

IMPROVEMENT IS ESPECIALLY DESIGNED THROUGH TRAFFIC AND HAS BEEN DECLARED LIMITED ACCESS HIGHWAY OR FREEWAY BY THE DIRECTOR OF HIGHWAYS IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 REVISED CODE OF OHIO.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

ACI-1088 (3)

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

DAYTON EXPRESSWAY SYSTEM

Yellow

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

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

LIMITED ACCESS

PART 3 - KEOWEE STREET TO NEFF ROAD

INDEX OF SHEETS

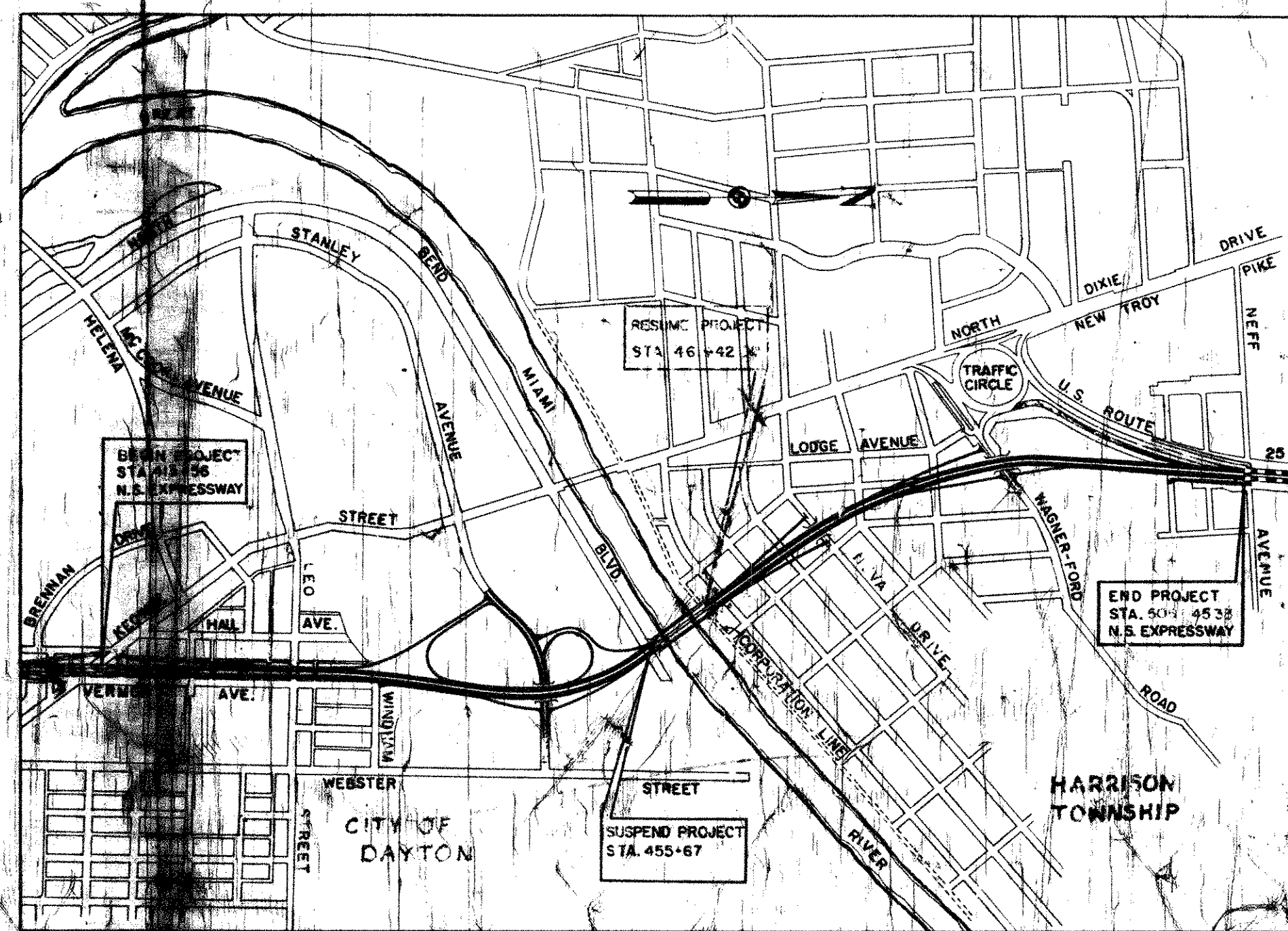
SHEET	37-39	DRAINAGE DETAILS
PLAN	40-69	CROSS SECTIONS
REFERENCE PTS.	70-76	RIGHT OF WAY
NOTES	77-78	PUMPING STATION NOTES
QUANTITIES	79-83	ONE AVENUE PUMPING STATION
INITIALS	84-101	STANLEY AVENUE PUMPING STATION
GENERAL NOTES & ESTIMATED QUANTITIES (STRUCTURES)	102-103	
COMMON DETAILS	104-105	
EXPRESSWAY OVER LEO STREET	106-112	
EXPRESSWAY OVER STANLEY AVENUE	113-123	
PEDESTRIAN UNDERPASS AT STA. 463+06	124-125	
EXPRESSWAY OVER NEVA DRIVE	126-134	
EXPRESSWAY OVER WAGNER FORD ROAD	135-144	

Shts 114-113 revised 6-3-58
Sheet 81 revised 2-30-58
Sheets 103, 112 & 114 revised 1-16-58

LINE DATA

RESUME PROJECT	STA. 413+56.00	
SUSPEND PROJECT	STA. 455+67.00	4211.00 LIN. FT.
RESUME PROJECT	STA. 461+42.00	4403.83 LIN. FT.
END PROJECT	STA. 505+43.33	
TOTAL LENGTH OF PROJECT		8614.83 LIN. FT. = 1.631 MILES
STANLEY AVENUE	STA. 0+00 TO STA. 15+40 = 1494.91 LIN. FT.	
STANLEY AVENUE	STA. 410+10 TO STA. 413+56 = 346.00 LIN. FT.	
STANLEY AVENUE	STA. 455+67 TO STA. 456+95 = 128.00 LIN. FT.	
STANLEY AVENUE	STA. 460+52 TO STA. 461+42 = 90.00 LIN. FT.	
STANLEY AVENUE	STA. 505+43.33 TO STA. 505+84 = 40.67 LIN. FT.	
STANLEY AVENUE	STA. 0+56 TO STA. 8+64 = 826.00 LIN. FT.	

