

U-732(6)

FED. RD. DIVISION	STATE	PROJECT	1
2	OHIO	U-732(6)	285

STATE OF OHIO
DEPARTMENT OF HIGHWAYS

MICROFILMED
JUN 24 1985

56 Feb

OCT3 01964

MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

MOT-35-(17.89-19.34)

CITY OF DAYTON
MONTGOMERY COUNTY
MAD RIVER TOWNSHIP

LIMITED ACCESS

GROUND PHOTOLAB

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

The standard specifications of the State of Ohio, Department of Highways, including changes and supplemental specifications listed in the proposal shall govern this improvement.

The right of way for this improvement will be provided by the State of Ohio.

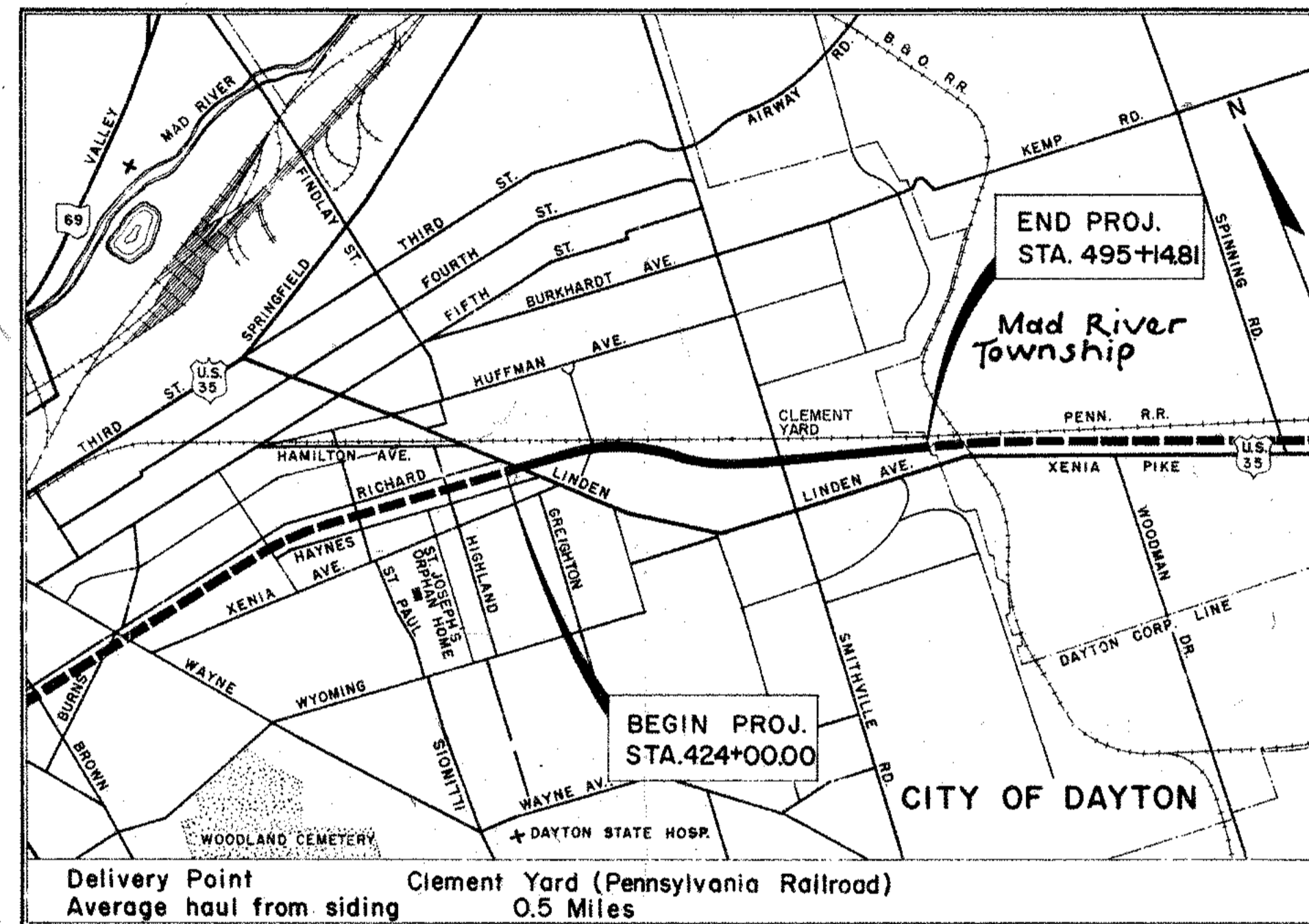
I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

CONVENTIONAL SIGNS

State Line	_____
County Line	_____
Township Line	_____
Section Line	_____
Center Line	_____
Corporation Line	_____
Fence Line	_____
Guard Rail	_____
Railroad	Existing ○○○○ Proposed ●●●●
Pole Line	Power ⚡ Telephone ⚡
Trees or Stumps	Existing ☉
Existing Underground Utilities	WATER W GAS G TELEPHONE T ELECTRIC E
Existing Sewers	_____
Proposed Sewers	_____
Manholes	Existing ○ Proposed ●
Inlets	Existing □ Proposed ▣
Signs	Advert ▭ Road Signs ▮
Proposed Lighting Unit and Handhole	Light ⚡ Handhole ▣
Adjusted Manhole	○
Existing Manhole to be Abandoned	○ A
Existing Catch Basin to be Abandoned	○ A
Existing Sewer Line to be Abandoned	_____
Existing Cistern	○
Proposed Sodding	_____
Existing Drive to be Abandoned	AD

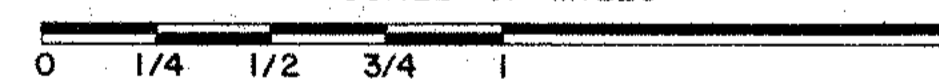
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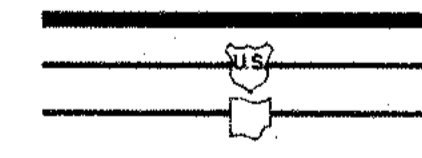


LOCATION PLAN

SCALE OF MILES



Portion to be improved
Federal Highways
State Highways
Other Roads



SCALES

Plan (Except as Noted) 1" = 40'
Profile: Horizontal (Except as Noted) 1" = 40'
Profile: Vertical (Except as Noted) 1" = 8'
Cross Sections: 1" = 10'
Approaches & Intersections 1" = 20'

Sheet 19A added 3-1-61 REC.

- Approved Joseph M. Zenger
Date 10-14-60 Division Deputy Director
- Approved Aug E. Neuper
Date 11-4-60 Deputy Director of Planning & Programming
- Approved [Signature]
Date 11-3-60 Engineer of Bridges
- Approved [Signature]
Date 11-4-60 Engineer of Location & Design
- Approved C.W.M. Goughy
Date 11-4-60 Deputy Director of Design & Construction
- Approved [Signature]
Date 11-4-60 First Assistant Director
- Approved E.S. Preston
Date 11-4-60 Director of Highways
- Approved Whitney Shartz
Date Oct 18, 1960 Director of Services & Buildings, City of Dayton
- Approved [Signature]
Date Oct 18, 1960 City Manager, City of Dayton

LINE DATA

Begin Project	Sta. 424+00.00	7114.81 Lin. Ft.
End Project	Sta. 495+14.81	0 00 Lin. Ft.
Gross Length of Project		7114.81 Lin. Ft.
Station Equation: Sta. 495+14.81 Back = Sta. 1021+16.71 Ahead		676.90 Lin. Ft.
Net Length of Project		3.29 Lin. Ft.
Add for West Approach Sta. 417+23.10 to Sta. 424+00.00		1339.03 Lin. Ft.
Add for East Approach Sta. 1021+16.71 to Sta. 1021+20.00		
Add for Smithville Rd Sta. 12S+23.43 to Sta. 26S+14.48		
TOTAL LENGTH OF PROJECT		7114.81 Lin. Ft. or 1.347 Miles
TOTAL LENGTH OF WORK		9184.03 Lin. Ft. or 1.739 Miles

Supplemental Prints of Standard Construction Drawings

B-T-50-70-71E	10-1-47	1-1,2,3,4,8,5	4-24-58	1-12	7-1-54	L-3	4-1-50	T-35	1-2-56
B-T-71R	3-2-53	1-8 CB 2-2A AB No. 3A	3-2-59	1-14G	1-22-52	L-3-A	4-1-50	T.J.	9-12-60
DR-1	1-3-55	1-8 CB No. 3A	1-26-59	1-15	5-21-59	L.J. No. 1	7-1-55	R.B.-1-55	2-2-59
F-1	9-1-59	1-8 CB No. 3A	7-1-58	1-16	8-17-60	No. 2-A		AS-1-54	12-1-54
		1-8 CB No. 6	3-11-60	1-16	7-1-59	No. 6		AR-1-57	2-2-59
F-3	9-1-59	1-8 CB No. 6	1-26-59	1-21-23	8-1-56	RI-1	7-15-58	CSB-2-56 Sheets 2, 3 of 6	2-2-59
G-707	6-1-56	1-8 MH No. 2	1-26-59	L-1	4-1-50	S-27 RC.3	2-20-45	1-8 MH NO. 1A	1-26-59
HW-A&B	7-15-57	1-8 MH No. 2	1-26-59			S-27 RC.4	1-4-54		

Supplemental Specifications

18	Rev. 6-15-59
B-219	Rev. 3-12-59
1-112	9-15-56
M-206.14	7-15-49
M-106.6 (d)	Rev. 4-1-58
S-101	12-2-59
1-129	7-9-59

File No. MONTGOMERY COUNTY MOT-35-(17.89-19.34)
Date of Letting 1960
Contract No.

PREPARED BY
VOGT, IVERS, SEAMAN, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI, OHIO CHICAGO, ILL.

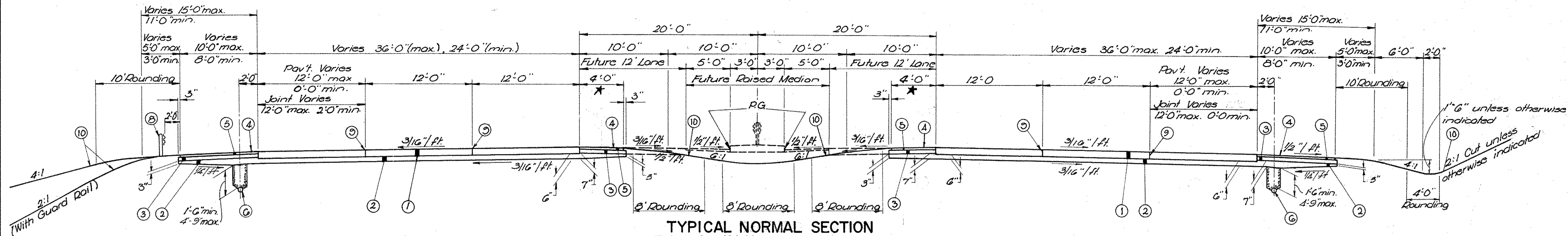
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER DATE

Rev 3-1-61-95C

TYPICAL SECTIONS

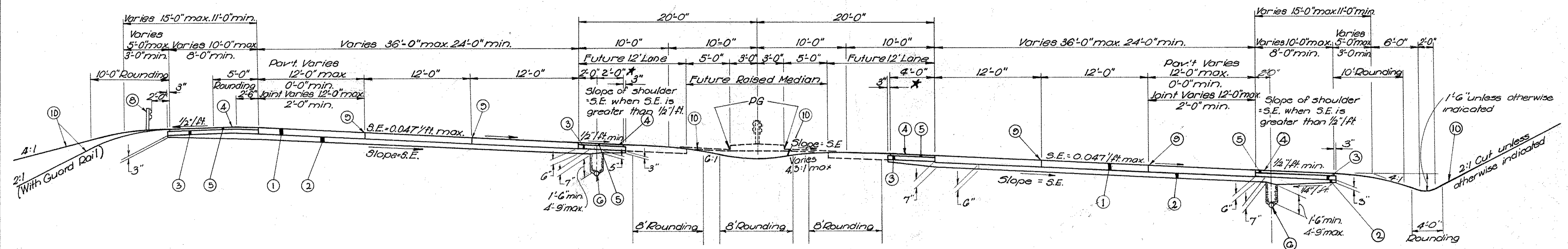
MOT-35-(1789-19.34)

TYPE T-71
SCALE: 3/16" = 1'-0"

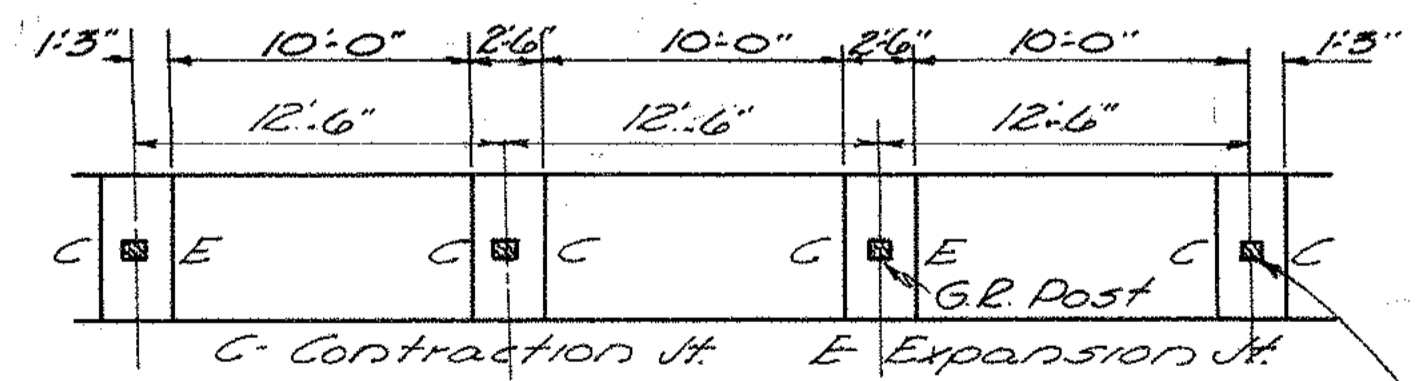


TYPICAL NORMAL SECTION
To Apply: Sta. 424+00 to Sta. 425+94.27
Sta. 428+72.48 to Sta. 430+11.07
Sta. 453+49.62 to Sta. 457+15.10
Sta. 477+31.72 to Sta. 495+14.81

★ See Note on Sheet No. 11.

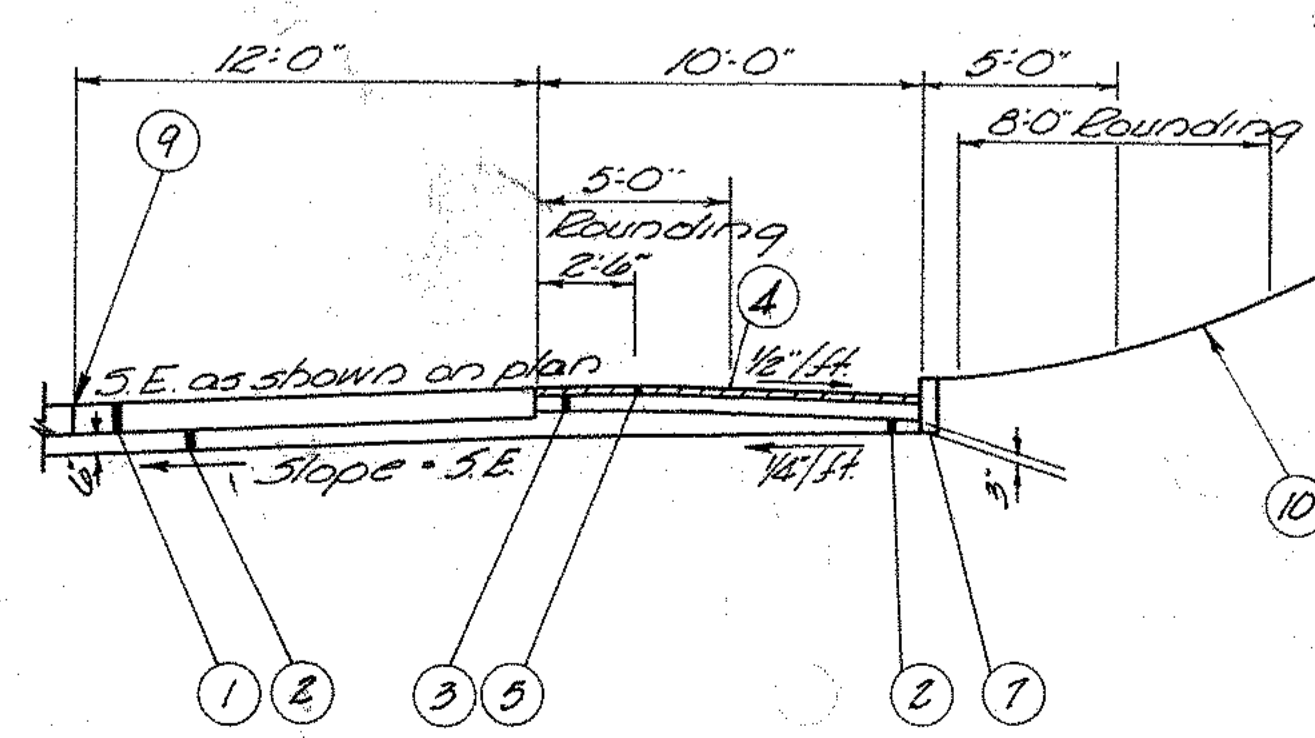


TYPICAL SUPERELEVATED SECTION
To Apply: Sta. 430+11.07 to Sta. 437+48.46
Sta. 439+65.28 to Sta. 453+49.62
Sta. 457+15.10 to Sta. 477+31.72



NOTE: At each Guard Rail Post in the raised median, the detail shown above shall apply in lieu of the joint spacing shown on Construction Drawing I-21-23. Payment for the joints shall be included in the unit price bid for the median pavement

NOTE: Backfill around Posts in Median shall be Granular Material. 1/4" Expansion Joint material around post is to be included for Payment in Item I-21.



PART CURB SECTION ON MAIN LINE
STA. 465+17.93 to STA. 468+60

Note: P.G. = Profile Grade
S.E. = Superelevation
For Legend See Sh. 6

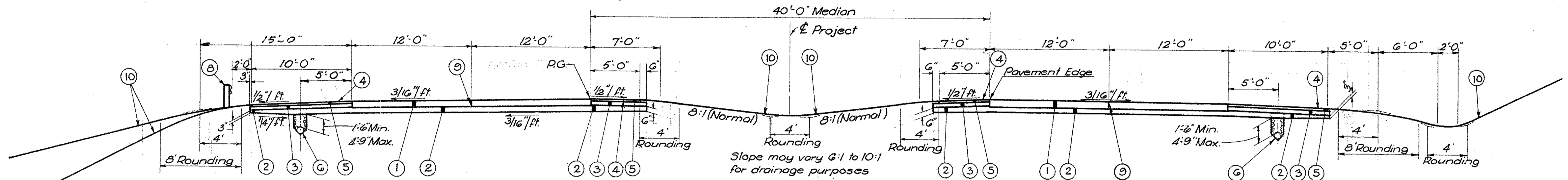
TYPICAL SECTIONS

TYPE T-71

SCALE 1" = 5'-0"

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

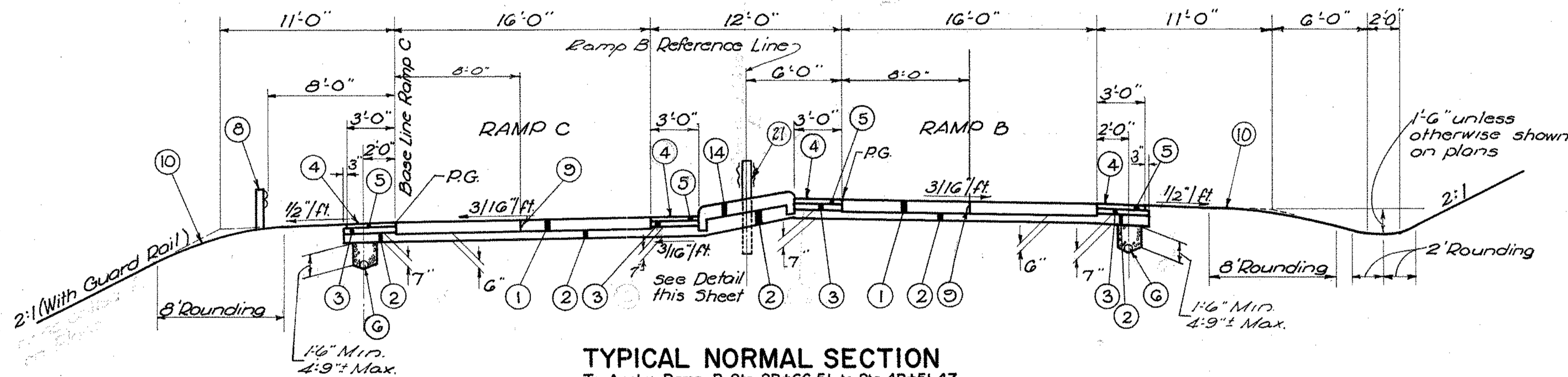
MOT-35-(17.89-19.34)



ADJOINING TYPICAL SECTION

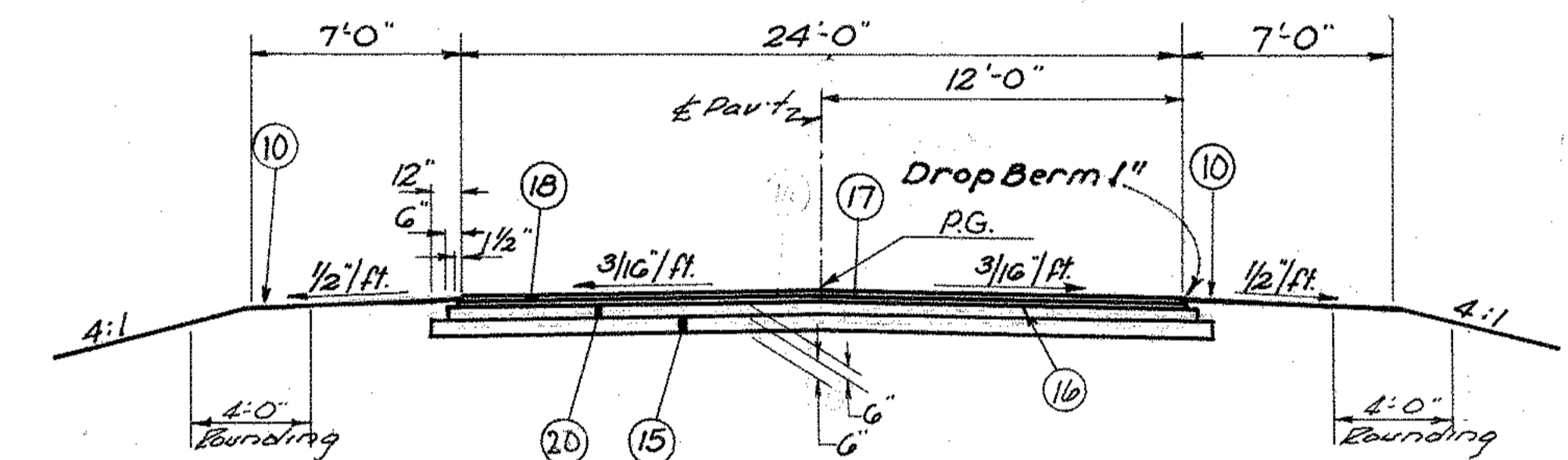
To Apply: Sta. 495+14.81 to Sta. 495+14.81

P.G. - Profile Grade



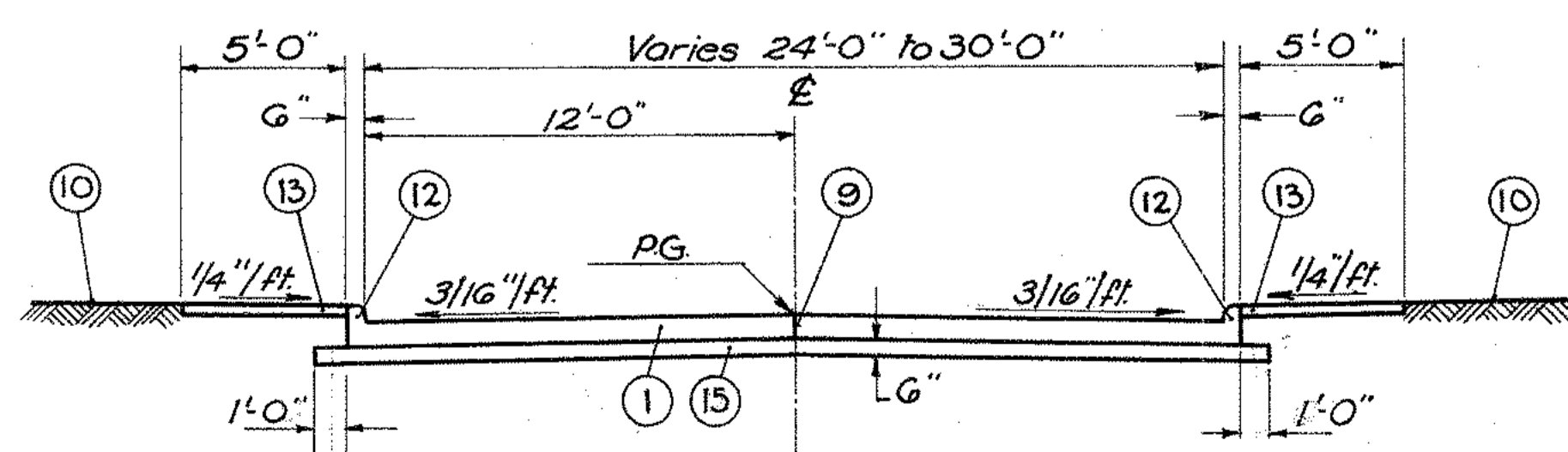
TYPICAL NORMAL SECTION

To Apply: Ramp B Sta. 2B+66.51 to Sta. 4B+51.47
Ramp C Sta. 3C+93.55 to Sta. 5C+96.78



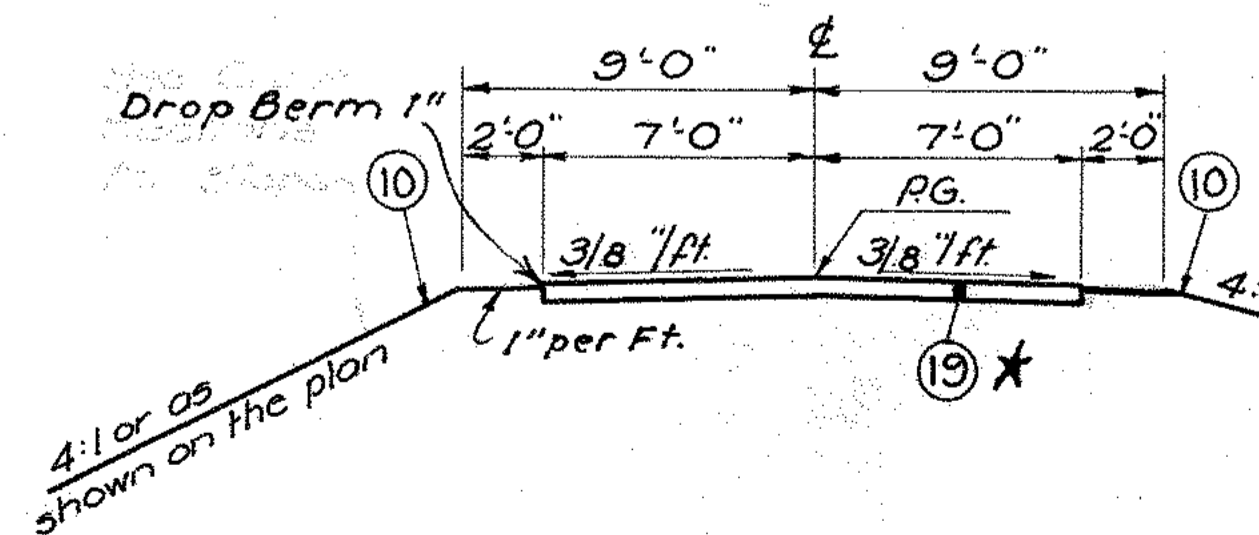
TYPICAL SECTION
KEYSTONE AVE.

To Apply: Sta. 0K+74.36 to Sta. 2K+25



TYPICAL SECTION
LIVINGTON AVE. RELOCATED

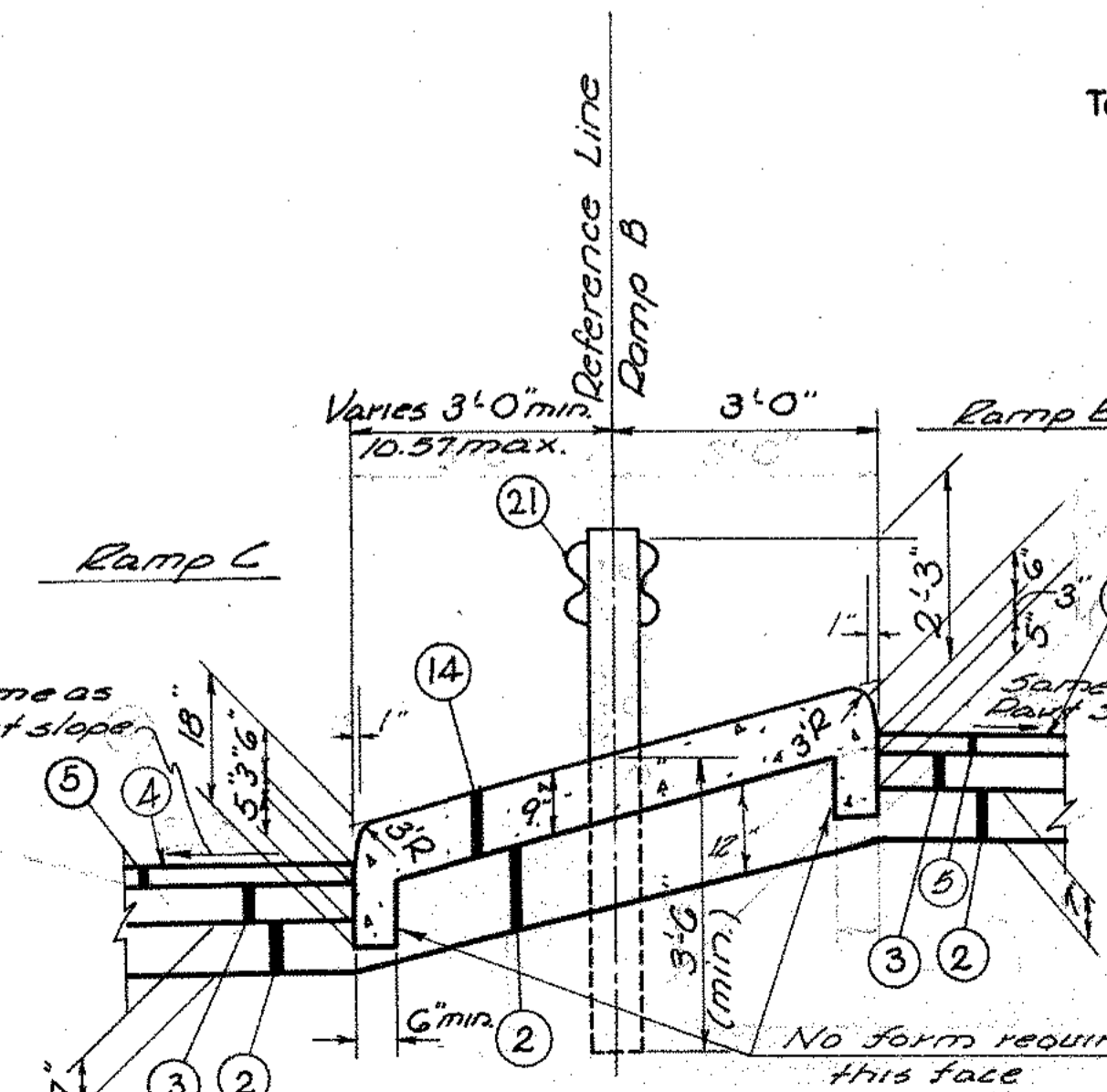
To Apply: Sta. 0L+53.64 to Sta. 3L+03.88



TYPICAL SECTION
ACCESS ROAD

To Apply: Sta. 35+55± to Sta. 42+48.03

* See note in Proposal for additional stabilization with calcium chloride in upper three (3) inches of this item.



ITEM I-21 SPECIAL PORTLAND CEMENT
CONCRETE MEDIAN DETAIL

SCALE: 1/2" = 1'-0"

To Apply: Sta. 1B+54.42 to Sta. 4B+51.47

Note: For Joint Layout at Guard Rail Posts, See Sheet 2

LEGEND

- ① Item T-71 9" Reinforced Portland Cement Concrete Pavement
- ② Item I-22 Subbase (Thickness as Shown) Grading and Base per Plan
- ③ Item I-18 Stabilized Crushed Aggregate, 5" Uniform
- ④ Item T-31 Bituminous Surface Treatment Single Seal The Seal shall consist of 0.008 cu.yd. No. 6 Aggregate and 0.25 gal. Bituminous Material per sq. yd.
- ⑤ Item B-219 3" waterproofed Aggregate Base Course, See note in proposal
- ⑥ Item I-4 6" Underdrain
- ⑦ Item I-22 6" Type 6 Portland Cement Concrete Curb
- ⑧ Item I-15 Guard Rail, Steel Beam Standard Type (Deep) Standard Longitudinal Joint
- ⑨ Item I-9 Seeding and Protecting
- ⑩ Item I-21 6" 4" Type 1 Portland Cement Concrete Median Pav't
- ⑪ Item I-12 Type 2A Portland Cement Concrete Curb
- ⑫ Item I-13 4" Portland Cement Concrete Sidewalk
- ⑬ Item I-21 6" Portland Cement Concrete Median, as per Plan, See Detail this Sheet
- ⑭ Item I-22 Subbase, Grading "C" or "D" (thickness as shown)
- ⑮ Item T-30 Bituminous Prime Coat
- ⑯ Sec. M-5.7, RT-2 or RT-3, applied at the rate of 0.40 gal. per sq. yd.
- ⑰ Item B-35 1 1/4" Asphaltic Concrete Leveling Course (70-85)
- ⑱ Item T-35 1 1/4" Asphaltic Concrete Surface Course, Type "C" (70-85)
- ⑲ Item I-18 8" Stabilized Crushed Aggregate Approaches
- ⑳ Item B-19 6" Aggregate Base Course
- ㉑ Item I-15 Guard Rail, Steel Beam Barrier Type (Deep), as per Plan

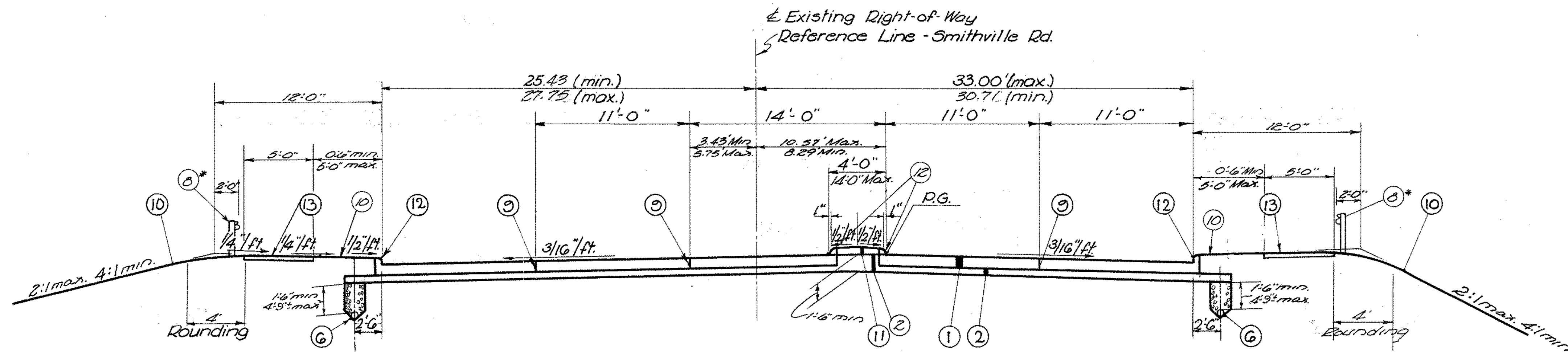
TYPICAL SECTIONS

TYPE T-71

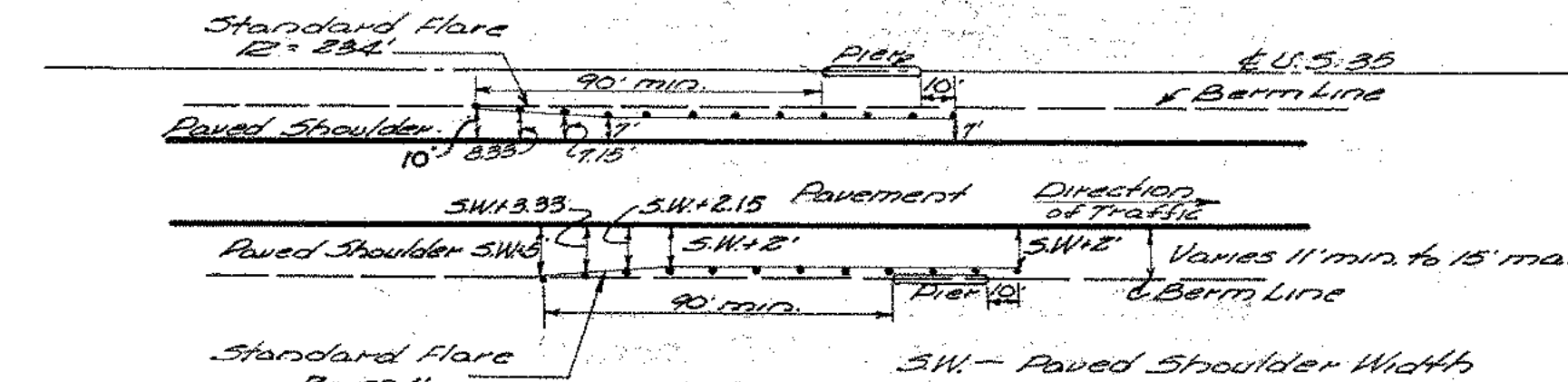
SCALE 1" = 5'-0"

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2	OHIO		6 285

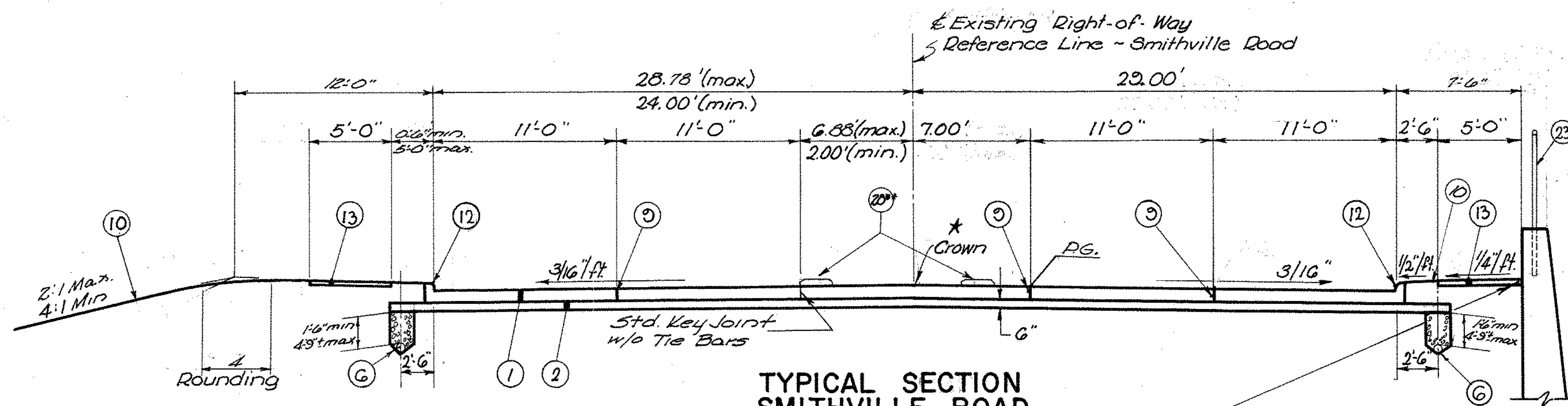
MOT-35- (17.89-19.34)



**TYPICAL SECTION
SMITHVILLE ROAD**
To Apply: Sta. 135+46.35 to Sta. 185+67.30 (Skew)
At APPROACH SLAB



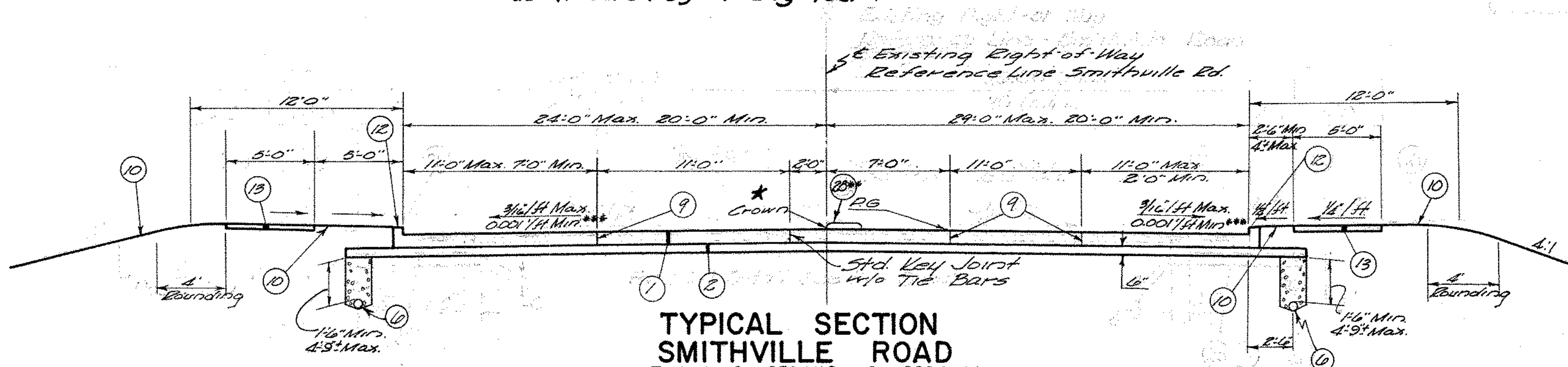
**TYPICAL GUARD RAIL
PROTECTION AT PIERS**
To Apply: Bridge No. MOT-35-1876
Bridge No. MOT-35-1895



**TYPICAL SECTION
SMITHVILLE ROAD**
To Apply: Sta. 215+53.68 to Sta. 255+00

* Crown shall be finished using available equipment as directed by the Engineer.

1/2" Expansion Joint Filler Strip and M-10.26 or M-10.23 Joint Sealer 1/2" Deep (all to be included in the unit price bid for Item I-13 4" Conc. Sidewalk)



**TYPICAL SECTION
SMITHVILLE ROAD**
To Apply: Sta. 255+00 to Sta. 265+14.48

- LEGEND**
- ① Item T-71 9" Reinforced Portland Cement Concrete Pavement
 - ② Item I-22 Subbase (Thickness as Shown) Grading A or B as per plan
 - ③ Item I-18 Stabilized Crushed Aggregate, 5" Uniform
 - ④ Item T-31 Bituminous Surface Treatment Single Seal. The seal shall consist of 0.008 cu. yd. No. 6 Aggregate and 0.25 gal. Bituminous Material per sq. yd.
 - ⑤ Item B-219 5" Waterproofed Aggregate Base Course,
 - ⑥ Item I-4 6" Underdrain
 - ⑦ Item I-12 Std. Type G Portland Cement Concrete Curb
 - ⑧ Item I-15 Guard Rail, Steel Beam Standard Type (Deep)
 - ⑨ Standard Longitudinal Joint
 - ⑩ Item L-9 Seeding and Protecting
 - ⑪ Item I-21 Std. 4" Type 1 Portland Cement Concrete Median Pavement
 - ⑫ Item I-12 Std. Type 2A Portland Cement Concrete Curb
 - ⑬ Item I-13 4" Portland Cement Concrete Sidewalk as per plan
 - ⑭ Item I-21 Std. Portland Cement Concrete Median, as per Plan, See Detail Sheet No. 4
 - ⑮ Item I-22 Subbase, Grading C or D (thickness as shown)
 - ⑯ Item T-30 Bituminous Prime Coat, Sec. M-5.7, RT-2 or RT-3 applied at the rate of 0.40 gal. per sq. yd.
 - ⑰ Item B-35 1 1/4" Asphaltic Concrete Leveling Course (70-85)
 - ⑱ Item T-35 1 1/4" Asphaltic Concrete Surface Course, Type C (70-85)
 - ⑲ Item I-18 8" Stabilized Crushed Aggregate Approaches
 - ⑳ Item B-19 6" Aggregate Base Course
 - ㉑ Item I-15 Guard Rail, Steel Beam Barrier Type (Deep), as per Plan.
 - ㉒ Item I-12 Std. Type 5 Portland Cement Concrete Curb and Gutter as per plan.
 - ㉓ Item 55-18 Type C Fence, as per plan
 - ㉔ Item T-70 8" Portland Cement Concrete Pavement
 - ㉕ Item I-12 Std. Type 2A (Modified) Portland Cement Concrete Curb as per plan
 - ㉖ Item I-12 Std. Type 2B Portland Cement Concrete Curb
 - ㉗ Item T-30 Bituminous Tack Coat, Sec. M-5.5 MS-2 or 125-1 or Sec. M-5.2 RC-1, RC-2, or RC-3 applied at the rate of 0.10 gal. per sq. yd. as per Sec. T-30.02
 - ㉘ Item I-23 Standard Precast Concrete Traffic Dividers

* See plans for extent of Guard Rail
** See sheet 185 for location of Traffic Dividers
*** Meet E.P. Track Profile

GENERAL NOTES

ROAD NAME SIGNS

All County, Township, City or Village road or street name signs that will be disturbed by the construction shall be carefully removed and stored by the Contractor at the disposal of their respective owners. Payment for this operation shall be included in the unit price bid for Roadway Excavation, Item E-1.

FIELD OFFICE

The Contractor shall provide a suitable Field Office for the exclusive use of the State Employees, in accordance with Section S-0.01 (b), having a minimum of 500 sq. ft. of floor space. The Contractor shall have a telephone installed and maintained in the Field Office during the construction of this project.

The Contractor shall provide drinking water and sanitary facilities during the construction of the Project.

Contractor shall also install wiring and outlets suitable for connecting the electrical office equipment. He shall provide 110 volt alternating current during the construction of this project.

DESIGN SPEED

The geometrics for this project have been planned for a design speed of 60 miles per hour.

SPECIAL DITCHES

For special ditch grades, see Cross Sections.

TILE FOR SUBGRADE DRAINAGE

6" Drain Tile, Section M-6.7 (b) shall be furnished and placed by the Contractor, in manholes, catch basins and inlets for subgrade drainage, where, and as directed by the Engineer. Payment for same shall be included in the price bid per "Each" for manholes, catch basins and inlets.

UTILITIES

The Contractor shall notify at least 48 hours before breaking ground all Public Service Corporations having wire, poles, pipe, conduits, manholes or other structures that may be affected by this operation, including all structures which are affected and not shown on these plans. Any and all work required for public or private utilities will be done by and at the expense of their respective owners, unless otherwise noted on these plans.

UNDERGROUND UTILITIES

The locations of the underground utilities shown on the plans have been obtained by diligent field checks and searches of available records. It is believed that they are essentially correct, but the State of Ohio makes no guarantees as to their accuracy or completeness.

ROUNDING OF CORNERS ON CROSS SECTIONS

The rounded corners, shown on Standard Drawing RI-1, as modified by the typical sections, apply to all cross sections, even though otherwise shown on these plans.

R/W MONUMENTS, FEDERAL PROJECT MARKERS AND SECTION MARKERS

Existing R/W Monuments, Bench Marks, Federal Project Markers and Section Markers that will be removed by construction, shall be protected by the Contractor as per Section G-7.09 until they can be witnessed, referenced and reset by the Construction Crew.

ELEVATION DATUM

All elevations are based on City of Dayton Datum.

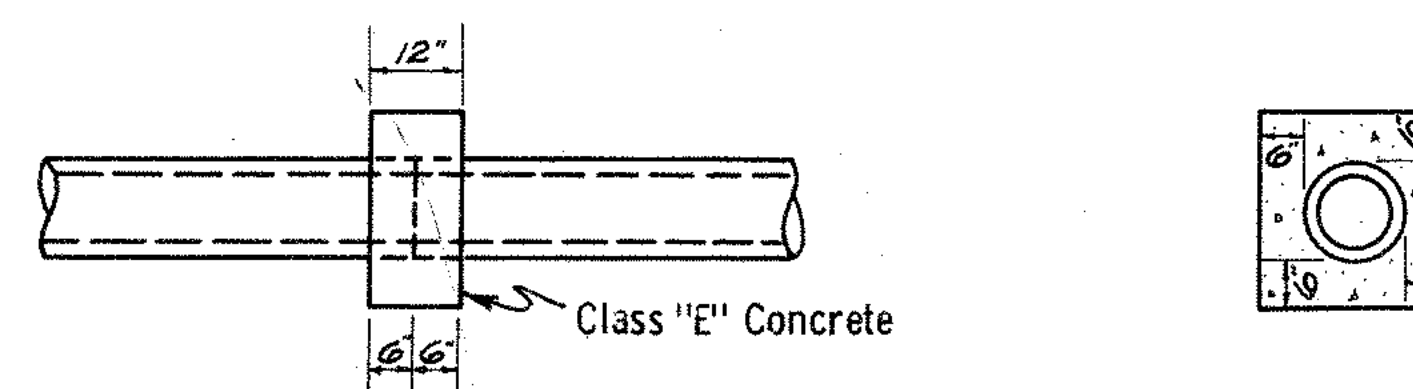
LOCATION AND SIZE OF PIPES

The location, type, depth and size of all existing pipes are shown as near exact as the available information will permit. The State will not be responsible for any variations found during construction.

PIPE CULVERT

When bell and spigot pipe is used, any necessary pipe cut-offs will be made at the spigot end of the length of pipe adjacent to the end length. When tongue and groove pipe is used, the length of pipe next to the end length shall be cut and butt joint formed with a collar as shown. The cost of the joint and collar shall be included in the Contract Unit Price bid for the pertinent pipe item. **The collar shown below shall also be used for making connection between rigid and flexible pipes.**

COLLAR DETAIL



EXISTING SANITARY DRAINS OR SEWERS

Sanitary drains or sewers which include leaching bed outlets, cellar drains, sink drains or polluted water of any kind--shall not be connected to the highway drainage system, either pipes or ditches. Any such drains encountered shall be plugged with Class "E" Concrete at the Right-of-Way line. Payment for plugging shall be included in the unit price bid for Item E-1, Roadway Excavation.

EXISTING FLEXIBLE PAVEMENTS

Within the limits of construction where the existing flexible pavement will have less than six (6") inches of fill placed upon it, the pavement shall be thoroughly scarified for its full depth, mixed with sufficient soil and properly recompact to insure the elimination of any planes of separation between it and the embankment placed thereon. Outside the limits of construction the existing flexible pavement shall be thoroughly scarified, mixed with sufficient soil and shaped to fit the surrounding terrain in such a manner as to insure the growth of seed planted thereon. Payment for all the above shall be included in the unit price bid for Item E-1, Roadway Excavation, **except seeding which is to be paid for under item L-9, Seeding and Protecting.**

NON-RIGID PAVEMENT REMOVAL

The removal of non-rigid pavement is to be paid for under Item E-1, Roadway Excavation.

SUBGRADE COMPACTION FOR DRIVES AND MAIL BOX TURNOUTS

The subgrade under material used on Drives and Mail Box Turnouts shall be compacted for a depth of six (6") inches to the density requirements of Table III in Item E-1. Payment for subgrade compaction as specified above, shall be included in the unit price bid for Item E-1, Roadway Excavation.

SUBGRADE COMPACTION 12" IN DEPTH

The area of compacted subgrade to be paid for includes the main pavements, approach slabs, paved shoulders, and hard-surfaced crossroad pavements. Subgrade compaction to be 12" in depth. The subgrade for rigid or non-rigid paved shoulders shall be compacted 12" in depth 18" beyond the edge of the above named pavements and/or shoulders. The area to be paid for in this operation shall be the area of the pavement surface, and paved shoulder, and/or to the back of the curb in the shoulder area.

ITEM I-22 SUBBASE, GRADING "A" OR "B", AS PER PLAN

The material furnished for this item shall meet the requirements of Grading A or B of Sec. I-22.02 except that, for either grading, no more than 10 per cent of the material shall pass a No. 200 sieve.

L-9 COMMERCIAL FERTILIZER

All areas to be seeded under Item L-9, or sodded under Item L-10, shall have commercial fertilizer 12-12-12, applied at the rate of twenty (20) pounds per 1,000 sq. ft.

SEEDING AND PROTECTING

Quantities for Seeding Item L-9 are calculated for the soil areas between the Right-of-Way lines and for the soil areas of any work limits that are beyond the Right-of-Way lines. Seed shall be sown at the rate of three (3) pounds per 1,000 sq. ft. except as otherwise noted in plans. Seeding formula for all seeded areas shall be in accordance with the following:

Seed mixture to be used adjacent to residential properties at the direction of the Engineer:-

- 40% Kentucky Bluegrass (Poa pratensis)
- 45% Illahee Fescue (Festuca rubra var. Illahee)
- 10% Red Top (Agrostis alba)
- 5% White Clover (Trifolium repens)

All remaining areas shall be seeded with the following mixture:

- 20% Kentucky Bluegrass (Poa Pratensis)
- 65% Kentucky 31 Fescue (Festuca elatior var. Ky. 31)
- 15% Red Clover (Trifolium pratense)

AGRICULTURAL LIMING MATERIALS

The location and need for agricultural liming materials will be determined by laboratory tests after rough grading operations have been performed. Quantities of agricultural liming materials as shown on the plans are sufficient for the entire project, but will be non-performed for the areas where tests show that the liming material is not needed. Where used this material shall be applied at the rate of 100 lbs. per 1,000 sq. ft.

GENERAL NOTES

PLACING SOD IN DITCHES

All sod placed in ditches shall be laid with the long edges of the strips perpendicular to the flow line of the ditch. Successive strips shall be neatly matched and all joints staggered or broken. The sod shall be staked securely with stakes placed on maximum two (2) foot centers in rows not more than two (2) feet apart. Stakes in adjacent rows shall be staggered. The stakes shall be wood from 1/2" x 3/4" x 12" to 1" x 1" x 24", as required, to hold the sod and shall be driven flush with the top of the sod.

GRADING TOLERANCES

For areas in front of residences, for areas between curb and sidewalk and for areas specifically indicated on the Plans, the seed bed shall be prepared to provide a smooth surface. All stones larger than one (1) inch in diameter shall be removed from the surface of the seed bed. Hand raking will be required in areas inaccessible to machines and hand raking may be required, if directed by the Engineer, in all the aforementioned areas if the machines used do not provide results equivalent to the results obtained by hand raking. The cost of this additional work shall be included in the unit price bid for Item E-1, Roadway Excavation.

HAND RAKED AREAS

Location	Side	Area to be Raked
2J + 00 to 3J + 10	Rt.	Between Curb & Sidewalk
2J + 54 to 3J + 76	Rt.	In front of Residence # 1420
1P + 20 to 2P + 02.50	Lt. & Rt.	Between Curb & Sidewalk and in front of Residence #1727
13S + 55 to 26S + 20	Lt. & Rt.	Between Curb & Sidewalk
0A + 43 to 2A + 00	Lt.	Between Curb & Wall
5C + 96.78 to 8C + 90	Rt.	Between Curb & Wall
4B + 51.47 to 5B + 75	Lt.	Between Curb & Wall
7E + 80.50 to 8E + 95	Rt.	Between Curb & Wall
4X + 81 to 5X + 60	Rt.	Between Curb & Sidewalk and in front of Residences

On all areas to be seeded or sodded other than those listed above, all stones larger than one and one-half (1 1/2) inches in diameter shall be removed from the surface of the seed bed to the satisfaction of the Engineer.

EROSION CONTROL

Dumped Rock Channel Protection, Sodding and Paved Gutter are provided in these plans for erosion control. Rock of a stable nature will not be removed in order to place these items. If rock is encountered at the proposed flow line, or between the flow line and bottom of dumped rock channel protection and is, in the opinion of the Engineer of stable quality, a portion or all of the above items shall be non-performed at any location where the above conditions prevail.

EROSION PROTECTION AT CULVERTS

Erosion protection at pipe culverts such as Paved Gutter and Dumped Rock Channel Protection, when provided for by the plan, shall be placed immediately after installation of the pipe culvert.

EROSION CONTROL AT BRIDGES

Sodded channels shall be provided at ends of bridges where required by the plans. Cost of all work necessary to complete the item shall be included in the unit price bid per square yard for Item L-10, Sodding for Special Berm and Slope Protection.

REMOVAL OF TREES AND STUMPS

All trees and stumps lying within the construction limits of this project shall be removed under the Lump Sum Bid for Removal of Trees and Stumps, Item E-9, unless work is indicated in these plans to preserve same.

The following is an approximate estimate of the number of trees and stumps to be removed:

Sizes	No. Trees	No. Stumps
12"-18"	371	7
18"-24"	97	5
24"-30"	57	0
30"-36"	27	0
36"-42"	2	0
Over 48"	0	0

The above estimate is only approximate and the State of Ohio reserves the right to order the removal of additional trees or stumps outside of the limits of construction but within Right-of-Way lines. Payment for the removal of these additional trees or stumps is included for payment in the Lump Sum Bid under Item E-9, Removal of Trees and Stumps. All trees and stumps to be removed shall be marked as per the requirements of Section E-9.02 of the specifications.

CENTERLINE REFERENCE MONUMENTS

Monuments shall be constructed to Class "C" concrete-cast-in-place in a circular hole eight (8") inches in diameter and forty-four (44") inches in depth. Top of concrete shall be finished at a depth of two (2") inches below ground level and the upper six (6") inch portion of the concrete shall be formed. One-half (1/2") inch Brass Rod, six (6") inches long shall be embedded in the wet concrete as directed by the Engineer to mark the Centerline and Station. For location, see Sheet No. 265

GUARD RAIL REMOVAL

The removal of any Guard Rail or Guard Rail Posts lying within the limits of Roadway Excavation or Embankment (and not specifically paid for under a separate Item) is included in the Contract unit price bid for Item E-1, Roadway Excavation. All resulting materials shall become the property of the Contractor and shall be disposed of by him at no extra cost to the State, except that the steel rail on all existing steel beam type or steel cable on steel cable type Guard Rails shall be stored on the Right-of-Way at the disposal of the State.

FLARING GUARD RAIL AT BRIDGES

Guard Rail shall be flared to meet the bridge railing in such a manner that the change in alignment of the Guard Rail shall not exceed 1:10.

GUARD RAIL POST ANCHORS

At locations where pier footings interfere with installation of full length guard rail posts, short posts shall be provided and shall be anchored in accordance with the detail shown on Standard Drawing I-15 No. 6. Cost of providing and installing necessary anchors shall be included in the unit price bid per lineal foot for guard rail.

CONNECTIONS TO EXISTING SEWERS

At places where the plans provide for proposed drainage pipe to be connected to existing pipes, it shall be the responsibility of the Contractor to locate the existing pipe both as to line and grade before he starts to lay the proposed sewer. The cost of this operation shall be included in the unit price bid for the pertinent Pipe Item.

PROPOSED HOUSE CONNECTIONS

The Engineer will notify property owners in advance of construction that if they contemplate new house connections to the proposed sewer, the property owner must furnish, at his sole cost, tees or wyes of the proper size and material to the Contractor. The Contractor will then install the tees or wyes as he proceeds with laying the sewer and payment for the work involved will be at the same rate as though he were furnishing and laying straight pipe.

To obtain a house connection to either an existing sewer that is to remain or to a proposed sewer, the property owner or his agent, at his sole cost, shall furnish all material and labor required to install the house connection from the carrier sewer to a point beyond the limits of roadway construction. The property owner must display a City of Dayton Sewer Permit before the Contractor may install the tees or wyes.

COOPERATION BETWEEN CONTRACTOR AND PROPERTY OWNERS

The Contractor must cooperate with the property owner or his agent to give said property owner or his agent ample opportunity for extending said sewer connection from the tee branch or existing sewer to a point beyond roadway construction limits. The necessary house connections shall be installed by the property owner or his agent at no cost to the Contractor, other than the cost of cooperation in scheduling his work, which said cost shall be assumed by the Contractor and shall be included in the unit prices bid for pertinent pipe items.

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GENERAL NOTES

REMOVAL OF EXISTING HOUSE DRAINS

The removal of all existing house connections, which includes sanitary, yard, roof, basement or other similar pipe drains within the roadway construction limits shall be classified and paid for as Item E-1, Roadway Excavation, unless otherwise itemized for payment in the plans.

PLUGGING PIPE ENDS

The upstream ends of pipe lines or tile lines intercepted by earthwork operations of the ends of pipe lines to be abandoned in place shall be effectively blocked and covered. Broken pieces and portions of pipe or tile shall be removed until a whole length is encountered, which shall be blocked with concrete, flat stone or brick laid in mortar, or precast clay or concrete stopper. Payment for the above work shall be included in the price bid for E-1, Roadway Excavation.

SANITARY CONNECTIONS PASSING OVER WATER MAINS

Any proposed house connection or lateral sewer, excluding inlet connections, which must of necessity pass over a proposed water main shall be encased in a minimum of six (6") inches of Class "E" Concrete for a distance of ten (10) feet on each side of the centerline of the water main. Payment for this work shall be included in the unit price bid for the pertinent pipe item.

RELOCATION OF WATER METER BOXES

The City of Dayton, Department of Water will relocate all water meter boxes. This item will not be included as a part of the work to be performed by the State Contractor.

HEAVY EQUIPMENT

The Contractor shall exercise care in the use of heavy equipment over finished work and will be required to remove and replace any completed work destroyed thereby. Pipes shall be backfilled to a height of four (4') feet before loaded earth-moving equipment is permitted to cross the trench. Any additional fill and subsequent excavation required to provide the minimum cover shall be made at no additional cost to the State. Heavy equipment shall not be operated over any completed layer of embankment, compacted subgrade or subbase, where such operation tends to destroy the soil structure or pipe underdrains; however, if such operation cannot be avoided, the Contractor will be required to reduce the size of loads to an extent that damage does not occur.

MISCELLANEOUS REMOVALS

The removal of all drive pavement, sidewalks, steps, walls or other masonry lying within the Right-of-Way, and not specifically listed for removal under a separate item in these Plans, shall be removed and paid for under Item E-1, Roadway Excavation where pavement, sidewalk or curb is removed under Item E-1, the work shall be done in accordance with Item E-8.

EXPANSION AND CONTRACTION JOINTS

Although certain expansion and contraction joints have been detailed in these Plans, no waiver of the Specifications is intended. Standard expansion joints shall be provided at the major structures and the maximum spacing between contraction joints shall in all cases be in accordance with Standard Drawing T. J.

Where transverse joints are located closer than ten (10) feet to the regular block-out joints around catch basins or manholes, the blockout joints shall be continued to the transverse joint. Similarly, where longitudinal joints are located closer than two (2) feet to the regular blockout joints around catch basins or manholes, the blockout joints shall be continued to the longitudinal joints.

EXISTING WATER WELLS

Dug wells encountered within the work limits shall be filled with rock or granular material. Drilled well casing shall be removed to an elevation approximately three (3') feet below finished grade and covered with a precast concrete slab or approved large rock. Prior to construction of embankment, the Contractor shall remove any masonry surrounding a well within three (3') feet of finished grade. Pumps and other appurtenances shall become the property of the Contractor and shall be disposed of by him. The cost of filling or capping of wells shall be included in the unit price bid for Roadway Excavation, Item E-1.

REPLACEMENT

The Contractor shall replace at his own expense, any item not specifically listed for removal that is damaged or destroyed by his operations.

SEWER HOUSE DRAINS (EXISTING HOUSE CONNECTIONS)

All existing house drains, which include sanitary, yard, roof, basement or similar house drains, now in use which are disturbed because of the Highway Improvement shall be replaced by the Contractor. If the existing sewer is to be abandoned then a satisfactory connection shall be provided to the new sewer. The Contractor shall locate any sanitary lateral connections he makes with reference to the nearest manhole proceeding in one direction along the sanitary main and furnish this information to the Project Engineer for transmittal to the City of Dayton. Where an existing house is to be removed, the upgrade end of the existing house connection shall be plugged with a precast vitrified or concrete stopper and accurately referenced if the existing house connection remains satisfactory for future use. Estimated quantities of 6" and 8" Class B Storm Sewers have been included in the General Summary, and all the above work, except plugging, shall be included with and paid for at the unit price bid for the pipe items actually furnished and placed. Payment for plugging specified shall be included in the unit price bid for Item E-1, Roadway Excavation.

EMBANKMENT OVER EXISTING RIGID PAVEMENT

When embankment is to be placed over an existing pavement, the existing pavement shall be removed if less than three feet below the proposed pavement sub-grade when located under the proposed pavement and if less than three feet below the finished surface if located outside the proposed pavement area. If the pavement extends below the above removal limits, it shall be broken up into portions not to exceed one square foot in area, but need not be removed. Where the pavement removal is not specifically paid for under a separate item, the above removal and all operations necessary to conform to the above shall be included for payment in the unit price bid for Roadway Excavation, Item E-1.

PART WIDTH CONSTRUCTION FOR RIGID BASE OR PAVEMENT

Because of the necessity of building parts of this project under traffic, part width construction methods on pavement, earthwork and structures will be allowed in the areas indicated in the "Maintenance of Traffic" note.

When pavement is to be poured part width, the Subgrade shall be built and compacted for minimum width, of the proposed pour plus eight (8) feet (four feet on each side). The Subbase shall be placed and compacted for a minimum width of the proposed pour plus four (4) feet (two feet on each side). Temporary slopes shall not be steeper than 1-1/2 to 1. Adjoining earthwork and pavement shall be built and the section completed immediately after traffic is routed over the part width construction allowed by this note.

ITEM T-10 USING SIZE NO 2 MATERIAL AS PER PLAN

The weights to be used in calculating the yardage to be paid for under this item shall be the same as those indicated in the Construction and Material Specifications for crusher run or bank run materials.

RIGHT-OF-WAY FENCE

Fence shall be Type A and C. For location, see Right-of-Way Plans.

CONSTRUCTION LAYOUT STAKES

See note in Proposal for work included in this Lump Sum Pay Item.

FENCE GATES

Fence gates furnished and installed as a part of this Project shall be of the size and type detailed on Standard Drawing F-1.

INSPECTION OF SEWERS

Before any work is started on this Project, representatives of the State, the City and the Contractor shall make an inspection of the existing sewers within the limits of the work and a record of the inspection shall be kept in writing by the State. All new sewers, inlets and manholes constructed as a part of the Project shall be free of all foreign matter and in a clean condition before the Project will be accepted by the State. All the existing sewers inspected initially by the above named parties shall be maintained and left in the same condition as determined by the original inspection. Any change in the condition resulting from the Contractor's operations shall be corrected by the Contractor at no additional cost to the State.

CATCH BASINS, MANHOLES AND PIPES

The elevations and locations of proposed catch basins, manholes, pipes and the estimated lengths of pipe may be altered or adjusted by the Engineer during construction.

CASTINGS

Castings from all existing Manholes, Catch Basins or Inlets marked in the Plans to be abandoned shall be neatly stored within the Right-of-Way for the disposal by the City. Payment for this work will be included in the unit price bid for Item I-16, Manholes, Catch Basins or Inlets Abandoned.

ESTIMATED QUANTITIES

Specific locations and usage of estimated quantities set up in the Plans to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this Project.

CURB TRANSITIONS ADJACENT TO APPROACH SLABS

The height and face of curbs on approach pavement shall be transitioned from the standard section used on approach pavement to the section used on the approach slab and bridge curbing within the last twenty feet (20') of approach pavement.

FILLING BASEMENTS OUTSIDE NORMAL WORK LIMITS

In addition to the general removal requirements of Sec. E-1.03(c), all basements or portions thereof within the right-of-way on this project but beyond the normal slope lines shall be filled to surrounding ground elevation as directed by the Engineer. Prior to filling within this area, the basement floors and walls shall be broken up or removed as provided under Sec. E-1.03(c) and all house drains not removed shall be plugged as provided elsewhere in these notes.

Where basements extend beyond the right-of-way line, but are within slope easement or work agreement lines, they shall be filled to the elevation of the surrounding ground as directed by the Engineer but the requirements of Sec. E-1.03(c) for removals below the proposed finished surface shall be waived for the portions extending beyond the right-of-way line.

Payment for all of the above shall be included in the unit price bid for Roadway Excavation, Item E-1.

GENERAL NOTES

HAUL ROADS

The Contractor shall notify the Division Engineer and the City of Dayton in writing, at least ten (10) days before using any road for the purpose of hauling materials or equipment to or from the Project, of his intent to use the road or roads. The Contractor shall include in his report the limits of the roads within which he intends to operate.

The Contractor may not use a road for hauling purposes without approval.

DRIVEWAY CONSTRUCTION

The Contractor shall not install any driveways other than replacement driveways, called for on these Plans until such time as the property owner after due notice from the Contractor of an intent to construct the driveway procures and presents a City of Dayton permit for the proposed width driveway. Driveways wider than those called for in these Plans shall not be constructed unless proper arrangements are made by the property owner. Driveways greater in width than the City of Dayton permit specifies shall not be constructed until the property owner has obtained a proper permit.

SEWAGE

The Contractor shall conduct his operations so as to maintain uninterrupted sewage flow during the construction period. Any additional costs involved in maintaining this flow either by pumping or any other approved method that is necessary for the construction of this project shall be included in the contract unit price bid for the pertinent pipe items.

SANITARY LATERAL INSPECTION

Any relocated or revised existing sanitary laterals tapped into a sanitary sewer by the Contractor, or the repair of an existing lateral damaged by the Contractor, is not to be covered until such time as a City of Dayton Plumbing Inspector has approved the work.

STANDARD TYPE 5 CATCH BASIN MODIFIED

The modification to the standard drawing shall be as follows:

- 1) Length of sod strips shall be 8'-0" rather than 16'-0"
- 2) 8:1 side slope shall be modified to read "Roadway Side Slope"
- 3) 5' Length of Paved Gutter included with cost of C. B. shall be modified to a 10' length of Paved Gutter. At locations where paved gutter is indicated on both sides of Type 5 Catch Basin, the additional Paved Gutter shall be paid for as Item 1-14, Paved Gutter for Type 5 Catch Basin.

PROPOSED CASTINGS

Except where otherwise noted, all castings for Manholes in these Plans shall be standard City of Dayton castings.

LOCAL DEPRESSIONS

Catch Basins or Inlet Grate Depressions shown on the plans shall be as follows: Standard State of Ohio Catch Basin or Inlet Grates located in paved shoulder areas shall be modified to have a two (2) inch depression. Standard State of Ohio Catch Basin or Inlet Grates located in roadway pavement shall be depressed as indicated in the Standard Drawings. Type A, B, C and D Catch Basins shall be depressed one (1) inch below pavement grade. Payment for the above work shall be included in the unit price bid per Each for Item 1-8, Catch Basins or Inlets.

SANITARY SEWERS

Sanitary sewers shall be constructed in accordance with Item 1-2. Joints in the sanitary sewers shall be made with a suitable rubber gasket such as "Tylox" or approved equal.

The sanitary sewer shall be tested for leakage as follows:

Each section of sanitary sewer between two (2) successive manholes shall be tested by closing the lower end of the sewer to be tested and the inlet sewer end of the upper manhole with stoppers and filling the pipe and manhole with water to a point four (4) feet above the invert of the open sewer in the upper manhole.

The allowable leakage will be computed by the following formula:

$$D = 0.00005L \sqrt{h}$$

where D = allowable drop in feet per minute in height of water in the barrel of the upper manhole

L = length in feet of the sewer tested

h = difference in elevation in feet between the invert of the closed sewer in the lower manhole and the surface of the water in the upper manhole, i. e., head of water on the invert of the closed end of the sewer.

d = Diameter of the sewer in inches

If the leakage as shown by the test is greater than allowed by the above formula, the pipe shall be overhauled and, if necessary, relaid until the joints shall hold satisfactorily under the test. The Contractor shall furnish all materials required for making the test and he shall make the test under the direction of the Engineer.

All pipe which is specified to be equipped with special joint gaskets shall meet the tolerances specified by the Gasket manufacturer as well as the requirements of the Specifications.

There shall be no lifting holes in the barrels of pipes to be equipped with special joint gaskets.

Payment for all of the above shall be included in the unit price bid per lineal foot of Item 1-2 Storm Sewers (Sanitary)

ROADWAY DRAINAGE

Additional field drains which may be encountered during construction shall be outletted as follows:

(a) If an existing field drain collector intersects the proposed roadway at an elevation lower than the proposed ditch on the upstream side, the drain shall be replaced within the limits of the Right-of-Way with 1-2 Storm Sewer (Use 1-2 Storm Sewer, Class B under pavement beneath paved areas) of one commercial size larger than the existing drain. Locations, grades, and depths required shall be determined by the Engineer during construction. The following estimated quantities are provided to be placed as directed by the Engineer:

1-2, C1. B	200 lin. ft.
1-2, C1. B Under pavement 6"	200 lin. ft.
1-2, C1. B 8"	200 lin. ft.
1-2, C1. B Under pavement 8"	200 lin. ft.
1-2, C1. B 10"	200 lin. ft.
1-2, C1. B Under pavement 10"	200 lin. ft.
1-2, C1. B 12"	200 lin. ft.
1-2, C1. B Under pavement 12"	200 lin. ft.

(b) If an existing field drain collector intersects the proposed roadway ditch on the upstream side at an elevation above the roadway ditch, the field drain shall be outletted to the roadway ditch by means of 1-3 Pipe Outlets. The locations, grades and depths required shall be determined by the Engineer during construction. The following quantities are provided to be placed as directed by the Engineer.

1-3, Pipe Outlets, Sec. M-6.4 (h) w/o perforations 6"	50 lin. ft.
1-3, Pipe Outlet, Sec. M-6.4 (c) 8"	50 lin. ft.
1-3, Pipe Outlet, Sec. M-6.4 (c) 10"	50 lin. ft.
1-3, Pipe Outlet, Sec. M-6.4 (c) 12"	50 lin. ft.

(c) If existing field drain laterals intersect the proposed roadway they shall be intercepted by an 1-3 pipe and carried to a convenient outlet as directed by the Engineer; locations, pipe sizes, depths and grades shall be determined by the Engineer during construction. The following estimated quantities are provided to be placed as directed by the Engineer:

1-3	6"	200 lin. ft.
1-3	8"	200 lin. ft.
1-3	10"	200 lin. ft.
1-3	12"	200 lin. ft.

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GENERAL NOTES

MAINTENANCE OF TRAFFIC

The Contractor shall obtain written approval from the State and the City of Dayton at least two (2) weeks prior to putting into effect any required or proposed detour route or before closing any street, alley or driveway in the construction area.

The following outline is not intended to limit the areas in which the Contractor may operate. The purpose of the outline is to assure minimum interference to traffic during the construction of the Project. Local traffic shall be maintained at all times.

Pritz Avenue and St. Nicholas Avenue shall be closed to through traffic, but ingress and egress to property owners on said streets between Richard and Haynes Streets will be allowed. Bowen Street, Todd Street, Carlisle Avenue, Oren Street, Kolping Avenue and Ohmer Avenue shall be closed to through traffic. Reade Street shall remain open to traffic at all times.

One (1) lane traffic shall be maintained in each direction on Linden Avenue between Haynes Street and Bowen Street at all times. Construction of sewers in Linden Avenue on different sides of the center-line will not be allowed simultaneously. No reduction in traffic lanes will be allowed on Linden Avenue at Smithville Road except during construction of Stage 9 and that part of Stage 2 near the intersection (see sheet 40) when a reduction of one lane will be allowed. The time during which the number of lanes on Linden Avenue is reduced shall be kept to an absolute minimum.

Livingston Avenue shall be closed to through traffic during the construction of Relocated Livingston Avenue. If Relocated Livingston Avenue can be opened to traffic prior to the completion of the U. S. 35 Structure over Livingston Avenue it shall be opened to traffic and the Structure shall be completed over traffic.

In order to make Livingston Avenue accessible as soon as possible, the sidewalks and other miscellaneous items shall be constructed after Livingston Avenue is opened to traffic.

The Intersection of Oaklawn Avenue with Livingston Avenue shall be closed only for the length of time required to construct the intersection at Oaklawn Avenue and Livingston Avenue.

Keystone Avenue shall be kept open at all times by means of routing traffic via Mackoil Street and Jordan Avenue.

The Contractor shall submit for approval to the City of Dayton and to the State his proposed methods for maintaining traffic at the above locations, at least two (2) weeks prior to beginning construction in the area and shall not commence work in those areas until approval is received, in writing.

Smithville Road shall be kept open to two way traffic at all times by use of the existing pavement, the temporary run-around, the proposed pavement, or a combination of these pavements. For construction stages and maintenance of traffic, see sheet 40. Once construction on Smithville Road is initiated, it shall be carried to completion without delay.

Payment for the Temporary Run-Around, including construction, maintenance and subsequent removal of the Temporary Run-around shall be included in the Lump Sum bid for Item S-15 Temporary Run-around using Class B Pavement, as per Plan. Any area beyond the final construction limits that is affected by the Temporary Run-around shall be regraded to conform to the adjacent ground and seeded upon the completion of the work. The cost of this restoration work shall be included in the Lump Sum bid for Item S-15 Temporary Run-around.

The Access Road at the east end of the project shall be completed and open to traffic before closing the private drive at Sta. 489+58.

Traffic Compacted Surface Course, Item T-10, and Calcium Chloride, Item M-10, shall be applied on temporary roadways as directed and in the amounts requested by the Engineer (see General Summary). The hardness and soundness requirements of the Specifications shall be waived on all the T-10 material used for maintenance of traffic.

The Contractor shall safeguard the traveling public during the construction of the proposed structures by providing platforms, nets or other suitable protection above the traveled lanes.

Payment for all the above work, including construction, maintenance and subsequent removal, wherever required, of temporary roadways, except Traffic Compacted Surface course, Item T-10, Calcium Chloride, Item M-10, and Temporary Run-around, Item S-15, shall be included in the Lump Sum bid for Maintaining Traffic.

Section G-4.05 and G-7.07 of the Specifications shall be in force during the entire life of the Contract.

Note

The paved shoulders on the median sides of the pavement originally designed and shown as five (5) feet wide have been revised to a width of four (4) feet as indicated on typical section sheet No 2 and shall be so built even though shown otherwise on various sheets of subject project.

No adjustment has been made in the earthwork quantities as a result of this change and payment shall be made on final measurements.

The following adjustments have been made in the other affected quantities and have been carried to the general summary.

Item T-31 Deduct 368 Gal. Bituminous Surface Treatment, Bituminous Material, as per plan.

Item T-31 Deduct 12 Cu.Yd. Bituminous Surface Treatment, No 6 Aggregate

Item B-219 Deduct 123 Cu.Yd. Waterproofed Aggregate Base Course, as per plan.

Item I-18 Deduct 204 Cu.Yd. Stabilized Crushed Aggregate Shoulders and Approaches, as per plan.

Item I-22 Deduct 90 Cu.Yd. Subbase Grading A or B, as per plan.

Item E-1 Deduct 1471 Sq.Yd. Compacted Subgrade

Item L-9 Add 1471 Sq.Yd. Seeding and Protecting, as per plan.

Item L-9 Add 0.13 Tons Commercial Fertilizer (12-12-12)

Item L-9 Add 0.66 Tons Agricultural Liming Material, as per plan.

