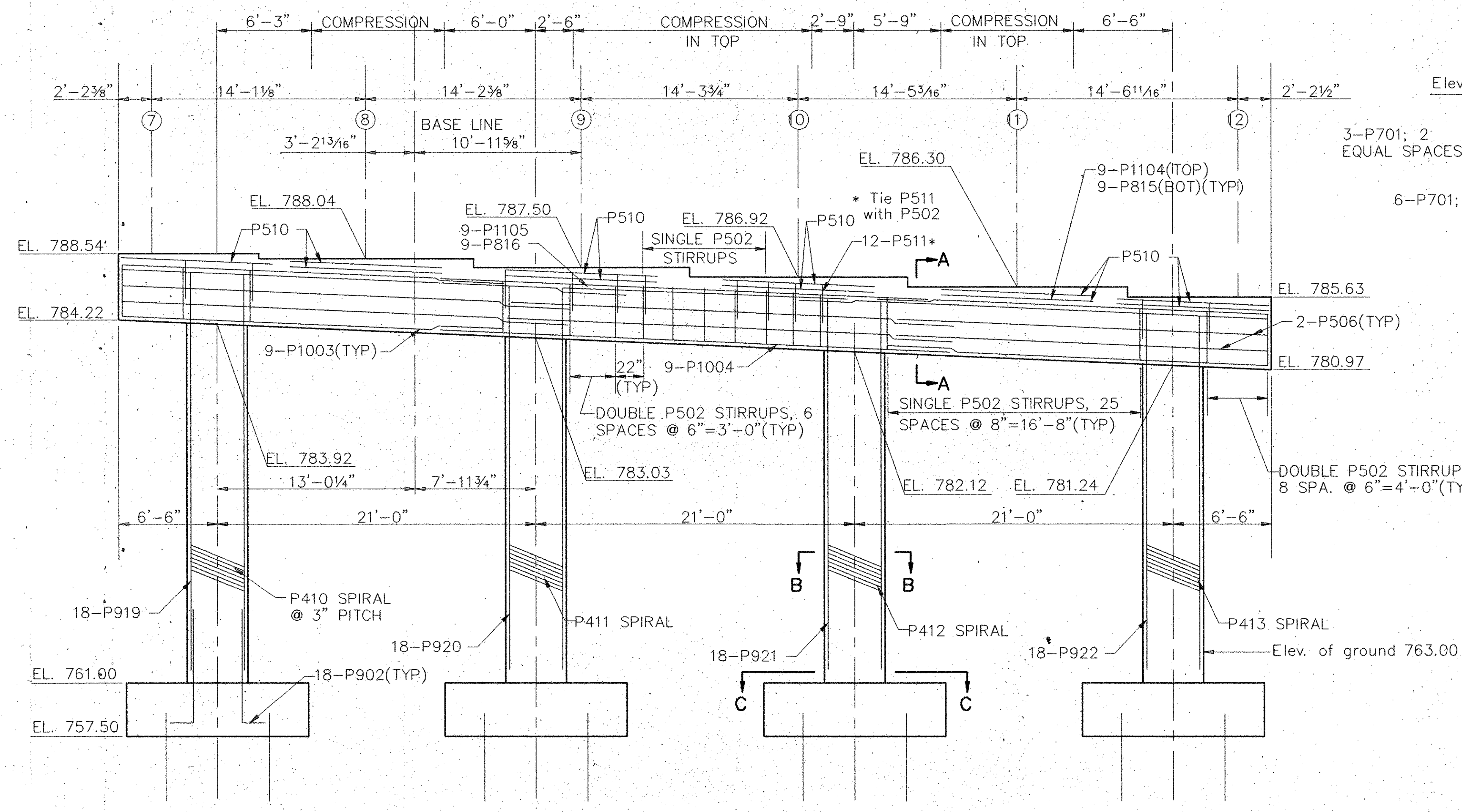
PLAN - PIER 5 EASTBOUND



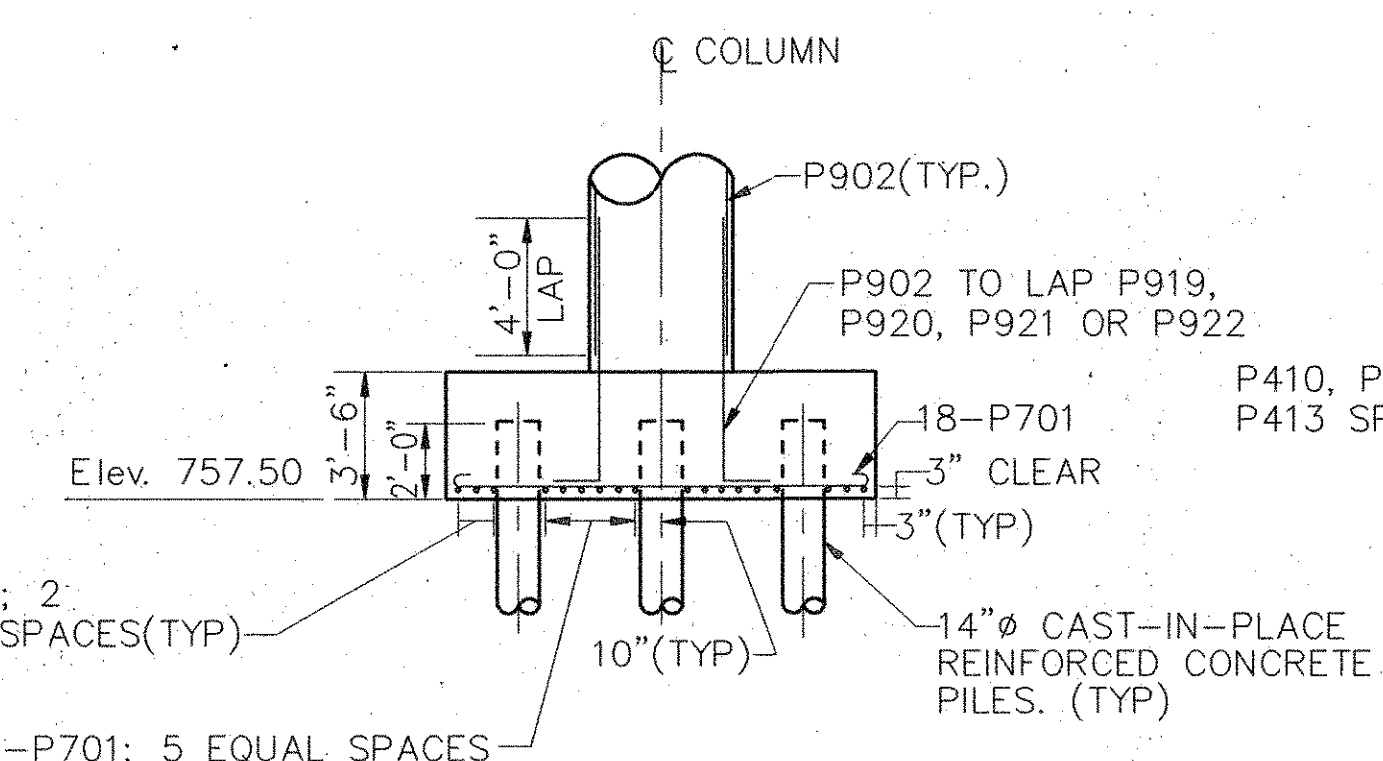
SECTION C-C



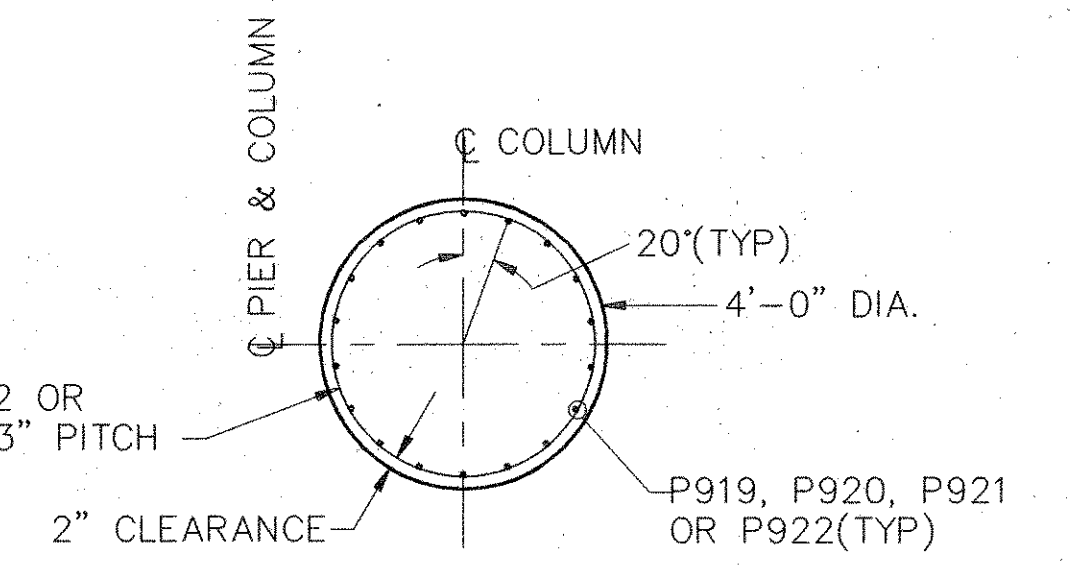
SECTION A-A



ELEVATION - PIER 5 EASTBOUND



SECTION D-D



SECTION B-B

BAR SIZE	MINIMUM LAP
#5	1'-9"
#8	3'-6"
#10	5'-7"
#11	6'-11"

NOTE: BRIDGE SEAT ELEVATIONS have been adjusted upward 5/32" to compensate for the vertical deformation of the bearings.

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1228

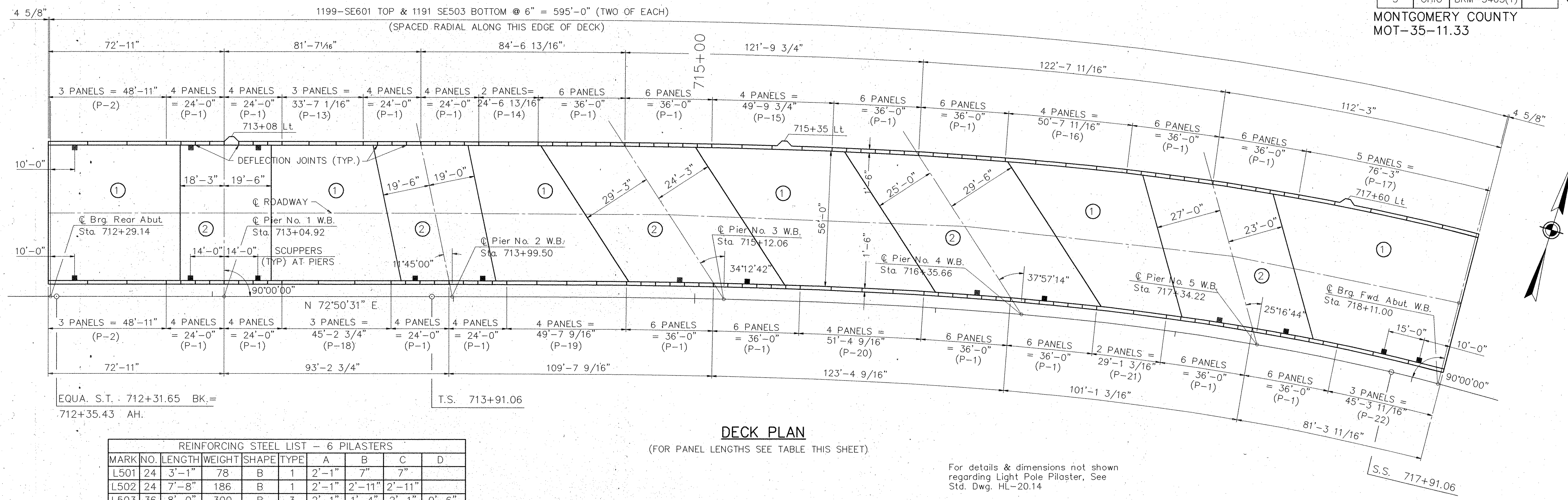
23/50

**PIER 5 EASTBOUND DETAILS**

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
M.A.P.	M.I.M.		T.D.W.	P.W.G.	5/24/90	





REINFORCING STEEL LIST - 6 PILASTERS

MARK NO.	LENGTH	WEIGHT	SHAPE	TYPE	A	B	C	D
L501	24 3'-1"	78	B	1	2'-1"	7"	7"	
L502	24 7'-8"	186	B	1	2'-1"	2'-11"	2'-11"	
L503	36 8'-0"	300	B	3	2'-1"	1'-4"	2'-1"	0'-6"
L504	24 2'-11"	72	S					
L505	24 2'-10"	72	B	1	1'-10"	7"	7"	
L506	24 8'-5"	216	B	2	2'-4"	3'-2"	3'-2"	0'-6 1/2"
L507	36 7'-3"	270	B	3	1'-10"	1'-6"	1'-10"	0'-6"
L508	24 3'-2"	78	S					

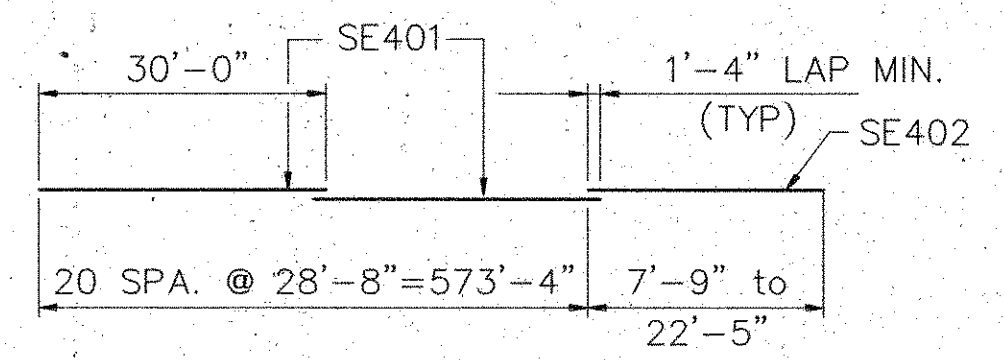
DECK PLAN  
(FOR PANEL LENGTHS SEE TABLE THIS SHEET)

For details & dimensions not shown regarding Light Pole Pilaster, See Std. Dwg. HL-20.14

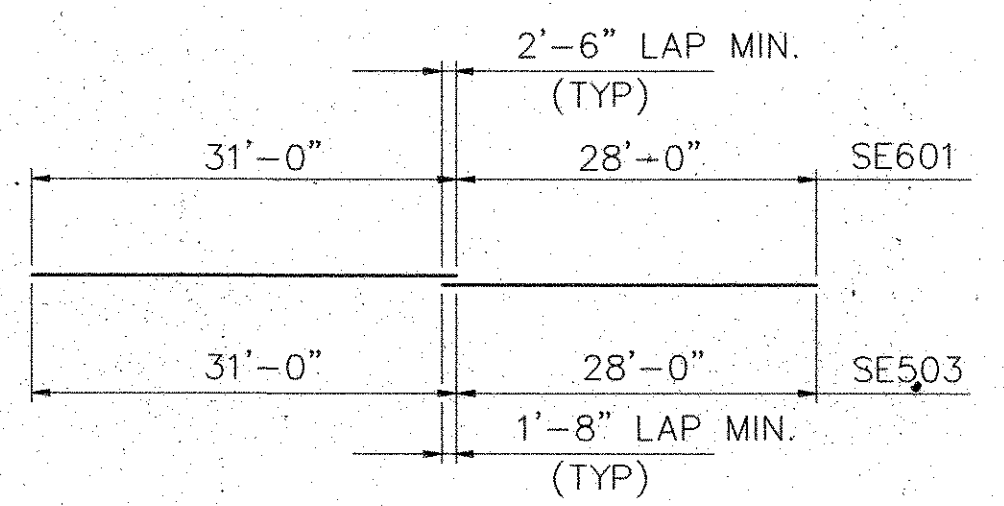
NOTES:

- For notes concerning preformed expansion joint filler, placing parapet panels and payment for railing concrete, expansion joint filler, and reinforcing steel see Std. Dwg. BR-1
- For reinforcing steel list see sheet 48 / 50
- For deck screed elevations see sheet 47 / 50
- For typical section see sheet 26 / 50
- For scupper details see sheet 28 / 50

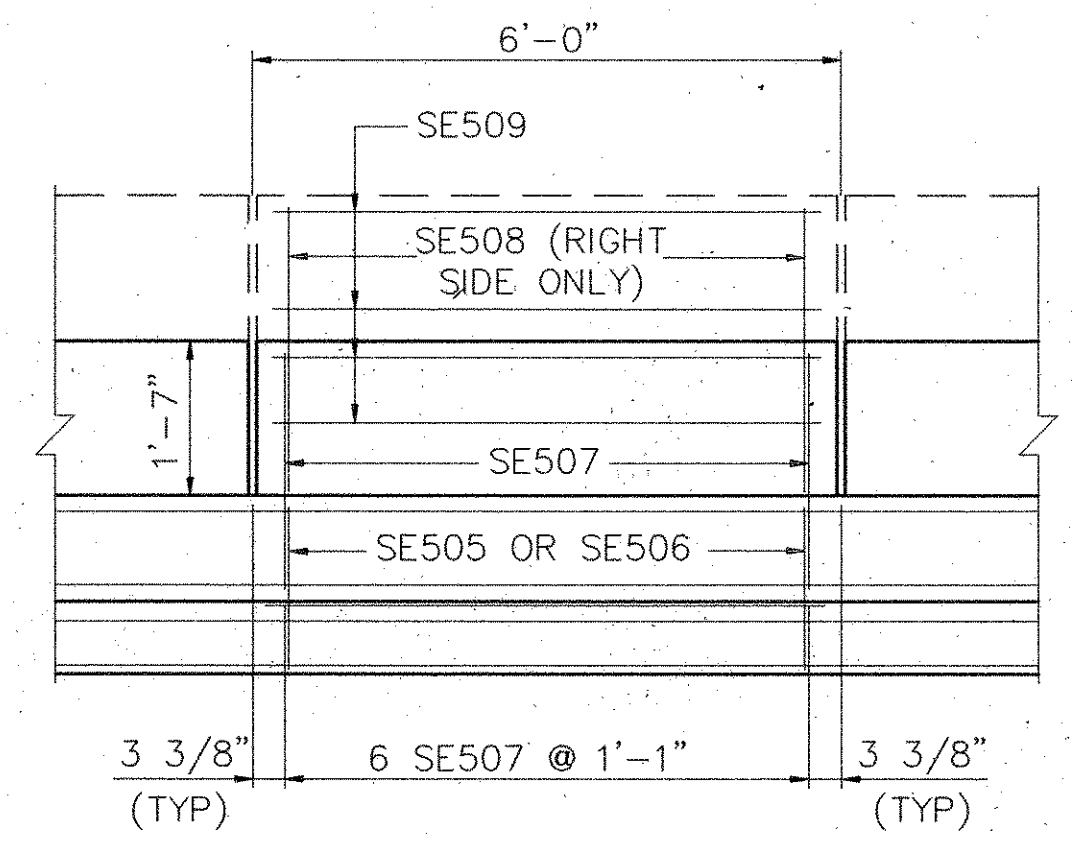
NOTE:  
Portions of slab denoted by ① to be placed first, Portions denoted by ② to be placed next.



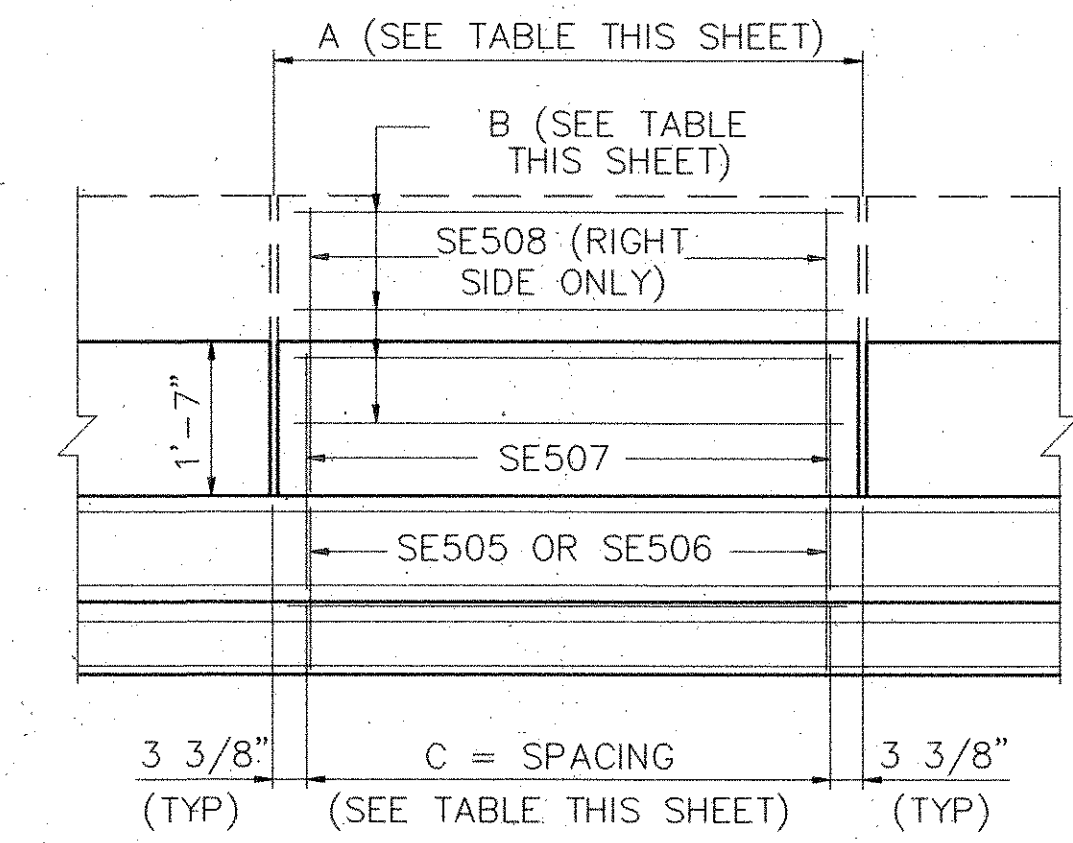
LONGITUDINAL REINFORCING (TOP)  
SE401 AND SE402 BARS



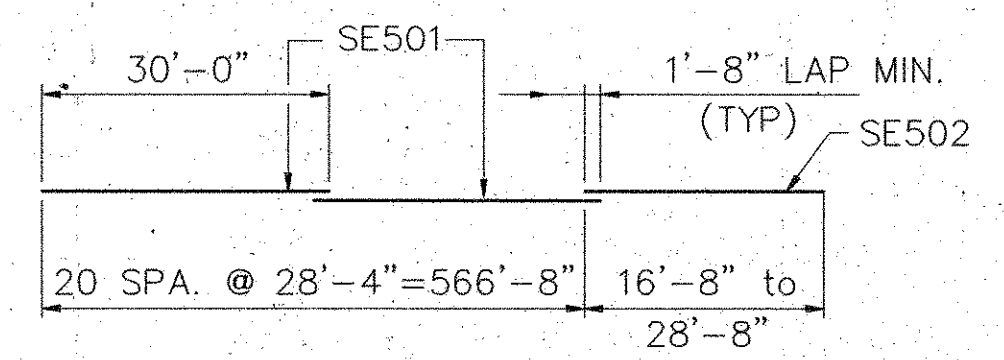
TRANSVERSE REINFORCING  
TOP AND BOTTOM  
SE503 AND SE601 BARS



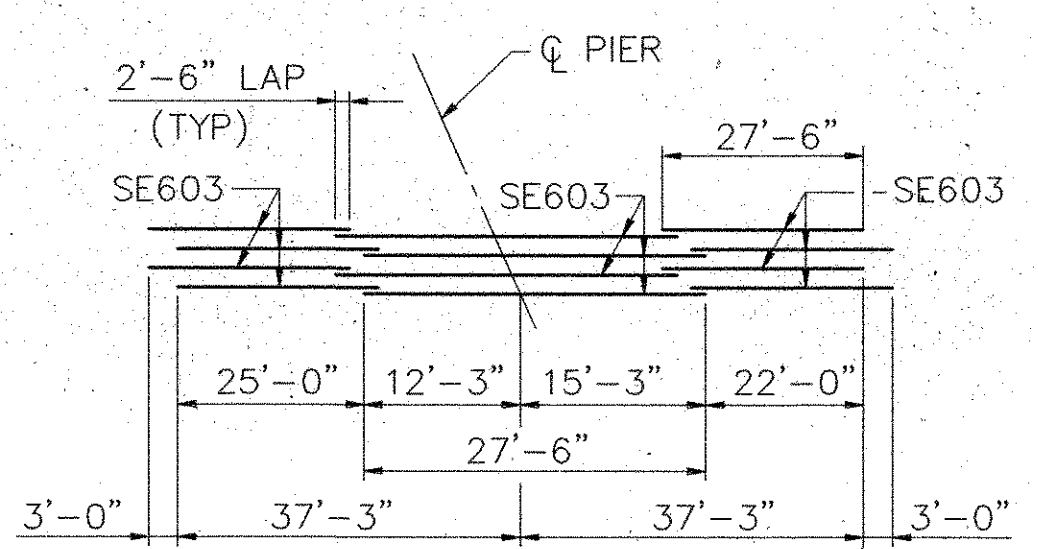
ELEVATION  
P-1



ELEVATION  
P-2 AND P-13 THRU P-22



LONGITUDINAL REINFORCING (BOTTOM)  
SE501 AND SE502 BARS



SE603 BARS OVER PIERS

MARK NO.	A	B	C
P-1 104	6'-0"	SE509	1'-1"
P-2 6	16'-3 43/64"	SE510	1'-5 1/8"
P-13 3	11'-2 23/64"	SE521	1'-3 15/16"
P-14 2	12'-3 13/32"	SE522	1'-5 1/2"
P-15 4	12'-5 7/16"	SE523	1'-5 13/16"
P-16 4	12'-7 59/64"	SE524	1'-4 1/8"
P-17 5	15'-3"	SE525	1'-5 9/16"
P-18 3	15'-0 59/64"	SE526	1'-5 3/8"
P-19 4	12'-4 57/64"	SE527	1'-5 3/4"
P-20 4	12'-10 9/64"	SE528	1'-4 3/8"
P-21 2	14'-6 19/32"	SE529	1'-4 13/16"
P-22 3	15'-1 15/64"	SE530	1'-5 7/16"

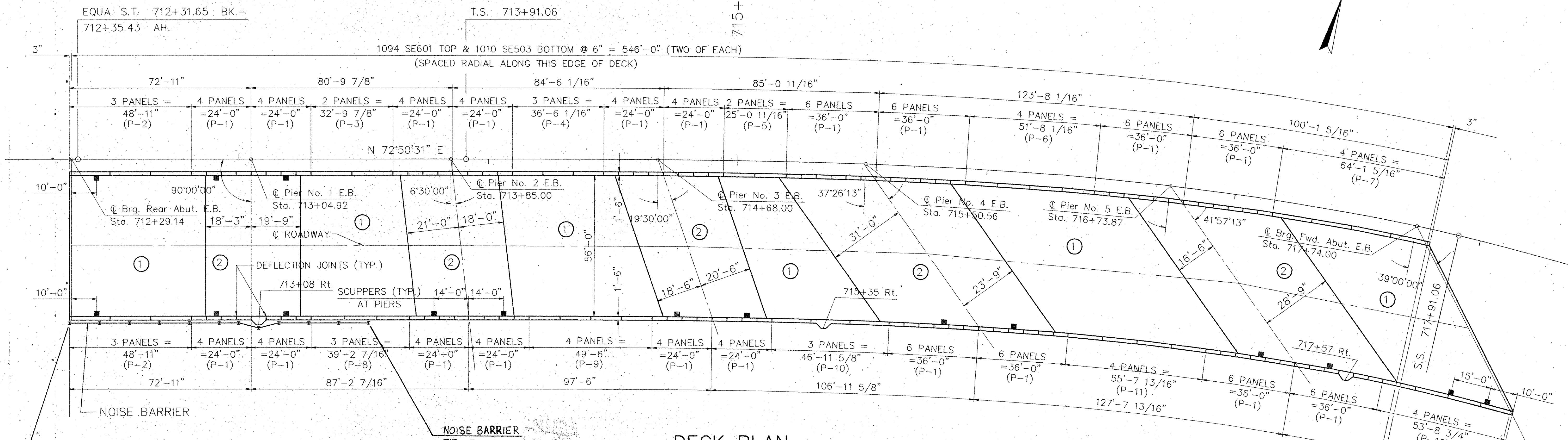
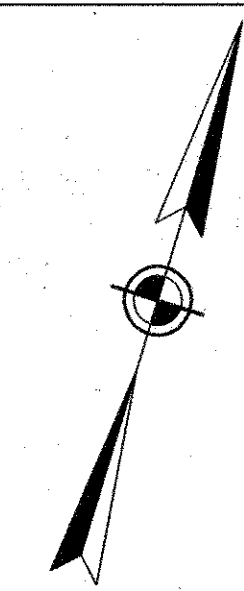
WOOLPERT CONSULTANTS  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

SUPERSTRUCTURE (W.B.)

BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.P.W.G.		5/24/90	





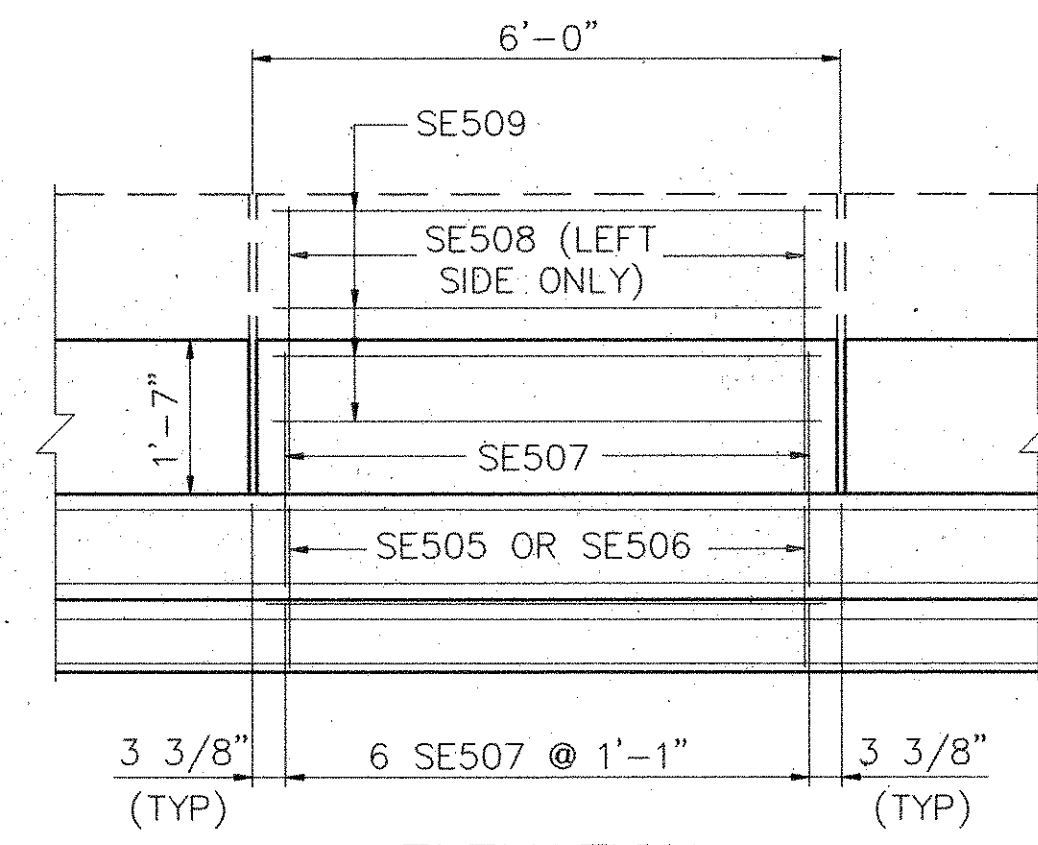
**DECK PLAN**

(FOR PANEL LENGTHS SEE TABLE THIS SHEET)

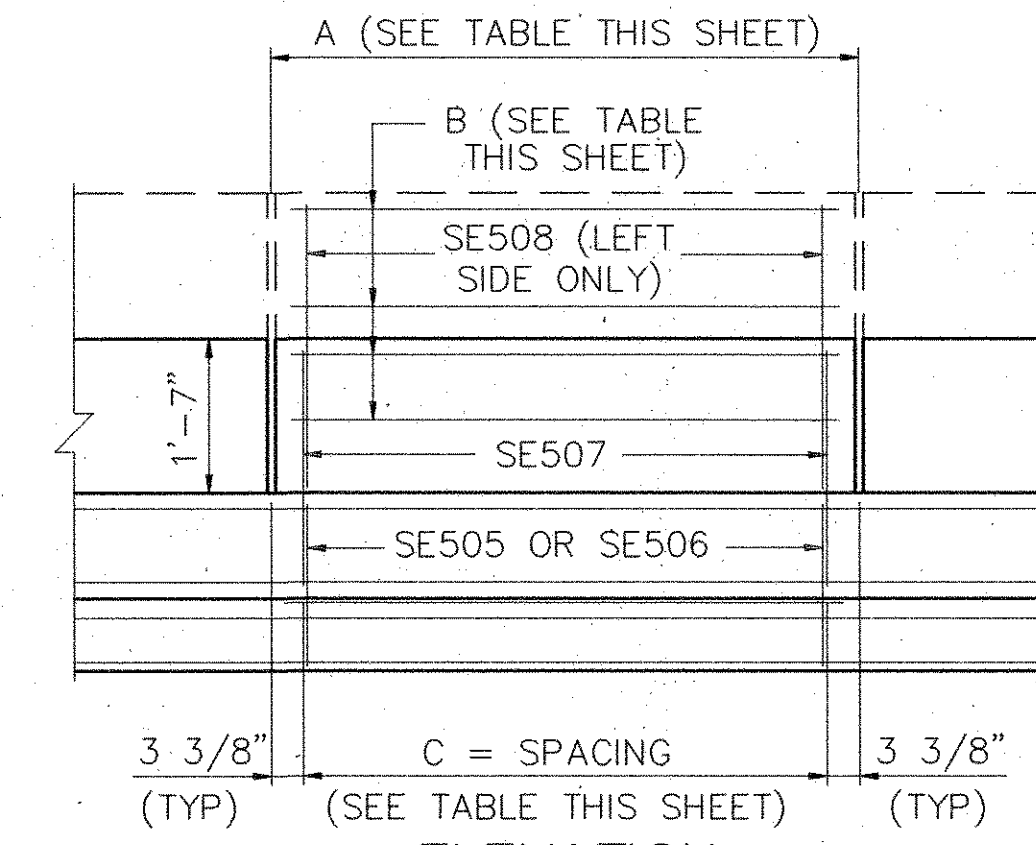
For details & dimensions not shown regarding Light Pole Pilaster, See Std. Dwg. HL-20.14

