

Ref-316

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	U-732(8)

MONTGOMERY COUNTY
MOT. - 35-14.39

520

U-732(8)

Note: Project Designation MOT-35-14.39 Appearing Throughout This Plan Shall Be Considered To Read MOT-35-14.39.

LIMITED ACCESS

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

1967 SPECIFICATIONS

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

The right of way for this improvement will be provided by the State of Ohio.

I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

- Approved J.R. Cooke
Date 7/20/66 Division Deputy Director
- Approved C.H. Altvater
Date 2-24-67 Engineer of Bridges
- Approved R.E. Battin
Date 2-24-67 Engineer of Location & Design
- Approved P.E. Hulst
Date 2-24-67 Deputy Director of Design & Construction
- Approved T.H. Board
Date 3-10-67 Deputy Director of Right of Way
- Approved Thomas M. Major
Date 3-13-67 Deputy Director of Planning & Programming
- Approved E.W. Wilson
Date 3-13-67 First Assistant Director
- Approved P.E. Mesleard
Date 3-13-67 Director of Highways
- Approved _____
Date _____ Director, Department of Service & Buildings, City of Dayton
- Approved _____
Date _____ City Manager, City of Dayton

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
MOT - 35 - 14.39
CITY OF DAYTON
MONTGOMERY COUNTY

CONVENTIONAL SIGNS

Exist. Limited Access Line	— LA — LA —
Exist. Right of Way Line	— R/W — R/W —
Prop. Right of Way & Limited Access Line	— LA & R/W —
Prop. Right of Way Line	— R/W — R/W —
Prop. Limited Access Line	— LA — LA —
Section Line	— — — —
Center Line or Base Line	— — — —
Property Line	— — — —
Guard Rail	— — — —
Fence Line	— — — —
Trees & Stumps	○ 12" ○ 18" ○ 24" ○ Stump
Hedges	— — — —
Exist. Underground Utilities	— — — —
Manholes	— — — —
Exist. Sewers	— — — —
Prop. Sewers	— — — —
Inlets	— — — —
Utility	— — — —
Barrier Guard Rail	— — — —

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RETAINING WALLS	300-340

STRUCTURE OVER 20' SPAN

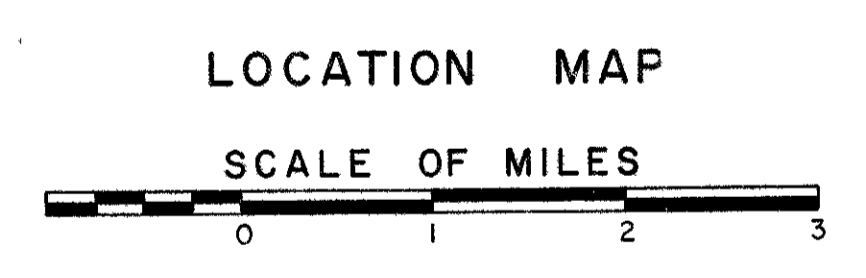
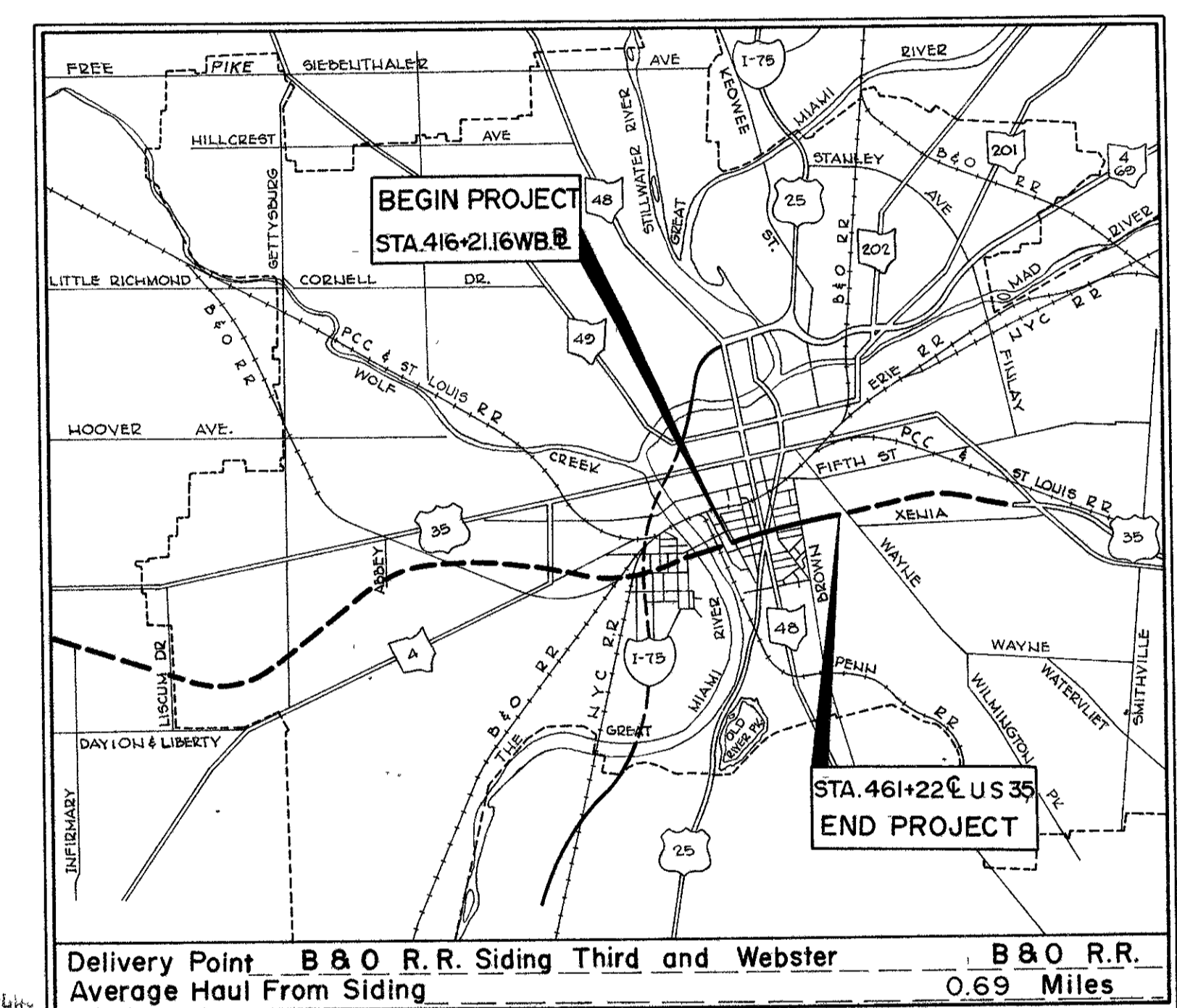
341-487, 487A, 488-491	
RIGHT OF WAY	492-520

SEE SHEET NO. 30 FOR PLAN & PROFILE SHEET INDEX
SEE SHEET NO. 106 FOR CROSS SECTION LAYOUT
SHEET NOS. 239, 240, 241, 244, 242, 290 AND 291 WERE DELETED FROM PLANS

LINE DATA

Begin Project Sta. 416+21.16 W.B. @ U.S. 35
Sta. Equation 459+08.75 W.B. @ U.S. 35 = 458+81.77 @ U.S. 35
End Project Sta. 461+22 @ U.S. 35
Net Length of Project 4,527.82 Lin. Ft. or 0.857 Mile
Add for Work U.S. 35
Sta. 461+22 @ U.S. 35 to Sta. 464+11 @ U.S. 35 289.00 Lin. Ft.
Add for Work Jefferson Street
Sta. 1+75 to Sta. 17+00 1525.00 Lin. Ft.
Net Length of Work 6,341.82 Lin. Ft. or 1.201 Mile
Total Length of Project 4,527.82 Lin. Ft. or 0.857 Miles
Total Length of Work 6,341.82 Lin. Ft. or 1.201 Miles

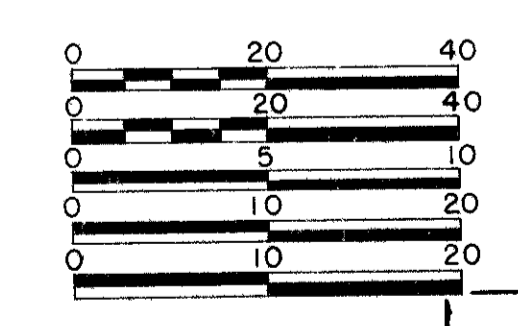
Sheets 300, 306, 307, 316, 317, 325, 327, 330 to 338 inclusive, 340, 342, 348, 353, 362, 353, 356, 410, 414, 420, 432, 438, 461, 467, 471 and 478 revised 7-10-67.
Sheet Nos. 368, 389, 405, 427, 435, 447, & 456 revised 7-21-67 EBL
Sheet Nos. 300 & 401 revised 7-31-67 EBL
Sheet Nos. 298 & 299 Revised 11-14-67 C.H.H.
Sheet No. 353 revised 1-26-68 EBL
Sheet No. 388, 391 & 392 revised 9-27-68 EBL
Sheet No. 404 revised 11-6-68 EBL



Portion to be improved	— — — —
Under Separate Contract	— — — —
State Roads	— — — —
Other Roads	— — — —

SCALE

Plan	1" = 20'
Profile Horizontal	1" = 20'
Profile Vertical	1" = 5'
Cross Sections Horizontal	1" = 10'
Cross Sections Vertical	1" = 10'



Supplemental Prints of Standard Construction Drawings

BP-1	6-1-65	CB-5	6-1-65	GR-6	6-1-65	MC-5	6-1-65	HL-4	1-1-66
BP-2	1-10-67	CB-6	6-1-65	HW-E	6-1-65	MC-6	6-1-65	GR-1	1-1-67
BP-3	1-10-67	CB-7	6-1-65	I-2A	6-1-65	MC-7	3-1-66	I-2	6-1-65
BP-4	1-10-67	F-1	6-1-65	L-1	6-1-65	NH-1	6-1-65	AS-1-54	8-10-65
BP-5	6-1-65	F-3	10-1-66	L-2	6-1-65	NH-1A	8-1-66	BR-1-65	11-24-65
BP-7	1-1-66			MC-1	6-1-65	NH-2	6-1-65	SD-1-65	11-8-65
CB-2-2A & B	6-1-65	FACI-1	6-1-65	MC-2	6-1-65	HL-1	11-1-65	RB-1-55	2-2-59
CB-3	6-1-65	FACI-2	6-1-65	MC-3	5-1-66	HL-2	11-1-65		
CB-3A	6-1-65	GR-2A	1-1-67	MC-4	6-1-65	HL-3	11-1-65		

Supplemental Specifications

806	1-1-67
927	1-1-67
801	1-1-67
811	1-1-67
815	1-1-67
816	8-6-65
814	1-1-67
808	1-13-67
825	1-1-67
828	1-1-67
1001	3-21-66

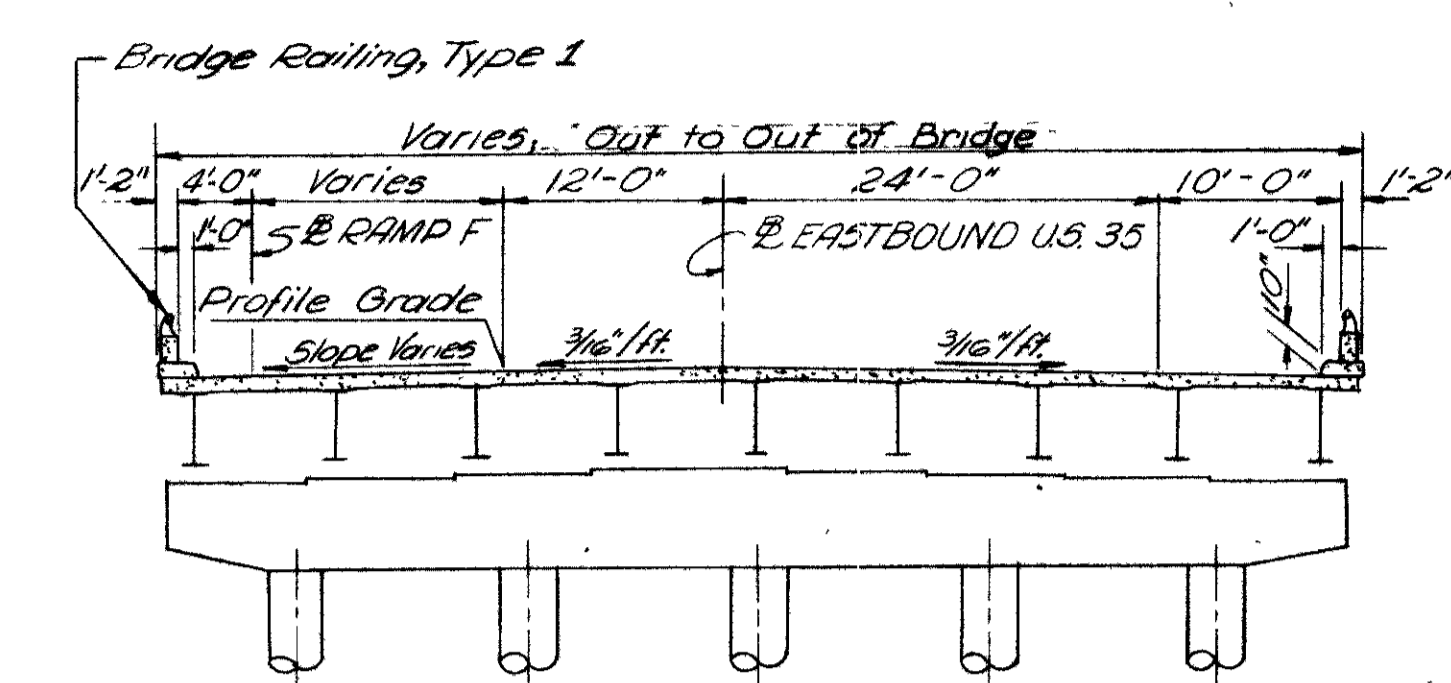
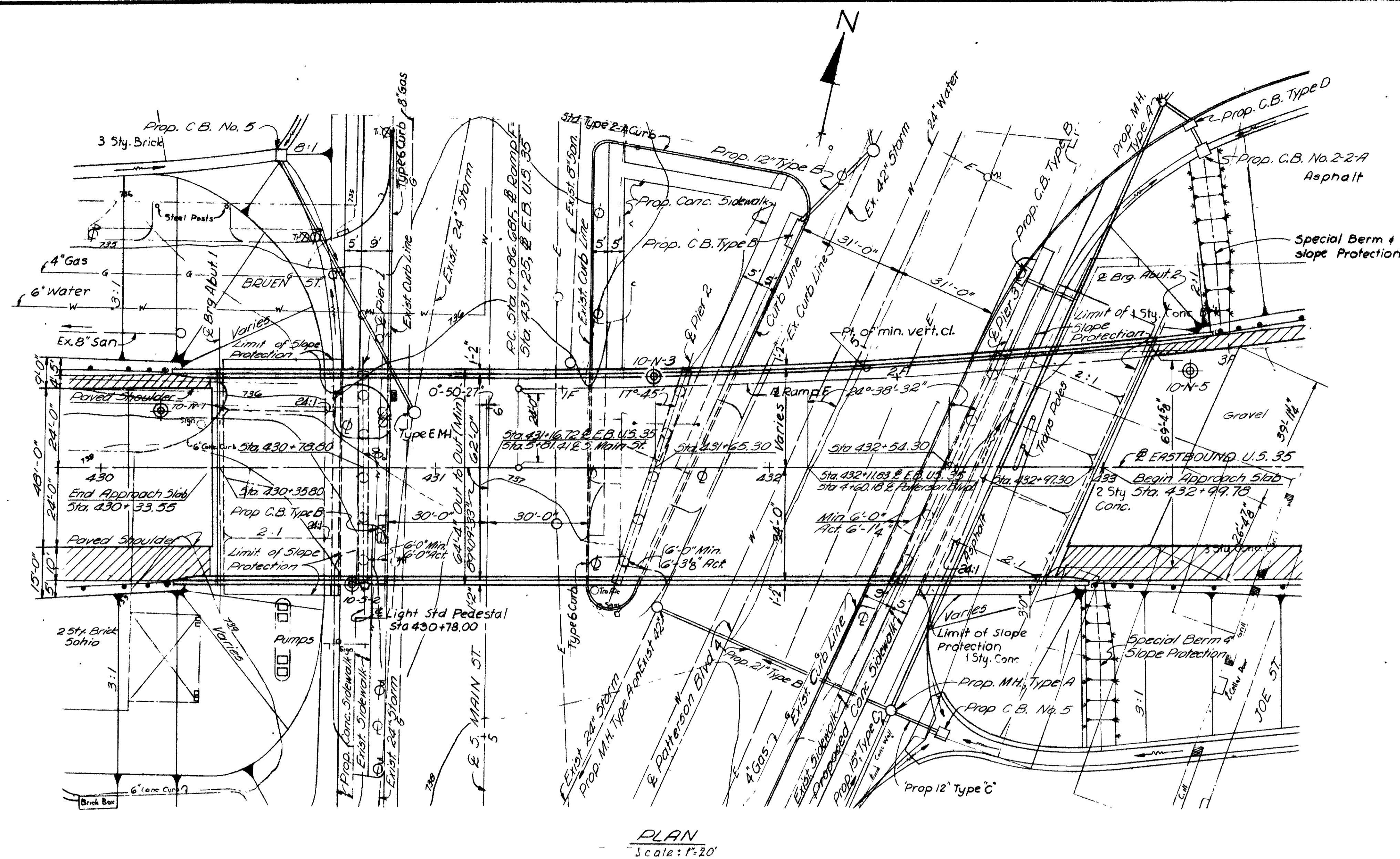
PREPARED BY
VOGT, IVERS & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI, OHIO CHICAGO, ILL.

DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS

APPROVED _____ DATE _____
DIVISION ENGINEER

Rev. 5-3-67

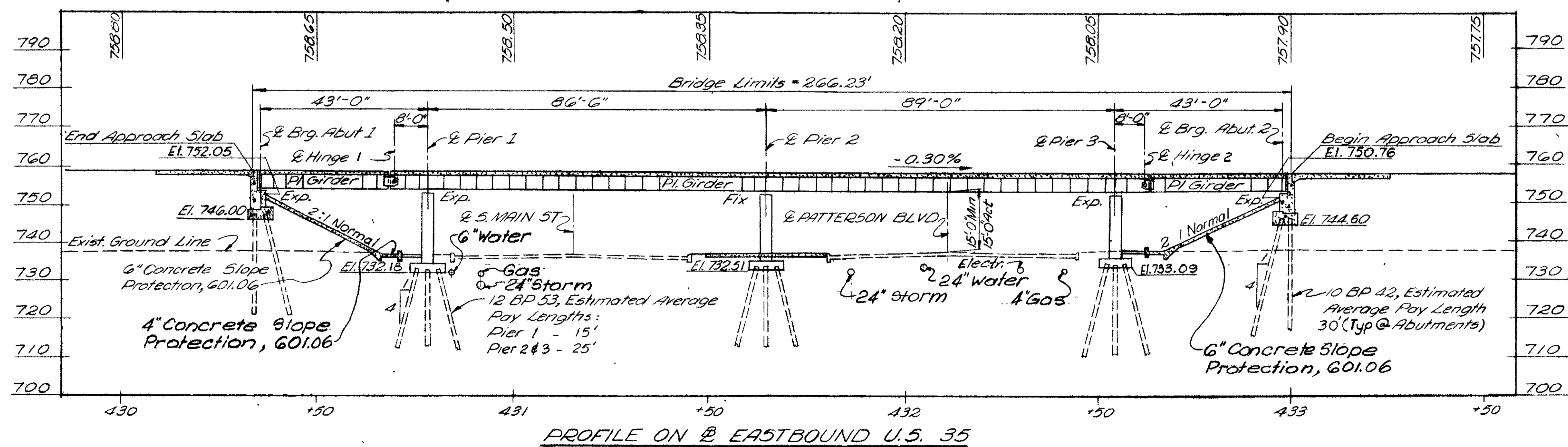
File No.	MONTGOMERY COUNTY	MOT. - 35-14.39
Date of Letting	19 _____	
Contract No.	_____	



CURVE DATA - RAMP F

PI.	Sta. 2+34.44 F
Δ	8° 50' 52"
T	147.76
Dc	3° 00'
R	1909.86
Lc	294.93

⊕ Denotes Drive Sample Boring



BENCH MARK #3 Elev. 738.90
Northwest corner of loading dock at northwest corner of Stanley Electric Co. Right of Station 10+50 ± Patterson Blvd.

BENCH MARK #217 Elev. 735.84
City of Dayton Bench Mark at Warren St. and Main St., 20.7' north of service station at intersection 16.1' west of west curb of Warren Street.

NOTE
For Slope Protection Details, see Sh. 443

PROPOSED STRUCTURE

TYPE: Cantilevered two span continuous welded steel plate girder and simple span welded steel plate girder end span with reinforced concrete deck and substructure.

SPANS: 43'-0", 86'-6", 89'-0", 43'-0"

ROADWAY: Varies

LOAD FREQUENCY: CF = 2000 (37)

SKEW: Varies

WEARING SURFACE: 1" Monolithic concrete

APPROACH SLABS: AS-1-54 (25'-0" long)

ALIGNMENT: Tangent

1980 DDHV = 3,716 V.P.H.
1980 ADT = 39,419 V.P.D.

VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

SITE PLAN

BRIDGE NO. MOT-35-1465R
EASTBOUND U.S. 35 OVER
S. MAIN STREET AND PATTERSON BLV
MONTGOMERY COUNTY STA. 430+33.55 to
STA. 432+99.78

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISION
Aerial	D.J.W.	R.L.S.	L.P.H.	I.J.S.	

