

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

AC I-1101 (19)

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO	AC I-1101 (19)	1 336

MOT.-25-0.49

MOT.-25-0.49

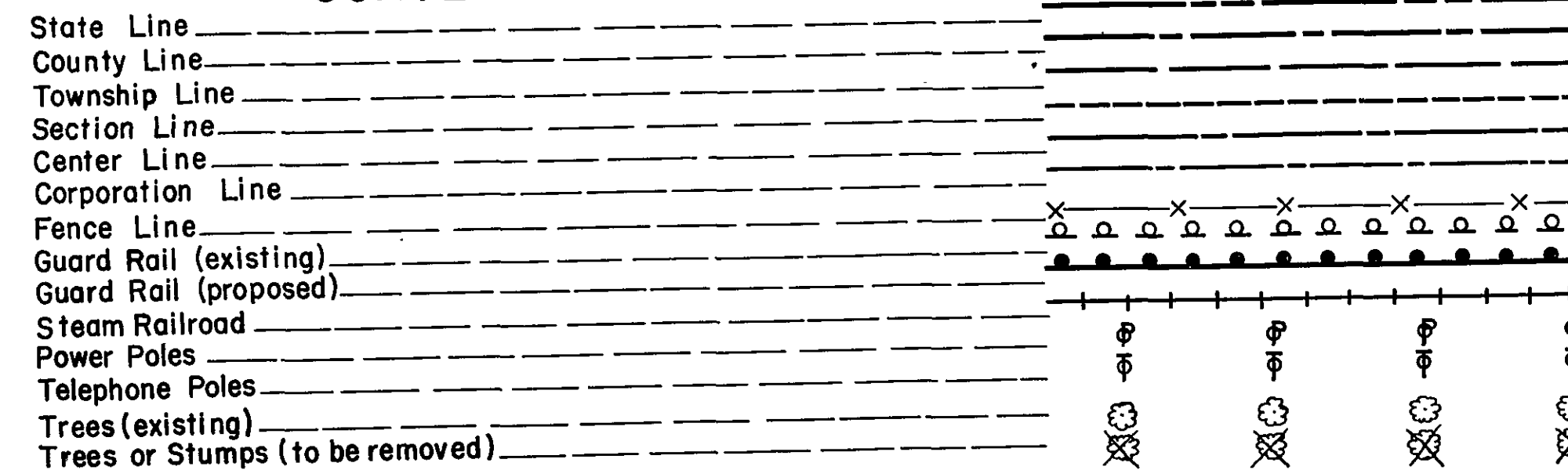
LIMITED ACCESS

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

MIAMI TOWNSHIP, MONTGOMERY COUNTY

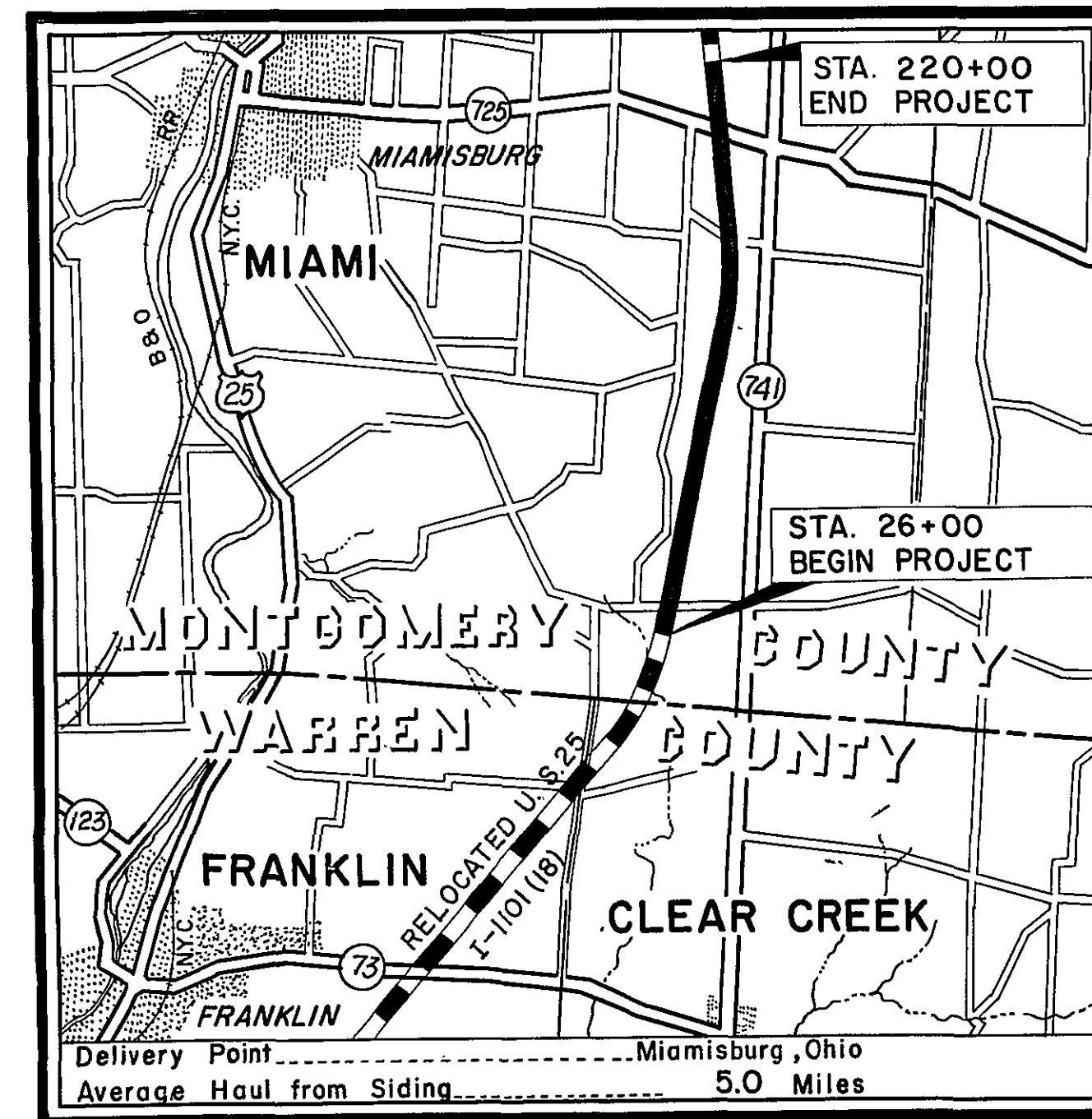
NOTE:
All references to Federal Aid Project No. I-1101 (19) appearing throughout this plan shall be considered to read ACI-1101 (19)

CONVENTIONAL SIGNS



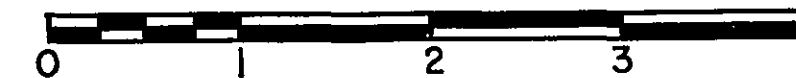
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LOCATION MAP

SCALE OF MILES



SCALE

Plans	1" = 50'
Profile: Horizontal	1" = 50'
Profile: Vertical	1" = 5'
Cross Sections	1" = 10'

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 set forth on the plans and estimates.

Approved: G.D. Ackerman
Date: 9/30/58 Division Deputy Director

Approved: C.H. Mahoney
Date: 10-20-58 Deputy Director of Planning & Programming

Approved: J.P. Overman
Date: 10-14-58 Engineer of Bridges

Approved: P.E. Shultz
Date: 12-15-58 Engineer of Location & Design

Approved: P.E. Mashed
Date: 12-15-58 Deputy Director of Design & Construction

Approved: George J. Thompson
Date: 10/20/58 First Assistant Director

Approved: J.M. [Signature]
Date: 10/20/58 Director of Highways

Approved: _____
Date: _____

LINE DATA

Begin Project	Sta. 26+00
End Project	Sta. 220+00
No additions or deductions	
Net Length of Project =	19,400.00 Lin. Ft. or 3.674 Miles
Begin Work	Sta. 24+70
End Work	Sta. 225+15
No Equations	
Net Length of Work U.S. 25 =	20,045.00 Lin. Ft.
Add for Approaches (See Sheet 2)	6,670.00 Lin. Ft.
Add for Channel Extension (See Sheet 271)	1,200.00 Lin. Ft.
Total Length of Work	27,915.00 Lin. Ft. or 5.286 Miles

Sheets 290 & 297 revised 12-19-58.
Sheets 291A, 292A, 293A, 294A, 296A, 298A, 299A, 300A, 301A & 302A added 12-19-58.

Sheets 22 thru 24, 32 thru 35, 54 thru 64, 106 thru 124, 212, 214 thru 217, 236 thru 242, 258, 260 thru 262, 264 and 279 superseded by Sheets 22-R thru 24-R, 32-R thru 35-R, 54-R thru 64-R, 106-R thru 124-R, 212-R, 214-R thru 217-R, 236-R thru 242-R, 258-R, 260-R thru 262-R, 264-R and 279-R showing revised profiles and cross sections referred to on Sheet 17. REC. 1-2-59

PLANS PREPARED BY:
YULE, STICKLEN, JORDAN & McNEE
COLUMBUS 14, OHIO

Supplemental Prints of Standard Construction Drawings					
DRAWING NO.	DATE	DRAWING NO.	DATE	DRAWING NO.	DATE
B-T-50-70-71ENol	10-1-47	I-8 CB.2-3&2-4	5-1-52	I-15 No.2 B	6-1-57
B-T-71-R	3-2-53	I-8 CB.No.5	7-1-58	I-15 No.4	12-1-54
DR-1	1-3-55			I-8 I. No.1	5-1-52
F-1	4-1-57	I-8 M.H.No.1	5-1-52	I-8 M.H.No.1-A	1-3-55
G-707	6-1-56	I-12	7-1-54	I-8 CB No.6	5-1-52
I-1,2,3,4 & 5	4-24-58	I-14 G	1-22-52	I-21-23	8-1-56
		I-15 No.1	8-1-55	L-1	4-1-50
		I-15 No.2A	6-1-57	L-3	4-1-50

Supplemental Specification			
NO.	DATE	NO.	DATE
18	Rev 2-6-57	M-106.6(d)	Rev. 4-1-58
B-119	Rev 8-11-57	5	6-8-55
E-101	1-1-57	9	6-24-58
I-127	Rev.11-16-57		
M-206.14	7-15-49		
I-125	Re 11-6-57		
B-219	Rev. 7-23-58		
S-114	Rev 8-1-57		