NOISE BARRIER  
712 + 28.80

NOISE BARRIER  
713 + 52.26



**ELEVATION P-1**

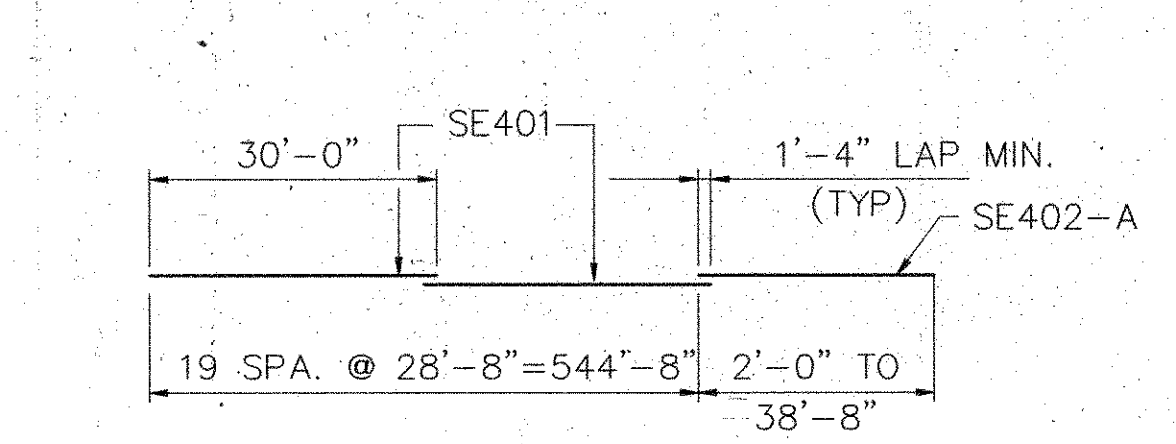


**ELEVATION P-2 THRU P-12**

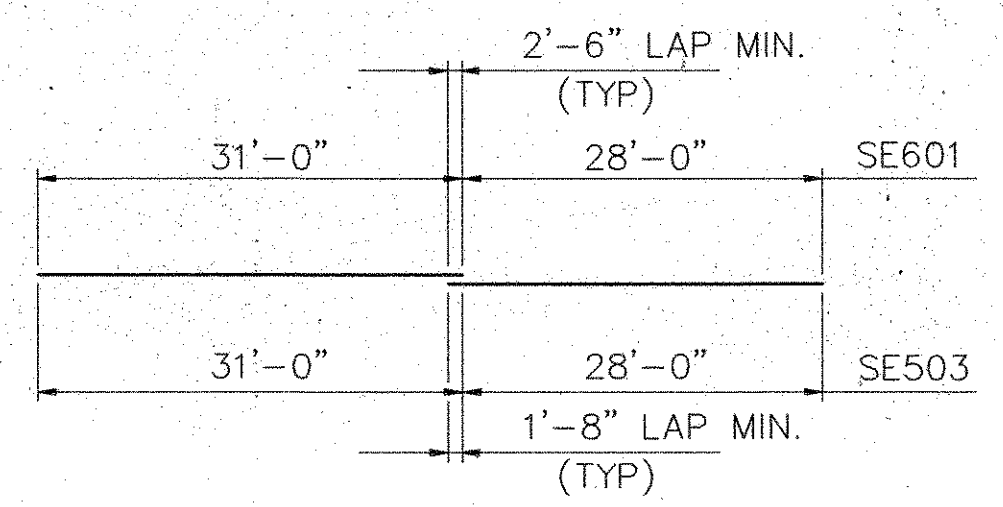
**PARAPET RAILING PANELS**

MARK	NO.	A	B	C
P-1	96	6'-0"	SE509	1'-1"
P-2	6	16'-3 43/64"	SE510	1'-5 1/8"
P-3	2	16'-4 15/16"	SE511	1'-5 1/4"
P-4	3	12'-2 1/64"	SE512	1'-5 3/8"
P-5	2	12'-6 11/32"	SE513	1'-5 7/8"
P-6	4	12'-11 1/64"	SE514	1'-4 7/16"
P-7	4	16'-0 21/64"	SE515	1'-4 7/8"
P-8	3	13'-0 13/16"	SE516	1'-4 5/8"
P-9	4	12'-4 1/2"	SE517	1'-5 11/16"
P-10	3	15'-7 7/8"	SE518	1'-4 7/16"
P-11	4	13'-10 61/64"	SE519	1'-5 3/4"
P-12	4	13'-5 3/16"	SE520	1'-5 1/8"

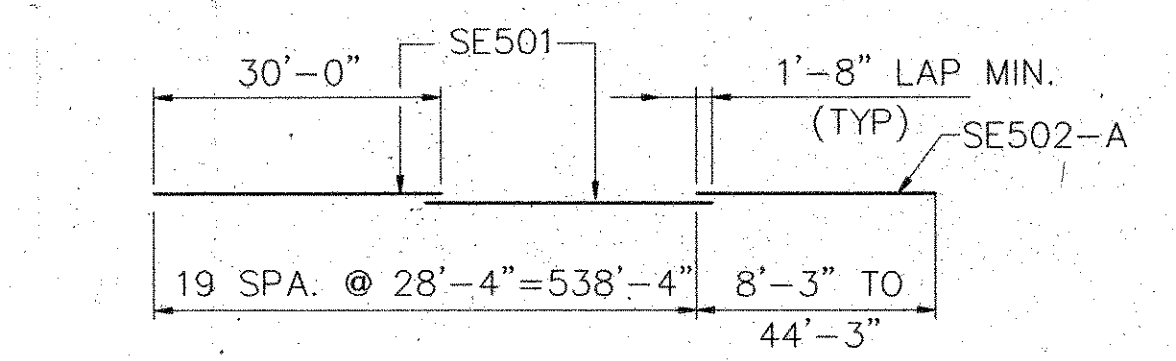
REV. 6-1-93



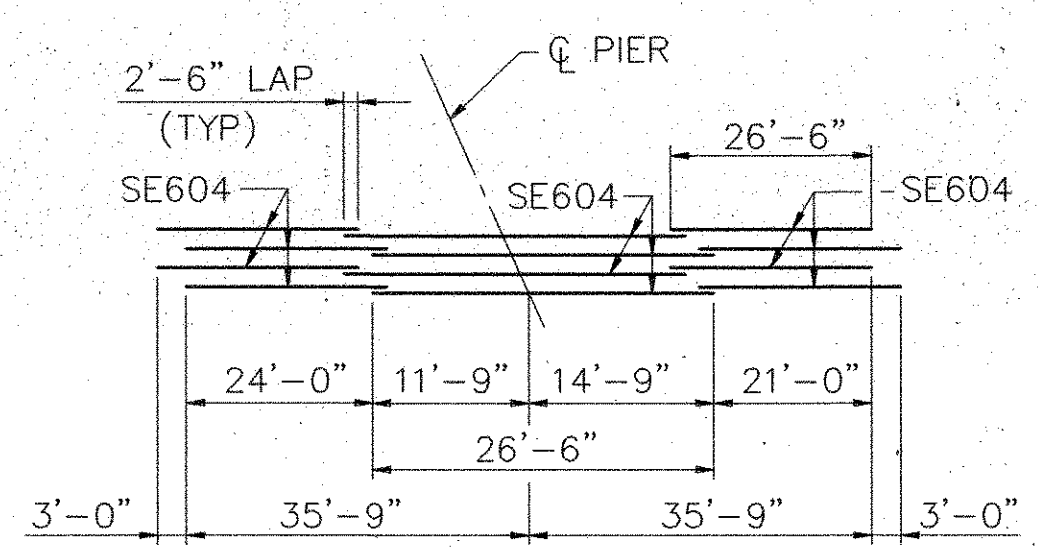
**LONGITUDINAL REINFORCING (TOP) SE401 AND SE402-A BARS**



**TRANSVERSE REINFORCING TOP AND BOTTOM SE503 AND SE601 BARS**



**LONGITUDINAL REINFORCING (BOTTOM) SE501 AND SE502-A BARS**



**SE604 BARS OVER PIERS**

**NOTES:**

- For notes concerning preformed expansion joint filler, placing parapet panels and payment for railing concrete, expansion joint filler, and reinforcing steel see Std. Dwg. BR-1.
- For reinforcing steel list see sheet **48 / 50**
- For deck screed elevations see sheet **47 / 50**
- For typical section see sheet **26 / 50**
- For scupper details see sheet **28 / 50**

**NOTE:**  
Portions of slab denoted by ① to be placed first, Portions denoted by ② to be placed next.

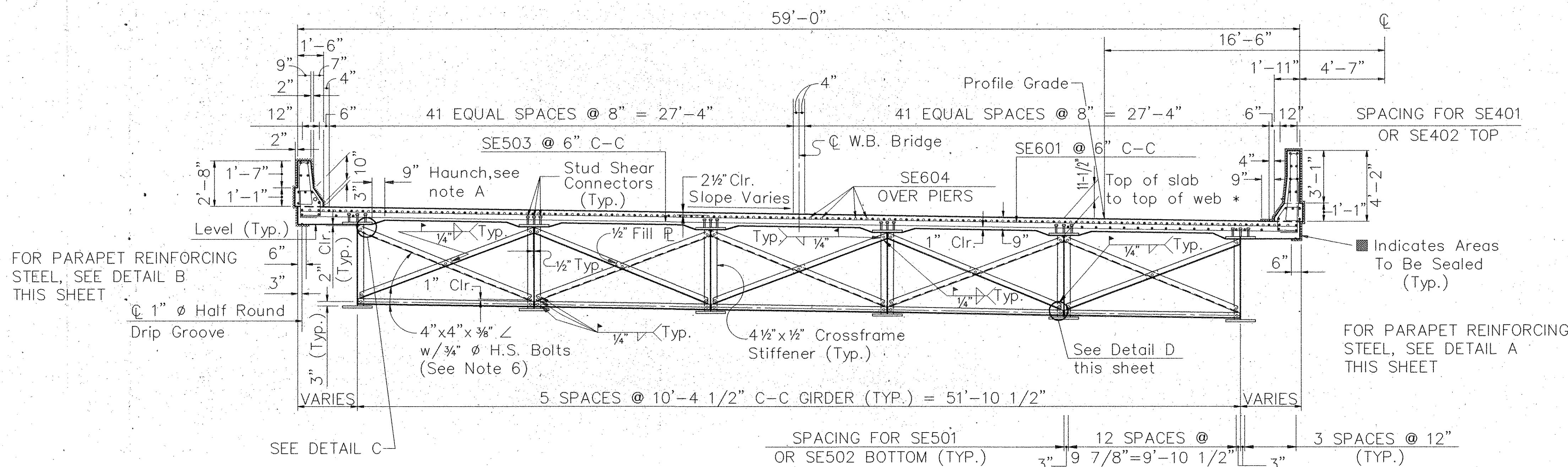
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

**SUPERSTRUCTURE (E.B.)**

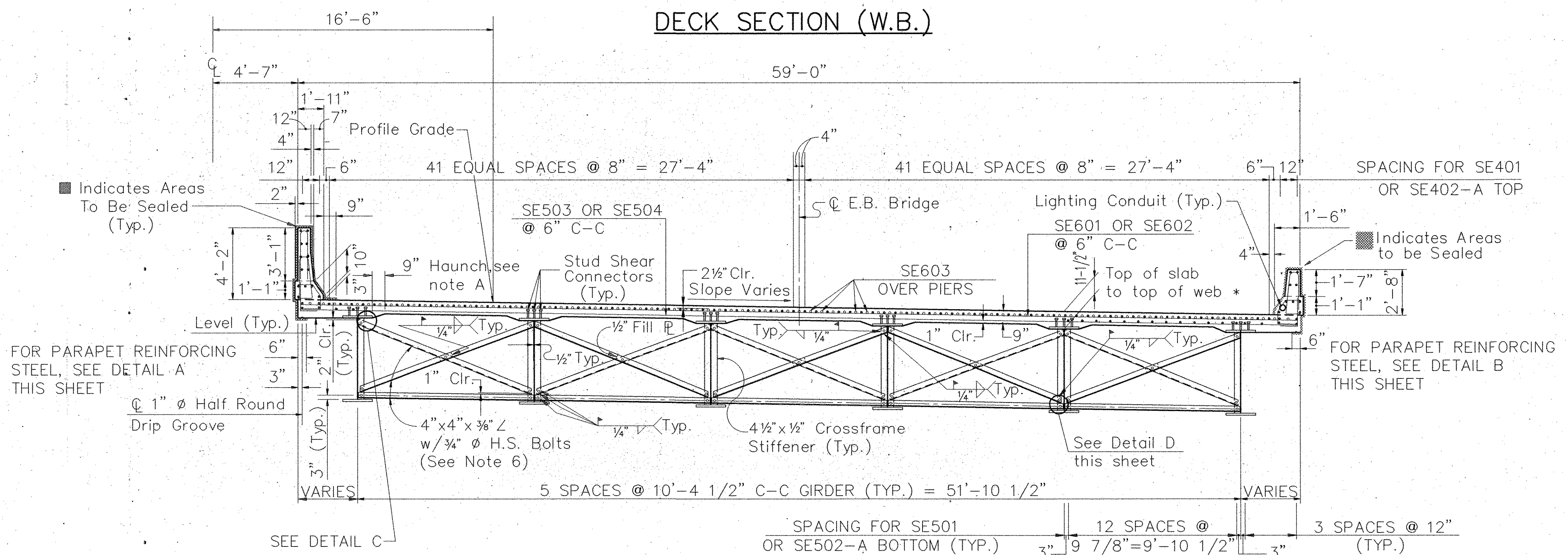
BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	





**DECK SECTION (W.B.)**

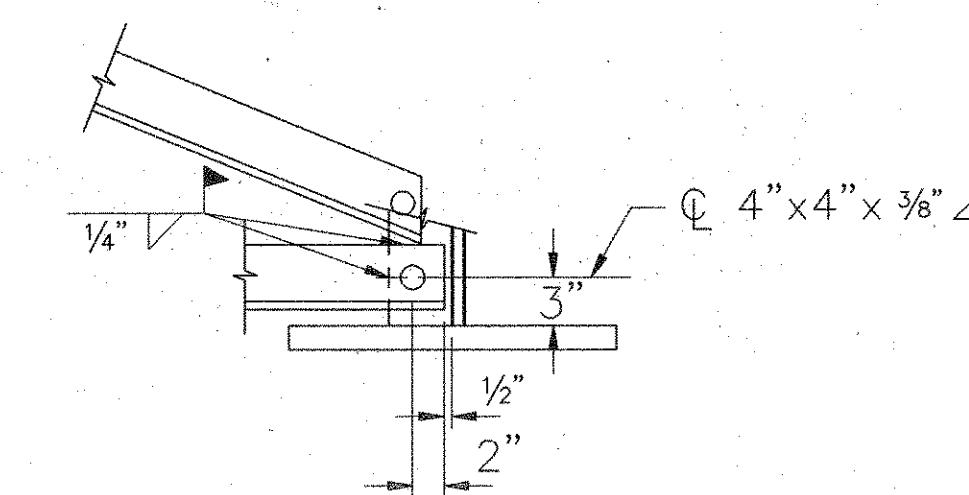


**DECK SECTION (E.B.)**

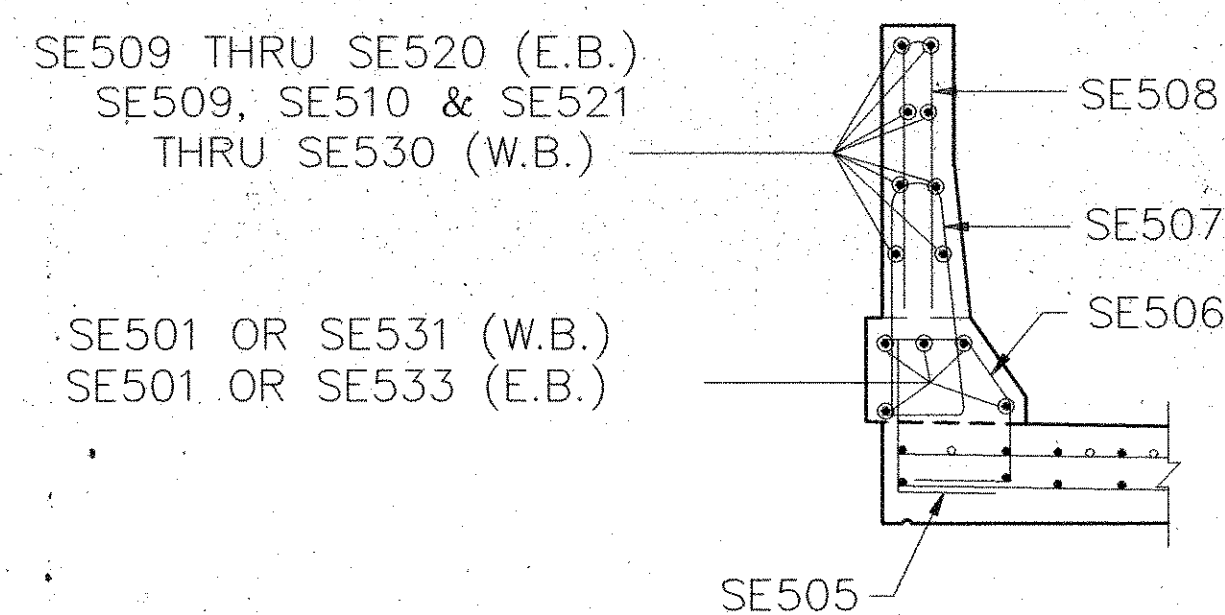
NOTES:

1. For notes concerning preformed expansion joint filler, placing Parapet panels and payment for railing concrete, expansion joint filler and reinforcing steel, see Std. Dwg. BR-1
2. For reinforcing steel list see Sht. 48/50
3. For Stud Shear Connector spacing see Sht's 31-42/50  
For details see Sht. 43/50
4. EF denotes each face.
5. For Deck Screed elevations see Sht. 47/50
6. See General Notes for erection bolts and welded attachments to girder flanges.
7. For Deck Plans and Details see Sht's 24 & 25/50
8. A 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 not be more than 1:4 for a haunch less than 9" wide.)

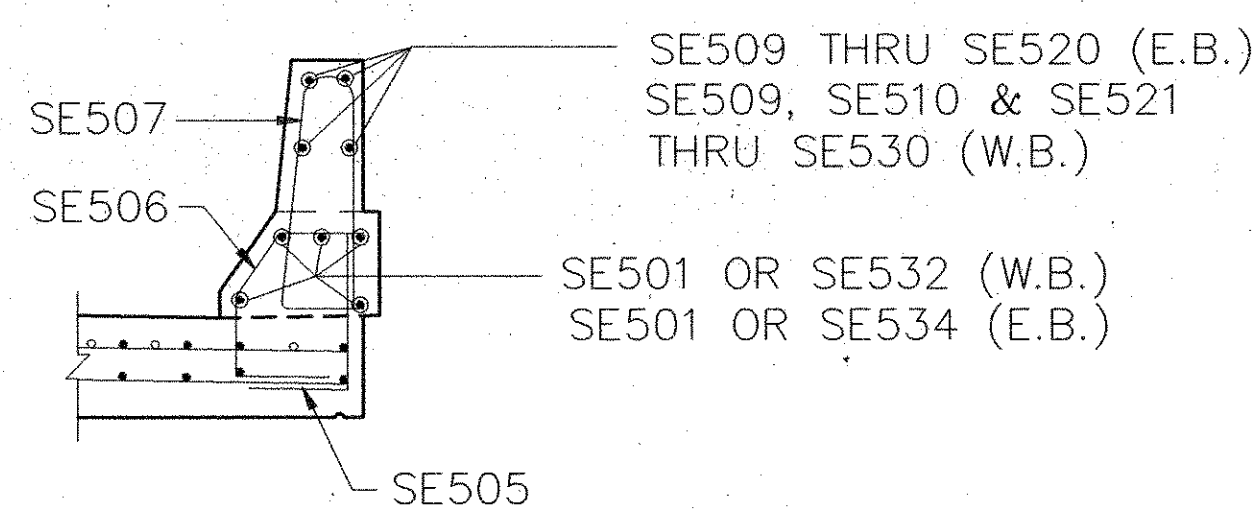
\* This is the design dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the girder may not have the exact camber required to place it parallel to the finished grade. Deduction shall be made for volume of encased steel plates as per 511.18.



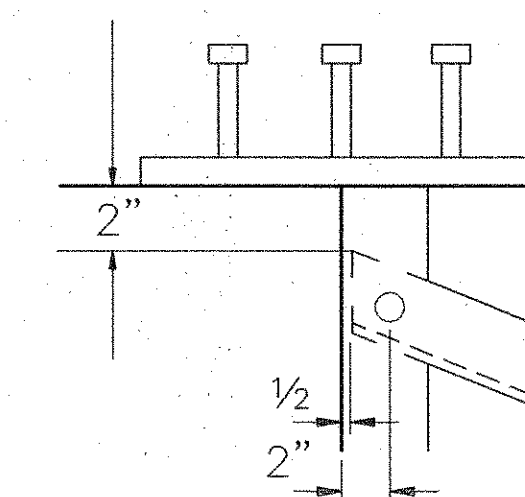
**DETAIL D**



**DETAIL A**



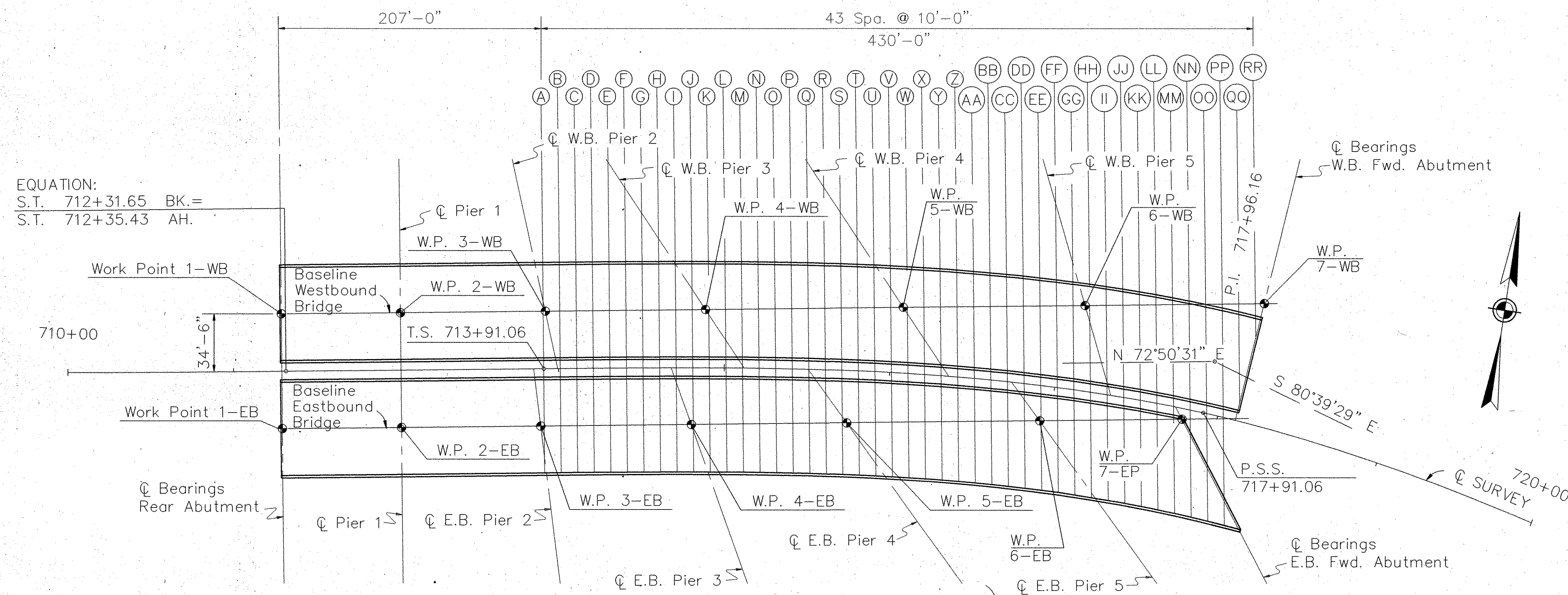
**DETAIL B**



**DETAIL C**

<p>WOOLPERT CONSULTANTS 409 East Monument Avenue Dayton, Ohio 45402-1226</p>		26 50				
<p><b>SUPERSTRUCTURE</b></p>						
<p>BRIDGE NO. MOT-35-1316L/R OVER SERVICE ROAD "A", B &amp; O R.R. AND HOME AVENUE MONTGOMERY COUNTY</p>						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	

GRIDLINE	WESTBOUND		EASTBOUND	
	LEFT GUTTER	RIGHT GUTTER	LEFT GUTTER	RIGHT GUTTER
A	28'-0" Lt.	34'-6" Rt.	28'-0" Lt.	28'-0" Rt.
B	28'-0" Lt.	34'-6" Rt.	28'-0" Lt.	28'-0" Rt.
C	27'-11 1/16" Lt.	34'-6 1/16" Rt.	27'-11 1/16" Lt.	28'-0 1/16" Rt.
D	27'-11 7/8" Lt.	34'-6 1/8" Rt.	27'-11 7/8" Lt.	28'-0 1/8" Rt.
E	27'-11 5/8" Lt.	34'-6 3/8" Rt.	27'-11 5/8" Lt.	28'-0 3/8" Rt.
F	27'-11 1/4" Lt.	34'-6 3/4" Rt.	27'-11 1/4" Lt.	28'-0 3/4" Rt.
G	27'-10 3/4" Lt.	34'-7 1/4" Rt.	27'-10 3/4" Lt.	28'-1 1/4" Rt.
H	27'-10 1/16" Lt.	34'-8" Rt.	27'-10" Lt.	28'-2" Rt.
I	27'-9 1/16" Lt.	34'-8 1/16" Rt.	27'-9 1/16" Lt.	28'-3" Rt.
J	27'-7 1 3/16" Lt.	34'-10 3/16" Rt.	27'-7 3/4" Lt.	28'-4 1/4" Rt.
K	27'-6 5/16" Lt.	34'-11 13/16" Rt.	27'-6 3/16" Lt.	28'-5 7/8" Rt.
L	27'-4 7/16" Lt.	35'-1 1 1/16" Rt.	27'-4 5/16" Lt.	28'-7 13/16" Rt.
M	27'-2 3/16" Lt.	35'-4" Rt.	27'-2" Lt.	28'-10 1/8" Rt.
N	26'-11 1/2" Lt.	35'-6 1/16" Rt.	26'-11 1/4" Lt.	29'-0 15/16" Rt.
O	26'-8 7/16" Lt.	35'-9 7/8" Rt.	26'-8 1/8" Lt.	29'-4 3/16" Rt.
P	26'-4 7/8" Lt.	36'-1 1/2" Rt.	26'-4 7/16" Lt.	29'-7 15/16" Rt.
Q	26'-0 13/16" Lt.	36'-5 1 1/16" Rt.	26'-0 1/4" Lt.	30'-0 3/16" Rt.
R	25'-8 1/4" Lt.	36'-10 7/16" Rt.	25'-7 1/2" Lt.	30'-5 1/16" Rt.
S	25'-3 1/16" Lt.	37'-3 3/4" Rt.	25'-2 3/16" Lt.	30'-10 9/16" Rt.
T	24'-9 5/16" Lt.	37'-9 1 1/16" Rt.	24'-8 3/16" Lt.	31'-4 3/4" Rt.
U	24'-2 15/16" Lt.	38'-4 5/16" Rt.	24'-1 9/16" Lt.	31'-11 9/16" Rt.
V	23'-7 7/8" Lt.	38'-11 9/16" Rt.	23'-6 1/4" Lt.	32'-7 3/16" Rt.
W	23'-0 1/8" Lt.	39'-7 5/8" Rt.	22'-10 3/16" Lt.	33'-3 9/16" Rt.
X	22'-3 1 1/16" Lt.	40'-4 7/16" Rt.	22'-1 5/16" Lt.	34'-0 3/4" Rt.
Y	21'-6 7/16" Lt.	41'-2 1/16" Rt.	21'-3 1 1/16" Lt.	34'-10 13/16" Rt.
Z	20'-8 7/16" Lt.	42'-0 1/2" Rt.	20'-5 3/16" Lt.	35'-9 3/4" Rt.
AA	19'-9 5/8" Lt.	42'-11 13/16" Rt.	19'-5 13/16" Lt.	36'-9 5/8" Rt.
BB	18'-9 15/16" Lt.	44'-0 1/16" Rt.	18'-5 1/2" Lt.	37'-10 1/2" Rt.
CC	17'-9 3/8" Lt.	45'-1 5/16" Rt.	17'-4 3/16" Lt.	39'-0 7/16" Rt.
DD	16'-7 7/8" Lt.	46'-3 1/2" Rt.	16'-1 15/16" Lt.	40'-3 7/16" Rt.
EE	15'-5 3/8" Lt.	47'-6 1 1/16" Rt.	14'-10 5/8" Lt.	41'-7 1/2" Rt.
FF	14'-1 15/16" Lt.	48'-11" Rt.	13'-6 1/4" Lt.	43'-0 13/16" Rt.
GG	12'-9 1/2" Lt.	50'-4 3/8" Rt.	12'-0 3/4" Lt.	44'-7 5/16" Rt.
HH	11'-4" Lt.	51'-10 15/16" Rt.	10'-6 1/16" Lt.	46'-3 1/16" Rt.
II	9'-9 3/8" Lt.	53'-6 1 1/16" Rt.	8'-10 3/16" Lt.	48'-0 1/8" Rt.
JJ	8'-1 5/8" Lt.	55'-3 1 1/16" Rt.	7'-1 1/16" Lt.	49'-10 5/8" Rt.
KK	6'-4 3/4" Lt.	57'-1 15/16" Rt.	5'-2 5/8" Lt.	51'-10 1/2" Rt.
LL	4'-6 1 1/16" Lt.	59'-1 1/2" Rt.	3'-2 7/8" Lt.	53'-11 13/16" Rt.
MM	2'-7 3/8" Lt.	61'-2 1/2" Rt.	1'-1 3/4" Lt.	56'-2 3/4" Rt.
NN	0'-6 3/4" Lt.	63'-4 13/16" Rt.		58'-7 1/4" Rt.
OO	1'-7 1/8" Lt.	65'-8 1 1/16" Rt.		61'-1 5/16" Rt.
PP	3'-10 3/8" Lt.	68'-2" Rt.		63'-8 15/16" Rt.
QQ	6'-3 1/16" Lt.	70'-8 13/16" Rt.		
RR	8'-9 1/8" Lt.	73'-5" Rt.		



<b>WOOLPERT CONSULTANTS</b> 409 East Monument Avenue Dayton, Ohio 45402-1225		27/50				
<b>GUTTER OFFSETS</b>						
BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE MONTGOMERY COUNTY						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.E.B.	G.K.F.		M.D.E.	P.W.G.	5/24/90	

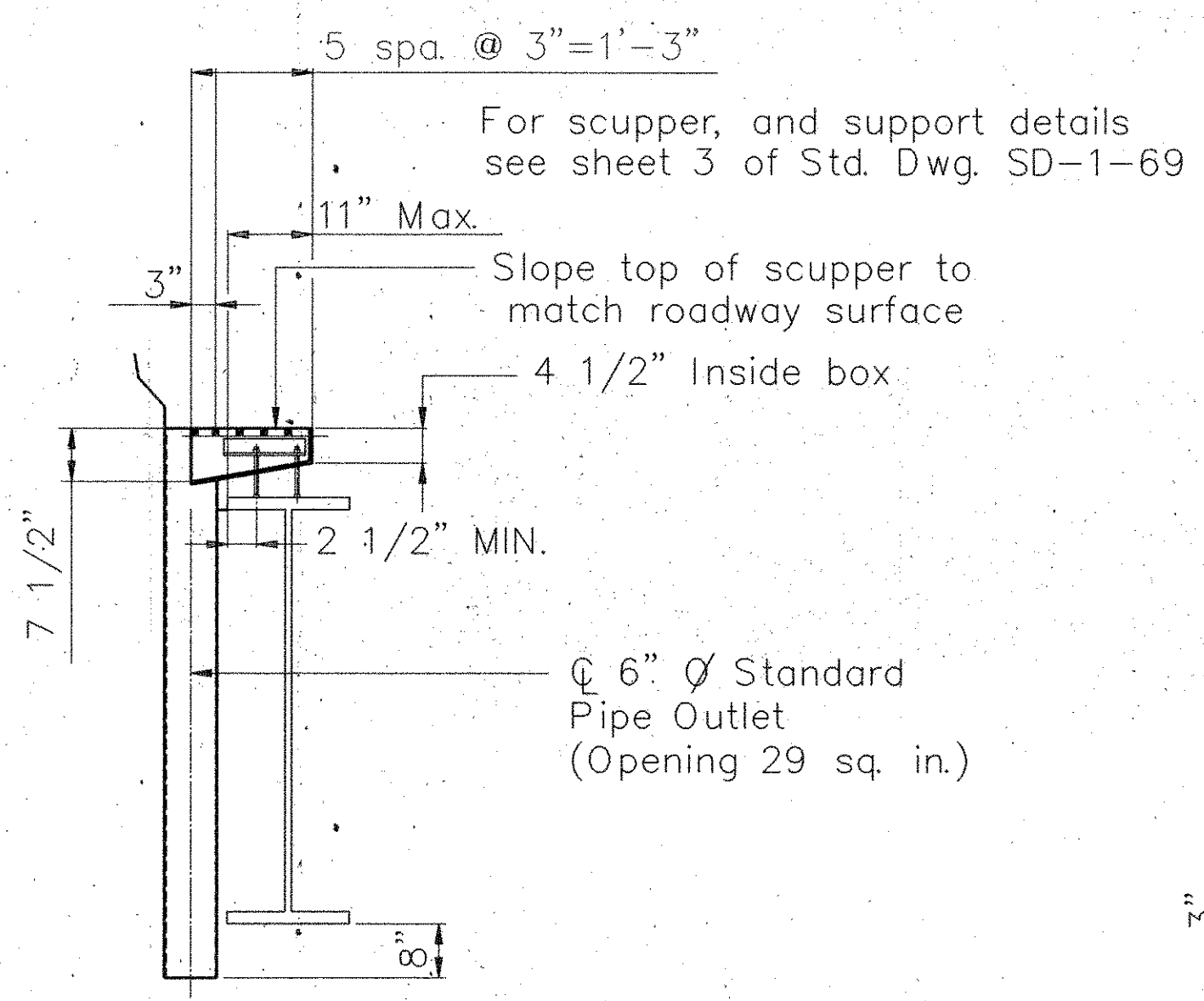
OFFSET LINES  
5/23/90



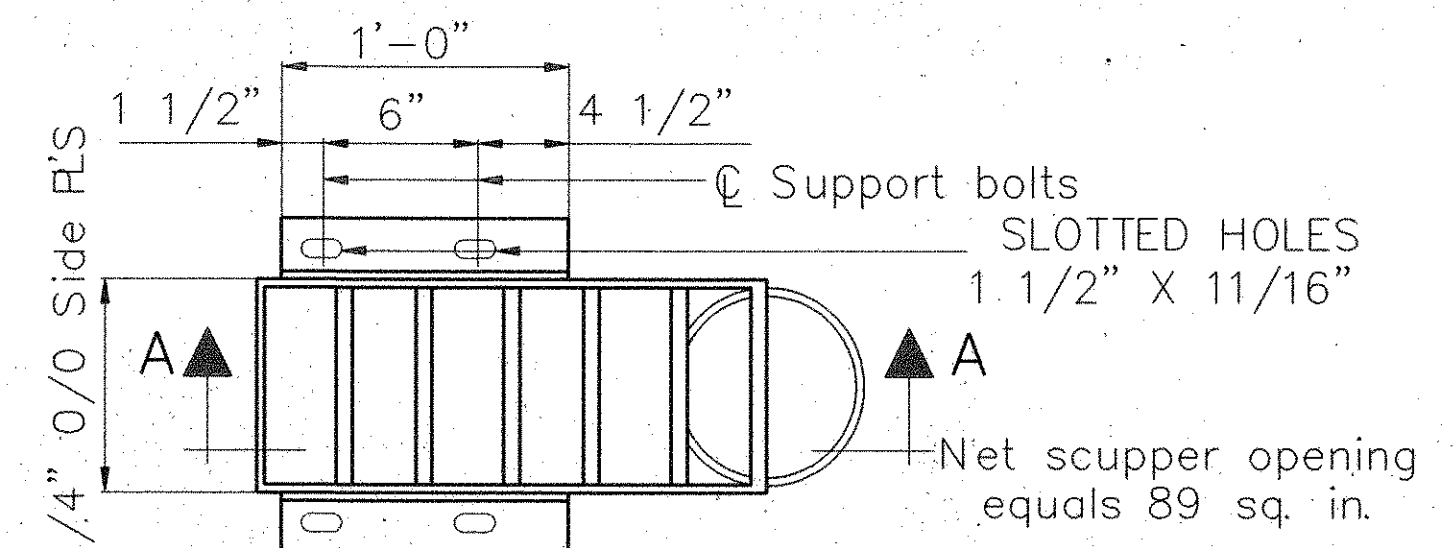
Additional rebars (SE505, SE506 & SE507) at post location shall be placed symmetrically about post location and spaced alternately between curb and parapet rebars.

