Red-316

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

1 / 520

MONTGOMERY COUNTY
MOT. - 35 - 14.39

U-732(8)

Note: Project Designation MOT-35-14.52 Appearing Throughout This Plan Shall Be Considered To Read MOT-35-14.39.

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	Exist —o—o— Prop —●—●—
Fence Line	Metal —×—×— Wood —//—//—
Trees & Stumps	12" 18" 24" o Stump
Hedges	
Exist Underground Utilities	Electric E—, Gas —G—, Water —W—, Telephone —T—, Steam S—
Manholes	Existing O Proposed O
Exist. Sewers	— — → — —
Prop Sewers	═══→═══
Inlets	Single Grate, Double Grate, Side Opening, Combination
Utility	Ⓟ Power, Ⓣ Telephone, Combination, ℄ Light, ϕ Guy Pole, O Traffic Light
Barrier Guard Rail	Prop. ═●═●═

INDEX OF SHEETS

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

Sheets 342, 351, 364, 373, 376, 377, 403, and 447 Revised As-Built
GFJ 8-13-71

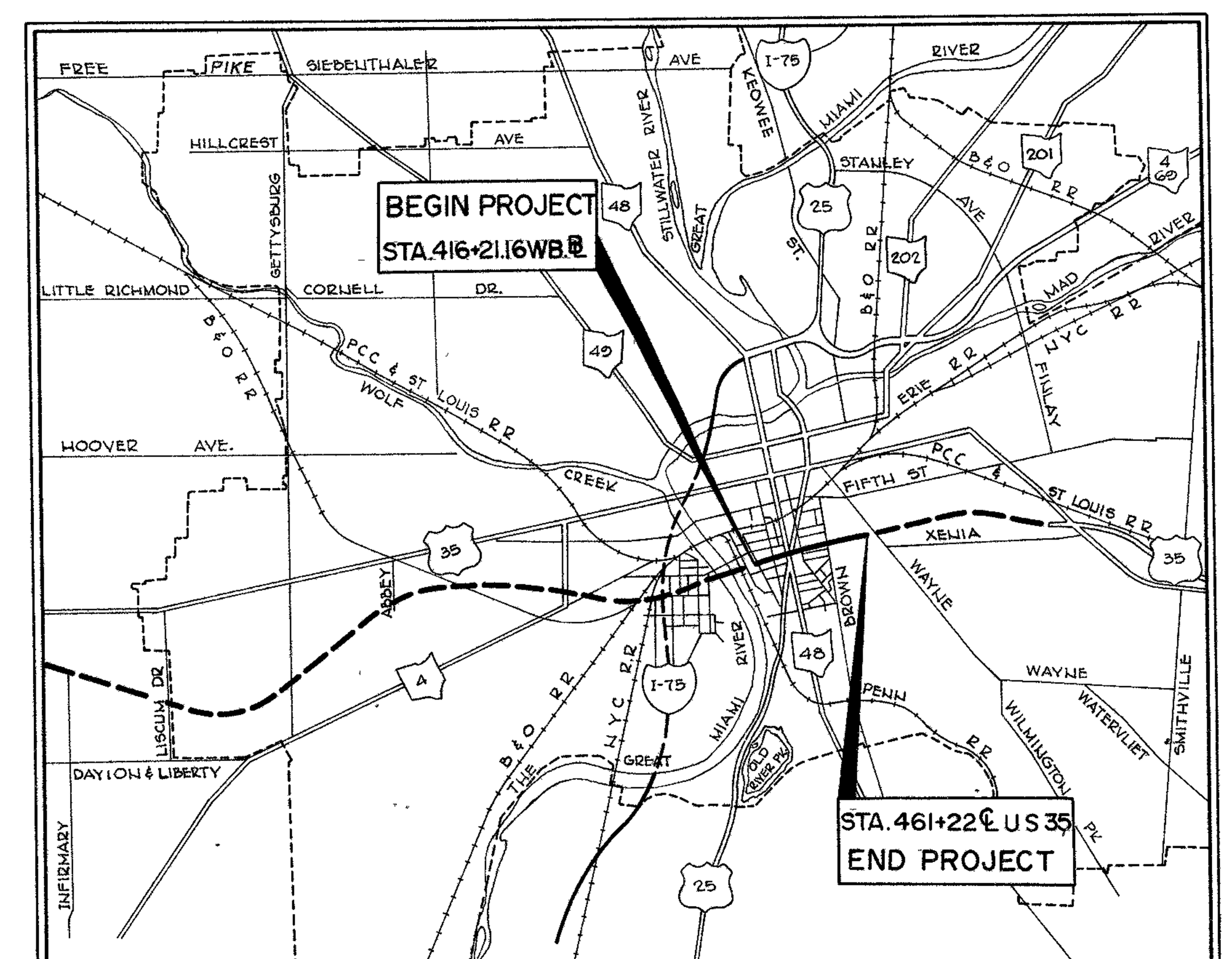
LINE DATA

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 L[illegible]ect ______ 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, 355, 382, 393, 396, 410, 414, 420, 432, 438, 461, 467, 471 and 478 revised 7-10-67.
Sheet Nos. 368, 389, 405, 427, 436, 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 & 393 revised 9-27-68 EBL
Sheet No. 404 revised 11-6-68 EBL



Delivery Point B & O R.R. Siding Third and Webster ______ B & O R.R.
Average Haul From Siding ______ 0.69 Miles

LOCATION MAP

SCALE OF MILES
0 1 2 3

Portion to be improved	━━━━
Under Separate Contract	━ ━ ━ ━
State Roads	═══
Other Roads	────

SCALE

Plan		1" = 20'	0 20 40
Profile	Horizontal	1" = 20'	0 20 40
	Vertical	1" = 5'	0 5 10
Cross Sections:	Horizontal	1" = 10'	0 10 20
	Vertical	1" = 10'	0 10 20

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 *9/20/66* Division Deputy Director

Approved *C. H. Altvater*
Date *2-24-67* Engineer of Bridges

Approved *R. E. Catlin*
Date *2-24-67* Engineer of Location & Design

Approved [illegible]
Date *2-24-67* Deputy Director of Design & Construction

Approved *T H Bovard*
Date *3-10-67* Deputy Director of Right of Way

Approved *Thomas M. Major*
Date *3-13-67* Deputy Director of Planning & Programming

Approved [illegible]
Date *3-13-67* First Assistant Director

Approved [illegible]
Date *3-13-67* Director of Highways

Approved ______
Date ______ Director, Department of Service & Buildings, City of Dayton

Approved ______
Date ______ City Manager, City of Dayton

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

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	MH-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	MH-1A	8-1-66	BR-1-65	11-24-65
BP-7	1-1-66			MC-1	6-1-65	MH-2	6-1-65	SD-1-65	11-8-65
CB-2-2-A & 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

DEPARTMENT OF *TRANSPORTATION*
BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER ______ DATE

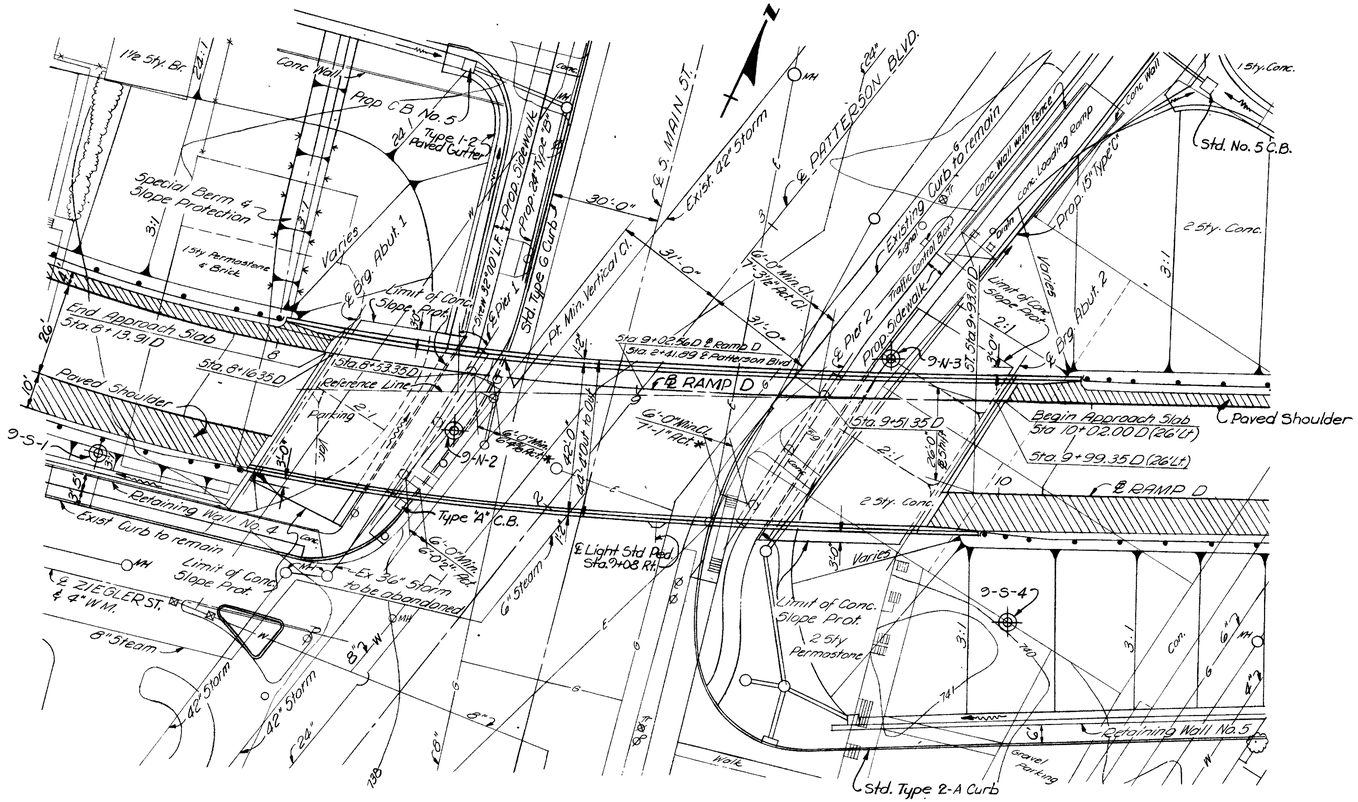
Rev. 5-3-67

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

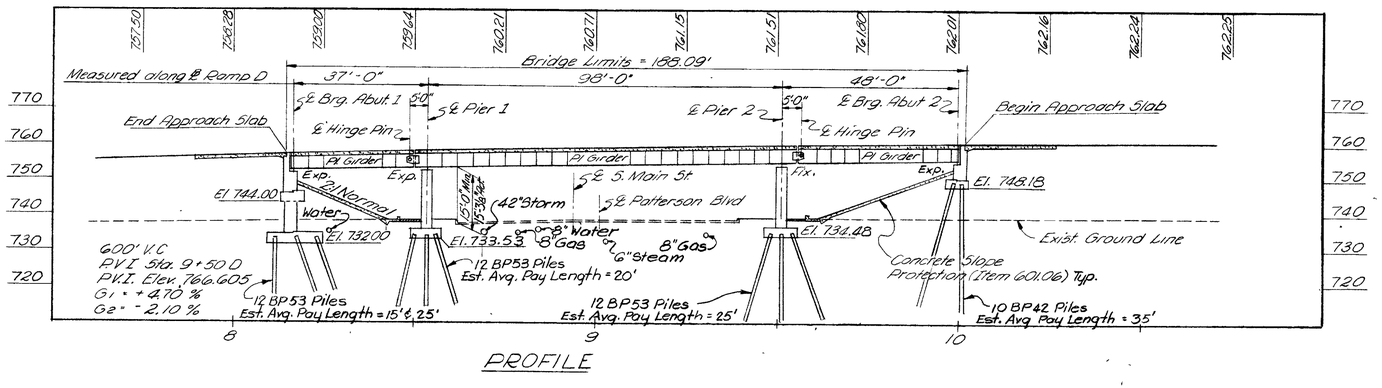
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MOT-35-14.52

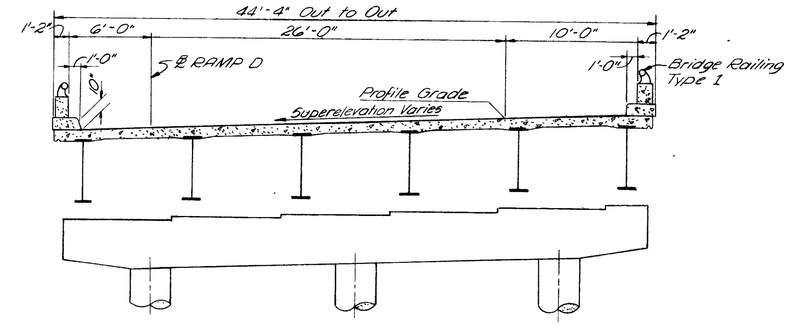
431
520



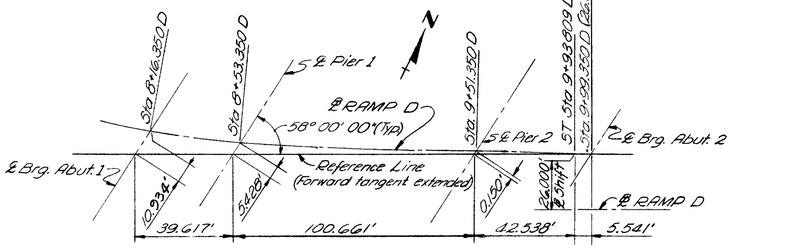
PLAN
Scale: 1" = 20'



PROFILE



TYPICAL SECTION



REFERENCE LINE LAYOUT

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.