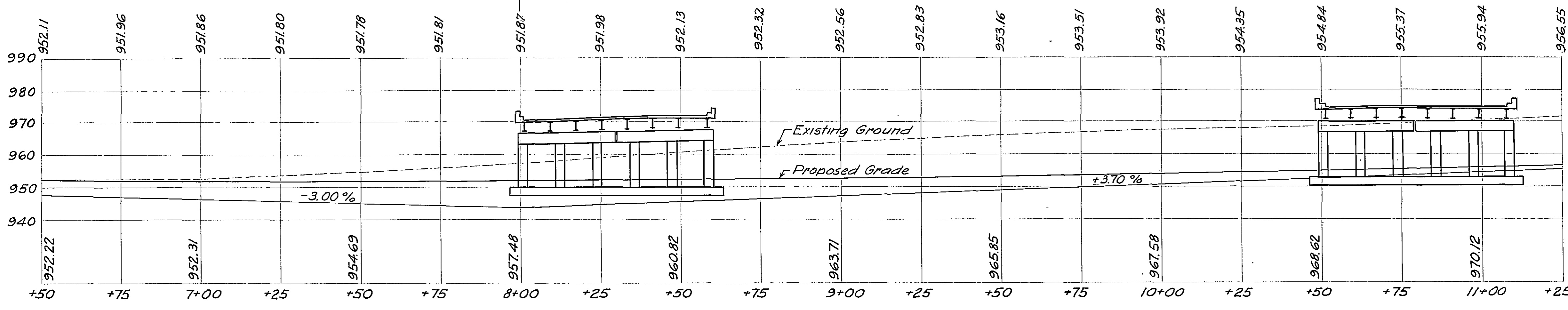
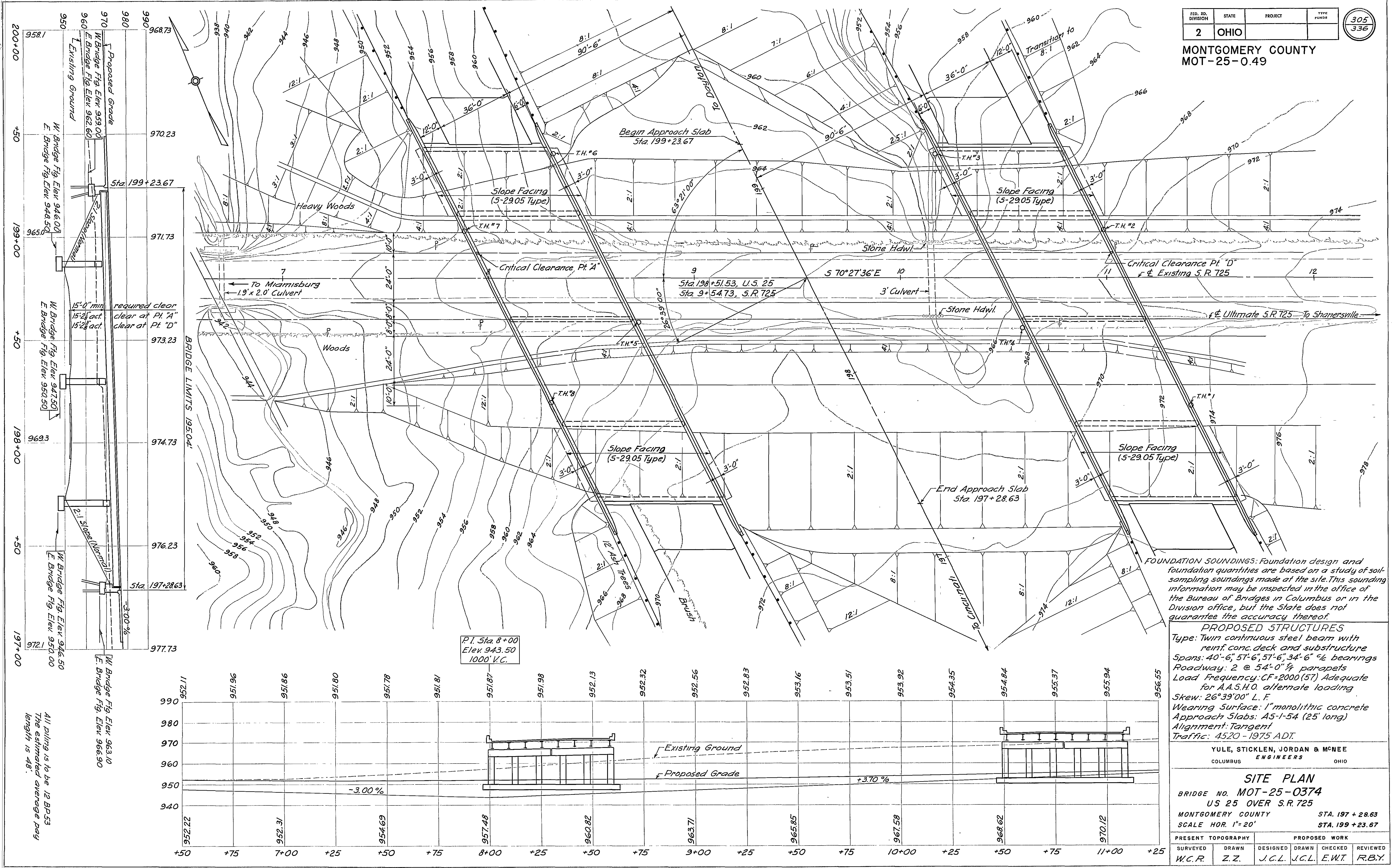
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED: _____
DIVISION ENGINEER _____ DATE _____

File No.	MONTGOMERY COUNTY	MOT.-25-0.49
Date of Letting		1958
Contract No.		

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

305
336

MONTGOMERY COUNTY
MOT-25-0.49



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

PROPOSED STRUCTURES
 Type: Twin continuous steel beam with reinf. conc. deck and substructure
 Spans: 40'-6", 57'-6", 51'-6", 34'-6" c/c bearings
 Roadway: 2 @ 54'-0" $\frac{1}{4}$ parapets
 Load Frequency: CF=2000 (57) Adequate for A.S.H.O. alternate loading
 Skew: 26° 39' 00" L.F.
 Wearing Surface: 1" monolithic concrete
 Approach Slabs: AS-1-54 (25' long)
 Alignment: Tangent
 Traffic: 4520 - 1975 ADT.

YULE, STICKLEN, JORDAN & McNEE
 ENGINEERS
 COLUMBUS OHIO

SITE PLAN
 BRIDGE NO. MOT-25-0374
 US 25 OVER S.R. 725
 MONTGOMERY COUNTY STA. 197 + 28.63
 SCALE HOR. 1"=20' STA. 199 + 23.67

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
W.C.R.	Z.Z.	J.C.L.	J.C.L.	E.W.T.	R.B.Y.

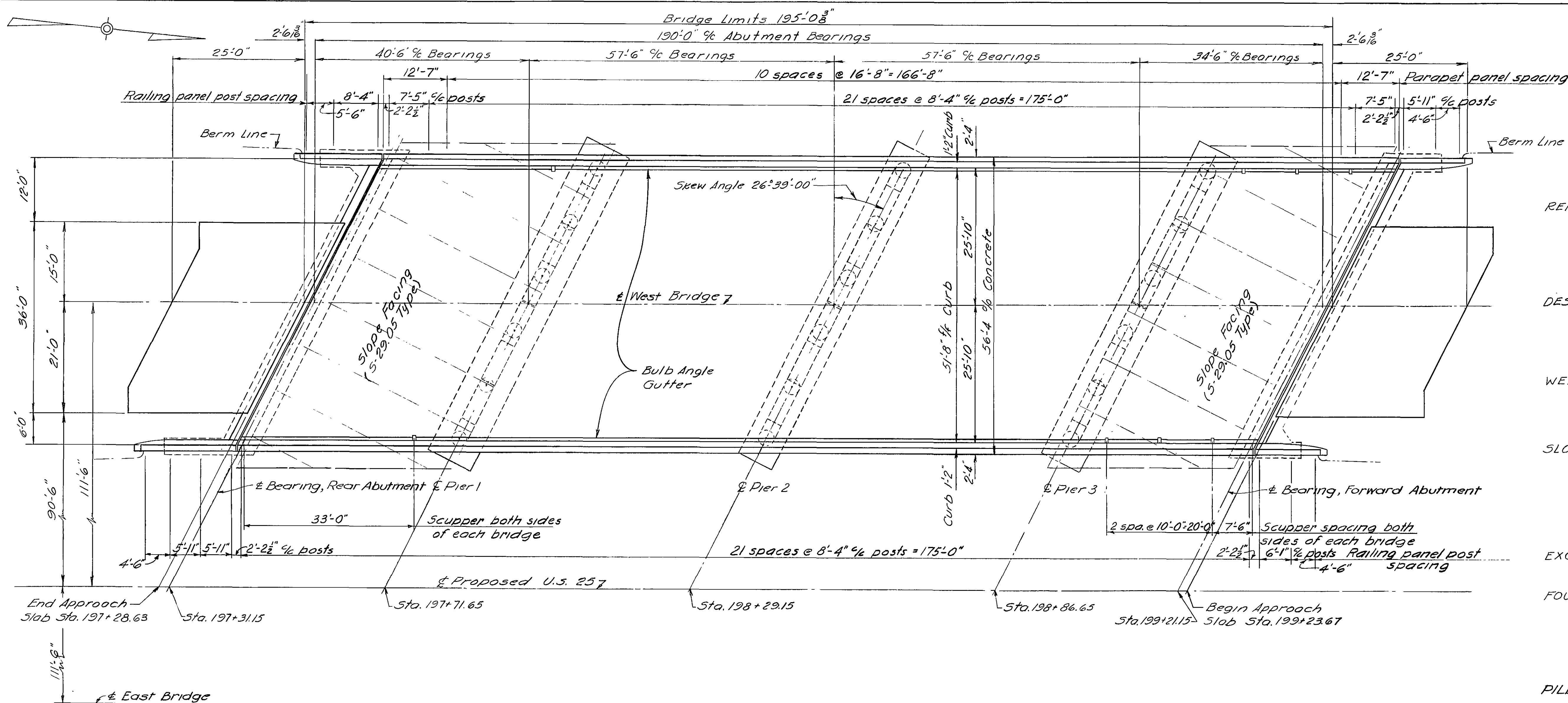
All piling is to be 12 BP-53
 The estimated average pay length is 48'.

P.I. Sta. 8+00
 Elev. 943.50
 1000' V.C.

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		

306
336

MONTGOMERY COUNTY
MOT-25-0.49



REFERENCE shall be made to Standard Drawing AR-1-57 revised 3-1-58 (Type A), AS-1-54 revised 12-7-54, CSB-2-56 Sheet No. 2, revised 3-1-58, CSB-2-56 Sheet No. 3, revised 3-1-58 and supplemental specifications 5-114 (aluminum for bridge railings) revised 8-1-57, and I-127 Delineators rev. 11-16-57.

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 revisions thereof dated 2-21-58.

WELDING of structural steel shall be Class 'A' except as otherwise shown. Class 'B' welds shown thus $\overline{\text{---}}$. Any welds shown as field welds, may at the option of the contractor, be made in the shop.

SLOPE FACING (5-29.05 Type) shall be provided under the structure at both abutments. The slope facing shall be 12" thick and shall extend from the face of the abutment to the flow line of the ditch and transversely to 3 feet outside of the edge of the superstructure.