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	CHECKED BY & DATE
503	714	cu yds.	Unclassified excavation	379	335			LHY 8-10-66
505		lump sum	First test pile				lump	LHY 8-10-66
506		lump sum	First pile test load (12 BP 53)				lump	C.F.L. 8-30-66
506	1	each	Subsequent pile test load				1	C.F.L. 8-30-66
507	1,500	lin. ft.	Steel piles, (10 BP 42)	1,500				LHY 8-10-66
507	1,705	lin. ft.	Steel piles, (12 BP 53)		1,705			LHY 8-10-66
509	246,425	lbs.	Reinforcing steel	18,781	63,865	161,777		LHY 8-10-66
511	528	cu. yds.	Class "C" concrete, superstructure			528		LHY 8-10-66
511	147	cu. yds.	Class "C" concrete, piers above footings		147			LHY 8-10-66
511	163	cu. yds.	Class "E" concrete, abutments above footings	163				LHY 8-10-66
511	240	cu. yds.	Class "E" concrete, abutment & pier footings	118	122			LHY 8-10-66
512	25	lin. ft.	Premolded sealing strip	25				LHY 8-10-66
513	577,860	lbs.	Structural steel			577,860		LHY 9-10-66
514	577,860	lbs.	Field painting of structural steel			577,860		LHY 9-10-66
516	138	sq. ft.	1/2" Preformed expansion joint filler, AASHO M-10B	80			58	LHY 8-10-66
516	143	lin. ft.	Preformed elastic joint sealer & lubricant adhesive, 705.11			143		LHY 8-10-66
517	590.89	lin. ft.	Bridge railing, type 1	61.92		528.97		LHY 8-10-66
518	63	cu. yds.	Porous backfill	63				LHY 8-10-66
518	130	lin. ft.	6" Perforated Helical C.M.P., including specials, 707.06	130				LHY 8-10-66
518	121	lin. ft.	6" Non-perforated Helical C.M.P., 707.06	121				LHY 8-10-66
518	16	each	Scuppers including supports			16		LHY 8-10-66
518	64	lin. ft.	6" pipe horizontal conductors, including specials			64		LHY 8-10-66
518	105	lin. ft.	6" Std. pipe downspout, wrought iron or hot-dip galv. steel, including spec.		105			LHY 8-10-66
601	648	sq. yds.	6" Concrete slope protection.				648	C.F.L. 8-30-66
625			See Sheets 243 & 244 for Lighting Summary					
808	528	units	Water-reducing, set-retarding admixture			528		LHY 8-10-66
825	2,136	sq. yds.	Concrete surface treatment	75		2,061		LHY 8-10-66
828	137	lin. ft.	Joint sealer			137		LHY 8-10-66
601	40	sq. yds.	4" Concrete slope protection				40	C.F.L. 8-30-66

Materials in the approach slabs are not included in the above estimated quantities.

GENERAL NOTES

REFERENCE shall be made to the following:

- Standard Drawings: BR-1-65, revised 11-24-65
- SD-1-65, dated 11-8-65
- AS-1-54, revised 8-10-65
- RB-1-55, revised 2-2-59

- Supplemental Specifications: 808, dated 1-13-67
- 811, dated 1-1-67
- 825, dated 1-1-67
- 828, dated 1-1-67

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

DESIGN DATA:

Design Loading - CF 2000 (57)

Concrete Class "C" - basic unit stress 1,333 p. s. i.
Concrete Class "E" - basic unit stress 1,133 p. s. i.

Structural Steel - ASTM A36 - basic unit stress 20,000 p. s. i.
Reinforcing Steel - ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p. s. i. Except spiral reinforcement may be plain Structural Grade with basic unit stress of 18,000 p. s. i.

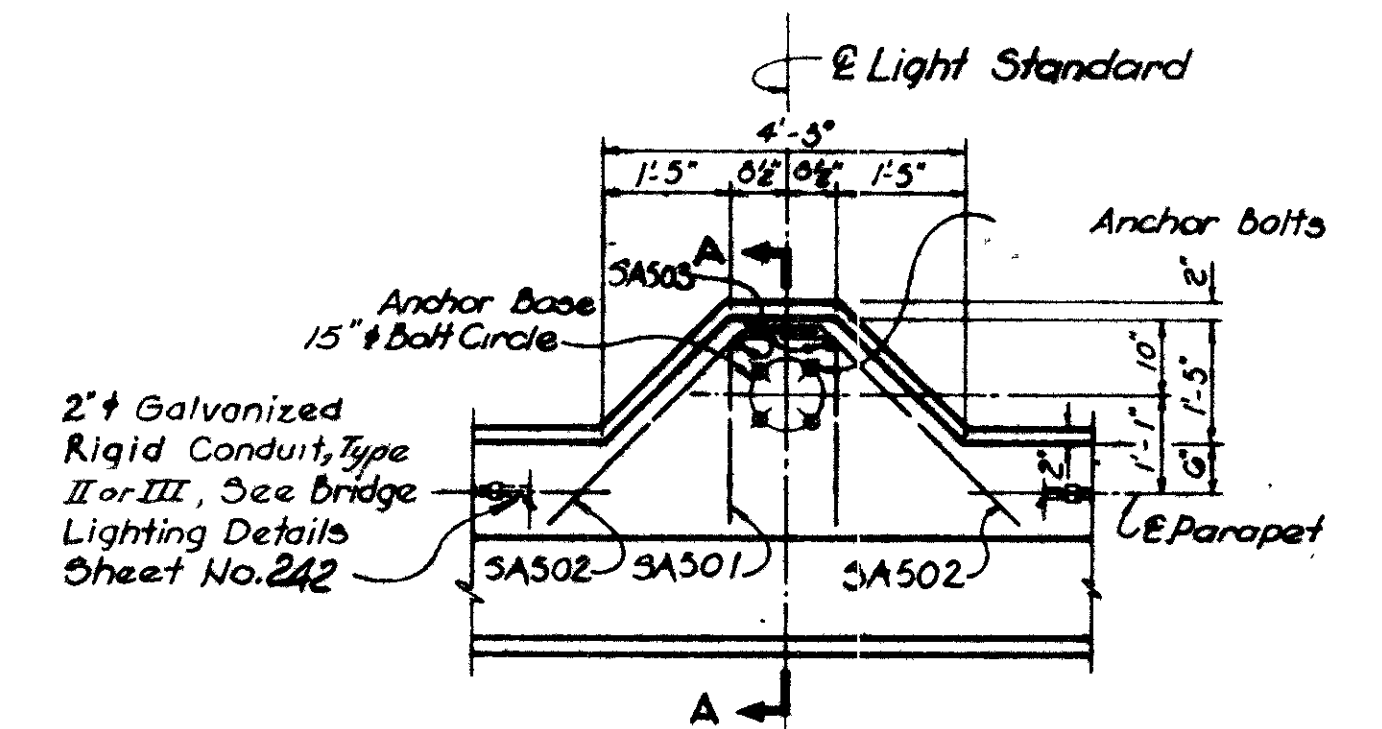
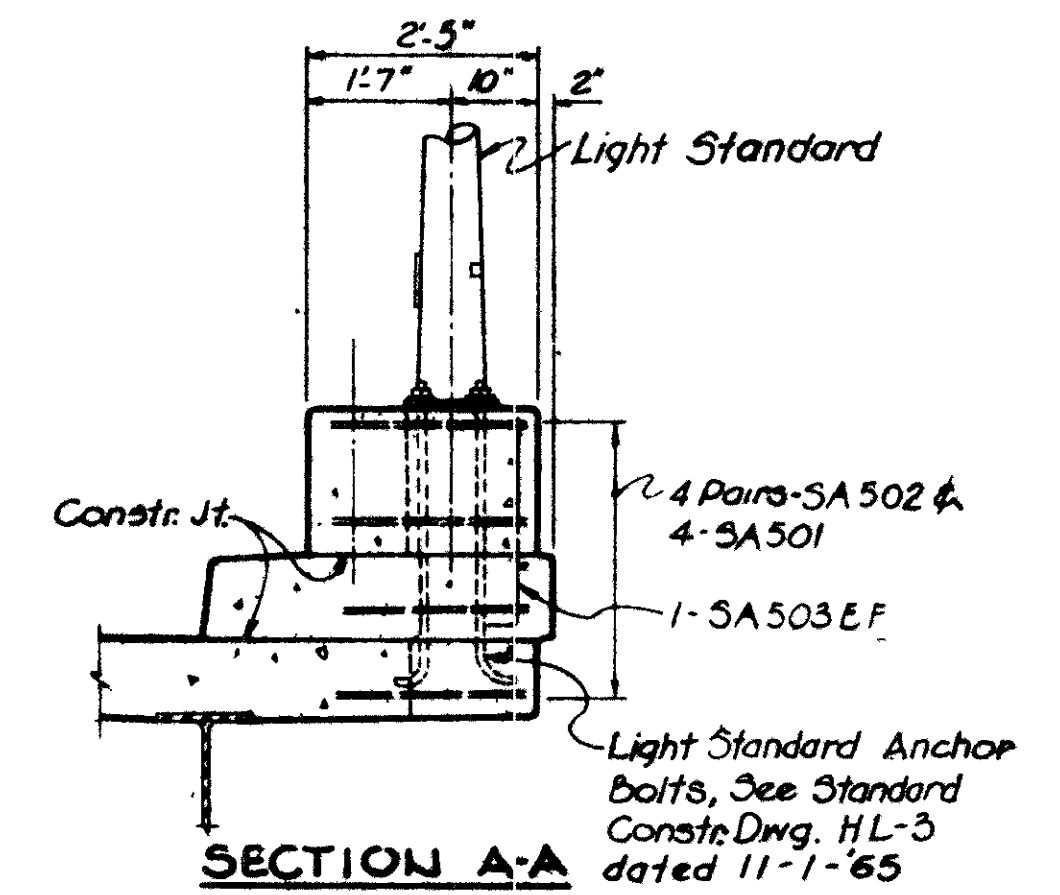
EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments.

PILES shall be driven to a minimum bearing capacity of 35 tons per pile for the Abutments and 50 tons per pile for the Piers.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

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

MAINTENANCE AND PROTECTION OF TRAFFIC: Four lanes of traffic with a minimum horizontal width per lane of 10 ft. shall be maintained on S. Main Street and Patterson Boulevard at all times. A minimum vertical clearance of 12'-9" shall be provided at all times.



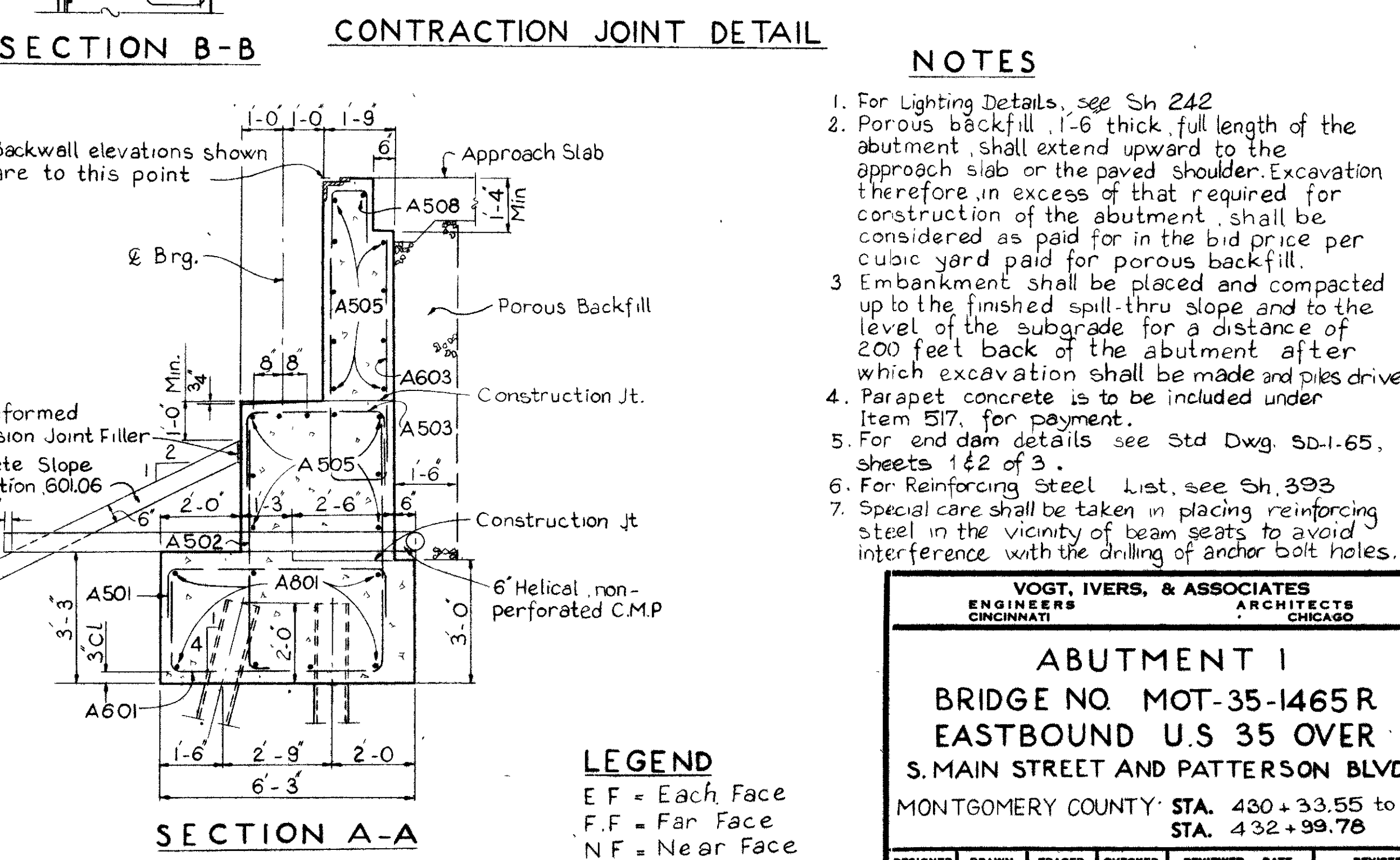
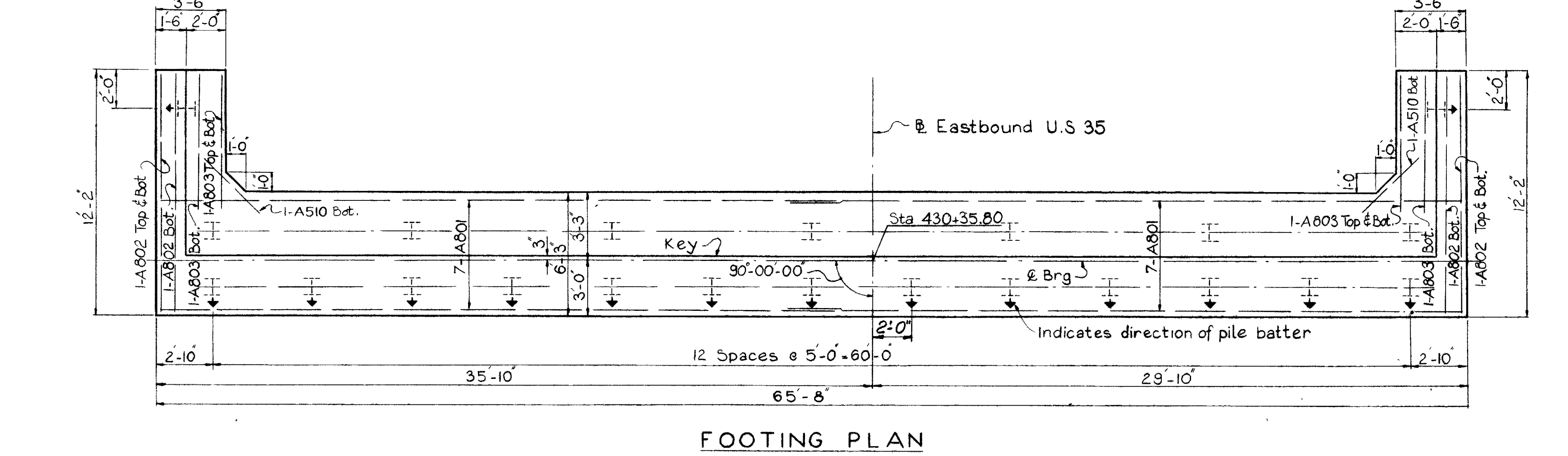
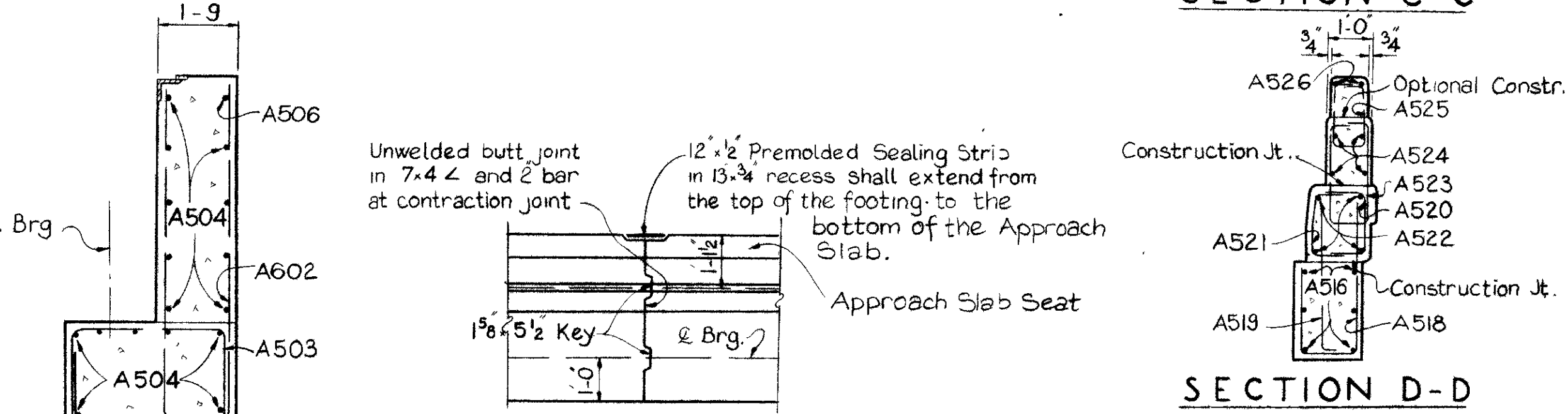
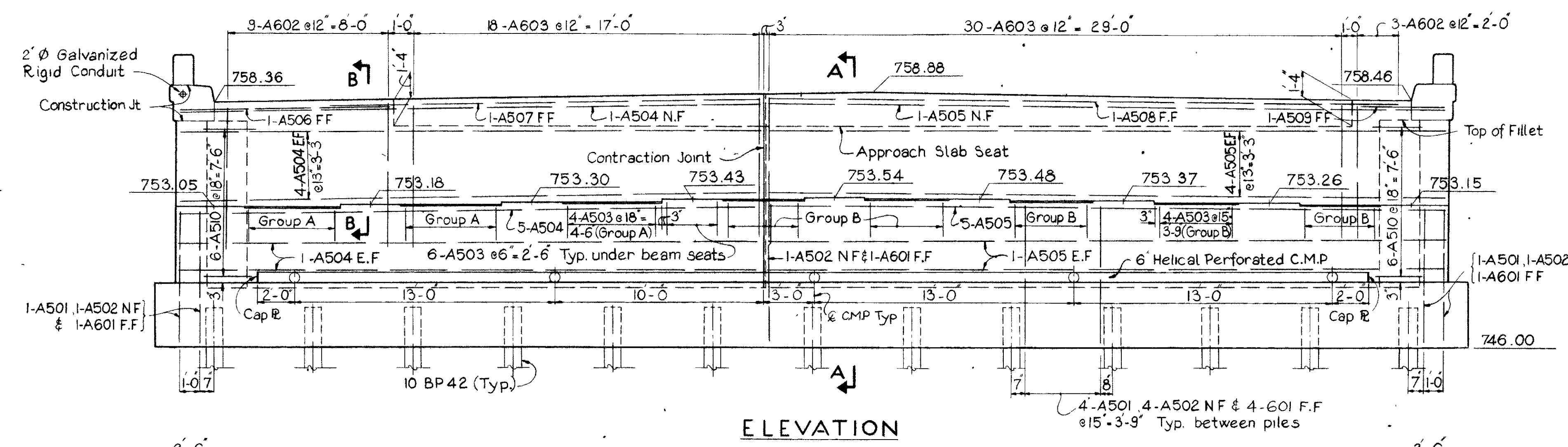
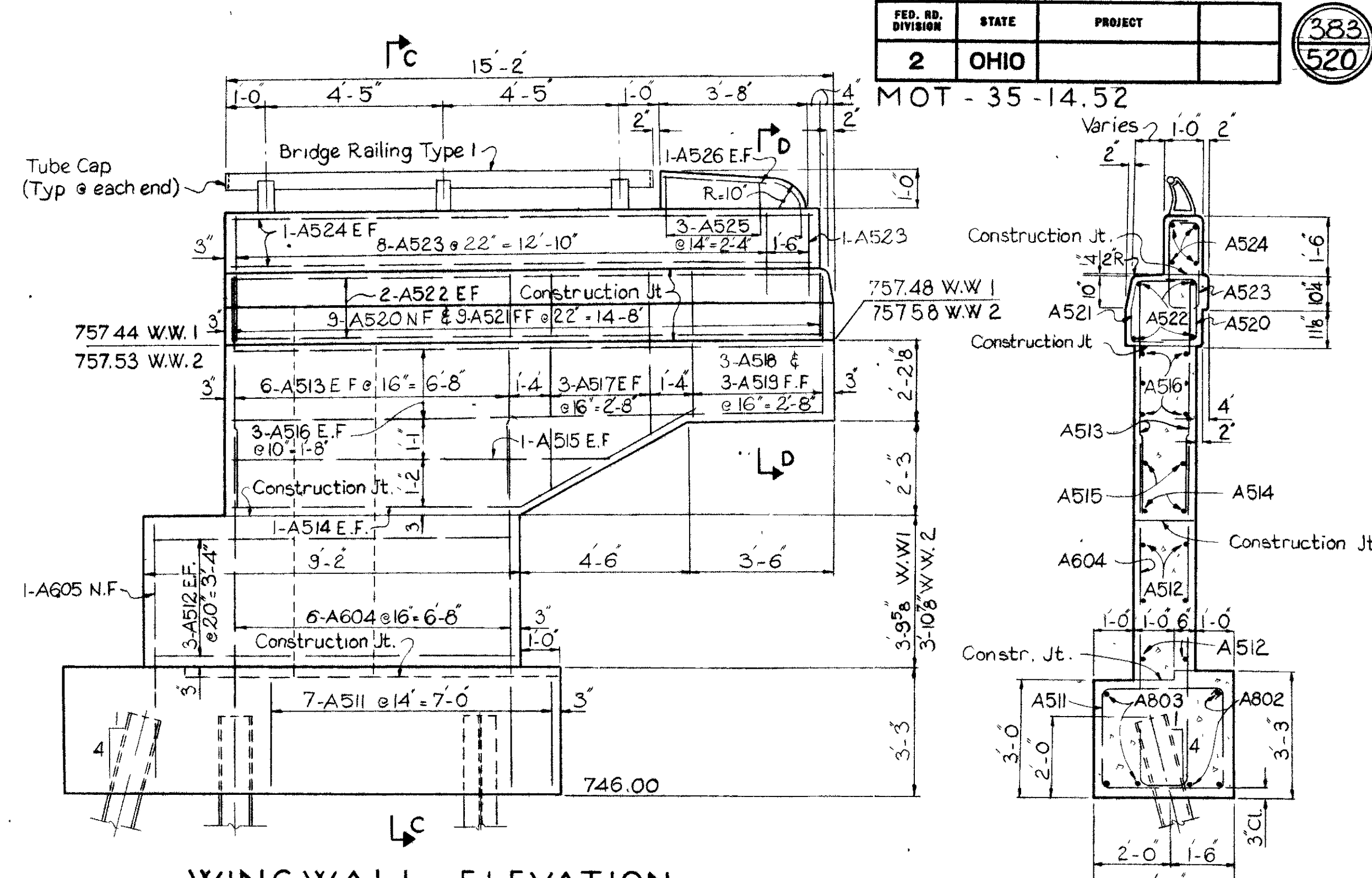
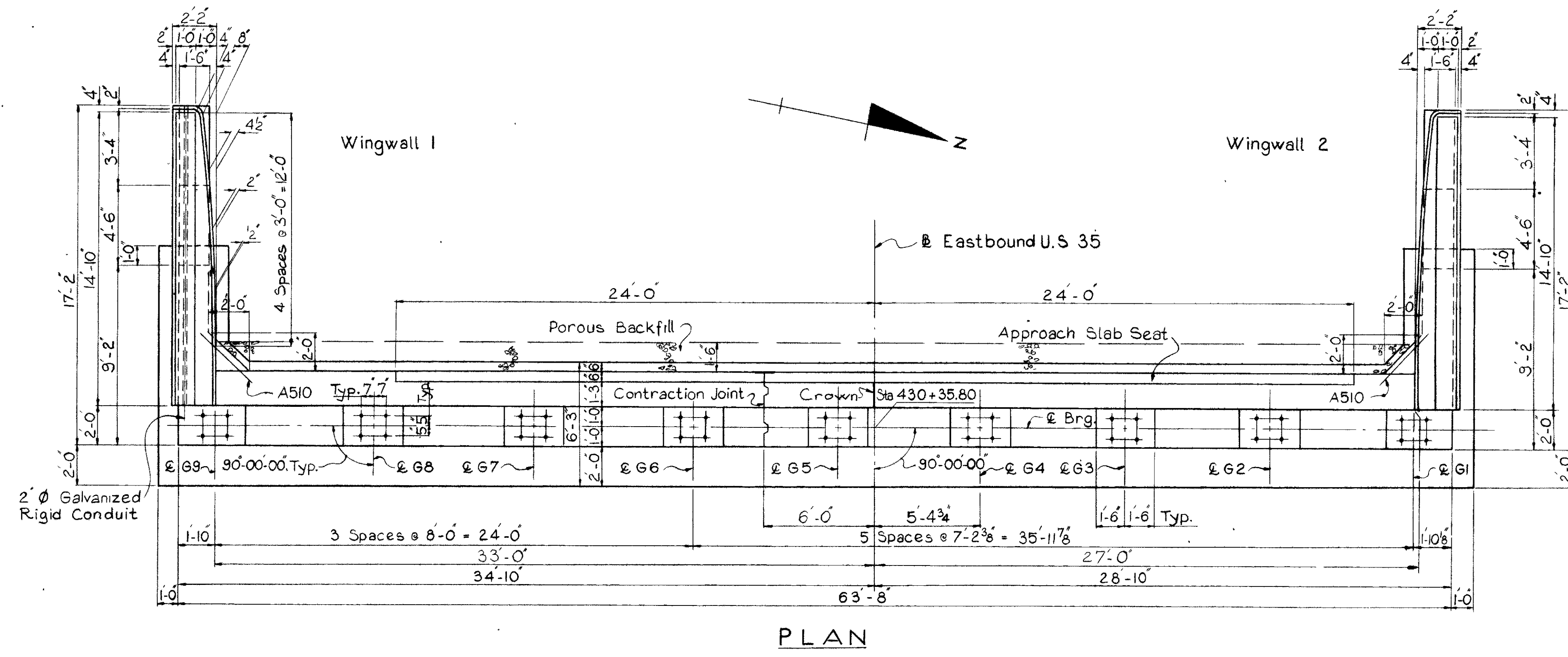
LIGHT STANDARD PEDESTAL