⊕ Denotes Drive Sample Boring

✳ 150' Sight Distance Provided.

CURVE DATA ℄ RAMP D
PI Sta. 6+74.43 D
Δ = 96° 05' 15"
Dc = 20° 00' 00"
Rc = 286.48'
Lc = 130.44'
C.S. Sta. 6+43.81 D
ST. Sta. 7+93.81 D
Ls = 350.00'

NOTE:
For Slope Protection Details, see Sh. 443

PROPOSED STRUCTURE

TYPE: Cantilevered welded steel plate girder and simple span welded steel plate girder end spans with reinforced concrete deck and substructure.
SPANS: 37'-0", 98'-0", 48'-0"
ROADWAY: 42'-0" face to face of parapets
LOAD FREQUENCY: C.F. = 2000/(S+7)
SKEW: 32° 00' L.F.
WEARING SURFACE: 1" Monolithic concrete
APPROACH SLABS: AS-1-54 (25'-0" long)
ALIGNMENT: Spiral to the left and tangent
SUPERELEVATION: Varies
1980 ADDHV = 1,208 V.P.H.
1980 ADT = 10,068 V.P.D.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SITE PLAN
RAMP D OVER PATTERSON BLVD. & S. MAIN ST.

MONTGOMERY COUNTY STA. 8+13.91 D to STA. 10+02.00 D (26' Lt.)

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
AERIAL	D.J.W.	R.L.S.	B.B.S.	G.R.H.	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

(432/520)

MOT-35-14.52

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	CHECKED BY & DATE			
503	602	cu. yds.	Unclassified excavation								
505	lump sum	lump sum	First test pile	464	138			H.L.R.	8-5-66		
506	lump sum	lump sum	First pile test load (12 BP 53)				lump	H.L.R	8-5-66		
506	1	each	Subsequent pile test load				lump	C.F. L.	8-30-66		
507	595	lin ft.	Steel piles, (10 BP 42)				1	C.F. L.	8-30-66		
507	1,125	lin. ft.	Steel piles, (12 BP 53)	595				H.L.R	8-5-66		
509	118,796	lbs.	Reinforcing steel	450	675			H.L.R	8-5-66		
511	255	cu. yds.	Class "C" concrete, superstructure	17,793	25,665	75,337		H.L.R.	8-5-66		
511	59	cu yds.	Class "C" concrete, piers above footings		7,236	255		H.L.R.	8-5-66		
511	156	cu yds.	Class "E" concrete, abutments above footings	156	59			H.L.R	8-5-66		
511	132	cu. yds.	Class "E" concrete, pier & abutment footings	87	45			H.L.R.	8-5-66		
512	16	lin. ft.	Premolded sealing strip	16				H.L.R.	8-5-66		
513	277,190	lbs.	Structural steel			277,190		H.L.R.	8-5-66		
514	277,190	lbs.	Field painting of structural steel			277,190		H.L.R.	8-5-66		
516	57	sq. ft.	½" Preformed expansion Joint filler, AASHO M-153	57				H.L.R.	8-5-66		
516	101	lin. ft.	Preformed elastic Joint sealer & lubricant adhesive, 705.11			101		H.L.R.	8-5-66		
517	422.91	lin. ft.	Bridge railing, type 1	52.75		370.16		H.L.R.	8-5-66		
518	51	cu yds.	Porous backfill	51				H.L.R	8-5-66		
518	91	lin. ft.	6" Perforated Helical C.M.P., including specials, 707.06	91				H.L.R	8-5-66		
518	155	lin. ft.	6" Non-perforated Helical C.M.P., 707.06	155				H.L.R	8-5-66		
518	5	each	Scuppers including supports			5		H.L.R.	8-5-66		
601	451	sq. yds.	Concrete slope protection				451	H.L.R.	8-5-66		
625			See sheet 243 & 244 Lighting Summary								
808	255	units	Water-reducing, set-retarding admixture			255		H.L.R	8-5-66		
825	989	sq. yds.	Concrete surface treatment	43		946		H.L.R	8-5-66		
828	90	lin. ft.	Joint sealer			90		H.L.R	8-5-66		

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.

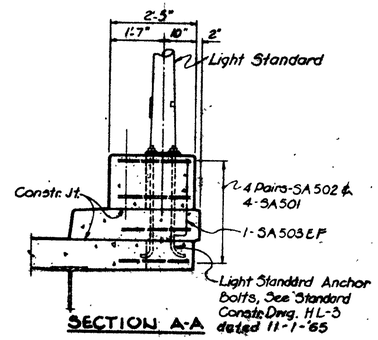
PILES shall be driven to a minimum bearing capacity of 35 tons per pile for Abutment 2 and 50 tons per pile for the Piers and Abutment 1.

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

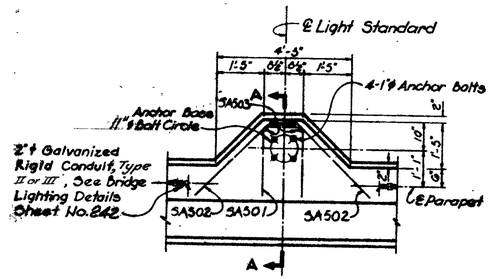
UTILITY LINES: All expense involved in relocation (installing) the affected utility lines shall be borne by the owner(s). The Contractor and Owner(s) are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

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 at all times. A minimum vertical clearance of 12'-9" shall be provided at all times.

FIRST TEST PILE. Payment will be made for only one first test pile, item 505. It may be driven at either Br. No. Ramp D over Patterson Blvd. and So Main St. or Retaining Wall 4.



SECTION A-A



LIGHT STANDARD PEDESTAL

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

The 1"ϕ Anchor Bolts shall be included under Item 625 for payment.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

ESTIMATED QUANTITIES & GENERAL NOTES

RAMP D OVER

PATTERSON BLVD & S. MAIN ST.

MONTGOMERY COUNTY STA. 8+19.91D To STA. 10+02.00D (26' L.T.)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.D.U.	A.W	~	C.F.L.	J.A.D. 8-19-66	7-13-67

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

433
520

MOT-35-14.52

WINGWALL 1

PLAN

ELEVATION WINGWALL 1

SECTION C-C

SECTION B-B

ELEVATION

FOOTING PLAN

SECTION A-A

SECTION D-D

SECTION E-E

NOTES:

1. Porous backfill shall not be placed above the level of the embankment in front of the abutment before the front embankment is in place and compacted to final grade lines.
2. The embankment shall be placed and compacted up to the finished spill-thru slope for a distance of 200 ft. back of the abutments, after which excavation shall be made for the abutments and piles driven.
3. Porous backfill, 1'6" thick and full length of the abutment shall extend up to the bottom of the approach slab or the paved shoulder. Excavation therefor, 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
4. Bridge railing shall be continuous for full length of wingwall.
5. Parapet concrete shall be included under Item 511 for payment.
6. For Reinforcing Steel List see Sh. 438
7. For end dam details, see Std. Dwg. SD-1-65, Sh's. 1 & 2 of 3.
8. For Contraction Jt. detail, see Sh. 434
9. 1" Preformed Expansion Joint Material at junction of abutment backwall & Retaining Wall No. 4 is included with bridge quantities for payment.
10. For Lighting details, see Sh. 242
11. For Reference Line Layout, see Sh. 431

LEGEND:
E.F. = Each Face
F.F. = For Face
N.F. = Near Face
"T" Symbol indicates pile to be battered 4:1 in the direction of the arrow

VOGT, IVERS, & ASSOCIATES
ENGINEERS — CINCINNATI
ARCHITECTS — CHICAGO

ABUTMENT 1
RAMP D OVER PATTERSON BLVD. & S. MAIN ST.
MONTGOMERY COUNTY STA. 8+13.91D TO STA. 10+02.00D (26' LT.)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.L.S.	H.A.G.			J.A.D.	8-19-66	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

434 / 520

MOT—35—14.52

NOTE

For Notes, see Sh. 433

LEGEND

E.F. = Each Face
F.F. = Far Face
N.F. = Near Face
Symbol indicates pile to be battered 1:4 in the direction of the arrow.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

ABUTMENT 2

RAMP D OVER PATTERSON BLVD. & S. MAIN ST.

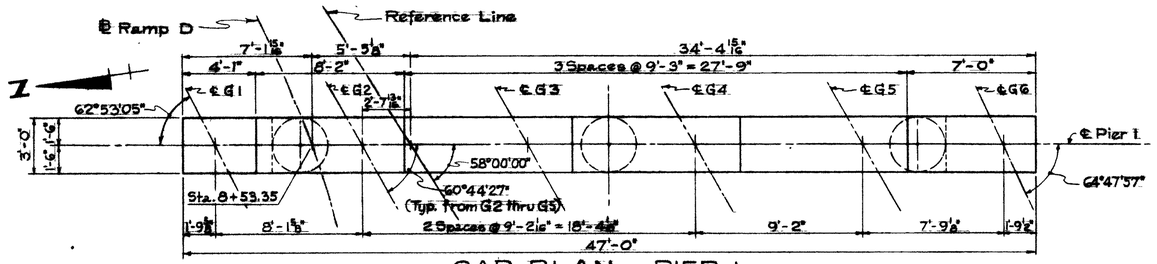
MONTGOMERY COUNTY STA. 8+13.91 D
STA. 10+02.00 D (26' LT.)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
G.R.H.	H.A.G.		J.J.S.	J.A.D. 8-19-66	

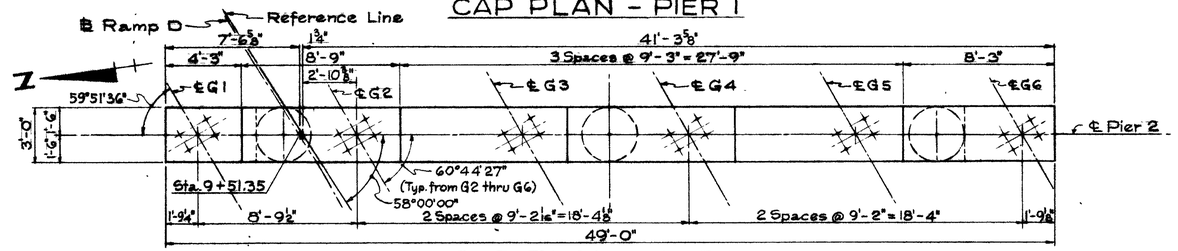
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

