

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

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

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

LIMITED ACCESS

PART 3 - KEOWEE STREET TO NEFF ROAD

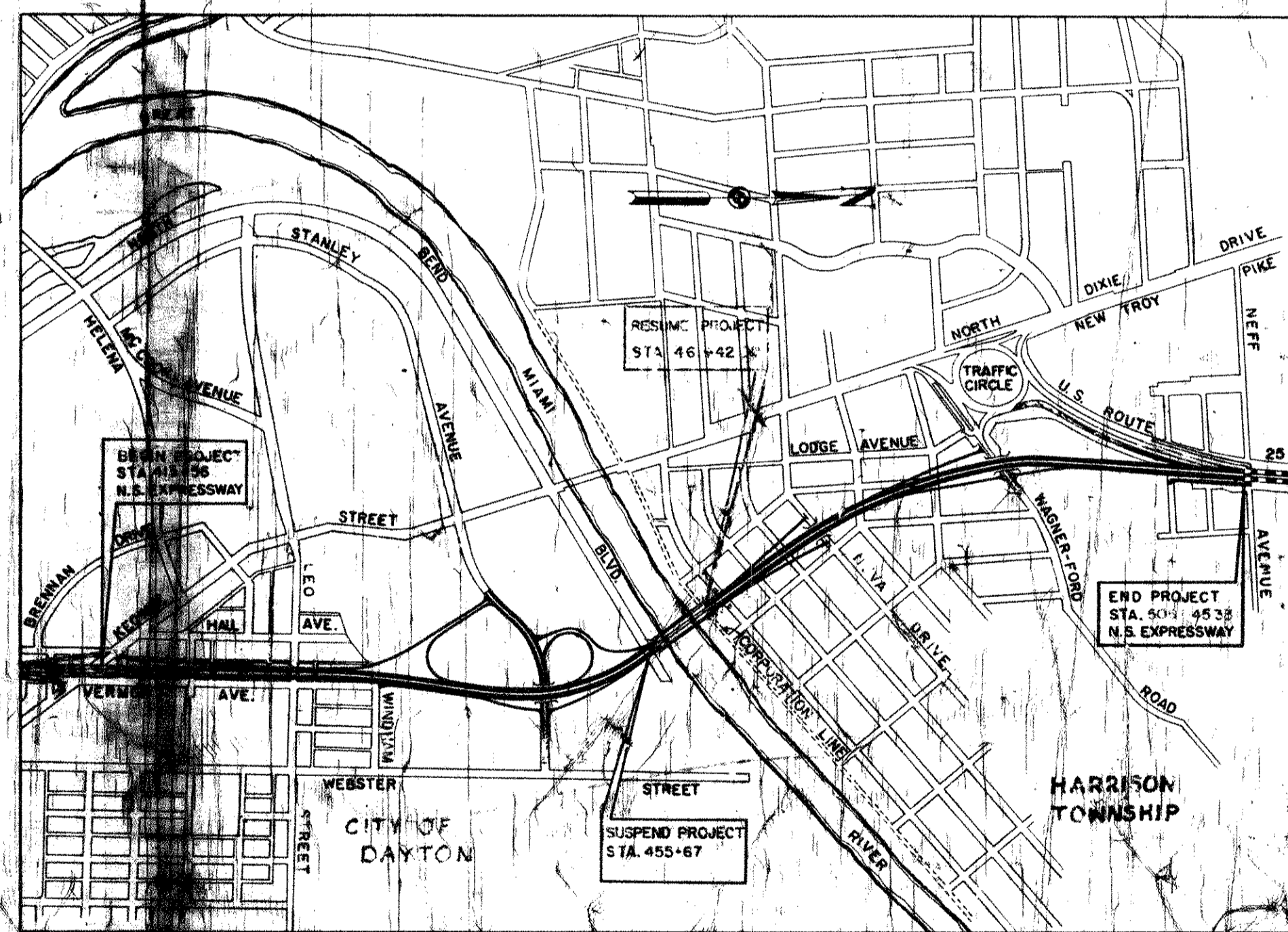
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Shts 114-113 revised 6-3-58
Sheet 81 revised 2-30-58
Sheets 103, 112 & 114 revised 1-16-58

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.	
TOTAL		11,537.91 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 12-18-57
APPROVED DATE 12-18-57
APPROVED DATE 12-14-57
APPROVED DATE 12-3-58
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

Max L. Mitchell
CHIEF ENGINEER MIAMI CONSERVANCY DISTRICT

Director of Service and Buildings, City of Dayton

City Manager, City of Dayton

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

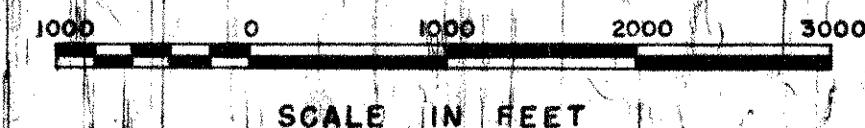
Acting Director of Highways

RECOMMENDED BY
STAMMEN & BERGENDOFF
ENGINEERS
NEW YORK

H. G. SOURS
ASSOCIATE
COLUMBUS

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	BY
5	6-1-55	
18	REV. 2-1-55	
E-101	1-1-55	
S-114	REV. 1-1-55	



PORTION TO BE IMPROVED
OTHER HIGHWAYS AND STREETS
FUTURE WORK

STANDARD DRAWINGS

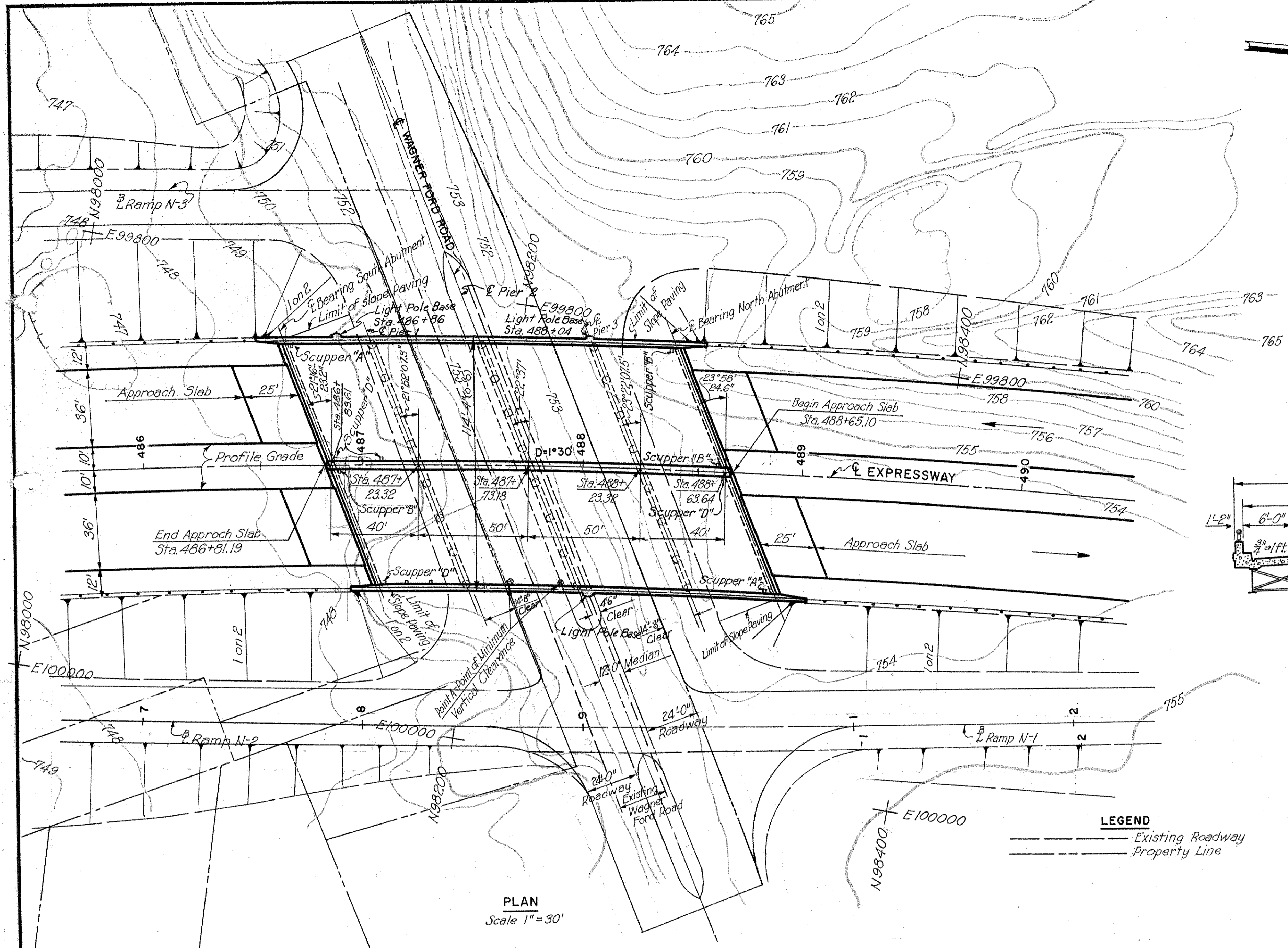
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S-27	4-1-54	I-8 C.B. 2-50	2-6 5-11-52
		I-8 C.B. 2-51	2-4 5-11-52
I-21-23	8-1-56		
L-3-A	4-1-50	I-8 I.N.O. 2	12-1-54
L-3	4-1-50	I-8 M.H. NO. 1	5-1-52
R-1	1-3-55	I-8 M.H. NO. 1-A	1-3-55
T-35	1-2-56	I-8 M.H. NO. 2	5-1-52
L.J. NO. 1	7-1-55	I-12	7-1-54
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

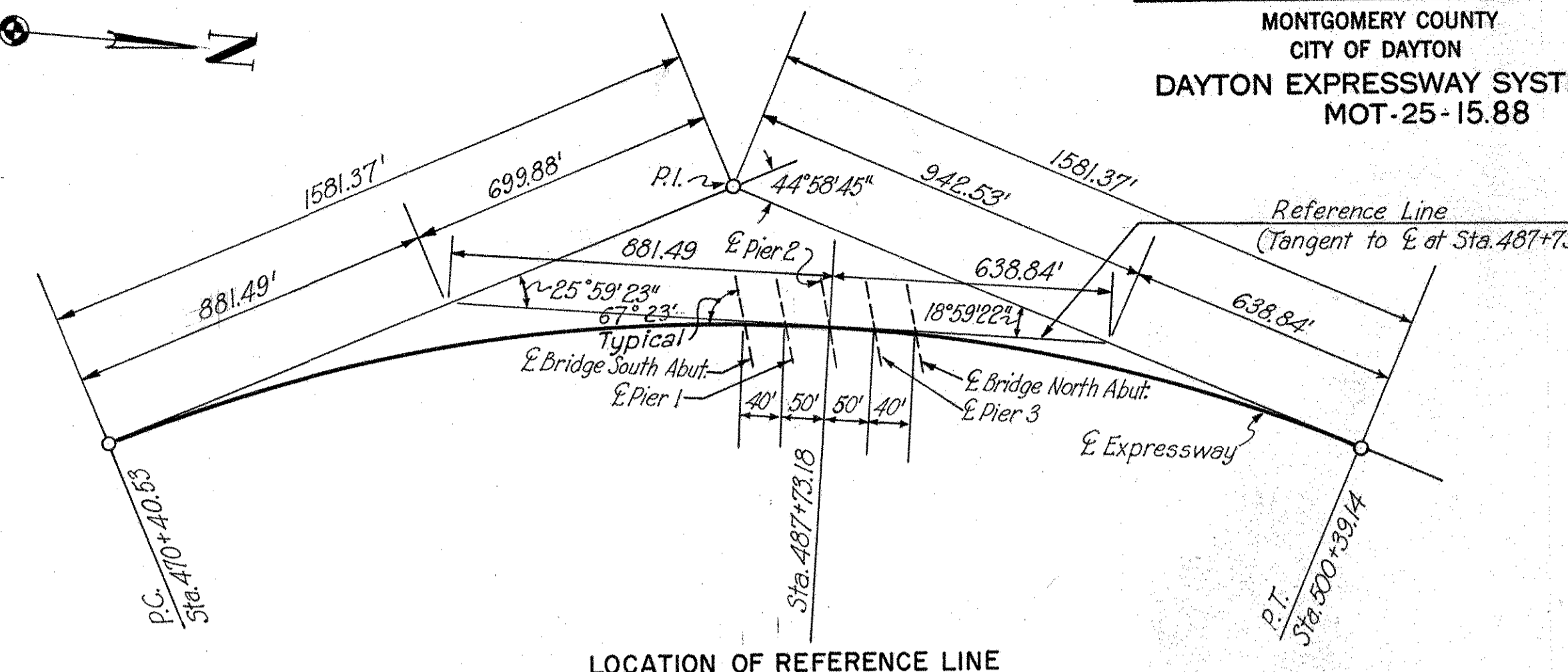
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

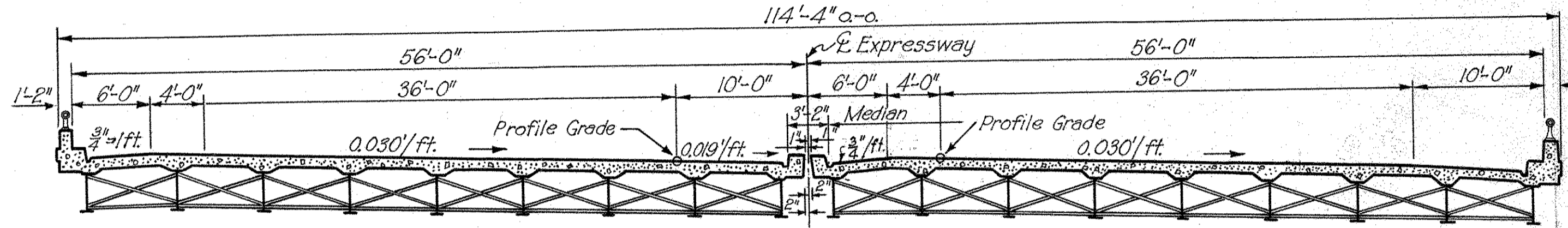
ENGINEER



PLAN
Scale 1" = 30'



