...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)

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).

DAYTON EXPRESSWAY SYSTEM

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

PART 3 - KEOWEE STREET TO NEFF ROAD

LIMITED ACCESS

...SHEET
...C. PLAN
...SE REFERENCE PTS.
...L NOTES
...L QUANTITIES
...GE " INTITIES
...L
...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

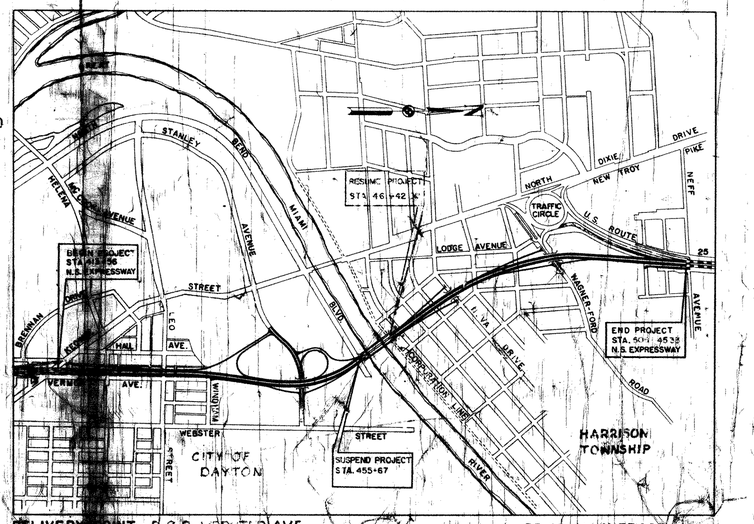
LINE DATA

...SH 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+45.33	4403.33	LIN. FT.
TOTAL LENGTH OF PROJECT		8614.33	LIN. FT. = 1.631 MILES

...ENUE	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+43.33 TO STA. 505+84 =	38.67	LIN. FT.
...ROAD	STA. 0+38 TO STA. 8+64 =	826.00	LIN. FT.
...WORK =		11,337.91	LIN. FT. = 2.185 MILES.

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

H. G. SOURS
ASSOCIATE
COLUMBUS



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	Maf L Mitchell
DATE 12-18-57	CHIEF ENGINEER, MIAMI CONSERVANCY DISTRICT
APPROVED	Ken Roderick
DATE 12-18-57	DIRECTOR OF SERVICE AND BUILDINGS, CITY OF DAYTON
APPROVED	Paul Leland
DATE 12-19-57	CITY MANAGER, CITY OF DAYTON
APPROVED	G.D. Ackerman
DATE 12/16/57	DIVISION DEPUTY DIRECTOR
APPROVED	C. H. Makemson Jr.
DATE 1-2-58	DEPUTY DIRECTOR OF PLANNING AND PROGRAMMING
APPROVED	W.A. Ackermann
DATE 12-30-57	ENGINEER OF BRIDGES
APPROVED	R.E. Shultz
DATE 1-2-58	ENGINEER OF LOCATION AND DESIGN
APPROVED	P.E. Meadows
DATE 1-2-1958	DEPUTY DIRECTOR OF DESIGN AND CONSTRUCTION
APPROVED	
DATE	FIRST ASSISTANT DIRECTOR
APPROVED	Burge J. Sherman
DATE 1/7/58	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-27 P.C.2-2-A&B	1-1-56	C-7.07	6-1-56

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

DEC 1 1961
GROUND PHOTOLAB

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

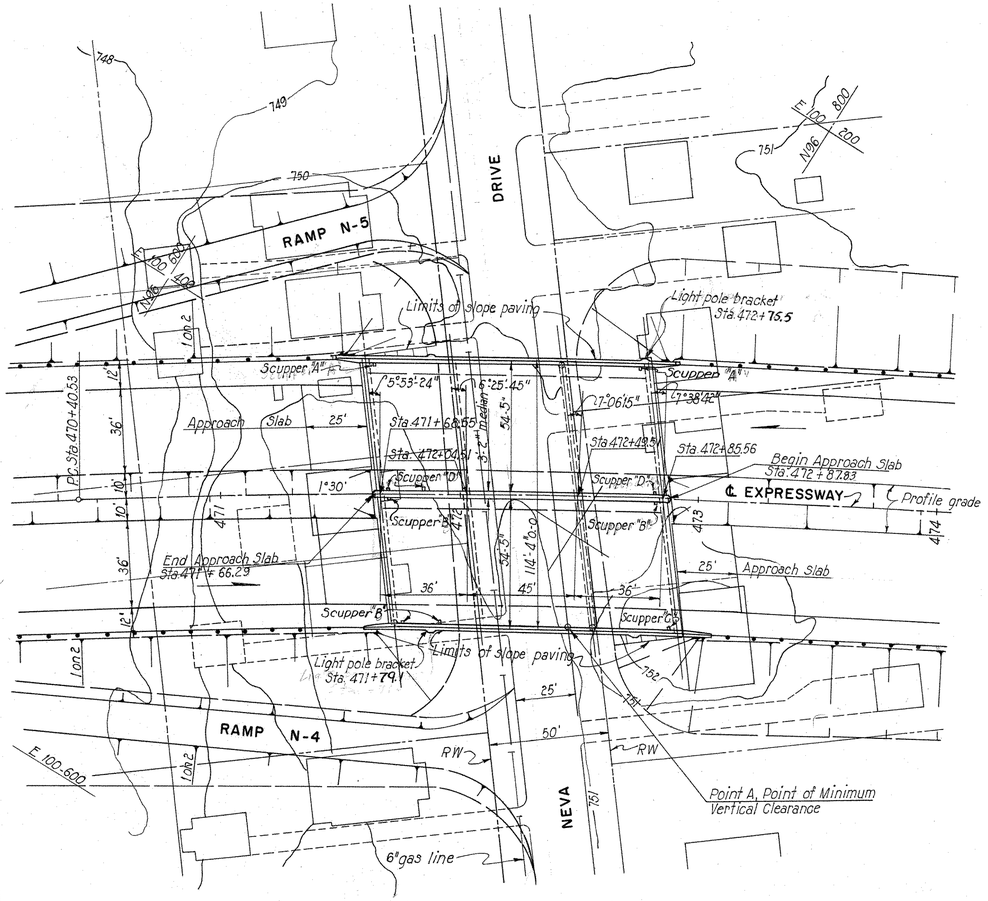
APPROVED:

...ENGINEER

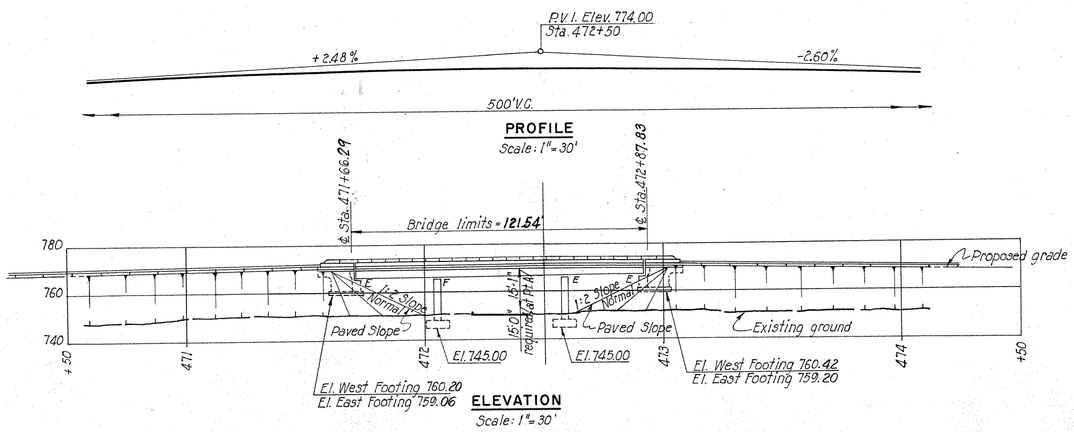
FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

126
144

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



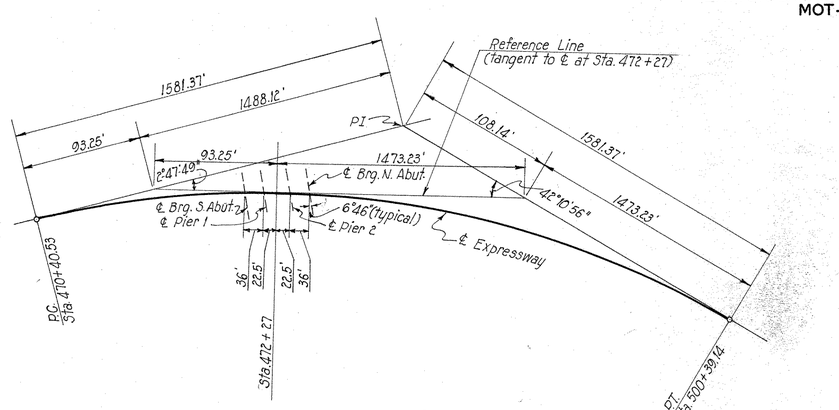
PLAN
Scale: 1" = 30'



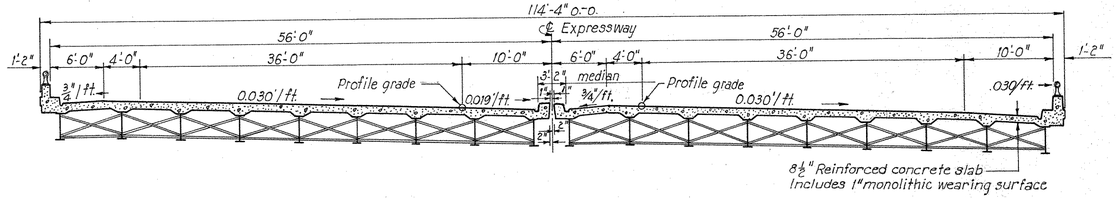
PROFILE
Scale: 1" = 30'

ELEVATION
Scale: 1" = 30'

Curve Data
Δ = 44°-58'-45"
D = 1°30'-00"
R = 3819.72
L = 2998.61
T = 1581.37



LOCATION OF REFERENCE LINE
No Scale



TYPICAL CROSS SECTION
Scale: 1/8" = 1'-0"

Note:
Foundation soundings: Foundation design a
foundation quantities are based on a study o
rod soundings and soil-sampling soundings made
the site. This sounding information may be inspec
in the office of the Bureau of Bridges in Columbu
or in the Division office, but the State assume
no responsibility for the accuracy thereof.