435
520

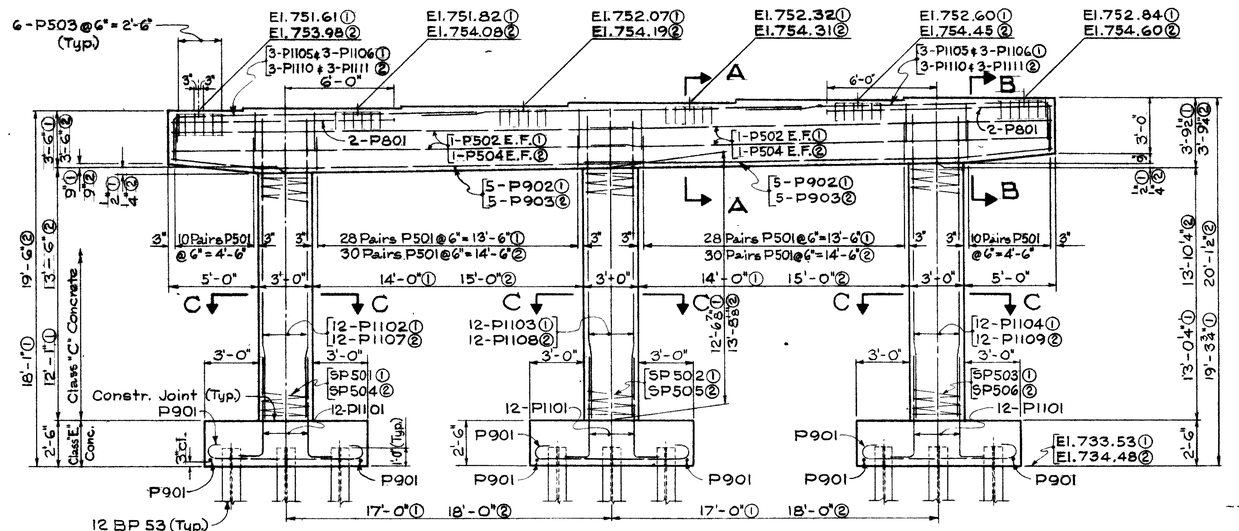
MOT - 35 - 14.52



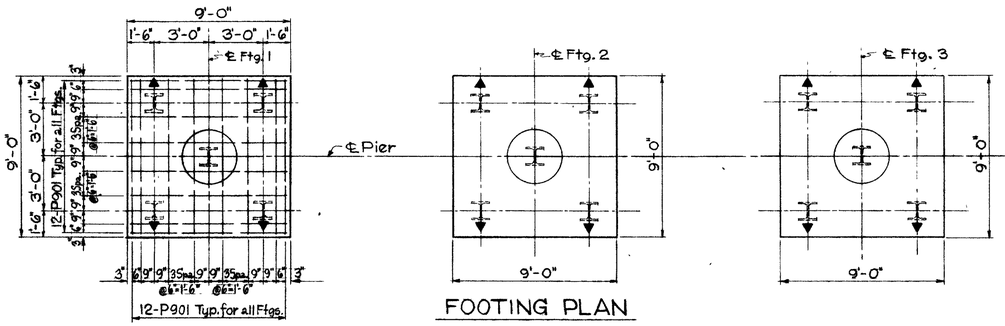
CAP PLAN - PIER 1



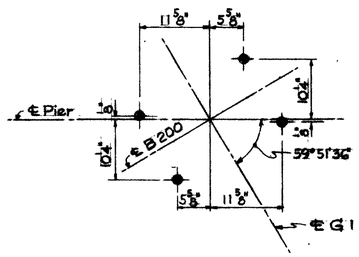
CAP PLAN - PIER 2



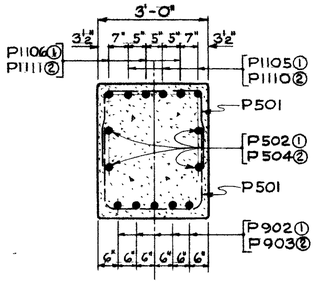
ELEVATION



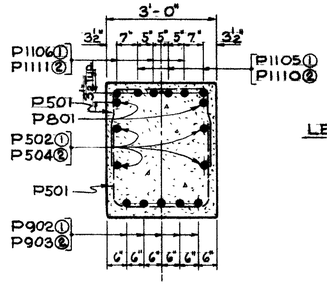
FOOTING PLAN



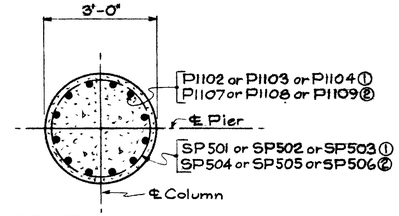
ANCHOR BOLT LAYOUT
B 200 - PIER 2



SECTION A-A



SECTION B-B



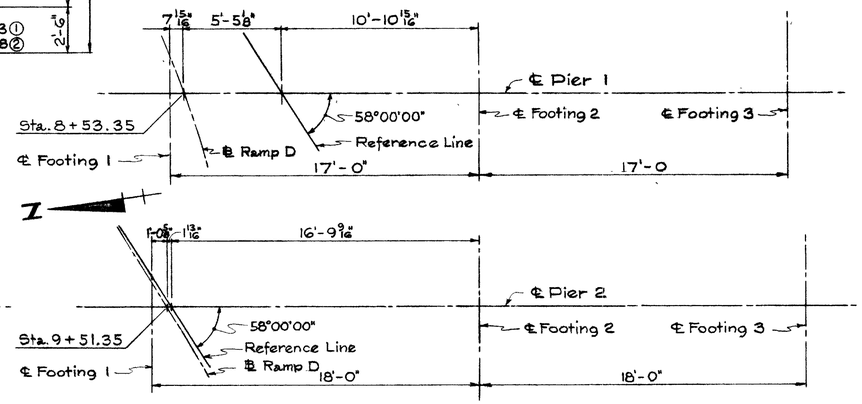
SECTION C-C

NOTES:

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as 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 sheet No. 438

LEGEND:

E.F. = Each Face
① = Pier 1
② = Pier 2
= Battered Piles (Batter 1:4 in Direction of Arrow).



FOOTING LAYOUT

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

PIERS 1 & 2
RAMP D over PATTERSON BLVD. & S. MAIN ST.

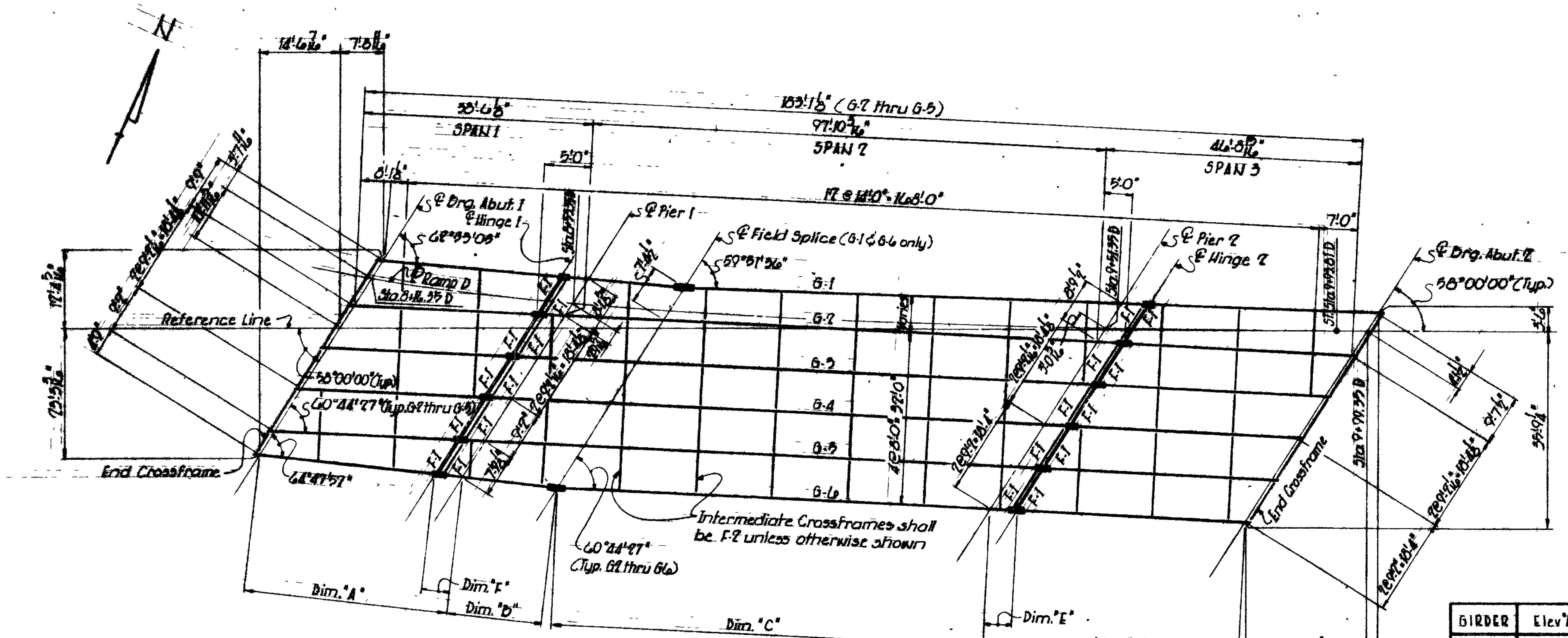
MONTGOMERY COUNTY STA. 8+13.91 D to STA. 10+02.00 D

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.J.J.	M.P.S.		D.S.M.	J.A.D.	8-19-66	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

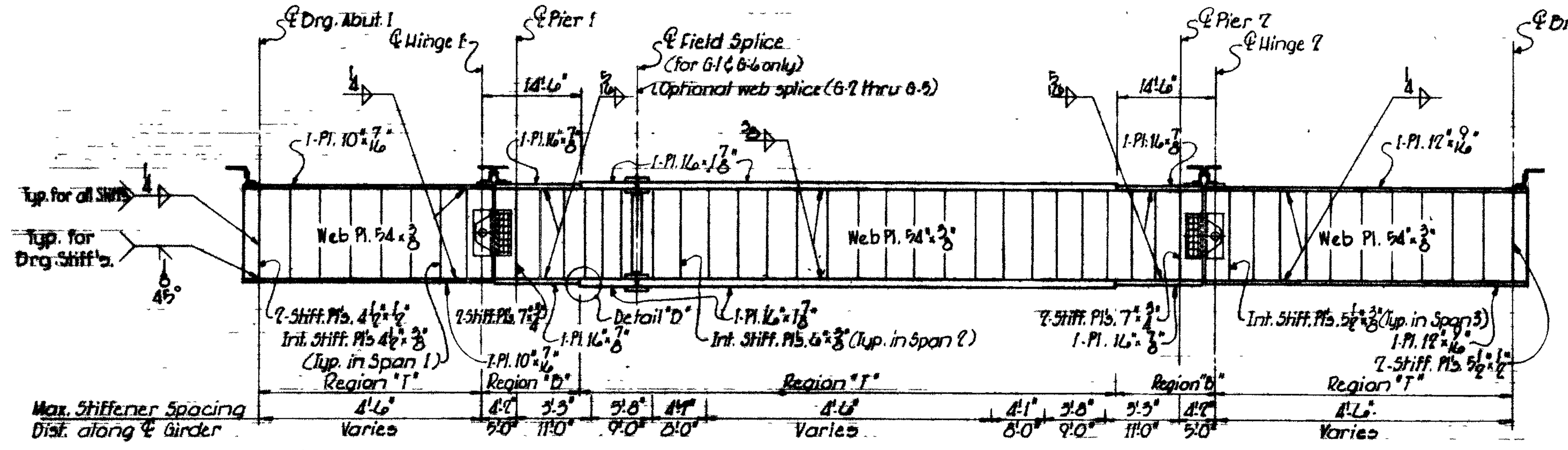
436 / 520

MOT-75-14.97



Girder	Dim."A"	Dim."B"	Dim."C"	Dim."D"	Dim."E"	Dim."F"
G-1	57'-8 15/16"	17'-7 11/16"	80'-6 5/8"	47'-1 3/4"	5'-0 1/2"	4'-10 15/16"
G-6	57'-1 9/16"	17'-4 1/4"	79'-10 3/16"	46'-8 13/16"	5'-0"	4'-9 7/8"

PLAN



ELEVATION

NOTES:

All working points are at top of web.

Working Lines are straight lines between indicated work points (W.P.)

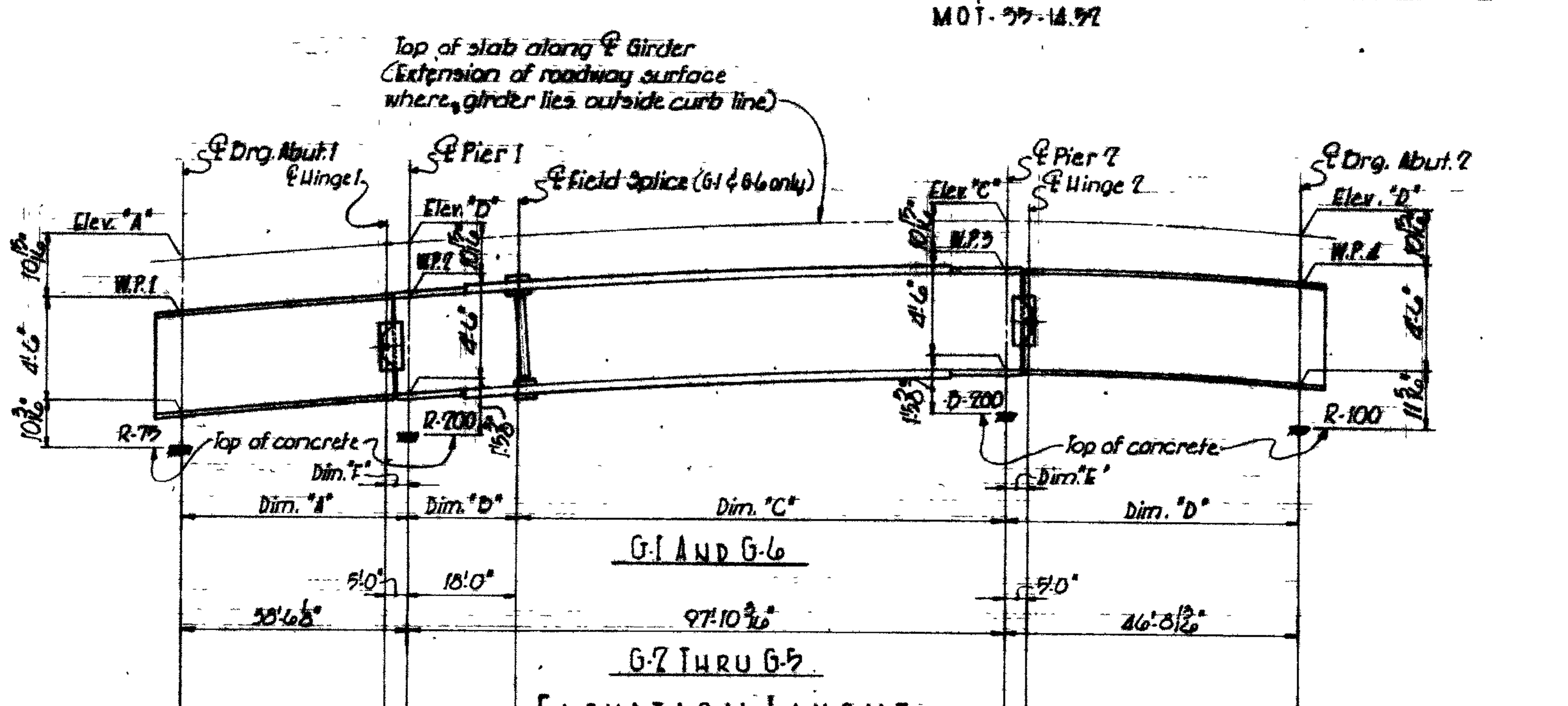
The base line is a straight line between work points W.P.1 and W.P.4.