LOCATION OF REFERENCE LINE
No Scale
(Looking Forward)



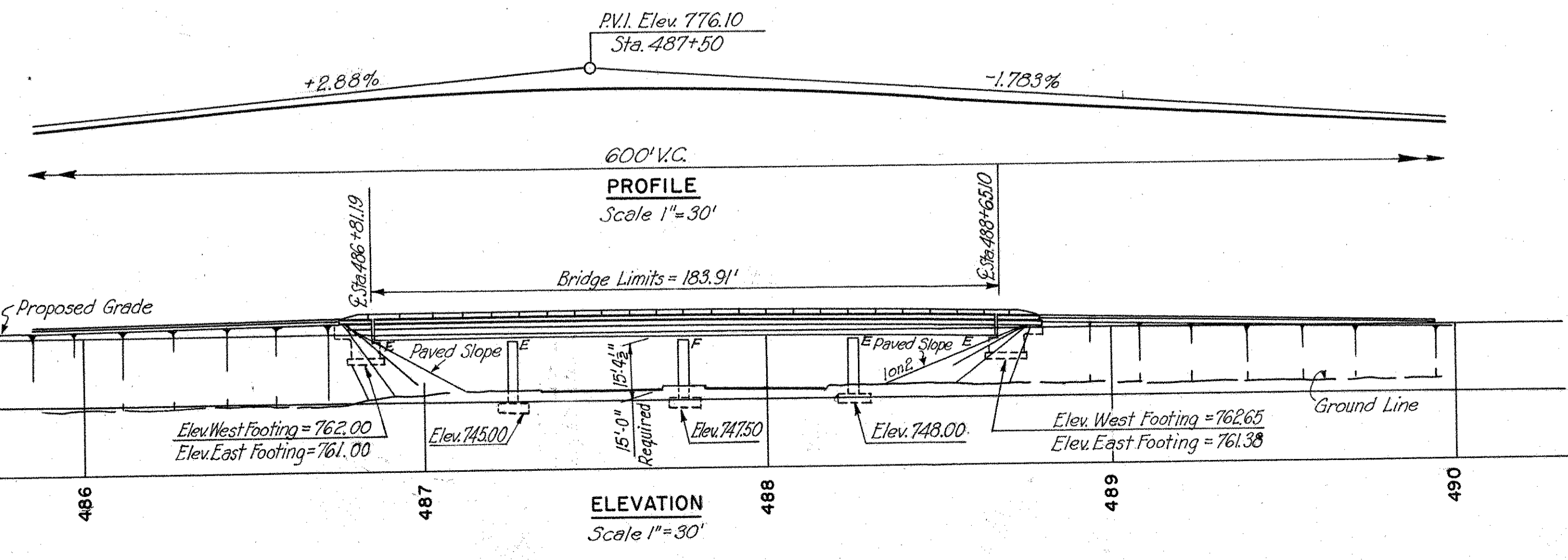
TYPICAL CROSS SECTION
Scale 1/8" = 1'-0"
(Looking Forward)

CURVE DATA
EXPRESSWAY
D = 1° 30' 00"
R = 3819.72'
Δ = 44° 58' 45"
L_c = 2998.61'
T_c = 1581.37'

LEGEND
--- Existing Roadway
--- Property Line

PROPOSED STRUCTURE
Type: continuous four span rolled beam bridge with reinforced concrete deck and substructure.
Spans: 40', 50', 50', 40' = 180'
Roadway: 2'-53"-3" Roadways with 1'-0" curbs
Loading: CF 2000 (51) adequate for AASHO alternate loading.
Skew: 22° 37' (R.F.)
Surface Course: One inch monolithic concrete wearing surface.
Approach Slabs: AS-1-54 (25' long)
Alignment: 1° 30' Curve
Superelevation: 0.03'/ft.

Note:
Foundation soundings: Foundation design and foundation quantities are based on a study of rod soundings. Soil-sampling 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.

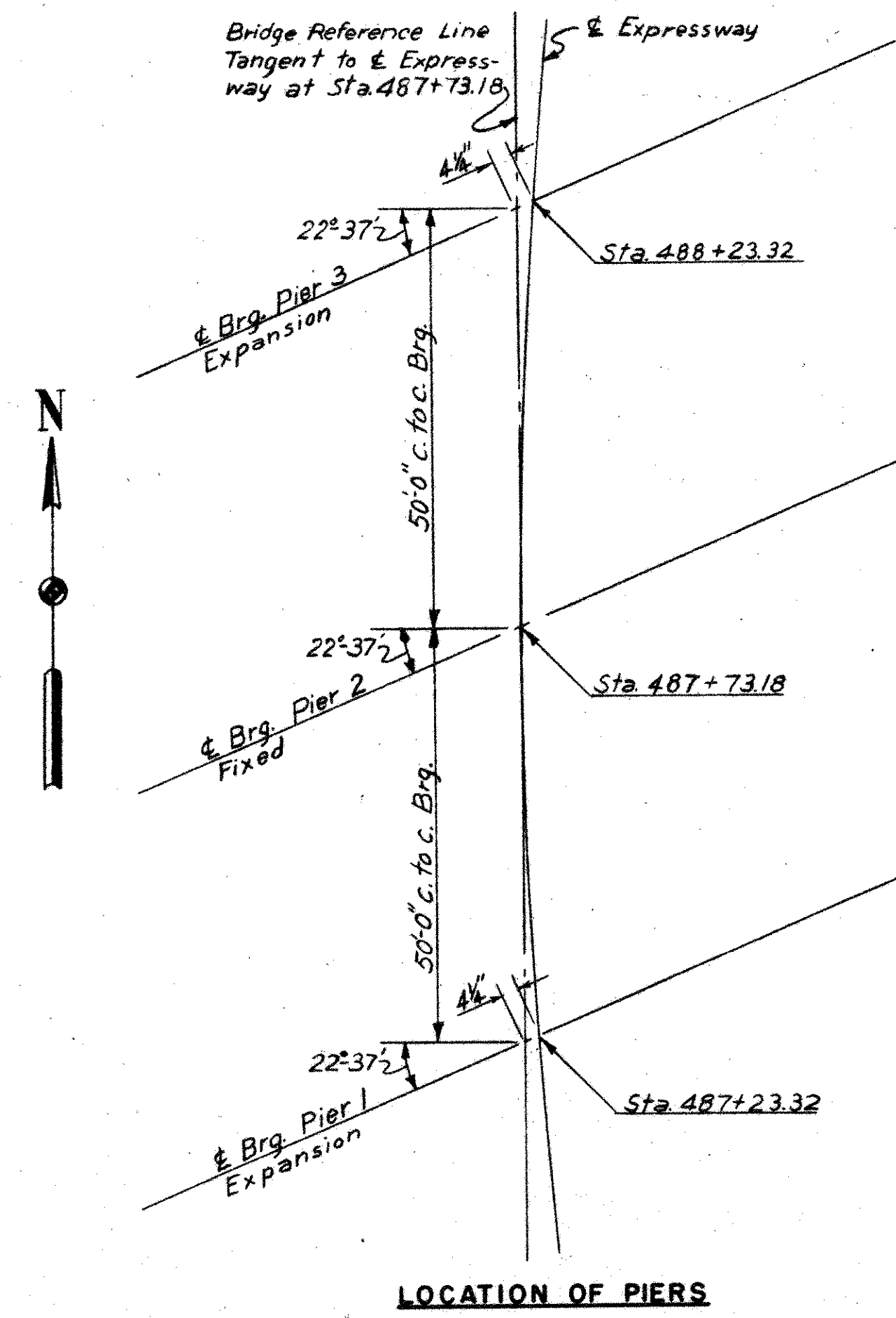
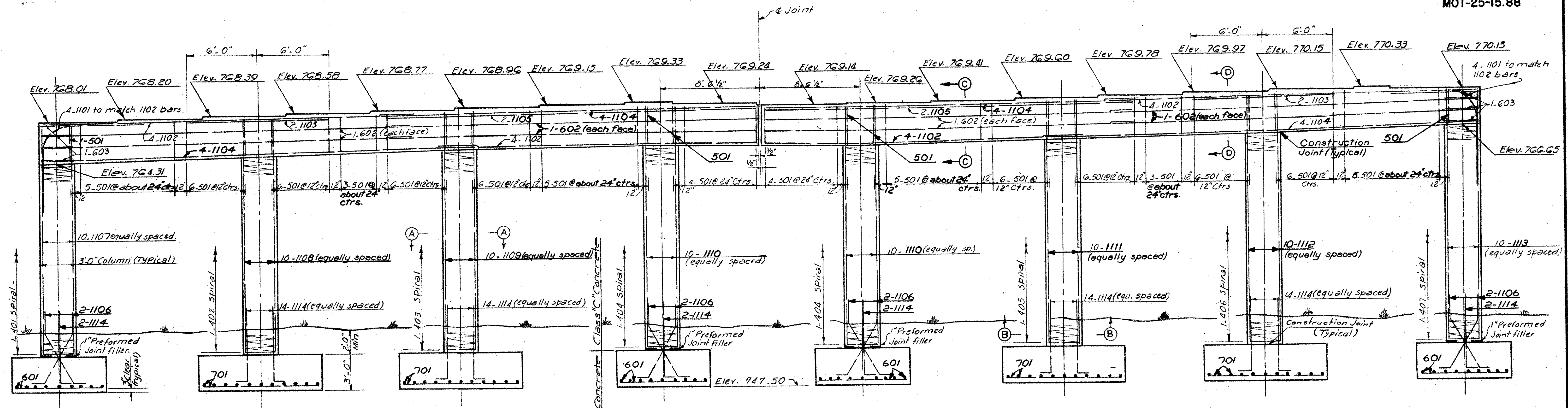


ELEVATION
Scale 1" = 30'

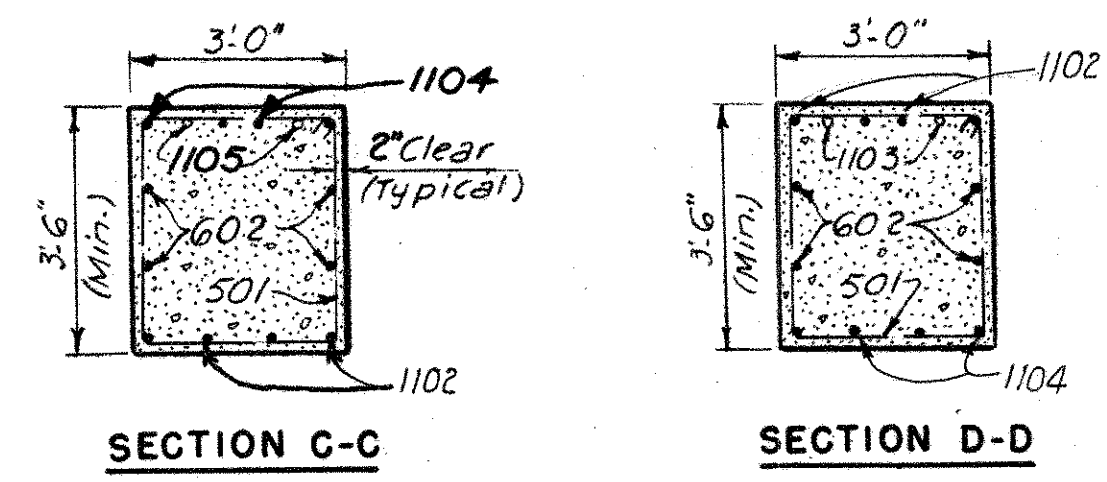
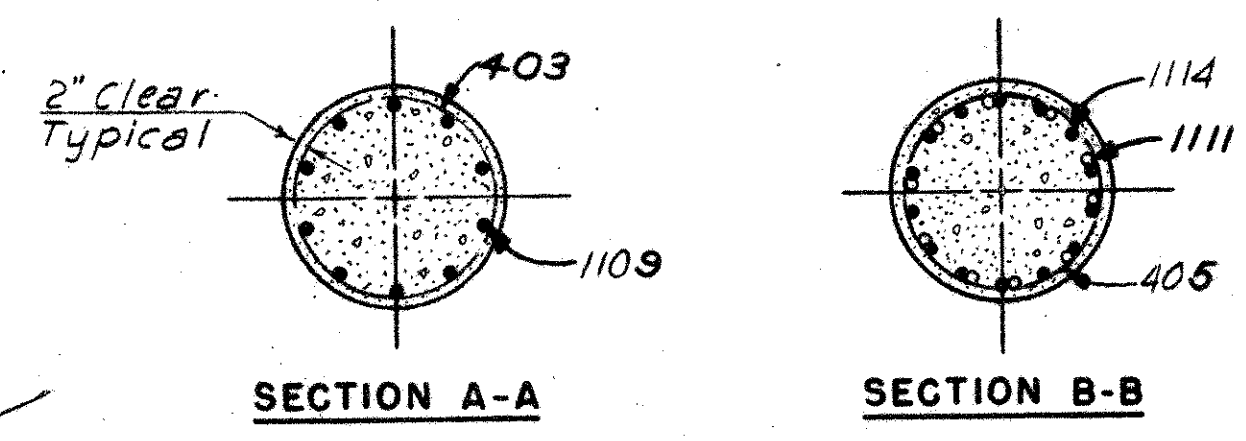
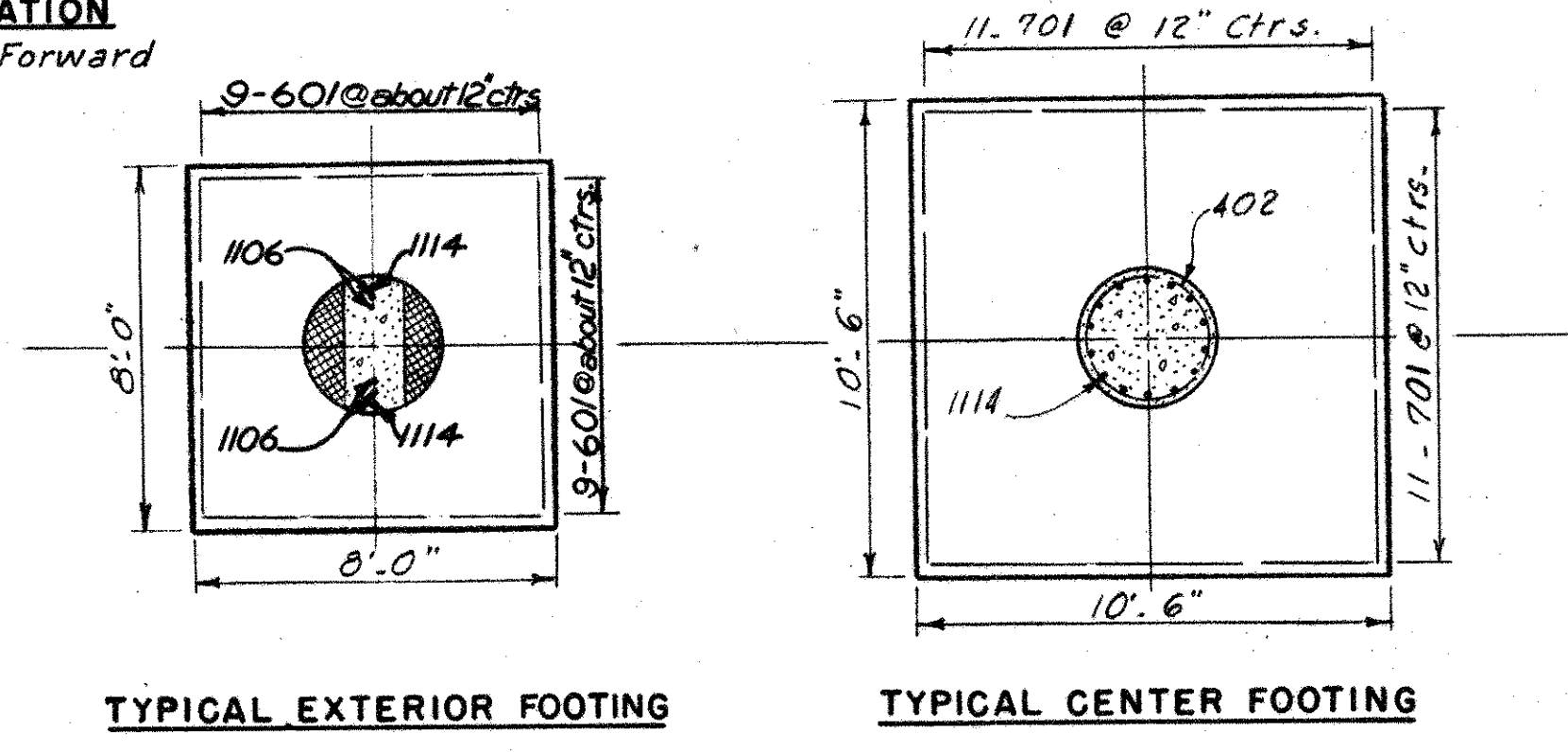
HOWARD, NEEDLES, TAMMEN & BERGENOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN
EXPRESSWAY OVER WAGNER FORD ROAD
BR. NO. MOT-25-1734 STA. 486+81.19
SCALE: As Noted 488+65.10
DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY,
DRAWN: D.E.P. TRACED: M.A.C. CHECKED: J.E.P. REVIEWED: [] REVISION: []
DATE: 3-10-57 DATE: 6-28-57 DATE: 10-24-57 DATE: 10-26-57 **944 SHEET**