WORK = 11,337.91 LIN. FT. = 2.185 MILES.



LOCATION PLAN

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
APPROVED DATE 1-18-57
APPROVED DATE 12-19-57
APPROVED DATE 12-14-57
APPROVED DATE 1-3-58
APPROVED DATE 12-30-57
APPROVED DATE 1-2-58
APPROVED DATE 1-2-58
APPROVED DATE 1-2-58
APPROVED DATE 1-2-58
APPROVED DATE 1-2-58

Max L. Mitchell
CHIEF ENGINEER MIAMI CONSERVANCY DISTRICT

Director of Service and Buildings, City of Dayton

City Manager, City of Dayton

Division Deputy Director

Deputy Director of Planning and Programming

Engineer of Bridges

Engineer of Location and Design

Deputy Director of Design and Construction

First Assistant Director

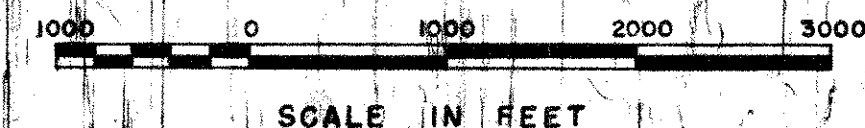
Acting Director of Highways

RECOMMENDED BY
STAMMEN & BERGENDOFF
ENGINEERS
MELAND NEW YORK

H. G. SOURS
ASSOCIATE
COLUMBUS

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	BY
5	6-1-55	
18	REV.	
E-101	1-1-55	
S-114	REV.	



PORTION TO BE IMPROVED
OTHER HIGHWAYS AND STREETS
FUTURE WORK

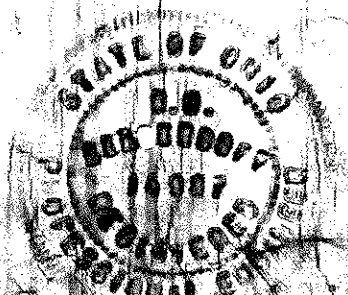
STANDARD DRAWINGS

NUMBER	DATE	NUMBER	DATE
S-27	4-1-54	I-8 C.B. 2-50	2-6 5-11-52
		I-8 C.B. 2-51	2-4 5-11-52
I-21-23	8-1-56		
L-3-A	4-1-50	I-8 I.N.O. 2	12-1-54
L-3	4-1-50	I-8 M.H. NO. 1	5-1-52
R-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		4-1-57
AS-1-54	12-1-54	I-15 NO. 1	8-1-55
Q.S. 1	12-17-56	I-15 NO. 2	6-1-57
I-1, 2, 3, 4, 5	2-20-45		
I-6, 7, 8, 2-AB	8-1-56	6-7-07	6-1-56