Tabulated values in the Deflection & Camber table shall be measured from the working lines.

LEGEND:

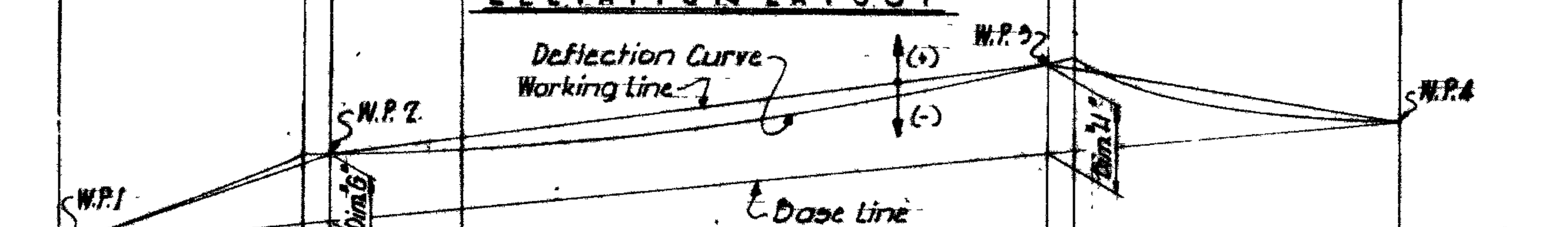
Region "T": Stiffeners shall have contact bearing with the top flange.

Region "B": Stiffeners shall have contact bearing with the bottom flange.



ELEVATION LAYOUT

GIRDER	Elev."A"	Elev."B"	Elev."C"	Elev."D"	Dim."G"	Dim."H"
G-1	757.330	758.475	760.842	761.611	3 1/16"	3 15/16"
G-2	757.662	758.679	760.937	761.664	2 1/8"	3 9/16"
G-3	757.982	758.924	761.048	761.730	1 7/8"	3 5/16"
G-4	758.316	759.183	761.177	761.808	1 5/8"	3 1/16"
G-5	758.663	759.457	761.309	761.898	1 3/8"	2 7/8"
G-6	758.849	759.700	761.498	761.999	2 7/16"	3 1/4"

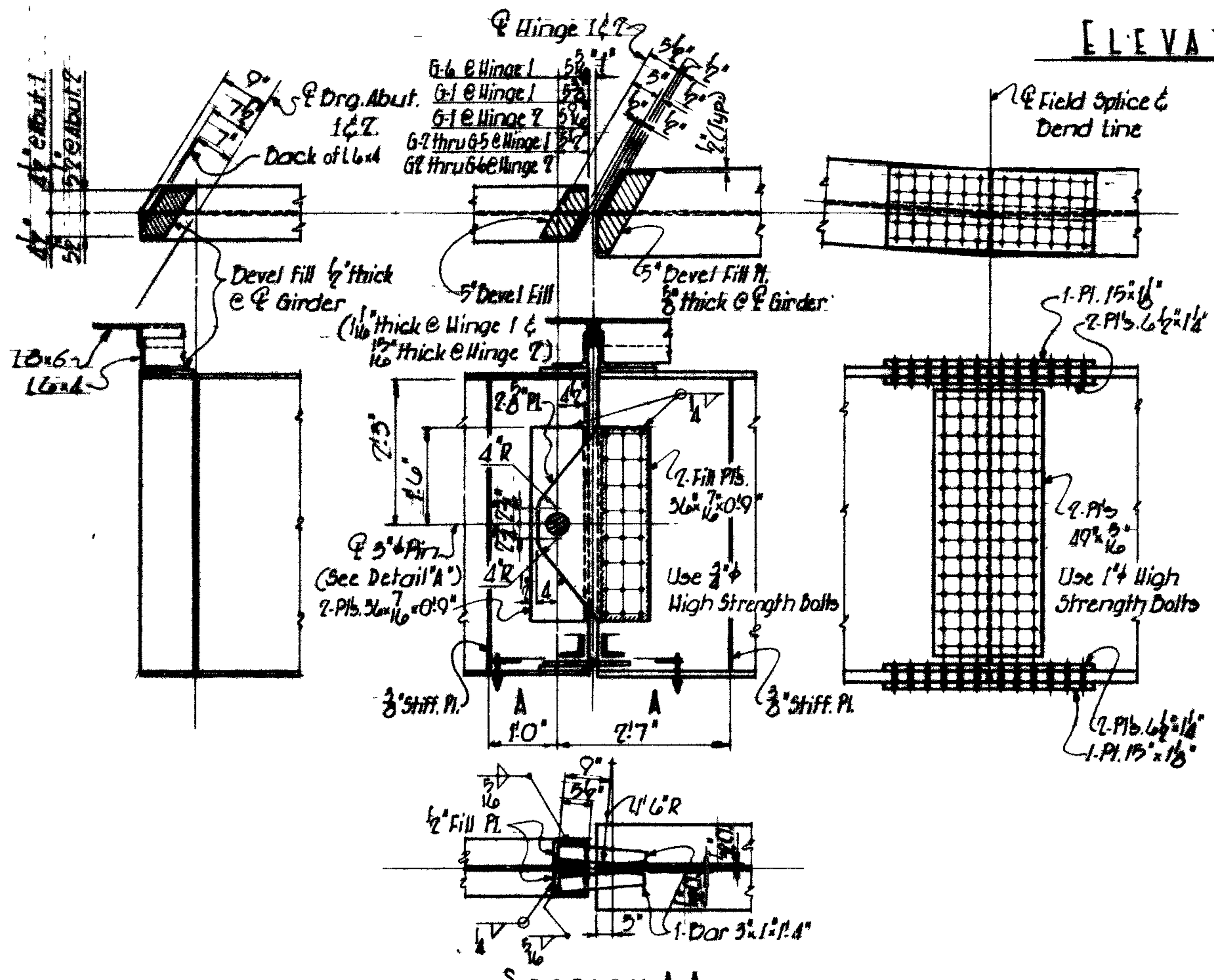


DEFLECTION CAMBER

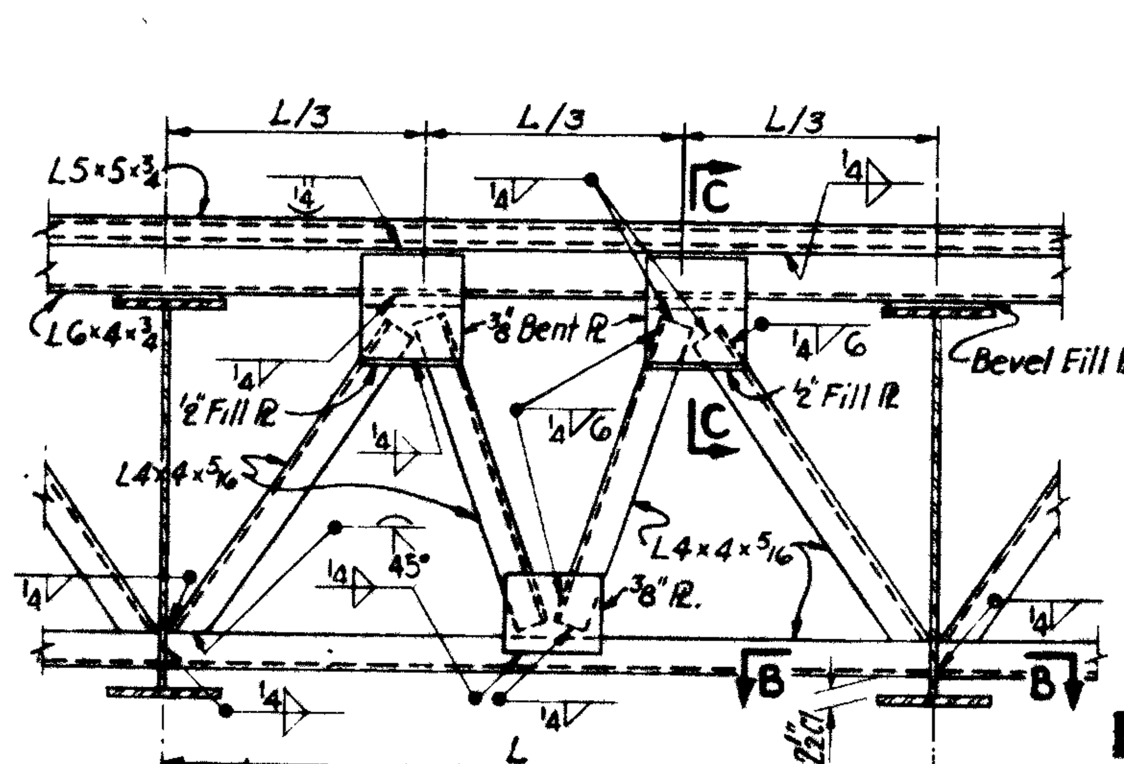
		1/2	1/2			1/4	1/4	1/4	1/4		1/2	1/2	
Deflection due to weight of steel		0	0	+1/16"	0	-5/16"	-1/4"	-3/8"	-1/4"	0	+1/16"	0	0
Deflection due to remaining dead load		0	0	+3/16"	0	-5/8"	-15/16"	-1 1/8"	-15/16"	0	+3/16"	-1/16"	0
Camber Required for D.L.		0	0	-1/4"	0	+15/16"	+1 1/16"	+1 1/2"	+1 1/16"	0	-1/4"	+1/16"	0
Correction for Horiz. and Vertical Curves	G-1	0	+1/16"	+1/16"	0	+1"	+1 3/16"	+1 7/16"	+1 1/16"	0	+1/4"	+11/16"	0
	G-2	0	0	0	0	+3/8"	+3/4"	+1 3/16"	+15/16"	0	+3/16"	+1/2"	0
	G-3	0	-1/16"	0	0	+9/16"	+3/4"	+1 1/16"	+7/8"	0	+5/16"	+7/16"	0
	G-4	0	-1/16"	0	0	+1/2"	+5/8"	+15/16"	+15/16"	0	+1/8"	+3/8"	0
	G-5	0	-1/16"	-1/16"	0	+7/16"	+9/16"	+7/8"	+3/4"	0	+1/8"	+3/8"	0
	G-6	0	0	0	0	+13/16"	+7/8"	+1 1/16"	+13/16"	0	+1/8"	+3/8"	0
Total Camber Required	G-1	0	-1/16"	-3/16"	0	+1 15/16"	+2 1/4"	+2 15/16"	+2 1/8"	0	0	+3/4"	0
	G-2	0	0	-1/4"	0	+1 7/16"	+1 13/16"	+2 11/16"	+2"	0	-1/16"	+9/16"	0
	G-3	0	+1/16"	-1/4"	0	+1 3/8"	+1 13/16"	+2 9/16"	+1 15/16"	0	-1/16"	+1/2"	0
	G-4	0	+1/16"	-1/4"	0	+1 7/16"	+1 11/16"	+2 7/16"	+1 7/8"	0	-1/8"	+7/16"	0
	G-5	0	+1/16"	-5/16"	0	+1 1/4"	+1 5/8"	+2 3/8"	+1 13/16"	0	-1/8"	+7/16"	0
	G-6	0	0	-1/4"	0	+1 3/4"	+1 13/16"	+2 9/16"	+1 5/8"	0	-1/8"	+7/16"	0

NOTES:

1. For End Crossframe and End Dam Details, see Std. Dwg. SD-1-65 Sh. 1 of 3.
2. For details of Std. Scupper, see Std. Dwg. SD-1-65 Sh. 2 of 3.
3. For Scupper Location, see Sh. 437
4. For Rocker & Bolster details, see Std. Dwg. RB-1-55.
5. For Adjusted Curb Line Elevations, see Sh. 437
6. For details of preformed elastic joint filler, see Sh 391
7. The Pins shall be made from ASTM A235 ~~Class E or~~ Class G steel.
8. For Reference Line Layout, see Sh. 431
9. Use 8×6 main angle for End Dam.

