...IMPROVEMENT IS ESPECIALLY DESIGNED ...THROUGH TRAFFIC AND HAS BEEN DECLAR... ...LIMITED ACCESS HIGHWAY OR FREEWAY ...CTION OF THE DIRECTOR OF HIGHWAYS ...CCORDANCE WITH THE PROVISIONS OF ...TION 5511.02 REVISED CODE OF OHIO.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

ACI-1088 (3)

DAYTON EXPRESSWAY SYSTEM

Yellow

MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
EXPRESSWAY-PART 3
MOT-25-15.88

NOTE: Federal Project No. ACI-1088(3) appearing thoughout these plans shall be considered to read ACI-1088(3).

MOT.-25-15.88
MONTGOMERY COUNTY
CITY OF DAYTON
HARRISON TOWNSHIP

PART 3 - KEOWEE STREET TO NEFF ROAD

LIMITED ACCESS

...SHEET
...IC. PLAN
...SE REFERENCE PTS.
...L. NOTES
...L QUANTITIES
...GE ... UNITIES
...LS
...NT D. TAILS
...Y AVENUE
...
...LANEOUS DETAILS-APPROACH SLAB DETAIL ADDED 2-6-58 GFR.
...G NO. E.
...DE A...S
...GE PLANS
...E PROFILES

INDEX OF SHEETS

Sht. 77 & 83 revised 6-3-58
Sheet 81 revised 7-30-58
Sheets 103, 142 & 144 revised 1-16-59

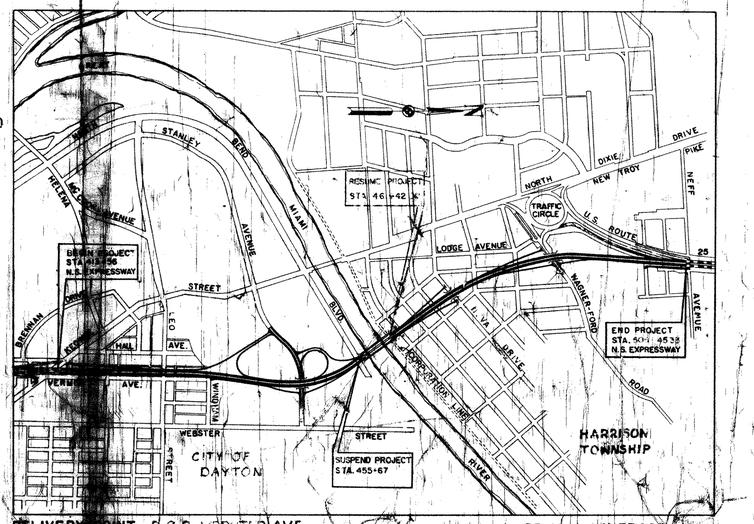
LINE DATA

...ED PROJECT	STA. 413+56.00		
SUSPEND PROJECT	STA. 455+67.00	4211.00 LIN. FT.	
RESUME PROJECT	STA. 461+42.00		
END PROJECT	STA. 505+48.38	4403.38 LIN. FT.	
TOTAL LENGTH OF PROJECT		8614.38 LIN. FT. = 1.631 MILES	

...NUE	STA. 0+43.50 TO STA. 15+40 =	1434.91 LIN. FT.
	STA. 410+10 TO STA. 413+56 =	346.00 LIN. FT.
	STA. 455+67 TO STA. 456+95 =	128.00 LIN. FT.
	STA. 460+52 TO STA. 461+42 =	90.00 LIN. FT.
	STA. 505+43.38 TO STA. 505+81 =	38.67 LIN. FT.
...ROAD	STA. 0+38 TO STA. 8+64 =	826.00 LIN. FT.
...WORK	=	11,327.91 LIN. FT. = 2.185 MILES.

...ED AND RECOMMENDED BY
...TAMMEN & BERGENDOFF
...G ENGINEERS
...ELAND NEW YORK

H. G. SOURS
ASSOCIATE
COLUMBUS



DELIVERY POINT: E. & T. WEBSTER AVE. 22 ... AVERAGE HAUL

LOCATION PLAN

Sheets 103, 104, 110, 112, 117, 119, 122, 123, 132, 134, 138, 139, 140, 141, 143 & 144 revised 4-28-59.

1000 0 1000 2000 3000
SCALE IN FEET

PORTION TO BE IMPROVED
OTHER HIGHWAYS AND STREETS
FUTURE WORK

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

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

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

APPROVED DATE 12-18-57	Maj. L. Mitchell — CHIEF ENGINEER, MIAMI CONSERVANCY DISTRICT
APPROVED DATE 12-18-57	— DIRECTOR OF SERVICE AND BUILDINGS, CITY OF DAYTON
APPROVED DATE 12-19-57	— CITY MANAGER, CITY OF DAYTON
APPROVED DATE 12/16/57	D.D. Ackerman — DIVISION DEPUTY DIRECTOR
APPROVED DATE 1-2-58	C. H. Makemson Jr. — DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING
APPROVED DATE 12-30-57	W.A. Ackermann — ENGINEER OF BRIDGES
APPROVED DATE 1-2-58	R.E. Shultz — ENGINEER OF LOCATION AND DESIGN
APPROVED DATE 1-2-1958	R.E. Meadstone — DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION
APPROVED DATE ------	— FIRST ASSISTANT DIRECTOR
APPROVED DATE 1/7/58	Geo. J. Sherman — ACTING DIRECTOR OF HIGHWAYS

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	NUMBER	DATE
5	6-1-55	M...	...
18 REV.	2-1-...		
E-101	1-15-...		
S-114 REV.	8-1-...		

STANDARD DRAWINGS

NUMBER	DATE	NUMBER	DATE
S-27 P.C.4	1-4-54		
		I-8 C.B.2-5&2-6	5-1-52
		I-8 C.B.2-3&2-4	5-1-52
I-21-23	8-1-56		
L-3-A	4-1-50	I-8 I. NO. 2	12-1-54
L-3	4-1-50	I-8 M.H. NO. 1	5-1-52
R.T.1	1-3-55	I-8 M.H. NO. 1-A	1-3-55
T-35	1-2-56	I-8 M.H. NO. 2	5-1-52
L.J. NO. 1	7-1-55	I-12	7-1-54
T.J.	5-1-56	C.I.	4-1-57
A.S.1-54	12-1-54	I-15 NO. 1	8-1-55
O.S.1	12-17-56	I-15 NO. 2-B	6-1-57
T-1,2,3,4 & 5	2-20-45		
S-6 P.B.2-2-A&B	1-1-56	G-7.07	6-1-56

DEC 1 '61
GROUND PHOTOLAB

Revised R/W Plan, Sheet No. 75 by adding three non-limited access parcels J.R.B. 3-14-58