ESTIMATED QUANTITIES PAVEMENT

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STATION TO STATION	Portland Cement Concrete Curb - ITEM I-14			ITEM I-11	ITEM I-12	ITEM I-13	ITEM I-23	ITEM T-81 Bit Surface Treatment		ITEM B-210	ITEM I-18	ITEM T-85	ITEM B-85	ITEM T-80		ITEM T-70		ITEM I-15		ITEM T-21		ITEM I-7	ITEM B-10	ITEM I-20	ITEM M-10	ITEM Special	ITEM E-8 Removal and Disposal of			ITEM E-6						
	5' x 4'	5' x 6'	5' x 8'	Concrete Curb	Asphaltic Concrete	3" Reinf. Portland Cement Concrete Pav't	Subbase	Type C or 'D' Subbase	Bit. Material	No. G Aggregate	Water-Proofed Aggregate Base Course	Stabilized crushed Agg. 3/4" and App.	Asphaltic Concrete Surface Course Type C' (70-85)	Asphaltic Concrete Level Course (70-85)	Bit. Prime Coat	Bit. Tack Coat	6" Plain Portland Cement Concrete Pav't	7" Plain Portland Cement Concrete Pav't	6" Plain Portland Cement Concrete Base Course	4" Concrete Sidewalk	6" Reinforced Concrete Sidewalk	Concrete Steps	4" Type 1 Portland Cement Concrete Median Pav't	Special Portland Cement Concrete Median Pav't	18" Reinf. Portland Cement Concrete Approach Slab	Aggregate Base Course	Precast white Portland Cement Concrete Traffic Dividers	Calcium Chloride for Access Road	Special Mixing Calcium Chloride & Crushed Aggregate	Existing Pavement	Existing Curb or Gutter	Existing Wearing Course	Removal for Reuse of Existing Granite Curb			
	Lin. Ft.	Lin. Ft.	Sq. Yd.	Lin. Ft.	Lin. Ft.	Sq. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	Cu. Yd.	gal.	gal.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Sq. Ft.	Sq. Ft.	Lin. Ft.	Sq. Yd.	Sq. Yd.	Sq. Yd.	Cu. Yd.	Each	Tons	Sq. Yds.	Sq. Yd.	Lin. Ft.	Sq. Yd.	Lin. Ft.			
Temporary Connection 424+00 to 430+00				128	160	1755.2	433	710.9	212.5	68	70.0	133.3	6.0	8.4			3063.0			433.5	16										275	262	168			
430+00 to 440+00				40		5221.2	1811		647.0	30.7	215.7	573.8																								
440+00 to 450+00						6677.7	1857		777.7	24.0	259.2	447.5																								
450+00 to 457+73.10						3368.3	1364		568.2	18.2	180.4	327.6																								
457+73.10 to 462+84.97	104.7					3575.0	1978		863.8	27.7	288.6	494.7											66.2													
462+84.97 to 480+00	104.2					6249.0	1647		851.2	27.2	289.7	492.2											16.0													
480+00 to 490+00	104.5					6847.1	1826		733.4	24.2	251.8	484.3																								
490+00 to 495+14.81						8228.6	822		406.0	15.0	155.5	293.5																								
Ramp A 0A+2200 to 1A+04.75	452					2260.8	552		360.5	8.5	86.8	154.4																								
Ramp B 0B+58.79 to 22B+70.46	2363					3266.5	775		286.0	9.2	95.5	168.9																								
Ramp C 1C+83.98 to 12C+36.34	2330					2183.0	500		163.1	5.3	34.4	25.8																								
Ramp D 7.D+01.47 to 18.D+38.40	1000					1888.7	402		166.4	5.3	35.5	28.9																								
Ramp E 5E+43.88 to 18E+19.24	4255	114				1705.6	566		174.4	8.1	32.5	37.7	4		5.1																					
Ramp F 1F+60.50 to 10F+53.08	2763					1455.6	360		180.6	4.2	43.5	73.2																								
Ramp G 0G+80.60 to 26+23.02	2227					237.9	48																													
Ramp H	107.2					180.0	30																													
Carlisle Ave. Turn Around													4.2	5.8	47.9																					
Livingston Ave. Relocated	516.7					783.6		140.5																												
Alley between Santa Cruz & Kolping	2382							64.9																												
Jordan Ave. Cul-de-sac													32.8	46.0	378.9																					
Ohmer St. Cul-de-sac													17.1	28.2	126.8																					
Keystone Ave.								68.4					18.1	18.5	152.8																					
Smithville Road Access Road	2228	24				20	5860.6	1133	21.8				4.1	7.4	47.0																					
													389.6																							
Pavement Restoration																																				
Haynes near Fritz																																				
St. Nicholas & Haynes																																				
St. Nicholas & Richard																																				
Haynes & Bowen																																				
Linden & Reade																																				
Linden Ave.																																				
Linden Ave.																																				
Reade St.																																				
Linden & Todd																																				
Oaklawn Ave.																																				
Oaklawn Ave.																																				
Santa Cruz																																				
Santa Cruz																																				
N-3 Alley between Santa Cruz & Kolping																																				
Kolping																																				
Kolping																																				
Mackail																																				
WALL No. 4																																				
Deductions (See Note on Sh. No. 11)																																				
TOTALS	6216	45	114	281	150	606	168	189	64,803	14,684	1049	5,820	186	1,940	3,612	85	120	789	117	4843	69	246	17,042	333	36	345	207	1888	331	50	1.18	1078	2772	1736	30	168

* 15 Cu.Yd to be Asphaltic Concrete Extra Leveling Course (70-85)

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MOT-35-(17.89-19.34)

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ITEM	TOTAL	UNIT	DESCRIPTION	CODE TYPE 7221		
				Full Project Participation	100% City of Dayton Participation	TOTAL
ROADWAY						
E-1	510,220	Cu.Yd.	Roadway Excavation, as per plan, Method B	510,220		510,220
E-1	25449	Sq.Yd.	Compacted Subgrade	25449		25449
E-8	2,772	Sq.Yd.	Removal and Disposal of Existing Pavement	2,772		2,772
E-8	1,786	Lin.Ft.	Removal and Disposal of Existing Curb or Gurb and Gutter	1,786		1,786
E-8	30	Sq.Yd.	Removal and Disposal of Existing Wearing Course	30		30
E-8	168	Lin.Ft.	Removal for Reuse of Existing Granite Curb	168		168
E-9	Lump	Lump	Removal of Trees and Stumps	Lump		Lump
E-11	2,194	M.Gal	Water	2,194		2,194
I-8	16	Each	Centerline Reference Monuments, as per plan	16		16
I-13	17,042	Sq.Ft.	4" Concrete Sidewalk, as per plan	17,042		17,042
I-13	533	Sq.Ft.	6" Reinforced Concrete Sidewalk, as per plan	533		533
I-13	36	Lin.Ft.	Concrete Steps	36		36
I-15	13,962.5	Lin.Ft.	Guard Rail, Steel Beam, Standard Type (Deep)	13,962.5		13,962.5
I-15	287.5	Lin.Ft.	Guard Rail, Steel Beam, Barrier Type (Deep)	287.5		287.5
L-9	284,008	Sq.Yd.	Seeding and Protecting, as per plan	284,008		284,008
L-9	25.80	Ton	Commercial Fertilizer (12-12-12)	25.80		25.80
L-9	129.01	Ton	Agricultural Liming Material, as per plan	129.01		129.01
L-10	719	Sq.Yd.	Sodding, as per plan	719		719
L-10	498	Sq.Yd.	Sodding for special berm and slope protection, as per plan	498		498
SS-13	526	Lin.Ft.	Type 'A' Fence		526	526
SS-13	17,439	Lin.Ft.	Type 'C' Fence	17,439		17,439
SS-13	65	Lin.Ft.	Type 'C' Fence, 6' High, as per plan	65		65
SS-13	3	Each	Type 'C' Fence Gates		3	3
M-10	5.13	Ton	Furnishing and Applying Calcium Chloride	5.13		5.13
T-10	195	Cu.Yd.	Traffic Compacted Surface Course, for maintaining traffic	195		195
T-10	105	Cu.Yd.	Traffic Compacted Surface Course, Using No 2 Aggregate for maintaining traffic	105		105
S-15	Lump	Lump	Temporary Run-Around Road using Class B Pavement, as per plan	Lump		Lump
S-22	Lump	Lump	Removal of Portions of Existing Structures, as per plan	Lump		Lump
I-129	1	Each	Overhead Traffic Sign Support, No. 14.5, Design 1, as per plan	1		1
I-129	1	Each	Overhead Traffic Sign Support, No. 14.5, Design 4, as per plan	1		1
I-129	5	Each	Overhead Traffic Sign Support, No. 9.12 Design 2, as per plan	5		5
I-129	22	Cu.Yd.	Concrete for Sign Support Foundations	22		22
Special	1,078	Sq.Yd.	Mixing Calcium Chloride and Crushed Aggregate	1,078		1,078
Special	5	Hours	Fill Compaction using Heavy Pneumatic Tired Roller, as per plan	5		5
DRAINAGE						
E-9	498	Cu.Yd.	Excavation for structures	498		498
E-12	250	Lin.Ft.	Pipe Removed under 16"	250		250
E-12	284	Lin.Ft.	Pipe Removed, 16' and over	284		284
I-1	56	Lin.Ft.	27" Pipe for Driveways	56		56
I-2	200	Lin.Ft.	6" Storm Sewers, Class 'B'	200		200
I-2	1,010	Lin.Ft.	6" Storm Sewers, Class 'B' under Pavement or Approaches	1,010		1,010
I-2	200	Lin.Ft.	8" Storm Sewers, Class 'B'	200		200
I-2	200	Lin.Ft.	8" Storm Sewers, Class 'B' under Pavement or Approaches	200		200
I-2	160	Lin.Ft.	8" Storm Sewers, (Sanitary), Class 'B'	160		160
I-2	634	Lin.Ft.	8" Storm Sewers, (Sanitary), Class 'B' under Pavement or Approaches, as per plan	634		634
I-2	280	Lin.Ft.	8" Storm Sewers, (Sanitary), Sec. M-6.5(b) or M-6.8(b) as per plan	280		280
I-2	1,318	Lin.Ft.	8" Storm Sewers, (Sanitary), Sec. M-6.5(b) or M-6.8(b) under Pavement or Approaches, as per plan	1,318		1,318
I-2	200	Lin.Ft.	10" Storm Sewers, Class 'B'	200		200
I-2	200	Lin.Ft.	10" Storm Sewers, Class 'B' under Pavement or Approaches	200		200
I-2	598	Lin.Ft.	12" Storm Sewers Class 'B'	598		598
I-2	200	Lin.Ft.	12" Storm Sewers, Sec. M-6.4(c)	200		200
I-2	2,063	Lin.Ft.	12" Storm Sewers, Sec. M-6.5(b) or Sec. M-6.8(b) under Pavement or Approaches	2,063		2,063
I-2	640	Lin.Ft.	12" Storm Sewers, (Sanitary), Sec. M-6.6(d), under Pavement or Approaches	640		640
I-2	730	Lin.Ft.	15" Storm Sewers, Class 'B' under Pavement or Approaches	730		730
I-2	405	Lin.Ft.	18" Storm Sewers, Class 'B'	405		405
I-2	1,463	Lin.Ft.	18" Storm Sewers, Sec. M-6.6(b) or Sec. M-6.8(b) under Pavement or Approaches	1,463		1,463
I-2	526	Lin.Ft.	18" Storm Sewers, Sec. M-6.6(d) under Pavement or Approaches	526		526
I-2	54	Lin.Ft.	18" Storm Sewers, Class 'B' with Shallow Cover	54		54
I-2	102	Lin.Ft.	21" Storm Sewers, Class 'B'	102		102

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		17 233

MOT-35-(17.89-19.34)

ITEM	TOTAL	UNIT	DESCRIPTION	CODE TYPE 7221		
				Full Project Participation	100% City of Dayton Participation	TOTAL
DRAINAGE						
I-2	70	Lin.Ft.	21" Storm Sewers, Class 'B' under Pavement or Approaches M-6.6(b) or M-6.8(b)	70		70
I-2	217	Lin.Ft.	21" Storm Sewers, Sec. M-6.6(d) under Pavement or Approaches	217		217
I-2	219	Lin.Ft.	21" Storm Sewers, (Sanitary) Sec. M-6.6(c)	219		219
I-2	109	Lin.Ft.	24" Storm Sewers, Class 'B' under Pavement or Approaches M-6.6(b) or M-6.8(b)	109		109
I-2	180	Lin.Ft.	24" Storm Sewers, (Sanitary) Sec. M-6.8(b) under Pavement or Approaches	180		180
I-2	180	Lin.Ft.	24" Storm Sewers, (Sanitary) Sec. M-6.8(b), as per plan	180		180
I-2	2087	Lin.Ft.	30" Storm Sewers, (Sanitary) Sec. M-6.6(b) or Sec. M-6.8(b), as per plan	674	1413	2087
I-2	216	Lin.Ft.	30" Storm Sewers, (Sanitary), Sec. M-6.6(b) or Sec. M-6.8(b) under Pavement or Approaches, as per plan		216	216
I-2	577	Lin.Ft.	30" Storm Sewers, (Sanitary), Sec. M-6.6(c) under Pavement or Approaches, as per plan	462	115	577
I-2	637	Lin.Ft.	30" Storm Sewers (Sanitary), Sec. M-6.6(d) under Pavement or Approaches, as per plan	510	127	637
I-2	623	Lin.Ft.	42" Storm Sewers, Class 'B'	623		623
I-2	884	Lin.Ft.	48" Storm Sewers, Sec. M-6.6(c)	884		884
I-2	28	Lin.Ft.	48" Storm Sewers, Sec. M-6.6(c) (Radius Pipe) as per plan	28		28
I-2	24	Lin.Ft.	48" Storm Sewers, Sec. M-6.6(b) under Pavement or Approaches	24		24
I-2	26	Lin.Ft.	48" Storm Sewers, Sec. M-6.6(c) under Pavement or Approaches	26		26
I-2	2	Lin.Ft.	84" Storm Sewers, Sec. M-6.6(b) under Pavement or Approaches.		2	2
I-2	41	Lin.Ft.	84" Storm Sewers, Sec. M-6.6(b) under Pavement or Approaches, (Radius Pipe) as per plan		41	41
I-2	223	Lin.Ft.	84" Storm Sewers, Sec. M-10.6(d) under Pavement or Approaches		223	223
I-2	108	Lin.Ft.	84" Storm Sewers, Sec. M-10.6(d) under Pavement or Approaches (Radius Pipe) as per plan		108	108
I-3	200	Lin.Ft.	6" Roadway Drainage	200		200
I-3	200	Lin.Ft.	8" Roadway Drainage	200		200
I-3	200	Lin.Ft.	10" Roadway Drainage	200		200
I-3	200	Lin.Ft.	12" Roadway Drainage	200		200
I-3	50	Lin.Ft.	6" Outlets for Roadway Drainage, Sec. M-6.4(h) w/o perforations	50		50
I-3	50	Lin.Ft.	8" Outlets for Roadway Drainage, Sec. M-6.4(c)	50		50
I-3	50	Lin.Ft.	10" Outlets for Roadway Drainage, Sec. M-6.4(e)	50		50
I-3	50	Lin.Ft.	12" Outlets for Roadway Drainage, Sec. M-6.4(f)	50		50
I-4	2496	Lin.Ft.	6" Underdrains	2496		2496
I-4	250	Lin.Ft.	8" Pipe Outlets for Underdrains, Sec. M-6.4(a)	250		250
I-5	28	Each	6" Pipe Specials for Storm Sewers	28		28
I-5	20	Each	6" Pipe Specials for Underdrains	20		20
I-5	8	Each	12" Pipe Specials for Storm Sewers, Sec. M-6.4(g)	8		8
I-6	22	Each	Catch Basins, Standard No. 2-2-A	22		22
I-6	2	Each	Catch Basins, Standard No. 3A	2		2
I-6	5	Each	Catch Basins, Standard No. 5, Modified as per plan	5		5
I-6	3	Each	Catch Basins, Standard No. 6, Modified as per plan	3		3
I-6	4	Each	Catch Basins, Standard No. 7	4		4
I-6	8	Each	Catch Basins, Type B, as per plan	8		8
I-6	16	Each	Catch Basins, Type C, as per plan	16		16
I-6	3	Each	Catch Basins, Type D, as per plan	3		3
I-6	4	Each	Manholes, Standard No. 1, Modified as per plan	4		4
I-6	18	Each	Manholes, Standard No. 2, Modified as per plan	18		18
I-6	26	Each	Manholes, Type A as per plan	26		26
I-6	1	Each	Manholes, Type C as per plan	1		1
I-6	2	Each	Manholes, Type E as per plan	2		2
I-6	3	Each	Manholes adjusted to grade	3		3
I-6	1	Each	Manholes Reconstructed to Grade	1		1
I-10	106	Cu.Yd.	Dumped Rock Channel Protection	106		106
I-10	19	Sq.Yd.	Concrete Slope Protection	19		19
I-14	1,047	Lin.Ft.	Paved Gutters, Standard Type 1	1,047		1,047
I-14	16	Lin.Ft.	Paved Gutters, Standard Type 2	16		16
I-14	206	Lin.Ft.	Paved Gutters, Standard Type 1 Modified as per plan	206		206
I-14	20	Lin.Ft.	Special Paved Gutters for No. 5 Catch Basin	20		20
I-14	81	Lin.Ft.	Special Paved Gutter at Curb Endings, as per plan	81		81
I-14	Lump	Lump	Special Paved Gutter, as per plan	Lump		Lump
I-14	110	Lin.Ft.	Special Paved Gutter, Type A, as per plan	110		110
I-14	17	Lin.Ft.	Special Paved Gutter Type B, as per plan	17		17
I-16	57	Each	Manholes Abandoned	57		57
I-16	33	Each	Catch Basins Abandoned	33		33
S-1	17.4	Cu.Yd.	Concrete for Structures Class 'C'	17.4		17.4
S-1	3.9	Cu.Yd.	Concrete for Structures Class 'E'	3.9		3.9
S-4	1,332	Lbs.	Reinforcing Steel	1,332		1,332
S-27	312	Lin.Ft.	27" Pipe for Roadway Culverts Sec. M-6.6(b) or Sec. M-6.8(b)	312		312
I-2	232	Lin.Ft.	21" Storm Sewers, (Sanitary), Sec. M-6.6(c) under Pavement or Approaches	232		232
I-8	5	Each	Manholes Standard No. 2 Modified as per plan (Sanitary)		5	5

GENERAL SUMMARY

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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MOT-35-(17.89-19.34)

ITEM	TOTAL	UNIT	DESCRIPTION	CODE TYPE 7221		
				Full Project Participation	100% City of Dayton Participation	TOTAL
PAVEMENT						
B-19	331	Cu.Yd.	Aggregate Base Course	331		331
B-25	120	Cu.Yd.	Asphaltic Concrete Leveling Course (70-85)	120		120
B-70	246	Sq.Yd.	8" Portland Cement Concrete Base Course	246		246
B-219	1940	Cu.Yd.	Waterproofed Aggregate Base Course, as per plan	1940		1940
T-30	789	Gal.	Bituminous Prime Coat Sec M-5.7, RT-2 or RT-3	789		789
T-30	117	Gal.	Bituminous Tack Coat Sec. M-5.5, MS-2, RS-1; Sec. M-5.2, RC-1, RC-2 or RC-3 as per Sec. T-30.02	117		117
T-31	5820	Gal.	Bituminous Surface Treatment, Bituminous Material as per plan	5820		5820
T-31	186	Cu.Yd.	Bituminous Surface Treatment, No. G Aggregate	186		186
T-35	85	Cu.Yd.	Asphaltic Concrete Surface Course, Type C, (70-85)	85		85
T-70	63	Sq.Yd.	7" Portland Cement Concrete Pavement	63		63
T-70	4343	Sq.Yd.	8" Portland Cement Concrete Pavement	4343		4343
T-71	64,303	Sq.Yd.	9" Reinforced Portland Cement Concrete Pavement	64,303		64,303
I-7	1,338	Sq.Yd.	Reinforced Concrete Approach Slabs, as per plan (T=13")	1,338		1,338
I-11	168	Lin.Ft.	Resetting Salvaged Granite Curb	168		168
I-12	150	Lin.Ft.	Std. Type 2A (Modified) Concrete Curb, as per plan	150		150
I-12	6316	Lin.Ft.	Standard Type 2A Concrete Curb	6316		6316
I-12	45	Lin.Ft.	Standard Type 2B Concrete Curb	45		45
I-12	114	Lin.Ft.	Standard Type 5 Combination Curb & Gutter, as per plan	114		114
I-12	2,881	Lin.Ft.	Standard Type G Concrete Curb	2,881		2,881
I-12	606	Lin.Ft.	Special Concrete Curb, Type A Barrier, as per plan	606		606
I-18	3,612	Cu.Yd.	Stabilized Crushed Aggregate Shoulders and Approaches, as per plan	3,612		3,612
I-21	345	Sq.Yd.	4" Standard Type 1 Portland Cement Concrete Median Pavement, as per plan	345		345
I-21	207	Sq.Yd.	Special Portland Cement Concrete Median Pavement as per plan	207		207
I-22	14,684	Cu.Yd.	Subbase, Grading A or B, as per plan	14,684		14,684
I-22	1,049	Cu.Yd.	Subbase, Grading C or D	1,049		1,049
I-23	50	Each	Std. Precast. White Portland Cement Concrete Traffic Dividers	50		50
I-112	180	Lin.Ft.	Asphaltic Concrete Curb, Standard Type 1 (70-85) as per plan	180		180
RETAINING WALLS						
E-2	Lump	Lump	Cofferdams, Cribbs & Sheeting	Lump		Lump
E-2	2,121	Cu.Yd.	Excavation for Structures	2,121		2,121
S-1	1,717	Cu.Yd.	Class E Concrete	1,717		1,717
S-3	306	Lin.Ft.	Waterproofing, Premolded Sealing Strip	306		306
S-4	99,763	Lb.	Reinforcing Steel	99,763		99,763
S-9	241	Sq.Ft.	1" Preformed Expansion Joint Filler Sec. M-10-02	241		241
S-13	5,850	Lin.Ft.	12" Diameter Cast in Place Reinforced Concrete Piles	5,850		5,850
S-29	380	Cu.Yd.	Porous Backfill	380		380
55-13	346	Lin.Ft.	Type C Fence as per plan	346		346
55-13	450	Lin.Ft.	Type C Fence, 6' High, as per plan	450		450
LIGHTING & TRAFFIC SIGNALS						
S-25	180	Each	Light Standard Base, as per plan	180		180
S-25	1068	Lin.Ft.	2" Cement Asbestos Conduit, Sec. M-206.14, Concrete Encased, as per plan	1068		1068
S-25	12	Each	Handholes, Type H-1, as per plan		12	12
S-25	9	Each	Handholes, Type H-2, as per plan		9	9
S-25	5	Each	Handholes, Type H5, as per plan		5	5
S-25	5	Each	Signal Flashers, Type R-2, as per plan		5	5
S-25	256	Lin.Ft.	2" Galvanized Rigid Conduit for R-3 Signal Riser, as per plan		256	256
S-25	7	Each	Pressure Detector Installation		7	7
S-25	10	Each	Utility Pole Installation		10	10
S-25	80	Lin.Ft.	1" Galvanized Rigid Conduit		80	80
S-25	111	Lin.Ft.	2" Galvanized Rigid Conduit		111	111
S-25	1020	Lin.Ft.	3" Galvanized Rigid Conduit		1020	1020
S-25	406	Lin.Ft.	2" Fiber Conduit, Concrete Encased, as per plan		406	406
S-25	1537	Lin.Ft.	3" Fiber Conduit, Concrete Encased, as per plan		1537	1537
STRUCTURES OVER 20 FOOT SPAN						
		See Sh. 220	Bridge No. MOT-35-1794			See Sh. 220
		See Sh. 231	Bridge No. MOT-35-1815			See Sh. 231
		See Sh. 243	Bridge No. MOT-35-1876			See Sh. 243
		See Sh. 253	Bridge No. MOT-35-1895			See Sh. 253
		Lump	Maintaining Traffic	Lump		Lump
	Lump	Lump	Construction Layout Stakes	Lump		Lump

GENERAL SUMMARY

ITEM	UNIT	PARCEL	DESCRIPTION	CODE TYPE 7221		
				Full Project Participation	100% City of Dayton Participation	TOTAL
BUILDING REMOVALS						
8-24	Lump Sum	786 LA	Removal of one 2 Story Frame Residence and one Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	787 LA	Removal of one 1 Story Frame Residence and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	788 LA	Removal of one 1 Story Frame Residence and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	789 LA	Removal of one 1 Story Frame Residence and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	819 LA	Removal of one 1 Story Frame Residence, one 2 Story Frame Residence, one Story Frame and Conc. Blk. Business Building (T.V. Repair) one 1 Story Frame and Conc. Blk. Business Building (Restaurant) one 1 Story Conc. Blk. Business Building, and one 1 Story Brick Business Building	Lump Sum		Lump Sum
8-24	Lump Sum	824 LA	Removal of one 2 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	825 LA	Removal of one 1 Story Brick Business Building and one 1 Story Frame and Metal Ios House	Lump Sum		Lump Sum
8-24	Lump Sum	831 LA	Removal of one 1 1/2 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	832 LA	Removal of one 2 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	833 LA	Removal of one 1 Story Frame Residence, one 1 Car Frame Garage and 1 Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	836 LA	Removal of one 2 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	845 LA	Removal of one 1 1/2 Story Frame Business Building, one 1 1/2 Story Frame Warehouse, one 1 Story Frame Shed, and one 2 Car Conc. Blk. Garage	Lump Sum		Lump Sum
8-24	Lump Sum	846 LA	Removal of one 2 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	847 LA	Removal of one 2 Story Frame Warehouse and one 4 Car Conc. Blk. Garage	Lump Sum		Lump Sum
8-24	Lump Sum	851 LA	Removal of one 1 Story Conc. Blk. Business Building	Lump Sum		Lump Sum
8-24	Lump Sum	853 LA	Removal of one 1 Story Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	861 LA	Removal of one 1 Story Frame Business Building, one 1 Story Frame Shed, one 2 Story Frame Shed, one 1 Story Conc. Blk. Warehouse, and one 2 Story Br. Warehouse	Lump Sum		Lump Sum
8-24	Lump Sum	873 LA	Removal of one 3 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	876 LA	Removal of one 1 Story Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	880 LA	Removal of one 1 1/2 Story Frame Duplex and one 2 car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	882 LA	Removal of one 1 Story Frame Residence, one 2 Car Conc. Blk. Garage and one Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	886 LA	Removal of one 1 1/2 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	888 LA	Removal of one 1 Story Frame Residence and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	889 LA	Removal of one 1 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	890 LA	Removal of one 1 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	891 LA	Removal of one 1 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	892 LA	Removal of one 1 Story Frame Double Residence	Lump Sum		Lump Sum
8-24	Lump Sum	893 LA	Removal of one 2 Story Frame Residence and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	905 LA	Removal of one 1 Story Brick and Blk Tile Business Building and one 1 Story Conc. Blk. Business Building	Lump Sum		Lump Sum
8-24	Lump Sum	906 LA	Removal of one 1 Story Conc. Blk. Business Building (Service Station)	Lump Sum		Lump Sum
8-24	Lump Sum	910 LA	Removal of one 2 Story Frame Residence and one 2 Car Frame and Conc. Blk. Garage	Lump Sum		Lump Sum
8-24	Lump Sum	912 LA	Removal of one 2 Story Frame Residence	Lump Sum		Lump Sum
8-24	Lump Sum	913 LA	Removal of one 1 Story Conc. Blk. Business Building (Service Station)	Lump Sum		Lump Sum
8-24	Lump Sum	914 LA	Removal of one 1 Story Frame Business Building	Lump Sum		Lump Sum
8-24	Lump Sum	915 LA	Removal of one 1 Story Brick and Conc. Blk. Business Building (Service Station) and one 1 Car Frame Garage	Lump Sum		Lump Sum
8-24	Lump Sum	917 LA	Removal of one 1 1/2 Story Brick Maint. and Garage Building and one 1 Story Brick Shed	Lump Sum		Lump Sum
8-24	Lump Sum	922 LA	Removal of one 2 Story Frame Business Building, one 1 1/2 Story Brick Residence, and one 2 Car Brick Garage	Lump Sum		Lump Sum
8-24	Lump Sum	925 LA	Removal of one 1 1/2 Story Frame and Metal Business Building	Lump Sum		Lump Sum
8-24	Lump Sum	926 LA	Removal of one 1 Car Frame Garage and one Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	927 LA	Removal of one 2 1/2 Story Frame Office and Residence Building	Lump Sum		Lump Sum
8-24	Lump Sum	928 LA	Removal of one 2 Story Frame Residence, one 1 Story Frame Business Building and one 1 Story Frame Shed	Lump Sum		Lump Sum
8-24	Lump Sum	936 LA	Removal of one 1 Story Conc. Blk. Building and one 1 Story Frame Office Building	Lump Sum		Lump Sum

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

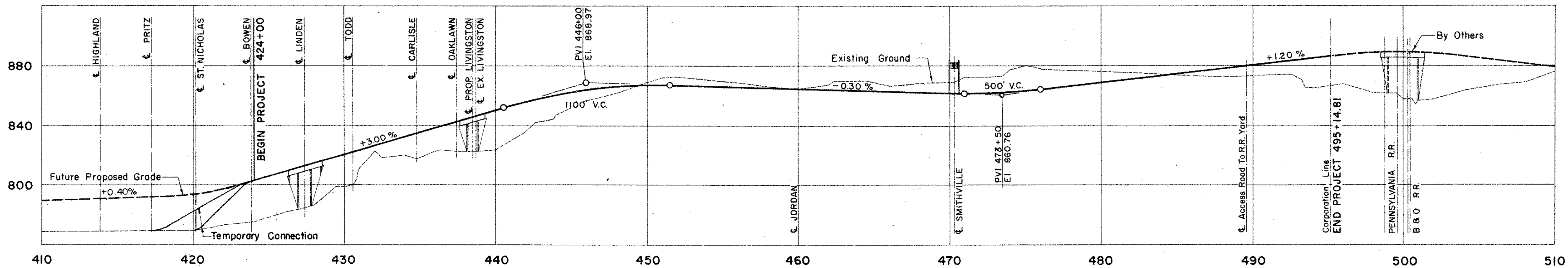
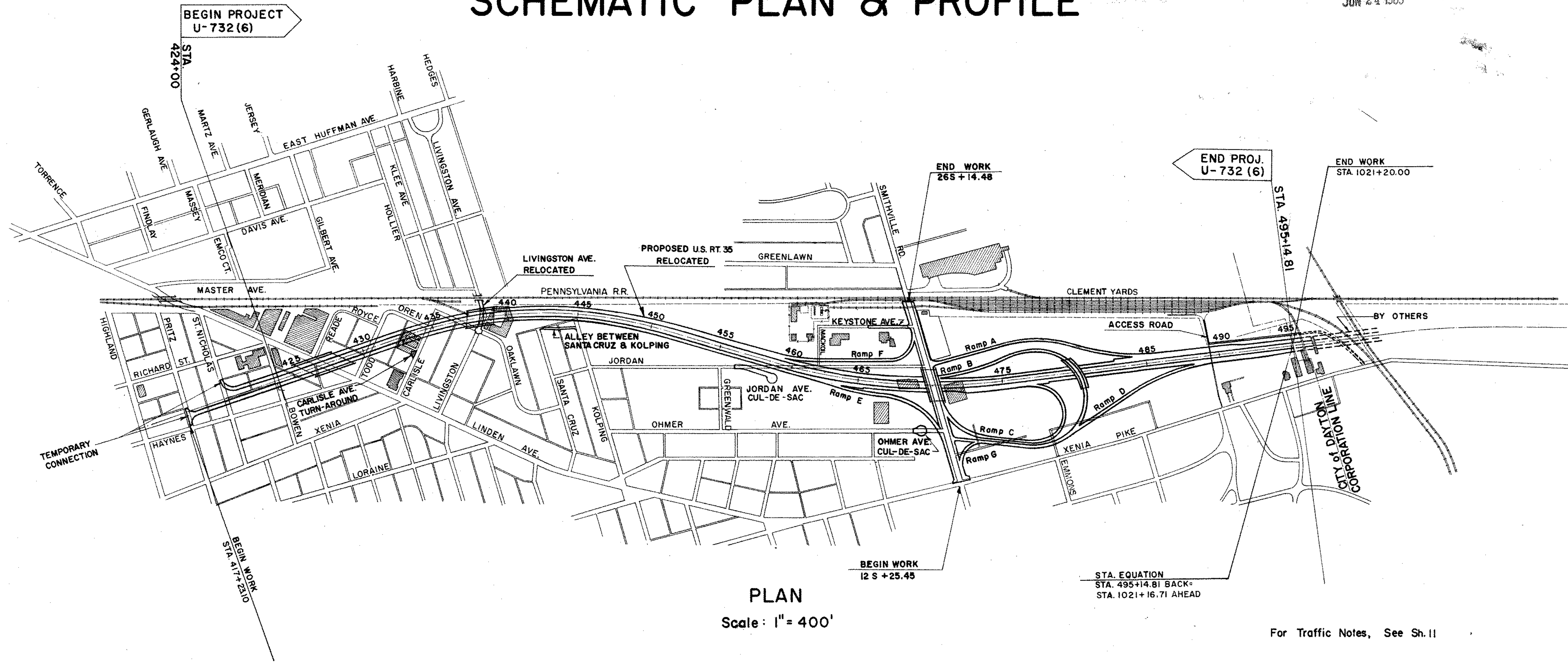
19
285

MICROFILMED

JUN 24 1985

MOT-35-(17.89-19.34)

SCHEMATIC PLAN & PROFILE



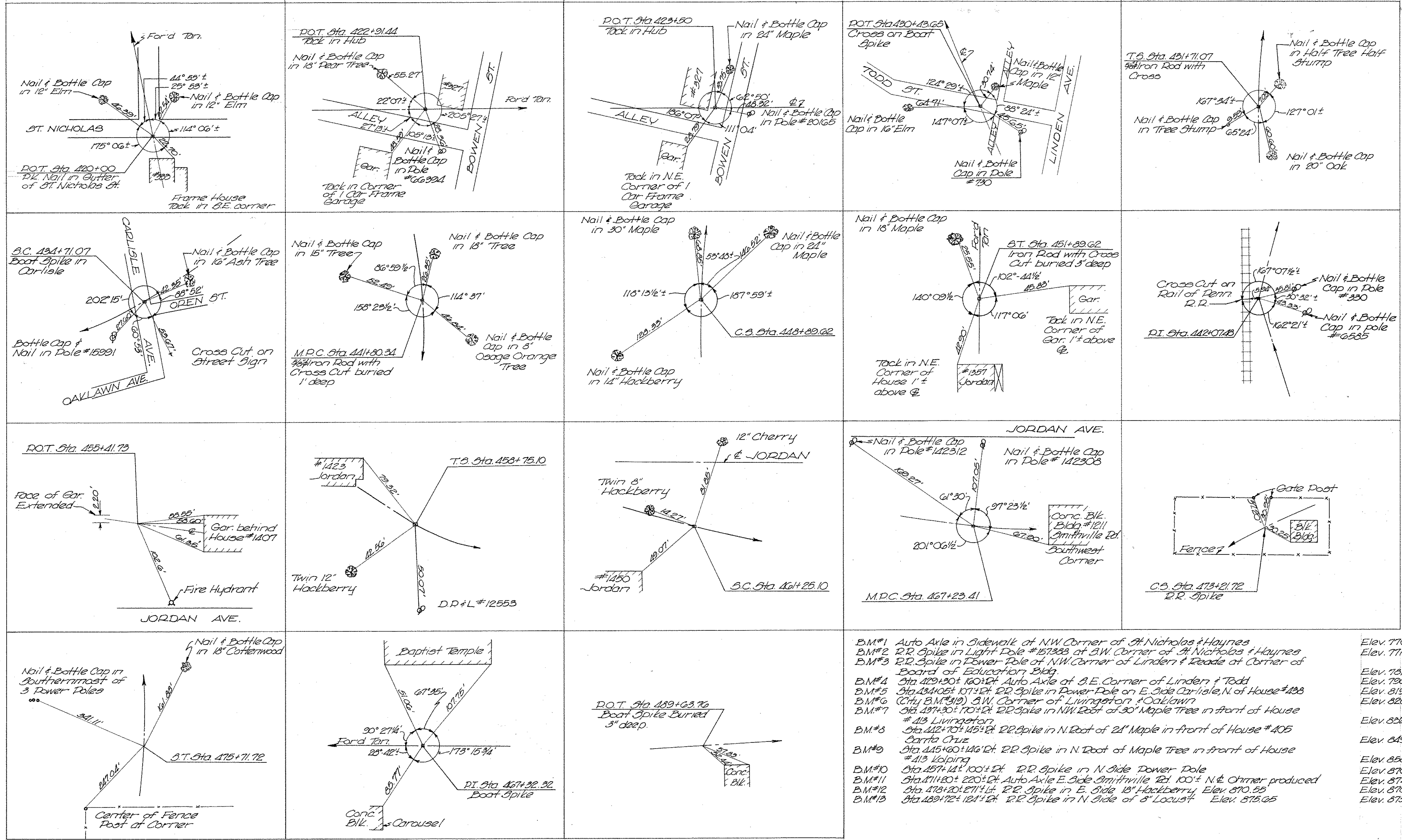
CENTERLINE REFERENCES AND BENCH MARKS

MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

124
285

MOT-35 (17.89-19.34)



- B.M.#1 Auto Axle in Sidewalk at N.W. Corner of St. Nicholas & Haynes Elev. 770.11
- B.M.#2 R.R. Spike in Light Pole #157988 at S.W. Corner of St. Nicholas & Haynes Elev. 771.02
- B.M.#3 R.R. Spike in Power Pole of N.W. Corner of Linden & Deade at Corner of Board of Education Bldg. Elev. 761.52
- B.M.#4 Sta. 429+30± 160±2± Auto Axle at S.E. Corner of Linden & Todd Elev. 792.03
- B.M.#5 Sta. 434+05± 107±2± R.R. Spike in Power Pole on E. Side Carlisle, N. of House #488 Elev. 819.40
- B.M.#6 (City B.M.#319) S.W. Corner of Livingston & Oaklawn Elev. 822.15
- B.M.#7 Sta. 437+30± 170±2± R.R. Spike in N.W. Root of 30" Maple Tree in front of House #413 Livingston Elev. 822.34
- B.M.#8 Sta. 442+70± 145±2± R.R. Spike in N. Root of 21" Maple in front of House #405 Cortha Cruz Elev. 849.62
- B.M.#9 Sta. 445+60± 146±2± R.R. Spike in N. Root of Maple Tree in front of House #413 Koping Elev. 858.76
- B.M.#10 Sta. 457+41± 100±2± R.R. Spike in N. Side Power Pole Elev. 870.63
- B.M.#11 Sta. 471+80± 220±2± Auto Axle E. Side Smithville Rd. 100± N.E. Corner produced Elev. 874.81
- B.M.#12 Sta. 478+20± 271±2± R.R. Spike in E. Side 18" Hackberry Elev. 870.55
- B.M.#13 Sta. 489+72± 124±2± R.R. Spike in N. Side of 8" Locust Elev. 875.65


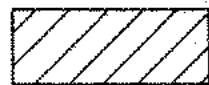
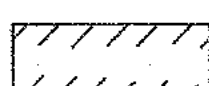



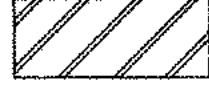
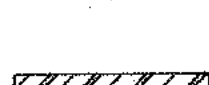
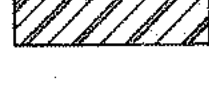
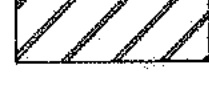
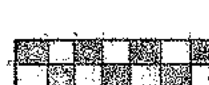
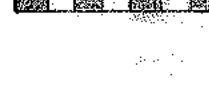
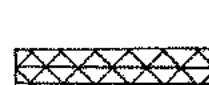
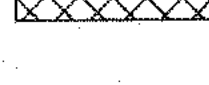

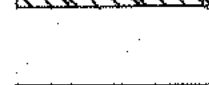
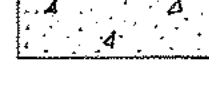





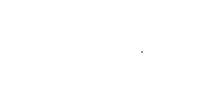




Supplemental sheet
added 3-1-61 REC

UTILITIES

Electric
Gas
Water
Telephone
Communications
Transportation

The Dayton Power + Light Co.
The Dayton Power + Light Co.
City of Dayton
The Ohio Bell Telephone Co.
Pennsylvania Railroad Co.
City Transit Co.

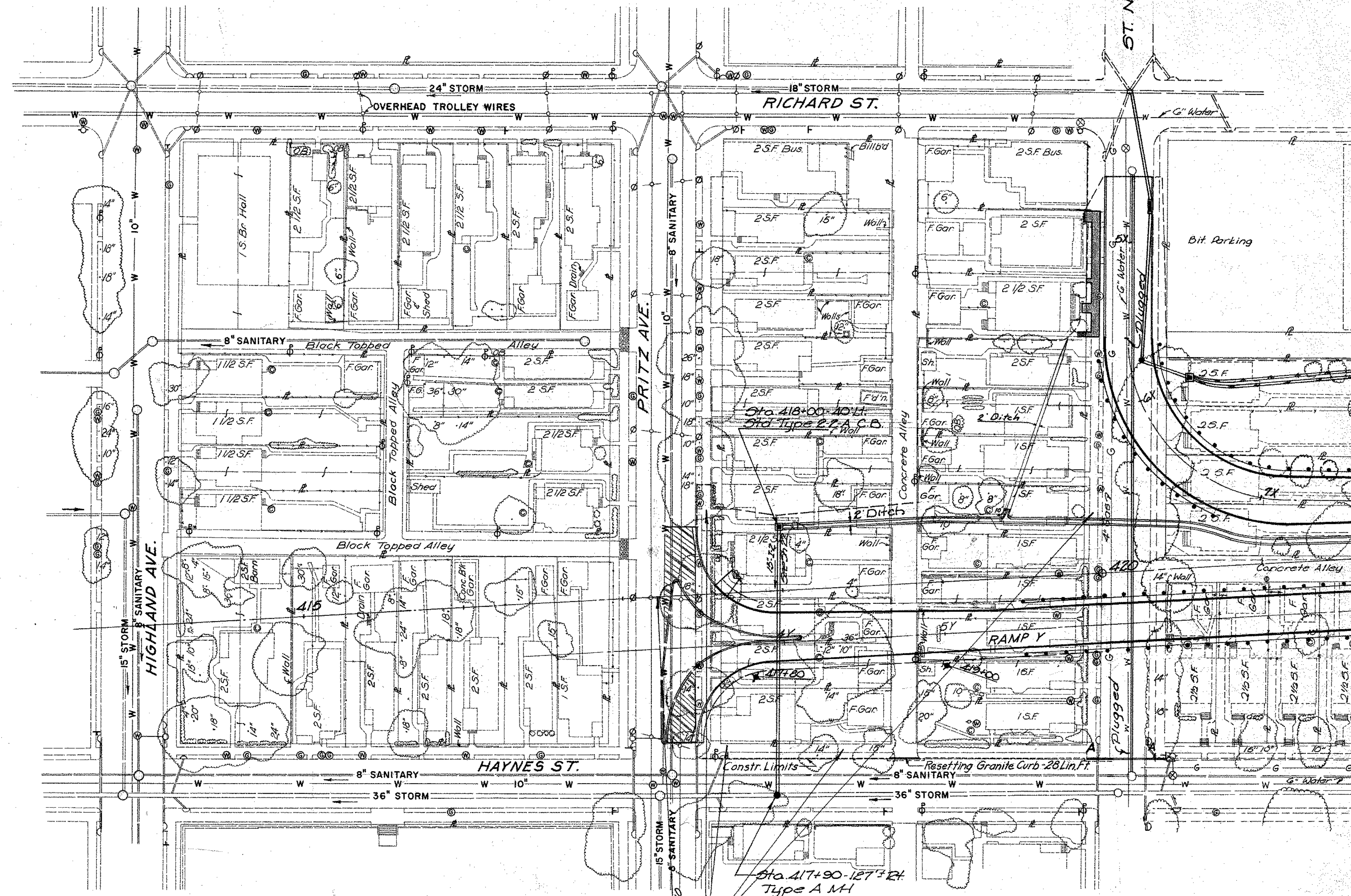
PAVEMENT SYMBOLS

-  9" Reinforced Portland Cement Concrete Pavement
-  5" 1-18 Stabilized Crushed Aggregate Shoulder
-  3" B-219 Waterproofed Aggregate Base Course
-  7-31 Bituminous Surface Treatment Single Seal
-  12" Concrete Median Pavement, as per plan
-  4" Concrete Sidewalk
-  8" 1-18 Stabilized Crushed Aggregate
-  1 1/4" T-35 Asphaltic Concrete Surface Course Type C (70-85)
-  1 3/4" B-35 Asphaltic Concrete Level Course (70-85)
-  7-30 Bituminous Prime Coat
-  6" B-19 Aggregate Base Course
-  6" T-22 Subbase, Grading C or D
-  8" T-70 Plain Portland Cement Concrete
-  6" T-22 Subbase, Grading C or D
-  1 1/4" T-35 Asphaltic Concrete Surface Course Type C (70-85)
-  1 3/4" B-35 Asphaltic Concrete Level Course (70-85)
-  7-30 Bituminous Tack Coat or Prime Coat
-  6" B-19 Aggregate Base Course
-  1 1/4" T-35 Asphaltic Concrete Surface Course Type C (70-85)
-  1 3/4" B-35 Asphaltic Concrete Base Course (70-85)
-  7-30 Bituminous Tack Course
-  8" B-70 Portland Cement Concrete Base Course
-  6" T-22 Subbase, Grading C or D
-  1 1/4" T-35 Asphaltic Concrete Course Type C (70-85)
-  Variable 2 1/4" Max. B-35 Asphaltic Concrete Level Course (70-85)
-  7-30 Bituminous Tack Coat, Tack Coat not required when B-35 applied on existing Bituminous Surface.
-  7" T-70 Plain Portland Cement Concrete Pavement

Item I-14 Paved Gutter, Type I
Sta. 418+10 to Sta. 420+00 Lt. 200 Lin. Ft.

Item I-14 Paved Gutter, Type I Mod.
Sta. 418+00 Lt. 100 Lin. Ft.

Item I-10 Concrete Slope Protection
Sta. 3Y+67-30' Lt.
See Sheet 173 for Details 12.5 Sp. Yd.

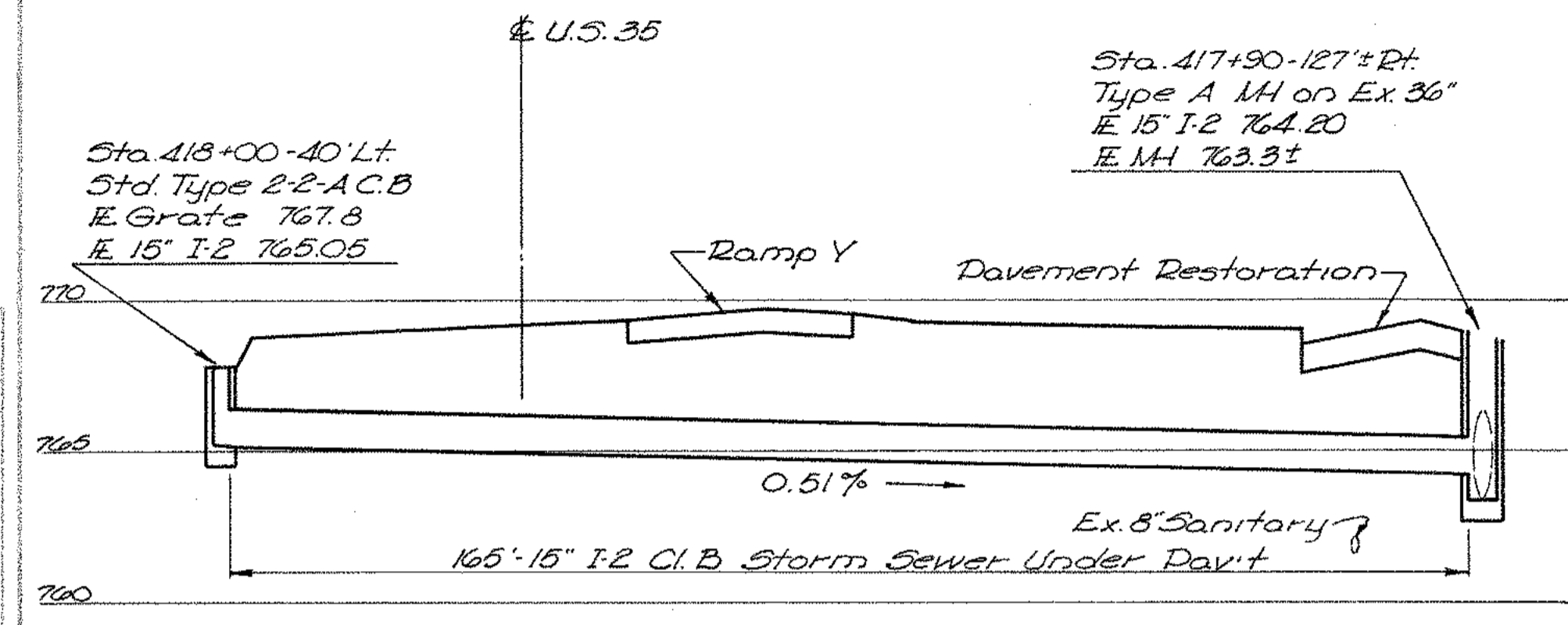


Remove Existing Sidewalk
Item E-1

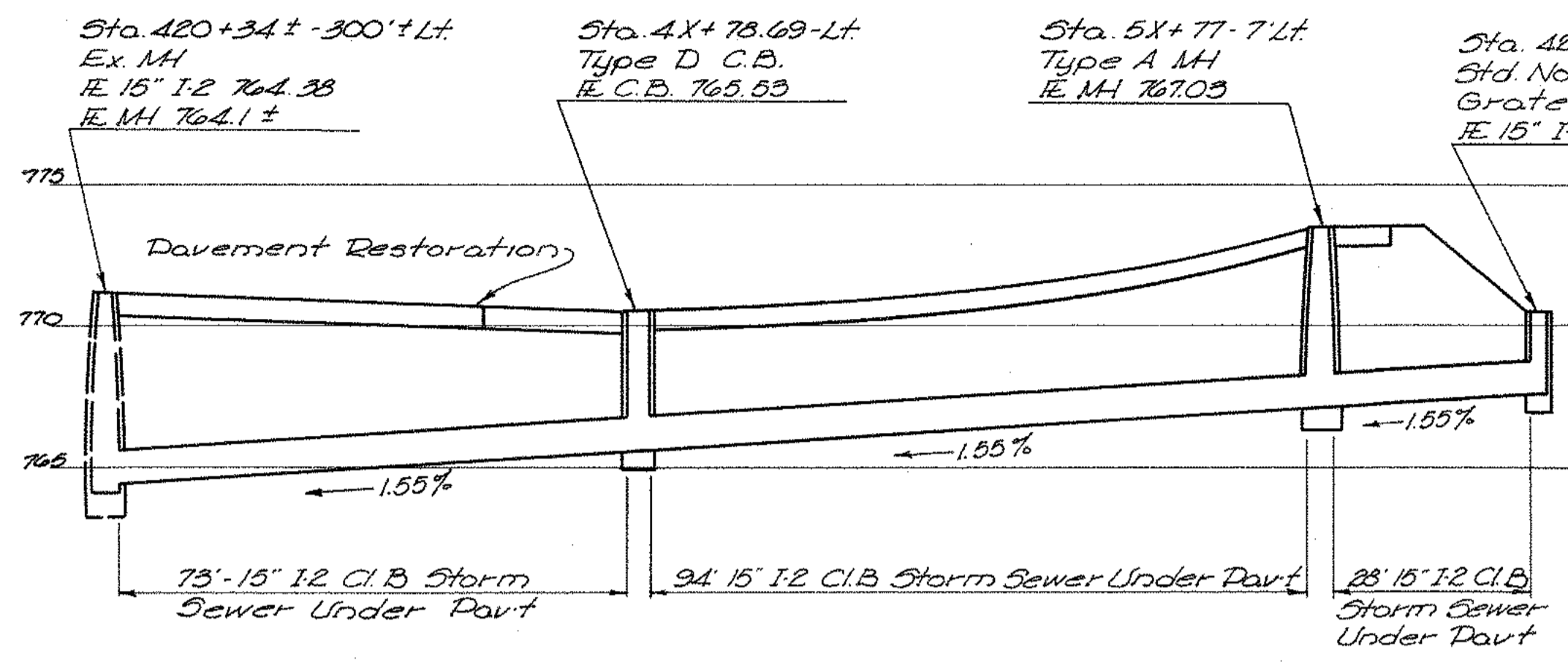
Sta. 417+90-127+24
Type A MH

For Profile Temporary Ramp Y See Sheet 23
For Ramp X & Y Details See Sheet 173
For Profile Sta. 414+00 to Sta. 420+00 See Sheet 21
For Profile Temporary Ramp X See Sheet 22

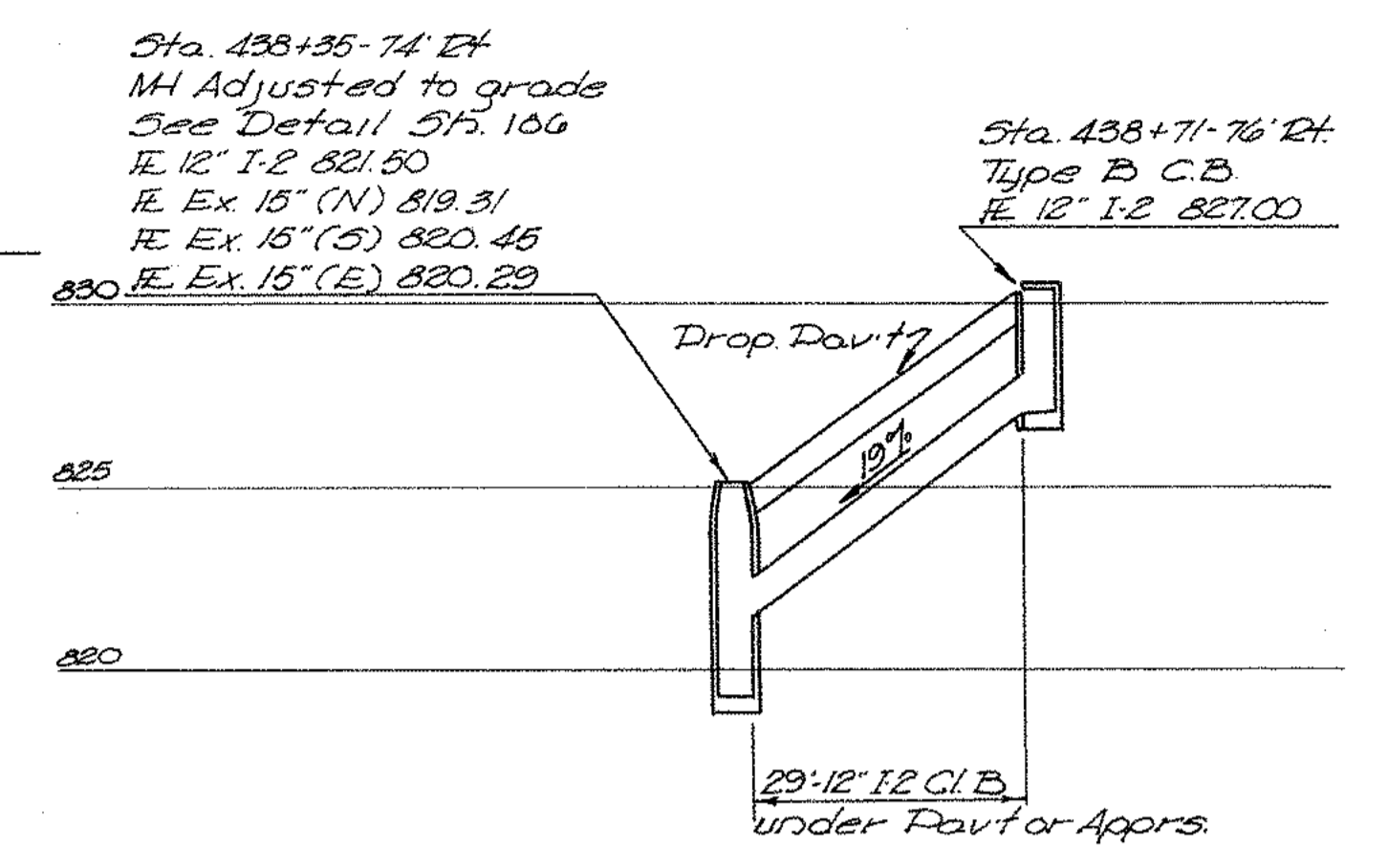
MOT-35-(1789-1934)



STA. 418+00 to STA. 417+90



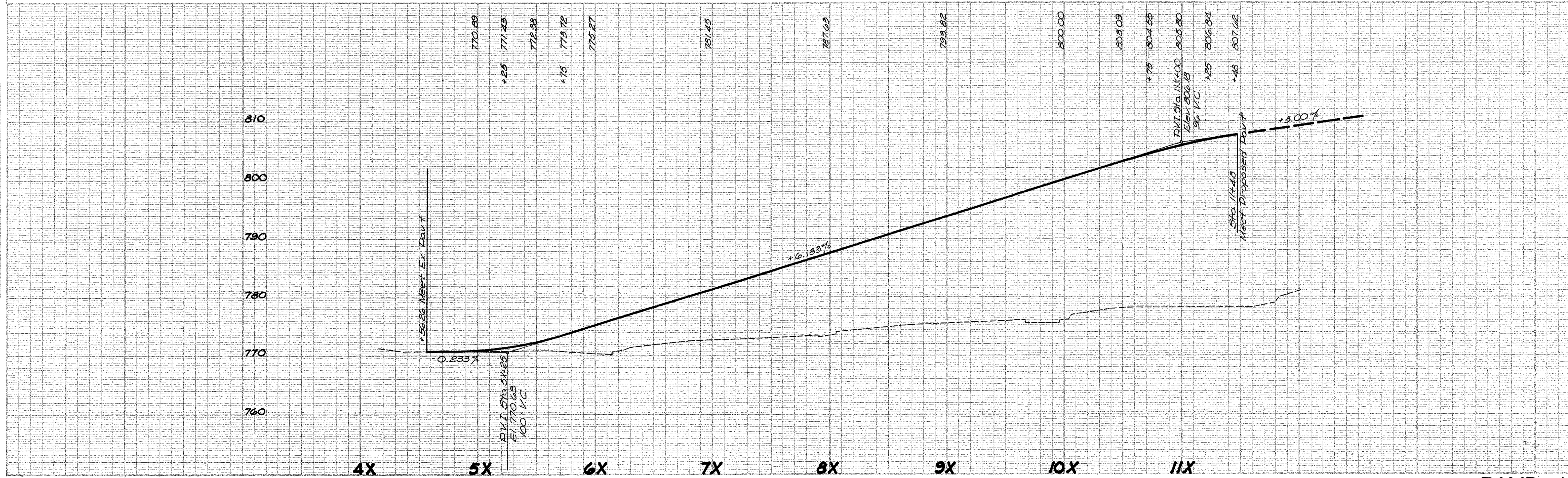
STA. 420+34 to STA. 420+60



STA. 438+35 to STA. 438+71

STORM SEWER DETAILS

Scale: Horiz. 1"=20'
Vert. 1"=5'



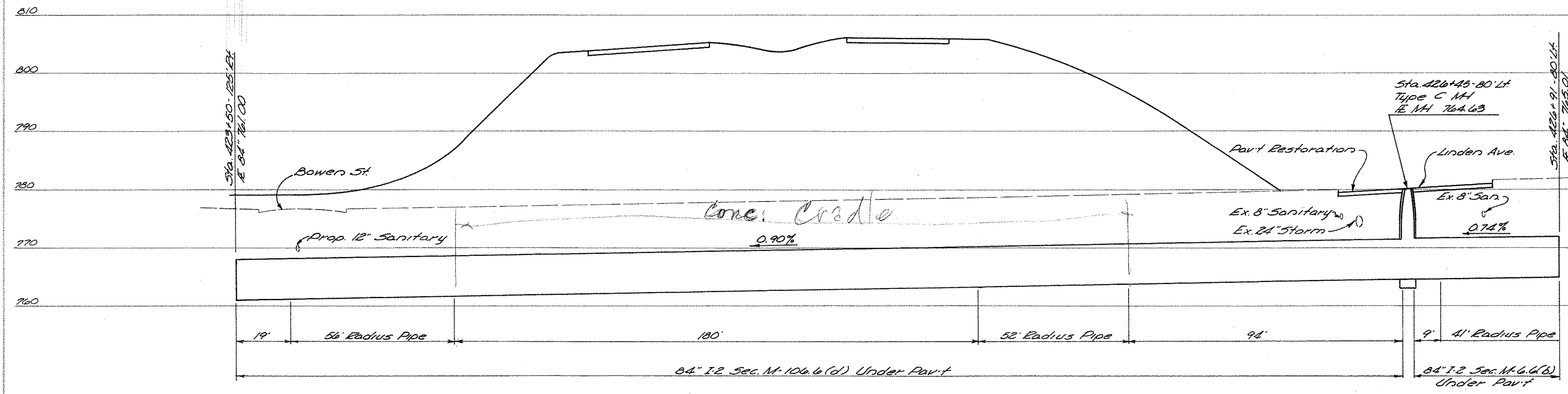
DATE	
BY	
OPERATION	
DESIGNED	
PLANNED	
FINAL DESIGN CHECKED	
TRAFFIC	
FINAL R.O.W. CHECK	
CONSTRUCTION	
REVISIONS	
NO. DATE	

DATE	
BY	
OPERATION	
DESIGNED	
PLANNED	
FINAL DESIGN CHECKED	
TRAFFIC	
FINAL R.O.W. CHECK	
CONSTRUCTION	
REVISIONS	
NO. DATE	

RAMP X

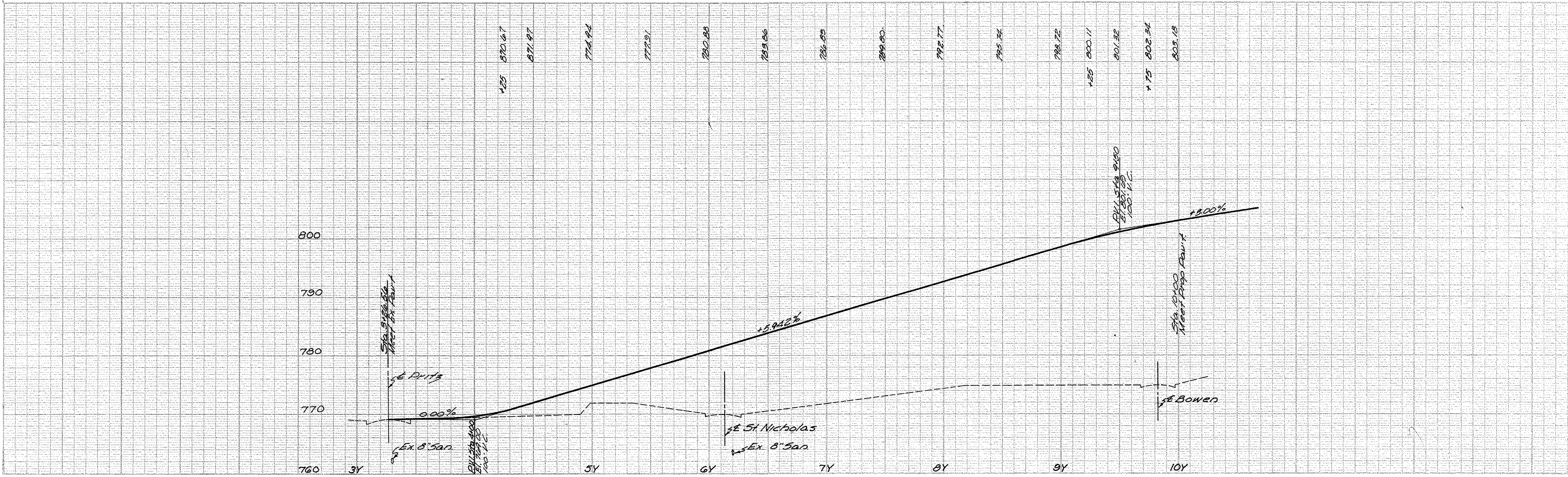
OPERATION	BY	DATE
PRELIMINARY P.L. CHECKED		
FINAL DESIGN CHECKED		
FINAL P.L. CHECKED		
FINAL Q.W. CHECKED		
QUANTITIES CHECKED		
30/7/73		

OPERATION	BY	DATE
REVIEWED		
PLAN CHECKED		
PROFILE CHECKED		
PRELIMINARY ANGLE		
GRADE INSPECTION		
FEDERAL INSPECTION		



Ends of 84" Storm Sewer shall be sealed with precast concrete plug or brick masonry. Minimum thickness of concrete shall be 6". Minimum thickness of masonry shall be 12". Price bid per L.F. of 84" Storm Sewer shall include cost of plugging ends.

STORM SEWER DETAILS
 Sta. 423+50 to Sta. 426+91
 Scale: Horiz. 1"=20' Vert. 1"=10'



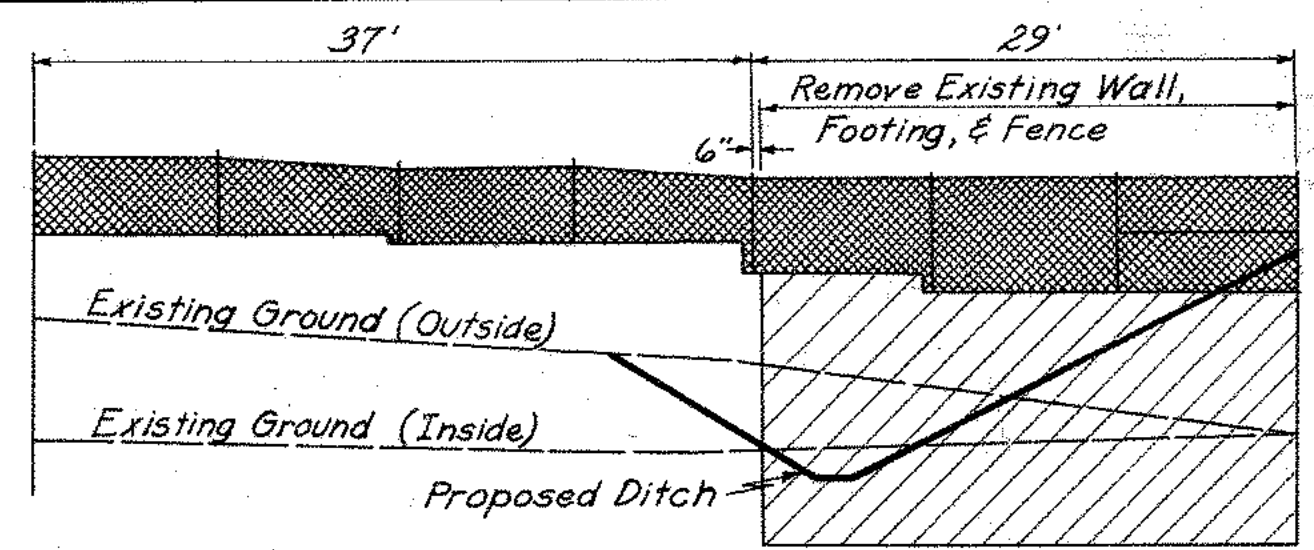
CURVE DATA 84" RADIUS PIPE

CURVE NO. 1	CURVE NO. 2
P.I. = Sta. 424+00 - 128' Rt.	P.I. = Sta. 425+20 - 80' Lt.
Δ = 64° 00'	Δ = 60° 00'
R = 50.00'	R = 50.00'
L = 56'	L = 52'

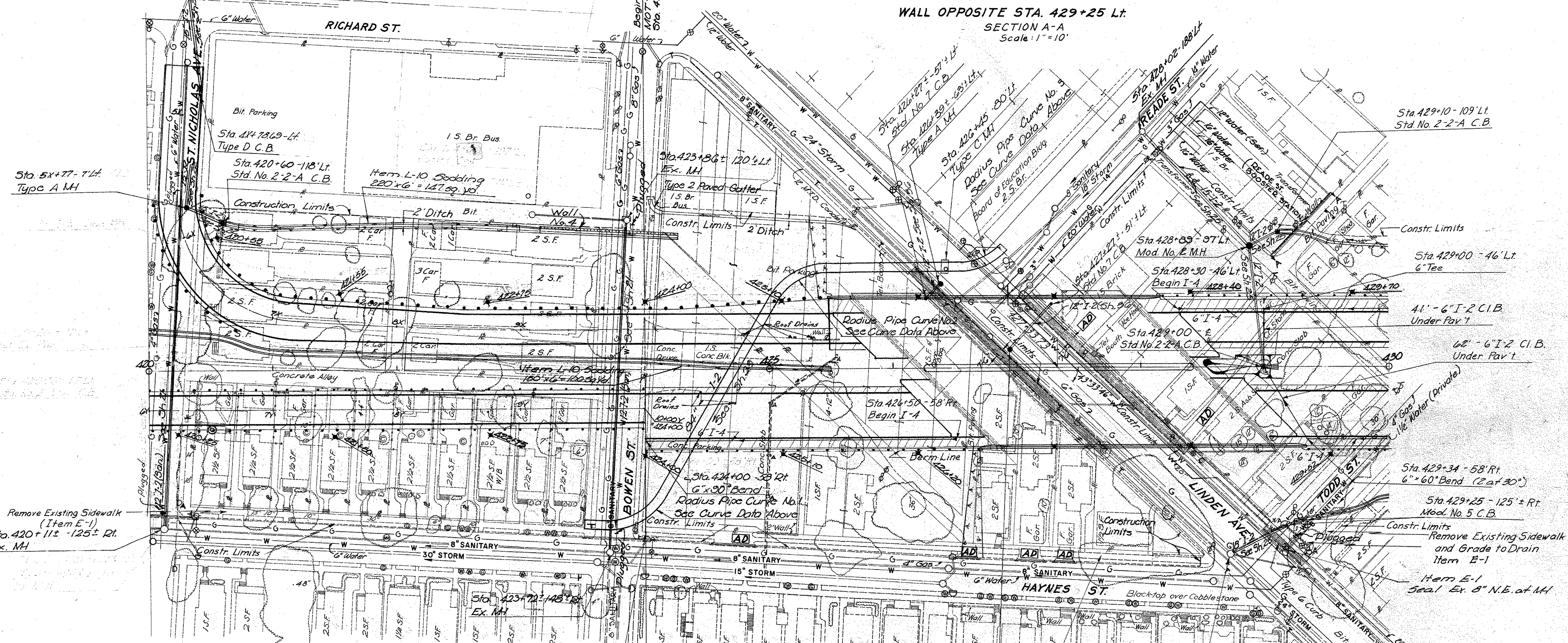
CURVE NO. 3
P.I. = Sta. 426+78 - 80' Lt.
Δ = 47° 00'
R = 50.00'
L = 41'

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JUN 24 1985

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Item S-22 Removal of Portions of Existing Structures as shown by Payment to include finishing exposed end in a neat and orderly manner.



Item I-14 Paved Gutter, Type 1 Mod.

Sta. 420+60 Lt.	10 Lin. Ft.
Sta. 429+10 Lt.	10 Lin. Ft.
Sta. 429+00 E.	10 Lin. Ft.

Item I-14 Paved Gutter, Type 1

Sta. 429+35 to Sta. 430+00 Rt.	65 Lin. Ft.
Sta. 429+20 to Sta. 429+50 Lt.	30 Lin. Ft.
Sta. 420+00 to Sta. 424+00 Lt.	405 Lin. Ft.
Sta. 422+90 to Sta. 423+00 Lt.	10 Lin. Ft.

Item I-14 Paved Gutter, Type 2

Sta. 424+10 Lt.	16 Lin. Ft.
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Item I-14 Paved Gutter, Type A

Sta. 423+17.14 to Sta. 424+27.00 Lt.	110 Lin. Ft.
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Item I-14 Paved Gutter, Type B

Sta. 423+00 to Sta. 423+17.14 Lt.	17 Lin. Ft.
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Existing Streets, Alleys, & Drives To Be Curbed

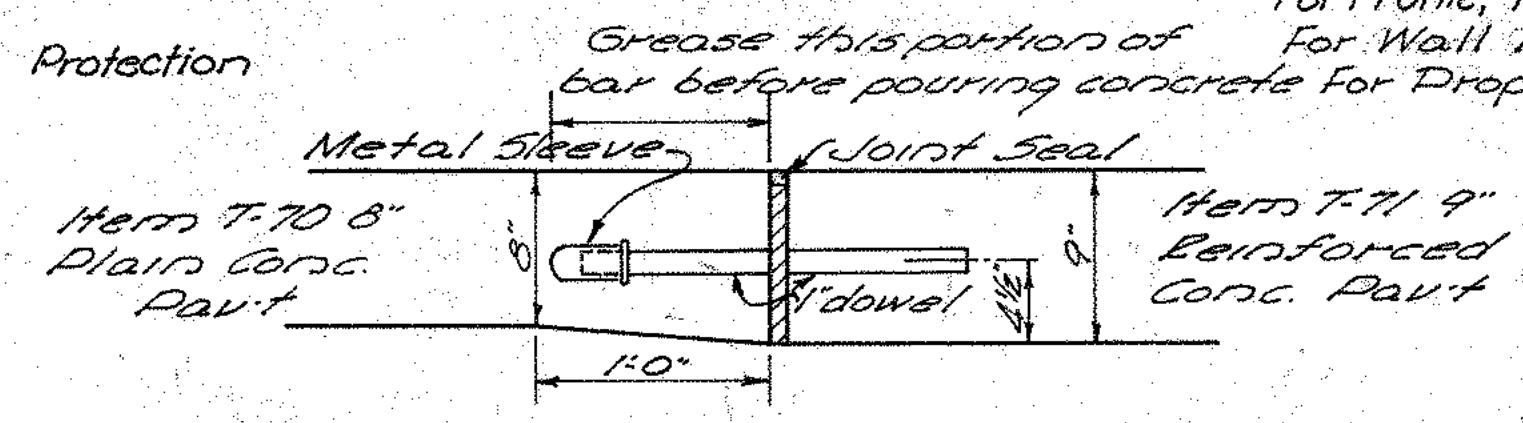
Station	Item E-8 Removal of Existing Curb Lin. Ft.	Item I-12 Type 6 Concrete Curb Lin. Ft.	Item I-11 Granite Curb Reset Lin. Ft.
423+75 Rt.	80		50
424+70 Rt.	40		40
426+62 Rt.	20	20	
427+09 Rt.	25	25	
427+38 Rt.	15	15	
428+31 Rt.	10	10	
429+18 Rt.	120	40	
425+23 Lt.	40	40	
426+28 Lt.	25	25	
426+75 Lt.	35	35	
427+40 Lt.	25	25	

Note: Type 6 Concrete Curb may be used in place of the granite curb upon approval of the Engineer, and the City of Dayton

Marker will be furnished and erected on the right by the State of Ohio before acceptance of this improvement.

Item L-10 Special Slope and Berm Protection

Sta. 425+43 Lt.	75 Sq. Yd.
Sta. 426+63 Rt.	120 Sq. Yd.



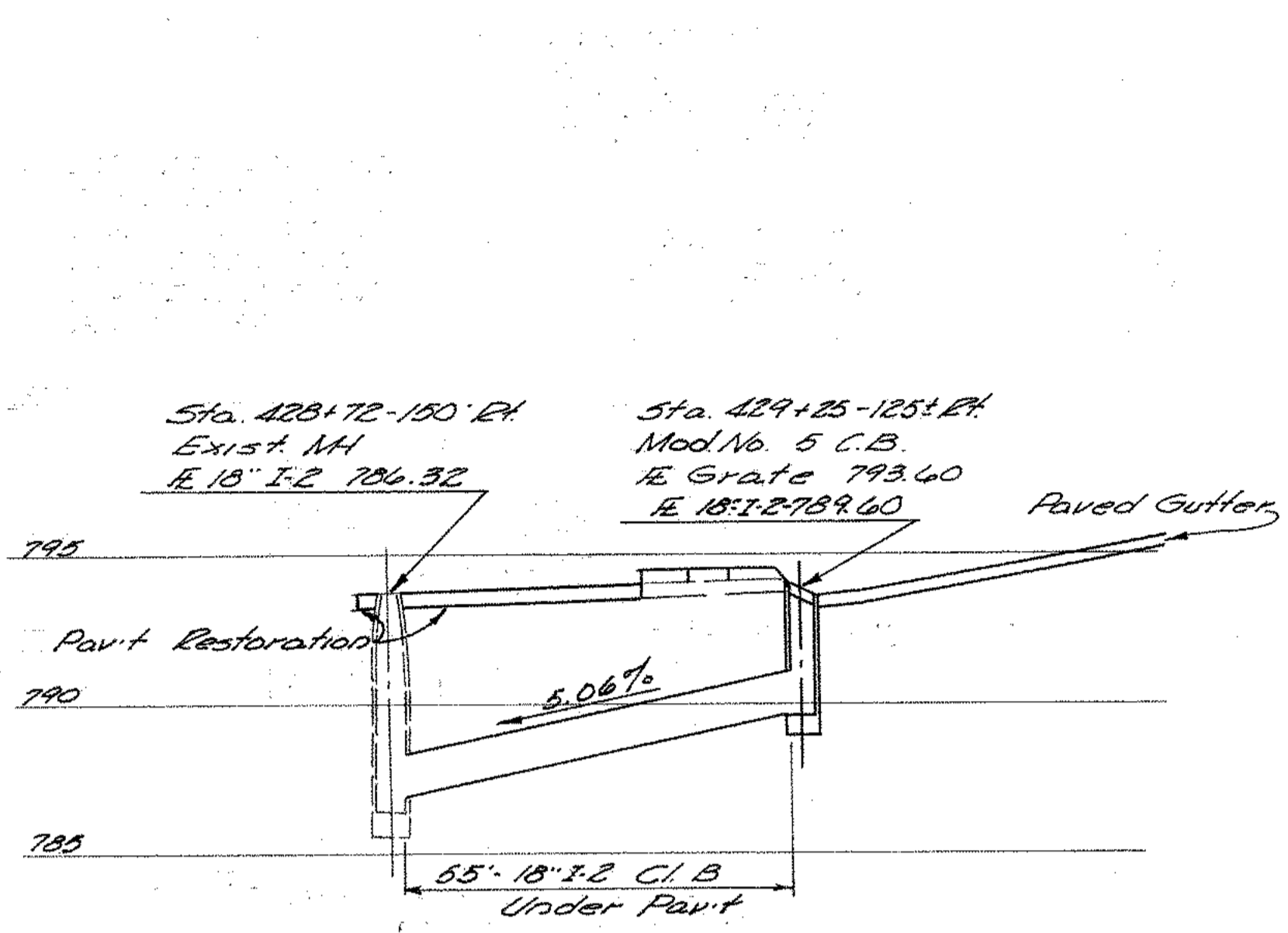
For Profile, Sta. 420+00 to Sta. 430+00 See Sheet 25
For Temporary Ramps X & Y Details See Sheet 173
For Profile, Temporary Ramp X See Sheet 22
For Profile, Temporary Ramp Y See Sheet 23
For Wall No. 4 See Sheet 27
See Sheet 2

* To be included in unit price bid for Item T-71 9" Reinforced Conc. Pav't

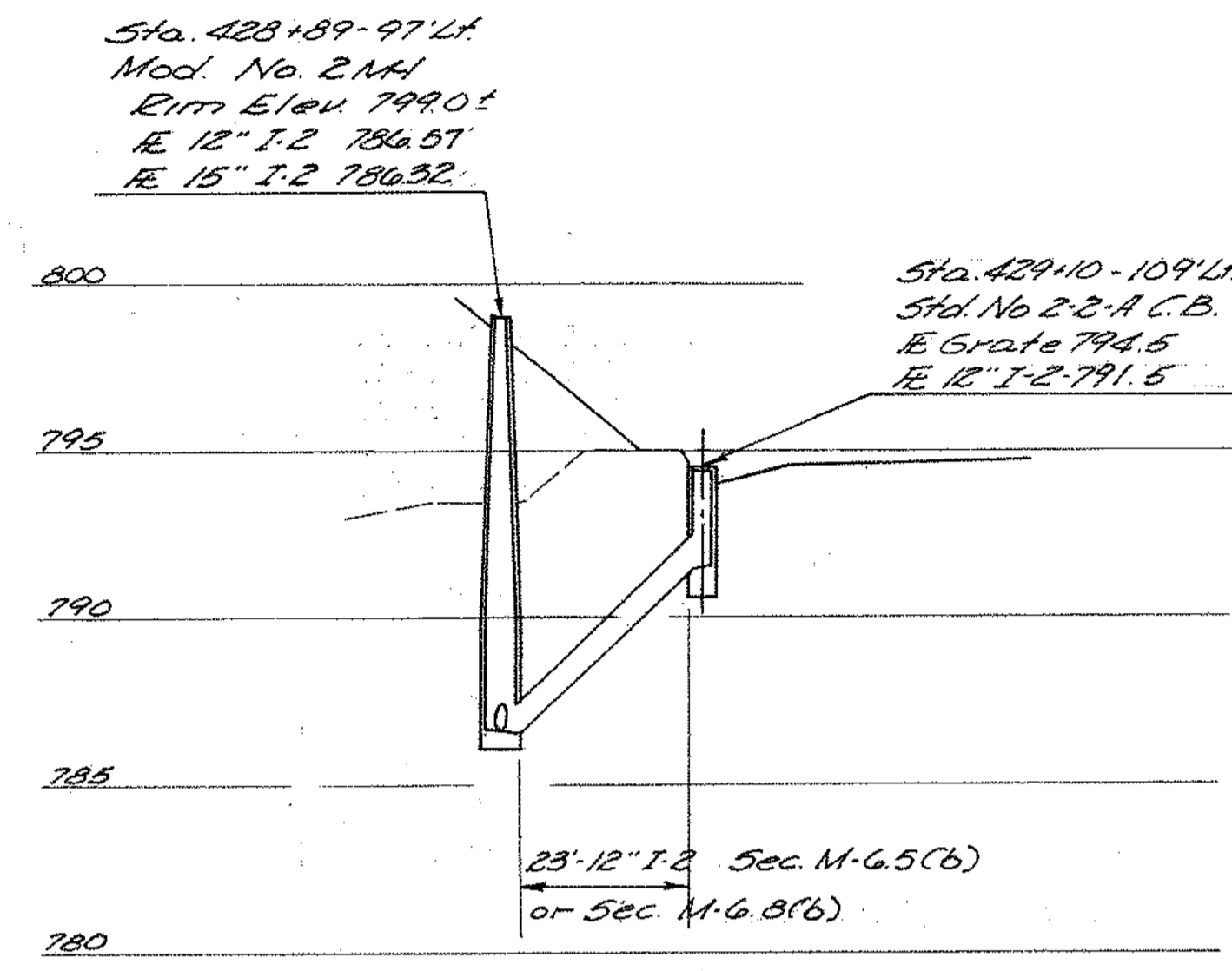
MICROFILMED
JUN 24 1965

MOT-35-(1789-1934)

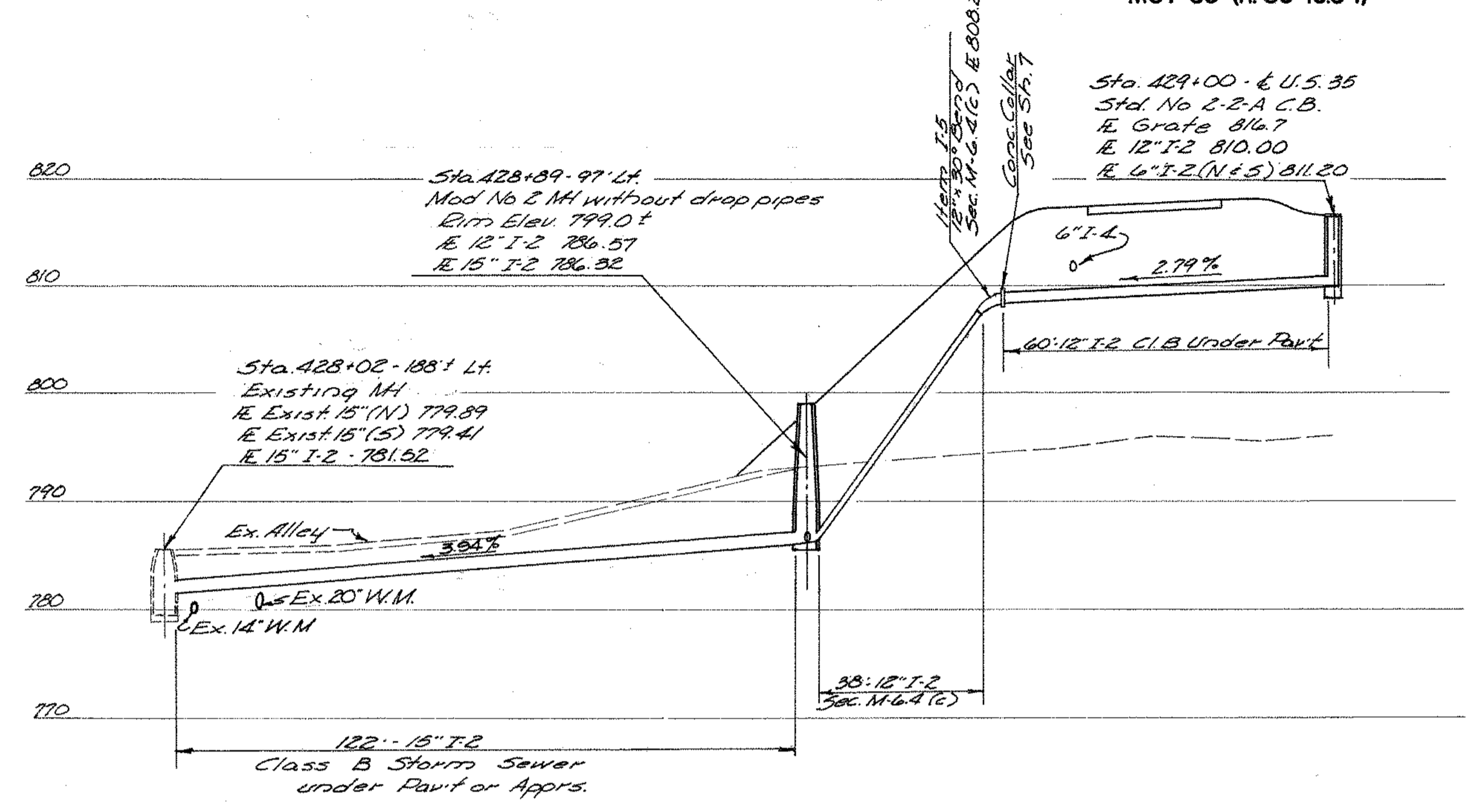
DATE: _____
BY: _____
SUPERVISOR: _____
PRELIMINARY S.O.W. CHECKED: _____
FINAL DESIGN CHECKED: _____
INVESTIGATED: _____
CHECKED: _____
QUANTITIES CHECKED: _____
QUANTITIES ORDERED: _____
REVISIONS: _____



STORM SEWER DETAILS
Sta. 428+72 to Sta. 429+25
Scale: Horiz. 1"=20'
Vert. 1"=5'



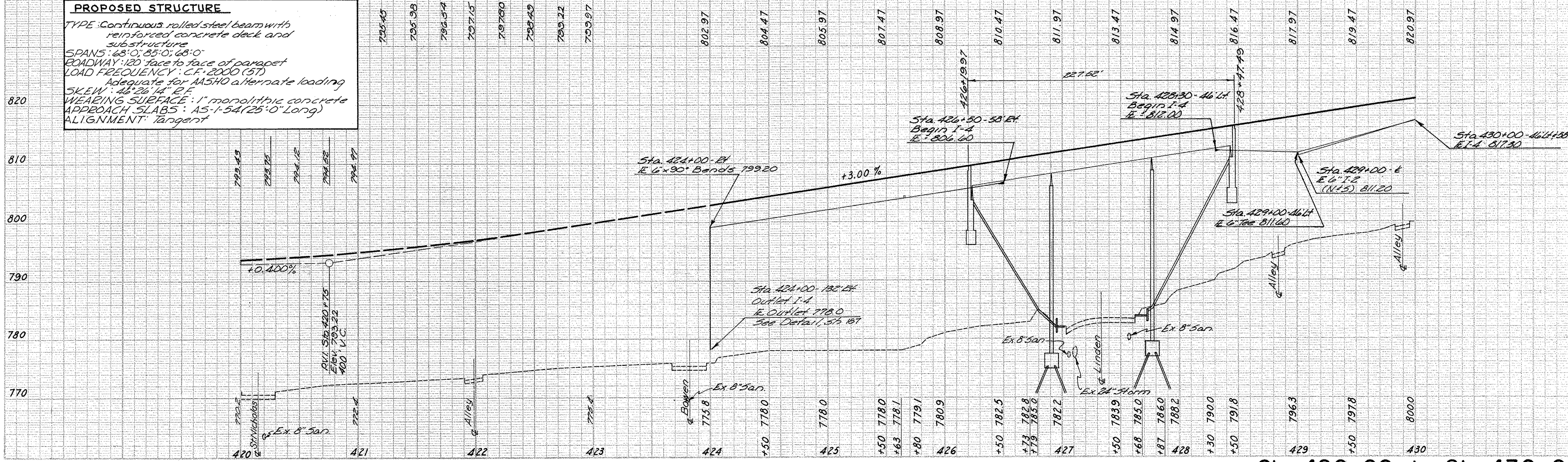
STORM SEWER DETAILS
Sta. 428+89 to Sta. 429+10
Scale: Horiz. 1"=20'
Vert. 1"=5'



STORM SEWER DETAILS
Sta. 428+02 to Sta. 429+00
Scale: Horiz. 1"=20'
Vert. 1"=10'

DATE: _____
BY: _____
SUPERVISOR: _____
SURVEYED: _____
PLAN PLATTED: _____
PLAN CHECKED: _____
PROFILE PLOTTED: _____
PRELIMINARY GRADE: _____
GRADE INSPECTION: _____
FEDERAL INSPECTION: _____

PROPOSED STRUCTURE
TYPE: Continuous rolled steel beam with reinforced concrete deck and substructure
SPANS: 68'-0"; 85'-0"; 68'-0"
ROADWAY: 120' face to face of parapet
LOAD FREQUENCY: C.F. 2000 (5T)
Adequate for AASHTO alternate loading
SKEW: 46° 26' 44" R.F.
WEARING SURFACE: 1" monolithic concrete
APPROACH SLABS: A5-1-54(25'-0" Long)
ALIGNMENT: Tangent



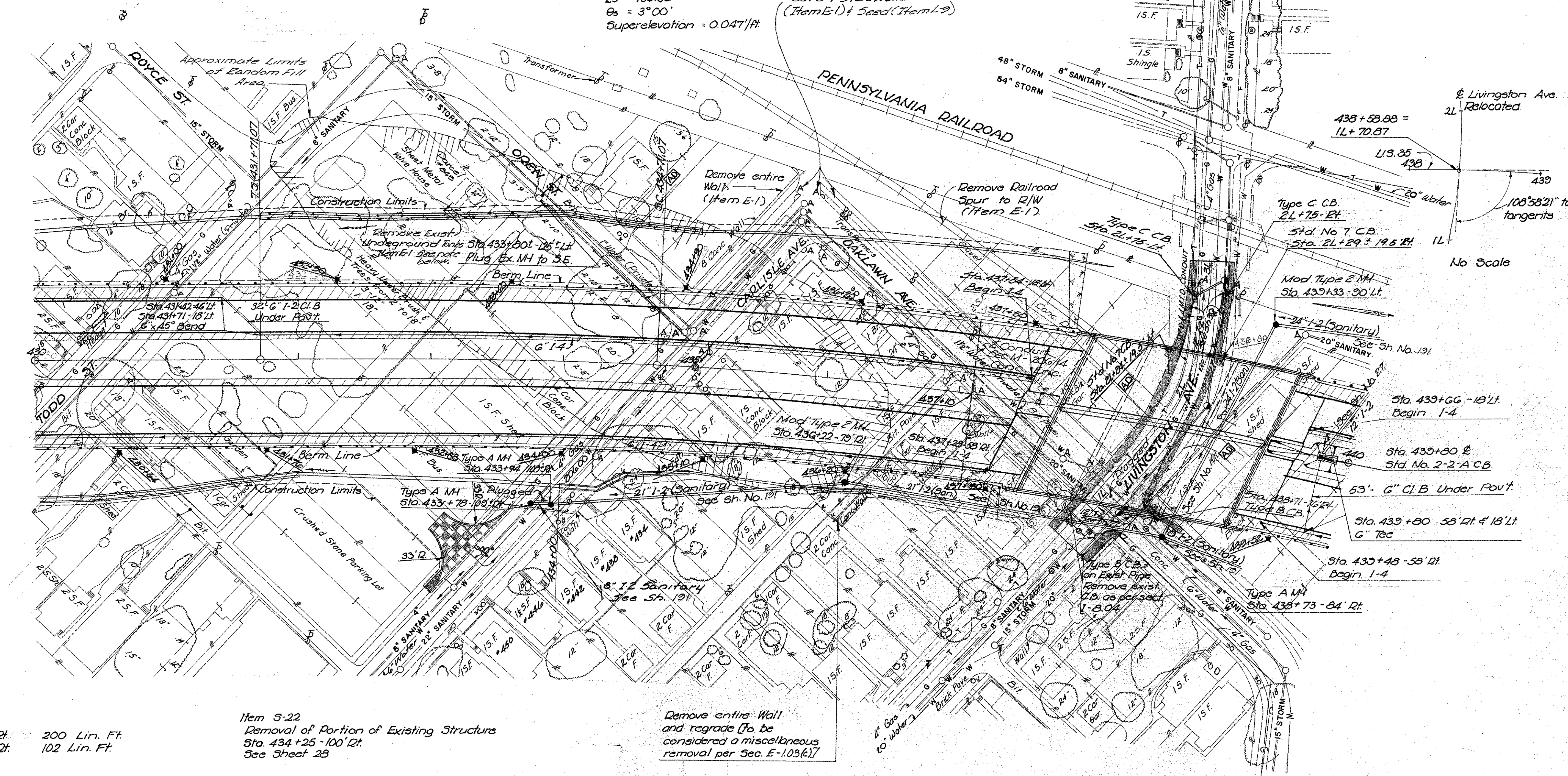
Sta. 420+00 to Sta. 430+00

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JUN 24 1985

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CURVE DATA

Center Line
P.I. Sta. 442+07.48
 $\Delta = 34^{\circ}22'15''$ Rt.
 $D_c = 2^{\circ}00'$
 $R = 2364.79'$
 $L_s = 300.00'$
 $L_c = 1418.55'$
 $T_b = 1036.40'$
 $E_s = 135.30'$
 $O_s = 3^{\circ}00'$
Superelevation = 0.047'/ft.



Item I-14
Paved Gutter, Type 1
Sta. 430+00 to Sta. 432+00 Rt. 200 Lin. Ft.
Sta. 434+00 to Sta. 435+00 Lt. 102 Lin. Ft.

Item S-22
Removal of Portion of Existing Structures
Sta. 434+25 - 100' Lt.
See Sheet 28

Remove entire Wall
and regrade (to be
considered a miscellaneous
removal per Sec. E-1.03(6))

Item I-14
Paved Gutter, Type 1 Mod.
Sta. 439+80 10 Lin. Ft.

Item L-10 Special Slope and Berm Protection (See Sh. 186)
Sta. 437+39 Rt. 60 Sq. Yd.
Sta. 437+78 Lt. 80 Sq. Yd.

Contractor shall exercise caution in removing easternmost tank and store same off R/W adjacent to Parcel 243 LA for disposal by the owner. The other two tanks shall become the property of the Contractor and shall be disposed of in accordance with Item E-1.