NOTE: For Noise Barrier Plan and Elevation See Sht. 3/50

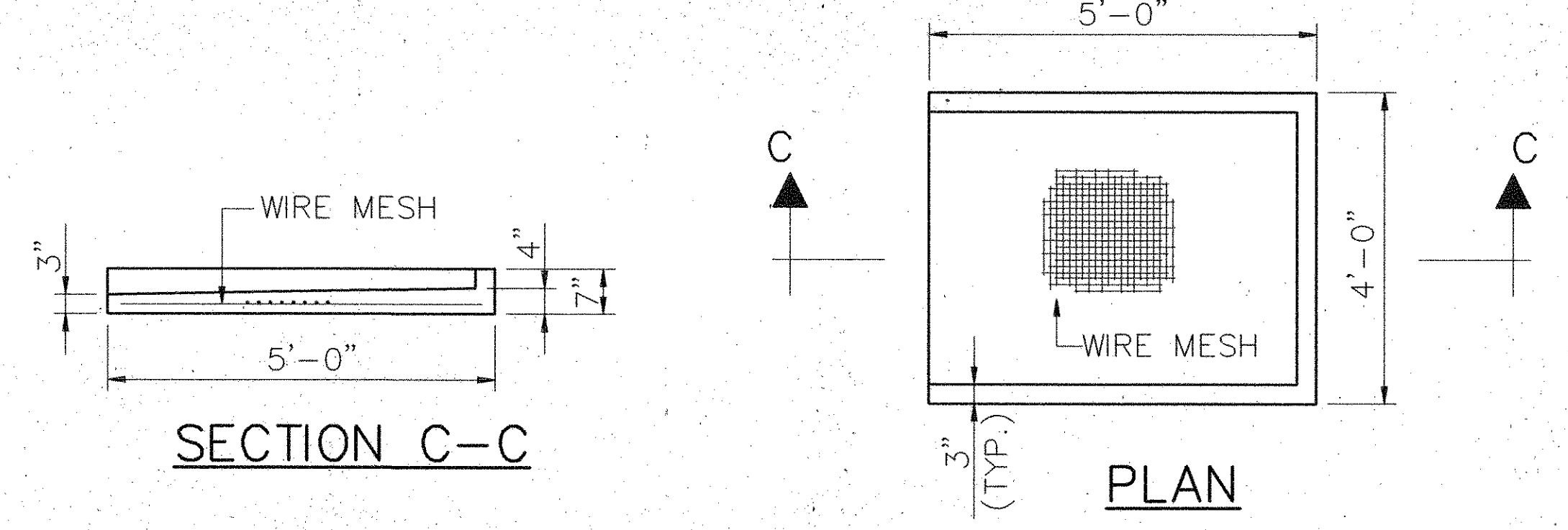
NOISE BARRIER TABLE		
STATION	DIST. OFFSET	TOP ELEVATION
STA. 712+28.80	SIDE MOUNTED AS PER DETAILS	801.00
STA. 713+16.26	SIDE MOUNTED AS PER DETAILS	801.00
STA. 713+52.26	SIDE MOUNTED AS PER DETAILS	798.00



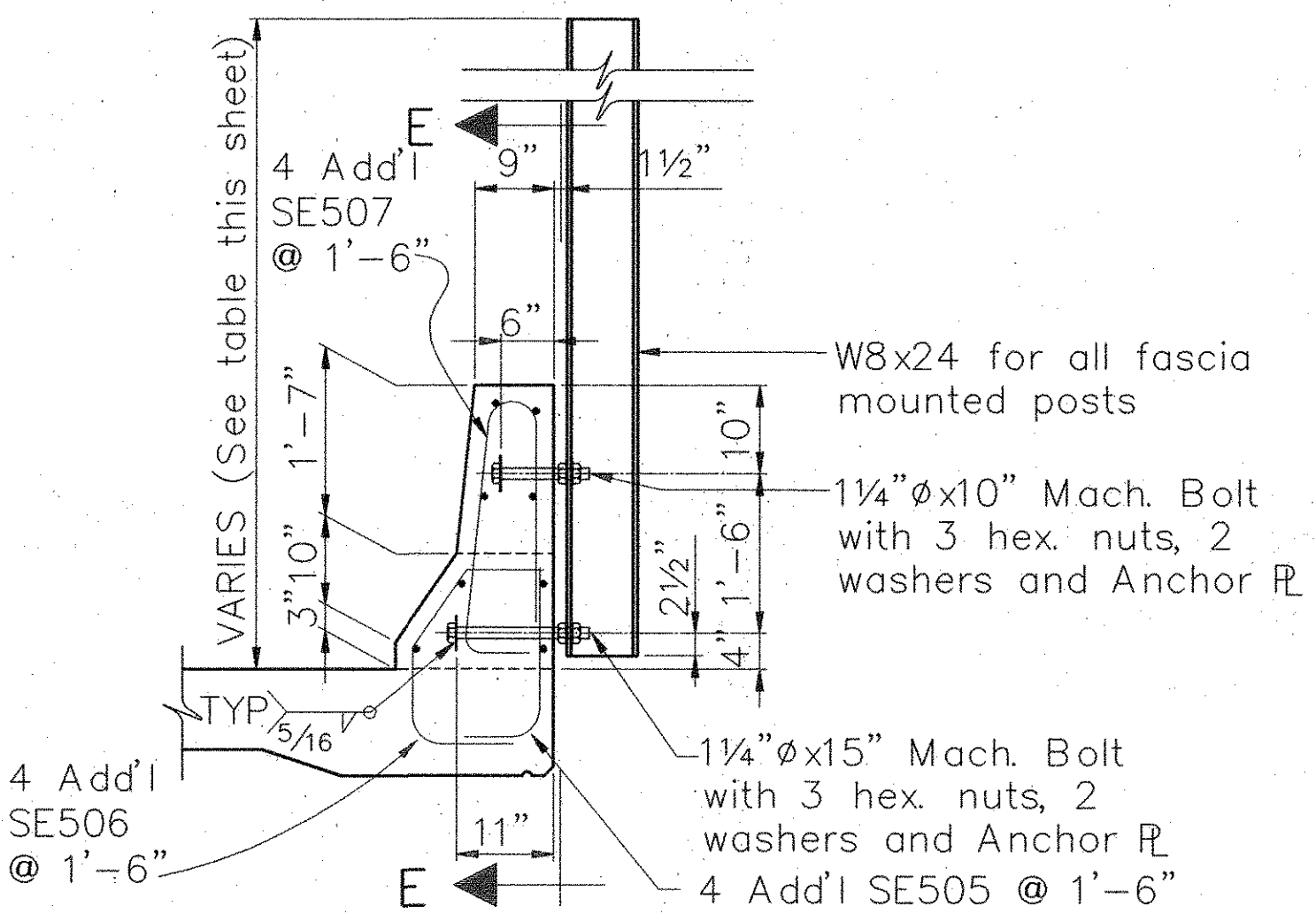
**SECTION A-A**  
(TYP. AT ABUTMENTS)



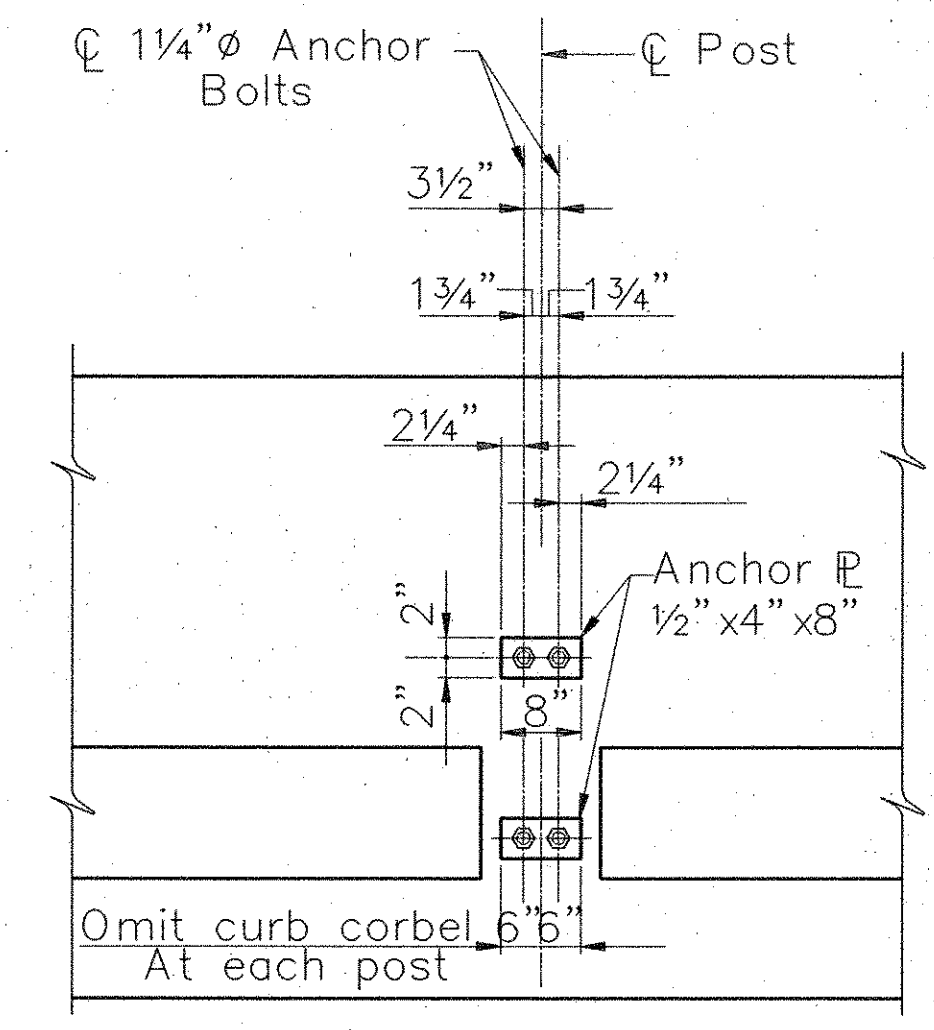
**PLAN OF SCUPPER**



**SPLASH PAD DETAIL**  
(TYP. AT PIERS)



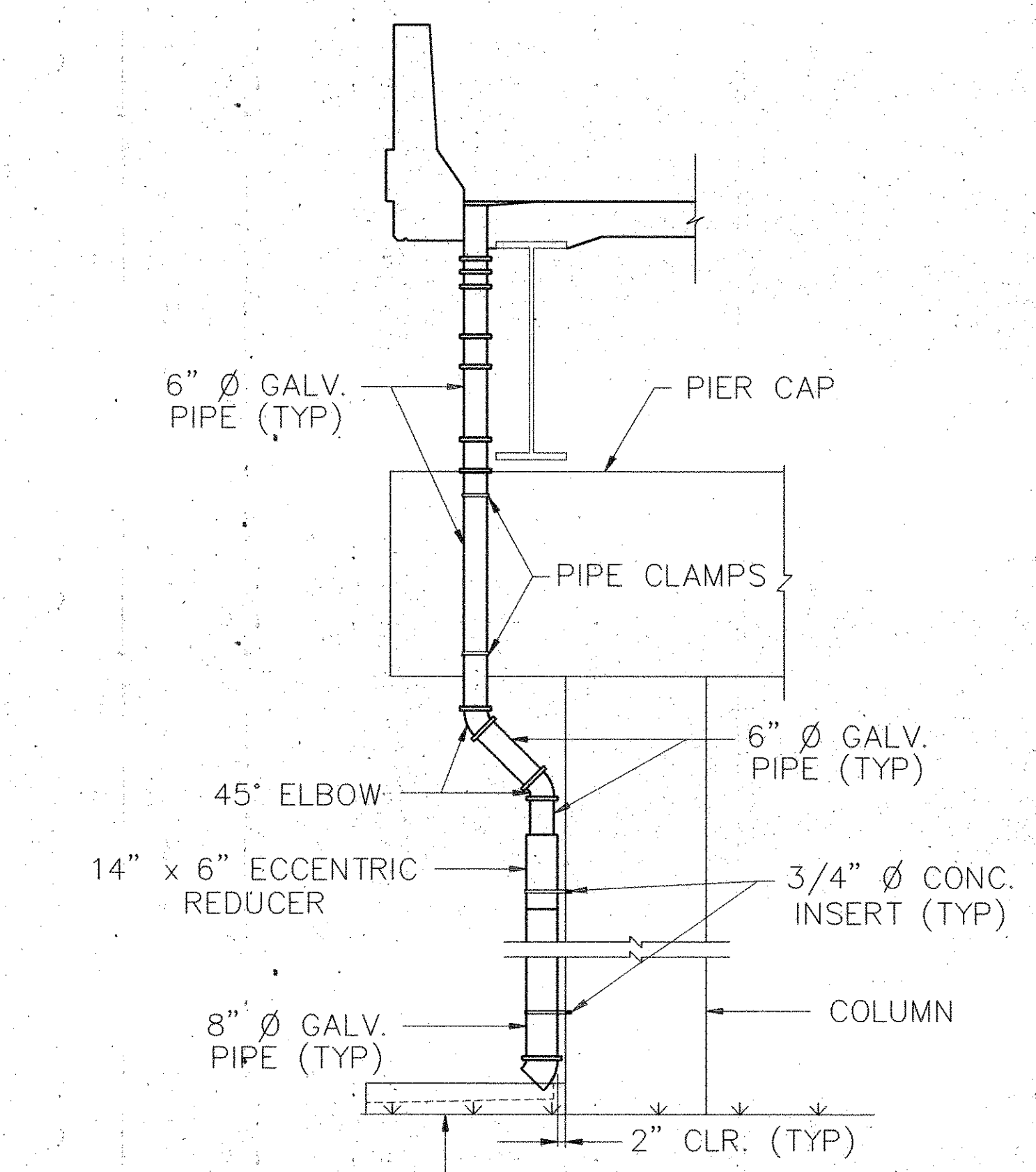
**FASCIA MOUNTED POST**



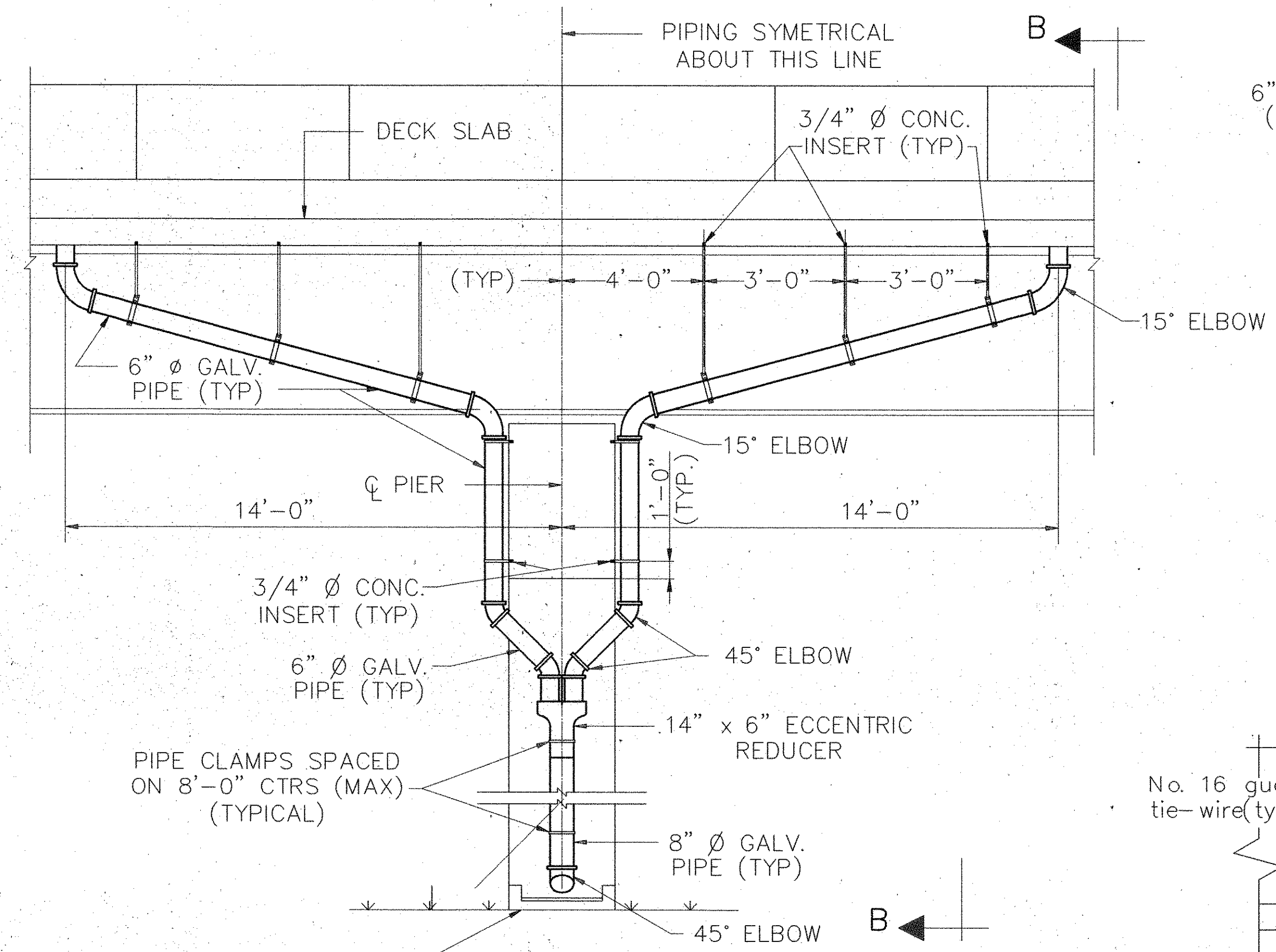
**SECTION E-E**

**NOISE BARRIER DETAILS**

Note: The exterior surfaces of the scuppers shall be painted in accordance with item 514, system A, as per plan.



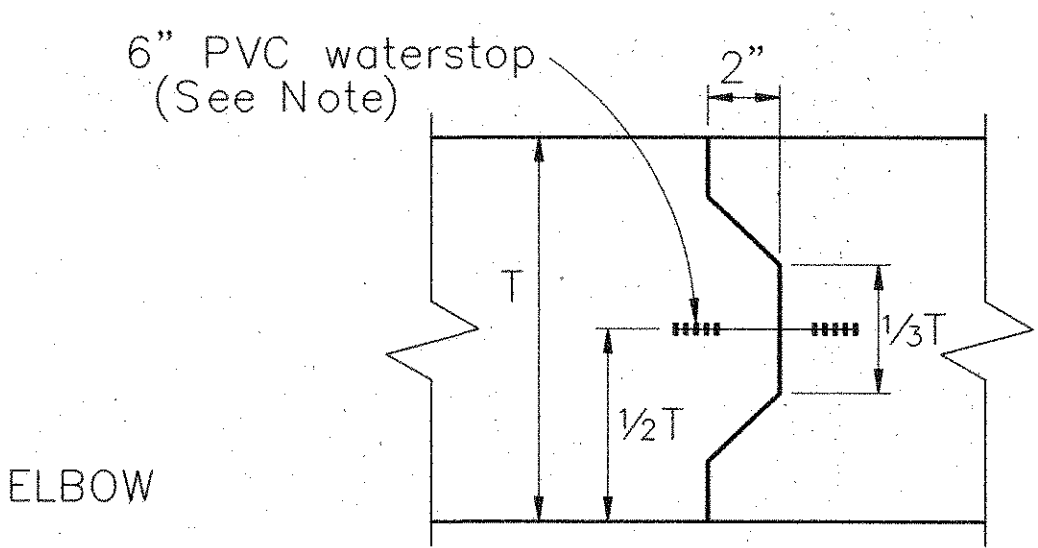
**VIEW B-B**



**ELEVATION**  
(TYP. AT PIERS)

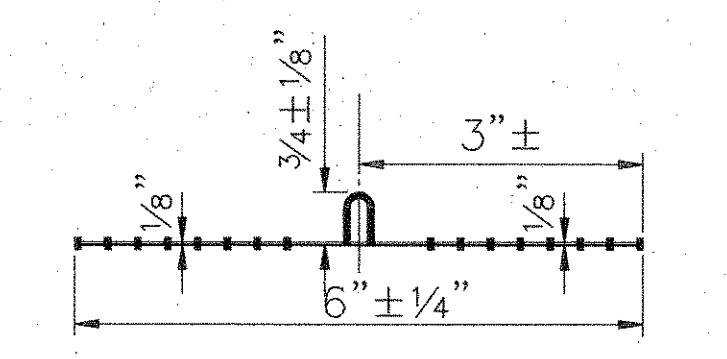
**SCUPPER DETAILS**

For location see DECK PLAN, sht 24-25/50



**CONTRACTION JOINT & CONSTRUCTION JOINT**

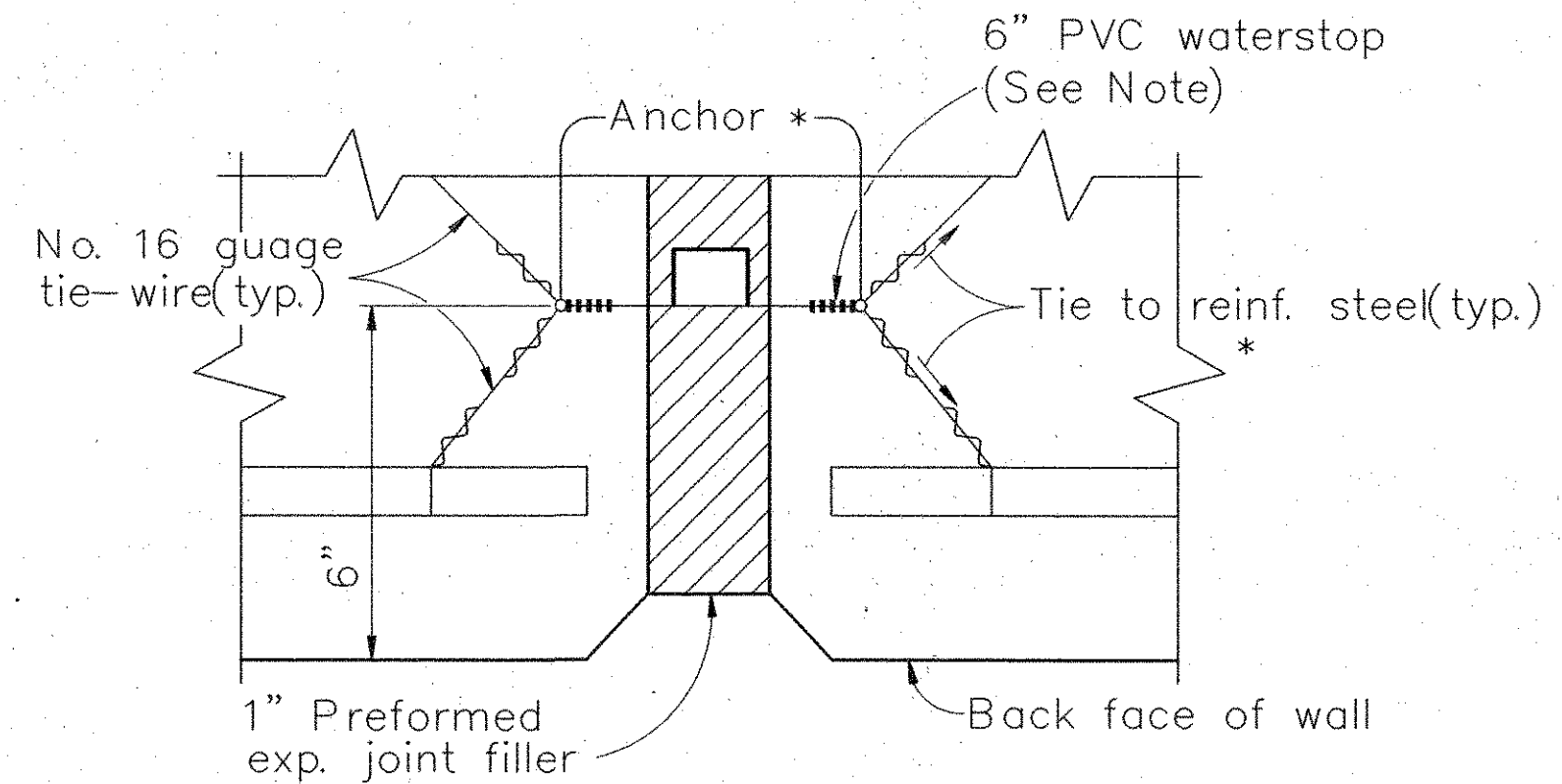
Construction joint similar, waterstop omitted and reinforcing steel continues thru joint.



**WATERSTOP DETAIL**

\* For the first pour, the waterstop should be held securely in place by the use of split forms and tie-wires. For the second pour, secure the free end of the waterstop in proper position with tie-wires. Alternate methods, as approved by the Engineer, may be used to insure the correct positioning of the waterstop.

6" PVC waterstop shall be centered on the contraction joints and expansion joints above the abutment and wingwall footers. The waterstop shall be capable of accommodating 1 1/2" of joint movement.



**EXPANSION JOINT**

REV. 6-1-93

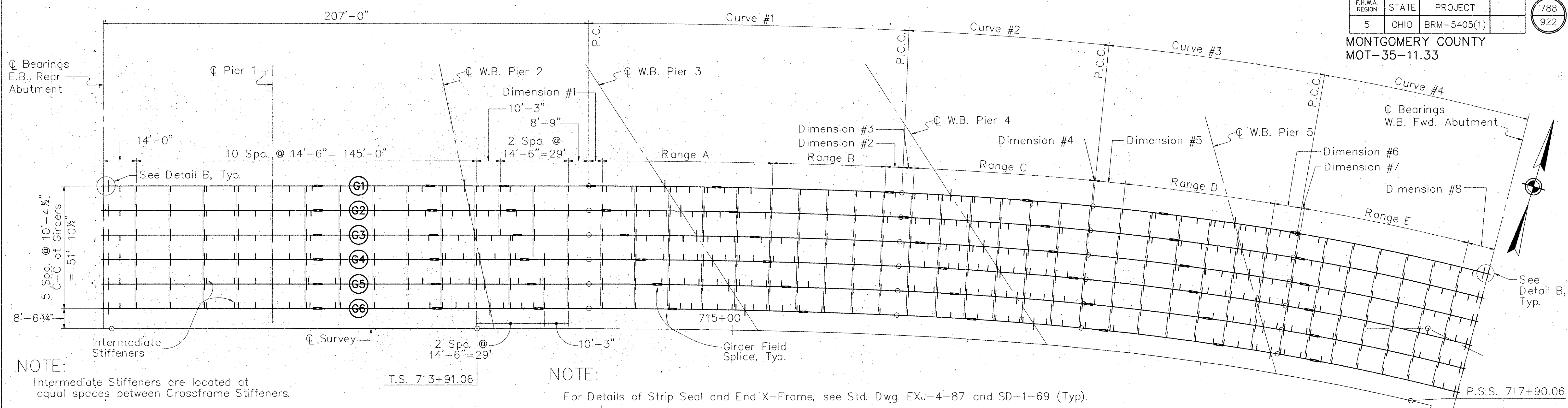
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

**MISCELLANEOUS**

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	W.A.C.		M.D.E.	P.W.G.	5/24/90	





**CROSSFRAME RANGES AND DIMENSIONS (ARC LENGTHS)**

	Dimension #1	Range A	Range B	Dimension #2	Dimension #3	Range C	Dimension #4	Dimension #5	Range D	Dimension #6	Dimension #7	Range E	Dimension #8
Girder No.1	5'-9"	5 Spa. @ 14'-6" = 72'-6"	4 Spa. @ 12'-0" = 48'-0"	7'-3 7/16"	4'-8 9/16"	6 Spa. @ 12'-9" = 76'-6"	0'-5 7/8"	12'-3 1/8"	5 Spa. @ 12'-9" = 63'-9"	11'-11 13/16"	0'-9 3/16"	6 Spa. @ 11'-9" = 70'-6"	11'-11"
Girder No.2	5'-8 3/4"	5 Spa. @ 14'-5 7/16" = 72'-3 3/16"	4 Spa. @ 11'-11 1/2" = 47'-10"	7'-3 1/8"	4'-8 3/16"	6 Spa. @ 12'-8" = 76'-0"	0'-5 7/8"	12'-1 7/8"	5 Spa. @ 12'-7 3/4" = 63'-2 3/4"	11'-10 11/16"	0'-9 1/16"	6 Spa. @ 11'-7 1/2" = 69'-9"	11'-9 1/4"
Girder No.3	5'-8 5/16"	5 Spa. @ 14'-4 13/16" = 72'-0 1/16"	4 Spa. @ 11'-11" = 47'-8"	7'-2 7/8"	4'-7 13/16"	6 Spa. @ 12'-7" = 75'-6"	0'-5 13/16"	12'-0 11/16"	5 Spa. @ 12'-6 1/2" = 62'-8 1/2"	11'-9 1/2"	0'-9"	6 Spa. @ 11'-5 15/16" = 68'-11 5/8"	11'-7 7/8"
Girder No.4	5'-8 5/16"	5 Spa. @ 14'-4 1/4" = 71'-9 1/4"	4 Spa. @ 11'-10 9/16" = 47'-6 1/4"	7'-2 9/16"	4'-7 7/16"	6 Spa. @ 12'-5 15/16" = 74'-11 5/8"	0'-5 3/4"	11'-11 1/2"	5 Spa. @ 12'-5 1/4" = 62'-2 1/4"	11'-8 5/16"	0'-8 7/8"	6 Spa. @ 11'-4 7/16" = 68'-2 5/8"	11'-6 3/8"
Girder No.5	5'-8 1/16"	5 Spa. @ 14'-3 5/8" = 71'-6 1/8"	4 Spa. @ 11'-10 1/16" = 47'-4 1/4"	7'-2 1/4"	4'-7 1/16"	6 Spa. @ 12'-4 15/16" = 74'-5 5/8"	0'-5 3/4"	11'-10 1/4"	5 Spa. @ 12'-4" = 61'-8"	11'-7 1/8"	0'-8 3/4"	6 Spa. @ 11'-2 15/16" = 67'-5 5/8"	11'-4 13/16"
Girder No.6	5'-7 13/16"	5 Spa. @ 14'-3 1/16" = 71'-3 5/16"	4 Spa. @ 11'-9 9/16" = 47'-2 1/4"	7'-1 15/16"	4'-6 11/16"	6 Spa. @ 12'-3 15/16" = 73'-11 5/8"	0'-5 11/16"	11'-9 1/16"	5 Spa. @ 12'-2 11/16" = 61'-1 7/16"	11'-5 15/16"	0'-8 11/16"	6 Spa. @ 11'-1 3/8" = 66'-8 1/4"	11'-3 1/4"

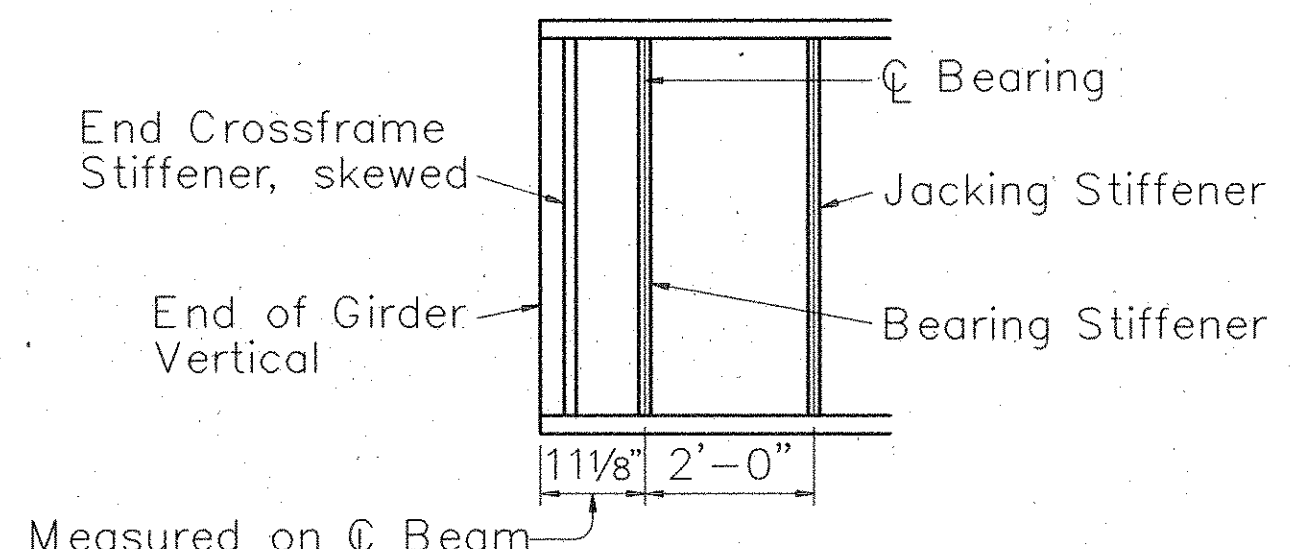
**SPAN LENGTHS**

	Span No.1	Span No.2	Span No.3	Span No.4	Span No.5	Span No.6
Girder No.1	72'-0"	82'-0 3/16"	85'-5 1/8"	121'-11 1/8"	121'-10 3/8"	110'-2 1/8"
Girder No.2	72'-0"	84'-2 1/16"	90'-0 3/4"	122'-2 1/16"	17'-10 15/16"	104'-5 1/2"
Girder No.3	72'-0"	86'-3 15/16"	94'-8 1/2"	122'-5 1/4"	113'-11 1/4"	98'-8 7/8"
Girder No.4	72'-0"	88'-5 13/16"	99'-4 9/16"	122'-8 9/16"	109'-11 5/16"	93'-0 1/8"
Girder No.5	72'-0"	90'-7 11/16"	104'-0 5/16"	123'-0 3/16"	105'-11 1/8"	87'-3 1/4"
Girder No.6	72'-0"	92'-9 5/8"	108'-8 7/16"	123'-4"	101'-10 1/16"	81'-6 5/16"

For Camber Table See Sht. 45/49

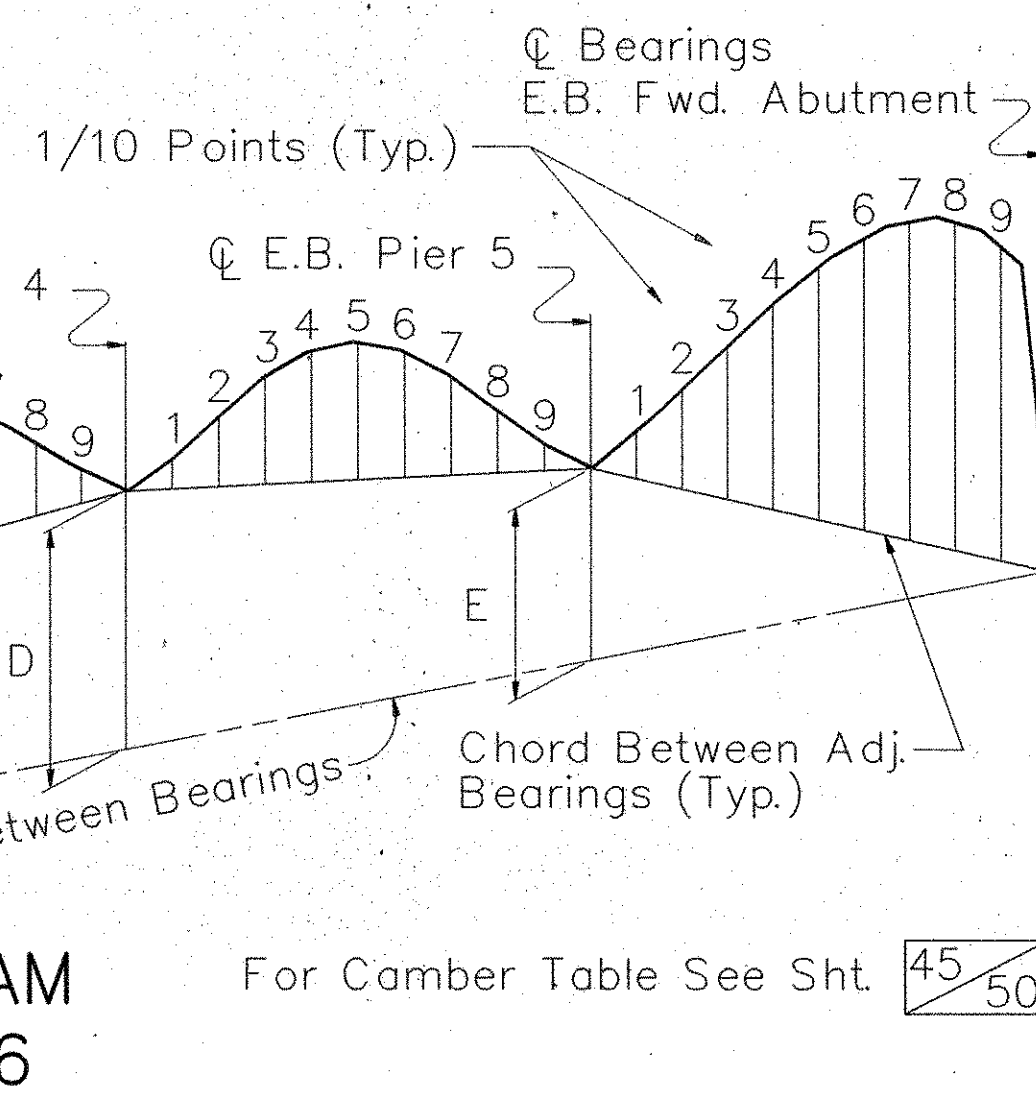
**CURVE DATA**

	Curve #1		Curve #2		Curve #3		Curve #4	
	Radius	Arc Length	Radius	Arc Length	Radius	Arc Length	Radius	Arc Length
Girder No.1	3060'-5 1/4"	133'-6 7/16"	1560'-5 1/4"	81'-8 7/16"	1260'-5 1/4"	87'-11 5/16"	960'-5 1/4"	83'-2 1/8"
Girder No.2	3050'-0 3/4"	133'-1"	1550'-0 3/4"	81'-11 5/16"	1250'-0 3/4"	87'-3 1/4"	950'-0 3/4"	82'-3 3/16"
Girder No.3	3039'-8 1/4"	132'-7 9/16"	1539'-8 1/4"	80'-7 7/16"	1239'-8 1/4"	86'-0 7/8"	939'-8 1/4"	81'-4 1/4"
Girder No.4	3029'-3 3/4"	132'-2 1/8"	1529'-3 3/4"	80'-0 7/8"	1229'-3 3/4"	85'-9 7/8"	929'-3 3/4"	80'-5 5/16"
Girder No.5	3018'-11 1/4"	31'-8 11/16"	1518'-11 1/4"	79'-6 3/8"	1218'-11 1/4"	85'-13/16"	918'-11 1/4"	79'-6 3/8"
Girder No.6	3008'-6 3/4"	131'-3 1/4"	1508'-6 3/4"	78'-11 7/8"	1208'-6 3/4"	84'-4 1/2"	908'-6 3/4"	78'-7 3/8"



**DETAIL B**

Note: Horizontal Curvature shall not be obtained by heat curving.