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

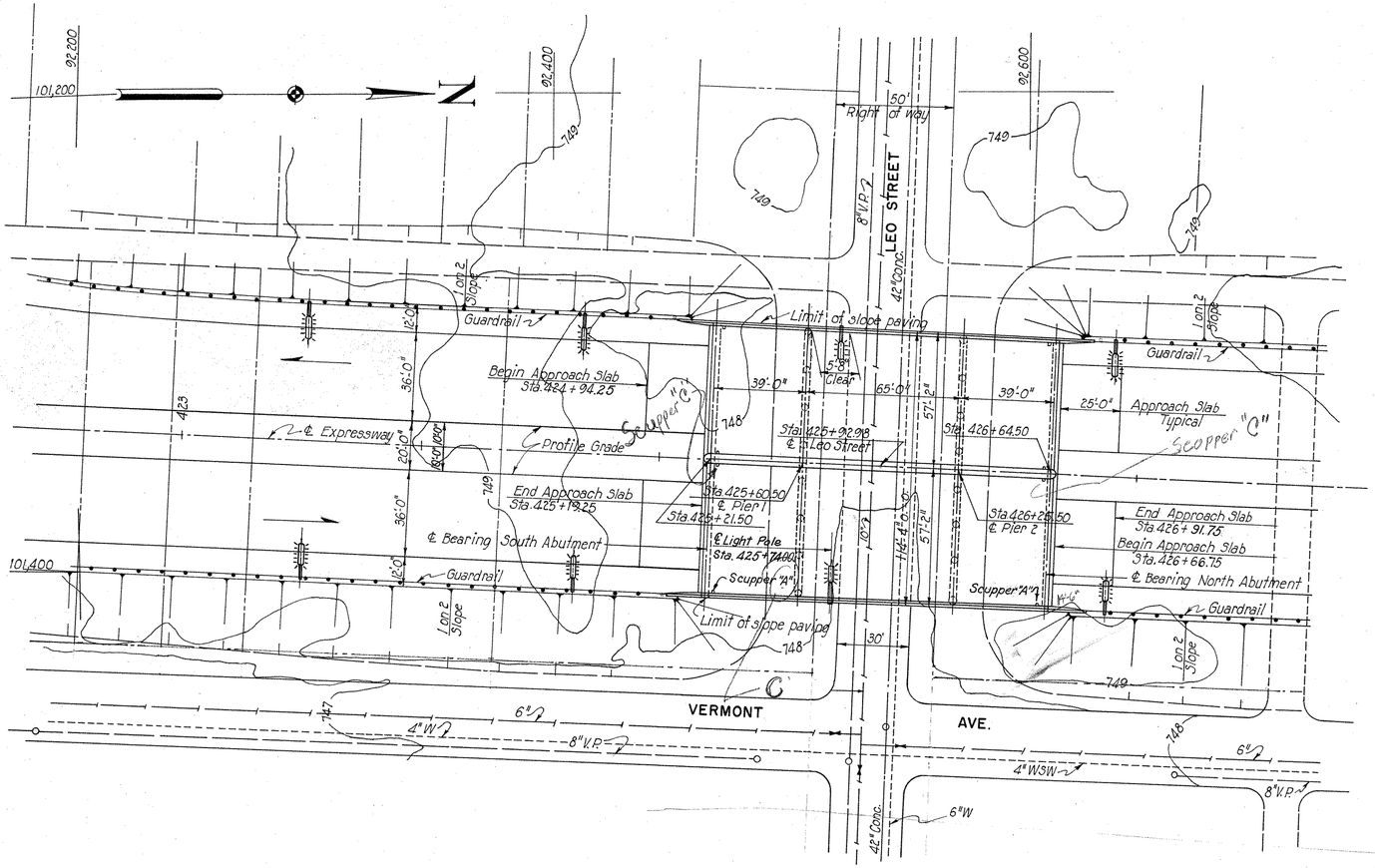
APPROVED:

DIVISION ENGINEER

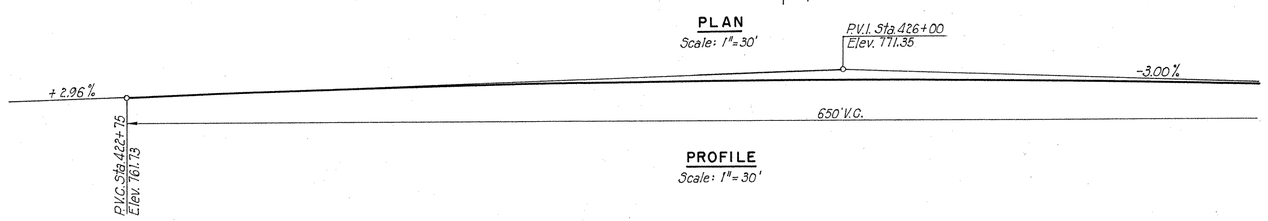
FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

106
144

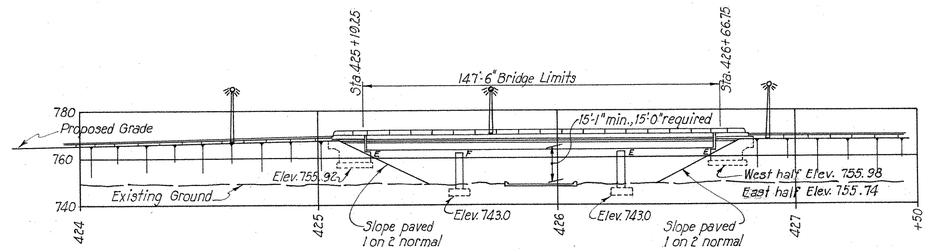
MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88



PLAN
Scale: 1"=30'

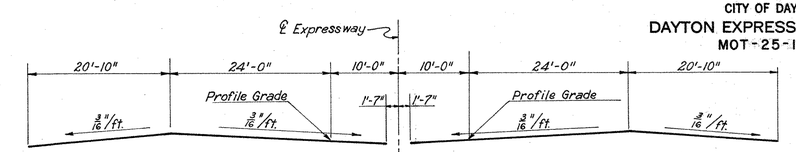


PROFILE
Scale: 1"=30'



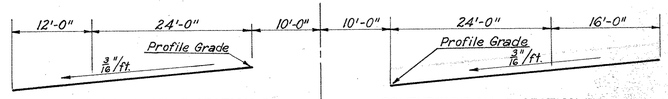
ELEVATION
Scale: 1"=30'

LEGEND
- Water main
- Sanitary Sewer
- Storm Sewer
- Manhole
- Water Valve
- Property Line
- Gas Line



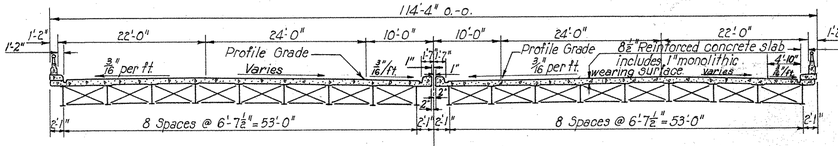
NORTHBOUND HALF SECTION TO STA. 425 + 82.43

SOUTHBOUND HALF SECTION TO STA. 426 + 57.31



NORTHBOUND HALF SECTION AT STA. 427 + 32.19

SOUTHBOUND HALF SECTION AT STA. 427 + 32.19



TYPICAL SECTION
Scale: 3/32" = 1'-0"

PROPOSED STRUCTURE

TYPE: three span continuous rolled beam bridges with reinforced concrete deck and substructure.
SPAN: 39'-0", 65'-0", 39'-0" = 143'-0"
ROADWAY: 2-53'-3" Roadways with 1'-0" curbs
LOADING: GF 2000, adequate for AASHO alternate loading
SKEW: None
SURFACE COURSE: 1" Monolithic concrete wearing surface
APPROACH SLABS: AS-1-54 (25' long)
ALIGNMENT: Tangent

The superelevation transition is a straight line variation except for rounding 12.5' before and after start of transition.

Foundation Soundings: Foundation design and foundation quantities are based on a study of rod soundings and soil-sampling soundings made at the site.

This sounding information may be inspected in the office of the Bureau of Bridges in Columbus, or in the Division office, but the State assumes no responsibility for the accuracy thereof.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN

EXPRESSWAY OVER LEO STREET

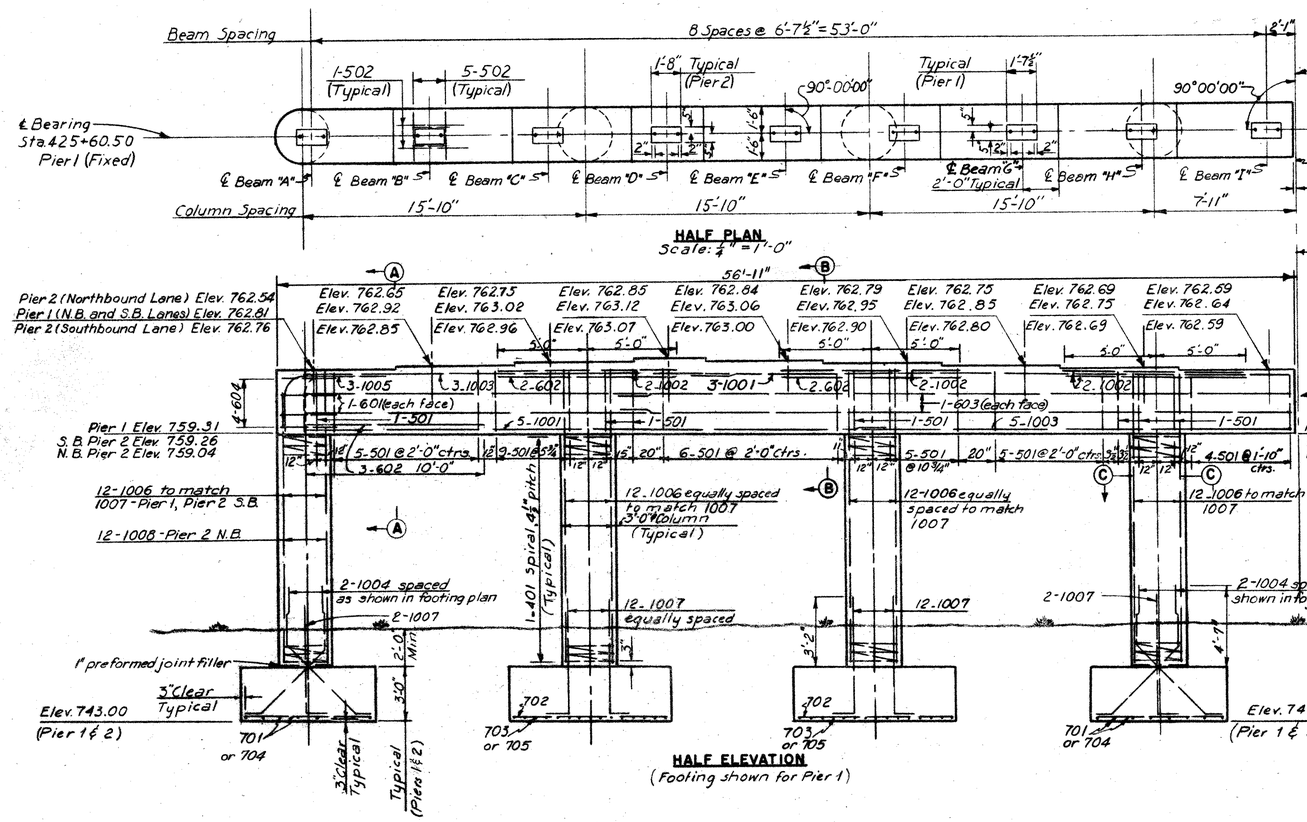
BR. NO. MOT— 25 - 1616 STA. 425 + 19.25
SCALE: As Shown 426 + 66.75