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



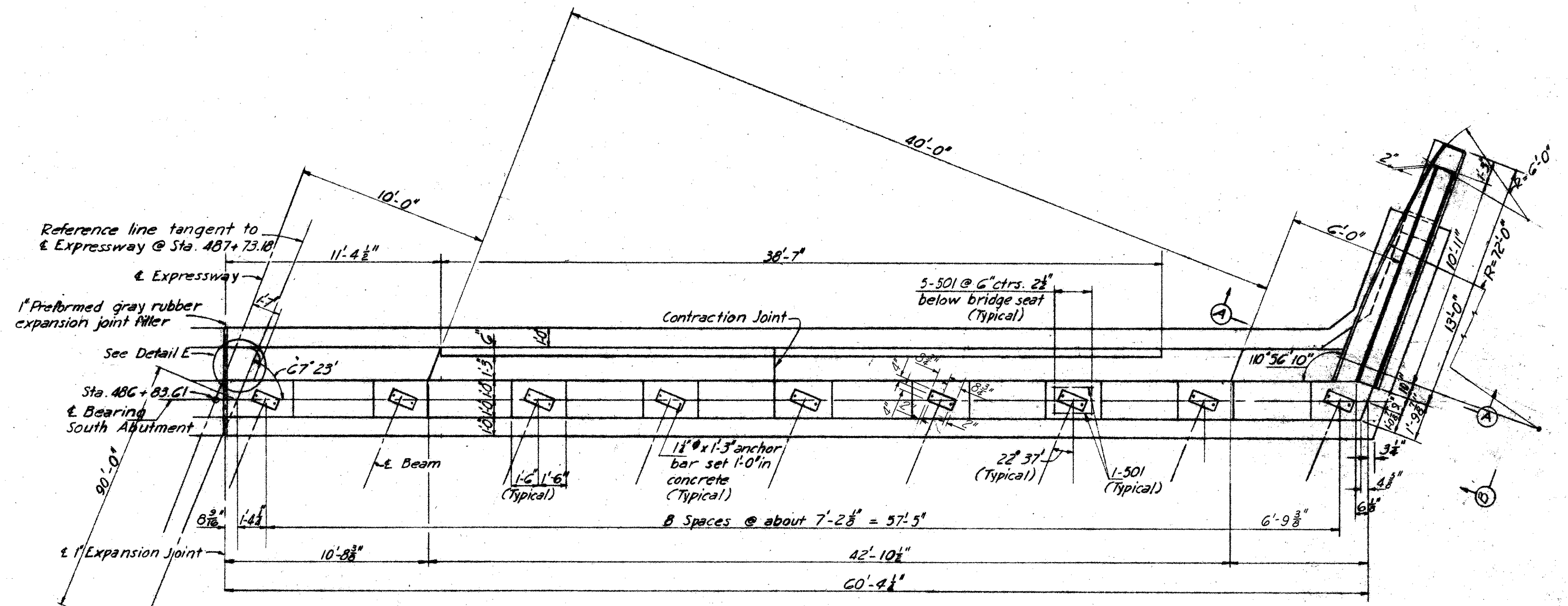
ELEVATION
Looking Forward



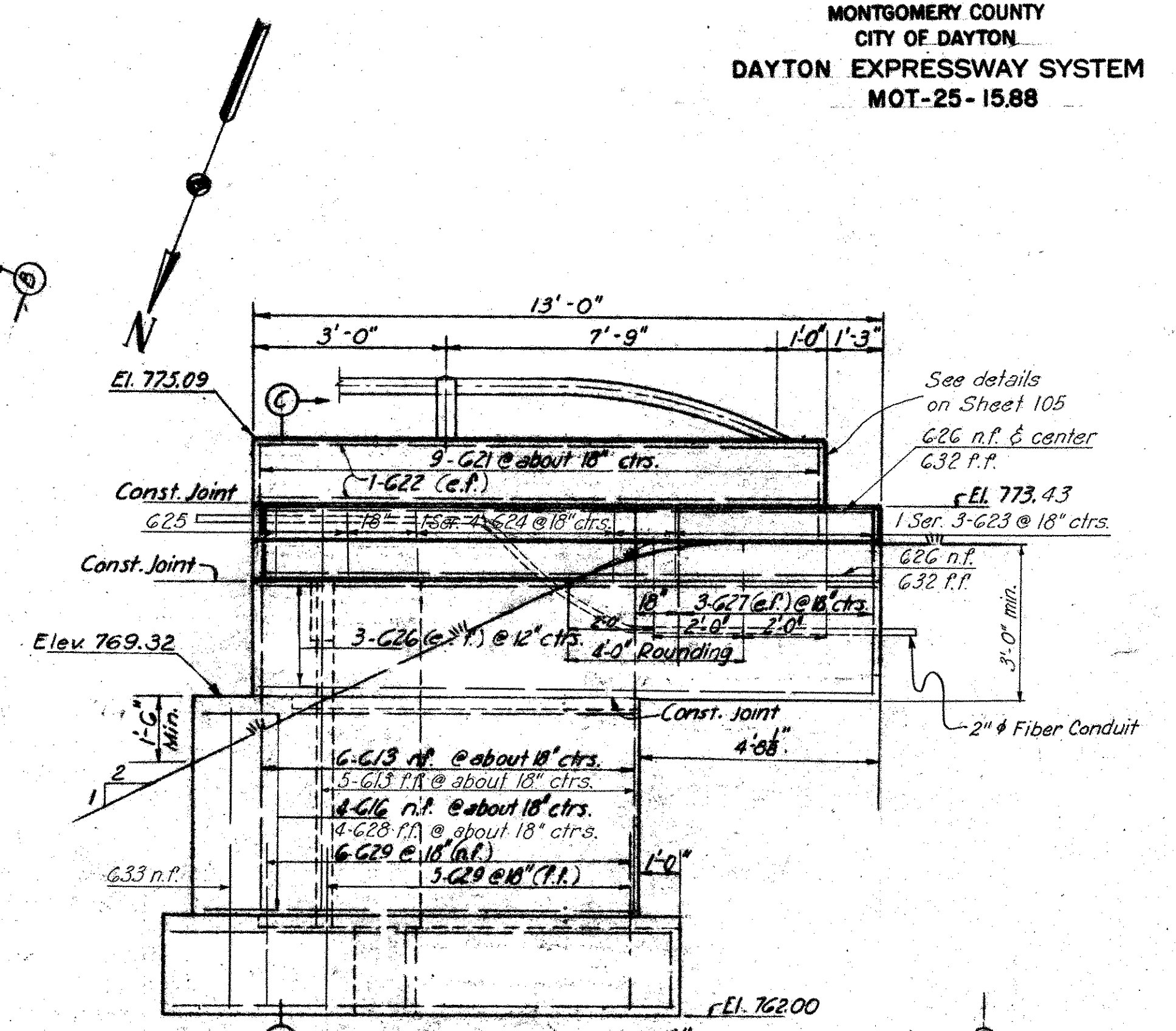
Notes:
 For Plan, see Sheet 136.
 For reinforcing steel schedule, see Sheet 144.
 Maximum soil pressure under footing is 3.73 tons per sq. ft.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS KANSAS CITY CLEVELAND NEW YORK			
PIER 2			
EXPRESSWAY OVER WAGNER FORD ROAD			
BR. NO. MOT- 25-1734	STA. 486+81.19		
SCALE: 1/4" = 1'-0" or 1/8" = 1'-0"	488+65.10		
DAYTON EXPRESSWAY SYSTEM			
DAYTON		MONTGOMERY COUNTY, OHIO	
DRAWN A.T.H. TRACED	CHECKED R.M.S.	REVIEWED G.A.	REVISED
DATE 8-29-57	DATE 10-2-57	DATE 10-26-57	944 SHEET 137