Note: For Additional Details See Bridge Lighting Details Sheet No. 242

The Anchor Bolts shall be included under Item 625 for payment.

VOGT, IVERS, & ASSOCIATES ENGINEERS ARCHITECTS CINCINNATI CHICAGO					
ESTIMATED QUANTITIES & GENERAL NOTES BRIDGE NO. MOT-35-14G5 R EASTBOUND U.S. 35 OVER S. MAIN STREET & PATTERSON BLVD MONTGOMERY COUNTY STA. 430+28.55 To STA. 432+99.78					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.D.U.	A.W.	~	R.K.K.	J.A.D. 8-17-66	7-13-66

MOT - 35 - 14.52



NOTES

- For Lighting Details, see Sh 242
- Porous backfill, 1'-6" thick, full length of the abutment, shall extend upward to the approach slab or the paved shoulder. Excavation therefore, in excess of that required for construction of the abutment, shall be considered as paid for in the bid price per cubic yard paid for porous backfill.
- Embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutment after which excavation shall be made and piles driven.
- Parapet concrete is to be included under Item 517, for payment.
- For end dam details see Std Dwg. SD-1.65, sheets 1 & 2 of 3.
- For Reinforcing Steel List, see Sh. 393
- Special care shall be taken in placing reinforcing steel in the vicinity of beam seats to avoid interference with the drilling of anchor bolt holes.

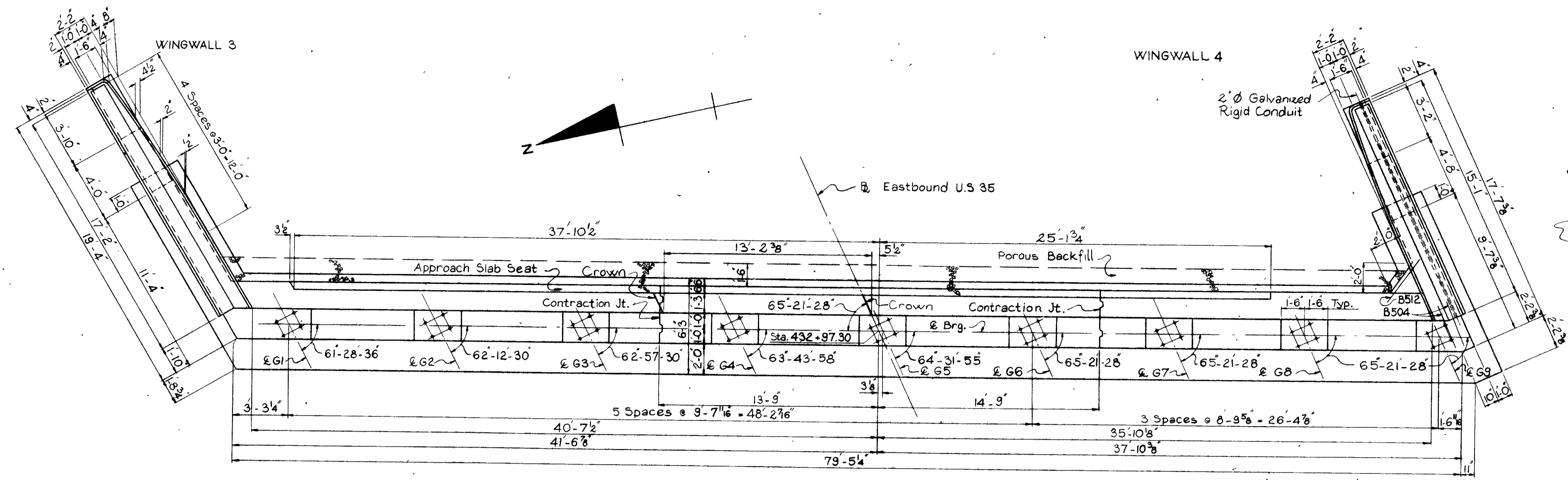
VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

ABUTMENT 1
BRIDGE NO. MOT-35-1465R
EASTBOUND U.S. 35 OVER
S. MAIN STREET AND PATTERSON BLVD.
MONTGOMERY COUNTY STA. 430+33.55 to
STA. 432+99.78

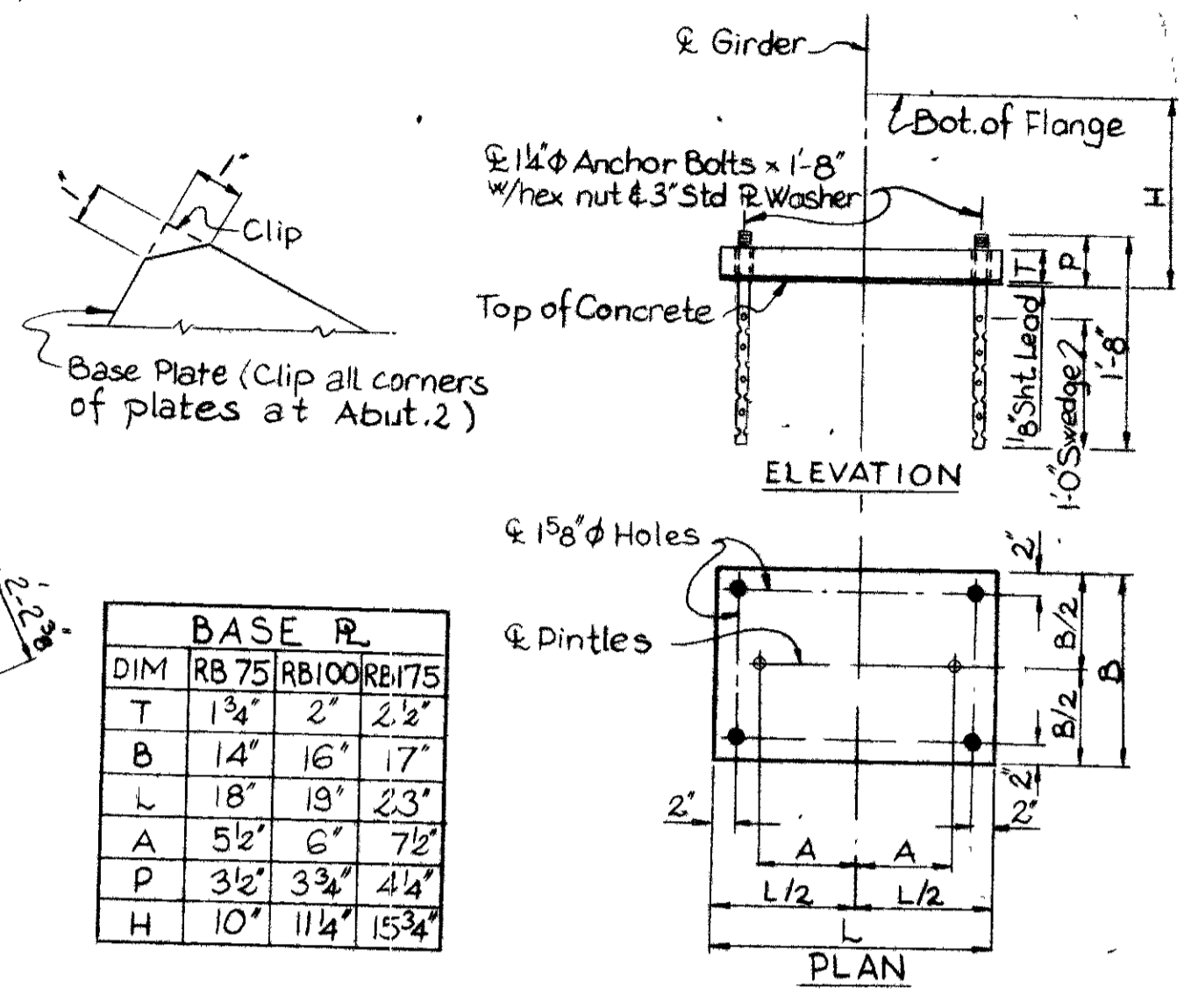
LEGEND

EF = Each Face
FF = Far Face
NF = Near Face

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
C.H.W.	R.E.		C.J.F.	J.A.D.	8-17-66	

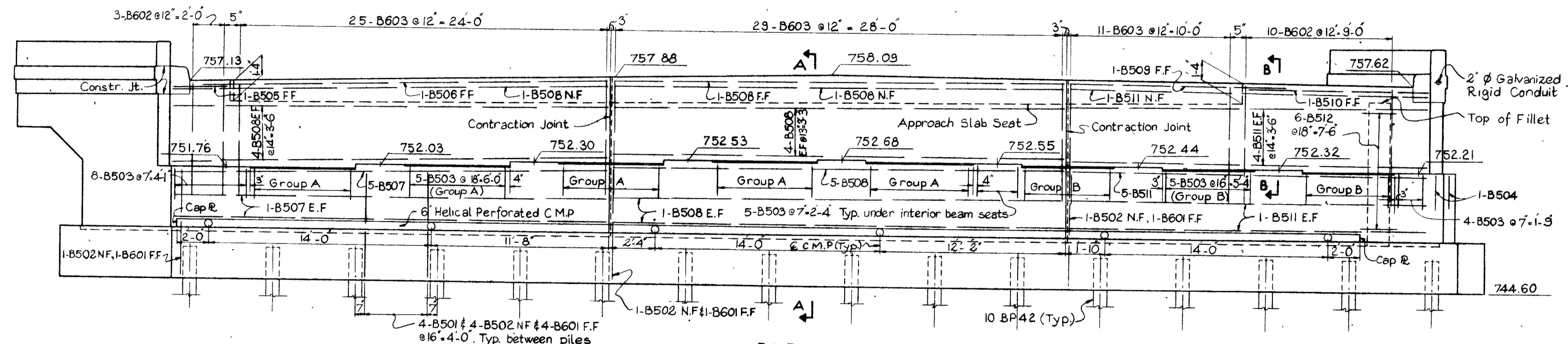


PLAN

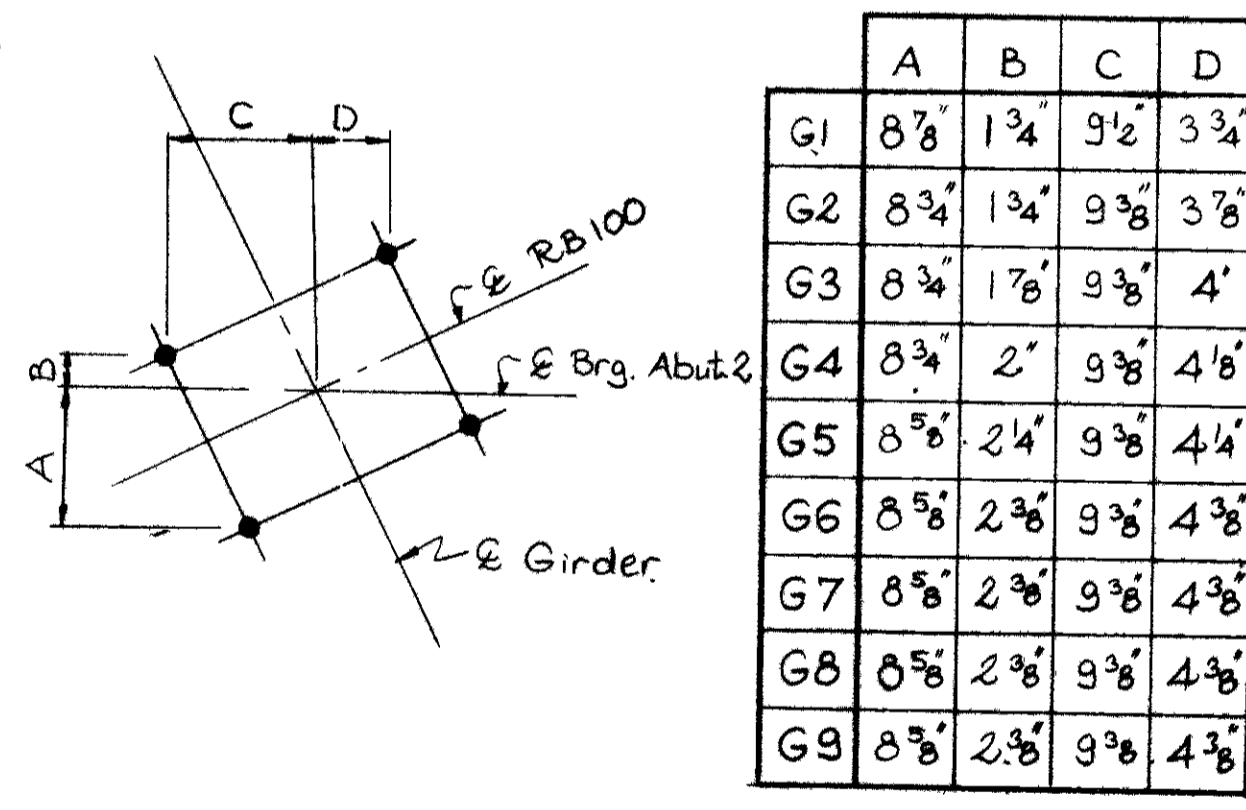


BASE PL.			
DIM	RB 75	RB100	RB175
T	1 3/4"	2"	2 1/2"
B	14"	16"	17"
L	18"	19"	23"
A	5 1/2"	6"	7 1/2"
P	3 1/2"	3 3/4"	4 1/4"
H	10"	11 1/4"	15 3/4"

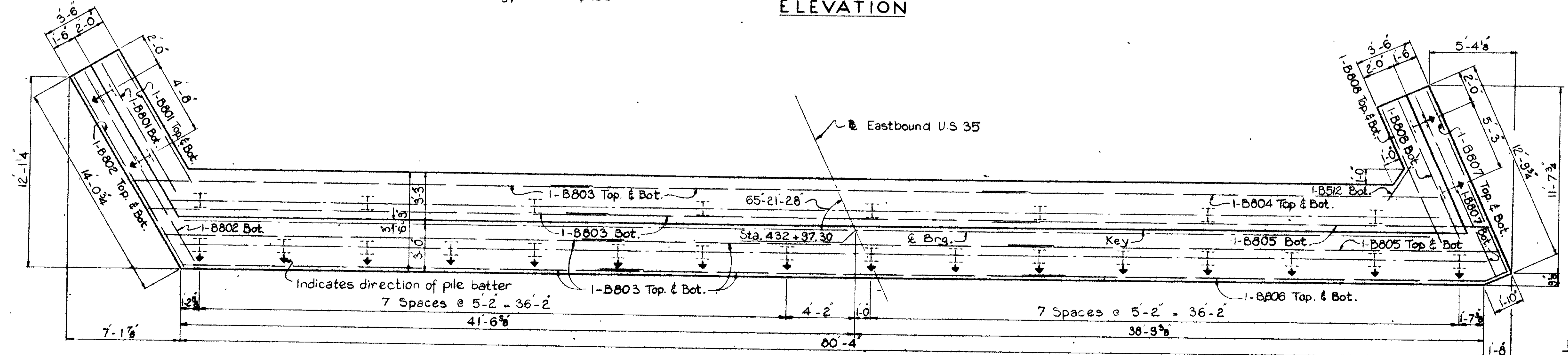
NOTE: Rockers RB75, RB100, and RB175 differ only in details shown here from Rockers R75, R100 and R175 as shown on Std. Dwg. RB-155.



