STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-675-0.00
MOT-LYONS ROAD EXTENSION
MIAMI & WASHINGTON TOWNSHIPS
MONTGOMERY COUNTY

I-675-8(14)41
M-IN26(3)

APR 16 1990

FHWA REGION	STATE	PROJECT		
5	OHIO	I-675-8(14)41		
		M-IN 26 (3)		

1
581

MONTGOMERY COUNTY
MOT-675-0.00
MOT-LYONS ROAD EXTENSION

LIMITED ACCESS

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

CONVENTIONAL SIGNS

RIGHT-OF-WAY WITH LIMITED ACCESS		LA R/W
RIGHT-OF-WAY W/O LIMITED ACCESS		RW
CENTER LINE		
COUNTY LINE		
TOWNSHIP LINE		
SECTION LINE		
CORPORATION LINE		
PROPERTY LINE		
POLE LINE	TELEPHONE	ELECTRIC
FENCE LINE		
GUARD RAIL	PROPOSED	EXISTING
DRAIN PIPE	PROPOSED	EXISTING
TREE, (EXISTING)		TREE, (REMOVED)
EXISTING UTILITY POLE	TELEPHONE	ELECTRIC
EXISTING UTILITY POLE (TO BE REMOVED BY OTHERS)	TELEPHONE	ELECTRIC
PROPOSED UTILITY POLE (BY OTHERS)	TELEPHONE	ELECTRIC
EXISTING RIGHT-OF-WAY		

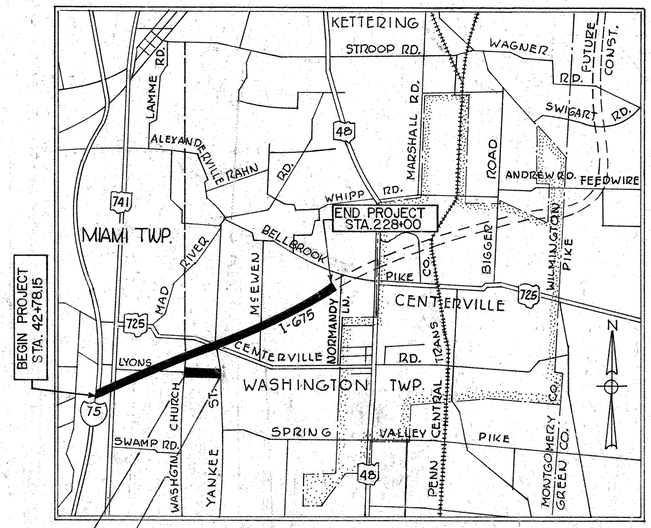
INDEX OF SHEETS

LINE DATA

	I-675-8(14)41	M-IN26(3)
BEGIN PROJECT	42+78.15	5+10.50
END PROJECT	228+00.00	25+30.03
NET LENGTH OF PROJECT	18,521.85 LIN. FT. OR 3.507 MILES	2019.53 LIN.FT. or 0.382 MILES
ADD FOR APPROACHES (SHEET NO. 19)	26,853.69 LIN. FT. or 5.085 MILES	12.09 LIN.FT. or 0.002 MILES.
NET LENGTH OF WORK	45,375.54 LIN. FT. or 8.593 MILES	2031.62 LIN.FT. 0.384 MILES

TOTAL LENGTH OF WORK = 47,407.16 LIN. FT. or 8.978 MILES
TOTAL LENGTH OF PROJECT = 20,541.38 LIN. FT. or 3.890 MILES

PLANS PREPARED BY
A. M. KINNEY INC.
CINCINNATI, OHIO



BEGIN PROJECT STA. 5+10.50

END PROJECT STA. 25+30.03

LOCATION MAP

0 1 2 3 4
SCALE IN MILES

Sheet 410
REV. 5-18-82 SMK

PORTION TO BE IMPROVED
STATE ROADS
OTHER ROADS
FUTURE CONSTRUCTION

SCALE

PLAN	0 50 100
PROFILE HORIZONTAL	0 50 100
PROFILE VERTICAL	0 5 10
CROSS SECTIONS	0 10 20

1979 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, 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 on the plans and estimates.

SUPPLEMENTAL SPECIFICATIONS			
		847	4-3-76
		857	12-19-78
814	1-1-69	858	12-19-78
836	3-12-75	859	12-19-78
		927	10-19-81
839	11-25-70	957	12-19-78
		958	12-19-78
843	10-23-75	959	12-19-78
848	3-4-80	1001	1-3-77
		956	6-26-78

Approved William M. Brayton
Date 12-3-79 District Deputy Director of Transportation

Approved Robert B Pfeifer
Date 10-20-81 Engineer, Bureau of Bridges and Structural Design

Approved Howard E. Nolan
Date 12-21-81 Chief Engineer, Planning and Design

Approved David R. Weir
Date 12-21-81 Director, Department of Transportation

Approved _____
Date _____ Montgomery County Engineer

MONTGOMERY COUNTY MOT-675-0.00		
FILE NO.	DATE OF LETTING	19
	CONTRACT NO.	

Supplemental Prints of Standard Construction Drawings

HL-1	9-6-73	HL-10	6-1-79	BP-5	7-16-81	CB 2-36 2-4	5-1-79	GR-1	12-6-76	MC-1	6-13-69	MH-1	6-12-75	TC-7.65	3-1-79	TC-31.21	3-6-79	TC-51.11	4-3-79	TC-83.20	4-17-79
HL-2	7-27-73	HL-11	6-1-79	BP-6	6-1-65	LA-1	6-1-79	HW-4A	4-1-80	MC-3	6-1-73	MH-3	6-12-75	TC-12.30	6-10-81	TC-32.10	3-8-79	TC-52.10	4-3-79	TC-84.20	4-17-79
HL-3	7-27-73	HL-12	4-6-73	BP-7	12-6-76			GR-2B	12-6-76	MC-4	7-26-76	MH-5	6-12-75	TC-16.20	3-1-79	TC-32.11	3-21-79	TC-52.20	4-3-79	TC-85.20	4-18-79
HL-4	1-21-76	HL-15	1-21-76	BP-9	12-6-76	F-1	5-1-76	GR-3	12-6-76	MC-5	6-12-75	TC-17.10	3-1-79	TC-18.24	4-25-79	TC-41.10	3-26-79	TC-61.10	3-29-79	TC-35.10	10-5-77
HL-5	9-6-73	HL-16	4-6-73	BP-10	1-3-75	F-3	5-1-76	GR-4	12-6-76	MC-7	10-15-76	A6-1-72	6-30-72	TC-18.26	5-31-79	TC-41.20	3-26-79	TC-71.10	4-9-79	TC-41.40	6-18-79
HL-6	3-22-77	BP-1	6-1-65	CB-2-2-A-B	5-1-79	F-4	5-1-76	GR-4A	7-26-76	MC-8	6-12-75	DBR-2-78	4-10-73	TC-21.10	5-24-79	TC-41.50	3-26-79	TC-72.20	10-26-81	CS-2-73	4-10-73
HL-7	1-21-76	BP-2	12-6-76	CB-4	5-1-79	F-5	5-1-76	GR-5	1-1-71	MC-9	11-1-77	BR-1-67	10-15-71	TC-21.20	5-31-79	TC-42.10	8-19-77	TC-81.10	4-10-79	CPP-2-73	4-10-73
HL-8	1-21-76	BP-3	12-6-76	CB-5	5-1-79	F-6	5-1-76	GR-6	1-1-71	MC-10	5-1-76	RB-1-55	2-2-50	TC-22.10	3-1-79	TC-42.20	3-26-79	TC-82.10	4-11-79	CPA-2-73	4-10-73
HL-9	3-22-77	BP-4	7-16-81	CB-6	5-1-79	GR-2C	12-6-76	HW-4B	4-1-80	MC-11	8-1-78	SD-1-69	6-12-69	TC-22.20	3-1-79	TC-51.10	3-30-79	TC-83.10	4-13-79	TC-41.41	8-2-79

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

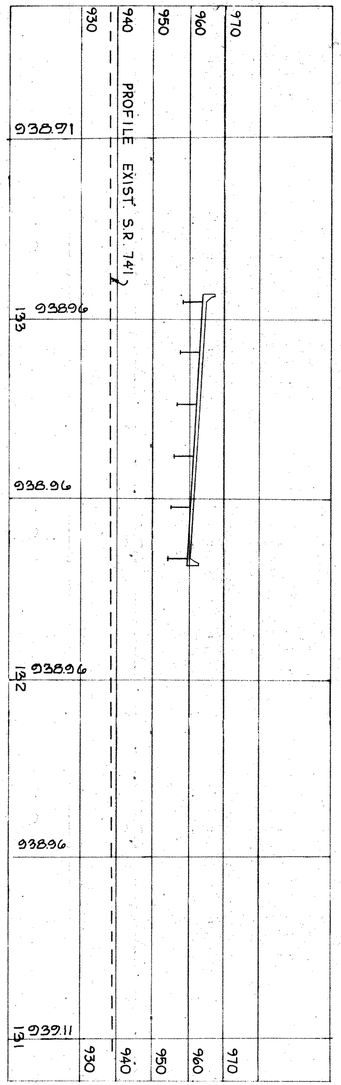
APPROVED:

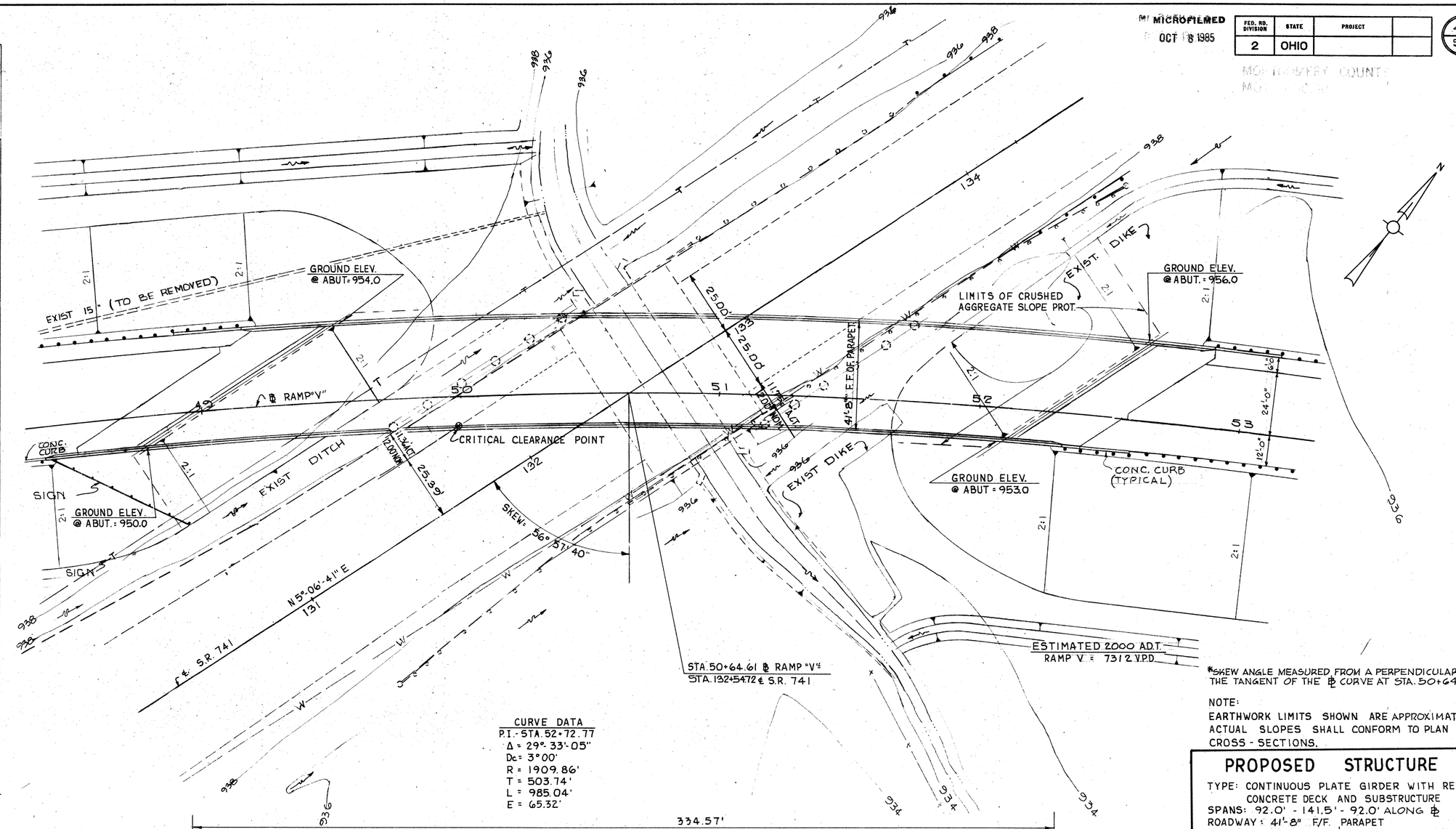
_____ _____
DIVISION ADMINISTRATOR DATE

Rev. 12-30-81

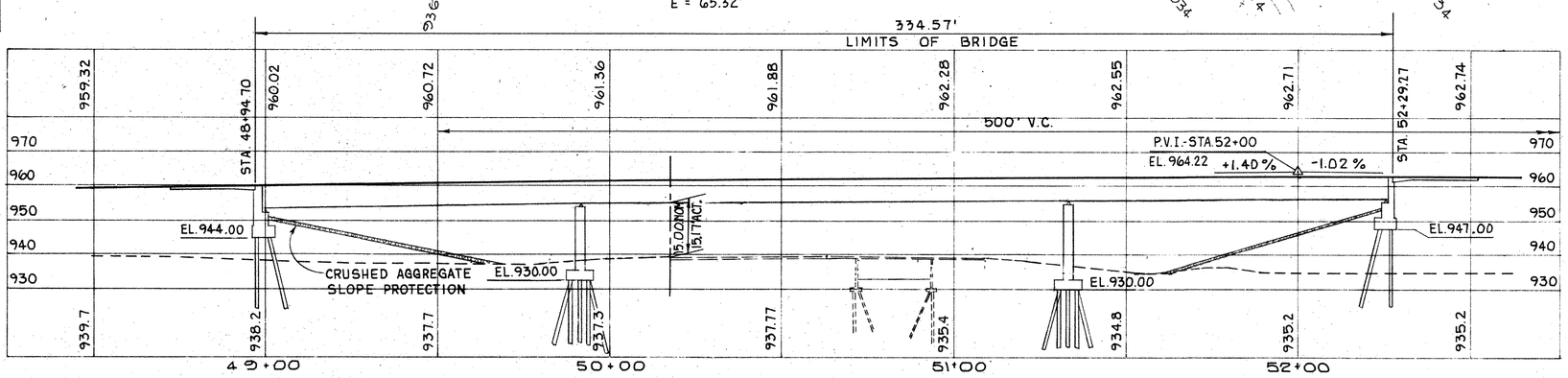
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

411
581





CURVE DATA
P.I.- STA. 52+72.77
Δ = 29° 33'-05"
Dc = 3°00'
R = 1909.86'
T = 503.74'
L = 985.04'
E = 65.32'



ALL PILES ARE HP 10x42
ESTIMATED AVERAGE PAY LENGTH

REAR ABUTMENT	40'
REAR PIER	25'
FORWARD PIER	25'
FORWARD ABUTMENT	45'

*SKEW ANGLE MEASURED FROM A PERPENDICULAR TO THE TANGENT OF THE ℄ CURVE AT STA. 50+64.61

NOTE:
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS - SECTIONS.