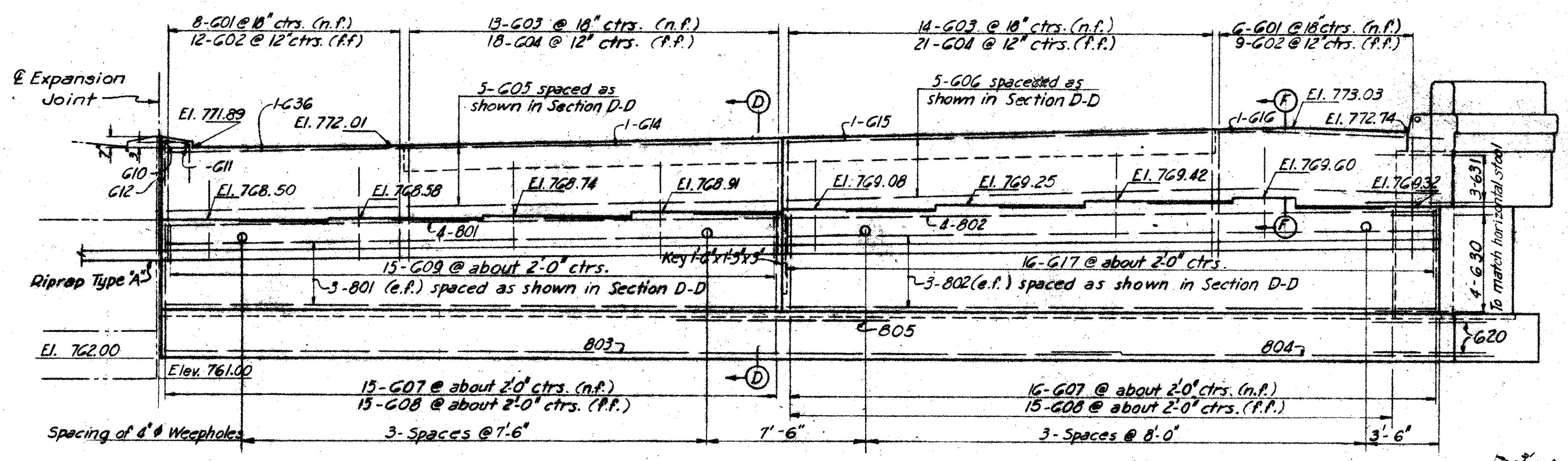
MONTGOMERY COUNTY
CITY OF DAYTON
DAYTON EXPRESSWAY SYSTEM
MOT-25-1588



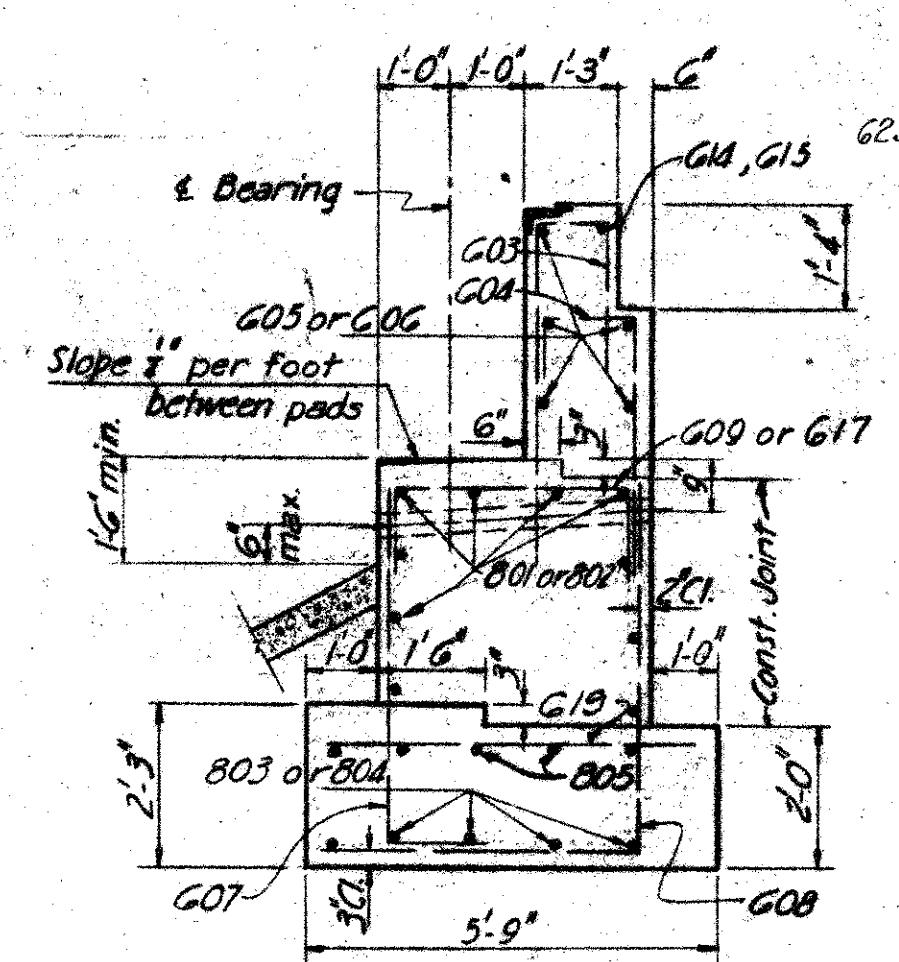
PLAN
Scale: 1/4" = 1'-0"



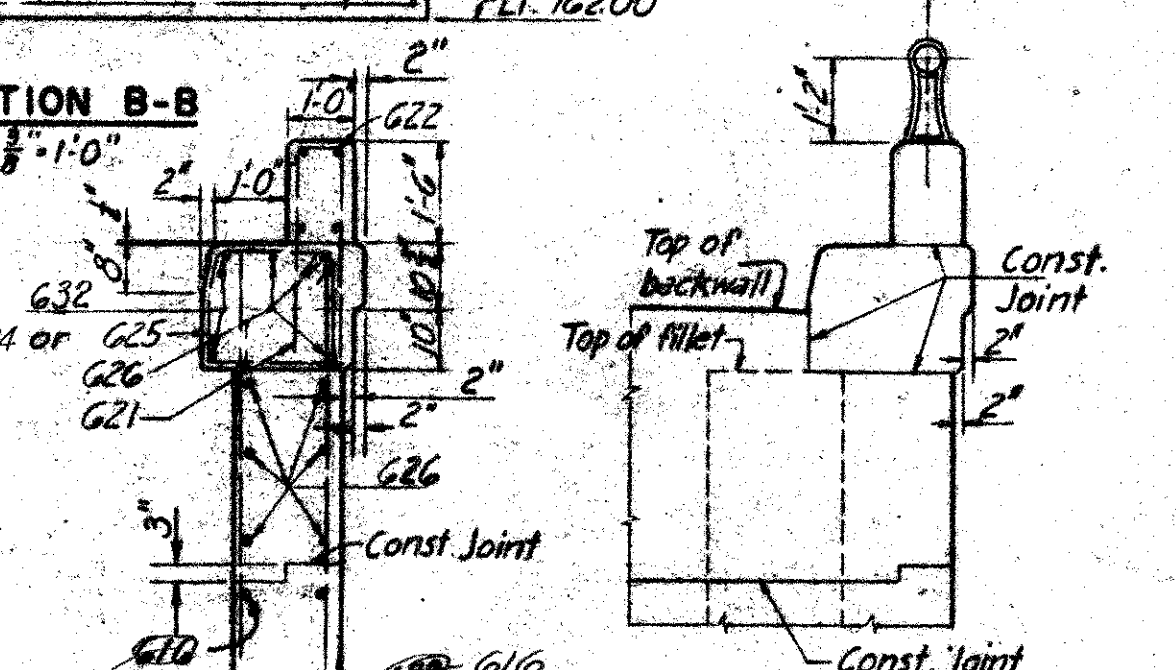
ELEVATION B-B
Scale: 1/8" = 1'-0"



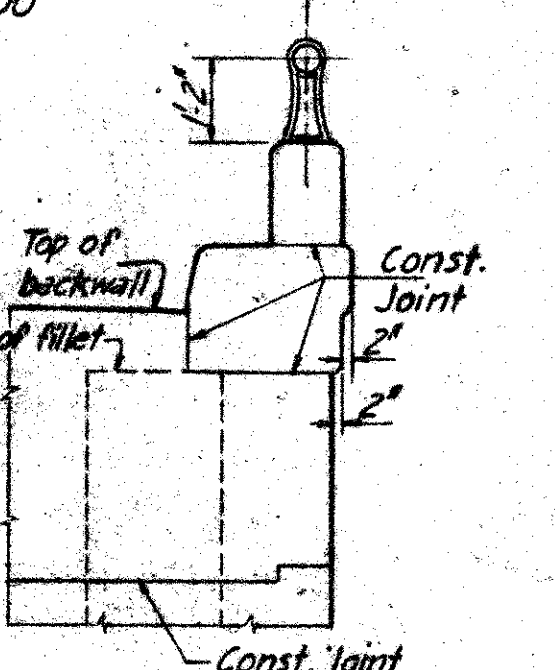
ELEVATION
Scale: 1/4" = 1'-0"



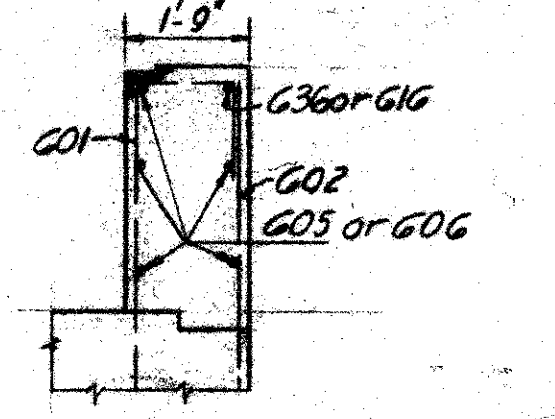
SECTION D-D
Scale: 3/8" = 1'-0"



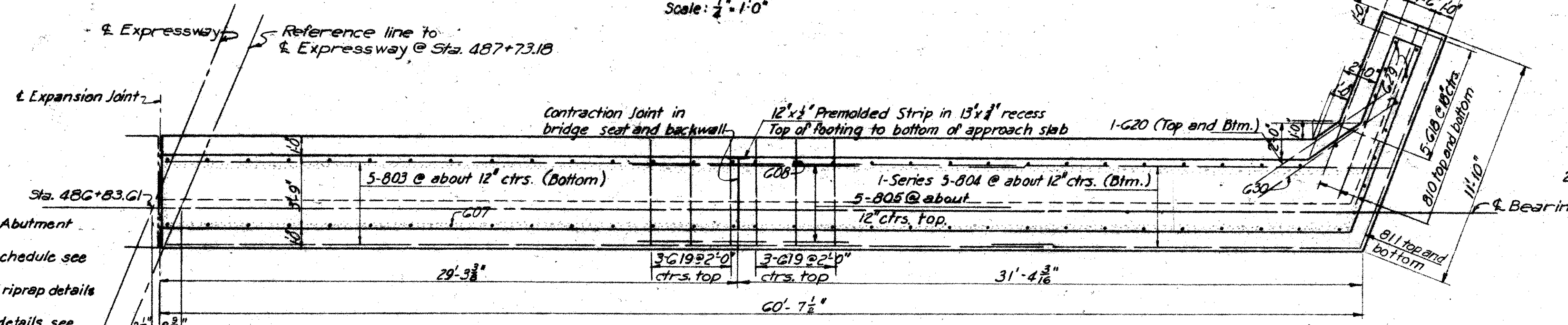
SECTION C-C
Scale: 3/8" = 1'-0"



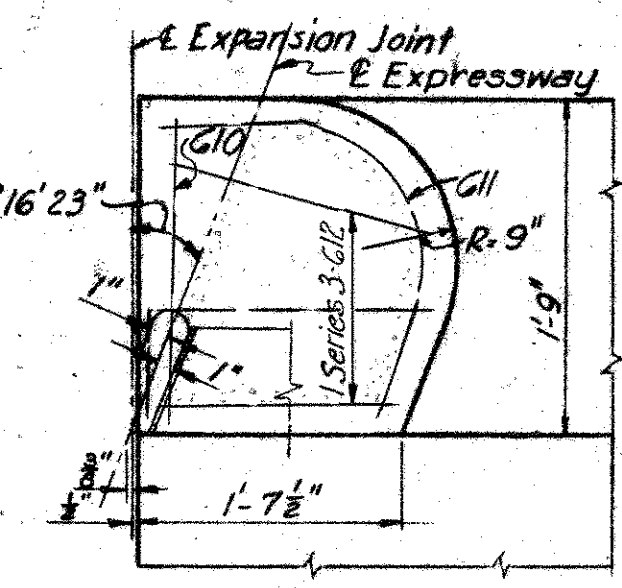
SECTION A-A
Scale: 3/8" = 1'-0"



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



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



DETAIL E
Scale: 1" = 1'-0"

Notes:
For East Half of South Abutment See sheet 138.
For reinforcing steel schedule see sheet 144.
For porous backfill and riprap details see sheet 104.
For handrail end panel details see sheet 105.
Maximum soil pressure under footing is 1.26 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