LEGEND

Gas Line
Property Line

PROPOSED STRUCTURE

Type: 3 span continuous rolled beam bridges with reinforced concrete deck and substructure.
Spans: 36'; 45'; 36' = 117'
Roadway: 2-53'-3" roadways with 1'-0" curbs.
Loading: CF2000 (51) adequate for AASHO alternate loading.
Skew: 6°-46' R.F.
Surface course: One inch monolithic concrete wearing surface.
Approach Slab: AS-1-54 (25' long)
Alignment: 1°-30' curve.
Superelevation: .03 ft. per ft.

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

SITE PLAN
EXPRESSWAY OVER NEVA DRIVE
BR. NO. MOT— 25-1703 STA.
SCALE: As shown
DAYTON EXPRESSWAY
DAYTON, MONTGOMERY COUNTY

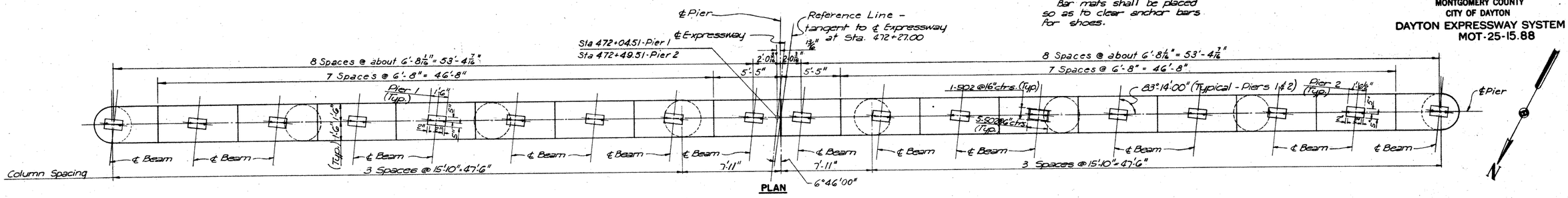
DRAWN GMP	TRACED R.R.	CHECKED G.A.	REVIEWED G.A.
DATE 8-6-57	DATE 8-19-57	DATE 8-26-57	DATE 10-16-57

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

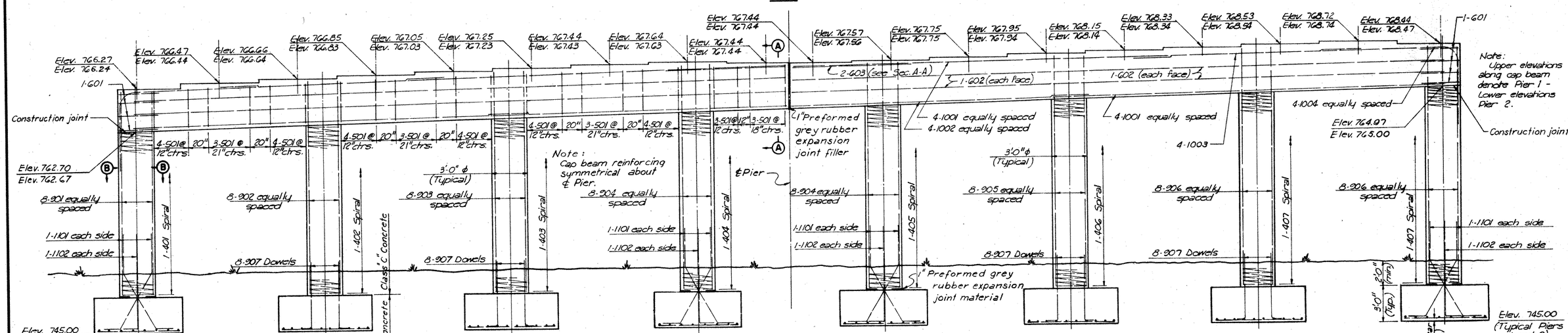
127
144

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

Note:
Bar mats shall be placed so as to clear anchor bars for shoes.

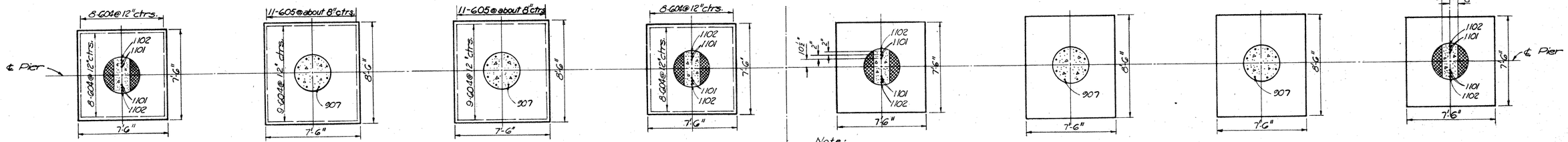


PLAN



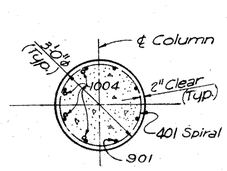
ELEVATION

Pier 1 - fixed bearing -- Pier 2 - expansion bearing

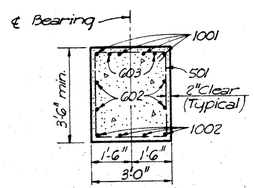


HALF FOOTING PLAN - PIER 1

HALF FOOTING PLAN - PIER 2



SECTION B-B
Scale: 3/8" = 1'-0"



SECTION A-A
Scale: 3/8" = 1'-0"

Notes:
For Reinforcement Schedule see sheet 134.
For details of bearing plates see sheets 104 and 105.
Maximum soil pressure under Piers is 2.90 tons per square foot.

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

PIER 1 AND 2
EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT-25-1703 STA. 471 + 66.29
SCALE: 1/8" = 1'-0" Except as noted. 472 + 87.83

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN G.B.C.	TRACED	CHECKED R.M.S.	REVIEWED G.A.	REVISED
DATE 2-5-57	DATE	DATE 11-22-57	DATE 12-26-57	944 SHEET 127

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

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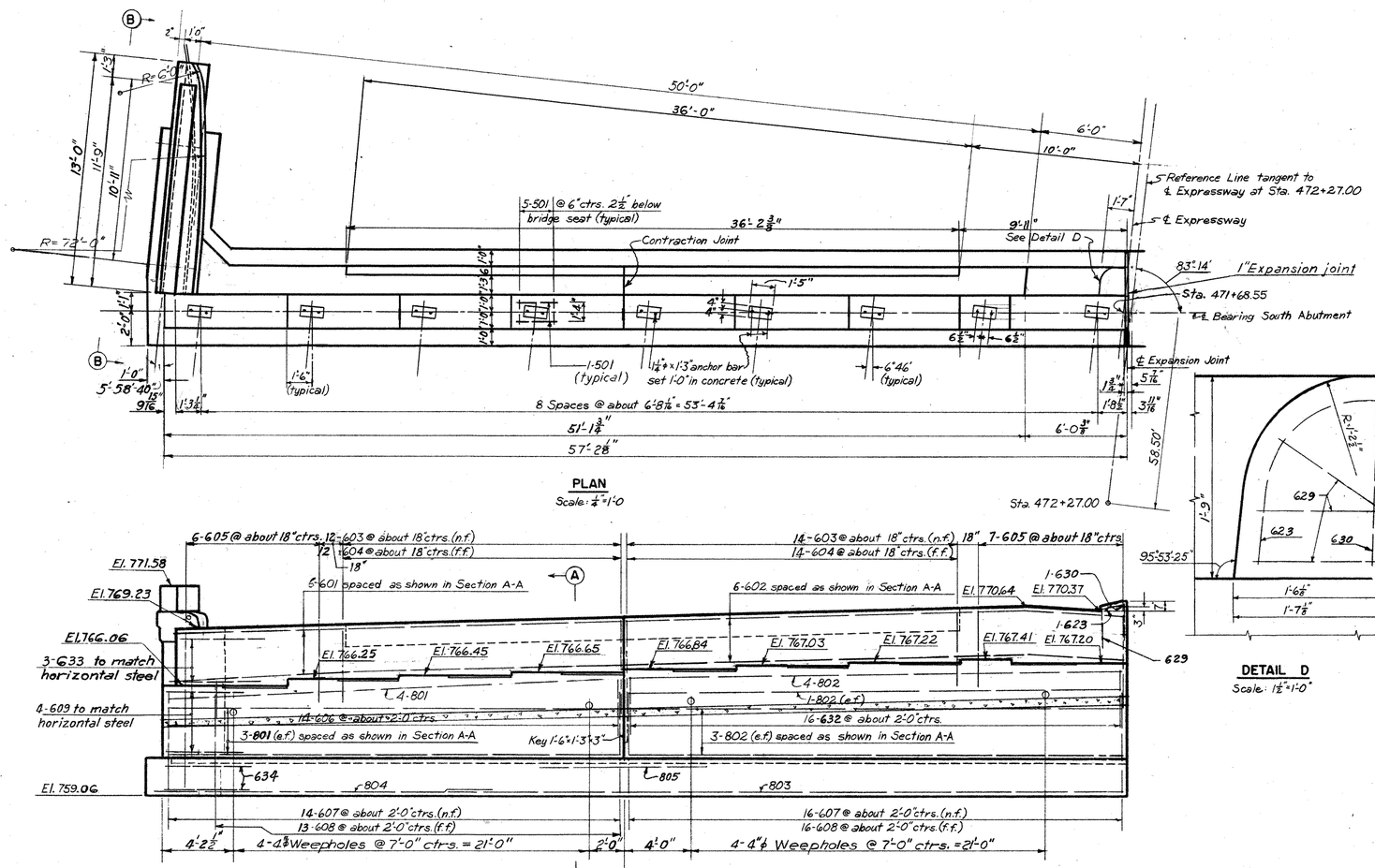
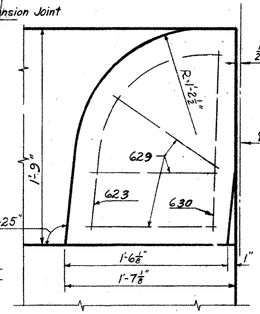
144