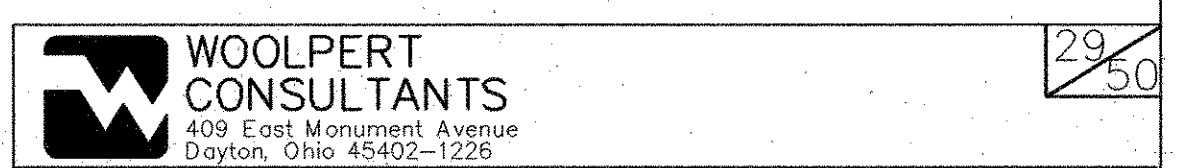


**CAMBER DIAGRAM GIRDERS 1 - 6**

For Camber Table See Sht. 45/50

**VERTICAL OFFSET DIMENSIONS**

LOCATION GIRDER	PIER 1 A	PIER 2 B	PIER 3 C	PIER 4 D	PIER 5 E
GIRDER 1	0'-10 3/8"	1'-6 1/8"	1'-8 9/16"	1'-11 7/16"	1'-5 3/4"
GIRDER 2	0'-11 7/8"	1'-7 11/16"	1'-10 3/8"	2'-0 11/16"	1'-5 1/2"
GIRDER 3	1'-1 3/16"	1'-9 1/16"	2'-0"	2'-1 5/16"	1'-5"
GIRDER 4	1'-0 1/2"	1'-9 13/16"	2'-2 1/8"	2'-2 3/16"	1'-4 9/16"
GIRDER 5	0'-11 7/8"	1'-10 1/2"	2'-4 5/16"	2'-2 11/16"	1'-3 15/16"
GIRDER 6	0'-11 1/4"	1'-10 9/16"	2'-4 13/16"	2'-2 3/16"	1'-3"
GIRDER 7	0'-9 13/16"	1'-6 3/4"	1'-11 3/16"	1'-10 7/16"	1'-3 1/4"
GIRDER 8	0'-11 9/16"	1'-8 5/8"	2'-1 5/16"	2'-0 1/2"	1'-3 15/16"
GIRDER 9	1'-1 5/16"	1'-10 3/8"	2'-3 5/16"	2'-2 5/16"	1'-4 1/4"
GIRDER 10	1'-3"	2'-0"	2'-5"	2'-3 5/8"	1'-3 13/16"
GIRDER 11	1'-2 11/16"	2'-0 7/8"	2'-7 1/8"	2'-4 15/16"	1'-3"
GIRDER 12	1'-2 3/16"	2'-1 1/16"	2'-7 7/8"	2'-5"	1'-1 5/16"

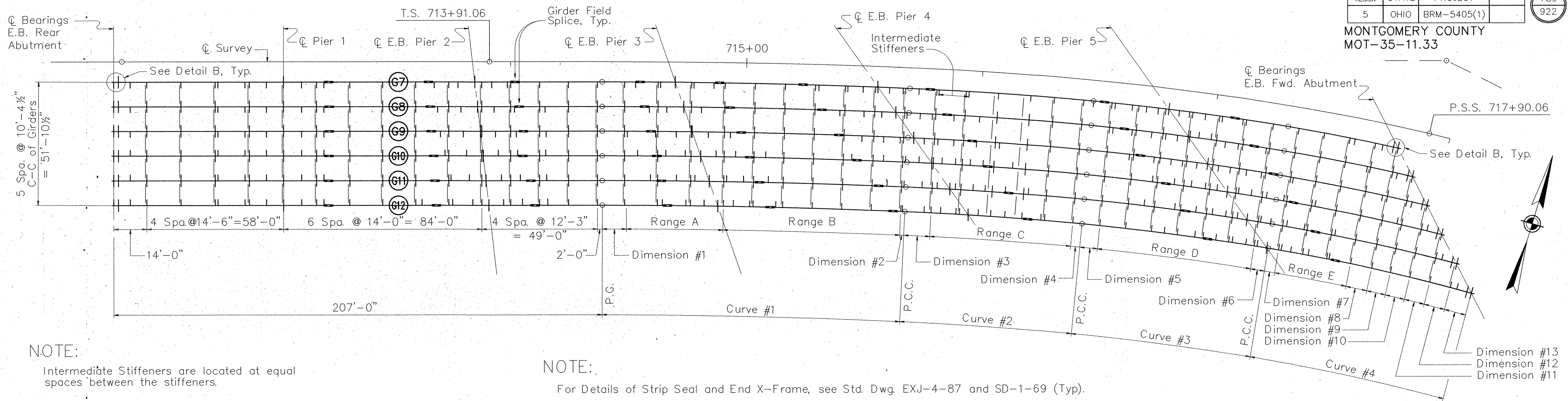


**FRAMING PLAN WESTBOUND**

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEB	GKF		MDE	P.W.G.	5/24/90	





NOTE:  
Intermediate Stiffeners are located at equal spaces between the stiffeners.

NOTE:  
For Details of Strip Seal and End X-Frame, see Std. Dwg. EXJ-4-87 and SD-1-69 (Typ).

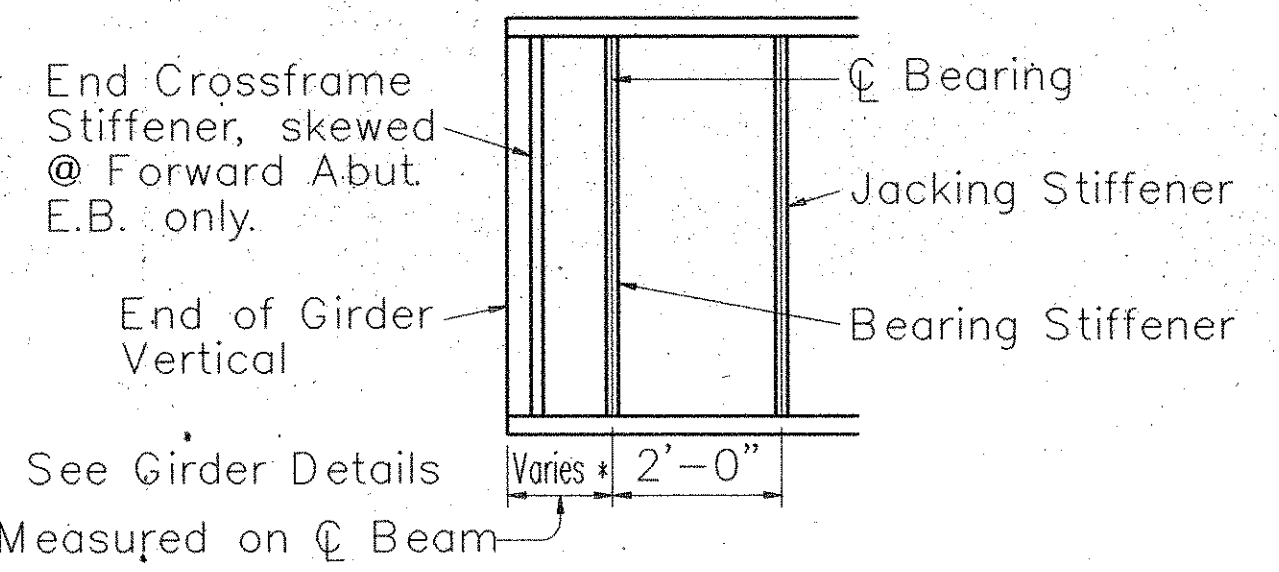
CROSSFRAME RANGES AND DIMENSIONS (ARC LENGTHS)

	Dimension #1	Range A	Range B	Dimension #2	Dimension #3	Range C	Dimension #4	Dimension #5	Range D	Dimension #6	Dimension #7	Range E	Dimension #8
Girder No.7	9'-6"	3 Spa. @ 14'-3" = 42'-9"	6 Spa. @ 12'-3" = 73'-6"	1'-9 5/16"	11'-5 11/16"	5 Spa. @ 12'-6" = 62'-6"	4'-1 7/16"	7'-10 5/8"	6 Spa. @ 11'-6" = 69'-0"	6'-3 9/16"	4'-8 7/16"	3 Spa. @ 11'-0" = 33'-0"	9'-8 1/8"
Girder No.8	9'-5 5/8"	3 Spa. @ 14'-2 7/16" = 42'-7 5/16"	6 Spa. @ 12'-8 1/2" = 76'-3"	1'-9 1/4"	11'-4 3/4"	5 Spa. @ 12'-4 15/16" = 62'-0 11/16"	4'-1 1/16"	7'-9 3/4"	6 Spa. @ 11'-4 13/16" = 68'-4 7/8"	6'-2 7/8"	4'-7 13/16"	3 Spa. @ 10'-10 1/2" = 32'-7 1/2"	9'-6 3/4"
Girder No.9	9'-5 1/4"	3 Spa. @ 14'-1 13/16" = 42'-5 7/16"	6 Spa. @ 12'-7 15/16" = 75'-11 5/8"	1'-9 1/16"	11'-3 13/16"	5 Spa. @ 12'-3 15/16" = 61'-7 11/16"	4'-0 3/4"	7'-8 15/16"	6 Spa. @ 11'-3 5/8" = 67'-9 3/4"	6'-2 1/4"	4'-7 1/8"	3 Spa. @ 10'-8 15/16" = 32'-2 13/16"	9'-5 3/8"
Girder No.10	9'-4 13/16"	3 Spa. @ 14'-1 1/4" = 42'-3 3/4"	6 Spa. @ 12'-7 7/16" = 75'-8 5/8"	1'-9 1/8"	11'-2 13/16"	5 Spa. @ 12'-2 7/8" = 61'-2 3/8"	4'-0 3/8"	7'-8 1/8"	6 Spa. @ 11'-2 3/8" = 67'-2 1/4"	6'-1 9/16"	4'-6 1/2"	3 Spa. @ 10'-7 3/8" = 31'-10 1/8"	9'-4"
Girder No.11	9'-4 7/16"	3 Spa. @ 14'-0 5/8" = 42'-1 7/8"	6 Spa. @ 12'-6 7/8" = 75'-5 1/4"	1'-9"	11'-1 7/8"	5 Spa. @ 12'-1 13/16" = 60'-9 1/16"	4'-0"	7'-7 5/16"	6 Spa. @ 11'-1 3/16" = 66'-7 1/8"	6'-0 15/16"	4'-5 13/16"	3 Spa. @ 10'-5 7/8" = 31'-5 5/8"	9'-2 11/16"
Girder No.12	9'-4"	3 Spa. @ 14'-0" = 42'-0"	6 Spa. @ 12'-6 5/8" = 75'-3 3/4"	1'-8 15/16"	11'-0 15/16"	5 Spa. @ 12'-0 13/16" = 60'-4 1/16"	3'-11 1/16"	7'-6 1/2"	6 Spa. @ 11'-0" = 66'-0"	6'-0 1/4"	4'-5 3/16"	3 Spa. @ 10'-4 5/16" = 31'-0 15/16"	9'-1 5/16"

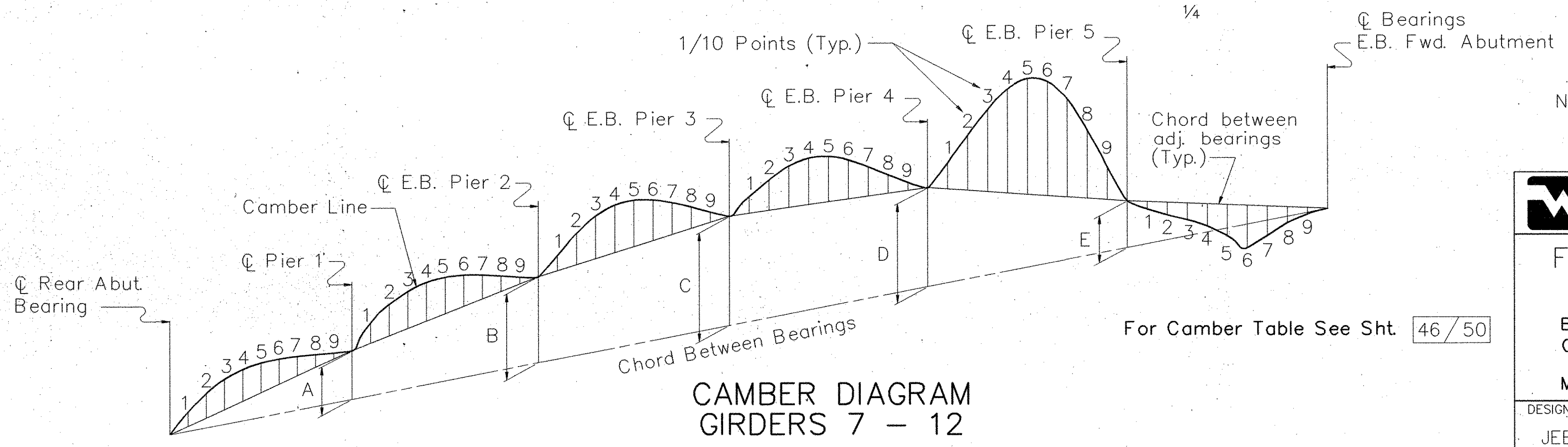
	Dimension #9	Dimension #10	Dimension #11	Dimension #12	Dimension #13
Girder No.7	N/A	N/A	N/A	N/A	N/A
Girder No.8	8'-6 11/16"	N/A	N/A	N/A	N/A
Girder No.9	8'-5 1/2"	8'-8 3/4"	N/A	N/A	N/A
Girder No.10	8'-4 1/4"	8'-7 1/2"	8'-10 15/16"	N/A	N/A
Girder No.11	8'-3 1/16"	8'-6 1/4"	8'-9 5/8"	9'-1 1/8"	N/A
Girder No.12	8'-1 7/8"	8'-5"	8'-8 5/8"	8'-11 7/8"	9'-3 5/8"

	SPAN LENGTHS					
	Span No.1	Span No.2	Span No.3	Span No.4	Span No.5	Span No.6
Girder No.7	72'-0"	81'-0 1/16"	84'-11 7/16"	85'-11 5/16"	123'-9 1/4"	98'-5 7/16"
Girder No.8	72'-0"	82'-2 7/8"	87'-4 5/16"	89'-11 1/4"	124'-4 15/16"	96'-6 1/8"
Girder No.9	72'-0"	83'-5"	89'-9 1/4"	93'-11 3/8"	125'-1 3/16"	94'-6 7/8"
Girder No.10	72'-0"	84'-7 1/4"	92'-2 1/8"	97'-11 7/8"	125'-10 3/16"	92'-7 9/16"
Girder No.11	72'-0"	85'-9 7/16"	94'-7 1/16"	102'-0 3/4"	126'-7 3/8"	90'-8 5/16"
Girder No.12	72'-0"	86'-11 5/8"	97'-0"	106'-2 1/8"	127'-5 1/16"	88'-9 1/8"

	CURVE DATA							
	Curve #1		Curve #2		Curve #3		Curve #4	
	Radius	Arc Length	Radius	Arc Length	Radius	Arc Length	Radius	Arc Length
Girder No.7	2991'-5 1/4"	130'-6 5/16"	1491'-5 1/4"	78'-1 1/8"	1191'-5 1/4"	83'-2 1/8"	891'-5 1/4"	47'-4 9/16"
Girder No.8	2981'-0 3/4"	130'-0 7/8"	1481'-0 3/4"	77'-6 9/16"	1181'-0 3/4"	82'-5 7/16"	881'-0 3/4"	55'-4 5/8"
Girder No.9	2970'-8 1/4"	129'-7 7/16"	1470'-8 1/4"	77'-0 1/16"	1170'-8 1/4"	81'-8 3/4"	870'-8 1/4"	63'-5 9/16"
Girder No.10	2960'-3 3/4"	129'-2"	1460'-3 3/4"	76'-5 9/16"	1160'-3 3/4"	81'-0 1/16"	860'-3 3/4"	71'-7 3/8"
Girder No.11	2949'-11 1/4"	128'-8 9/16"	1449'-11 1/4"	75'-11"	1149'-11 1/4"	80'-3 3/8"	849'-11 1/4"	79'-10 1/4"
Girder No.12	2939'-6 3/4"	128'-3 1/8"	1439'-6 3/4"	75'-4 1/2"	1139'-6 3/4"	79'-6 1/16"	839'-6 3/4"	88'-2 3/16"



VERTICAL OFFSET DIMENSIONS					
LOCATION GIRDER	PIER 1 A	PIER 2 B	PIER 3 C	PIER 4 D	PIER 5 E
GIRDER 7	0'-9 13/16"	1'-6 3/4"	1'-11 3/16"	1'-10 7/16"	1'-3 1/4"
GIRDER 8	0'-11 9/16"	1'-8 5/8"	2'-1 5/16"	2'-0 1/2"	1'-3 15/16"
GIRDER 9	1'-1 5/16"	1'-10 3/8"	2'-3 5/16"	2'-2 5/16"	1'-4 1/4"
GIRDER 10	1'-3"	2'-0"	2'-5"	2'-3 5/8"	1'-3 13/16"
GIRDER 11	1'-2 11/16"	2'-0 7/8"	2'-7 1/8"	2'-4 15/16"	1'-3"
GIRDER 12	1'-2 3/16"	2'-1 1/16"	2'-7 7/8"	2'-5"	1'-1 5/16"



Note: Horizontal Curvature shall not be obtained by heat curving.

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

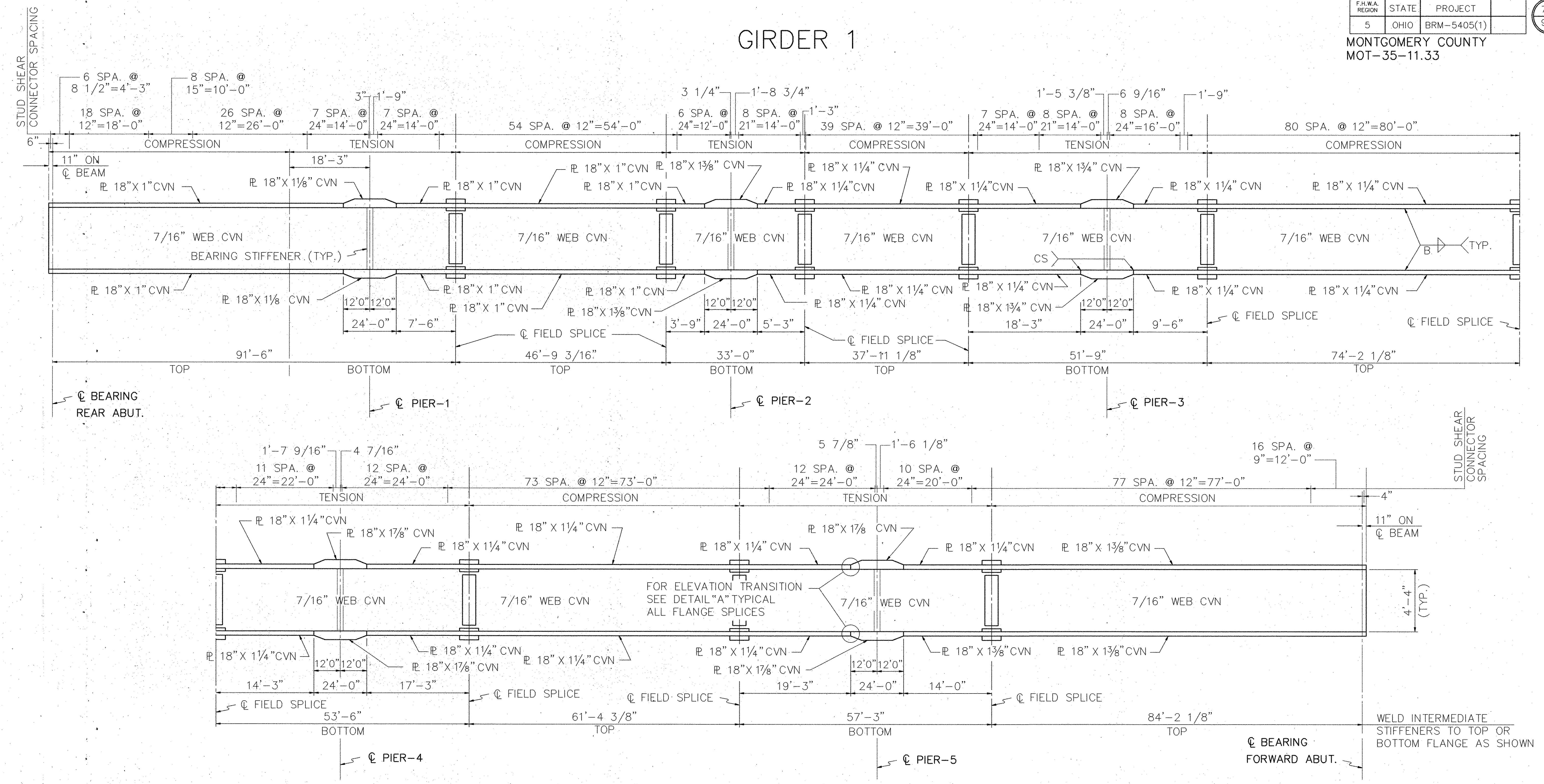
**FRAMING PLAN EASTBOUND**

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JEB	GKF		MDE	P.W.G.	5/24/90	

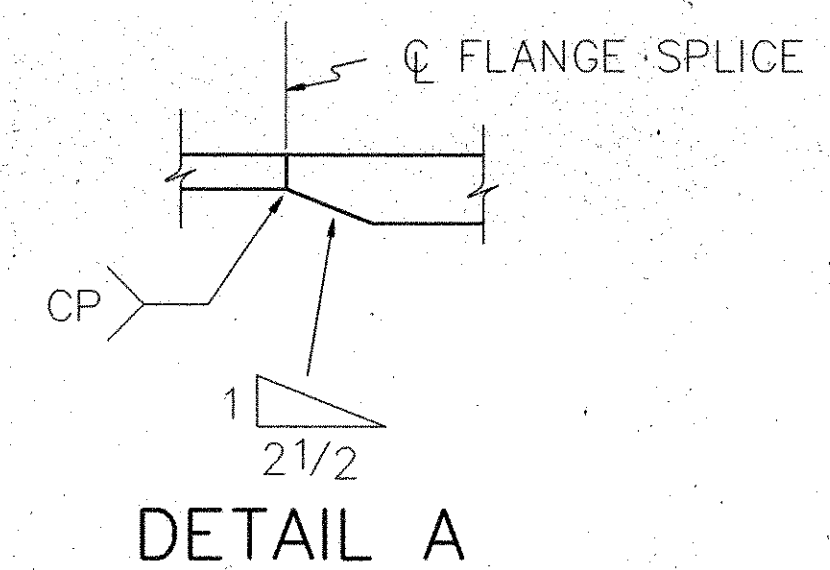


# GIRDER 1



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE; SHT. NO. 43/50



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## GIRDER 1 ELEVATION

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

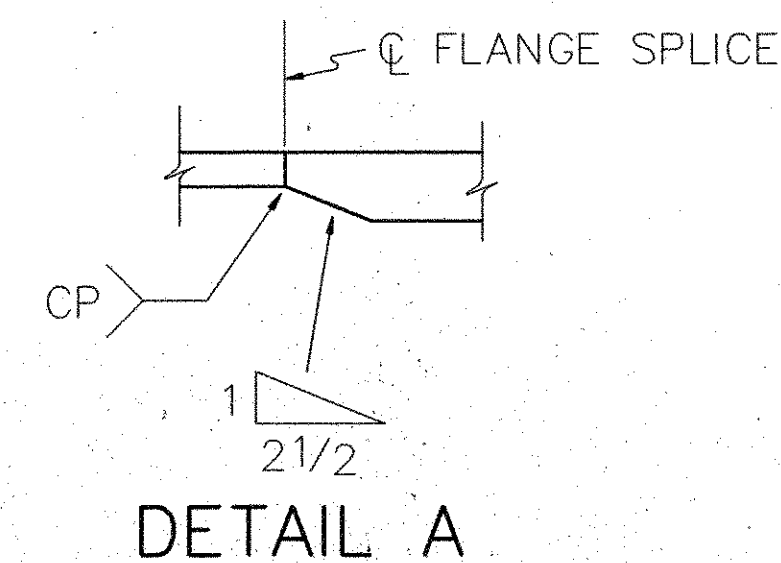
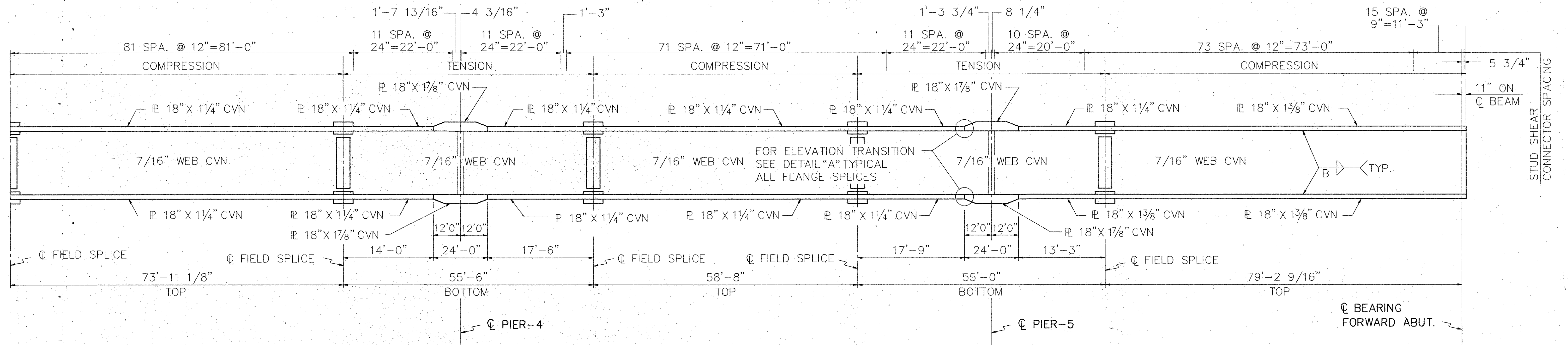
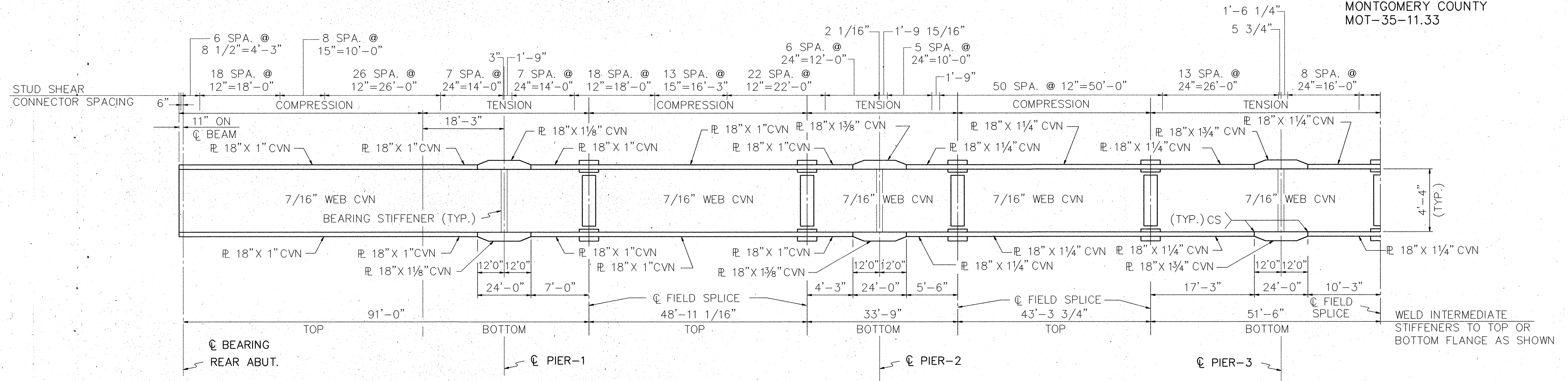
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



# GIRDER 2

F.H.W.A. REGION	STATE	PROJECT	791
5	OHIO	BRM-5405(1)	922

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

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## GIRDER 2 ELEVATION

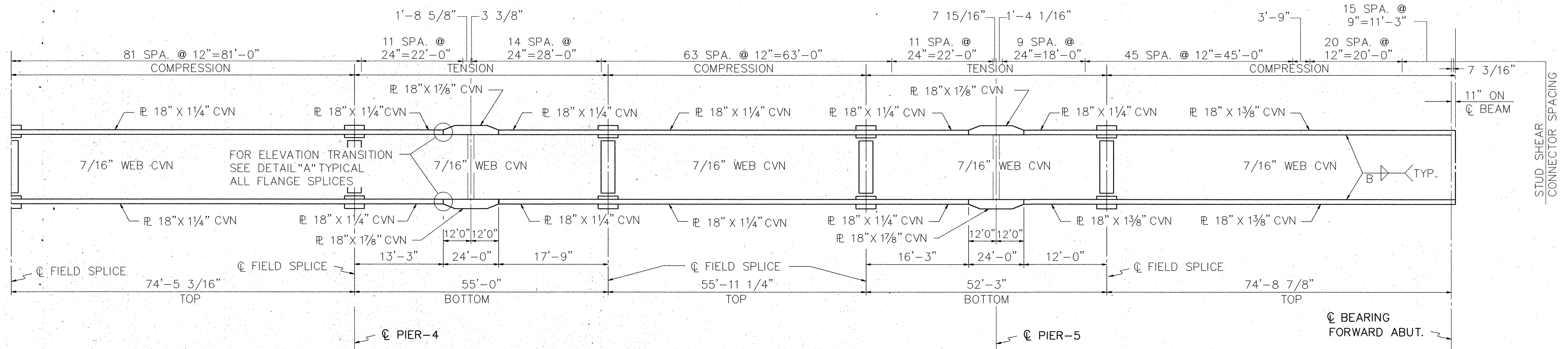
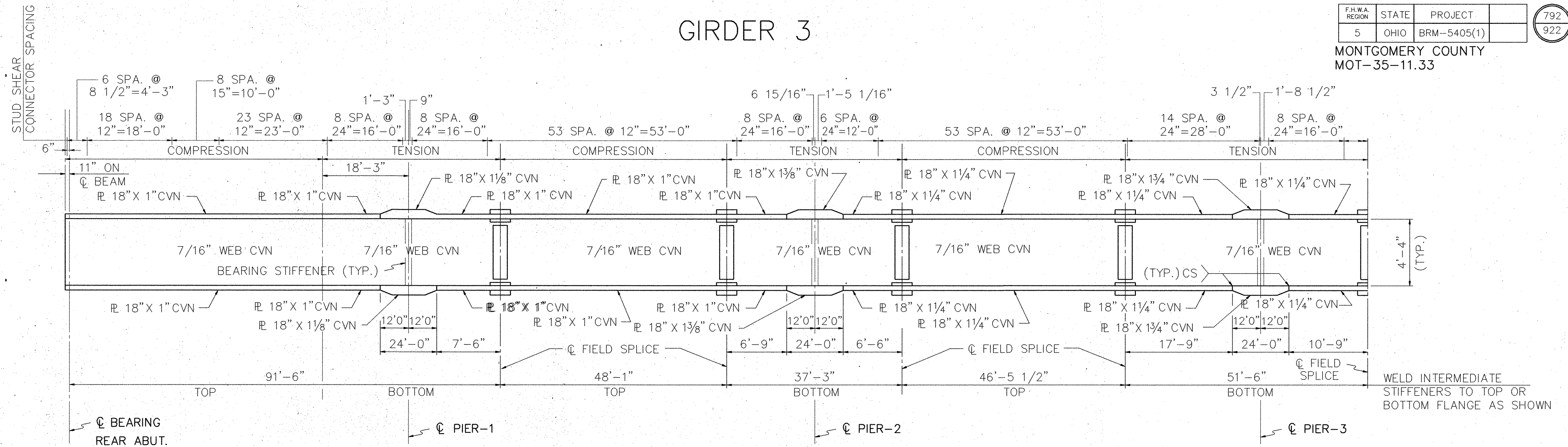
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

# GIRDER 3

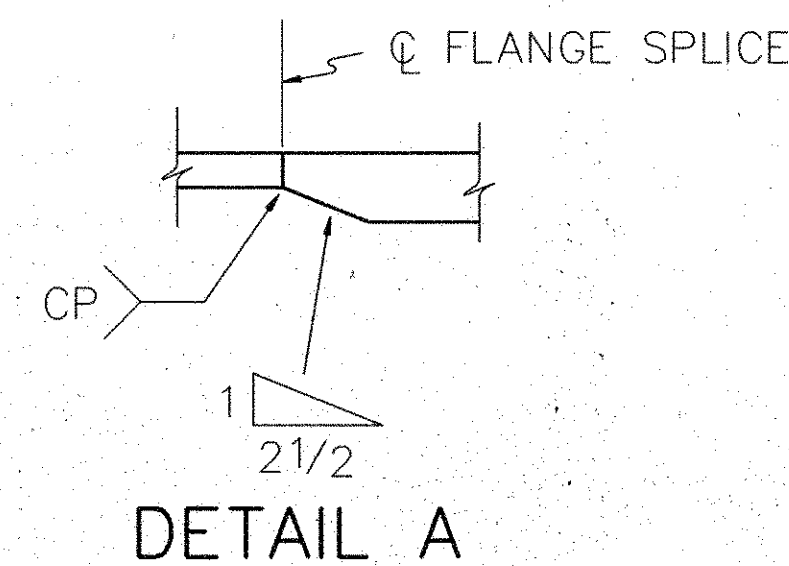
F.H.W.A. REGION	STATE	PROJECT	792
5	OHIO	BRM-5405(1)	922