For Profile, Sta. 430+00 to Sta. 440+00 See Sheet 27
For Carlisle Ave. Turn Around See Sheet 28
For Livingston Ave. Relocated See Sheet 28

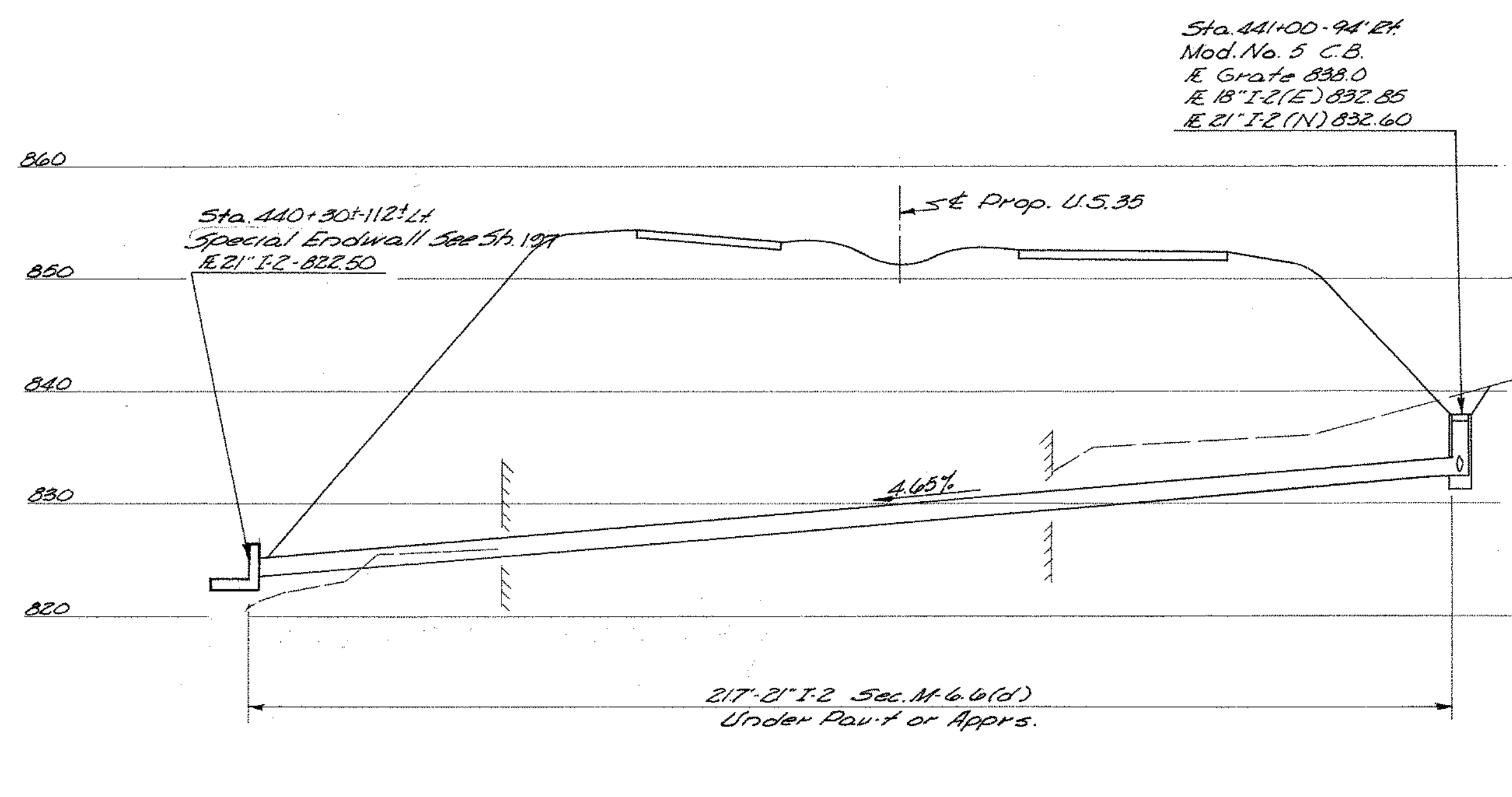
MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

27
285

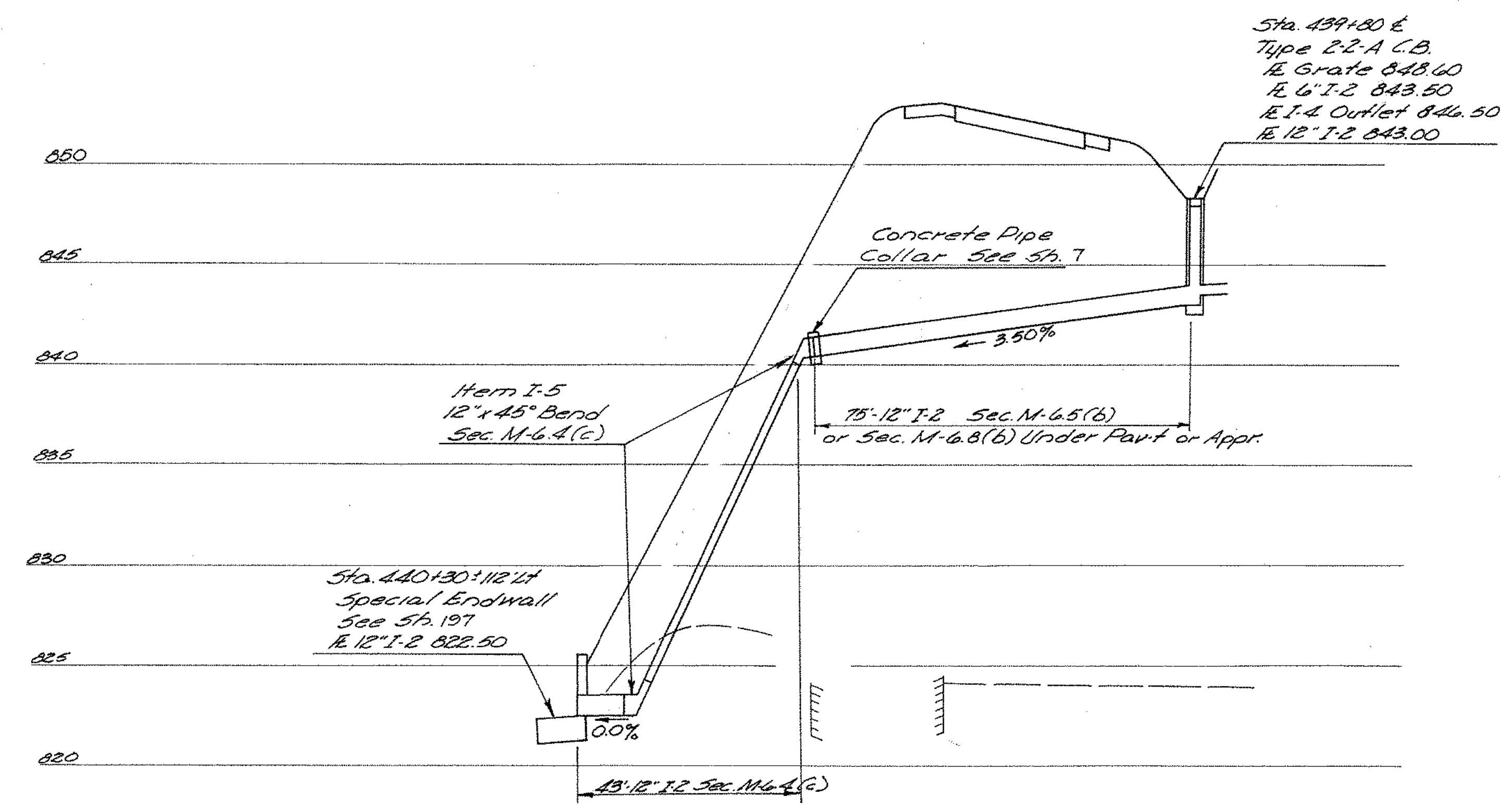
MOT-35-(17.89-1934)

DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	



Sta. 440+30 to Sta. 441+00

Horiz. 1"=20'
Scale: Vert. 1"=10'

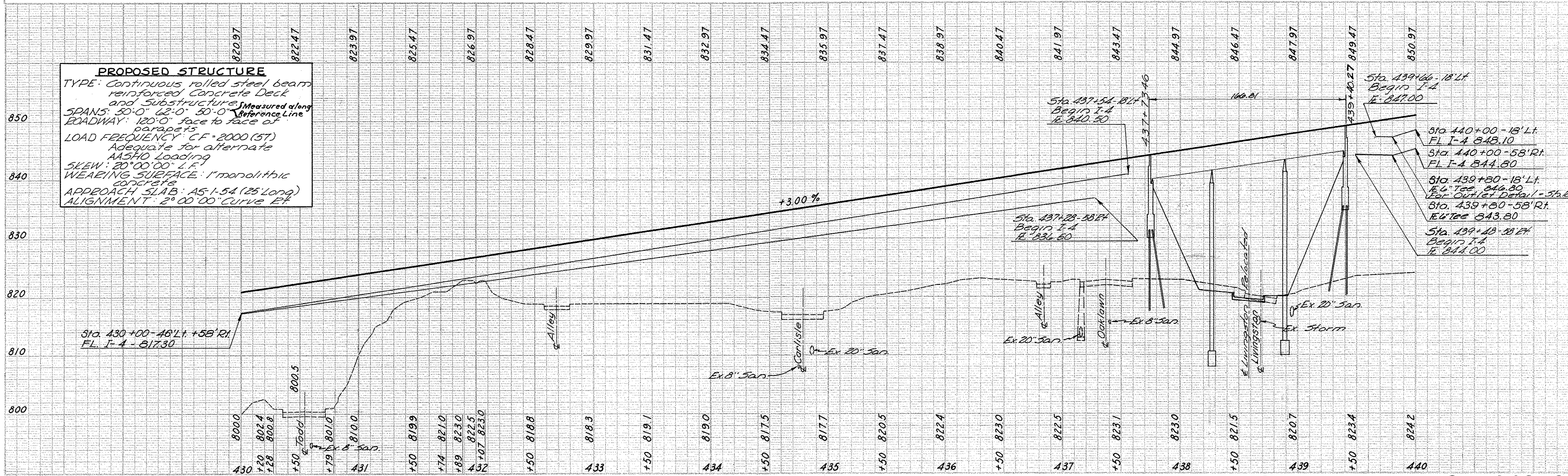


Sta. 439+80 to Sta. 440+30

Horiz. 1"=20'
Scale: Vert. 1"=5'

STORM SEWER DETAILS

DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	
DATE	
BY	
DESIGNED	
CHECKED	
APPROVED	



PROPOSED STRUCTURE
 TYPE: Continuous rolled steel beam reinforced concrete Deck and Substructure
 SPANS: 50'-0" 62'-0" 50'-0" (Measured along Reference Line)
 ROADWAY: 120'-0" face to face of parapets
 LOAD FREQUENCY: C.F. = 2000 (ST) Adequate for alternate AASHTO Loading
 SKEW: 20° 00' 00" L.F.
 WEARING SURFACE: 1" mandibitic concrete
 APPROACH SLAB: AS-1.54 (25' Long)
 ALIGNMENT: 2° 00' 00" CURVE ET

Sta. 430+00 to Sta. 440+00

MOT-35-(17.89-1934)

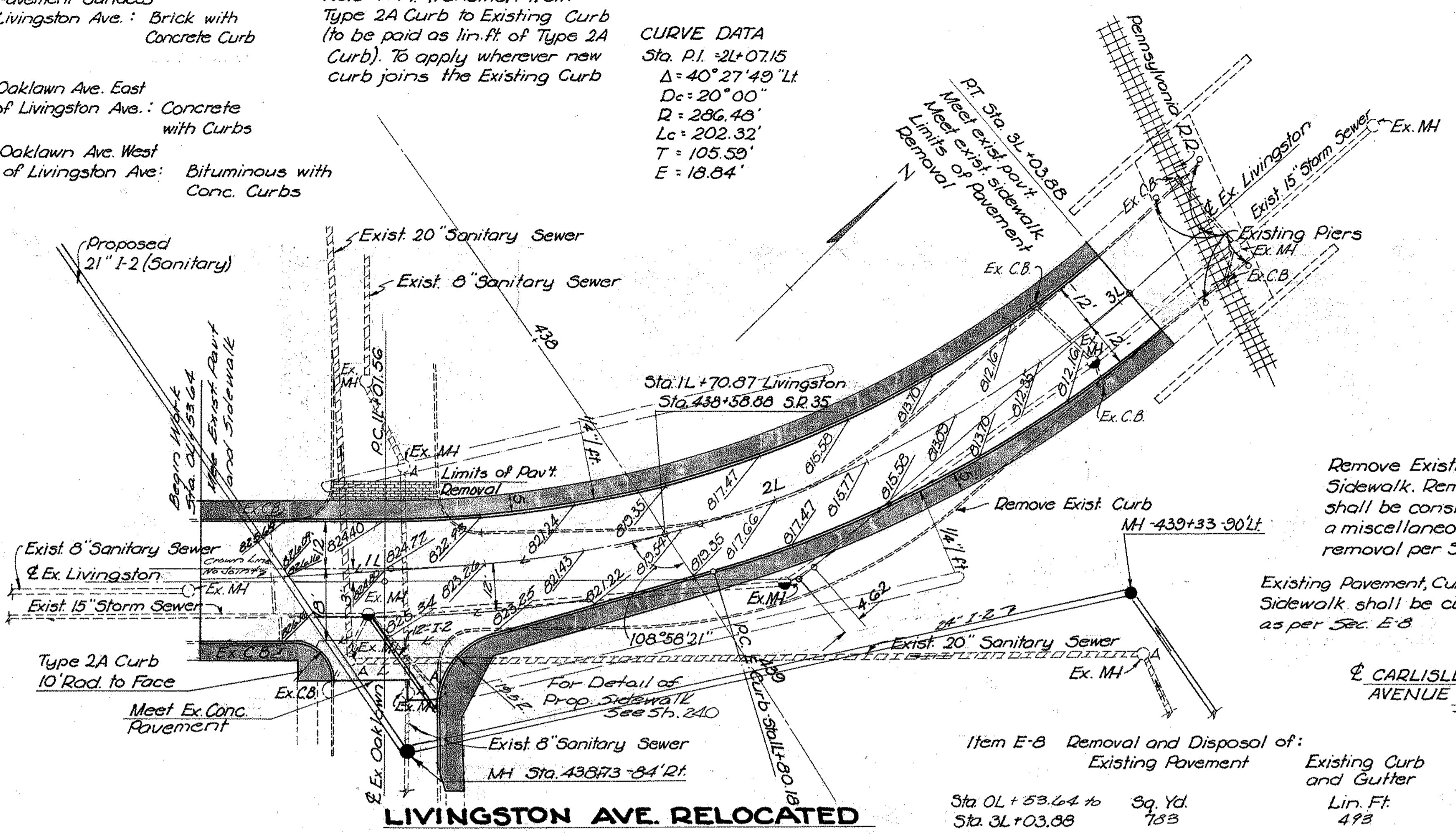
Pavement Surfaces
Livingston Ave.: Brick with Concrete Curb

Oaklawn Ave. East of Livingston Ave.: Concrete with Curbs

Oaklawn Ave. West of Livingston Ave.: Bituminous with Conc. Curbs

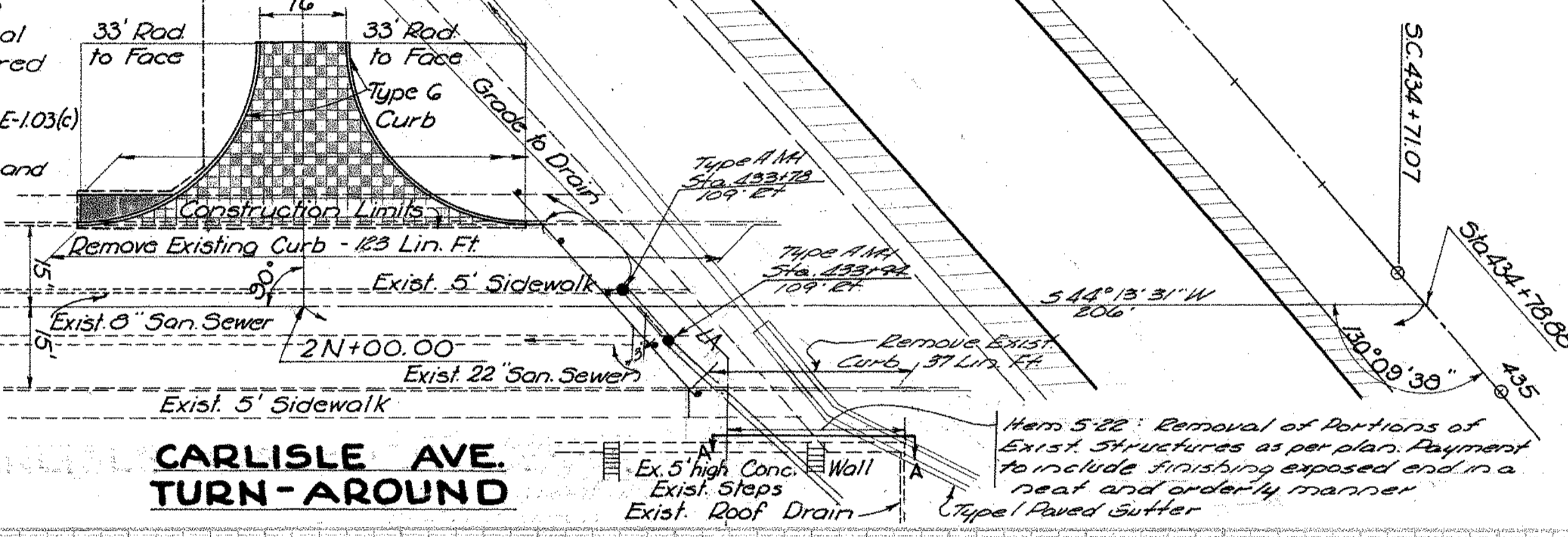
Note: 10 FT. Transition from Type 2A Curb to Existing Curb (to be paid as lin. ft. of Type 2A Curb). To apply wherever new curb joins the Existing Curb

CURVE DATA
Sta. P.I. +2L+07.15
 $\Delta = 40^\circ 27' 42''$ Lt
 $D_c = 20^\circ 00''$
 $R = 286.43'$
 $L_c = 202.32'$
 $T = 105.59'$
 $E = 18.84'$

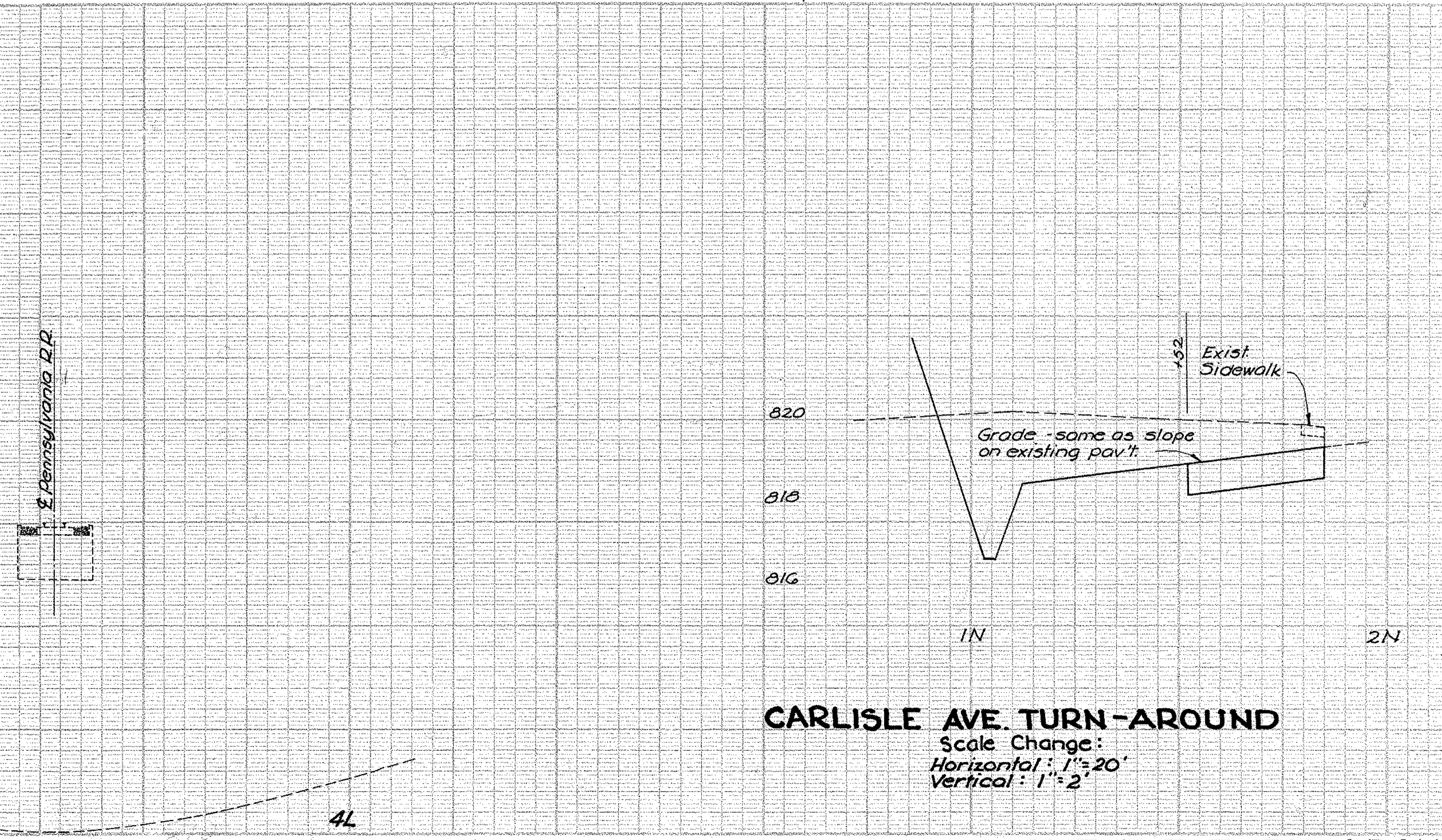
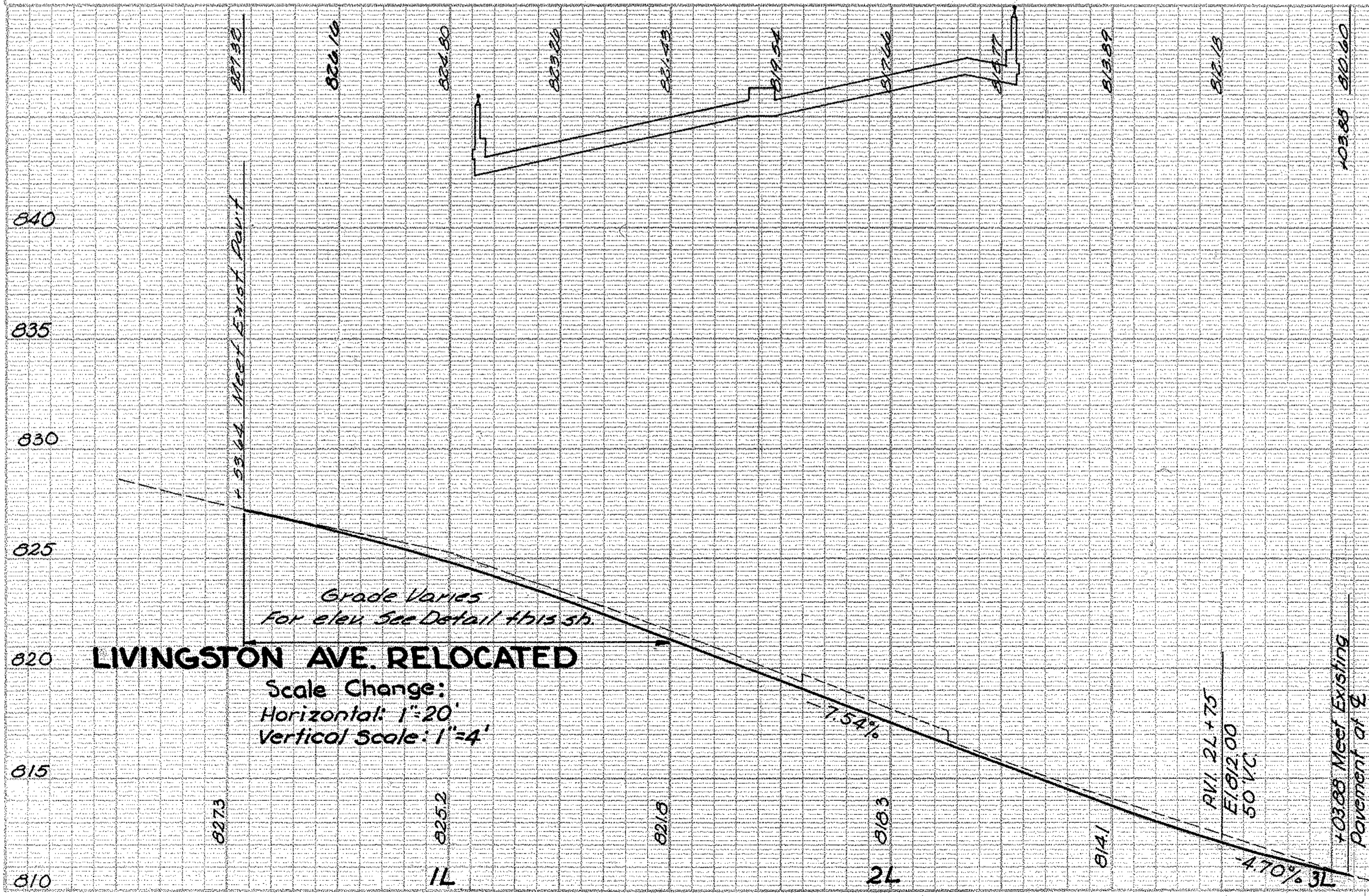


Remove Existing Sidewalk. Removal shall be considered a miscellaneous removal per Sec. E-103(c). Existing Pavement, Curb and Sidewalk shall be cut as per Sec. E-8.

Item E-8 Removal and Disposal of: Existing Pavement and Gutter
Sta. 0L+53.64 to Sta. 3L+03.88 3q. Yd. 183
Existing Curb and Gutter Lin. Ft. 473

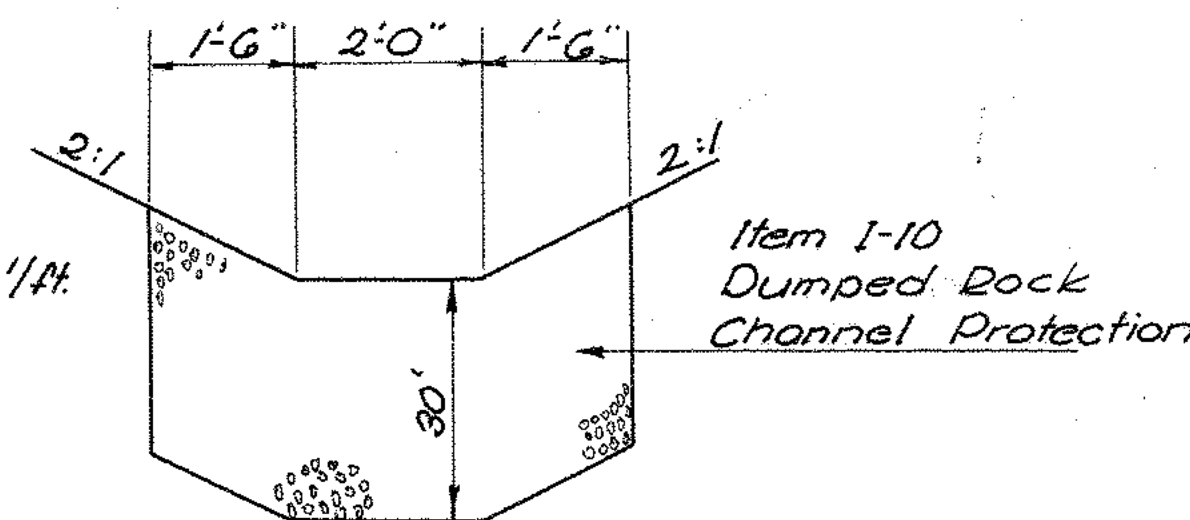


Mem 5-22: Removal of Portions of Exist. Structures as per plan. Payment to include finishing exposed end in a neat and orderly manner.

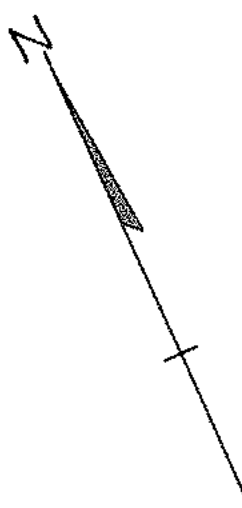
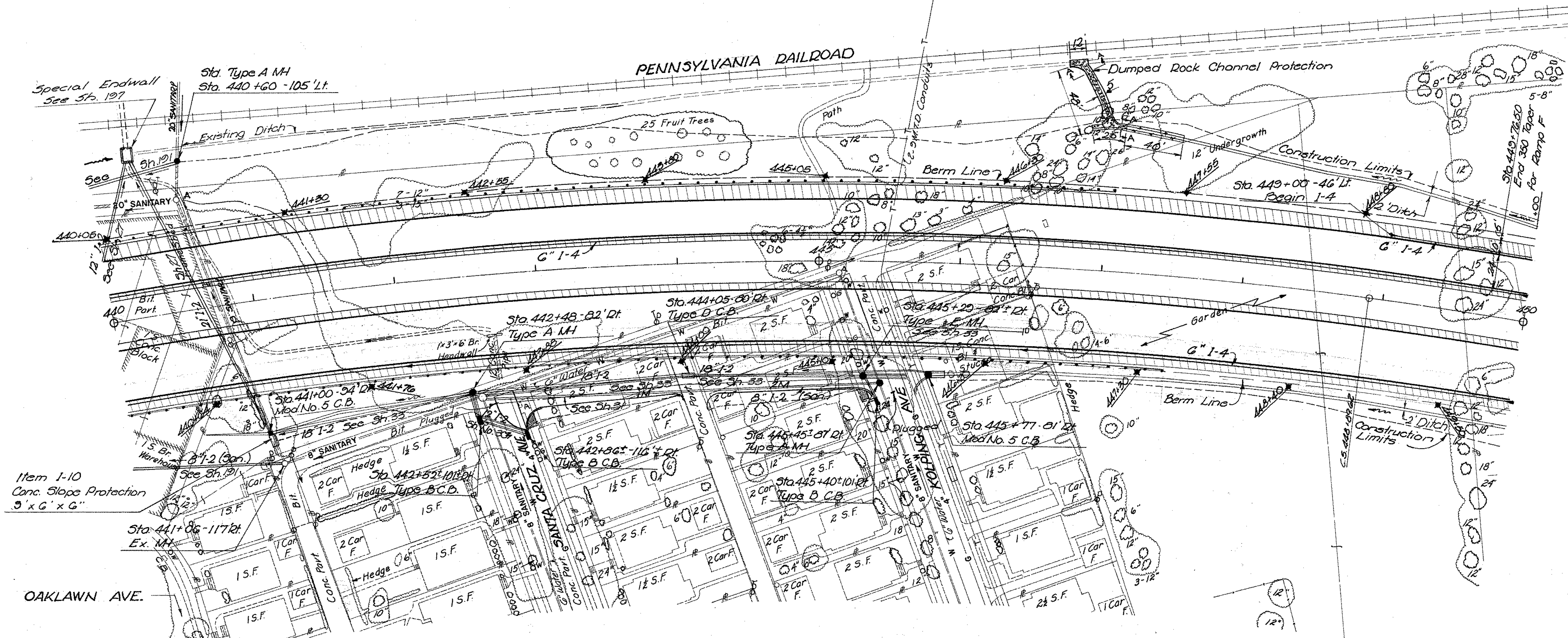


CURVE DATA

Center Line
 P.I. = Sta. 442+07.48
 Δ = 34°22'15" Rt.
 Dc = 2°00'
 R = 2864.70'
 Ls = 300.00'
 Lc = 1418.55
 Ts = 1036.40
 Es = 135.30
 θ_s = 3°00'
 Superelevation = 0.047'/ft.



SECTION A-A



Item 1-10
 Conc. Slope Protection
 3' x G' x G'

Item 1-14 Special Paved Gutter (See Detail Sheet 01.)
 Sta. 445+77 Lump

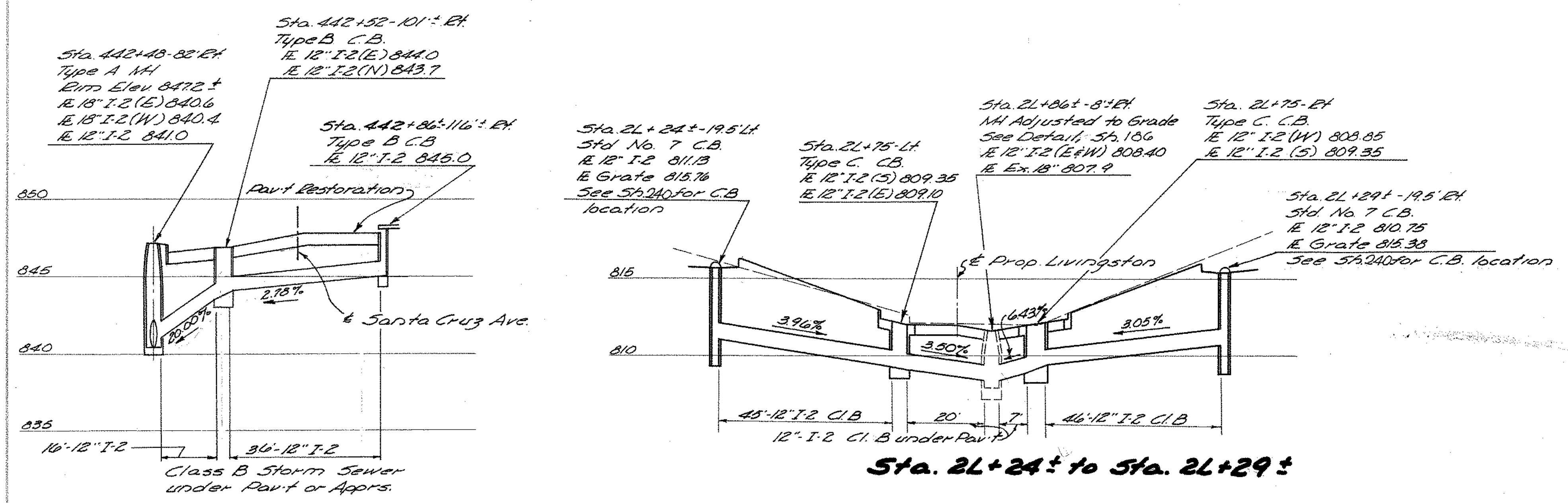
Item 1-14 Paved Gutter for No. 5 Catch Basin
 Sta. 441+00 - 94' Dc 10' Lin. Ft.

For Profile Sta. 440+00 to Sta. 450+00
 For Relocated Alley
 For Additional Drainage Details
 at Relocated Alley

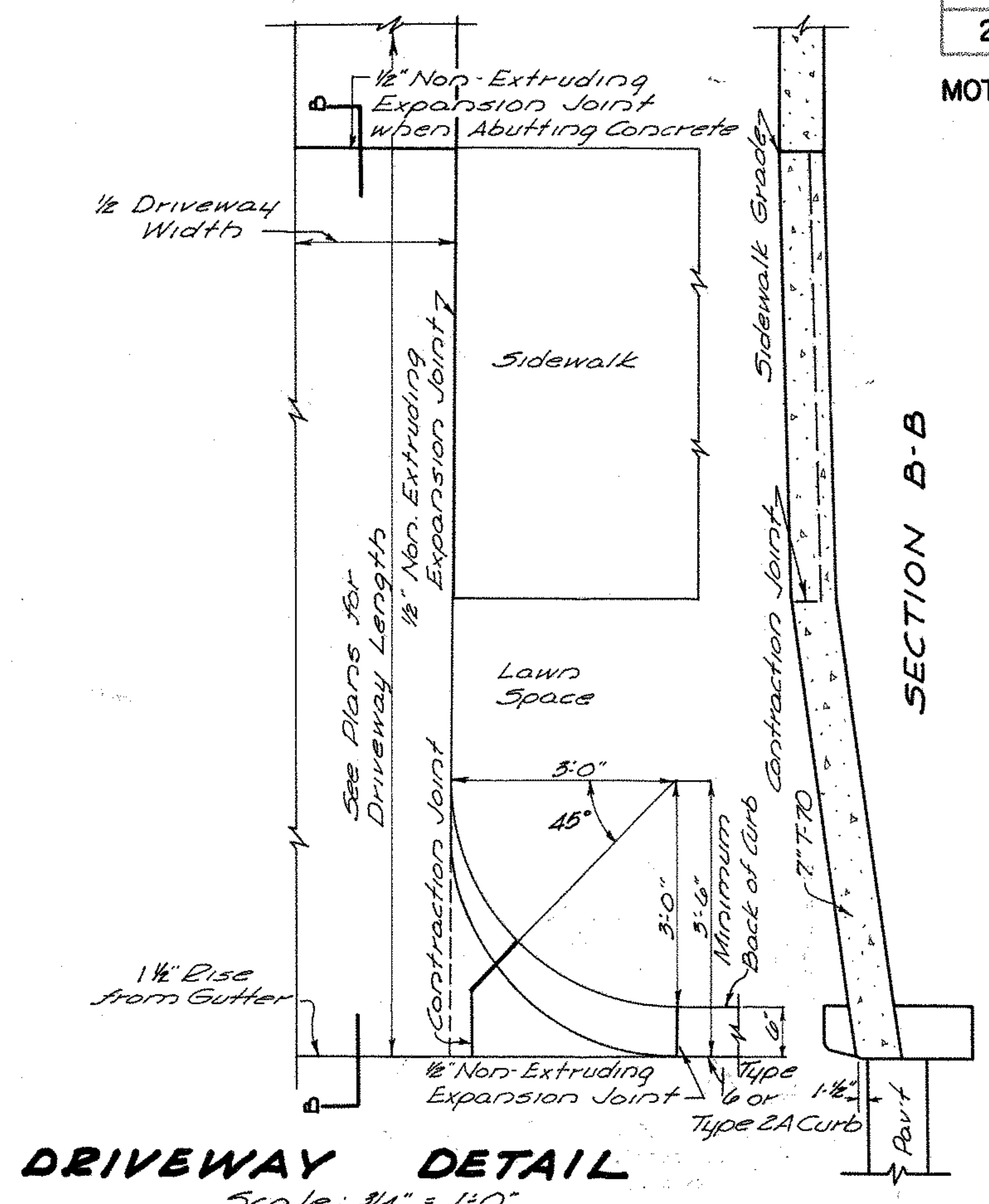
See Sheet 30
 See Sheet 31
 See Sheet 31

MOT-35-(17.89-1934)

DATE	
BY	
CHECKED	
DESIGNED	
DRAWN	
IN CHARGE	
APPROVED	
QUANTITIES CHECKED	
SO'D	

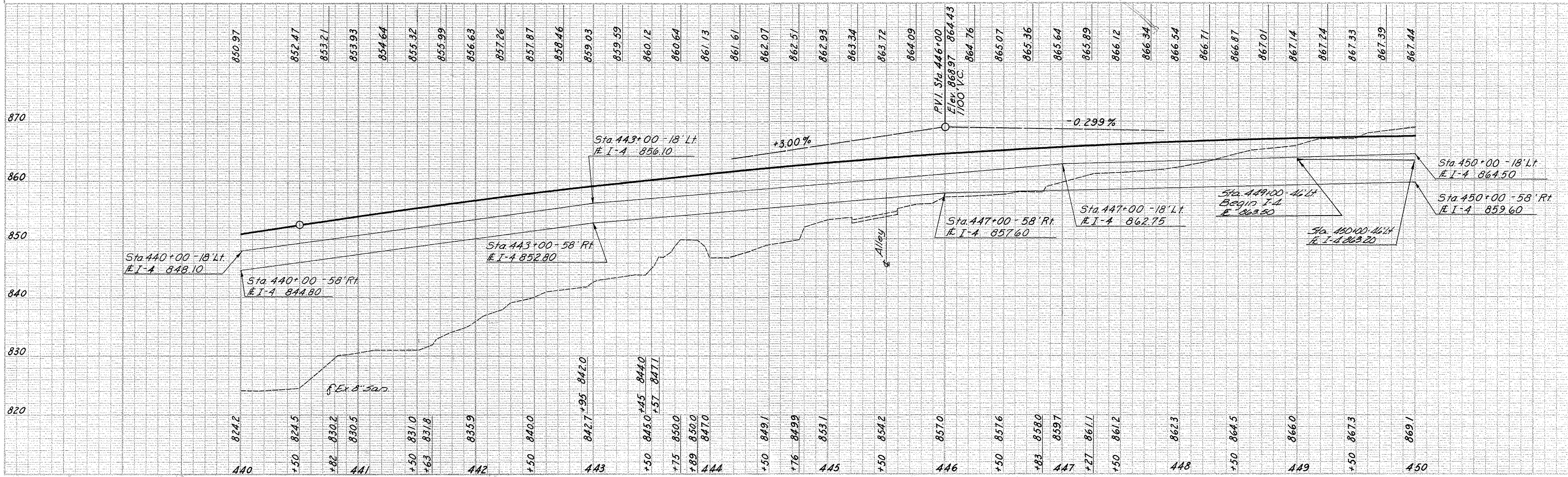


STORM SEWER DETAILS
Scale: Horiz. 1"=20' Vert. 1"=5'



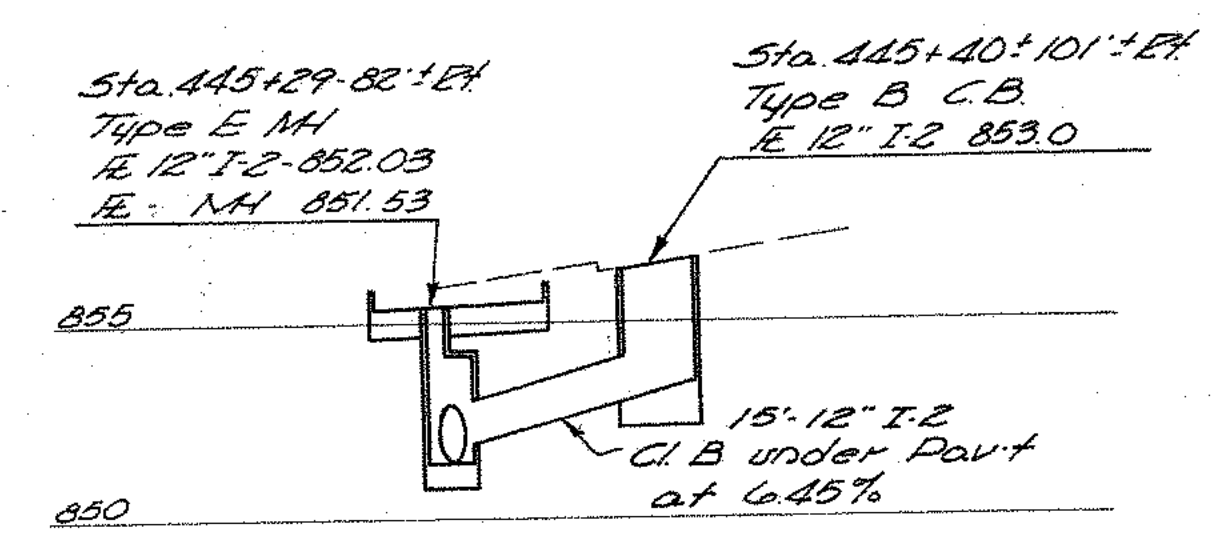
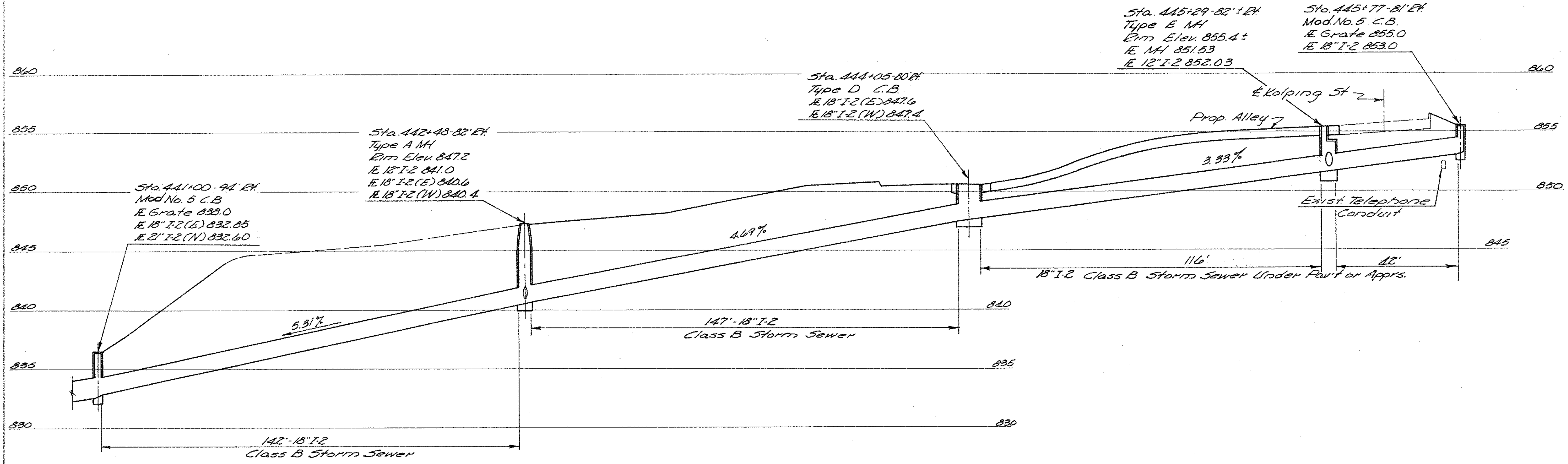
DRIVEWAY DETAIL
Scale: 3/4" = 1'-0"

DATE	
BY	
CHECKED	
DESIGNED	
DRAWN	
IN CHARGE	
APPROVED	
QUANTITIES CHECKED	
SO'D	



Sta 440+00 to Sta 450+00

OPERATION	DATE
PRELIMINARY P.L.O. W/ CHECKED	
FINAL DESIGN	
FINAL DESIGN CHECKED	
FINAL P.L.O. W/ CHECK	
QUANTITIES CHECKED	
SOLOID	

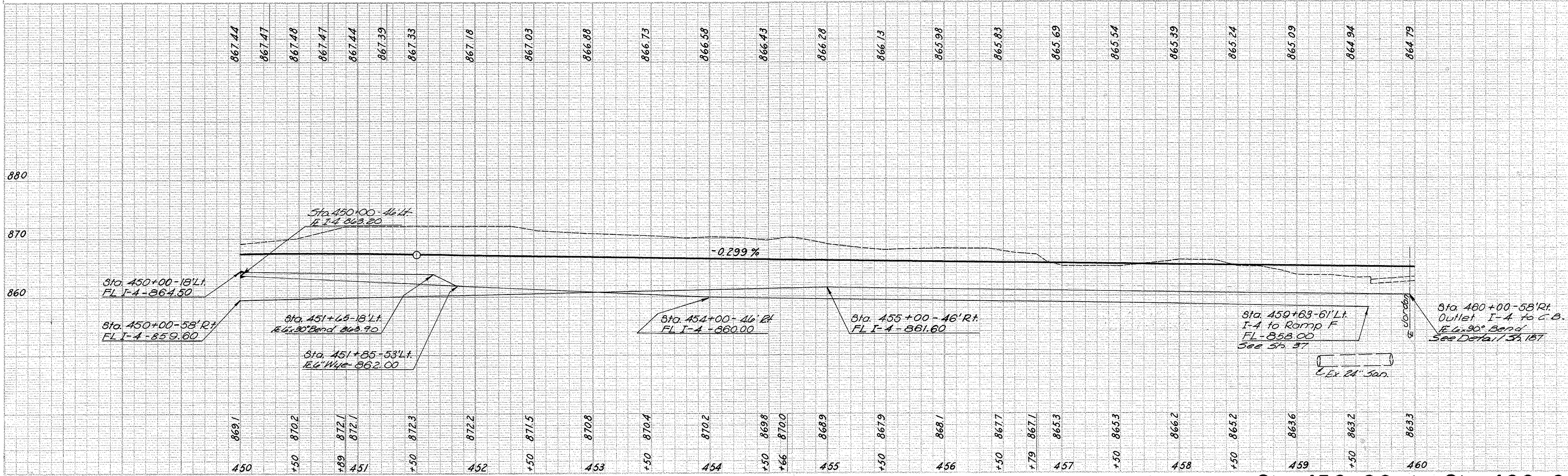


Sta. 445+29 to Sta. 445+40

STORM SEWER DETAILS
Sta. 441+00 to Sta. 445+77

Scale: Horiz. 1" = 20'
Vert. 1" = 5'

OPERATION	DATE
SUBMITTED	
PLAN PLOTTED	
PLANT CHECKED	
INSTRUMENTS	
PRELIMINARY GRADE	
GRADE INSPECTION	
FEDERAL INSPECTION	

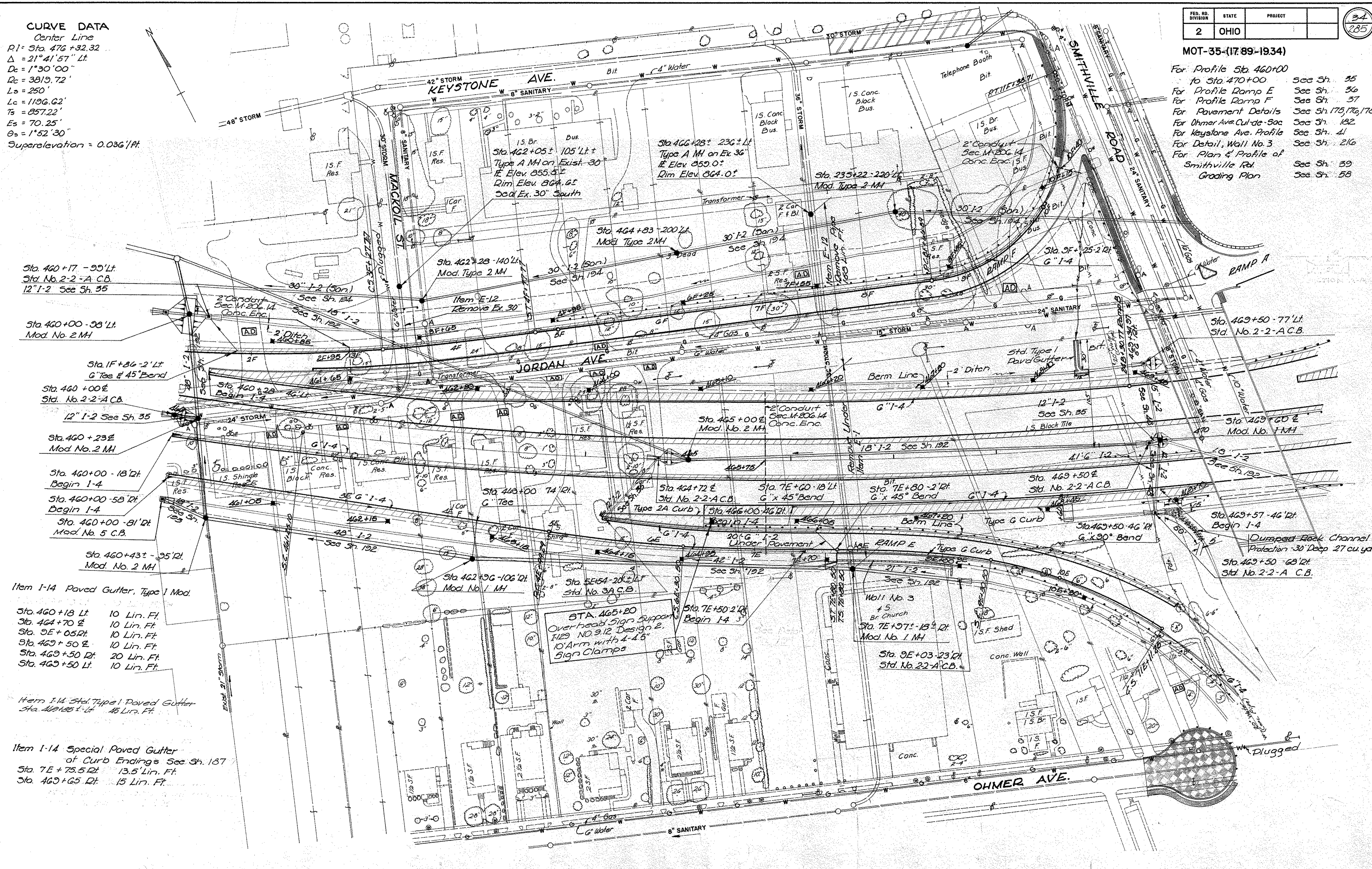


Sta. 450+00 to Sta. 460+00

MOT-35-(17.89-19.34)

- For Profile Sta. 460+00 to Sta. 470+00 See Sh. 35
- For Profile Ramp E See Sh. 36
- For Profile Ramp F See Sh. 37
- For Pavement Details See Sh. 178, 179, 178
- For Ohmer Ave. Cul-de-Sac See Sh. 182
- For Keystone Ave. Profile See Sh. 41
- For Detail, Wall No. 3 See Sh. 216
- For Plan & Profile of Smithville Rd See Sh. 39
- Grading Plan See Sh. 58

CURVE DATA
 Center Line
 P1 = Sta. 476 + 32.32
 $\Delta = 21^{\circ}41'57''$ Lt.
 $D_c = 1^{\circ}30'00''$
 $R_c = 3819.72'$
 $L_c = 250'$
 $L_c = 1196.62'$
 $T_s = 857.22'$
 $E_s = 70.25'$
 $\theta_s = 1^{\circ}52'30''$
 Superelevation = 0.036'/ft.



Sta. 460+17 - 95' Lt.
 Std. No. 2-2-A C.B.
 12" I-2 See Sh. 35

Sta. 460+00 - 38' Lt.
 Mod. No. 2 MH

Sta. 1F+86 - 2' Lt.
 G Tee & 45° Bend

Sta. 460+00 E
 Std. No. 2-2-A C.B.
 12" I-2 See Sh. 35

Sta. 460+23 E
 Mod. No. 2 MH

Sta. 460+00 - 18' Lt.
 Begin I-4

Sta. 460+00 - 58' Lt.
 Begin I-4

Sta. 460+00 - 81' Lt.
 Mod. No. 5 C.B.

Sta. 460+43 E - 35' Lt.
 Mod. No. 2 MH

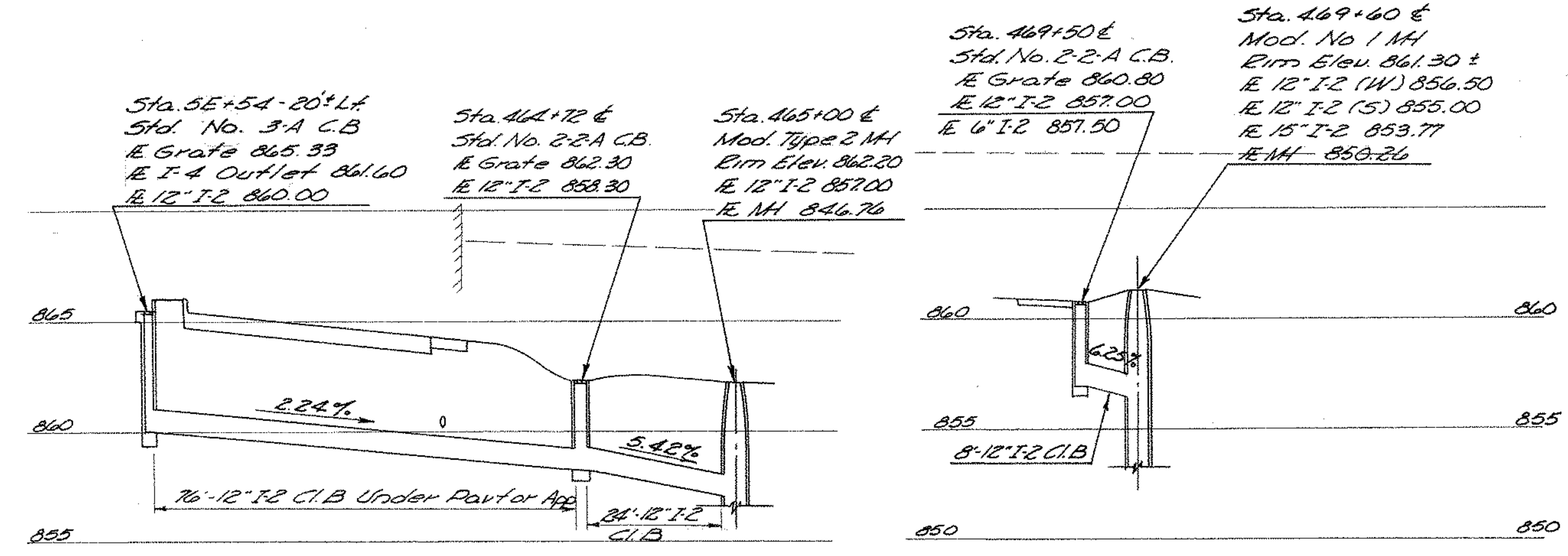
Item I-14 Paved Gutter, Type I Mod.

Sta. 460+18 Lt. 10 Lin. Ft.
 Sta. 464+70 E 10 Lin. Ft.
 Sta. 3E+05 Lt. 10 Lin. Ft.
 Sta. 463+50 E 10 Lin. Ft.
 Sta. 463+50 Lt. 20 Lin. Ft.
 Sta. 463+50 Lt. 10 Lin. Ft.

Item I-14 Special Paved Gutter
 of Curb Endings See Sh. 187
 Sta. 7E+75.5 Lt. 13.5 Lin. Ft.
 Sta. 463+65 Lt. 15 Lin. Ft.

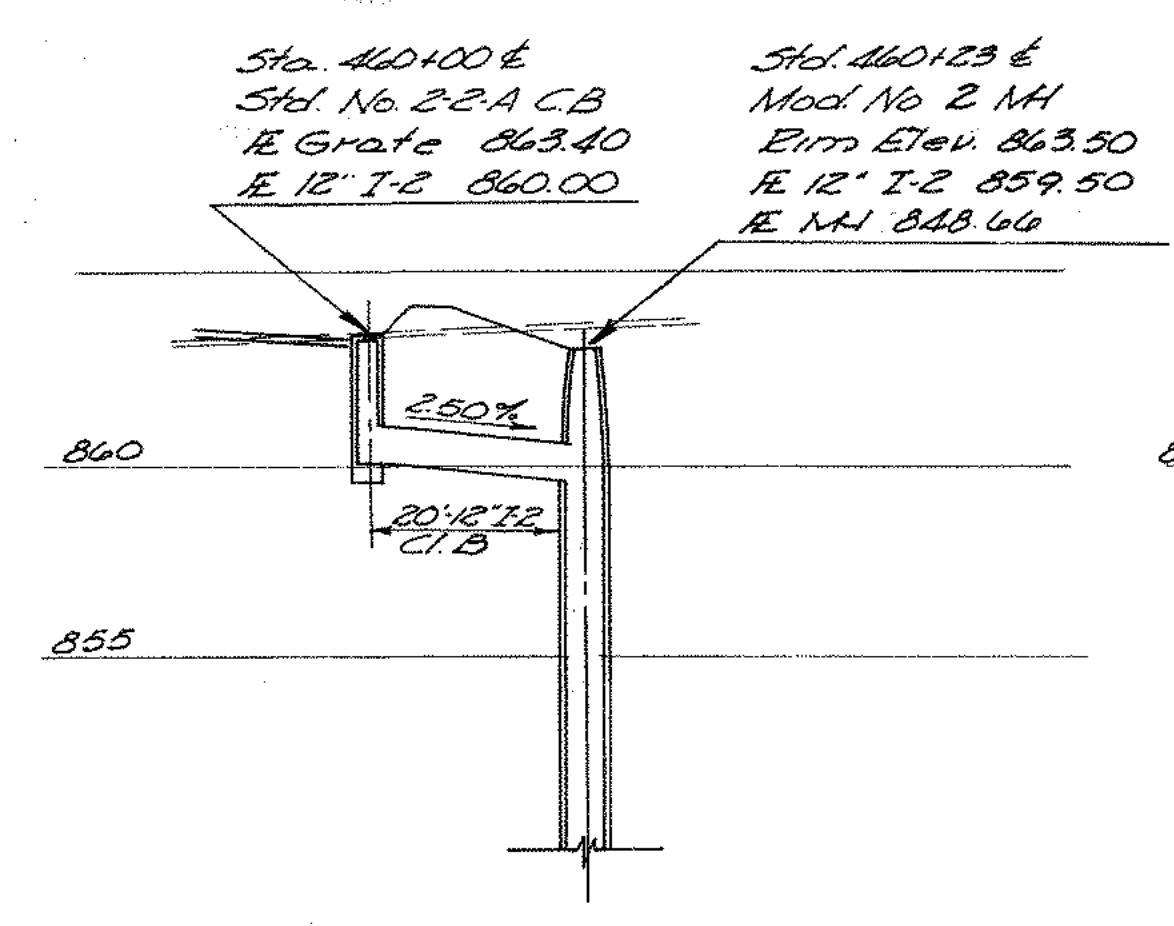
Dumped Rock Channel
 Protection - 30' Deep 27 cu. yd.
 Sta. 463+50 - 68' Lt.
 Std. No. 2-2-A C.B.

OPERATION	DATE
PRELIMINARY R.O.W. GRABBED	
FINAL DESIGN	
FINAL R.O.W. GRABBED	
FINAL R.O.W. GRABBED	
QUANTITIES	
QUANTITIES	
QUANTITIES	

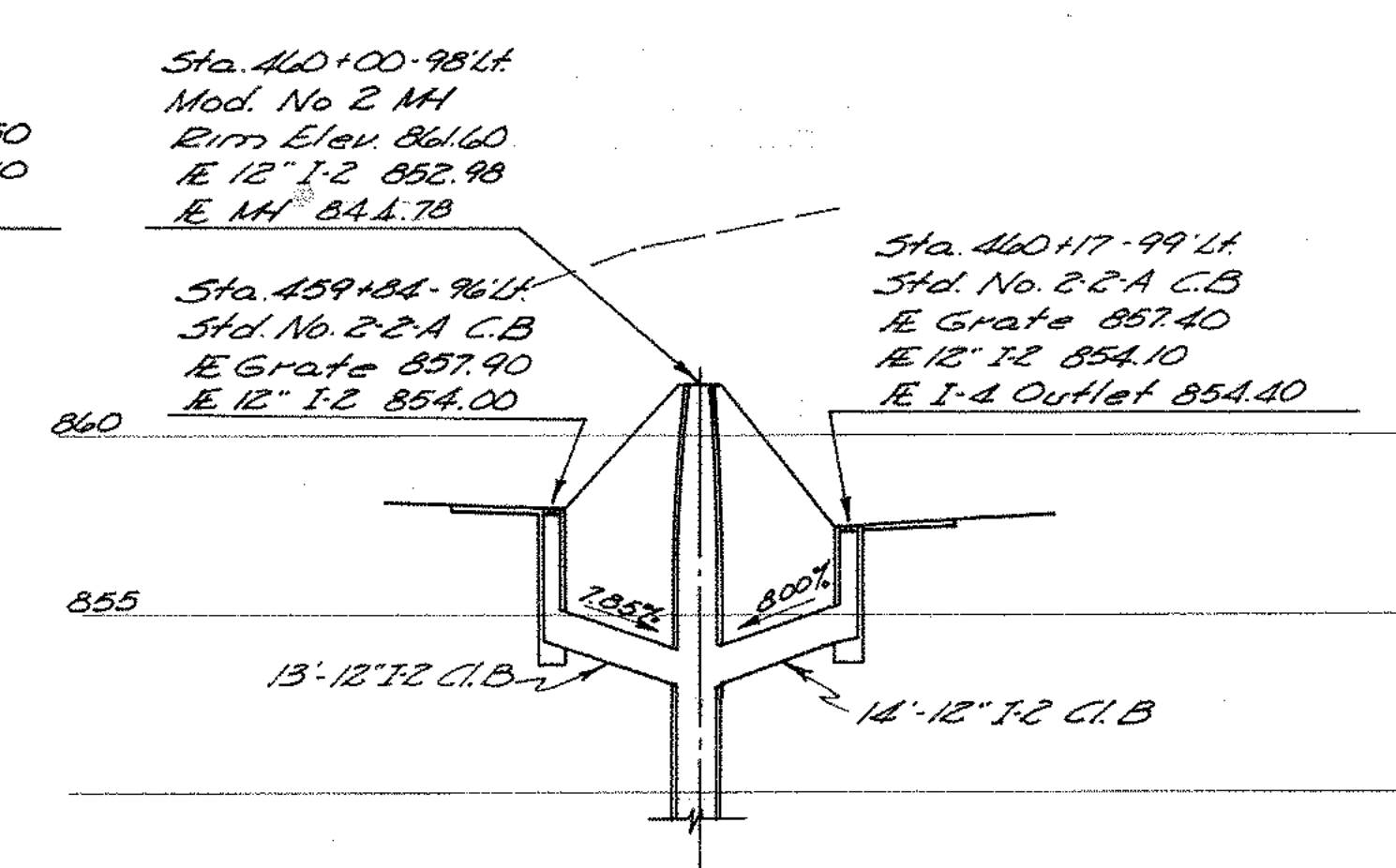


Sta. 5E+54 to 465+00

Sta. 469+50 to 469+60



Sta. 460+00 to 460+23

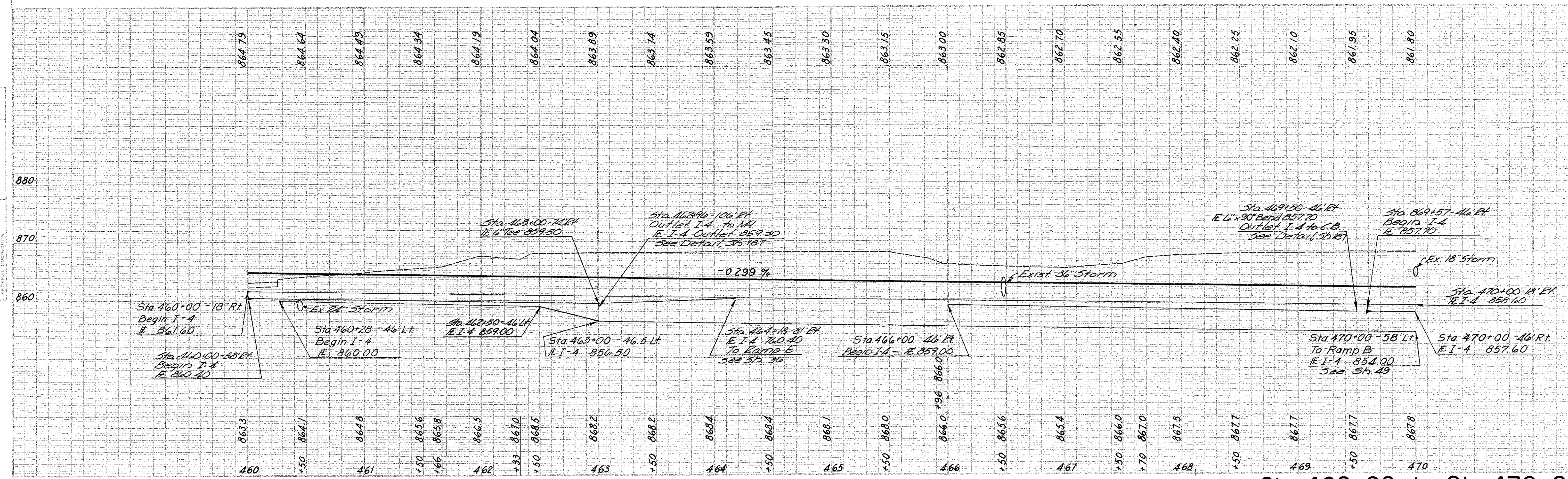


Sta. 459+84 to 460+17

STORM SEWER DETAILS

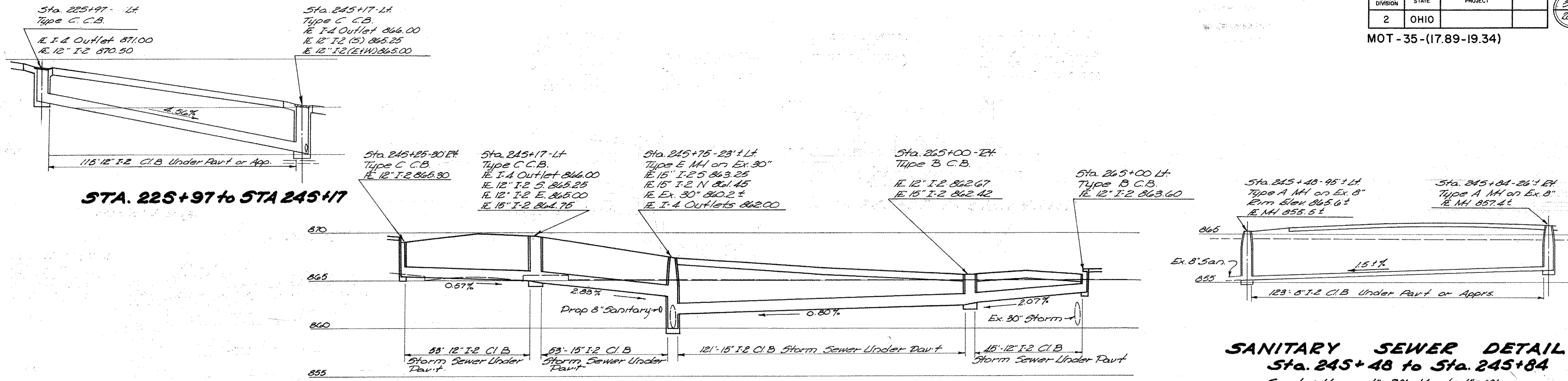
Scale Horiz. 1"=20'
Vert. 1"=5'

OPERATION	DATE
PLAN PLOTTED	
PLAN CHECKED	
APPROVED	
PRELIMINARY GRAB	
GRADE INSPECTION	
FEDERAL INSPECTION	



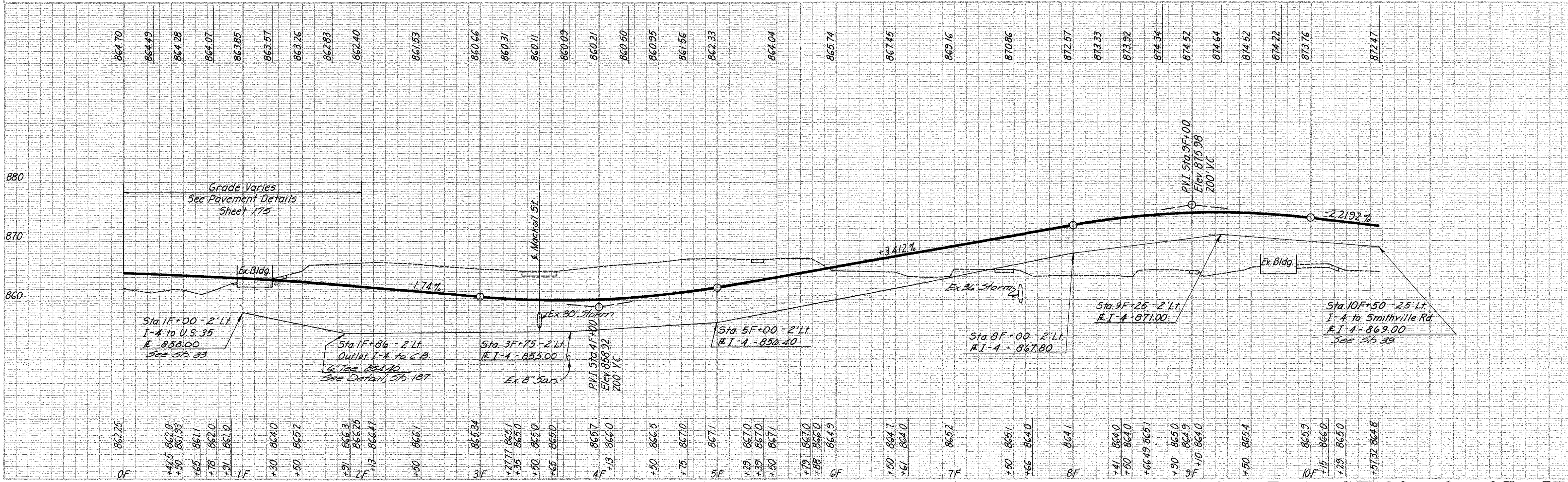
Sta. 460+00 to Sta. 470+00

DATE	
BY	
OPERATION	
PRELIMINARY P.L. BY	
FINAL DESIGN	
INSTRUMENTED	
QUANTITIES CHECKED	
SQUAD	



SANITARY SEWER DETAIL
Sta. 245+48 to Sta. 245+84
Scale: Horiz. 1"=20', Vert. 1"=10'

Sta. 245+25 to Sta. 265+00
STORM SEWER DETAILS
Scale: Horiz. 1"=20'
Vert. 1"=5'



RAMP F Sta. 0F+00 to Sta. 10F + 57.32

DATE	
BY	
OPERATION	
UNREVISED	
PLAN PLOTTED	
PLAN CHECKED	
SCALE	
PRELIMINARY GRADE	
GRADE INSPECTION	
FEDERAL INSPECTION	

OPERATION	DATE
PRELIMINARY DESIGN CHECKED	
FINAL DESIGN CHECKED	
PAVED	
QUANTITIES CHECKED	
SUBJECT	

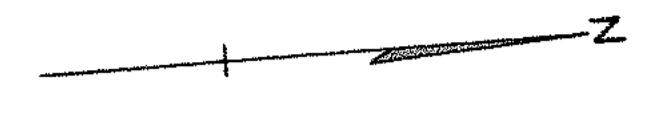
OPERATION	DATE
PRELIMINARY DESIGN CHECKED	
FINAL DESIGN CHECKED	
PAVED	
QUANTITIES CHECKED	
SUBJECT	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

38
285

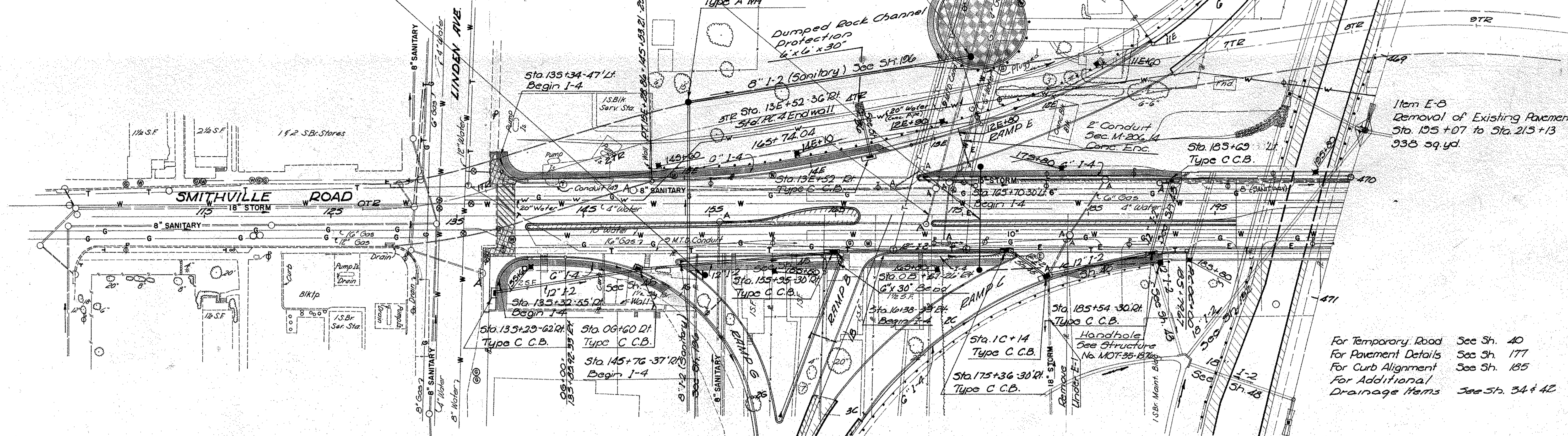
MICROFILMED
JUN 24 1985

MOT-35-(1789-1934)



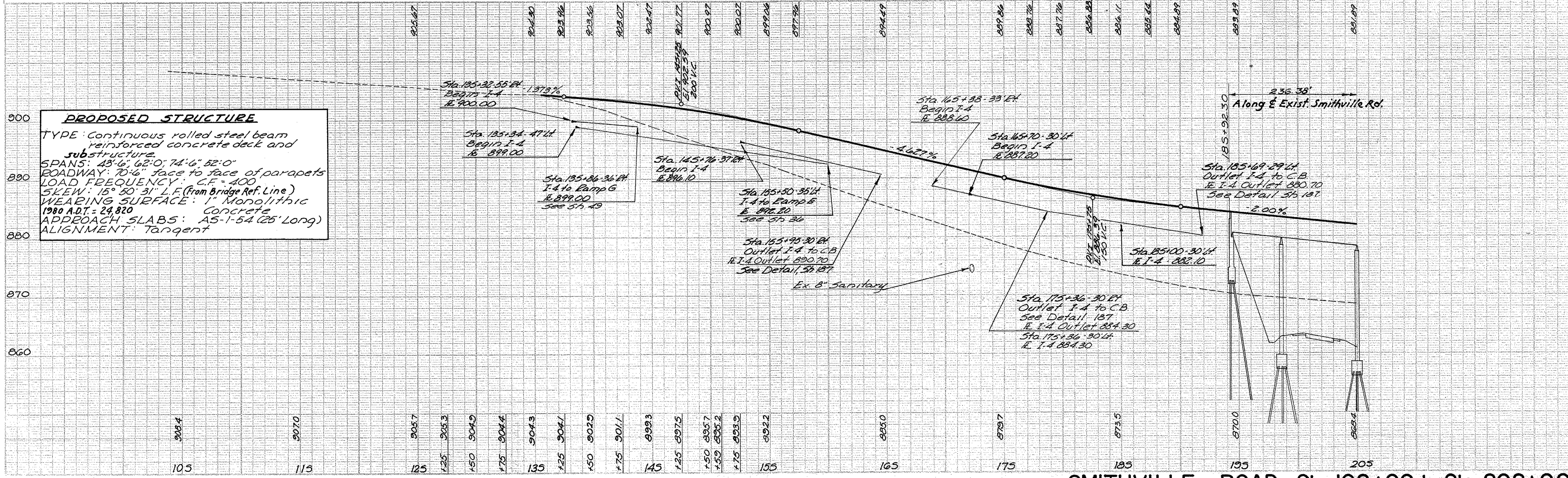
STA. 148+95 -
Overhead Sign Support
I-129 No. 9.12, Design 2, 10' Arm
with 4-4.5" Sign Clamps

STA. 178+15
Overhead Sign Support
I-129 No. 14.5 Design 4, 80' Span
with 1-11", 2-12", & 3-13" Double Sign
Clamps



Item E-B
Removal of Existing Pavement
Sta. 195+07 to Sta. 215+13
938 sq. yd.

For Temporary Road See Sh. 40
For Pavement Details See Sh. 177
For Curb Alignment See Sh. 185
For Additional Drainage Items See Sh. 34 & 42



PROPOSED STRUCTURE
 TYPE: Continuous rolled steel beam reinforced concrete deck and substructure.
 SPANS: 43'-6", 62'-0", 74'-6", 52'-0"
 ROADWAY: 70'-6" face to face of parapets
 LOAD FREQUENCY: C.F. 400
 SKEW: 15° 50' 31" L.F. (from Bridge Ref. Line)
 WEARING SURFACE: 1" Monolithic concrete
 1980 A.D.T. = 24,820
 APPROACH SLABS: A5-1-54 (25' Long)
 ALIGNMENT: Tangent

SMITHVILLE ROAD Sta. 105+00 to Sta. 205+00

CONSTRUCTION SEQUENCE FOR MAINTAINING TRAFFIC ON SMITHVILLE ROAD

	LANES REQUIRED			
	NORTH END		SOUTH END	
	N.B.	S.B.	N.B.	S.B.
1	2 on Exist Smithville	2 on Exist Smithville	3 on Exist Smithville	3 on Exist Smithville
2	2 on T.R.	1 on T.R.	2 on T.R.	3 on T.R.
3	1 on T.R.	1 on T.R.	2 on T.R.	3 on T.R.
4	1 on Prop Smithville	1 on T.R.	2 on Prop Smithville	3 on T.R.
5	2 on Prop Smithville	1 on T.R.	2 on Prop Smithville	3 on T.R.
6	2 on Prop Smithville	1 on T.R.	2 on Prop Smithville	3 on T.R.
7	2 on Prop Smithville	1 on T.R.	2 on Prop Smithville	3 on T.R.
8	1 on Prop Smithville	1 on Prop Smithville	2 on Prop Smithville	3 on Prop Smithville
9	2 on Prop Smithville	2 on Prop Smithville	2 on Prop Smithville	3 on Prop Smithville

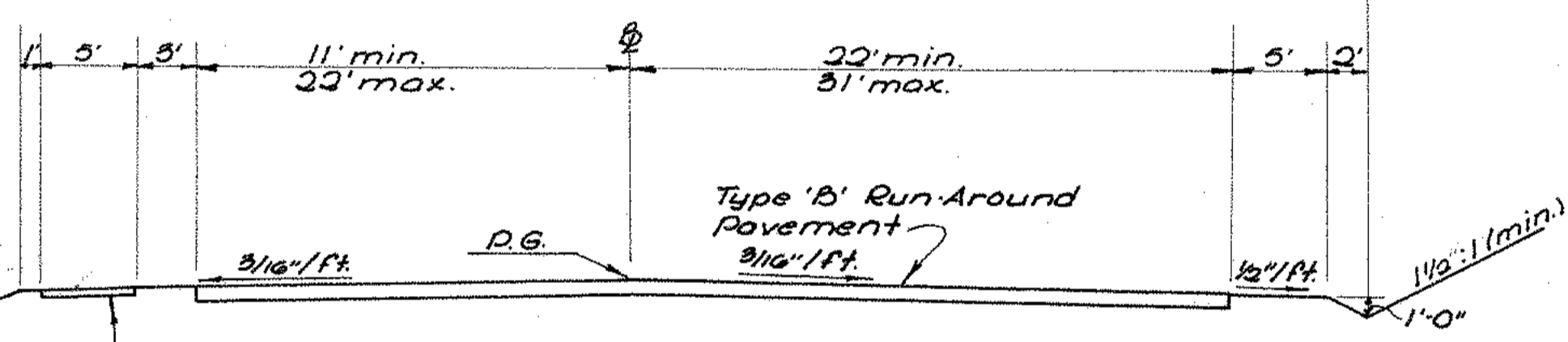
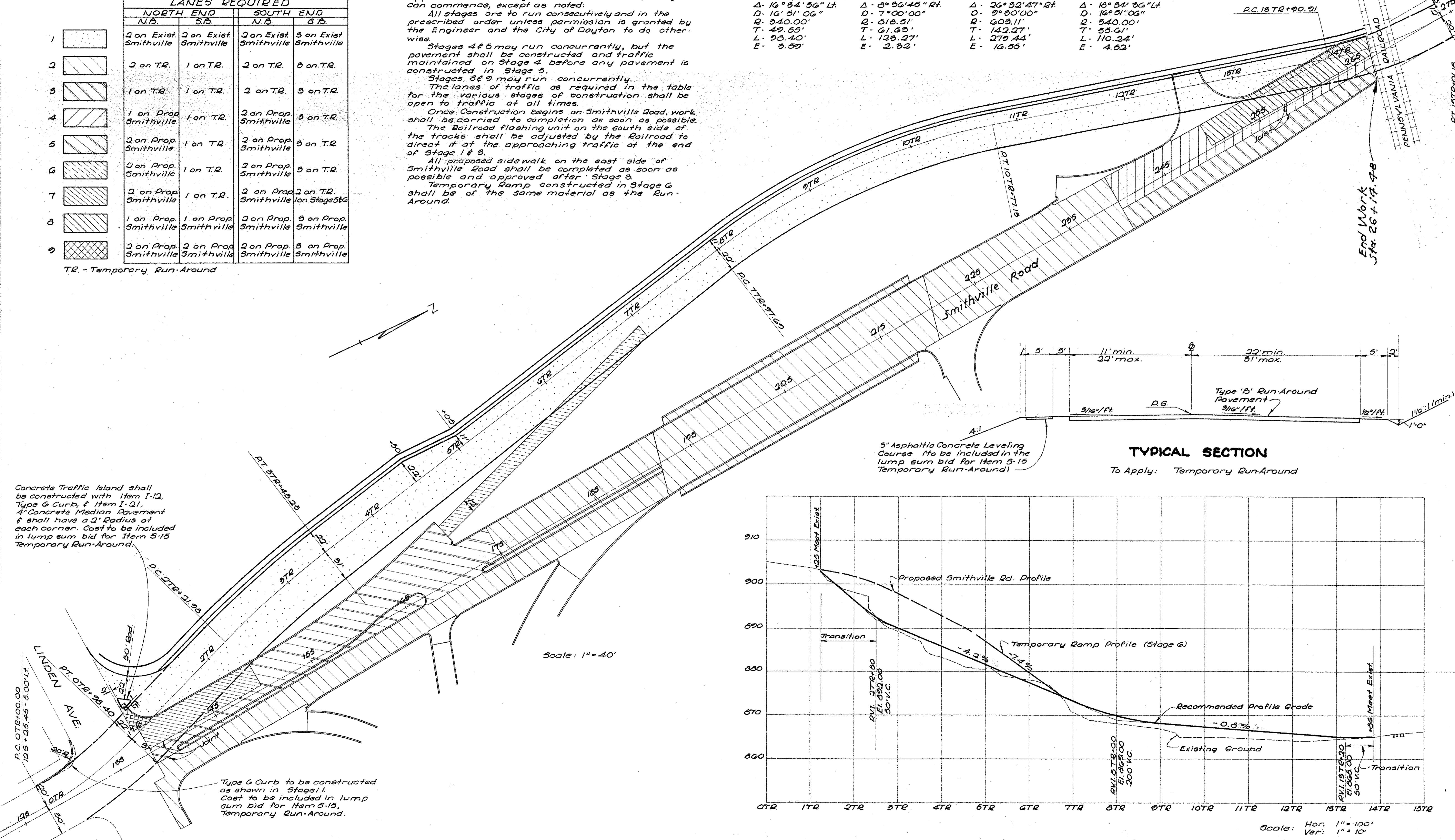
T.R. - Temporary Run-Around

NOTE:

All work in a stage is to be completed and approved before any work in the following stage can commence, except as noted:
 All stages are to run consecutively and in the prescribed order unless permission is granted by the Engineer and the City of Dayton to do otherwise.
 Stages 4 & 5 may run concurrently, but the pavement shall be constructed and traffic maintained on Stage 4 before any pavement is constructed in Stage 5.
 Stages 8 & 9 may run concurrently.
 The lanes of traffic as required in the table for the various stages of construction shall be open to traffic at all times.
 Once construction begins on Smithville Road, work shall be carried to completion as soon as possible.
 The Railroad flashing unit on the south side of the tracks shall be adjusted by the Railroad to direct it at the approaching traffic at the end of Stage 1 & 3.
 All proposed sidewalk on the east side of Smithville Road shall be completed as soon as possible and approved after Stage 3.
 Temporary Ramp constructed in Stage 6 shall be of the same material as the Run-Around.