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

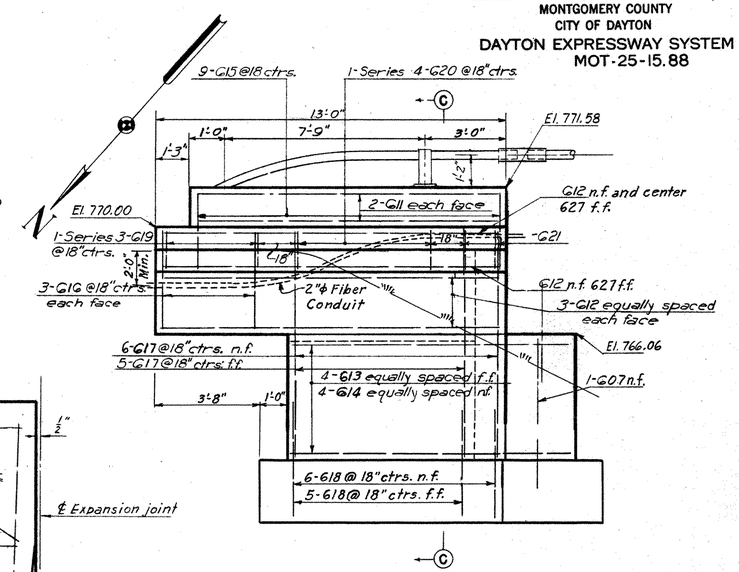


PLAN
Scale: ¼"=1'-0"

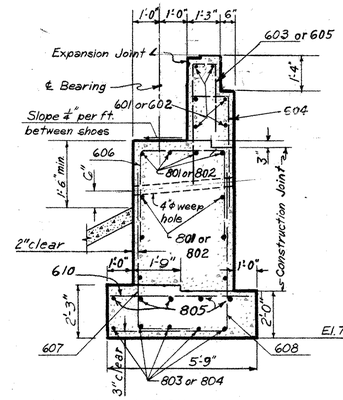
ELEVATION
Scale: ¼"=1'-0"



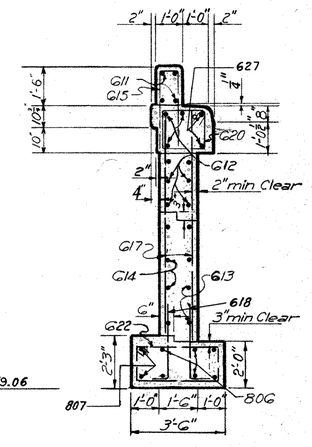
DETAIL D
Scale: 1½"=1'-0"



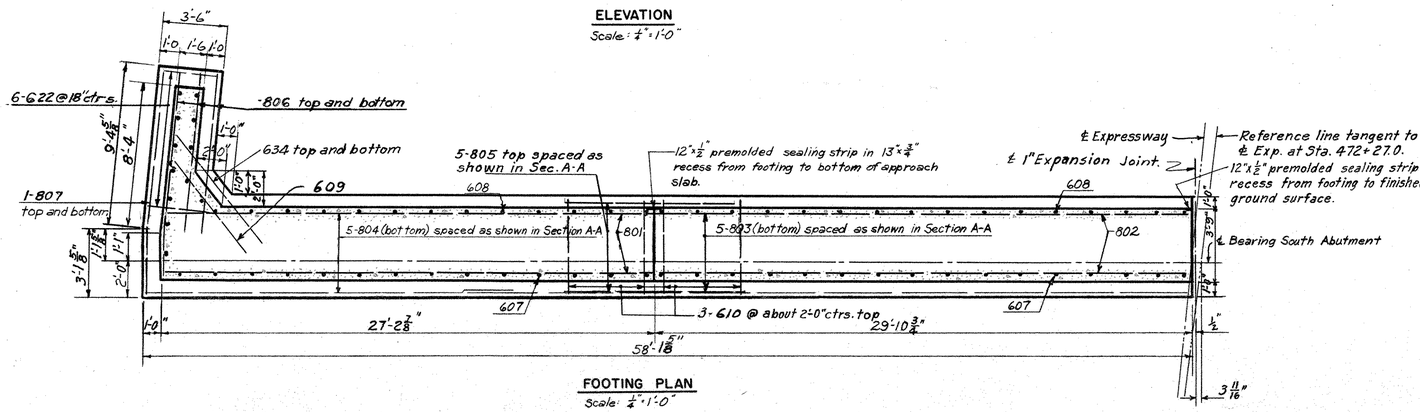
ELEVATION B-B
Scale ⅜"=1'-0"



SECTION A-A
Scale: ⅜"=1'-0"



SECTION C-C
Scale: ⅜"=1'-0"



FOOTING PLAN
Scale: ¼"=1'-0"

Notes:
For West Half of South Abutment see sheet 129.
For Reinforcement Schedule see sheet 134
For details of slope pavement see sheet 104
For details of porous backfill see sheet 104
For details of expansion joint see sheet 105
n.f.=near face
f.f.=far face
e.f.=each face.
Maximum soil pressure under the abutment is 1.46 tons per sq.ft.
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 SOUTH ABUTMENT
EXPRESSWAY OVER NEVA DRIVE
BR. NO. MOT—25—1703 STA. 471+66.29
SCALE: As shown 472+87.83
DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN DTI	TRACED	CHECKED RMS	REVIEWED GA	REVISED
DATE 2-25-57	DATE	DATE 10-25-57	DATE 10-26-57	944 SHEET 128

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

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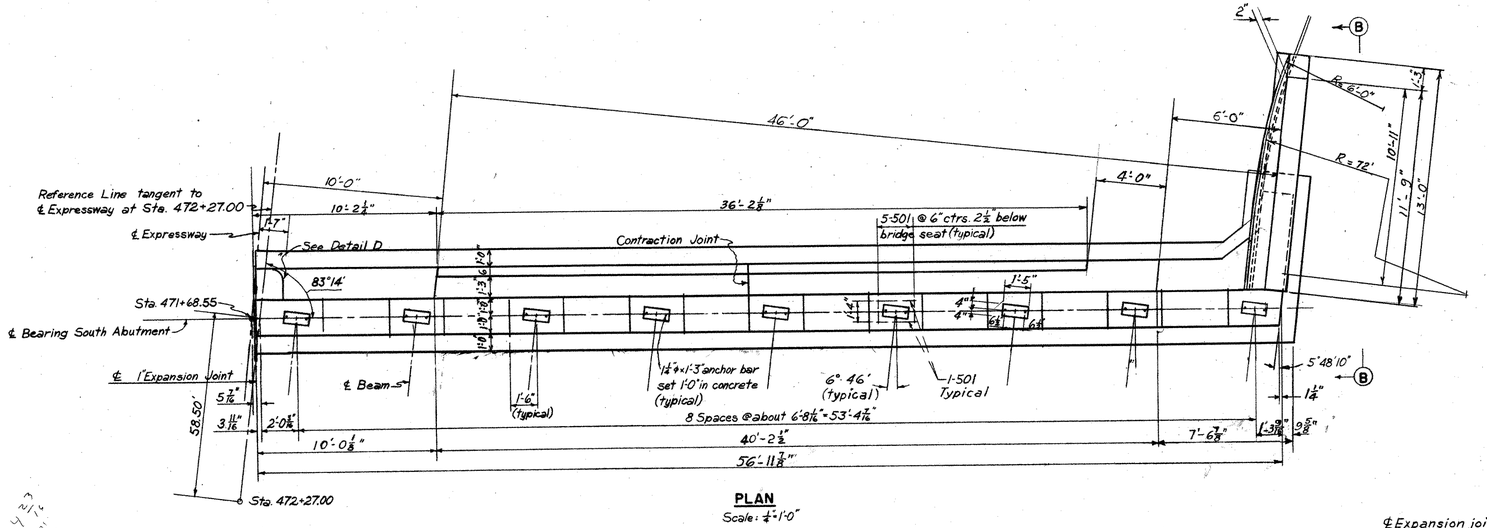
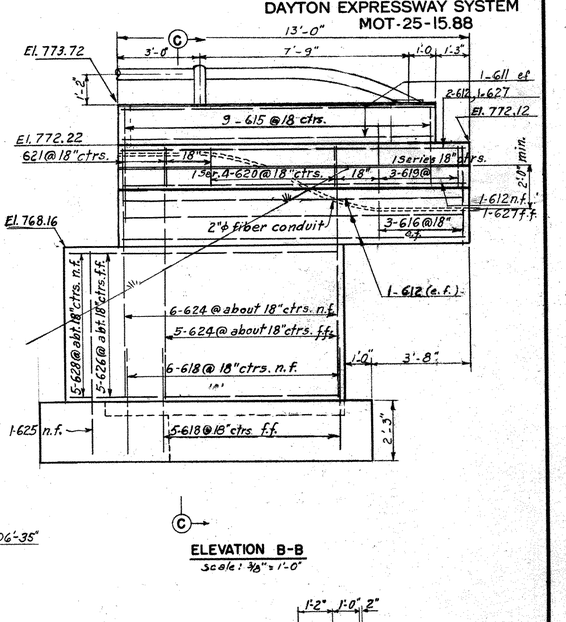
144