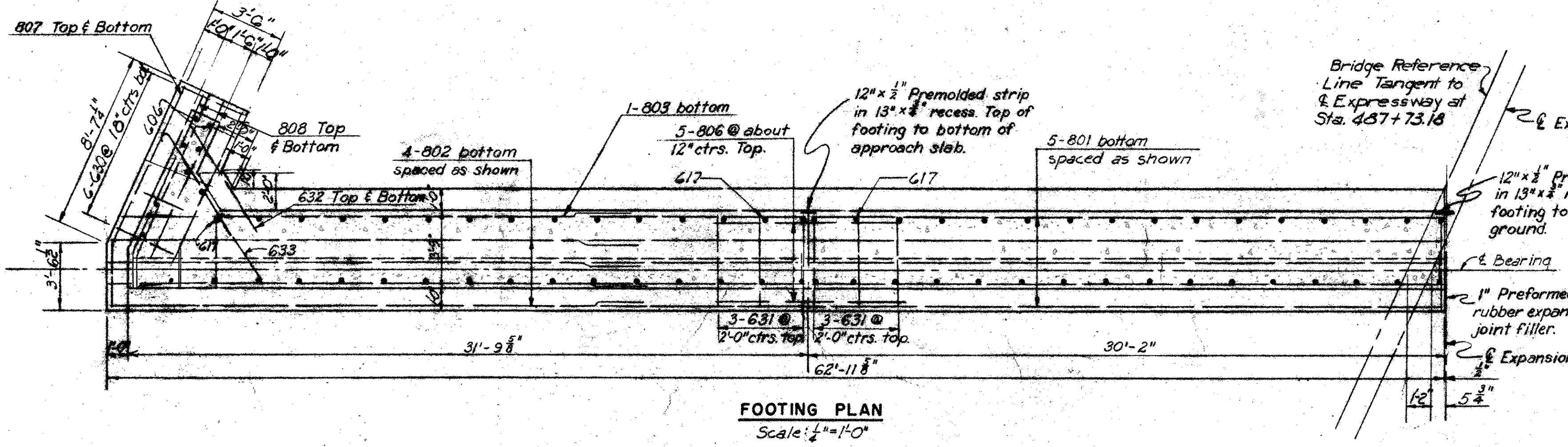
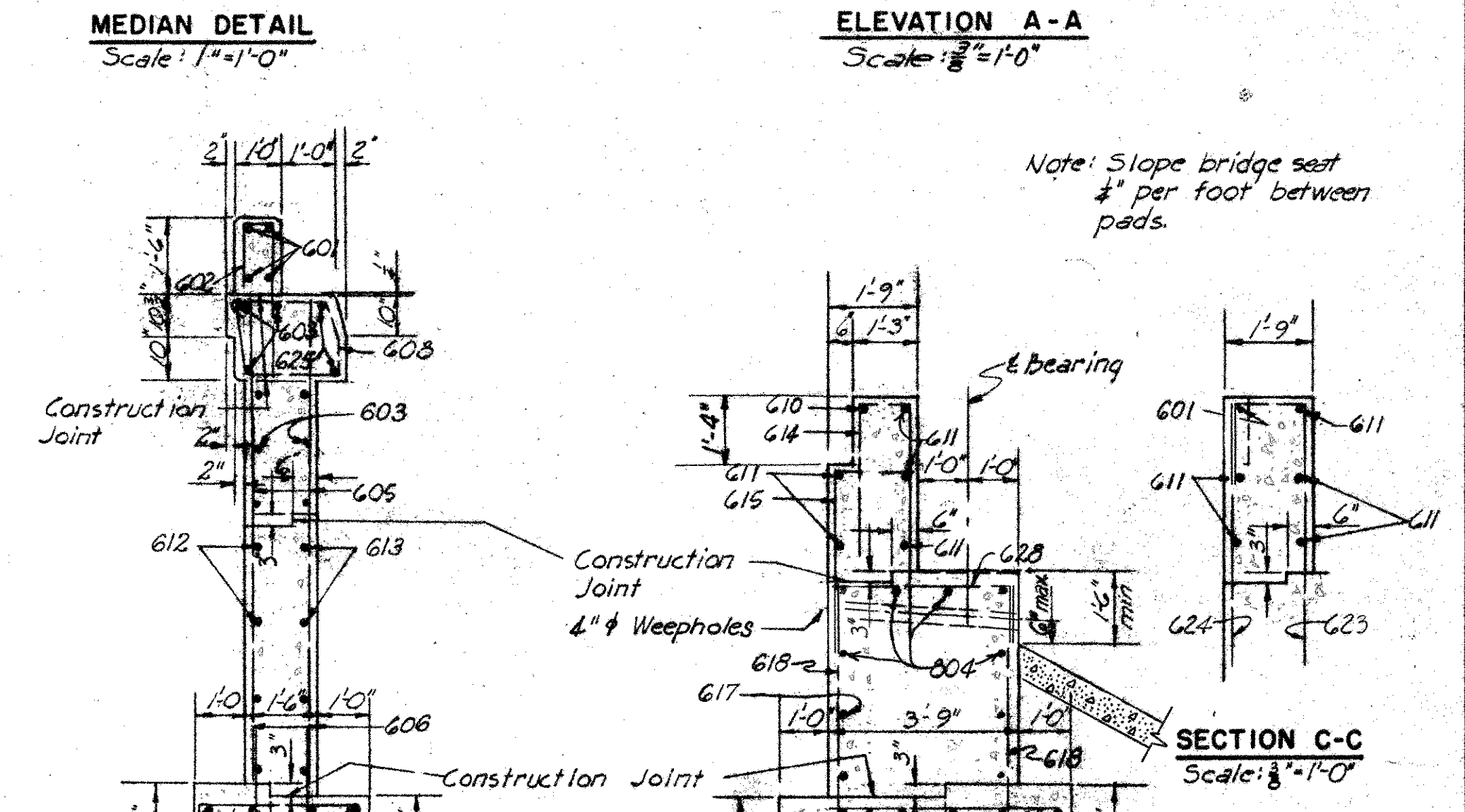
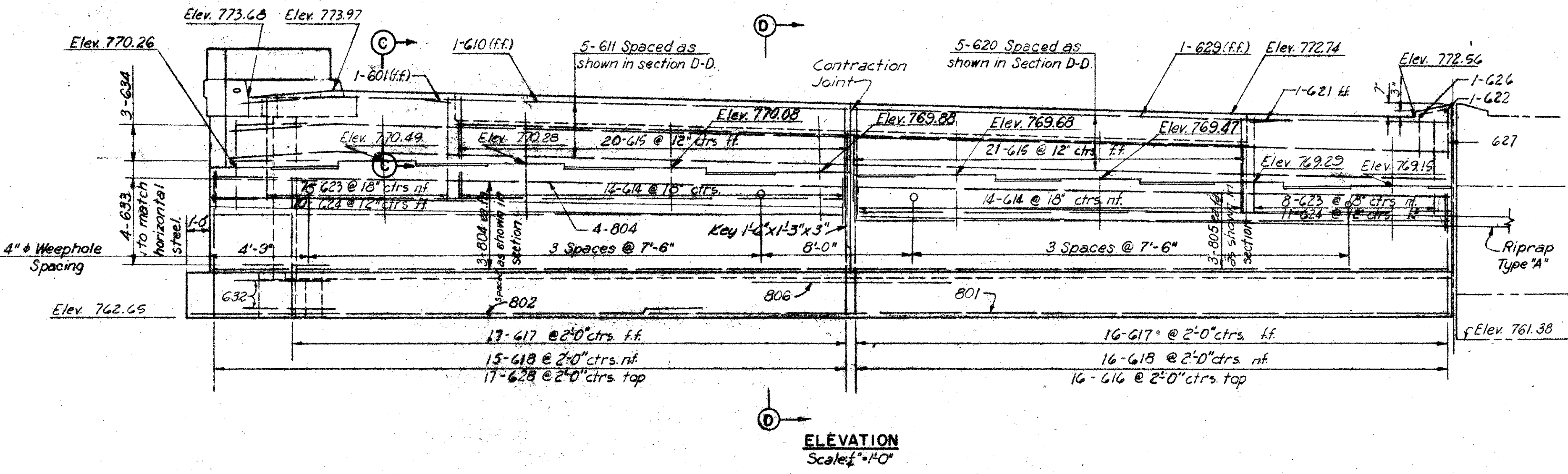
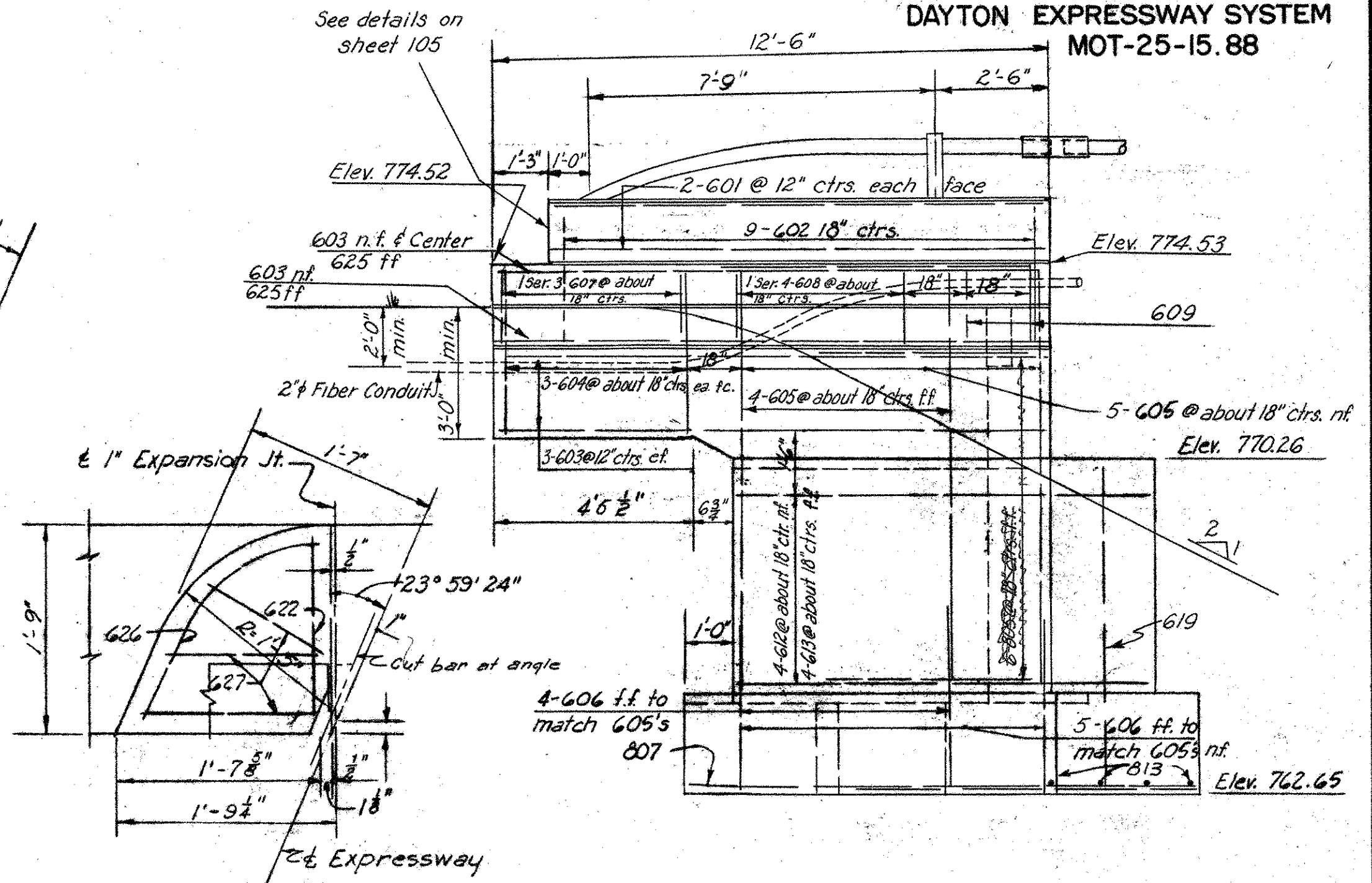
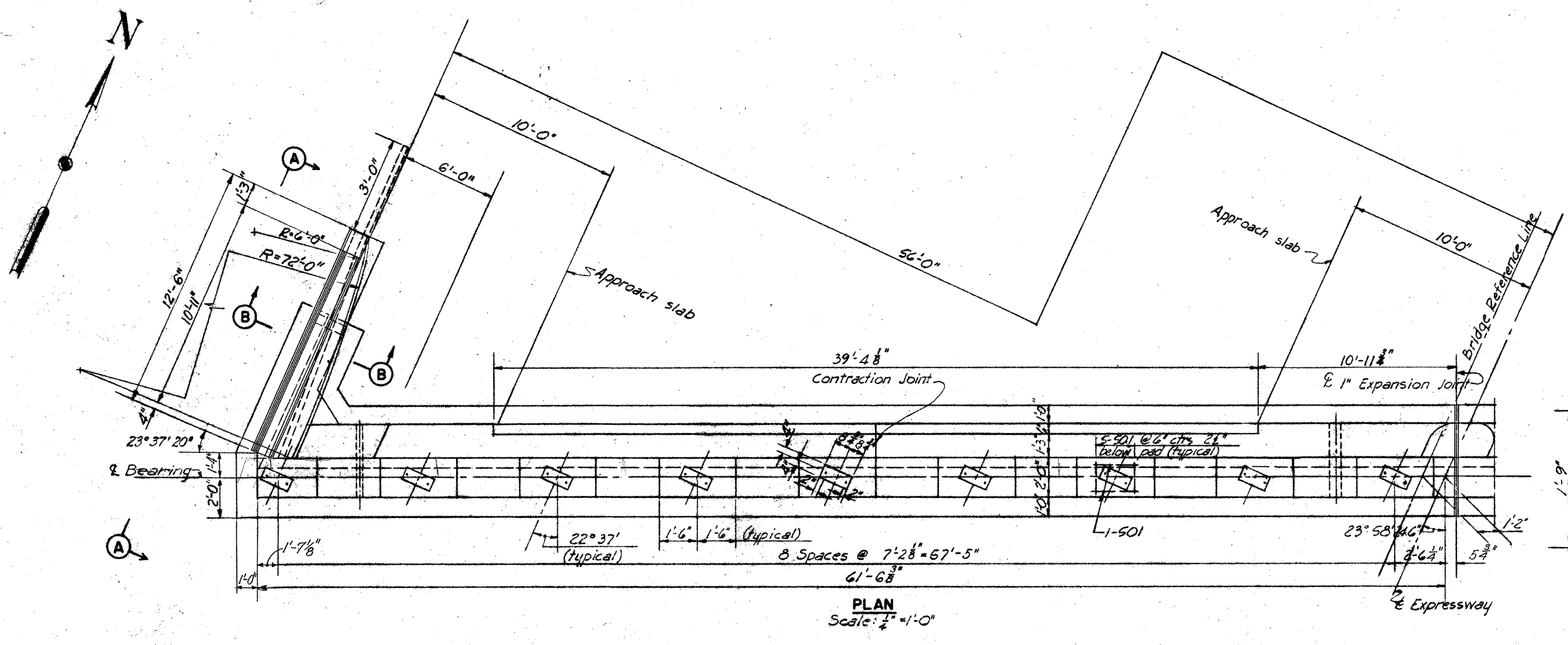
WEST HALF OF SOUTH ABUTMENT
EXPRESSWAY OVER WAGNER FORD ROAD

BR. NO. MOT 25-1734 STA. 486+81.19
SCALE: As Shown 488+65.10

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY OHIO

DRAWN O.F.F. TRACED	CHECKED R.M.S.	REVIEWED G.A.	REVISED 1-28-59
DATE 8-9-57	DATE 10-26-57	DATE 10-26-57	944 SHEET 139

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



Notes:
For east half of North Abutment see sh. 141.
For Reinforcing Steel Schedule see sh. 144.
For Porous Backfill see sheet 104.
Maximum soil pressure under footing is 1.2G tons per sq. foot.
"Ea. fa." means each face; "f.f." means far face and "nf." means near face; "bot." means bottom.
For handrail end panel details see sheet 105.
For riprap details see sheet 104.
Procedure: The embankment shall be placed and compacted to full height of embankment slopes on subgrade, after which excavation shall be made for abutment.