PROPOSED STRUCTURE

TYPE: CONTINUOUS PLATE GIRDER WITH REINF. CONCRETE DECK AND SUBSTRUCTURE
SPANS: 92.0' - 141.5' - 92.0' ALONG ℄
ROADWAY: 41'-8" F/F. PARAPET
LOADING: HS20-44 CASE II & ALT MILITARY LOADING
SKEW: 56°-57'-40" L.F.*
ALIGNMENT: Dc = 3°00 TO RIGHT
SURFACE COURSE: MONOLITHIC CONCRETE
APPROACH SLAB: AS-1-72 (30' LONG)
SUPERELEVATION: 0.071 FT./FT.

1 / 13

A. M. KINNEY, INC.
CINCINNATI, OHIO

SITE PLAN

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R.741

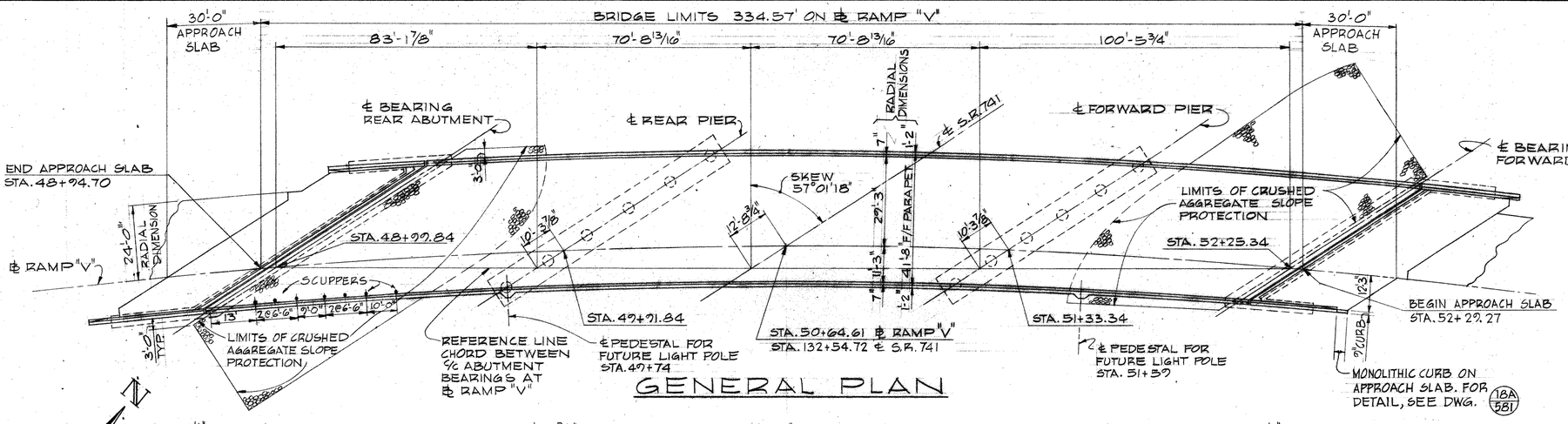
SEC. MOT-675-0.00 STA. 48+94.70
SCALE: 1" = 20' 52+29.27

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEW
L. GRAFF & ASSOC.	M.H.	R.P.D.	J.E.H.	J.C.O.	J.C.O. 5-19-75

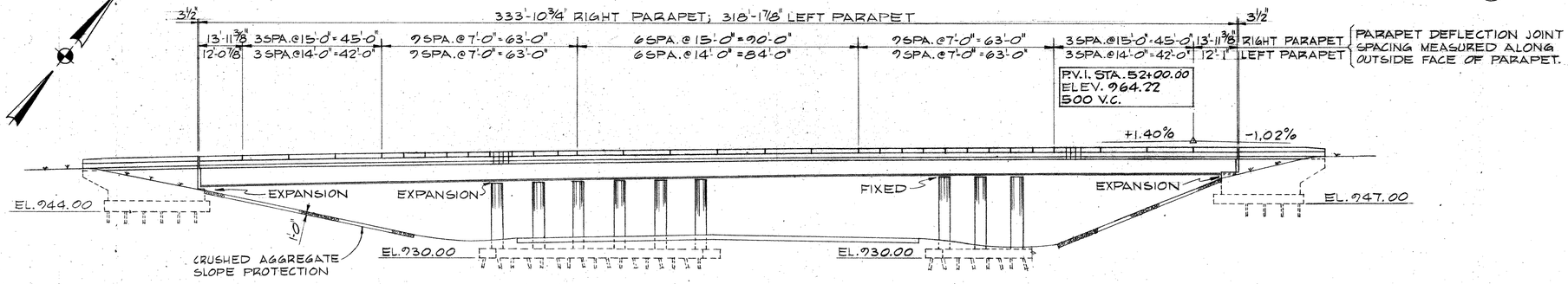
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MONTGOMERY COUNTY
MOT-675-0.00

412/581



GENERAL PLAN



ELEVATION

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	PIERS	ABUT'S.	GENERAL
503	LUMP	SUM	COFFERDAMS CRIBS AND SHEETING				LUMP
503	1380	CU.YDS.	UNCLASSIFIED EXCAVATION		490	800	
505	LUMP	SUM	TEST PILE				LUMP
507	4860	LIN. FT.	STEEL PILES, HP 10x42		1600	3260	
509	203,300	LBS.	REINFORCING STEEL	67,974	93,391	41,935	
SPECIAL	68,059	LBS.	EPOXY COATED REINFORCING STEEL (SEE PROPOSAL NOTE)	68,059			
511	527	CU.YDS.	CLASS S CONCRETE, SUPERSTRUCTURE *	527			
511	91	CU.YDS.	CLASS C CONCRETE, PIER COLUMNS		91		
511	301	CU.YDS.	CLASS C CONCRETE, ABUTMENTS ABOVE FOOTINGS			301	
511	387	CU.YDS.	CLASS C CONCRETE, FOOTINGS		182	205	
512	4	SQ.YDS.	TYPE B WATERPROOFING			4	
513	650,000	LBS.	STRUCTURAL STEEL (ASIC CATEGORY III)	650,000			
514	650,000	LBS.	FIELD PAINTING OF NEW STRUCTURAL STEEL, SYSTEM A	650,000			
516	34	SQ.FT.	1" PREFORMED EXPANSION JOINT FILLER			34	
~~Special~~	~~Lump~~	~~sum~~	~~Review of Shop Drawings, major structure design (See Proposal Note)~~				~~Lump~~
518	173	CU.YDS.	POROUS BACKFILL			173	
518	234	LIN.FT.	6" PERFORATED, HELICAL CORRUGATED STEEL PIPE, 707.01			234	
518	114	LIN.FT.	6" NON-PERFORATED HELICAL CORRUGATED STEEL PIPE INCLUDING SPECIALS, 707.01			114	
518	7	EACH	SCUPPERS INCLUDING SUPPORTS	7			
601	1020	SQ.YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				1020
523	3	HOURS	DYNAMIC PILE TESTS				3

*USING SHRINKAGE COMPENSATING CEMENT, 701.08

GENERAL NOTES

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS SD-1-60 SHEETS 1, 2, & 3 DATED 6-12-60, AS 1-72 DATED 6-30-72, RB-1-55 REVISED 2-2-59, BR-1-67 REVISED 10-15-71, AND TO SUPPLEMENTAL SPECIFICATIONS 836 DATED 3-12-75.

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS, 1969, INCLUDING THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN DATA:
DESIGN LOADING - HS 20-44 AND THE ALTERNATE MILITARY LOADING.
CONCRETE CLASS S - UNIT STRESS 1,200 P.S.I. FOR SUPERSTRUCTURE
CLASS C - UNIT STRESS 1,333 P.S.I FOR SUBSTRUCTURE
STRUCTURAL STEEL - ASTM A36 - UNIT STRESS 20,000 P.S.I.
REINFORCING STEEL - ASTM A615, A616 OR A617 - UNIT STRESS 20,000 P.S.I. SPIRAL REINFORCEMENT MAY BE PLAIN BARS ASTM A82, OR A615
MONOLITHIC WEARING SURFACE THICKNESS IS ASSUMED TO BE 1"
DECK PROTECTIVE METHOD - EPOXY COATED REINFORCING STEEL, TOP MAT ONLY

EMBANKMENT CONSTRUCTION: THE EMBANKMENTS SHALL BE CONSTRUCTED TO THE LEVEL OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 200 FEET BACK OF THE ABUTMENTS. EXCAVATION SHALL THEN BE MADE FOR THE ABUTMENTS AND THE PILES DRIVEN.
PILES SHALL BE DRIVEN TO BEDROCK. THE BEARING CAPACITY SHALL BE CONSIDERED OBTAINED BY REFUSAL ON HARD BEDROCK OR BY PENETRATING SOFT BEDROCK FOR SEVERAL INCHES WITH A MINIMUM RESISTANCE OF 20 BLOWS PER INCH. THE DESIGN LOAD IS 43 TONS PER PILE FOR THE ABUTMENT PILES AND 44 TONS PER PILE FOR THE PIER PILES.
UTILITY LINES: ALL EXPENSE INVOLVED IN RELOCATING THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNERS. THE CONTRACTOR AND OWNERS ARE REQUESTED TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WOULD BE HELD TO A MINIMUM.

APPROACH SLAB REINFORCING SHALL CLEAR THE TOP OF THE SLAB 3". JACKING HOLES ARE NOT REQUIRED.

FOR ADDITIONAL NOTES SEE SHEET 536.

ALL REINFORCING BAR SPLICES SHALL BE LAPPED 30 BAR DIAMETERS, EXCEPT THAT BARS NEAR THE TOP OF MEMBERS HAVING MORE THAN 12 INCHES OF CONCRETE UNDER THE BARS SHALL BE LAPPED 35 BAR DIAMETERS.

ATTACHMENT OF GUARDRAIL TO CONCRETE PARAPETS: CONCRETE INSERT ANCHOR ASSEMBLIES PER STANDARD CONSTRUCTION DWG'S GR-3 AND GR-1 SHALL BE PLACED DURING PARAPET CONSTRUCTION.

SEE DWG. 536/581 FOR RESTRICTIONS APPLYING TO CLASS S CONCRETE, SUPERSTRUCTURE, USING SHRINKAGE COMPENSATING CEMENT 701.08

2/13

A. M. KINNEY, INC.
CINCINNATI, OHIO

GENERAL PLAN & ESTIMATED QUANTITIES

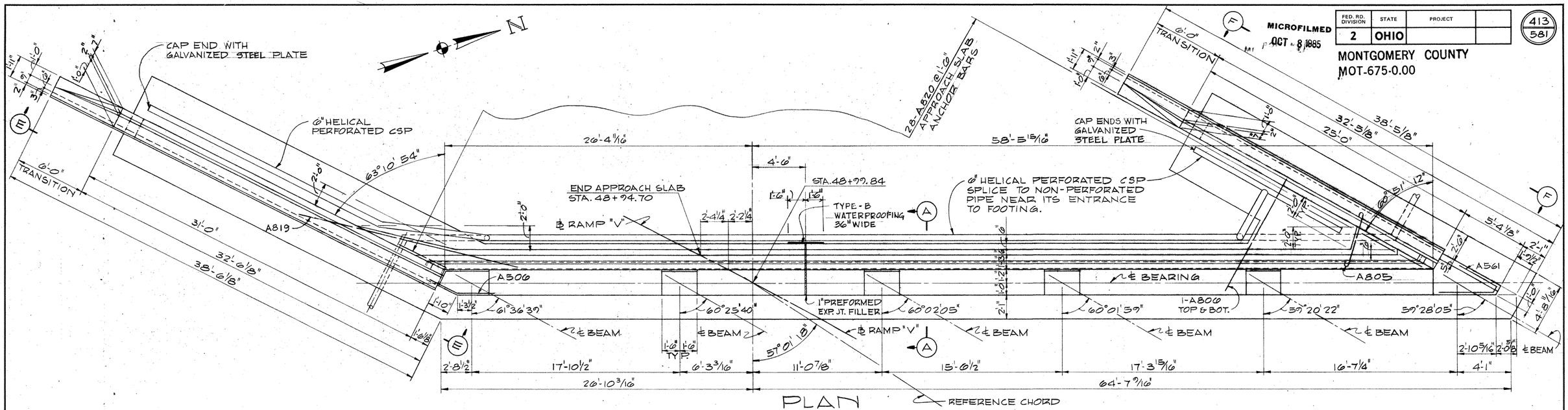
BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741
MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K. 2-8-74	J.C.O.	5-19-75	