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OH

DRAWN GRC	TRACED R.R.	CHECKED DER	REVIEWED GA	REVISED
DATE 7-25-57	DATE 8-22-57	DATE 9-26-57	DATE 10-26-57	944 SHEET 106

FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.		107 / 144
2	OHIO			

MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88

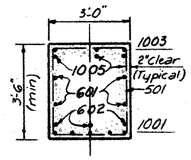


HALF PLAN
Scale: $\frac{1}{4}$" = 1'-0"

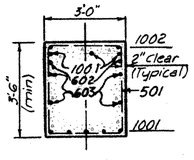
Note: Reinforcing in cap beam shall be placed to clear anchor bolts.

N

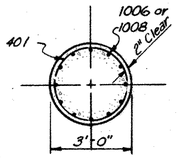
HALF ELEVATION
(Footing shown for Pier 1)



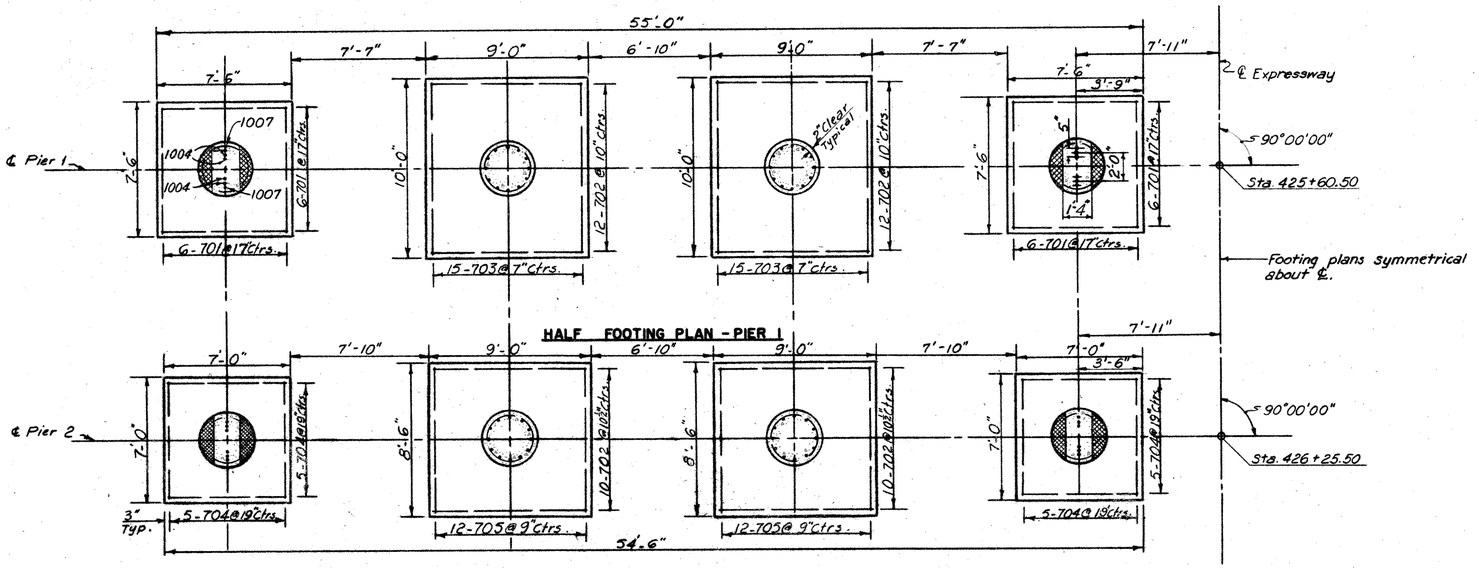
SECTION A-A
Scale: $\frac{3}{8}$" = 1'-0"



SECTION B-B
Scale: $\frac{3}{8}$" = 1'-0"



SECTION C-C
Scale: $\frac{3}{8}$" = 1'-0"



HALF FOOTING PLAN - PIER 2

Notes:
For reinforcing steel schedule see sheet 112.
Maximum soil pressure is 4.20 tons per square foot.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

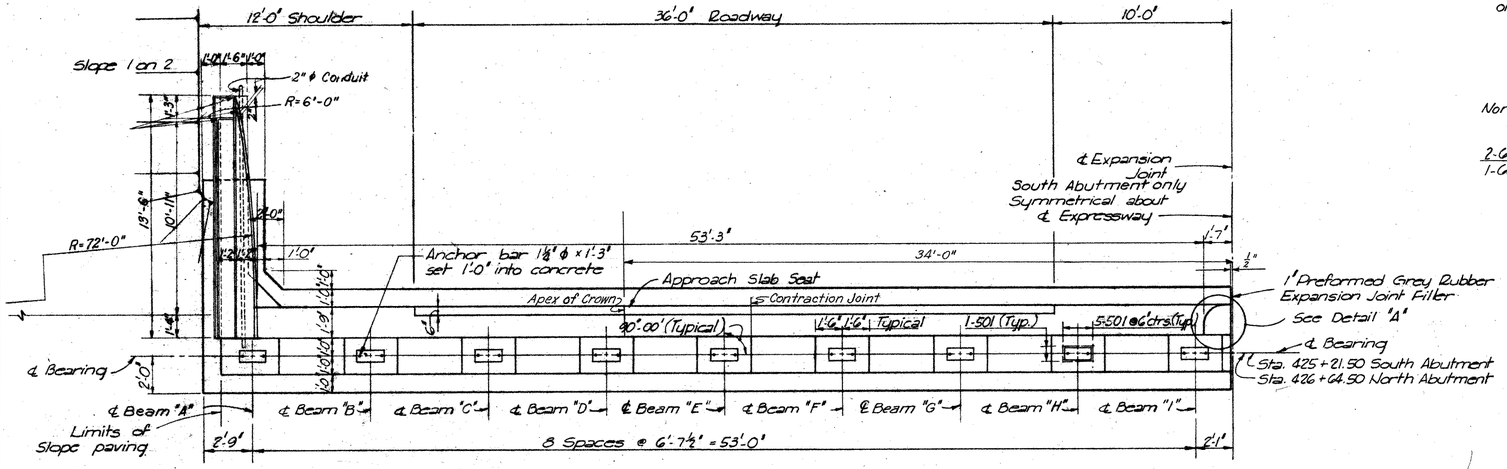
PIERS
EXPRESSWAY OVER LEO STREET
BR. NO. MOT— 25-1616 STA. 425+19.25
SCALE: 426+66.75
DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN A.T.H.	TRACED	CHECKED D.F.F.	REVIEWED G.A.	REVISED
DATE 8-8-57	DATE	DATE 10-22-57	DATE 10-26-57	944 SHEET 107

FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

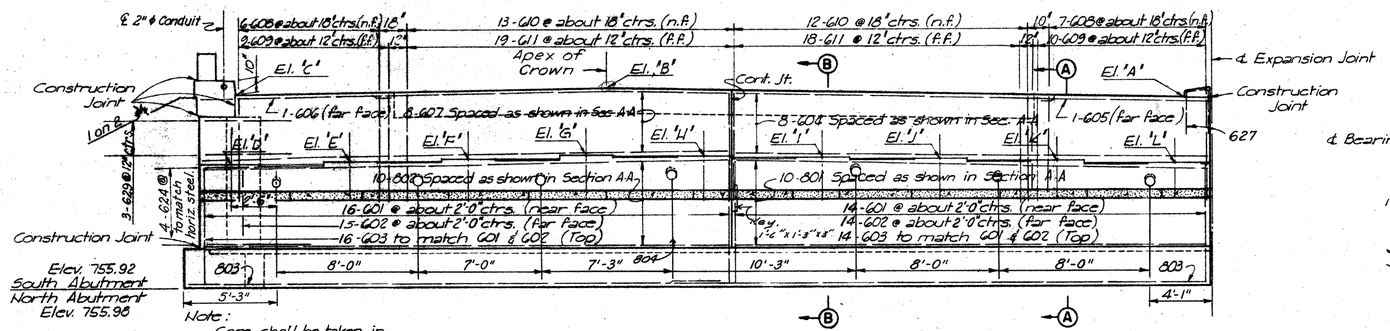
108
144

MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88



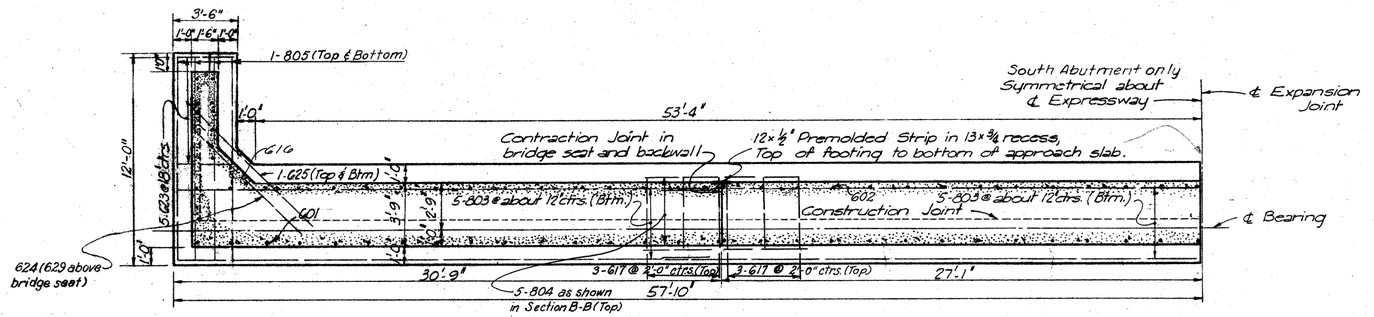
PLAN

Note:
East half of South Abutment, and West half of North Abutment shown. For details of East half North Abutment see sheet 109.



Note:
Care shall be taken in spacing weepholes to clear area for placing anchor bars for bearing plates.

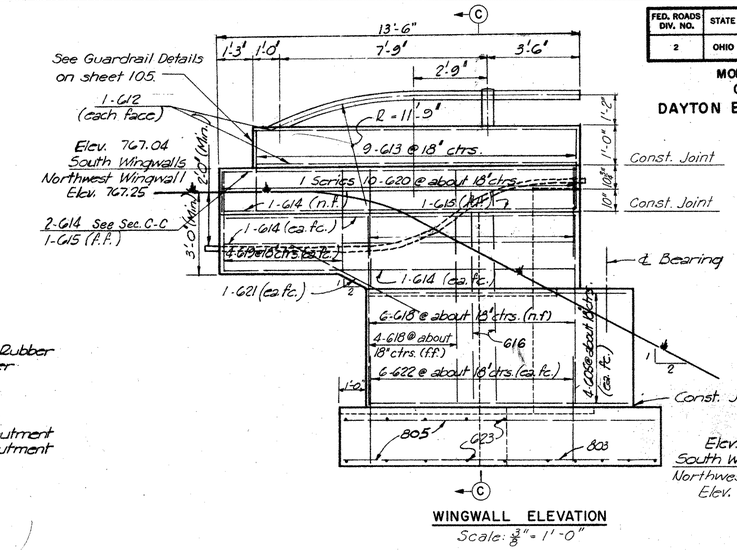
ELEVATION



FOOTING PLAN

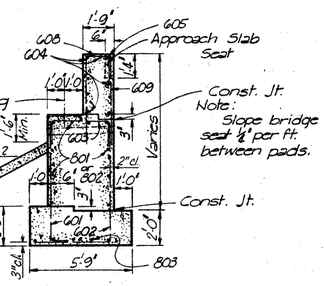
TABLE OF ELEVATIONS

Elevations	'A'	'B'	'C'	'D'	'E'	'F'	'G'	'H'	'I'	'J'	'K'	'L'
South Abutment	766.11	766.61	766.29	762.59	762.69	762.79	762.89	762.83	762.73	762.63	762.52	762.42
W. Half of N. Abutment	766.17	766.67	766.43	762.74	762.84	762.90	762.97	762.90	762.79	762.69	762.59	762.48



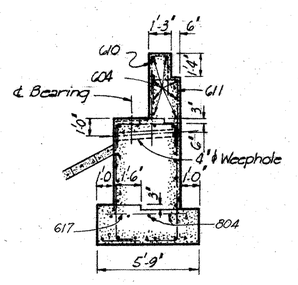
WINGWALL ELEVATION
Scale: ⅜" = 1'-0"

Note:
Wingwalls at South Abutment shown. Northwest wingwall similar except as noted.

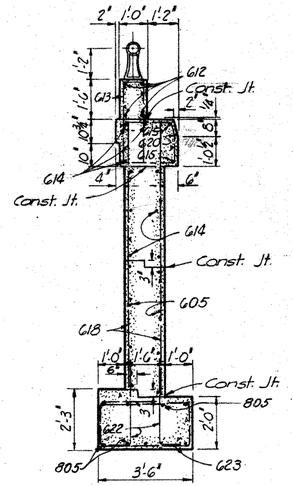


Note:
Slope bridge seat ¼" per ft. between pads.

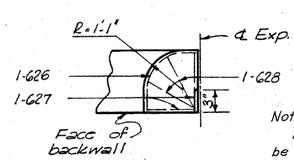
SECTION A-A



SECTION B-B



SECTION C-C
Scale: ⅜" = 1'-0"



DETAIL "A"

Notes:
Procedure: The embankment shall be placed and compacted to full height of embankment slopes or subgrade, after which excavation shall be made for the abutment.

For porous backfill and weepholes see Common Details.
For Reinforcing Steel schedule see sheet 112.
For Expansion Joint Details see Common Details.
For details of slope paving see Common Details.
Maximum soil pressure under abutment 1.10 tons per sq. ft.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY · CLEVELAND · NEW YORK