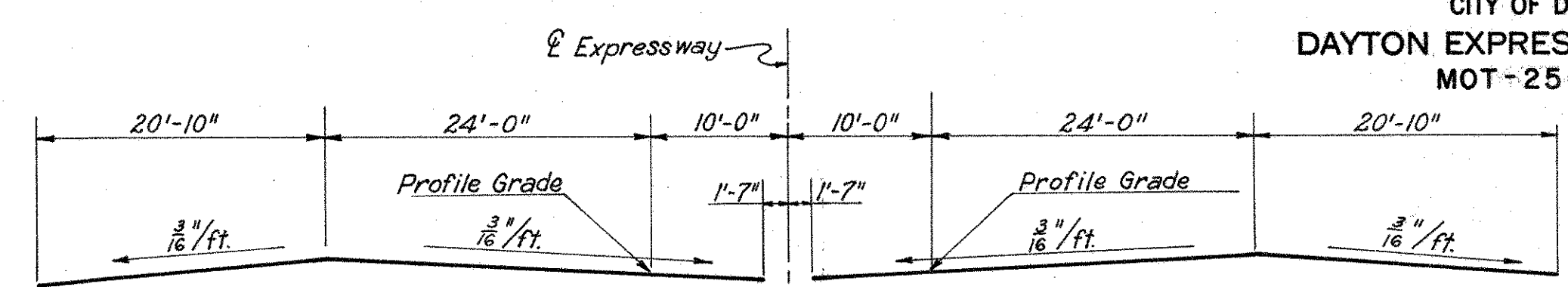
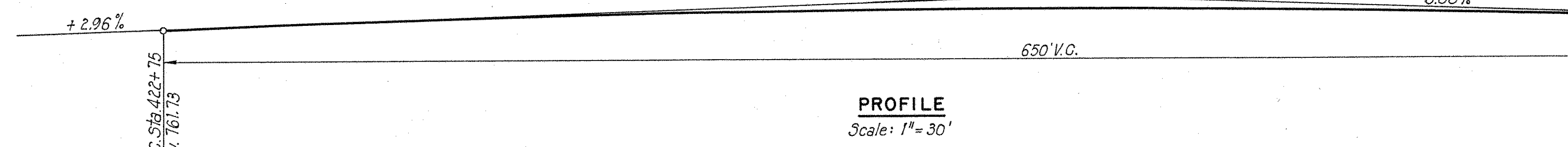
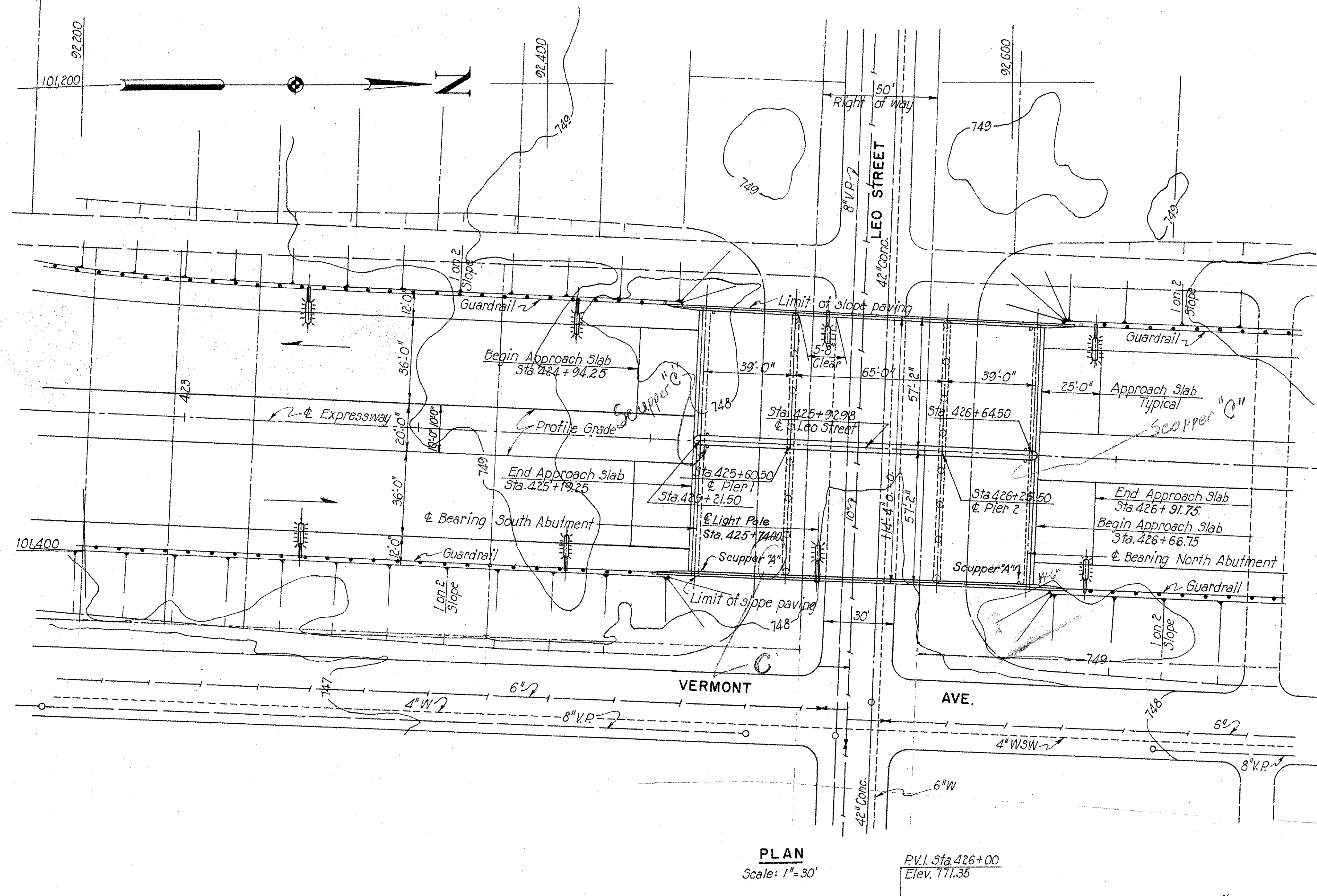
Revised R/W Plan, Sheet No. 75
by adding three non-limited access
parcels
J.R.B. 5-14-58

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____
ENGINEER

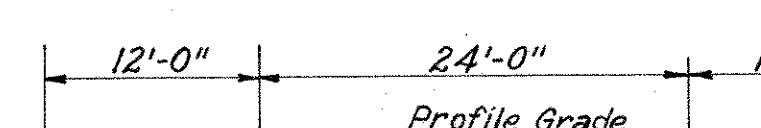


MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88

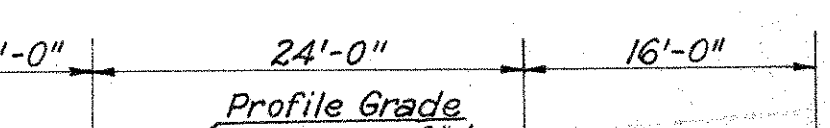


NORTHBOUND HALF SECTION TO STA. 425 + 82.43

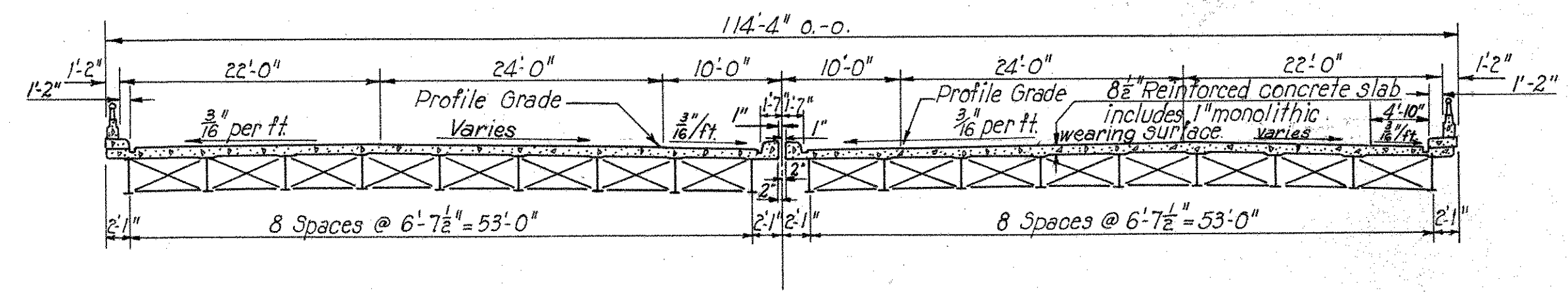
SOUTHBOUND HALF SECTION TO STA. 426 + 57.31