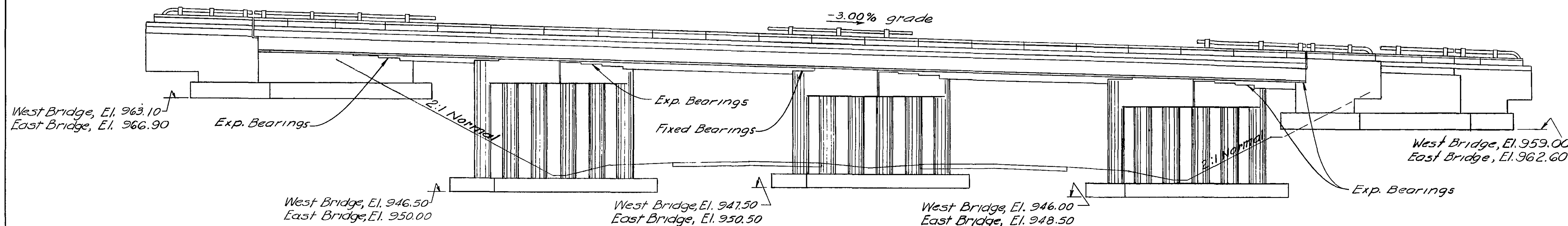
EXCAVATION QUANTITY includes the removal of the fill material for the construction of the abutments.

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum pile load of 40 tons. Piers are designed for the following maximum bearing pressure: Pier 1 - 2.15 tons per sq. ft. Pier 2 - 1.72 tons per sq. ft. and Pier 3 - 2.26 tons per sq. ft.

PILES shall be driven "with a hammer of not less than 15,000 ft.-lb. per blow", to the firm contact with shale. If the length of penetration is approximately equal to the depth to shale according to the bridge foundation investigation report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. 5-18.05 is not less than the following value for a pile hammer of the indicated energy rating: abutment piles 45 tons per pile using a 15,000 ft.-lb. hammer.

PROCEDURE: The embankment at the abutments shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade before driving piles.

GENERAL PLAN
West Bridge shown
East Bridge similar except
for location of approach slab



Ground line shown for
± West Bridge

ELEVATION
Piles of Abutments not shown

YULE, STICKLEN, JORDAN & McNEE
COLUMBUS ENGINEERS OHIO

GENERAL PLAN & ELEVATION
BRIDGE NO MOT-25-0374
US 25 OVER S.R. 725
MONTGOMERY COUNTY STA. 197+28.63
STA. 199+23.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CPT	HAG	HAG	E.W.T.	R.B.Y.	10/1/58	

REINFORCING STEEL LIST

Superstructure					Abutments					Abutments					Piers				
Mark	No.	Length	Weight	Shp	Mark	No.	Length	Weight	Shp	Mark	No.	Length	Weight	Shp	Mark	No.	Length	Weight	Shp
5501	1032	2'-4"	2512	B	A501	104	3'-4"	3399	S	A546	4	8'-4"	35	B	P501	136	7'-8"	1088	B
5502	516	1'-10"	987	S	A502	18	6'-9"	127	B	A547	45	4'-6"	211	S	P502	136	8'-8"	1229	B
5503	552	4'-6 1/2"	2615	B	A503	16	7'-0"	117	B	A548	8	4'-3"	35	S	P503	68	9'-8"	686	B
5601	234	22'-0"	7732	S	A504	48	7'-3"	363	B	A549	9	4'-0"	38	S	P504	492	8'-4"	4276	B
5602	1056	33'-9"	53531	S	A505	9	7'-5"	70	B	A550	45	8'-8"	407	B	P505	24	28'-8"	718	S
5603	530	21'-5"	17049	S	A506	8	7'-8"	64	B	A551	8	8'-5"	70	B	P601	140	9'-10"	2068	B
5604	494	36'-2"	26835	S	A507	15	7'-10"	123	B	A552	4	8'-2"	34	B	P602	72	7'-10"	847	B
5605	4 1/2 9	34'-2" to 12'-10"	1271	S	A508	18	2'-7"	48	S	A553	13	9'-9"	132	S	P603	72	8'-10"	955	B
5606	36	14'-0"	757	S	A509	16	2'-10"	47	S	A554	8	12'-1"	101	S	P801	96	18'-3"	4678	B
5607	4 1/2 9	40'-2" to 18'-10"	1595	S	A510	53	3'-1"	170	S	A555	8	9'-6"	79	S	P802	48	37'-3"	4774	S
5608	4 1/2 14	30'-0" to 12'-8"	1794	S	A511	9	3'-3"	31	S	A556	9	5'-11"	56	S	P803	96	24'-0"	6152	B
5609	32	11'-6"	553	S	A512	8	3'-6"	29	S	A557	11	8'-8"	99	S	P804	48	25'-9"	3300	S
5610	8	32'-10"	395	S	A513	20	3'-8"	76	S	A558	28	8'-8"	253	B	P901	240	6'-1"	4964	B
5701	530	25'-4"	27444	S	A514	8	22'-6"	188	S	A559	4	19'-1"	80	S	P902	24	18'-6"	1510	S
5702	494	32'-8"	32985	S	A515	4	13'-6"	56	S	A560	4	16'-7"	70	S	P903	24	19'-9"	1612	S
5703	36	17'-9"	1306	S	A516	7	6'-5"	47	S	A561	2	7'-3"	15	S	P904	24	19'-11"	1625	S
5704	4 1/2 9	38'-0" to 16'-8"	2011	S	A517	196	4'-6"	920	B	A562	11	8'-6"	98	S	P905	48	17'-1"	2788	S
5705	4 1/2 9	29'-10" to 8'-6"	1410	S	A518	32	3'-2"	106	B	A563	244	6'-5"	1633	B	P906	48	17'-9"	2897	S
5706	4 1/2 14	30'-0" to 12'-8"	2442	S	A519	16	2'-6"	42	B	A601	34	14'-7"	745	B	P907	24	16'-10"	1374	S
5707	32	11'-6"	752	S	A520	122	4'-7"	583	B	A602	80	14'-5"	1732	B	P908	24	17'-11"	1462	S
5708	4	28'-2"	230	S	A521	244	4'-5"	1124	B	A603	66	5'-0"	496	S	P909	12	17'-5"	711	S
5709	4	36'-5"	298	S	A522	34	5'-1"	180	B	A604	6	9'-0"	81	S	P910	12	18'-1"	738	S
Railing					A523	14	7'-6"	110	S	A605	54	5'-4"	433	B	P911	24	28'-8"	2339	S
R501	32	12'-3"	*	S	A524	15	6'-11"	108	S	A606	17	7'-7"	193	S	P912	36	29'-9"	3641	S
R502	160	16'-4"	*	S	A525	21	6'-9"	148	S	A607	6	3'-10"	35	S	P913	60	24'-6"	4998	S
R503	8	11'-9"	*	S	A526	10	8'-1"	84	S	A608	14	7'-0"	147	S	P914	60	11'-3"	2295	B
R504	8	11'-11"	*	S	A527	90	4'-2"	391	B	A609	3	8'-4"	38	S	P915	64	9'-3"	2013	B
R505	8	17'-8"	*	S	A528	22	6'-10"	157	B	A610	32	33'-0"	1596	S	P916	32	9'-3"	1006	B
R506	8	15'-2"	*	S	A529	14	4'-11"	72	B	A611	10	13'-0"	195	S	P1101	192	7'-0"	7141	B
Replacement Bars					A530	14	5'-10"	85	B	A612	18	10'-10"	293	S	P1102	12	21'-2"	1349	S
RE 401	1	5'-3"	S	A531	24	8'-0"	200	B	A613	10	13'-6"	203	S	P1103	12	20'-9"	1323	S	
RE 501	2	5'-7"	S	A532	4	13'-2"	55	S	A614	15	10'-0"	225	S	P1104	12	18'-2"	1158	S	
RE 601	7	5'-11"	S	A533	4	13'-4"	56	S	A615	4	13'-2"	79	S	P1105	12	18'-9"	1195	S	
RE 701	4	6'-3"	S	A534	13	9'-0"	122	S	A616	4	12'-6"	75	S	P1106	24	20'-5"	2604	S	
RE 801	1	6'-6"	S	A535	26	5'-3"	142	S	A617	6	8'-9"	79	S	P1107	24	20'-7"	2625	S	
RE 901	2	6'-10"	S	A536	9	5'-1"	48	S	A618	8	12'-0"	144	S	P1108	24	17'-6"	2231	S	
RE 1101	2	7'-7"	S	A537	8	4'-10"	40	S	A619	10	18'-11"	284	S	P1109	24	18'-7"	2370	S	
					A538	8	4'-8"	39	S	A620	14	14'-6"	305	S	P1110	12	20'-1"	1280	S
					A539	8	4'-5"	37	S	A621	4	19'-5"	117	S	P1111	12	20'-3"	1291	S
					A540	9	4'-2"	39	S	A622	6	15'-11"	143	S	P1112	12	17'-2"	1094	S
					A541	20	9'-5"	197	B	A623	4	16'-5"	99	S	P1113	12	18'-3"	1164	S
					A542	9	9'-3"	87	B	A624	34	14'-9"	753	B					
					A543	8	9'-0"	75	B	A625	80	14'-4"	1722	B					
					A544	8	8'-10"	74	B	A626	11	9'-3"	153	S					
					A545	8	8'-7"	72	B										

FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO		307 336

MONTGOMERY COUNTY
MOT-25-0.49

Spiral Reinforcing List

Mark	No.	Core Dia.	% Spiral	Length	Pitch	No. Turns	Weight
SP401	6	32"	16 1/8%	16' 11 1/8"	4 1/2"	49	1898
SP402	6	32"	17' 0 1/8"	4 1/2"	49	1901	
SP403	6	32"	14' 3 1/8"	4 1/2"	41	1590	
SP404	6	32"	14' 11 1/8"	4 1/2"	43	1668	
SP405	6	32"	13' 11 1/8"	4 1/2"	41	1585	
SP406	6	32"	15' 1 1/8"	4 1/2"	44	1704	

SPIRAL REINFORCING BARS: The "length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap. The "No. of Turns" shown is the "length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 3-4. 1 1/2 closed coils shall be provided at the ends of each spiral unit. Four steel channels, 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.

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 number. For example, A601 is a No. 6 size bar and P1101 is a No. 11 size bar.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 3-4.02 need not be furnished and replacement bars will not be required.