SOUTH ABUTMENT AND WEST HALF OF NORTH ABUTMENT

EXPRESSWAY OVER LEO STREET

BR. NO. MOT-25-1616 STA. 425+19.25
SCALE: 1/4"=1'-0" except as noted 426+66.75

DAYTON EXPRESSWAY SYSTEM

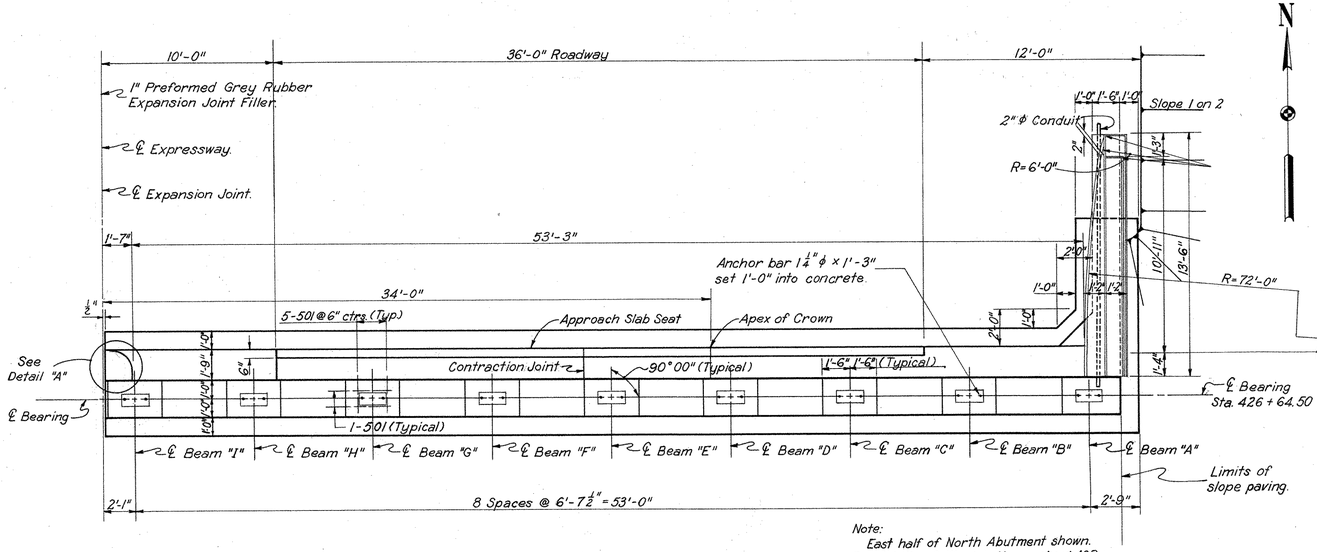
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN GJC	TRACED	CHECKED PTF	REVIEWED G.A.	REVISED
DATE 8-5-57	DATE	DATE 10-28-57	DATE 10-29-57	944 SHEET 108

FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

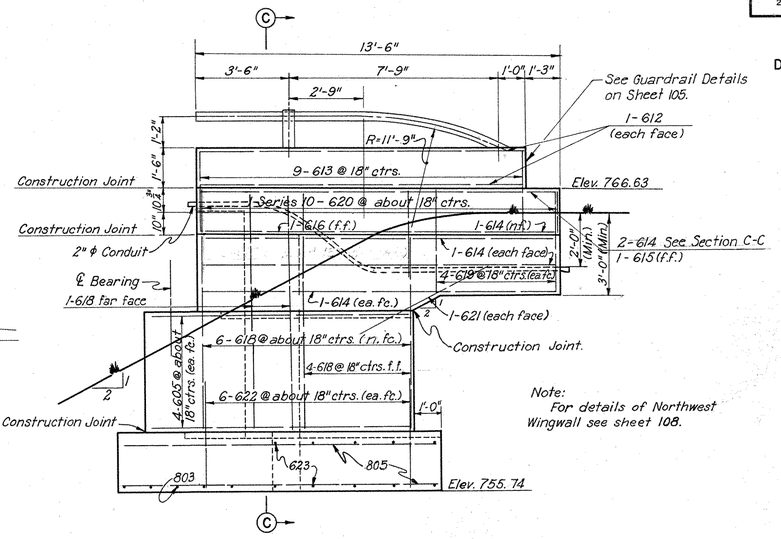
109
144

MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88



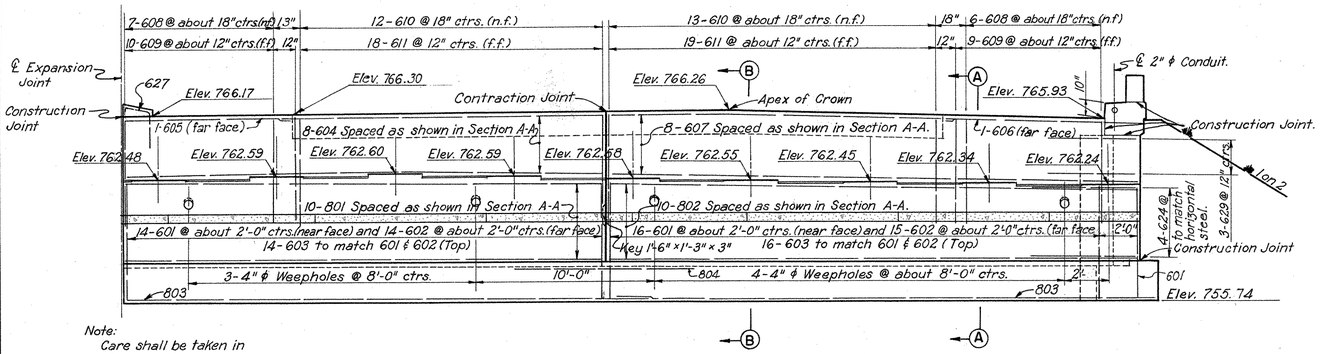
Note:
East half of North Abutment shown.
For details of West half see sheet 108.

PLAN



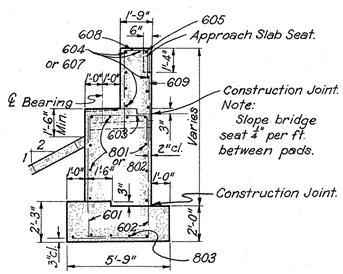
Note:
For details of Northwest Wingwall see sheet 108.

NORTHEAST WINGWALL

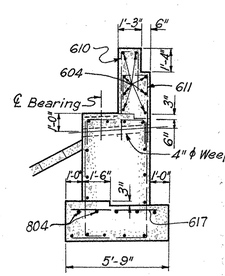


Note:
Care shall be taken in spacing weepholes to clear area for placing anchor bars for bearing plates.

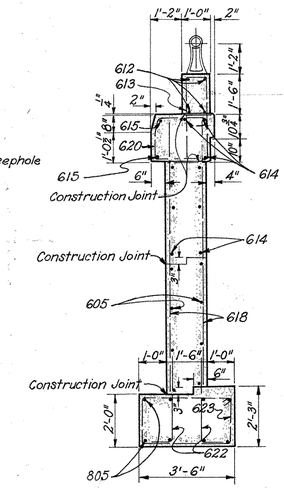
ELEVATION



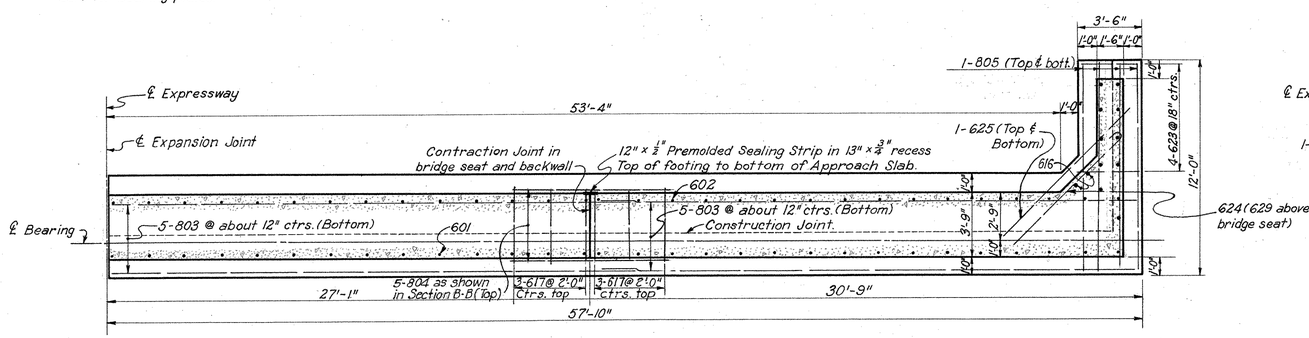
SECTION A-A



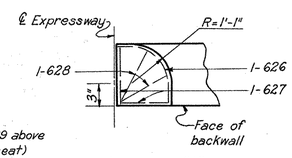
SECTION B-B



SECTION C-C



FOOTING PLAN



DETAIL "A"

Notes:
For porous backfill and weepholes, see Common Details.
For Reinforcing Steel Schedule see sheet 112.
For Expansion Joint Details see Common Details.
For details of slope paving see Common Details.
Maximum soil pressure under abutment 1.10 tons per square foot.
Procedure: The embankment shall be placed and compacted to full height of embankment slopes or subgrade, after which excavation shall be made for the abutment.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

EAST HALF OF NORTH ABUTMENT

EXPRESSWAY OVER LEO STREET

BR. NO. MOT-25-1616 STA. 425 + 19.25
SCALE: ¼" = 1'-0" except as noted. 426 + 66.75