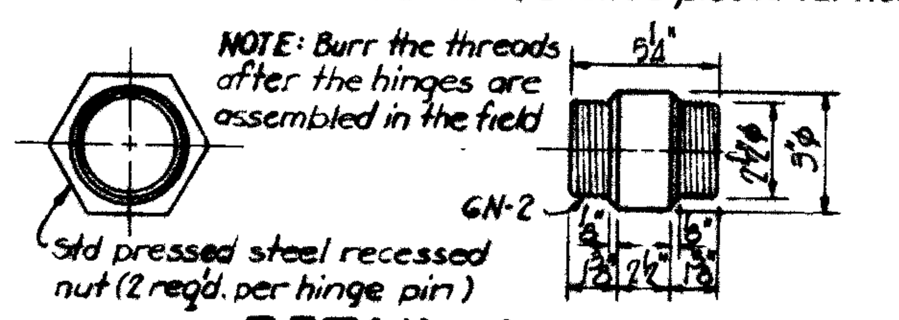


SECTION A-A

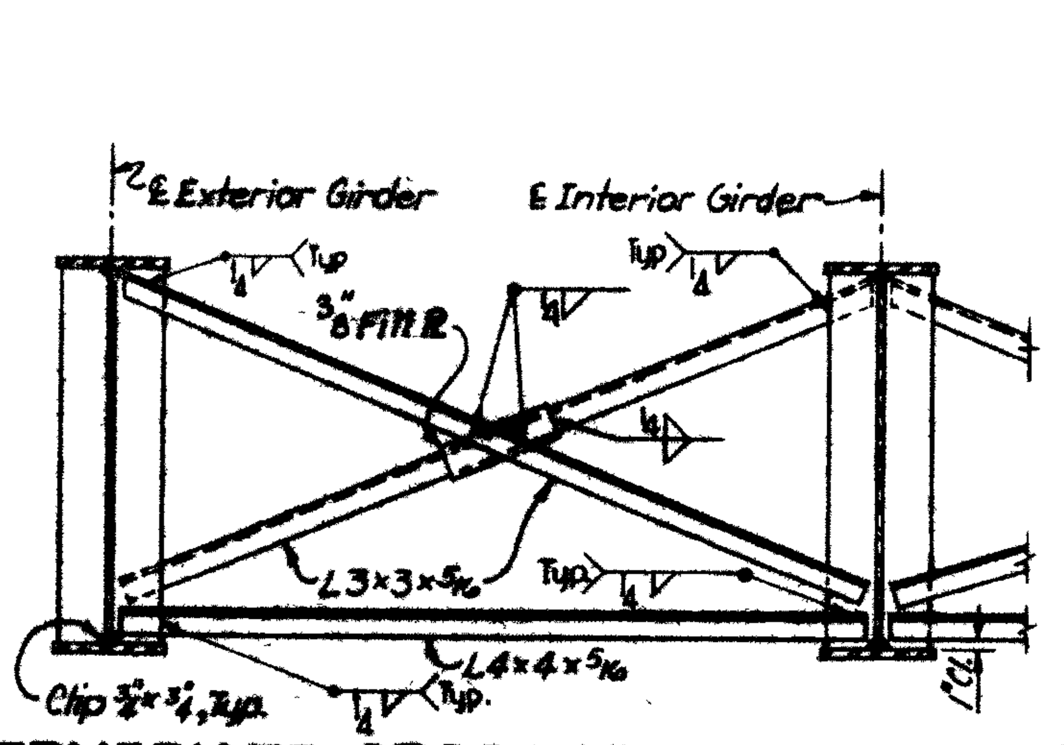


CROSSFRAME DETAIL F-1

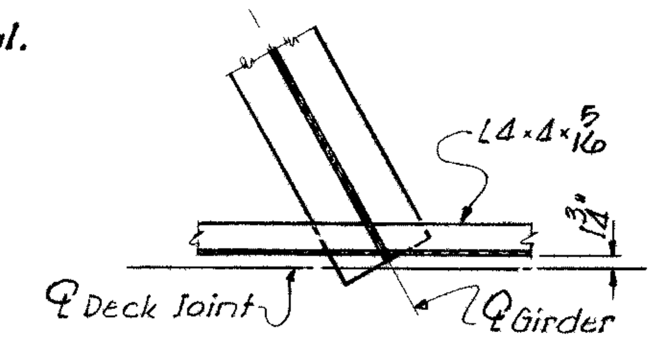
NOTE: Crossframes F1 shall be placed vertical.



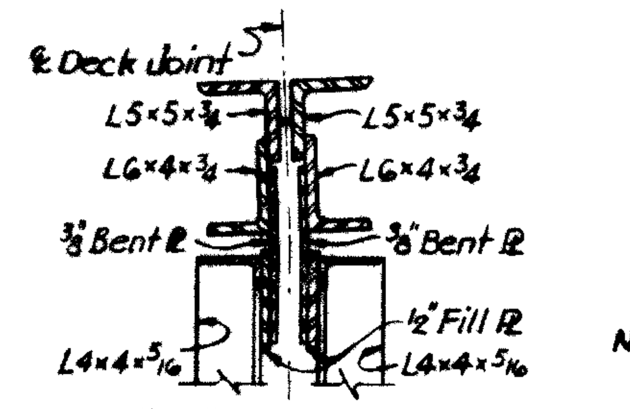
DETAIL A



INTERMEDIATE CROSSFRAME DETAIL F2

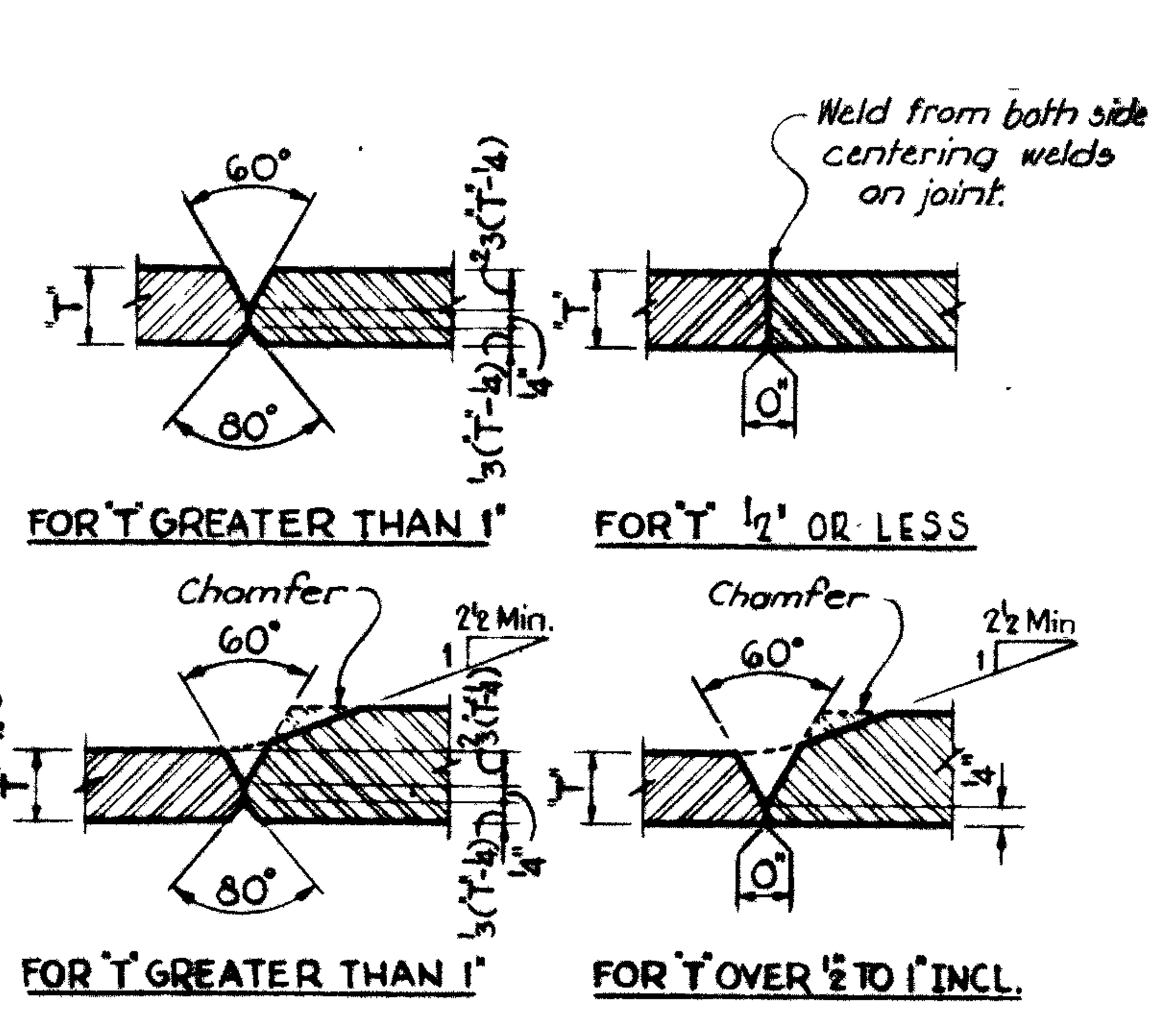


SECTION D-D



SECTION C-C

For additional details see Sh. 391



DETAIL B (Use welds as req'd.)

NOTE: All of the full penetration welds shall be back-gouged and welded after welding first side. Butt welds on girder flange plates shall be ground flush; the finish grinding being parallel to the ℄ of the girder.

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

FRAMING PLAN
RAMP D OVER
PATTERSON BLVD. & S. MAIN STREET

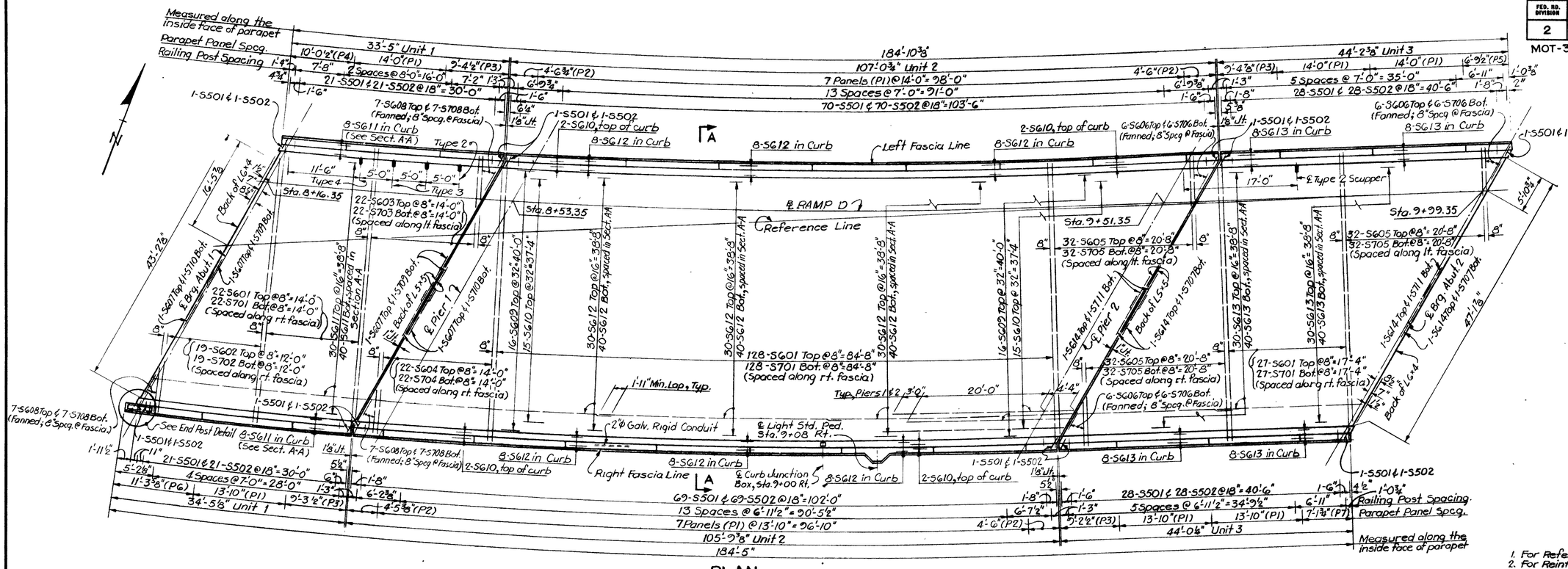
MONTGOMERY COUNTY. STA. 8+15.91 D TO STA. 10+02.00 D (22' Lt.)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.L.S.	S.Tamaung	~	G.R.H.	J.A.D. 8-19-66	7-27-67