ELEVATION



ANCHOR BOLT LAYOUT



FOOTING PLAN

- NOTES**
1. For Contraction Joint Detail see Sh. 383
 2. Special care shall be taken in placing reinforcing steel in the vicinity of bridge seat to avoid interference with the drilling of anchor rod holes.
 3. For Reinforcing Steel List see Sh. 393
 4. For additional Notes see Sh. 383
 5. For Wingwall Elevations and Sections see Sh. 385

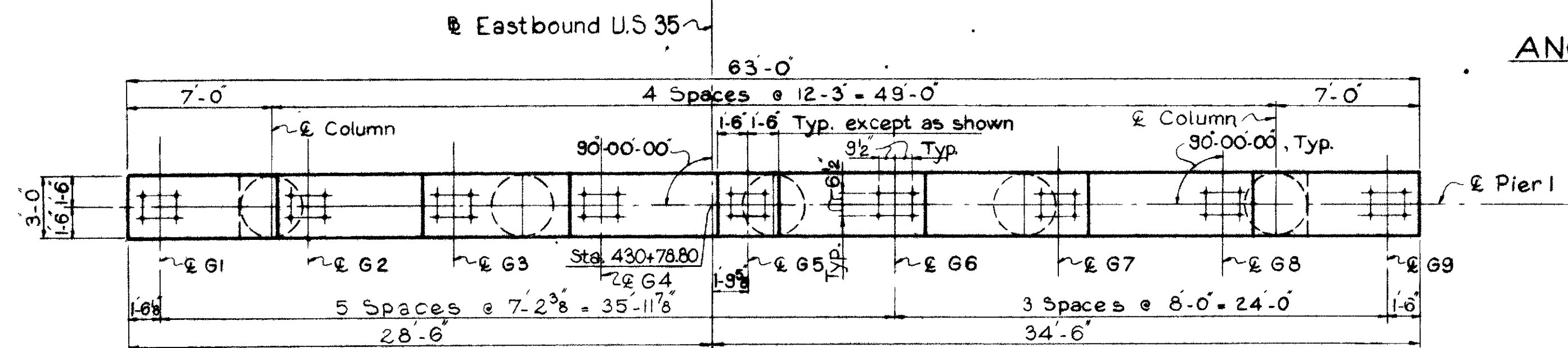
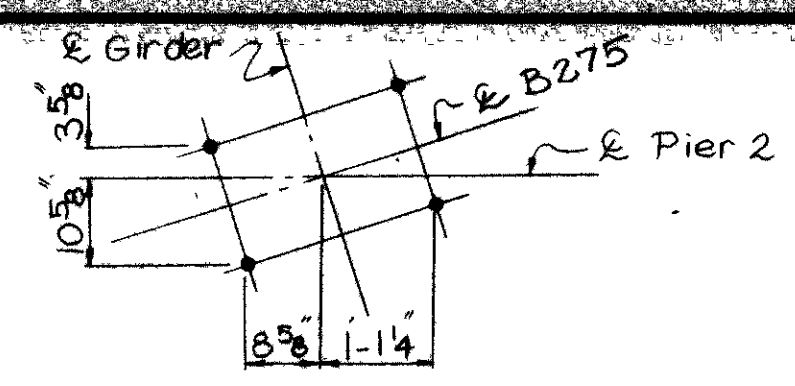
LEGEND
 E.F. = Each Face
 N.F. = Near Face
 F.F. = Far Face

VOGT, IVERS, & ASSOCIATES
 ENGINEERS ARCHITECTS
 CINCINNATI CHICAGO

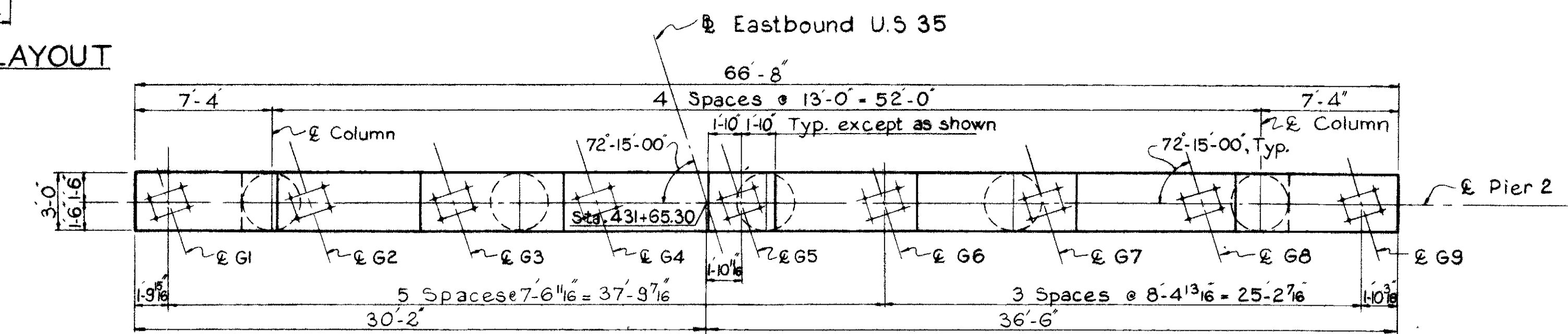
ABUTMENT 2
BRIDGE NO. MOT-35-1465R
EASTBOUND U.S. 35 OVER
S. MAIN STREET AND PATTERSON BLVD.
 MONTGOMERY COUNTY STA. 430 + 33.55 to
 STA. 432 + 98.78

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
C.H.W.	R.E.		C.V.F.	J.A.D.	8-11-66	

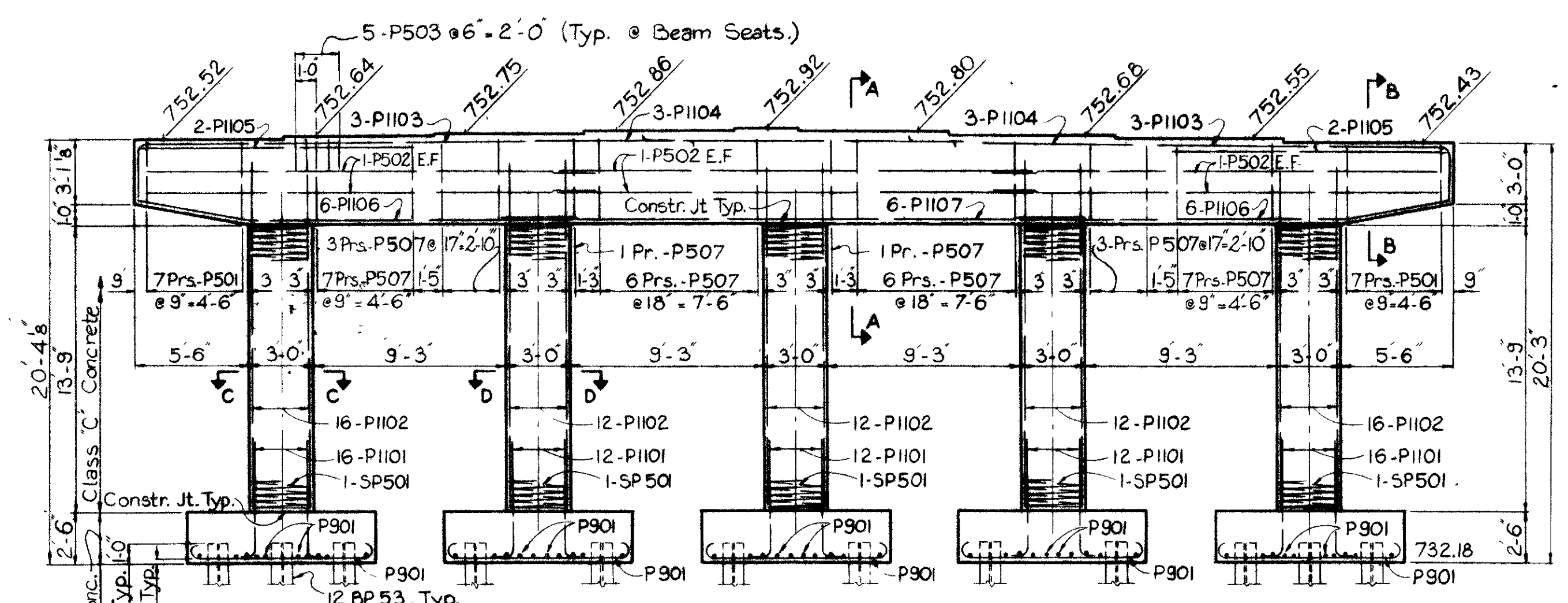
ANCHOR BOLT LAYOUT
Pier 2



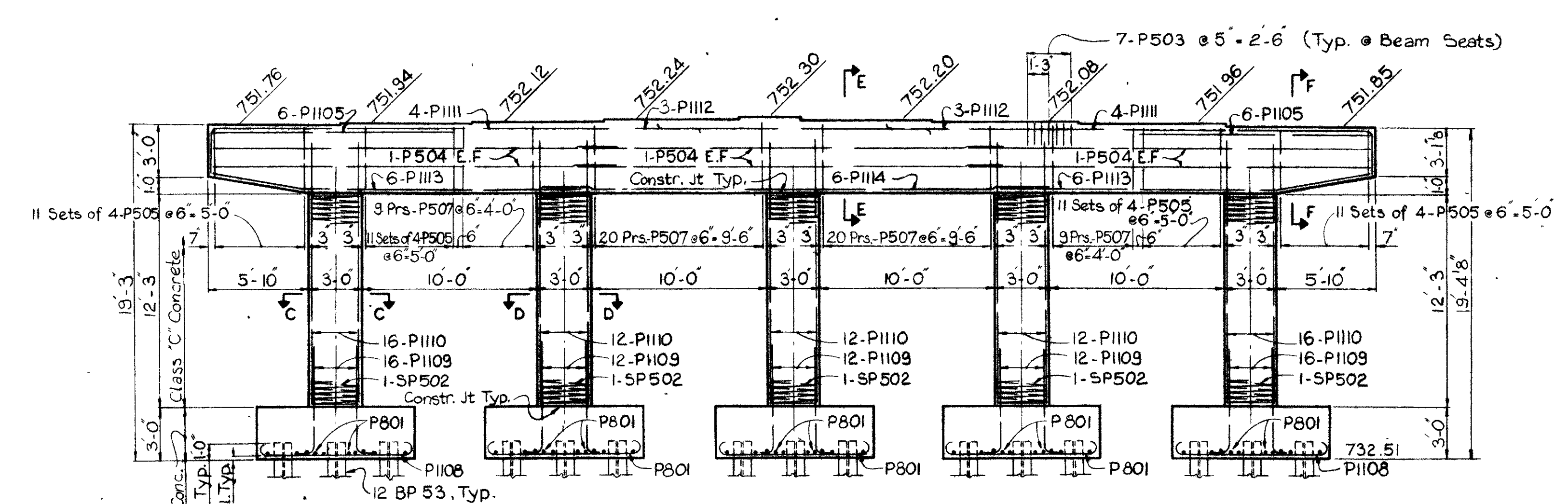
PLAN - PIER 1



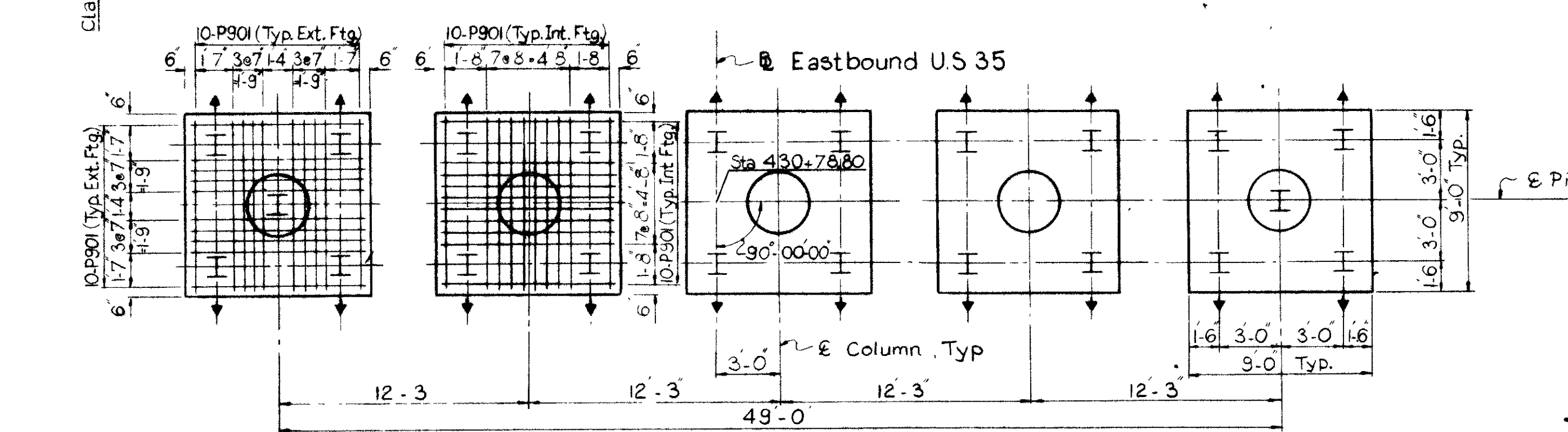
PLAN - PIER 2



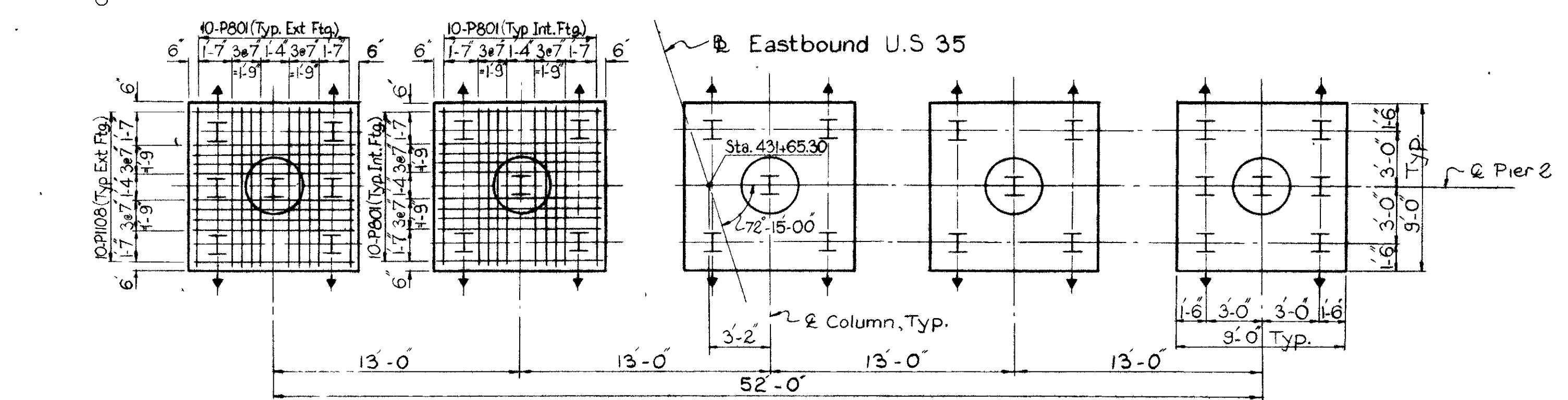
ELEVATION - PIER 1



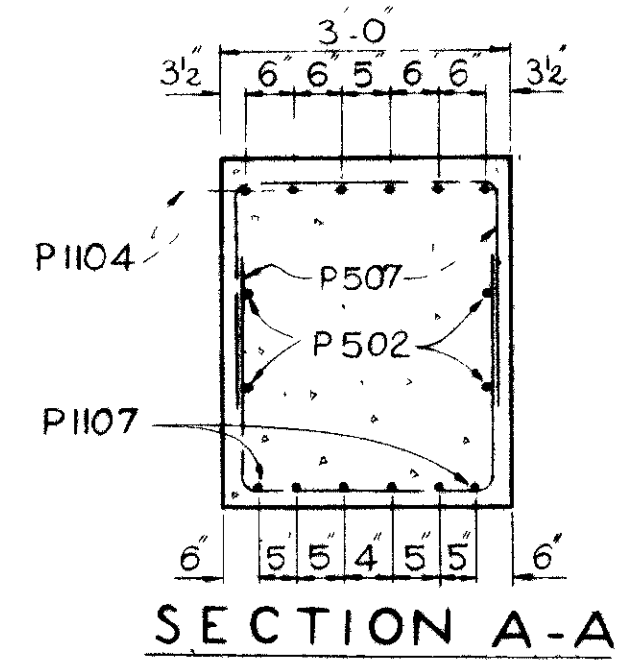
ELEVATION - PIER 2



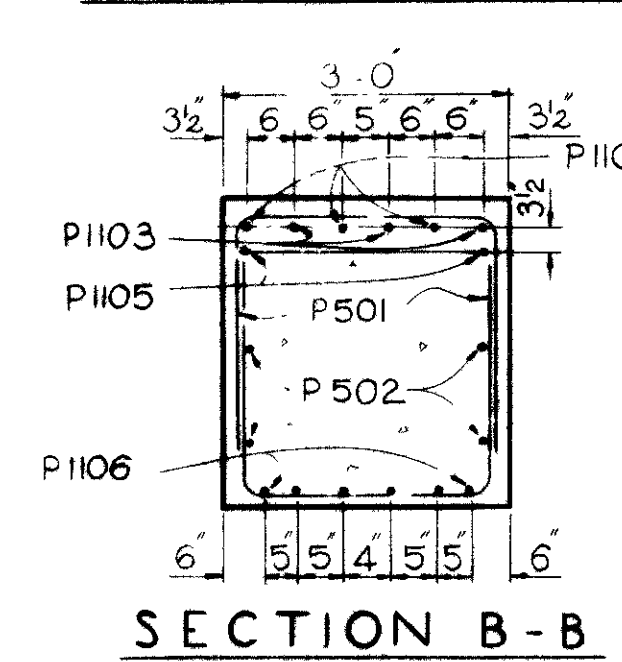
FOOTING PLAN - PIER 1



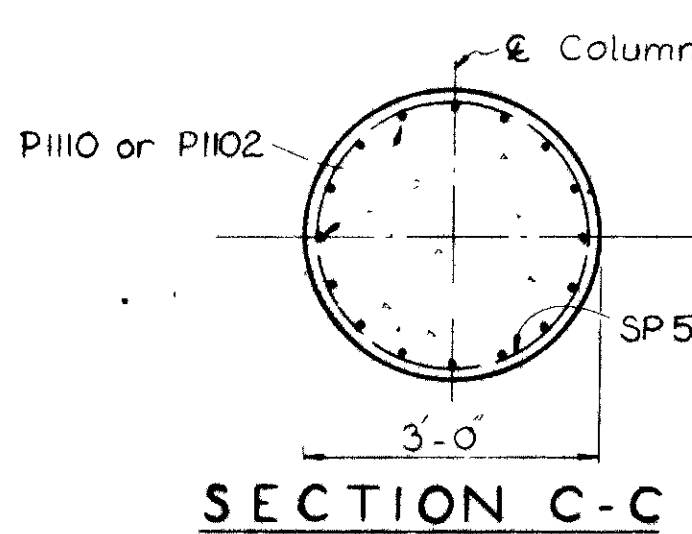
FOOTING PLAN - PIER 2



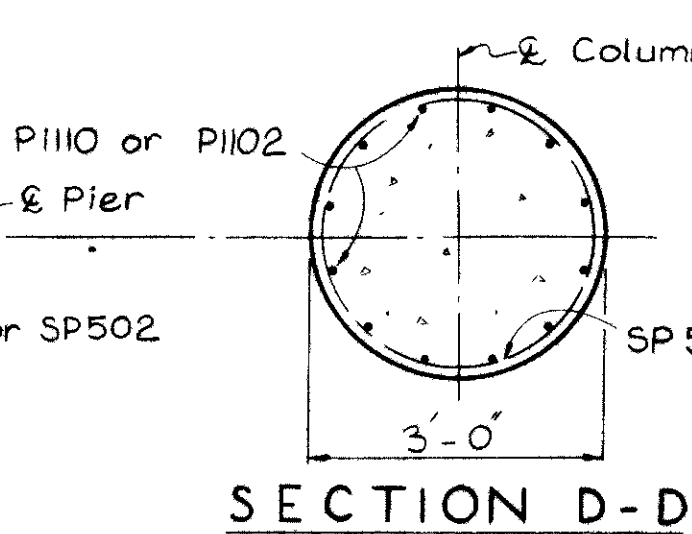
SECTION A-A



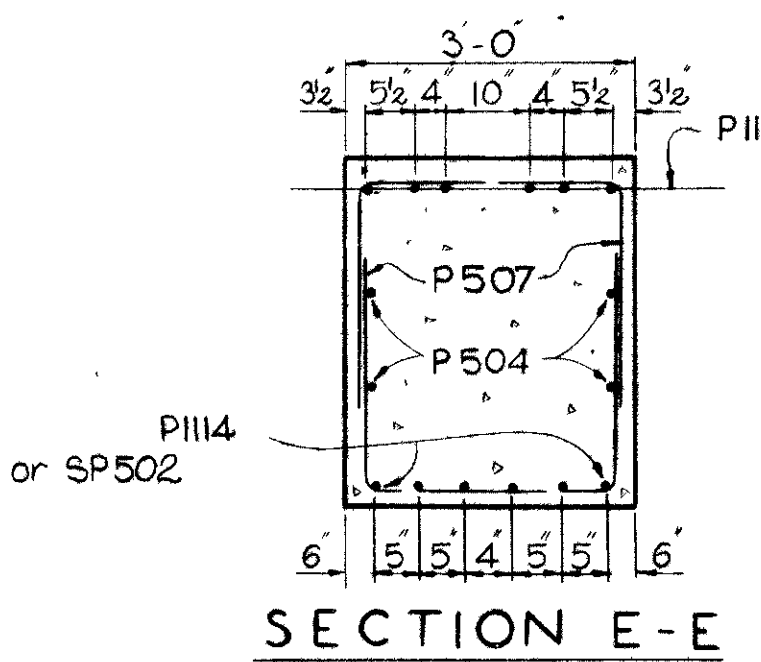
SECTION B-B



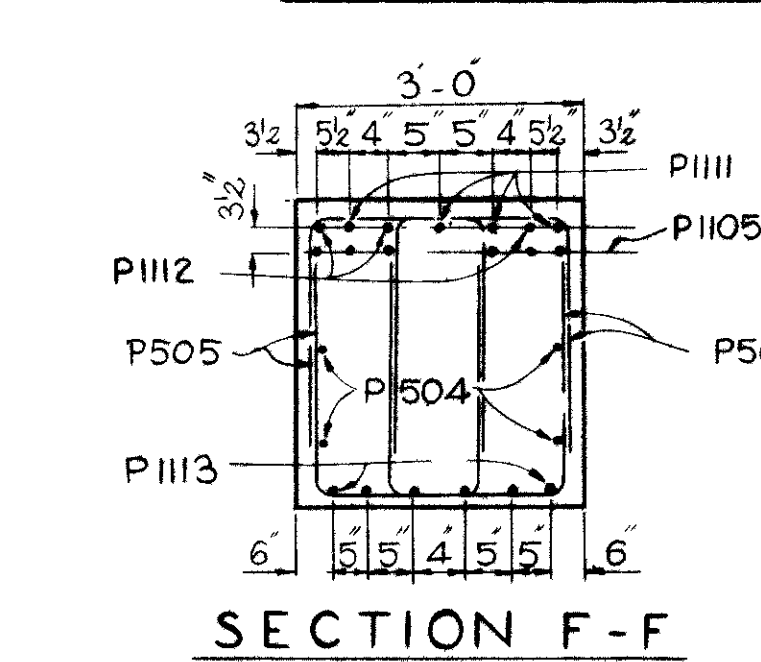
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