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50



	WOOLPERT CONSULTANTS		33/50
	409 East Monument Avenue Dayton, Ohio 45402-1226		

## GIRDER 3 ELEVATION

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

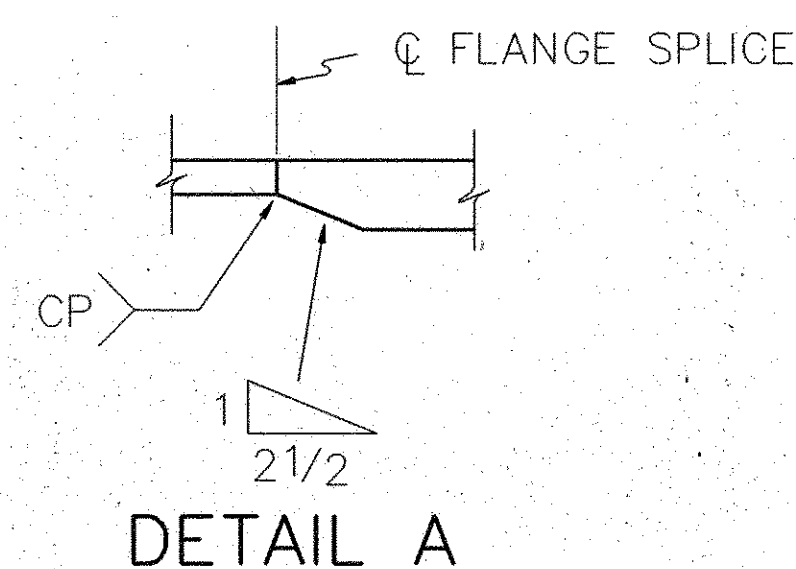
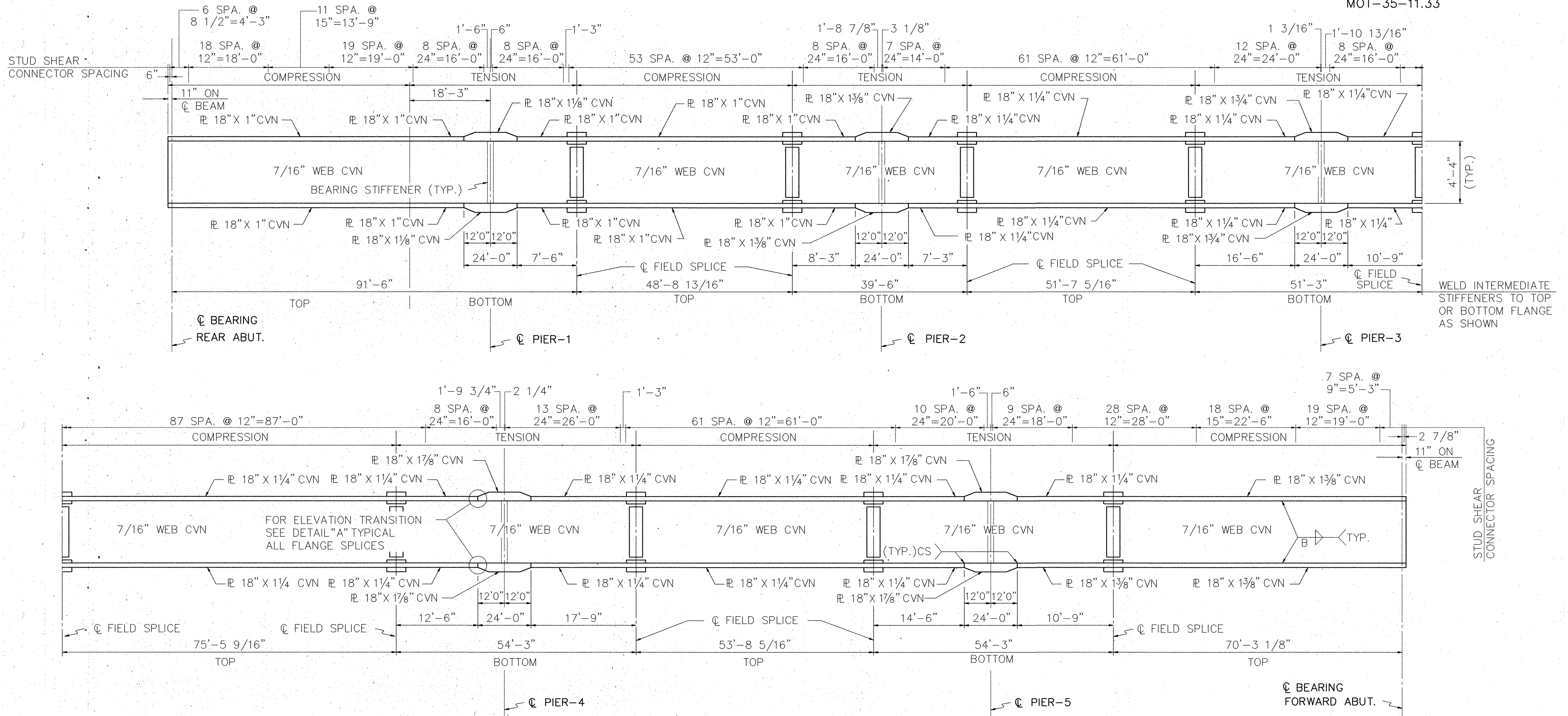
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



# GIRDER 4

FHWA REGION	STATE	PROJECT	793 922
5	OHIO	BRM-5405(1)	

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

34/50

## GIRDER 4 ELEVATION

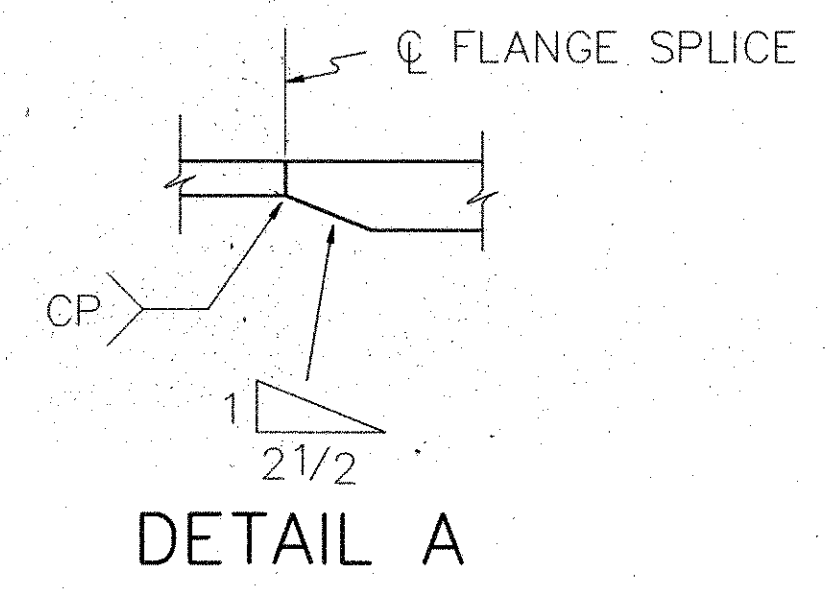
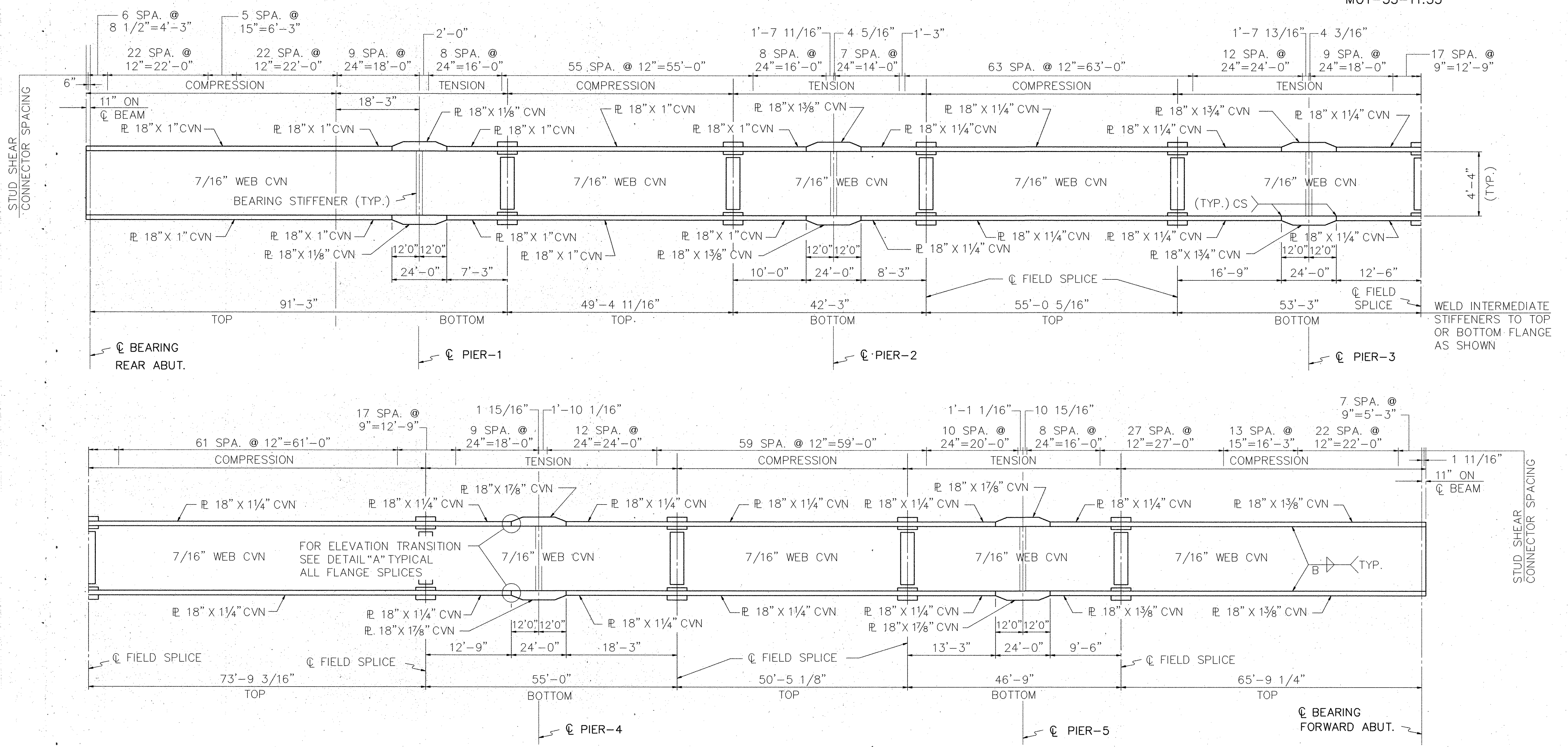
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

# GIRDER 5

F.H.W.A. REGION	STATE	PROJECT	794 922
5	OHIO	BRM-5405(1)	

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

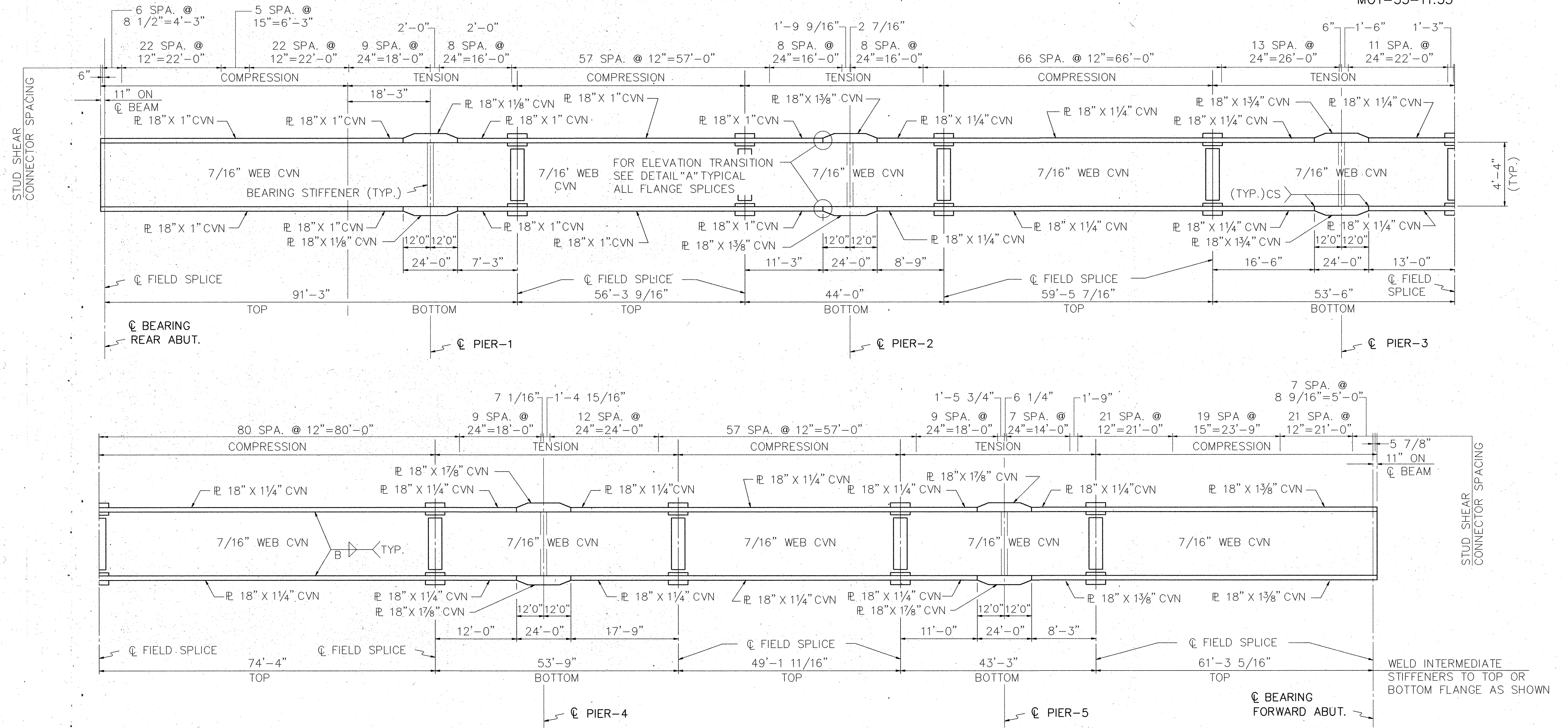
<b>WOOLPERT CONSULTANTS</b> <small>409 East Monument Avenue Dayton, Ohio 45402-1226</small>		35/50
<b>GIRDER 5 ELEVATION</b>		
BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE MONTGOMERY COUNTY		
DESIGNED	DRAWN	TRACED
P.A.M.	M.E.R.	M.D.E.
CHECKED	REVIEWED	DATE
P.W.G.	5/24/90	REVISED



# GIRDER 6

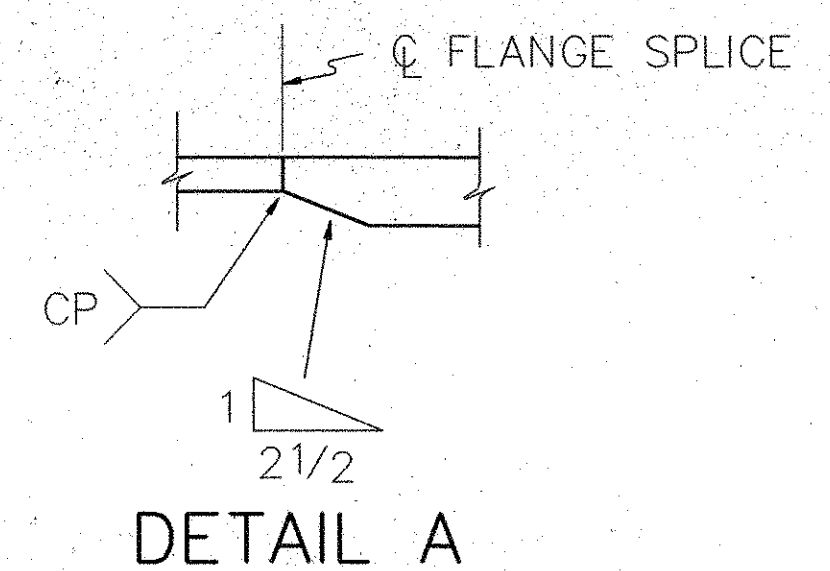
F.H.W.A. REGION	STATE	PROJECT	795 922
5	OHIO	BRM-5405(1)	

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50



**WOOLPERT CONSULTANTS**  
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Dayton, Ohio 45402-1226

36/50

### GIRDER 6 ELEVATION

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

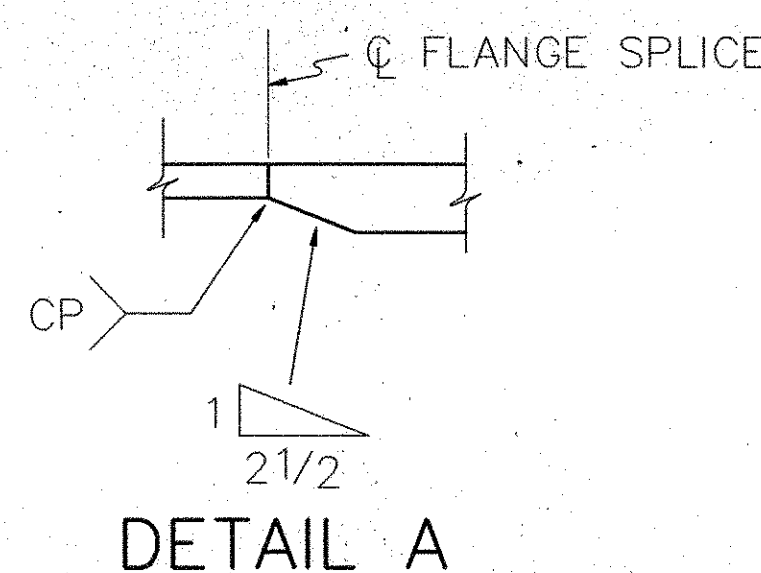
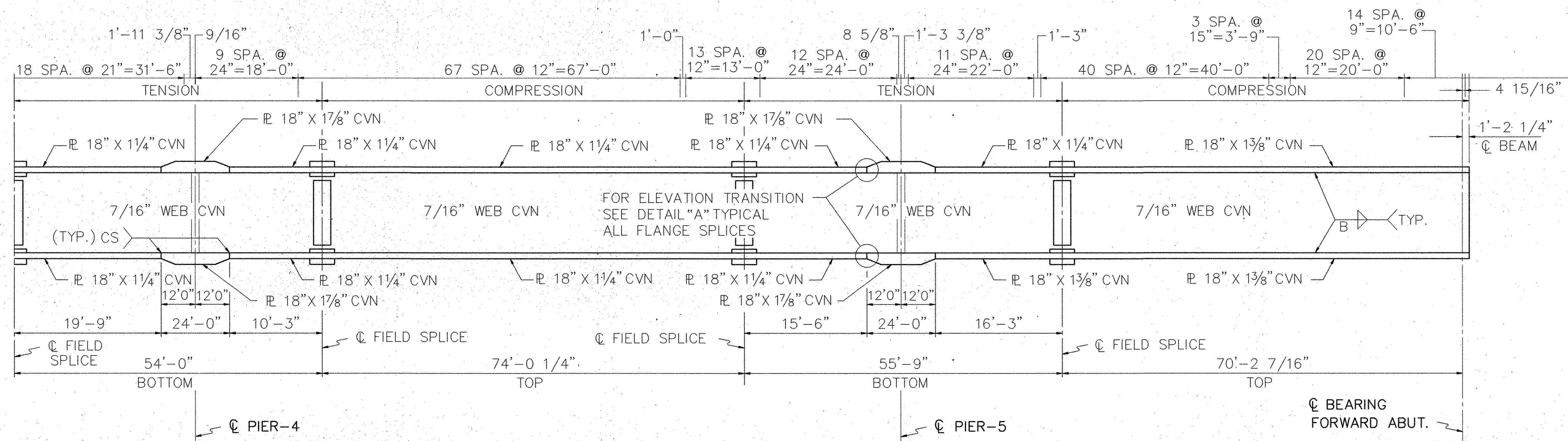
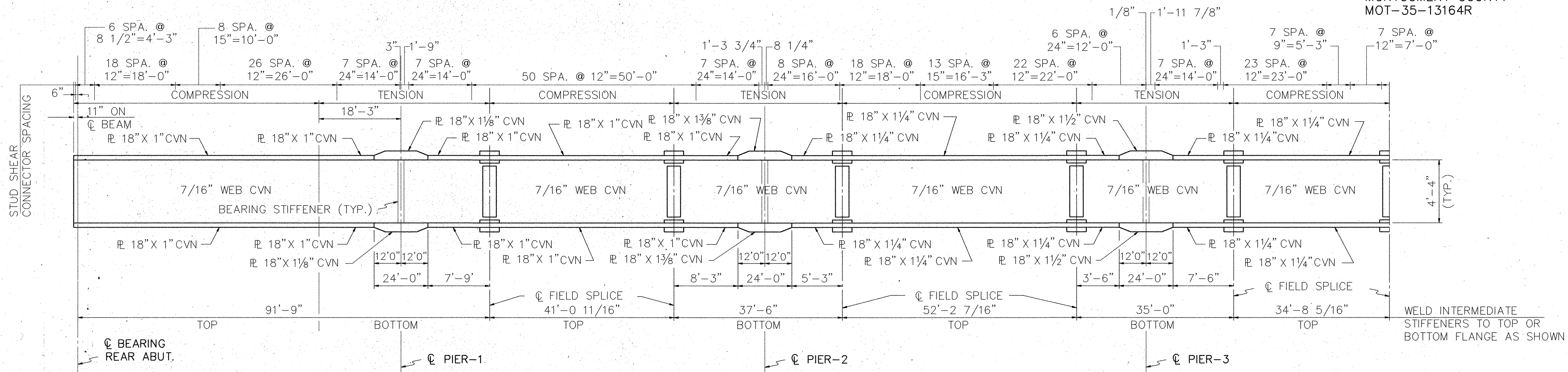
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

# GIRDER 7

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	BRM-5405(1)

796  
922

MONTGOMERY COUNTY  
MOT-35-13164R



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

	WOOLPERT CONSULTANTS	37/50
	<small>409 East Monument Avenue Dayton, Ohio 45402-1226</small>	

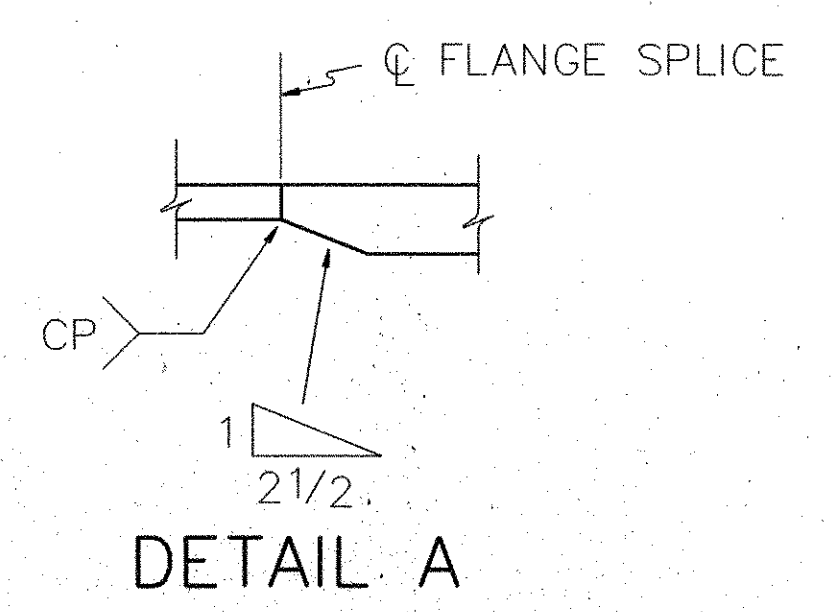
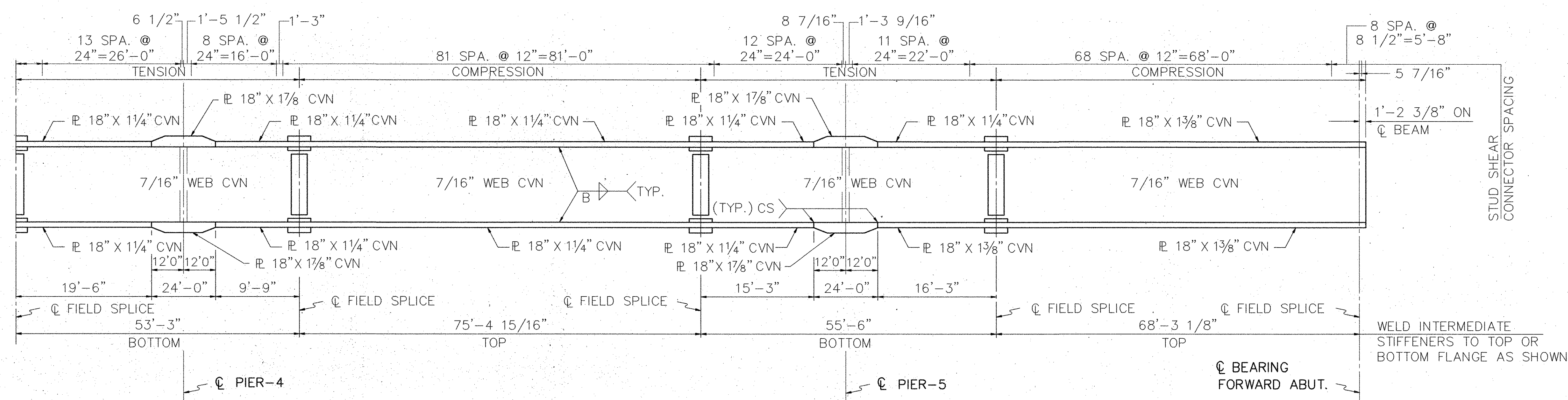
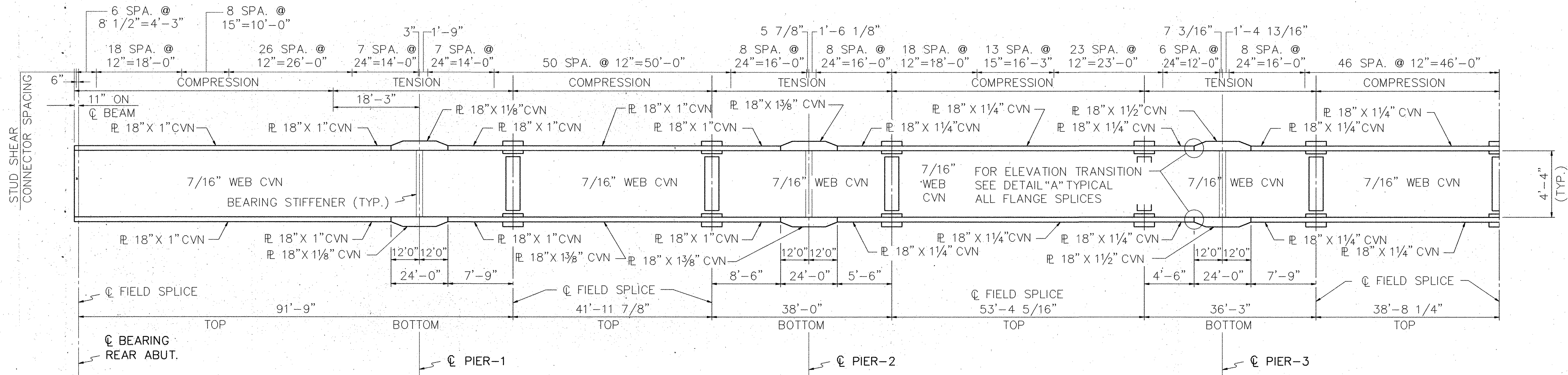
## GIRDER 7 ELEVATION

BRIDGE NO. MOT-35-13164R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



# GIRDER 8



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

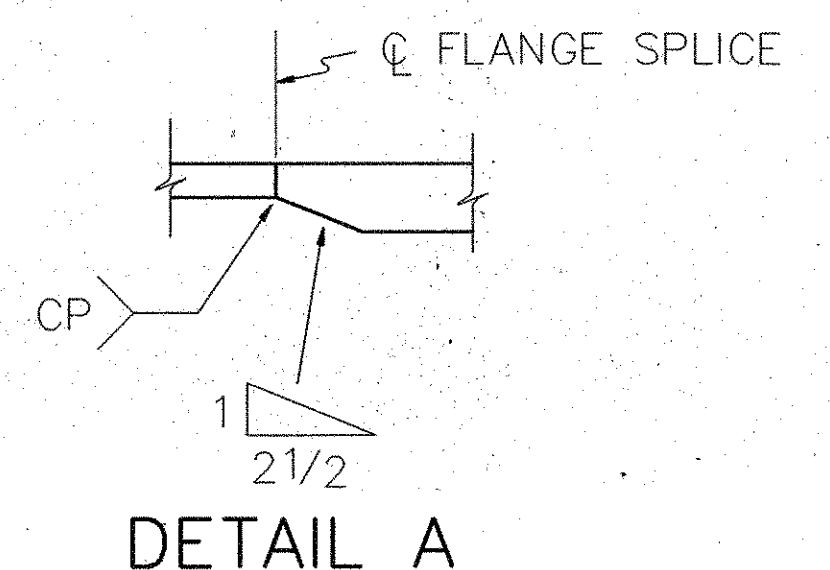
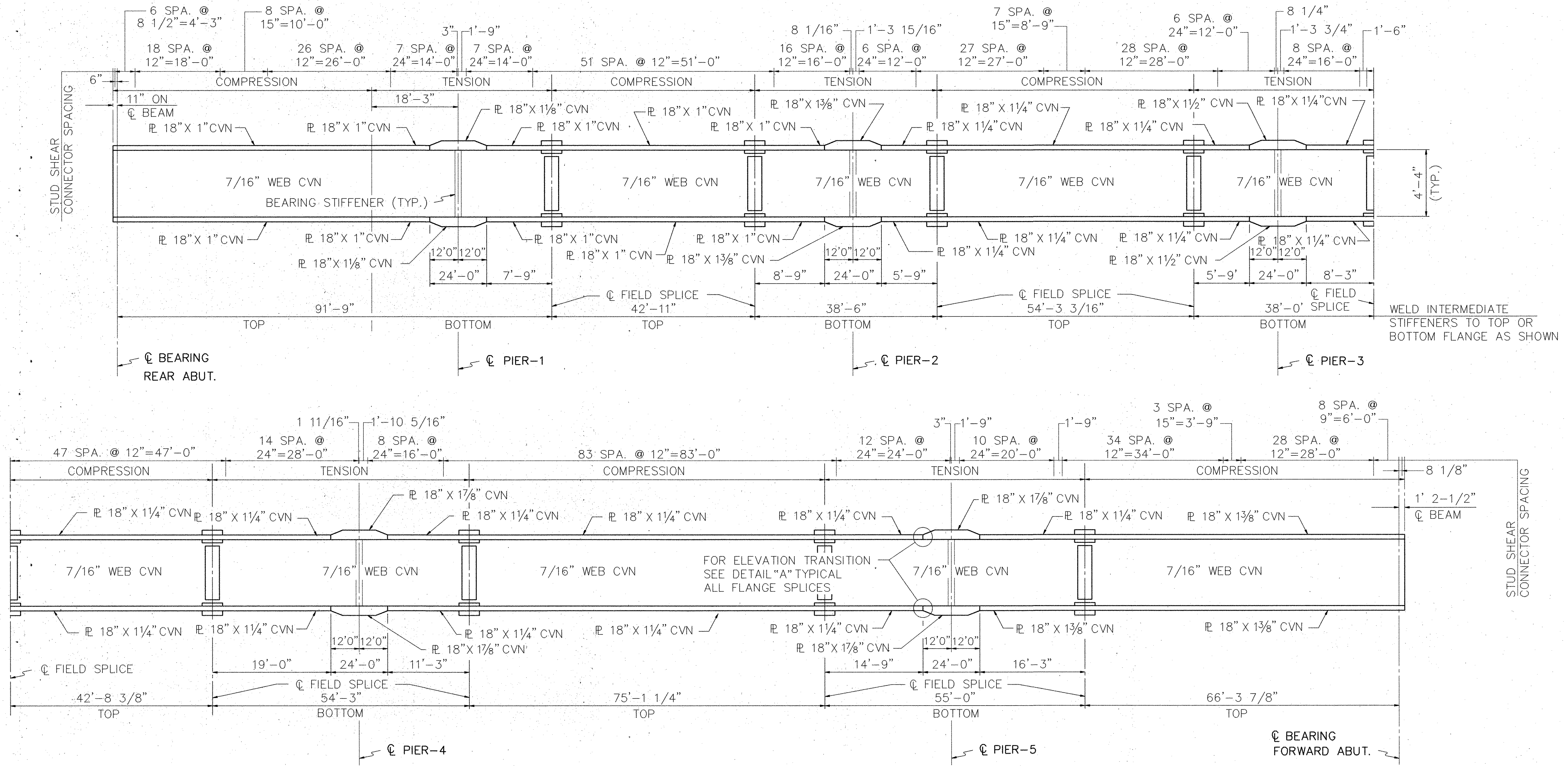
NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

<p>WOOLPERT CONSULTANTS 409 East Monument Avenue Dayton, Ohio 45402-1226</p>		38/50				
<h2>GIRDER 8 ELEVATION</h2>						
<p>BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B &amp; O R.R. AND HOME AVENUE MONTGOMERY COUNTY</p>						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

# GIRDER 9

F.H.W.A. REGION	STATE	PROJECT	798 922
5	OHIO	BRM-5405(1)	

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

**WOOLPERT CONSULTANTS**  
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Dayton, Ohio 45402-1226

39  
50

### GIRDER 9 ELEVATION

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

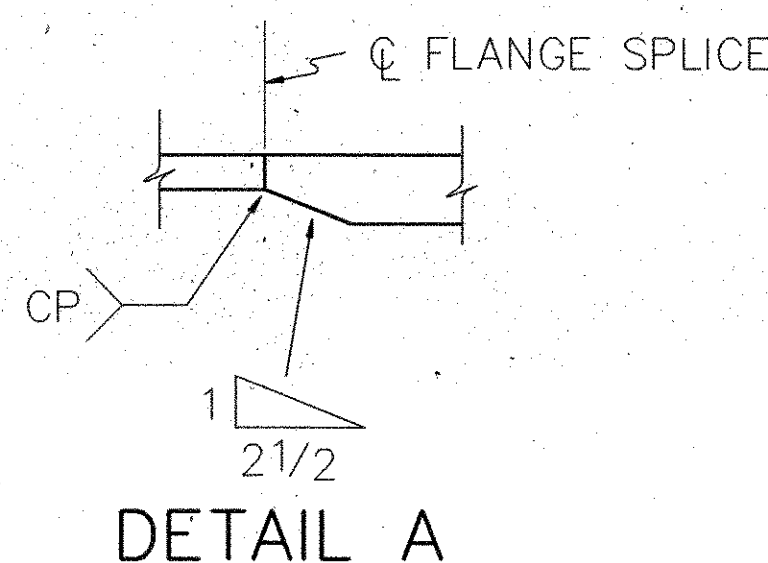
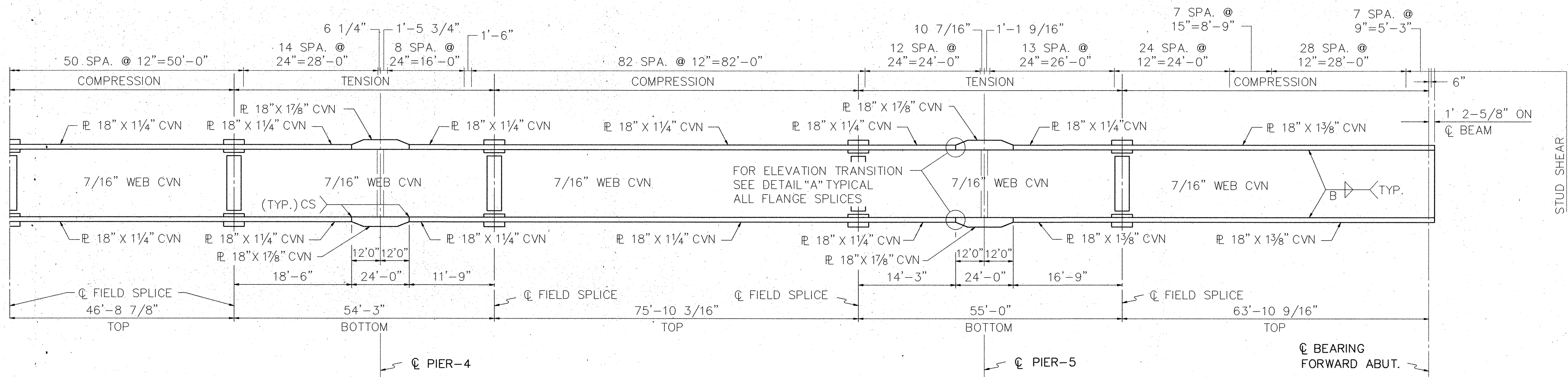
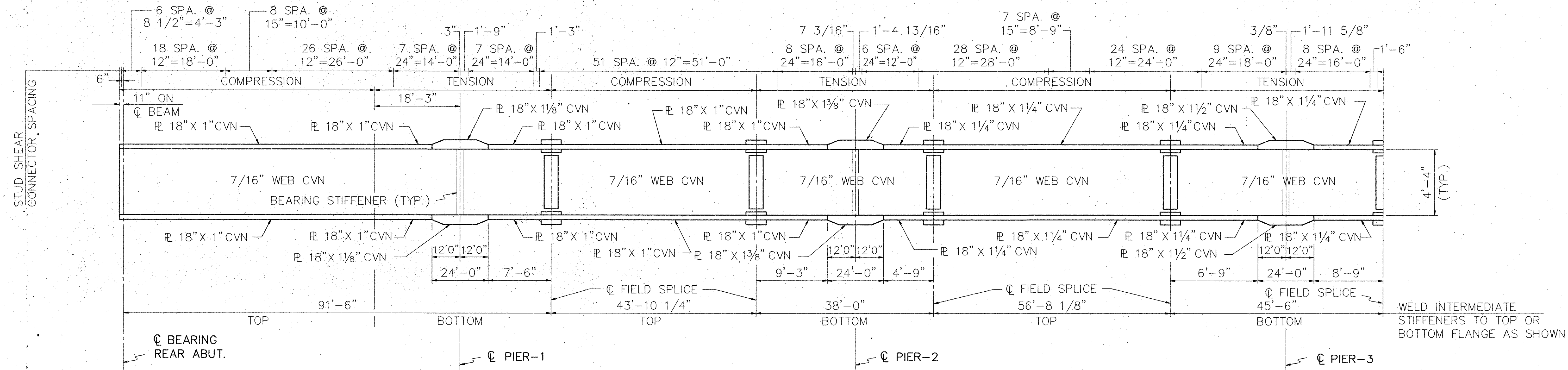