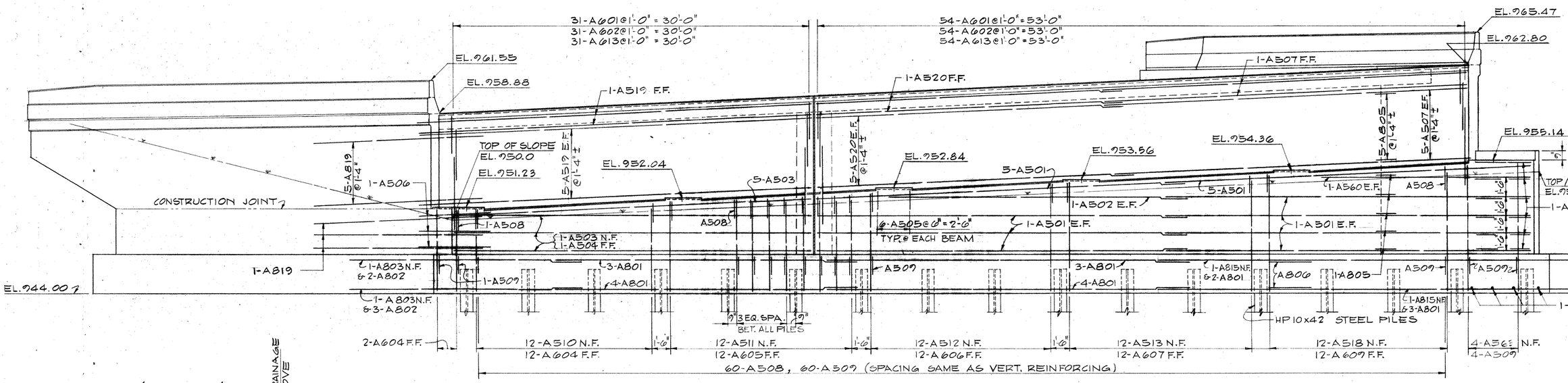
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

413
581

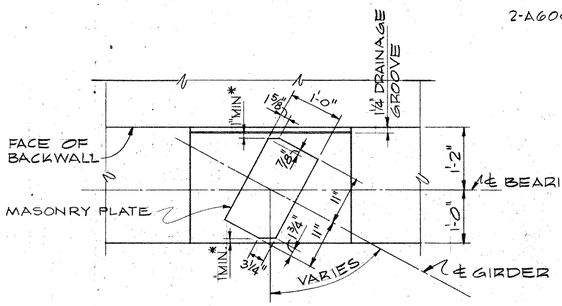
MONTGOMERY COUNTY
MOT-675-0.00



PLAN



ELEVATION



*NOTE: CUT CORNERS OF MASONRY PLATE TO MAINTAIN 1" MIN. CLEARANCE AS SHOWN.

ABUTMENT BEARING PLATE DETAIL

LEGEND
N.F. = NEAR FACE
F.F. = FAR FACE
E.F. = EACH FACE

NOTES:

FOR VIEWS E-E & F-F, SEE SHEET 3/13
FOR FOOTING & PILE PLAN, SEE SHEET 6/13
FOR SECTION A-A, SEE SHEET 4/13
POROUS BACKFILL SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE AND LATERALLY TO THE ENDS OF THE WING WALLS.

BACKWALL CONCRETE: IN ADDITION TO THE PROVISIONS OF 511.08, BACKWALL CONCRETE ABOVE THE BRIDGE SEAT OR BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT SHALL NOT BE PLACED UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.

A. M. KINNEY, INC.
CINCINNATI, OHIO

3/13

REAR ABUTMENT DETAILS
BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V" OVER S.R. 741

MONTGOMERY COUNTY STA. 48+94.70 52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.T.O.	5-19-75	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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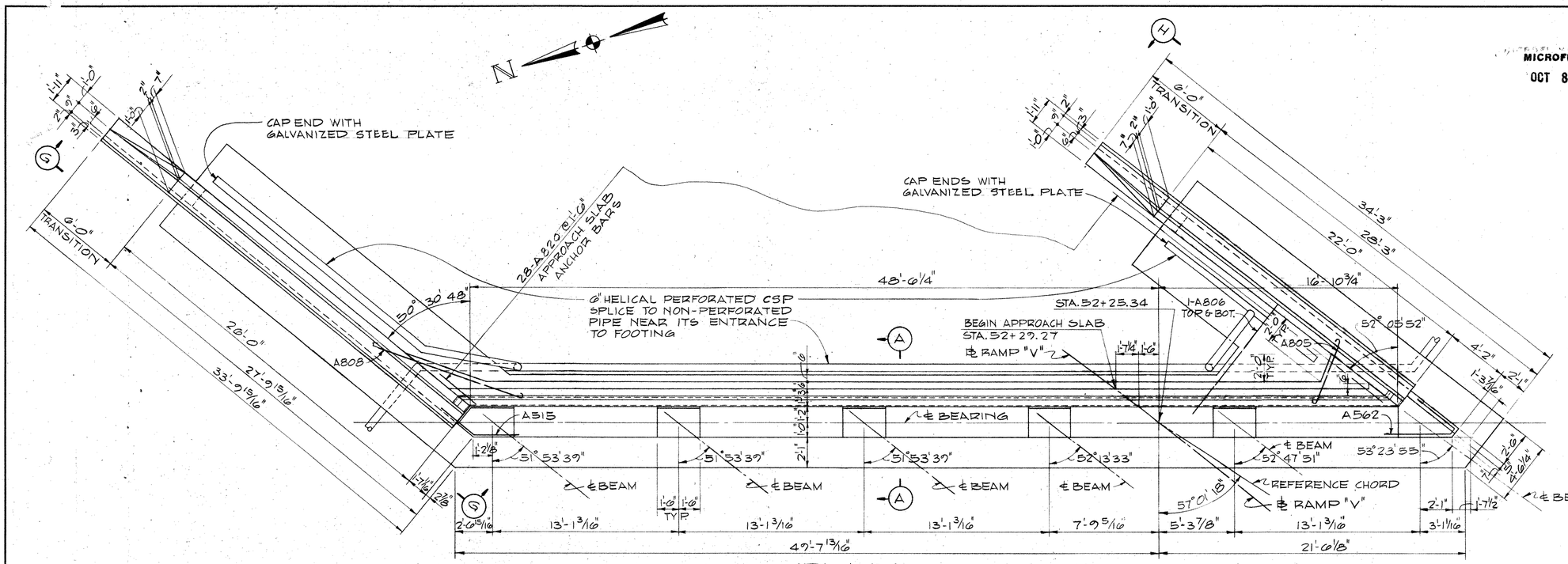
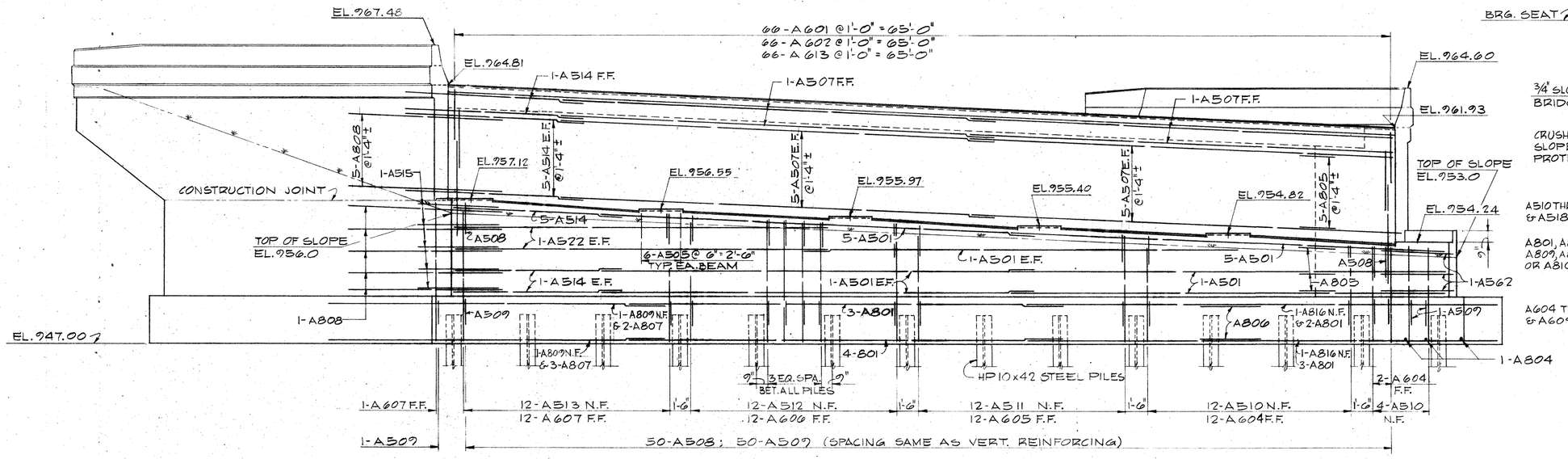
581

MICROFILMED
OCT 8 1985

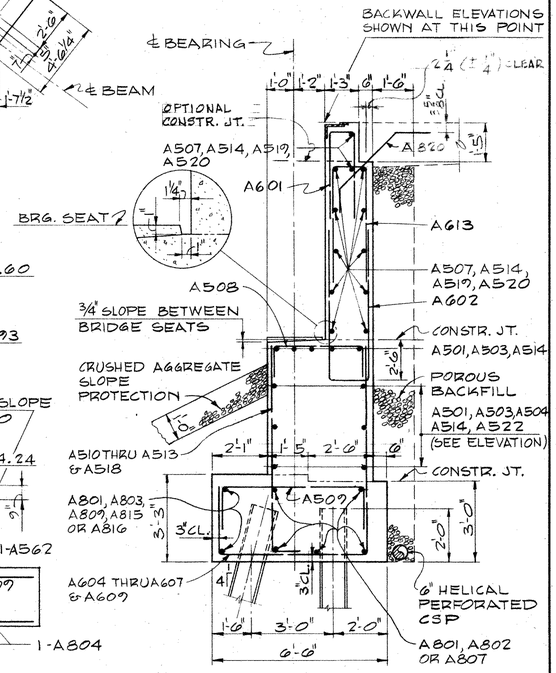
MONTGOMERY COUNTY
MOT-675-0.00



PLAN



ELEVATION



SECTION A-A

LEGEND

N.F. = NEAR FACE
F.F. = FAR FACE
E.F. = EACH FACE

NOTES

FOR VIEWS G-G & H-H, SEE SH. 5/13
FOR FOOTING & PILE PLAN, SEE SH. 6/13

A. M. KINNEY, INC.
CINCINNATI, OHIO

4/13

FORWARD ABUTMENT DETAILS
BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	

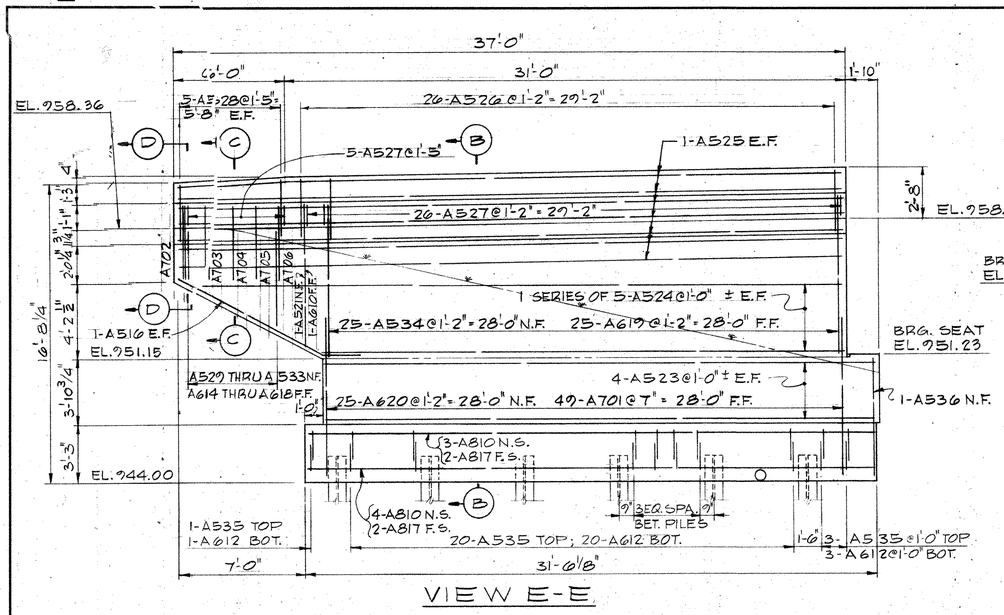
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