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

WEST HALF OF NORTH ABUTMENT
EXPRESSWAY OVER WAGNER FORD ROAD

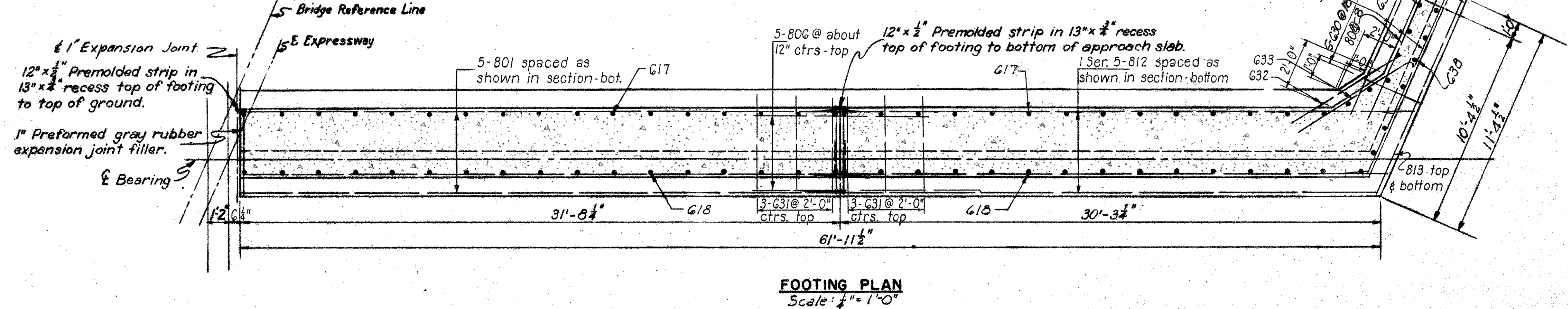
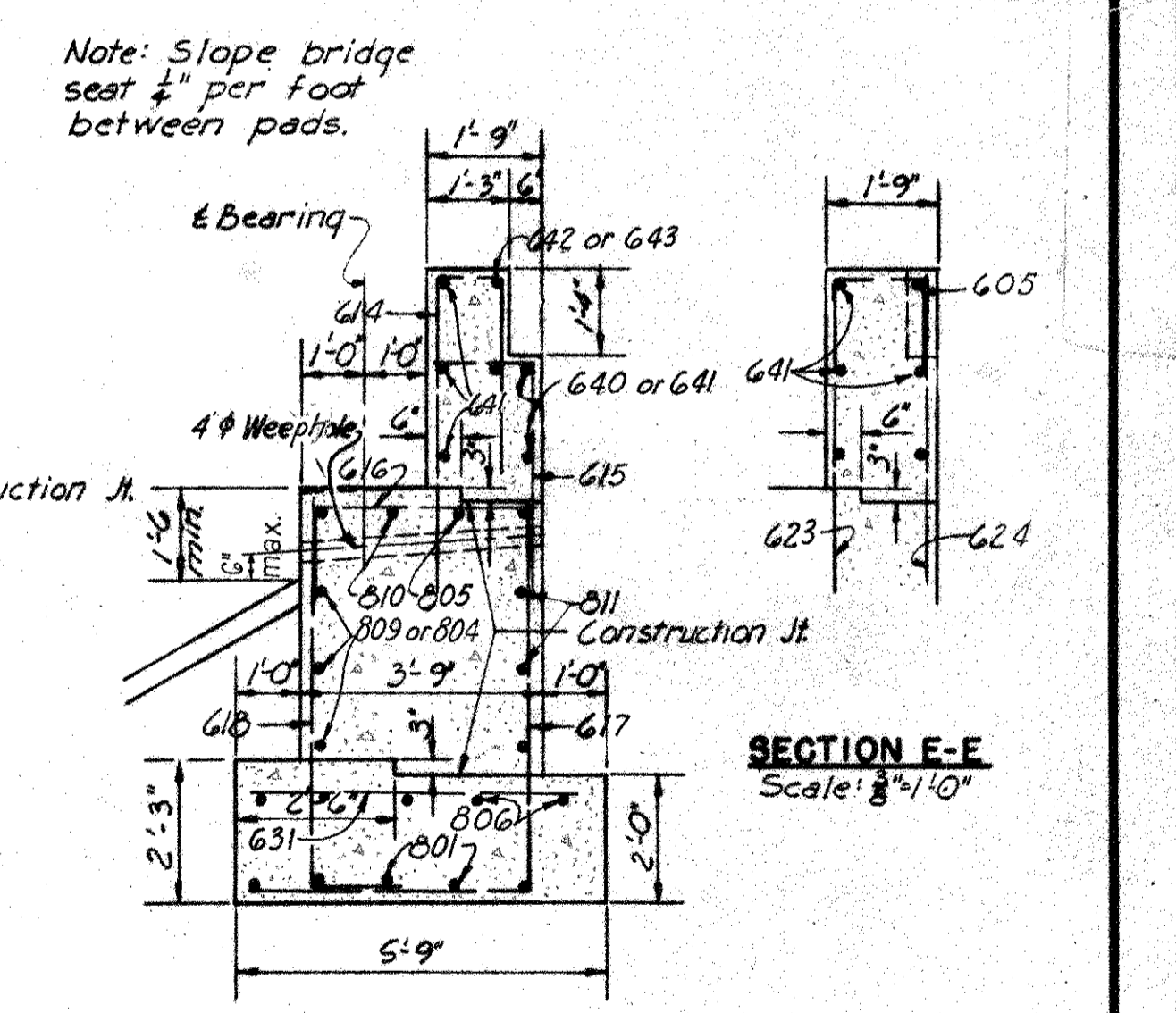
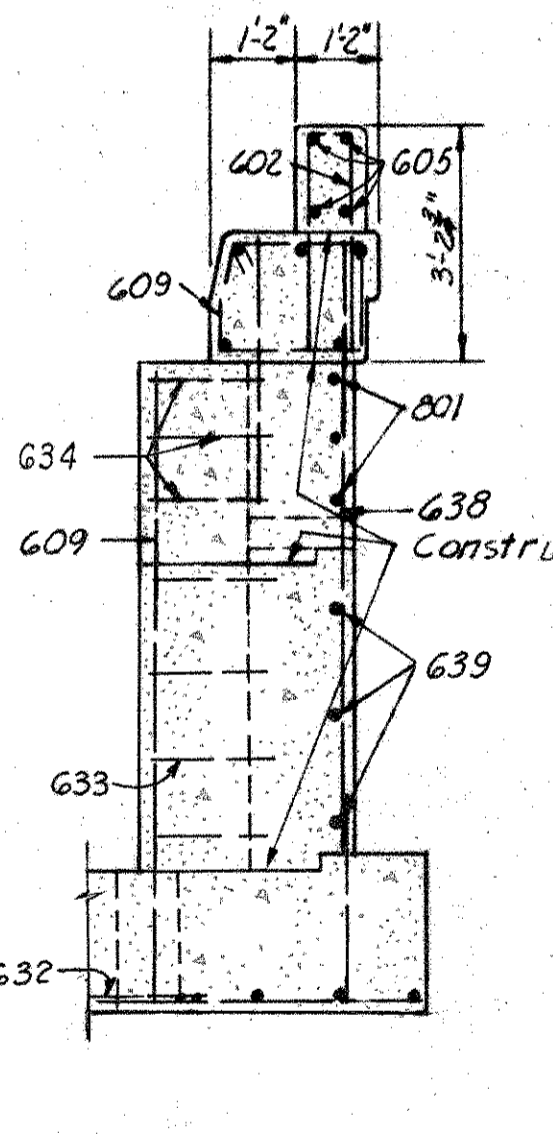
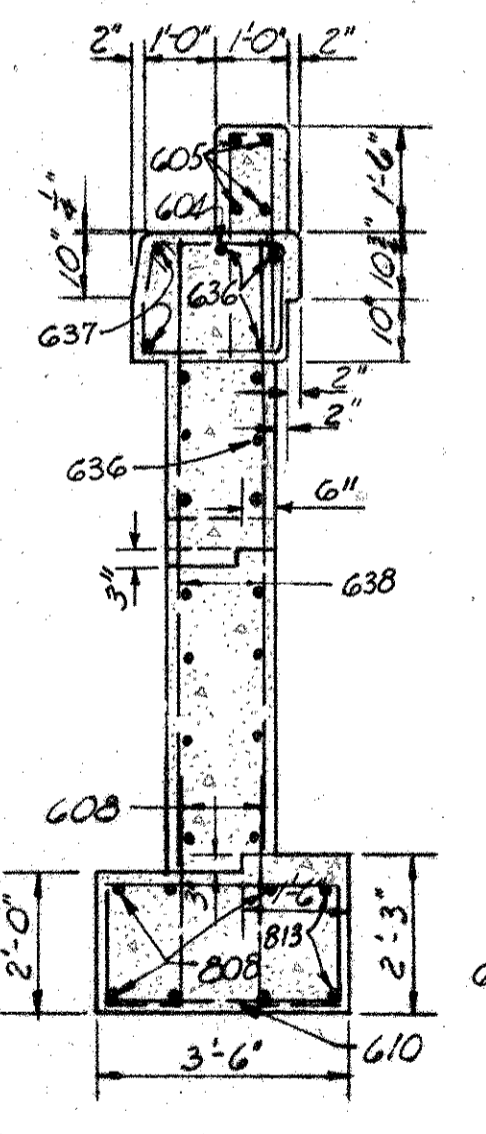
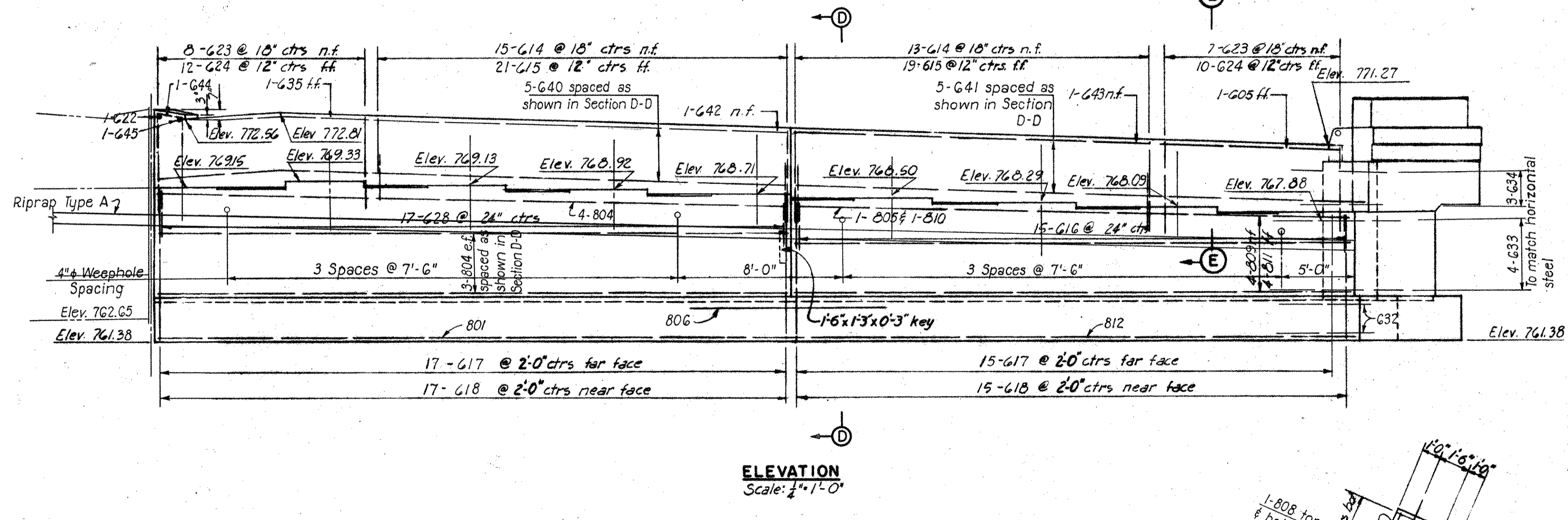
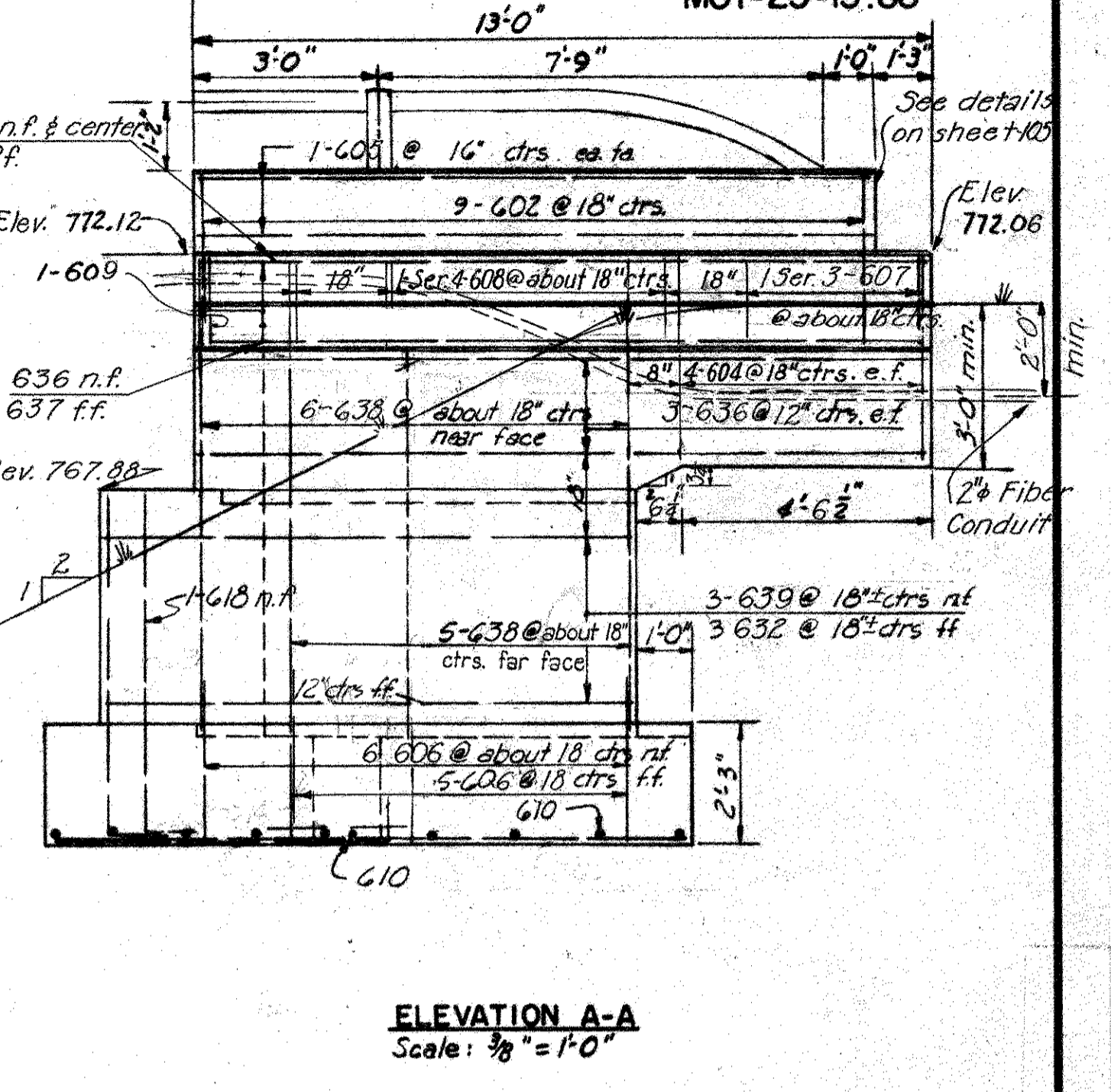
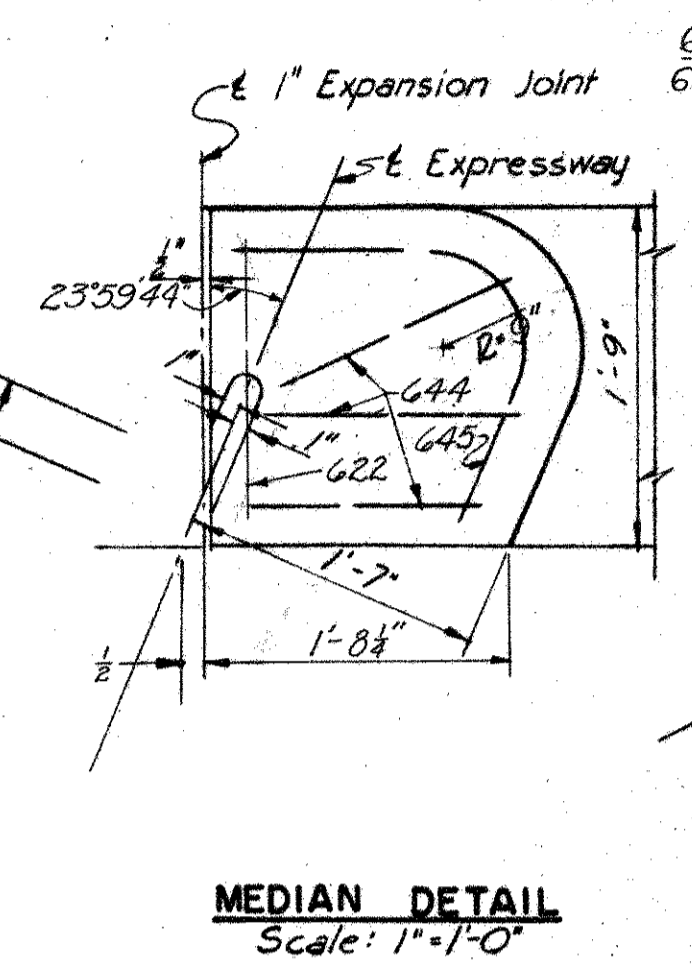
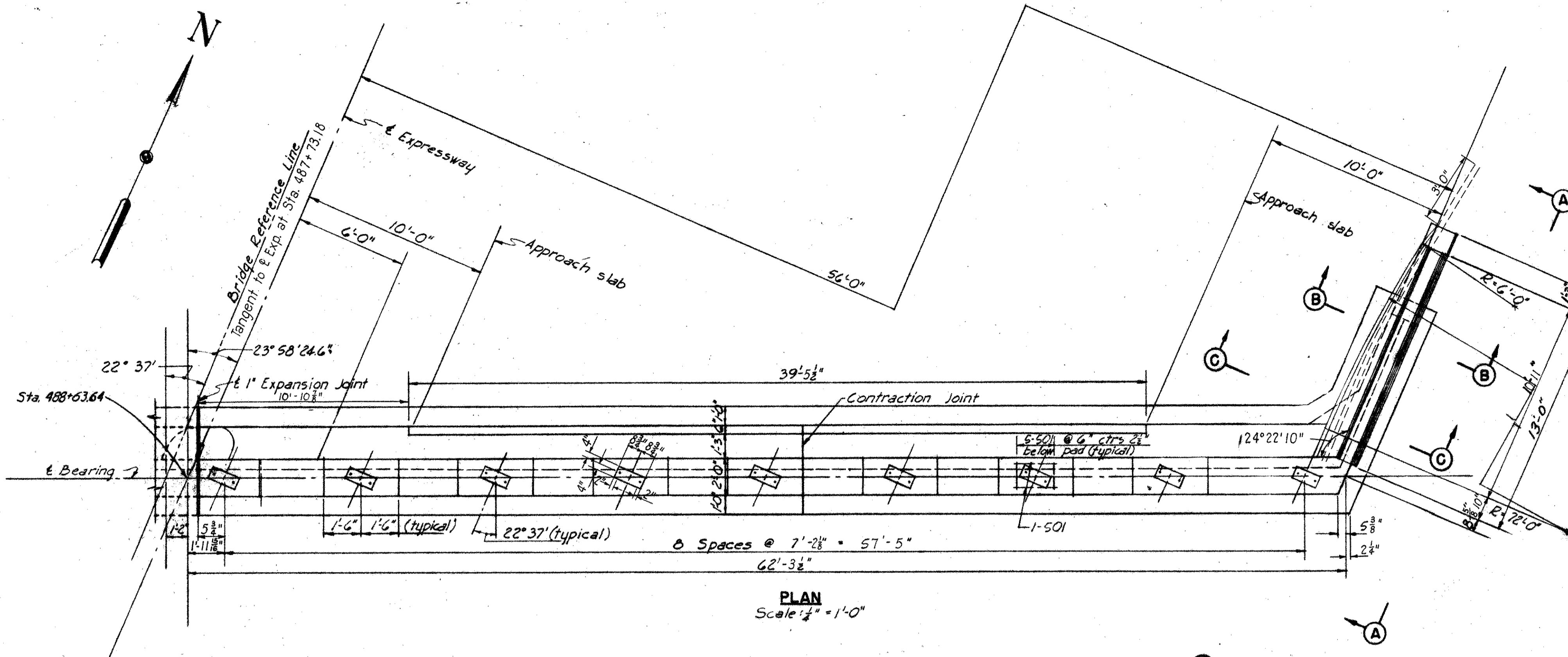
BR. NO. MOT- 25-1734 STA 486+81.19
SCALE: As noted 488+65.10