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

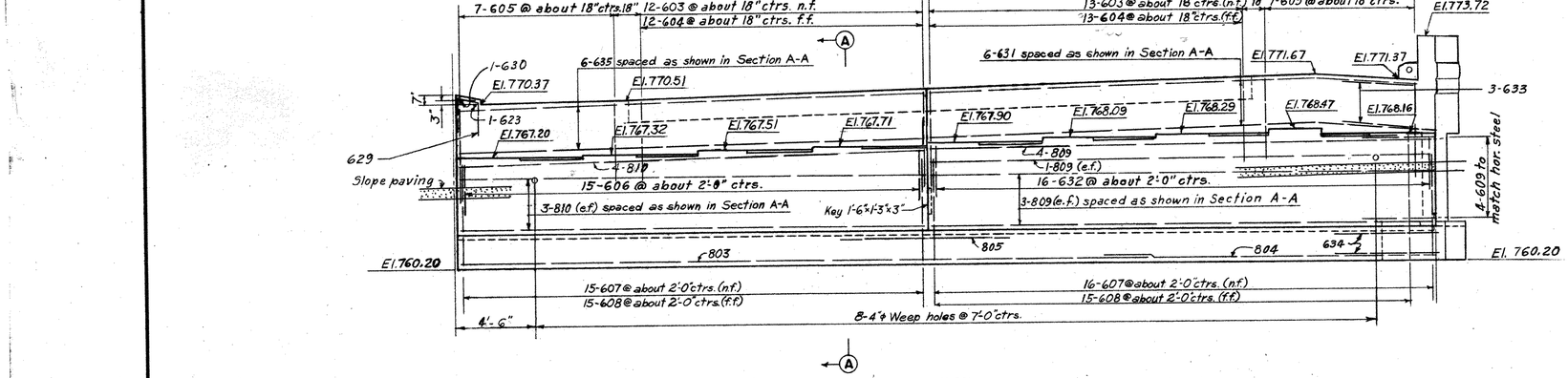


PLAN
Scale: ¼"=1'-0"

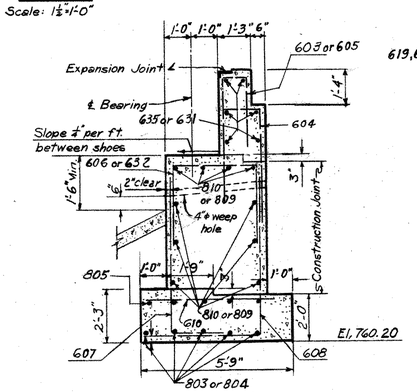


DETAIL D
Scale: 1½"=1'-0"

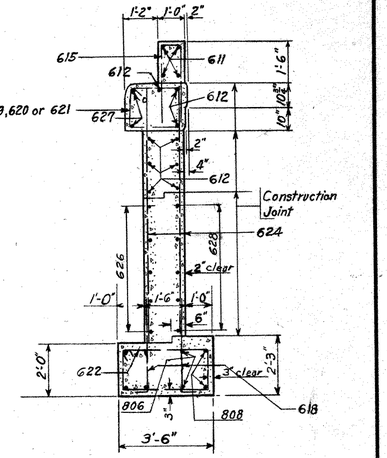
ELEVATION B-B
Scale: ⅜"=1'-0"



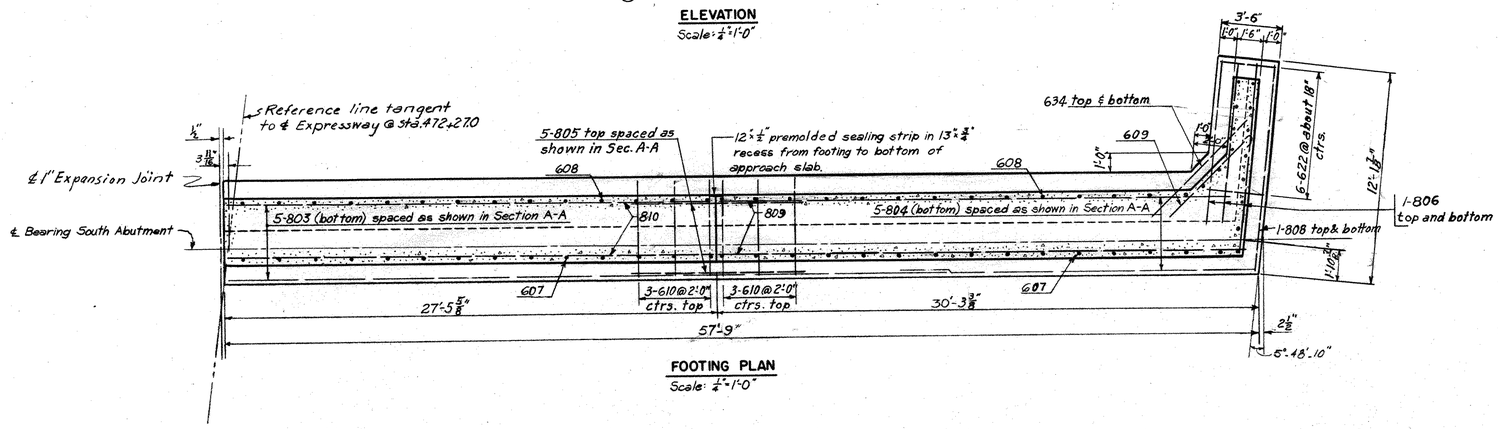
ELEVATION
Scale: ¼"=1'-0"



SECTION A-A
Scale: ⅜"=1'-0"



SECTION C-C
Scale: ⅜"=1'-0"



FOOTING PLAN
Scale: ¼"=1'-0"

Notes:
For East Half of South Abutment see sheet 128
For Reinforcement Schedule see sheet 134
For details of slope pavement see sheet 104
For details of porous backfill see sheet 104
For details of expansion joint see sheet 105
n.f. = near face
f.f. = far face
e.f. = each face
Maximum soil pressure under the abutment is 1.46 tons per sq. ft.
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

WEST HALF OF SOUTH ABUTMENT
EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT—25—1703 STA. 471 + 66.29
SCALE: As shown 472 + 87.83

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN DTI	TRACED	CHECKED DMS	REVIEWED GA	REVISED
DATE 3-4-57	DATE	DATE 10-26-57	DATE 10-26-57	944 SHEET 129

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

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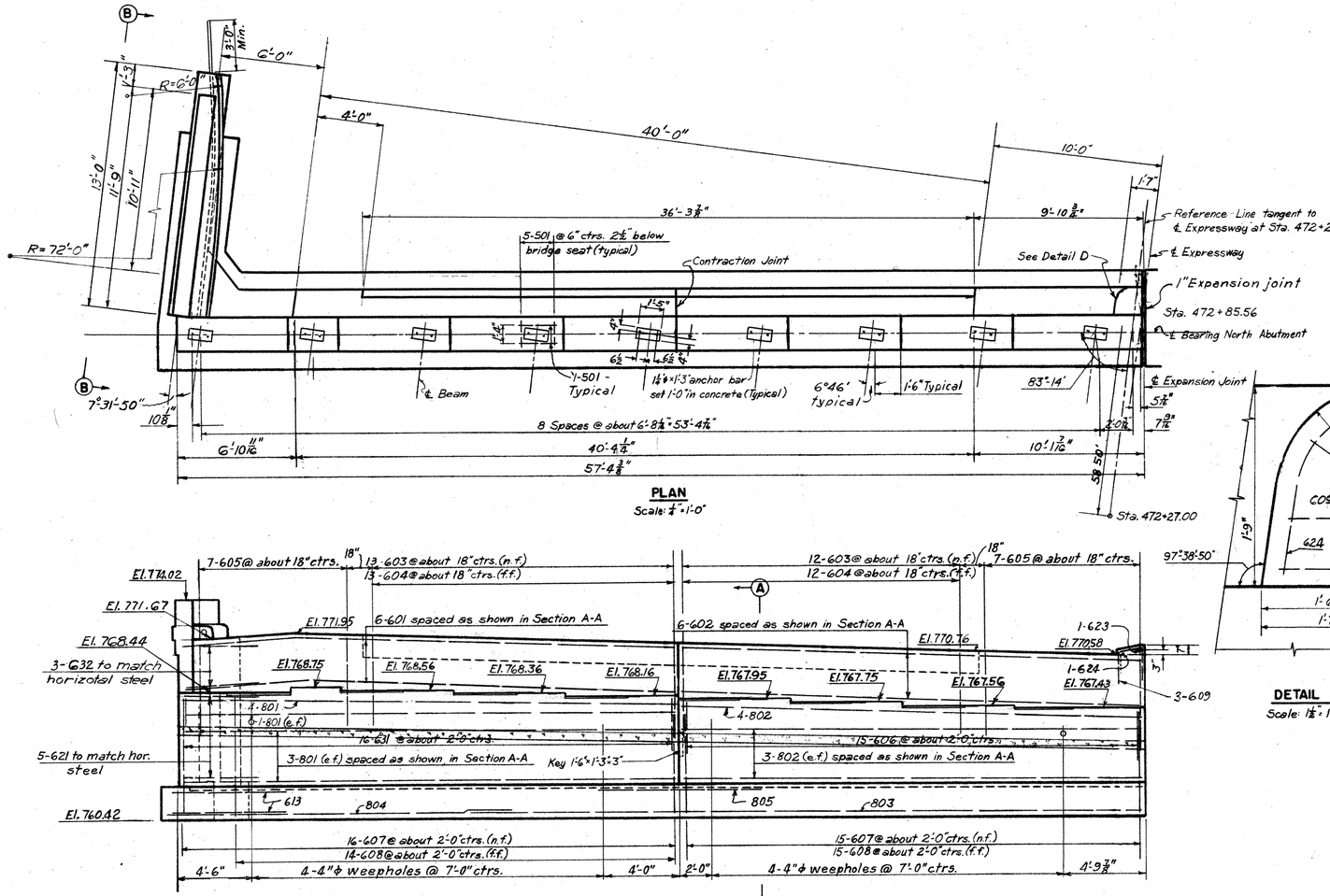
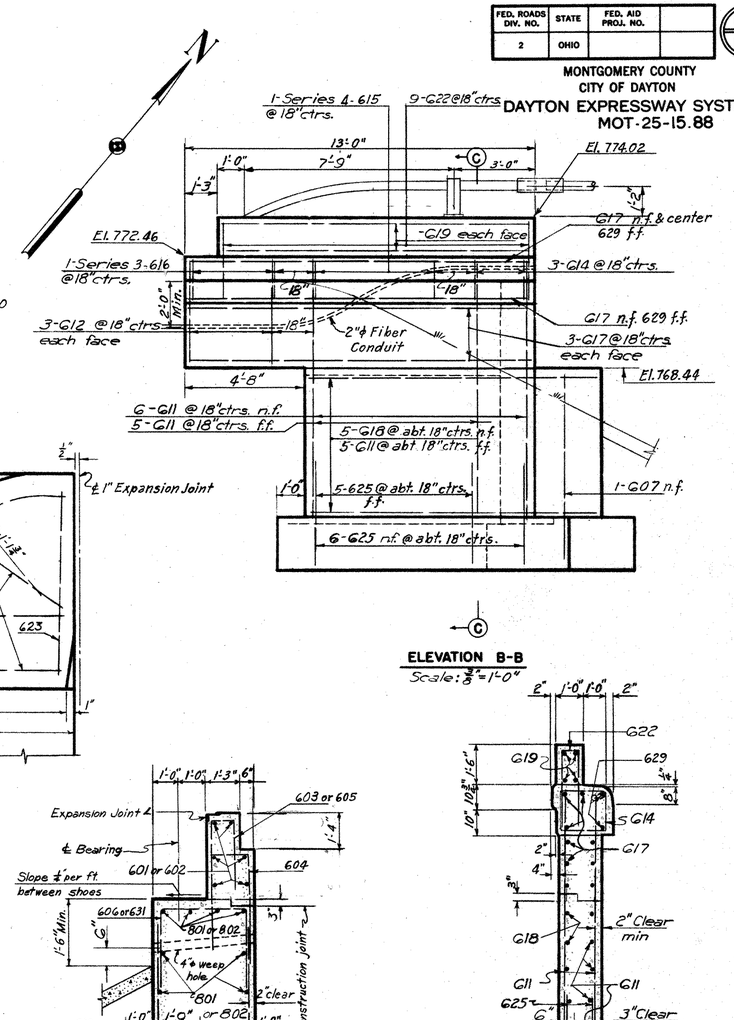
MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88