415
581

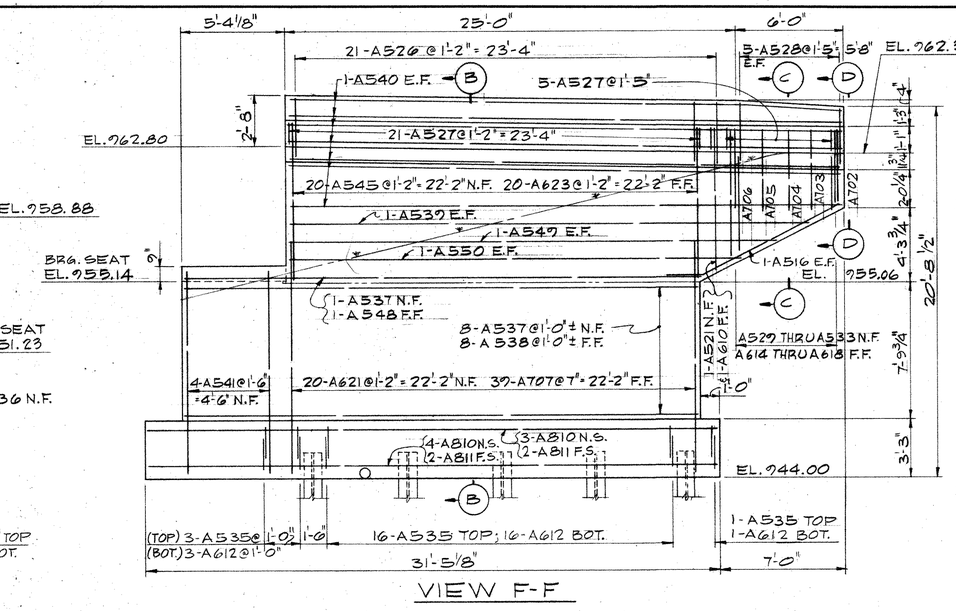
MICROFILMED
OCT 8 1985

MONTGOMERY COUNTY
MOT-675-0.00

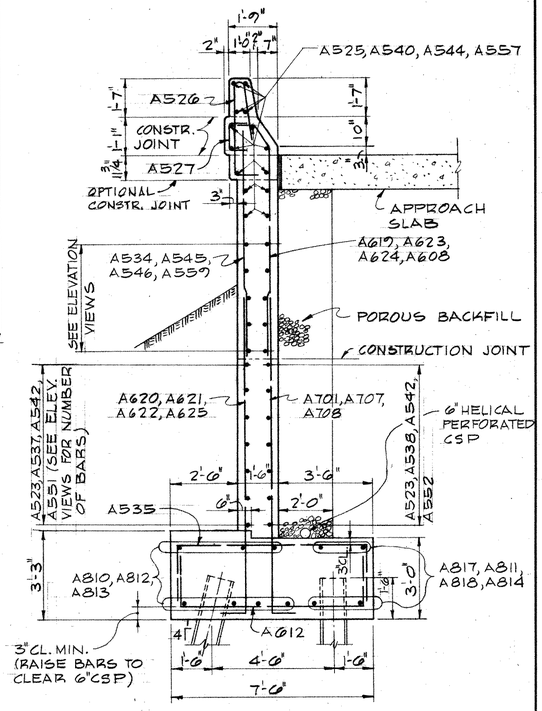
REAR ABUTMENT



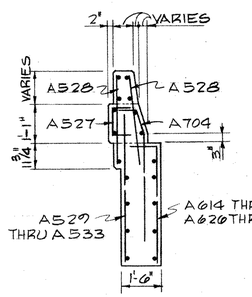
VIEW E-E



VIEW F-F



SECTION B-B



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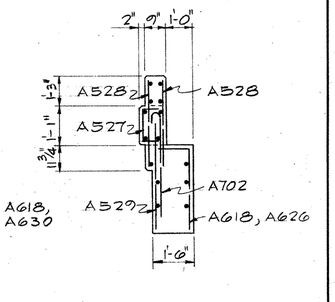
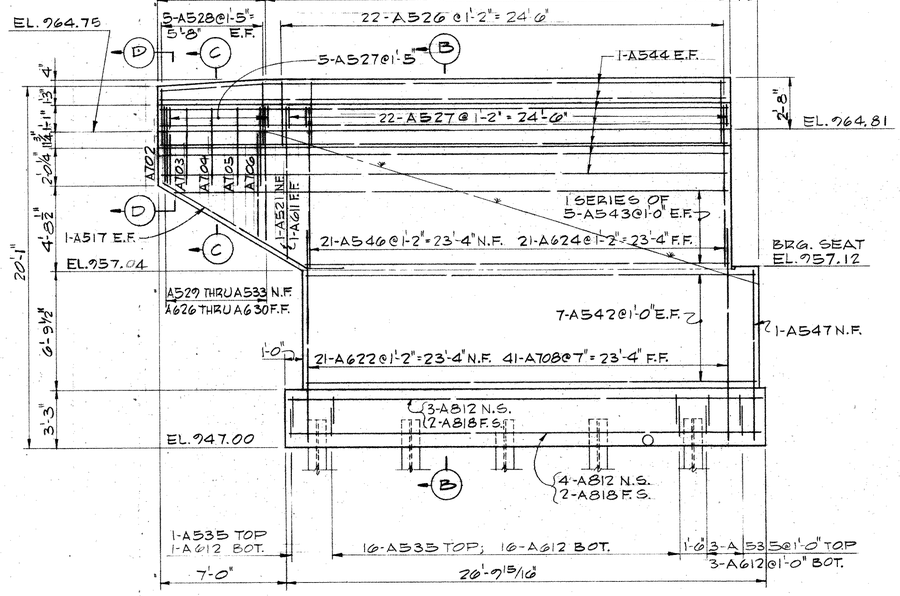
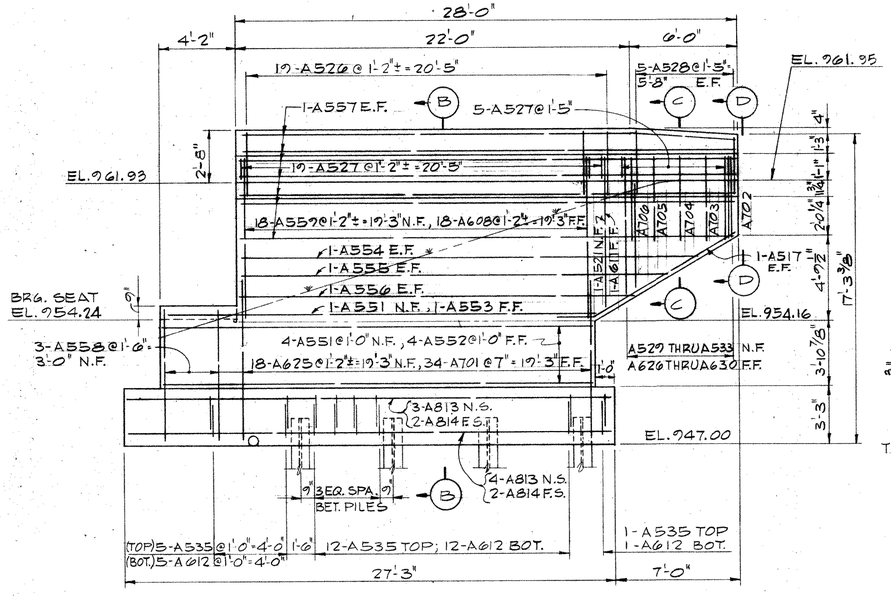


SECTION D-D

FORWARD ABUTMENT



VIEW G-G



VIEW H-H

NOTES:

FOR LOCATION OF VIEWS E-E & F-F, SEE SHEET 3/13
FOR LOCATION OF VIEWS G-G & H-H, SEE SHEET 4/13

LEGEND

N.F. = NEAR FACE
F.F. = FAR FACE
E.F. = EACH FACE
N.S. = NEAR SIDE
F.S. = FAR SIDE

A. M. KINNEY, INC.
CINCINNATI, OHIO

5/13

ABUTMENT DETAILS

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

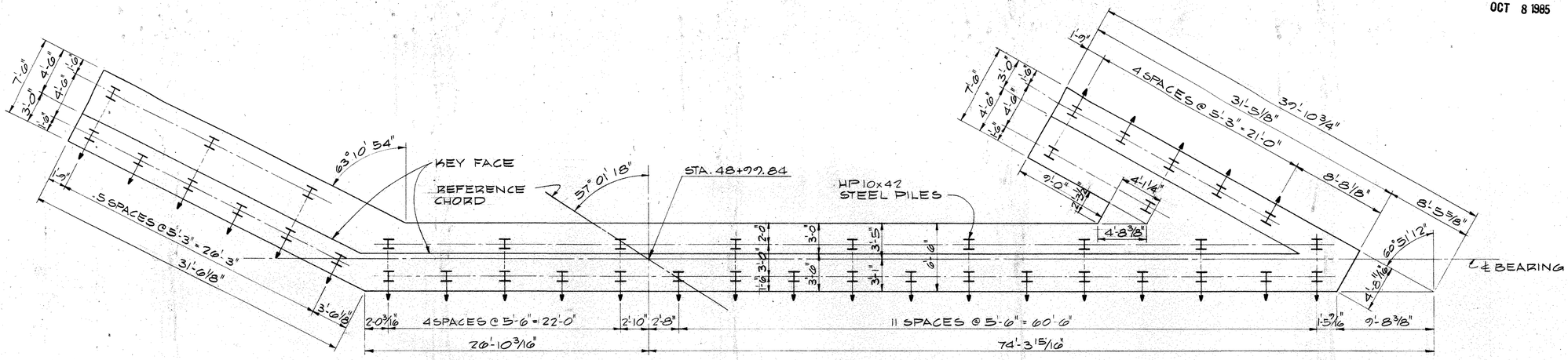
MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	

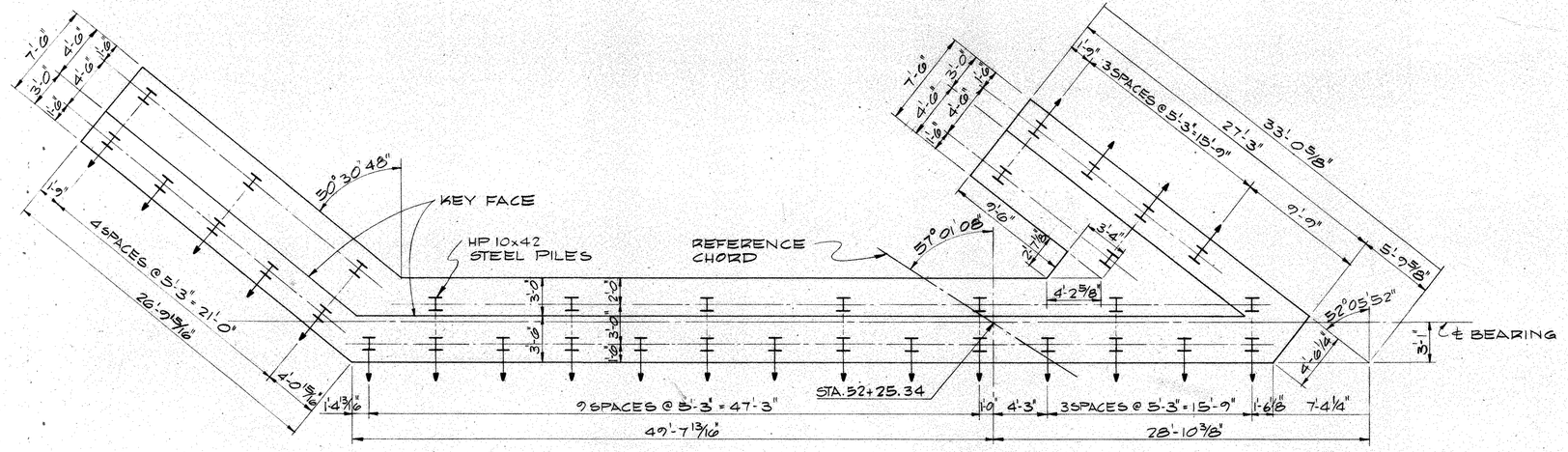
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MONTGOMERY COUNTY
MOT-675-0.00

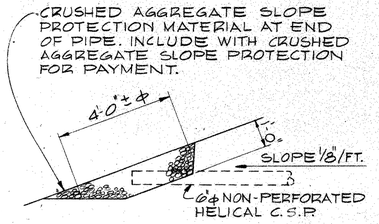
416
581



FOOTING & PILE PLAN (REAR ABUTMENT)



FOOTING & PILE PLAN (FORWARD ABUTMENT)



TYPICAL DETAIL AT TERMINATION OF 6" C.S.P.

LEGEND

I = INDICATES VERTICAL PILE

I = INDICATES PILE TO BE BATTERED 1:4 IN THE DIRECTION OF THE ARROW

A. M. KINNEY, INC.
CINCINNATI, OHIO

6/13

ABUTMENT DETAILS
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OVER S.R. 741

MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

417
581

MONTGOMERY COUNTY
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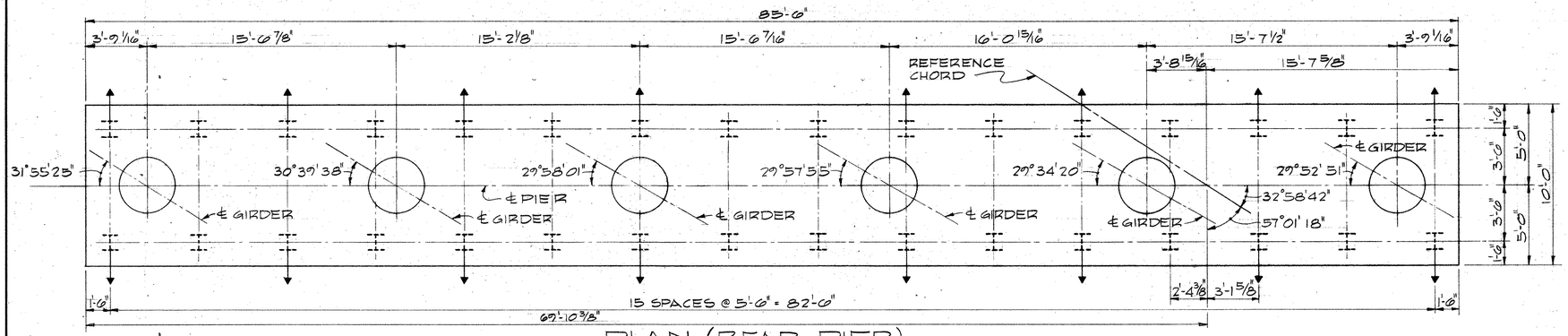
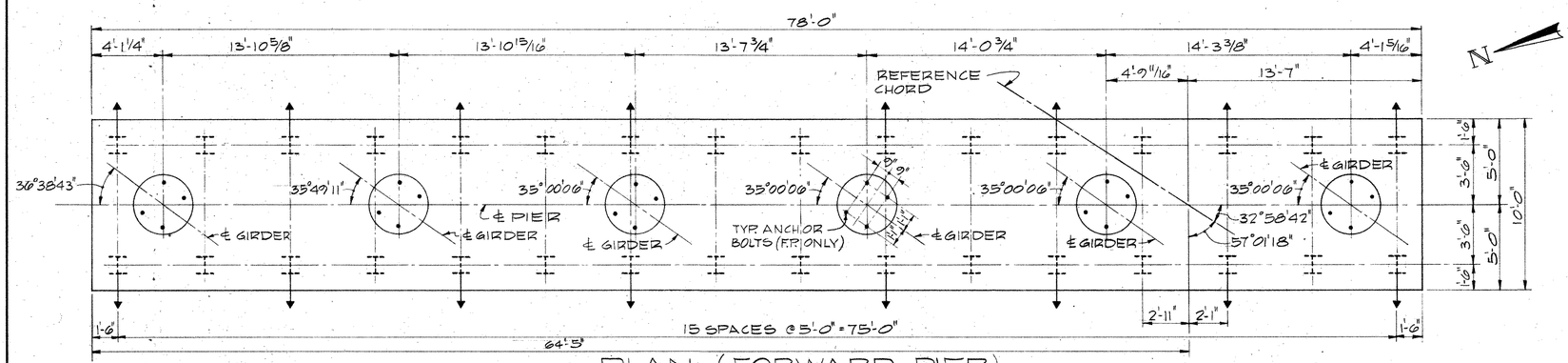
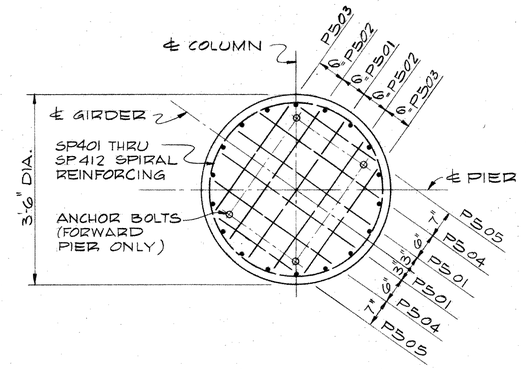