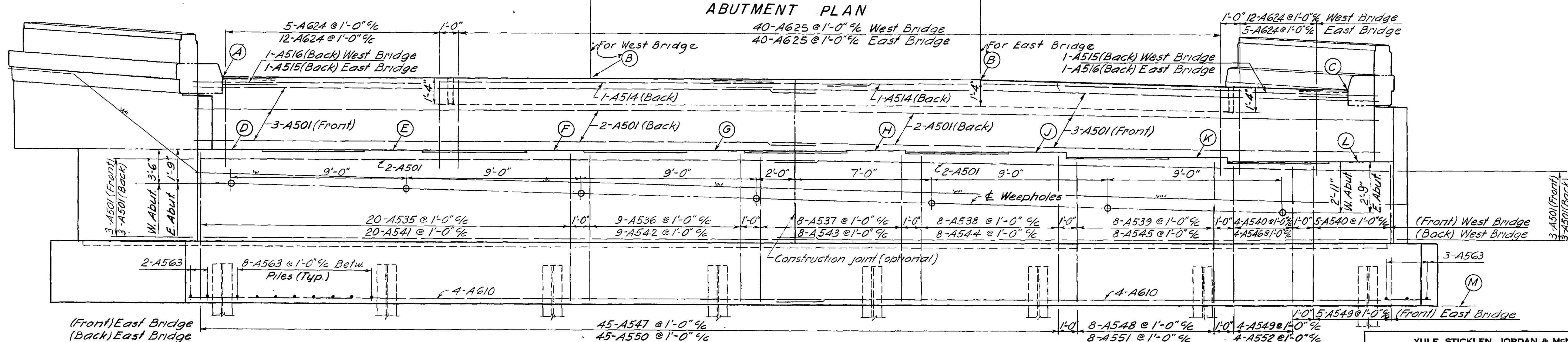
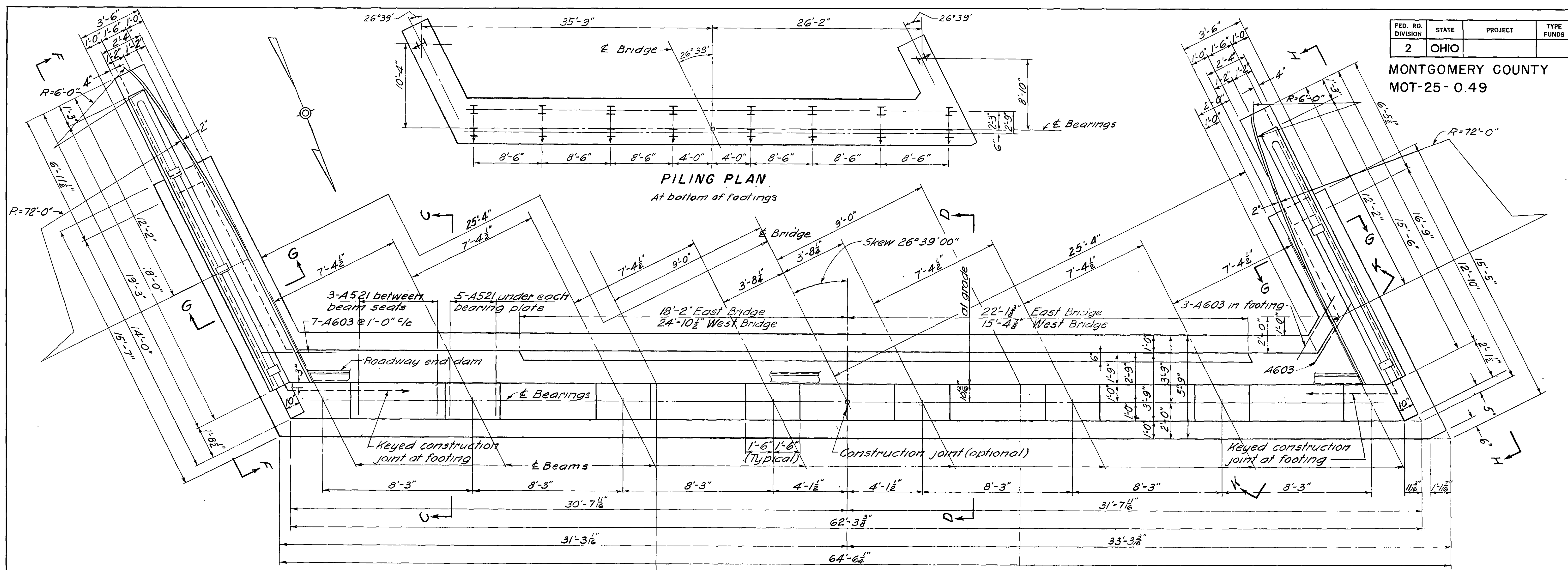
ESTIMATED QUANTITIES

Item	Total	Unit	Description	WEST BRIDGE							EAST BRIDGE									
				Super-Struc.	Rear Abut.	Pier 1	Pier 2	Pier 3	Forward Abut.	General	Super-Struc.	Rear Abut.	Pier 1	Pier 2	Pier 3	Forw. Abut.	General			
E-2	1450	Cu.Yds.	Unclassified excavation		180	145	120	140	150											
3-1	642	Cu.Yds.	Class "C" Concrete - Superstructure	321							321									
3-1	308	Cu.Yds.	Class "C" Concrete - Piers above footings			55	50	50					53	50	50					
3-1	444	Cu.Yds.	Class "E" Concrete - Abutments		125				100			121				98				
3-1	296	Cu.Yds.	Class "E" Concrete - Pier footings			56	43	49					56	43	49					
3-4	314569	Lbs.	Reinforcing steel	93252	6566	19099	14999	17513	5563		93252	6476	19122	15214	17969	5544				
3-7	514000	Lbs.	Structural steel	257000							257000									
3-8	514000	Lbs.	Field painting of structural steel	257000							257000									
3-14	882	Lin.Ft.	Railing (aluminum rail, supports and concrete parapet)	384	33				24		384	33				24				
3-16	Lump	Sum	First Test Pile																	Lump
3-18	3450	Lin.Ft.	Steel Piles 12 BP 53		800				860			865				925				
3-29	392	Cu.Yds.	Slope facing (5-29.05 Type)		107				89			107				89				
3-29	120	Cu.Yds.	Porous backfill		38				25			32				25				
3-127	4	Each	Bridge Delineators						2							2				

YULE, STICKLEN, JORDAN & McNEE
COLUMBUS ENGINEERS OHIO

ESTIMATED QUANTITIES & REINFORCING STEEL LIST
BRIDGE NO. MOT-25-0374
US 25 OVER S.R. 725
MONTGOMERY COUNTY STA. 197+28.63
STA. 199+23.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
H.A.G.	H.A.G.	H.A.G.	E.W.T.	R.B.Y.	10/4/58	



For Elevations F-F and H-H, sections C-C, D-D, G-G and K-K see Sheet 310
For locations of points N, P, Q, R, S and T, see Sheet 310

REINFORCING STEEL shall be placed so that it will not interfere with anchor bars for bearing plates

POROUS BACKFILL, 2 feet thick, full length of abutment and wings, shall extend up to the underside of the approach slab and to grade.

ABUTMENT	ELEVATIONS																		
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T	
West Bridge	975.46	975.47	974.41	971.76	971.77	971.77	971.61	971.38	971.16	970.93	970.71	963.10	975.08	974.59	974.54	973.44	973.50	973.99	
East Bridge	978.54	978.56	978.04	974.84	974.84	974.85	974.85	974.86	974.80	974.57	974.34	966.90	978.16	977.67	977.62	977.07	977.14	977.63	

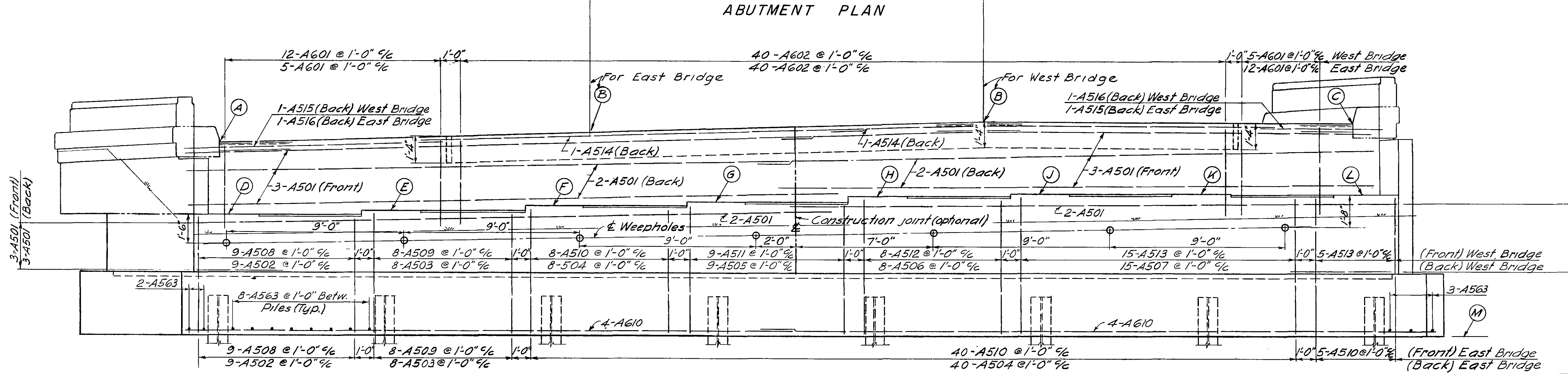
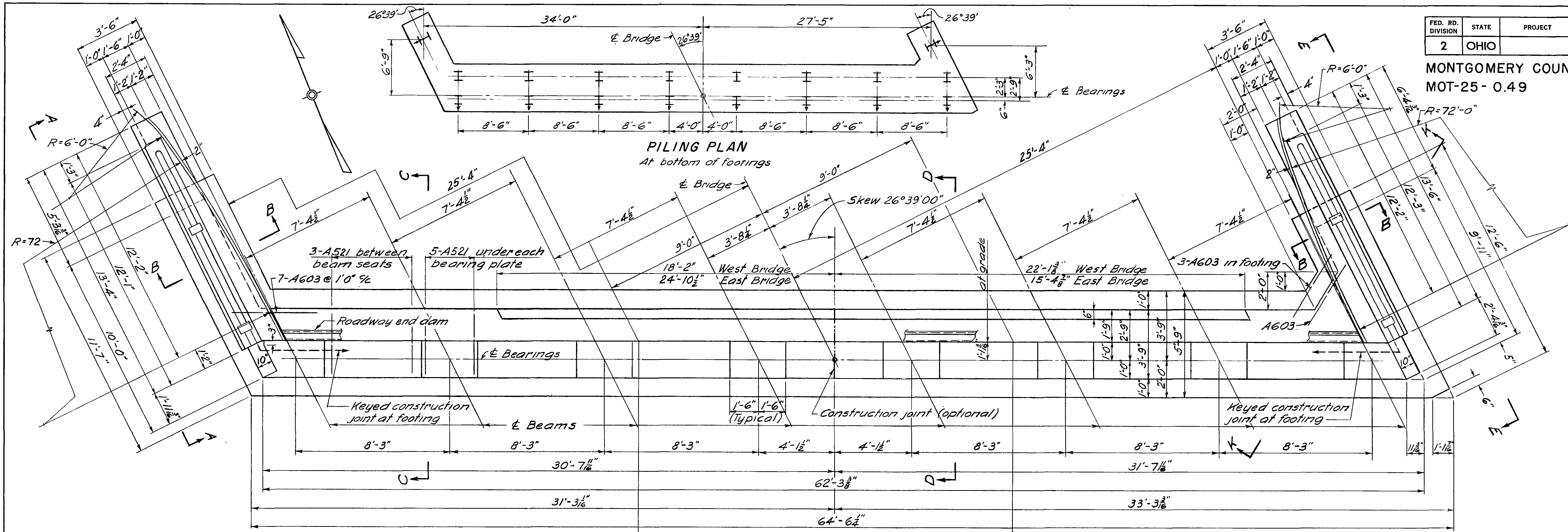
YULE, STICKLEN, JORDAN & McNEE
COLUMBUS ENGINEERS OHIO