DAYTON EXPRESSWAY SYSTEM

DAYTON, MONTGOMERY COUNTY, OHIO

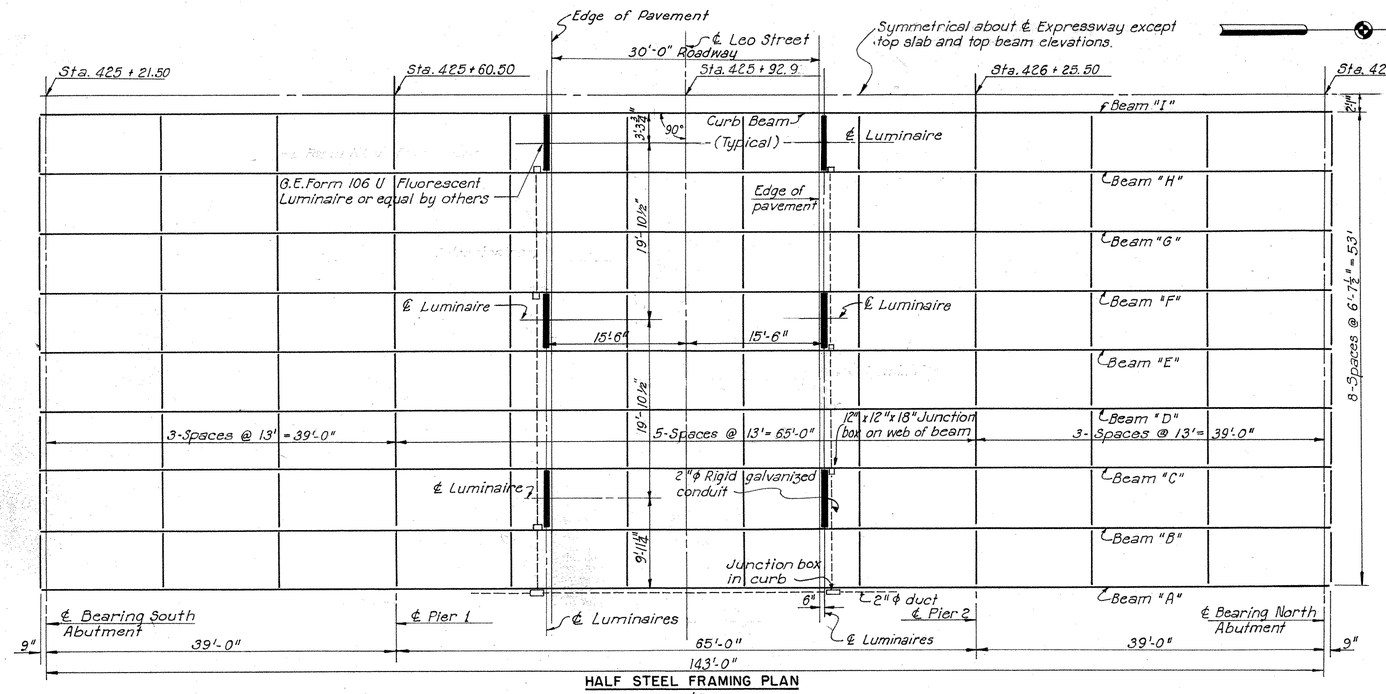
DRAWN	TRACED	CHECKED	REVIEWED	REVISED
G.R.C. DATE 10-19-57	J.A.C. DATE 10-22-57	P.T.F. DATE 11-28-57	G.A. DATE 10-29-57	944 SHEET 109

FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

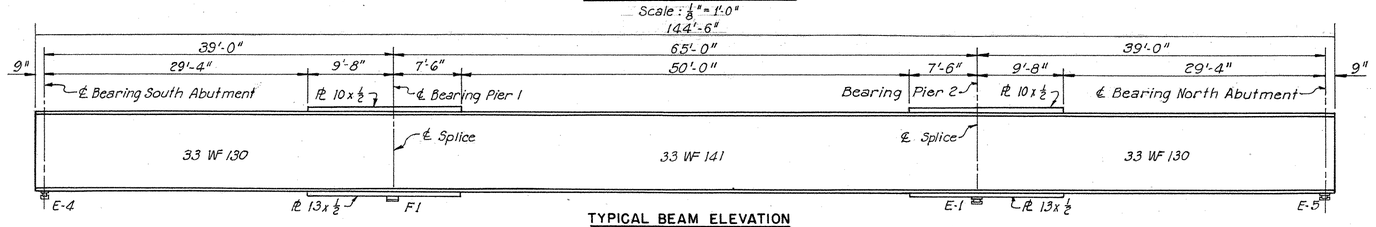
110
144

MONTGOMERY COUNTY
CITY OF DAYTON

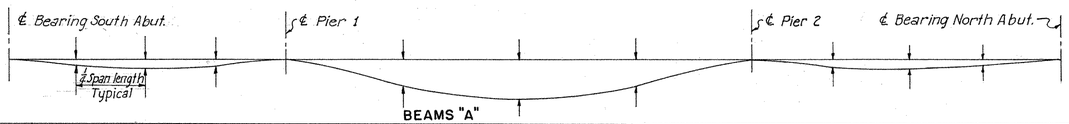
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88



HALF STEEL FRAMING PLAN
Scale: ⅛" = 1'-0"



TYPICAL BEAM ELEVATION
Scale: ⅛" = 1'-0"



BEAMS "A"

Concrete D.L. deflection	0	0	0	0	0	⅜	11/16	⅜	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	5/16	½	5/16	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	0	*1 7/16	*1¼ 4/8	* ¾ 3/16	0	3/16	3/16	3/16	0
Total ①+②	0	3/16	3/16	3/16	0	*1 11/16	*2 1 3/8	*1 7/16	0	3/16	3/16	3/16	0

* These numbers apply to beams "A", "B", "C", "D", and "E" in northbound lane only.
** These numbers apply to beams "D" and "F" in northbound lane only.

BEAMS "B", "C", "D", "E", "F", "G", "H"

Concrete D.L. deflection	0	0	0	0	0	5/16	½	5/16	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	⅜	⅝	⅜	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	0	*1 1/2 **⅝	*1¼ ⅝ **⅜	*½ 7/16 **⅜	0	3/16	3/16	3/16	0
Total ①+②	0	3/16	3/16	3/16	0	*1⅜ 13/16 **1	*1⅛ 1 3/16 **1 1/16	*1⅛ 9/16 **¹⁄₁₆	0	3/16	3/16	3/16	0

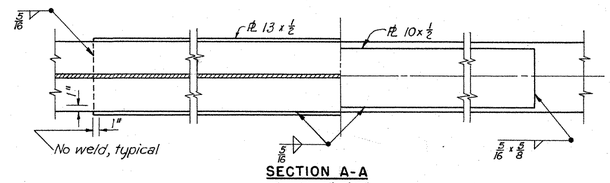
BEAMS "I"

Concrete D.L. deflection	0	0	0	0	0	¼	7/16	¼	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	5/16	½	5/16	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	0	1/16	5/8	1/16	0	3/16	3/16	3/16	0
Total ①+②	0	5/16	5/16	5/16	0	⅜	1 1/8	⅜	0	3/16	3/16	3/16	0

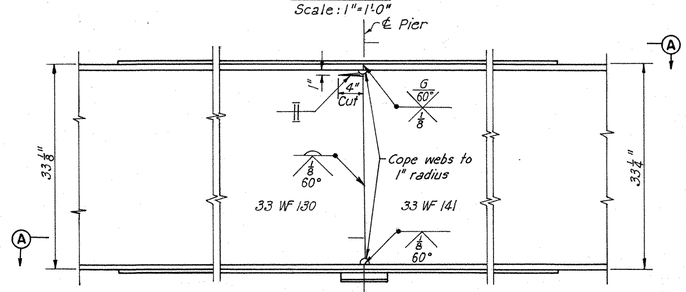
DEFLECTION AND CONVEXITY DATA
No scale

TABLE OF ELEVATIONS — SOUTHBOUND LANE									
	SOUTH ABUTMENT		PIER 1		PIER 2		NORTH ABUTMENT		
Beam	Top Slab	Top Beam	Top Slab	Top Beam	Top Slab	Top Beam	Top Slab	Top Beam	Beam
"A"	766.29	765.53	766.49	765.74	766.52	765.77	766.44	765.68	"A"
"B"	766.39	765.63	766.59	765.84	766.62	765.87	766.53	765.77	"B"
"C"	766.49	765.73	766.70	765.95	766.73	765.98	766.60	765.84	"C"
"D"	766.60	765.84	766.80	766.05	766.83	766.08	766.67	765.91	"D"
"E"	766.53	765.77	766.73	765.98	766.76	766.01	766.59	765.83	"E"
"F"	766.43	765.67	766.63	765.88	766.66	765.91	766.49	765.73	"F"
"G"	766.32	765.56	766.53	765.78	766.56	765.81	766.39	765.63	"G"
"H"	766.22	765.46	766.42	765.67	766.45	765.70	766.29	765.53	"H"
"I"	766.12	765.36	766.32	765.57	766.35	765.60	766.18	765.42	"I"