PLAN (REAR PIER)



PLAN (FORWARD PIER)



TYP. PIER COL. PLAN

N

LEGEND

= VERTICAL PILES

= PILE TO BE BATTERED 1:4 IN THE DIRECTION OF THE ARROW

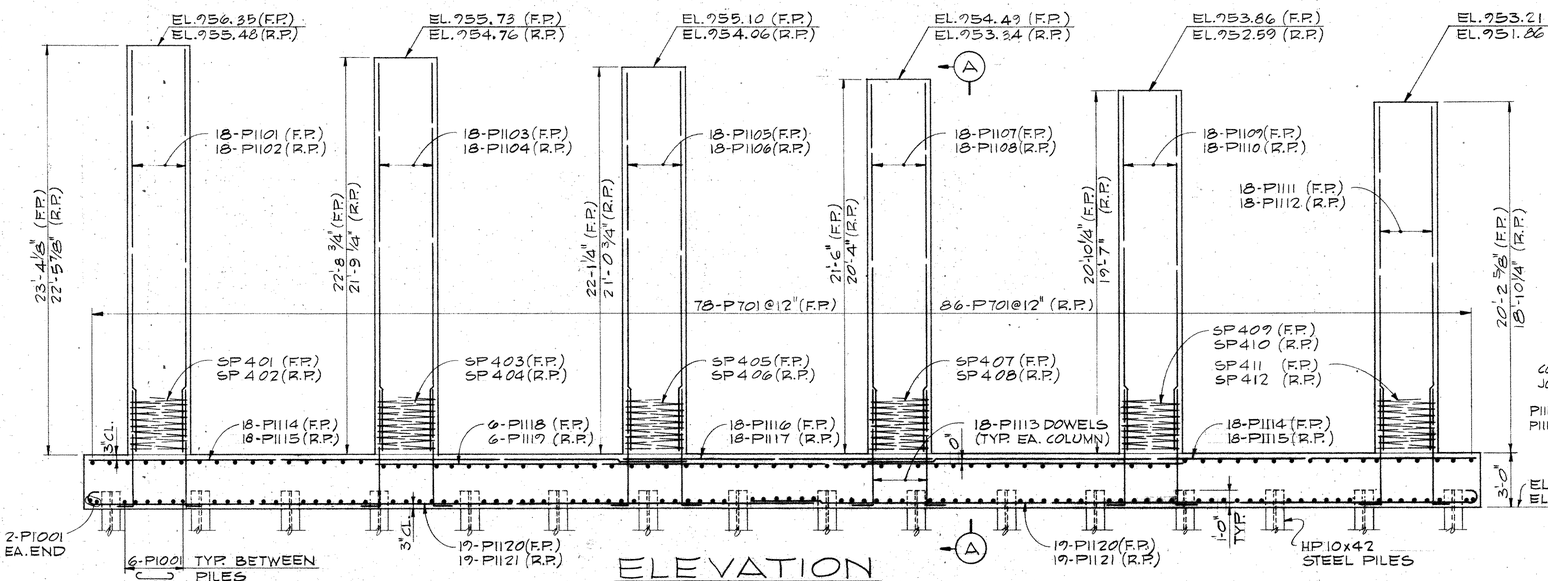
R.P.= REAR PIER

F.P.= FORWARD PIER

NOTES:

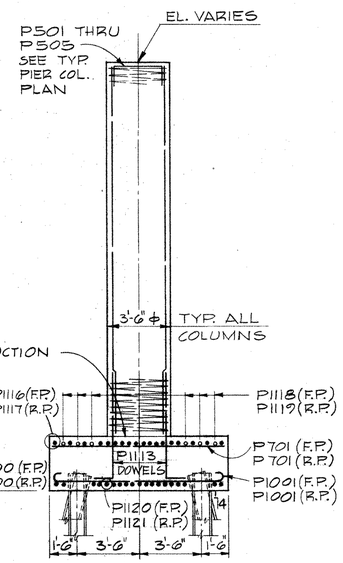
SPECIAL CARE SHALL BE TAKEN IN PLACING REINFORCING STEEL AT THE TOP OF FORWARD PIER COLUMNS SO AS TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS

BEARING ANCHORS: AT THE OPTION OF THE CONTRACTOR, BEARING ANCHORS (OR FORMED HOLES) LOCATED AND SUPPORTED BY TEMPLATES, MAY BE CAST IN PLACE.



ELEVATION

FORWARD PIER (AS SHOWN); REAR PIER (AS NOTED)



SECTION A-A

A. M. KINNEY, INC.
CINCINNATI, OHIO

7/13

PIER DETAILS

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

MONTGOMERY COUNTY STA. 48+94.70
52+29.27

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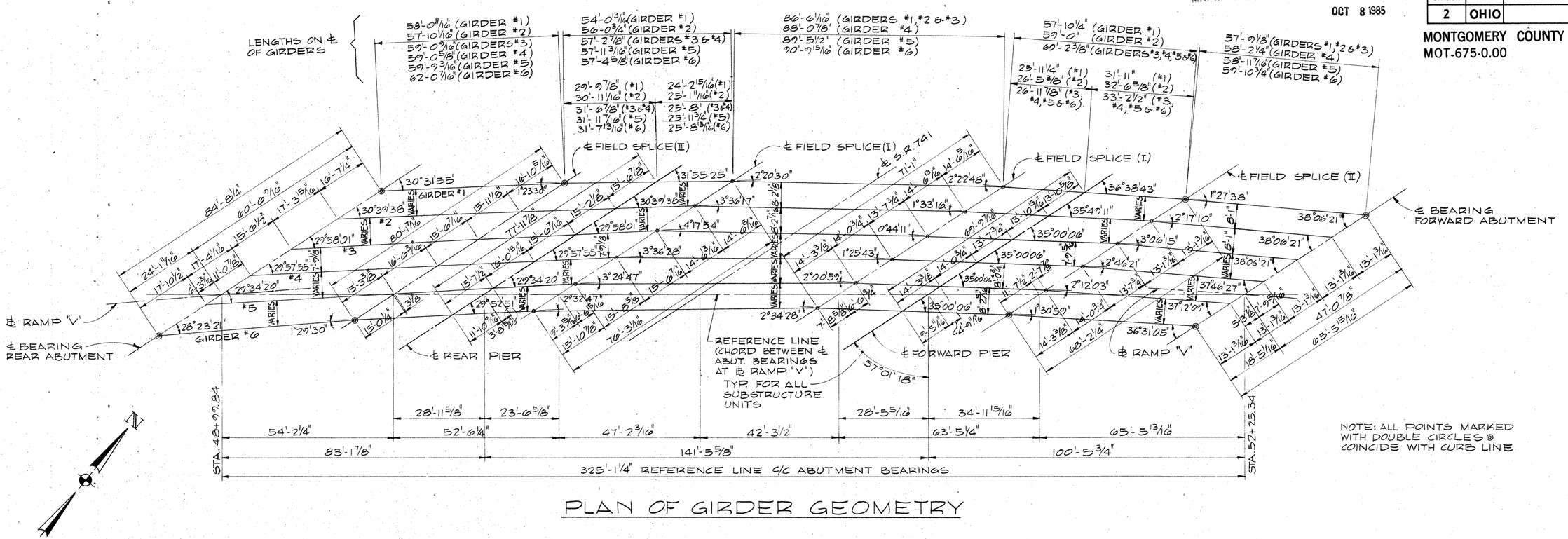
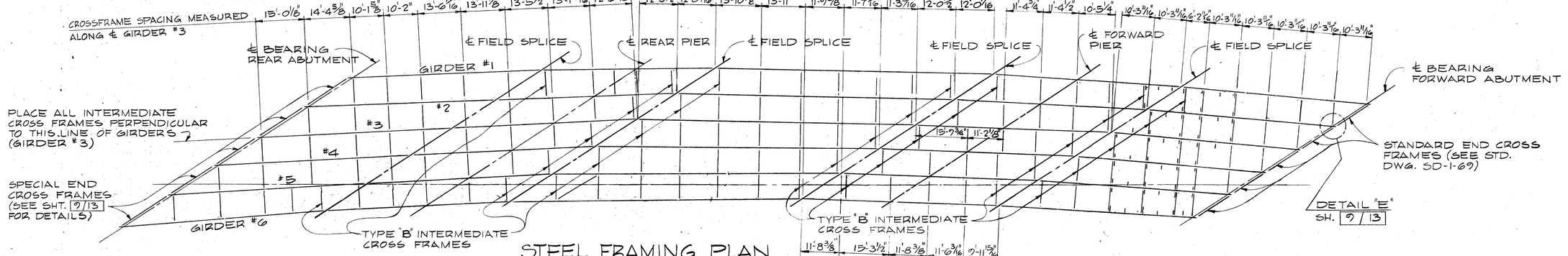
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

418
581

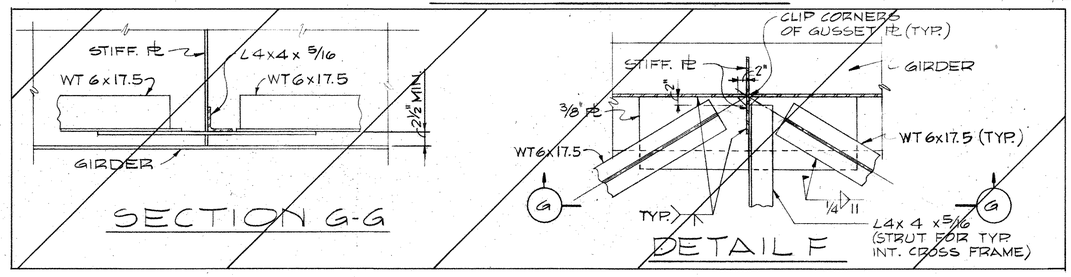
MONTGOMERY COUNTY
MOT-675-0.00



PLAN OF GIRDER GEOMETRY



STEEL FRAMING PLAN



NOTE: ALL INTERMEDIATE CROSS FRAMES ARE TYPE "A" EXCEPT THOSE NOTED HEREON TYPE "B". FOR DETAILS SEE THE TYPICAL SECTION THRU DECK ON SH. 11/13

A. M. KINNEY, INC.
CINCINNATI, OHIO

8/13

SUPERSTRUCTURE FRAMING PLAN

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741
MONTGOMERY COUNTY
STA. 48+94.70
52+29.27

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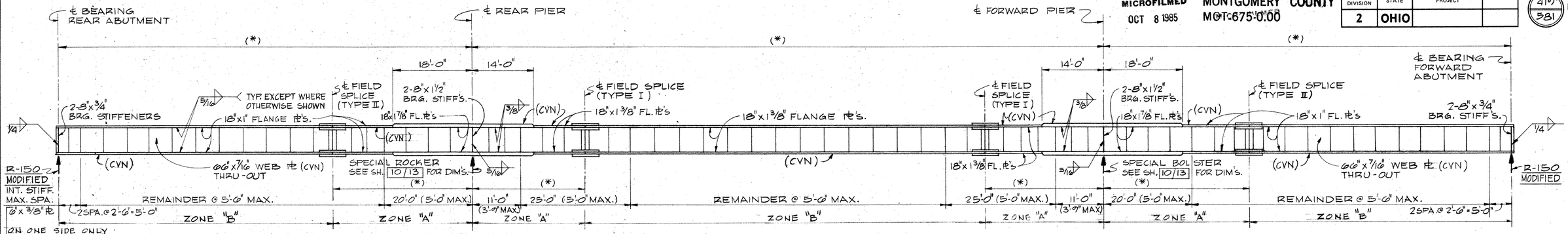
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	

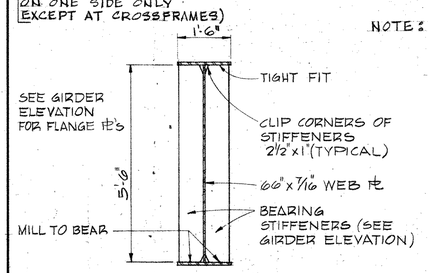
MONTGOMERY COUNTY
MOT-675-0.00

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		



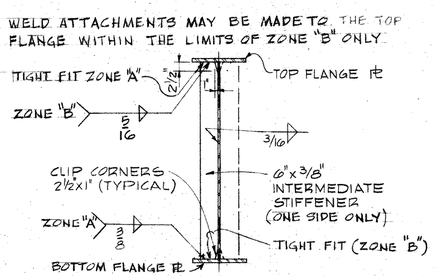
TYPICAL GIRDER ELEVATION

NOTE: (*) SEE PLAN OF GIRDER GEOMETRY, SHEET 8/13 FOR ACTUAL LENGTH ALONG ℄ GIRDERS AND LOCATION OF SPLICES.