REAR ABUTMENT PLAN AND ELEVATION

BRIDGE NO. MOT-25-0374
US 25 OVER S.R. 725
MONTGOMERY COUNTY

STA. 197+28.63
STA. 199+23.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.M.	A.M.	A.M.	E.W.T.	R.B.Y.	10/4/58	



For Elevations A-A and E-E, Sections B-B, C-C, D-D and K-K, see Sheet 310
For locations of points N, P, Q, R, S and T see Sheet 310

REINFORCING STEEL shall be placed so that it will not interfere with anchor bars for bearing plates

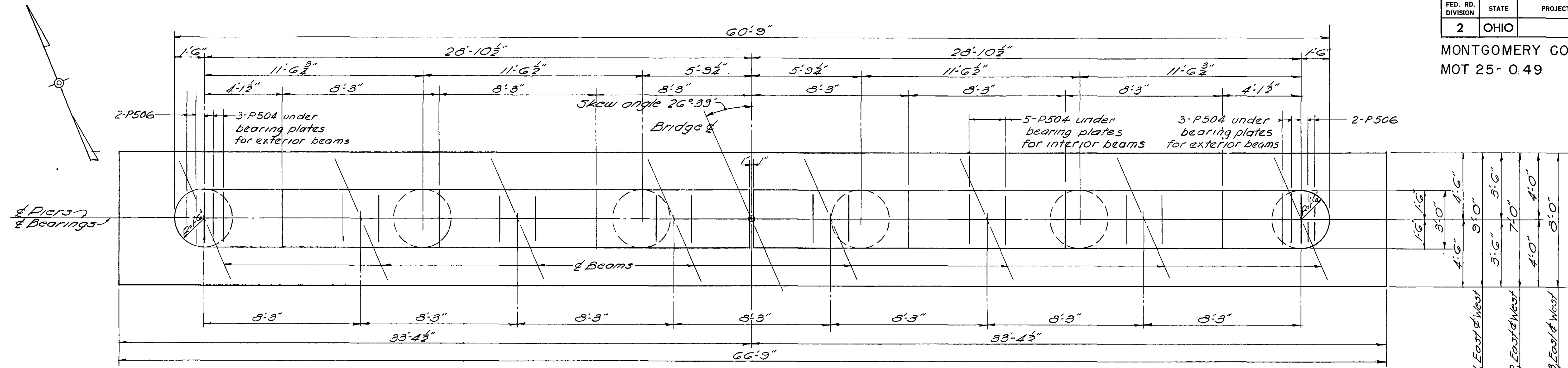
POROUS BACKFILL, 2 feet thick, full length of abutment and wings, shall extend up to the underside of the approach slab and to grade.

ABUTMENT	ELEVATIONS																	
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T
West Bridge	968.64	969.71	969.70	965.01	965.23	965.46	965.68	965.91	966.07	966.07	966.06	959.00	967.41	967.73	967.79	968.90	968.83	968.50
East Bridge	972.28	972.79	972.77	968.64	968.87	969.10	969.16	969.15	969.15	969.14	969.14	962.60	971.05	971.37	971.43	971.97	971.90	971.58

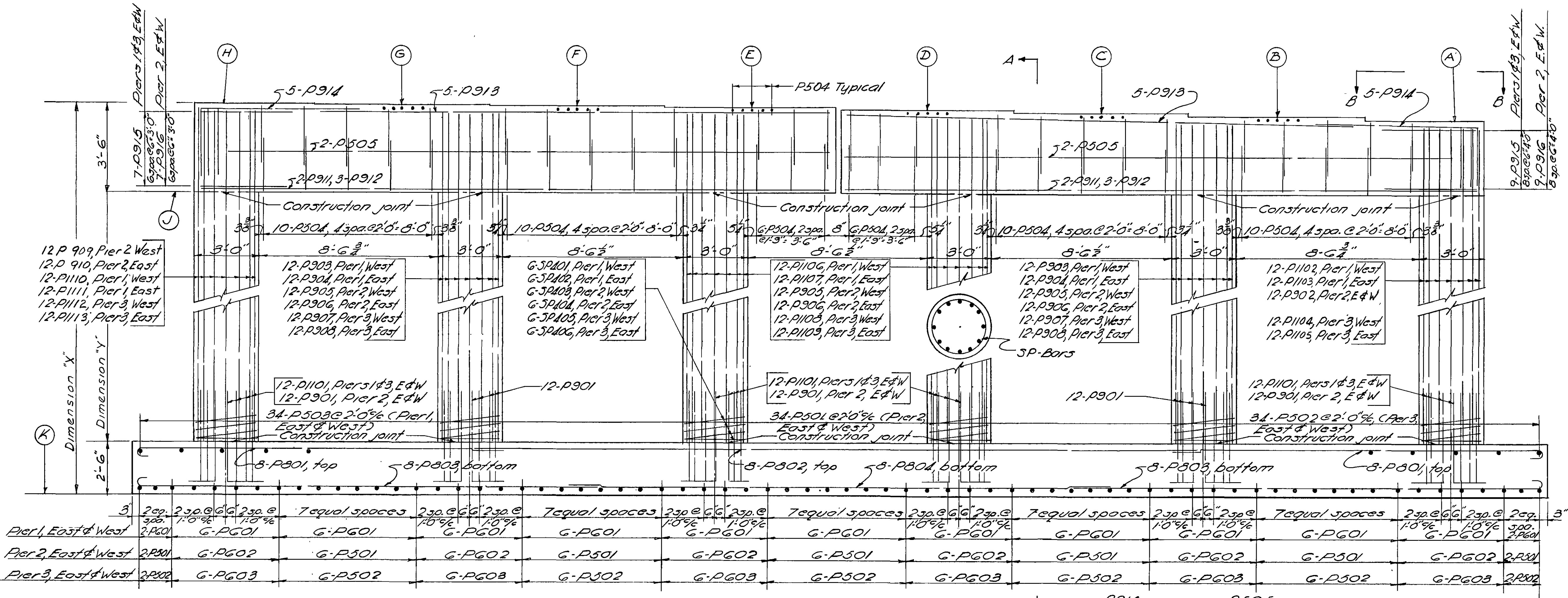
YULE, STICKLEN, JORDAN & McNEE
COLUMBUS ENGINEERS OHIO

FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-25-0374
US 25 OVER S.R. 725
MONTGOMERY COUNTY STA. 197+28.63
STA. 199+23.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.M.	A.M.	A.M.	E.W.T.	R.B.Y.	10/15/58	