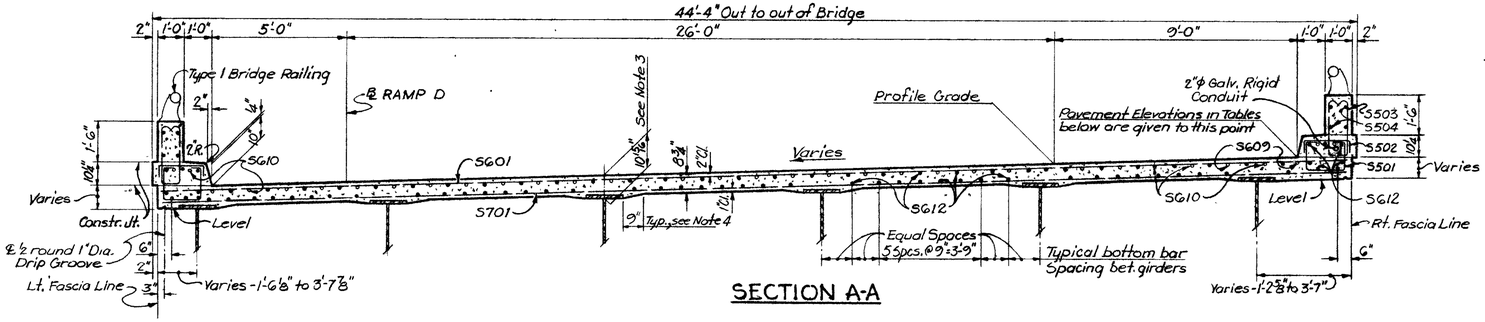
NOTE: All Transverse Steel to be placed normal to ℄ Ramp D.

FED. RD. DIVISION	STATE	PROJECT		437 / 520
2	OHIO			

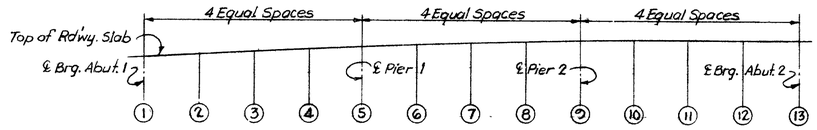
MOT-35-14.52



PLAN



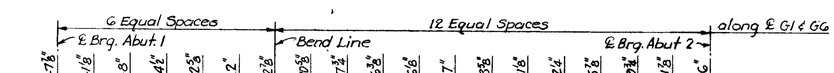
SECTION A-A



ADJUSTED CURB LINE ELEVATIONS

POINT	1	2	3	4	5	6	7	8	9	10	11	12	13
LT. CURB LINE	757.28	757.59	757.89	758.18	758.47	759.23	759.89	760.42	760.84	761.05	761.26	761.44	761.60
RT. CURB LINE	758.83	759.06	759.29	759.50	759.72	760.32	760.81	761.19	761.48	761.62	761.77	761.89	761.99

Elevations are adjusted for remaining dead load deflection.

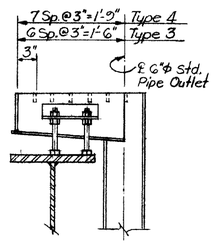


NOTE: All fascia offsets shown are measured normal to ℄ Girder. Left fascia line located by top row dimensions from ℄ G1 & right fascia located by bot. row dimensions from ℄ G6.

FASCIA OFFSETS

FINISHED PAVEMENT ELEVATIONS

STATION	8+00	8+25	8+50	8+75	9+00	9+25	9+50	9+75	10+00
LEFT CURB LINE	——	757.50	758.29	759.02	759.67	760.25	760.76	761.20	761.57
PROFILE GRADE	——	758.99	759.64	760.21	760.71	761.14	761.51	761.79	——
RIGHT CURB LINE	——	759.43	760.03	760.56	761.02	761.40	761.72	761.97	——

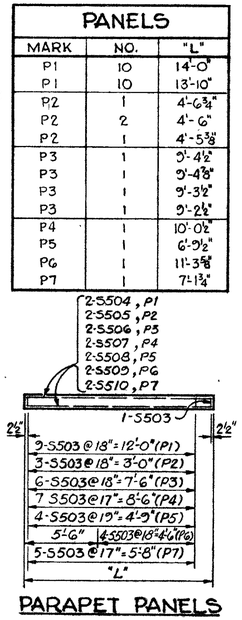


SPECIAL SCUPPERS

See Note 10.

PANELS

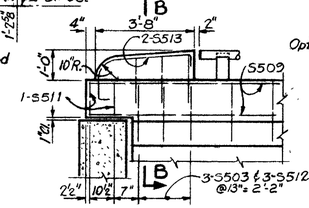
MARK	NO.	"L"
P1	10	14'-0"
P1	10	13'-10"
P2	1	4'-6¾"
P2	2	4'-6"
P2	1	4'-5⅜"
P3	1	3'-4½"
P3	1	3'-4⅜"
P3	1	3'-3½"
P3	1	3'-2½"
P4	1	10'-0½"
P5	1	6'-9½"
P6	1	11'-3⅝"
P7	1	7'-1¾"



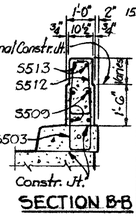
PARAPET PANELS

NOTES

1. For Reference Line Layout, see Sheet 431
2. For Reinforcing Steel List, see Sheet 438
3. 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.
4. The 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.
5. For End Dam and Curb Plate Details at Abutments, see Std. Dwg. BR-1-65, Sheets 1 & 2 of 3.
6. Parapet concrete and longitudinal reinforcing bars in parapet are to be included with Item 517 for payment.
7. Spread or cut reinforcing steel to clear scuppers as necessary.
8. For Railing and Parapet Joint Details, see Std. Dwg. BR-1-65, Sheet 1 of 2.
9. For Detail of provisions for conduit expansion at open joints, see Sheet 237
10. For Scupper Details, see Std. Dwg. SD-1-65, Sheet 2 of 3.
11. For Light Standard Pedestal Details, see Sheet 432
12. Slab thickness includes 1" monolithic wearing surface.
13. Delineator Brackets, Type G2 shall be mounted on the aluminum handrail, right of ℄ Ramp D @ Sta. 8+70 & Sta. 9+70.
14. For Details of Curb Junction Box for Underpass Luminaire, see Sheet 237
15. For Details of slab joints, see Sheet 391



TYPICAL CANTILEVER END POST DETAIL



SECTION B-B

VOGT, IVERS, & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

SUPERSTRUCTURE ROADWAY SLAB

RAMP D OVER PATTERSON BLVD. & S. MAIN

MONTGOMERY COUNTY STA. 8+13.91 D TO STA. 10+02.00 D (26' LT.)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.L.S.	J.C.H.	~	G.R.H.	J.A.D.	8-19-66	

ABUTMENT 1

MARK	NO.	LENGTH	TYPE	WEIGHT
A501	13	8'-4"	Bt	113
A502	13	7'-1"	Bt	96
A503	58	7'-2"	Bt	434
A504	10	5'-1"	Bt	53
A505	8	25'-4"	Str	211
A506	9	21'-6"	Str	202
A507	9	26'-3"	Str	246
A508	1	12'-5"	Str	13
A509	1	10'-3"	Str	11
A510	9	1'-8"	Bt	16
A511	9	4'-9"	Bt	45
A512	4	15'-4"	Str	* —
A513	2	15'-6"	Str	32
A514	9	3'-3"	Bt	31
A515	9	3'-1"	Bt	29
A516	3	13'-6"	Str	42
A517	10	6'-8"	Str	70
A518	3	15'-8"	Str	49
A519	1	9'-8"	Str	10
A520	1	7'-6"	Str	8
A521	4	5'-6"	Str	23
A522	1	7'-8"	Str	8
A523	6	14'-2"	Str	89
A524	3	10'-4"	Bt	32
A525	9	11'-11"	Bt	112
A526	6	3'-11" to 5'-5" by 9", 2 ea	Str	29
A527	3	4'-3"	Bt	* —
A528	2	5'-5"	Bt	* —
A529	1	20'-6"	Str	21
A530	3	4'-0"	Bt	13
A531	3	2'-2"	Bt	7
A532	3	6'-3"	Bt	20
A533	2	7'-0"	Str	15
A534	1	7'-2"	Str	7
A535	7	5'-0"	Str	37
A536	9	16'-8"	Str	156
A537	13	9'-2" to 23'-2" by 1'-2"	Bt	219
A538	13	8'-6"	Bt	115
A539	10	14'-5" to 30'-9" by 4'-1", 2 ea	Str	236
A540	1	17'-2"	Str	18
A541	2	15'-1"	Str	31
A601	13	14'-3"	Bt	278
A602	28	18'-2"	Bt	764
A603	15	16'-11"	Bt	381
A604	3	18'-7"	Bt	84
A605	1	9'-5"	Bt	14
A606	2	7'-4"	Bt	22
A607	2	9'-6"	Bt	29
A608	4	18'-4"	Bt	110
A609	30	15'-0"	Str	676
A701	6	26'-6"	Str	325
A702	29	16'-8"	Str	988
A801	2	15'-1"	Str	81
A802	3	16'-0"	Str	128
A803	2	17'-2"	Bt	92
A804	29	6'-2"	Bt	478
A805	3	13'-0"	Str	104
A806	3	7'-0"	Str	56
A807	2	4'-6"	Str	24
A808	12	25'-8"	Str	822
A1001	24	17'-10"	Bt	1842

ABUTMENT 2

MARK	NO.	LENGTH	TYPE	WEIGHT
B501	35	8'-3"	Bt	301
B502	35	7'-0"	Bt	256
B503	61	7'-2"	Bt	456
B504	7	4'-0"	Str	29
B505	9	24'-4"	Str	228
B506	9	24'-11"	Str	234
B507	6	6'-1"	Bt	38
B508	6	4'-3"	Bt	* —
B509	4	5'-6"	Bt	* —
B510	21	3'-1"	Bt	68
B511	21	3'-3"	Bt	71
B512	1	20'-6"	Str	21
B513	1	13'-0"	Str	14
B514	1	7'-0"	Str	7
B515	1	12'-0"	Str	13
B516	1	9'-5"	Str	10
B517	1	6'-6"	Str	7
B518	6	4'-0"	Bt	25
B519	7	17'-5"	Str	127
B520	3	12'-4"	Bt	39
B521	3	7'-0"	Str	22
B522	2	11'-8"	Str	24
B523	6	13'-6"	Str	84
B524	3	14'-6"	Str	45
B525	21	4'-9"	Bt	* —
B526	29	7'-0"	Str	212
B527	26	11'-11"	Bt	323
B528	12	3'-9" to 5'-1" by 8" 4 ea	Str	55
B529	21	1'-8"	Bt	* —
B530	4	7'-0"	Str	29
B531	1	11'-6"	Str	12
B532	1	8'-6"	Str	9
B533	4	17'-1"	Str	* —
B534	6	2'-2"	Bt	14
B535	4	19'-4"	Str	* —
B536	10	19'-8"	Str	205
B537	2	13'-0"	Str	27
B538	9	25'-4"	Str	238
B539	9	23'-11"	Str	225
B601	35	14'-1"	Bt	740
B602	31	18'-10"	Bt	877
B603	17	17'-5"	Bt	445
B604	12	19'-0"	Bt	342
B605	4	9'-8"	Bt	58
B606	2	7'-6"	Bt	23
B607	5	9'-9"	Bt	73
B608	2	7'-3"	Bt	22
B801	12	28'-0"	Str	897
B802	6	14'-0"	Str	224
B803	6	16'-3"	Str	260
B804	2	27'-3"	Bt	146
B805	2	4'-0"	Str	21

PIERS

MARK	NO.	LENGTH	TYPE	WEIGHT
P501	304	7'-3"	Bt	2299
P502	8	24'-2"	Str	202
P503	72	4'-5"	Bt	332
P504	8	25'-2"	Str	210
P801	8	12'-3"	Str	262
P901	144	11'-0"	Bt	5386
P902	10	24'-8"	Bt	839
P903	10	25'-8"	Bt	873
P1101	72	7'-0"	Bt	2678
P1102	12	15'-1"	Str	962
P1103	12	15'-9"	Str	1004
P1104	12	16'-3"	Str	1036
P1105	6	19'-6"	Bt	622
P1106	6	33'-7"	Str	1071
P1107	12	16'-6"	Str	1052
P1108	12	16'-11"	Str	1079
P1109	12	17'-1"	Str	1089
P1110	6	20'-6"	Bt	653
P1111	6	34'-7"	Str	1102
SP501	1	12'-1"	Bt	448
SP502	1	12'-7"	Bt	466
SP503	1	13'-0"	Bt	480
SP504	1	13'-6"	Bt	498
SP505	1	13'-8"	Bt	504
SP506	1	13'-10"	Bt	519

SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	WEIGHT
S501	250	4'-11"	Bt	1282
S502	250	2'-6"	Bt	652
S503	272	5'-7"	Bt	1584
S504	80	13'-6"	Str	* —
S505	16	4'-1"	Str	* —
S506	16	8'-11"	Str	* —
S507	4	9'-8"	Str	* —
S508	4	6'-5"	Str	* —
S509	4	10'-11"	Str	* —
S510	4	6'-9"	Str	* —
S511	2	3'-5"	Bt	* —
S512	3	4'-2"	Bt	* —
S513	2	5'-4"	Bt	* —
S601	177	43'-8"	Str	11609
S602	19	13'-0" to 43'-0" by 1'-8"	Str	799
S603	22	13'-3" to 43'-0" by 1'-5"	Str	929
S604	22	12'-9" to 42'-6" by 1'-5"	Str	913
S605	96	8'-5" to 42'-0" by 1'-1", 3 ea	Str	3635
S606	18	5'-8" to 7'-4" by 4", 3 ea	Str	176
S607	6	25'-6	Str	230
S608	21	7'-6" to 12'-0" by 9", 3 ea	Str	308
S609	32	24'-4"	Str	1170
S610	38	27'-4"	Str	1560
S611	86	32'-6"	Str	4198
S612	258	37'-2"	Str	14403
S613	172	23'-0"	Str	5942
S614	6	27'-0"	Str	243
S701	177	43'-8"	Str	15798
S702	19	13'-0" to 43'-0" by 1'-8"	Str	1087
S703	22	13'-3" to 43'-0" by 1'-5"	Str	1265
S704	22	12'-9" to 42'-6" by 1'-5"	Str	1242
S705	96	8'-5" to 42'-0" by 1'-1", 3 ea	Str	4946
S706	18	5'-8" to 7'-4" by 4", 3 ea	Str	239
S707	3	24'-3"	Str	149
S708	21	7'-6" to 12'-0" by 9", 3 ea	Str	419
S709	3	23'-0"	Str	141
S710	3	28'-3"	Str	173
S711	3	30'-0"	Str	184
SA501	4	5'-3"	Bt	22
SA502	8	4'-0"	Bt	33
SA503	2	2'-8"	Bt	6

REPLACEMENT BARS

MARK	NO.	LENGTH	TYPE	WEIGHT
RE501	1	5'-7"	Bt	—
RE502	1	5'-7"	Str	—
RE601	3	5'-11"	Str	—
RE701	2	6'-3"	Str	—
RE801	1	6'-6"	Str	—
RE901	1	6'-10"	Str	—
RE1001	1	7'-3"	Str	—
RE1101	1	7'-7"	Str	—

FED. RD. DIVISION	STATE	PROJECT	
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NOTES

1. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER.
2. BARS MARKED WITH AN ASTERISK TO BE INCLUDED FOR PAYMENT UNDER ITEM 517, RAILING.
3. SPIRAL REINFORCING BARS: THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM TOP OF THE FOOTING TO THE BOTTOM OF CAP, OR TO WITHIN 2" (±) OF THE TOP OF COLUMN FOR PIERS WITHOUT CAPS, TO THE NEAREST INCH.
   SPIRAL REINFORCING BARS SHALL NOT HAVE DEFORMATIONS BUT SHALL IN OTHER RESPECTS CONFORM TO ITEM 509.
   FOUR STEEL CHANNEL, TEE OR ANGLE SPACERS, WEIGHING APPROXIMATELY 0.68 LB. PER LIN. FT. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.68 LB. PER LIN. FT., WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.
4. SEE SHEET 439 & 440 FOR BENDING DETAILS.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

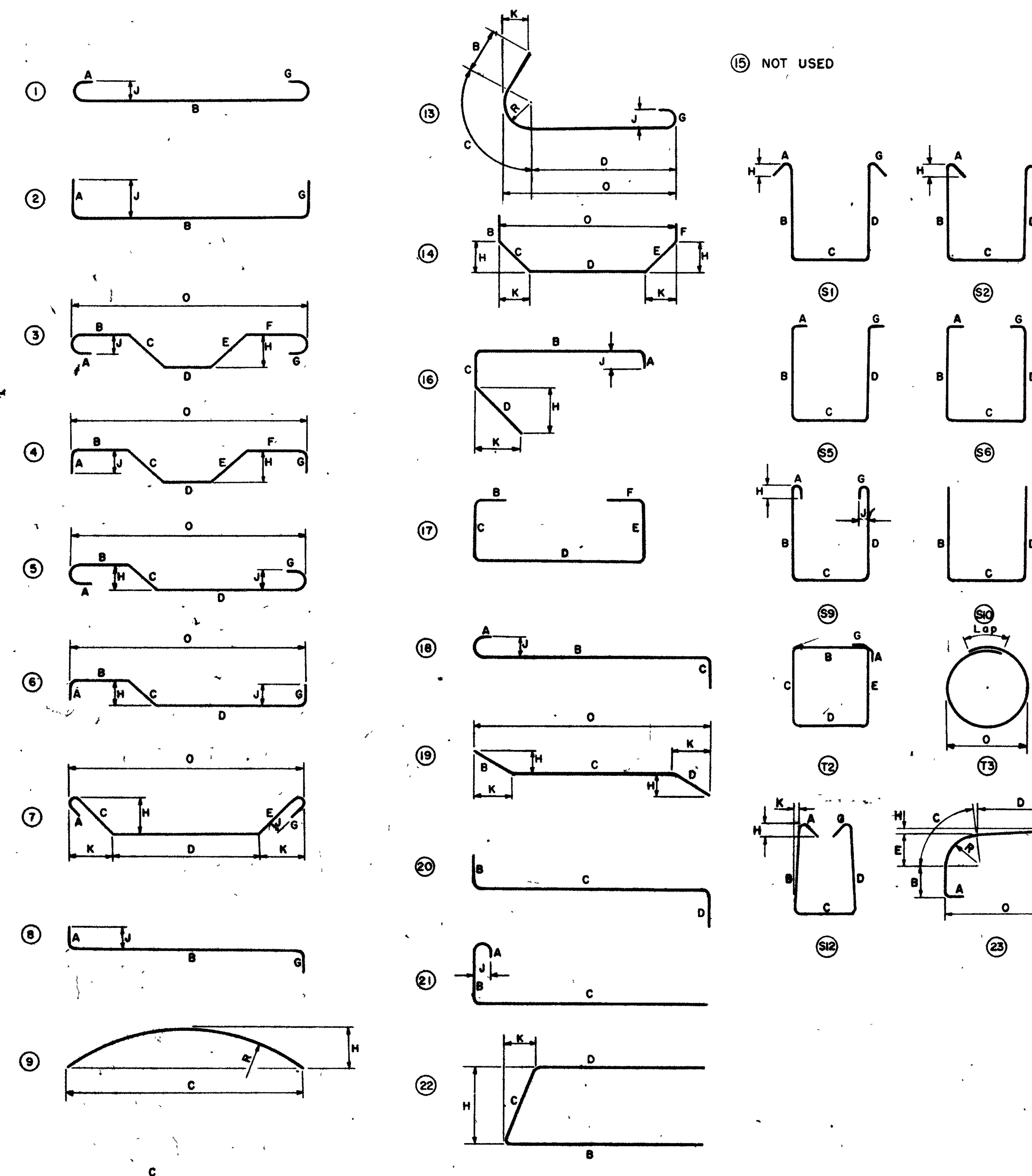
REINFORCING STEEL LIST
RAMP D OVER
PATTERSON BLVD. AND SOUTH MAIN ST.

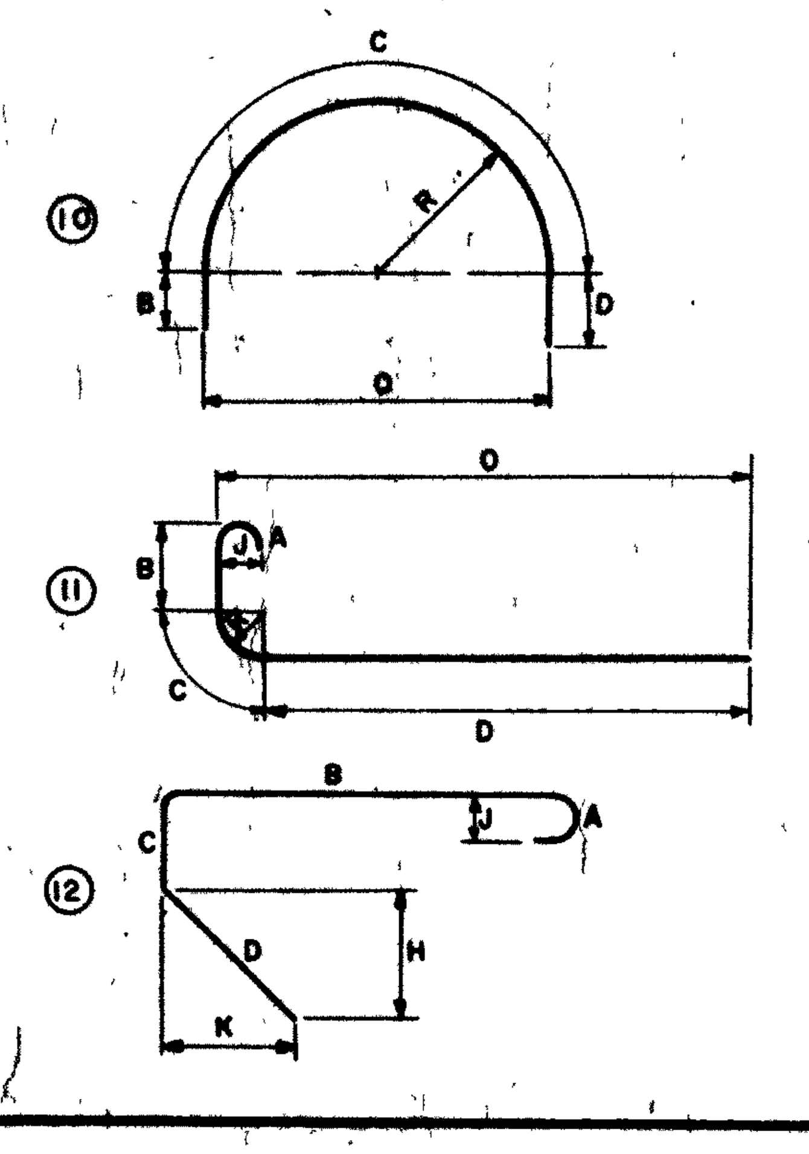
MONTGOMERY COUNTY STA. 8+13.91 D to STA. 10+02.00 D

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
	OPK		JJS/DSM JDH	J.A.D. 8-19-66	