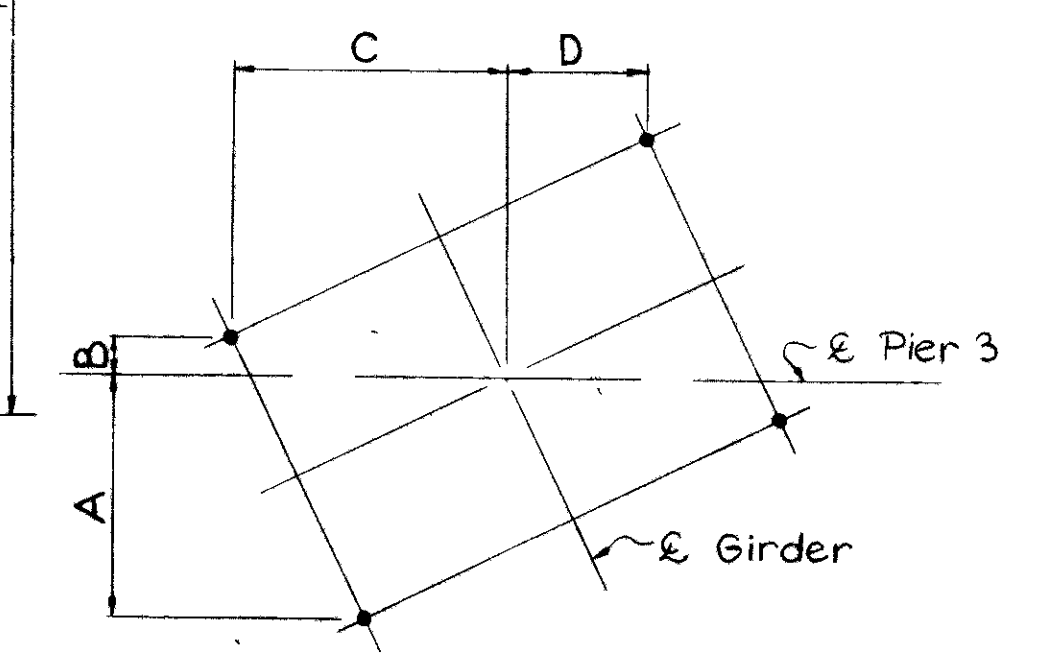
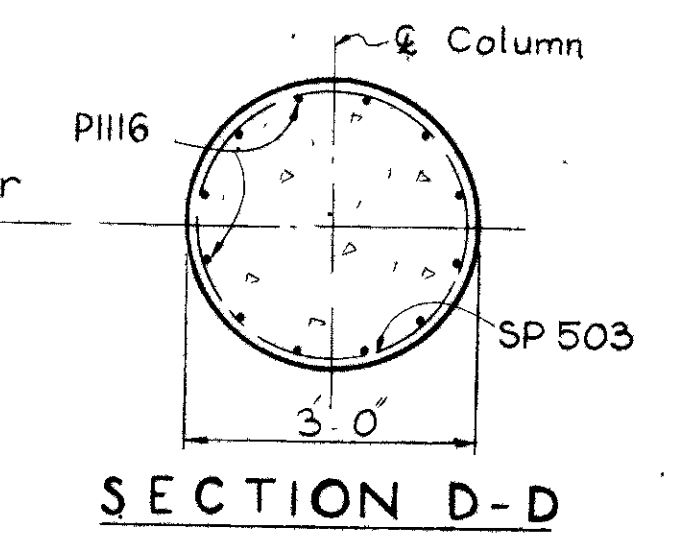
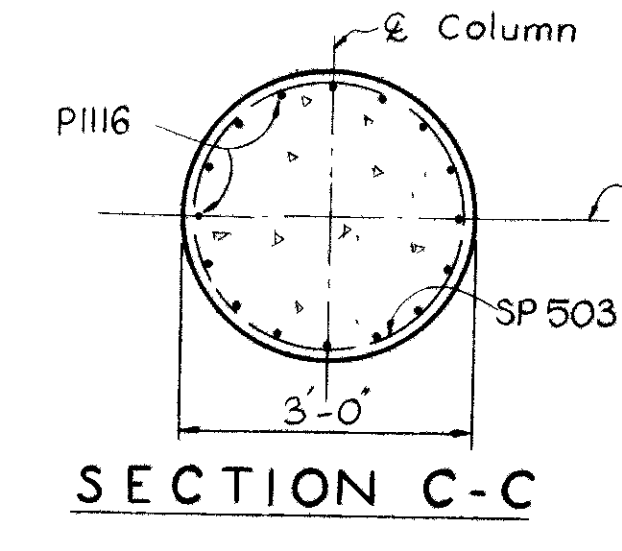
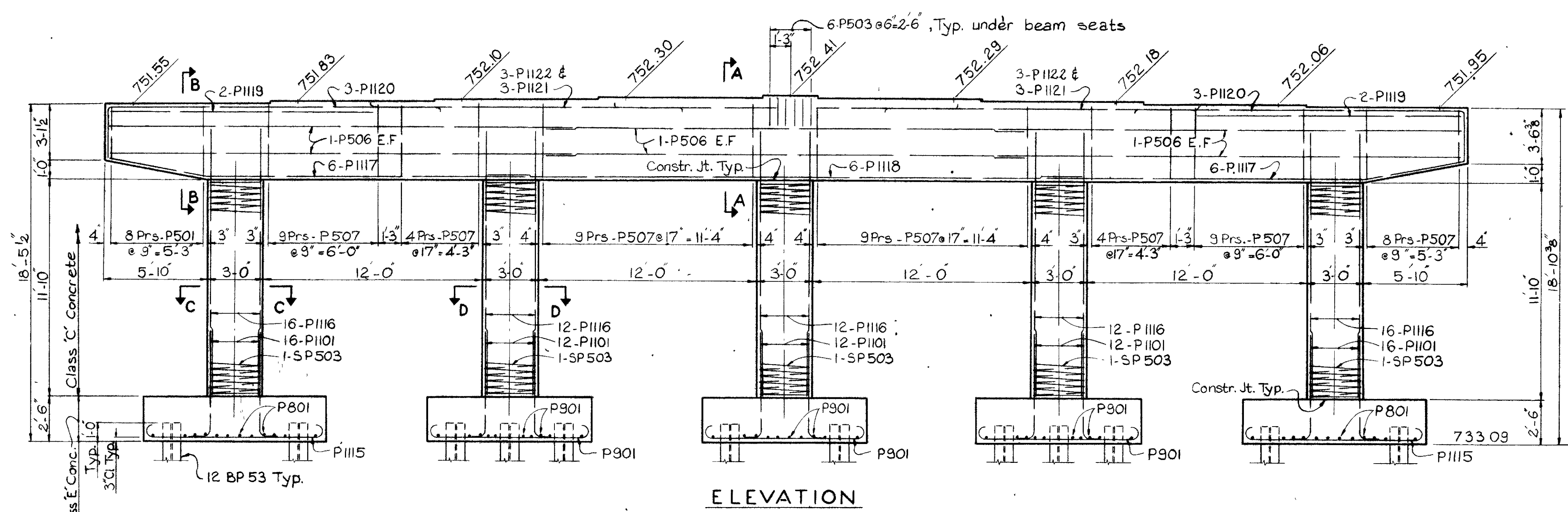
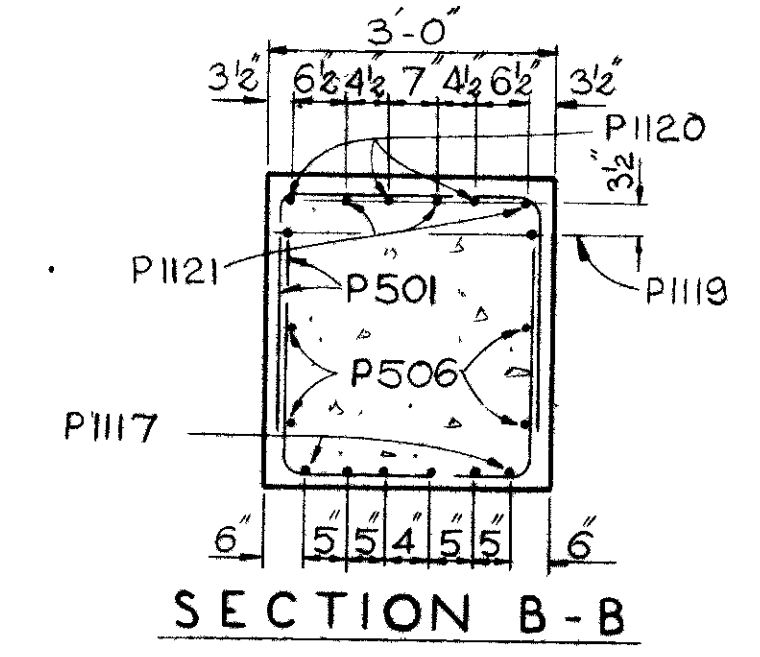
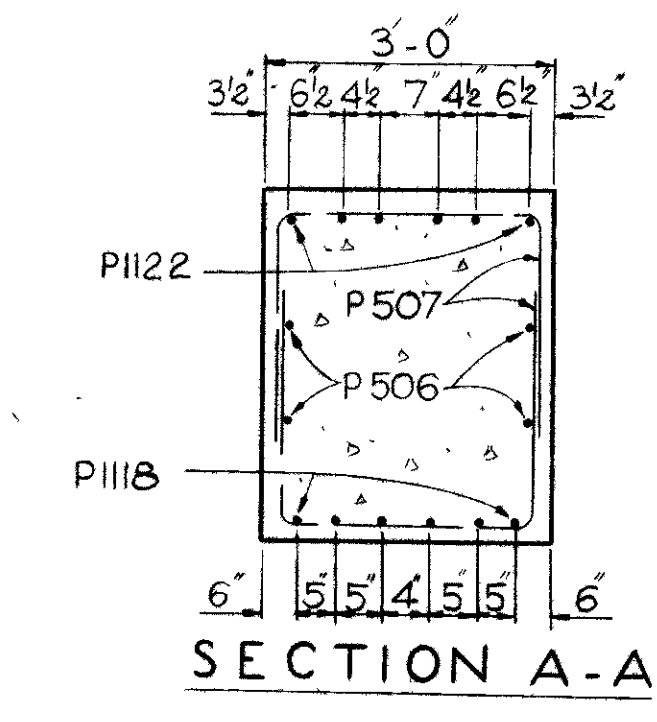
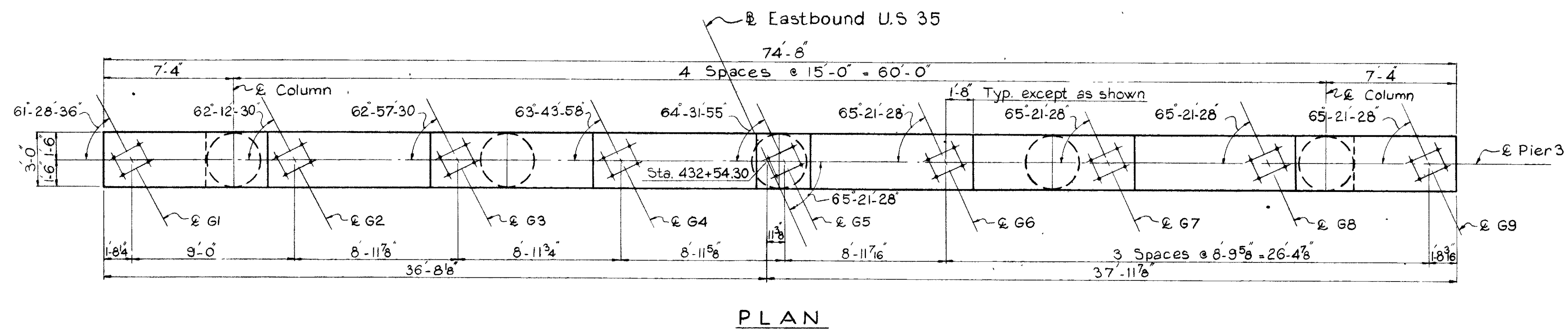
LEGEND
E.F. - Each Face
+ - Indicates batter, 4 Vertical to Horizontal in direction shown

For Notes see Sh. 387

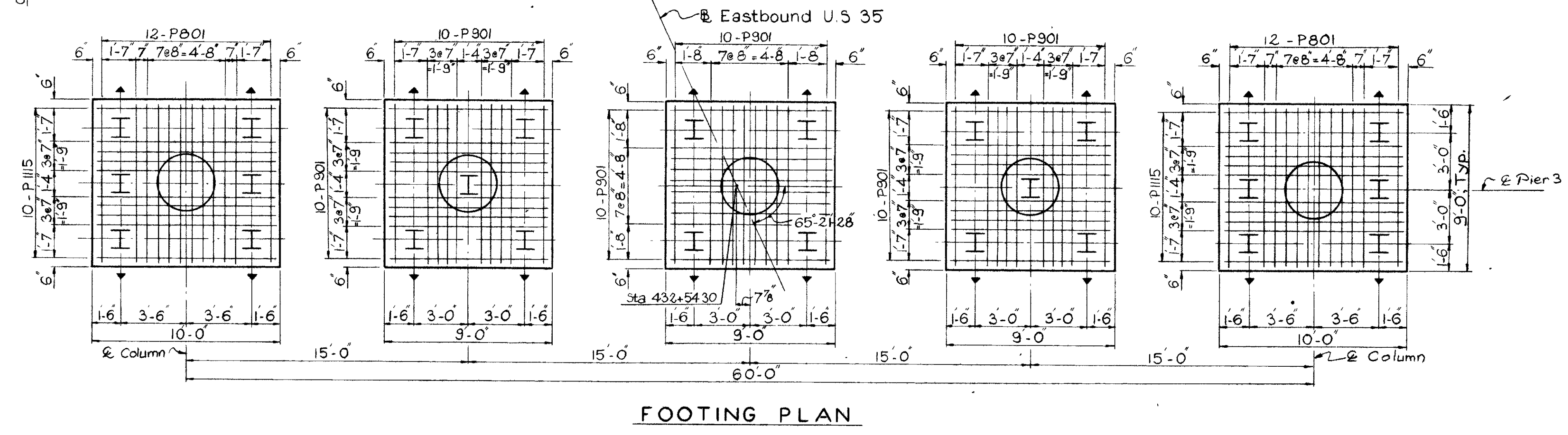
VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

PIERS 1 & 2
BRIDGE NO. MOT-35-1465 R
EASTBOUND U.S. 35 OVER
S. MAIN STREET AND PATTERSON BLVD.
MONTGOMERY COUNTY STA. 430 + 33.55 to
STA. 432 + 39.78

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
L.H.Y.	R.E.		C.J.F.	J.A.D.	8-17-66	



- NOTES**
1. Special care shall be taken in placing reinforcing steel in the vicinity of the beam seat to avoid interference with the drilling of anchor bolt holes.
 2. Place dowels in footing to insure correct spacing of main column steel.
 3. For Reinforcing Steel List, see Sh. 393



	A	B	C	D
G1	10 1/4	1 1/8	11 1/2	5 1/4
G2	10 1/8	1 3/8	11 3/8	5 3/8
G3	10 1/8	1 1/2	11 3/8	5 1/2
G4	10	1 3/8	11 3/8	5 5/8
G5	10	1 3/4	11 3/8	5 3/4
G6	9 7/8	2	11 3/8	5 7/8
G7	9 7/8	2	11 3/8	5 7/8
G8	9 7/8	2	11 3/8	5 7/8
G9	9 7/8	2	11 3/8	5 7/8

LEGEND
 E F - Each Face
 ↓ - Indicates Batter
 4 Vertical to 1 Horizontal
 in direction shown

VOGT, IVERS, & ASSOCIATES
 ENGINEERS ARCHITECTS
 CINCINNATI CHICAGO

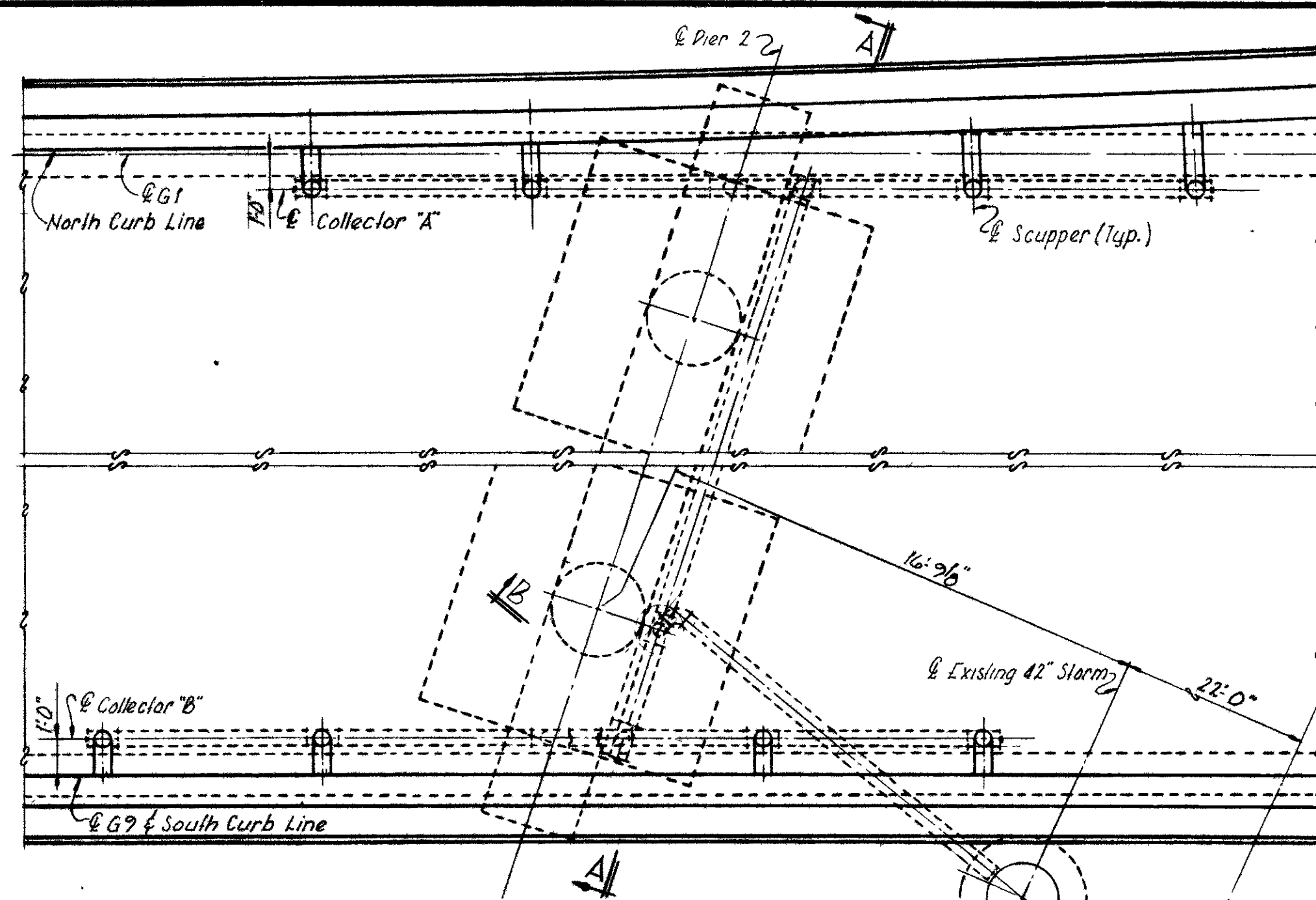
PIER 3
 BRIDGE NO. MOT-35-1465 R.
 EASTBOUND U.S. 35 OVER
 S. MAIN STREET AND PATTERSON BLVD.
 MONTGOMERY COUNTY STA. 430 + 33.55 to
 STA. 432 + 99.78

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
L.H.Y.	R.E.		C.J.F.	J.A.D.	8-17-66	

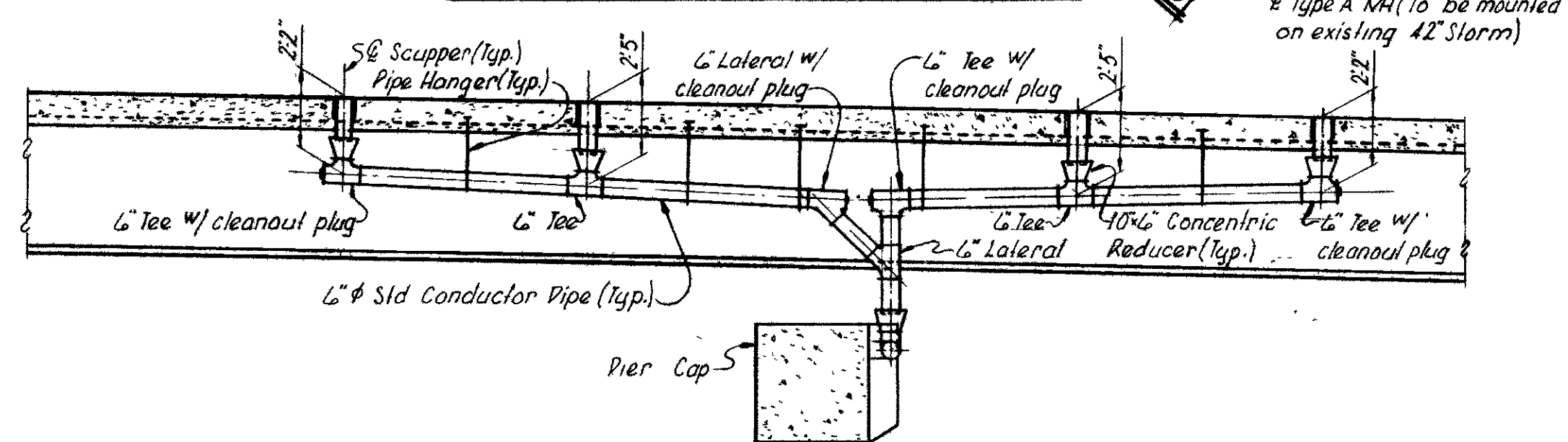
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