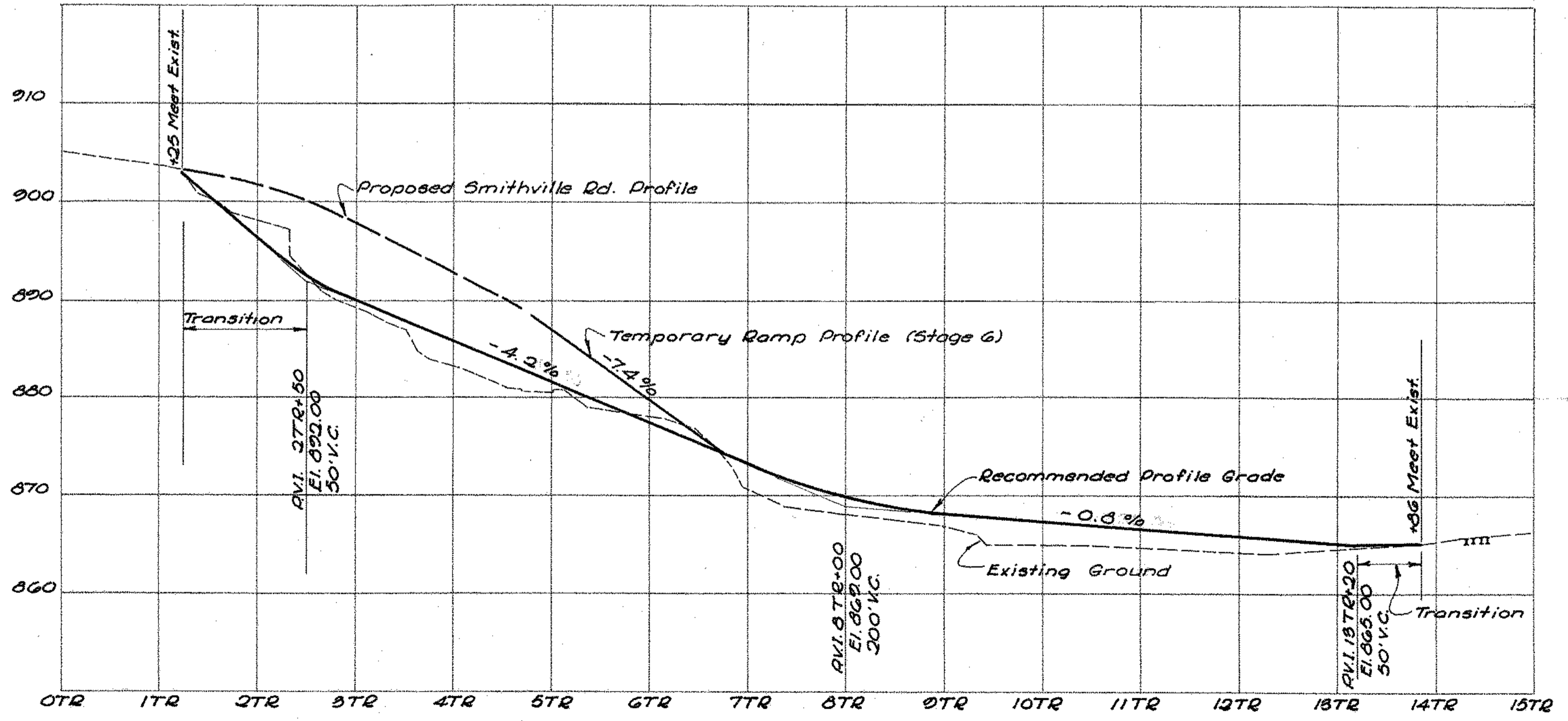
CURVE DATA

No. 1	No. 2	No. 3	No. 4
PI. 0+72.40	PI. 272+88.61	PI. 272+89.06	PI. 1472+46.52
125+75.00-5.00'Lt	155+00.00-72'Lt	215+50.00-163'Lt	265+85.00
Δ. 16°34'56" Lt	Δ. 3°26'45" Rt	Δ. 26°32'47" Rt	Δ. 18°34'06" Lt
D. 16'51'06"	D. 7°00'00"	D. 9°00'00"	D. 16°51'06"
Q. 340.00'	Q. 618.51'	Q. 608.11'	Q. 340.00'
T. 49.55'	T. 61.65'	T. 142.27'	T. 55.61'
L. 53.40'	L. 123.27'	L. 279.44'	L. 110.24'
E. 3.59'	E. 2.32'	E. 16.55'	E. 4.82'



TYPICAL SECTION

To Apply: Temporary Run-Around



Concrete Traffic Island shall be constructed with Item I-12, Type G Curb, & Item I-21, 4" Concrete Median Pavement & shall have a 3' Radius at each corner. Cost to be included in lump sum bid for Item 5-15 Temporary Run-Around.

Type G Curb to be constructed as shown in Stage 1. Cost to be included in lump sum bid for Item 5-15, Temporary Run-Around.

Scale: 1" = 40'

Scale: Hor. 1" = 100'
Ver. 1" = 10'

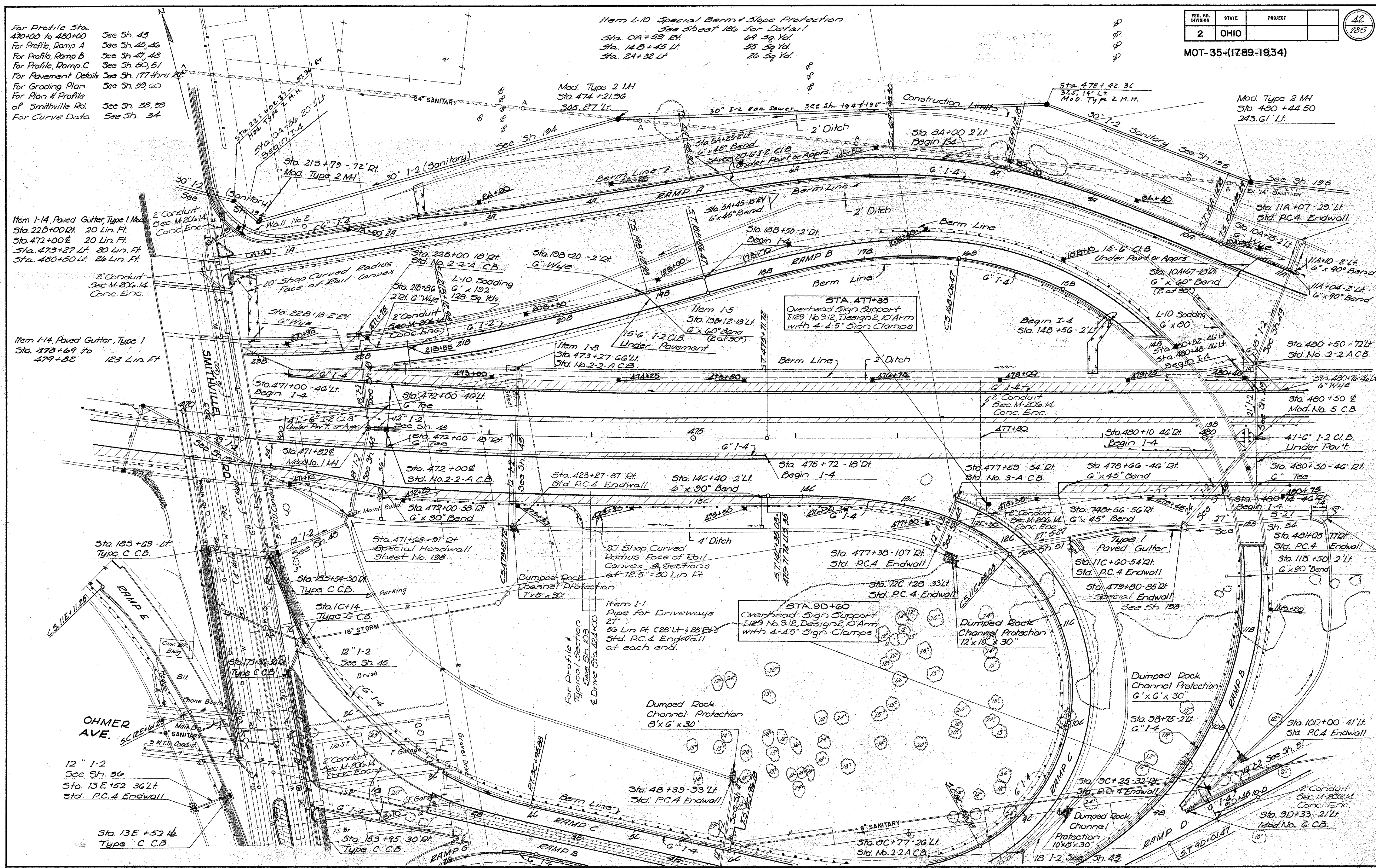
MOT-35-(1789-1934)

For Profile Sta. 470+00 to 480+00 See Sh. 43
 For Profile, Ramp A See Sh. 43, 46
 For Profile, Ramp B See Sh. 47, 48
 For Profile, Ramp C See Sh. 50, 51
 For Pavement Details See Sh. 177 thru 182
 For Grading Plan See Sh. 59, 60
 For Plan & Profile of Smithville Rd. See Sh. 38, 39
 For Curve Data See Sh. 34

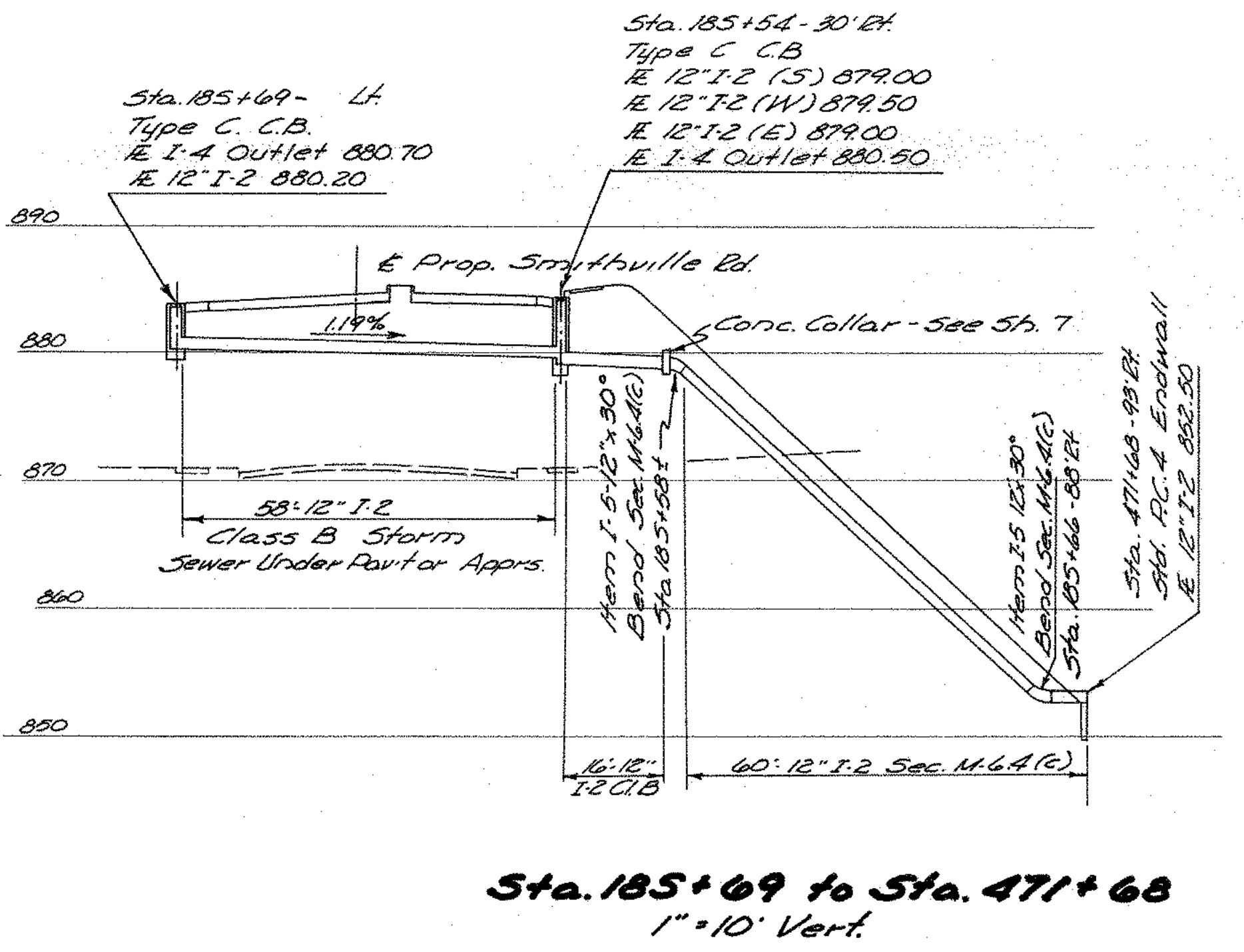
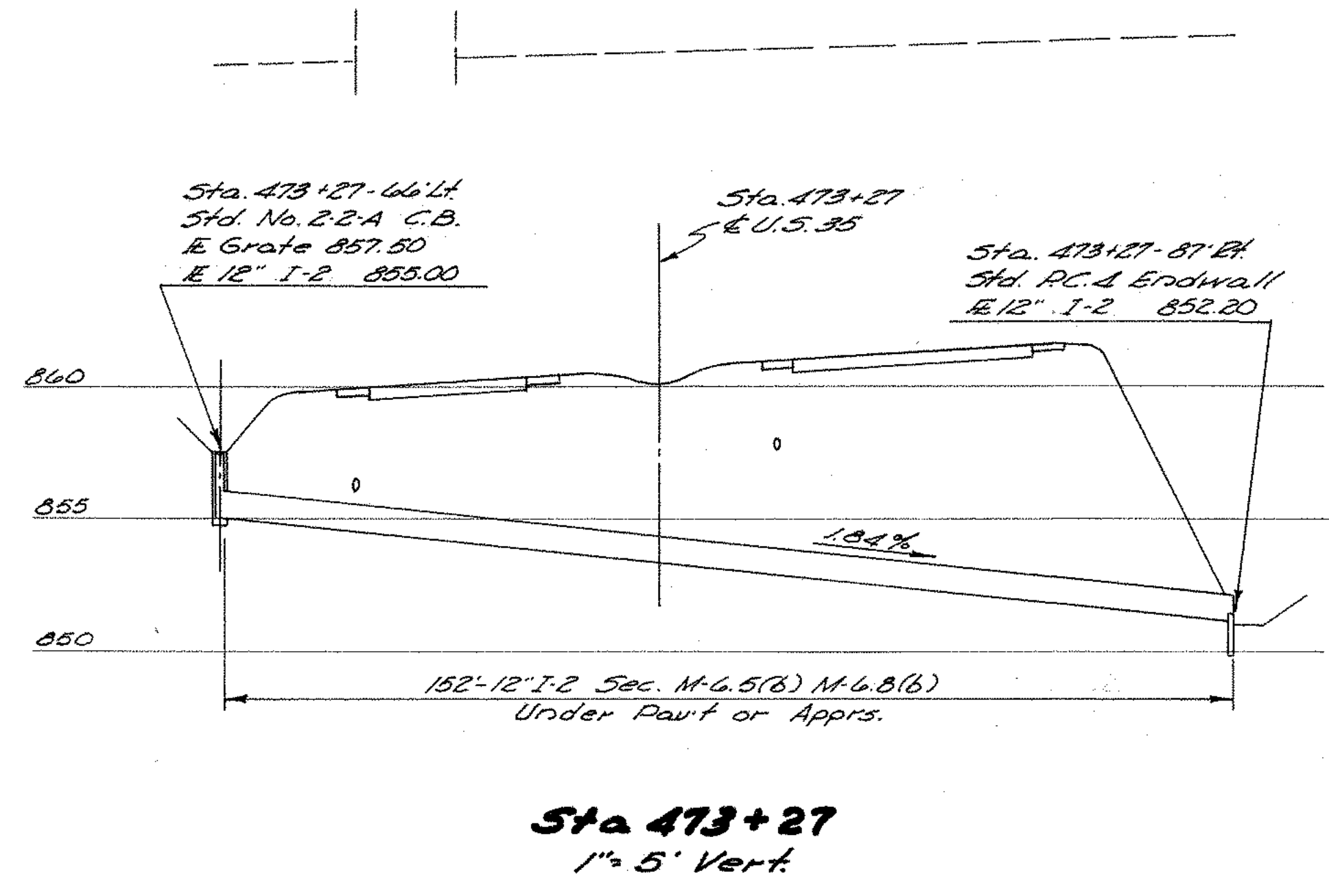
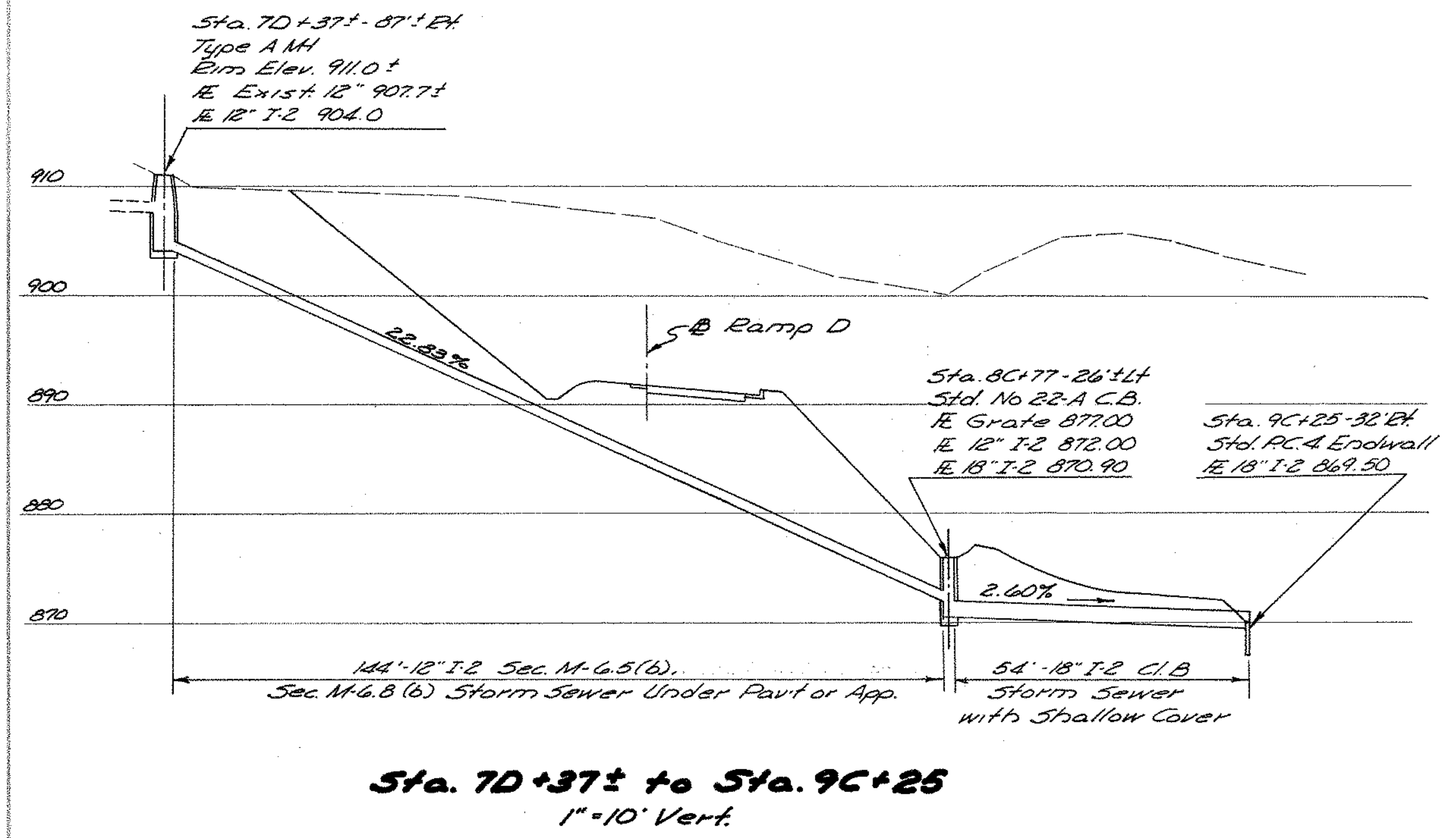
Item I-10 Special Berm & Slope Protection
 See Sheet 186 for Detail
 Sta. 0A+59 Rt. 69 Sq. Yd.
 Sta. 14B+45 Lt. 55 Sq. Yd.
 Sta. 2A+32 Lt. 26 Sq. Yd.

Item I-14 Paved Gutter, Type I Mod
 Sta. 22B+00 Rt. 20 Lin. Ft.
 Sta. 472+00 Lt. 20 Lin. Ft.
 Sta. 473+27 Lt. 20 Lin. Ft.
 Sta. 480+50 Lt. 26 Lin. Ft.

Item I-14 Paved Gutter, Type I
 Sta. 478+69 to 479+82 123 Lin. Ft.

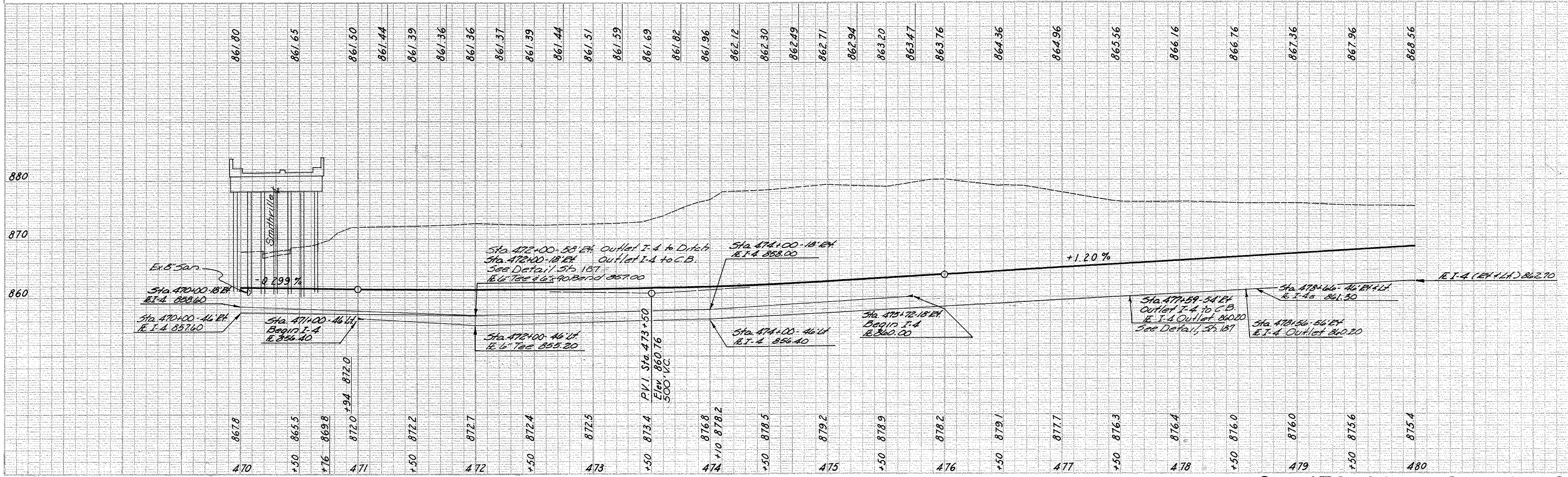


OPERATION	DATE
PRELIMINARY NO. W. CHECKED	
FINAL DESIGN CHECKED	
PROFILES CHECKED	
QUANTITIES CHECKED	
SOBATA	



STORM SEWER DETAILS
Scale: Horiz. 1"=20'
Vert. - As shown

OPERATION	DATE
PLAN PLOTTED	
PLAN CHECKED	
PROFILE PLOTTED	
PRELIMINARY GRADE	
GRADE INSPECTION	
FEDERAL INSPECTOR	



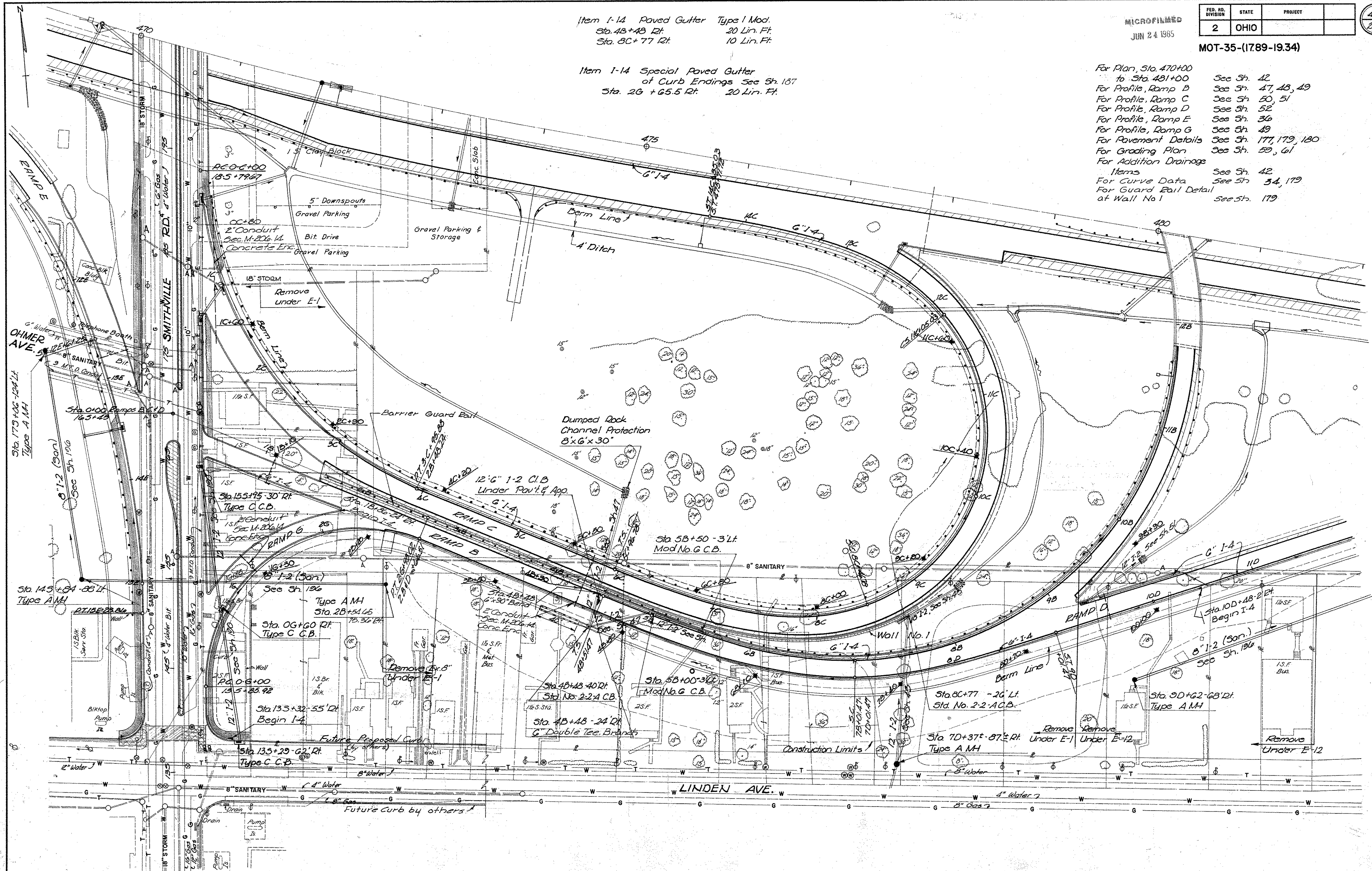
MICROFILMED
JUN 24 1985

MOT-35-(1789-1934)

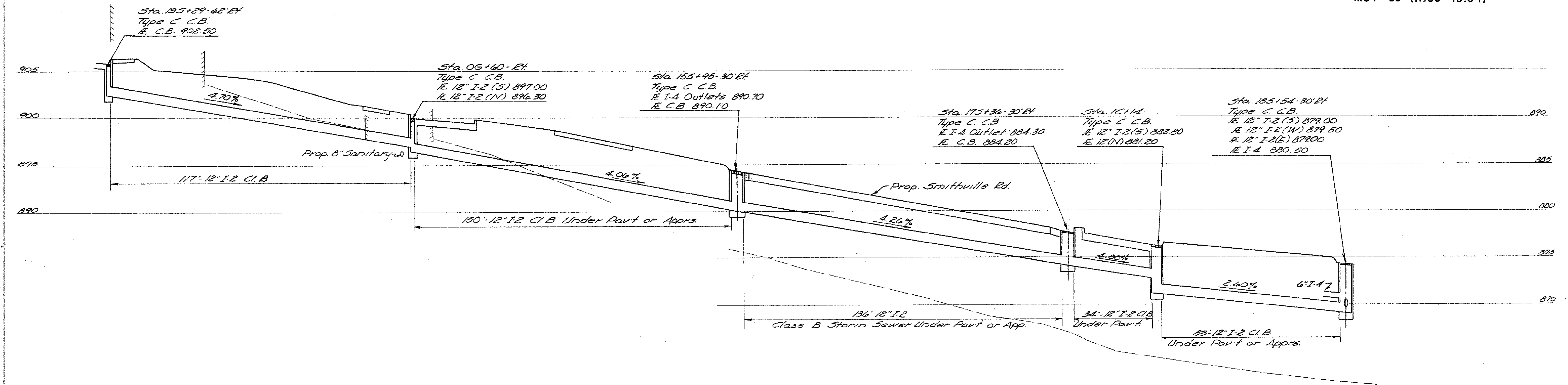
Item 1-14 Paved Gutter Type I Mod.
Sta. 4B+48 Rt. 20 Lin. Ft.
Sta. 8C+77 Rt. 10 Lin. Ft.

Item 1-14 Special Paved Gutter
of Curb Endings See Sh. 187
Sta. 2G+65.5 Rt. 20 Lin. Ft.

For Plan, Sta. 470+00
to Sta. 481+00 See Sh. 42
For Profile, Ramp B See Sh. 47, 48, 49
For Profile, Ramp C See Sh. 50, 51
For Profile, Ramp D See Sh. 52
For Profile, Ramp E See Sh. 56
For Profile, Ramp G See Sh. 49
For Pavement Details See Sh. 177, 179, 180
For Grading Plan See Sh. 59, 61
For Addition Drainage Items See Sh. 42
For Curve Data See Sh. 34, 179
For Guard Rail Detail at Wall No. 1 See Sh. 179

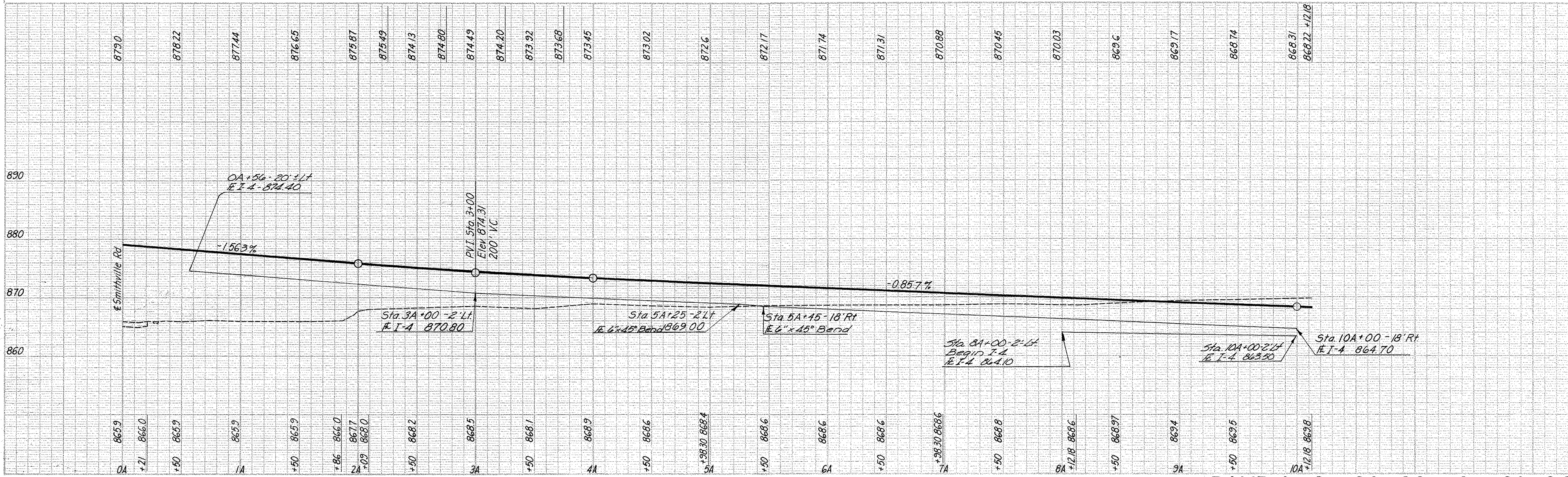


DATE	
REV	
BY	
CHECKED	
DESIGNED	
DRAWN	
INSP.	
QUANTITIES	
SAVED	



STORM SEWER DETAIL
Sta. 135+29 to Sta. 185+54
 Scale: Horiz. 1"=20' Vert. 1"=5'

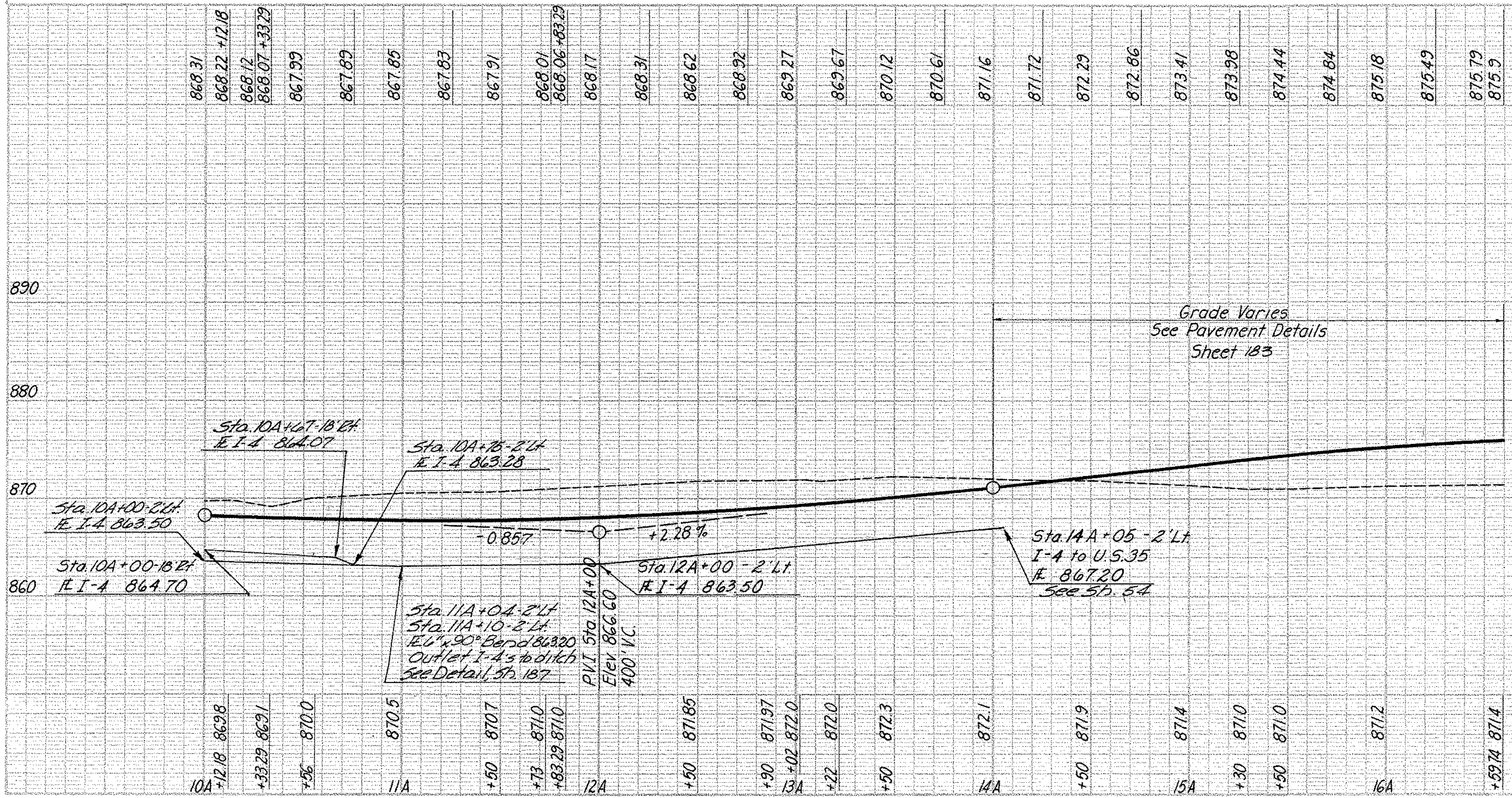
DATE	
REV	
BY	
CHECKED	
DESIGNED	
DRAWN	
INSP.	
QUANTITIES	
SAVED	



RAMP A Sta. 0A+00 to Sta. 10A+00

DATE	
BY	
PRELIMINARY E.L.V. BY	ORRARD
FINAL DESIGN	
FINAL DESIGN CHECKED	
DATE	
BY	
PRELIMINARY GRADE	
QUANTITIES CHECKED	
SUBMIT	

DATE	
BY	
MARKED	
PLAN PLATTED	
PLAN CHECKED	
DATE	
BY	
PRELIMINARY GRADE	
QUANTITIES CHECKED	
DATE	
BY	



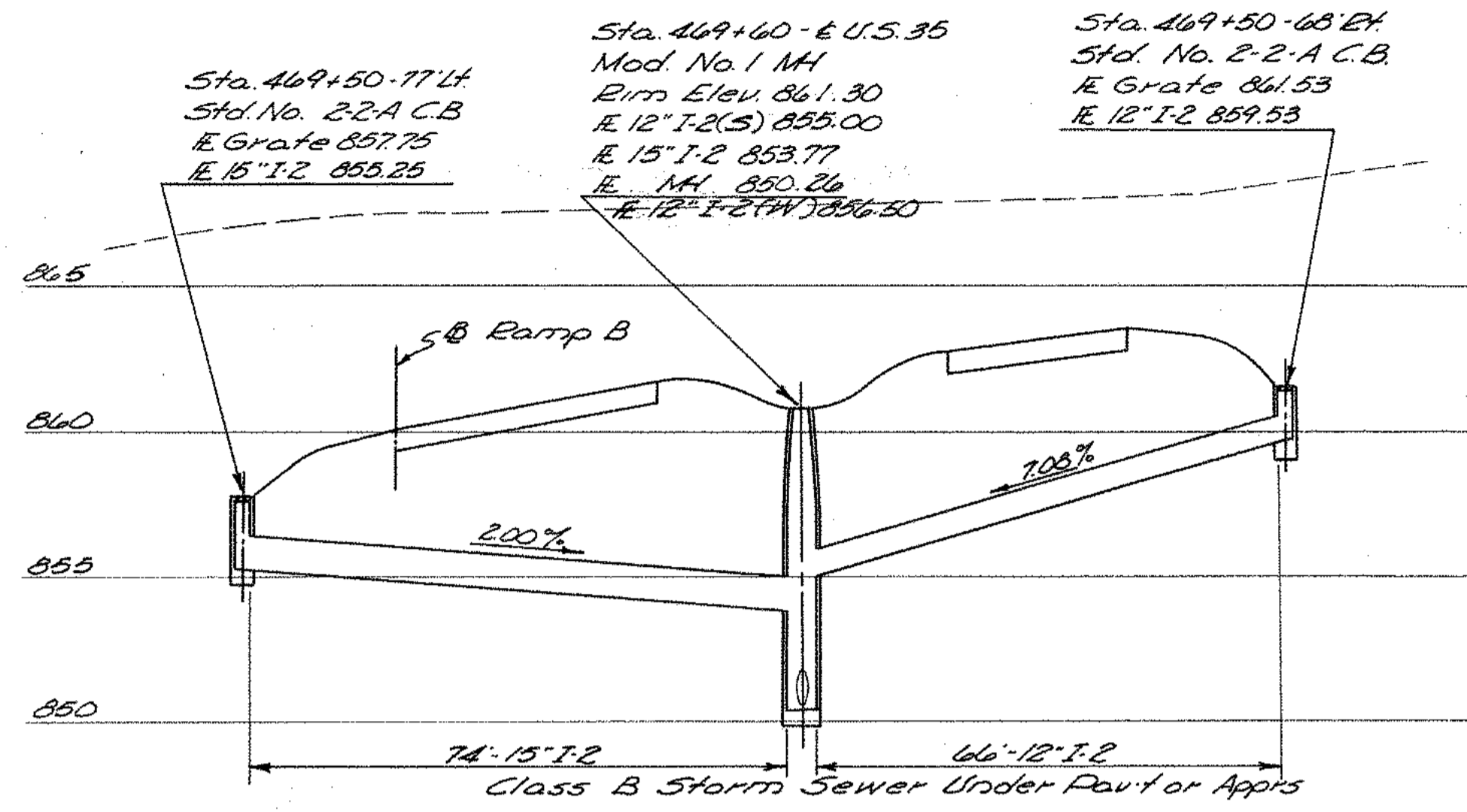
MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

18
285

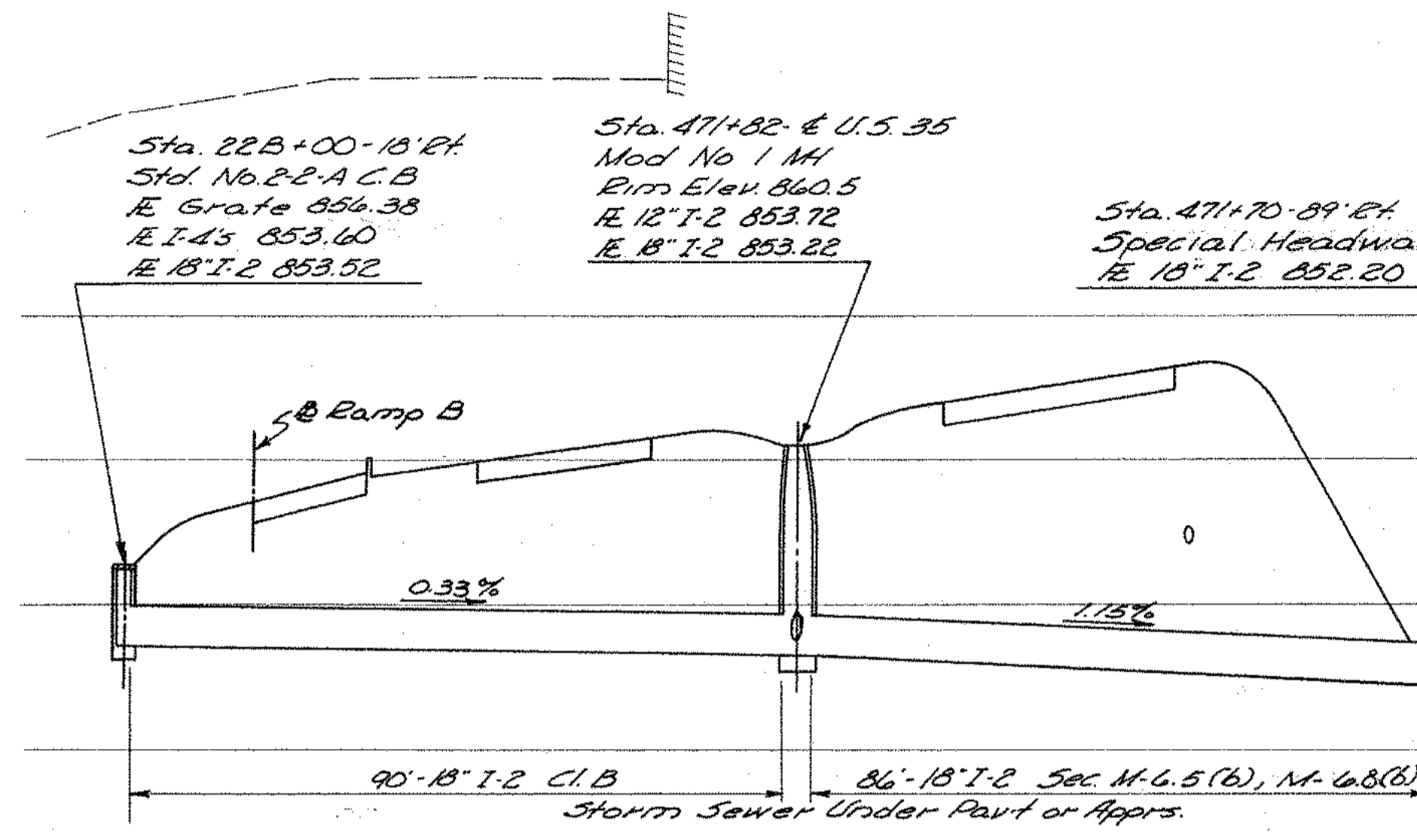
MOT - 35 - (17.89-19.34)

DATE	
BY	
OPERATION	
DESIGN	
CONSTRUCTION	
FINAL DESIGN CHECKED	
TRACED	
FINAL P.L. CHECKED	
QUANTITIES CHECKED	
SQUAD	



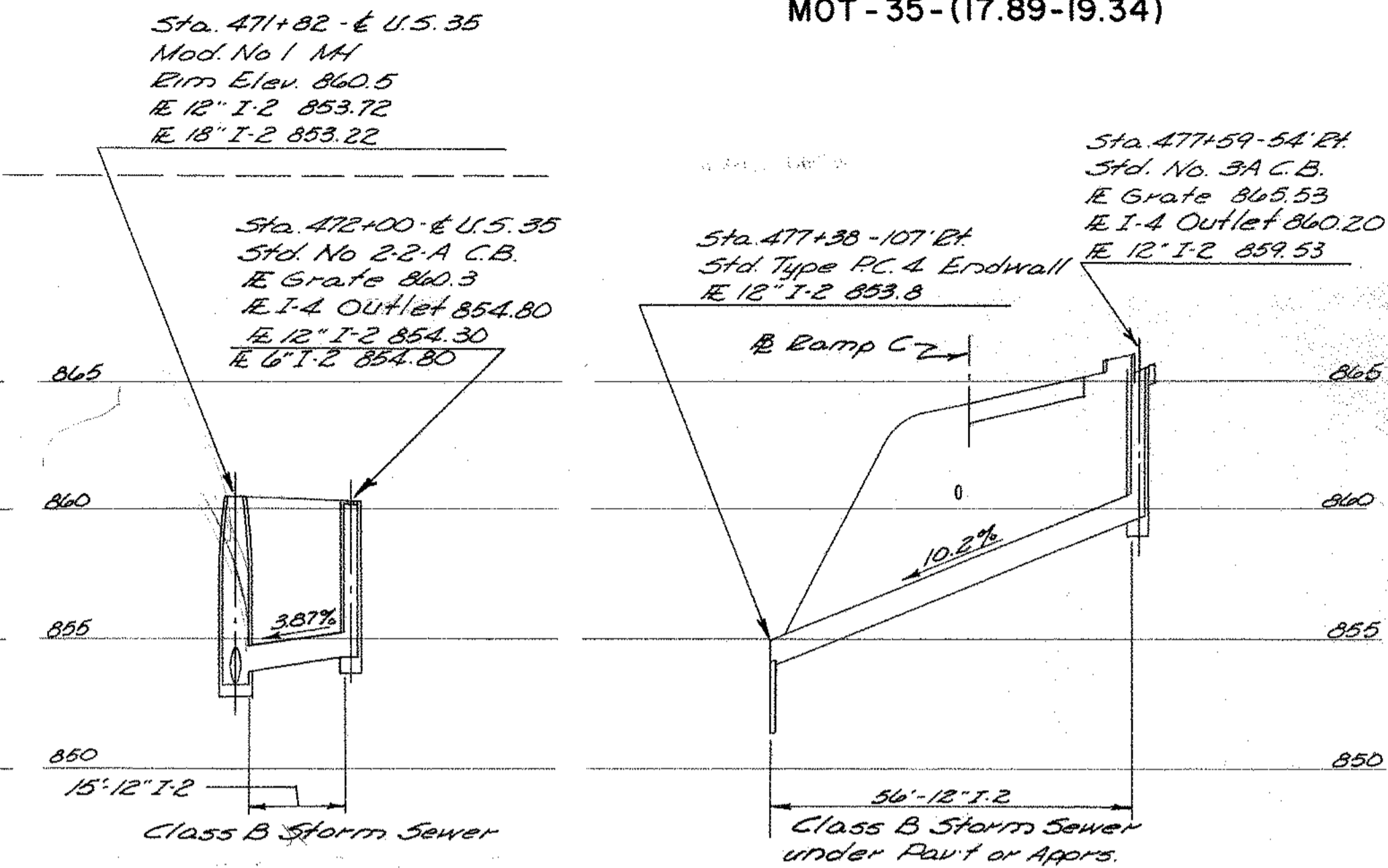
STORM SEWER DETAILS
Sta. 469+50 to Sta. 469+50

Scale: Horiz. 1"=20'
Vert. 1"=5'



STORM SEWER DETAILS
Sta. 22B+00 to Sta. 471+70

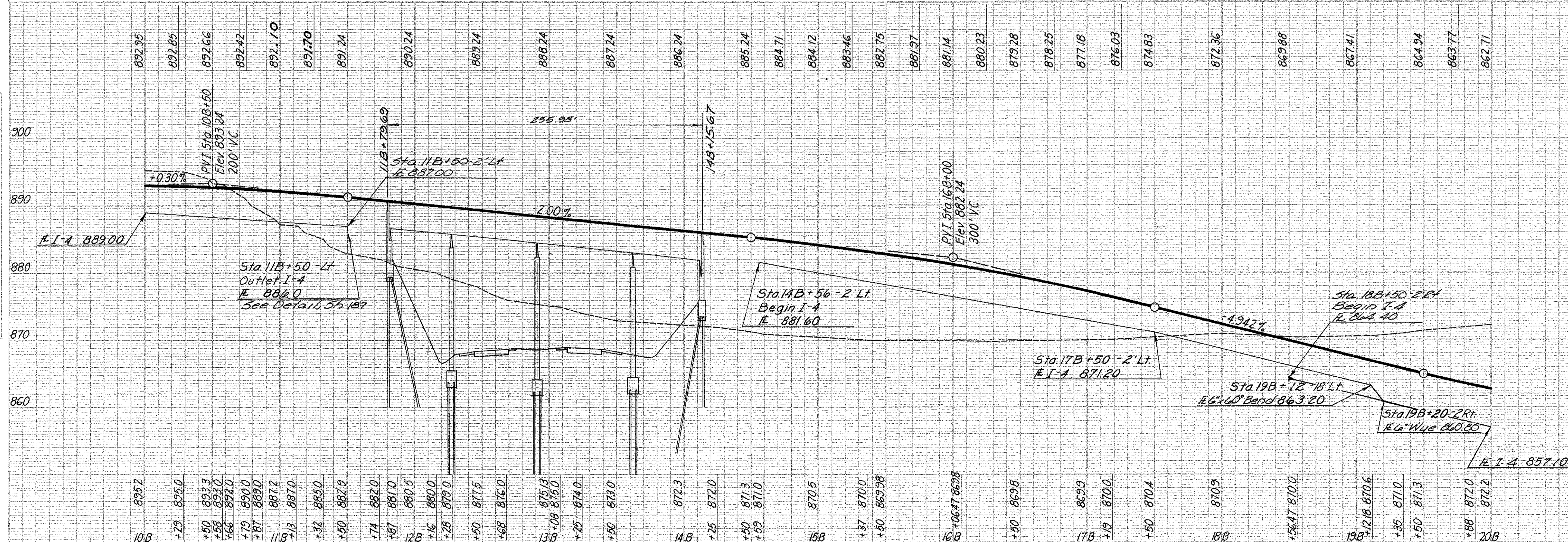
Scale: Horiz. 1"=20'
Vert. 1"=5'



STORM SEWER DETAILS
Sta. 471+82 to Sta. 472+00
Sta. 477+38 to Sta. 477+59

Scale: Horiz. 1"=20'
Vert. 1"=5'

DATE	
BY	
OPERATION	
DESIGN	
CONSTRUCTION	
FINAL DESIGN CHECKED	
TRACED	
FINAL P.L. CHECKED	
QUANTITIES CHECKED	
SQUAD	

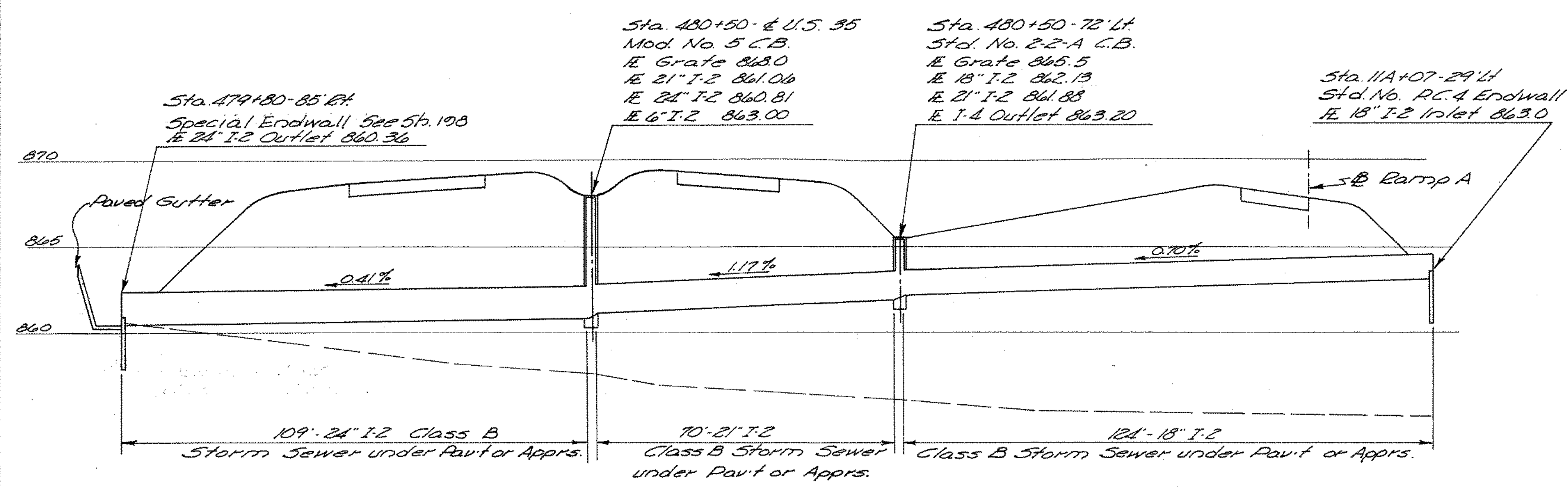


PROPOSED STRUCTURE
Type: Continuous Rolled steel beam, reinforced concrete deck and Substructure
Spans: 45'-0", 64'-0", 71'-0", 50'-0"
Roadway: 22'-0" face to face of safety curbs.
Load Frequency: C.F. 2000 (57)
Adequate for AA5HO alternate loading
Skew: 26° 02' 08" L.F.
Wearing Surface: 1" monolithic Conc.
Approach Slabs: As 1-5A (25' long)
Alignment: 18° 00' 00" curve left
Superelevation: 0.083'/ft.

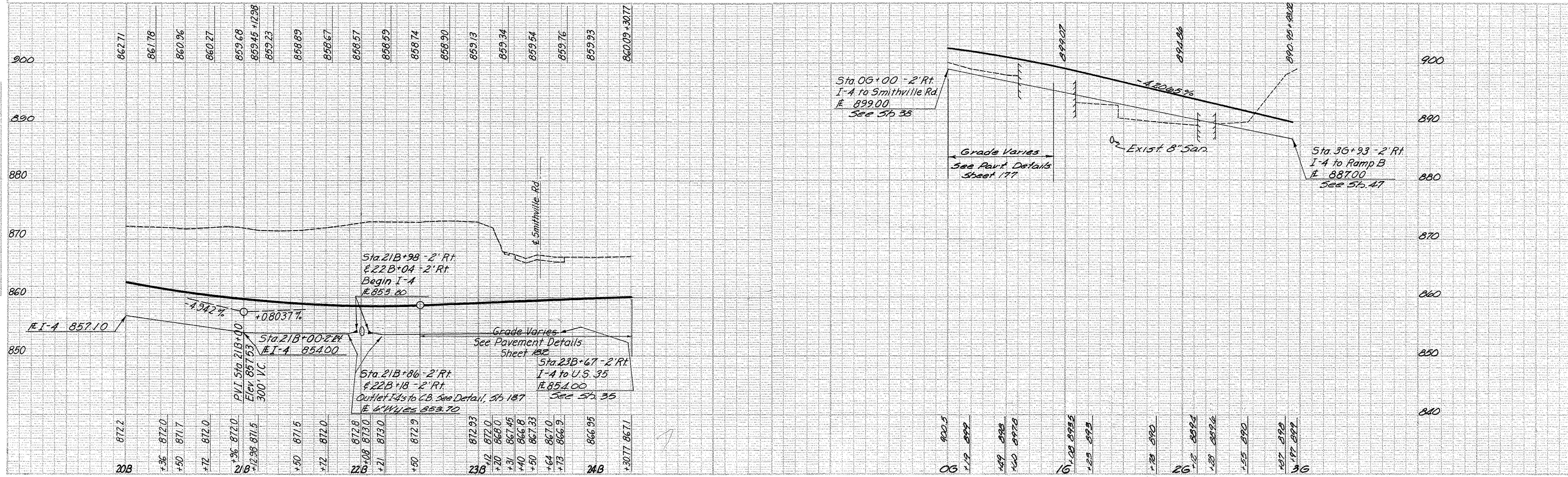
RAMP B Sta. 10B+00 to Sta. 20B+00

OPERATION	DATE
PRELIMINARY P.L.S.W. CHECKED	
FINAL DESIGN CHECKED	
TRACED	
FINAL P.L.S.W. CHECK	
QUANTITIES	
SECURED	

OPERATION	DATE
SAVED	
PLANNING	
PROFILE PLOTTED	
PROFILE CHECKED	
OPERATION	
PERMANENT	



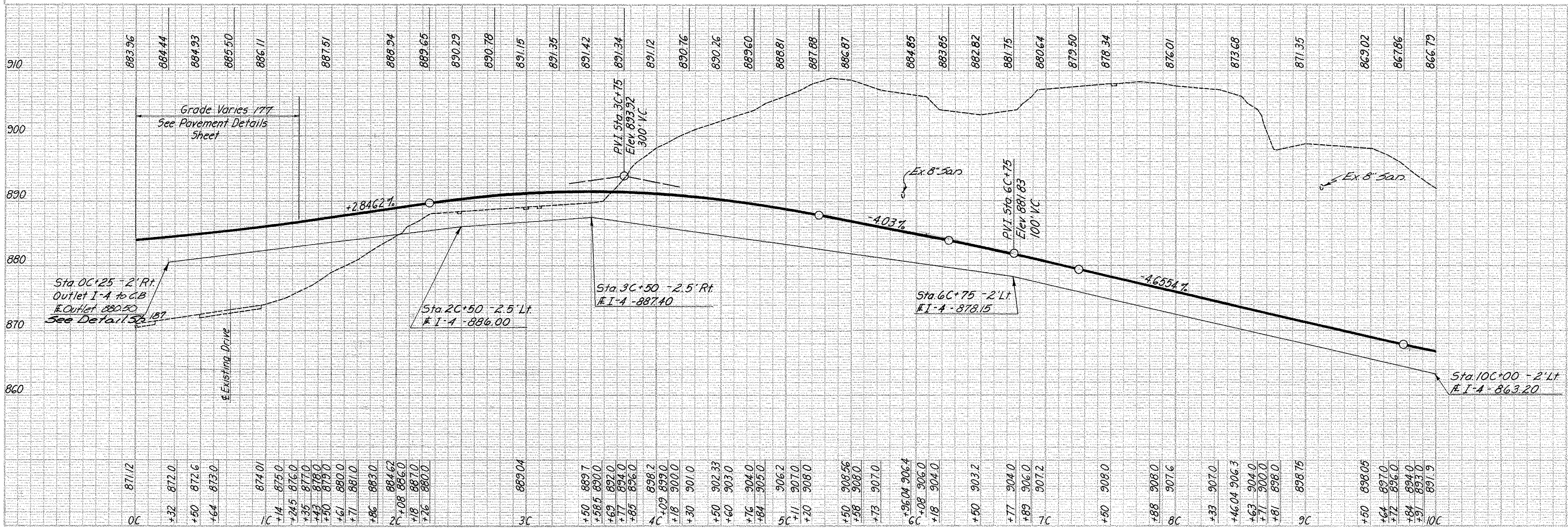
STORM SEWER DETAIL
Sta. 479+80 to Sta. 11A+07
Scale: Horiz. 1"=20'
Vert. 1"=5'



RAMP B Sta 20B+00 to Sta 24B+3077 & RAMP G Sta 0G+00 to Sta 2G+9302

OPERATION	DATE
PRELIMINARY PLOT CHECKED	
FINAL DESIGN PLOTTED	
FINAL DESIGN CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	

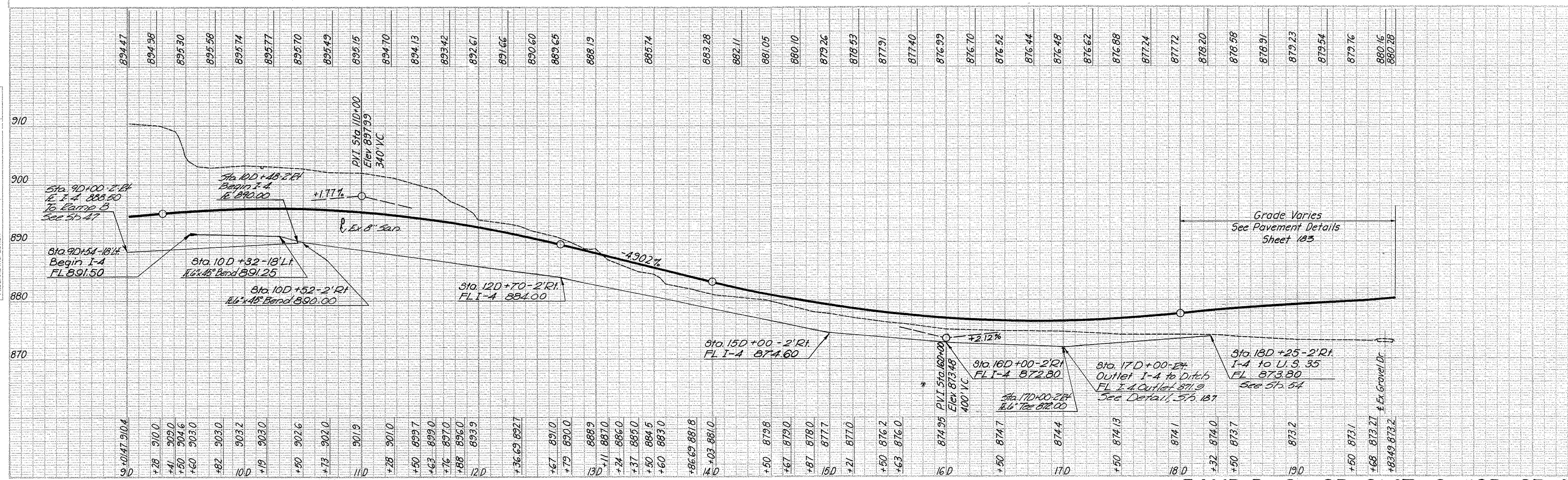
OPERATION	DATE
PRELIMINARY PLOT CHECKED	
FINAL DESIGN PLOTTED	
FINAL DESIGN CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	

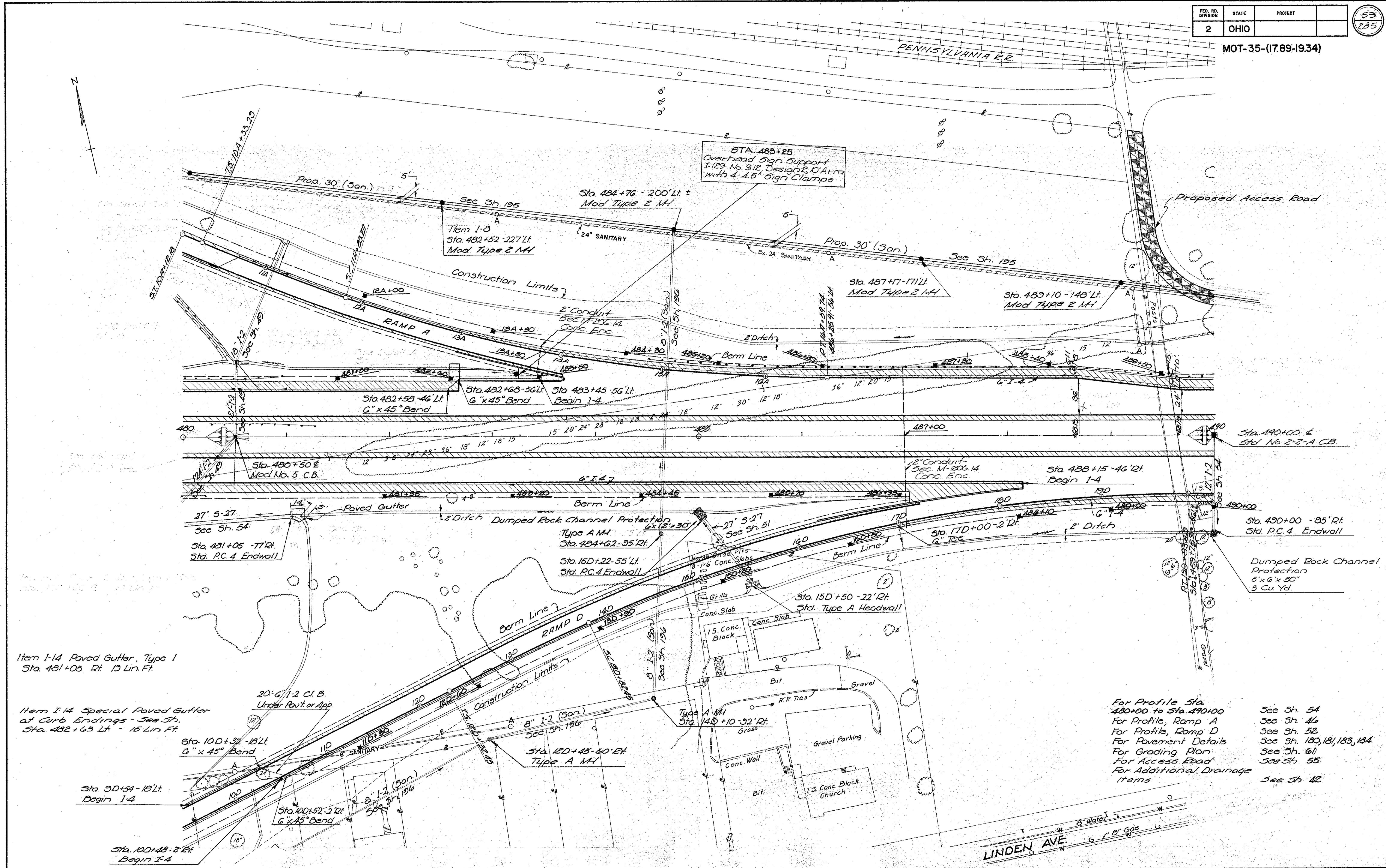


RAMP C: Sta 0C+00 to Sta 10C+00

OPERATION	BY	DATE
PRELIMINARY P.L.O. W/ CHECKED		
FINAL DESIGN		
FINAL DESIGN CHECKED		
FINAL P.L.O. W/ CHECK		
QUANTITIES CHECKED		
SUBAD		

OPERATION	BY	DATE
SWAYED		
PLAN PLOTTED		
PLAN CHECKED		
PROFILE CHECKED		
PRELIMINARY GRADE		
GRADE INSPECTION		
FEDERAL INSPECTION		





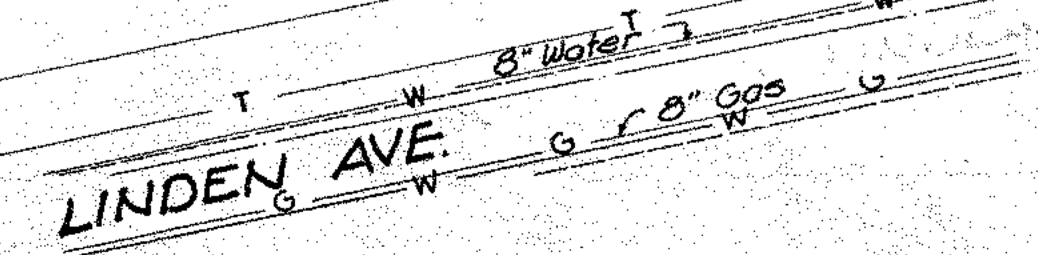
Item I-14 Paved Gutter, Type I
Sta. 481+05 Rt. 12 Lin. Ft.

Item I-14 Special Paved Gutter
at Curb Endings - See Sh.
Sta. 482+63 Lt. - 15 Lin. Ft.

Sta. 9D+54 - 16' Lt.
Begin I-4

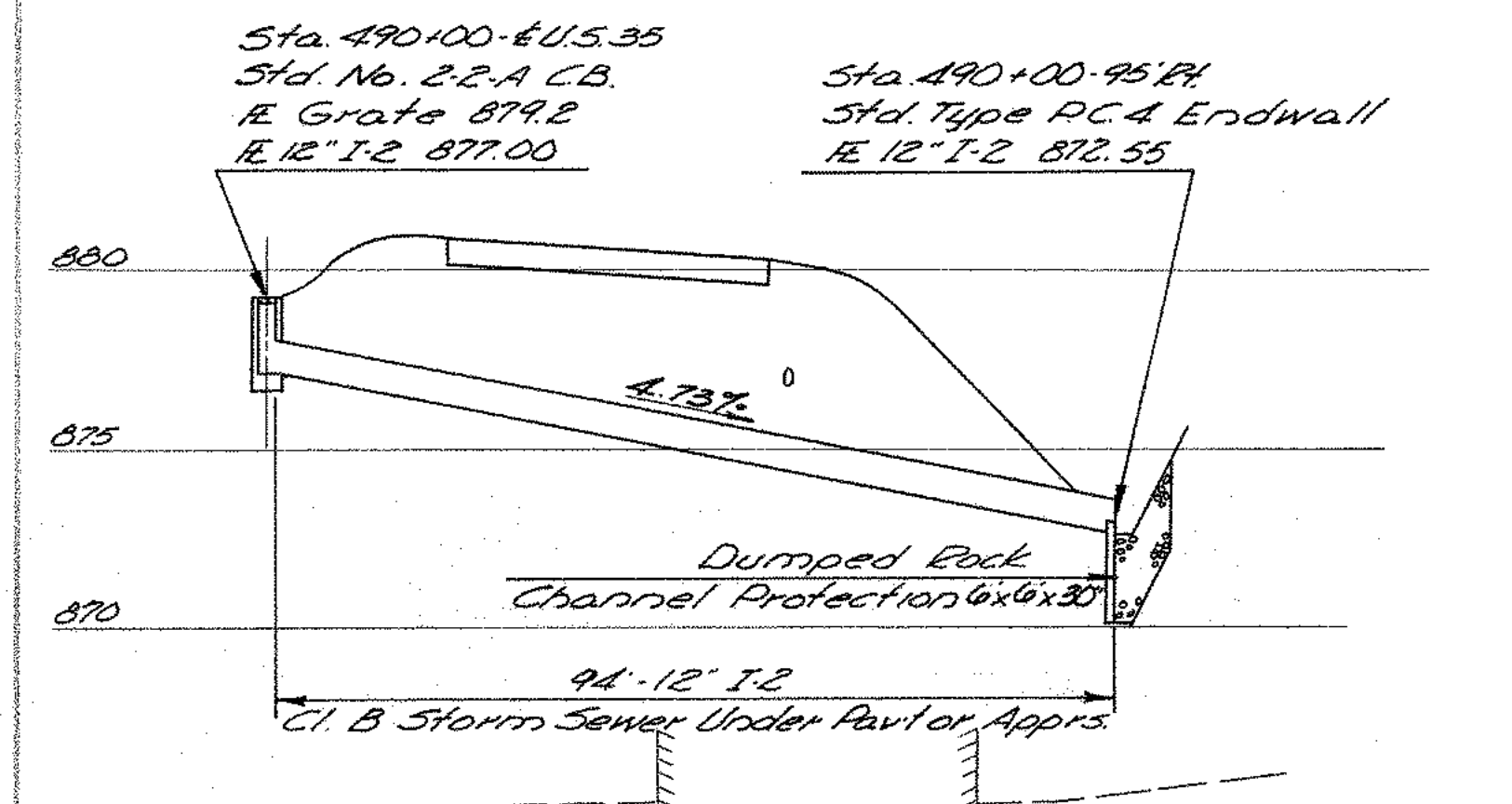
Sta. 10D+48 - 7' Rt.
Begin I-4

For Profile Sta. 480+00 to Sta. 490+00 See Sh. 54
For Profile, Ramp A See Sh. 46
For Profile, Ramp D See Sh. 52
For Pavement Details See Sh. 180, 181, 183, 184
For Grading Plan See Sh. 61
For Access Road See Sh. 55
For Additional Drainage Items See Sh. 42

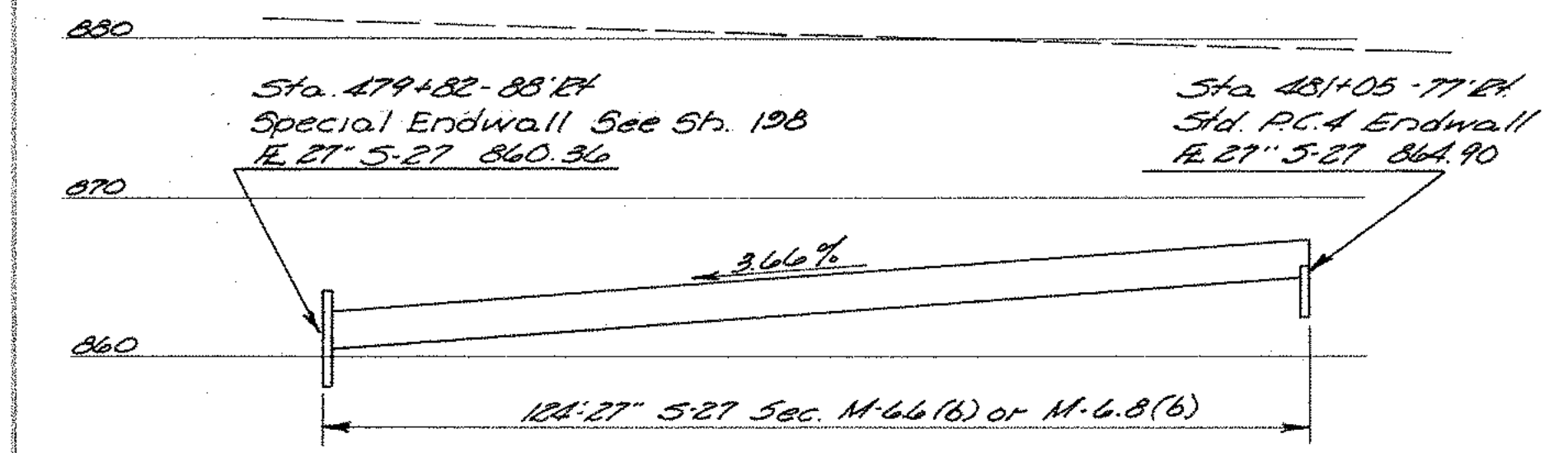


DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
QUANTITIES CHECKED	
SO'WARD	

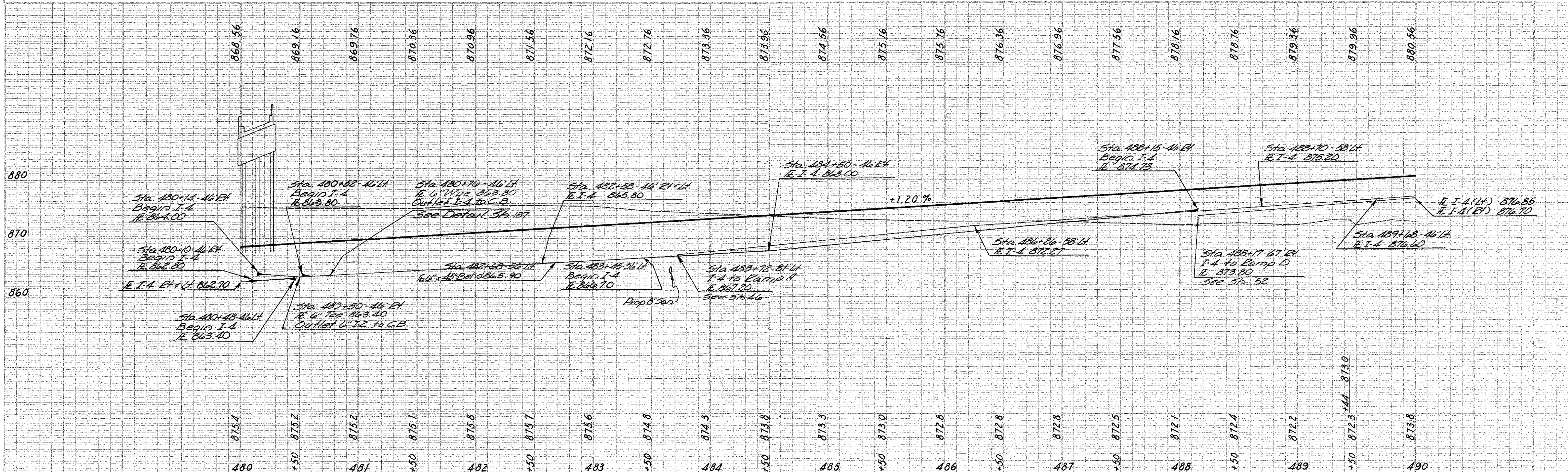
DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
QUANTITIES CHECKED	
SO'WARD	



STORM SEWER DETAILS
Sta. 490+00 Rt. & Lt.
Scale: Horiz. 1"=20' Vert. 1"=5'



PIPE CULVERT DETAILS
Sta. 479+82 to 481+05
Scale: Horiz. 1"=20' Vert. 1"=10'

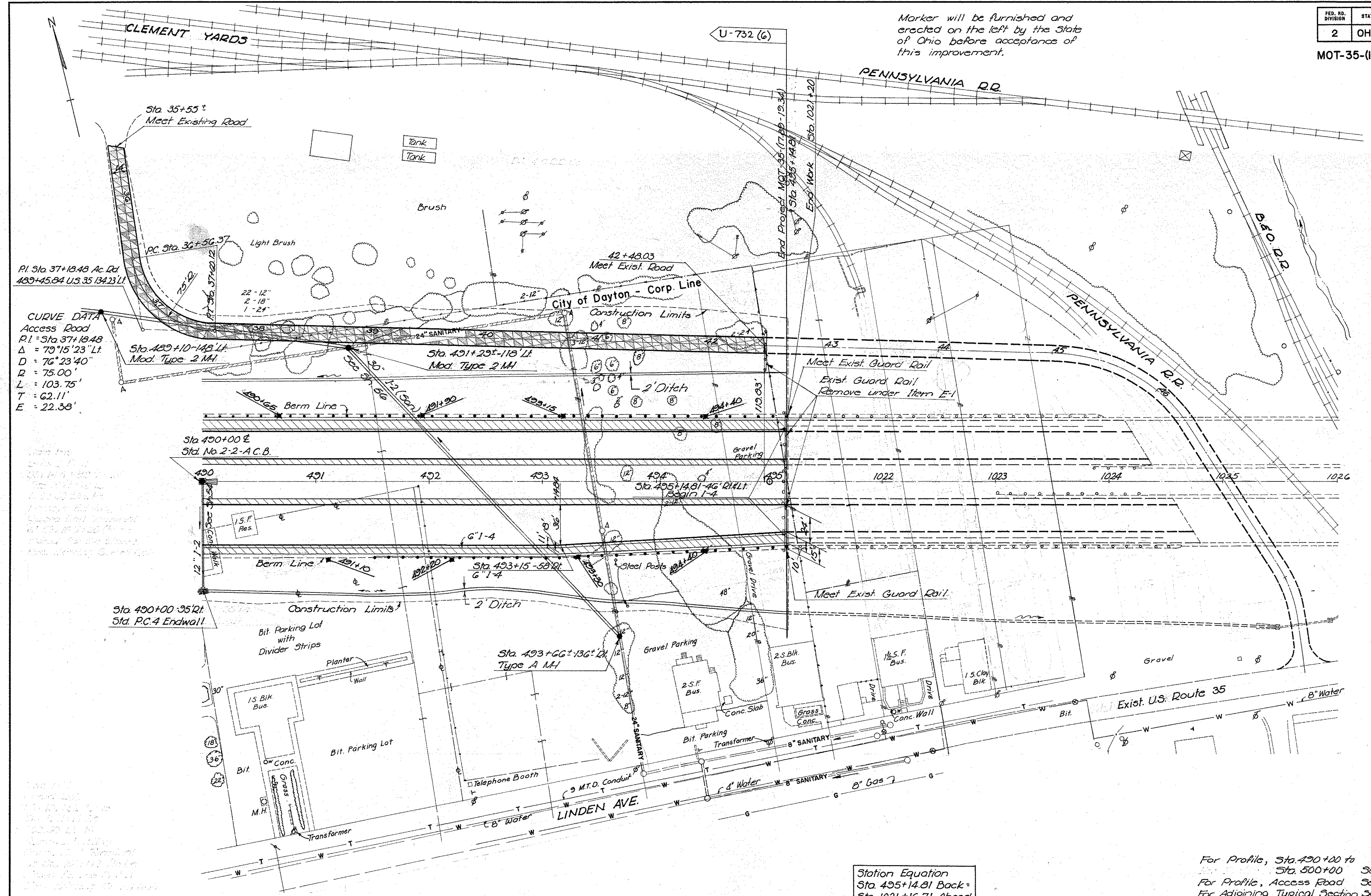


FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

55
285

MOT-35-(17.89-19.34)

Marker will be furnished and created on the left by the State of Ohio before acceptance of this improvement.



CURVE DATA
 Access Road
 P.I. Sta. 37+18.48
 $\Delta = 79^{\circ}15'23''$ Lt.
 $D = 76^{\circ}23'40''$
 $R = 75.00'$
 $L = 103.75'$
 $T = 62.11'$
 $E = 22.38'$

Station Equation
 Sta. 495+14.81 Back =
 Sta. 1021+16.71 Ahead

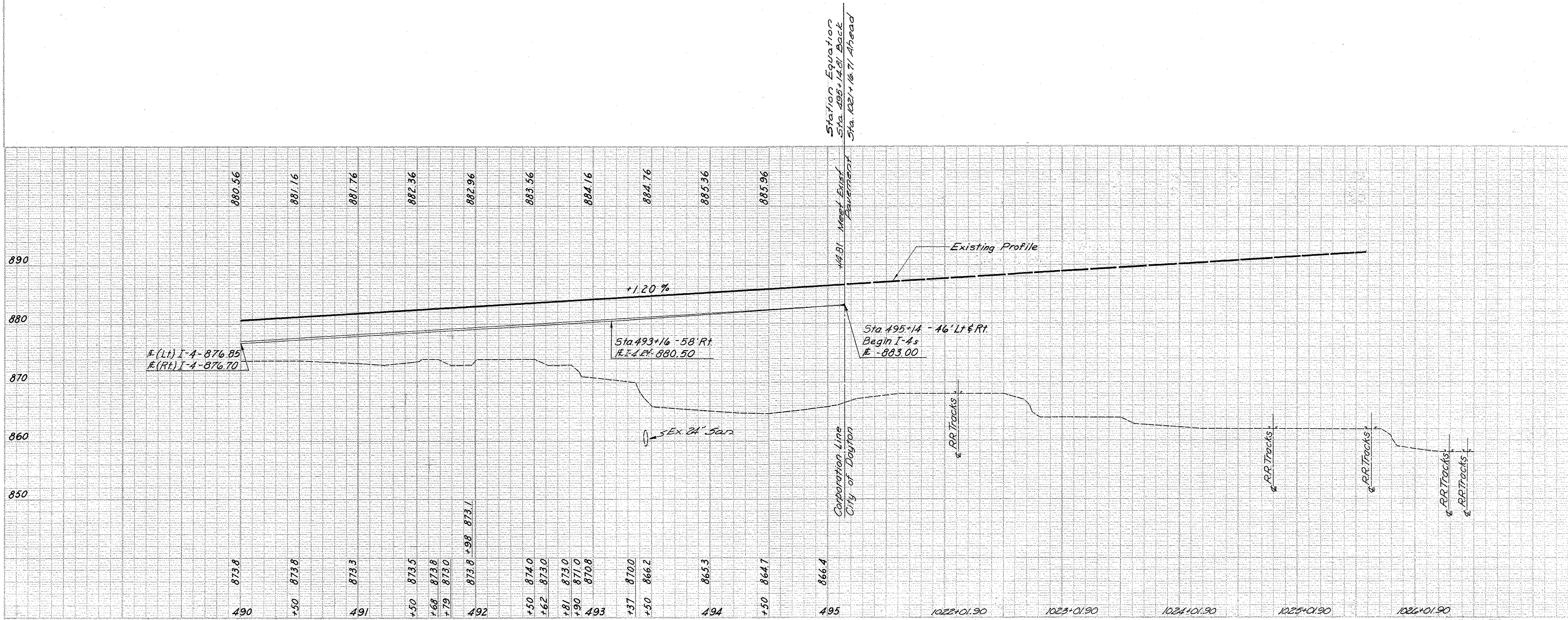
Item 1-14
 Paved Gutter, Type 1
 Sta. 490+00 \pm 10 Lin. Ft.