F.H.W.A. REGION	STATE	PROJECT	
5	OHIO	BRM-5405(1)	

799  
922

MONTGOMERY COUNTY  
MOT-35-13164R

# GIRDER 10



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

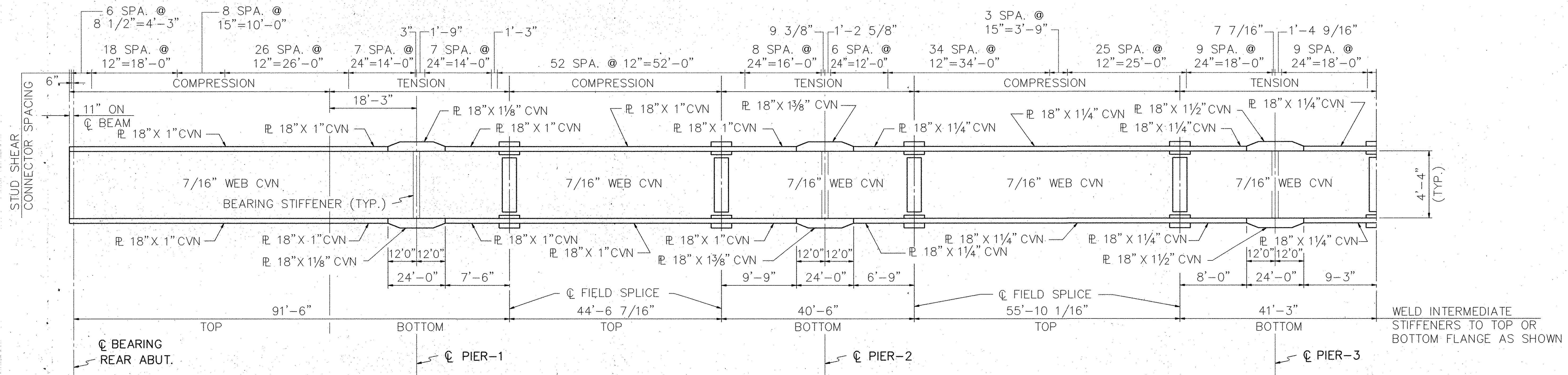
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1229

## GIRDER 10 ELEVATION

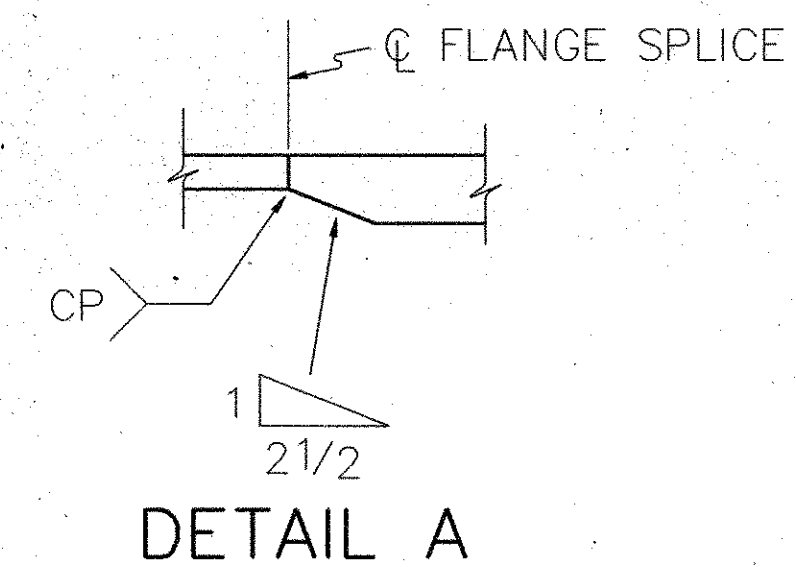
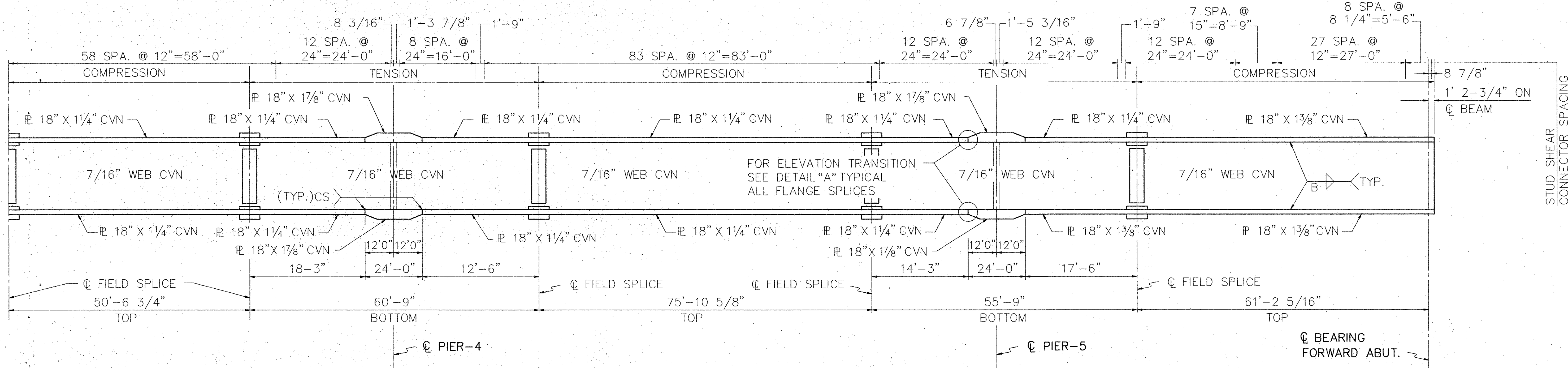
BRIDGE NO. MOT-35-13164R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	

# GIRDER 11



WELD INTERMEDIATE STIFFENERS TO TOP OR BOTTOM FLANGE AS SHOWN



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

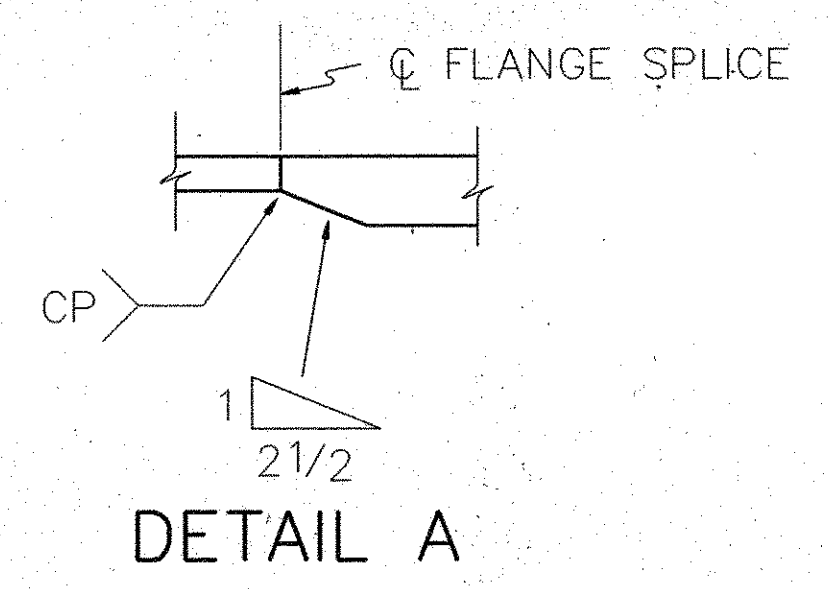
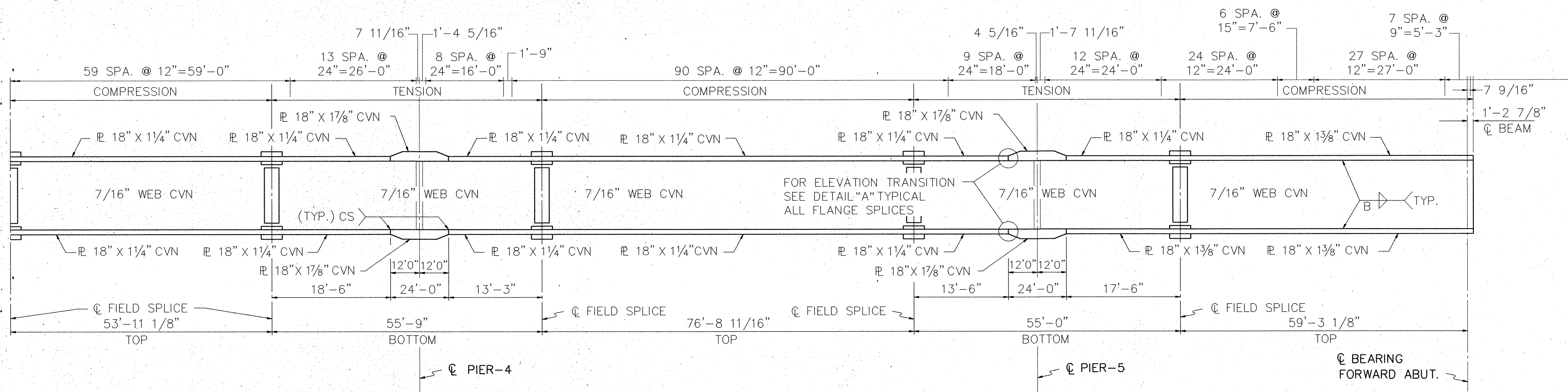
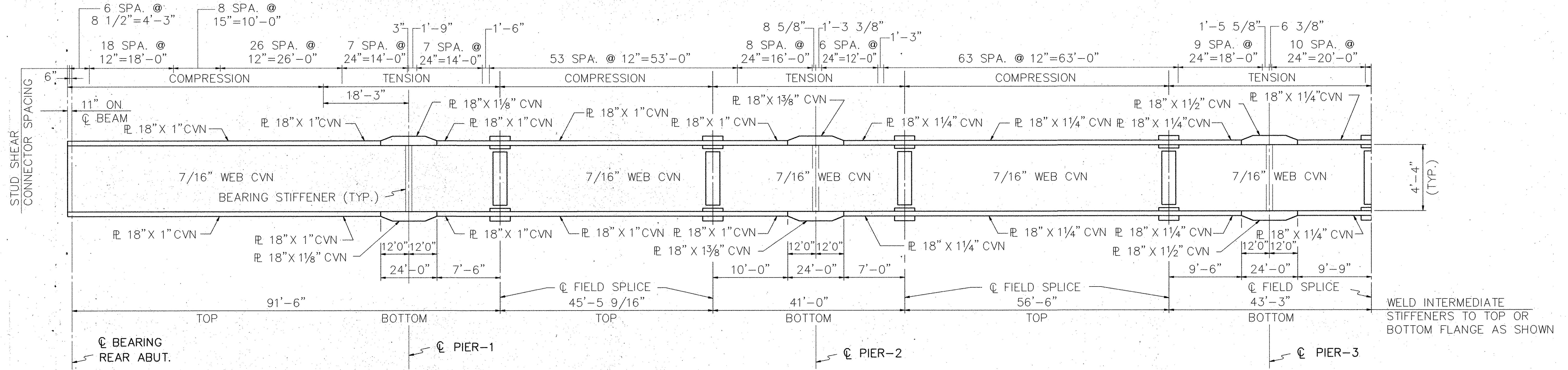
<b>WOOLPERT CONSULTANTS</b> 409 East Monument Avenue Dayton, Ohio 45402-1226		41/50				
<h2>GIRDER 11 ELEVATION</h2>						
BRIDGE NO. MOT-35-1316 L/R OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE MONTGOMERY COUNTY						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



# GIRDER 12

F.H.W.A. REGION	STATE	PROJECT	801 922
5	OHIO	BRM-5405(1)	

MONTGOMERY COUNTY  
MOT-35-11.33



NOTE: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

NOTE: FOR WELD SIZE "B" SEE TABLE, SHT. NO. 43/50

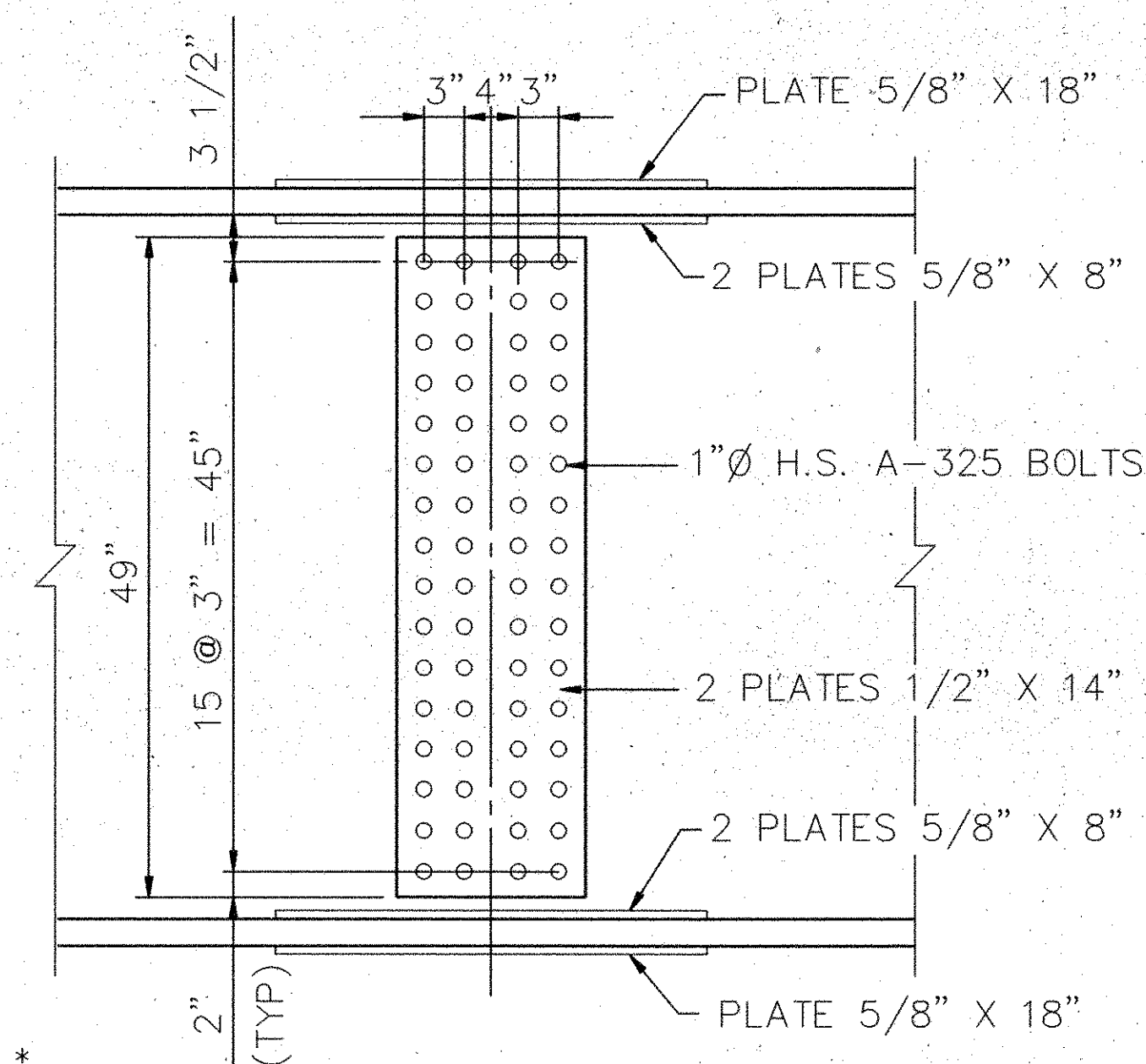
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

42/50

### GIRDER 12 ELEVATION

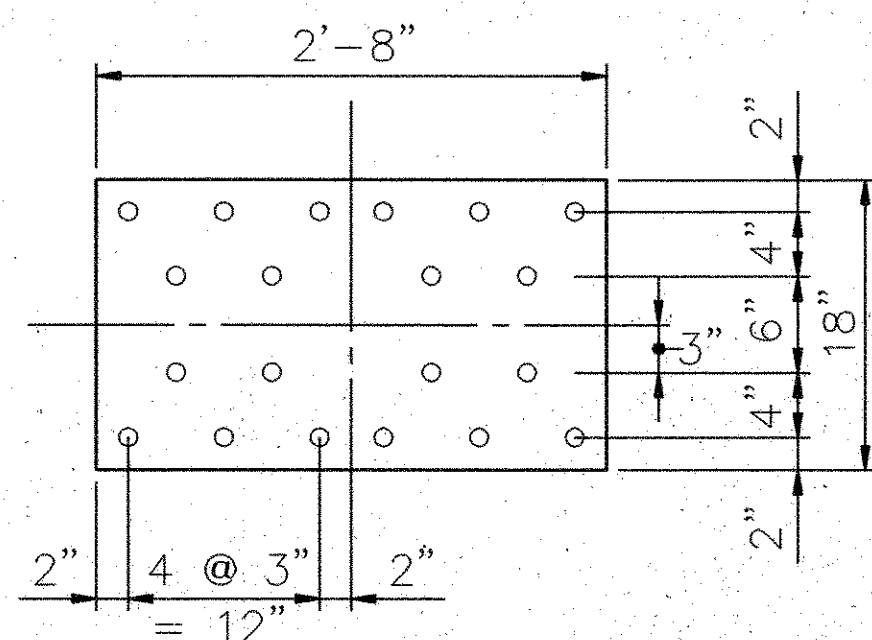
BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.M.	M.E.R.		M.D.E.	P.W.G.	5/24/90	



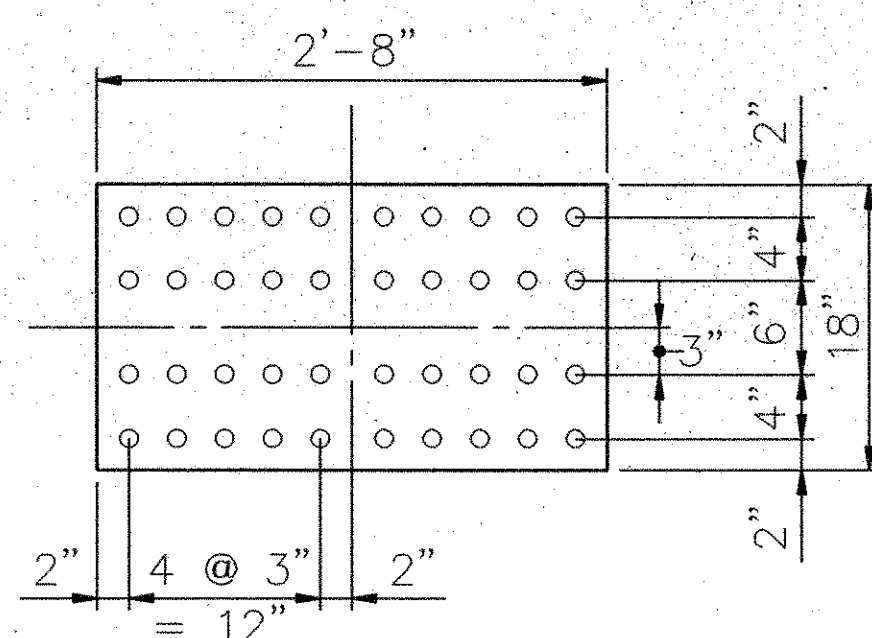
\* ALL HOLES 1 1/8" Ø

WEB SPLICE PLATE



\* ALL HOLES 1 1/8" Ø

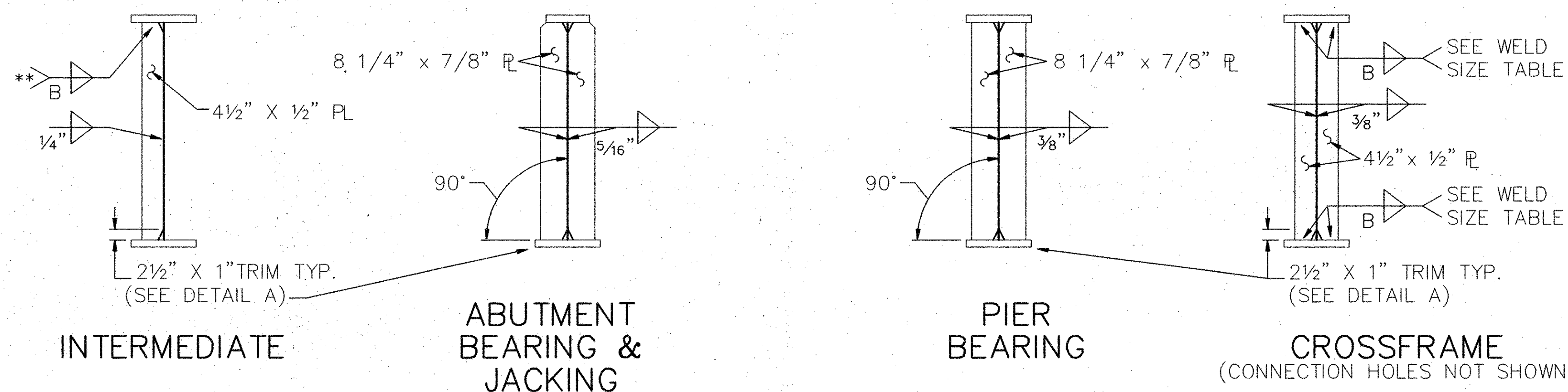
TOP FLANGE PLAN



\* ALL HOLES 1 1/8" Ø

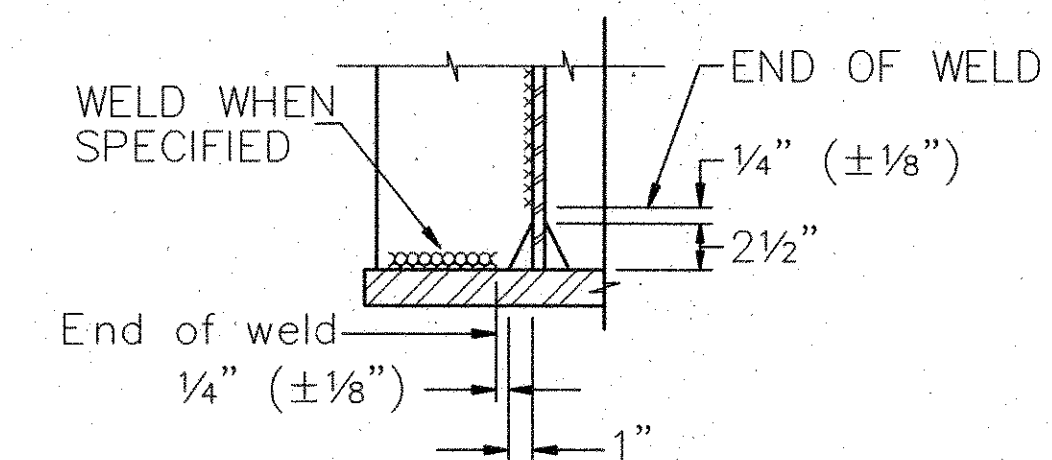
BOTTOM FLANGE PLAN

\*\* WELD TO COMPRESSION FLANGE ONLY - SEE GIRDER ELEVATION FOR LOCATION. FOR WELD SIZE SEE WELD SIZE TABLE THIS SHEET.

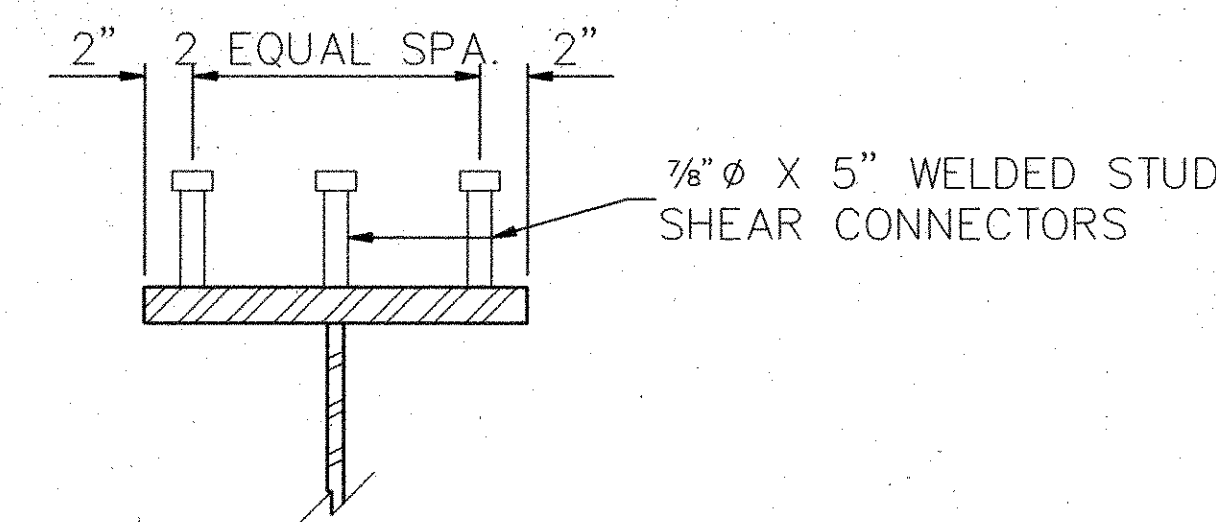


GIRDER STIFFENERS

WELD SIZES	
FLANGE THICKNESS	WELD SIZE "B"
THRU 3/4"	1/4"
OVER 3/4" THRU 1 1/2"	5/16"
OVER 1 1/2" TO 2 1/4"	3/8"



STIFFENER TRIM DETAIL A



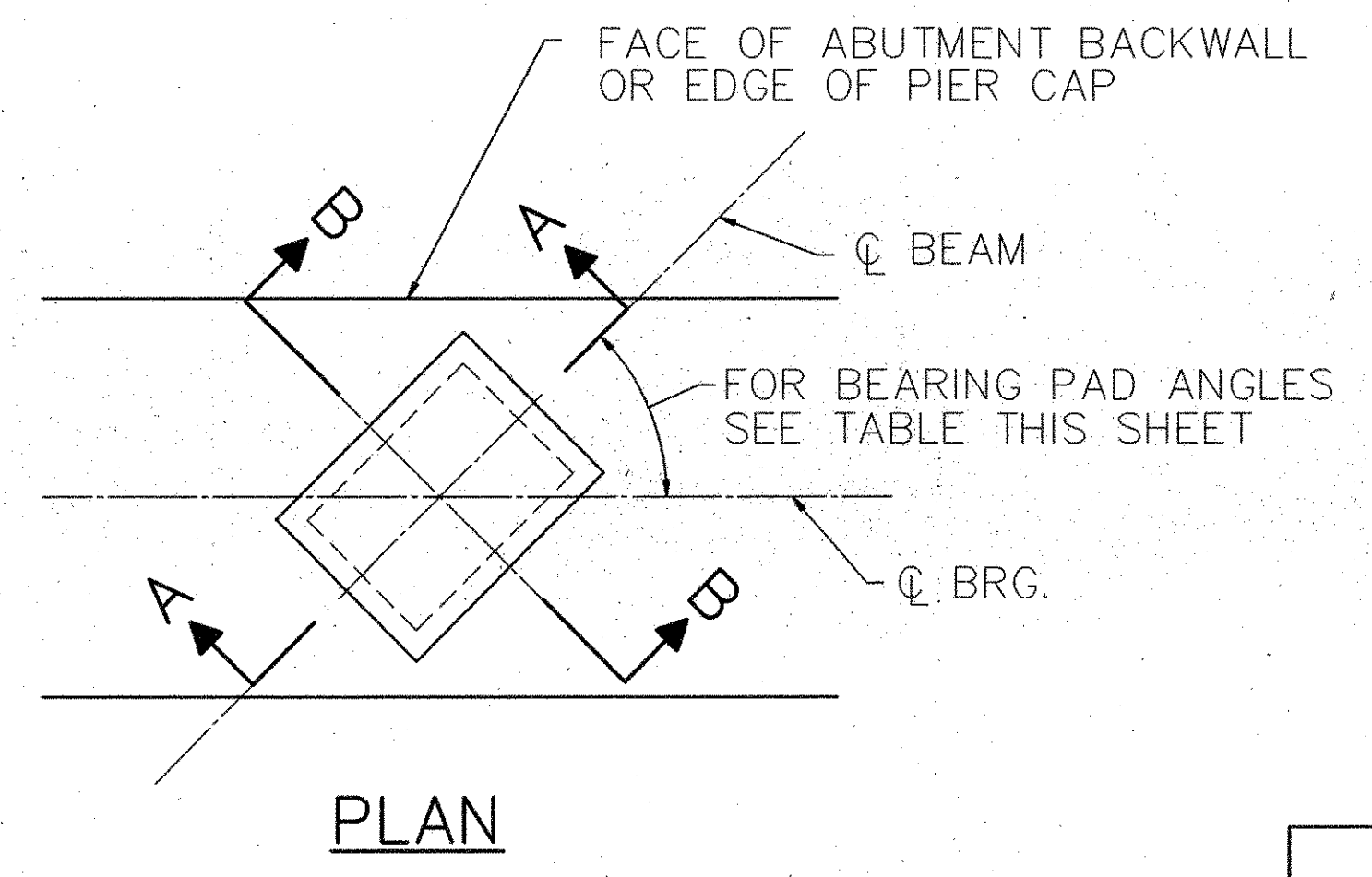
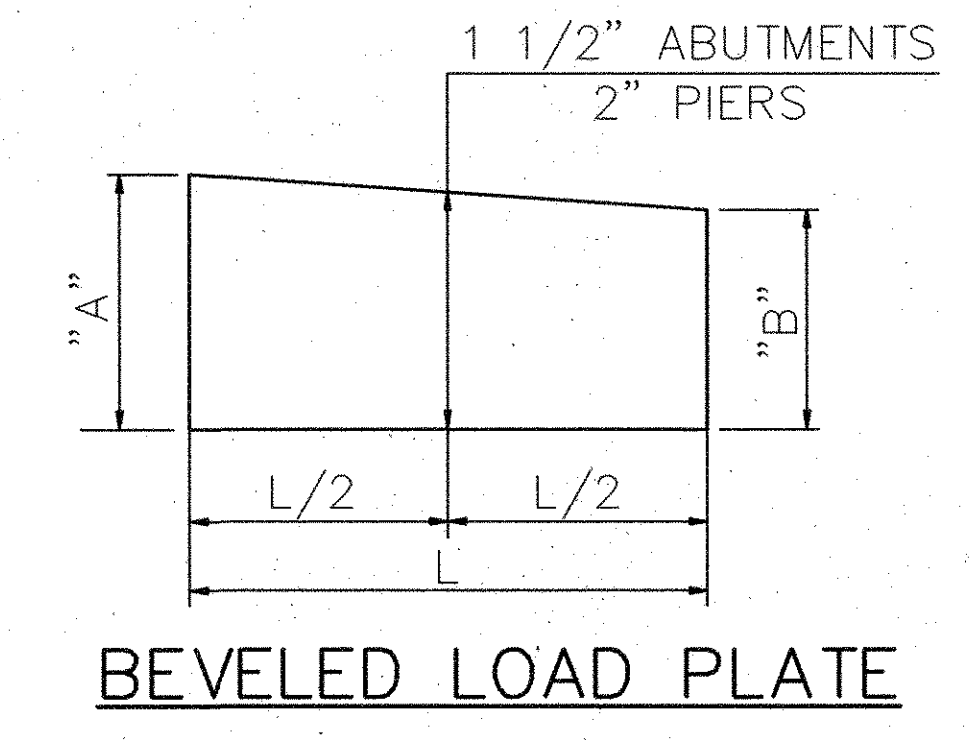
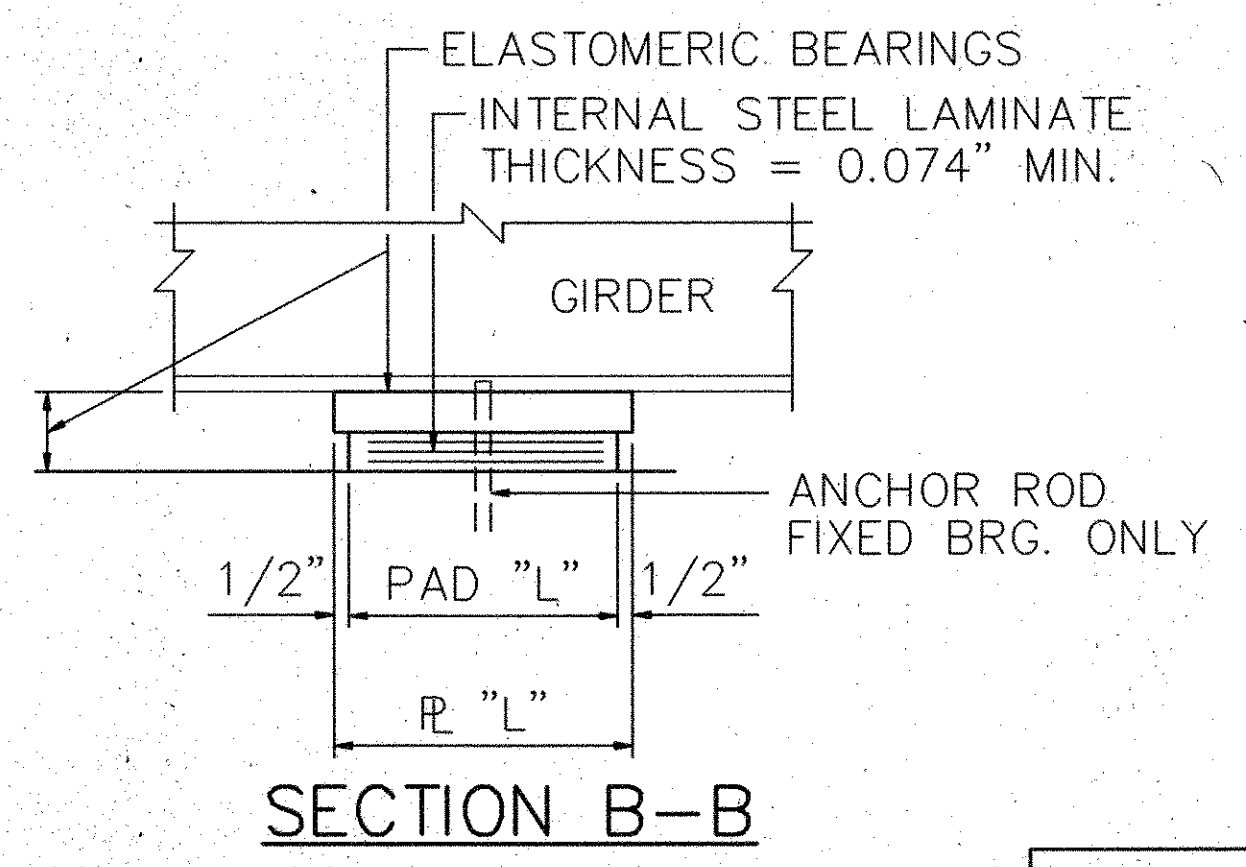
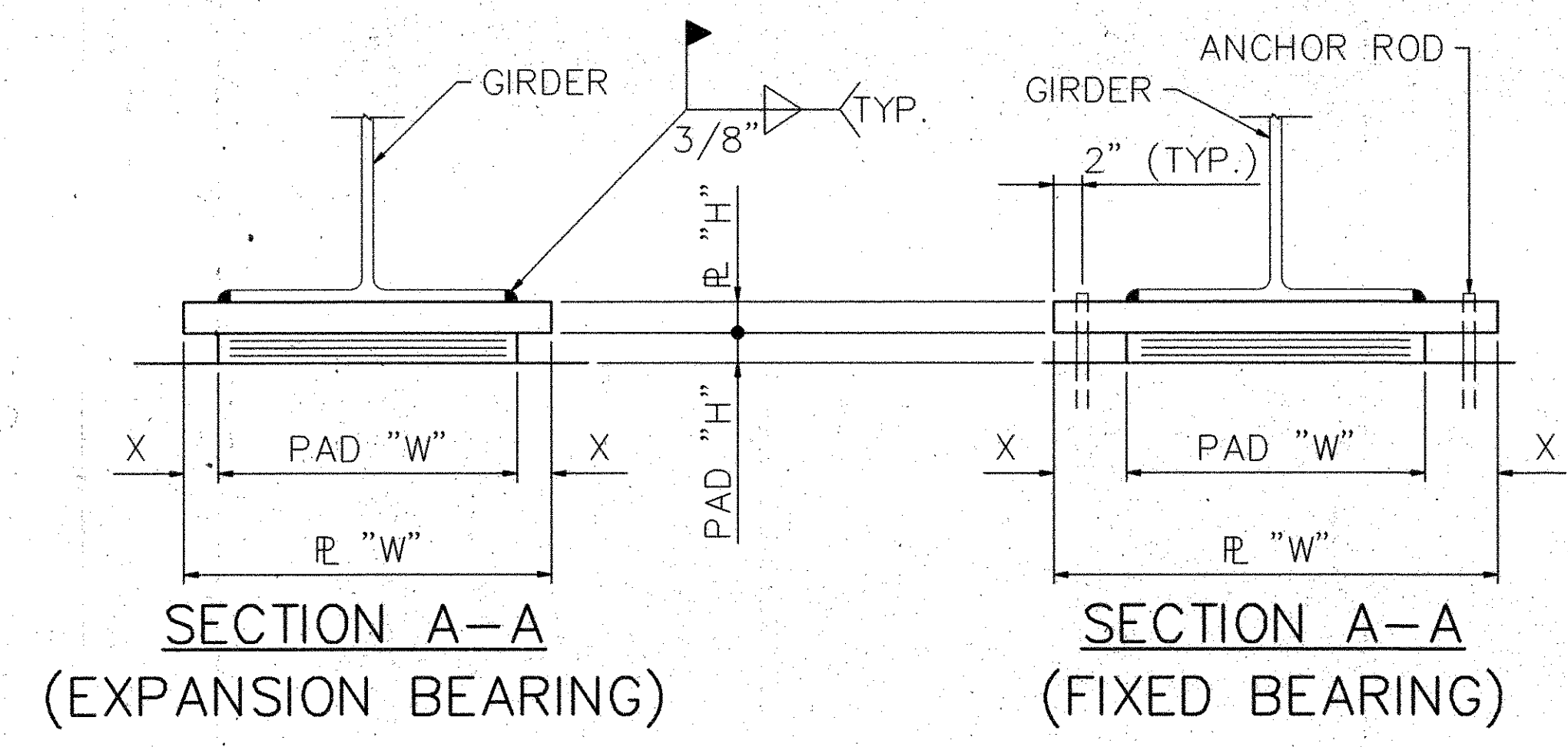
SHEAR CONNECTOR DETAIL

DIMENSION "A" TABLE *	
AMBIENT TEMP.(F)	DIM. "A"(INCHES)
30°	3.2
40°	2.9
50°	2.6
60°	2.3
70°	2.0
80°	1.7
85°	1.5 **

\* See Strip Seal Gland note Sht. 5/50

\*\* This is the minimum dimension. If the temperature is above 85° F, the installation shall be postponed until the temperature drops below 85° F.