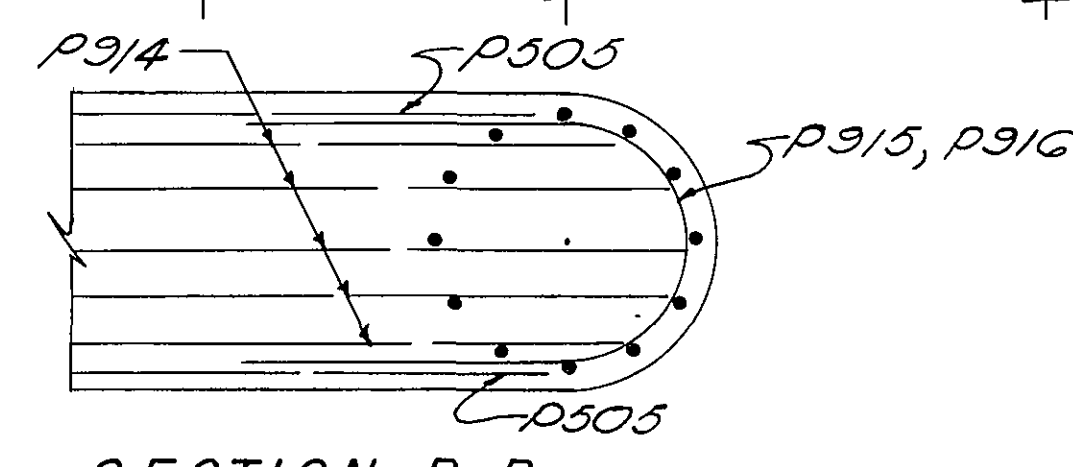
PLAN



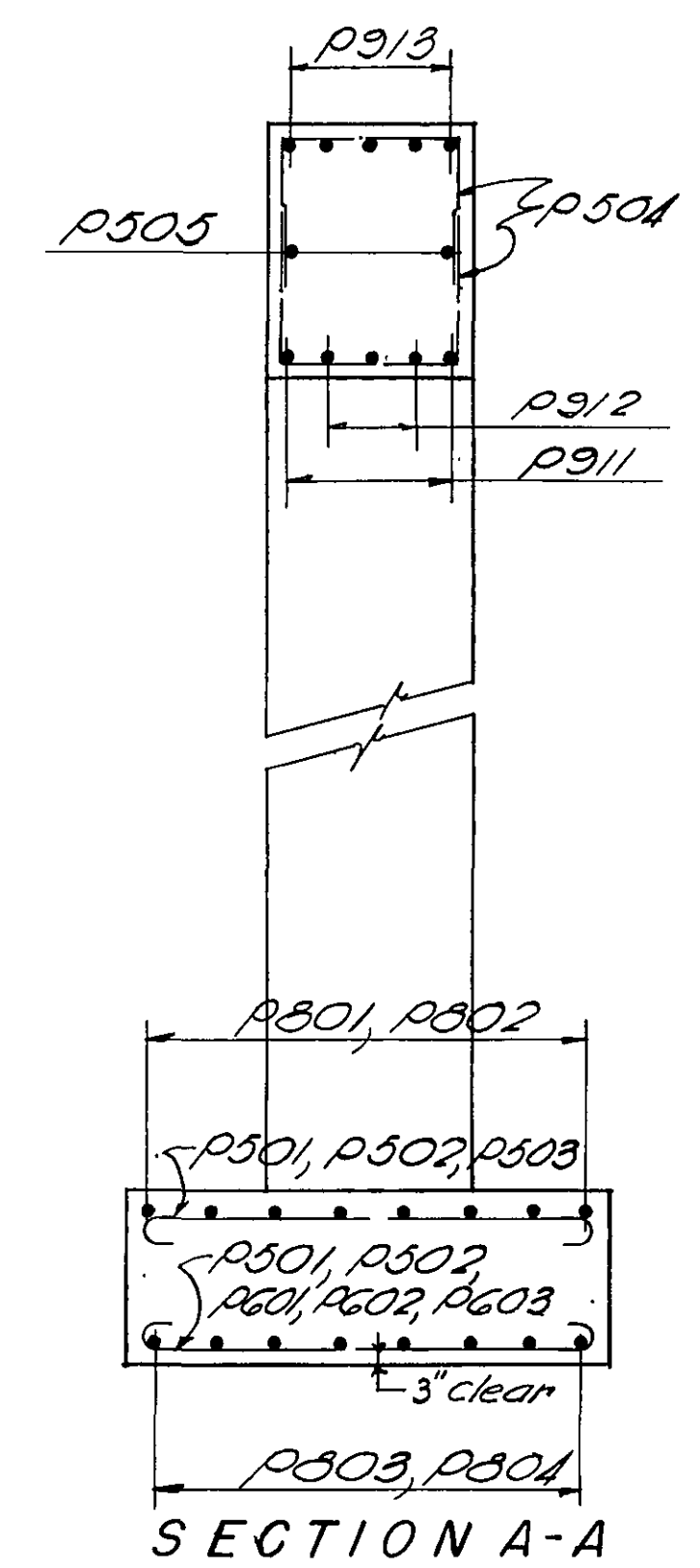
ELEVATION

	A	B	C	D	E	F	G	H	J	K	Dim. X	Dim. Y
Pier 1, West Bridge	970.49	970.49	970.49	970.33	970.11	969.88	969.65	969.43	969.23	946.50	22'-11 3/4"	16'-11 3/4"
Pier 1, East Bridge	978.56	978.57	978.57	978.58	978.58	978.52	978.29	978.07	969.57	950.00	23'-0 3/4"	17'-0 3/4"
Pier 2, West Bridge	968.55	968.65	968.65	968.69	968.46	968.24	968.01	967.79	964.29	947.50	20'-3 1/2"	14'-3 1/2"
Pier 2, East Bridge	971.92	971.93	971.93	971.94	971.94	971.88	971.65	971.43	967.93	950.50	20'-11 3/4"	14'-11 3/4"
Pier 3, West Bridge	967.04	967.04	967.04	966.88	966.66	966.43	966.20	965.98	962.48	946.00	19'-11 3/4"	13'-11 3/4"
Pier 3, East Bridge	970.11	970.12	970.12	970.13	970.13	970.07	969.84	969.62	966.12	948.50	21'-1 3/4"	15'-1 3/4"

REINFORCING STEEL in pier caps shall be placed so that it will not interfere with anchor bars for bearing plates



SECTION B-B



SECTION A-A

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PIER DETAILS
BRIDGE NO. MOT-25-0374
US 25 OVER S.R. 725
MONTGOMERY COUNTY STA. 197+28.63
STA. 199+23.67

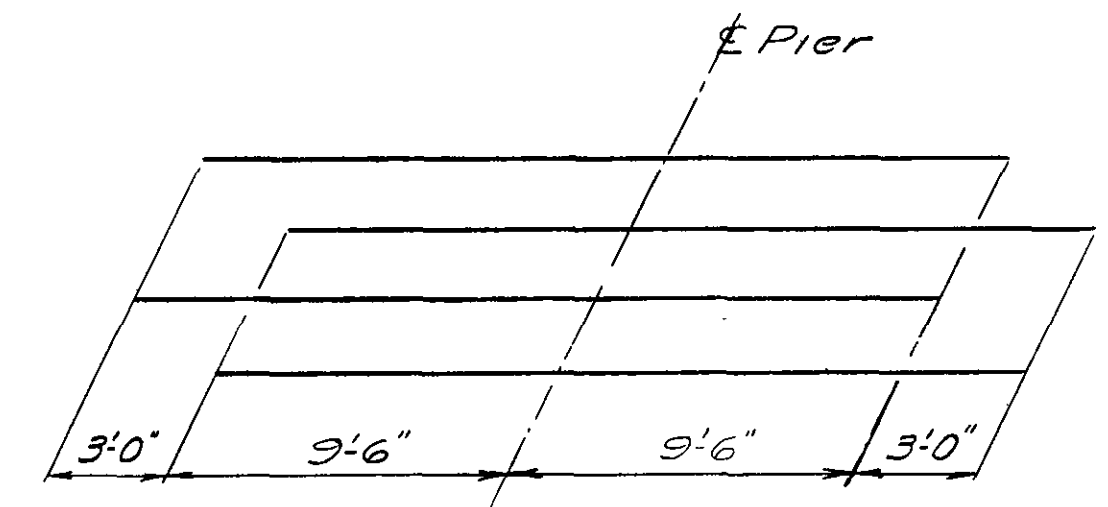
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CPT	JHD	JHD	E.W.T.	R.B.Y.	10/4/58	

MONTGOMERY COUNTY
MOT-25-0.49

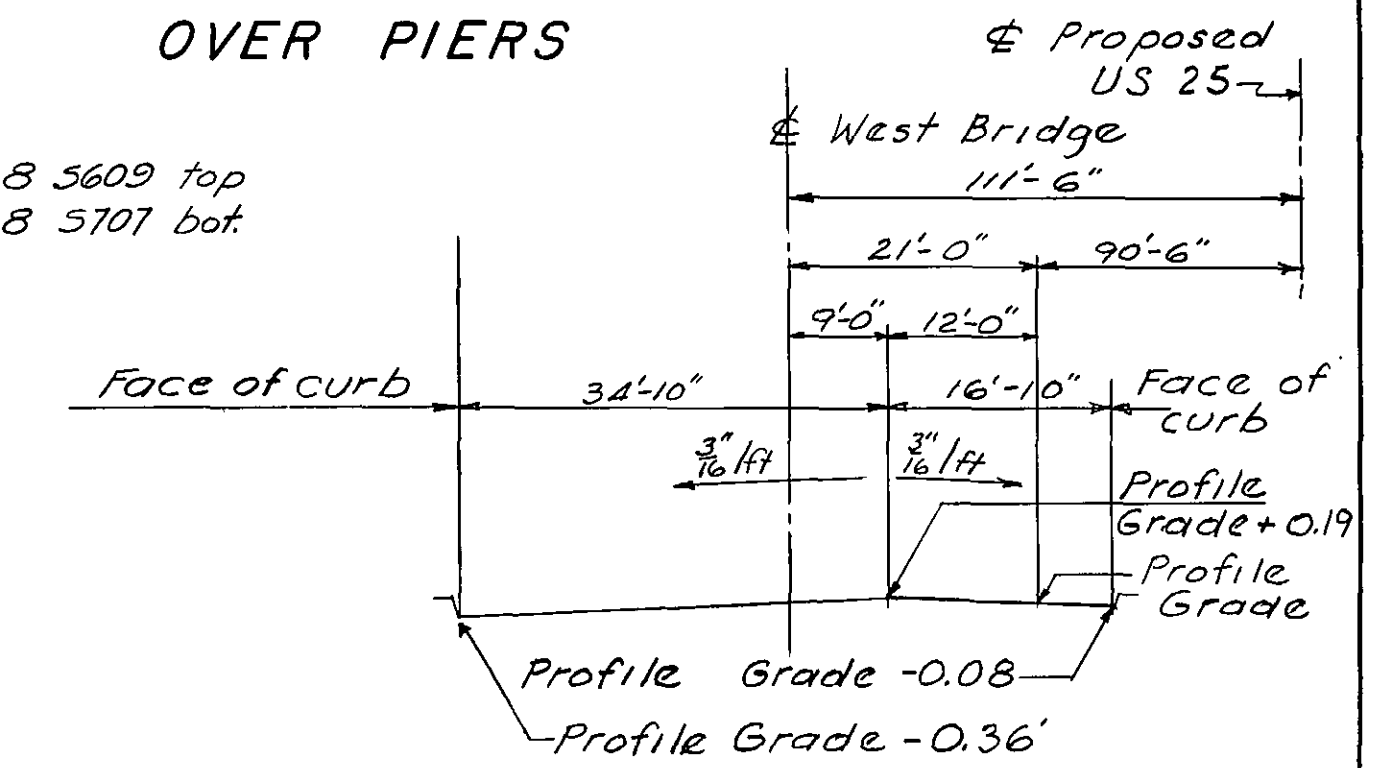
DEFLECTION AND CAMBER

Outside Beams				
	Span 1	Span 2	Span 3	Span 4
Deflection due to weight of steel	0"	1/16"	1/16"	0"
Deflection due to remaining dead load	1/8"	1/4"	1/4"	0"
Sum of deflection	1/8"	5/16"	5/16"	0"
Required Camber*	0"	0"	0"	0"
Inside Beams				
	Span 1	Span 2	Span 3	Span 4
Deflection due to weight of steel	0"	1/16"	1/16"	0"
Deflection due to remaining dead load	1/16"	3/16"	7/16"	0"
Sum of deflection	1/16"	1/4"	5/16"	0"
Required Camber*	0"	0"	0"	0"