For Profile, Sta. 490+00 to
 Sta. 500+00 See Sh. 56
 For Profile, Access Road See Sh. 57
 For Adjoining Typical Section See Sh. 4

Sta 490+00 to Sta 495+00

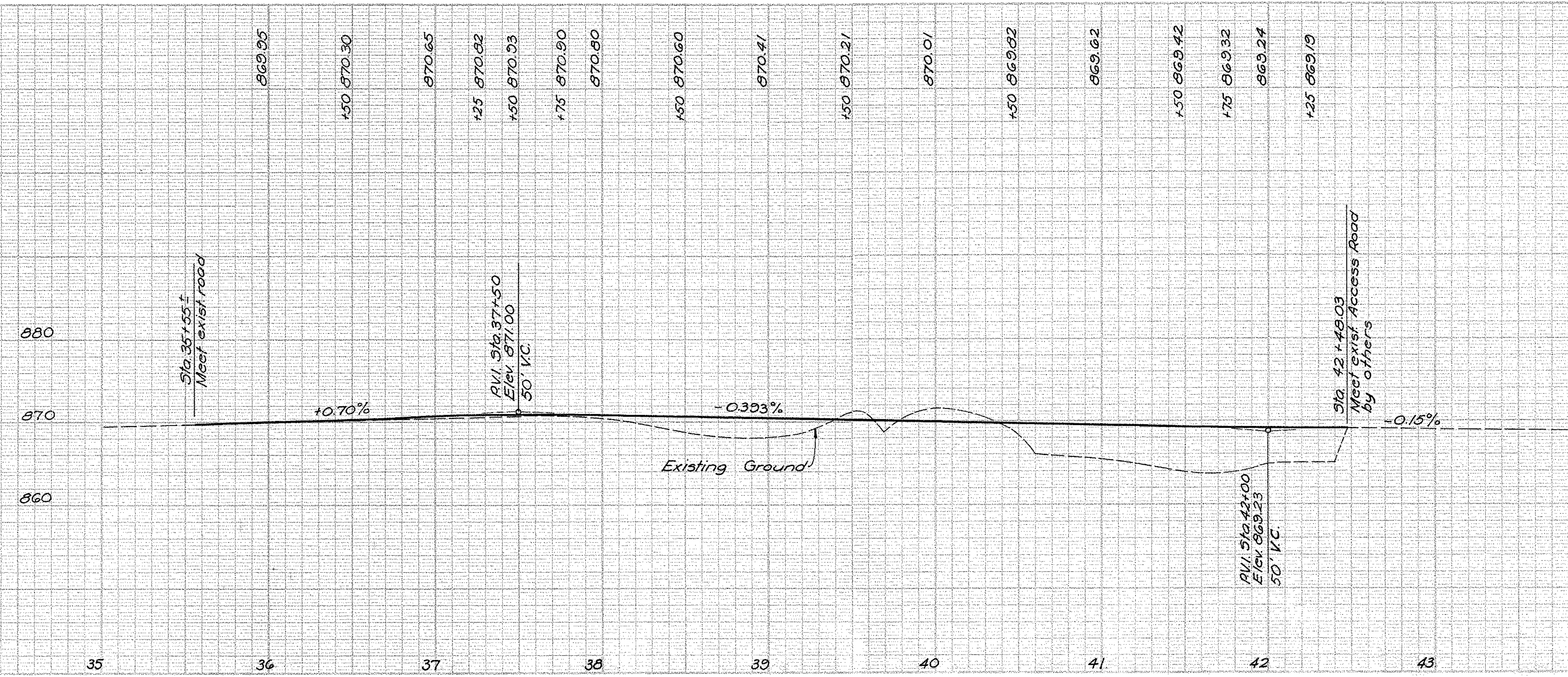
DESIGNATION	DATE
PRELIMINARY R.O.W. CHECKED	
FINAL DESIGN	
FINAL DESIGN CHECKED	
PRICED	
QUANTITIES CHECKED	
QUANTITIES CHECKED	
SQUAD	

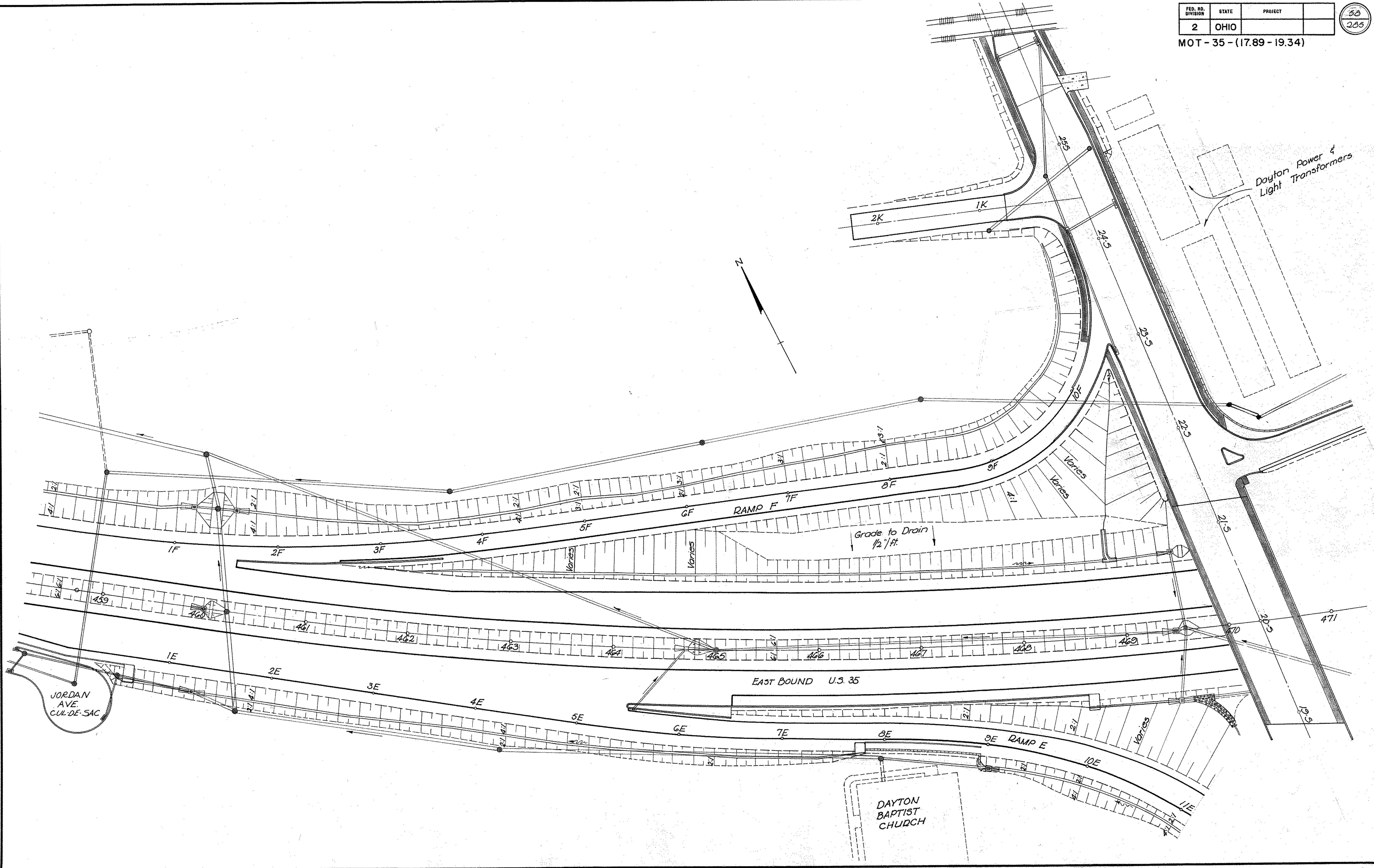
DATE
APPROVED
PLAN CHECKED
PLAN CHECKED
PROFILE CHECKED
PROFILE CHECKED
PRELIMINARY GRADE
GRADE INSPECTION
FINAL INSPECTION



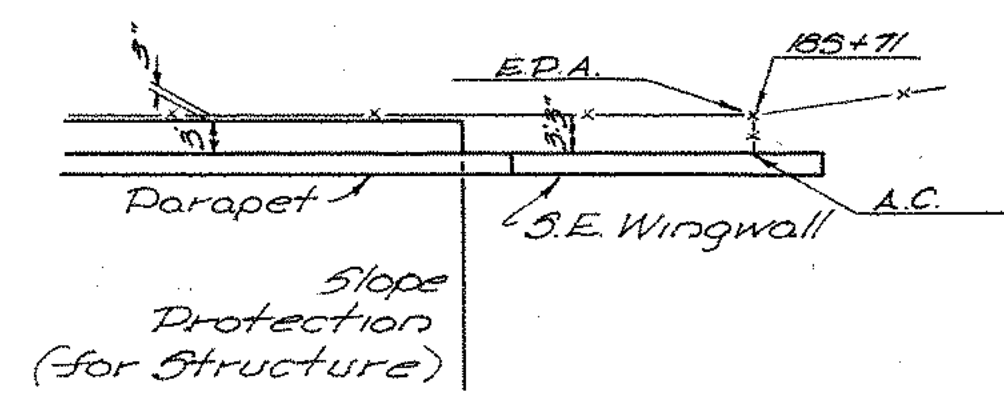
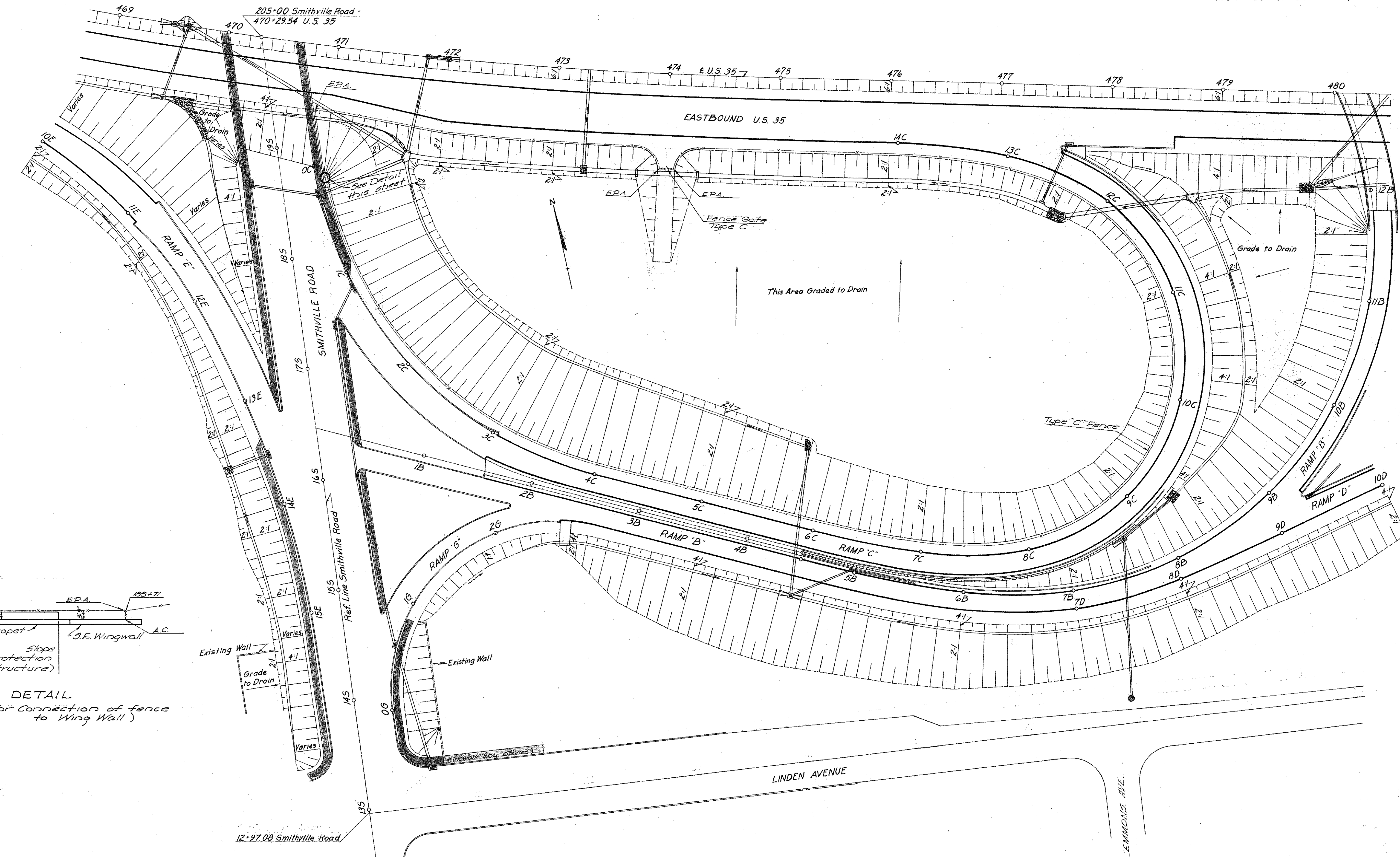
OPERATION	BY	DATE
PRELIMINARY R.O.W. CHECKED		
FINAL DESIGN		
FINAL DESIGN CHECKED		
FINAL R.O.W. CHECK		
QUANTITIES CHECKED		
SUBMIT		

OPERATION	BY	DATE
DESIGNED		
PLAN CHECKED		
PROFILE CHECKED		
PROFILES CALLED		
PRELIMINARY GRADE		
GRADE INSPECTION		
FEDERAL INSPECTION		





GRADING PLAN

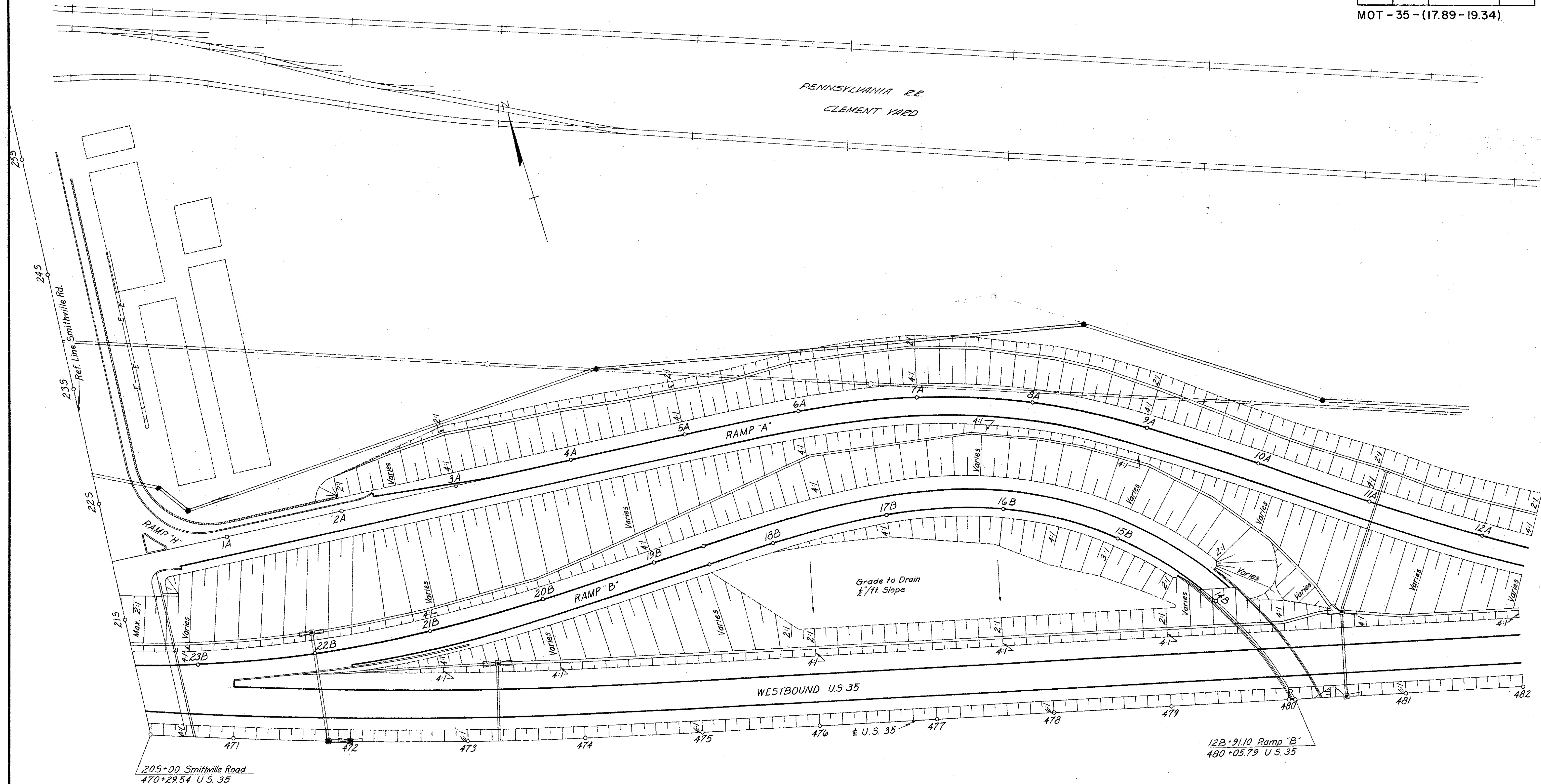


DETAIL
(For Connection of fence to Wing Wall)

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

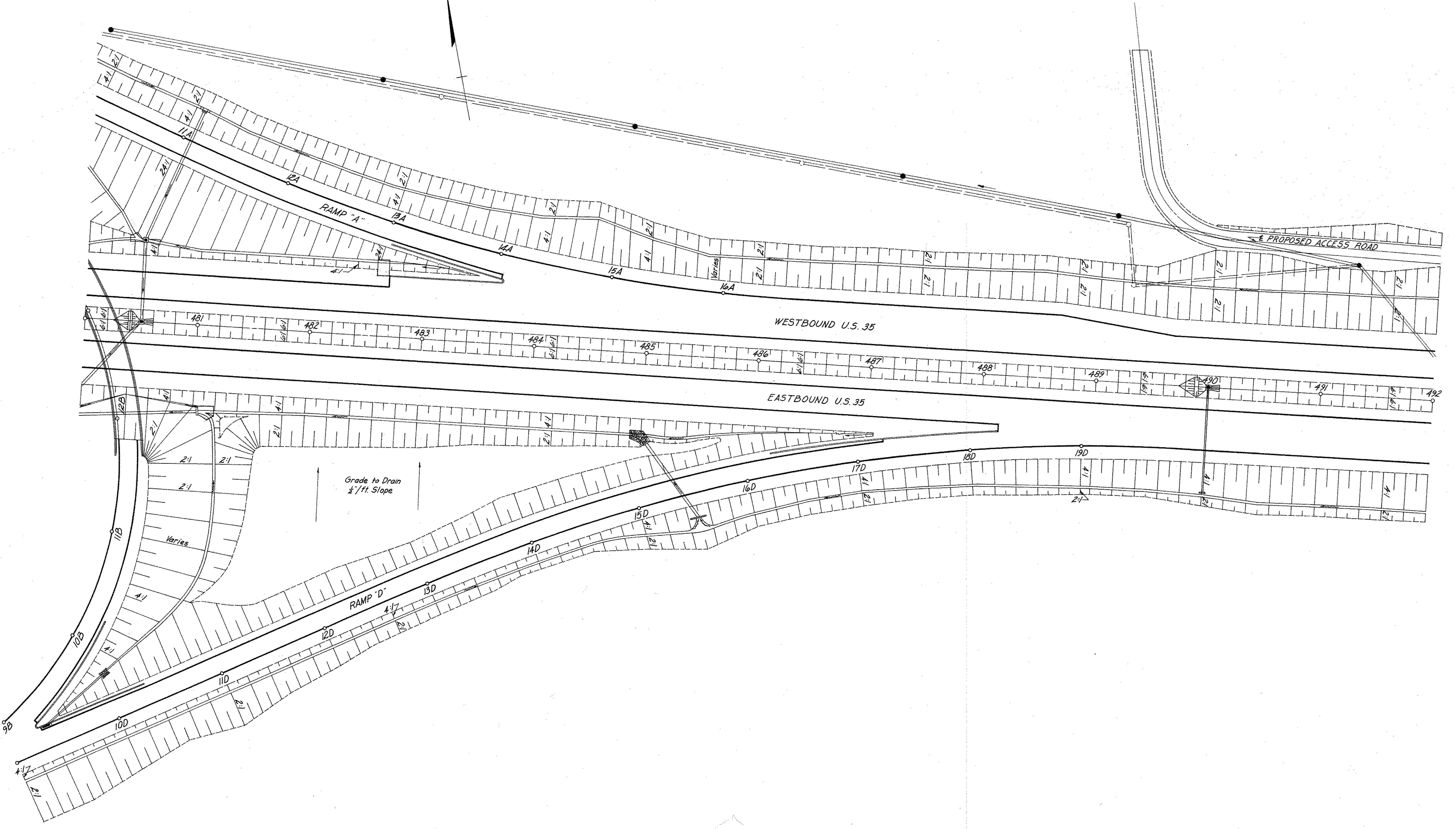


MOT - 35 - (17.89 - 19.34)



FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MOT - 35 - (17.89 - 19.34)



T.S. = 431+71.07
S.C. = 434+71.07
C.S. = 448+89.62
S.T. = 451+89.62

CURVE NO. 1

Dc. = 2°00'
Ls. = 300'
S.E. = 0.047'/ft.
T.R. = 160'

MOT - 35 - (17.89 - 19.34)

	Station	Elevation 56' Left or Distance as Shown	Outer Edge 44' Left	ℓ Pav't 32' Left	Inner Edge 20' Left	Profile Grade 3' Lt. & Rt.	Inner Edge 20' Right	ℓ Pav't 32' Right	Outer Edge 44' Right	Elevation 56' Right or Distance as Shown		Station	Elevation 56' Left or Distance as Shown	Outer Edge 44' Left	ℓ Pav't 32' Left	Inner Edge 20' Left	Profile Grade 3' Lt. & Rt.	Inner Edge 20' Right	ℓ Pav't 32' Right	Outer Edge 44' Right	Elevation 56' Right or Distance as Shown
T.R.	430+11.07		821.32	821.51	821.70	821.30	821.70	821.51	821.32	821.13		442+00		858.56	857.99	857.43	856.63	855.83	855.27	854.70	854.14
	430+25		821.77	821.95	822.12	821.72	822.08	821.89	821.71	821.52		442+25		859.19	858.62	858.06	857.26	856.46	855.90	855.33	854.77
	430+50		822.58	822.72	822.87	822.47	822.77	822.58	822.39	822.21		442+50		859.80	859.23	858.67	857.87	857.07	856.51	855.94	855.38
	430+75		823.39	823.50	823.62	823.22	823.46	823.27	823.08	822.89		442+75		860.39	859.82	859.26	858.46	857.66	857.10	856.53	855.97
	431+00		824.20	824.28	824.37	823.97	824.15	823.96	823.77	823.58		443+00		860.96	860.39	859.83	859.03	858.23	857.67	857.10	856.54
	431+25		825.01	825.06	825.12	824.72	824.83	824.65	824.46	824.27		443+25		860.52	860.95	860.39	859.59	858.79	858.23	857.66	857.10
	431+50		825.82	825.84	825.87	825.47	825.52	825.33	825.15	824.96		443+50		862.05	861.48	860.92	860.12	859.32	859.76	858.19	857.63
T.S.	431+71.07		826.50	826.50	826.50	826.10	826.10	825.91	825.72	825.54		443+75		862.57	862.00	861.44	860.64	859.84	859.28	858.71	858.15
	431+75		826.64	826.63	826.62	826.22	826.20	826.01	825.82	825.64		444+00		863.06	862.49	861.93	861.13	860.33	859.77	859.20	858.64
	432+00		827.51	827.44	827.37	826.97	826.82	826.63	826.45	826.26		444+25		863.54	862.97	862.41	861.61	860.81	860.25	859.68	859.12
	432+25		828.39	828.25	828.12	827.72	827.45	827.26	827.07	826.87		444+50		864.00	863.43	862.87	862.07	861.27	860.71	860.14	859.58
	432+50		829.27	829.07	828.88	828.47	828.15	827.92	827.69	827.45		444+75		864.44	863.87	863.31	862.51	861.71	861.15	860.58	860.02
	432+75		830.15	829.91	829.67	829.22	828.84	828.57	828.31	828.04		445+00		864.86	864.29	863.73	862.93	862.13	861.57	861.00	860.44
	433+00		831.02	830.74	830.47	829.97	829.54	829.23	828.93	828.62		445+25		865.27	864.70	864.14	863.34	862.54	861.98	861.41	860.85
	433+25		831.90	831.58	831.26	830.72	830.23	829.89	829.55	829.20		445+50		865.65	865.08	864.52	863.72	862.92	862.36	861.79	861.23
	433+50		832.78	832.42	832.06	831.47	830.93	830.55	830.17	829.79		445+75		866.02	865.45	864.89	864.09	863.29	862.73	862.16	861.60
	433+75		833.66	833.25	832.85	832.22	831.63	831.21	830.79	830.37		446+00		866.36	865.79	865.23	864.43	863.63	863.07	862.50	861.94
	434+00		834.53	834.09	833.64	832.97	832.32	831.87	831.41	830.95		446+25		866.69	866.12	865.56	864.76	863.96	863.40	862.83	862.27
	434+25		835.41	834.92	834.44	833.72	833.02	833.53	832.03	831.54		446+50		867.00	866.43	865.87	865.07	864.27	863.71	863.14	862.58
	434+50		836.29	835.76	835.23	834.47	833.72	833.18	832.65	832.12		446+75		867.29	866.72	866.16	865.36	864.56	864.00	863.43	862.87
S.C.	434+71.07		837.03	836.46	835.90	835.10	834.30	833.74	833.17	832.61		447+00		867.57	867.00	866.44	865.64	864.84	864.28	863.71	863.15
	434+75		837.15	836.58	836.02	835.22	834.42	833.86	833.29	832.73		447+25		867.82	867.25	866.69	865.89	865.09	864.53	863.96	863.40
	435+00		837.90	837.33	836.77	835.97	835.17	834.61	834.04	833.48		447+50		868.05	867.48	866.92	866.12	865.32	864.76	864.19	863.63
	435+25		838.65	838.08	837.52	836.72	835.92	835.36	834.79	834.23		447+75		868.27	867.70	867.14	866.34	865.54	864.98	864.41	863.85
	435+50		839.40	838.83	838.27	837.47	836.67	836.11	835.54	834.98		448+00		868.47	867.90	867.34	866.54	865.74	865.18	864.61	864.05
	435+75		840.15	839.58	839.02	838.22	837.42	836.86	836.29	835.73		448+25		868.64	868.07	867.51	866.71	865.91	865.35	864.78	864.22
	436+00		840.90	840.33	839.77	838.97	838.17	837.61	837.04	836.48		448+50		868.80	868.23	867.67	866.87	866.07	865.51	864.94	864.38
	436+25		841.65	841.08	840.52	839.72	838.92	838.36	837.79	837.23		448+75		868.94	868.37	867.81	867.01	866.21	865.65	865.08	864.52
	436+50		842.40	841.83	841.27	840.47	839.67	839.11	838.54	837.98		C.S. 448+89.62		869.02	868.45	867.89	867.09	866.29	865.73	865.16	864.60
	436+75		843.15	842.58	842.02	841.22	840.42	839.86	839.29	838.73		449+00		869.01	868.47	867.92	867.14	866.36	865.81	865.27	864.72
	437+00		843.90	843.33	842.77	841.97	841.17	840.61	840.04	839.48		449+25		868.99	868.48	867.98	867.24	866.52	866.01	865.50	864.99
	437+25		844.65	844.08	843.52	842.72	841.92	841.36	840.79	840.23		449+50		868.95	868.49	868.02	867.33	866.66	866.19	865.72	865.24
	437+50		845.40	844.83	844.27	843.47	842.67	842.11	841.54	840.98		449+75		868.88	868.46	868.04	867.39	866.77	866.34	865.90	865.45
	437+75		846.15	845.58	845.02	844.22	843.42	842.86	842.29	841.73		450+00		868.80	868.42	868.04	867.44	866.88	866.48	866.08	865.69
	438+00		846.90	846.33	845.77	844.97	844.17	843.61	843.04	842.48		450+25		868.71	868.37	868.03	867.47	866.96	866.60	866.24	865.89
	438+25		847.65	847.08	846.52	845.72	844.92	844.36	843.79	843.23		450+50		868.59	868.29	867.99	867.48	867.02	866.70	866.38	866.06
	438+50		848.40	847.83	847.27	846.47	845.67	845.11	844.54	843.98		450+75		868.45	868.20	867.94	867.47	867.07	866.78	866.50	866.21
	438+75		849.15	848.58	848.02	847.22	846.42	845.86	845.29	844.73		451+00		868.29	868.08	867.86	867.44	867.09	866.85	866.60	866.36
	439+00		849.90	849.33	848.77	847.97	847.17	846.61	846.04	845.48		451+25		868.12	867.95	867.79	867.39	867.10	866.89	866.68	866.47
	439+25		850.65	850.08	849.52	848.72	847.92	847.36	846.79	846.23		451+50		867.93	867.83	867.73	867.33	867.12	866.94	866.75	866.56
	439+50		851.40	850.83	850.27	849.47	848.67	848.11	847.54	846.98		451+75		867.72	867.68	867.65	867.25	867.17	866.99	866.80	866.62 55.14'
	439+75		852.15	851.58	851.02	850.22	849.42	848.86	848.29	847.73		S.T. 451+89.62		867.61	867.61	867.61	867.21	867.21	867.02	866.83	866.68 54.64
	440+00		852.90	852.33	851.77	850.97	850.17	849.61	849.04	848.48		452+00		867.55	867.56	867.58	867.18	867.21	867.02	866.83	866.68 54.29
	440+25		853.65	853.08	852.52	851.72	850.92	850.36	849.79	849.23		452+25		867.41	867.45	867.50	867.10	867.19	867.00	866.81	866.68 53.43
	440+50		854.40	853.83	853.27	852.47	851.67	851.11	850.54	849.98		452+50		867.28	867.36	867.43	867.03	867.18	866.99	866.80	866.68 52.57
	440+75		855.14	854.57	854.01	853.21	852.41	851.85	851.28	850.72		452+75		867.15	867.25	867.35	866.95	867.16	866.98	866.79	866.68 51.71
	441+00		855.86	855.29	854.73	853.93	853.13	852.57	852.00	851.44		453+00		867.02	867.15	867.28	866.88	867.15	866.97	866.78	866.68 50.86
	441+25		856.57	856.00	855.44	854.64	853.84	853.28	852.71	852.15											

T.S. = 458 + 75.10
S.T. = 461 + 25.10
C.S. = 473 + 21.72
S.T. = 475 + 71.72

CURVE NO. 2

Dc. = 1° 30'
Ls. = 250'
S.E. = 0.036'/ft.
T.R. = 160'

MOT - 35 - (17.89 - 19.34)

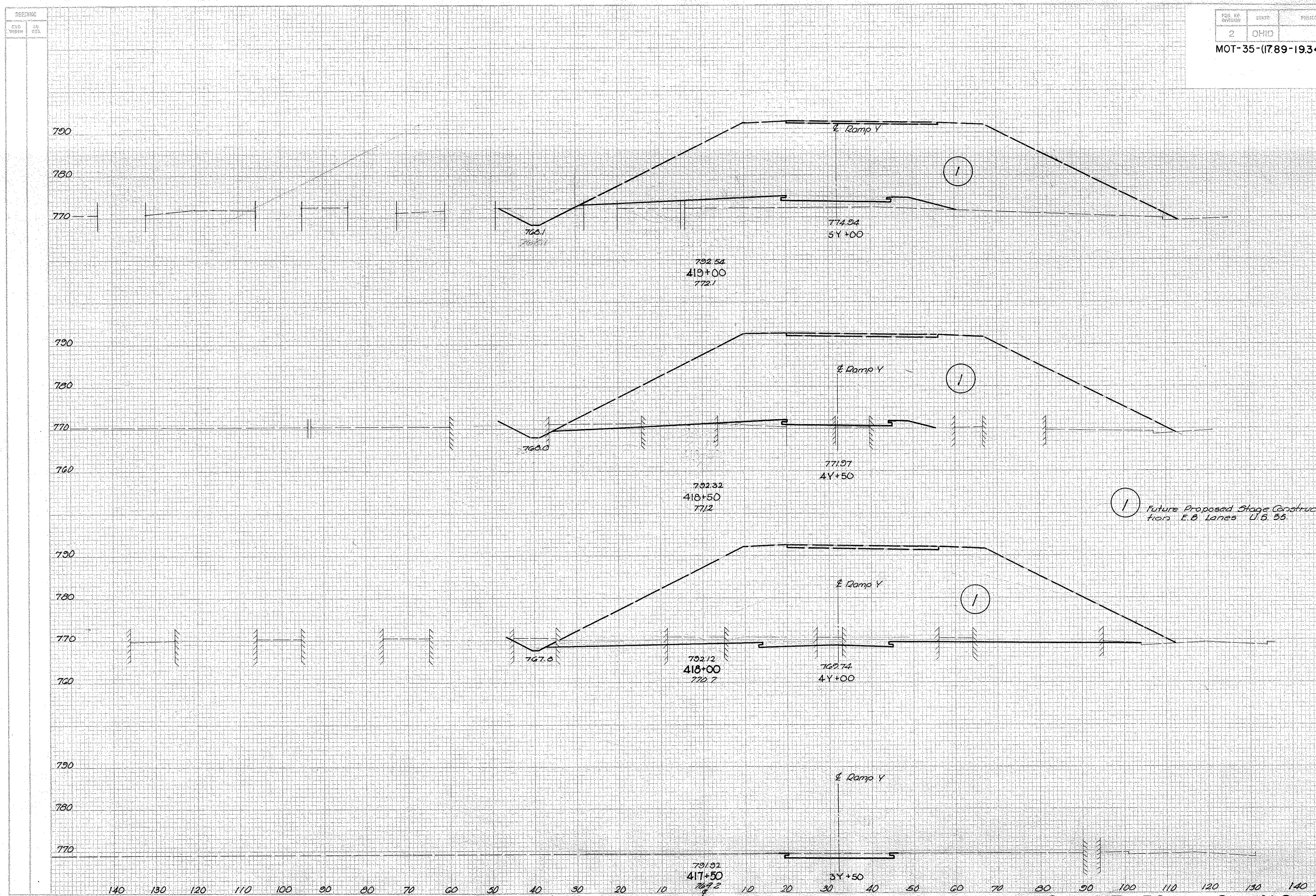
	Station	Elevation 56' Left or Distance as Shown	Outer Edge 44' Left	ℓ Pav't 32' Left	Inner Edge 20' Left	Profile Grade 3' Lt. & Rt.	Inner Edge 20' Right	ℓ Pav't 32' Right	Outer Edge 44' Right	Elevation 56' Right or Distance as Shown		Station	Elevation 56' Left or Distance as Shown	Outer Edge 44' Left	ℓ Pav't 32' Left	Inner Edge 20' Left	Profile Grade 3' Lt. & Rt.	Inner Edge 20' Right	ℓ Pav't 32' Right	Outer Edge 44' Right	Elevation 56' Right or Distance as Shown
T.R.	457+15.10	865.47	865.66	865.85	866.04	865.64	866.04	865.85	865.66			467+50	860.63	861.07	861.51	861.94	862.55	863.19	863.62	864.06	
	457+25	865.43	865.61	865.79	865.98	865.61	866.01	865.83	865.65			467+75	860.55	860.99	861.43	861.86	862.47	863.11	863.54	863.98	
	457+50	865.28	865.47	865.66	865.85	865.54	865.94	865.79	865.64			468+00	860.48	860.92	861.36	861.79	862.40	863.04	863.47	863.91	
	457+75	865.14	865.33	865.52	865.71	865.46	865.86	865.74	865.62			468+25	860.41	860.85	861.29	861.72	862.33	862.97	863.40	863.84	
	458+00	865.02	865.21	865.40	865.58	865.39	865.79	865.70	865.61			468+50	860.33	860.77	861.21	861.64	862.25	862.89	863.32	863.76	
	458+25	864.87	865.06	865.25	865.43	865.31	865.71	865.65	865.59			468+75	860.26	860.70	861.14	861.57	862.18	862.82	863.25	863.69	
	458+50	864.74	864.93	865.12	865.30	865.24	865.64	865.61	865.58			469+00	860.18	860.62	861.06	861.49	862.10	862.74	863.17	863.61	
	458+75	See Detail Ramp "F" Sheet	864.79	864.97	865.16	865.16	865.56	865.56	865.56			469+25	860.11	860.55	860.99	861.42	862.03	862.67	863.10	863.54	
T.S.	458+75.10		864.78	864.97	865.16	865.16	865.56	865.56	865.56			469+50	See Pavement Detail Ramp "B" Sheet	860.47	860.91	861.34	861.95	862.59	863.02	863.46	
	459+00		864.60	864.79	864.98	865.09	865.49	865.54	865.60			469+75		860.40	860.84	861.27	861.88	862.52	862.95	863.39	
	459+25		864.41	864.60	864.79	865.01	865.41	865.52	865.63			470+00		860.32	860.76	861.19	861.80	862.44	862.87	863.31	
	459+50		864.23	864.44	864.65	864.94	865.34	865.50	865.67			470+25		860.25	860.69	861.12	861.73	862.37	862.80	863.24	
	459+75		864.04	864.28	864.52	864.86	865.28	865.49	865.70			470+50		860.17	860.61	861.04	861.65	862.29	862.72	863.16	
	460+00		863.86	864.14	864.40	864.79	865.25	865.49	865.74			470+75		860.10	860.54	860.97	861.58	862.22	862.65	863.09	
	460+25		863.67	863.98	864.28	864.71	865.20	865.49	865.77			471+00		860.02	860.46	860.89	861.50	862.14	862.57	863.01	
	460+50		863.49	863.83	864.16	864.64	865.17	865.49	865.81			471+25		859.96	860.40	860.83	861.44	862.08	862.51	862.95	47.00 863.00
	460+75		863.31	863.68	864.05	864.57	865.13	865.49	865.85			471+50		859.91	860.35	860.78	861.39	862.03	862.46	862.90	50.00 863.12
	461+00		863.12	863.52	863.93	864.49	865.09	865.49	865.88			471+75		859.88	860.32	860.75	861.36	862.00	862.43	862.87	53.00 863.20
	461+25		862.94	863.38	863.81	864.42	865.06	865.49	865.93			472+00		859.88	860.32	860.75	861.36	862.00	862.43	862.87	863.31
s.c.	461+25.10		862.94	863.38	863.81	864.42	865.06	865.49	865.93			472+25		859.89	860.33	860.76	861.37	862.01	862.44	862.88	863.32
	461+50		862.86	863.30	863.73	864.34	864.98	865.41	865.85			472+50		859.91	860.35	860.78	861.39	862.03	862.46	862.90	863.34
	461+75		862.79	863.23	863.66	864.27	864.91	865.34	865.78			472+75		859.96	860.40	860.83	861.44	862.08	862.51	862.95	863.39
	462+00		862.71	863.15	863.58	864.19	864.83	865.26	865.70			473+00		860.03	860.47	860.90	861.51	862.15	862.58	863.02	863.46
	462+25		862.64	863.08	863.51	864.12	864.76	865.19	865.63			c.s. 473+21.72		860.10	860.54	860.97	861.58	862.22	862.65	863.09	863.53
	462+50		862.56	863.00	863.43	864.04	864.68	865.11	865.55			500' VC P.V.I. →	473+25	860.12	860.56	860.99	861.59	862.23	862.65	863.09	863.53
	462+75		862.49	862.93	863.36	863.97	864.61	865.04	865.48			473+50		860.34	860.74	861.13	861.69	862.29	862.68	863.07	863.46
	463+00	44.50 862.39	862.41	862.85	863.28	863.89	864.53	864.96	865.40			473+75		860.58	860.95	861.31	861.82	862.38	862.73	863.09	863.45
	463+25	46.25 862.26	862.34	862.78	863.21	863.82	864.46	864.89	865.33			474+00		860.83	861.16	861.49	861.96	862.48	862.80	863.12	863.44
	463+50	47.75 862.12	862.26	862.70	863.13	863.74	864.38	864.81	865.25			474+25		861.10	861.42	861.72	862.12	862.61	862.89	863.17	863.45
	463+75	49.50 861.99	862.19	862.63	863.06	863.67	864.31	864.74	865.18			474+50		861.39	861.66	861.92	862.30	862.75	862.99	863.24	863.49
	464+00	50.75 861.86	862.11	862.55	862.98	863.59	864.23	864.66	865.10			474+75		861.69	861.92	862.16	862.49	862.90	863.11	863.32	863.53
	464+25	51.75 861.76	862.04	862.48	862.91	863.52	864.16	864.59	865.03			475+00		862.02	862.22	862.42	862.71	863.11	863.26	863.42	863.58
	464+50	53.00 861.64	861.97	862.41	862.84	863.45	864.09	864.52	864.96			475+25		862.36	862.55	862.73	862.94	863.34	863.44	863.54	863.64
	464+75	53.75 861.53	861.89	862.33	862.76	863.37	864.01	864.44	864.88			475+50		862.73	862.92	863.10	863.20	863.60	863.64	863.69	863.74
	465+00	54.25 861.44	861.82	862.26	862.69	863.30	863.94	864.37	864.81			s.T. 475+71.72		863.05	863.24	863.43	863.43	863.83	863.83	863.83	863.83
	465+25	54.75 861.35	861.74	862.18	862.61	863.22	863.86	864.29	864.73			475+75		863.10	863.29	863.48	863.47	863.87	863.86	863.86	863.86
	465+50	55.25 861.26	861.67	862.11	862.54	863.15	863.79	864.22	864.66			476+00		863.45	863.64	863.83	863.76	864.16	864.12	864.09	See Detail Ramp "C" Sheet
	465+75	55.50 861.17	861.59	862.03	862.46	863.07	863.71	864.14	864.58			476+25		863.82	864.00	864.19	864.06	864.46	864.39	864.33	
	466+00	56' Lt. 861.08	861.52	861.96	862.39	863.00	863.64	864.07	864.51			476+50		864.18	864.37	864.55	864.36	864.76	864.66	864.57	
	466+25		861.00	861.44	861.88	862.31	862.92	863.56	864.43			476+75		864.54	864.73	864.92	864.66	865.06	864.94	864.81	
	466+50		860.93	861.37	861.81	862.24	862.85	863.49	864.36			477+00		864.90	865.09	865.28	864.96	865.36	865.21	865.06	
	466+75		860.85	861.29	861.73	862.16	862.77	863.41	864.28			477+25		865.26	865.45	865.64	865.26	865.66	865.48	865.30	
	467+00		860.78	861.22	861.66	862.09	862.70	863.34	864.21			T.R. 477+31.72		865.36	865.55	865.74	865.34	865.74	865.55	865.36	
	467+25		860.70	861.14	861.58	862.01	862.62	863.26	864.13												



NOTE: All Sections are located at half or even stations unless otherwise indicated

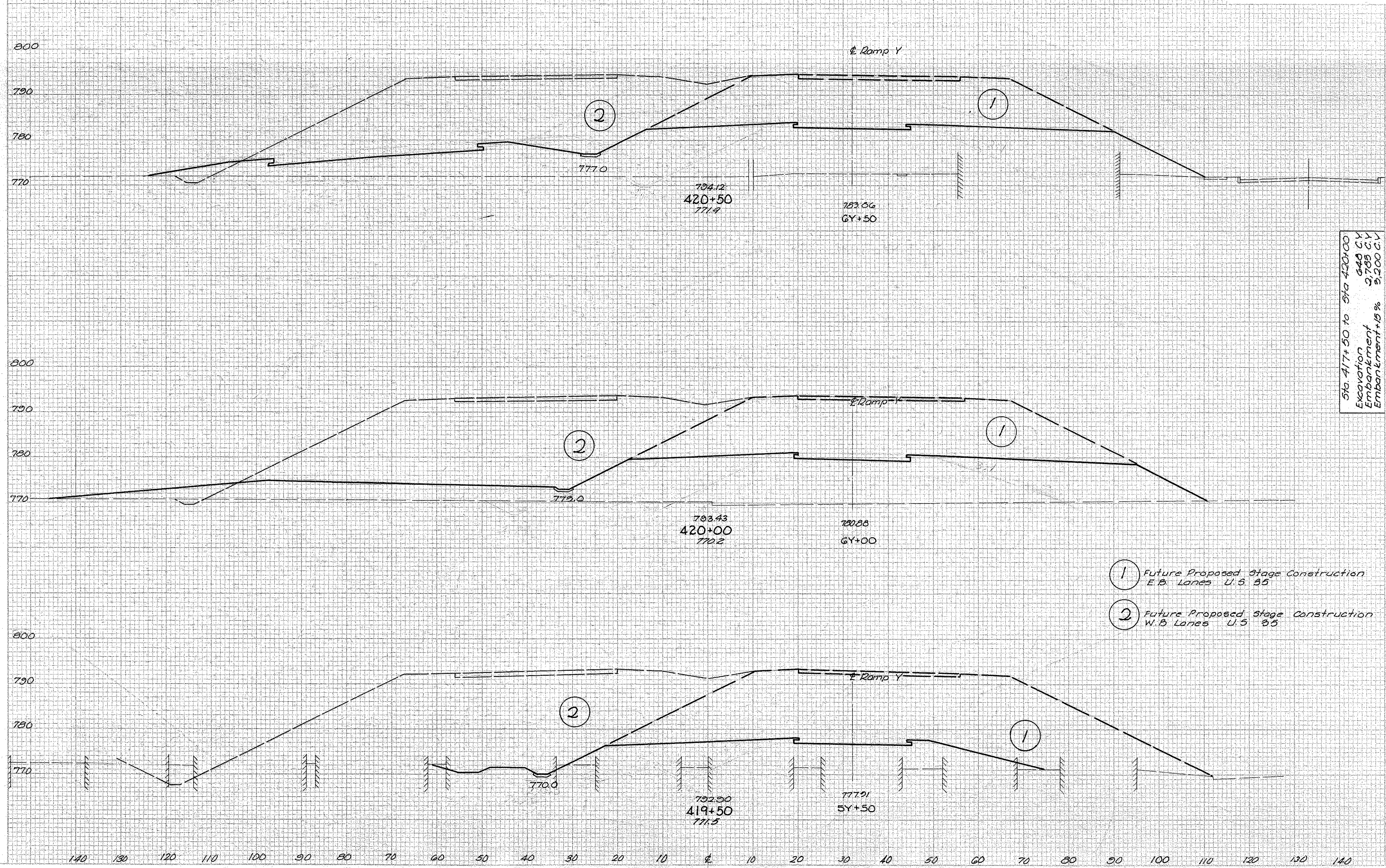
CUT		FILL	
AREA	VOLUME	AREA	VOLUME

40	162	71	909
52	42	85	182
208	0	241	32
26	0	217	0



Future Proposed Stage Construction E.B. Lanes U.S. 35

Sta. 417+50 to Sta. 419+00



Sta. 417+50 to Sta 420+00
 Excavation 648 C.Y.
 Embankment 2,785 C.Y.
 Embankment +15% 2,200 C.Y.

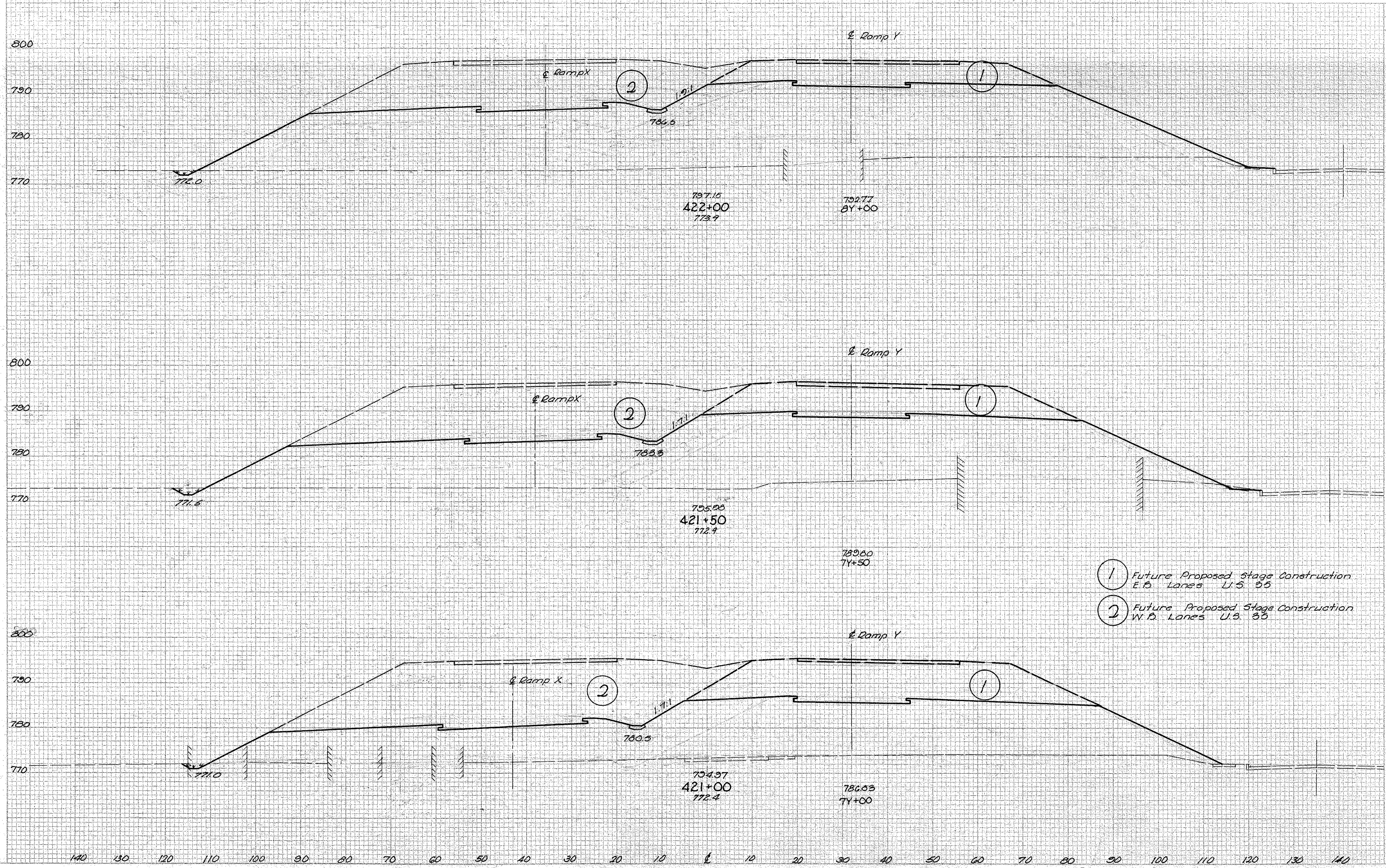
- (1) Future Proposed Stage Construction
E.B. Lanes U.S. 35
- (2) Future Proposed Stage Construction
W.B. Lanes U.S. 35

END AREA	FOOTING	
	CUY.	FEET
0 1675	4	3440
0 1610		3042
37 494		34 1942

Sta 419+50 to Sta 420+50

SEQUENCE
 420 198
 421 198

MOT-35-(17.89-19.34)



END AREA	VOLUME	
	CUT	FILL
4 2972		5364
4 2592		7 5000
4 2040		7 4306

- ① Future Proposed Stage Construction
E.P. Lanes U.S. 35
- ② Future Proposed Stage Construction
W.P. Lanes U.S. 35

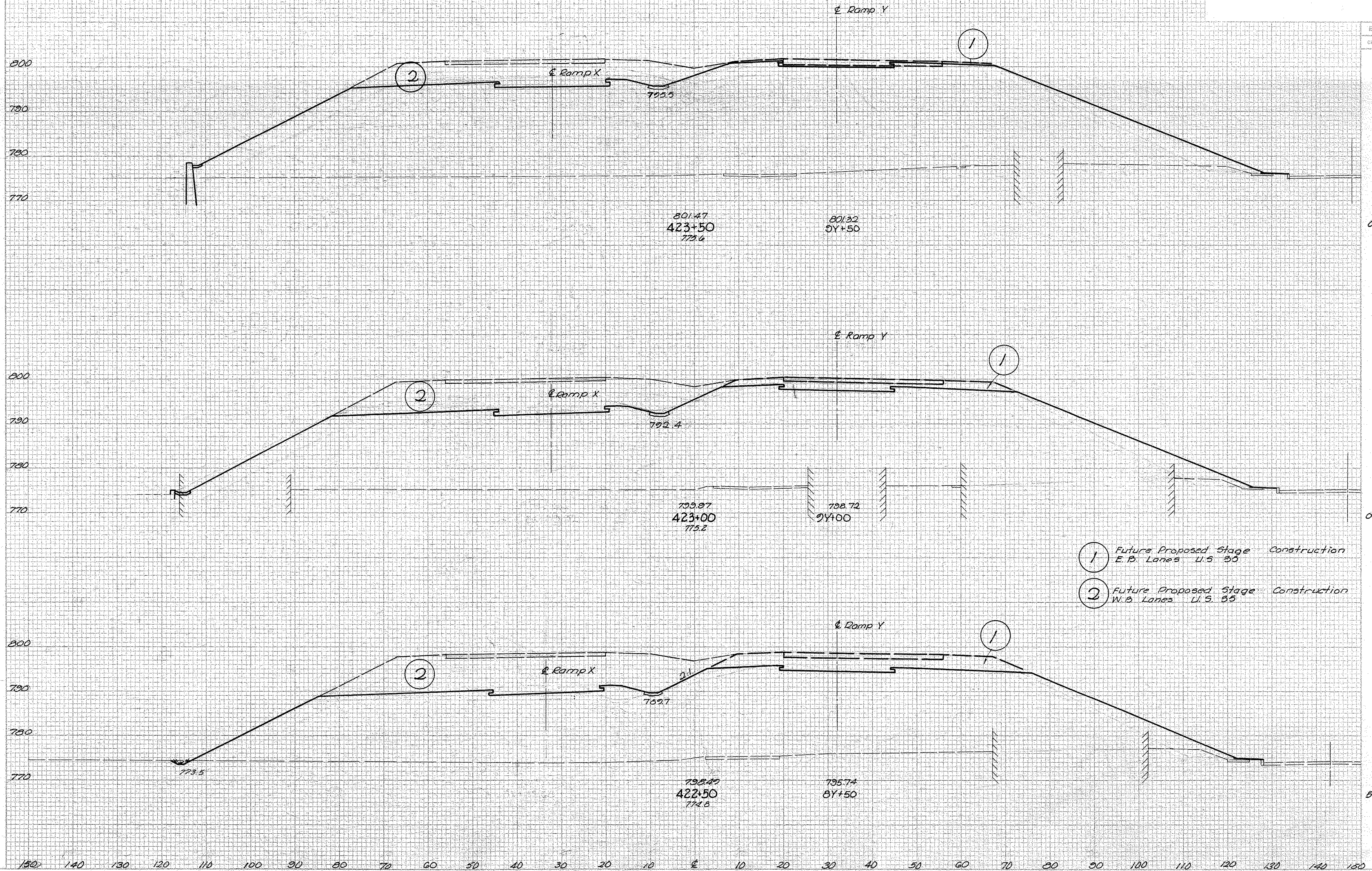
Sta 421+00 to Sta 422+00

SEEDING
 END WIDTH
 SQ. YDS.

REF. NO. DIVISION	STATE	PROJECT
2	OHIO	

66
265

MOT-35-(17.89-19.34)



END AREA		VOLUME	
CUT	FILL	CUT	FILL

				0	8424
				0	4266
				0	7420
				0	8738
				5	6892
				5	8361

- 1 Future Proposed Stage Construction
E.P. Lanes U.S. 35
- 2 Future Proposed Stage Construction
W.B. Lanes U.S. 35

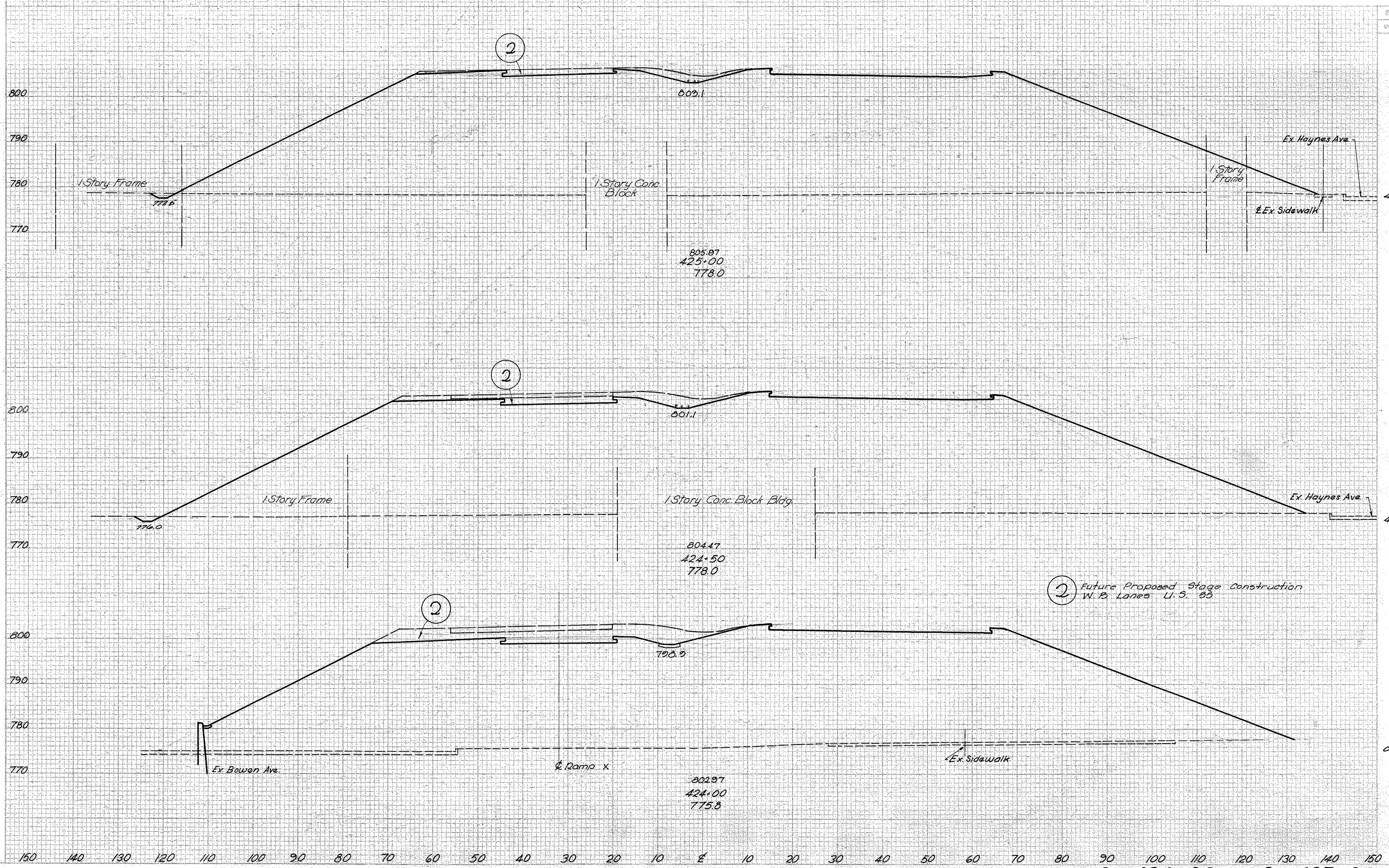
Sta. 422+50 to Sta. 423+50

SEE PAGE
SHEET NO.
NO.

FED. RD. DIST. NO.	STATE	PROJECT	
2	OHIO		

69
285

MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUB. YDS.	CU. YDS.
		7	979

4 5214

7 3510

4 5057

4 2227

0 4208

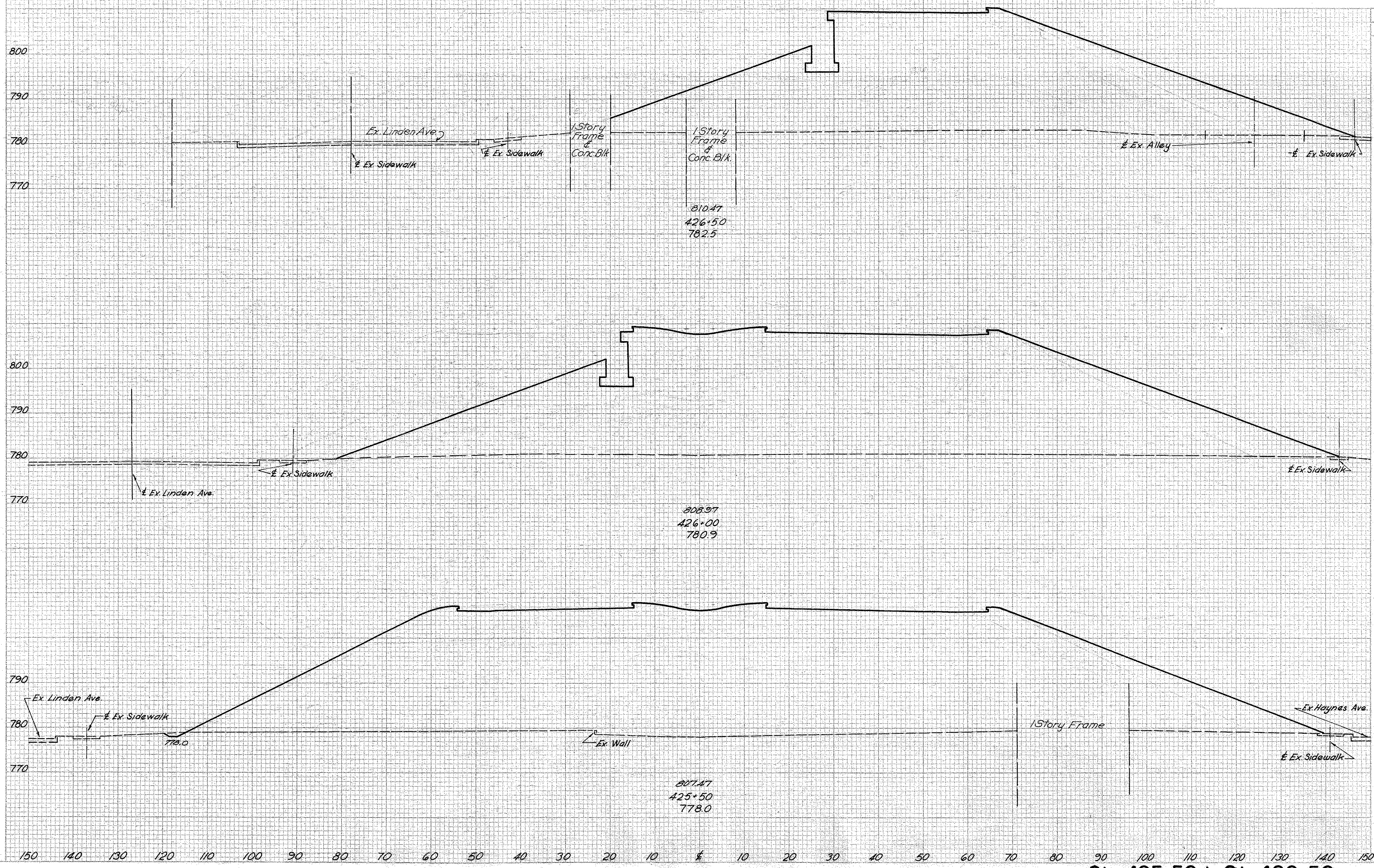
Sta 424+00 to Sta 425+00

SEE PAGE
END
WIDTH
NO.
YDS.

FIG. NO. 2	STATE OHIO	PROJECT
---------------	---------------	---------

70
285

MOT-35-(17.89-19.34)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	2640	0	3167
0	6210		
0	4077		
4	5340		

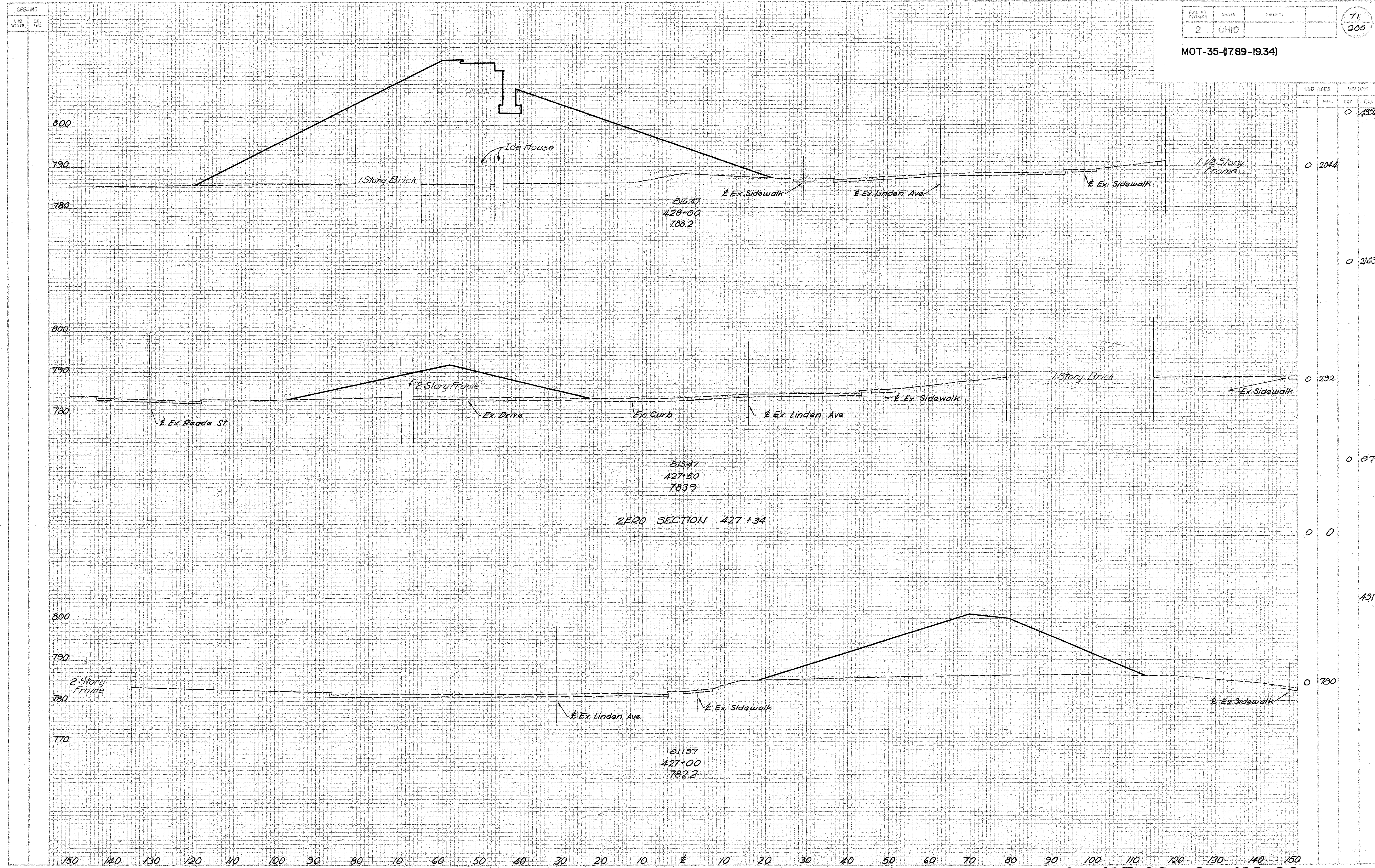
810.47
426+50
782.5

808.97
426+00
780.9

807.47
425+50
778.0

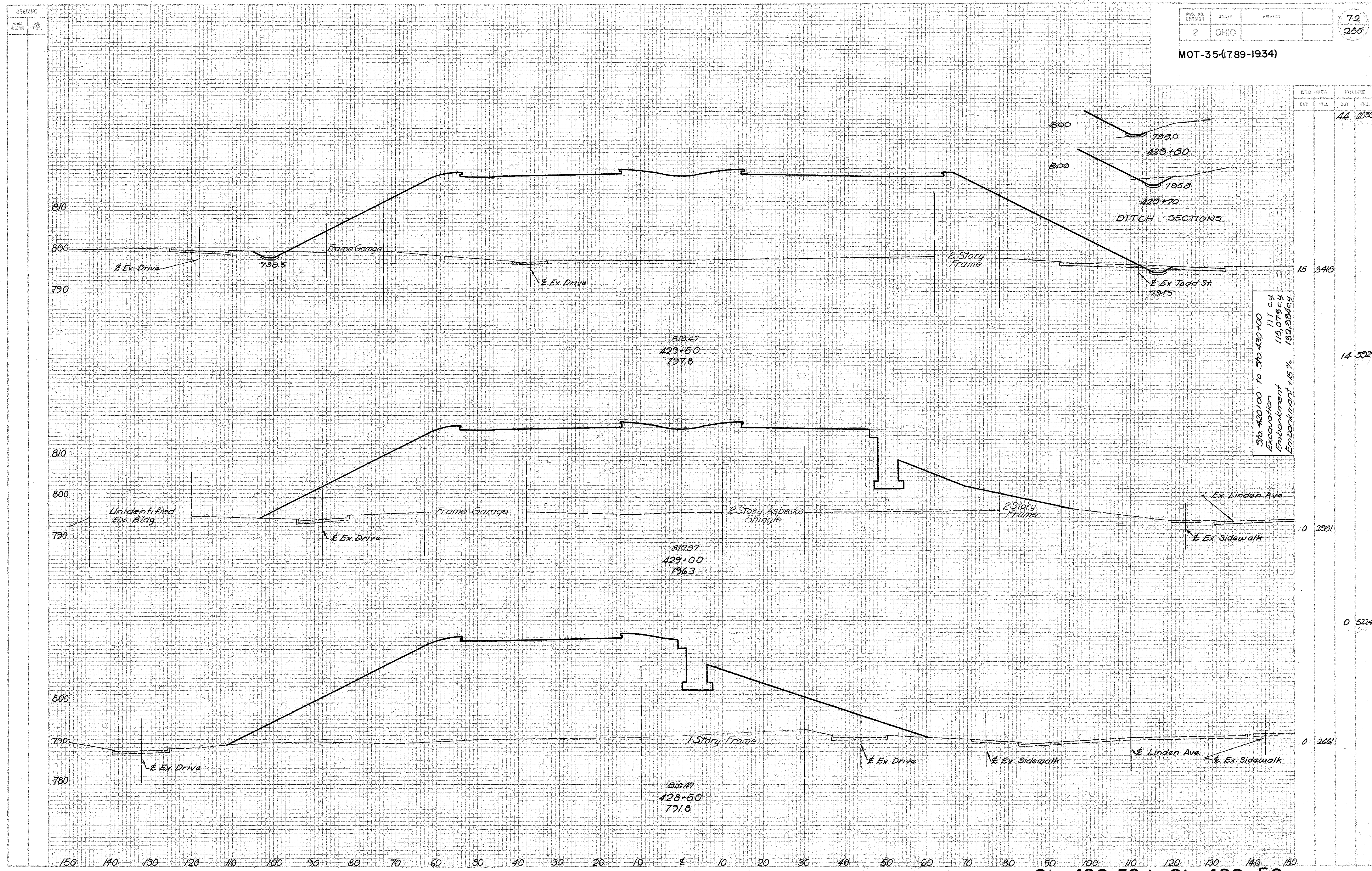
Sta. 425+50 to Sta. 426+50

MOT-35-(789-1934)



Sta 427+00 to Sta 428+00

MOT-35-(1789-1934)



Sta. 420+00 to Sta. 430+00
Excavation 111 c.y.
Embankment 119,079 c.y.
Embankment +4.5% 132,294 c.y.

810.47
429+50
797.8

811.97
429+00
796.3

816.47
428+50
791.8

END AREA		VOLUME	
CUR	FILL	CUY	FEET
15	3418	0	2281
0	2661	0	5224

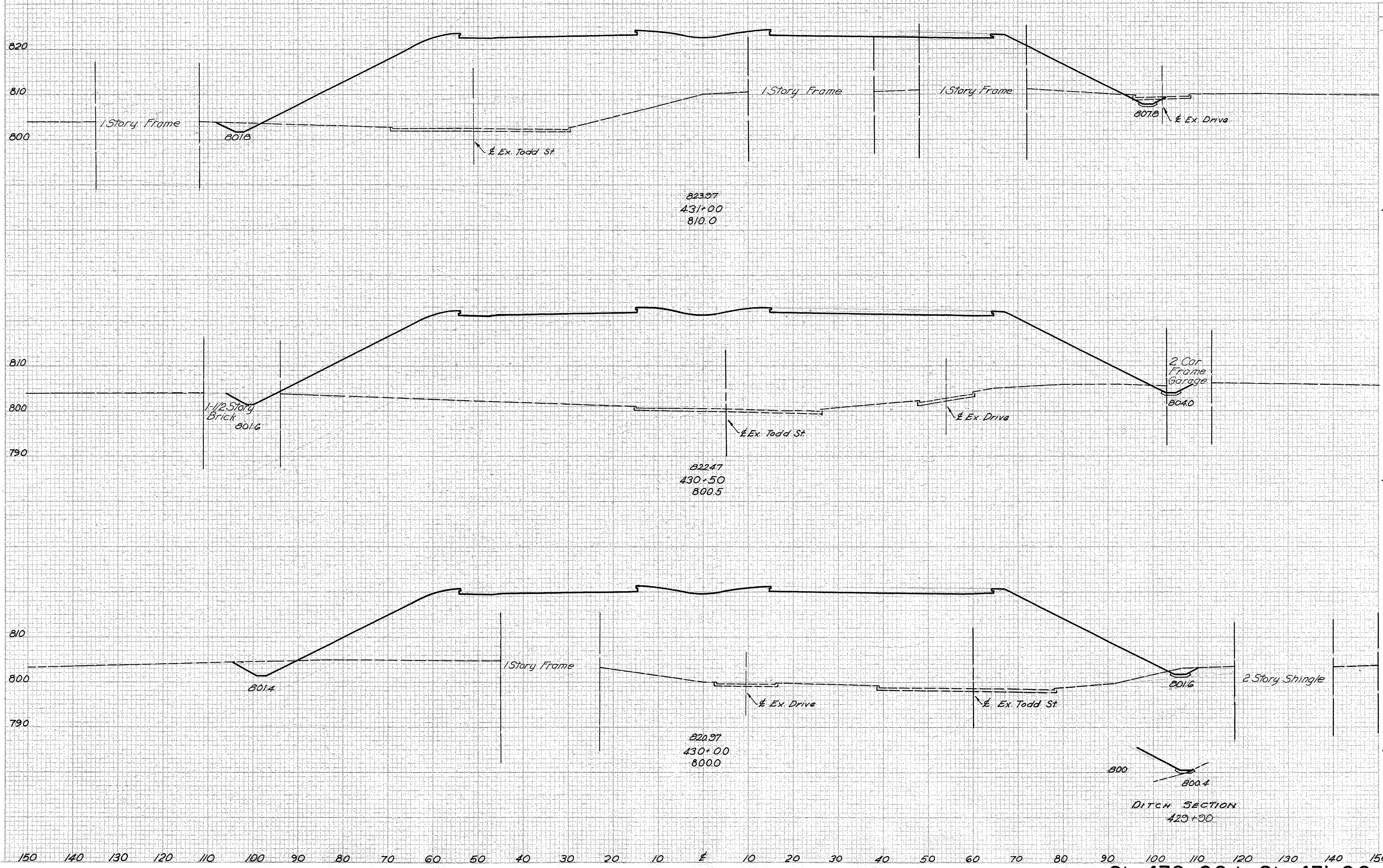
Sta. 428+50 to Sta. 429+50

SECTION

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

75
285

MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		35	3727

24 2470

45 5228

25 3176

54 5815

33 3104

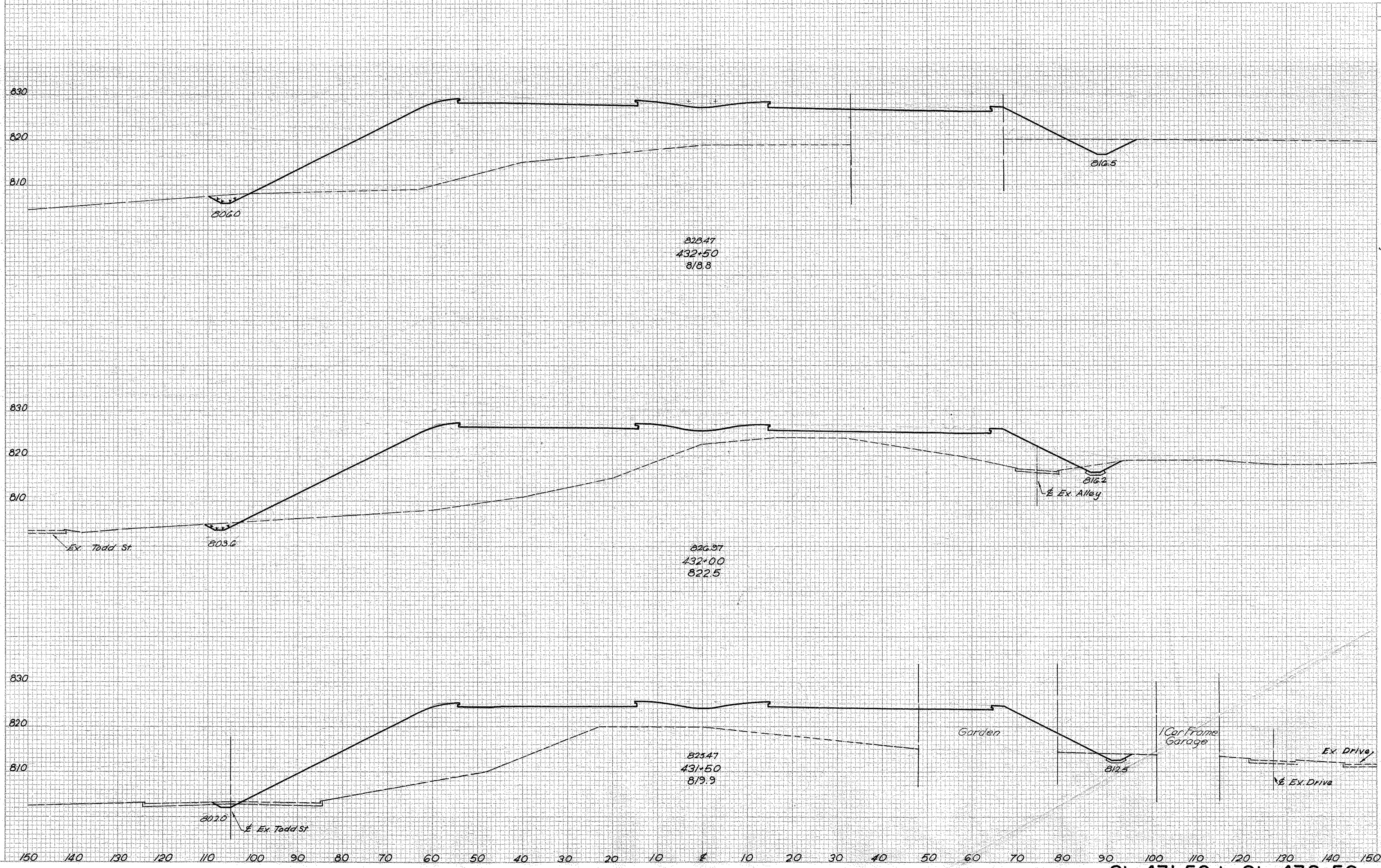
Sta. 430+00 to Sta. 431+00

SEEDING
CUB. YDS.
CUB. YDS.

SECT. NO.	STATE	PROJECT	
2	OHIO		

74
285

MOT-35-(1789-1934)



STA.	CROSS AREA		VOLUME	
	CUT	FILL	CUT	FILL
36	1723		58	3260
50				3286
18	2474			
30				3731
14	1555			

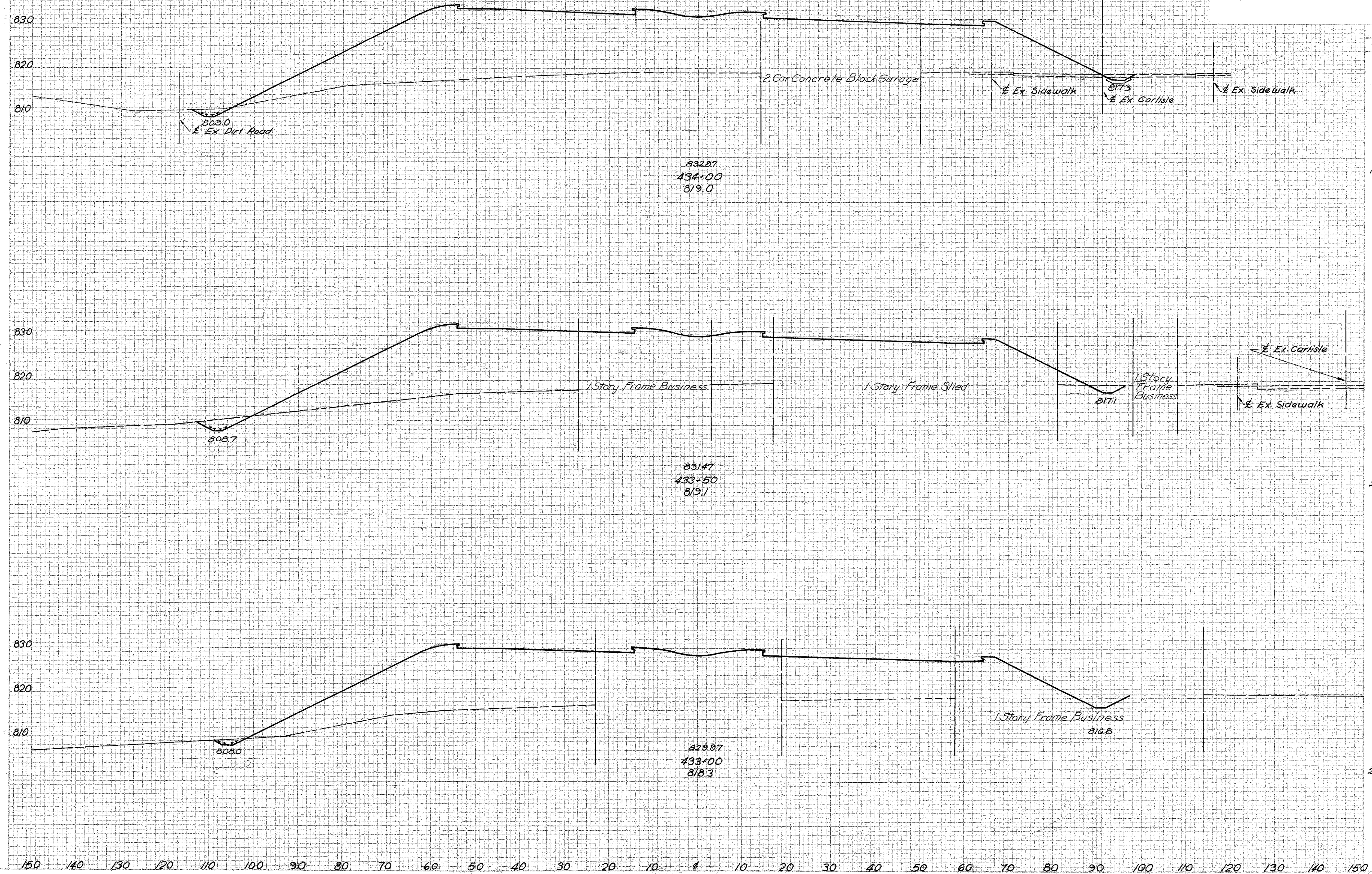
Sta. 431+50 to Sta. 432+50

SEEDING
END
WIDTH
SQ.
YDS.

REG. NO.	STATE	PROJECT	
2	OHIO		

75
285

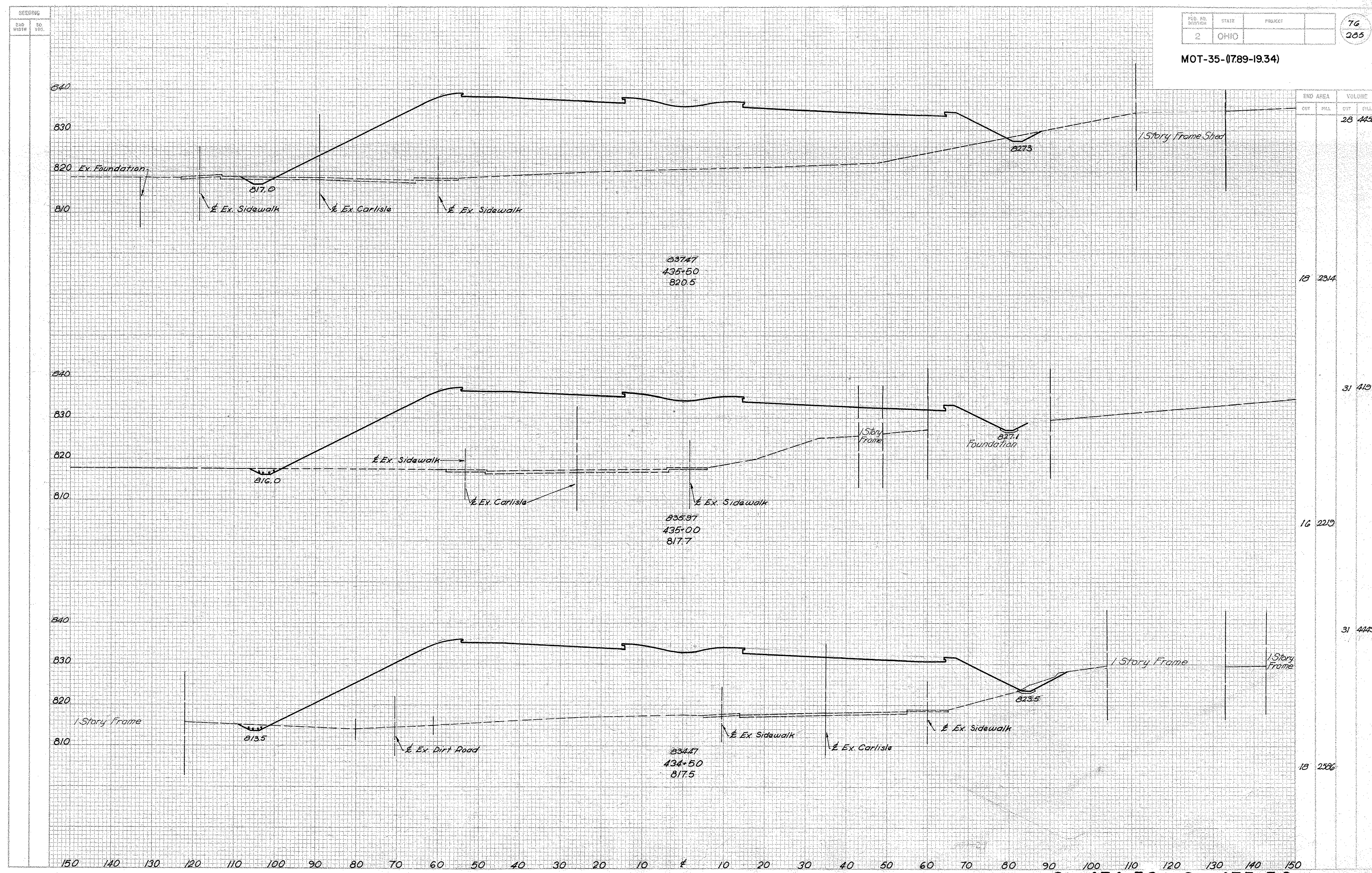
MOT-35-(1789-19.34)



END AREA	VOLUME	
	CUT	FILL
	31	4369
16	2133	
40	2762	
27	1980	
50	3452	
27	1798	

Sta 433+00 to Sta 434+00

MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		28	4455

13	2314
----	------

31	4197
----	------

16	2213
----	------

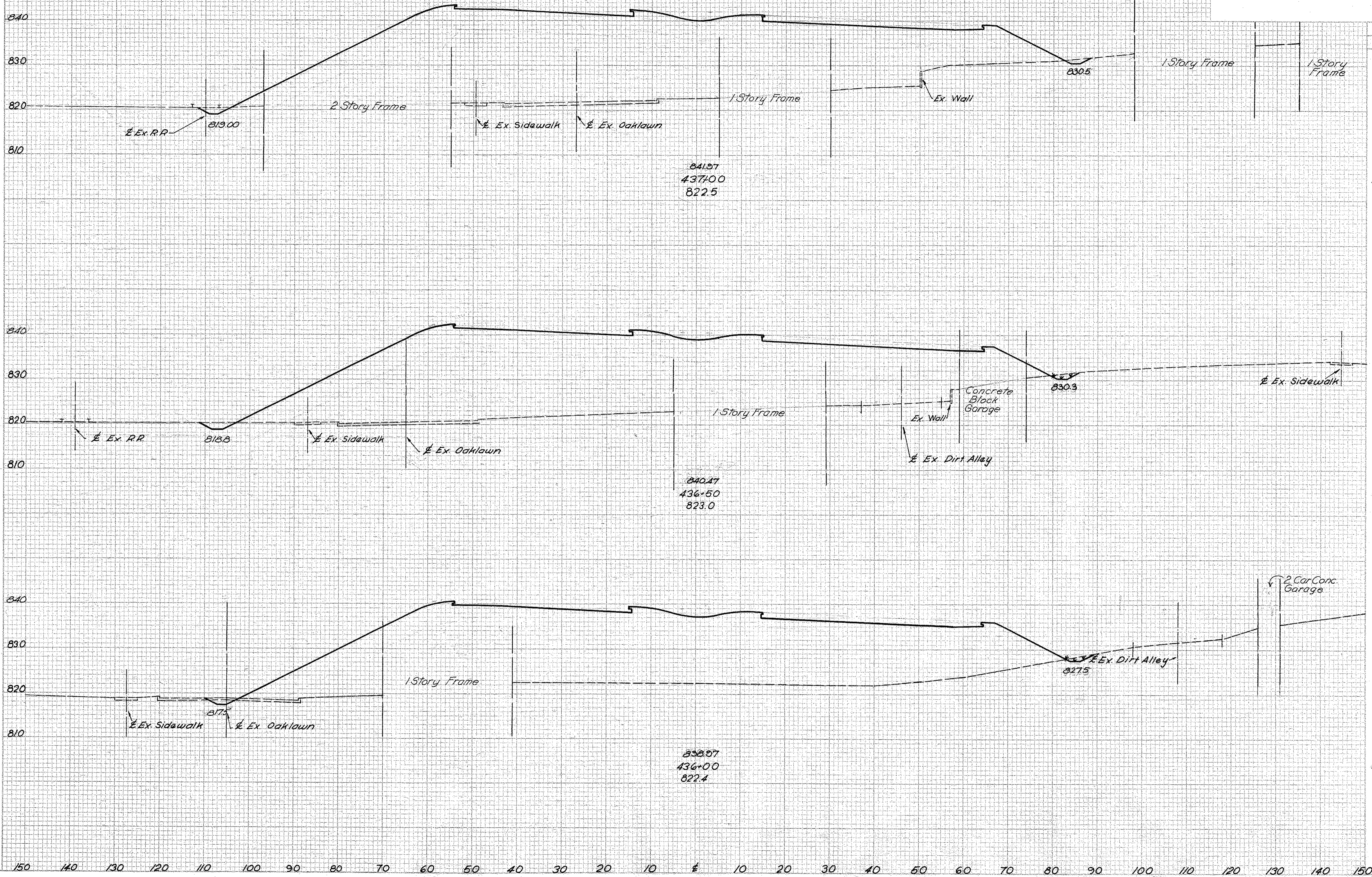
31	4449
----	------

13	2586
----	------

Sta. 434+50 to Sta. 435+50

SEEDING
END WIDTH SO. YRS.