390
520

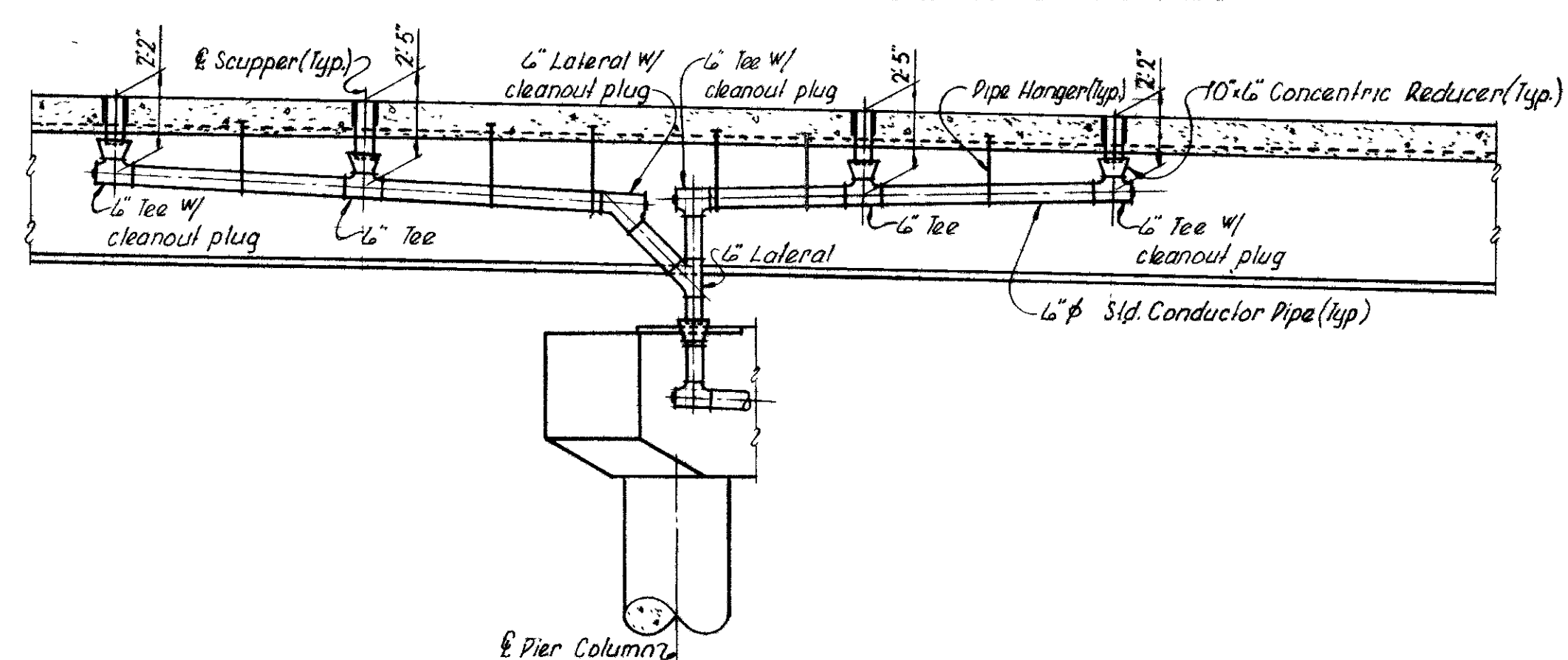
MOT-35-14.52



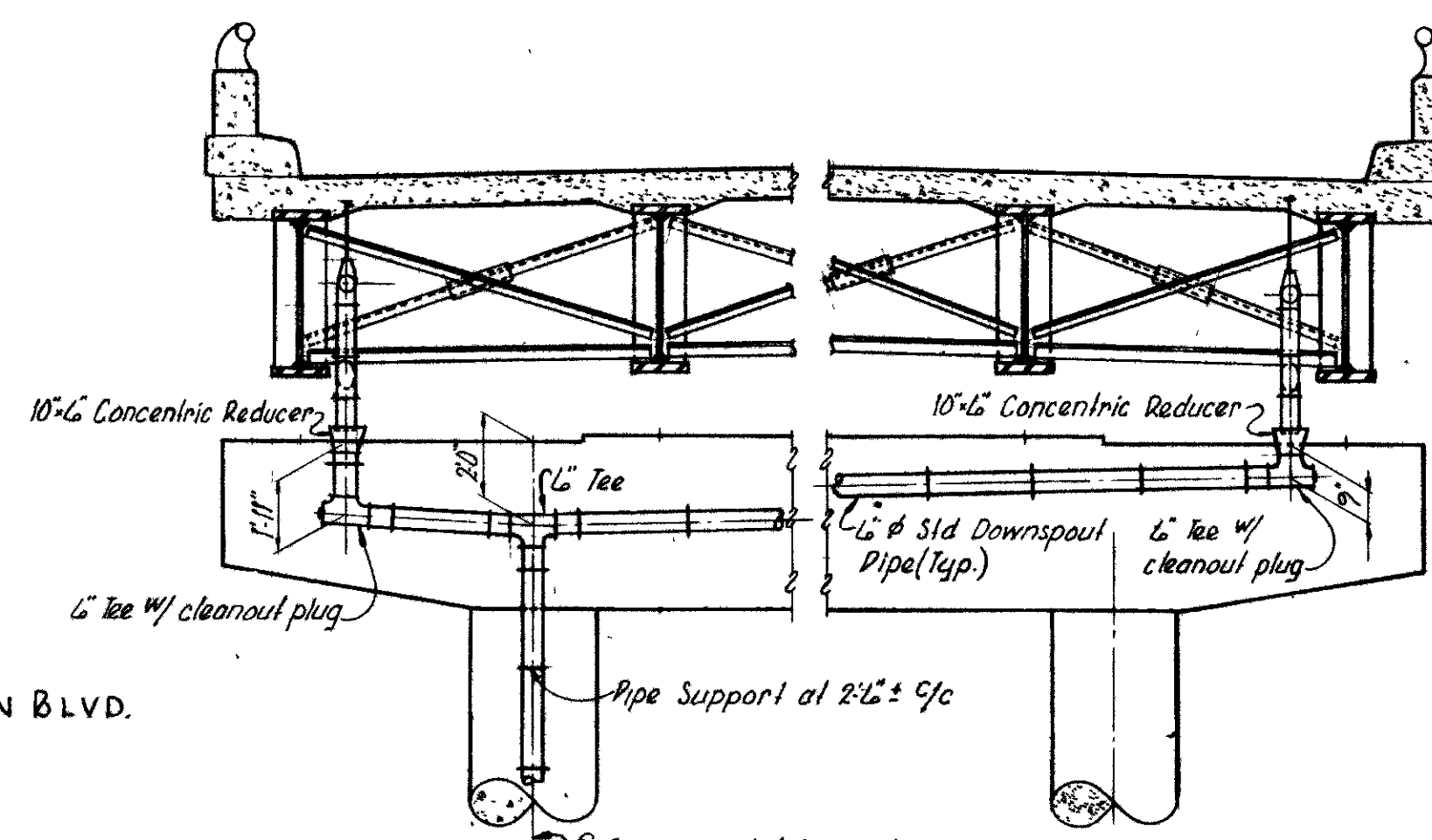
PLAN - COLLECTORS 'A' & 'B'



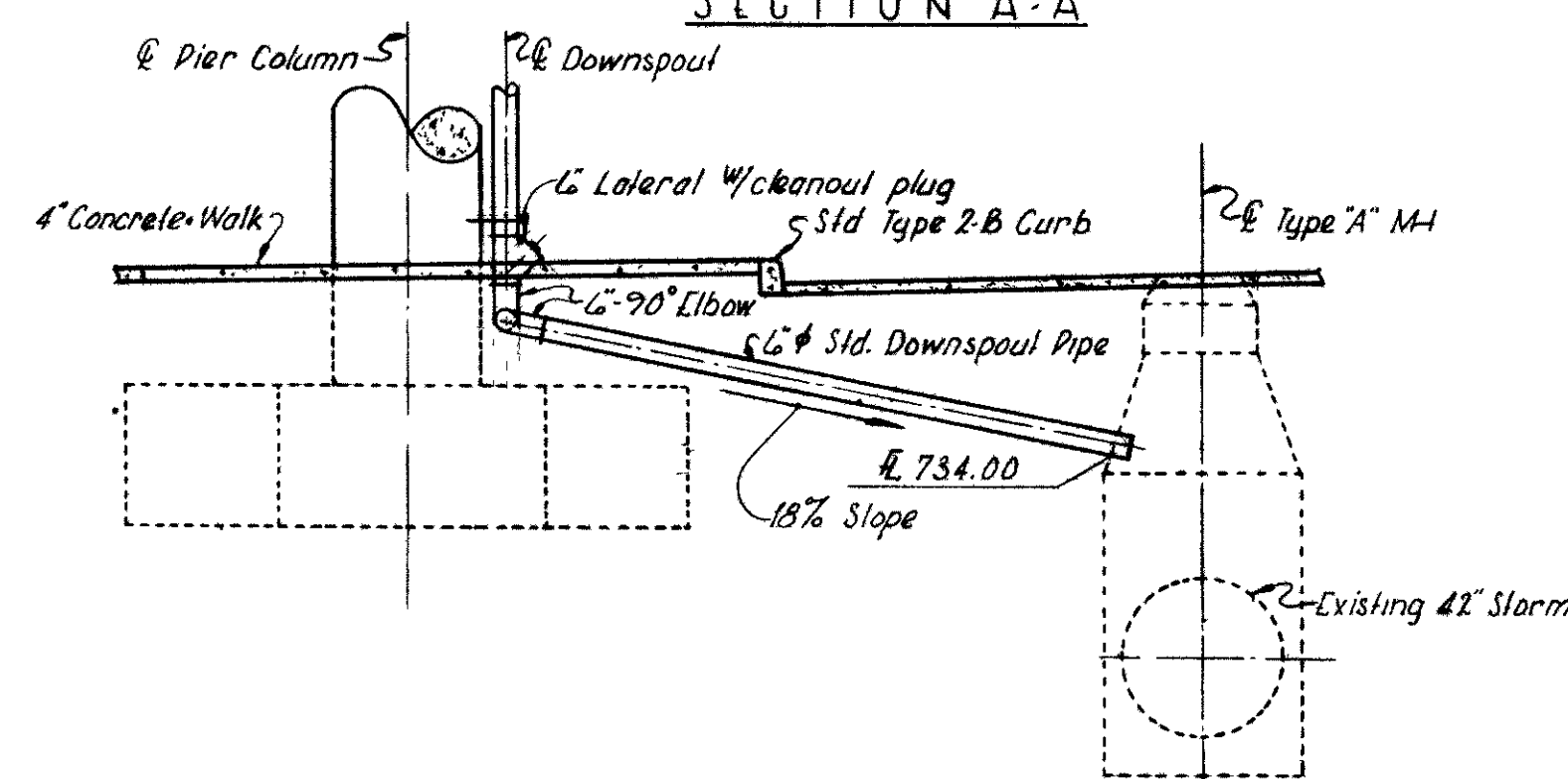
PROFILE - COLLECTOR 'A'



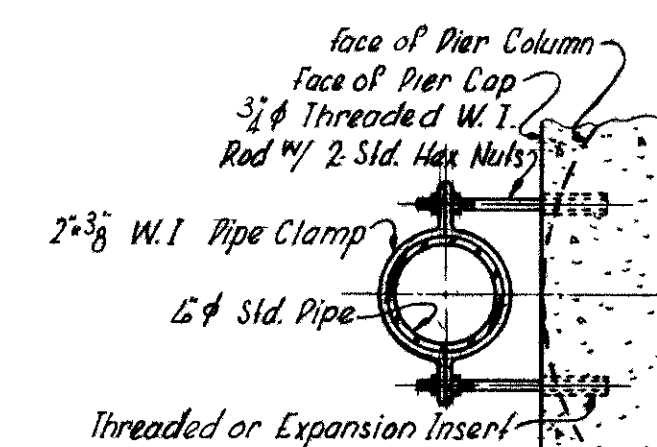
PROFILE - COLLECTOR 'B'



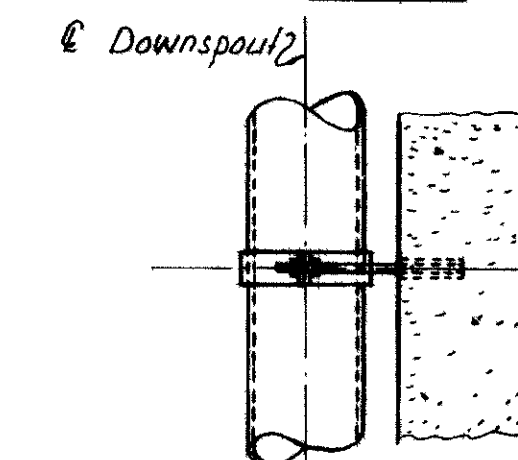
SECTION A-A



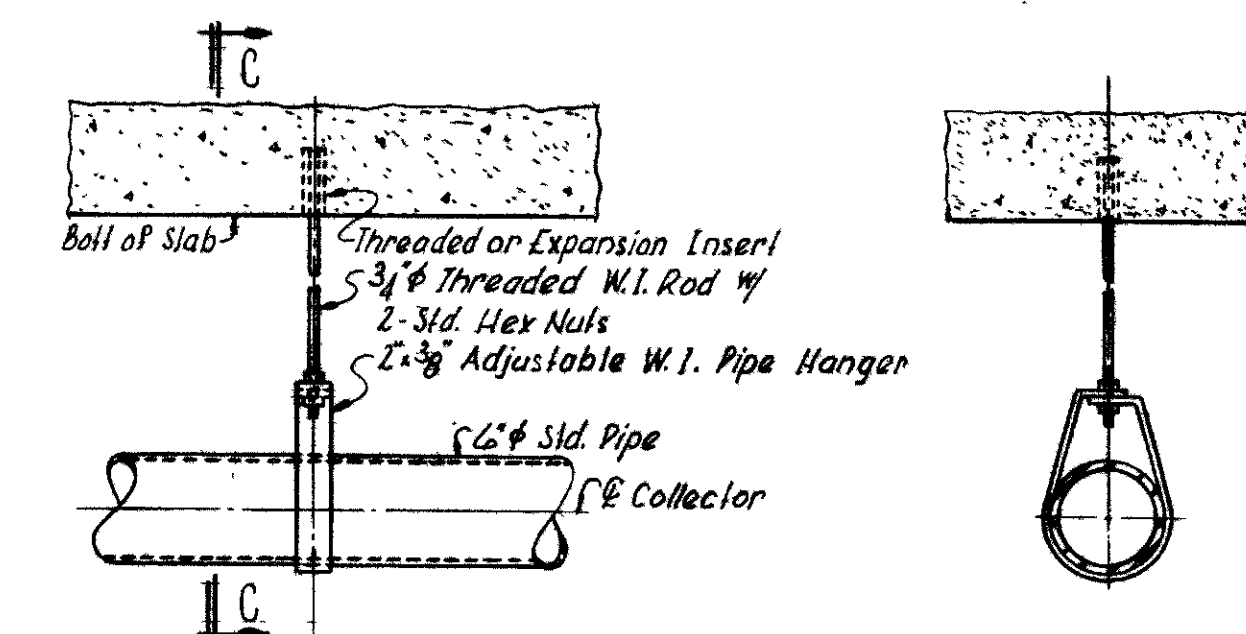
SECTION B-B



PLAN



ELEVATION
TYPICAL
PIPE SUPPORT



ELEVATION

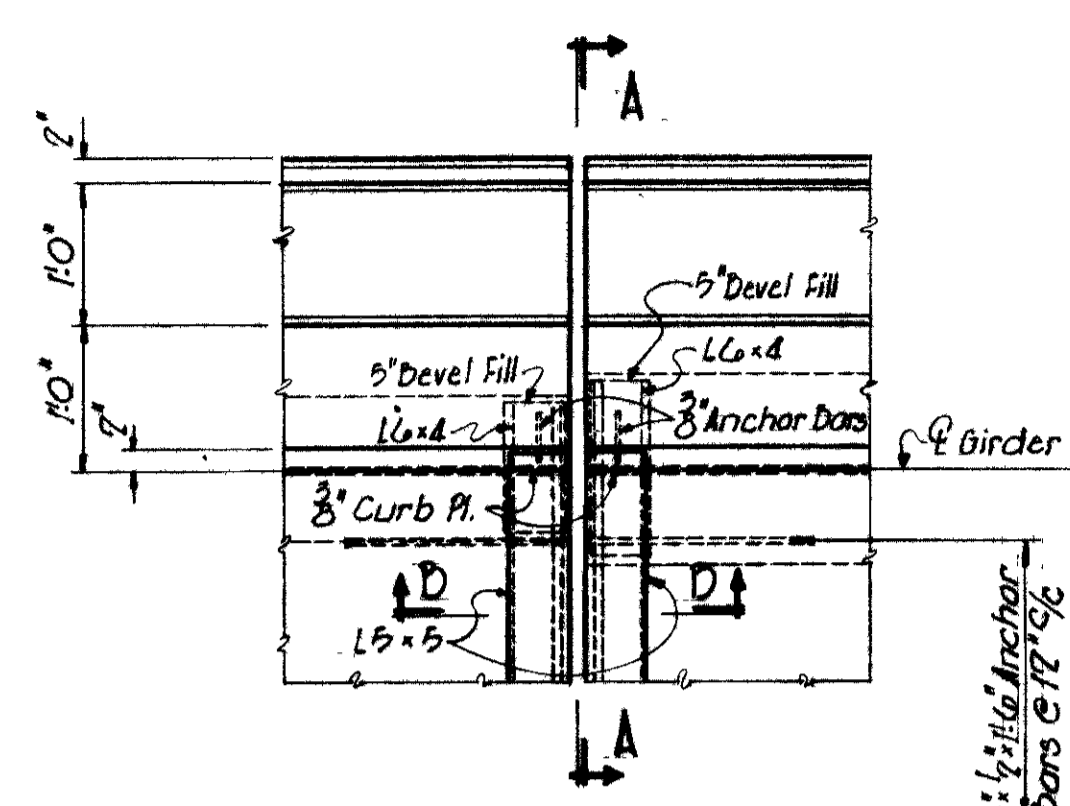
SECTION C-C

TYPICAL PIPE HANGER

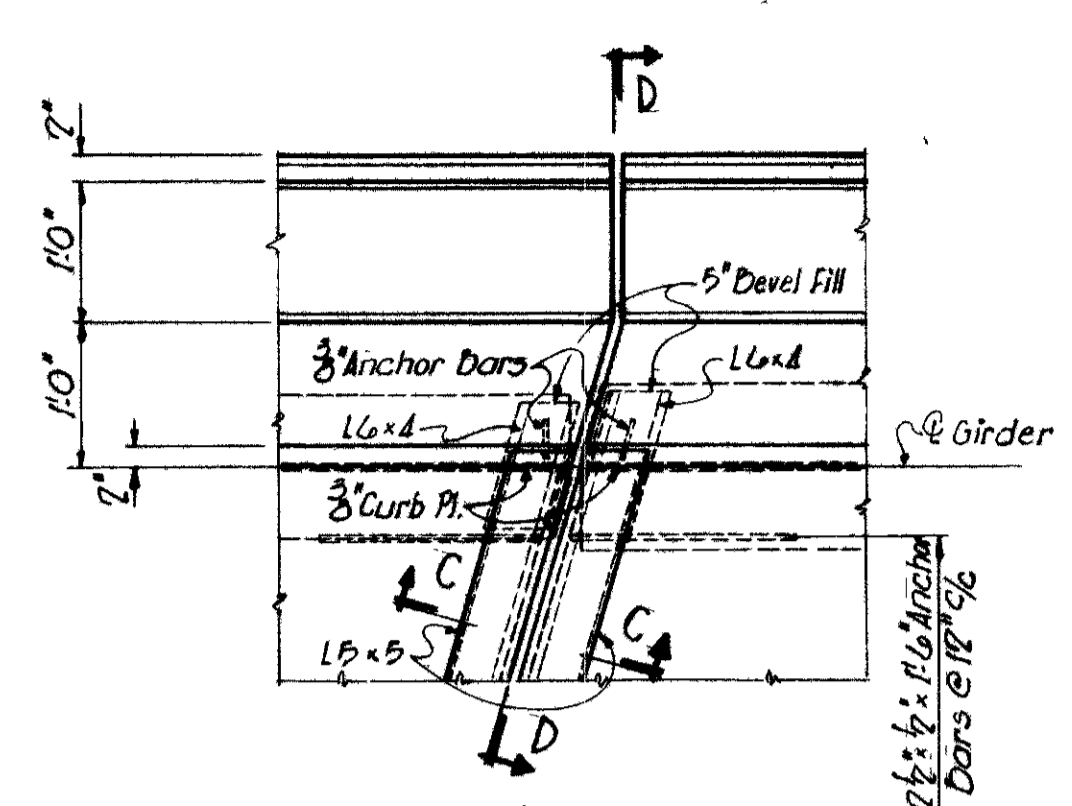
NOTES

- All scuppers shall be included for payment under Item 518.
- 6" Std. Conductor Pipe including specials shall be included for payment under Item 518.
- 6" Std. Pipe Downspout shall be included for payment under Item 518, Std. Pipe Downspout, Wrought Iron or Hot-dip Galvanized Steel, including specials.
- For location of collectors and spacing of scuppers, see Framing Plan, Sh. 388.
- For additional notes, see Sh. 389.