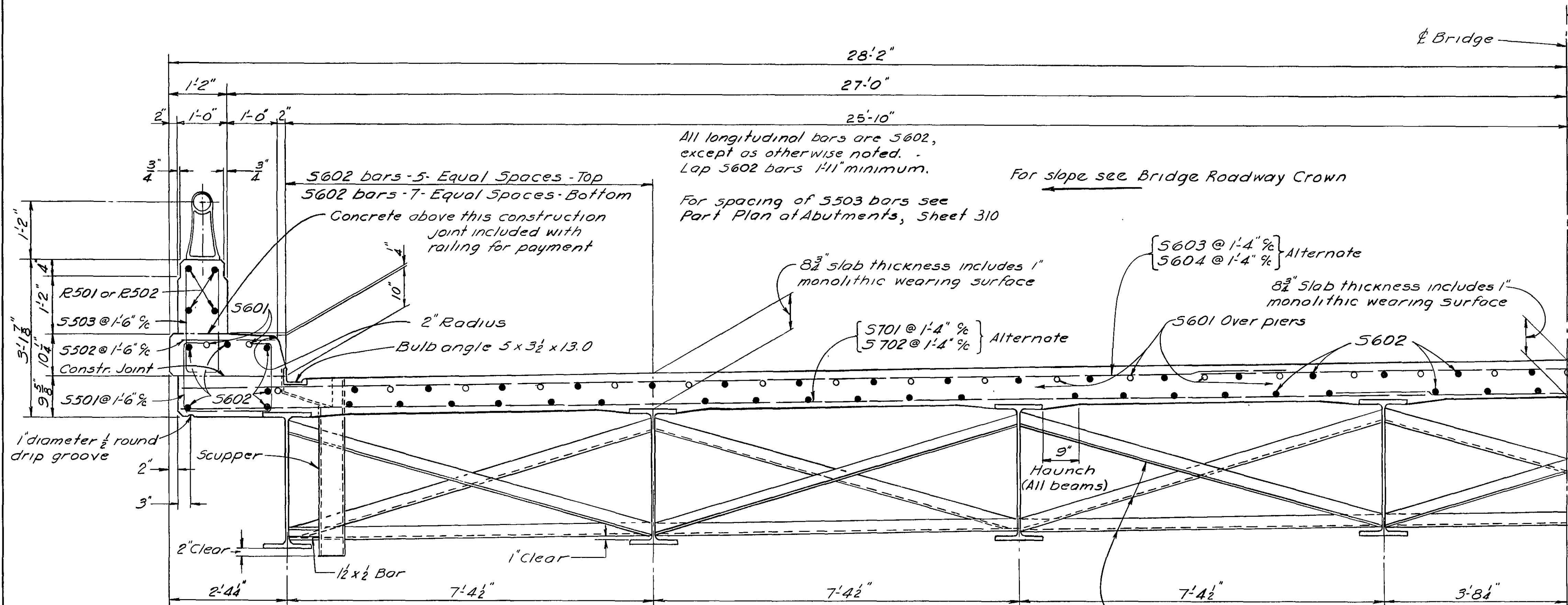
* Place mill camber up



STAGGER OF S601 BARS OVER PIERS



BRIDGE ROADWAY CROWN
West Bridge as shown
East Bridge opposite hand

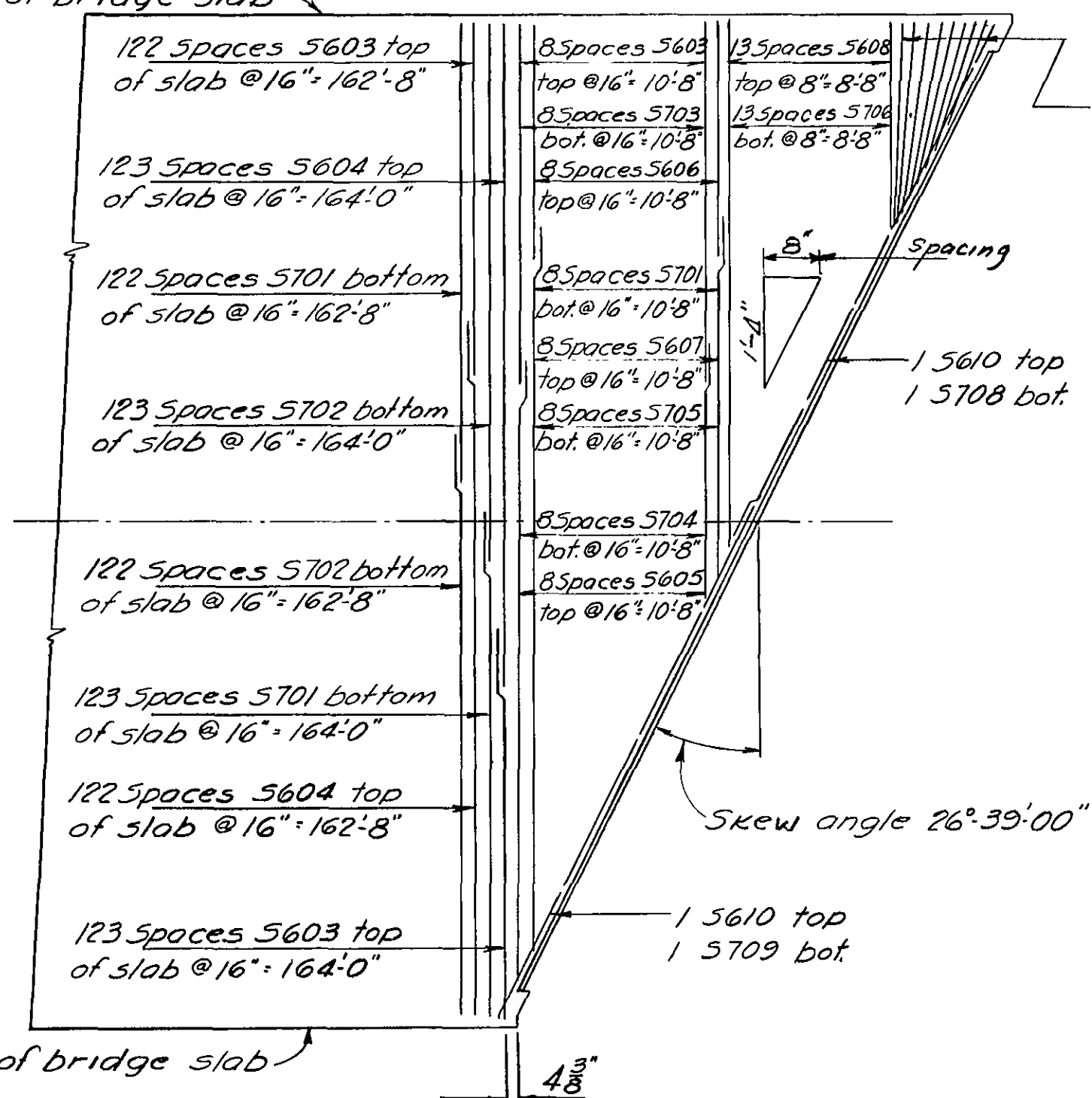


HALF TRANSVERSE SECTION

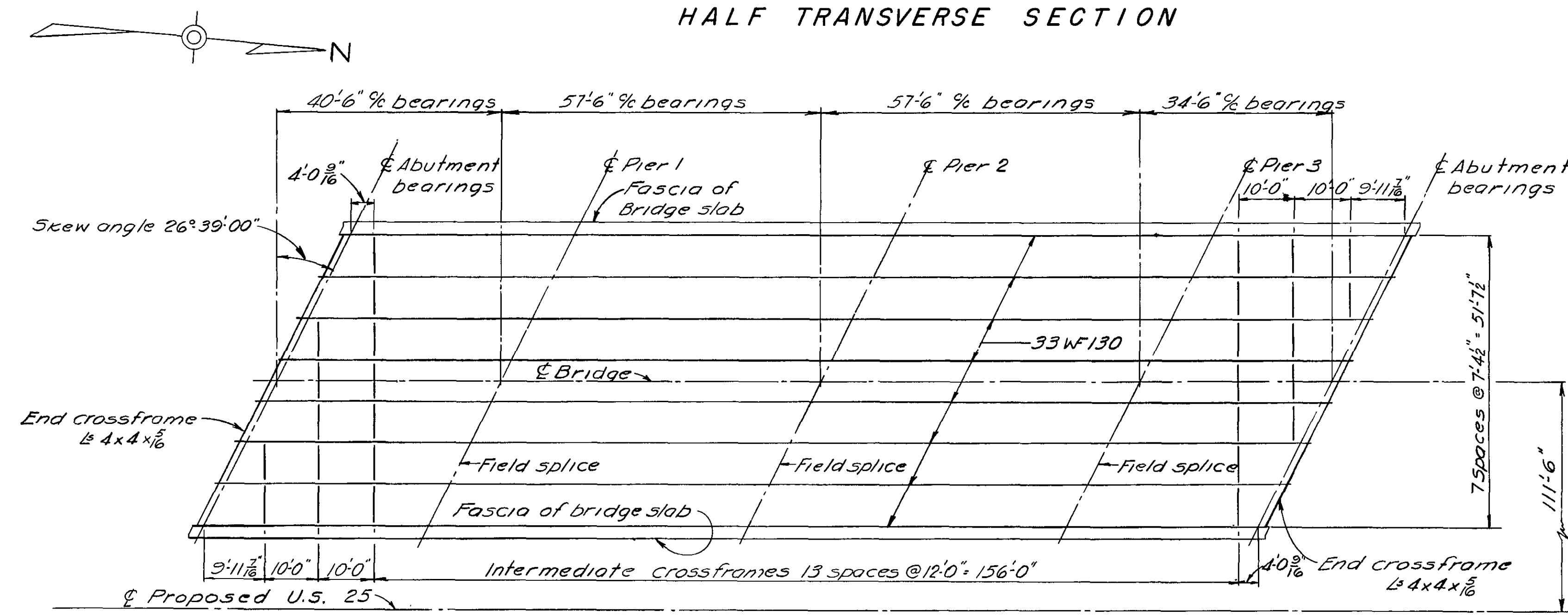
NOTE: For bulb angle gutter support, scupper and curb plate details see Standard Drawing CSB-2-56, Sheet 3, revised 3-1-58

Intermediate crossframe angles 3x3x1/2. Weld both sides of vertical leg and top side of horizontal leg to beam with 1/2" continuous fillet weld.

Fascia of bridge slab



REINFORCING STEEL LAYOUT AT END OF SUPERSTRUCTURE



STEEL FRAMING PLAN, WEST BRIDGE
East bridge similar

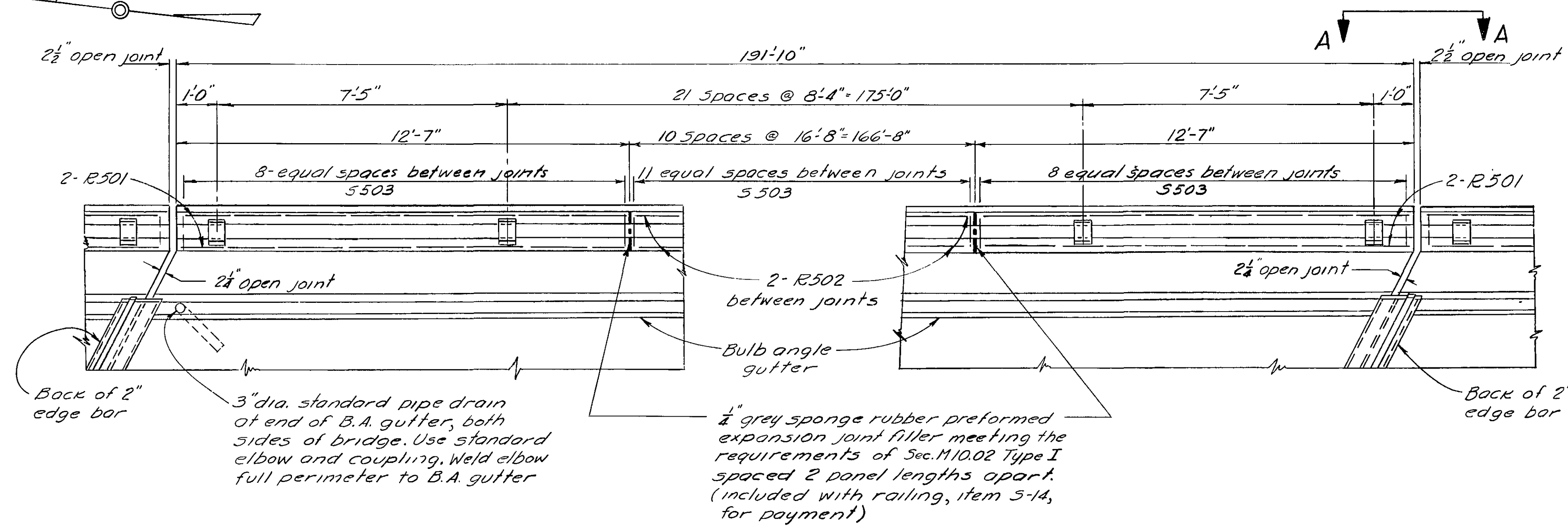
CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are normal to the centerline of bridge and are located near the center of any span

For details of end crossframes, beam cut-off at backwall and welded joint in superstructure end dam, see Standard Drawing No. CSB-2-56 Sheet 2, revised 3-1-58. For details of roadway end dam see Typical Details, Sheet 289. For aluminum railing past see Standard Drawing No. AR-1-57, revised 3-1-58, Type 'A'.