MOT-35-(1789-19.34)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		24	501

12 2655

24 4832

14 2564

24 4636

12 2497

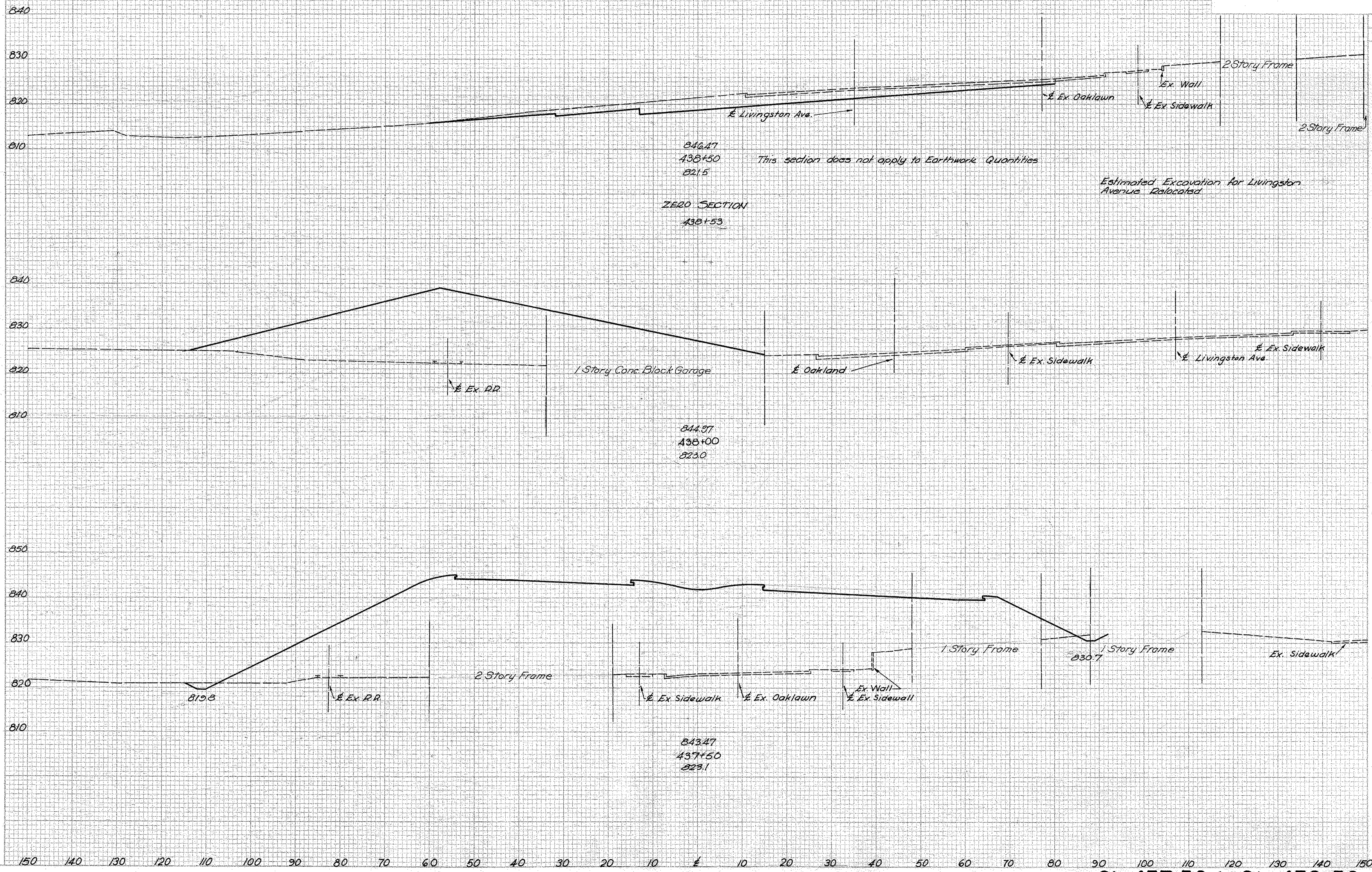
Sta 436+00 to Sta 437+00

SEEDING
 END DIST. 50
 VOLS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

78
 285

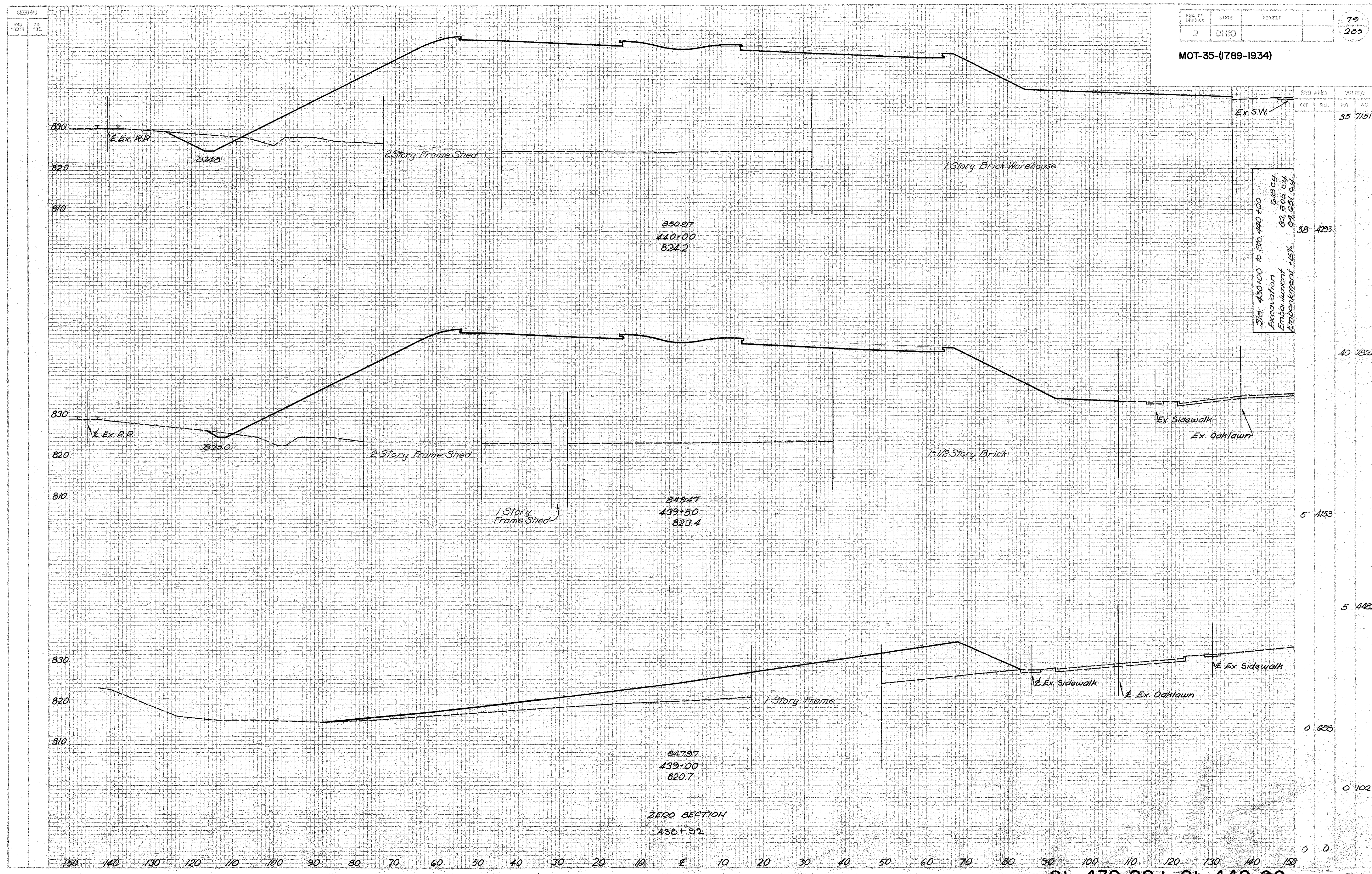
MOT-35-(1789-1934)



END AREA	VOLUME	
	CUT	FILL
0	0	0
0	0	400
0	1025	
0	1116	
13	3766	
14	2951	

Sta 437+50 to Sta 438+50

MOT-35-(1789-1934)

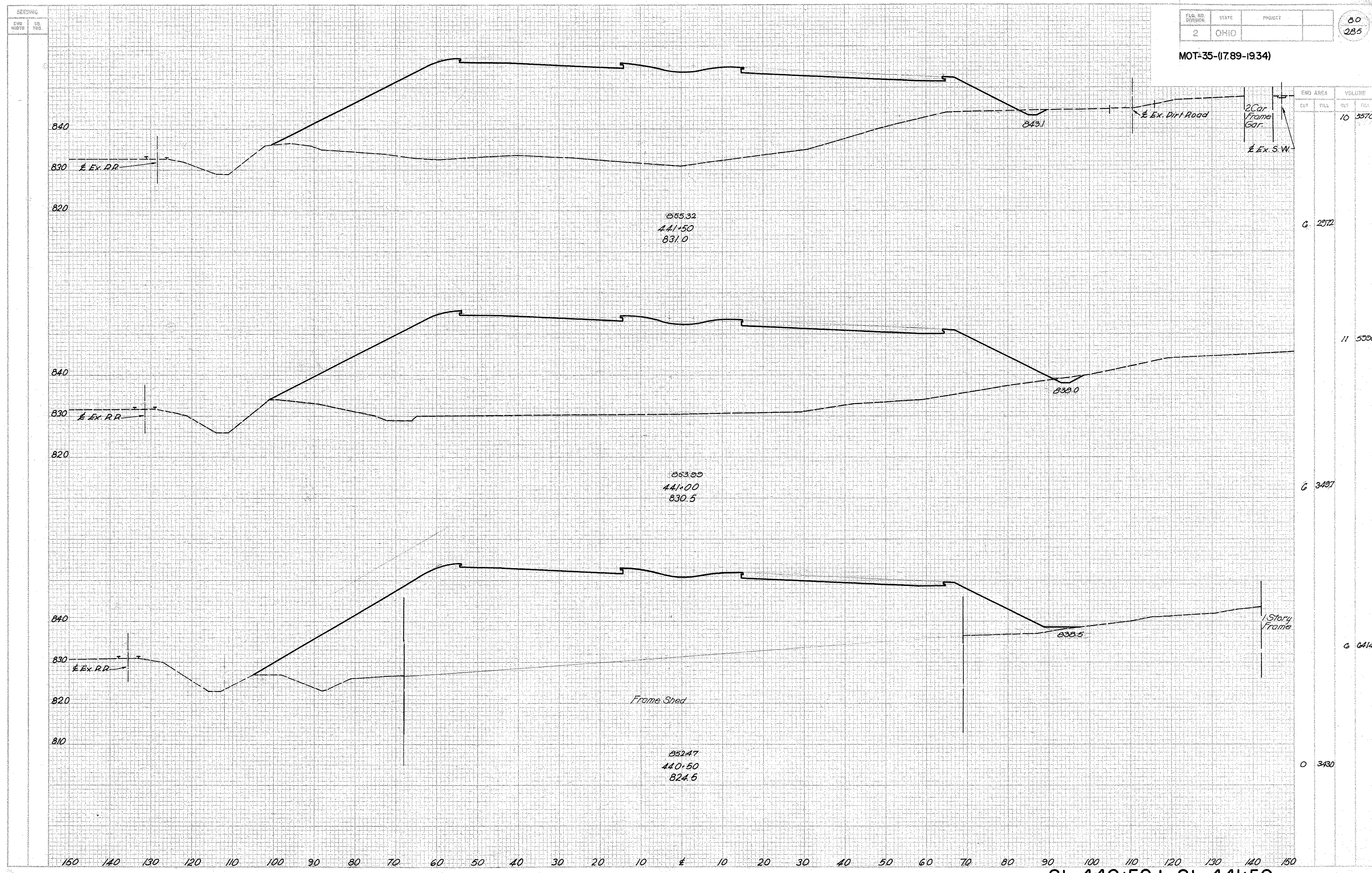


Sta. 430+00 to Sta. 440+00
Excavation 6,130 c.y.
Embankment 62,805 c.y.
Embankment +15% 89,651 c.y.

STATION	CROSS AREA		VOLUME	
	CUT	FILL	CUT	FILL
438+00	35	7151		
439+00	38	4293		
439+50	5	4153		
440+00	0	625		
440+00	0	102		
440+00	0	0		

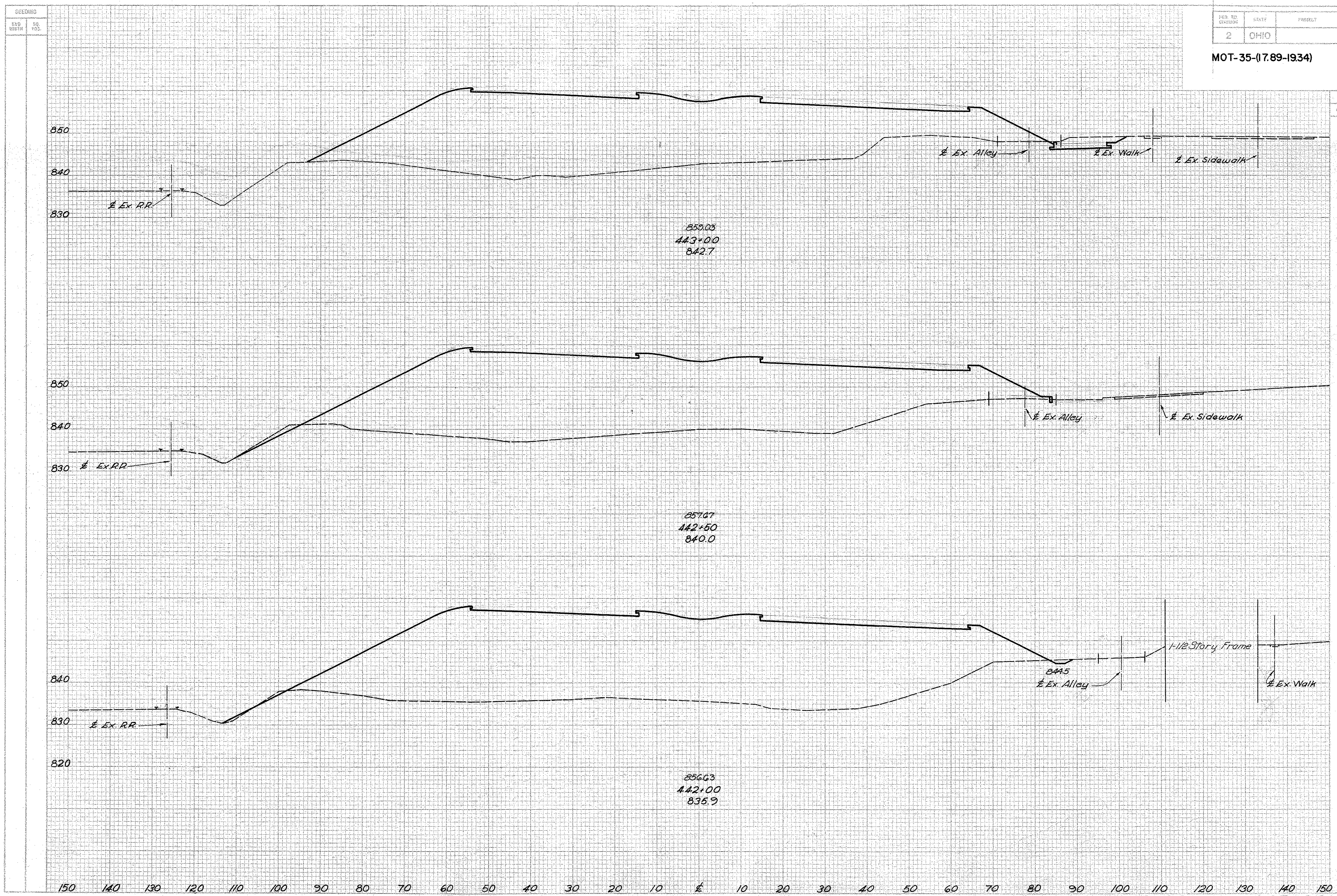
Sta. 439+00 to Sta. 440+00

MOT-35-(17.89-1934)



Sta 440+50 to Sta. 441+50

MOT-35-(17.89-19.34)



END AREA		VOLUME	
CUT	FILL	CUT	FILL

		0	3253
--	--	---	------

		0	2213
--	--	---	------

		0	4407
--	--	---	------

		0	2547
--	--	---	------

		5	5177
--	--	---	------

		5	3044
--	--	---	------

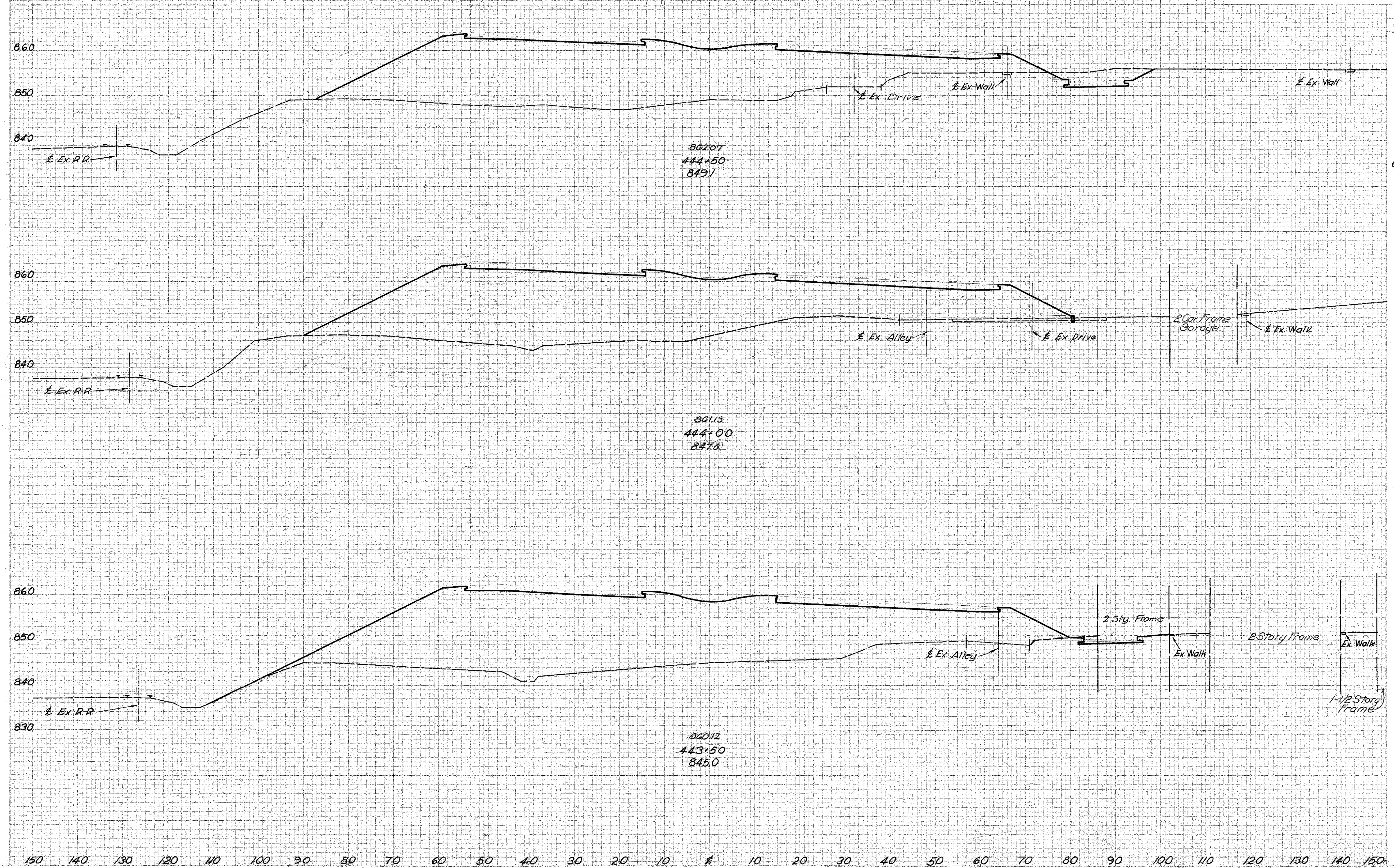
Sta. 442+00 to Sta. 443+00

SECTION
END
WATER
NO.
80
YDS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

82
235

MOT-35-(17.89-1934)



END AREA	VOLUME	
	CUT	FILL
0	2650	
0	1516	
0	3056	
0	1785	
0	3556	
0	2056	

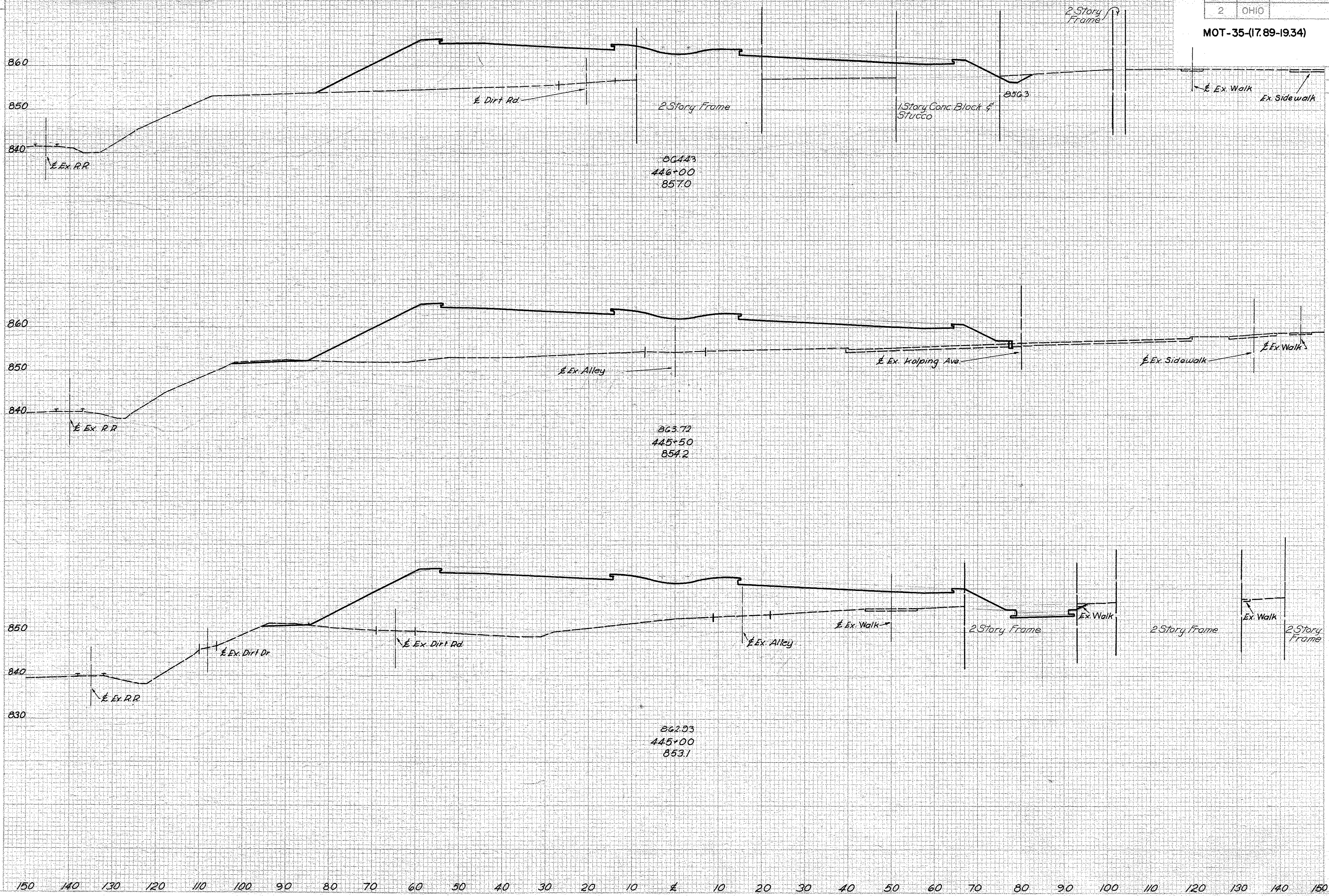
Sta 443+50 to Sta 444+50

SEEKING
END WIDTH SQ. YDS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

MOT-35-(17.89-1934)

89
285



CUT		FILL		VOLUME	
CUY.	FEET	CUY.	FEET	CUT	FILL

12 1856
7 391

10 2042

4 1214

4 2370

0 1346

Sta 445+00 to Sta 446+00

MOT-35-(17.89-19.34)



END AREA		VOLUME	
EXIST.	PROPOSED	CUT	FILL
		87	844

30	539
----	-----

42	1100
----	------

15	746
----	-----

19	1623
----	------

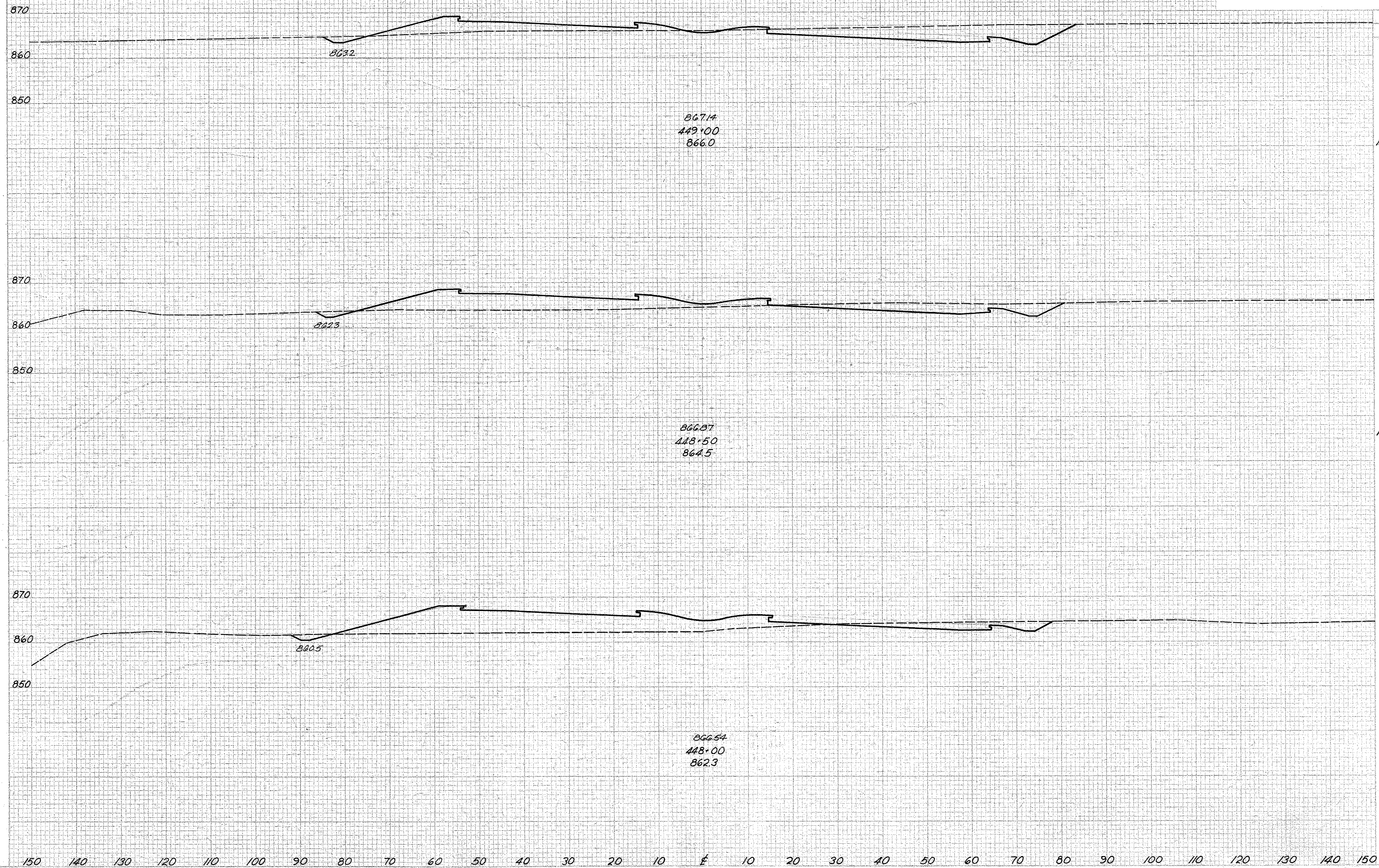
6	1013
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SECTION
 C&G
 WEST
 SO.
 YRS.

PSD. NO.	STATE	PROJECT
2	OHIO	

85
 285

MOT-35-(17.89-1934)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		387	156

187 117

268 316

102 224

154 553

64 373

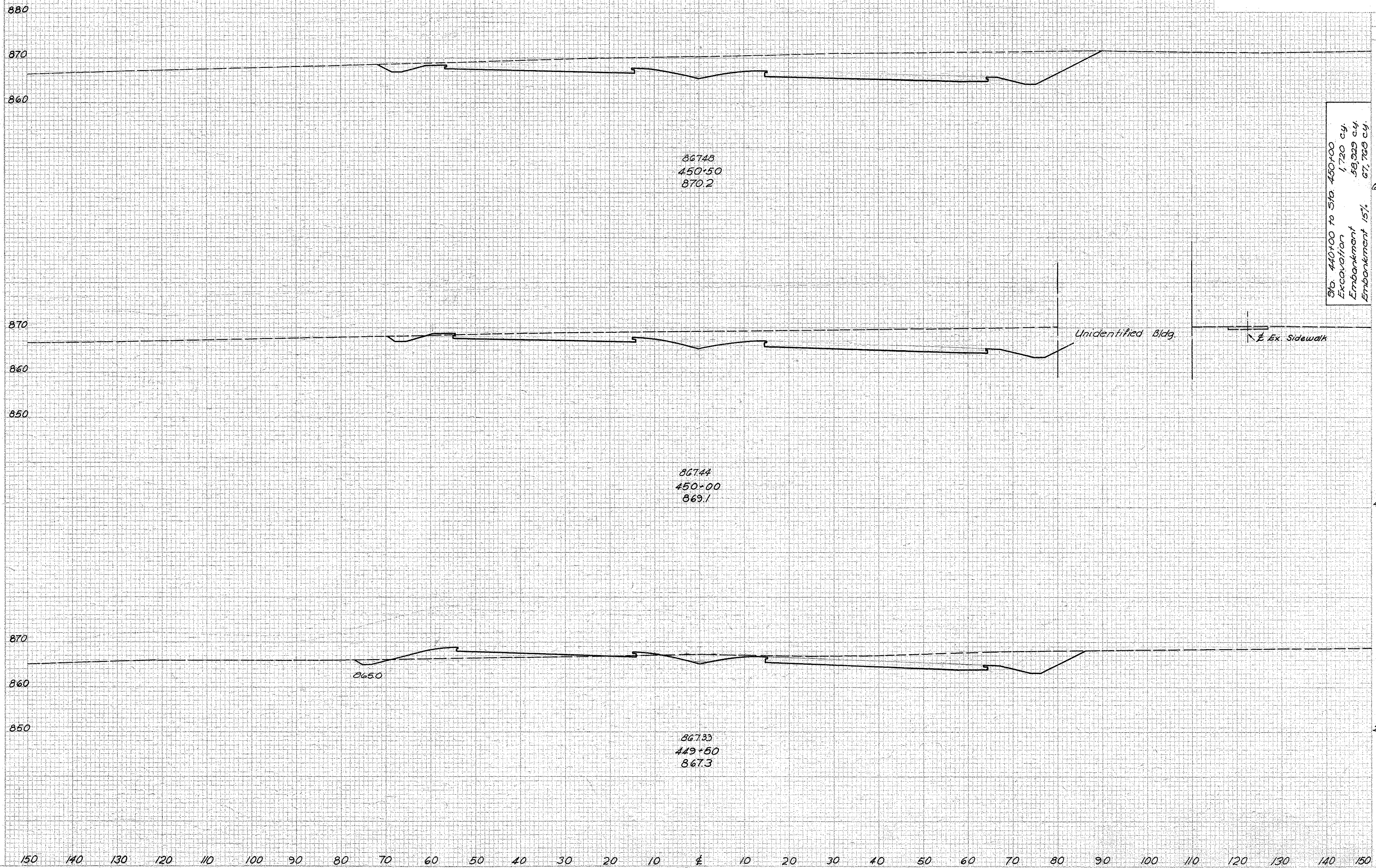
Sta. 448+00 to Sta. 449+00

SEEDING
 END WIDTH
 SQ. YDS.

FED. RD. DISTRICT	STATE	PROJECT
2	OHIO	

86
 285

MOT-35-(17.89-1934)



Sta. 440+00 to Sta. 450+00
 Excavation 1,720 cu.
 Embankment 58,929 cu.
 Embankment 15% 67,769 cu.

END AREA	VOLUME	
	OUT	FILL
1420	0	0
636	0	0
1045	2	2
493	2	2
670	387	387
231	51	51

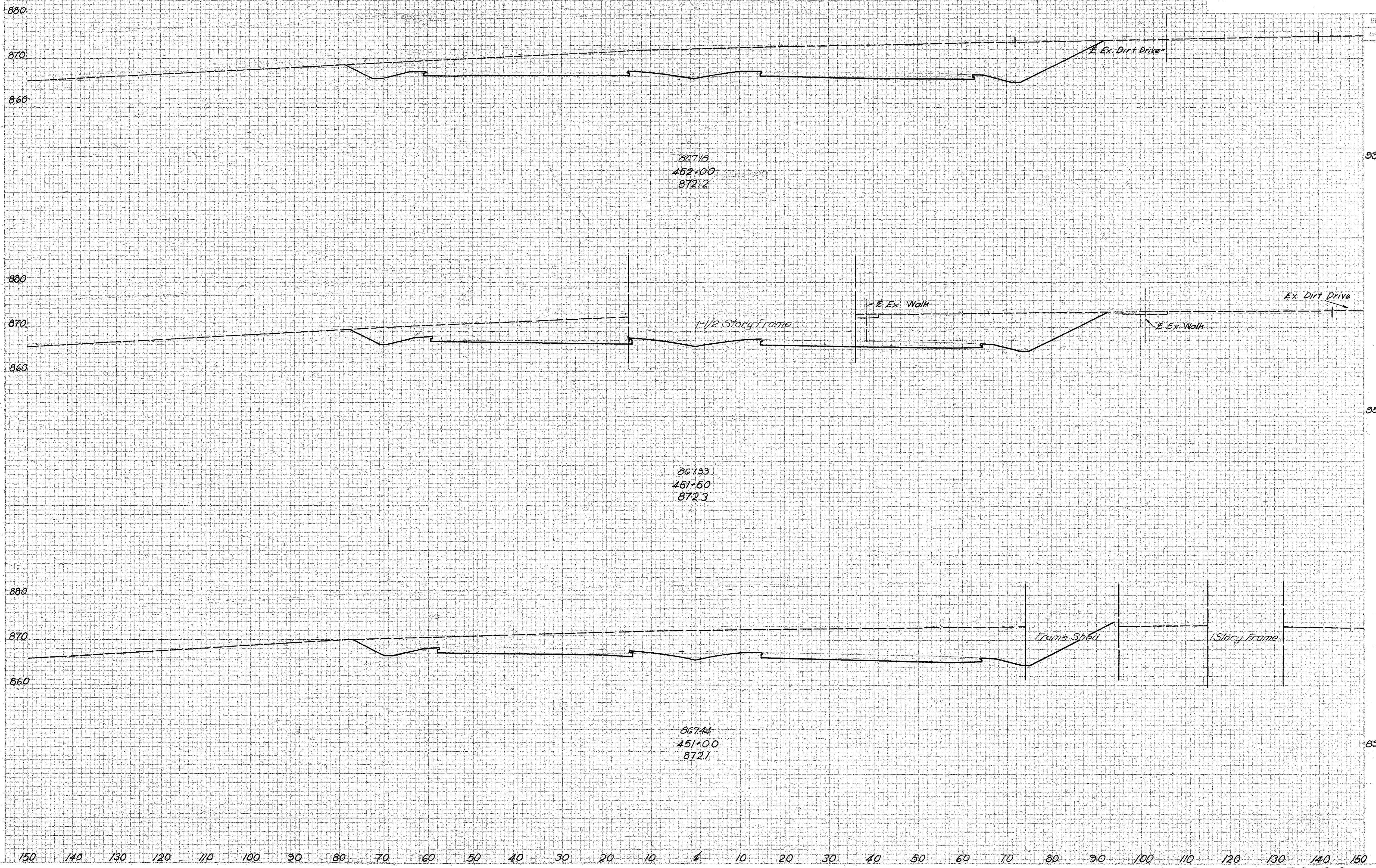
Sta. 449+50 to Sta. 450+50

SEEDING
 800 YDS.
 800 YDS.

REG. NO. DIVISION	STATE	PROJECT	
2	OHIO		

87
 265

MOT-35-(17.89-1934)



EXIST. AREA		VOLUME	
CUT	FILL	CUT	FILL
		1655	0

933 0

1750 0

951 0

1712 0

858 0

86718
 452+00
 872.2

86733
 451+50
 872.3

86744
 451+00
 872.1

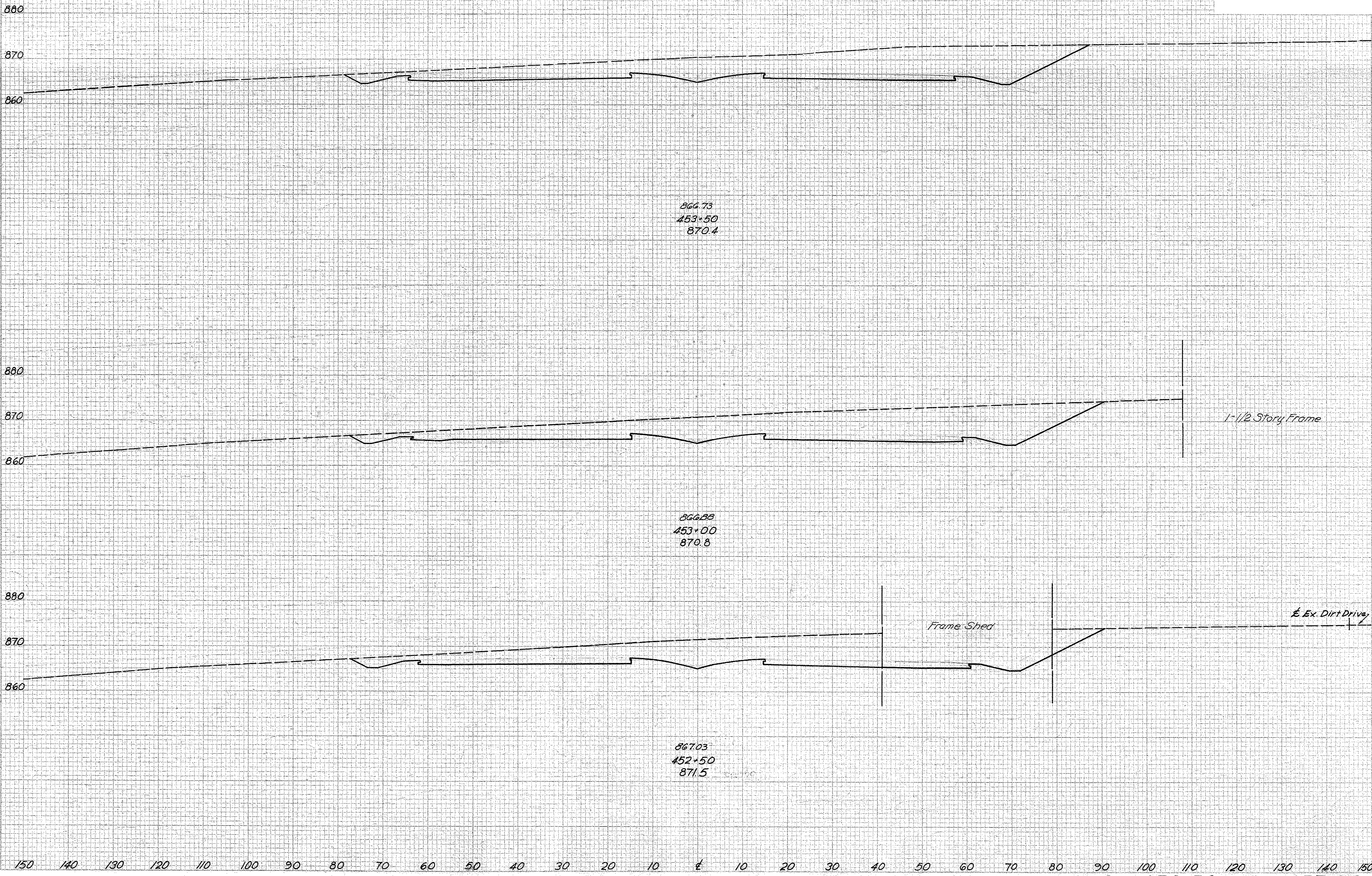
Sta 451+00 to Sta 452+00

SEEDING
 CUB. YDS.
 SQ. YDS.

FED. DIST.	STATE	PROJECT	
2	OHIO		

88
 285

MOT-35-(1789-1934)



END AREA		VOLUMES	
OUT	FILL	CUT	FILL
		1265	3

738 0

1403 0

777 0

1505 0

848 0

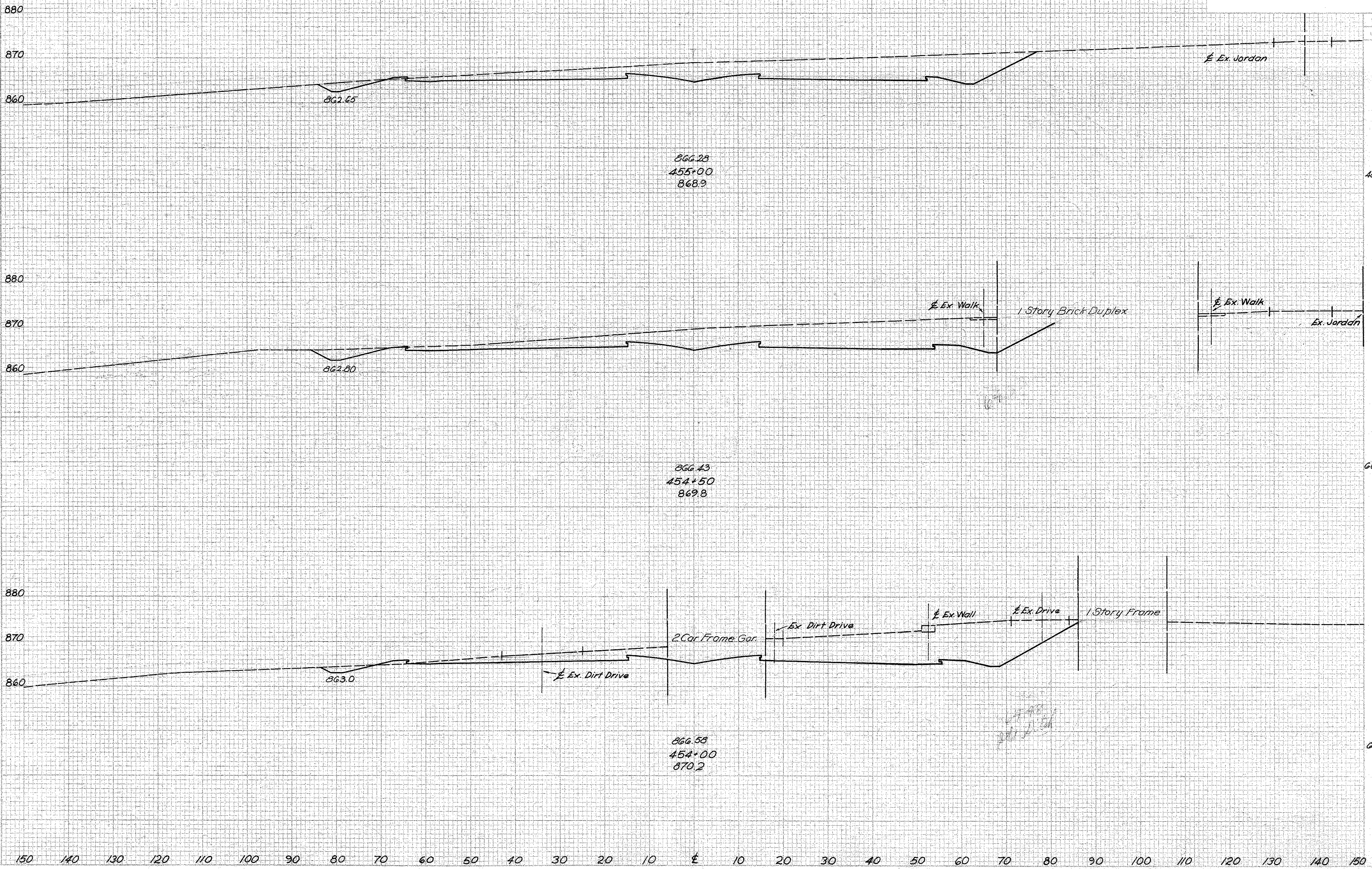
Sta 452+50 to Sta 453+50

SECTION
AND
NUMBER

FED. DIST. DIVISION	STATE	PROPERTY
2	OHIO	

80
285

MOT-35-(1789-1934)



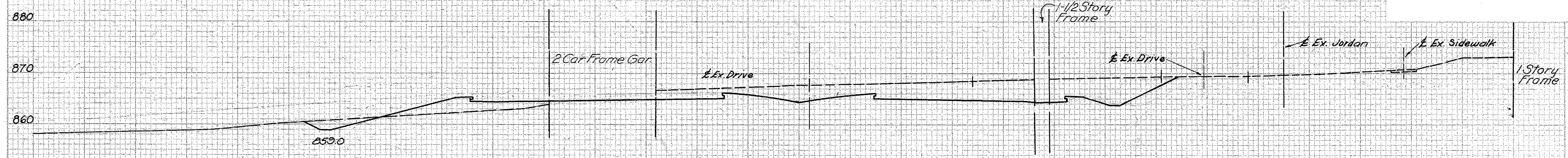
Sta 454+00 to Sta 455+00

SECTION
 END POINT
 NO. YDS.

FED. RD. DISTRICT	STATE	PROJECT	
2	OHIO		

90
 205

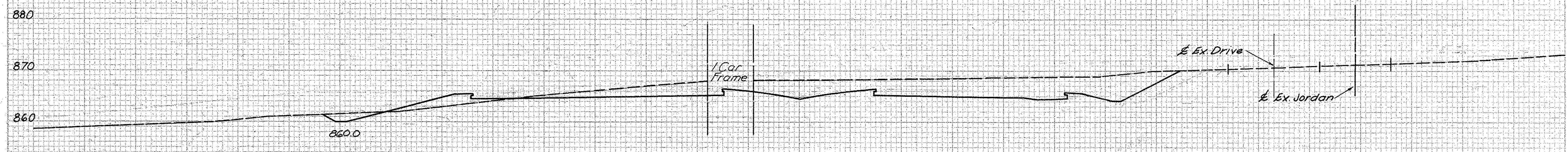
MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUM.	PREL.
		523	168

865.03
 456+50
 867.7

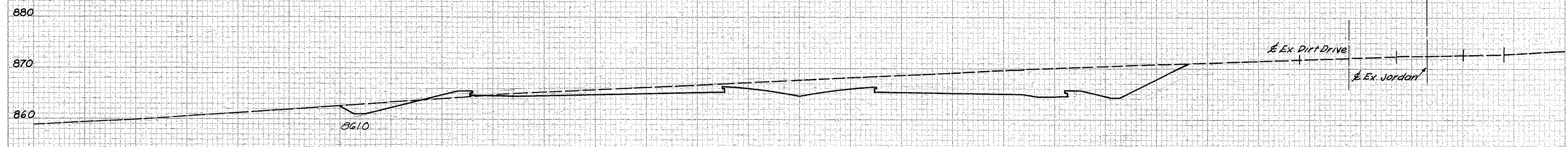
358 53



702 82

865.98
 456+00
 868.1

400 36



745 40

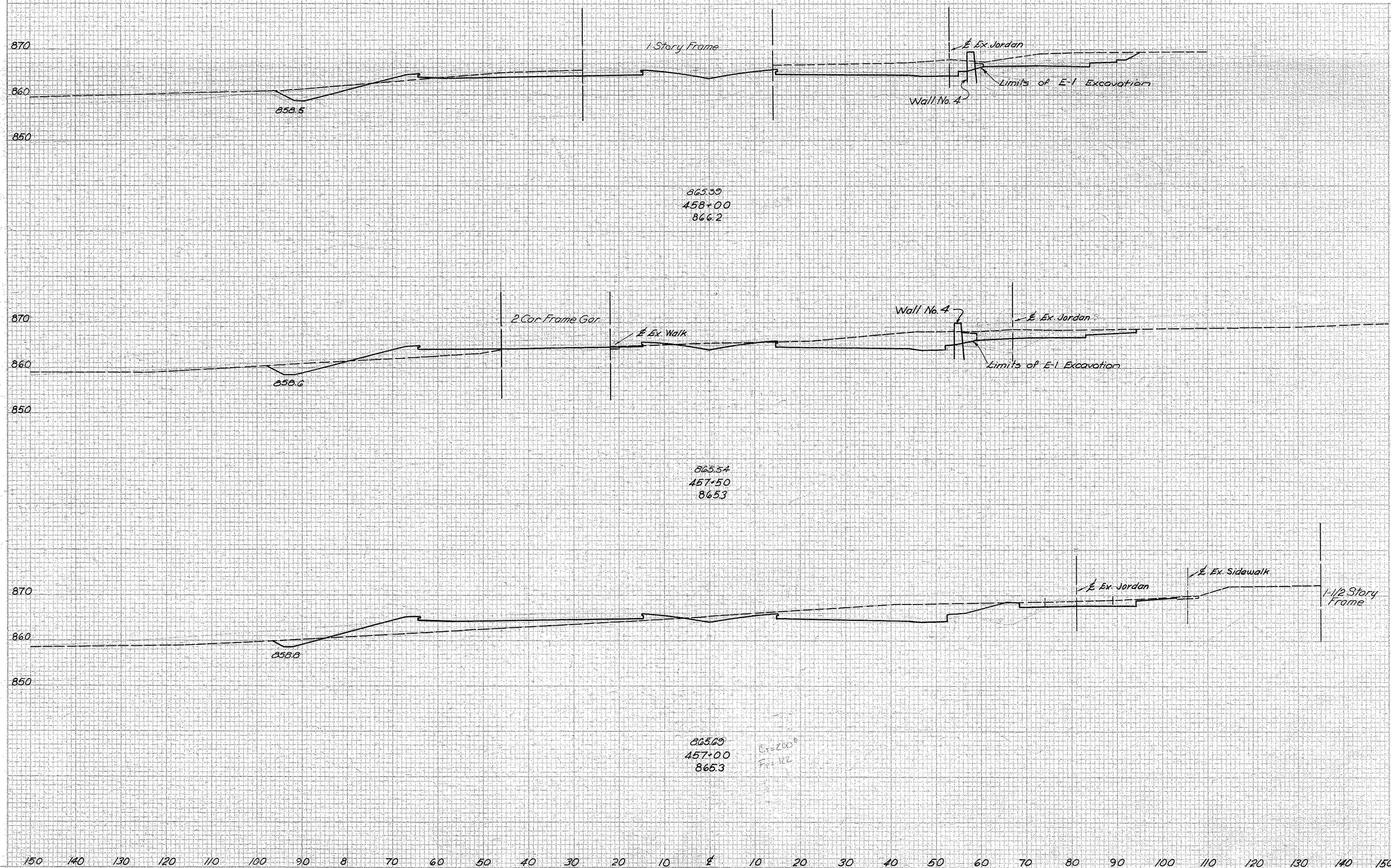
866.13
 455+50
 867.9

405 7

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ± 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 455+50 to Sta. 456+50

MOT-35-(17.89-1934)



STATION	CROSS AREA		VOLUME	
	CUT	FILL	CUT	FILL
458+00	320	12	497	37
457+50	216	54	496	61
457+00	207	128	392	169

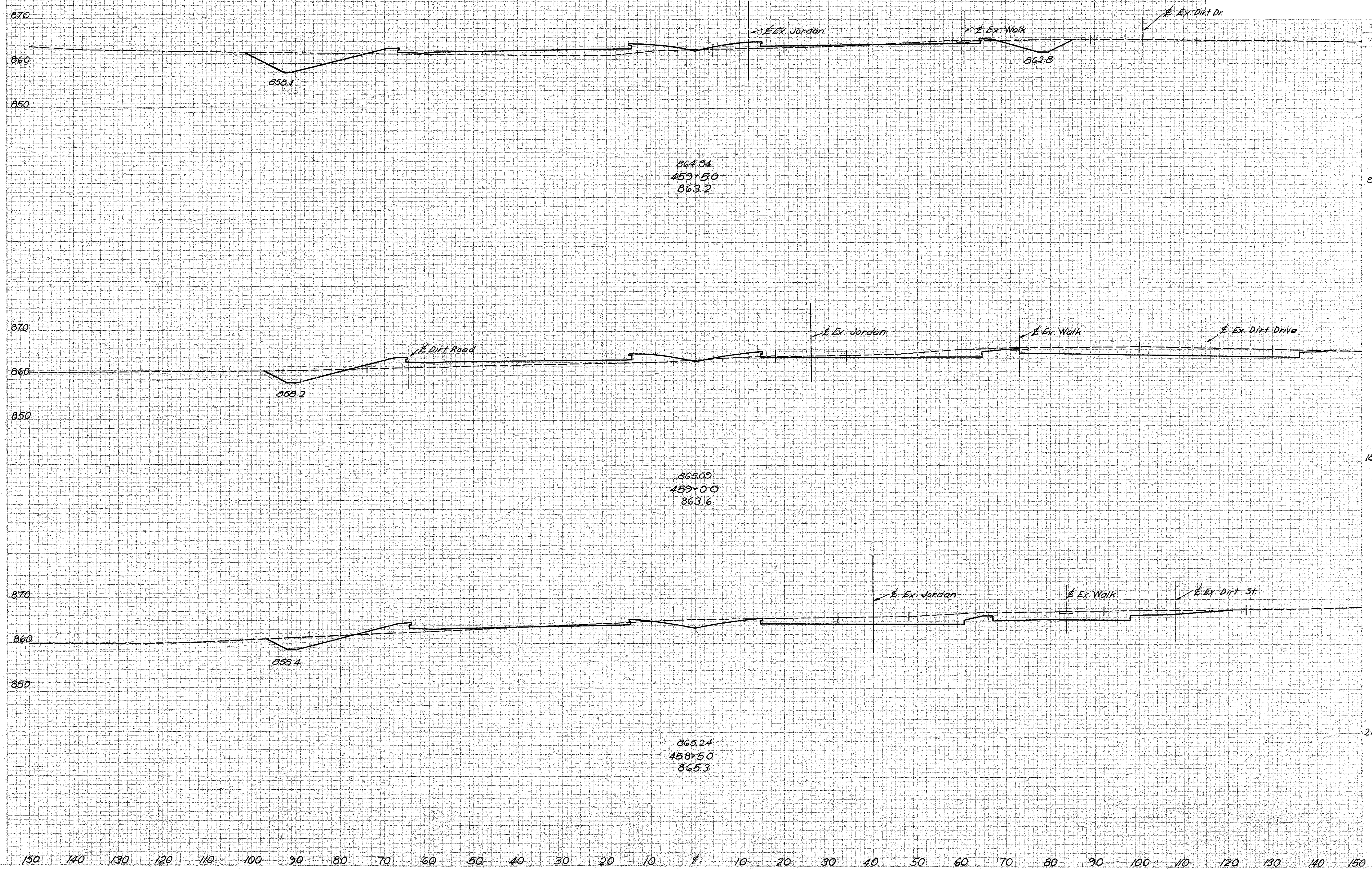
Sta 457+00 to Sta 458+00

SECTION
END
WHILE
NO. 1

FED. RD. DIST. NO.	STATE	PROJECT	
2	OHIO		

92
205

MOT-35-(17.89-1934)



END AREA		VOLUME	
CUY.	HILL	CUY.	HILL
			307 144

35 93

259 169

185 90

372 109

217 28

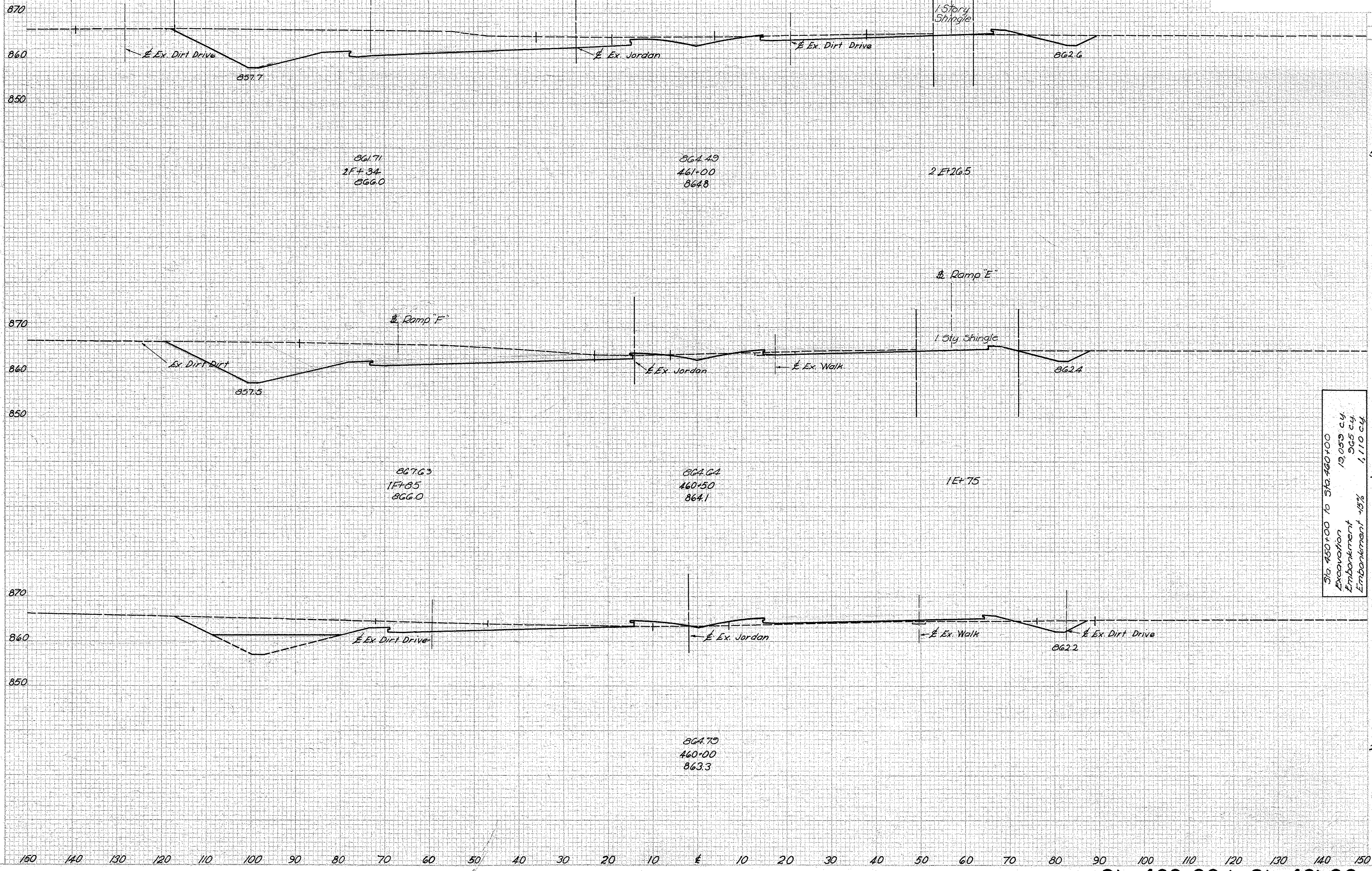
Sta 458+50 to Sta 459+50

SEEING
 END WORKS
 SO YES

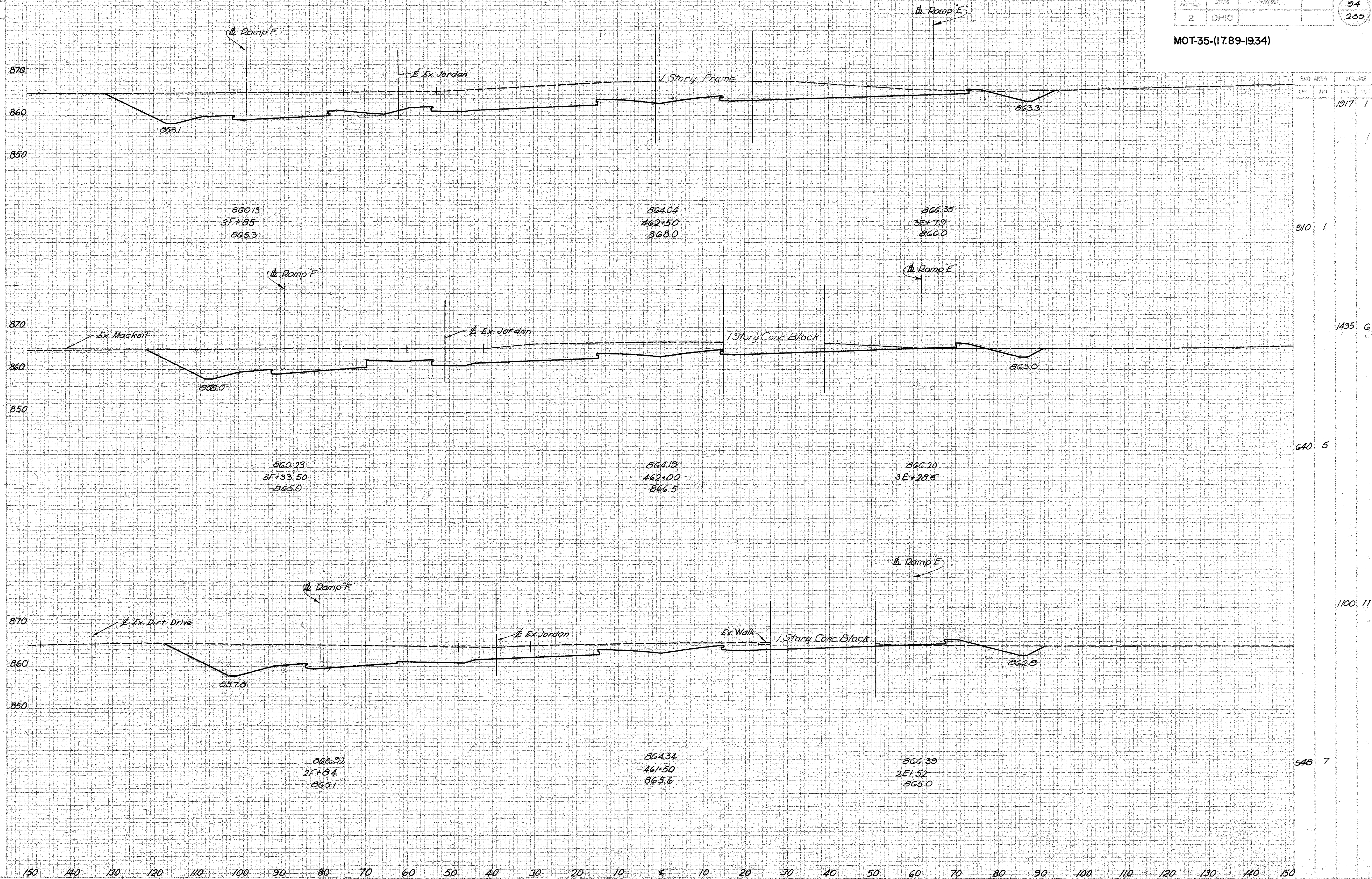
FED. RD. DIST. NO.	STATE	PROJECT
2	OHIO	

28
 285

MOT-35-(17.89-19.34)



Sta. 460+00 to Sta. 461+00



END AREA		VOLUME	
CUT	FILL	CUY	CUY
		1917	1

910	1
-----	---

1435	6
------	---

640	5
-----	---

1100	11
------	----

548	7
-----	---

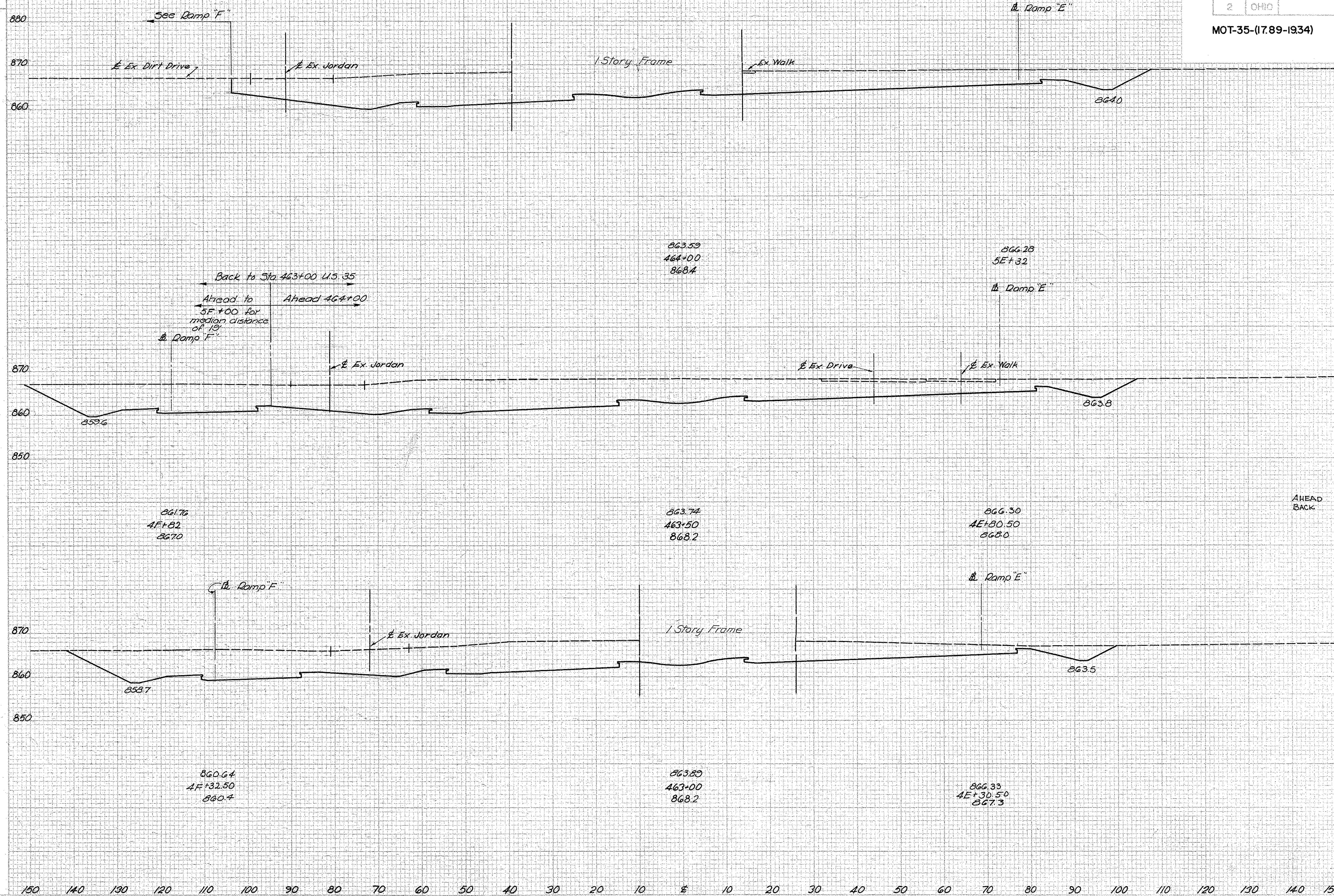
Sta. 461+50 to Sta. 462+50

SEEDING
 END BROTH 50 YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

95
285

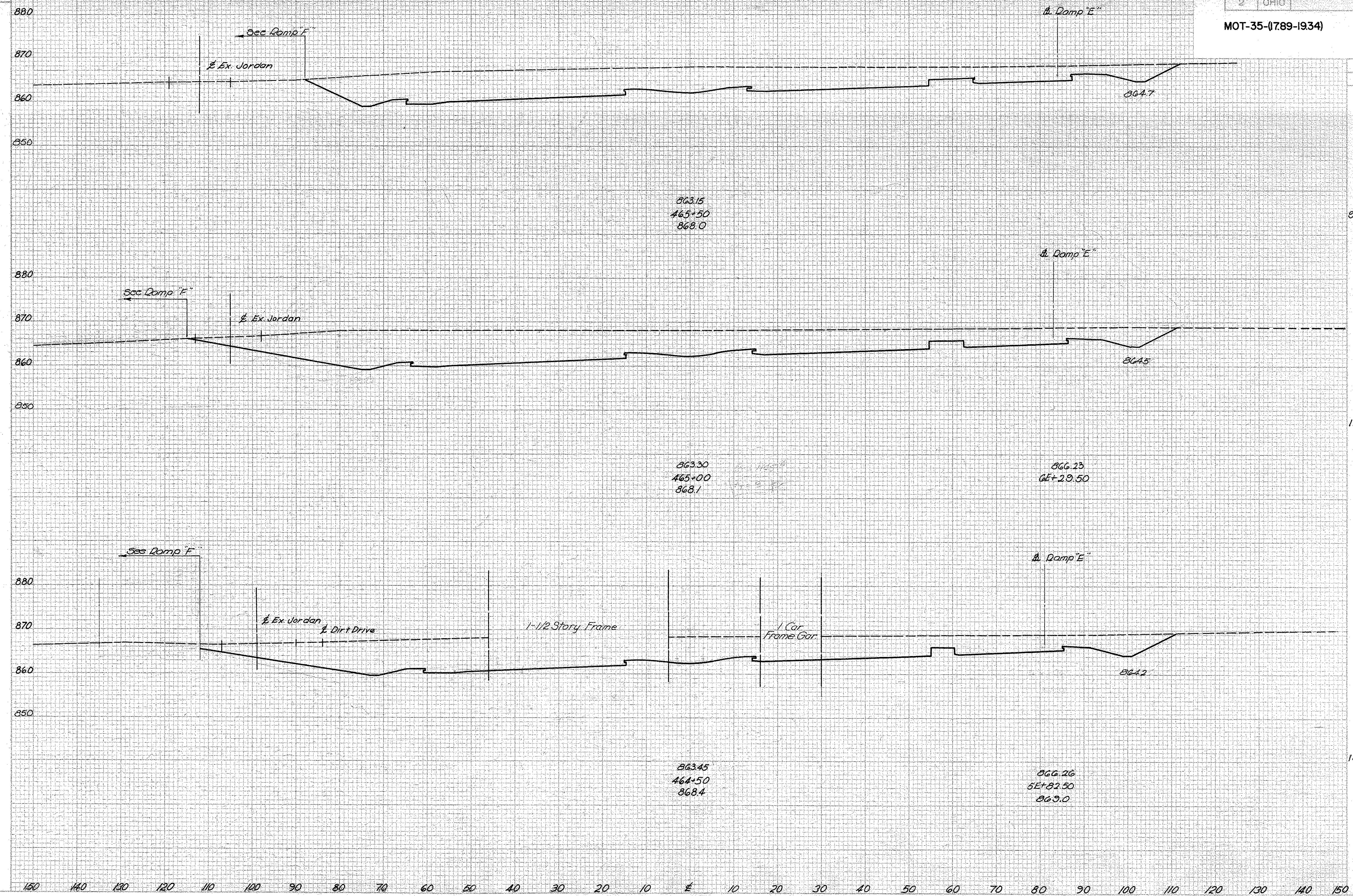
MOT-35-(17.89-1934)



END AREA	VOLUME	
	CUT	FILL
	2259	0
1070	0	
	1907	0
AHEAD	989	0
BACK	1308	0
	2285	0
	1160	0

Sta. 463+00 to Sta. 464+00

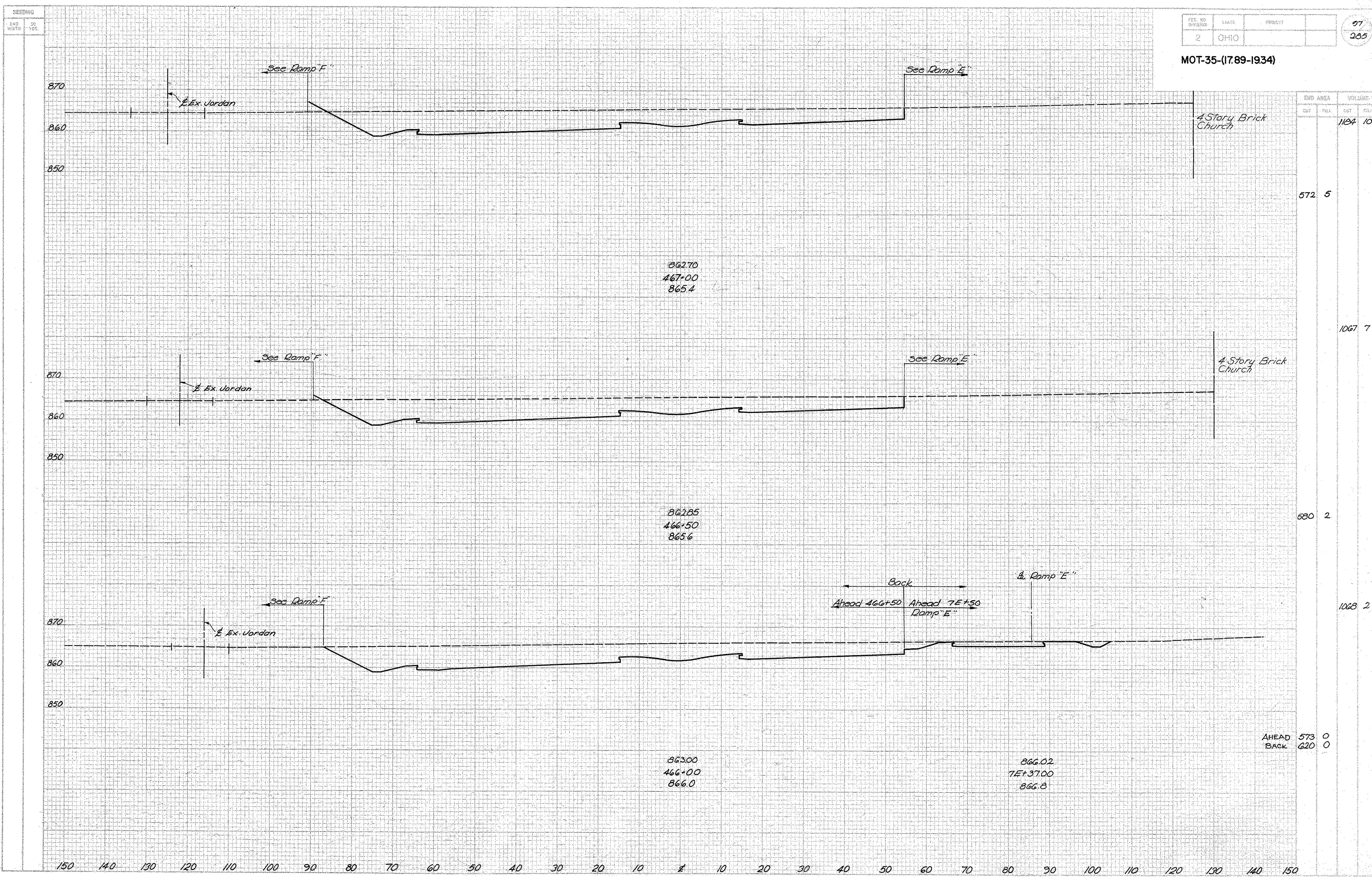
MOT-35-(1789-1934)



STATION	END AREA		VOLUME	
	SQ. FT.	SQ. YD.	CUB. YD.	CU. YD.
464+50			1464	0
465+00			1998	0
465+50			1197	0
464+50			2377	0
465+50			1370	0

Sta 464+50 to Sta 465+50

MOT-35-(1789-1934)



EXP. AREA		VOL. (CUB. YDS.)	
CUT	FILL	CUT	FILL
		1184	10

572 5

1067 7

580 2

1068 2

AHEAD 573 0
BACK 620 0

862.70
467+00
865.4

862.85
466+50
865.6

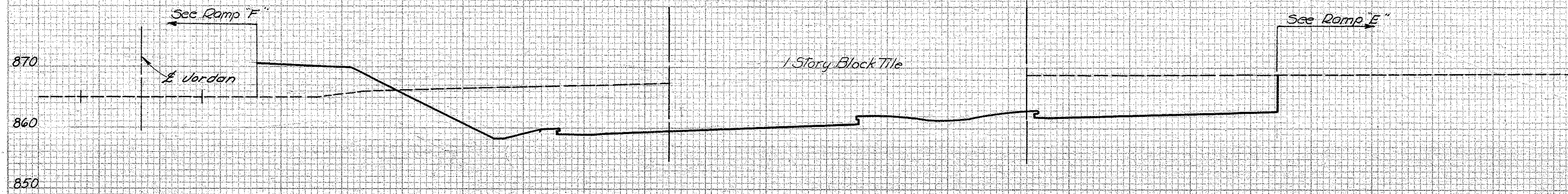
863.00
466+00
866.0

866.02
7E+37.00
866.8

Back
Ahead 466+50
Ahead 7E+50
Ramp "E"

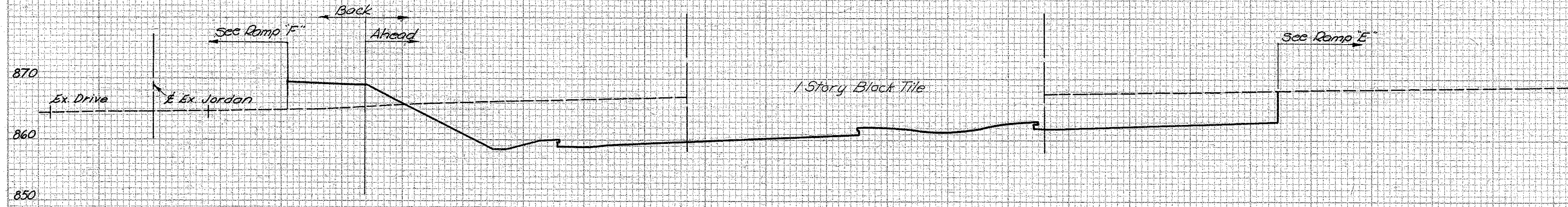
Sta 466+00 to Sta 467+00

MOT-35-(17.89-1934)



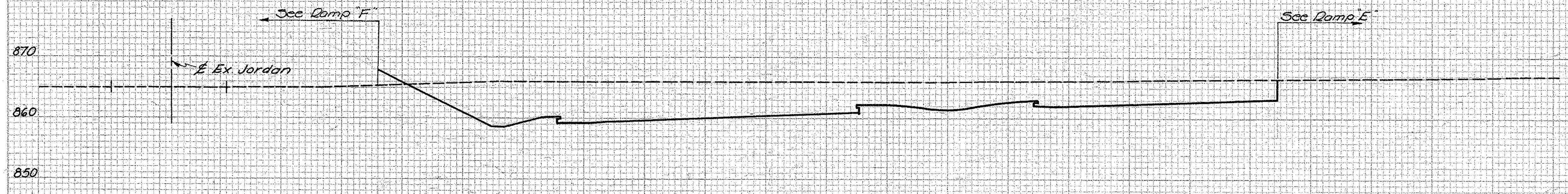
862.25
468.50
8677

364 92



862.40
468.00
8675

360 10
360 53



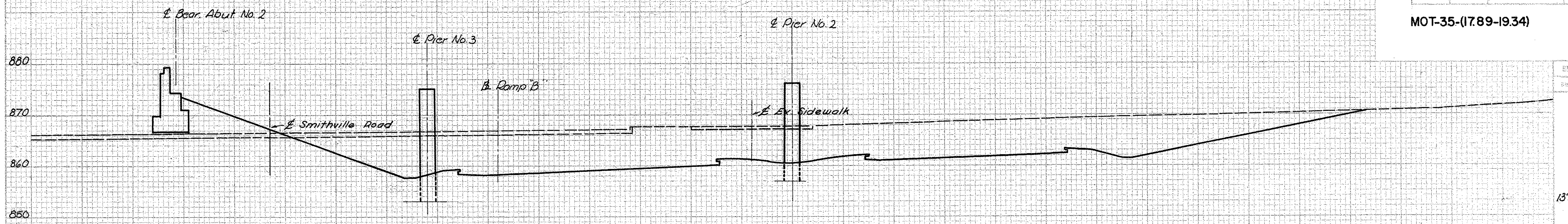
862.55
467.50
866.0

707 -6

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ± 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

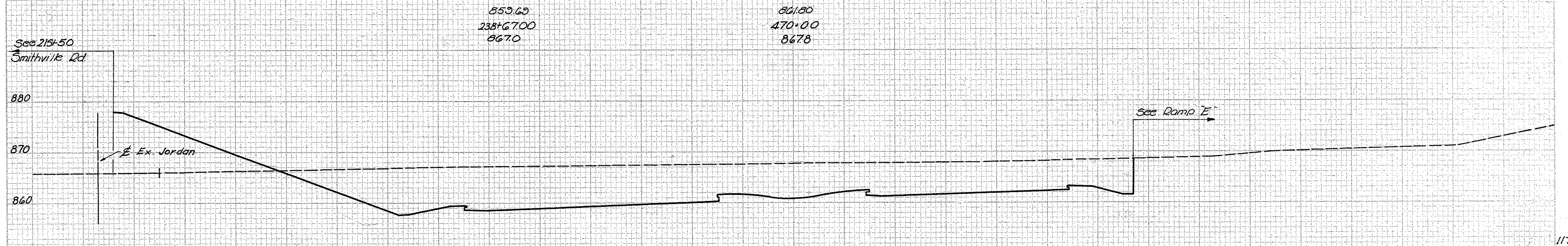
Sta 467+50 to Sta 468+50

MOT-35-(1789-1934)



EST. AREA		VOL. PER	
EST.	ACT.	EST.	ACT.
		2756	93

1375 64

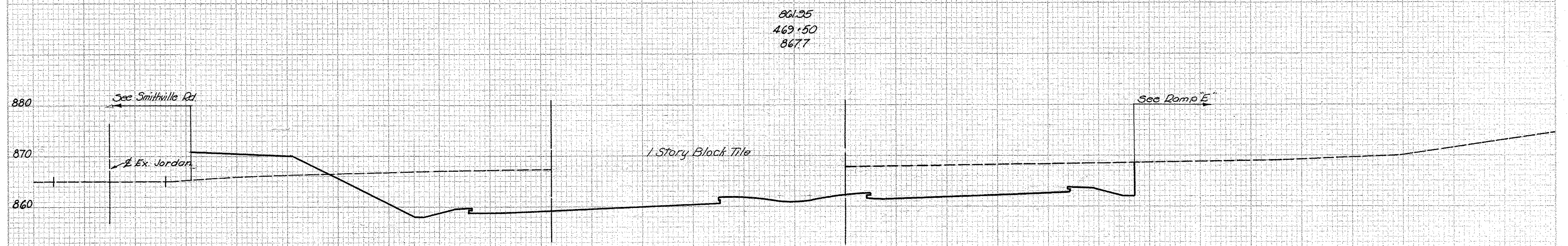


859.60
238+6700
8670

861.60
470+00
8678

2359 246

1173 202



861.95
469+50
8677

862.10
469+00
8677

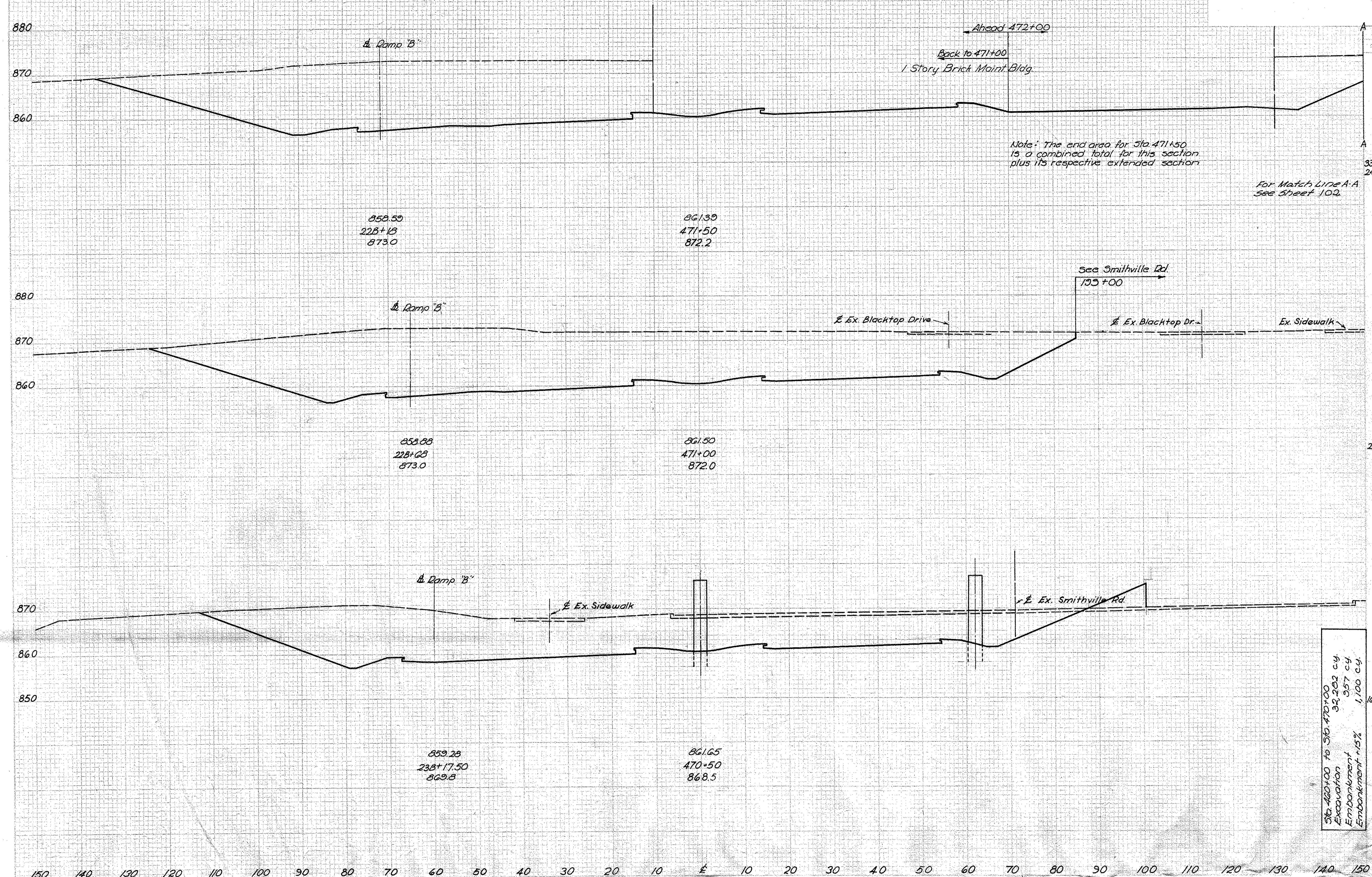
2044 293

1034 104

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ± 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 469+00 to Sta. 470+00

MOT-35-(1789-1934)



END AREA		VOLUME	
EST.	ACT.	CU.	CU.
		7001	24
		3381	26
		2442	0

4361 0

2268 0

3582 33

1601 36

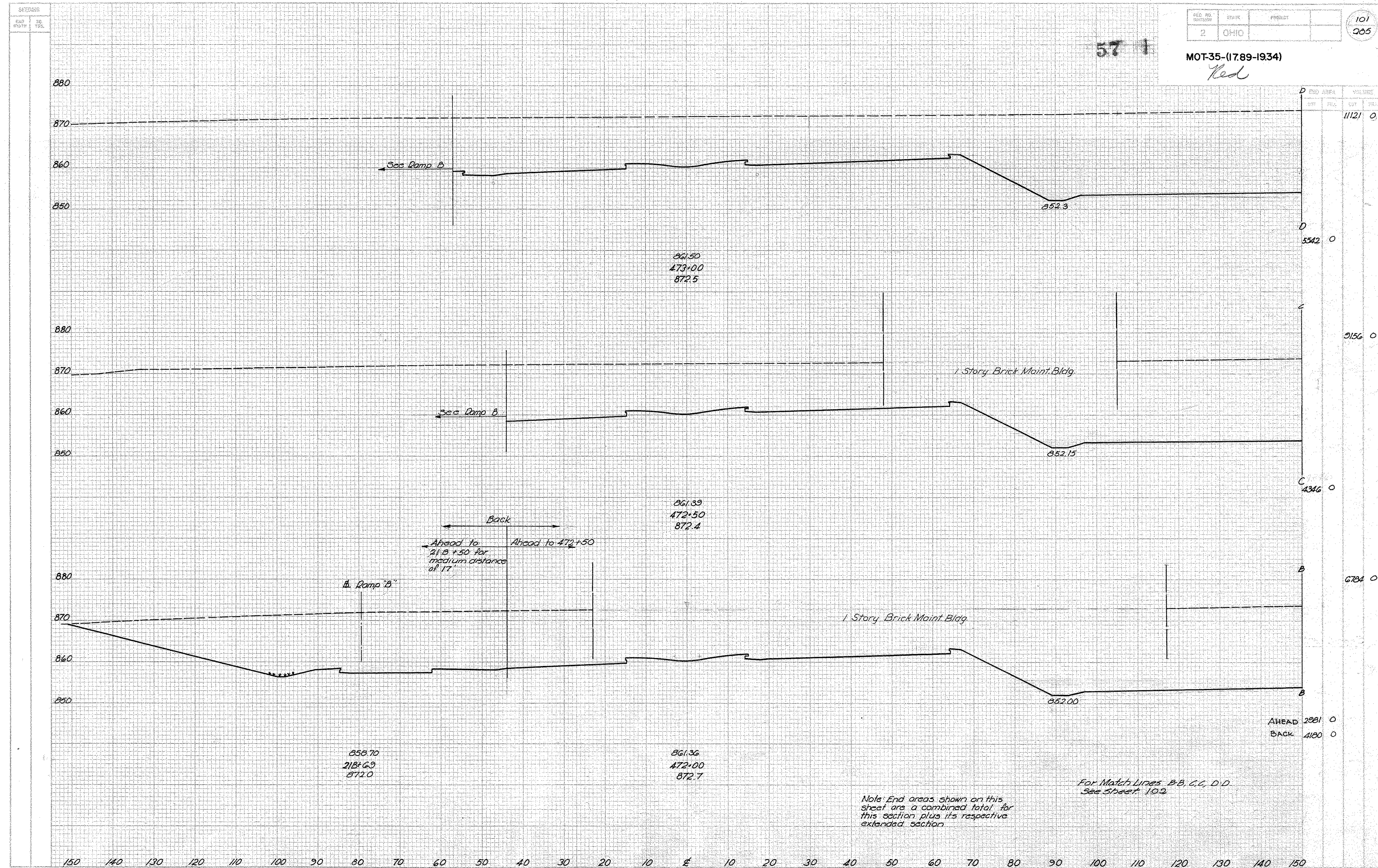
Sta 460+00 to Sta 470+00
Excavation 32,262 cu.
Embankment 957 cu.
Embankment +15% 1,100 cu.