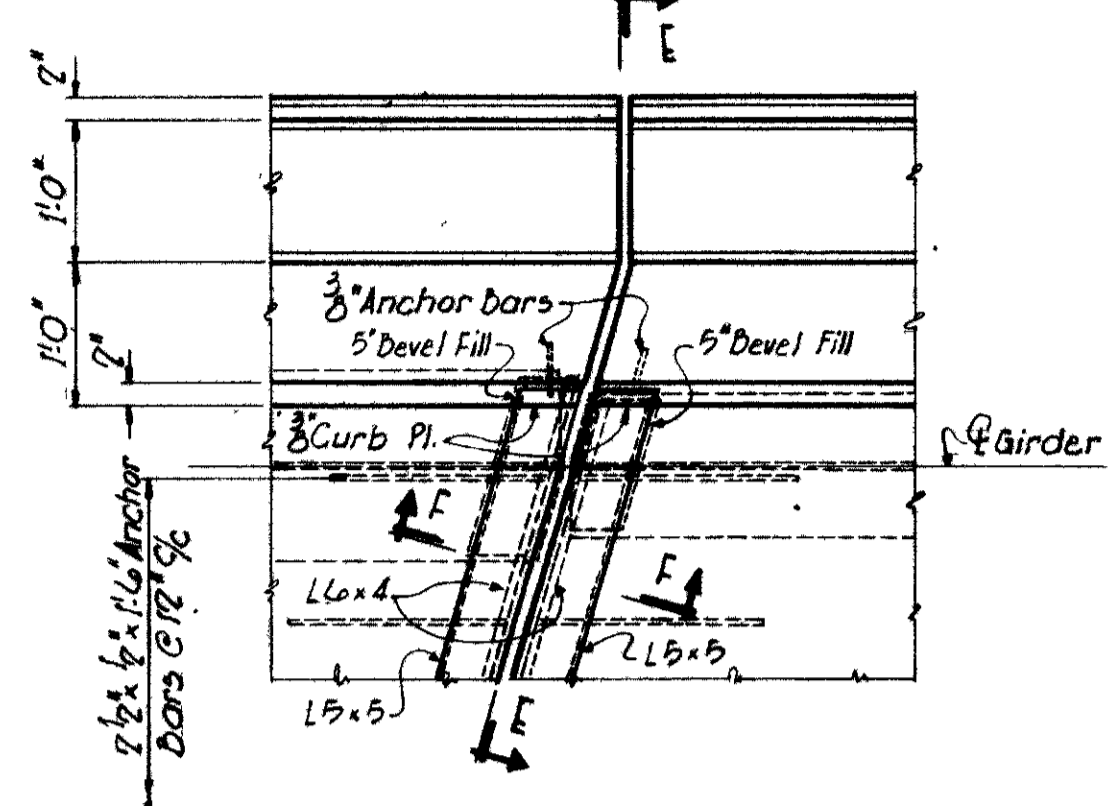
VOGT, IVERS, & ASSOCIATES ENGINEERS ARCHITECTS CINCINNATI CHICAGO					
DRAINAGE DETAILS BRIDGE NO. MOT-35-14.52 EASTBOUND U.S. 35 OVER S. MAIN STREET & PATTERSON BLVD. MONTGOMERY COUNTY STA. 430+33.55 to STA. 432+99.78					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
~	G.J.W.	~	R.K.K.	J.A.D. 8-17-66	



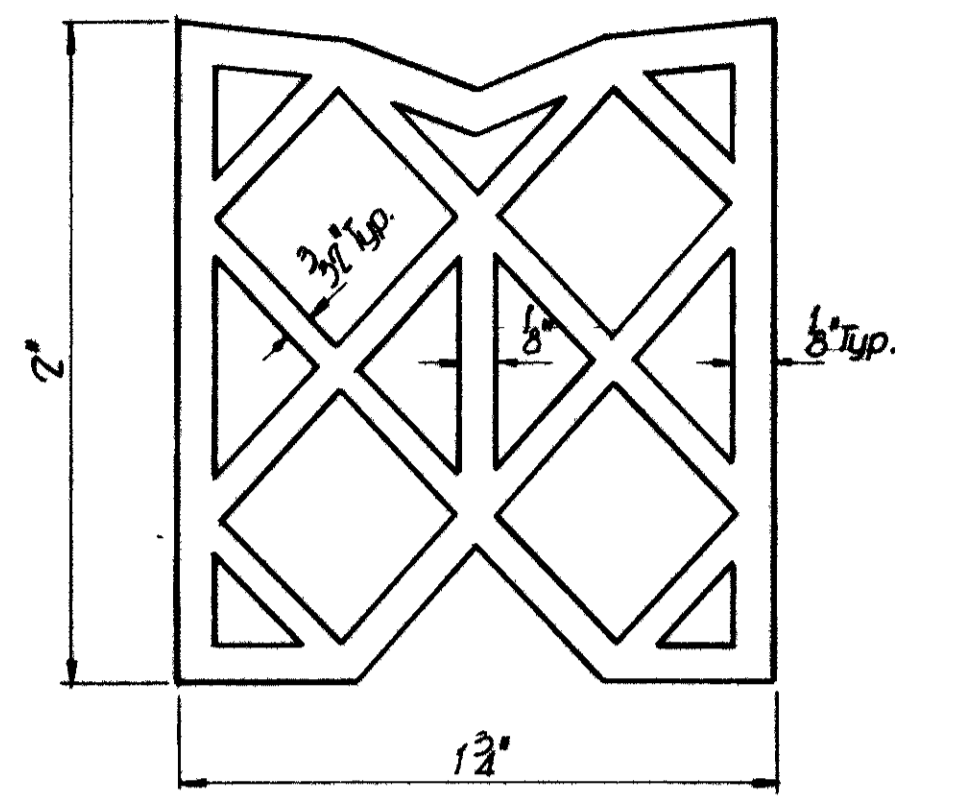
PLAN A
BRIDGE: MOT-35-1465 R



PLAN D
BRIDGES: RAMP D OVER JEFFERSON STREET
RAMP F OVER JEFFERSON STREET
MOT-35-1465 L
RAMP C OVER LUDLOW STREET & RAMP D
MOT-35-1465 R

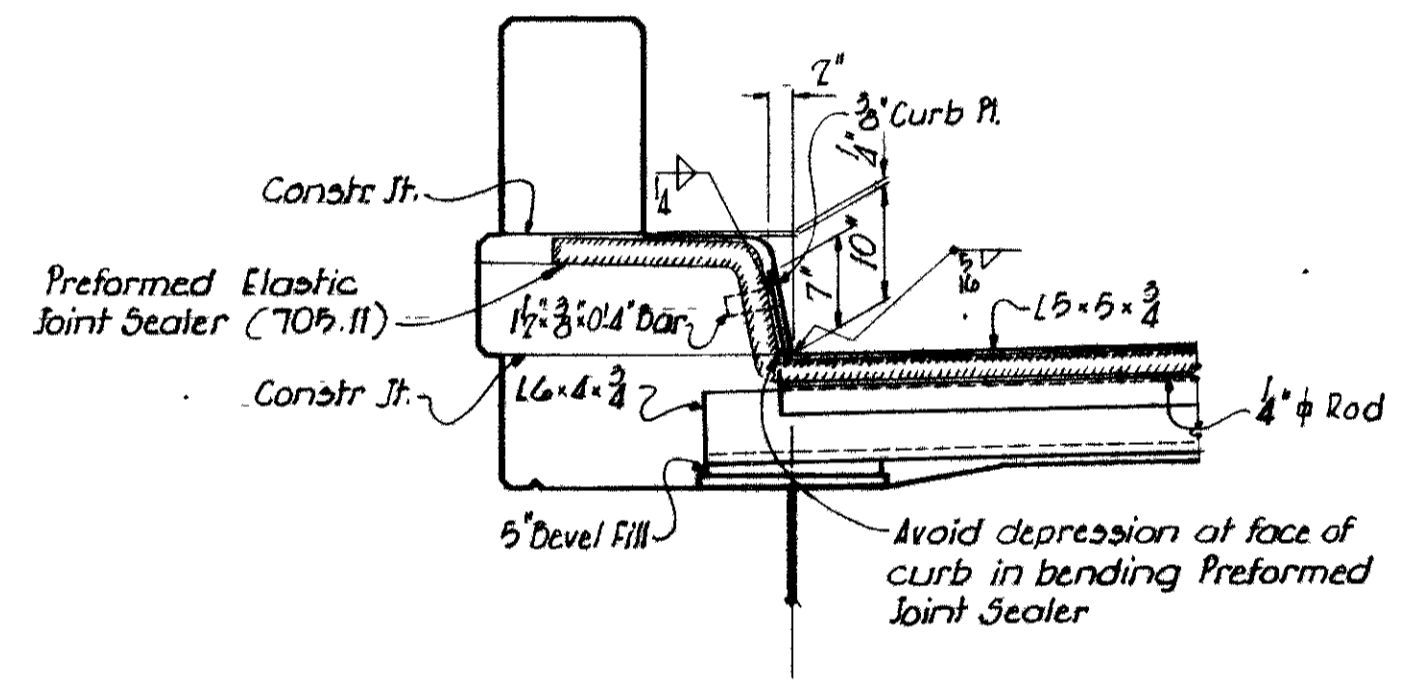


PLAN C
BRIDGES: RAMP F OVER JEFFERSON STREET
MOT-35-1465 R
RAMP D OVER PATTERSON DLVD. & S. MAIN STREET

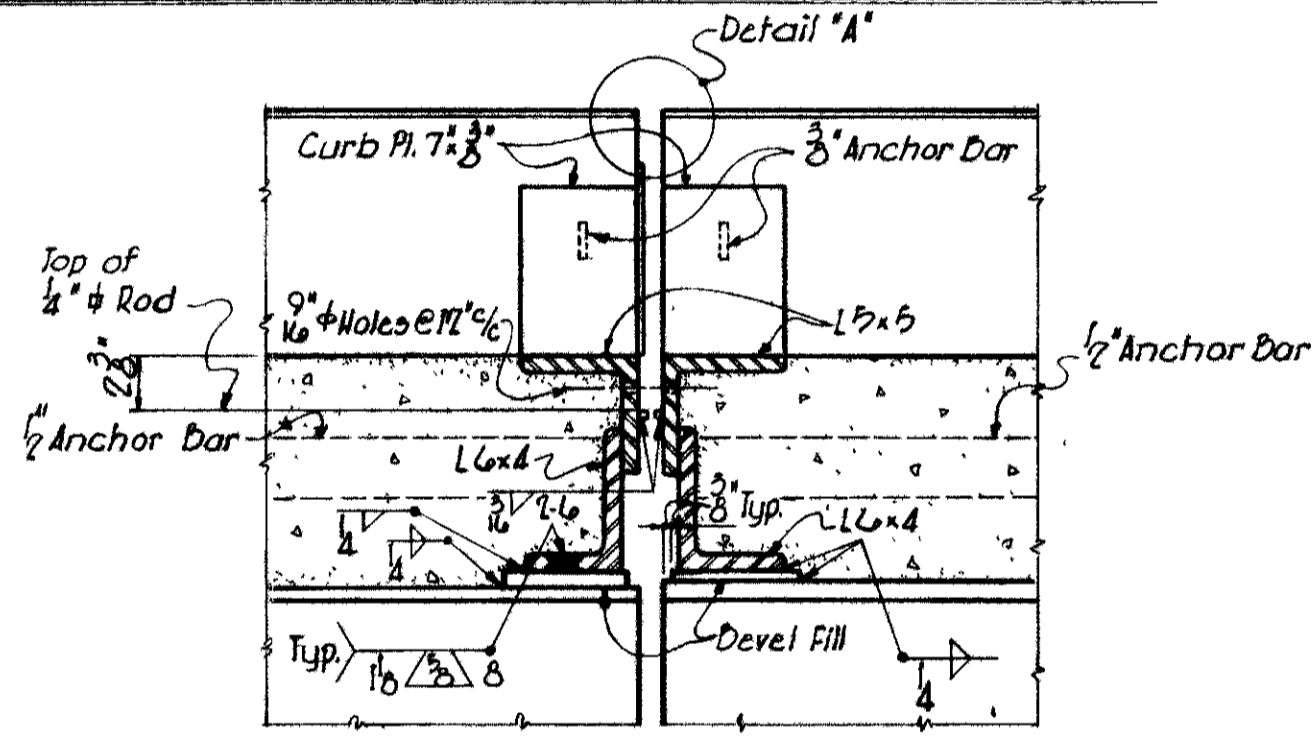


PREFORMED ELASTIC JOINT SEALER DETAIL

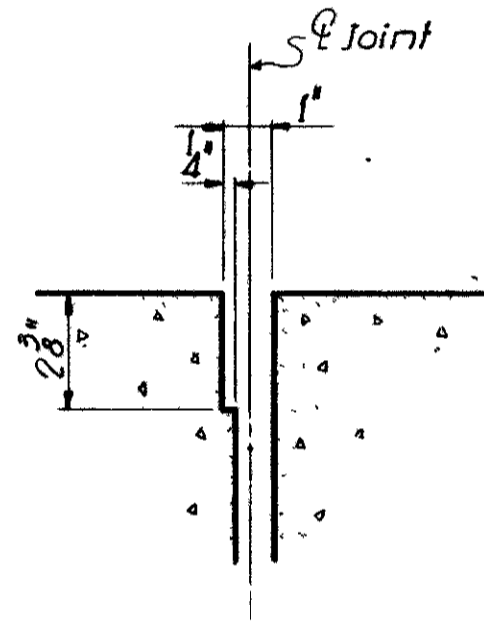
DECK AND SAFETY CURB JOINT DETAILS AT HINGE



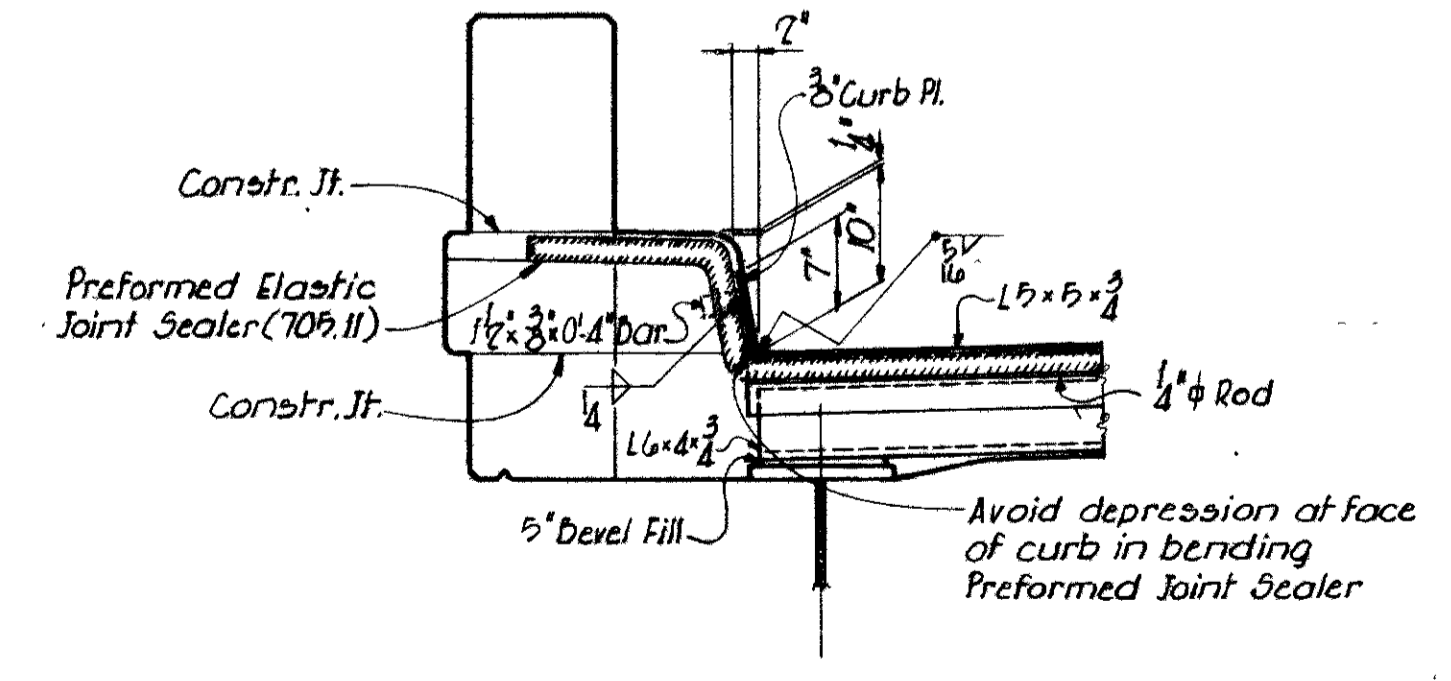
SECTION A-A
SECTION D-D SIMILAR



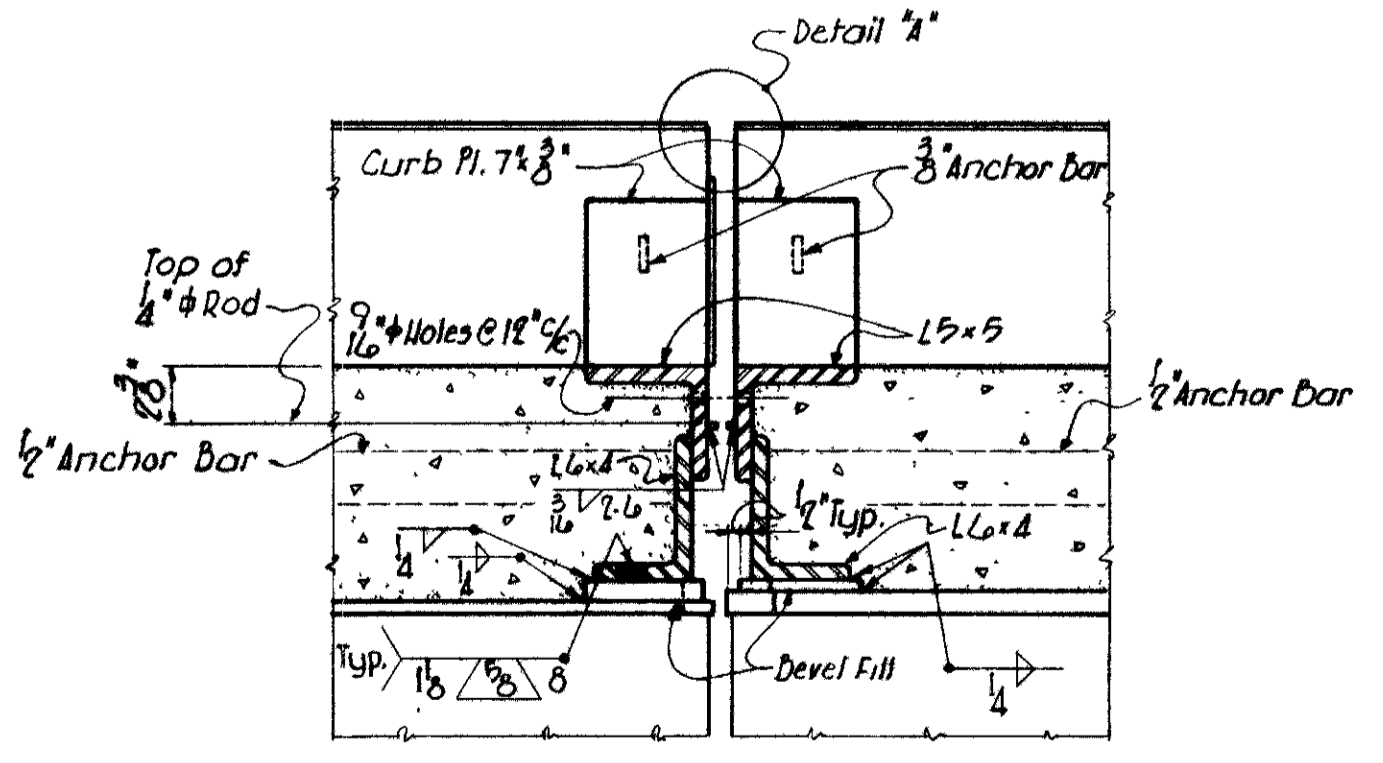
SECTION D-D



DETAIL 'A'



SECTION E-E



SECTION C-C
SECTION F-F SIMILAR

- NOTES:
- Plans "A" thru "C" portray deck and safety curb joint details at hinges for Bridges of MOT-35-1465 as noted. For adaption see respective roadway slab and framing plan details.
 - For details of anchor bars, bevel plates, and welding of angles see Std. Dwg. 5D-1-65, Sheet 1 of 3.
 - The joint shall be sealed with a Preformed Elastic Joint Sealer (See Detail) and shall meet the requirements of Item 705.11 of "Construction and Material Specifications."
 - Installation of the Preformed Elastic Joint Sealer shall be according to Manufacturer's recommendations.