DAYTON EXPRESSWAY SYSTEM
DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN G.M.Z	TRACED	CHECKED R.W.	REVIEWED G.A.	REVISED
DATE 7-30-57	DATE	DATE 11-16-57	DATE 10-26-57	4-28-59

944 SHEET 140

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



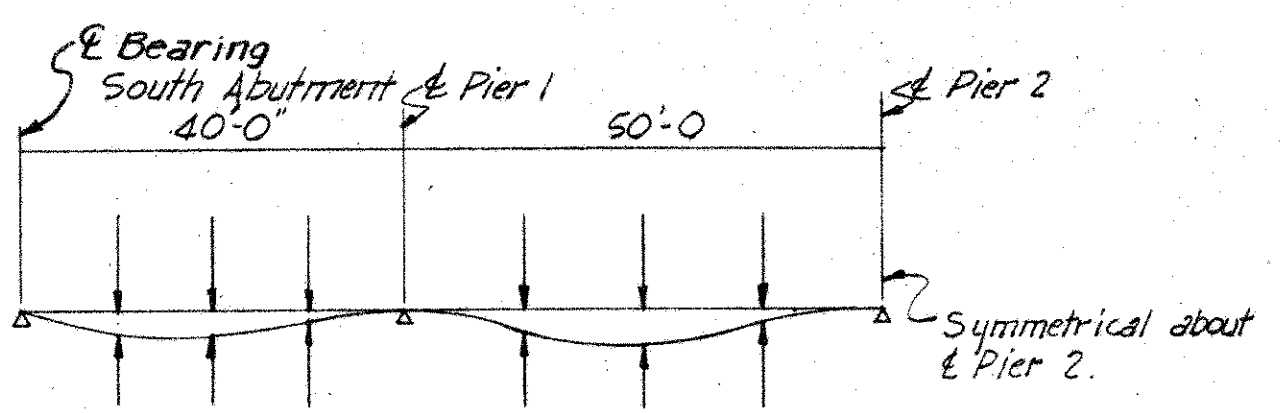
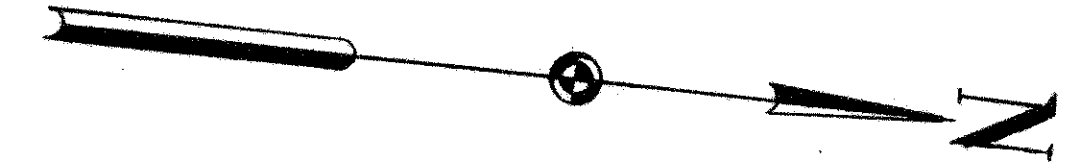
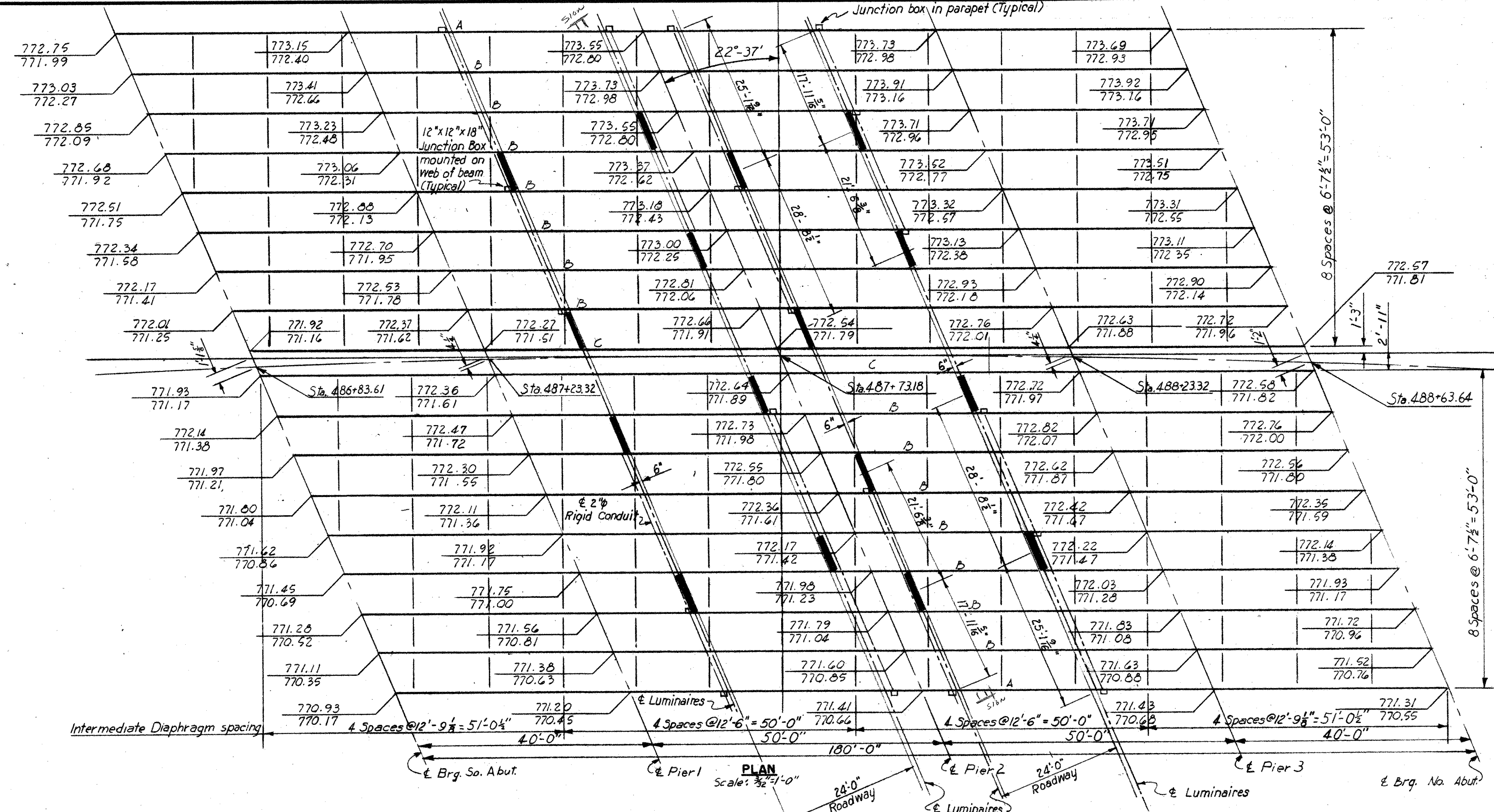
Notes:
 For West Half of North Abutment, see sheet 140.
 For Reinforcing Steel Schedule, see sheet 144.
 For Porous backfill, see sheet 104.
 Maximum soil pressure under footing is 1.26 tons per sq. foot.
 "Ea. fa." means each face, "ff." means far face, "n.f." means near face, and "bot." means bottom.
 For riprap details see sheet 104.
 For handrail end panel details see sheet 105.
 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 WAGNER FORD ROAD
 BR. NO. MOT- 25-1734 STA. 486+81.19
 SCALE: As shown 488+65.10

DAYTON EXPRESSWAY SYSTEM
 DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN G.M.Z. TRACED CHECKED R.M.S. REVIEWED G.A. REVISED 1-28-59
 DATE 8-2-57 DATE 10-29-57 DATE 10-30-57 944 SHEET 141