NORTHBOUND HALF SECTION AT STA. 427 + 32.19



SOUTHBOUND HALF SECTION AT STA. 427 + 32.19



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

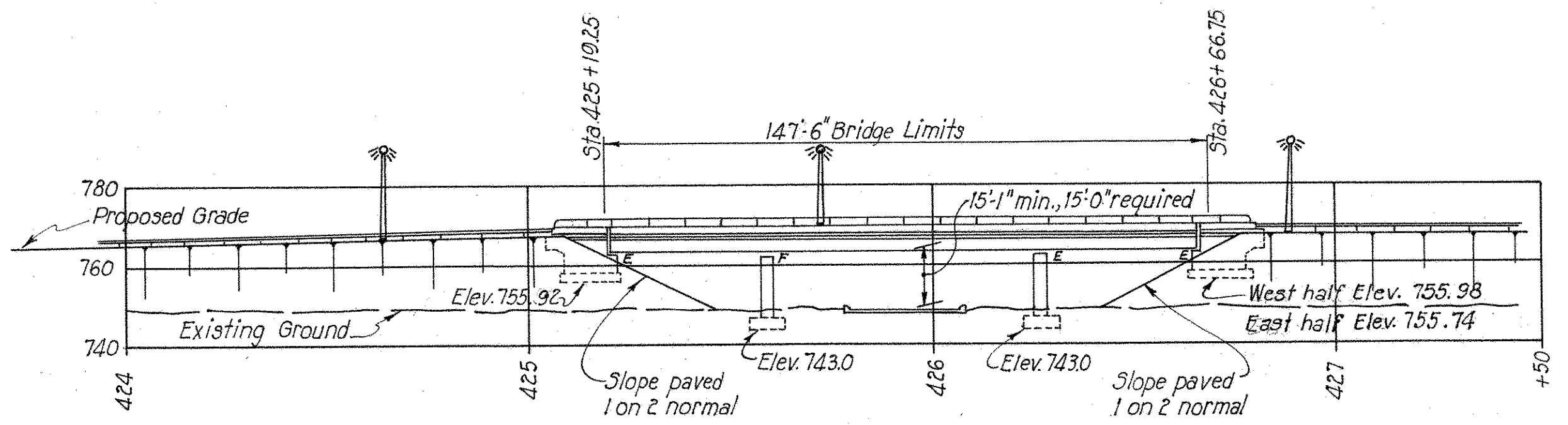
PROPOSED STRUCTURE
 TYPE: three span continuous rolled beam bridges with reinforced concrete deck and substructure.
 SPAN: 39'-0", 65'-0", 39'-0" = 143'-0"
 ROADWAY: 2-5 1/2'-3" Roadways with 1'-0" curbs
 LOADING: CF 2000, adequate for AASHTO alternate loading
 SKEW: None
 SURFACE COURSE: 1" Monolithic 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.