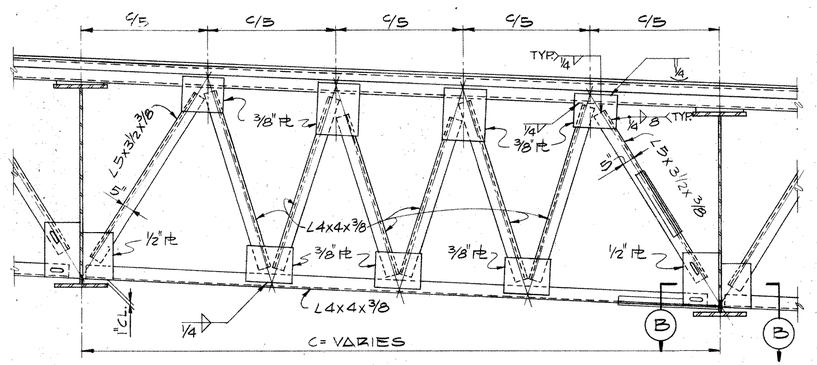


TYPICAL GIRDER SECTION AT ABUTMENTS & PIERS

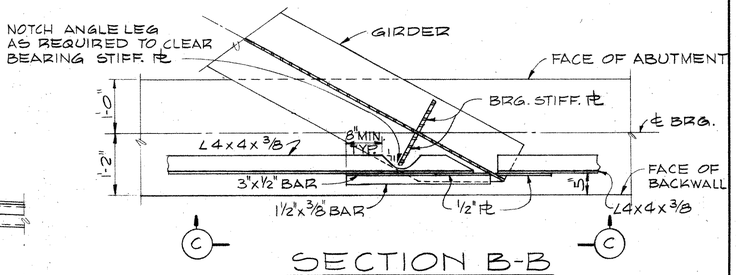
NOTE: WELD ATTACHMENTS MAY BE MADE TO THE TOP FLANGE WITHIN THE LIMITS OF ZONE "B" ONLY



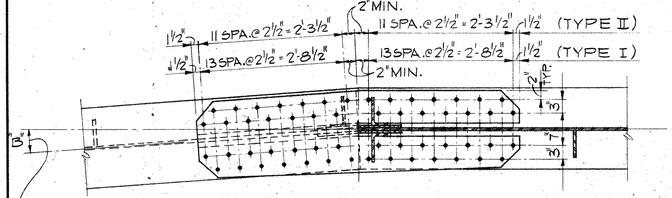
TYPICAL GIRDER SECTION AT INTERMEDIATE STIFFENERS



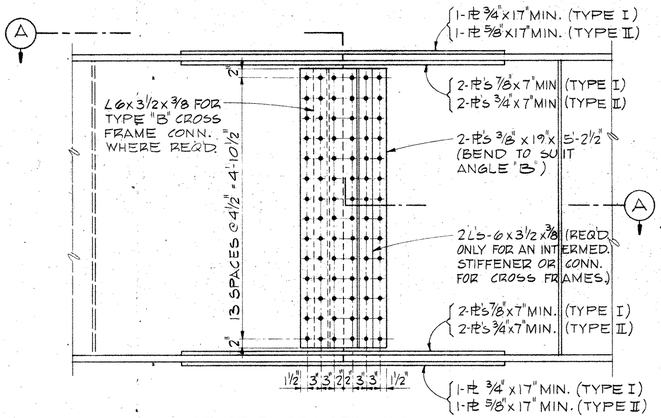
SPECIAL END CROSS FRAME (REAR ABUTMENT ONLY)



SECTION B-B



SECTION A-A

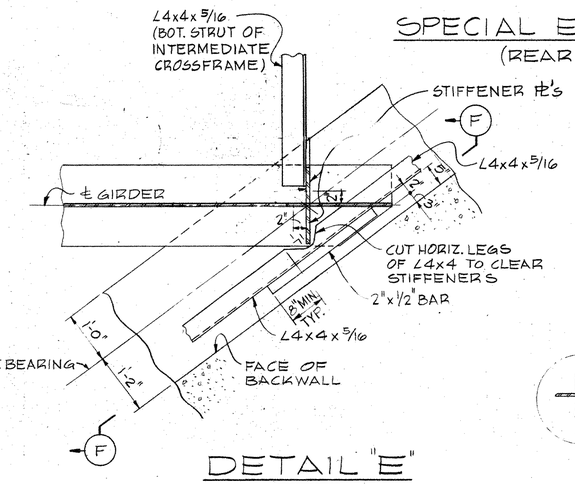


ALL SPLICE PLATES ARE CVN.

TYPICAL FIELD SPLICE DETAIL

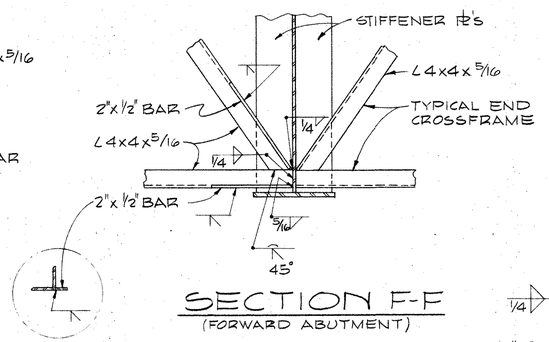
(TYPE I AS SHOWN) (TYPE II AS NOTED)

FASTENERS: 7/8" DIAMETER HIGH STRENGTH BOLTS (A325)



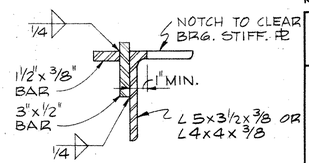
DETAIL "E"

SEE SHEET 8/13 FOR LOCATION

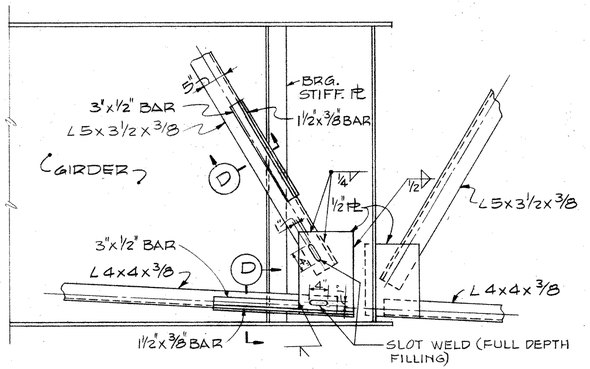


SECTION F-F

(FORWARD ABUTMENT)



SECTION D-D



SECTION C-C

NOTES:

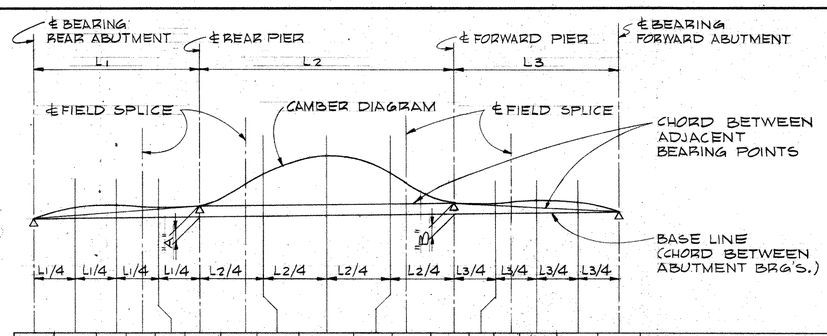
WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS

9/13

A. M. KINNEY, INC.
CINCINNATI, OHIO

SUPERSTRUCTURE
GIRDER DETAILS
BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741
MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	JCO	5-19-75	



0"	1/16"	1/16"	0"	0"	0"	3/16"	1/4"	7/16"	1/4"	3/16"	0"	0"	0"	1/16"	1/16"	0"	DEFLECTION DUE TO WEIGHT OF STEEL	
0"	3/16"	3/16"	1/16"	0"	0"	5/8"	7/8"	1 3/8"	7/8"	5/8"	0"	0"	1/16"	3/16"	3/16"	0"	DEFLECTION DUE TO REMAINING DEAD LOAD	
0"	1/4"	7/16"	1/2"	3/8"	0"	1"	1 1/16"	1 3/16	1 1/8"	1 1/16"	0"	3/8"	9/16	1/2"	1/4"	0"	GIRDER #1	ADJUSTMENT REQ. FOR VERT. & HORIZ. CURVE
0"	1/16"	1/8"	1/8"	1/16"	0"	1 3/8"	1 3/8"	1 1/4"	1"	15/16"	0"	9/16"	3/16	1 1/16"	3/8"	0"	GIRDER #2	
0"	-1/16"	0"	1/16"	1/16"	0"	1 9/16"	1 9/16"	1 1/4"	7/8"	3/4"	0"	3/4"	1 1/8"	7/8"	1/2"	0"	GIRDER #3	
0"	-3/16"	-1/8"	-1/16"	0"	0"	1 3/8"	1 7/16"	1 5/16"	1"	15/16"	0"	11/16"	1"	13/16"	7/16"	0"	GIRDER #4	
0"	-1/4"	-1/4"	-3/16"	-1/8"	0"	1 7/16"	1 7/16"	1 3/8"	1 3/16	1 1/8"	0"	9/16"	13/16"	11/16"	3/8"	0"	GIRDER #5	
0"	-1/8"	-1/16"	1/8"	1/16"	0"	1 3/16"	1 1/4"	1 3/8"	1 5/16	1 1/4"	0"	7/16"	5/8"	1/2"	5/16"	0"	GIRDER #6	
0"	1/2"	1/16"	9/16"	3/8"	0"	1 13/16"	2 3/16"	3"	2 1/4"	1 7/8"	0"	3/8"	5/8"	3/4"	1/2"	0"	GIRDER #1	REQ'D SHOP CAMBER
0"	5/16"	3/8"	3/16"	1/16"	0"	2 3/16"	2 1/2"	3 1/16"	2 1/8"	1 3/4"	0"	9/16"	7/8"	15/16"	5/8"	0"	GIRDER #2	
0"	3/16"	1/4"	1/8"	1/16"	0'	2 3/8"	2 1/16"	3 1/16"	2"	1 9/16"	0"	3/4"	1 3/16	1 1/8"	3/4"	0"	GIRDER #3	
0"	1/16"	1/8"	0"	0"	0"	2 3/16"	2 9/16"	3 1/8"	2 1/8"	1 3/4"	0"	11/16"	1 1/16	1 1/16"	11/16"	0"	GIRDER #4	
0"	0"	0"	-1/8"	-1/8"	0"	2 1/4"	2 9/16"	3 3/16"	2 5/16	1 5/16"	0"	9/16"	7/8"	15/16"	5/8"	0"	GIRDER #5	
0"	1/8"	3/16"	3/16"	1/16"	0"	2"	2 3/8"	3 3/16"	2 7/16	2 1/16"	0"	7/16"	11/16	3/4"	9/16"	0"	GIRDER #6	

BEAM DEFLECTION AND CAMBER

NOTE: REQUIRED SHOP CAMBER ORDINATES MEASURED TO A CHORD BETWEEN ADJACENT BEARING POINTS.

ELEVATION @ LEFT CURB	STATION	ELEVATION @ RIGHT CURB
——	48+78.42	958.92
——	49+00.00	959.24
——	49+25.00	959.59
——	49+50.00	959.92
962.83	49+52.45	——
——	49+72.74	960.23
963.15	49+75.00	960.26
963.45	50+00.00	960.61
963.71	50+25.00	960.94
963.86	50+39.81	——
963.97	50+50.00	961.19
964.24	50+75.00	961.38
964.46	51+00.00	961.51
——	51+17.14	961.59
964.61	51+25.00	961.63
964.68	51+50.00	961.76
964.72	51+73.72	——
964.72	51+75.00	961.87
964.78	52+00.00	961.92
——	52+10.71	961.93
964.84	52+25.00	——
964.83	52+50.00	——
964.81	52+61.95	——

VERTICAL OFFSET DIMENSIONS OF BEARING POINTS FROM BASE LINE

	DIM. "A"	DIM "B"
GIRDER #1	5 9/16"	5 5/8"
GIRDER #2	5 5/8"	5 3/4"
GIRDER #3	6"	5 15/16"
GIRDER #4	5 9/16"	6"
GIRDER #5	5 5/16"	6 1/16"
GIRDER #6	5 7/16"	6"

SPECIAL ROCKERS & BOLSTERS DIMENSIONS

NOTE: FOR DETAILS OF ROCKERS & BOLSTERS SEE STANDARD DRAWING RB-1-55

A	B	C	D	F	G	H	K	L	M	R	T	Y
3 1/2"	22"	3 1/2"	3 1/2"	3/4"	13"	20 5/8"	15"	30"	27"	13 1/2"	3 1/2"	1 1/16"

SUPERSTRUCTURE CONCRETE PLACEMENT ELEVATIONS

THE ABOVE TOP OF CONCRETE ELEVATIONS SHALL GOVERN THE PLACING OF FORMS OR SCREEDS PRIOR TO PLACING THE DECK CONCRETE. ALLOWANCE HAS BEEN MADE FOR THE DEFLECTION DUE TO THE WEIGHT OF THE CONCRETE.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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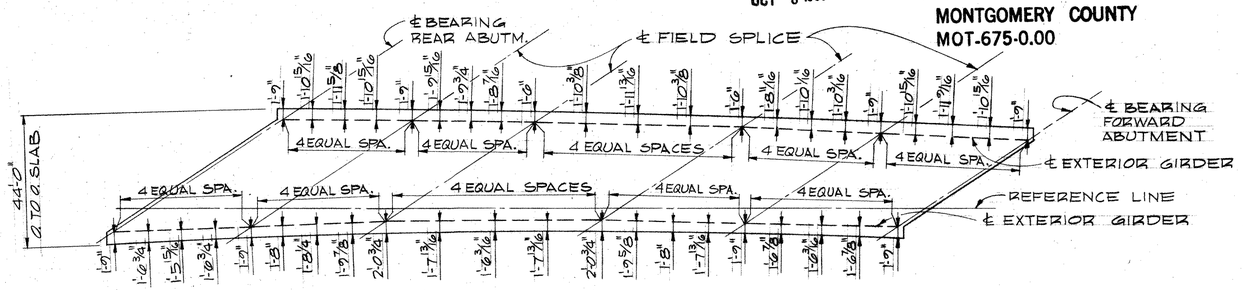

FASCIA OFFSETS

NOTES:

ROCKERS AT REAR AND FORWARD ABUTMENTS SHALL BE R-150, SEE STANDARD DWG. RB-1-55 FOR DETAILS. REAR PIER ROCKERS AND FORWARD PIER BOLSTERS SHALL BE SPECIAL. SEE THIS SHEET FOR TABLE OF DIMENSIONS. SEE SH. 3/13 FOR CUTTING CORNERS OF ABUTMENT BEARING PLATES. ALL ROCKERS AND BOLSTERS SHALL BE PLACED NORMAL TO THE GIRDERS AT EACH SUBSTRUCTURE UNIT.