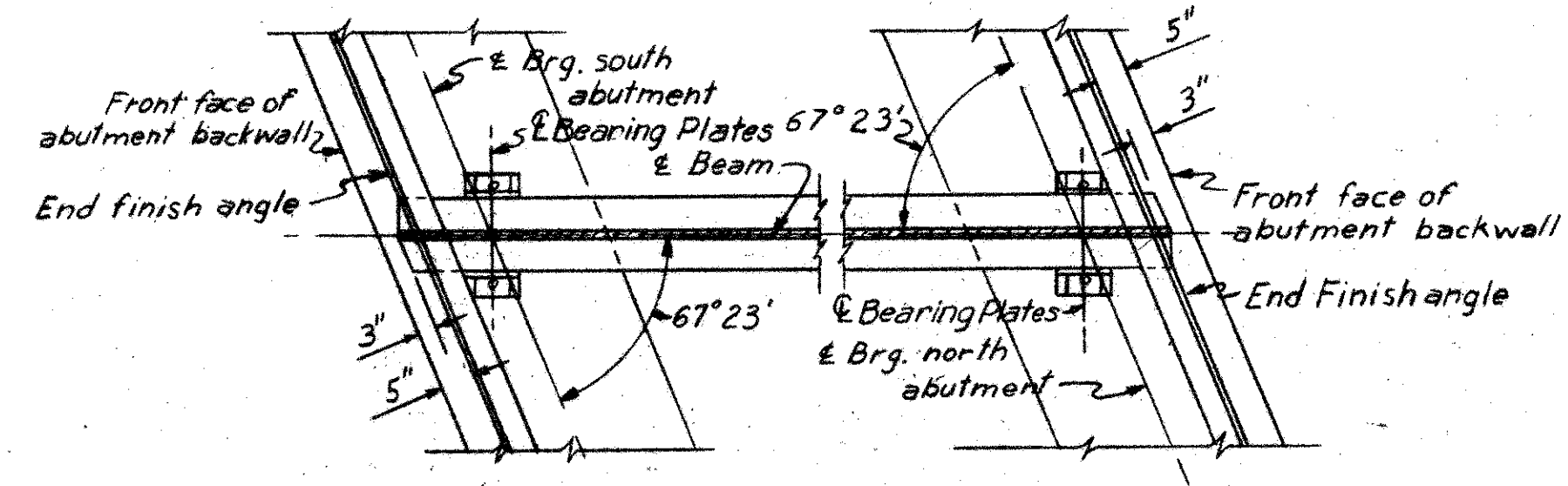
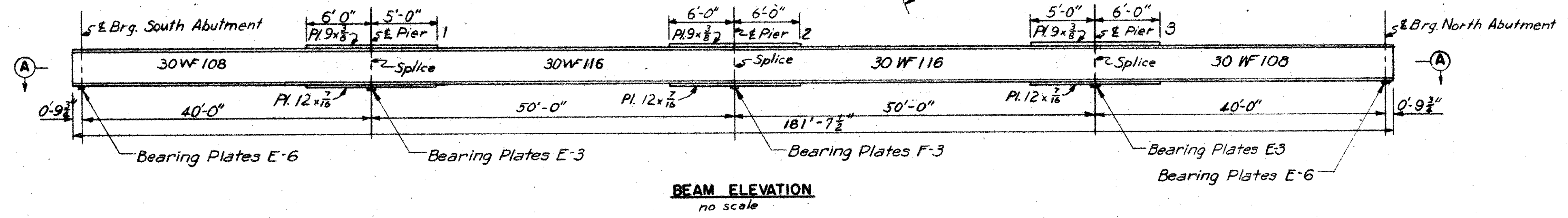
Note: Deflections are at quarter points of spans.

BEAM A									
Concrete, D.L.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. Defl.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Convexity Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. + Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0

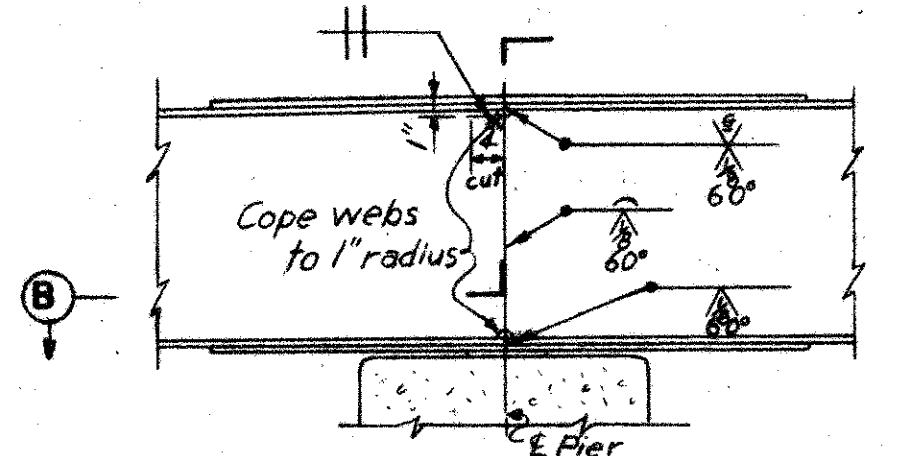
BEAM B									
Concrete, D.L.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. Defl.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Convexity Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. + Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0

BEAM C									
Concrete, D.L.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. Defl.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Convexity Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0
Total D.L. + Corr.	0	1/8	1/8	0	1/8	1/8	0	1/8	0

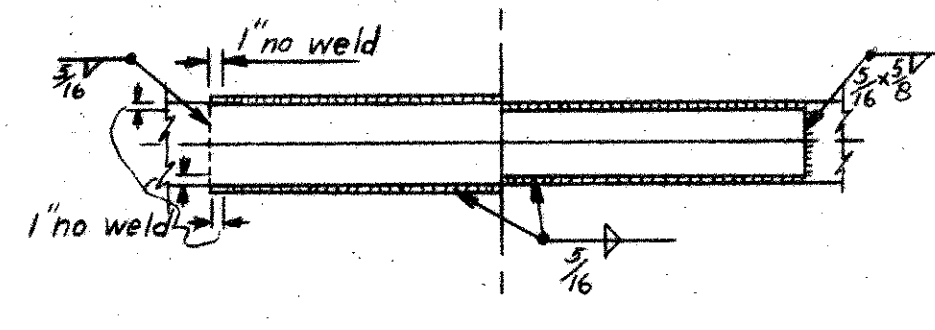
DEFLECTIONS AND CONVEXITY CORRECTIONS



SECTION A-A
Scale: 1/2" = 1'-0"



BEAM SPLICE
Scale: 1/2" = 1'-0"



SECTION B-B
Scale: 1/2" = 1'-0"

- Notes:
 For Bearing Plate details see Common Details sheets 104 and 105.
 For end finish and intermediate diaphragms see sheet 143.
 Elevations above the line denote top of slab and those below the line denote top of beam.
 Beam Splice Welding Procedure:
 1. Raise end of beam at pier 1 1/16"
 2. Butt weld the beam flanges and web at Pier 2 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 beam into place.
 5. For splices at piers 1 and 3 repeat steps similar to 1 through 4 inclusive except by raising end of beam at each abutment 1/16".
 6. Weld crossframes into place.

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

FRAMING PLAN AND BEAM ELEVATIONS
 EXPRESSWAY OVER WAGNER FORD ROAD

BR. NO. MOT-25-1734 STA. 486+81.19
 SCALE: as shown 488+66.10

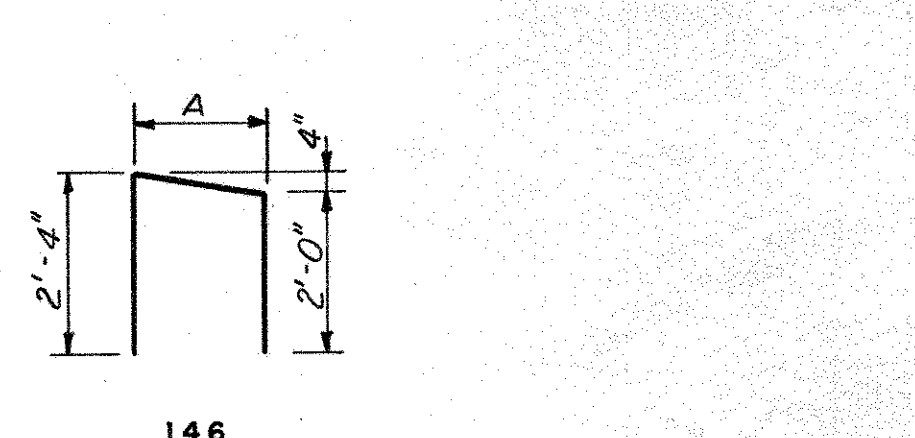
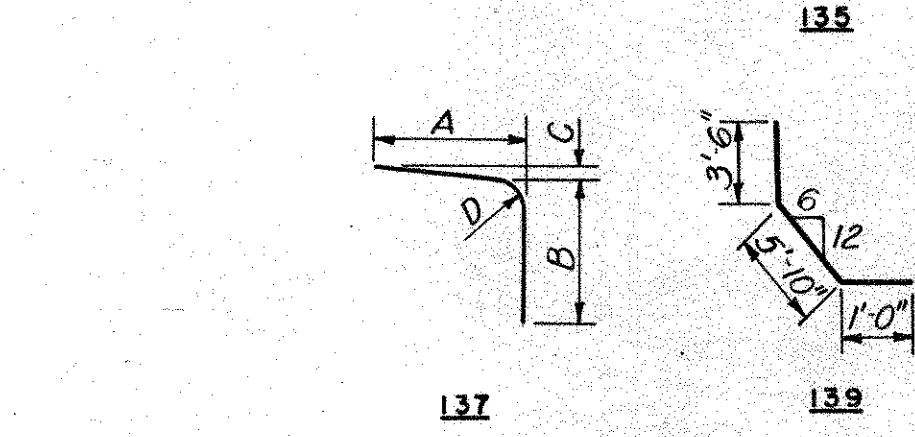
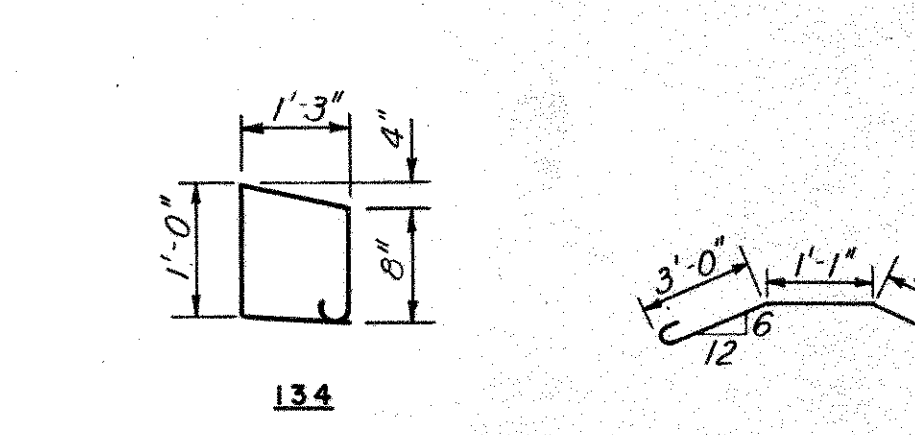
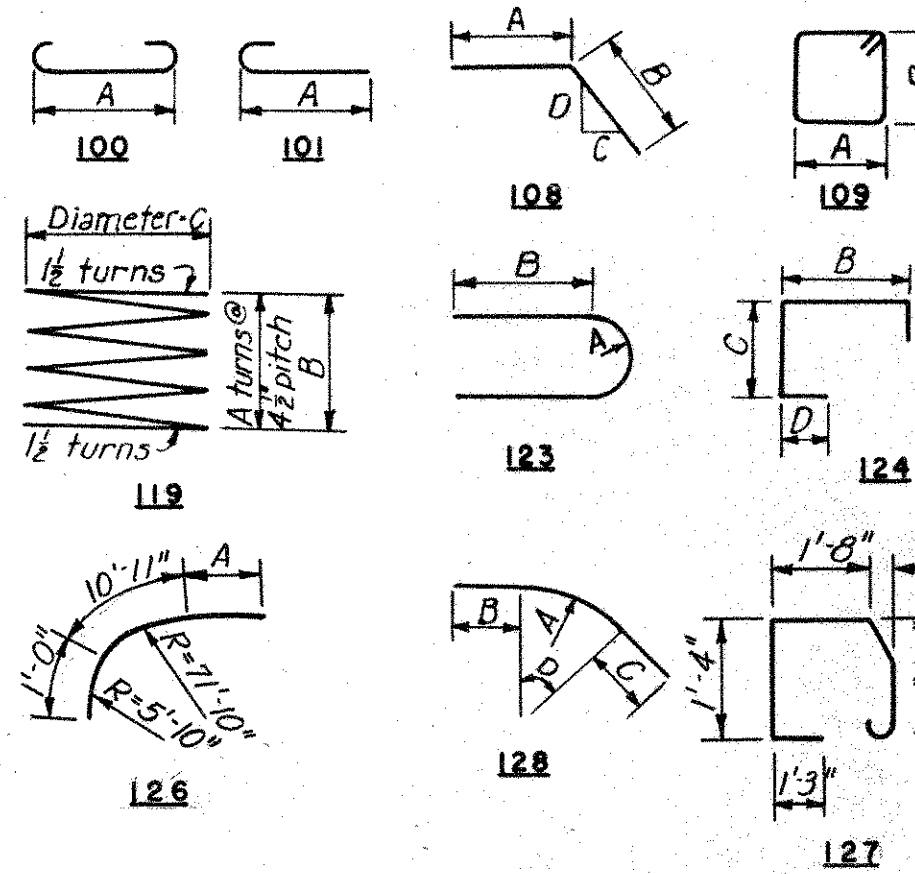
DAYTON EXPRESSWAY SYSTEM
 DAYTON, MONTGOMERY COUNTY, OHIO

DRAWN BY	TRACED	CHECKED BY	REVIEWED
DATE 8-9-57	DATE	DATE 10-26-57	DATE 10-26-57

944 SHEET 142

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

Main table with columns for MARK, NO., LENGTH, TYPE, DIMENSIONS (A, B, C, D), SERIES INC., WEIGHT POUNDS. Rows are categorized by Pier 1, Pier 2, Pier 3, North Abutment, South Abutment, and Superstructure.



REINFORCEMENT SCHEDULE EXPRESSWAY OVER WAGNER FORD ROAD DAYTON, MONTGOMERY COUNTY, OH. Includes project details, revision history, and drawing information.