PLAN
Scale: 1/4" = 1'-0"

ELEVATION
Scale: 1/4" = 1'-0"

FOOTING PLAN
Scale: 1/4" = 1'-0"



ELEVATION B-B
Scale: 3/8" = 1'-0"

SECTION A-A
Scale: 3/8" = 1'-0"

SECTION C-C
Scale: 3/4" = 1'-0"

Notes:
- For East Half of North Abutment see sheet 131
- For Reinforcement Schedule see sheet 134
- For details of slope pavement see sheet 104
- For details of porous backfill see sheet 104
- For details of expansion joint see sheet 105
- n.f. = near face
- f.f. = far face
- e.f. = each face
- Maximum soil pressure under the abutment is 1.46 tons per sq. ft.
- 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

WEST HALF OF NORTH ABUTMENT
EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT—25—1703 STA. 471 + 66.29
SCALE: As Shown 472 + 87.83

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

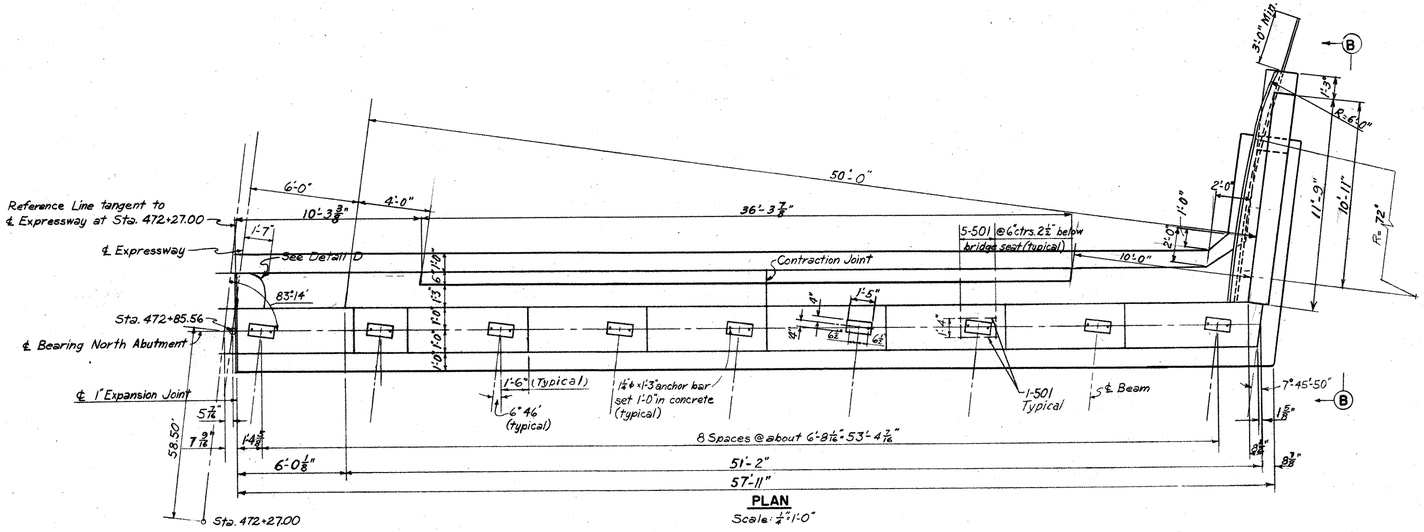
DRAWN DTI	TRACED	CHECKED RWS	REVIEWED GA	REVISED
DATE 2-7-57	DATE	DATE 10-26-57	DATE 10-26-57	944 SHEET 130

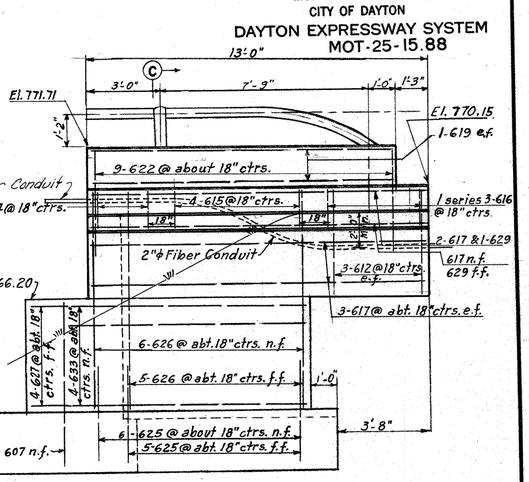
FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.	
2	OHIO		