SEC. NO.	STATE	PROJECT
2	OHIO	

101
005

MOT-35-(1789-1934)
Red

57 1



Sta. 472+00 to Sta. 473+00

SEEDING
 EMB. WIDTH
 SQ. YDS.

PER. NO. DIVISION	STATE	PROJECT
2	OHIO	

102
 265

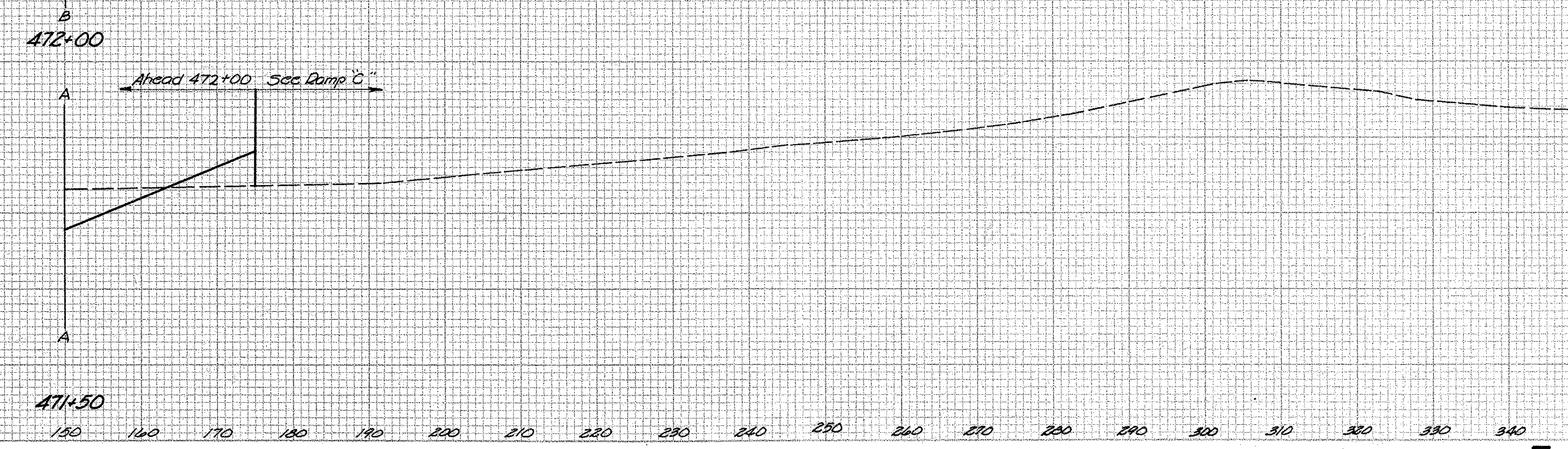
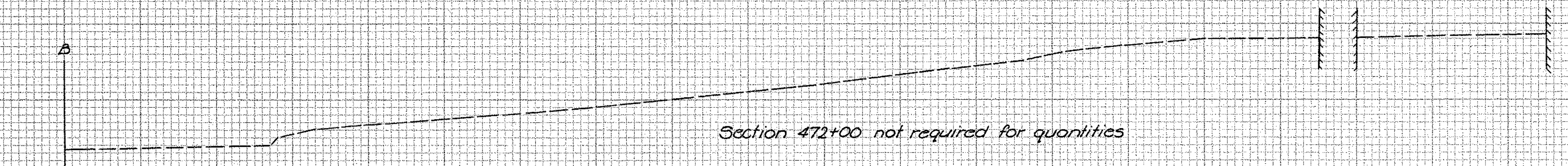
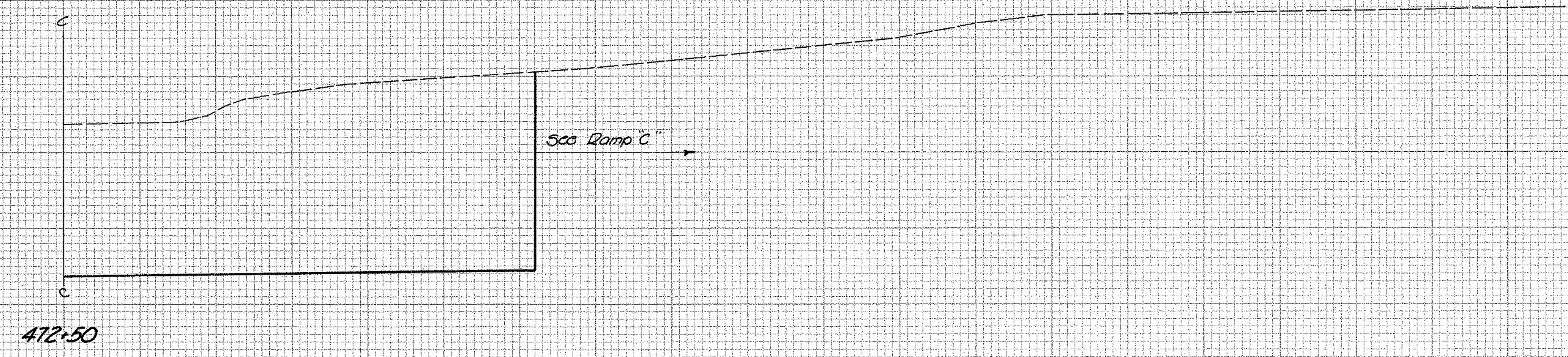
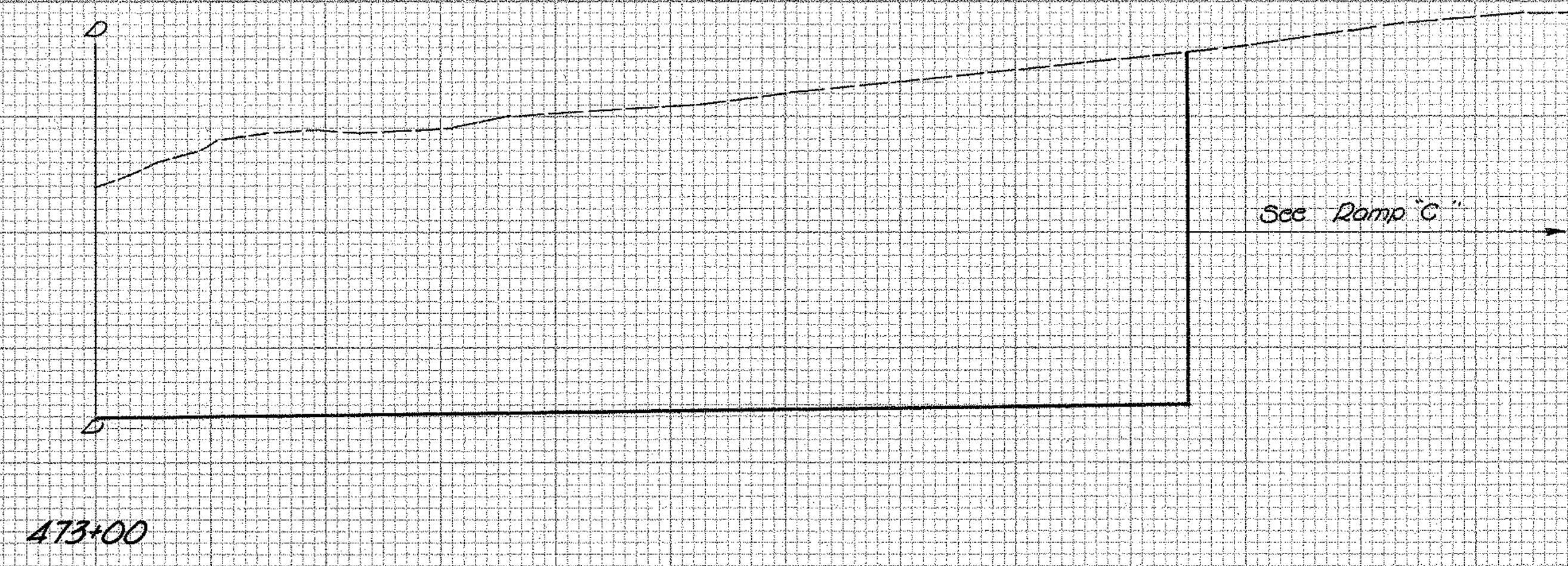
MOT-35-(1789-1934)

END AREA		VOLUME	
CUT	FILL	CUT	FILL

2458 0

1459 0

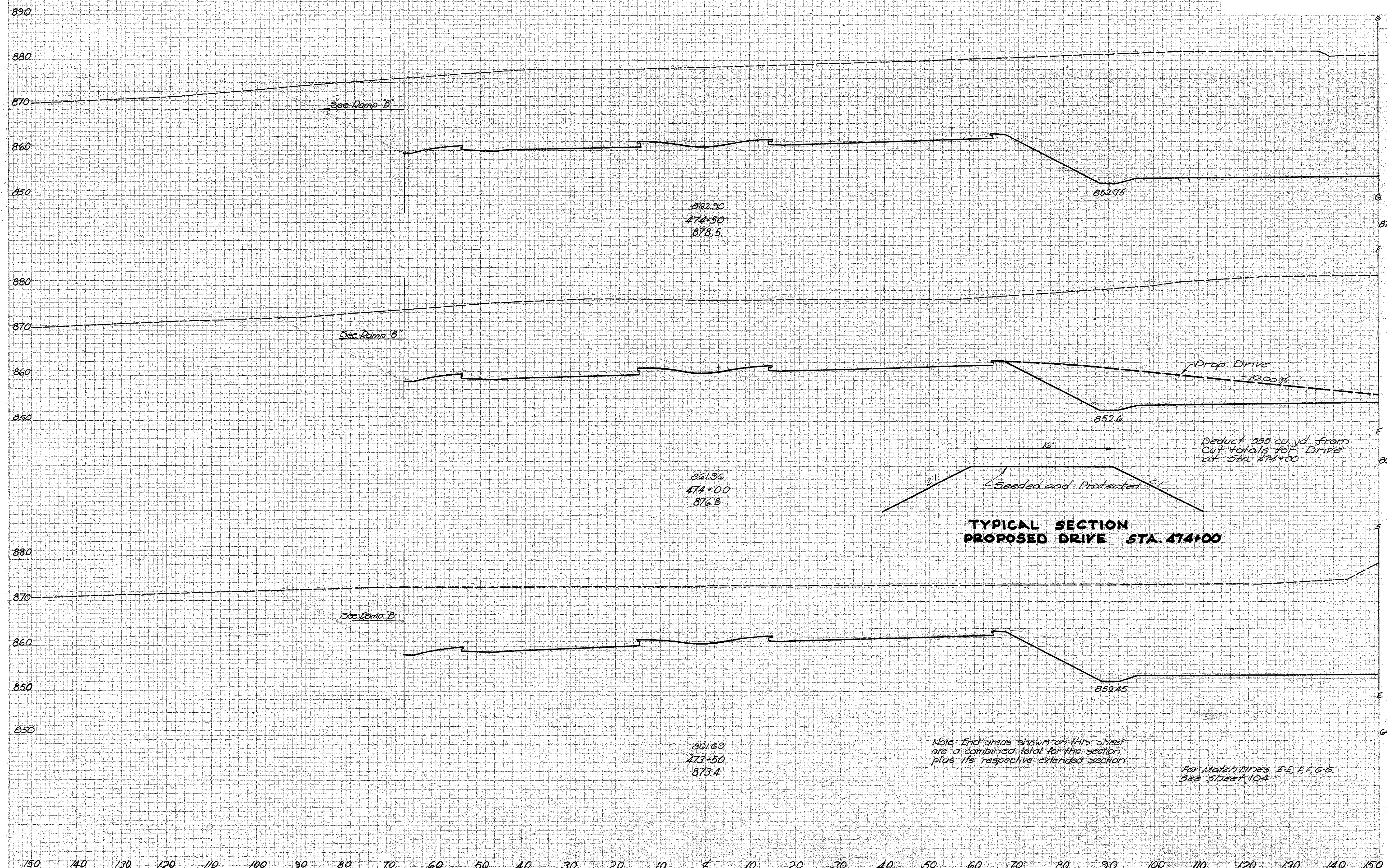
36 26



Note: End areas shown on this sheet are calculated with the area for its respective section on the & for earthwork quantities

Extended Sta. 471+50 to Sta. 473+00

MOT-35-(1789-1934)



**TYPICAL SECTION
PROPOSED DRIVE STA. 474+00**

Deduct 395 cu. yd. from
cut totals for Drive
at Sta. 474+00

Note: End areas shown on this sheet
are a combined total for the section
plus its respective extended section

For Match Lines E-E, F-F, G-G,
See Sheet 104

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		12807	0
		15578	0
		8059	0
		13451	0
		6460	0

Sta 473+50 to Sta 474+50

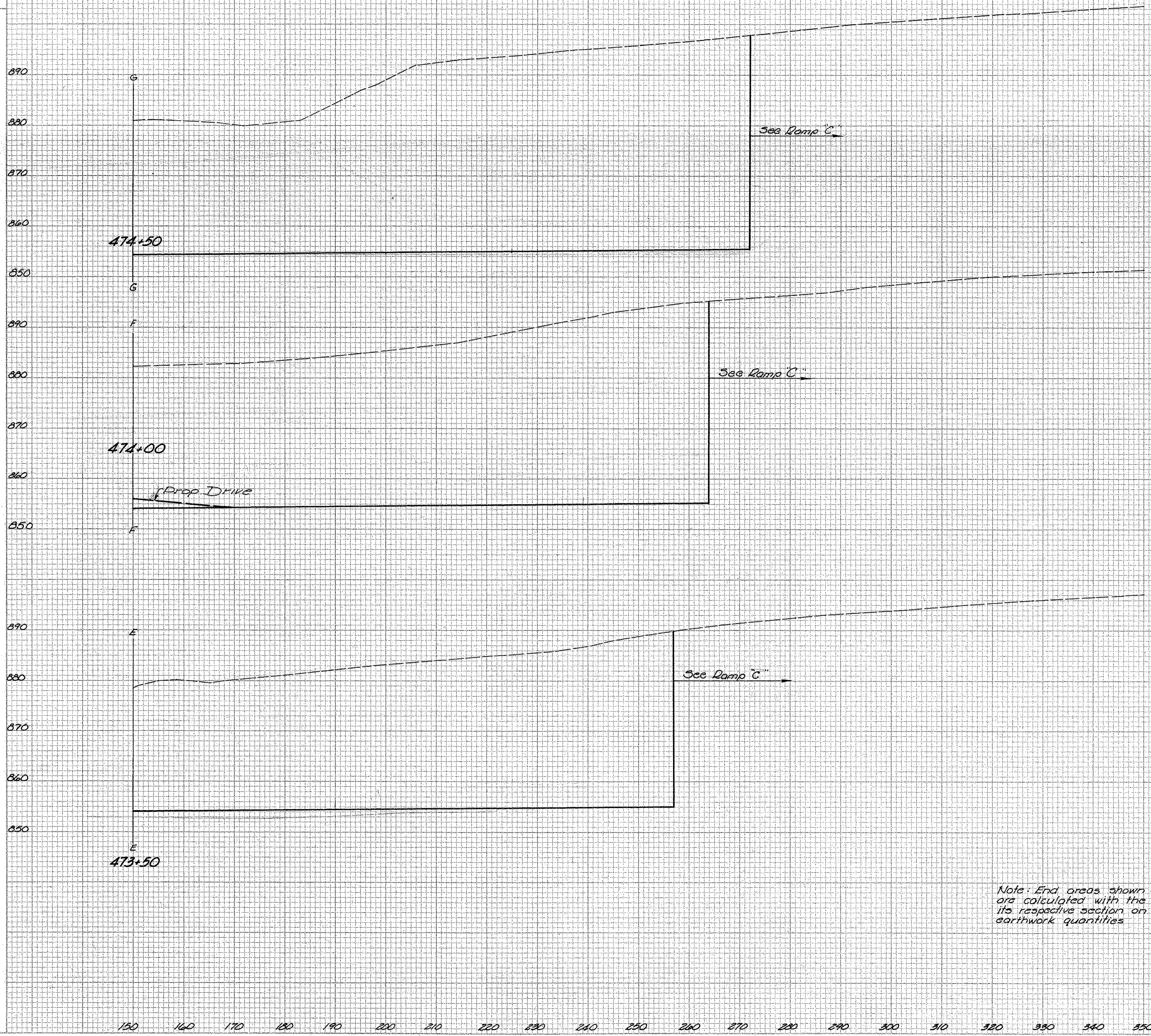
SECTION
END WIDTH SQ YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

104
285

MOT-35-(1789-1934)

END AREA		VOLUME	
CUT	FILL	CUT	FILL



4206 0

3724 0

3084 0

Note: End areas shown on this sheet are calculated with the end area for its respective section on the E for earthwork quantities

150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350

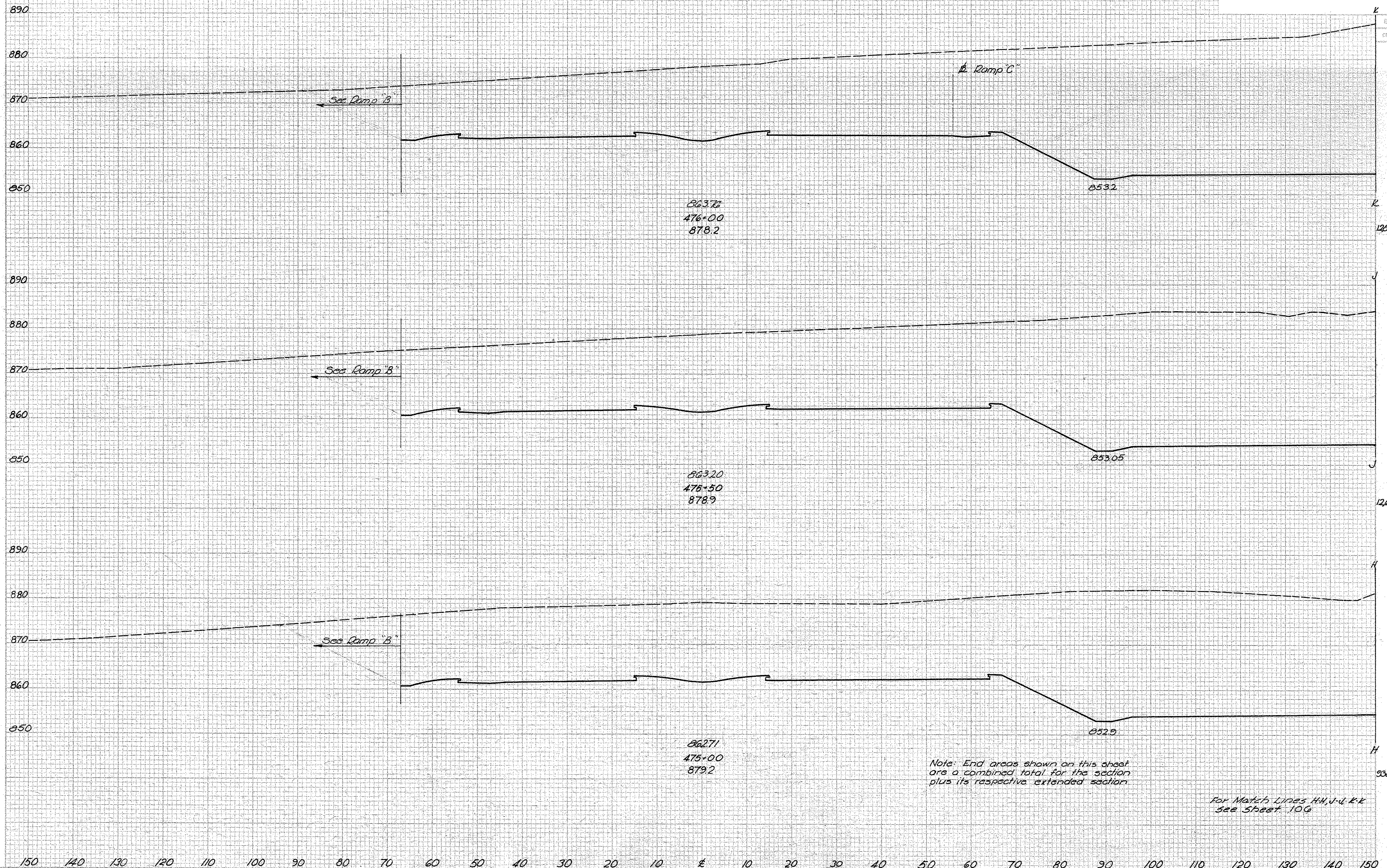
Extended Sta 473+50 to Sta 474+50

SEEKING
END
WDTS
SIS
YOS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

105
285

MOT-35-(17.89-1934)



END AREA	VOLUME	
	SQ. FT.	CUB. FT.
12332	0	24638
12652	0	23506
9387	0	20406

Note: End areas shown on this sheet are a combined total for the section plus its respective extended section.

For Match Lines H-H, J-J, K-K see Sheet 10G

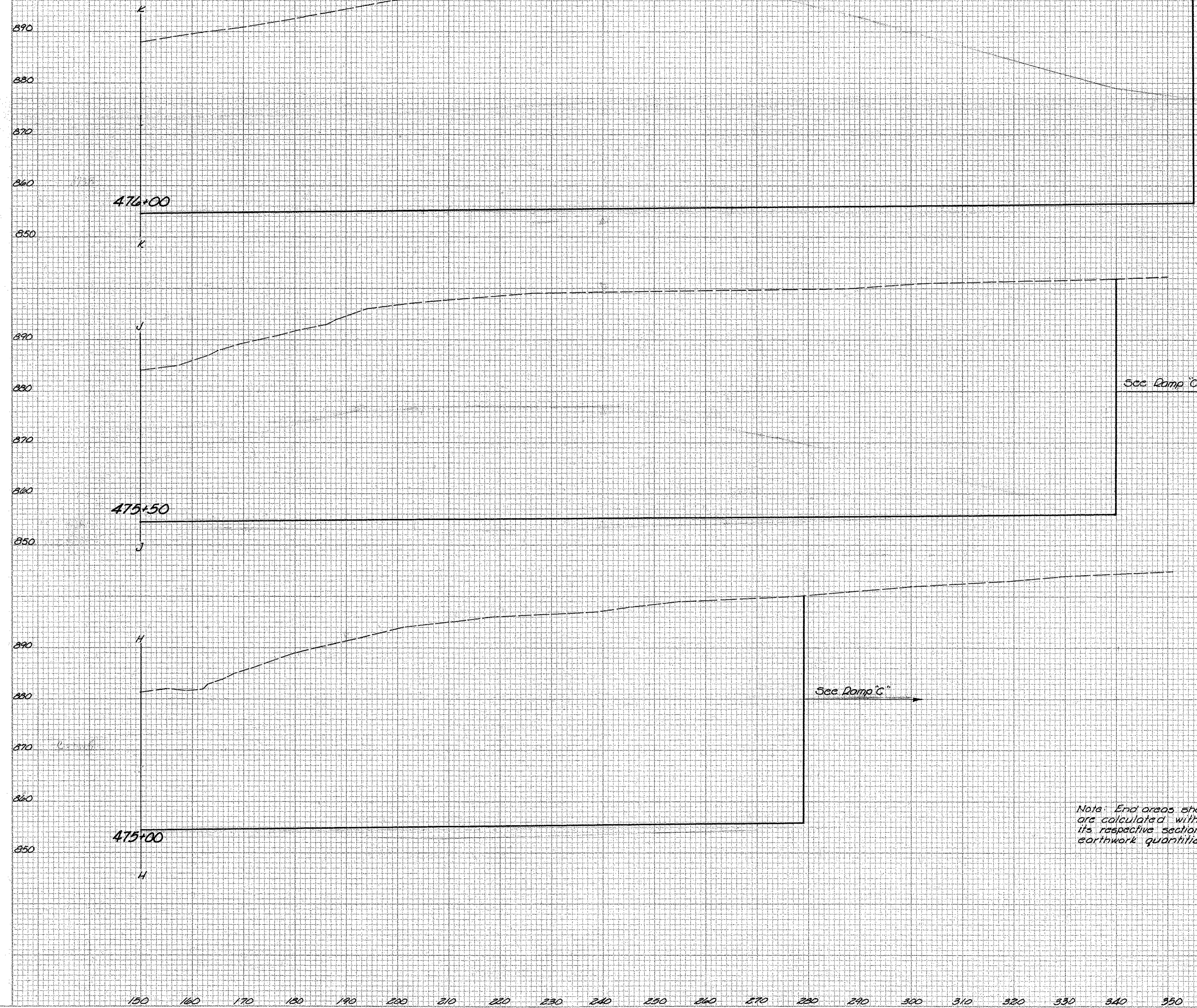
Sta 475+00 to Sta 476+00

SECTION
 END STA. 475
 50 YRS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

106
 235

MOT-35-(1789-1934)



END AREA		VOLUME	
CHT	FILL	CHT	FILL

8280 0

8009 0

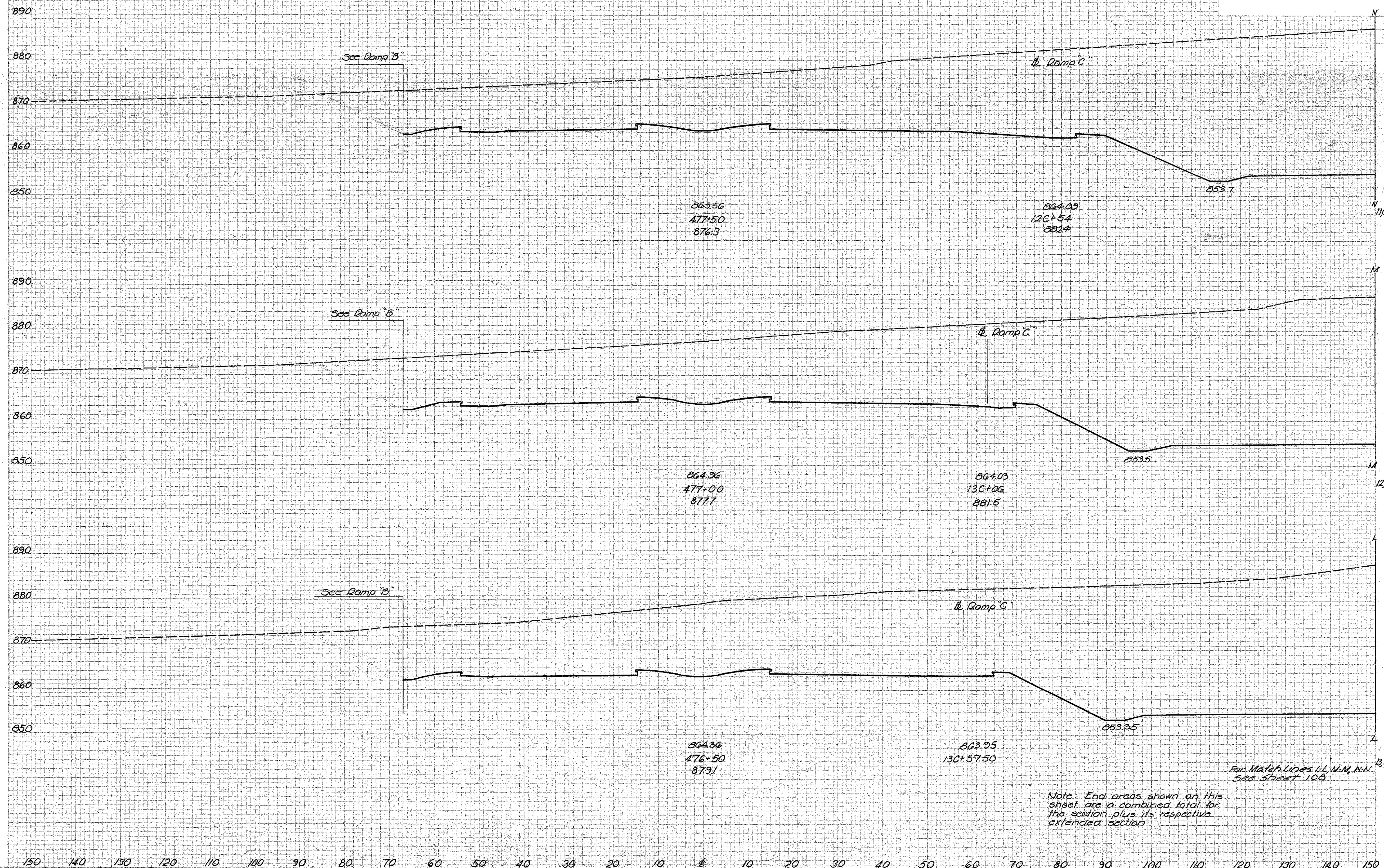
4865 0

Note: End areas shown on this sheet are calculated with the end area for its respective section on the & for earthwork quantities.

Extended Sta. 475+00 to Sta. 476+00

SEEDING
 END STA. 30' PER

MOT-35-(17.89-1934)



END AREA	VOLUME	
	CUT	FILL
11670	2043	0
12268	2265	0
13777	2413	0

Note: End areas shown on this sheet are a combined total for the section plus its respective extended section

For Match Lines LL, M-M, N-N See Sheet 105

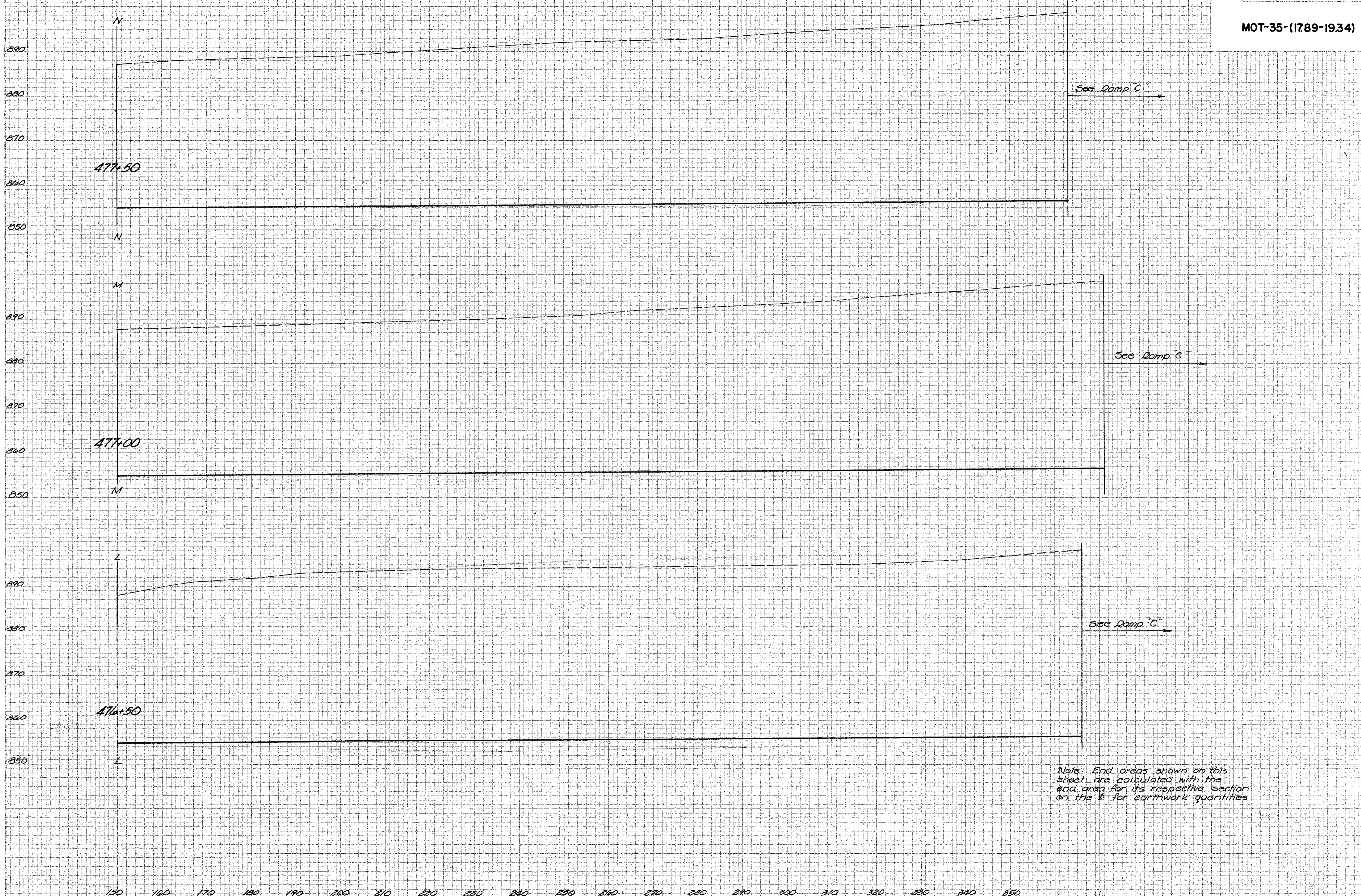
Sta 476+50 to Sta 477+50

SEEDING
 END WIDTH 50 YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

108
285

MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUT	FILL

7740 0

8014 0

8304 0

Extended Sta 476+50 to Sta 477+50

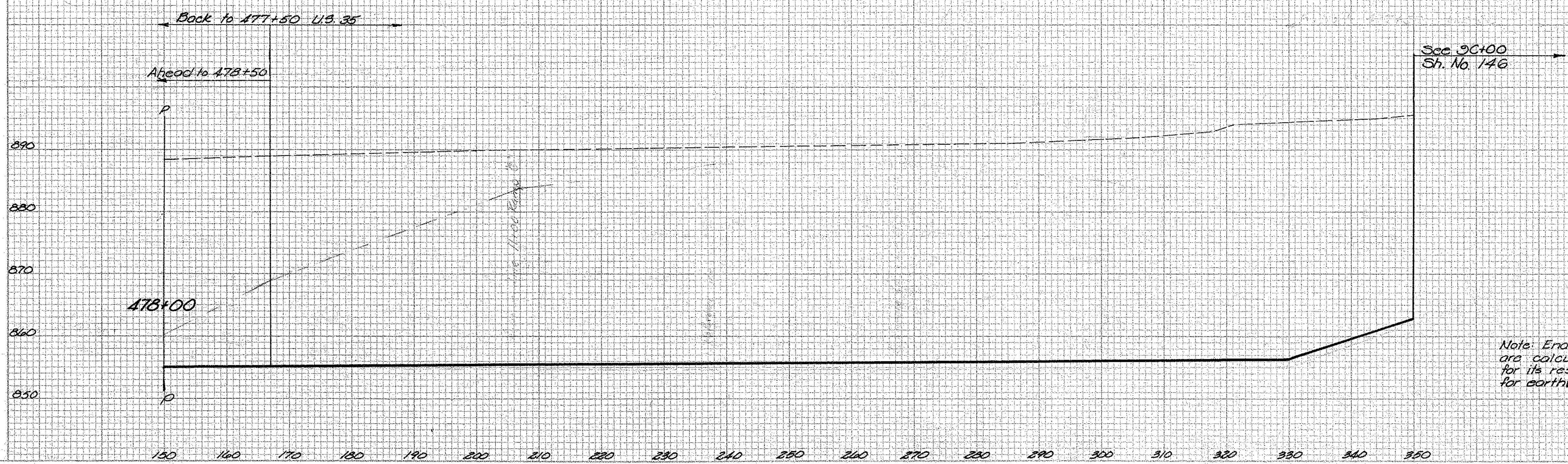
SEEDING
 END WIDTH 30 YDS.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

110
285

MOT - 35 - (17.89 - 19.34)

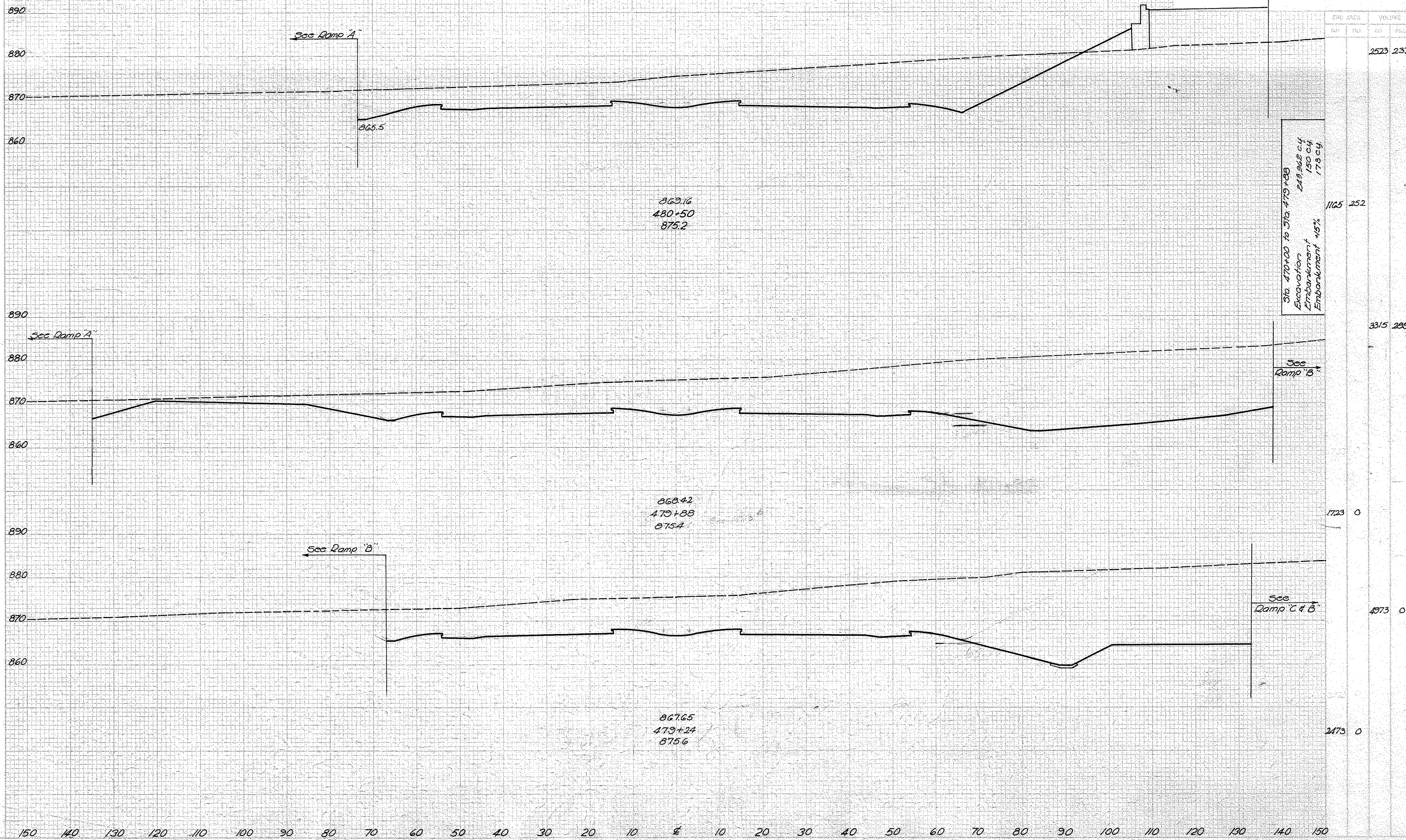
END AREA		VOLUME	
CUT	FILL	CUT	FILL



AHEAD 574 0
 BACK 6823 0

Extended Sta 478+00

MOT-35-(17 89-1934)



863.16
480+50
875.2

868.42
479+88
875.4

867.65
479+24
875.6

Sta 470+00 to Sta 479+88
Excavation 249,948 c.y.
Embankment 150 c.y.
Embankment 178 c.y.

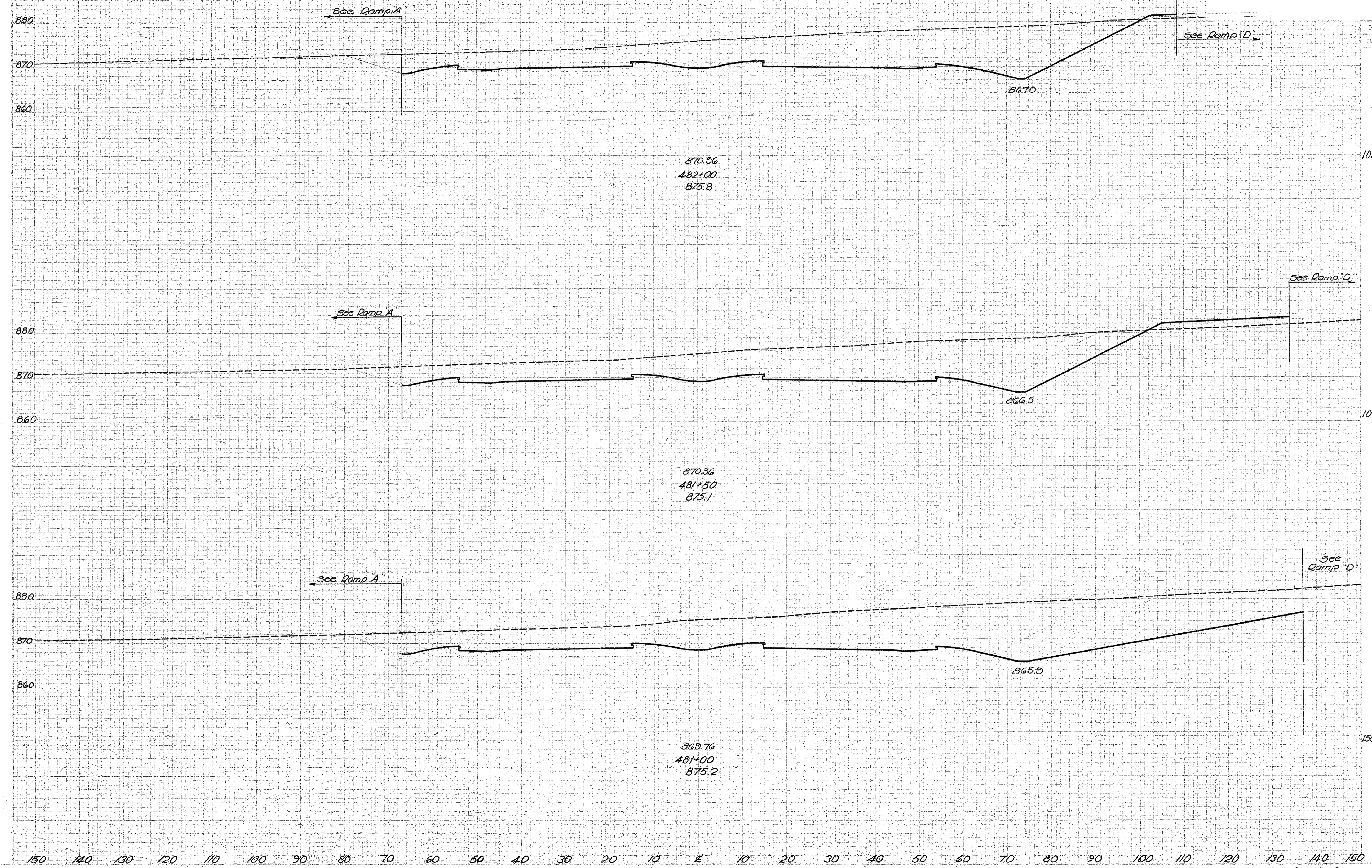
Sta. 479+24 to Sta. 480+50

SECTION

PLAN NO.	STATE	PROJECT
2	OHIO	

112
285

MOT-35-(17.89-19.34)



END AREA		VOLUME	
SFT	FILL	SFT	FILL
		1908	0

1014 5

1031 54

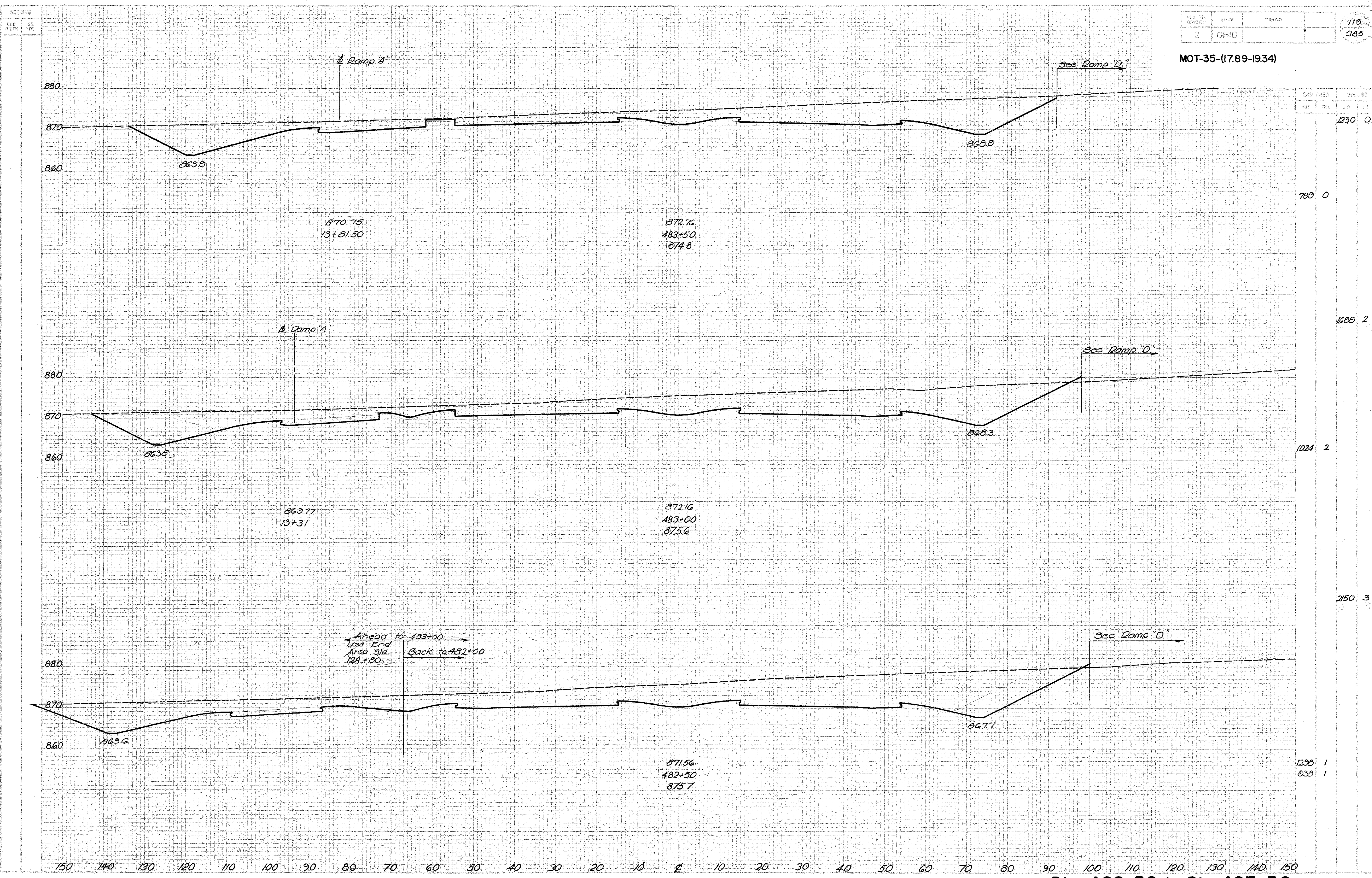
1071 53

2436 49

1560 0

Sta. 481+00 to Sta. 482+00

MOT-35-(17.89-1934)



END AREA		VOLUME	
CUY	PKL	CUT	FILL
		230	0

799 0

1688 2

1024 2

2150 3

1238 1
838 1

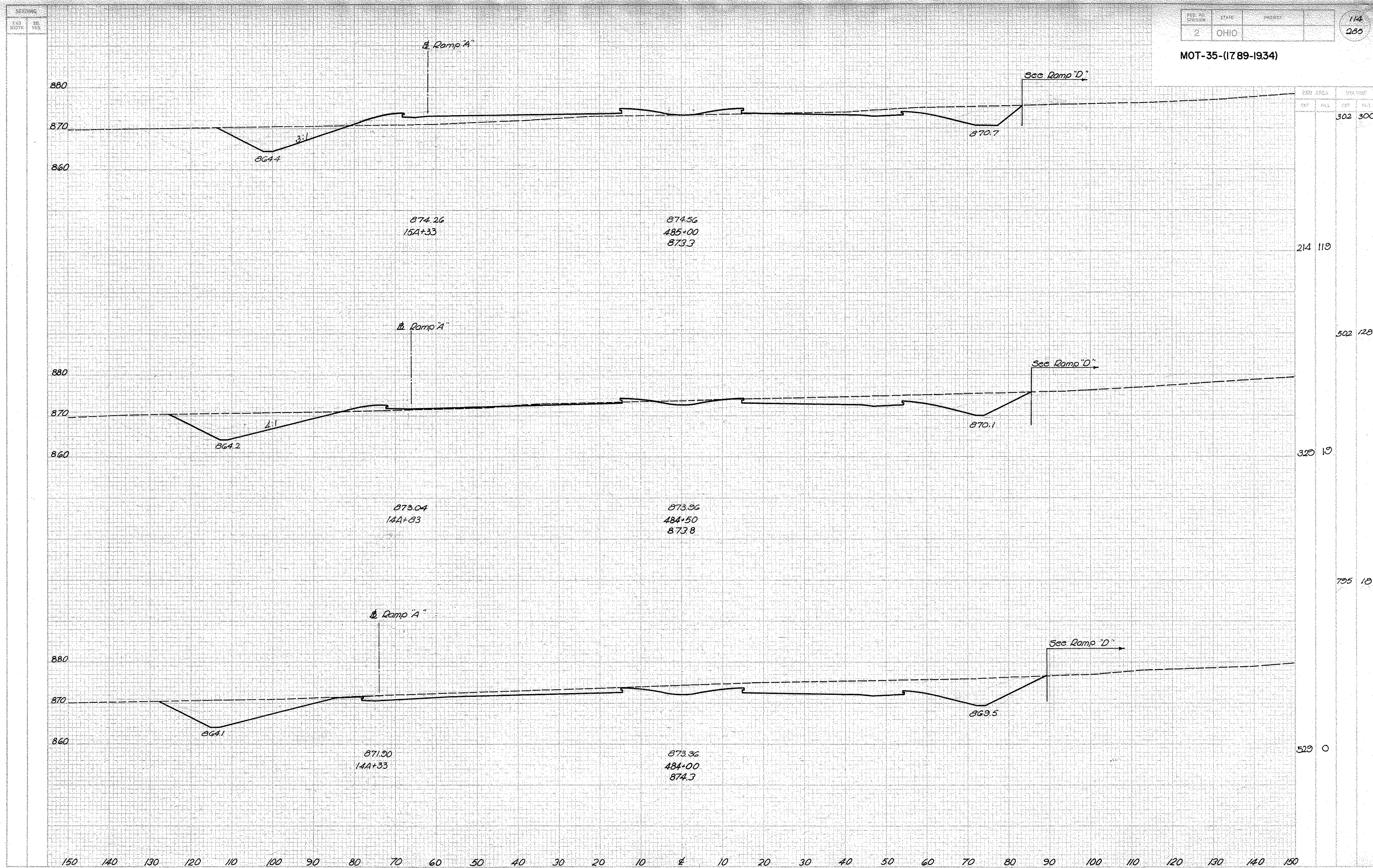
Ahead to 483+00
Use End Area Sta. 12A+30
Back to 482+00

Sta. 482+50 to Sta. 483+50

FED. RD. DISTRICT	STATE	PROJECT	
2	OHIO		

112
285

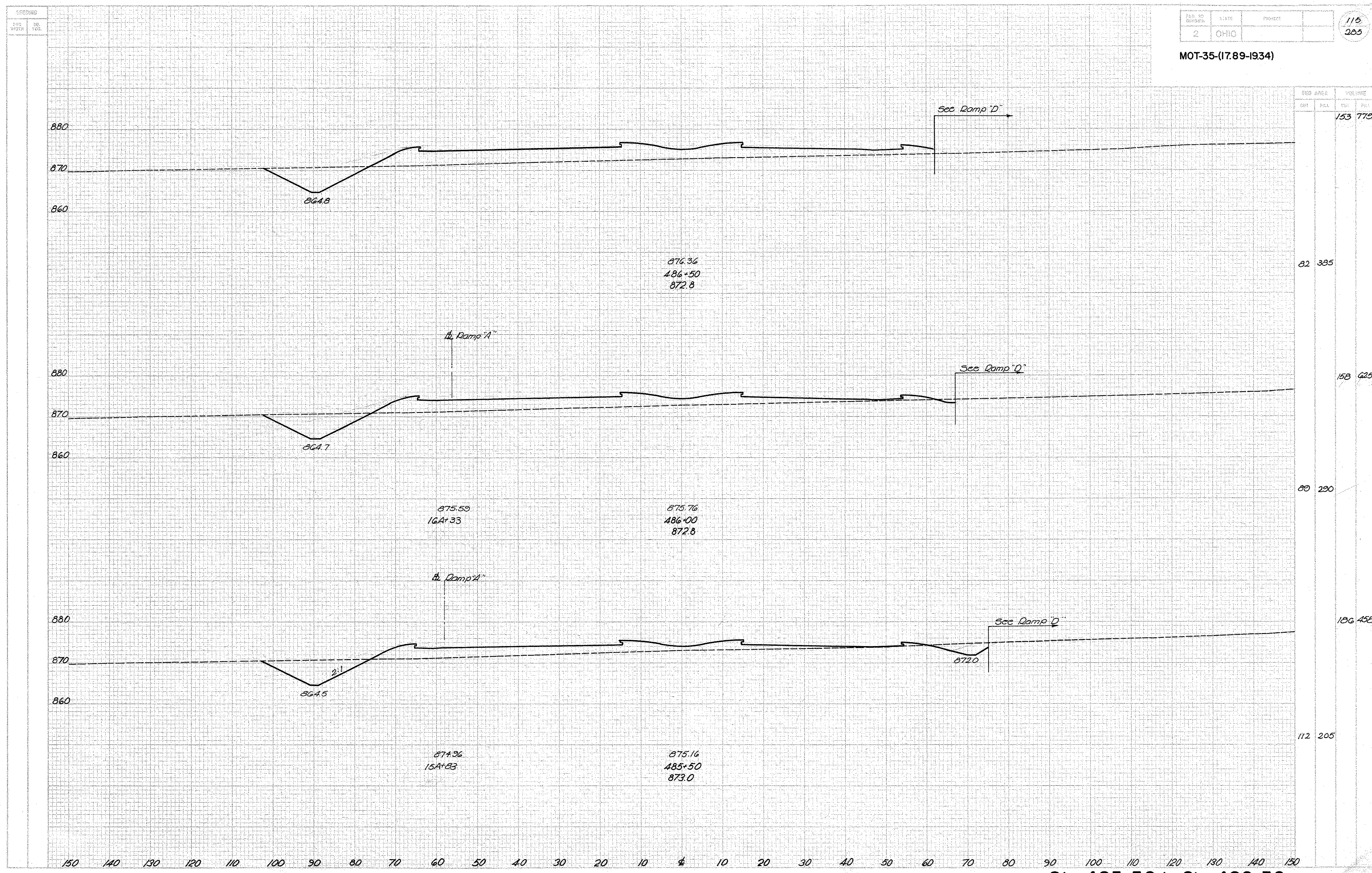
MOT-35-(1789-1934)



EXIST. AREA	PROPOSED	CUT	FILL
		302	300
		214	119
		502	128
		320	10
		795	10
		529	0

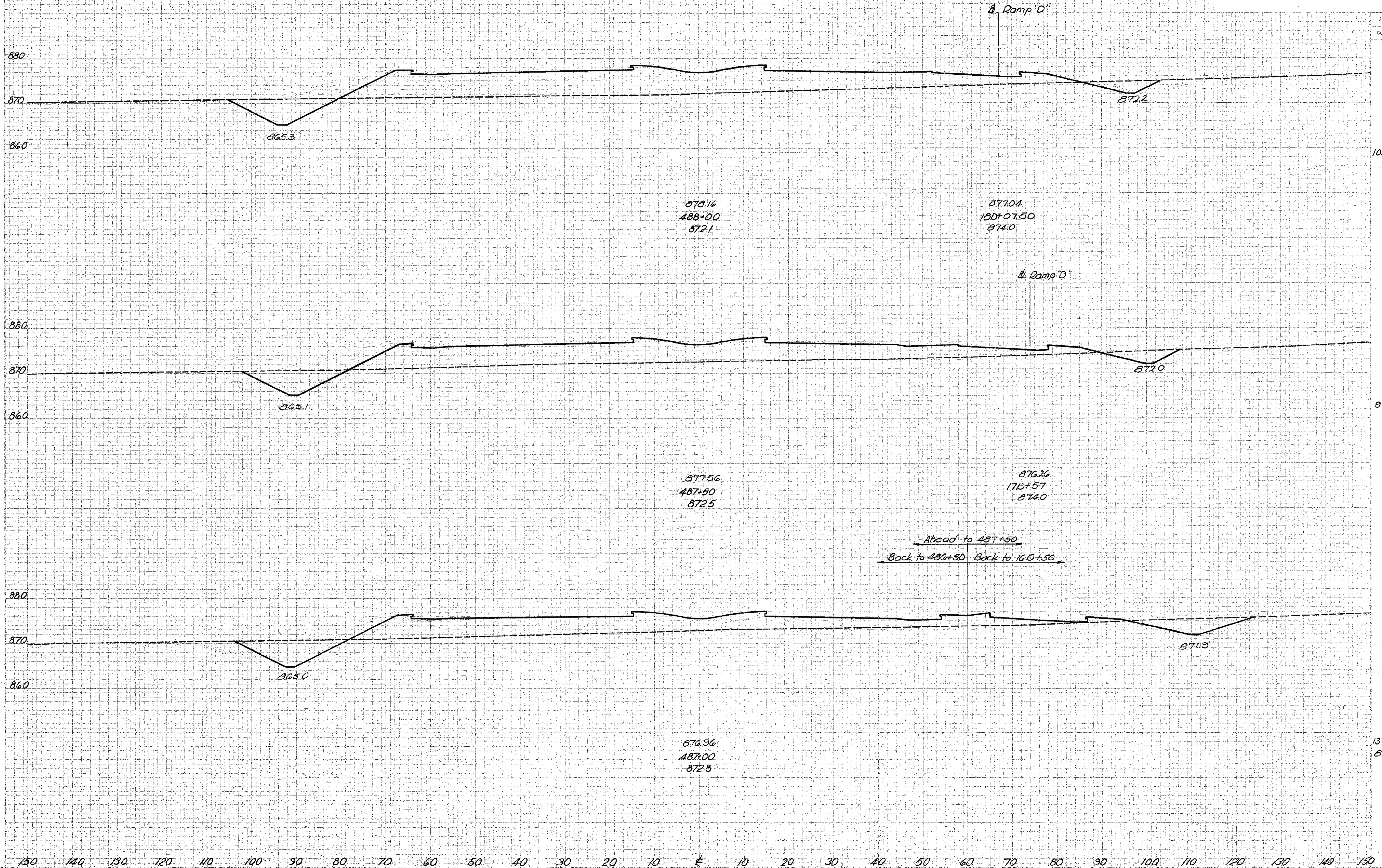
Sta. 484+00 to Sta. 485+00

MOT-35-(17.89-19.34)



Sta. 485+50 to Sta. 486+50

MOT-35-(1789-1934)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		178	1340

102 700

184 1230

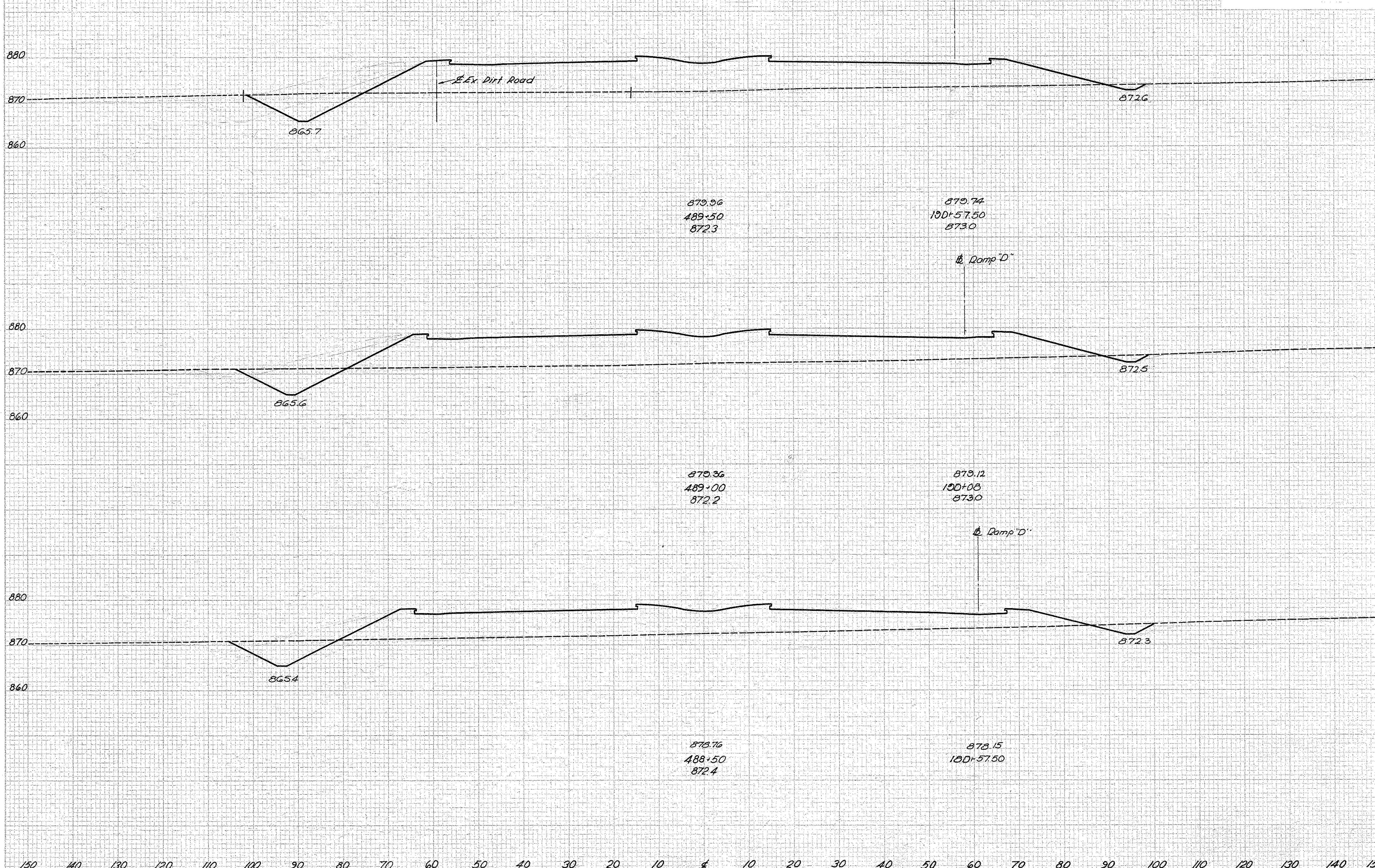
97 638

217 1040

137 494
83 456

Sta. 487+00 to Sta. 488+00

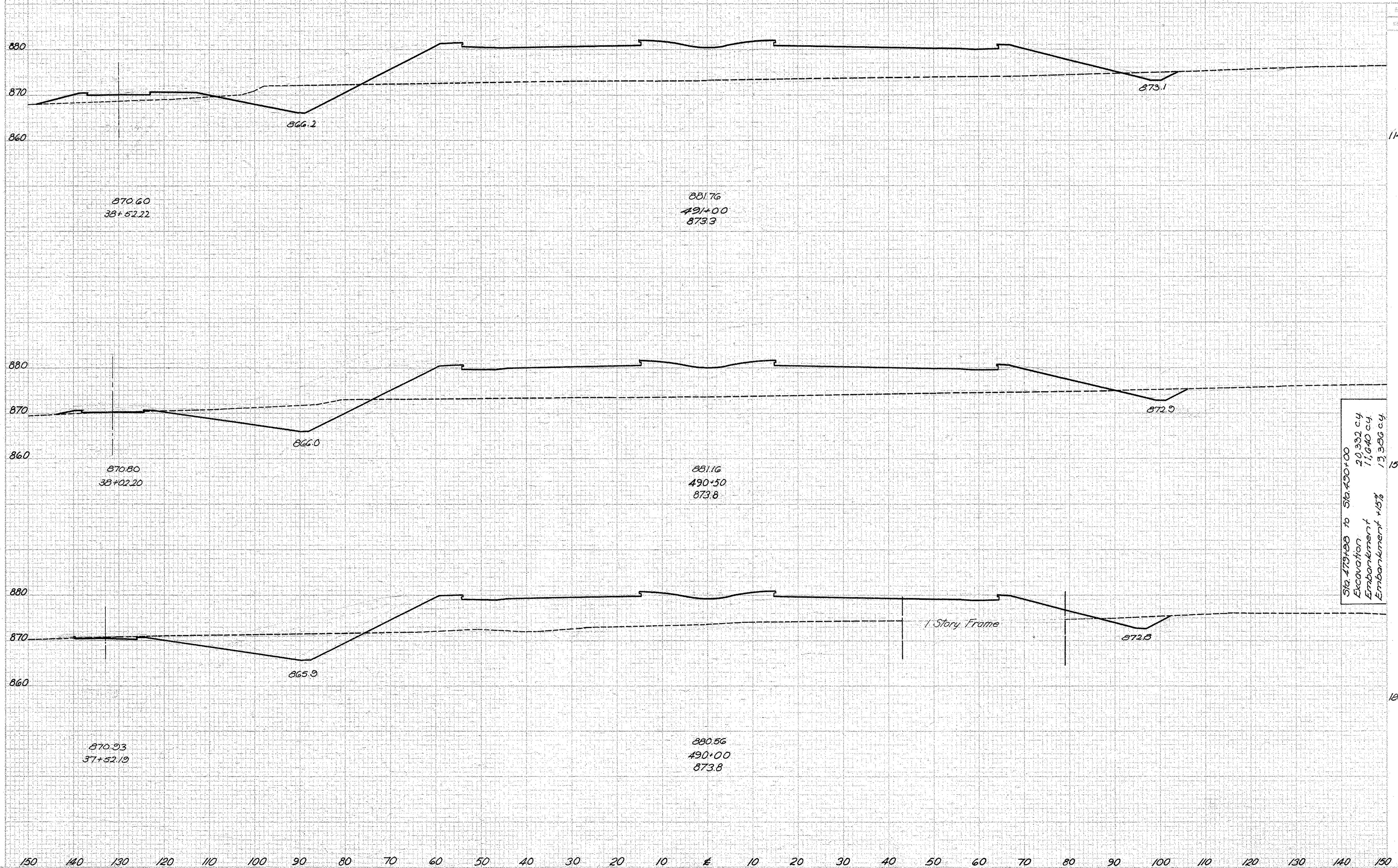
MOT-35-(1789-1934)



STATION	CUT AREA		FILL VOLUME	
	ENT	END	CUT	FILL
100+00			163	1636
100+57.50			97	922
100+57.50			156	1761
100+00			79	980
100+57.50			170	1606
100+57.50			80	754

Sta. 488+50 to Sta. 489+50

MOT-35-(1789-1934)



Sta. 479+88 to Sta. 490+00
Excavation 20,332 c.y.
Embankment 11,640 c.y.
Embankment +15% 13,386 c.y.

END AREA	VOL. CUT		VOL. FILL	
	SQ. FT.	CUB. YD.	SQ. FT.	CUB. YD.
114	1154			
157	970			
312	1740			
180	909			
		234	2243	
		251	1067	

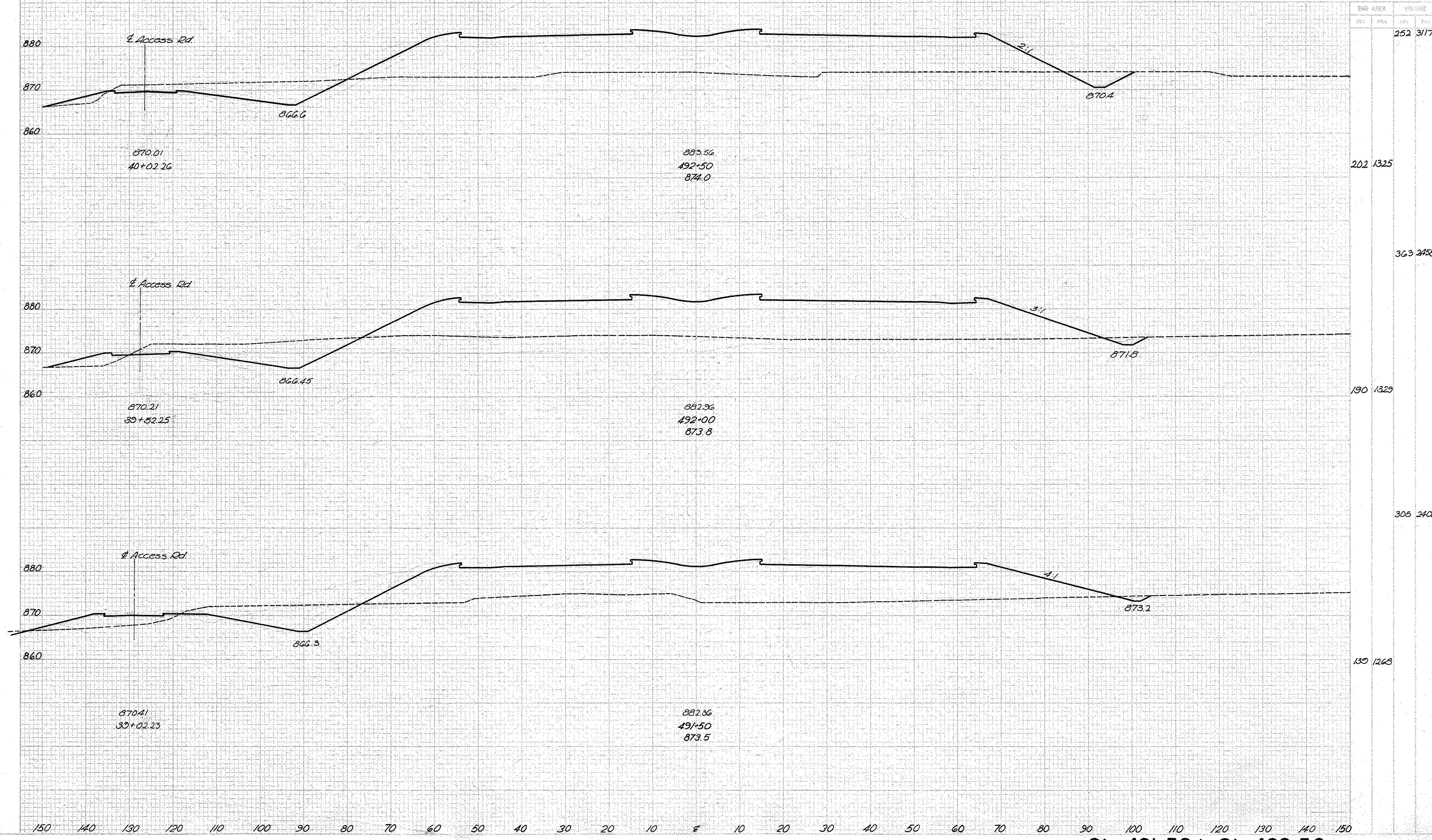
Sta. 490+00 to Sta. 491+00

SECTION
 END POINT NO. 105

NO. OF ENCLAVES	STATE	PROJECT
2	OHIO	

119
 285

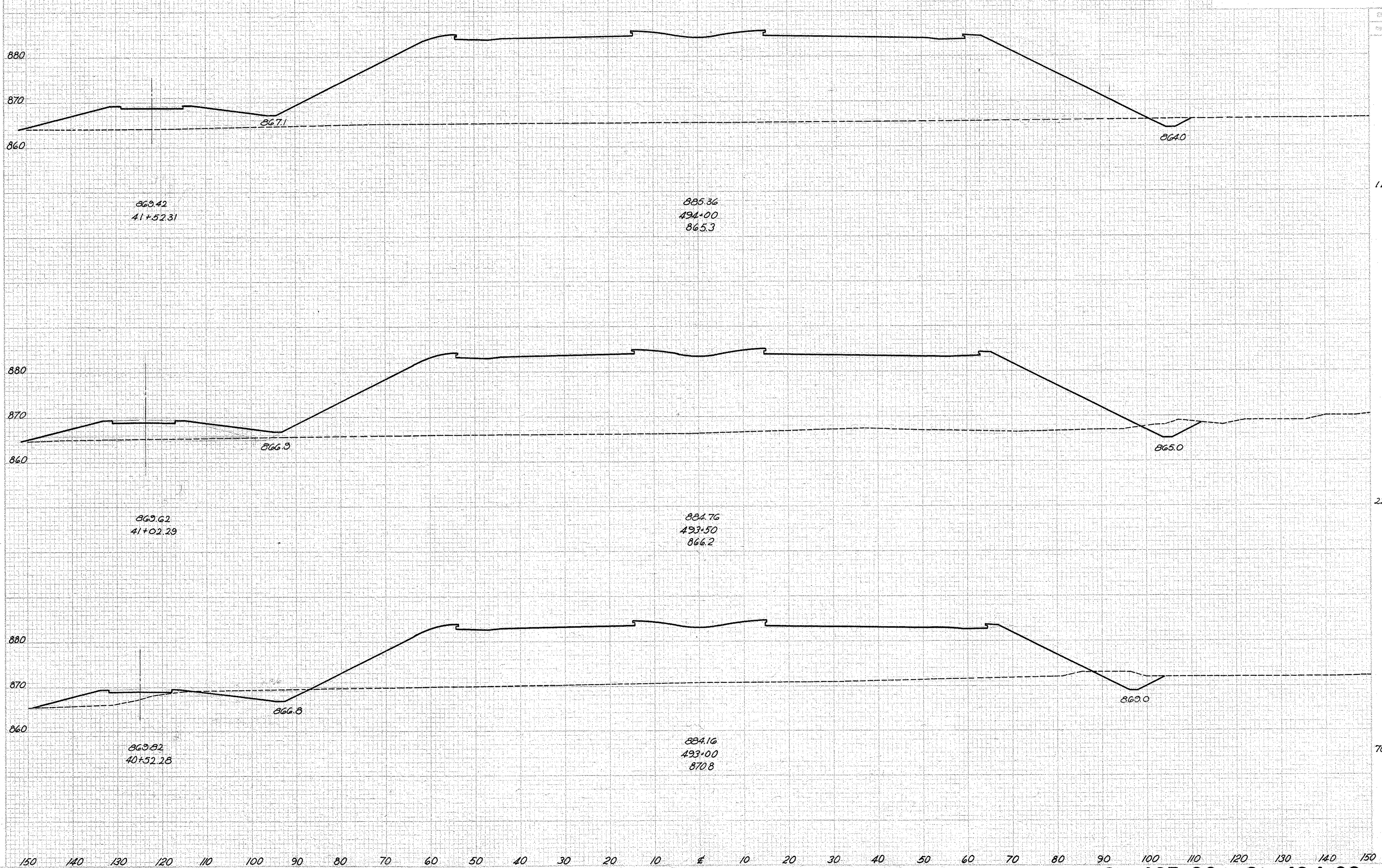
MOT-35-(1789-1934)



END AREA	VOLUME	
	CUT	FILL
252	1317	
202	1325	
363	2458	
190	1329	
306	2405	
130	1268	

Sta. 491+50 to Sta. 492+50

MOT-35-(1789-1934)



CUT AREA	FILL AREA	TOTAL	
		CUT	FILL
		10	3000
11			3337
		31	4234
22			1991
		85	3734
		70	2041

Sta. 493+00 to Sta. 494+00

NEEDHAM
 DATE: _____
 SHEET: _____

NO. OF SHEETS	DATE	PROJECT
2	OHIO	

121
285

MOT-35-(17.89-19.34)

Sta 490+00 to Sta. 495+14.81
 Excavation 1,843 c.y.
 Embankment 25,688 c.y.
 Embankment +15% 29,541 c.y.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

880
82
860

880
870
860

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

Sta. 494+50 to Sta. 495+14.81

869.2
42+49.03

886.7
495+14.81
866.4

869.2
42+52.52

886.0
494+50
864.7

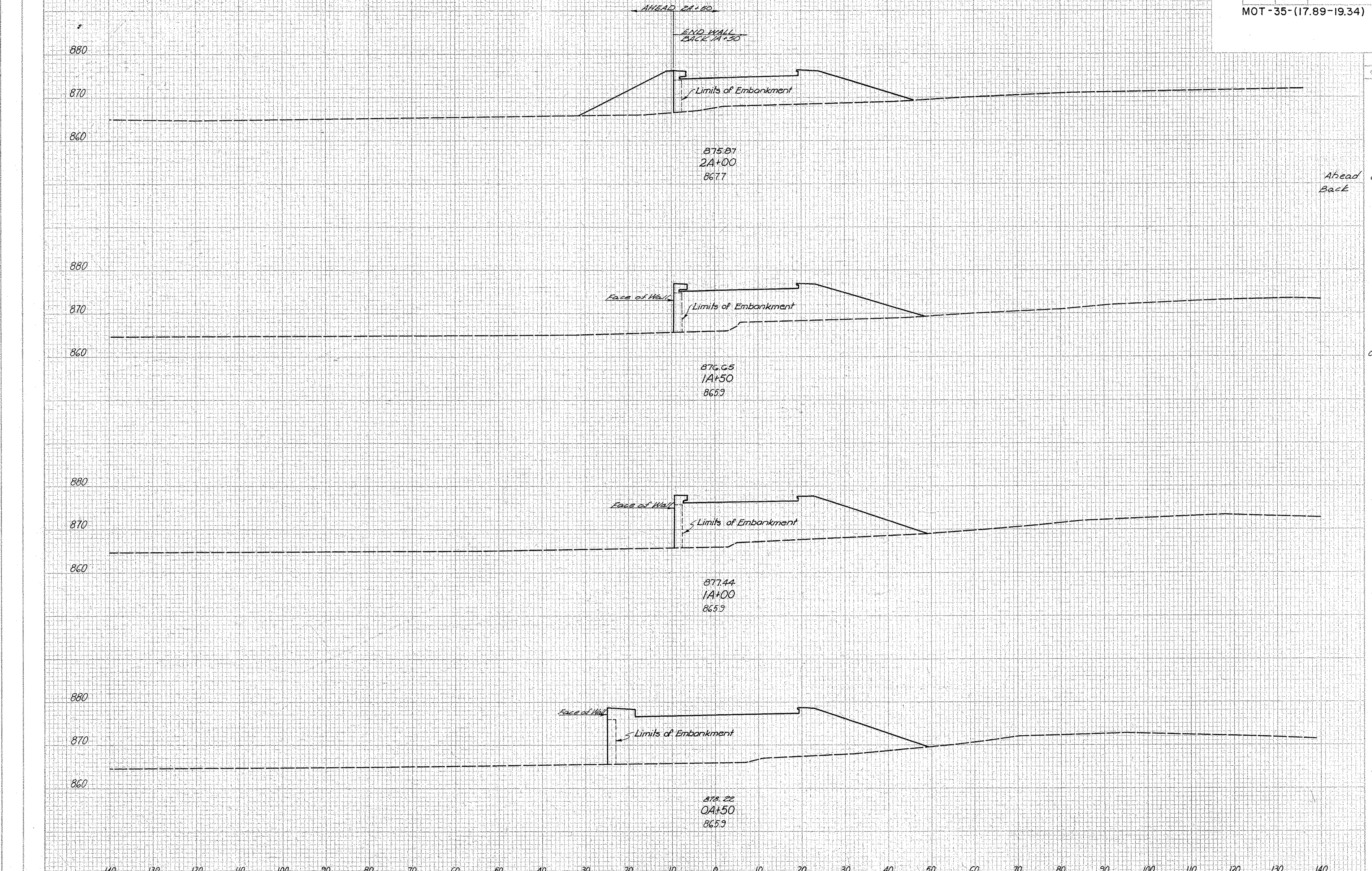
867.5

862.6

867.2

863.0

SEEDING
END WIDTH SO YDS.



END AREA		VOLUME	
FOOT	SQ. FT.	CUB. FT.	CU. YD.
		3,725	5

Ahead 0 420
Back 0 300

0 653

0 385

0 757

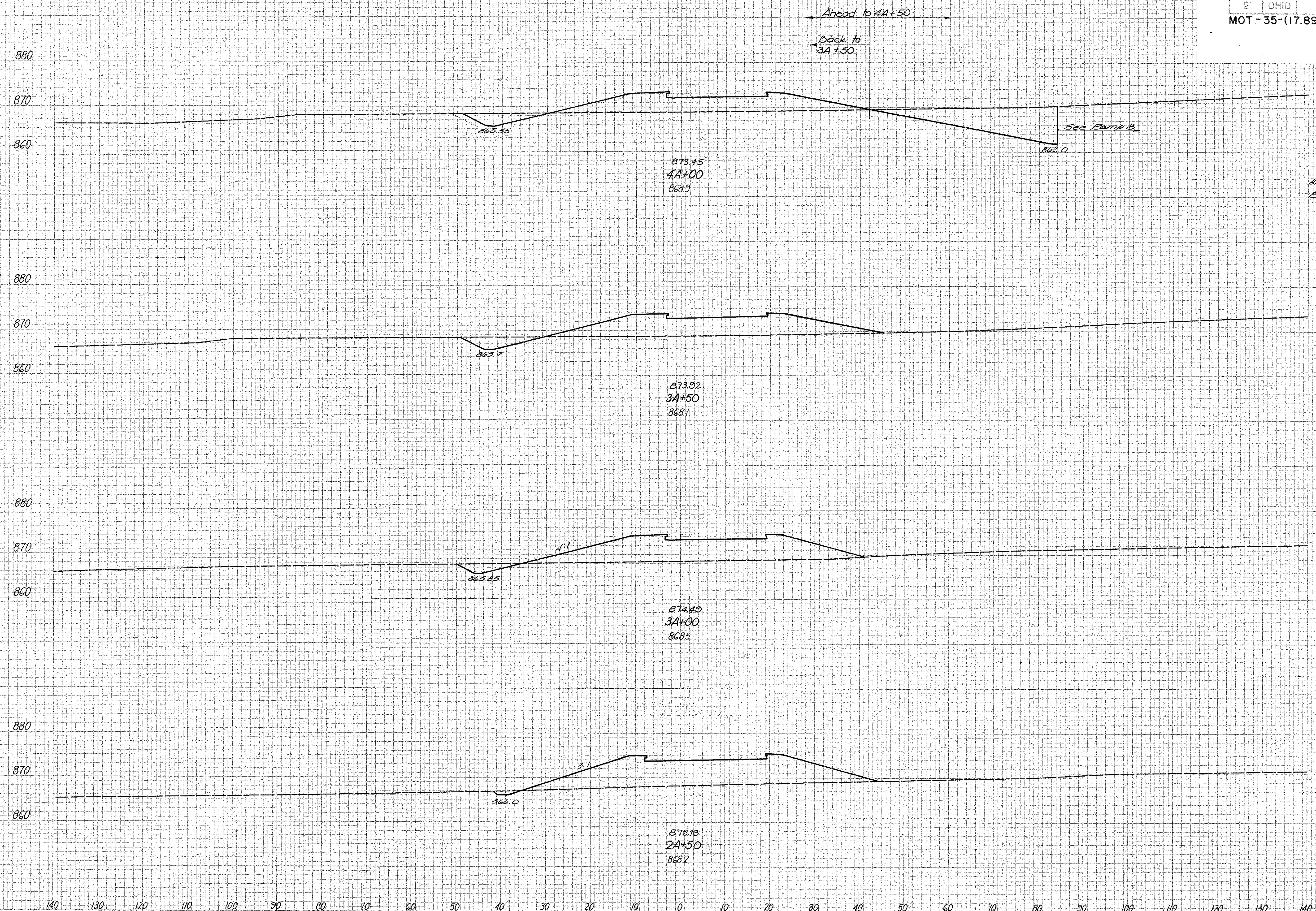
0 433

0 1018

0 660

RAMP A Sta. 0A+50 to Sta. 2A+00

SEEDING
CUB YARDS
SQ. YDS.