DIMENSIONS FOR BENDING

MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
A501	17		—	1'-7"	5'-5"	1'-7"	—						
A502	2	6"	6'-7"					—					
A503	17		—	2'-0"	3'-5"	2'-0"	—						
A504	2	6"	4'-7"					—					
A510	2	6"	8"					6"					
A511	17		—	2'-2"	8"	2'-2"	—						
A514	22		1'-2"	1'-4"	1'-0"				1'-4"		2"		
A515	17		—	1'-0"	1'-4"	1'-0"	—						
A524	20		8"	9'-10"	—								
A525	T1	5"	3'-2"	2'-7"	3'-2"	2'-7"		5"					
A527	S12	5"	1'-6"	8"	1'-6"			5"	—		3/4"		
A528	23	6"	9"	11 5/8"	2'-8 1/2"	7 5/8"		6"	2 3/8"			7 3/8"	3'-4"
A530	2	6"	3'-6"					—					
A531	2	6"	1'-2"					6"					
A532	17		1'-10"	1'-2"	3'-6"	—	—						
A537	17		—	3'-0" to 10'-0" by 7"	3'-5"	3'-0" to 10'-0" by 7"	—						
A538	17		—	2'-8"	3'-5"	2'-8"	—						
A601	17		6'-7"	5'-5"	2'-7"	—	—						
A602	17		6'-7"	1'-5"	7'-11"	11"	2'-0"						
A603	17		—	7'-11"	1'-5"	7'-11"	—						
A604	17		—	8'-9"	1'-5"	8'-9"	—						
A605	2	8"	8'-9"					—					
A606	2	8"	6'-8"					—					
A607	2	8"	8'-10"					—					
A608	17		—	8'-9"	1'-2"	8'-9"	—						
A803	19		1'-7"	15'-7"	—				6"		1'-6"		17'-1"
A804	2	11"	5'-3"					—					
A1001	1	1'-5"	15'-0"					1'-5"					
B501	17		—	1'-7"	5'-4"	1'-7"	—						
B502	2	6"	6'-6"		—			—					
B503	17		—	2'-0"	3'-5"	2'-0"	—						
B507	17		1'-8"	1'-2"	3'-6"	—	—						
B508	S12	5"	1'-6"	8"	1'-6"	5"					1"		
B509	23	6"	9"	1'-1"	2'-8"	8"		6"	2"			8"	3'-4"
B510	17		—	1'-0"	1'-4"	1'-0"							
B511	22		1'-2"	1'-4"	1'-0"				1'-4"		2"		
B518	2	6"	3'-6"					—					
B520	2	8"	11'-9"					—					
B525	17		2'-2"	8"	2'-2"	—	—						
B527	T1	5"	3'-2"	2'-7"	3'-2"	2'-7"		5"					
B529	S10		6"	8"	6"								
B534	S10		6"	1'-2"	6"								
B601	17		6'-6"	5'-4"	2'-7"	—	—						
B602	17		6'-10"	1'-5"	8'-2"	11"	2'-0"						
B603	17		8'-2"	1'-5"	8'-2"	—	—						
B604	17		9'-1"	1'-2"	9'-1"	—	—						
B605	2	8"	9'-0"					—					
B606	2	8"	6'-10"					—					
B607	2	8"	9'-1"					—					
B608	2	8"	6'-7"					—					
B804	19		2'-8"	24'-7"					1'-3"		2'-4"		
P501	S10		2'-5"	2'-8"	2'-5"								
P503	S10		1'-0"	2'-8"	1'-0"								
P901	1	1'-3"	8'-6"					1'-3"					
P902	19		4'-7 1/2"	20'-0"	—				8 1/2"		4'-7"		
P903	19		4'-7 1/2"	21'-0"	—				8 1/2"		4'-7"		
P1101	2	1'-2"	5'-10"					—					
P1105	2	3'-3"	16'-7"					—					
P1110	2	3'-3"	17'-7"					—					
SP501	SP1		3 1/4"		47								2'-8"
SP502	SP1		3 1/4"		49								2'-8"
SP503	SP1		3 1/4"		51								2'-8"
SP504	SP1		3 1/4"		52								2'-8"





FED. RD. DIVISION	STATE	PROJECT	
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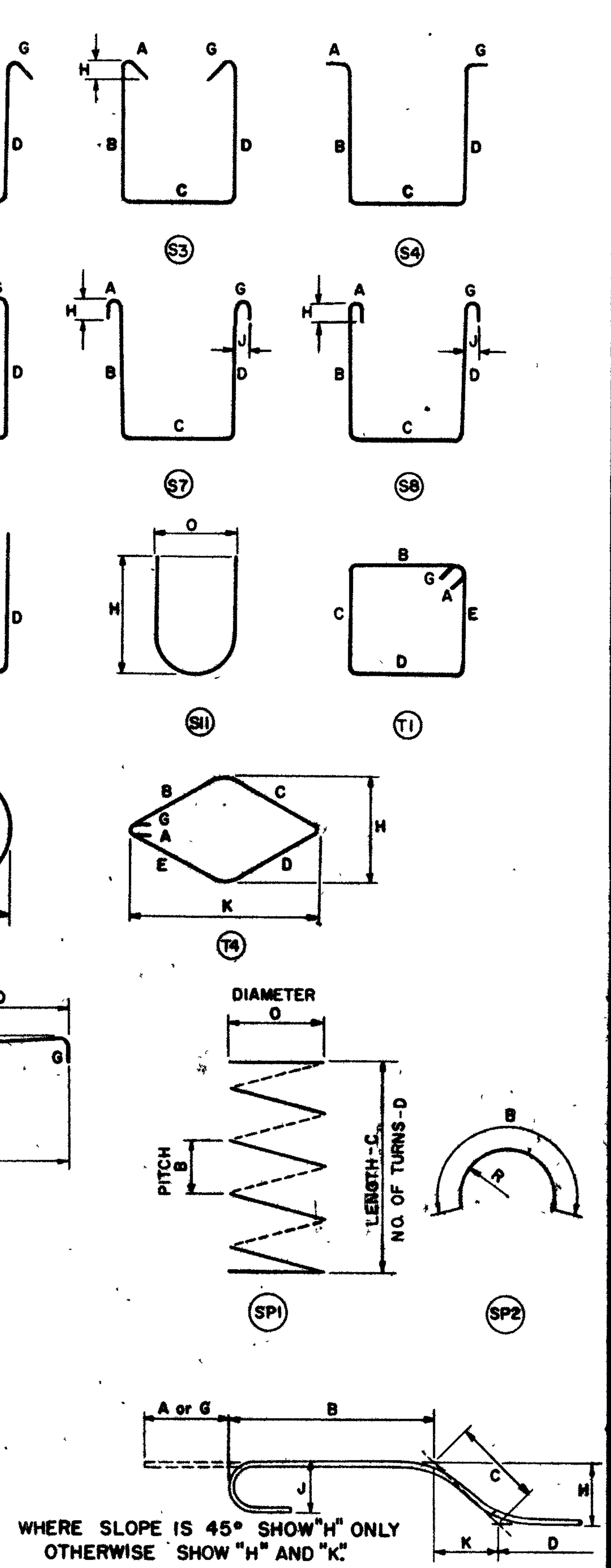


ENLARGED VIEW SHOWING BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. "J" DIMENSION ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE, OTHERWISE STANDARD HOOKS ARE TO BE USED.
4.  WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H". WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
5. "H" DIMENSION ON STIRRUPS TO BE SHOWN WHERE NECESSARY TO RESTRICT HOOKS.
6. ALL BENDS SHOWN ARE BENT AROUND A STANDARD MANDREL, EXCEPT STIRRUPS S11, TIES T3, SPIRALS SP1 AND WHERE RADIUS "R" IS INDICATED.
7. RADIUS DIMENSION "R" IS TO OUTSIDE OF BAR.
8. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
9. FOR STANDARD HOOK DIMENSIONS, SEE SECT. 509.05 OF THE SPECIFICATIONS.
10. 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 1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT.

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI — ARCHITECTS CHICAGO

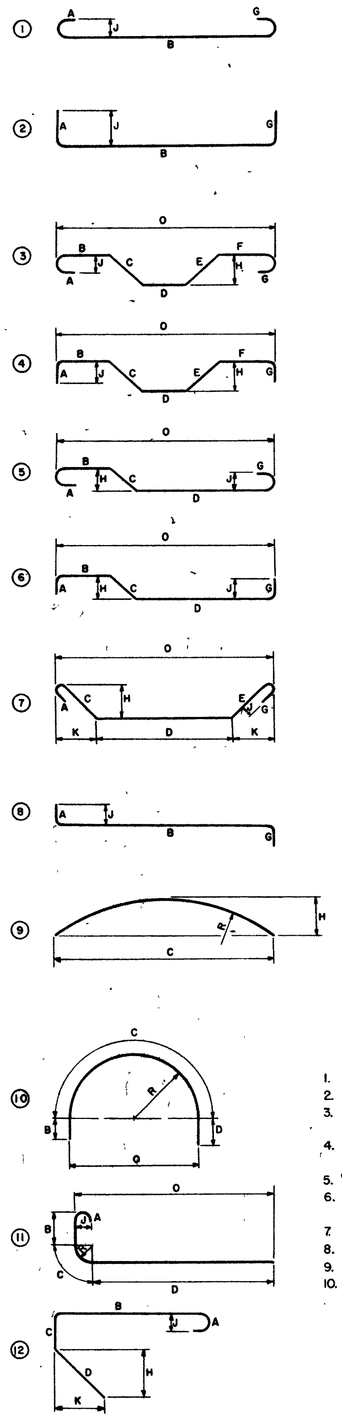
BAR BENDING DETAILS

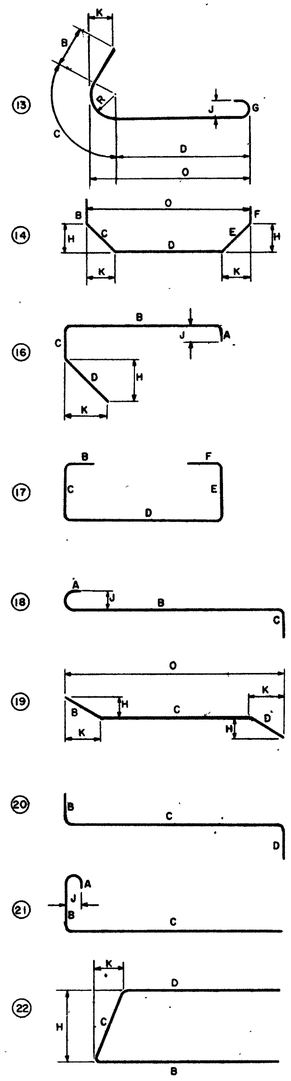
RAMP D OVER PATTERSON BLVD. AND SOUTH MAIN ST.

MONTGOMERY COUNTY STA. 8+13.91 D to STA. 10+02.00 D

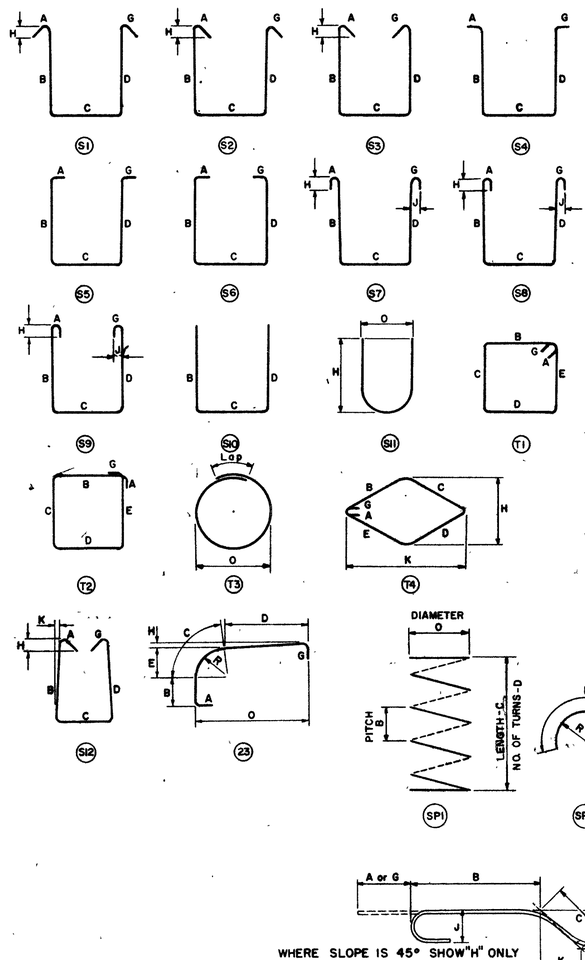
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
~	OPK	~	WJS/DSM	J.A.D. 8-19-66	

MARK	TYPE	DIMENSIONS FOR BENDING											
		A	B	C	D	E	F	G	H	J	K	R	O
SP505	SP1		3¼"		53								2'-8"
SP506	SP1		3¼"		54								2'-8"
S501	S6	6"	1'-4"	1'-6"	1'-4"			6"					
S502	2	6"	1'-6"					6"					
S503	S3	5"	2'-2"	8"	2'-2"			5"					
S511	S3	5"	1'-1"	8"	1'-1"			5"	2"				
S512	S12	5"	1'-6"	8"	1'-6"			5"	2"		3¼"		
S513	23	6"	9"	11½"	2'-8½"	7⅜"		6"	2⅜"			7⅜"	3'-4"
SA501	17		—	2'-1"	1'-4"	2'-1"	—						
SA502	19		1'-1"	2'-11"					9"		9"		3'-8"
SA503	2	6"	2'-2"					—					
RE501	SP2		5'-7"									1'-4"	





⑮ NOT USED



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

ENLARGED VIEW SHOWING
BAR BENDING DETAILS

NOTES

1. FIGURES IN CIRCLES SHOW BAR TYPES.
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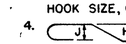
4.  WHERE "J" IS NOT SHOWN "J" WILL BE KEPT EQUAL TO OR LESS THAN "H". WHERE "J" CAN EXCEED "H" IT SHOULD BE SHOWN.
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FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

440
520

MOT-35-14.52

VOGT, IVERS & ASSOCIATES
ENGINEERS CINCINNATI ARCHITECTS CHICAGO

BAR BENDING DETAILS

RAMP D OVER PATTERSON BLVD. AND SOUTH MAIN ST.

MONTGOMERY COUNTY STA. 8+13.91 D to STA. 10+02.00 D

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JC	OPK	JC	DSH/JCH	JAD	8-19-66	