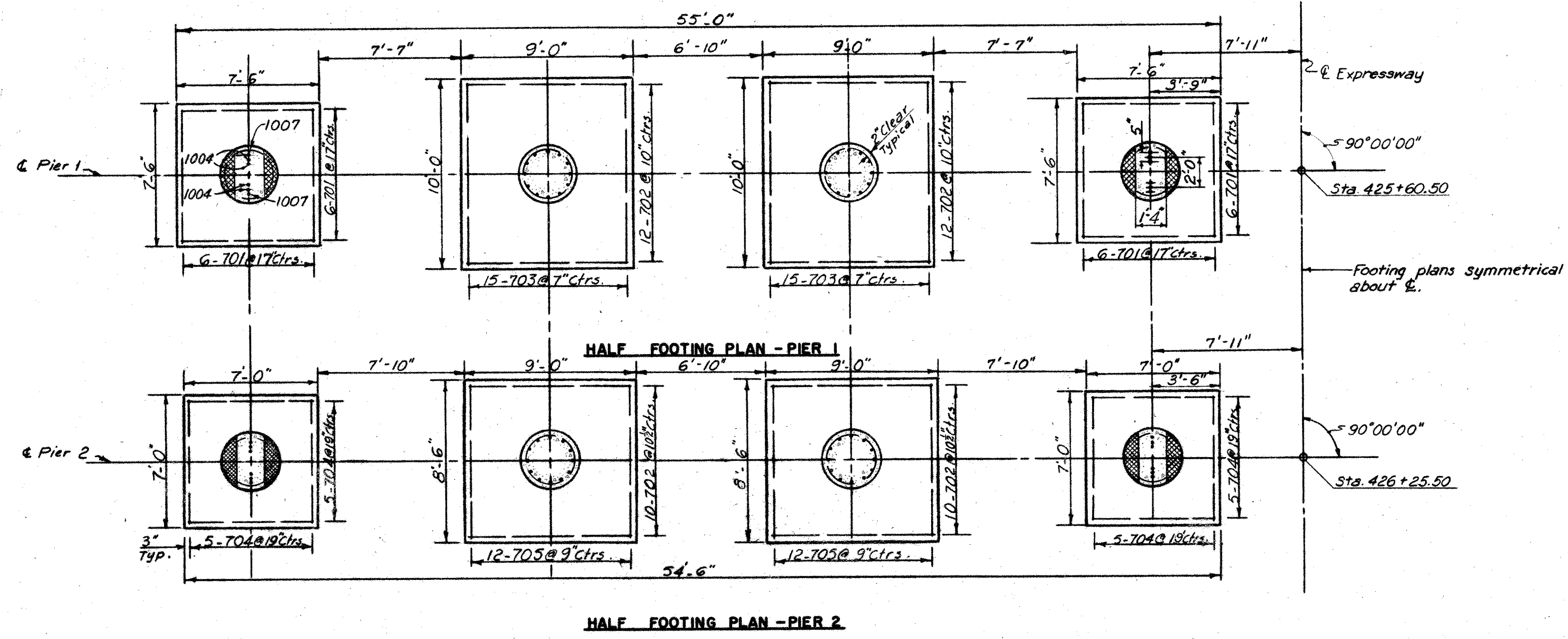
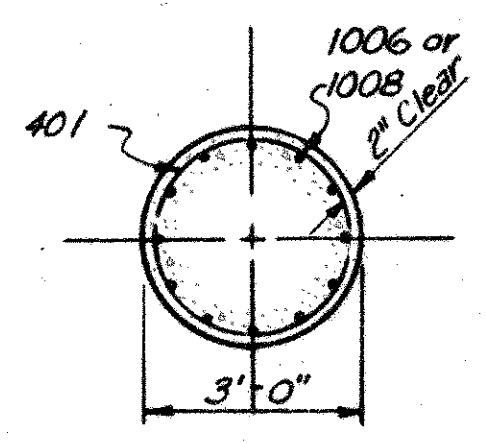
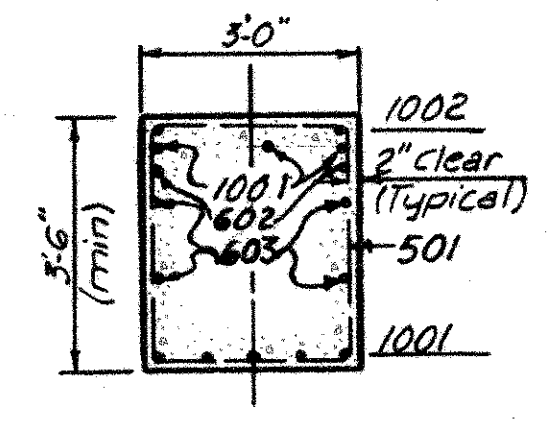
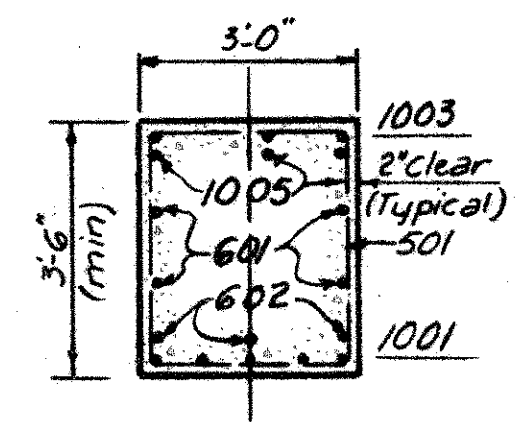
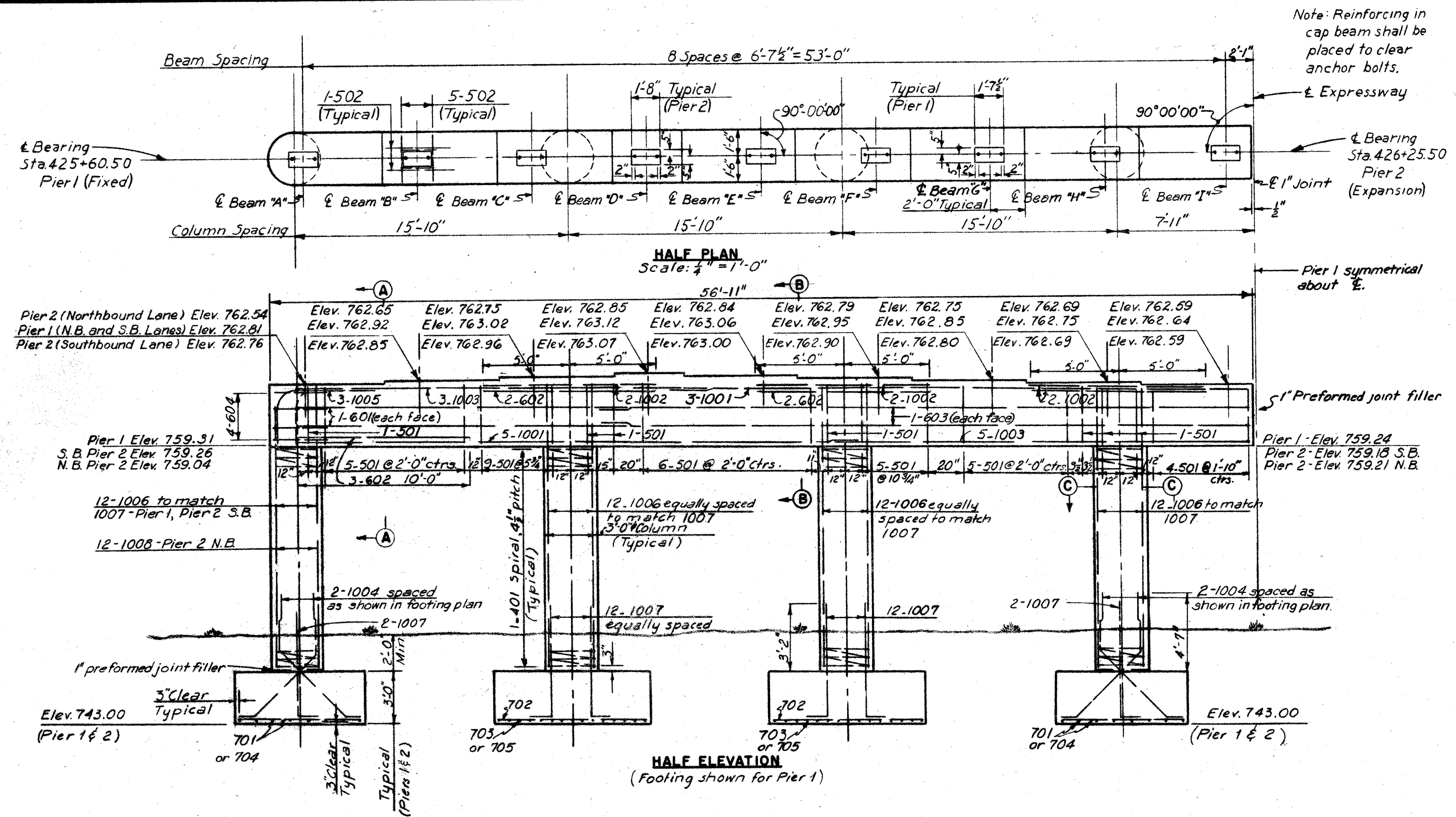
- LEGEND**
- Water main
 - Sanitary Sewer
 - Storm Sewer
 - Manhole
 - Water Valve
 - Property Line
 - Gas Line