NORTHBOUND LANE									
	SOUTH ABUTMENT		PIER 1		PIER 2		NORTH ABUTMENT		
Beam	Top Slab	Top Beam	Top Slab	Top Beam	Top Slab	Top Beam	Top Slab	Top Beam	Beam
"A"	766.29	765.53	766.49	765.74	766.30	765.55	765.94	765.18	"A"
"B"	766.39	765.63	766.59	765.84	766.41	765.66	766.04	765.28	"B"
"C"	766.49	765.73	766.70	765.95	766.51	765.76	766.15	765.39	"C"
"D"	766.60	765.84	766.80	766.05	766.61	765.86	766.25	765.49	"D"
"E"	766.53	765.77	766.73	765.98	766.60	765.85	766.28	765.52	"E"
"F"	766.43	765.67	766.63	765.88	766.55	765.80	766.29	765.53	"F"
"G"	766.32	765.56	766.53	765.78	766.51	765.76	766.30	765.54	"G"
"H"	766.22	765.46	766.42	765.67	766.45	765.70	766.28	765.52	"H"
"I"	766.12	765.36	766.32	765.57	766.35	765.60	766.18	765.42	"I"



SECTION A-A
Scale: 1" = 1'-0"

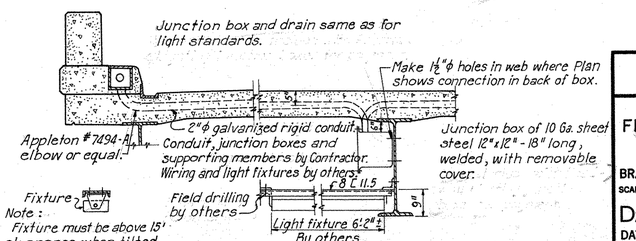


BEAM SPLICE
G indicates grinding
Scale: 1" = 1'-0"

Notes:
For crossframe and end finish details see Sheets 111 and 105
For details of Bearing Plates E-1, E-4, E-5 and F-1 see Sheet 104.

BEAM SPLICE WELDING PROCEDURE

1. Raise the abutment ends of the beams ⅝".
2. Buttweld the beam flanges and web, using the following sequence: make one pass on each flange, then one on the web; repeat until welds are completed.
3. Weld the bottom and top moment plates.
4. Lower the beam ends to final position.
5. Weld crossframes into place.



UNDERDECK LIGHTING
Scale: ½" = 1'-0"

Revised 4-28-69

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

FRAMING PLAN AND BEAM ELEVATIONS
EXPRESSWAY OVER LEO STREET

BR. NO. MOT-25-1616 STA. 425+19.25
SCALE: As shown 426+66.75

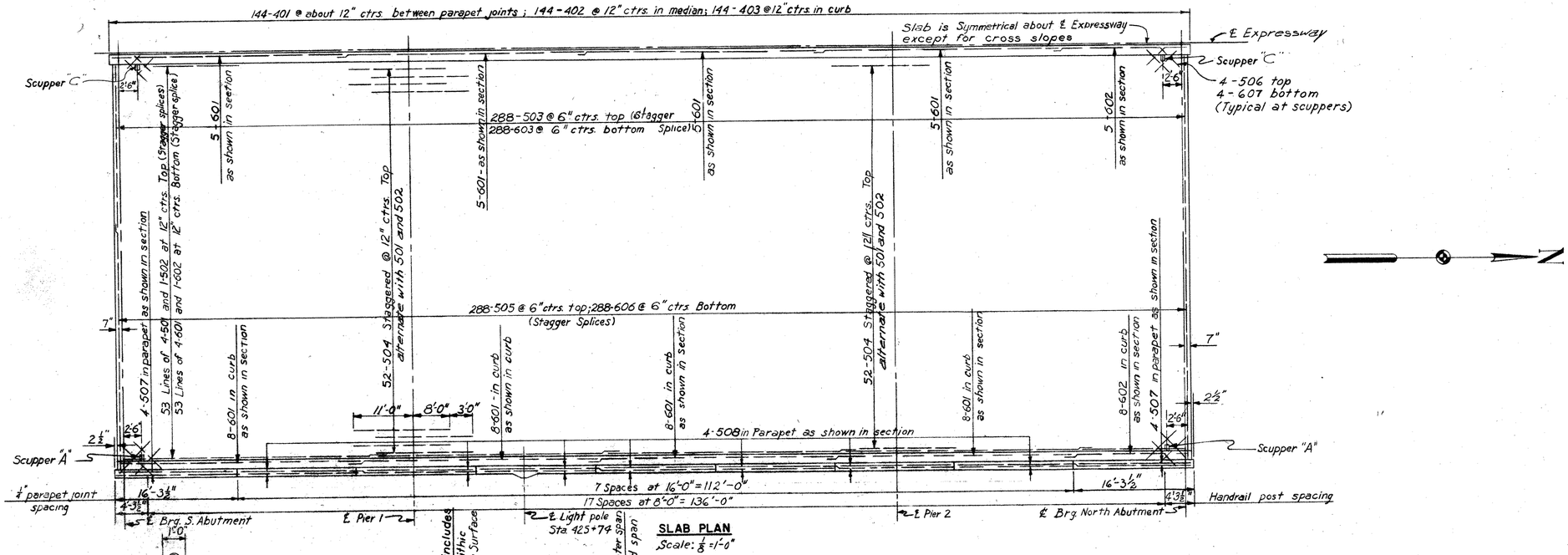
DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN	TRACED	CHECKED	REVIEWED	REVISED
REB	AH	RC	GA	
DATE 7-19-57	DATE 10-17-57	DATE 10-26-57	DATE 10-26-57	944 SHEET 110

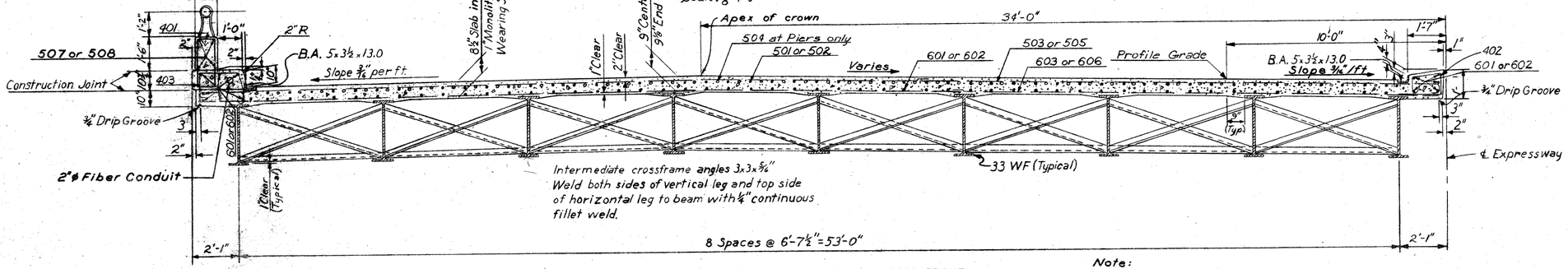
FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

111
144

MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25 15.88

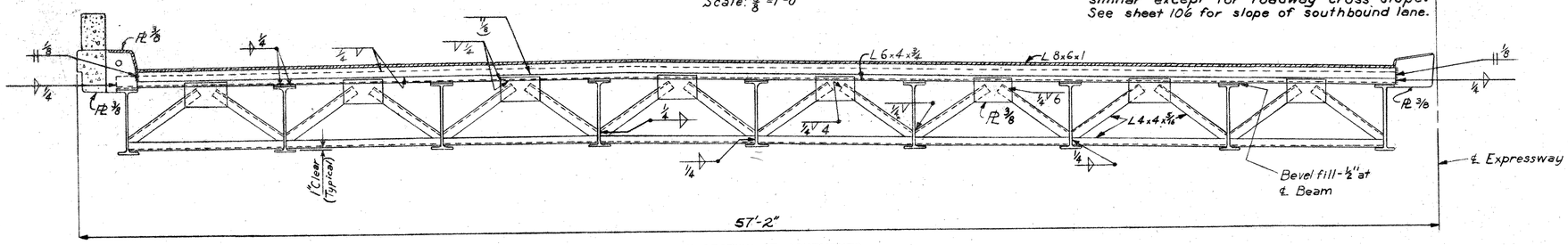


SLAB PLAN
Scale: ⅛ = 1'-0"



HALF SECTION AT INTERMEDIATE CROSS-FRAME
Scale: ⅜" = 1'-0"

Note:
Northbound Lane shown, Southbound Lane similar except for roadway cross slope. See sheet 106 for slope of southbound lane.