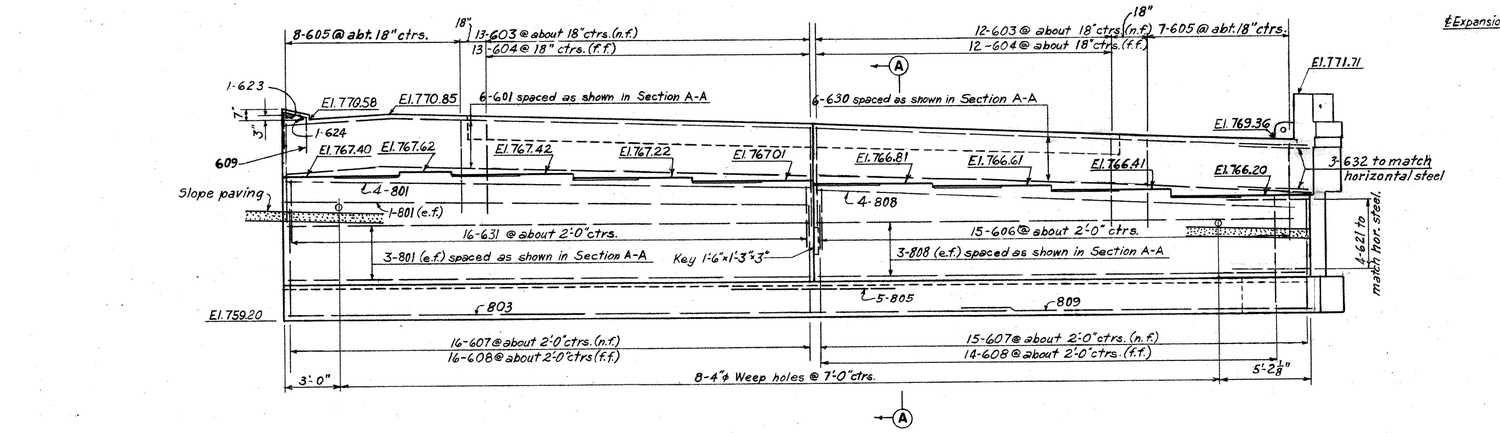
131
144

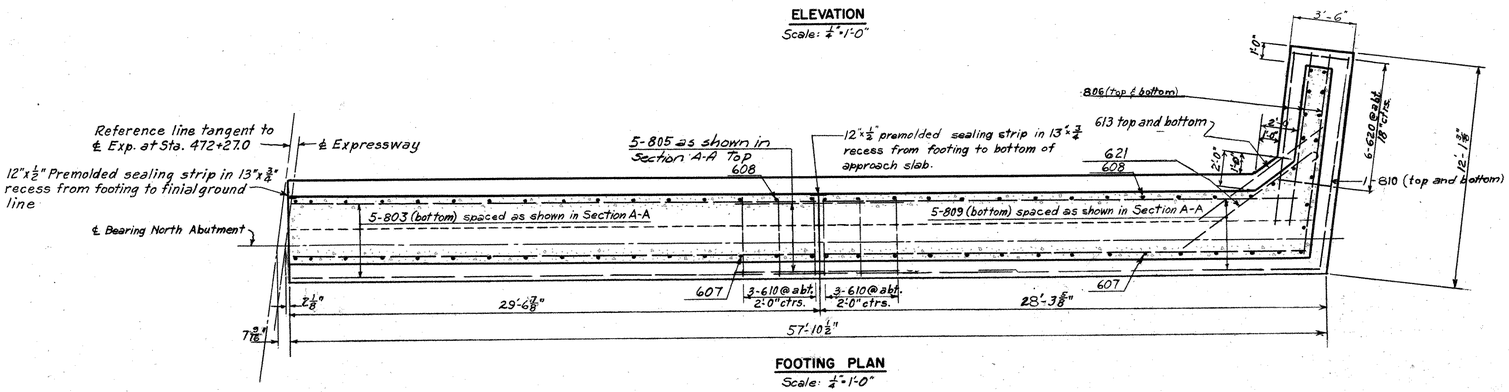
MONTGOMERY COUNTY
CITY OF DAYTON

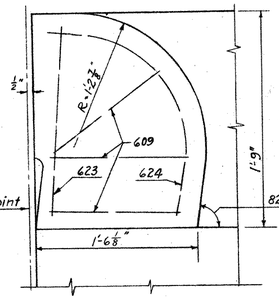
DAYTON EXPRESSWAY SYSTEM
MOT-25-15.88

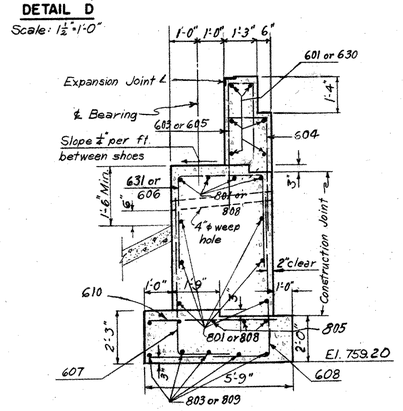


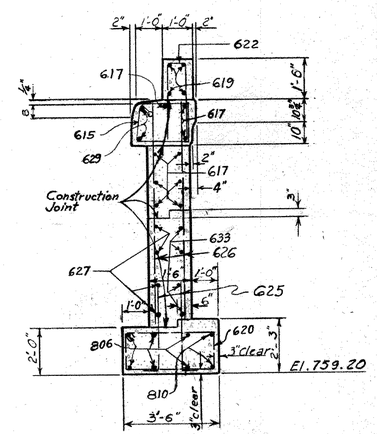












Notes:
For West Half of North Abutment see sheet 130
For Reinforcement Schedule see sheet 134
For details of slope pavement see sheet 104
For details of porous backfill see sheet 104
For details of expansion joint see sheet 105
n.f. = near face
f.f. = far face
e.f. = each face
Maximum soil pressure under the abutment is 1.46 tons per sq. ft.
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.

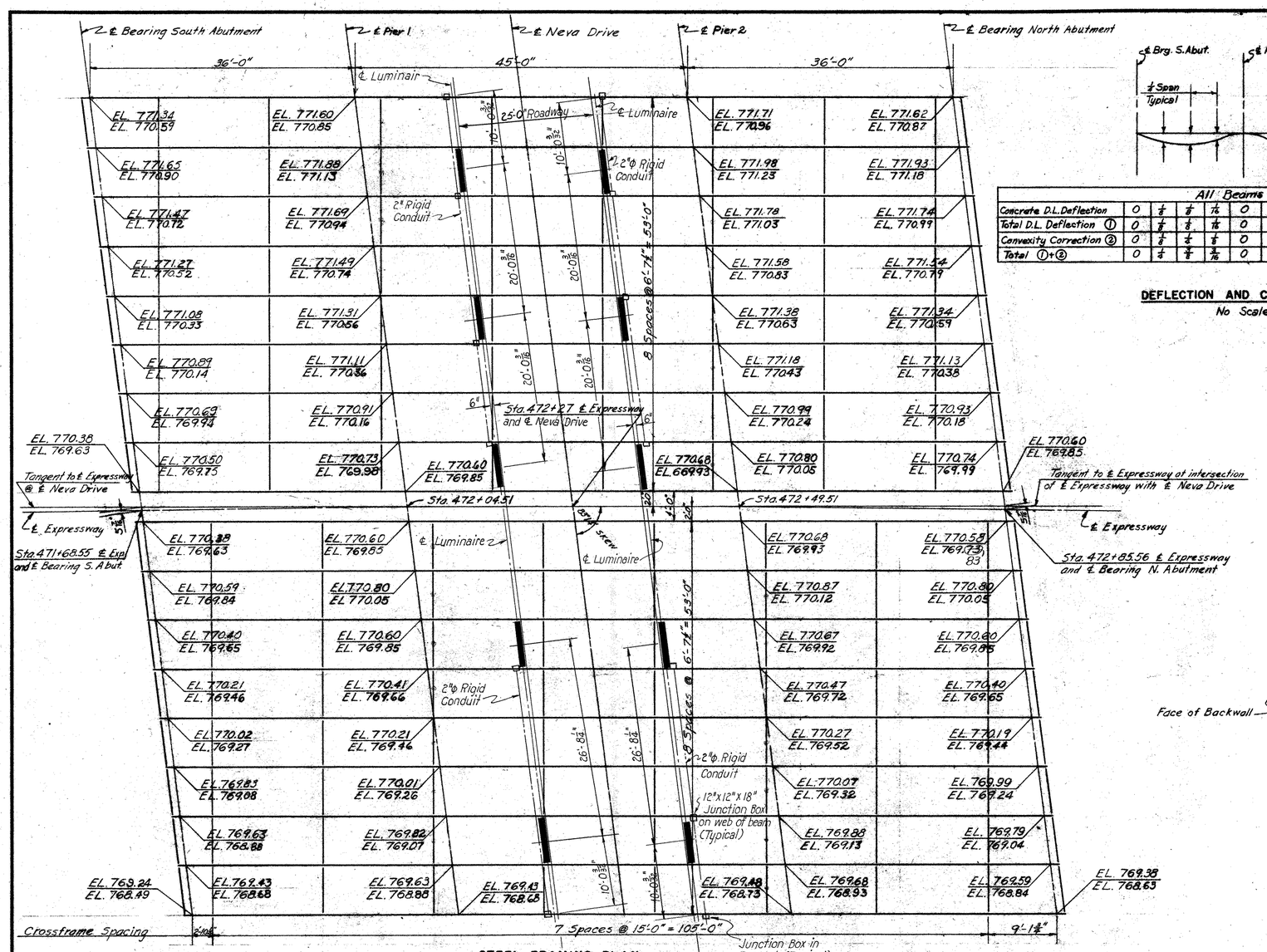
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

EAST HALF OF NORTH ABUTMENT
EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT—25—1703 STA. 471 + 66.29
SCALE: As Shown 472 + 87.83

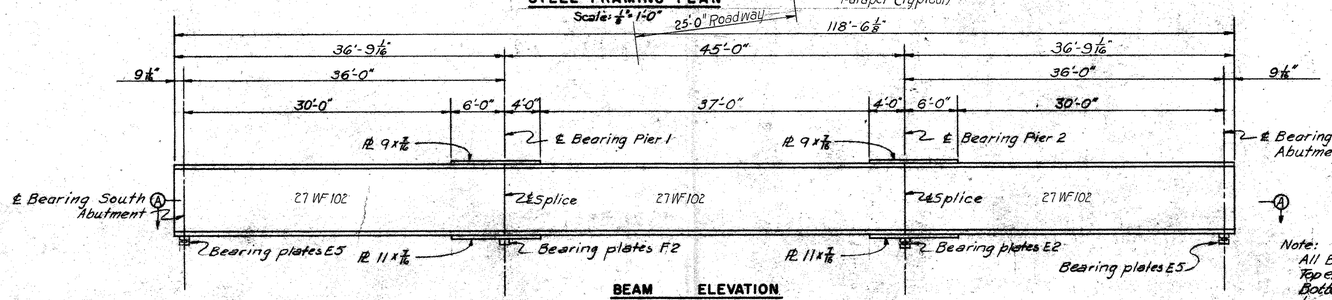
DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN DTI	TRACED	CHECKED RMS	REVIEWED GA	REVISED
DATE 2-15-57	DATE	DATE 11-26-57	DATE 12-26-57	944 SHEET 131



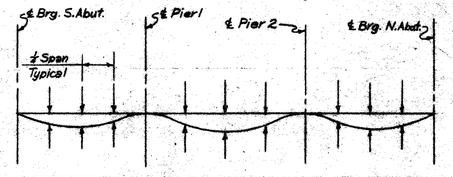
STEEL FRAMING PLAN

Scale: ⅛"=1'-0"



BEAM ELEVATION

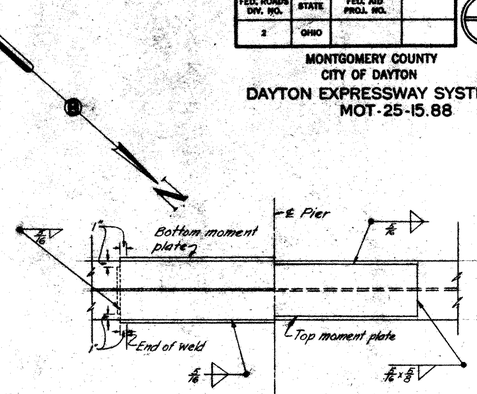
Horizontal Scale: ⅛"=1'-0"