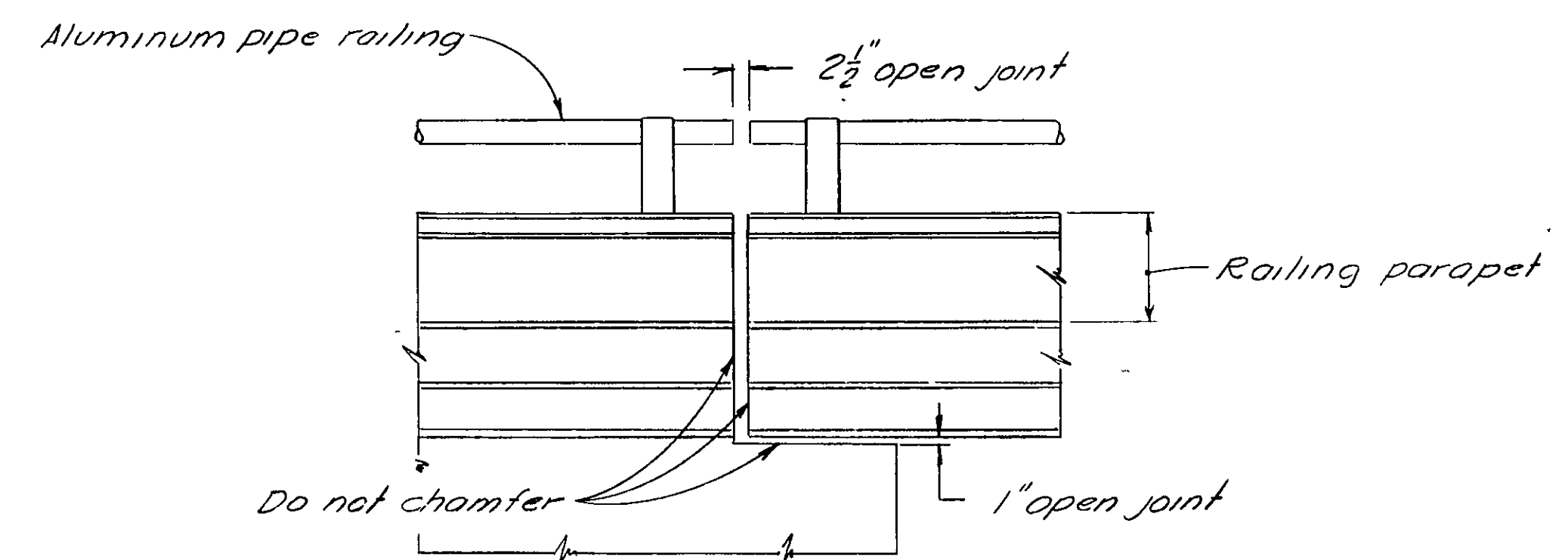
YULE, STICKLEN, JORDAN & McNEE
COLUMBUS ENGINEERS OHIO

SUPERSTRUCTURE DETAILS
BRIDGE NO. MOT-25-0374
US 25 OVER S.R 725
MONTGOMERY COUNTY STA. 197 + 28.63
STA. 199 + 23.67

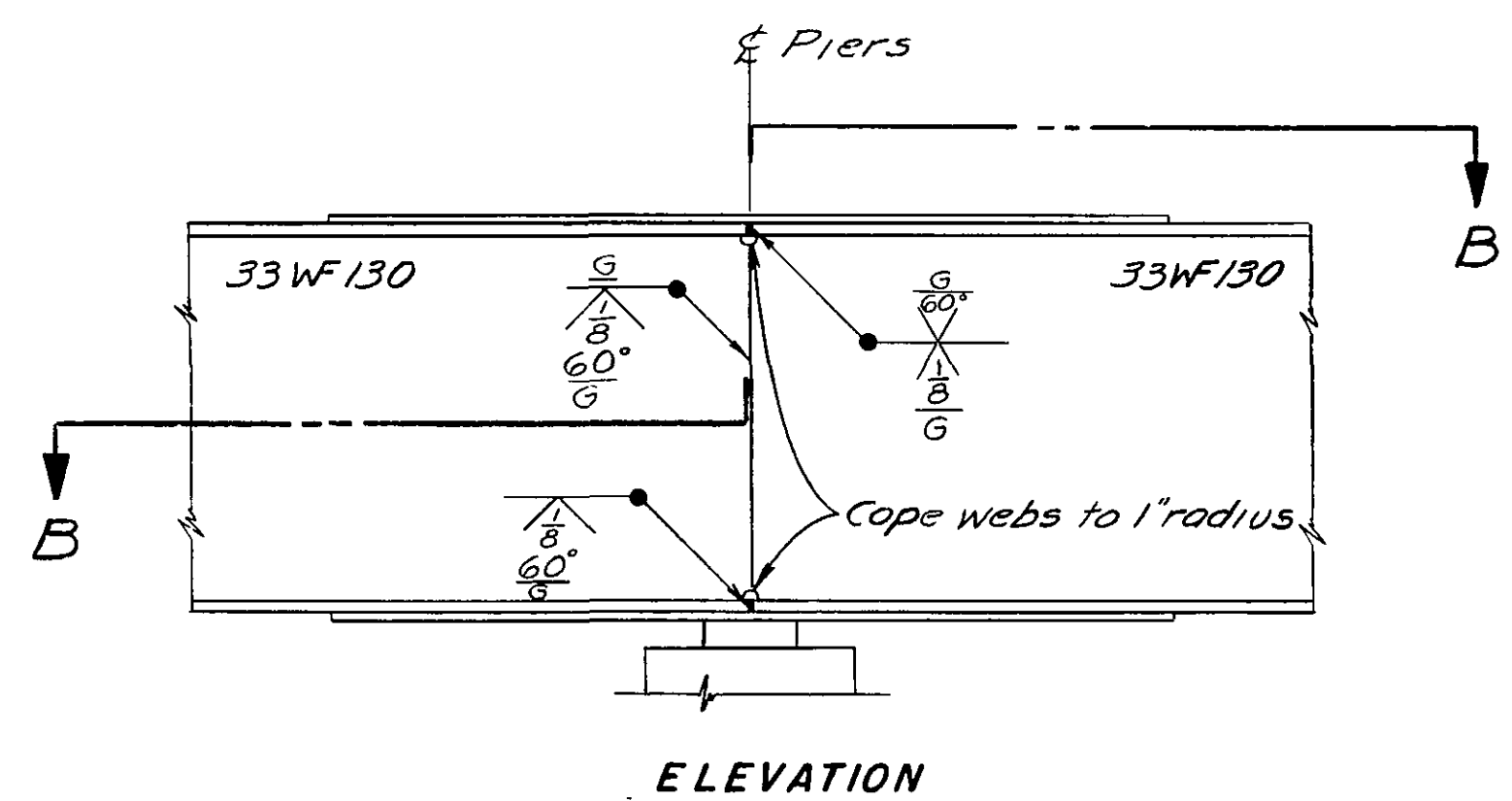
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
C.P.T.	H.A.G.	H.A.G.	E.W.T.	R.B.Y.	10/4/58	



PART PLAN AT ABUTMENT



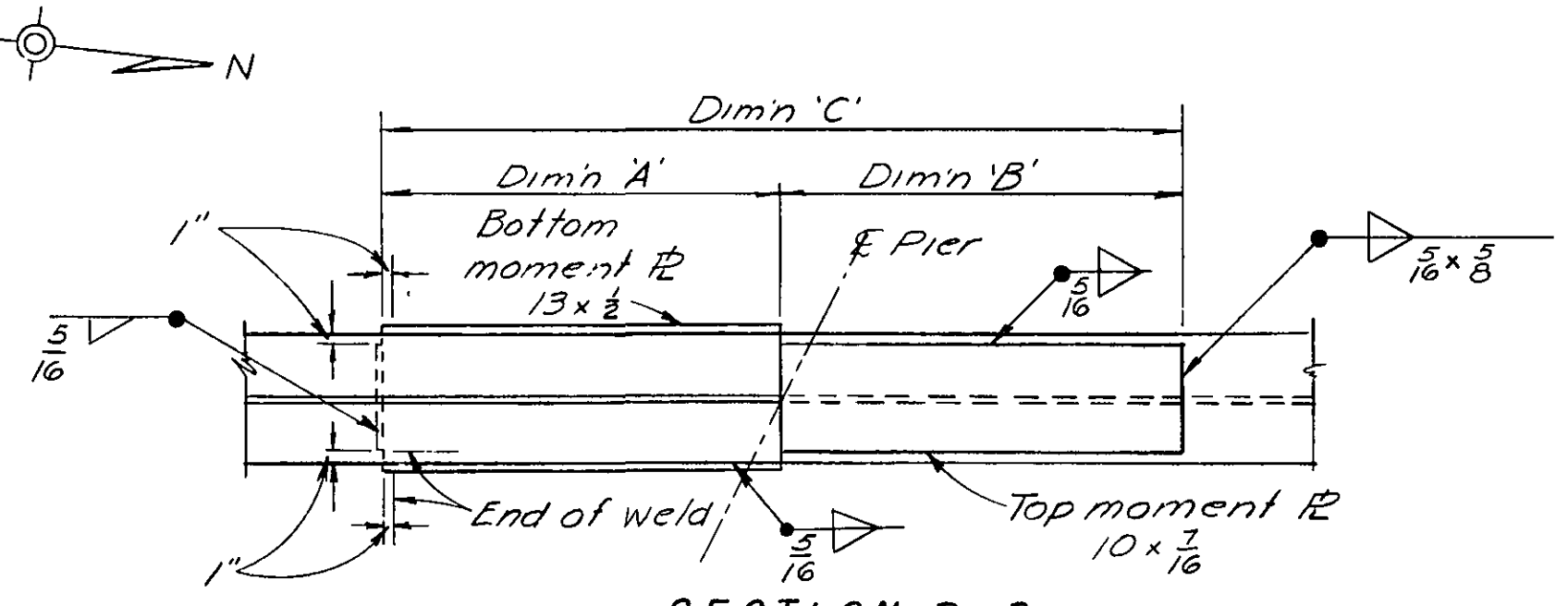
VIEW A-A



BEAM SPLICE WELDING PROCEDURE

- 1- Raise end of beam at third pier 1/16".
- 2- Butt weld beam flanges and web at second pier using the following sequence: make one pass on each flange, then one on the web; repeat until welds are completed.
- 3- Weld top and bottom flange moment plates of second pier.
- 4- Lower end of beam at third pier.
- 5- Make splice at first and third pier in the same manner raising the ends of the beams 5/16" at the rear abutment and 1/4" at the forward abutment.

NOTE
For details of bearing plates see Standard Drawing CSB-2-56 Sheet No. 3 revised 3-1-58
Bevel top bearing plate at abutments and expansion piers and bevel plate at fixed pier @ 3/8" per foot. All plate thicknesses are measured at the centerline of bearings



	Dim'n 'A'	Dim'n 'B'	Dim'n 'C'
Pier 1	9'-0"	9'-0"	18'-0"
Pier 2	10'-9"	10'-9"	21'-6"
Pier 3	7'-0"	9'-0"	16'-0"

BEAM SPLICE DETAILS AT PIERS

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SUPERSTRUCTURE DETAILS

BRIDGE NO. MOT-25-0374
US 25 OVER S.R. 725

MONTGOMERY COUNTY STA. 197+28.63
STA. 199+23.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
C.P.T.	H.A.G.	H.A.G.	E.W.T.	R.B.Y.	10/4/58	