ELEVATION
Scale: 1"=30'

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 P.M. REVIEWED
DATE 7-25-57 DATE 8-22-57 DATE 10-26-57 DATE 10-26-57
944 SHEET 106

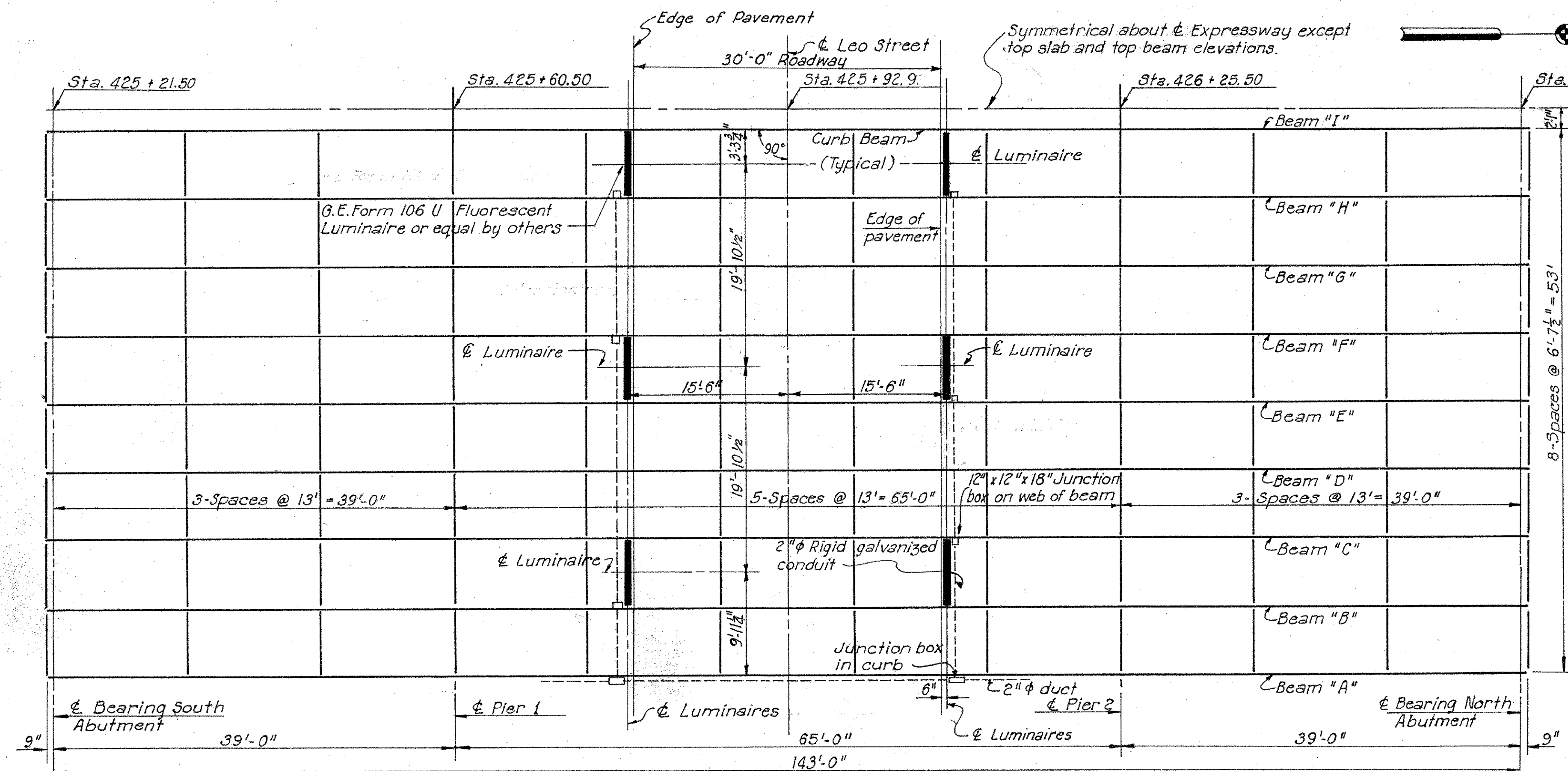


Notes:
For reinforcing steel schedule see sheet 112.
Maximum soil pressure is 4.20 tons per square foot.

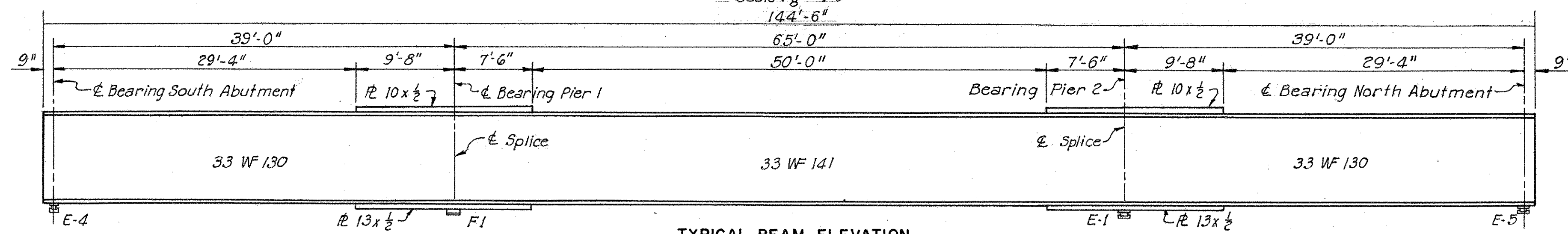
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