All Beams													
Concrete D.L. Deflection	0	1/8	2/8	3/16	0	0	3/16	0	0	1/16	1/8	1/8	0
Total D.L. Deflection ①	0	1/8	2/8	3/16	0	0	3/16	0	0	1/16	1/8	1/8	0
Convexity Correction ②	0	2/8	3/8	4/8	0	1/4	2/8	1/4	0	2/8	3/8	4/8	0
Total ①+②	0	3/8	5/8	7/16	0	1/4	5/16	1/4	0	3/16	5/8	3/8	0

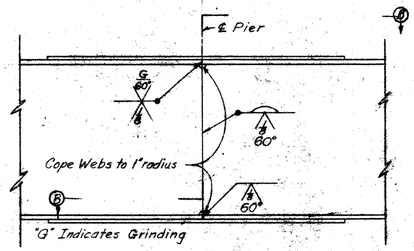
DEFLECTION AND CONVEXITY DATA

No Scale



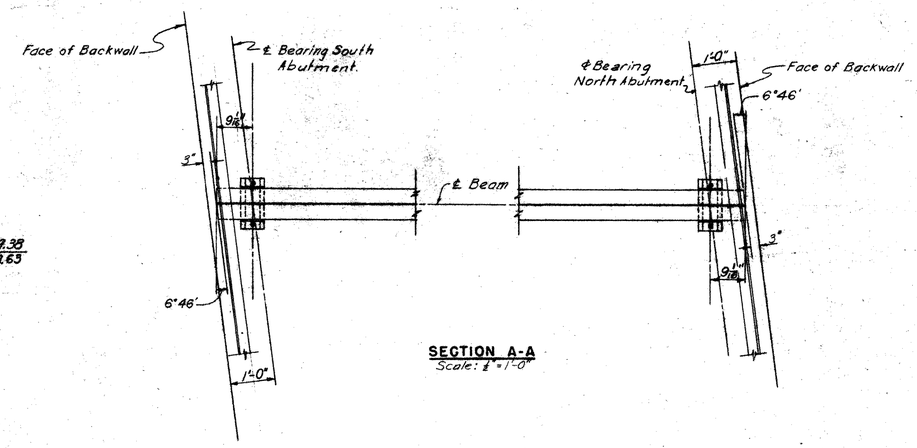
SECTION B-B

No Scale



BEAM SPLICE DETAILS

No Scale



SECTION A-A

Scale: ½"=1'-0"

Note:
All Beams are 27WF102.
Top elevations denote top of slab.
Bottom elevations denote top of beam.
For bearing plate detail see common details sheet 104

BEAM SPLICE WELDING PROCEDURE

1. Raise the abutment ends of the beams ⅜".
2. Butt-weld the beam flanges and web, using the following sequence: make one pass on each flange, then one on 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.

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

132
144

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

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

FRAMING PLAN AND BEAM ELEVATIONS

EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT— 25-1703 STA. 471+66.29
SCALE: As Shown 472+87.83

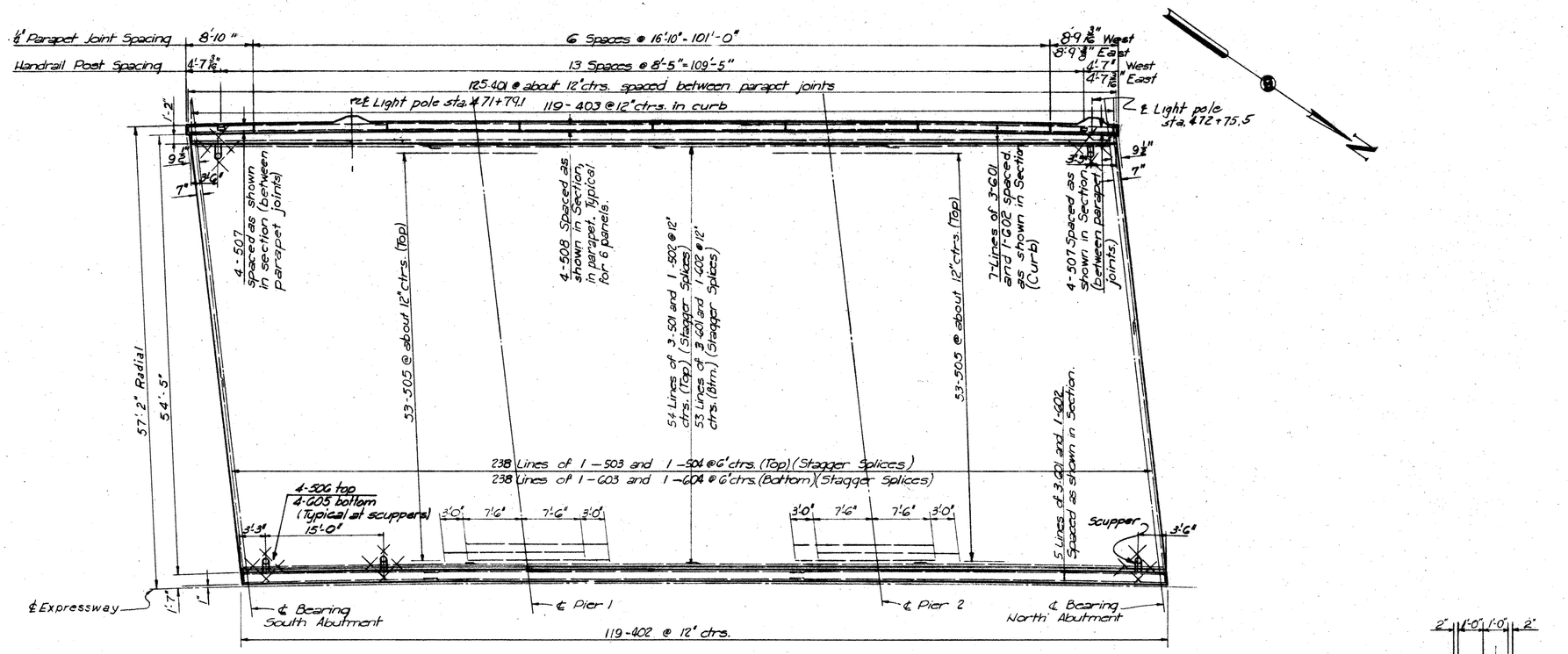
DAYTON EXPRESSWAY SYSTEM

DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN CEO	TRACED	CHECKED AMS	REVIEWED SA	REVISED 4-28-59
DATE 12-6-56	DATE	DATE 10-16-57	DATE 10-26-57	944 SHEET 132

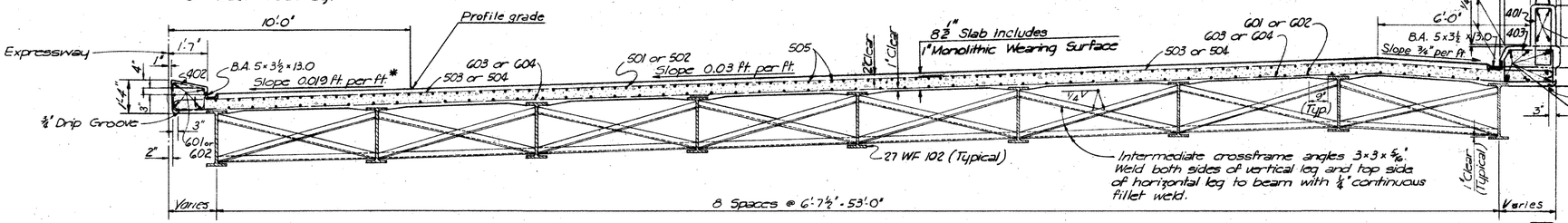
FED. ROADS DIV. NO.	STATE	FED. AID PROJ. NO.		133 / 144
2	OHIO			

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

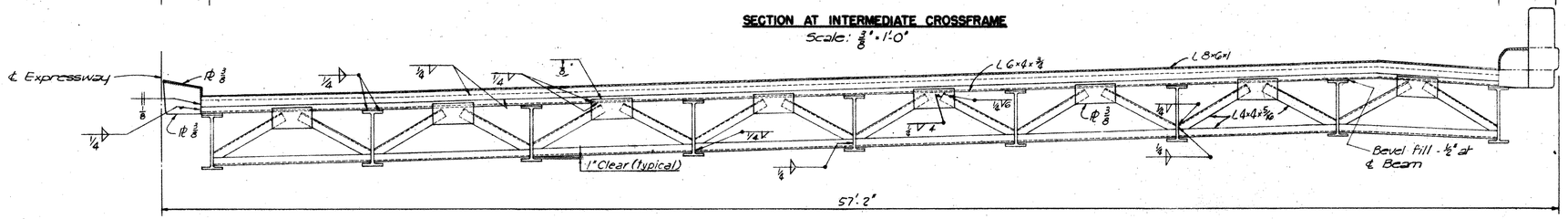


WEST ROADWAY SLAB PLAN
Scale: 1/8" = 1'-0"

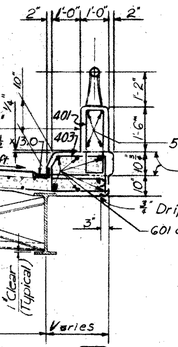
*Note:
Slope shoulder 3/8" per foot on East roadway.



SECTION AT INTERMEDIATE CROSSFRAME
Scale: 3/8" = 1'-0"



SECTION AT ABUTMENT
Scale: 3/8" = 1'-0"



Notes:
For reinforcing steel see sheet 134.
For expansion joint details see Common Details sheets 104 and 105.

For Handrail Details see Common Details sheet 105
Conduit outlets for light poles are to be capped.

For Bulb Angle gutter and support see Common Details sheet 104.
East and West roadways are similar except as shown.

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

SLAB PLAN AND CROSS SECTIO

EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT— 25-1703 STA. 471 + 66.
SCALE: As noted 472 + 87.