HIGH STRENGTH BOLTS SHALL BE 7/8" DIA. (A325) UNLESS OTHERWISE SHOWN.

FOR DETAILS OF STANDARD END CROSS FRAME, END FINISH, SCUPPERS AND BEAM CUT-OFF AT BACKWALL, SEE STD. DWG. SD-1-69.

SEE DWG. 9/13 FOR DETAILS OF SPECIAL END CROSS FRAME AT REAR ABUTMENT.

SINGLE INTERMEDIATE STIFFENERS SHALL BE PLACED ON ALTERNATE SIDES OF THE WEB OF INTERIOR GIRDERS AND ON THE INSIDE OF THE WEB OF FASCIA GIRDERS, ADD STIFFENERS AS REQUIRED FOR THE ATTACHMENT OF CROSS FRAMES.

A. M. KINNEY, INC.
CINCINNATI, OHIO

10/13

SUPERSTRUCTURE DETAILS

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52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
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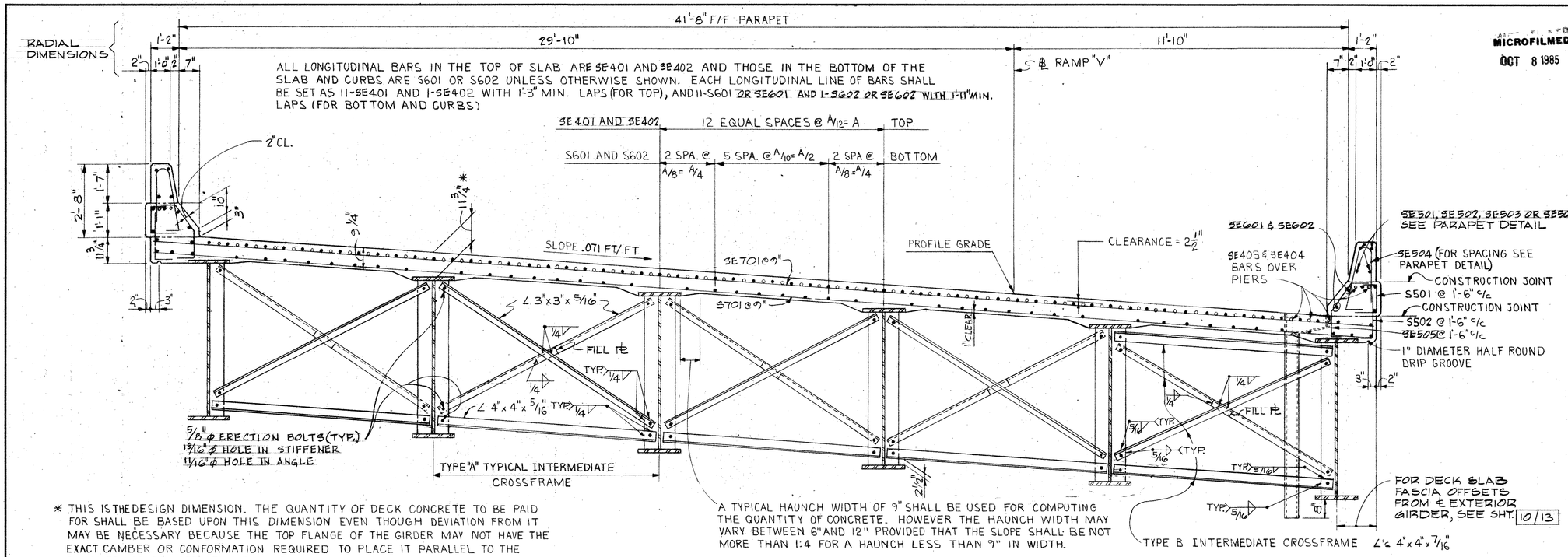
FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

421
581

MONTGOMERY COUNTY
MOT-675-0.00



* THIS IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED UPON THIS DIMENSION EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE GIRDER MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL PLATES AS PER SW.18.

A TYPICAL HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE. HOWEVER THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12" PROVIDED THAT THE SLOPE SHALL BE NOT MORE THAN 1:4 FOR A HAUNCH LESS THAN 9" IN WIDTH.

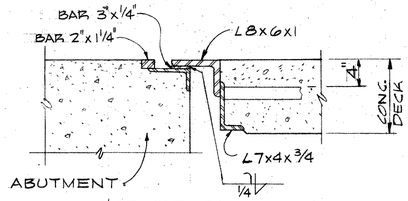
NOTES

CONCRETE PARAPETS ABOVE UPPER CONSTRUCTION JOINT SHALL BE PLACED IN ALTERNATE SECTIONS BY THE USE OF BULKHEADS. CLOSING SECTIONS SHALL BE PLACED AFTER REMOVAL OF BULKHEADS AND AFTER PLACEMENT OF EXPANSION JOINT FILLER. EXPOSED EDGES OF THE FILLER SHALL BE FLUSH WITH THE SURFACE OF THE CONCRETE AND SHALL BE FREE OF MORTAR.

SCUPPERS SHALL BE IN ACCORDANCE WITH STD. DWG. SD-1-62 EXCEPT THAT SCUPPER PIPES SHALL EXTEND 8" BELOW THE BOTTOM OF THE BEAMS INSTEAD OF 2"

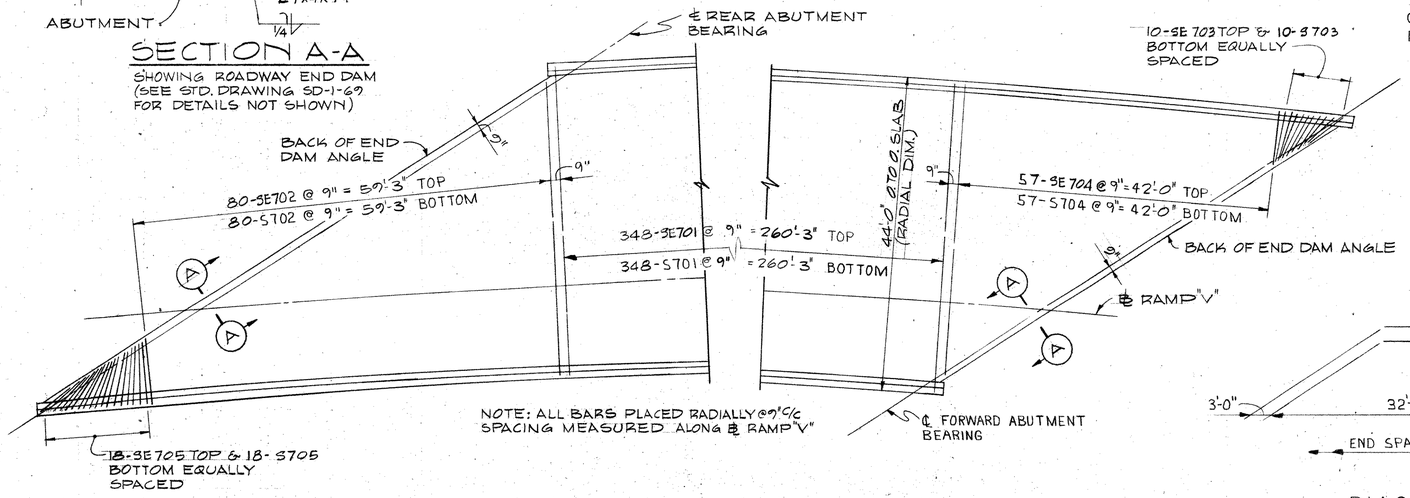
LOCATION OF LIGHT POLE PILASTERS SHOWN ON GENERAL PLAN SH. 2/13. FOR DETAILS OF CONSTRUCTION SEE DRAWING 536/581

TYPICAL TRANSVERSE SECTION



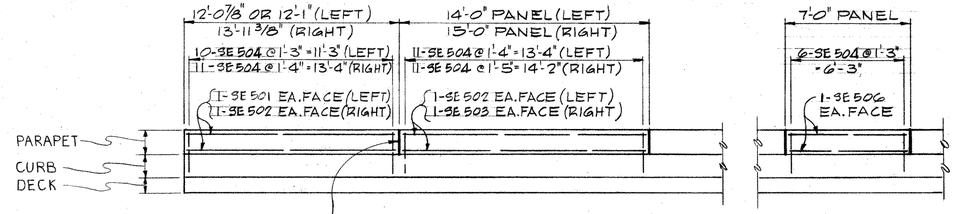
SECTION A-A

SHOWING ROADWAY END DAM (SEE STD. DRAWING SD-1-69 FOR DETAILS NOT SHOWN)



DECK PLAN

SHOWING PLACEMENT OF ALL TRANSVERSE REINFORCING STEEL



1/4" PREFORMED EXPANSION JOINT FILLER, GRAY SPONGE RUBBER OR GRAY CELLULAR POLYVINYL CHLORIDE (PVC) SPONGE. INCLUDE WITH SUPERSTRUCTURE CONCRETE FOR PAYMENT

TYPICAL PARAPET PANEL DETAILS

ALL DIMENSIONS ALONG OUTSIDE FACE OF PARAPETS. (FOR LOCATION OF PANELS SEE GENERAL PLAN)

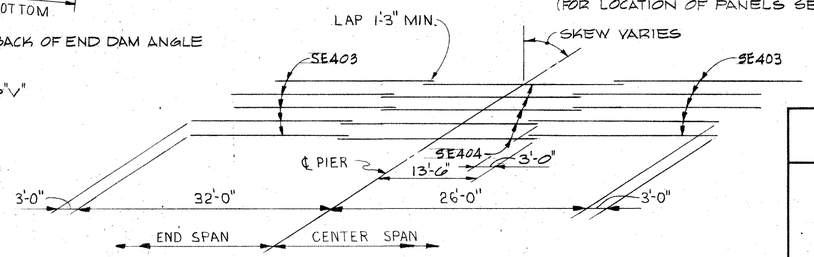


DIAGRAM SHOWING STAGGER OF SE403 & SE404 BARS OVER PIERS

A. M. KINNEY, INC.
CINCINNATI, OHIO

11 / 13

SUPERSTRUCTURE DETAILS

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

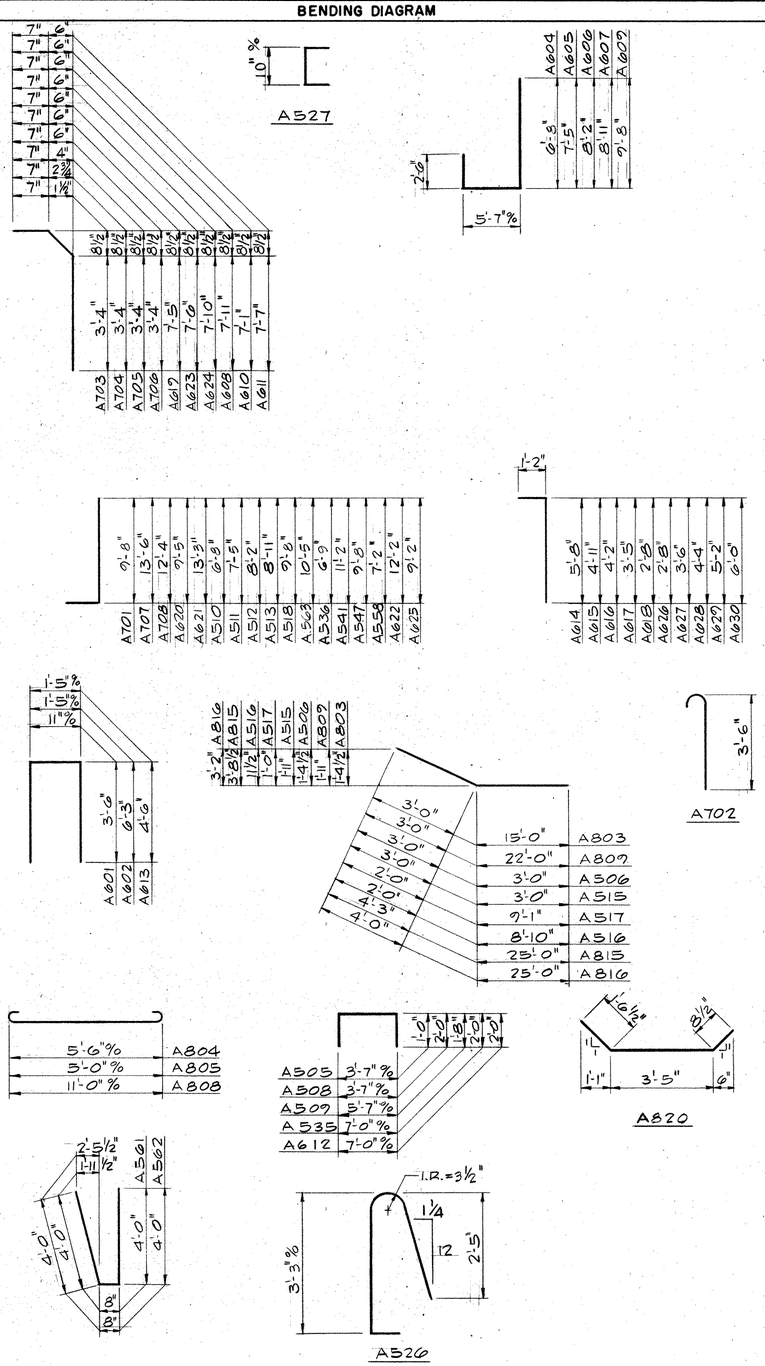
MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.Q.	5-19-75	