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

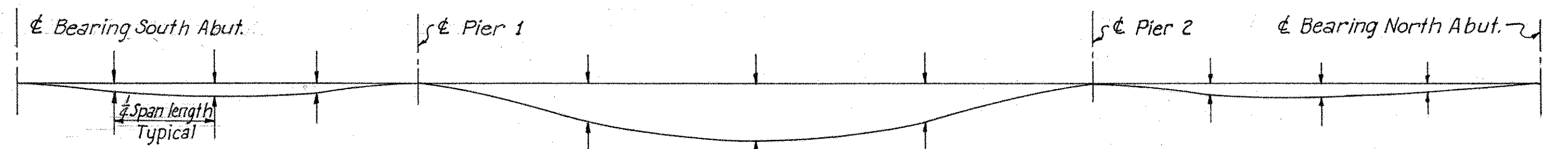
DRAWN BY TH TRACED CHECKED BY G.A. REVIEWED BY
DATE 8.8.57 DATE 10-22-57 DATE 10-26-57 944 SHEET 107



HALF STEEL FRAMING PLAN
Scale: 1/8" = 1'-0"



TYPICAL BEAM ELEVATION
Scale: 1/8" = 1'-0"



BEAMS "A"												
Concrete D.L. deflection	0	0	0	0	0	0	0	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	0	0	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	3/16	0	*1/16	*1/8	*1/4	*3/8	0	0
Total ①+②	0	3/16	3/16	3/16	3/16	0	*1/16	*1/8	*1/4	*3/8	0	0

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

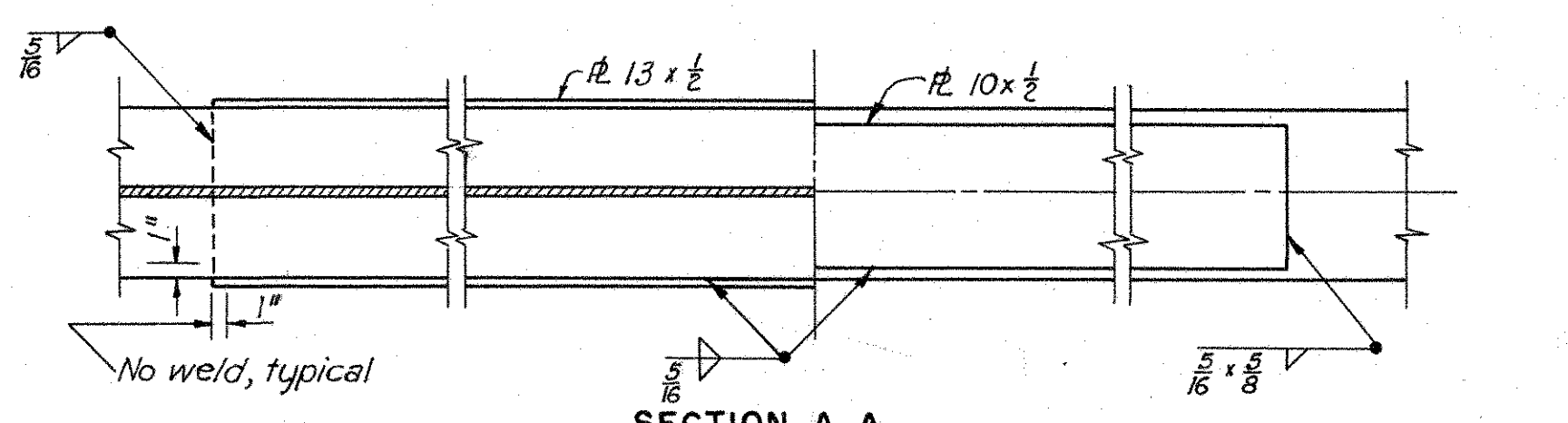
BEAMS "B", "C", "D", "E", "F", "G", "H"												
Concrete D.L. deflection	0	0	0	0	0	0	0	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	0	0	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	0	*1/16	**3/16	**1/4	**3/8	**1/2	**3/4	0
Total ①+②	0	3/16	3/16	3/16	0	*1/16	**3/16	**1/4	**3/8	**1/2	**3/4	0

BEAMS "I"												
Concrete D.L. deflection	0	0	0	0	0	0	0	0	0	0	0	0
Total D.L. deflection ①	0	0	0	0	0	0	0	0	0	0	0	0
Convexity correction ②	0	3/16	3/16	3/16	0	3/16	3/16	3/16	3/16	3/16	3/16	0
Total ①+②	0	3/16	3/16	3/16	0	3/16	3/16	3/16	3/16	3/16	3/16	0