GIRDER NO.	REAR ABUTMENT	PIER - 1	PIER - 2	PIER - 3	PIER - 4	PIER - 5	FORWARD ABUTMENT
GIRDER-1	90°00'00"	90°00'00"	78°15'22"	56°23'37"	53°44'09"	66°12'01"	90°04'35"
GIRDER-2	90°00'00"	90°00'00"	78°15'22"	56°15'50"	53°27'14"	65°59'26"	90°04'38"
GIRDER-3	90°00'00"	90°00'00"	78°15'22"	56°07'59"	53°10'02"	65°56'36"	90°04'41"
GIRDER-4	90°00'00"	90°00'00"	78°15'22"	56°00'05"	52°52'32"	65°33'32"	90°04'44"
GIRDER-5	90°00'00"	90°00'00"	78°15'22"	55°52'06"	52°34'43"	65°20'14"	90°04'47"
GIRDER-6	90°00'00"	90°00'00"	78°15'22"	55°44'04"	52°16'36"	65°06'40"	90°04'50"
GIRDER-7	90°00'00"	90°00'00"	83°30'00"	70°23'47"	52°25'48"	47°37'34"	50°35'56"
GIRDER-8	90°00'00"	90°00'00"	83°30'00"	70°19'31"	52°16'35"	47°09'55"	50°02'33"
GIRDER-9	90°00'00"	90°00'00"	83°30'00"	70°15'13"	52°04'19"	46°41'33"	49°28'05"
GIRDER-10	90°00'00"	90°00'00"	83°30'00"	70°10'54"	51°45'14"	46°12'28"	48°52'28"
GIRDER-11	90°00'00"	90°00'00"	83°30'00"	70°06'32"	51°25'48"	45°42'36"	48°15'40"
GIRDER-12	90°00'00"	90°00'00"	83°30'00"	70°02'09"	51°06'00"	45°11'56"	47°37'34"

NOTE: ELASTOMER DUROMETER SHALL BE 50.

**NOTES:**

**TOLERANCES:** INDIVIDUAL ELASTOMER LAYER THICKNESS: ± 20% OF DESIGN VALUE (NOT TO EXCEED ± 1/8")  
**PLAN DIMENSIONS:** -0. + 1/8"  
**DESIGN THICKNESS:** -0. + 1/4"  
**EDGE COVER OF EMBEDDED LAMINATES:** -0. + 1/8"

**LOAD PLATE:** THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. STEEL LOAD PLATES SHALL BE 1 1/2" THICK MIN. FOR BEARINGS RATED UP TO AND INCLUDING 200 KIPS AND SHALL BE 2" THICK MIN. FOR BEARINGS RATED OVER 200 KIPS. WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 400° F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR TEMPERATURE MONITORING DEVICES.

**BEARING ANCHOR RODS:** AT THE OPTION OF THE CONTRACTOR, THE BEARING ANCHOR RODS (OR FORMED HOLES), LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST-IN-PLACE. 1 3/4" Ø HOLES SHALL BE PROVIDED AS REQUIRED, IN STEEL LOAD PLATES FOR 1 1/4" Ø X 1'-7" ANCHOR RODS. GALVANIZED ACCORDING TO 711.02. INSTALL ANCHOR ROD PER 510. INCLUDE DOWEL HOLES AND ANCHOR RODS WITH ITEM 516 FOR PAYMENT.

**BEARING REPOSITIONING:** IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS ONE-SIXTH OF THE BEARING HEIGHT AT 60° F ± 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F ± 10° F.

**BASIS OF PAYMENT:** THE UNIT PRICE BID SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS EITHER FIXED OR EXPANSION. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, LAMINATED ELASTOMERIC BEARINGS (\_\_\_" X \_\_\_" X \_\_\_" LAMINATED ELASTOMERIC PAD WITH \_\_\_" X \_\_\_" X \_\_\_" STEEL LOAD PLATE).

LOCATION	ELASTOMERIC LAYERS				STEEL LAMINATES	A572 STEEL LOAD PLATES				DEAD LOAD + LIVE LOAD = MAXIMUM DESIGN LOAD				
	X DIM.	H	L	W		EXTERIOR		INTERIOR						
						NO.	THICKNESS	NO.	THICKNESS		A	B	L	W
R. ABUT.-E.B.	1/2"	5 7/64"	10 1/2"	18"	2	17/64"	11	21/64"	12	1 5/8"	1 3/8"	11 1/2"	19"	124 K
R. ABUT.-W.B.	1/2"	5 7/64"	10 1/2"	18"	2	17/64"	11	21/64"	12	1 5/8"	1 3/8"	11 1/2"	19"	124 K
PIER 1 - E.B.	1/2"	2 1/2"	20"	18"	2	17/64"	4	13/32"	5	2 3/16"	1 13/16"	21"	19"	280 K
PIER 1 - W.B.	1/2"	2 1/2"	20"	18"	2	17/64"	4	13/32"	5	2 3/16"	1 13/16"	21"	19"	280 K
PIER 2 - E.B.	1/2"	2 1/2"	20"	18"	2	17/64"	4	13/32"	5	2 1/8"	1 7/8"	21"	19"	308 K
PIER 2 - W.B.	1/2"	2 1/2"	20"	18"	2	17/64"	4	13/32"	5	2 1/8"	1 7/8"	21"	19"	308 K
PIER 3 - E.B.	3"	2 61/64"	24"	18"	2	17/64"	5	25/64"	6	2 1/8"	1 7/8"	25"	24"	366 K
PIER 3 - W.B.	3"	2 61/64"	24"	18"	2	17/64"	5	25/64"	6	2 1/8"	1 7/8"	25"	24"	366 K
PIER 4 - E.B.	1/2"	2 37/64"	22"	18"	2	17/64"	4	27/64"	5	2 1/16"	1 15/16"	23"	19"	371 K
PIER 4 - W.B.	1/2"	2 37/64"	22"	18"	2	17/64"	4	27/64"	5	2 1/16"	1 15/16"	23"	19"	371 K
PIER 5 - E.B.	1/2"	3 43/64"	24"	18"	2	17/64"	6	7/16"	7	2 1/8"	1 7/8"	25"	19"	387 K
PIER 5 - W.B.	1/2"	3 43/64"	24"	18"	2	17/64"	6	7/16"	7	2 1/8"	1 7/8"	25"	19"	387 K
F. ABUT.-E.B.	1/2"	5 7/64"	14"	18"	2	17/64"	11	21/64"	12	1 9/16"	1 7/16"	15"	19"	157 K
F. ABUT.-W.B.	1/2"	5 7/64"	14"	18"	2	17/64"	11	21/64"	12	1 9/16"	1 7/16"	15"	19"	157 K

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

**ELASTOMERIC BEARING PADS**

BRIDGE NO. MOT-35-1316L/R  
OVER SERVICE ROAD "A", B & O R.R. AND HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
T.A.W.	W.A.C.		P.A.M.	P.W.G.	5/24/90	







MONTGOMERY COUNTY  
MOT-35-11.33

DEFLECTION AND CAMBER TABLE																																
SPAN		SPAN NO. 1										SPAN NO. 2										SPAN NO. 3										
1/10 POINT		1	2	3	4	5	6	7	8	9	10	1	SP.	3	4	5	6	7	SP.	9	10	1	SP.	3	4	5	6	7	SP.	9	10	
GIRDER																																
DEFLECTION DUE TO WEIGHT OF STEEL	GIRDER 7	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 8	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 9	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 10	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 11	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 12	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"
	GIRDER 7	0 3/16"	0 5/16"	0 7/16"	0 1/2"	0 1/2"	0 3/8"	0 5/16"	0 3/16"	0 1/16"	0"	0"	0 1/16"	0 1/8"	0 3/16"	0 3/16"	0 3/16"	0 1/8"	0 1/8"	0"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 5/16"	0 3/16"	0 1/16"	0"	
	GIRDER 8	0 3/16"	0 5/16"	0 7/16"	0 1/2"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0 1/16"	0"	0"	0 1/8"	0 1/8"	0 1/8"	0 1/4"	0 1/4"	0 1/4"	0 3/16"	0 1/8"	0 1/8"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 7/16"	0 5/16"	0 3/16"	0 1/16"	0"	0"
	GIRDER 9	0 3/16"	0 5/16"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0 1/16"	0"	0"	0 1/8"	0 3/16"	0 1/4"	0 1/4"	0 1/4"	0 3/16"	0 1/8"	0 1/8"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 7/16"	0 5/16"	0 3/16"	0 1/16"	0"	0"	
	GIRDER 10	0 3/16"	0 5/16"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0 1/16"	0"	0"	0 1/8"	0 3/16"	0 1/4"	0 1/4"	0 1/4"	0 3/16"	0 1/8"	0 1/8"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 7/16"	0 5/16"	0 3/16"	0 1/16"	0"	0"	
	GIRDER 11	0 3/16"	0 5/16"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0 1/16"	0"	0"	0 1/8"	0 3/16"	0 1/4"	0 1/4"	0 1/4"	0 3/16"	0 1/8"	0 1/8"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 7/16"	0 5/16"	0 3/16"	0 1/16"	0"	0"	
	GIRDER 12	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 7/16"	0 3/8"	0 1/4"	0 1/8"	0 1/16"	0"	0"	0 1/8"	0 1/4"	0 5/16"	0 5/16"	0 5/16"	0 3/16"	0 1/8"	0"	0"	0"	0 1/16"	0 1/4"	0 7/16"	0 9/16"	0 9/16"	0 1/2"	0 3/8"	0 1/4"	0 1/16"	0"
	GIRDER 7	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 1/16"	0 1/4"	0 3/8"	0 7/16"	0 1/2"	0 1/2"	0 7/16"	0 3/8"	0 3/16"	0"	0 1/4"	0 7/16"	0 9/16"	0 5/8"	0 1 1/16"	0 5/8"	0 9/16"	0 3/8"	0 1/4"	0"	
	GIRDER 8	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 1/4"	0 1/2"	0 9/16"	0 5/8"	0 5/8"	0 5/8"	0 9/16"	0 7/16"	0 1/4"	0"	0 1/4"	0 7/16"	0 9/16"	0 5/8"	0 1 1/16"	0 5/8"	0 9/16"	0 7/16"	0 1/4"	0"	
	GIRDER 9	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 1/2"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 7/16"	0 1 1/16"	0 3/4"	0 1 3/16"	0 1 3/16"	0 3/4"	0 3/4"	0 5/8"	0 9/16"	0 1/4"	0"	0 1/4"	0 7/16"	0 9/16"	0 1 1/16"	0 1 1/16"	0 1 1/16"	0 5/8"	0 7/16"	0 1/4"	0"
	GIRDER 10	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 1/2"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 1 1/16"	0 1 5/16"	1"	1"	1"	0 3/4"	0 3/4"	0 5/8"	0 9/16"	0 1/4"	0"	0 1/4"	0 7/16"	0 9/16"	0 1 1/16"	0 1 1/16"	0 1 1/16"	0 5/8"	0 7/16"	0 1/4"	0"
	GIRDER 11	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 1/2"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 9/16"	0 7/8"	0 1 5/16"	0 1 5/16"	0 1 5/16"	0 7/8"	0 1 1/16"	0 5/8"	0 5/16"	0"	0 5/16"	0 1/2"	0 1 1/16"	0 3/4"	0 1 3/16"	0 1 3/16"	0 1 1/16"	0 9/16"	0 5/16"	0"	
	GIRDER 12	0 3/16"	0 5/16"	0 3/8"	0 7/16"	0 7/16"	0 7/16"	0 3/8"	0 5/16"	0 3/16"	0"	0 1/2"	0 1 3/16"	0 7/8"	0 1 5/16"	0 7/8"	0 1 3/16"	0 1 1/16"	0 5/8"	0 1/4"	0"	0 5/16"	0 1/2"	0 1 1/16"	0 1 3/16"	0 7/8"	0 1 3/16"	0 1 3/16"	0 1"	0 1 1/16"	0 3/8"	0"
	GIRDER 7	0 3/8"	0 1 1/16"	0 1 5/16"	1"	1"	0 1 5/16"	0 3/4"	0 1/2"	0 1/4"	0"	0 1/16"	0 3/8"	0 1/2"	0 1 1/16"	0 3/4"	0 1 1/16"	0 5/8"	0 1/2"	0 3/16"	0"	0 5/16"	0 5/8"	0 7/8"	1 1/16"	1 1/8"	1 1/16"	0 1 5/16"	0 5/8"	0 5/16"	0"	
	GIRDER 8	0 3/8"	0 1 1/16"	0 7/8"	1"	1"	0 1 5/16"	0 3/4"	0 1/2"	0 1/4"	0"	0 1/4"	0 5/8"	0 3/4"	0 7/8"	0 1 5/16"	0 7/8"	0 1 1/16"	0 5/8"	0 1/4"	0"	0 5/16"	0 5/8"	0 1 5/16"	1 1/8"	1 3/16"	1 1/8"	0 1 5/16"	0 5/8"	0 3/8"	0"	
	GIRDER 9	0 3/8"	0 1 1/16"	0 7/8"	1"	1"	0 1 5/16"	0 3/4"	0 1/2"	0 1/4"	0"	0 7/16"	0 7/8"	1 1/16"	1 1/8"	1 1/16"	0 1 5/16"	0 3/4"	0 9/16"	0 1/4"	0"	0 5/16"	0 1 1/16"	1"	1 3/16"	1 1/4"	1 3/16"	1"	0 1 1/16"	0 3/8"	0"	
	GIRDER 10	0 3/8"	0 1 1/16"	0 7/8"	1"	1"	0 1 5/16"	0 3/4"	0 1/2"	0 1/4"	0"	0 1 1/16"	1 1/16"	1 3/16"	1 5/16"	1 5/16"	1 3/16"	0 1 5/16"	0 1 3/16"	0 5/16"	0"	0 3/8"	0 1 1/16"	1 1/16"	1 5/16"	1 3/8"	1 5/16"	1 1/16"	1"	0 3/8"	0"	
	GIRDER 11	0 3/8"	0 1 1/16"	0 7/8"	1"	1"	0 7/8"	0 3/4"	0 1/2"	0 1/4"	0"	0 5/8"	1"	1 3/16"	1 5/16"	1 5/16"	1 3/16"	0 1 5/16"	0 1 3/16"	0 5/16"	0"	0 3/8"	0 1 1/16"	1 1/16"	1 5/16"	1 3/8"	1 7/16"	1 3/8"	1 1/8"	0 1 3/16"	0 3/8"	0"
	GIRDER 12	0 3/8"	0 1 1/16"	0 7/8"	1"	1"	0 7/8"	0 1 1/16"	0 1/2"	0 1/4"	0"	0 1/2"	1"	1 1/8"	1 1/4"	1 5/16"	1 3/16"	0 1 5/16"	0 1 3/16"	0 5/16"	0"	0 3/8"	0 1 1/16"	1 1/16"	1 5/16"	1 3/8"	1 7/16"	1 3/8"	1 1/8"	0 1 3/16"	0 3/8"	0"

DEFLECTION AND CAMBER TABLE																																
SPAN		SPAN 4										SPAN 5										SPAN 6										
1/10 POINT		1	SP.	3	4	5	6	SP.	8	9	10	1	SP.	3	4	5	6	SP.	8	9	10	1	2	SP.	4	5	6	7	8	9	10	
GIRDER																																
DEFLECTION DUE TO WEIGHT OF STEEL	GIRDER 7	0"	0"	0"	0"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/8"	0 1/4"	0 5/16"	0 5/16"	0 5/16"	0 1/8"	0 1/8"	0 1/16"	0"	0"	0 1/16"	0 1/16"	0 1/8"	0 3/16"	0 3/16"	0 3/16"	0 1/8"	0 1/16"	0"	
	GIRDER 8	0"	0"	0"	0"	0"	0"	0"	0"	0"	0"	0 1/16"	0 3/16"	0 5/16"	0 5/16"	0 5/16"	0 1/4"	0"	0"	0"	0"	0"	0 1/16"	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/16"	0"	
	GIRDER 9	0"	0"	0"	0"	0"	0"	0"	0"	0"	0"	0 1/16"	0 1/8"	0 1/4"	0 5/16"	0 3/8"	0 5/16"	0 1/8"	0 1/8"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/16"	0 1/16"	0"
	GIRDER 10	0"	0"	0"	0 1/16"	0 1/16"	0"	0"	0"	0"	0"	0 1/16"	0 3/16"	0 1/4"	0 5/16"	0 3/8"	0 5/16"	0 3/16"	0 3/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/8"	0 1/8"	0 1/16"	0 1/16"	0"	
	GIRDER 11	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/16"	0"	0"	0"	0"	0 1/16"	0 3/16"	0 1/4"	0 5/16"	0 3/8"	0 5/16"	0 3/16"	0 3/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/8"	0 1/8"	0 1/16"	0 1/16"	0"	
	GIRDER 12	0"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0"	0"	0"	0 1/16"	0 3/16"	0 1/4"	0 5/16"	0 3/8"	0 5/16"	0 3/16"	0 3/16"	0 1/16"	0"	0"	0"	0 1/16"	0 1/16"	0 1/16"	0 1/8"	0 1/8"	0 1/16"	0 1/16"	0"	
	GIRDER 7	-0 1/16"	0"	0"	0"	-0 1/16"	-0 1/16"	-0 1/8"	-0 3/16"	-0 1/8"	0"	0 3/8"	0 7/8"	1 3/4"	1 3/4"	1 5/8"	1 1/4"	0 1/8"	0"	0"	0"	0 1/16"	0 1/4"	0 7/16"	0 1 1/16"	0 7/8"	0 1 5/16"	0 7/8"	0 1 1/16"	0 3/8"	0"	
	GIRDER 8	0"	0"	0"	0 1/16"	0"	-0 1/16"	-0 1/16"	-0 1/8"	-0 1/8"	0"	0 3/8"	0 7/8"	1 3/4"	1 3/4"	1 5/8"	1 1/4"	0 1/8"	0"	0"	0"	0"	0 3/16"	0 3/8"	0 5/8"	0 3/4"	0 1 3/16"	0 1 3/16"	0 5/8"	0 5/16"	0"	
	GIRDER 9	0"	0 1/16"	0 1/16"	0 1/8"	0 1/16"	0"	0"	-0 1/8"	-0 1/8"	0"	0 3/8"	0 1 3/16"	1 7/16"	1 3/4"	1 7/8"	1 1 1/16"	0 7/8"	0 3/4"	0 1/4"	0"	0"	0 1/8"	0 5/16"	0 1/2"	0 1 1/16"	0 3/4"	0 1 1/16"	0 9/16"	0 5/16"	0"	
	GIRDER 10	0"	0 1/16"	0 1/8"	0 3/16"	0 3/16"	0 1/8"	0"	-0 1/16"	-0 1/8"	0"	0 3/8"	0 7/8"	1 7/16"	1 3/4"	1 5/16"	1 3/4"	0 7/8"	0 1 3/16"	0 5/16"	0"	0"	0 1/16"	0 1/4"	0 7/16"	0 9/16"	0 5/8"	0 5/8"	0 1/2"	0 1/4"	0"	
	GIRDER 11	0"	0 1/8"	0 1/4"	0 5/16"	0 5/16"	0 3/16"	0 1/16"	-0 1/16"	-0 1/16"	0"	0 3/8"	1 1/8"	1 7/16"	1 3/4"	1 5/16"	1 3/4"	0 7/8"	0 7/8"	0 5/16"	0"	-0 1/16"	0 1/16"	0 1/4"	0 3/8"	0 1/2"	0 9/16"	0 1/2"	0 7/16"	0 1/4"	0"	
	GIRDER 12	0 1/16"	0 3/16"	0 5/16"	0 7/16"	0 7/16"	0 5/16"	0 1/8"	0"	-0 1/16"	0"	0 3/8"	0 7/8"	1 7/16"	1 7/8"	2"	1 7/8"	0 7/8"	0 7/8"	0 5/16"	0"	-0 1/16"	0"	0 3/16"	0 1/4"	0 3/8"	0 7/16"	0 7/16"	0 3/8"	0 3/16"	0"	
	GIRDER 7	0 1/4"	0 7/16"	0 9/16"	0 5/8"	0 1 1/16"	0 5/8"	0 5/8"	0 7/16"	0 1/4"	0"	0 1/2"	0 1 3/16"	1 3/16"	1 3/8"	1 7/16"	1 3/8"	1"	0 1 5/16"	0 1/2"	0"	0 5/16"	0 9/16"	0 1 1/16"	0 1 3/16"	0 7/8"</						



MONTGOMERY COUNTY  
MOT-35-11.33

Deck Screed Elevation Table A	
Station	Elevation 62.50' Left
712+28.227	789.678
712+51.057	790.524
712+71.057	791.096
712+91.057	791.334
713+11.057	791.690
713+31.057	792.312
713+51.057	792.821
713+71.057	793.042
713+91.057	793.240
714+11.021	793.584
714+30.913	793.849
714+50.735	794.002
714+70.487	794.333
714+90.171	795.159
715+09.788	796.118
715+29.340	796.672
715+48.829	796.594
715+68.258	796.089
715+87.629	795.684
716+06.948	795.874
716+26.217	796.426
716+45.442	796.774
716+64.629	796.703
716+83.785	796.312
717+02.916	796.136
717+22.031	796.620
717+41.140	797.469
717+60.254	798.017
717+79.383	797.814
717+98.551	796.713
718+11.858	795.618

Deck Screed Elevation Table B	
Station	Elevation 52.50' Left
712+28.227	789.835
712+51.057	790.681
712+71.057	791.259
712+91.057	791.490
713+11.057	791.842
713+31.057	792.434
713+51.057	792.900
713+71.057	793.076
713+91.057	793.235
714+11.026	793.509
714+30.936	793.695
714+50.786	793.844
714+70.577	794.272
714+90.311	795.230
715+09.988	796.139
715+29.611	796.519
715+49.180	796.210
715+68.700	795.593
715+88.172	795.258
716+07.601	795.651
716+26.990	796.273
716+46.345	796.525
716+65.672	796.273
716+84.976	795.771
717+04.267	795.660
717+23.552	796.378
717+42.840	797.313
717+62.144	797.779
717+81.475	797.391
718+00.860	796.044
718+11.867	795.049

Deck Screed Elevation Table C	
Station	Elevation 40.50' Left
712+28.227	790.022
712+51.057	790.877
712+71.057	791.439
712+91.057	791.688
713+11.057	792.041
713+31.057	792.560
713+51.057	792.976
713+71.057	793.114
713+91.057	793.248
714+11.033	793.551
714+30.963	793.758
714+50.848	793.779
714+70.686	793.979
714+90.480	794.751
715+10.230	795.741
715+29.939	796.266
715+49.606	796.156
715+69.236	795.483
715+88.831	794.947
716+08.395	795.090
716+27.932	795.634
716+47.446	795.941
716+66.944	795.821
716+86.433	795.325
717+05.919	795.109
717+25.413	795.564
717+44.924	796.316
717+64.464	796.680
717+84.045	796.247
718+03.700	794.982
718+11.878	794.366

Deck Screed Elevation Table D	
Station	Elevation 28.50' Left
712+28.227	790.031
712+51.057	790.820
712+71.057	791.331
712+91.057	791.529
713+11.057	791.859
713+31.057	792.448
713+51.057	792.884
713+71.057	793.008
713+91.057	793.071
714+11.040	793.443
714+30.991	793.848
714+50.909	793.982
714+70.795	793.910
714+90.650	794.045
715+10.474	794.762
715+30.269	795.623
715+50.037	796.087
715+69.779	795.940
715+89.500	795.321
716+09.201	794.747
716+28.888	794.712
716+48.566	795.000
716+68.240	795.144
716+87.918	794.938
717+07.607	794.582
717+27.317	794.534
717+47.058	794.891
717+66.843	795.121
717+86.684	794.812
718+06.617	793.931
718+11.889	793.683

Deck Screed Elevation Table E	
Station	Elevation 16.50' Right
712+28.227	790.039
712+51.057	790.776
712+71.057	791.233
712+91.057	791.392
713+11.057	791.677
713+31.057	792.267
713+51.057	792.714
713+71.057	792.828
713+91.057	792.889
714+11.047	793.287
714+31.019	793.773
714+50.971	793.975
714+70.905	793.866
714+90.821	793.811
715+10.720	794.295
715+30.603	795.203
715+50.472	795.857
715+70.329	795.871
715+90.177	795.270
716+10.019	794.492
716+29.861	794.197
716+49.706	794.388
716+69.561	794.554
716+89.433	794.404
717+09.331	794.032
717+29.265	793.868
717+49.244	794.098
717+69.283	794.231
717+89.396	793.883
718+09.613	793.085
718+11.900	793.001

Deck Screed Elevation Table F	
Station	Elevation 6.50' Right
712+28.228	790.047
712+51.057	790.737
712+71.057	791.159
712+91.057	792.714
713+11.057	791.519
713+31.057	792.115
713+51.057	792.559
713+71.057	792.654
713+91.057	792.660
714+11.053	792.962
714+31.042	793.185
714+51.023	793.385
714+70.997	793.560
714+90.965	793.712
715+10.927	793.815
715+30.884	793.889
715+50.839	793.938
715+70.792	793.963
715+90.749	793.964
716+10.711	793.941
716+30.683	894.894
716+50.671	793.823
716+70.681	793.728
716+90.720	793.609
717+10.797	793.465
717+30.923	793.296
717+51.108	793.102
717+71.367	792.883
717+91.713	792.639
718+11.910	792.401
718+12.173	792.429

Deck Screed Elevation Table G	
Station	Elevation 6.50' Right
712+28.228	789.883
712+51.057	790.659
712+71.057	791.145
712+91.057	791.272
713+11.057	791.481
713+31.057	791.995
713+51.057	792.401
713+71.057	792.607
713+91.057	792.911
714+11.060	793.437
714+31.072	793.806
714+51.091	793.875
714+71.118	793.838
714+91.153	794.012
715+11.197	794.167
715+31.253	794.193
715+51.320	794.339
715+71.402	794.938
715+91.502	795.770
716+11.623	796.253
716+31.769	796.138
716+51.948	795.459
716+72.164	794.737
716+92.427	794.555
717+12.744	794.918
717+33.128	795.198
717+53.590	794.991
717+74.145	
717+94.510	793.944
717+94.809	
718+15.588	

Deck Screed Elevation Table H	
Station	Elevation 16.50' Right
712+28.228	790.039
712+51.057	790.815
712+71.057	791.307
712+91.057	791.428
713+11.057	791.631
713+31.057	792.113
713+51.057	792.469
713+71.057	792.645
713+91.057	792.916
714+11.066	793.412
714+31.095	793.717
714+51.143	793.745
714+71.211	793.690
714+91.298	793.855
715+11.407	793.935
715+31.539	793.914
715+51.694	794.141
715+71.876	794.884
715+92.089	795.719
716+12.334	795.985
716+32.619	795.613
716+52.947	794.717
716+73.327	794.060
716+93.766	794.175
717+14.275	794.691
717+34.864	794.854
717+55.547	794.379
717+76.340	
717+88.919	793.269
717+97.257	
718+18.284	

Deck Screed Elevation Table I	
Station	Elevation 28.50' Right
712+28.228	790.227
712+51.057	791.011
712+71.057	791.478
712+91.057	791.615
713+11.057	791.833
713+31.057	792.264
713+51.057	792.592
713+71.057	792.689
713+91.057	792.916
714+11.073	793.366
714+31.123	793.690
714+51.206	793.671
714+71.323	793.576
714+91.474	793.685
715+11.661	793.779
715+31.885	793.714
715+52.148	793.732
715+72.453	794.317
715+92.802	795.157
716+13.201	795.650
716+33.654	795.400
716+54.167	794.609
716+74.748	793.664
716+95.406	793.387
717+16.151	793.814
717+36.996	794.093
717+57.953	793.778
717+79.041	792.852
717+99.368	792.446
718+00.271	
718+21.601	

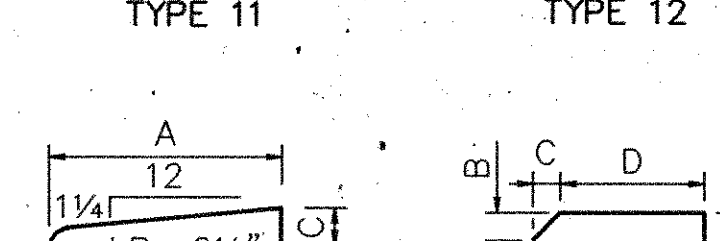
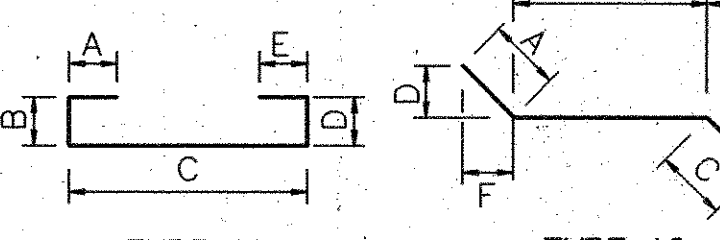
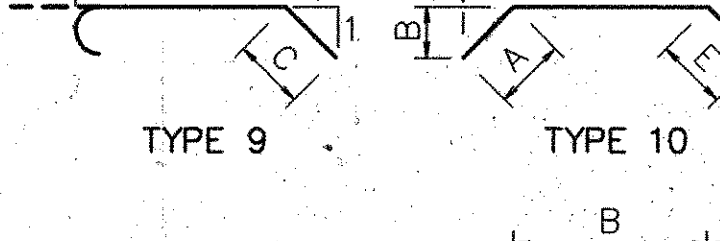
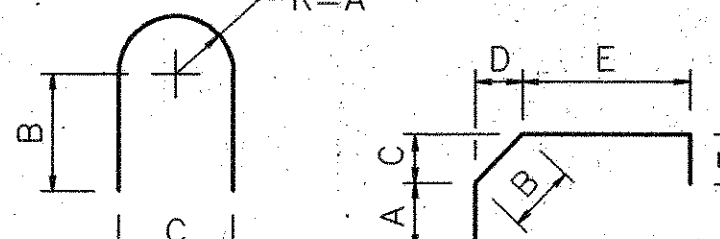
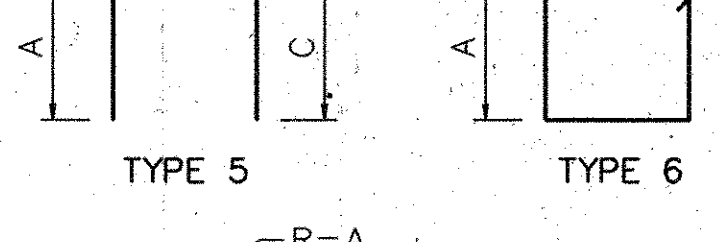
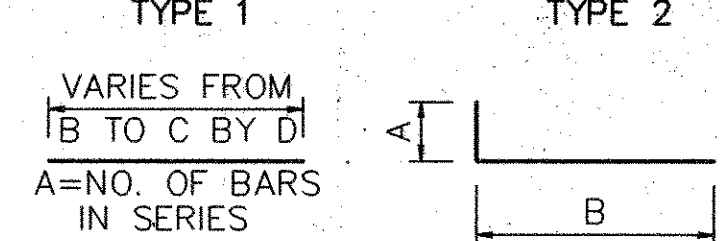
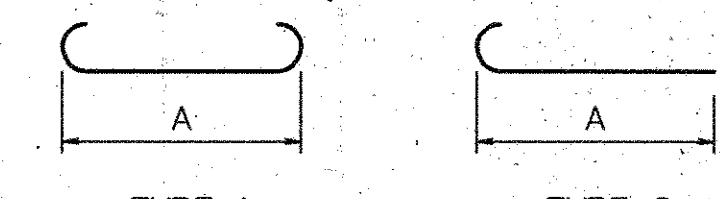
Deck Screed Elevation Table J	
Station	Elevation 40.50' Right
712+28.228	790.414
712+51.057	791.180
712+71.057	791.657
712+91.057	791.793
713+11.057	792.027
713+31.057	792.463
713+51.057	792.743
713+71.057	792.782
713+91.057	792.886
714+11.080	793.329
714+31.151	793.687
714+51.269	793.728
714+71.436	793.535
714+91.651	793.520
715+11.917	793.731
715+32.235	793.791
715+52.607	793.611
715+73.036	793.493
715+93.526	793.888
716+14.081	794.632
716+34.707	795.126
716+55.410	794.973
716+76.199	794.227
716+97.082	793.237
717+18.072	792.698
717+39.181	792.740
717+60.425	792.822
717+81.822	792.505
718+03.373	
718+10.216	791.651
718+25.008	