STEEL LIST

MARK	NO.	LENGTH	WEIGHT	SHP	REAR	FWD
ABUTMENTS						
A801	31	30'-0"	2,483	S	19	12
A802	5	17'-0"	227	S	5	-
A803	2	18'-0"	96	B	2	-
A804	7	7'-4"	137	B	4	3
A805	18	6'-10"	328	B	10	8
A806	4	11'-0"	117	S	2	2
A807	5	21'-0"	280	S	-	5
A808	10	12'-10"	343	B	-	10
A809	2	25'-0"	133	B	-	2
A810	14	30'-11"	1,156	S	14	-
A811	4	26'-0"	278	S	4	-
A812	7	26'-3"	491	S	-	7
A813	7	26'-9"	500	S	-	7
A814	4	23'-0"	246	S	-	4
A815	2	29'-3"	156	B	2	-
A816	2	29'-0"	155	B	-	2
A817	4	35'-0"	374	S	4	-
A818	4	30'-0"	320	S	-	4
A819	8	18'-0"	385	S	8	-
A820	56	5'-7"	835	B	28	28
A701	83	10'-8"	1810	B	49	34
A702	4	4'-4"	35	B	2	2
A703	4	4'-6"	37	B	2	2
A704	4	4'-7"	37	B	2	2
A705	4	4'-7"	37	B	2	2
A706	4	4'-8"	38	B	2	2
A707	39	14'-6"	1156	B	39	-
A708	41	13'-4"	1117	B	-	41
A601	151	7'-7"	1,720	B	85	66
A602	151	13'-7"	3,081	B	85	66
A603	——	NOT	USED	——	——	——
A604	28	14'-5"	606	B	14	14
A605	24	15'-2"	547	B	12	12
A606	24	15'-11"	574	B	12	12
A607	25	16'-8"	626	B	12	13
A608	18	9'-4"	252	B	-	18
A609	12	17'-5"	314	B	12	-
A610	2	8'-6"	26	B	2	-
A611	2	9'-0"	27	B	-	2
A612	82	10'-8"	1,314	B	44	38
A613	151	10'-1"	2,287	B	85	66
A614	2	6'-8"	20	B	2	-
A615	2	5'-11"	18	B	2	-
A616	2	5'-2"	16	B	2	-
A617	2	4'-5"	13	B	2	-
A618	2	3'-8"	11	B	2	-
A619	25	8'-10"	332	B	25	-
A620	25	10'-3"	385	B	25	-
A621	20	14'-1"	423	B	20	-
A622	21	13'-0"	410	B	-	21
A623	20	8'-11"	268	B	20	-
A624	21	9'-3"	292	B	-	21
A625	18	10'-0"	270	B	-	18
A626	2	3'-0"	10	B	-	2
A627	2	4'-6"	14	B	-	2
A628	2	5'-4"	16	B	-	2
A629	2	6'-2"	18	B	-	2
A630	2	7'-0"	21	B	-	2

BENDING DIAGRAM



"A" = (A524) 2 SERIES OF 5, VARIES FROM 28'-8" TO 36'-0" BY 1'-10" INCREMENT
"B" = (A543) 2 SERIES OF 5, VARIES FROM 23'-8" TO 30'-4" BY 1'-8" INCREMENT

MARK	NO.	LENGTH	WEIGHT	SHP	REAR	FWD
ABUTMENTS (CONT.)						
A501	44	30'-0"	1,377	S	24	20
A502	2	24'-6"	51	S	2	-
A503	8	29'-6"	246	S	8	-
A504	3	33'-6"	105	S	3	-
A505	72	5'-4"	400	B	36	36
A506	3	6'-0"	19	B	3	-
A507	36	30'-0"	1,126	S	12	24
A508	111	7'-4"	849	B	61	50
A509	119	8'-8"	1,076	B	66	53
A510	28	7'-5"	217	B	12	16
A511	24	8'-2"	204	B	12	12
A512	24	8'-11"	223	B	12	12
A513	24	9'-8"	242	B	12	12
A514	21	13'-0"	285	S	-	21
A515	5	6'-0"	31	B	-	5
A516	4	10'-10"	45	B	4	-
A517	4	11'-1"	46	B	-	4
A518	12	10'-5"	130	B	12	-
A519	12	33'-6"	419	S	12	-
A520	12	25'-6"	319	S	12	-
A521	4	7'-9"	32	S	2	2
A522	4	26'-0"	108	S	-	4
A523	8	30'-0"	250	S	8	-
A524	10	"A"	337	S	10	-
A525	14	36'-6"	533	S*	14	-
A526	88	6'-9"	619	B	47	41
A527	108	2'-4"	263	B	57	51
A528	40	3'-0"	125	S	20	20
A529	4	4'-0"	17	S	2	2
A530	4	4'-10"	20	S	2	2
A531	4	5'-8"	24	S	2	2
A532	4	6'-6"	27	S	2	2
A533	4	7'-4"	31	S	2	2
A534	25	8'-1"	211	S	25	-
A535	82	10'-0"	719	B	44	38
A536	1	7'-6"	8	B	1	-
A537	9	27'-10"	261	S	9	-
A538	8	26'-0"	217	S	8	-
A539	2	29'-0"	60	S	2	-
A540	14	30'-6"	445	S*	14	-
A541	4	11'-11"	50	B	4	-
A542	14	25'-4"	370	S	-	14
A543	10	"B"	282	S	-	10
A544	14	31'-6"	460	S*	-	14
A545	20	8'-2"	170	S	20	-
A546	21	8'-6"	186	S	-	21
A547	1	10'-5"	11	B	-	1
A548	1	22'-8"	24	S	1	-
A549	2	27'-0"	56	S	2	-
A550	2	25'-0"	52	S	2	-
A551	5	23'-8"	123	S	-	5
A552	4	23'-0"	96	S	-	4
A553	1	19'-8"	20	S	-	1
A554	2	26'-0"	54	S	-	2
A555	2	24'-0"	50	S	-	2
A556	2	22'-0"	46	S	-	2
A557	14	27'-6"	402	S*	-	14
A558	3	7'-11"	25	B	-	3
A559	18	8'-7"	161	S	-	18
A560	2	17'-6"	36	S	2	-
A561	6	8'-5"	53	B	6	-
A562	3	8'-5"	26	B	-	3
A563	4	11'-2"	47	B	4	-

*NOTE: BEND IN FIELD WHERE NECESSARY INCLUDED WITH REINFORCING STEEL FOR PAYMENT

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MONTGOMERY COUNTY
MOT-675-0.00

422
581

A. M. KINNEY, INC.
CINCINNATI, OHIO

12/13

REINFORCING STEEL LIST

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

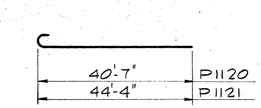
MONTGOMERY COUNTY STA. 48+94.70
52+29.27

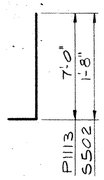
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	

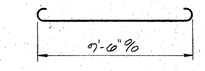
STEEL LIST

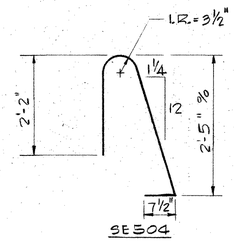
MARK	NO.	LENGTH	WEIGHT	SHP.
SUPERSTRJCTURE				
S701	343	43'-8"	31061	S
S702	80	"A"	4136	S
S703	10	7'-6"	153	S
S704	57	"B"	2893	S
S705	18	8'-0"	313	S
S601	572	30'-0"	25,774	S
S602	52	19'-0"	1484	S
S501	436	2'-4"	1,061	B
S502	436	2'-5"	1039	B
SE 701	348	43'-8"	31061	S
SE 702	80	"A"	4136	S
SE 703	10	7'-6"	153	S
SE 704	57	"B"	2893	S
SE 705	18	8'-6"	313	S
SE 601	44	30'-0"	1983	S
SE 602	4	19'-0"	114	S
SE 501	8	11'-8"	97	S
SE 502	56	13'-7"	793	S
SE 503	48	14'-8"	734	S
SE 504	522	5'-5"	2949	B
SE 505	436	3'-3"	1478	B
SE 506	144	6'-8"	1001	S
SE 401	704	30'-0"	14,108	S
SE 402	64	12'-0"	513	S
SE 403	256	16'-9"	2,864	S
SE 404	128	30'-0"	2,565	S
LIGHTING				
LE 501	8	3'-4"	28	B
LE 502	8	8'-3"	69	B
LE 503	12	7'-3"	91	B
LE 504	8	3'-2"	26	S
LE 701	4	11'-0"	90	B

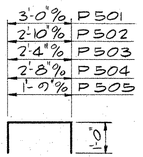
BENDING DIAGRAM

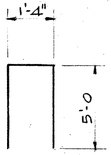


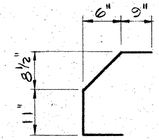


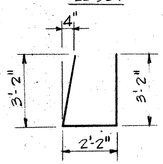


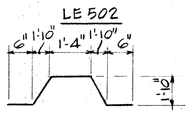












"A" (S702 & SE 702) 1 SERIES OF 80 EACH, VARIES FROM 8'-10" TO 41'-9" BY 5" INCREMENT
"B" (S704 & SE 704) 1 SERIES OF 57 EACH, VARIES FROM 7'-11" TO 41'-9" BY 7¼" INCREMENT

MARK	NO.	LENGTH	WEIGHT	SHP.	REAR	FWD.
PIERS						
P1101	18	23'-1"	2203	S	-	18
P1102	18	22'-3"	2128	S	18	-
P1103	18	22'-6"	2152	S	-	18
P1104	18	21'-6"	2056	S	18	-
P1105	18	21'-10"	2088	S	-	18
P1106	18	20'-10"	1992	S	18	-
P1107	18	21'-3"	2032	S	-	18
P1108	18	20'-1"	1921	S	18	-
P1109	18	20'-7"	1968	S	-	18
P1110	18	19'-4"	1849	S	18	-
P1111	18	19'-10"	1897	S	-	18
P1112	18	18'-7"	1777	S	18	-
P1113	216	8'-8"	9946	B	108	108
P1114	36	34'-0"	6,503	S	-	36
P1115	36	36'-10"	7,045	S	36	-
P1116	18	17'-10"	1,706	S	-	18
P1117	18	19'-8"	1,881	S	18	-
P1118	6	45'-0"	1,434	S	-	6
P1119	6	50'-0"	1,594	S	6	-
P1120	38	42'-2"	8,513	B	-	38
P1121	38	45'-11"	9,270	B	38	-
P1001	188	12'-4"	9,977	B	94	94
P701	164	9'-6"	3,185	S	86	78
P501	36	4'-9"	178	B	18	18
P502	24	4'-7"	115	B	12	12
P503	24	4'-1"	102	B	12	12
P504	24	4'-5"	110	B	12	12
P505	24	3'-6"	88	B	12	12

MICROFILMED
OCT 8 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MONTGOMERY COUNTY
MOT-675-0.00

423
581

SPIRAL REINFORCING LIST

MARK	NO.	CORE DIA. % SPIRAL	LENGTH	PITCH	NO. OF TURNS	WEIGHT	REAR PIER	FWD. PIER
SP401	1	38"	23'-2"	3"	96	702	-	1
SP402	1	38"	22'-4"	3"	92	677	1	-
SP403	1	38"	22'-7"	3"	93	685	-	1
SP404	1	38"	21'-7"	3"	89	655	1	-
SP405	1	38"	21'-11"	3"	91	665	-	1
SP406	1	38"	20'-11"	3"	87	635	1	-
SP407	1	38"	21'-4"	3"	88	648	-	1
SP408	1	38"	20'-2"	3"	84	613	1	-
SP409	1	38"	20'-8"	3"	86	628	-	1
SP410	1	38"	19'-5"	3"	81	591	1	-
SP411	1	38"	20'-5"	3"	83	603	-	1
SP412	1	38"	18'-8"	3"	78	569	1	-

SPIRAL REINFORCING BARS

THE "LENGTH" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE DISTANCE FROM THE TOP OF THE FOOTING TO TOP OF COLUMN (-2"±)

THE "NUMBER OF TURNS" SHOWN IN THE STEEL LIST FOR THE SPIRAL BARS IS THE "LENGTH" DIVIDED BY THE PITCH PLUS 3 TURNS (TOTAL NUMBER OF CLOSED COILS) EXPRESSED AS THE NEAREST WHOLE NUMBER.

1-1/2 CLOSED COILS SHALL BE PROVIDED AT THE ENDS OF EACH SPIRAL UNIT

FOUR STEEL ANGLES, HAVING A MIN. SECTION MODULUS OF .030 IN^3 AND WEIGHING APPROX. 0.80 LB PER LIN. FT. OF SPACER, SHALL BE PROVIDED FOR EACH SPIRAL UNIT. THEY SHALL BE EQUALLY SPACED ALONG THE PERIPHERY OF THE COIL. THE NUMBER OF POUNDS OF THESE SPACERS, BASED ON 0.80 LB PER LIN FT WILL BE PAID FOR AS REINFORCING STEEL AND IS INCLUDED IN THE TABULATED QUANTITY OF SPIRAL BARS.

NOTES:

ALL BARS WITH PREFIX "SE" OR "LE" INDICATES EPOXY COATED BARS.
REINFORCING STEEL SAMPLES: REFER TO CMS SECTIONS 106.03, 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

A. M. KINNEY, INC.
CINCINNATI, OHIO

13/13

REINFORCING STEEL LIST

BRIDGE NO. MOT-675-0012
PROPOSED RAMP "V"
OVER S.R. 741

MONTGOMERY COUNTY STA. 48+94.70
52+29.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.I.K.	W.S.	W.S.	C.W.L. J.I.K.	J.C.O.	5-19-75	