HALF SECTION AT ABUTMENTS
Scale: ⅜" = 1'-0"

Notes:
For reinforcing steel schedule see Sheet 112.
For details of exp. joint see Common Details Sheets 104 and 105.
For details of slab construction joint see Details Sheet 105.
For handrail details see Common Details Sheet 105.
For light support and junction box details see Common Details Sheet 104.
For slab pouring sequence see General Notes.
For bulb angle gutter and support and scupper see Common Details Sheet 104.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SLAB PLAN AND CROSS SECTIONS
EXPRESSWAY OVER LEO STREET

BR. NO. MOT— 25-1616 STA. 425+19.25
SCALE: as shown 426+66.75

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN R E B	TRACED	CHECKED JN	REVIEWED C.A.	REVISED
DATE 8-20-57	DATE	DATE 10-11-57	DATE 10-26-57	944 SHEET 111

FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

112
144

MONTGOMERY COUNTY
CITY OF DAYTON

DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88

PIER 1

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
401	8	311'-0"	119	35	13'-0"	2'-8"			1663
501	82	12'-2"	109	2'-8"	3'-2"	5"			1,041
502	126	2'-8"	Str.						350
601	8	19'-3"	Str.						231
602	14	10'-0"	Str.						210
603	8	38'-0"	Str.						457
604	8	7'-11"	123	1'-3"	1'-11"				95
701	48	7'-0"	Str.						687
702	48	8'-6"	Str.						834
703	60	9'-6"	Str.						1,165
1001	16	33'-3"	Str.						2,289
1002	12	10'-0"	Str.						516
1003	16	25'-3"	Str.						1,738
1004	16	9'-6"	139	3'-2"	1'-0"	5'-4"	10"		654
1005	6	6'-10"	138	4'-6"	3'-0"	–	1'-3"		176
1006	96	16'-6"	Str.						6,816
1007	~~8~~ 56	6'-7"	~~104~~ 124	5'-11"	1'-0"				~~228~~ 1,586
					Total Pier 1				~~9,150~~ 20,508

PIER 2

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
401	8	311'-0"	119	35	13'-0"	2'-8"			1663
501	82	12'-2"	109	2'-8"	3'-2"	5"			1,043
502	126	2'-8"	Str.						350
601	8	19'-3"	Str.						231
602	14	10'-0"	Str.						210
603	8	38'-0"	Str.						457
604	8	7'-11"	123	1'-3"	1'-11"				95
702	40	8'-6"	Str.						696
704	40	6'-6"	Str.						531
705	48	8'-0"	Str.						785
1001	16	33'-3"	Str.						2,291
1002	12	10'-0"	Str.						516
1003	16	25'-3"	Str.						1,739
1004	16	9'-6"	139	3'-2"	1'-0"	5'-4"	10"		654
1005	6	6'-10"	138	4'-6"	3'-0"	–	1'-3"		176
1006	84	16'-6"	Str.						5,966
1007	~~@ 56~~	6'-7"	~~104~~ 124	5'-11"	1'-0"			1586	~~228~~
1008	12	16'-3"	Str.						839
					Total Pier 2				~~8,470~~ 19,828

SOUTH ABUTMENT

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
501	126	2'-3"	Str.						297
601	60	6'-10"	124	6'-0"	1'-0"				617
602	58	10'-1"	124	5'-10"	4'-5"				879
603	60	8'-1"	124	~~3'-5"~~ 2'-6"	~~2'-6"~~ 3'-5"				729
604	16	26'-6"	Str.						638
605	18	9'-6"	Str.						257
606	2	10'-6"	Str.						32
607	16	29'-3"	Str.						704
608	26	8'-10"	124	2'-0"	1'-5"	5'-9"			345
609	38	5'-9"	Str.						328
610	50	9'-7"	124	3'-3"	0'-11"	5'-9"			720
611	74	6'-6"	124	1'-0"	1'-5"	4'-5"			723
612	8	11'-9"	Str.						141
613	18	6'-4"	124	3'-0"	0'-8"				171
614	18	13'-0"	Str.						351
615	4	13'-1"	126	1'-2"					79
616	4	6'-9"	Str.						41
617	12	5'-3"	Str.						95
618	20	8'-6"	Str.						255
619	16	3'-6"	Str.						84
620	2 Sec. 10	4'-5" To 6'-7"	125	1'-4"	0'-8" To 1'-8"	0'-8" To 1'-10"			165
621	4	5'-0"	Str.						30
622	24	4'-10"	124	4'-0"	1'-0"				174
623	10	9'-6"	109	3'-0"	1'-6"				143
624	8	9'-8"	101	9'-0"					116
625	4	10'-0"	Str.						60
626	2	2'-2"	128	1'-1"	6"	4"			6
627	4	5'-8"	146	1'-3"	2'-3"	2'-6"			34
628	4	5'-9"	146	1'-4"	2'-3"	2'-6"			35
629	6	8'-2"	100	6'-8"					74
801	20	26'-6"	Str.						1415
802	20	29'-3"	Str.						1562
803	20	30'-0"	Str.						1602
804	10	10'-0"	Str.						267
805	16	11'-6"	Str.						491
					Total South Abutment				13,660

NORTH ABUTMENT

All bars same as South Abutment

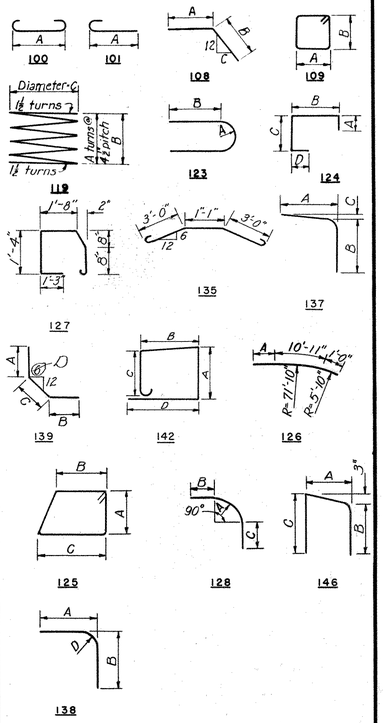
					Total North Abutment				13,660

SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
401	288	5'-9"	109	8"	2'-0"				1106
402	288	4'-3"	142	11"	1'-2"	7"	1'-3"		818
403	288	5'-9"	127						1106
501	424	33'-6"	Str.						14815
502	106	16'-3"	Str.						1797
503	576	24'-9"	101	24'-2"	(7½ d)				14869
504	208	19'-0"	Str.						4122
505	576	34'-6"	101	33'-11"	(7½ d)				20726
506	32	4'-9"	Str.						159
507	16	15'-9"	Str.						263
508	56	15'-6"	Str.						905
601	528	33'-9"	Str.						26766
602	132	16'-6"	Str.						3271
603	576	22'-9"	Str.						19682
606	576	35'-0"	Str.						30286
607	32	5'-3"	Str.						252
612	8	8'-6"	109	1'-2"	2'-10"				102
613	10	8'-4"	135						125
				Total Superstructure					141,170

REPLACEMENT BARS

490	1	5'-3"	Str.
590	4	5'-9"	Str.
690	5	6'-0"	Str.
790	1	6'-3"	Str.
890	1	6'-6"	Str.
1090	2	7'-3"	Str.



4-28-59.
Revised 1-16-59.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

REINFORCEMENT SCHEDULE
EXPRESSWAY OVER LEO STREET

BR. NO. MOT—25-1616 STA. 425+19.25
SCALE: 426+66.75

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN DLJ	TRACED GJK	CHECKED RCA	REVIEWED G.A.	REVISED
DATE	DATE 10-31-57	DATE 10-31-57	DATE 10-31-57	944 SHEET 112