Deck Screed Elevation Table K	
Station	Elevation 52.50' Right
712+28.228	790.423
712+51.057	791.137
712+71.057	791.558
712+91.057	791.656
713+11.057	791.838
713+31.057	792.280
713+51.057	792.573
713+71.057	792.609
713+91.057	792.687
714+11.087	793.131
714+31.179	793.525
714+51.332	793.581
714+71.549	793.394
714+91.829	793.349
715+12.175	793.547
715+32.588	793.631
715+53.071	793.447
715+73.627	793.181
715+94.261	793.310
716+14.976	793.964
716+35.779	794.558
716+56.677	794.635
716+77.680	793.980
716+98.797	792.958
717+20.040	792.093
717+41.424	791.889
717+62.966	791.947
717+84.686	791.724
718+06.565	791.206
718+21.474	790.884
718+28.510	

Deck Screed Elevation Table L	
Station	Elevation 62.50' Right
712+28.228	790.430
712+51.057	791.098
712+71.0	



BAR TYPE DIAGRAM



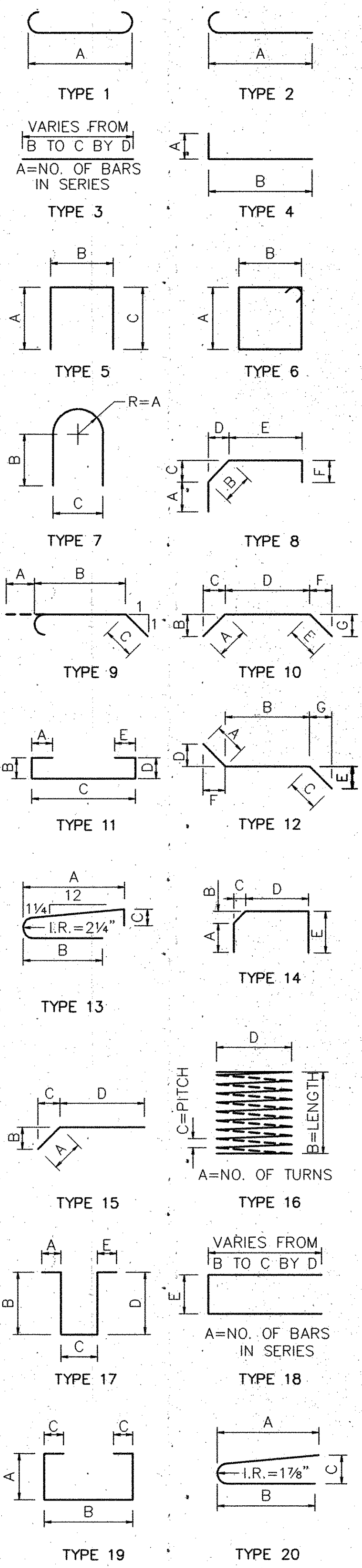
MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
SUPERSTRUCTURE - WESTBOUND											
SE401	1780	30'-0"	35,672	STR.							
SE402		7'-9" TO 22'-0"	897	3	89	7'-9"	22'-5"	0'-2"			
SE501	1660	30'-0"	51,941	STR.							
SE502		16'-8" TO 28'-8"	1,655	3	73	16'-8"	28'-8"	0'-2"			
SE503	2382	30'-1"	74,740	STR.							
SE505	1044	2'-4 1/2"	2,586	4	1'-7 1/2"	0'-10 1/2"					
SE506	1044	3'-1 1/2"	3,403	14	0'-9 1/2"	0'-6"	0'-8 1/2"	0'-10"	0'-11"		
SE507	1044	5'-3"	5,717	13	2'-5"	2'-2"	0'-7 1/2"				
SE508	520	5'-11 1/2"	3,232	5	0'-5"	2'-9"	2'-9"				
SE509	624	5'-7 1/2"	3,661	STR.							
SE510	36	15'-11 1/8"	598	STR.							
SE521	12	10'-9 7/8"	135	STR.							
SE522	8	11'-10 7/8"	99	STR.							
SE523	16	12'-1"	202	STR.							
SE524	16	12'-3 1/2"	205	STR.							
SE525	20	14'-10 1/2"	310	STR.							
SE526	24	14'-8 1/2"	368	STR.							
SE527	32	12'-0 3/8"	402	STR.							
SE528	32	12'-5 5/8"	416	STR.							
SE529	24	13'-3 7/8"	334	STR.							
SE530	24	14'-8 3/4"	369	STR.							
SE531	5	16'-8"	87	STR.							
SE532	5	28'-8"	150	STR.							
SE601	2382	30'-6"	109,122	STR.							
SE603	1290	29'-6"	57,197	STR.							
SUPERSTRUCTURE - EASTBOUND											
SE401	1691	30'-0"	33,888	STR.							
SE402A		2'-0" TO 38'-8"	1,210	3	89	2'-0"	38'-8"	0'-5"			
SE501	1577	30'-0"	49,345	STR.							
SE502A		8'-3" TO 44'-3"	2,000	3	73	8'-3"	44'-3"	0'-6"			
SE503	2188	30'-1"	68,652	STR.							
SE504		1'-1 1/2" TO 56'-8"	2,622	STR.	87	1'-1 1/2"	56'-8"	0'-7 3/4"			
SE505	987	2'-4 1/2"	2,574	4	1'-7 1/2"	0'-10 1/2"					
SE506	987	3'-1 1/2"	3,860	14	0'-9 1/2"	0'-6"	0'-8 1/2"	0'-10"	0'-11"		
SE507	987	5'-3"	5,405	13	2'-5"	2'-2"	0'-7 1/2"				
SE508	481	5'-11 1/2"	2,968	5	0'-5"	2'-9"	2'-9"				
SE509	576	5'-7 1/2"	3,380	STR.							
SE510	36	15'-11 1/8"	598	STR.							
SE511	16	16'-0 1/2"	268	STR.							
SE512	24	11'-9 1/2"	295	STR.							
SE513	16	12'-1 3/4"	203	STR.							
SE514	32	12'-6 1/2"	419	STR.							
SE515	32	15'-7 3/4"	522	STR.							
SE516	12	12'-8 1/4"	159	STR.							
SE517	16	12'-0"	200	STR.							
SE518	12	15'-3 3/8"	191	STR.							
SE519	16	13'-6 3/8"	226	STR.							
SE520	16	13'-0 5/8"	218	STR.							
SE521	5	8'-3"	43	STR.							
SE522	5	44'-3"	231	STR.							
SE601	2188	30'-6"	102,235	STR.							
SE602		1'-1 1/2" TO 56'-8"	3,776	STR.	87	1'-1 1/2"	56'-8"	0'-7 3/4"			
SE603	1290	29'-6"	57,197	STR.							
REAR ABUTMENT WESTBOUND AND EASTBOUND											
A501	122	9'-1"	1155	5	1'-9"	5'-10"	1'-9"				
A502	122	8'-1"	1028	4	7'-5 1/2"	0'-9"					
A503	24	17'-5"	436	6	2'-2 1/2"	6'-6"					
A504	16	14'-7"	243	STR.							
A505S	4EACH	12'-6" TO 18'-6"	194	STR.	8	12'-6"	18'-6"	3'-0"			
A506	12	20'-4"	255	STR.							
A507	14	6'-6"	95	STR.							
A508S	1EACH	5'-3" TO 7'-9"	54	STR.	12	5'-3"	7'-9"	0'-5"			
A509	24	32'-10"	822	STR.							

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
REAR ABUTMENT WESTBOUND AND EASTBOUND											
AE510	122	7'-5"	944	5	2'-0"	3'-8"	2'-0"				
AE511	68	32'-10"	2,329	STR.							
AE512	16	18'-7"	310	STR.							
AE513	28	5'-3"	154	13	2'-5"	2'-2"	0'-7 1/2"				
AE514	8	8'-7"	72	18	8	4'-3"	0'-4"	4'-3"			
AE515	16	2'-6"	42	2	2'-6"						
AE516	28	4'-7"	134	STR.							
AE517	4	6'-6 1/2"	27	STR.							
AE518	10	3'-9 1/2"	40	4	1'-2"	2'-9"					
AE519	2	6'-2 1/2"	13	4	1'-9"	4'-7"					
AE601	122	15'-3 1/2"	2,802	5	7'-5 1/2"	5'-7"	2'-6"				
A602	4	9'-0"	54	5	1'-10"	5'-7"	1'-10"				
A603	22	20'-3"	670	5	9'-8"	1'-2"	9'-8"				
A604	16	5'-5"	130	STR.							
AE605	16	5'-11" TO 8'-5"	169	5	5'-9" TO 6'-3"	1'-2"	1'-0"	3'-9"	6'-3"		
AE606	128	12'-2"	2,339	STR.							
AE607	128	5'-0"	961	5	2'-0"	1'-4"	2'-0"				
AE608	128	6'-7"	1266	5	3'-0"	0'-11"	3'-0"				
AE609	22	4'-5"	146	8	0'-8"	0'-10 1/2"	0'-6"	0'-8"	2'-6 1/2"		
AE610	4	4'-4 1/2"	27	8	0'-7 1/8"	0'-10 1/2"	0'-6"	0'-8"	2'-6 1/2"		
AE611	2	4'-3 5/8"	13	8	0'-6 1/4"	0'-10 1/2"	0'-6"	0'-8"	2'-6 1/2"		
AE612	2	4'-2 3/4"	13	8	0'-5 3/8"	0'-10 1/2"	0'-6"	0'-8"	2'-6 1/2"		
AE613	6	4'-1 1/8"	37	8	0'-4 1/2"	0'-10 1/2"	0'-6"	0'-8"	2'-6 1/2"		
AE614	4	7'-0"	42	5	3'-0"	1'-4"	3'-0"				
AE801	76	5'-2"	1,049	9	0'-11"	2'-10"	1'-5"				
A802	32	34'-6 1/2"	2,951	STR.							
A803	28	9'-6"	708	4	3'-4"	6'-4"					
A804	28	17'-10"	1,333	STR.							
PIER 1 WESTBOUND											
P401	3	19'-0"	1,863	16	79	19'-0"	3"	3'-8"			
P501	8	29'-3"	244	STR.							
P502	86	15'-3"	1,368	6	3'-8"	3'-8"					
P510	3	10'-0"	31	STR.							
P511	9	8'-9"	82	5	2'-6"	4'-0"	2'-6"				
P601	60	13'-0"	1,172	1	11'-8"						
P701	60	13'-4"	1,635	1	11'-8"						
P801	16	25'-10"	1,104	STR.							
P802	16	33'-4"	1,424	STR.							
P901	54	22'-2"	4,070	STR.							
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P1101	7	25'-10"	961	STR.							
P1102	7	36'-9"	1,367	STR.							
PIER 1 EASTBOUND											
P401	3	19'-0"	1,863	16	79	19'-0"	3"	3'-8"			
P501	8	29'-3"	244	STR.							
P502	86	15'-3"	1,368	6	3'-8"	3'-8"					
P510	5	10'-0"	52	STR.							
P511	10	8'-9"	91	5	2'-6"	4'-0"	2'-6"				
P601	60	13'-0"	1,172	1	11'-8"						
P701	60	13'-4"	1,635	1	11'-8"						
P801	16	25'-10"	1,104	STR.							
P802	16	33'-4"	1,424	STR.							
P901	54	22'-2"	4,070	STR.							
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P1101	7	25'-10"	961	STR.							
P1102	7	36'-9"	1,367	STR.							

F.H.W.A. REGION	STATE	PROJECT	
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BAR TYPE DIAGRAM

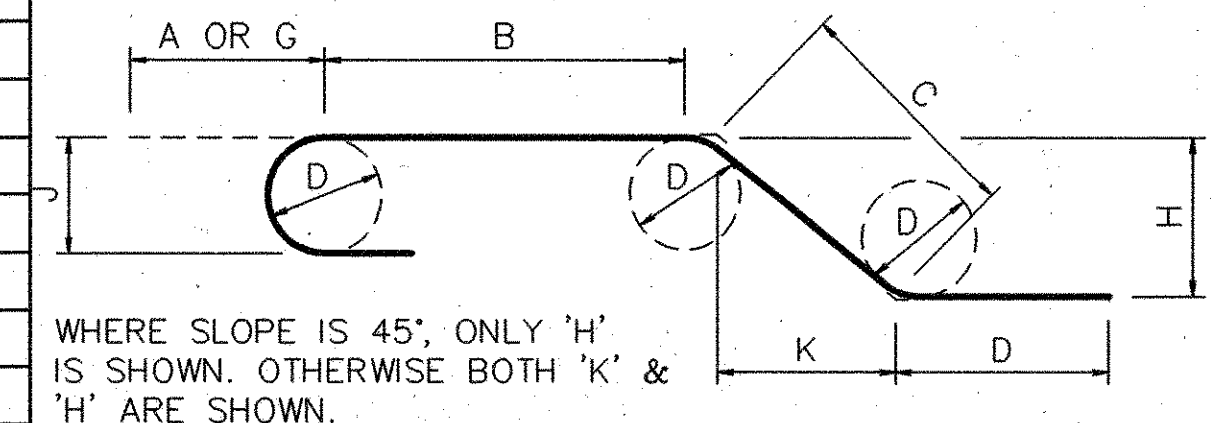


MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
PIER 2 WESTBOUND											
P402	3	20'-6"	2,012	16	85	20'-6"	3"	3'-8"			
P501	8	29'-3"	244	STR.							
P502	98	15'-3"	1,559	6	3'-8"	3'-8"					
P510	5	10'-0"	52	STR.							
P511	12	8'-9"	110	5	2'-6"	4'-0"	2'-6"				
P701	108	13'-4"	2,943	1	11'-8"						
P803	9	26'-4"	633	STR.							
P804	9	33'-10"	813	STR.							
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P903	54	23'-8"	4,345	STR.							
P904	7	34'-9"	828	STR.							
P905	7	26'-4"	627	STR.							
P1001	7	26'-4"	793	STR.							
P1002	7	35'-11"	1,082	STR.							
PIER 2 EASTBOUND											
P403	3	22'-0"	2,150	16	91	22'-0"	3"	3'-8"			
P501	8	29'-3"	244	STR.							
P502	88	15'-3"	1,400	6	3'-8"	3'-8"					
P510	5	10'-0"	52	STR.							
P511	10	8'-9"	91	5	2'-6"	4'-0"	2'-6"				
P701	108	13'-4"	2,943	1	11'-8"						
P805	10	26'-1"	696	STR.							
P806	10	33'-7"	897	STR.							
P807	10	33'-7"	897	STR.							
P808	10	26'-1"	696	STR.							
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P906	10	26'-1"	887	STR.							
P907	10	34'-6"	1,173	STR.							
P908	54	25'-2"	4,621	STR.							
PIER 3 WESTBOUND											
P404	4	21'-3"	2,775	16	88	21'-3"	3"	3'-8"			
P502	88	15'-3"	1,400	6	3'-8"	3'-8"					
P503	12	23'-8"	296	STR.							
P510	4	10'-0"	42	STR.							
P511	10	8'-9"	91	5	2'-6"	4'-0"	2'-6"				
P701	136	13'-4"	3,706	1	11'-8"						
P809	18	29'-10"	1,434	STR.							
P810	9	14'-6"	348	STR.							
P902	72	8'-4"	2,040	4	1'-4"	7'-2"					
P909	72	24'-5"	5,977	STR.							
P910	36	22'-6"	2,754	STR.							
P911	18	31'-0"	1,897	STR.							
PIER 3 EASTBOUND											
P405	4	20'-6"	2,682	16	85	20'-6"	3"	3'-8"			
P502	8	15'-3"	1,082	6	3'-8"	3'-8"					
P504	68	30'-6"	254	STR.							
P510	9	10'-0"	94	STR.							
P511	13	8'-9"	119	5	2'-6"	4'-0"	2'-6"				
P701	120	13'-4"	3,270	1	11'-8"						
P811	9	25'-2"	605	STR.							
P812	9	37'-6"	901	STR.							
P902	72	8'-4"	2,040	4	1'-4"	7'-2"					
P912	72	23'-8"	5,794	STR.							
P1103	18	33'-1"	3,164	STR.							

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
PIER 4 WESTBOUND											
P414	1	21'-5"	702	16	89	21'-5"	3"	3'-8"			
P415	1	21'-0"	686	16	87	21'-0"	3"	3'-8"			
P416	1	20'-7"	671	16	85	20'-7"	3"	3'-8"			
P417	1	19'-6"	639	16	81	19'-6"	3"	3'-8"			
P507	18	27'-4"	513	STR.							
P508	144	11'-7"	1,740	5	4'-0"	3'-8"	4'-0"				
P510	6	10'-0"	63	STR.							
P511	16	8'-9"	146	5	2'-6"	4'-0"	2'-6"				
P602	28	12'-4"	519	5	4'-5"	3'-8"	4'-5"				
P701	96	13'-4"	2,616	1	11'-8"						
P702	9	33'-3"	612	STR.							
P703	9	28'-9"	529	STR.							
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P923	8	34'-4"	934	STR.							
P924	18	24'-9"	1,515	STR.							
P925	18	24'-3"	1,484	STR.							
P926	18	22'-9"	1,392	STR.							
P927	49	14'-2"	2,360	1	11'-8"						
P1005	18	24'-8"	1,911	STR.							
P1006	18	9'-8"	749	4	11'-6"	8'-4"					
P1106	34	28'-10"	5,208	STR.							
P1107	23	30'-0"	3,666	STR.							
PIER 4 EASTBOUND											
P418	1	20'-3"	662	16	84	20'-3"	3"	3'-8"			
P419	1	19'-2"	627	16	80	19'-2"	3"	3'-8"			
P420	1	18'-9"	612	16	78	18'-9"	3"	3'-8"			
P508	164	11'-7"	1,982	5	4'-0"	3'-8"	4'-0"				
P509	18	24'-8"	463	STR.							
P510	5	10'-0"	52	STR.							
P511	11	8'-9"	100	5	2'-6"	4'-0"	2'-6"				
P601	32	13'-0"	625	1	11'-8"						
P818	8	24'-10"	530	STR.							
P819	50	13'-6"	1,802	1	11'-8"						
P902	54	8'-4"	1,530	4	1'-4"	7'-2"					
P927	48	14'-2"	2,312	1	11'-8"						
P928	18	23'-5"	1,433	STR.							
P929	18	22'-4"	1,367	STR.							
P930	18	21'-11"	1,342	STR.							
P1007	32	27'-6"	3,787	STR.							
P1008	9	22'-4"	865	STR.							
P1108	36	30'-11"	5,913	STR.							
PIER 5 WESTBOUND											
P406	1	24'-5"	797	16	101	24'-5"	3"	3'-8"			
P407	1	23'-8"	773	16	98	23'-8"	3"	3'-8"			
P408	1	22'-11"	749	16	95	22'-11"	3"	3'-8"			
P409	1	22'-1"	718	16	91	22'-1"	3"	3'-8"			
P502	100	15'-3"	1,591	6	3'-8"	3'-8"					
P505	8	31'-7"	264	STR.							
P510	6	10'-0"	63	STR.							
P511	9	8'-9"	82	5	2'-6"	4'-0"	2'-6"				
P601	72	13'-0"	1,406	1	11'-8"						
P701	72	13'-4"	1,962	1	11'-8"						
P813	10	36'-10"	983	STR.							
P814	10	27'-11"	745	STR.							
P902	72	8'-4"	2,040	4	1'-4"	7'-2"					
P913	18	28'-10"	1,765	STR.							
P914	18	36'-10"	2,254	STR.							
P915	18	27'-9"	1,698	STR.							
P916	18	26'-11"	1,647	STR.							
P917	18	26'-2"	1,601	STR.							
P918	18	25'-9"	1,550	STR.							

F.H.W.A. REGION	STATE	PROJECT	808 922
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MONTGOMERY COUNTY  
MOT-35-11.33



TYPICAL BAR BENDING DETAILS

NOTES

- BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED INDICATE THE BAR SIZE NUMBERS. (i.e. 601 IS A #6 SIZE BAR AND 1001 IS A #10 SIZE BAR).
- ALL DIMENSIONS ARE OUT TO OUT OF BAR.
- RADIUS DIMENSION 'R' IS TO OUTSIDE OF BAR. RADIUS DIMENSION 'I.R.' IS TO INSIDE OF BAR.
- THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
- FOR STANDARD HOOK DIMENSIONS, SEE SECTION 509.05 OF THE SPECIFICATIONS.
- DIMENSION ON HOOK IS SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOKSIZE.
- EPOXY COATED REINFORCING STEEL IS INDICATED BY AN 'E' IN THE BAR MARK PREFIX.
- REINFORCING STEEL SAMPLES: REFER TO CMS SECTIONS 106.03, 700, 709.00 THRU 709.05 AND 705.08. 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.
- FOR THE BAR TYPE 16, THE NO. OF TURNS 'A' IS THE LENGTH 'B' DIVIDED BY THE PITCH 'C', PLUS 3 TURNS (TOTAL NO. OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NO., 1/2 CLOSED COILS SHALL BE AT THE ENDS OF EACH UNIT.
- FOUR STEEL CHANNEL TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.80 LBS. PER L.F. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE SPACED EQUALLY ALONG THE PERIPHERY OF THE COIL. THE NO. OF POUNDS OF FOUR SPACERS, BASED ON 0.80 LBS. PER L.F. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY FOR SPIRAL BAR.

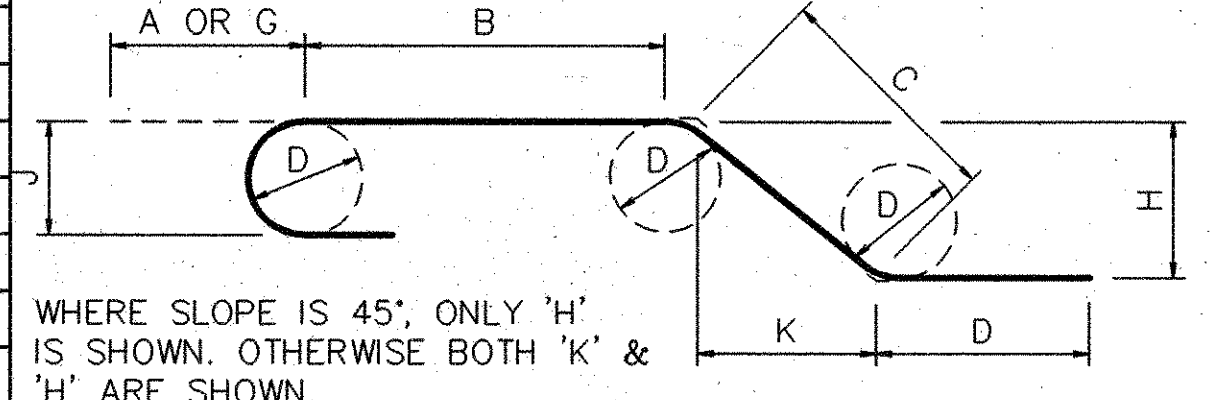
**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

REINFORCING STEEL LIST

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
T.A.W.	M.E.R.		P.A.M.	P.W.G.	5/24/90	



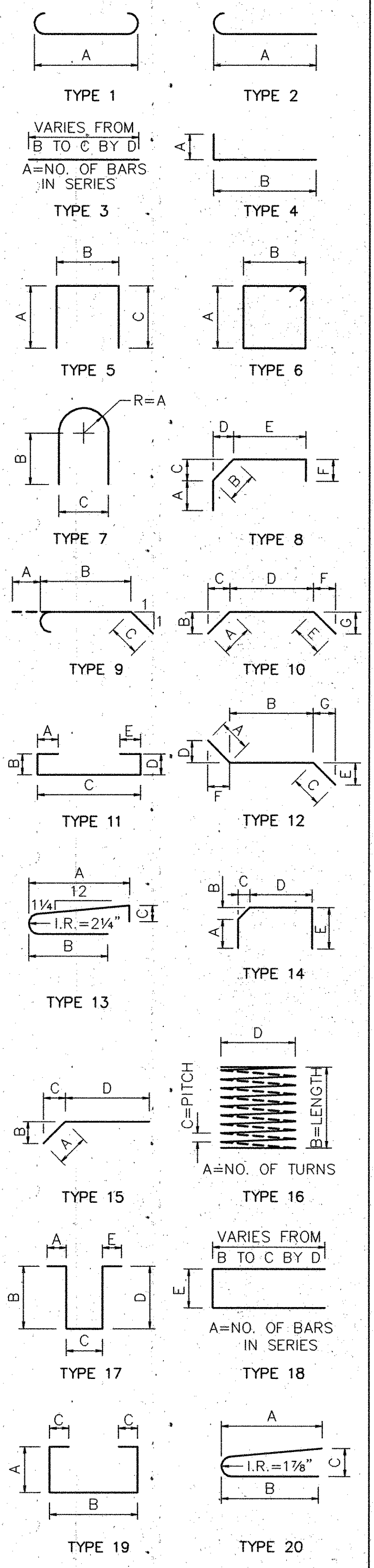


TYPICAL BAR BENDING DETAILS

NOTES

- BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED INDICATE THE BAR SIZE NUMBERS. (i.e. 601 IS A #6 SIZE BAR AND 1001 IS A #10 SIZE BAR).
- ALL DIMENSIONS ARE OUT TO OUT OF BAR.
- RADIUS DIMENSION 'R' IS TO OUTSIDE OF BAR. RADIUS DIMENSION 'I.R.' IS TO INSIDE OF BAR.
- THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
- FOR STANDARD HOOK DIMENSIONS, SEE SECTION 509.05 OF THE SPECIFICATIONS.
- DIMENSION ON HOOK IS SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOKSIZE.
- EPOXY COATED REINFORCING STEEL IS INDICATED BY AN 'E' IN THE BAR MARK PREFIX.
- REINFORCING STEEL SAMPLES: REFER TO CMS SECTIONS 106.03, 700, 709.00 THRU 709.05 AND 705.08. 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.
- FOR THE BAR TYPE 16, THE NO. OF TURNS 'A' IS THE LENGTH 'B' DIVIDED BY THE PITCH 'C', PLUS 3 TURNS (TOTAL NO. OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NO., 1/2 CLOSED COILS SHALL BE AT THE ENDS OF EACH UNIT.
- FOUR STEEL CHANNEL TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.80 LBS. PER L.F. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE SPACED EQUALLY ALONG THE PERIPHERY OF THE COIL. THE NO. OF POUNDS OF FOUR SPACERS, BASED ON 0.80 LBS. PER L.F. WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY FOR SPIRAL BAR.

BAR TYPE DIAGRAM



MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
PIER 5 EASTBOUND											
P410	1	23'-0"	746	16	95	23'-0"	3"	3'-8"			
P411	1	22'-1"	723	16	92	22'-1"	3"	3'-8"			
P412	1	21'-3"	694	16	88	21'-3"	3"	3'-8"			
P413	1	20'-4"	667	16	85	20'-4"	3"	3'-8"			
P502	121	15'-3"	1,925	6	3'-8"	3'-8"					
P506	12	26'-5"	331	STR.							
P510	11	10'-0"	115	STR.							
P511	12	8'-9"	110	5	2'-6"	4'-0"	2'-6"				
P701	144	13'-4"	3,924	1	11'-8"						
P815	18	32'-10"	1,578	STR.							
P816	9	17'-0"	409	STR.							
P902	72	8'-4"	2,040	4	1'-4"	7'-2"					
P919	18	26'-2"	1,601	STR.							
P920	18	25'-3"	1,545	STR.							
P921	18	24'-5"	1,494	STR.							
P922	18	23'-6"	1,438	STR.							
P1003	18	25'-4"	1,962	STR.							
P1004	9	36'-2"	1,401	STR.							
P1104	18	25'-4"	2,423	STR.							
P1105	9	38'-10"	1,857	STR.							
FORWARD ABUTMENT WESTBOUND											
A501	51	9'-4"	497	5	1'-9"	5'-10"	1'-9"				
A502	12	35'-4"	443	STR.							
A503	10	35'-4"	367	STR.							
AE504	5	8'-1 1/16"	42	STR.							
AE505	5	18'-6 7/16"	97	STR.							
AE506	10	13'-7 1/2"	142	STR.							
AE507	14	35'-5"	517	STR.							
AE508	5	39'-3 1/2"	205	STR.							
A509	7	10'-5 3/4"	76	4	0'-9"	9'-8 3/4"					
AE510	49	7'-8"	379	5	2'-0"	3'-8"	2'-0"				
A511	9	9'-10 11/16"	92	4	0'-9"	9'-11 1/16"					
A512	8	9'-3 9/16"	77	4	0'-9"	8'-6 9/16"					
A513	9	8'-8 1/2"	81	4	0'-9"	7'-11 1/2"					
A514	8	8'-1 3/8"	67	4	0'-9"	7'-4 3/8"					
A515	8	7'-6"	62	4	0'-9"	6'-9"					
A516	29	19'-7"	592	6	2'-2 1/2"	7'-7"					
A517	14	6'-4"	91	4	1'-9"	4'-7"					
A518	18	4'-8"	88	STR.							
A519	33	5'-2 1/2"	175	13	2'-5"	2'-2"	0'-7 1/2"				
A520	8	2'-6"	21	2	2'-6"						
AE521S		5'-3 1/2" TO 8'-0"	75	STR.	8	5'-3 1/2"	8'-0"				
A522	8	4'-4"	36	STR.							
A523	6	41'-2"	258	STR.							
AE524	8	39'-4"	328	STR.							
A525	34	6'-9"	240	STR.							
A526	1	7'-6"	8	5	1'-9"	4'-0"	1'-9"				
A527	14	35'-5"	517	STR.							
A528S		33'-4" TO 40'-7"	308	STR.	8	33'-4"	40'-7"	2'-4 1/2"			
AE529	4	5'-4 1/2"	23	7	0'-2 1/4"	2'-6"	2'-4 1/2"	0'-4 1/2"			
AE530	4	5'-2"	22	13	2'-6"	2'-0"	0'-8"				
AE531	4	3'-9"	16	STR.							
AE532	22	9'-2"	210	STR.							
AE533S		5'-5" TO 10'-3"	66	3	8	5'-5"	10'-3"	0'-8 1/2"			
A534	6	28'-10"	181	6							
AE535	8	26'-10"	224	STR.							
AE536	8	4'-3"	36	STR.							
AE537	21	5'-2 1/2"	112	13	2'-5"	2'-2"	0'-7 1/2"				
A538	9	6'-4"	59	4							
AE539	8	2'-6"	21	2							
A601	2	9'-3"	27	5	1'-10"	5'-7"	1'-10"				
A602	56	5'-4"	421	5	2'-0"	1'-4"	2'-0"				
AE603	56	6'-11"	554	5	3'-0"	0'-11"	3'-0"				

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G
AE604	56	13'-4"	1,094	5	6'-0"	0'-11"	6'-0"				
AE605	7	17'-9 3/4"	184	5	9'-8 3/4"	5'-7"	2'-6"				
AE606	9	9'-1 11/16"	119	5	9'-1 11/16"	5'-7"	2'-6"				
AE607	8	8'-6 9/16"	99	5	8'-6 9/16"	5'-7"	2'-6"				
AE608	9	16'-0 1/2"	213	5	7'-11 1/2"	5'-7"	2'-6"				
AE609	8	15'-5 3/8"	182	5	7'-4 3/4"	5'-7"	2'-6"				
AE610	8	14'-10"	174	5	6'-9"	5'-7"	2'-6"				
A611	34	5'-8"	290	STR.							
A612	29	13'-2"	559	5	12'-0"	1'-2"	12'-0"				
AE613	41	4'-7"	272	8	0'-8"	2'-6 1/2"	0'-6"	0'-8"			
AE614	1	13'-3"	20	5	6'-9"	4'-0"	2'-6"				
AE615	4	4'-6"	27	8	0'-7 1/2"	0'-10 1/2"	0'-6"	0'-8"	3'-0"		
AE801	38	5'-2"	524	9	0'-11"	2'-10"	1'-5"				
A802	16	37'-1"	1,584	STR.							
A803	16	9'-6"	406	4	3'-4"	6'-4"					
A804	16	38'-5"	616	STR.							
FORWARD ABUTMENT EASTBOUND											
AE502	5	10'-9 1/4"	56	STR.							
AE503	5	24'-3 3/4"	127	STR.							
AE504	15	17'-2"	258	STR.							
AE505	10	39'-4 1/4"	407	STR.							
A506	6	39'-4 1/4"	246	STR.							
AE507	20	38'-8"	807	STR.							
A508	3	10'-11 1/2"	34	4	0'-9"	10'-2 1/2"					
A509	11	10'-3"	116	4	0'-9"	9'-6"					
AE510	60	7'-8"	464	5	2'-0"	3'-8"	2'-0"				
A511	11	9'-9 1/2"	111	4	0'-9"	9'-0 1/2"					
A512	11	8'-10"	100	4	0'-9"	8'-1"					
A513	11	8'-2 1/4"	93	4	0'-9"	7'-5 1/4"					
A514	9	7'-3"	67	4	0'-9"	6'-9"					
A515	7	10'-11 1/2"	79	4	0'-9"	10'-2 1/2"					
AE517	14	6'-4"	91	4	1'-9"	4'-7"					
AE518	1	5'-9"	6	STR.							
AE519	36	5'-9"	216	13	0'-2 1/4"	2'-7"	0'-5"				
AE520	36	5'-10 1/2"	221	13	0'-4"	2'-5"	0'-8"				
A521S		3'-9" TO 6'-8"	44	3	0'-8"	3'-9"	6'-8"				
A522	41	19'-7"	837	6	2'-2 1/2"	7'-7"					
A523	6	35'-8"	223	STR.							
AE524	12	35'-8"	1,143	STR.							
A525	27	7'-0"	197	STR.							
A527	16	30'-0"	501	STR.							
A528S		27'-11" TO 34'-11"	263	3	8	27'-11"	34'-11"				
FORWARD ABUTMENT WESTBOUND											
A529	8	23'-0"	192	STR.							
A531S		20'-10 3/4" TO 28'-2 1/4"	307	3	12	20'-10 3/4"	28'-2 1/4"				
AE602	74	5'-4"	556	5	2'-0"	1'-4"	2'-0"				
AE603	74	6'-11"	732	5	3'-0"	0'-11"	3'-0"				
AE604	74	13'-4"	1,445	5	6'-0"	1'-4"	6'-0"				
AE605	3	18'-3 1/2"	81	5	0'-2 1/2"	5'-7"	2'-6"				
AE606	11	17'-7"	285	5	9'-6"	5'-7"	2'-6"				
AE607	11	17'-1 1/2"	277	5	9'-0 1/2"	5'-7"	2'-6"				
AE608	11	16'-1 7/8"	261	5	8'-0 7/8"	5'-7"	2'-6"				
AE609	11	15'-6 1/4"	251	5	7'-5 1/4"	5'-7"	2'-6"				
AE610	8	14'-10"	174	5	6'-9"	5'-7"	2'-6"				
AE611	7	11'-2 1/2"	114	4	1'-0"	10'-2 1/2"					
A612	26	5'-9"	156	STR.							
A613	23	26'-6"	904	5	12'-8"	1'-2"	12'-8"				
A614	55	4'-9"	379	8	0'-7 1/2"	0'-10 1/2"	0'-6"				
A615	1	5'-9"	9	STR.							
A617	17	19'-2"	481	5	9'-0"	1'-2"	9'-0"				
A618	17	8'-1"	206	STR.							
AE801	50	5'-2"	690	9	0'-11"	2'-10"	1'-5"				
AE802	16	40'-11 1/2"	1,750	STR.							
A803	32	9'-6"	812	4	3'-4"	6'-4"					
A804	16	33'-0"	1410	STR.							
A805	16	26'-1"	1114	STR.							

**WOOLPERT CONSULTANTS**  
409 East Monument Avenue  
Dayton, Ohio 45402-1226

REINFORCING STEEL LIST

BRIDGE NO. MOT-35-1316 L/R  
OVER SERVICE ROAD "A", B & O R.R. AND  
HOME AVENUE  
MONTGOMERY COUNTY

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
T.A.W.	M.E.R.		P.A.M.	P.W.G.	5/24/90	