FINISHED PAVEMENT ELEVATIONS													
STATION	430+25	430+50	430+75	431+00	431+25	431+50	431+75	432+00	432+25	432+50	432+75	433+00	433+25
LEFT CURB LINE	758.57	758.49	758.42	758.34	758.27	758.13	757.98	757.82	757.64	757.51	757.38	757.24	757.19
PROFILE GRADE	758.80	758.73	758.65	758.58	758.50	758.43	758.35	758.28	758.20	758.13	758.05	757.98	757.90
CROWN ELEVATION	758.91	758.84	758.76	758.69	758.61	758.54	758.46	758.39	758.31	758.24	758.16	758.09	758.01
RIGHT CURB LINE	758.47	758.40	758.32	758.25	758.17	758.10	758.02	757.95	757.87	757.80	757.72	757.65	757.57

VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

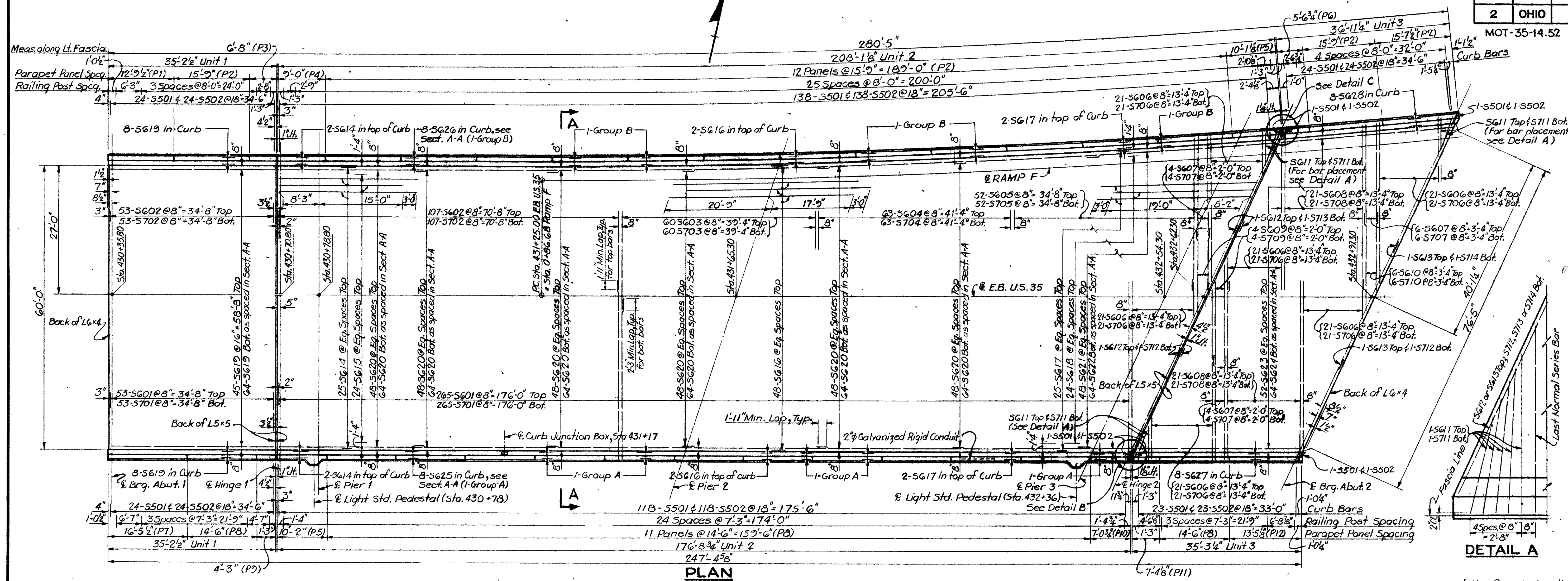
MISCELLANEOUS SUPERSTRUCTURE
DETAILS
BRIDGE NO. MOT-35-1465 R
EASTBOUND U.S. 35 OVER
S. MAIN STREET AND PATTERSON DLVD.
MONTGOMERY COUNTY STA. 430+33.55 to
STA. 432+99.73

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	BY
~	STAMANK	~	CFL.	J.A.D.	8-17-66	9-2

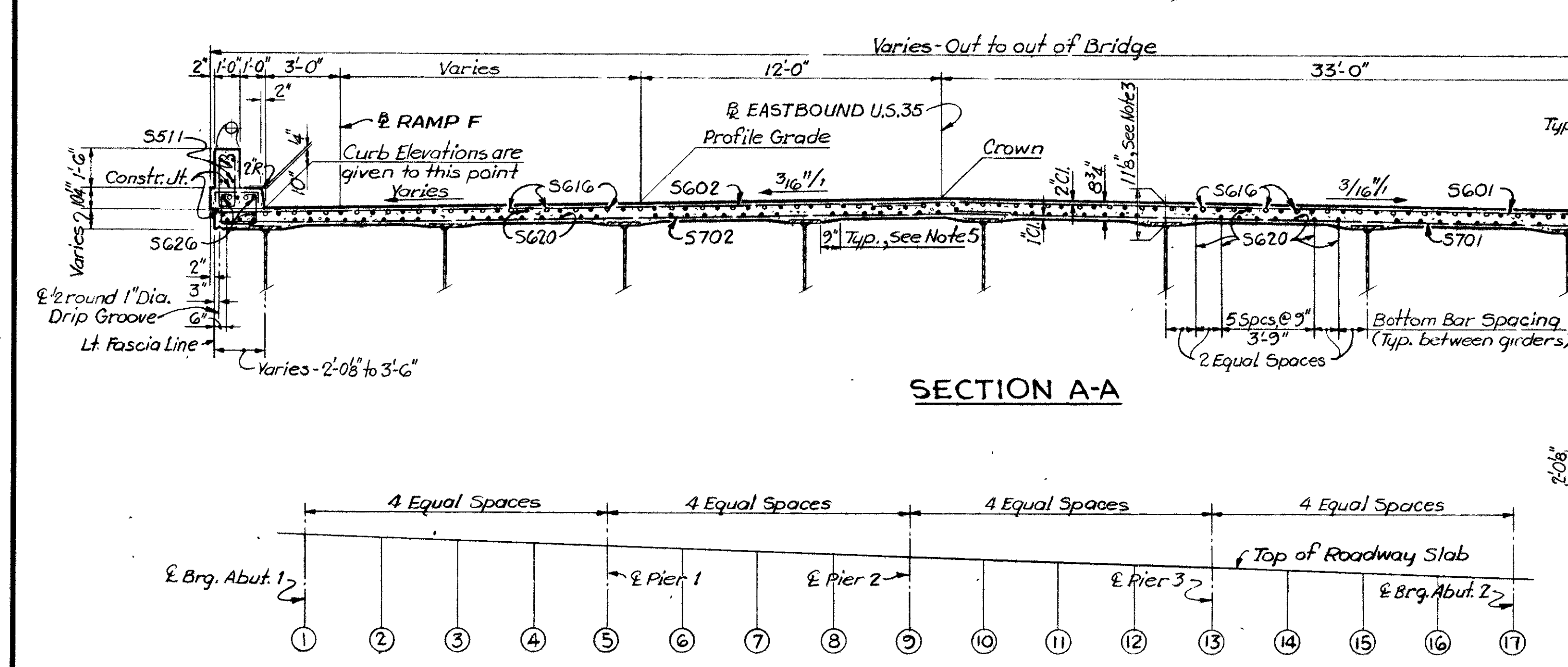
NOTE: All Transverse Steel to be placed normal to E.B. U.S.35 except as shown.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

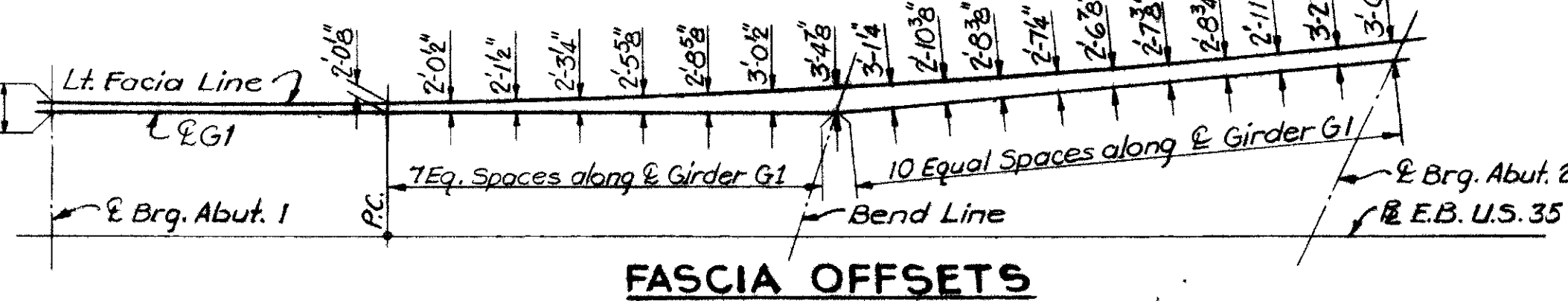
392
520



PANEL		
MARK	NO.	"L"
P1	1	12'-9 1/2"
P2	14	15'-9"
P3	1	15'-7 1/2"
P4	1	6'-8"
P5	1	9'-0"
P6	1	10'-2"
P7	1	5'-6 3/4"
P8	13	14'-6"
P9	1	4'-3"
P10	1	7'-0 1/2"
P11	1	7'-4 1/2"
P12	1	13'-5 1/8"



- NOTES:**
- For Details of Curb Junction Box for Underpass Luminaire see Sheet 237.
 - For Reinforcing Steel List, see Sheet 393.
 - The slab thickness includes 1" monolithic wearing surface.
 - This is a nominal dimension. The quantity of deck concrete to be paid for shall be based upon this dimension, even though deviation from it may be necessary because the top flange of the girder may not have the exact camber or conformation required to place it parallel to the finished grade line. Deduction shall be made for volume of encased steel plates as per Sec. 511.19 of the Construction and Material Specifications.
 - A typical haunch 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" in width.
 - For End Dam and Curb Plate Details at Abutments, see Std. Dwg. SD-1-65, Sheets 1 & 2 of 3.
 - Parapet concrete and longitudinal reinforcing bars in parapet are to be included with Item 517 for payment.
 - A Delineator Bracket, Type A-1 shall be mounted on the aluminum handrail, right of E.B. U.S.35 at Sta. 432+00.
 - For Railing and Parapet Joint Details, see Std. Dwg. BR-1-65, Sheet 1 of 2.
 - For Light Standard Details, see Sheet 382.
 - For Collector System, Scupper Layout & Details, see Sh. 388 & 39.
 - For Details of Slab Joints, see Sheet 391.
 - For Details of provisions for conduit expansion of open joints, see Sheet 237.



SCREED ELEVATIONS (Adjusted for Slab Deflection)																	
POINT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
LT. CURB LINE	758.45	758.42	758.39	758.35	758.32	758.30	758.24	758.08	757.90	757.78	757.64	757.51	757.33	757.26	757.21	757.16	757.13
RT. CURB LINE	758.36	758.33	758.30	758.27	758.23	758.19	758.13	758.06	758.00	757.96	757.91	757.84	757.75	757.72	757.69	757.66	757.62

FINISHED PAVEMENT ELEVATIONS													
STATION	430+25	430+50	430+75	431+00	431+25	431+50	431+75	432+00	432+25	432+50	432+75	433+00	433+25
LEFT CURB LINE	758.49	758.41	758.34	758.26	758.19	758.05	757.90	757.74	757.56	757.43	757.30	757.16	757.11
PROFILE GRADE	758.72	758.65	758.57	758.50	758.42	758.35	758.27	758.20	758.12	758.05	757.97	757.90	757.82
CROWN ELEVATION	758.83	758.76	758.68	758.61	758.53	758.46	758.38	758.31	758.23	758.16	758.08	758.01	757.93
RIGHT CURB LINE	758.39	758.32	758.24	758.17	758.09	758.02	757.94	757.87	757.79	757.72	757.64	757.57	757.49

See Sheet 391 for Finished Pavement Elevations

VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

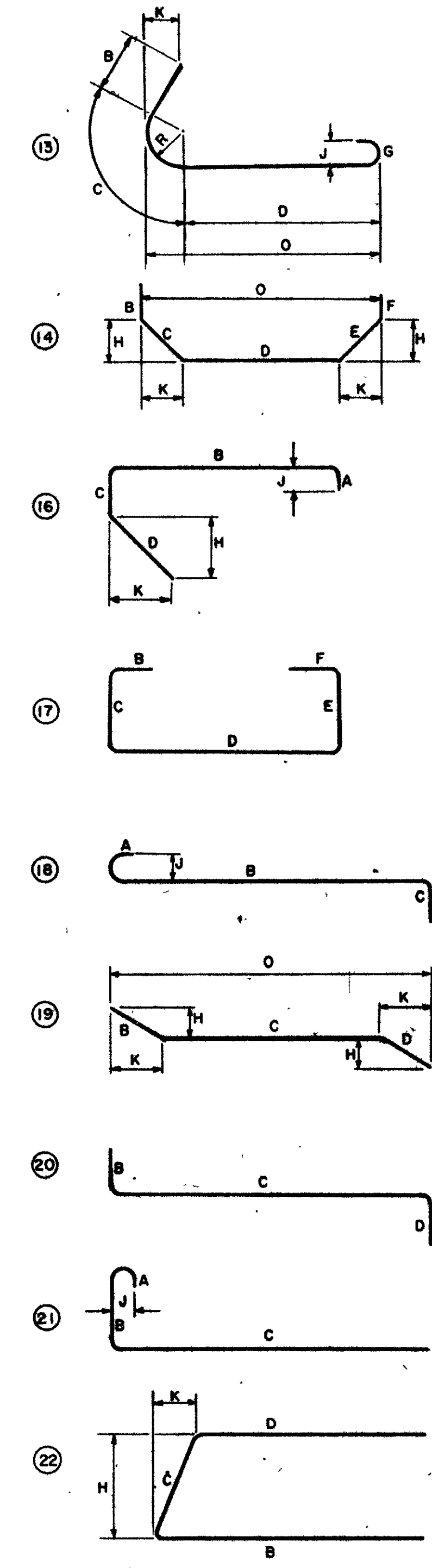
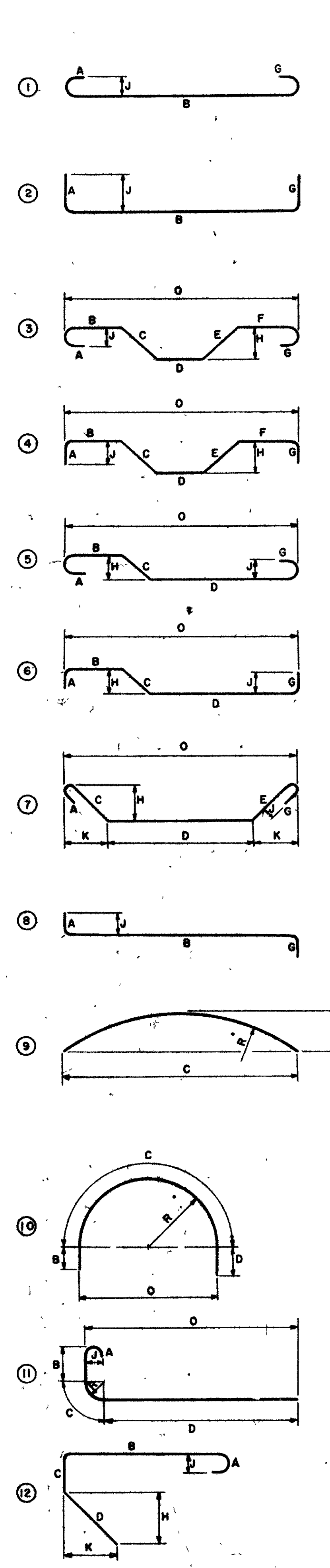
SUPERSTRUCTURE ROADWAY SLAB
BRIDGE NO. MOT-35-1465-R
EASTBOUND U.S. 35 OVER
S. MAIN STREET & PATTERSON BLVD.

MONTGOMERY COUNTY STA. 430+33.55 TO STA. 432+99.78

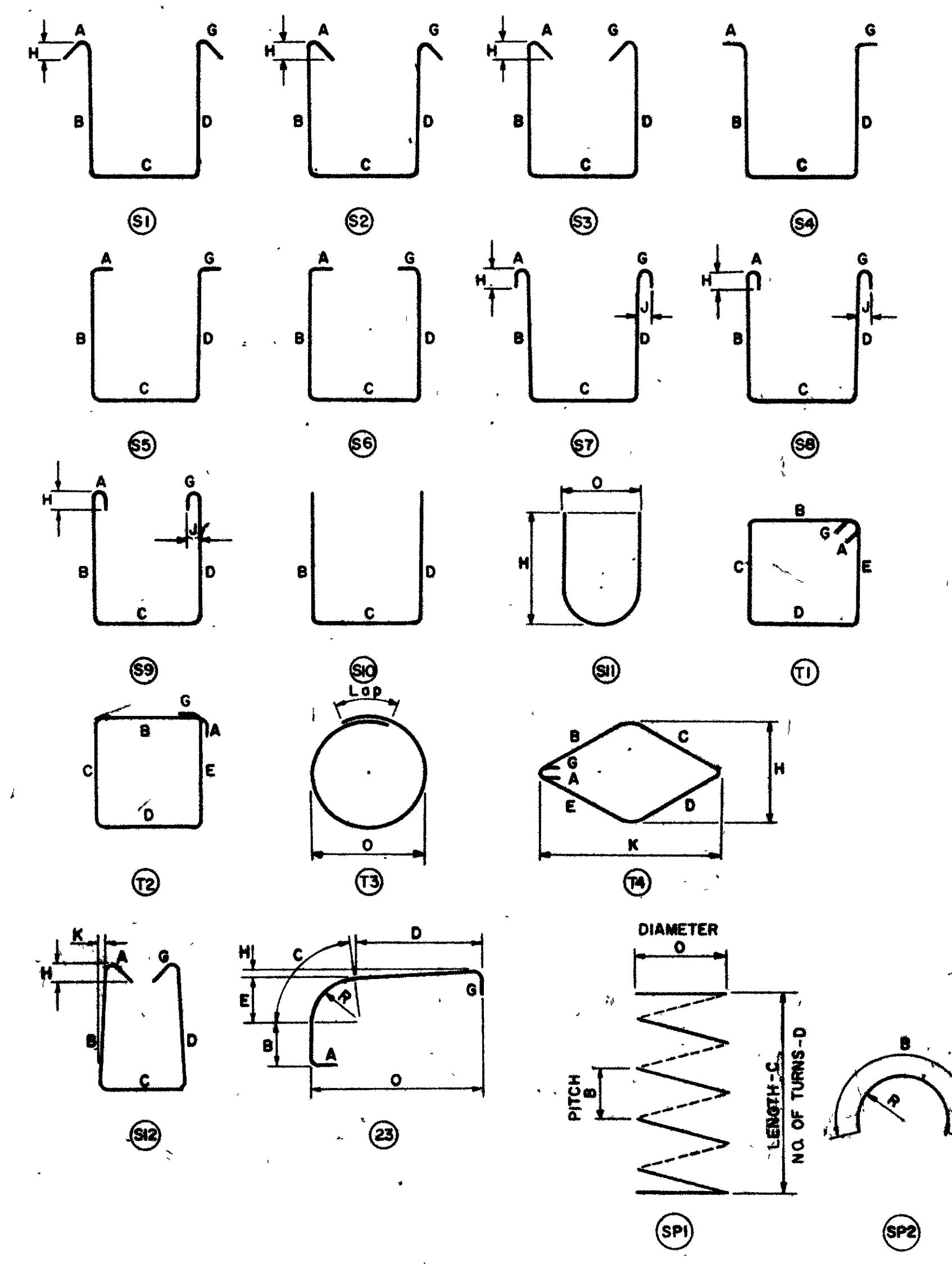
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.I.S.	J.C.H.	~	I.J.S.	J.A.D. 8-17-66	3-27-68

MOT-35-14.52

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
A501	17		1'-7"	5'-4"	1'-7"								
A502	2	6"	6'-6"										
A503	17		2'-0"	5'-5"	2'-0"								
A511	T1	5"	3'-0"	2'-6"	3'-0"	2'-6"		5"					
A514	19		5'-3"	7'-0"				2'-4"		4'-8"			11'-8"
A518	17		1'-9"	1'-2"	3'-7"								
A519	2	6"	3'-7"										
A520	17		1'-0"	1'-5"	1'-0"								
A521	22		1'-0"	1'-5"	10"			1'-5"		2"			
A523	53	5"	2'-2"	8"	2'-2"			5"					
A525	S12	5"	1'-6"	7"	1'-6"			5"		1"			
A526	23	6"	9"	1'-1"	2'-8"	8"		6"	2"			8"	3'-4"
A601	17		2'-7"	5'-4"	6'-8"								
A602	17		7'-0"	1'-5"	7'-0"								
A603	17		2'-9"	11"	7'-0"	1'-5"	5'-4"						
A604	17		9'-0"	1'-2"	9'-0"								
A605	2	8"	6'-8"										
B501	17		1'-7"	5'-4"	1'-7"								
B502	2	6"	6'-8"										
B503	17		2'-6"	3'-5"	2'-6"								
B504	17		2'-3"	3'-0"									
B513	T1	5"	3'-0"	2'-6"	3'-0"	2'-6"		5"					
B515	19		5'-3"	9'-4"				2'-4"		4'-8"			14'-0"
B523	22		1'-0"	1'-5"	10"			1'-5"		2"			
B524	17		1'-0"	1'-5"	1'-0"								
B525	S3	5"	2'-2"	8"	2'-2"			5"					
B526	2	6"	3'-6"										
B527	17		1'-9"	1'-2"	3'-6"								
B528	23	6"	9"	1'-1"	2'-8"	8"		6"	2"			8"	3'-4"
B529	S12	5"	1'-6"	7"	1'-6"			5"		1"			
B531	19		6'-8"	7'-0"				3'-0"		6'-0"			13'-0"
B601	17		2'-7"	5'-4"	6'-8"								
B602	17		7'-2"	1'-5"	7'-2"								
B603	17		2'-9"	11"	7'-2"	1'-5"	5'-4"						
B604	17		9'-5"	1'-2"	9'-5"								
B605	2	8"	6'-8"										
B606	2	8"	7'-1"										
B606	19		1'-7"	29'-1"				8"		1'-5"			30'-6"
SP501	SP1		34"	13'-9"	54								2'-8"
SP502	SP1		34"	12'-3"	48								2'-8"
SP503	SP1		34"	11'-10"	47								2'-8"
P501	S10		2'-8"	2'-8"	2'-8"								
P503	17		1'-0"	1'-0"	1'-0"								
P505	S10		2'-8"	1'-7"	2'-8"								
P907	S10		3'-0"	2'-9"	3'-0"								
P801	1	1'-1"	8'-6"					1'-1"					
P901	1	1'-3"	8'-6"					1'-3"					
P1101	2	1'-2"	5'-10"										
P1103	20		2'-8"	27'-0"									
P1104	20		2'-8"	39'-3"									
P1106	19		5'-5"	15'-6"									
P1108	1	1'-7"	8'-6"					1'-7"		1'-0"	5'-4"		20'-10"
P1109	2	1'-2"	6'-4"										
P111	20		2'-8"	28'-7"									
P112	20		2'-8"	41'-4"									
P113	19		5'-9"	16'-3"						1'-0"	5'-8"		21'-11"
P115	1	1'-7"	9'-6"					1'-7"					
P117	19		5'-9"	18'-3"						1'-0"	5'-8"		23'-11"
P1120	20		2'-8"	16'-6"									
P1121	20		2'-8"	31'-4"									
S501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
S502	2	6"	1'-6"					16"					
S503	S3	5"	2'-2"	8"	2'-2"			5"					
RES01	SP2		5'-7"									1'-4"	



(15) NOT USED



NOTES

- FIGURES IN CIRCLES SHOW BAR TYPES.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR.
- "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
- WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H" WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
- ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
- RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
- THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
- FOR STANDARD HOOK DIMENSIONS, SEE SECT 509.05 OF THE SPECIFICATIONS.
- FOR BAR TYPE SP1, THE NO. OF TURNS "D" IS THE LENGTH "C" DIVIDED BY THE PITCH "B", PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS), EXPRESSED AS THE NEAREST WHOLE NUMBER. 1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

WHERE SLOPE IS 45° SHOW "H" ONLY OTHERWISE SHOW "H" AND "K"

ENLARGED VIEW SHOWING BAR BENDING DETAILS

VOGT, IVERS & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

BAR BENDING DETAILS
BRIDGE No. MOT-35-1465 R
EASTBOUND U. S. 35 OVER
S. MAIN STREET AND PATTERSON BLVD.
MONTGOMERY COUNTY STA. 430+33.55 to
STA. 432+99.78

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
					8-17-66