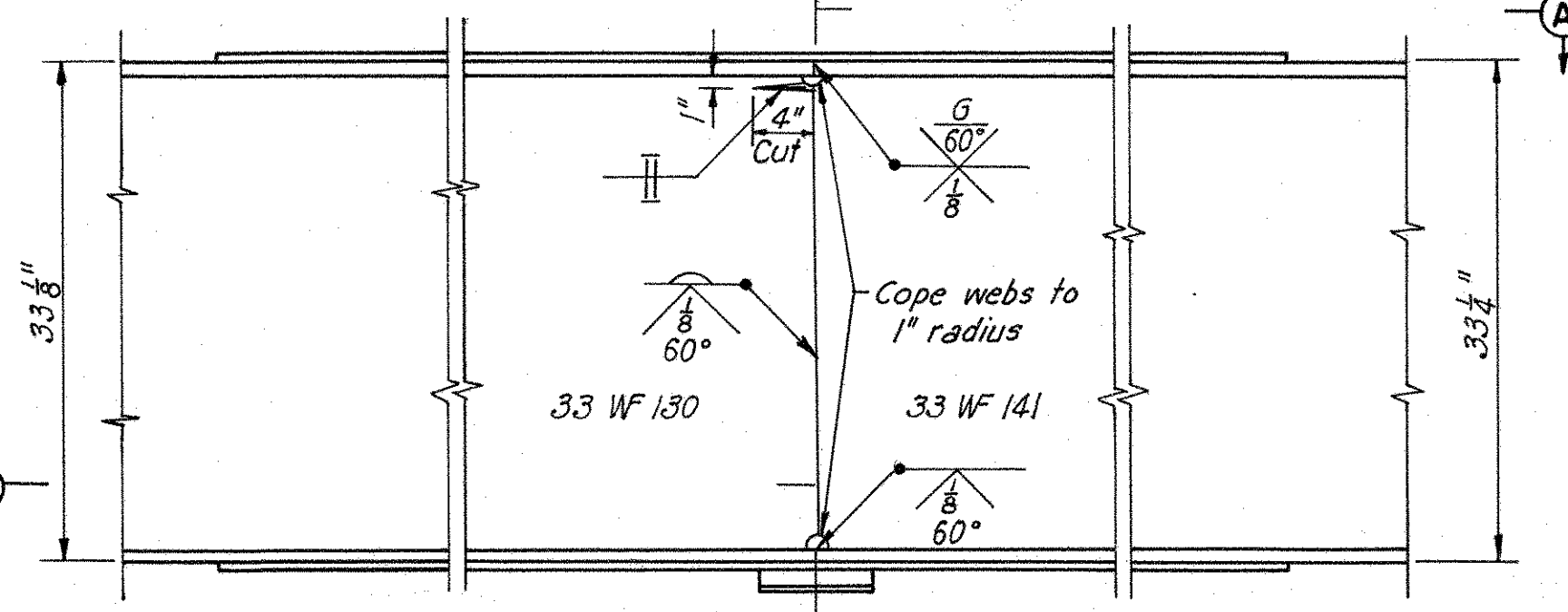
DEFLECTION AND CONVEXITY DATA
No scale

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	765.53	"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"

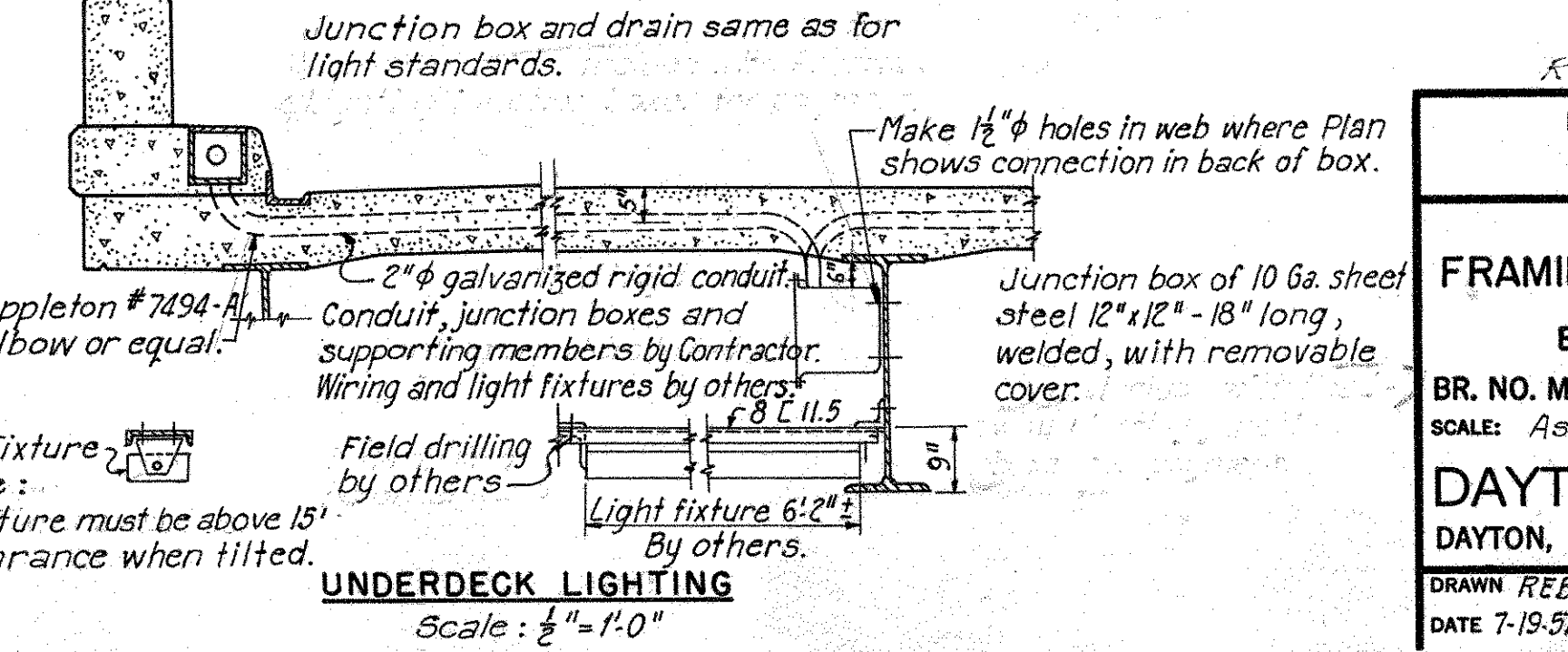


BEAM SPLICE
G indicates grinding
Scale: 1" = 1'-0"

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 5/8".
2. Buffweld 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: 1/2" = 1'-0"

Revised 4-29-59
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 REB TRACED AH CHECKED RRC REVIEWED G.A.
DATE 7-19-57 DATE 10-17-57 DATE 10-20-57 DATE 10-26-57
944 SHEET 110