DAYTON EXPRESSWAY SYST

DAYTON, MONTGOMERY COUNTY,

DRAWN SRC	TRACED	CHECKED RMA	REVIEWED GA	REVISED
DATE 3-11-57	DATE	DATE 10-23-57	DATE 10-26-57	944 SHEET

PIER 1

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
401	1	341'-8"	119	42	14'-8"	2'-8"			228
402	1	346'-5"	119	43	15'-1"	2'-8"			231
403	1	354'-8"	119	44	15'-6"	2'-8"			236
404	1	362'-10"	119	45	15'-11"	2'-8"			241
405	1	371'-1"	119	47	15'-4"	2'-8"			247
406	1	379'-4"	119	48	16'-9"	2'-8"			253
407	2	387'-7"	119	48	17'-0"	2'-8"			519
501	78	12'-0"	109	2'-8"	3'-2"				977
502	126	2'-3"	Str.						296
601	8	7'-10"	123	1'-4"	1'-11"				94
602	16	28'-6"	Str.						685
603	4	9'-9"	Str.						58
604	100	7'-0"	Str.						1051
605	44	8'-0"	Str.						529
901	8	17'-9"	Str.						488
902	8	18'-3"	Str.						497
903	8	18'-9"	Str.						513
904	16	19'-0"	Str.						1031
905	8	19'-6"	Str.						531
906	16	20'-0"	Str.						1088
907	32	6'-10"	124	5'-7"	1'-6"	0	0		745
1001	16	33'-3"	Str.						2289
1002	8	25'-3"	Str.						866
1003	8	20'-0"	Str.						690
1004	8	15'-10"	137	9'-8"	6'-6"	0	1'-6"		546
1101	16	9'-8"	139						819
1102	8	7'-5"	124	6'-6"	1'-3"	0	0		317

Total Pier 1 — 16,060

PIER 2

Reinforcement same as Pier 1

Total Pier 2 — 16,060

SOUTH ABUTMENT

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
501	126	2'-3"	Str.						295
601	6	26'-3"	Str.						241
602	6	29'-6"	Str.						266
603	51	3'-0"	124	5'-4"	11"	3'-3"	0		683
604	51	5'-11"	124	4'-0"	1'-5"	1'-0"	0		453
605	27	11'-7"	124	5'-4"	1'-5"	5'-4"	0		470
606	29	3'-1"	124	3'-0"	3'-5"	3'-0"	0		395
607	62 (61)	6'-3"	124	1'-0"	5'-11"	0	0	619 (613)	
608	59	10'-0"	124	4'-3"	5'-11"	0	0		885
609	8	8'-6"	101	7'-11"					102
610	12	5'-0"	Str.						90
611	8	11'-3"	Str.						135
612	18	12'-6"	Str.						338
613	4	3'-0"	Str.						54
614	4	10'-0"	108	8'-1"	1'-11"	1⅛	18		60
615	18	6'-0"	124	2'-10"	0'-8"	2'-10"	0		162
616	12	3'-6"	Str.						63
617	11	8'-3"	Str.						136
618	22	5'-0"	124	4'-2"	1'-0"	0	0		165
619	8 Sect 3	4'-8" to 5'-8"	109	0'-9" to 1'-9"	1'-4"			5"	43
620	8 Sect 4	5'-8" to 6'-8"	109	1'-4" to 1'-9"	1'-4"			8"	71
621	4	6'-4"	109	1'-8"	1'-4"				38
622	12	9'-4"	109	3'-0"	1'-6"				168
623	2	2'-0"	128	1'-0"	0'-3"	0'-2"	90°		6
624	11	9'-6"	Str.						158
625	1	8'-4"	124	1'-0"	7'-6"				12
626	5	8'-0"	Str.						60
627	4	12'-7"	126	0'-8"					75
628	5	10'-9"	Str.						81
629	6	5'-2"	146						46
630	2	5'-3"	124	1'-5"	2'-0"	0	0		10
631	6	23'-0"	Str.						261
632	32	10'-7"	124	3'-9"	3'-5"	3'-9"			509
633	6	5'-9"	100	4'-7"					52
634	4	7'-0"	Str.						42
635	6	27'-0"	Str.						243
801	10	26'-9"	Str.						716
802	12	29'-6"	Str.						945
803	10	40'-0"	Str.						1070
804	10	20'-3"	Str.						543
805	10	10'-0"	Str.						267
806	12	9'-0"	Str.						288
807	2	11'-3"	108	3'-0"	2'-9"	1⅛	12		64
808	2	11'-3"	Str.						64
809	12	29'-0"	Str.						929
810	10	27'-0"	Str.						721

Total — 13,140 / 100

NORTH ABUTMENT

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
501	126	2'-3"	Str.						225
601	12	23'-0"	Str.						529
602	6	27'-3"	Str.						266
603	50	3'-0"	124	5'-4"	0'-11"	3'-3"	0		625
604	50	5'-11"	124	4'-0"	1'-5"	1'-0"	0		463
605	28 (9)	11'-7"	124	5'-4"	1'-5"	5'-4"	0	504 (188)	
606	30	8'-11"	124	2'-11"	3'-5"	2'-11"	0		400
607	62	6'-3"	124	1'-0"	5'-11"	0	0		625
608	59	10'-3"	124	4'-6"	5'-11"	0	0		810
609	6	5'-2"	146						46
610	12	5'-0"	Str.						90
611	(10)	5'-0"	Str.						217
612	12	3'-6"	Str.						69
613	4	7'-0"	Str.						42
614	6	6'-4"	109	1'-8"	1'-4"				57
615	8 Sect 3	5'-8" to 6'-8"	109	1'-9" to 1'-4"	1'-4"				71
616	8 Sect 4	6'-8" to 5'-8"	109	0'-8" to 1'-4"	1'-4"				42
617	18	12'-6"	Str.						388
618	5	10'-0"	108	8'-1"	1'-11"	1⅛	18		75
619	8	11'-3"	Str.						185
620	12	9'-4"	109	3'-0"	1'-6"				168
621	9	8'-6"	101	7'-11"					114
622	18	6'-0"	124	2'-10"	0'-8"	2'-10"			163
623	2	3'-3"	124	1'-5"	2'-0"	0	0		10
624	2	2'-0"	128	1'-0"	0'-3"	0'-2"	90°		6
625	28	5'-0"	124	4'-2"	1'-0"	0	0		165
626	11	8'-8"	Str.						137
627	4	8'-0"	Str.						48
629	4	12'-7"	126	0'-8"					75
630	6	27'-0"	Str.						243
631	32	10'-7"	124	3'-0"	3'-5"	3'-9"	0		611
632	6	5'-0"	100	4'-7"					52
633	4	3'-9"	Str.						30
801	24	29'-0"	Str.						1855
802	10	29'-3"	Str.						729
803	10	40'-0"	Str.						1068
804	5	20'-3"	Str.						271
805	10	10'-0"	Str.						267
806	12	9'-0"	Str.						288
807	2	12'-0"	108	3'-1"	2'-11"	1⅛	12		642
808	10	27'-0"	Str.						722
809	5	19'-9"	Str.						265
810	2	11'-6"	Str.						63

Total — 13,260 / 120

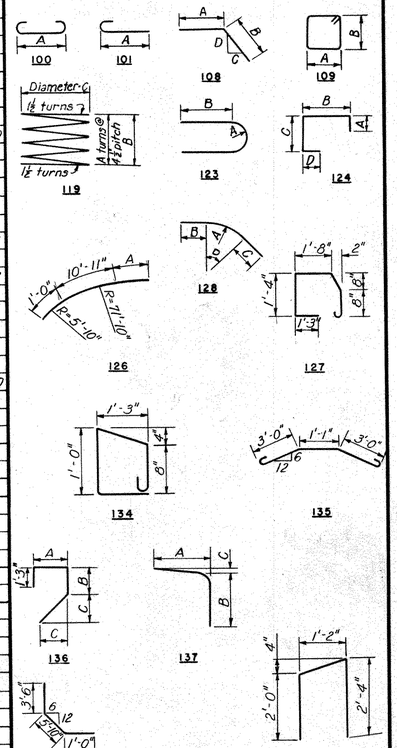
SUPERSTRUCTURE

MARK	NO.	LENGTH	TYPE	DIMENSIONS A	B	C	D	SERIES INC.	WEIGHT POUNDS
401	250	5'-9"	109	0'-8"	2'-0"				961
402	238	4'-5"	134						702
403	238	5'-10"	127						935
501	324	30'-9"	Str.						10,401
502	108	31'-0"	Str.						3,510
503	476	27'-7"	101	27'-0"					13,695
504	476	34'-7"	101	34'-0"					17,170
505	212	18'-0"	Str.						3,960
506	40	4'-0"	Str.						166
507	16	5'-7"	Str.						93
508	48	16'-6"	Str.						826
601	390	30'-9"	Str.						17,901
602	130	31'-0"	Str.						6,067
603	476	23'-0"	Str.						16,401
604	476	35'-3"	Str.						25,252
605	40	4'-0"	Str.						240
612	16	8'-6"	109	1'-2"	2'-10				210
613	20	8'-4"	135						250

Total Superstructure — 118,740

REPLACEMENT BARS

490	1	6'-2"	124	2'-10"	0'-8"	2'-10"			
590	3	5'-9"	Str.						
690	5	6'-0"	Str.						
890	1	6'-6"	Str.						
990	1	7'-0"	Str.						
1090	1	7'-3"	Str.						
1190	1	7'-6"	124	6'-6"	1'-3"	0	0		



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

134
144

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

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

REINFORCEMENT SCHEDULE

EXPRESSWAY OVER NEVA DRIVE

BR. NO. MOT—25-1703 STA. 471 + 66.29
SCALE: 472 + 87.83

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN	TRACED GJK	CHECKED JJW	REVIEWED G.A.	REVISED 4-28-59
DATE	DATE	DATE 10-26-57	DATE 10-31-57	944 SHEET 134