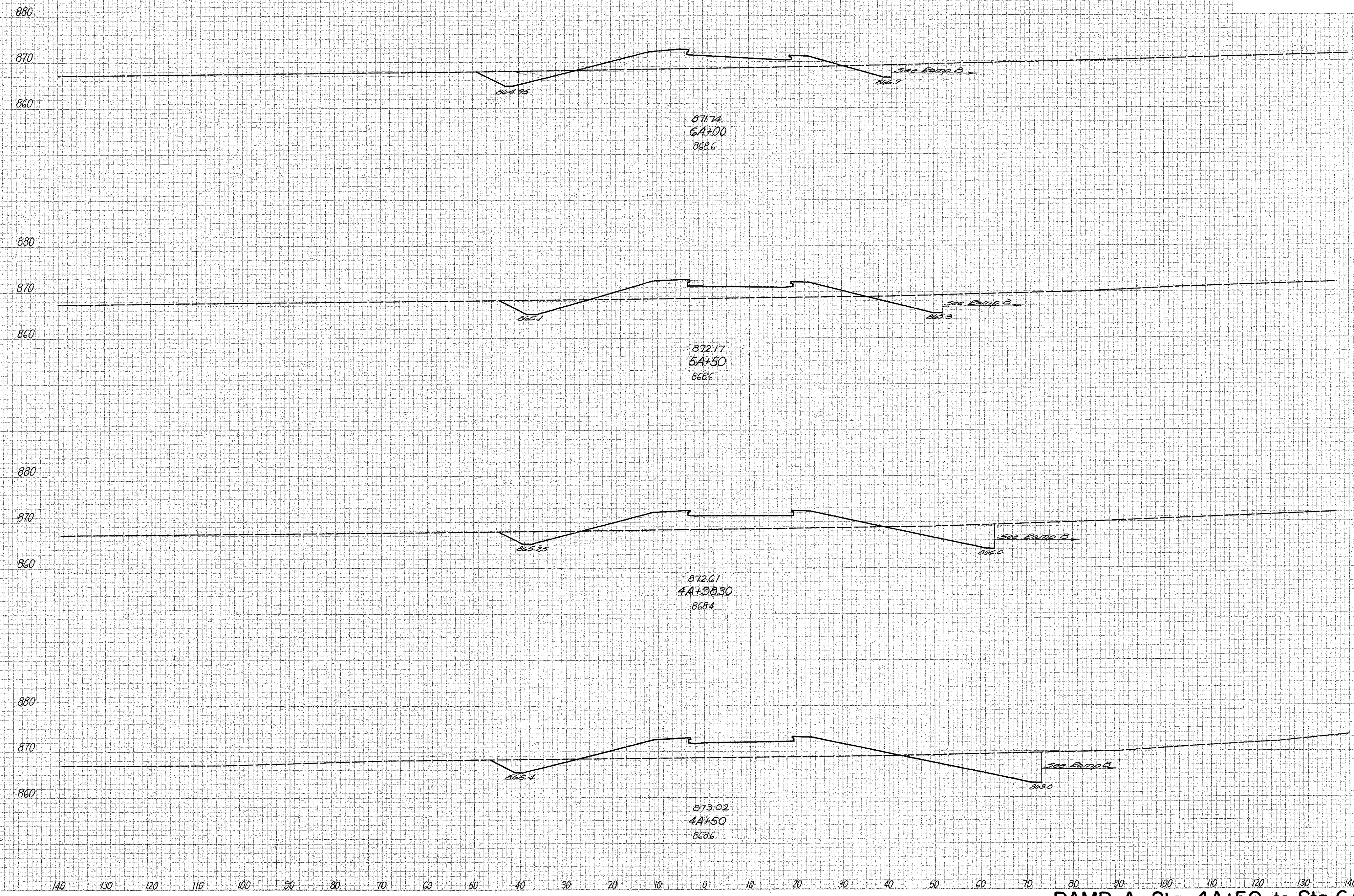
CUT	AREA		VOLUME	
	SQ. FT.	SQ. YD.	CUB. YD.	SQ. YD.
			320	375
Ahead	211	205		
Back	36	205		
			68	422
			37	251
			55	512
			22	302
			23	616
			3	363

RAMP A Sta 2A+50 to Sta 4A+00

SEEDING
END WIDTH SQ YDS.

FED. RD. DIVISION STATE PROJECT
2 OHIO
MOT - 35 - (17.89-19.34)

124
285



CUT	FILL	VOLUME	
		CUT	FILL
		98	274
		52	134
		126	261
		84	148
		173	292
		102	167
		212	328
		195	200

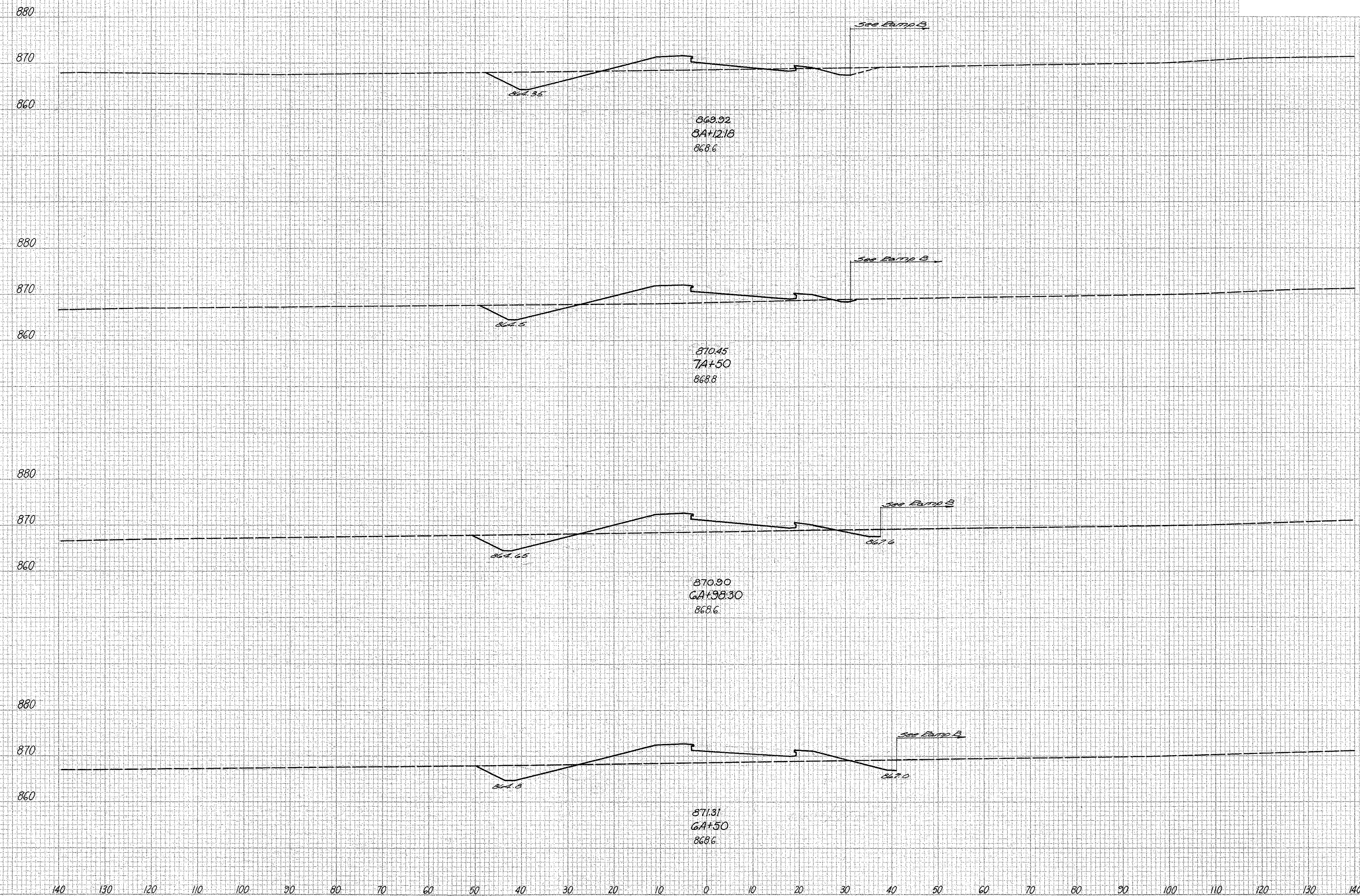
RAMP A Sta. 4A+50 to Sta. 6A+00

SEEDING
END WIDTH
SH YRS

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

125
265

MOT-35-(17.89-19.34)



END AREA	VOLUME	
	CUT	FILL
60	51	96 50
32	69	106 138
74	168	
47	111	
30	244	
54	162	

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

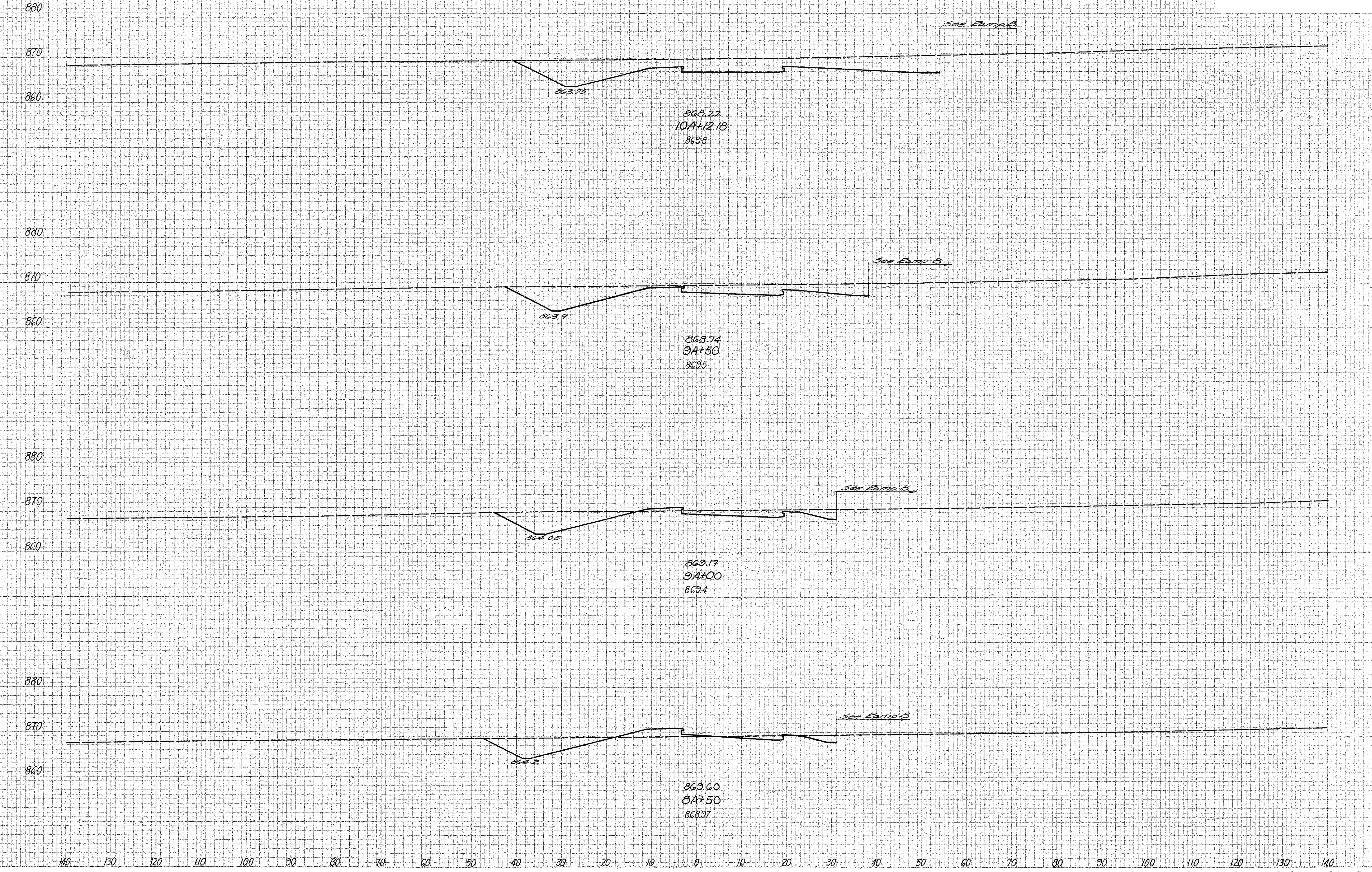
RAMP A Sta. 6A+50 to Sta. 8A+12.18

SECTIONS
END
METER SQ
YDS

FED. DIST. DIVISION	STATE	PROJECT
2	OHIO	

126
285

MOT-35-(17.89-19.34)

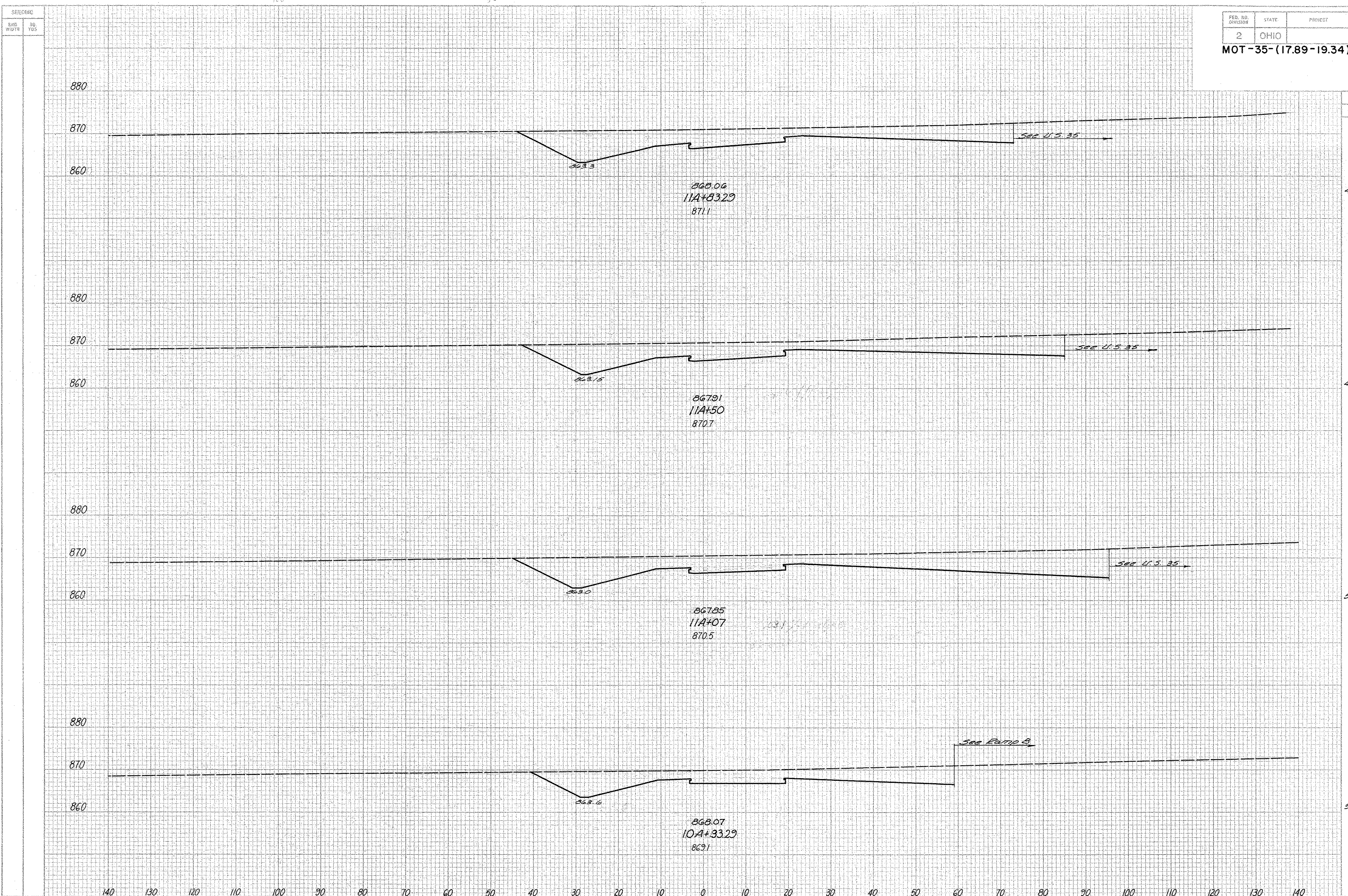


END AREA	VOLUME	
	CUT	FILL
246	0	0
288	0	0
182	0	553
123	0	232
77	21	185

RAMP A Sta 8A+50 to Sta 10A+12.18

SECTION
END WIDTH SQ. YDS.

END AREA VOLUME
CUT FILL CUT FILL



END AREA	VOLUME
CUT	FILL
431	0
568	0
489	0
364	0
596	0
1093	0
330	0

RAMP A Sta 10A+33.29 to Sta 11A+83.29

SEEDING
SQ. YDS.

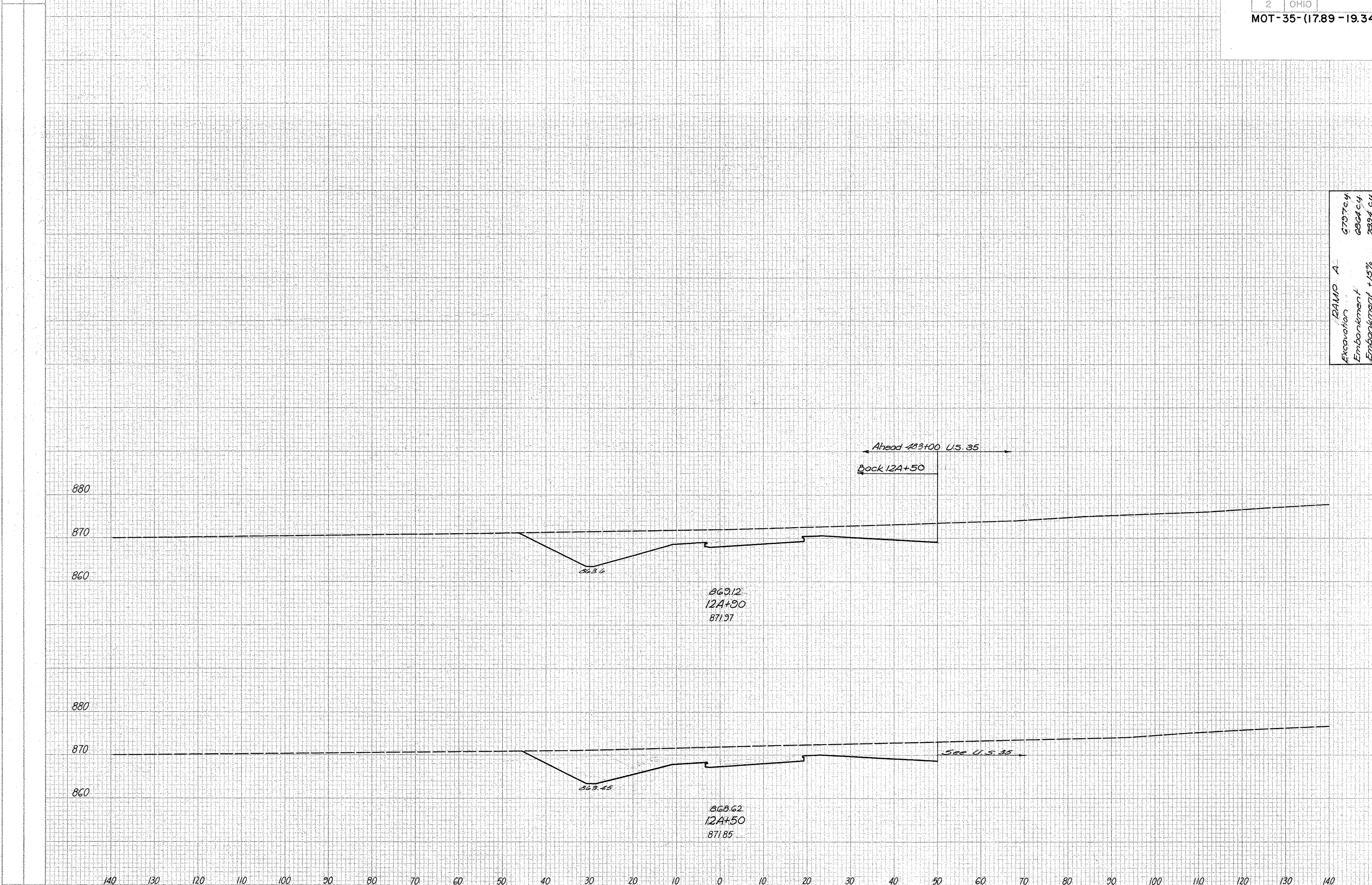
REG. NO. DIVISION	STATE	PROJECT
2	OHIO	

128
285

MOT-35-(17.89-19.34)

END AREA		VOLUME	
CUT	FILL	CUT	FILL

RAMP A
Excavation 6707.64
Embankment +15% 2899.44



360 0

553 0

386 0

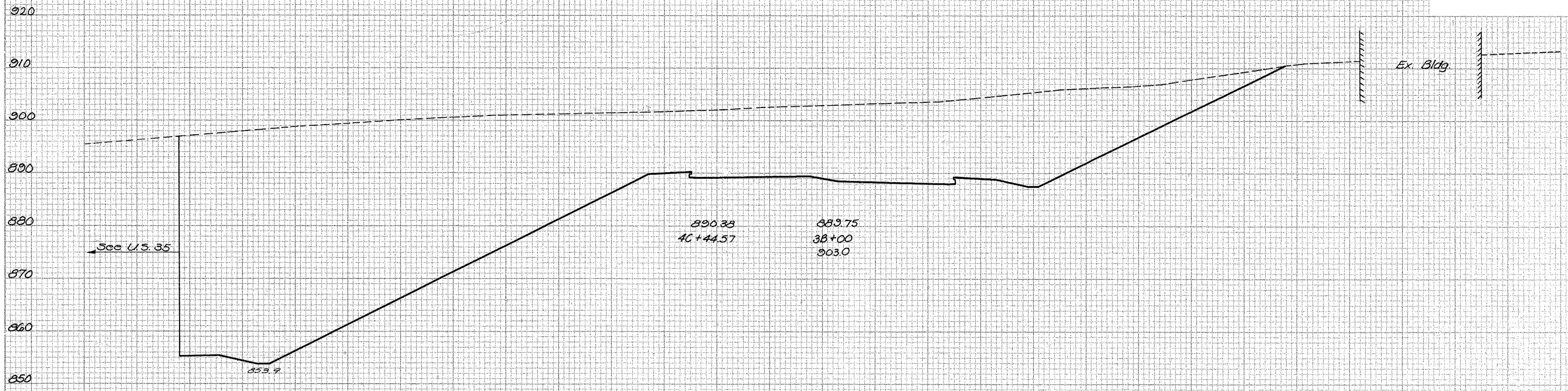
RAMP A Sta 12A+50 to Sta 12A+90

SEEDING
END WIDTH
NO. YDS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

129
285

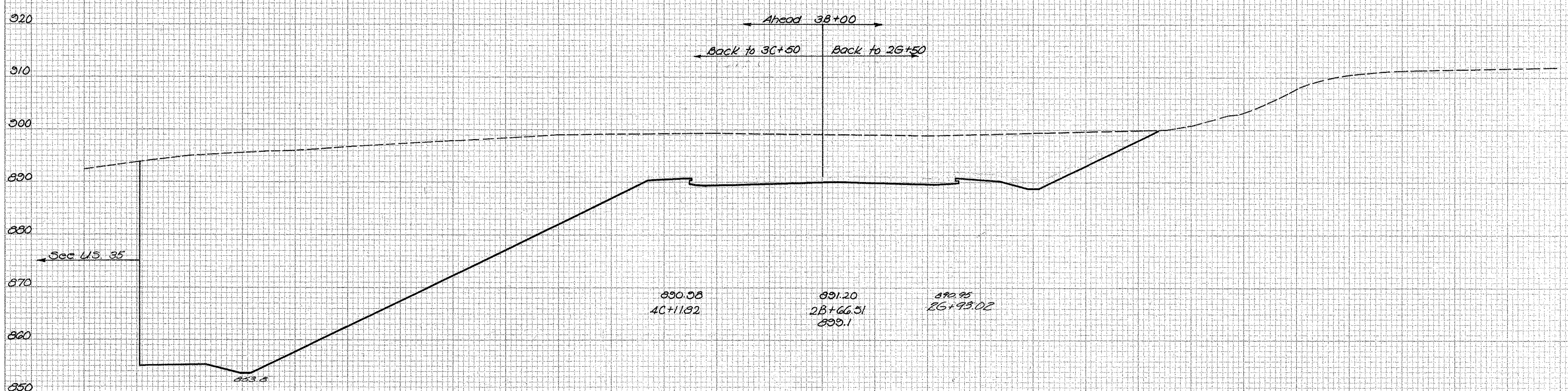
MOT-35-(17.83-19.34)



END AREA		VOL. (CUBE)	
CUT	FILL	CUT	FILL

4300 0

4312 0



3620 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

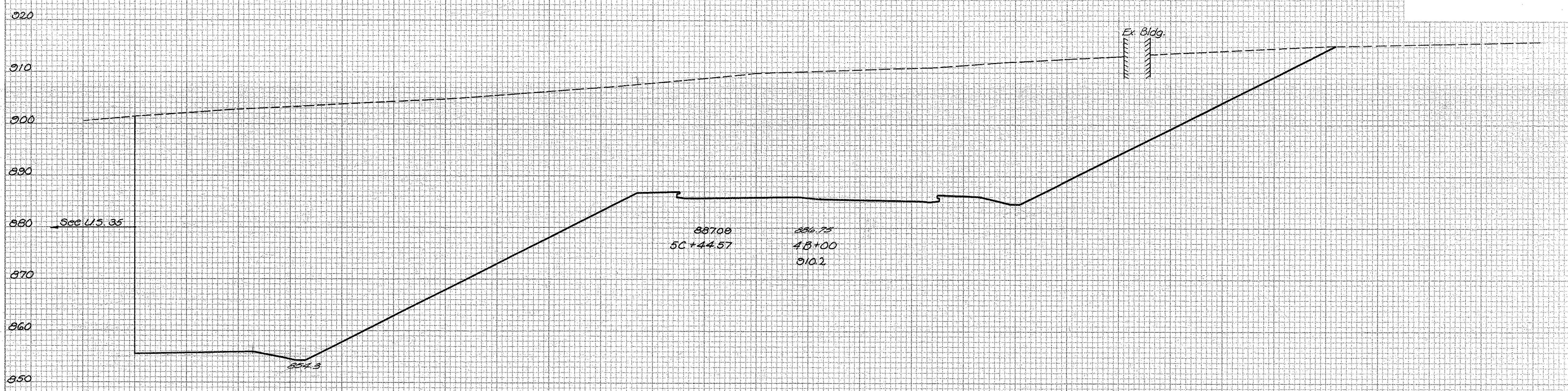
RAMP B Sta 2B+66.51 to Sta 3B+00

SEEDING
END WIDTH
SQ YDS.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

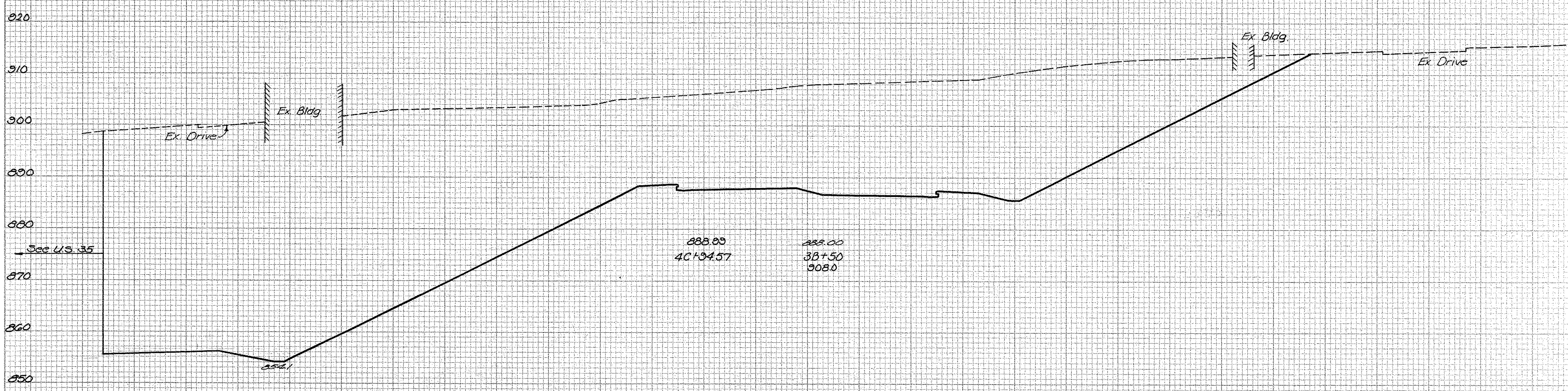
130
285

MOT - 35 - (17.89 - 19.34)



END AREA	VOLUME
CUT	FILL
	12232
	C

6258 0



11221 0

5861 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

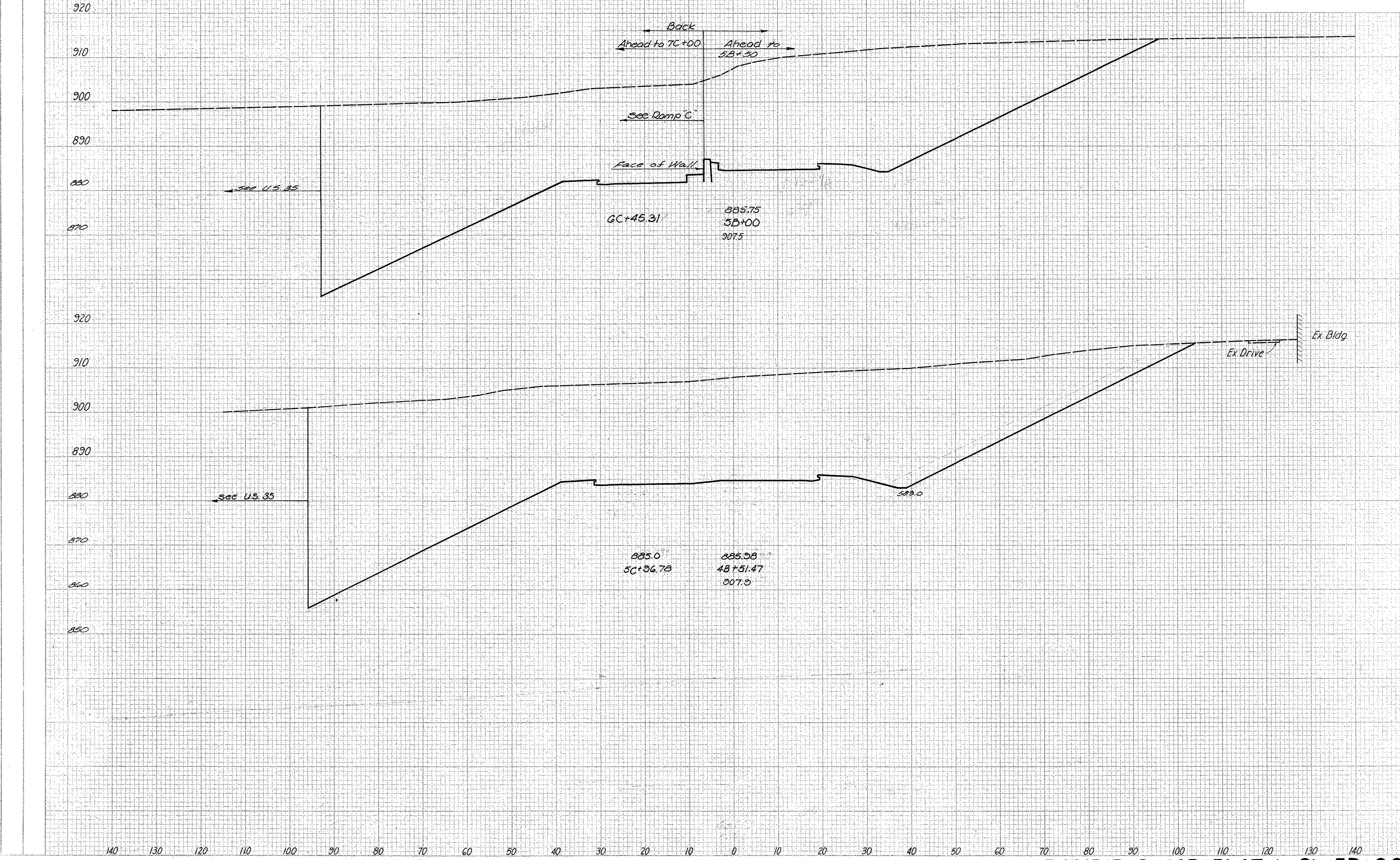
RAMP B Sta 3B+50 to Sta 4B+00

SEEDING
END WORTH 50.13%

FED. DIVISION	STATE	PROJECT	
2	OHIO		

191
285

MOT-35-(17.89-19.34)



END AREA		VOLUME	
FT.	SQ.	CU.	YD.

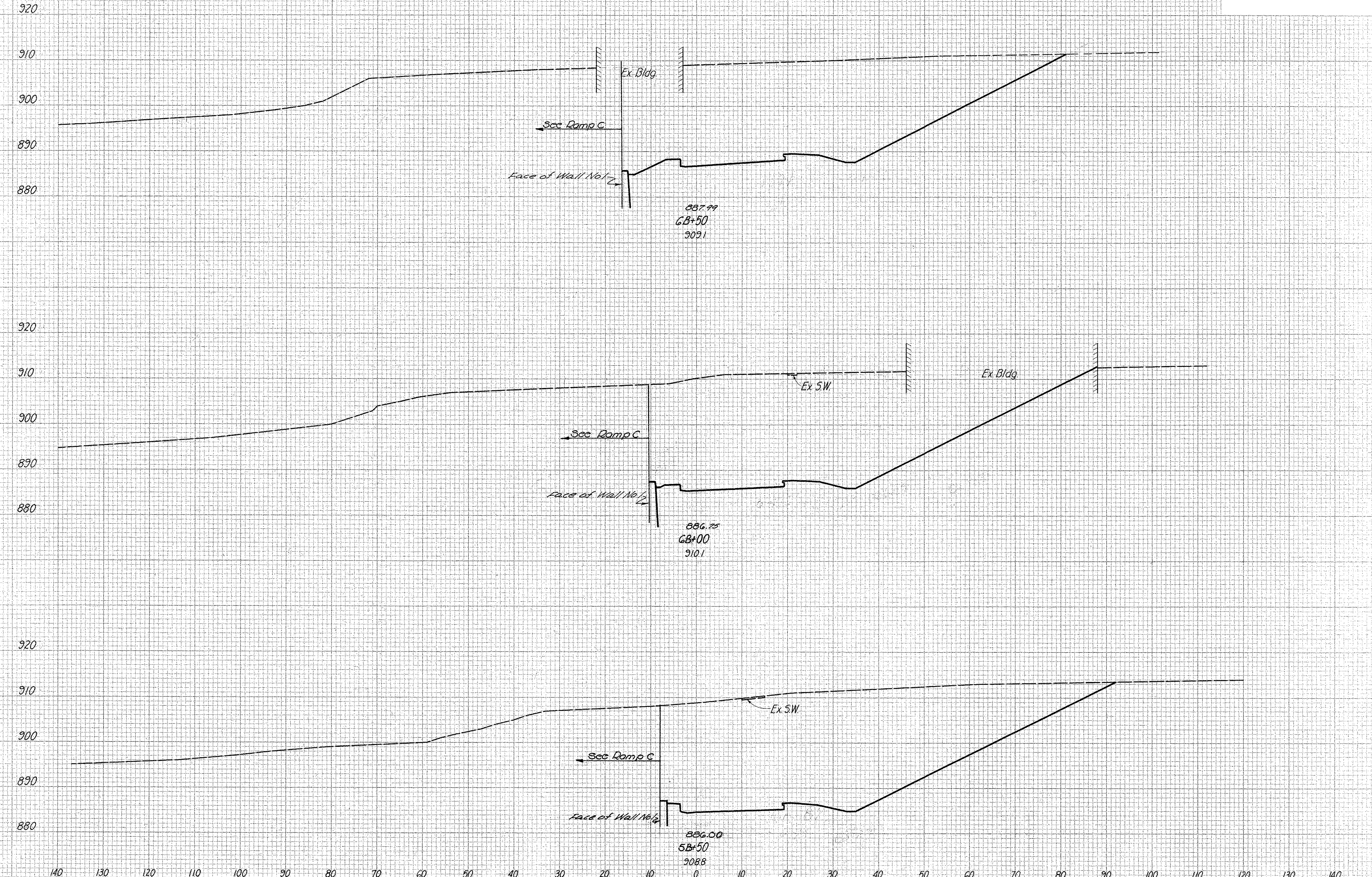
3437 0
1867 0
4217 0

7860 0

4529 0

RAMP B Sta 4B+51.47 to Sta 5B+00

SEEDING
 END WIDTH
 SQ. YDS.



EMB AREA		VOLUME	
CUT	FILL	CUT	FILL
		3192	0
1654	0		
		3164	0
1763	0		
		3341	0
1845	0		

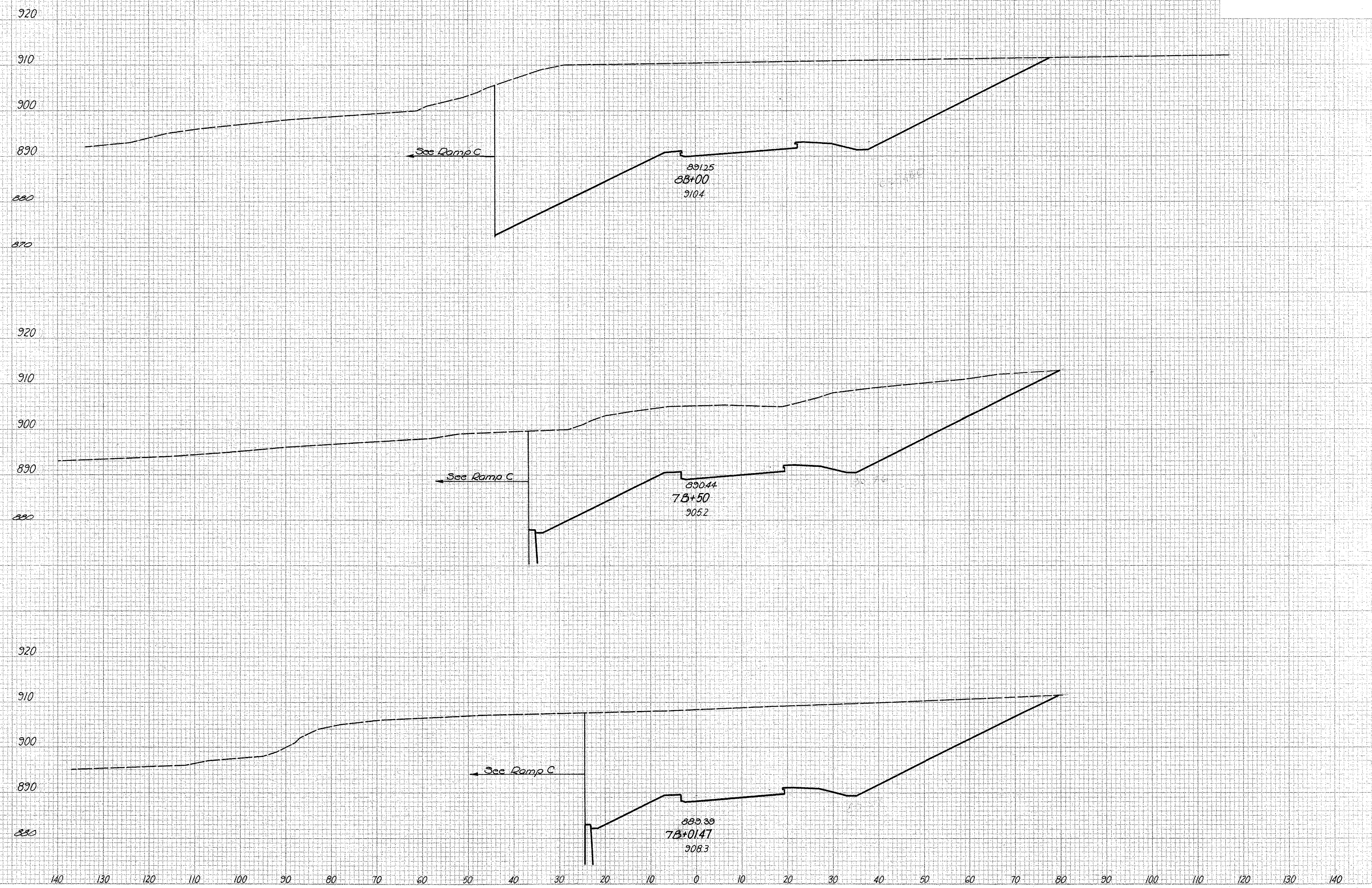
RAMP B Sta 5R+50 to Sta 6R+50

SECTION
 END STA
 88+00

FED. DIST. NO.	SERIES	PROJECT
2	OHIO	

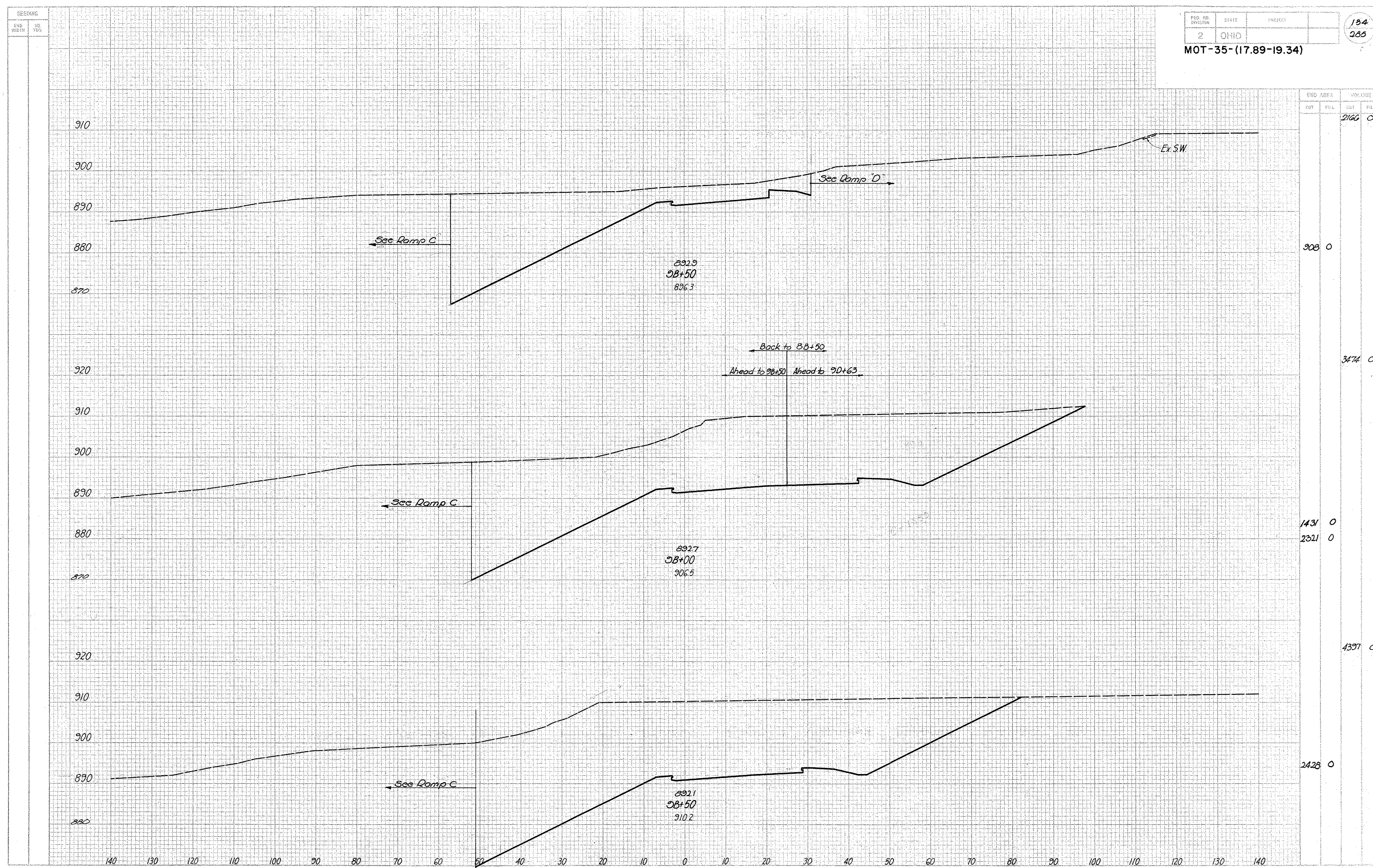
199
 285

MOT-35-(17.89-19.34)



END AREA		VOLUME	
PIST	ILL	CU	CU
		436	0
		2282	0
		363	0
		1640	0
		2997	0
		1685	0

RAMP B Sta 7B+01.47 to Sta 8B+00



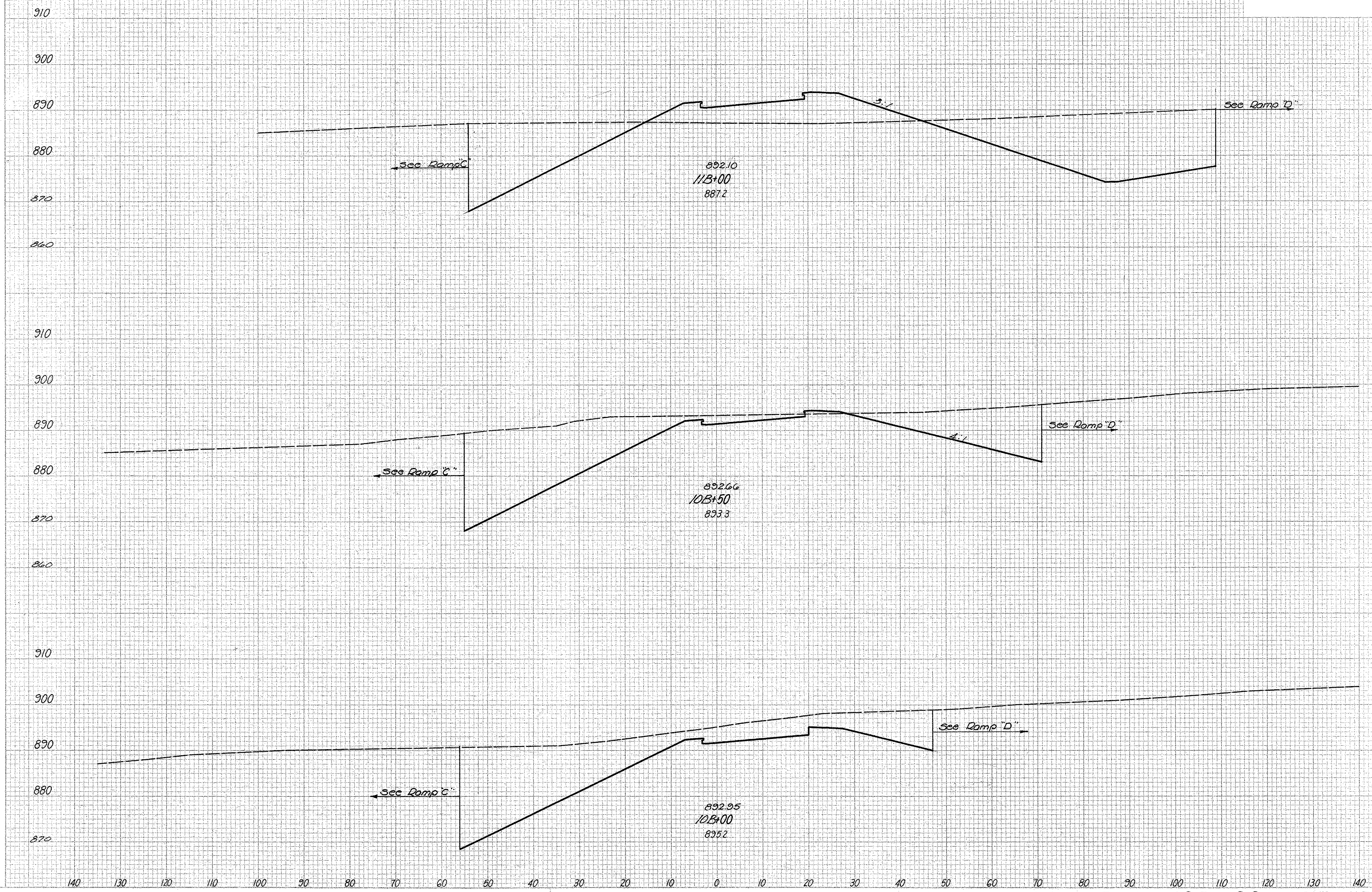
RAMP B Sta 8R+50 to Sta 9R+50

SEEDING
 SQ YDS
 SQ YDS

PROJ. NO. DIVISION	STATE	PROJECT	
2	OHIO		

MOT-35-(17.89-19.34)

195
235



END AREA		VOLUME	
CUY	REL	CUB	FEET

1667 659

1026 236

1740 223

853 5

1539 5

809 0

RAMP B Sta 10B+00 to Sta 11B+00

SECTION

FED. RD. DIVISION STATE PROJECT

2 OHIO

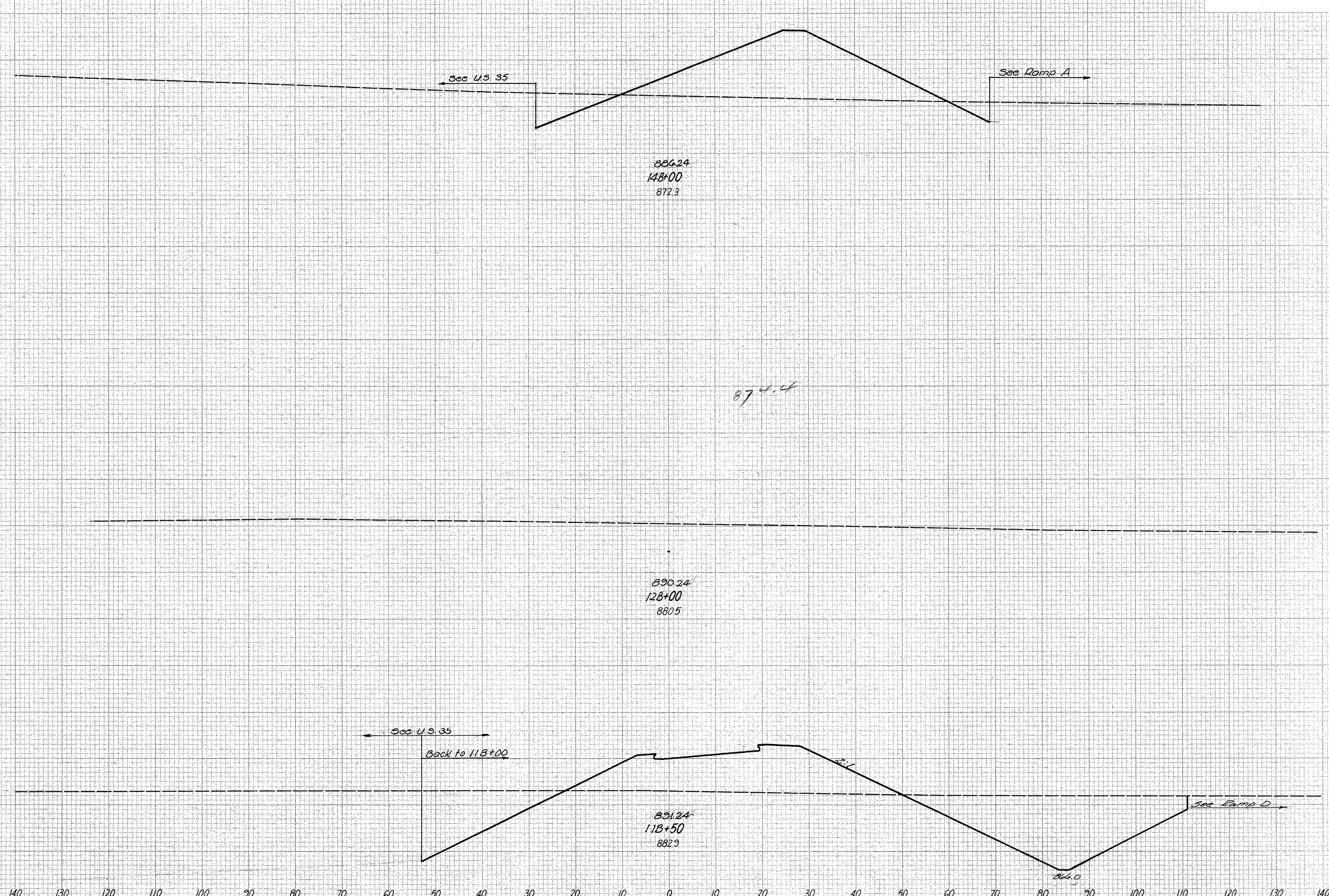
MOT-35-(17.89-19.34)

186
285

890
880
870
860

900
890
880
870
860

900
890
880
870



END AREA
CUT FILL
VOLUME
CUT FILL

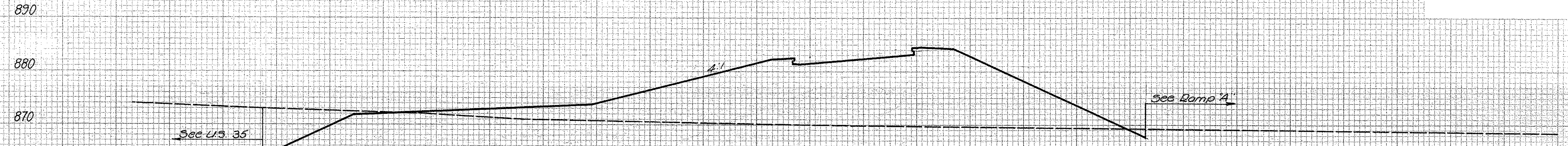
38 562

774 476

RAMP B Sta 118+50 to Sta 148+00

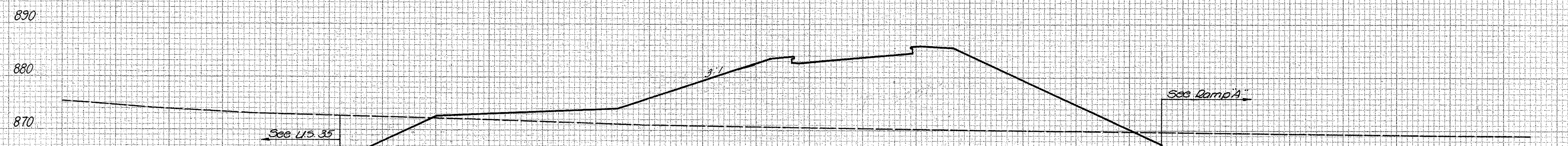
SEEDING
SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		173	193



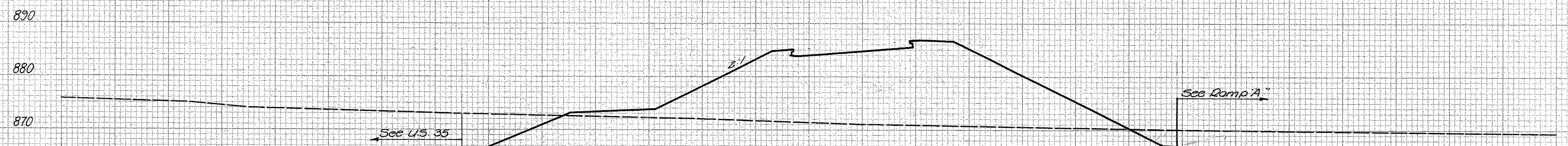
882.75
15B+50
863.98

84 1010



884.12
15B+00
8705

78 1045



885.24
14B+50
8713

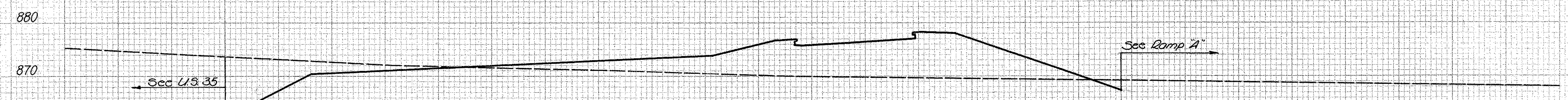
38 922

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

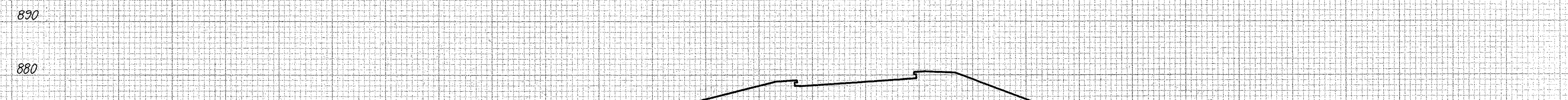
RAMP B Sta 14B+50 to Sta 15B+50

SEEDING
END WIDTH
36
YDS

END AREA		VOLUME	
SQ. FT.	SQ. YD.	CUB. YD.	CU. FT.
136	500	331	700
248	1109		
132	628		
172	1238		
81	838		



877.18
17B+00
8639



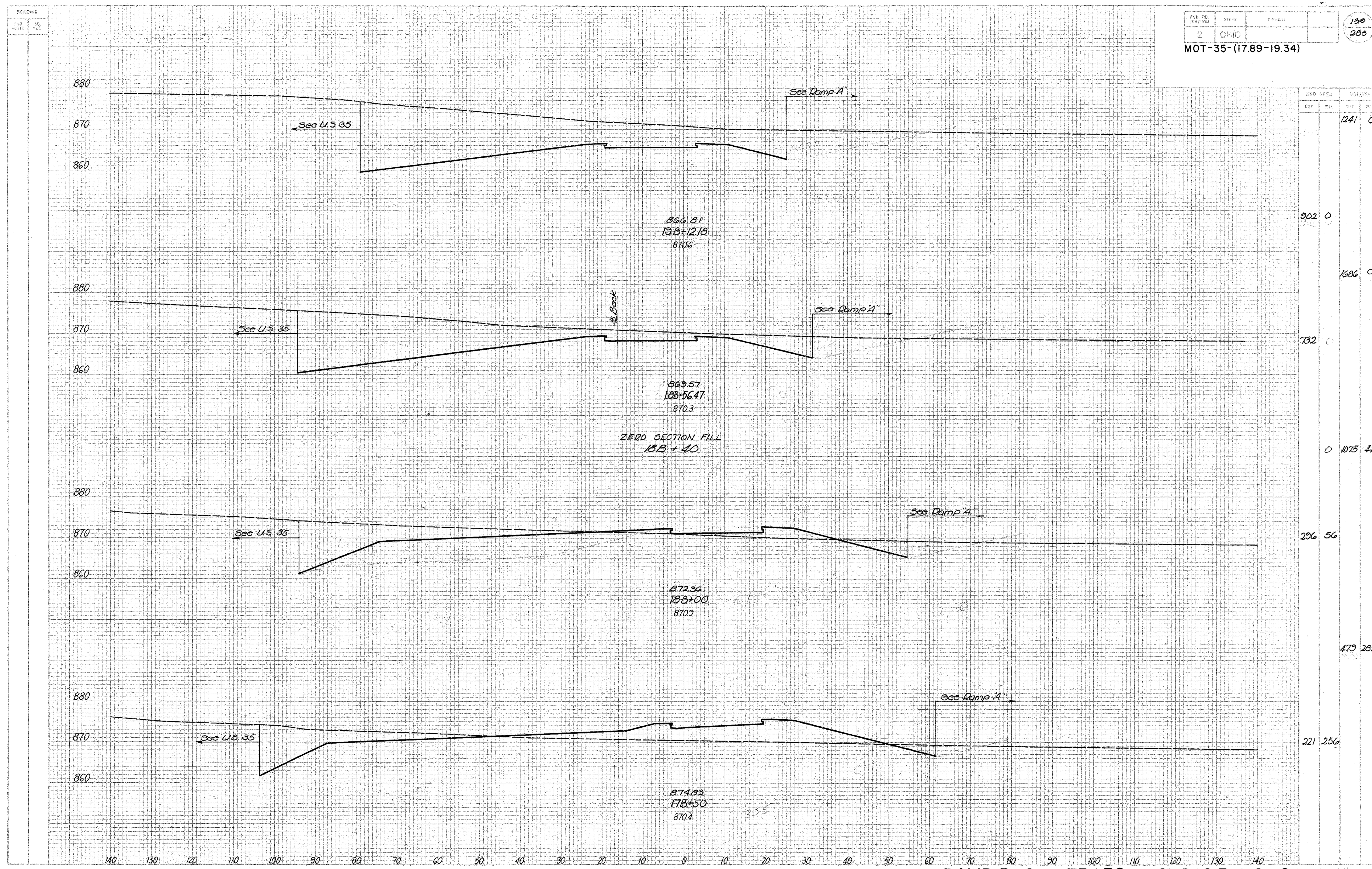
879.28
16B+50
8628



880.91
16B+06.47
8628

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

RAMP B Sta. 16B+06.47 to Sta. 17B+00



866.81
13B+12.18
870.6

869.57
18B+56.47
870.3

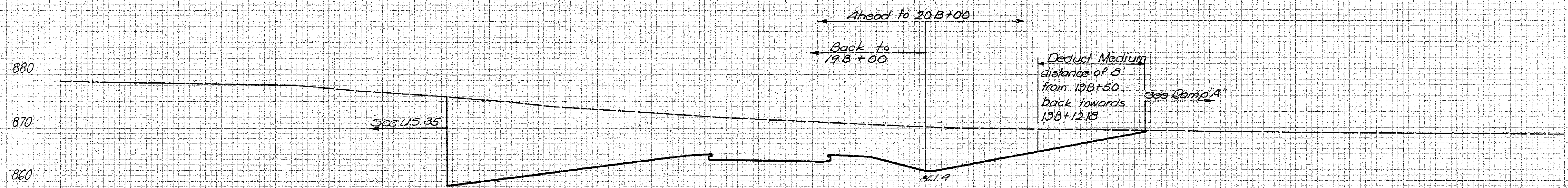
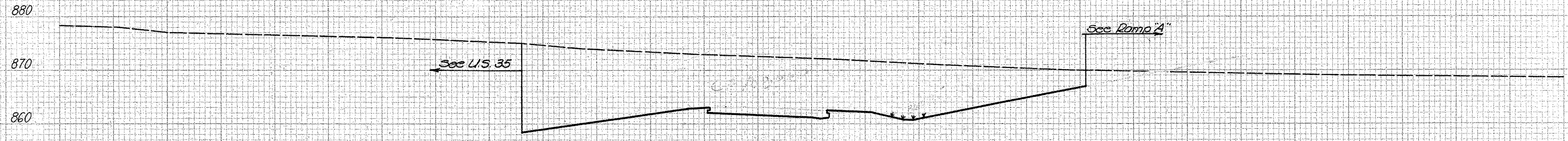
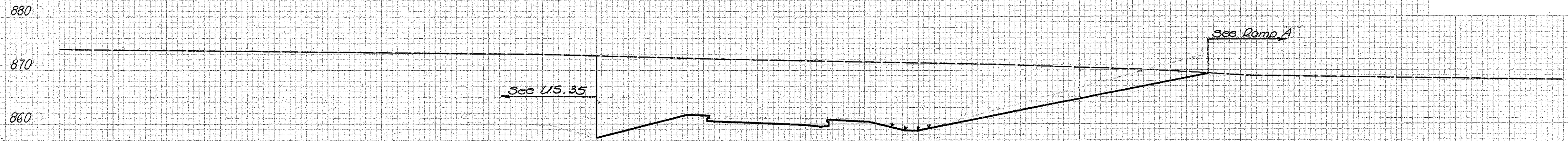
ZERO SECTION FILL
13B+40

872.36
13B+00
870.9

874.83
17B+50
870.4

RAMP B Sta. 17B+50 to Sta. 19B+12.18

CUT	FILL	VOLUME	
		CUY	FTL
		1647	0
		816	0
		2331	0
		1072	0
		1970	0
		1055	0
		871	0



RAMP B Sta. 19B+50 to Sta. 20B+50

SEEDING
SQ
YDS

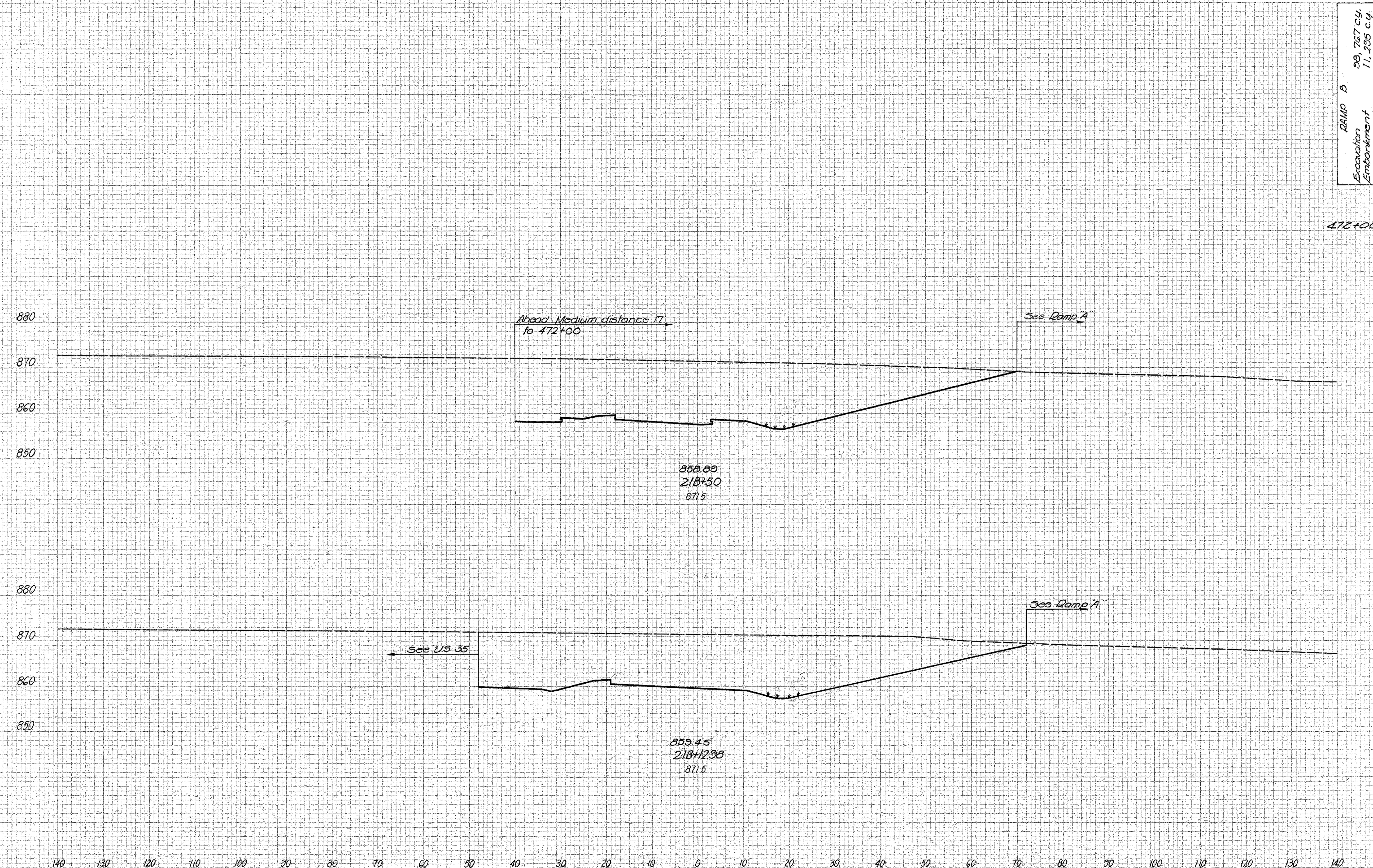
FED. DIST. DIVISION	STATE	PROJECT
2	OHIO	

141
265

MOT-35-(17.89-19.34)

RAMP B
Excavation 28,767 c.y.
Embankment 11,295 c.y.
Embankment +15% 12,290 c.y.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



472+00 1199 0

745 0

1166 0

1647 0

1235 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

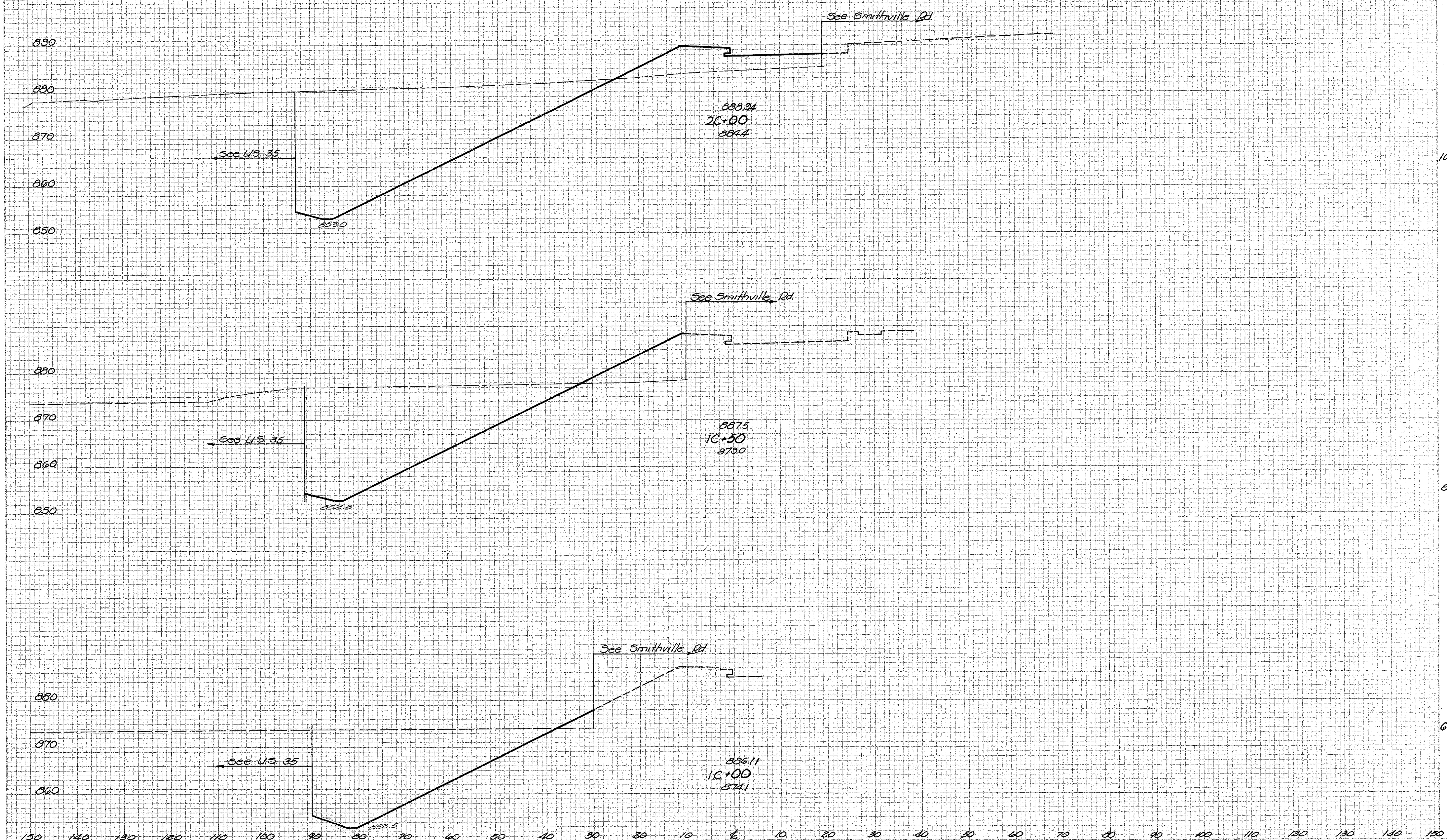
RAMP B Sta. 21B+12.98 to Sta. 22B+00

SEEDING
END
DTH
SQ.
YDS.

FER. NO. DIVISION	STATE	PROJECT	142 285
2	OHIO		

MOT-35-(1789-1934)

END AREA	VOLUME	
	CUT	FILL
2209	315	



1042 156

174.1 257

838 121

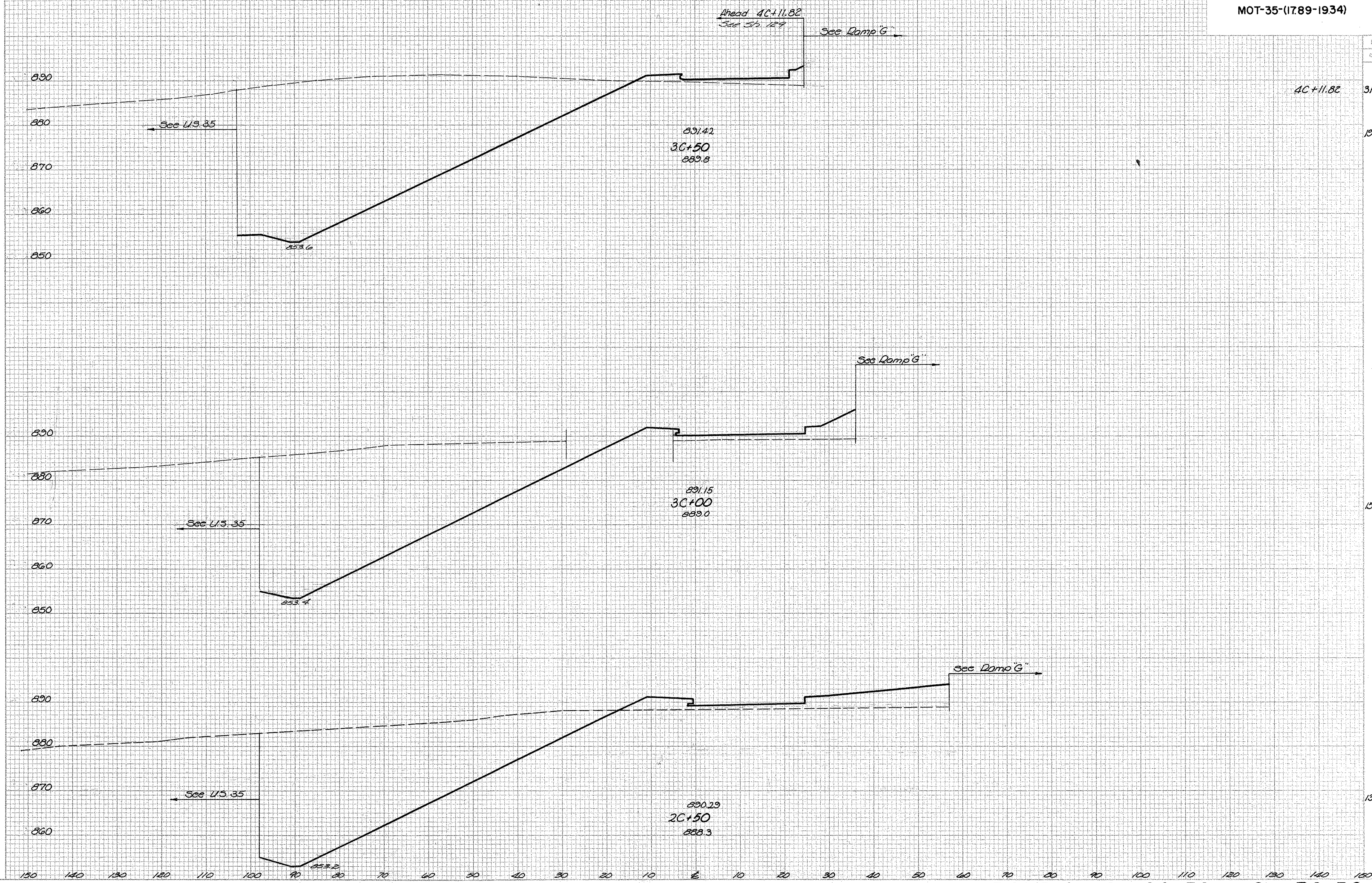
1392.127

670 19

RAMP C Sta. 1C+00 to Sta. 2C+00

MOT-35-(1789-1934)

SEEDING
END WIDTH SO. YDS.

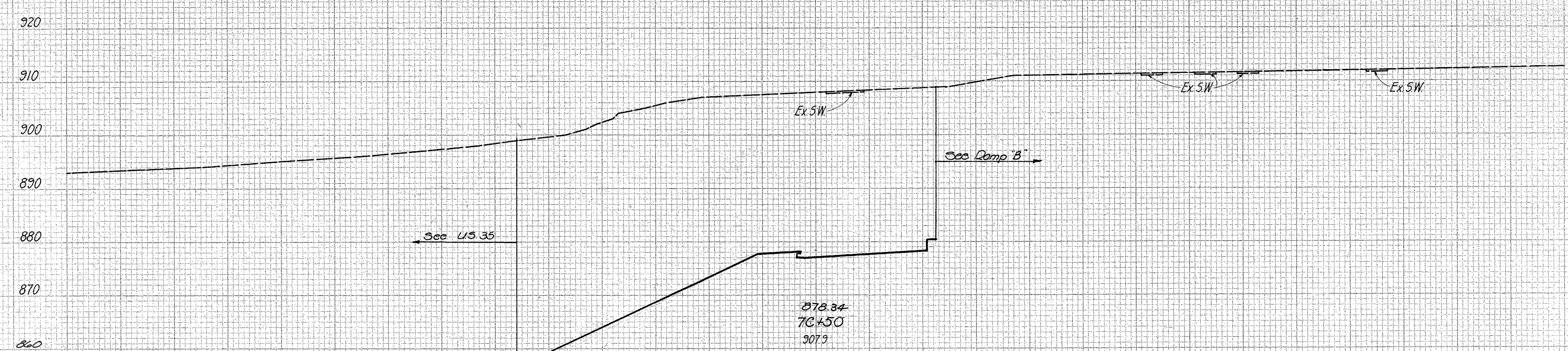


STATION	CUT AREA		VOLUME	
	CUT	FILL	CUT	FILL
4C+11.82	3107	0		
			5762	61
	1925	53		
			3197	149
			1528	108
			2659	270
			1344	184

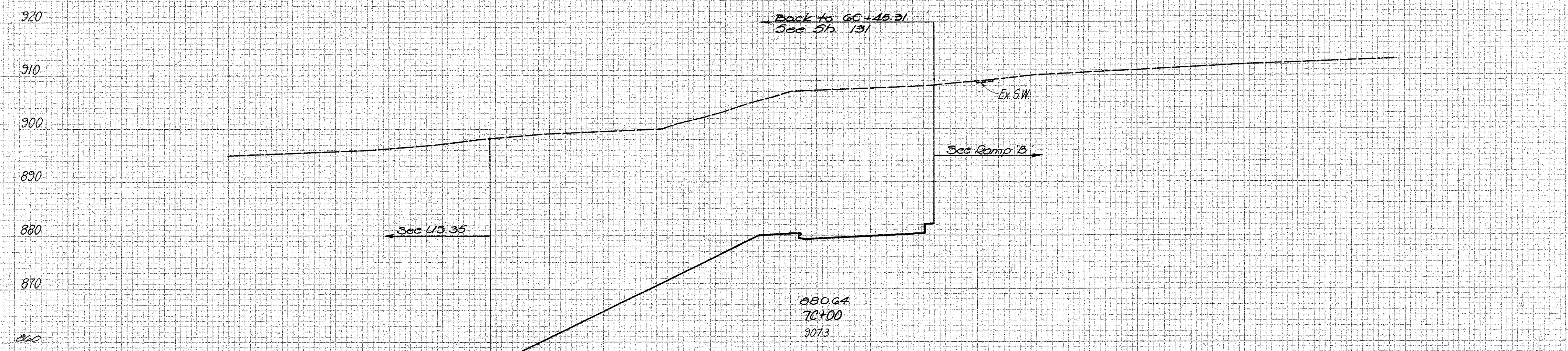
RAMP C Sta. 2C+50 to Sta. 3C+50

SECTION
 100
 100

AREA	PER. DIST.
4919	0



2668 0



4807 0

2524 0

4336 0

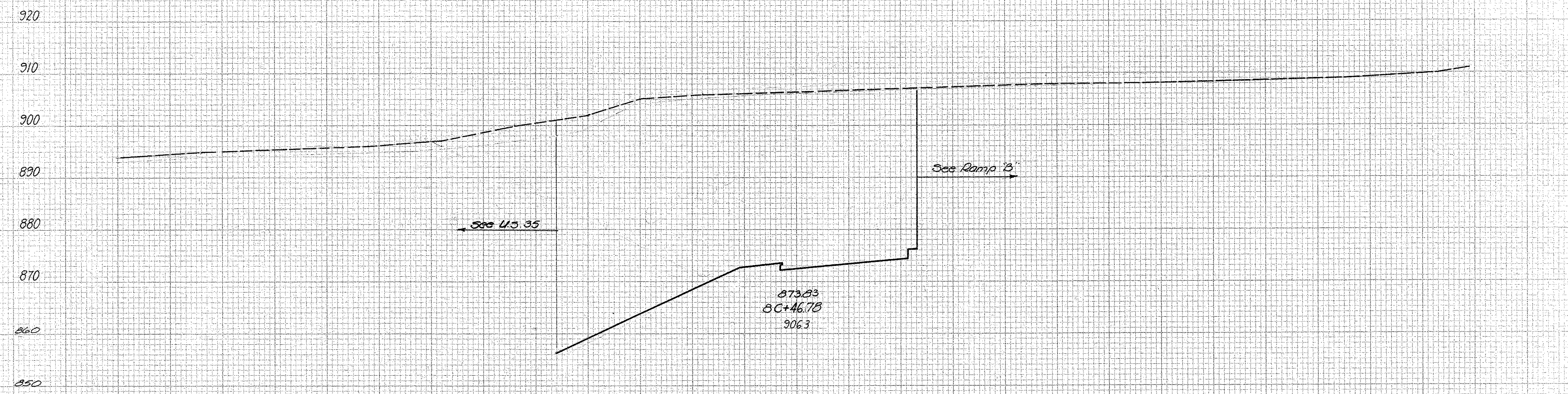
Back to GC+45.31 2350 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

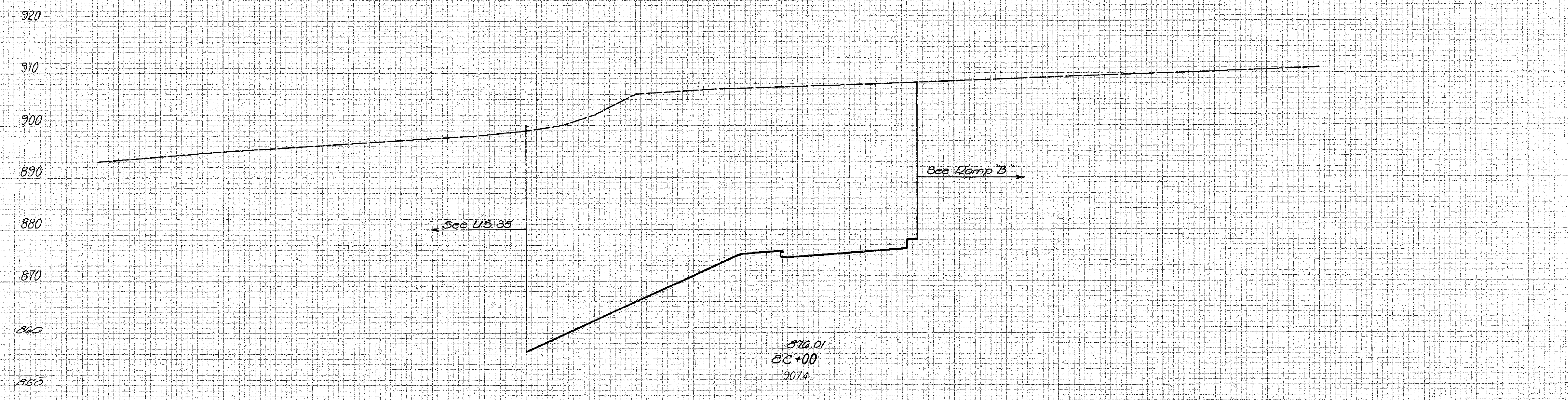
RAMP C Sta. 7C+00 to Sta. 7C+50

SECTION
NO.
DATE

END AREA		VOL. CUT	
CU	FM	CU	FM
		2251	0



2558 0

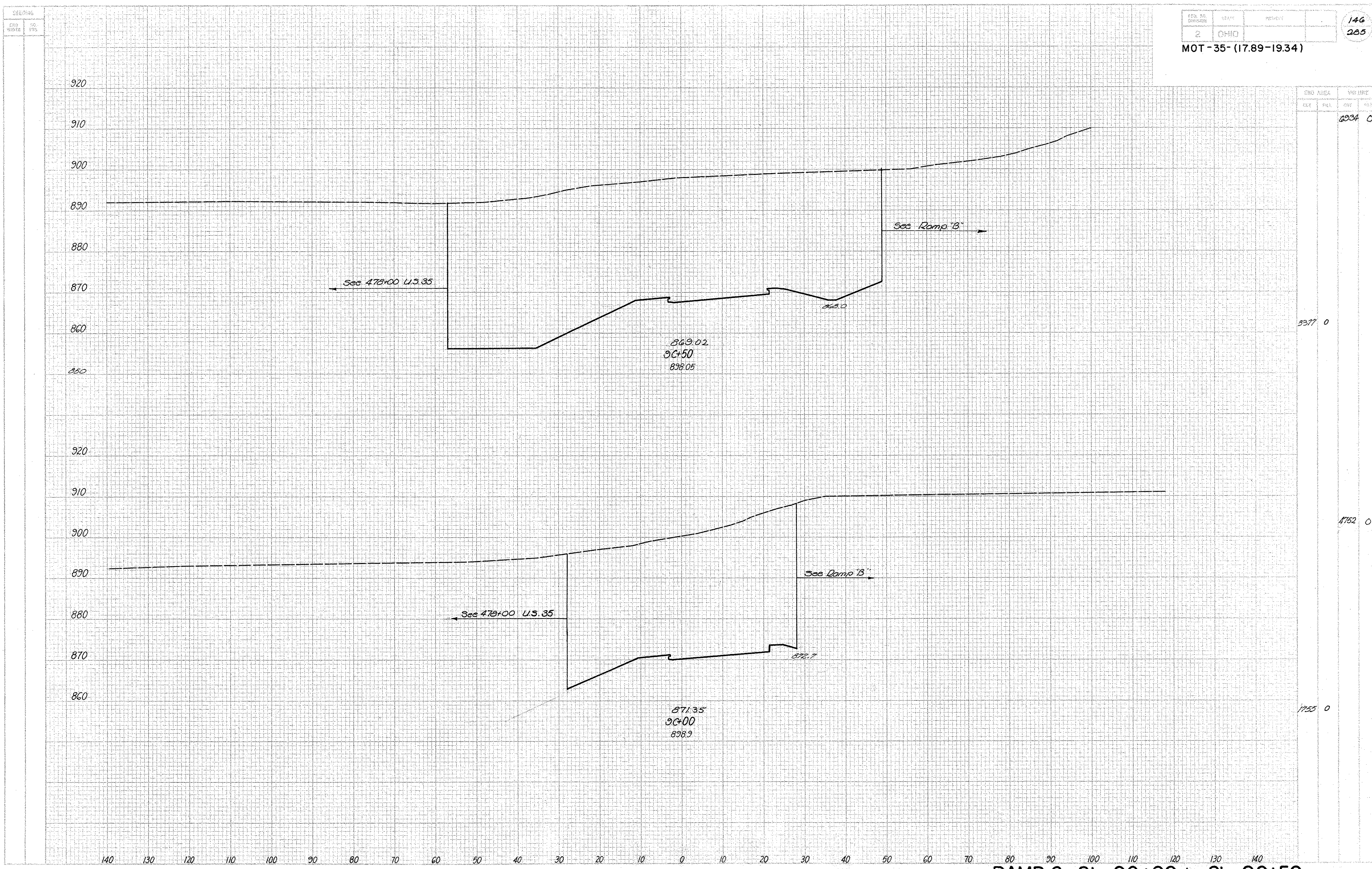


4506 0

2644 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

RAMP C Sta. 8C+00 to Sta. 8C+46.78



CHG	AREA	VOL	UNIT

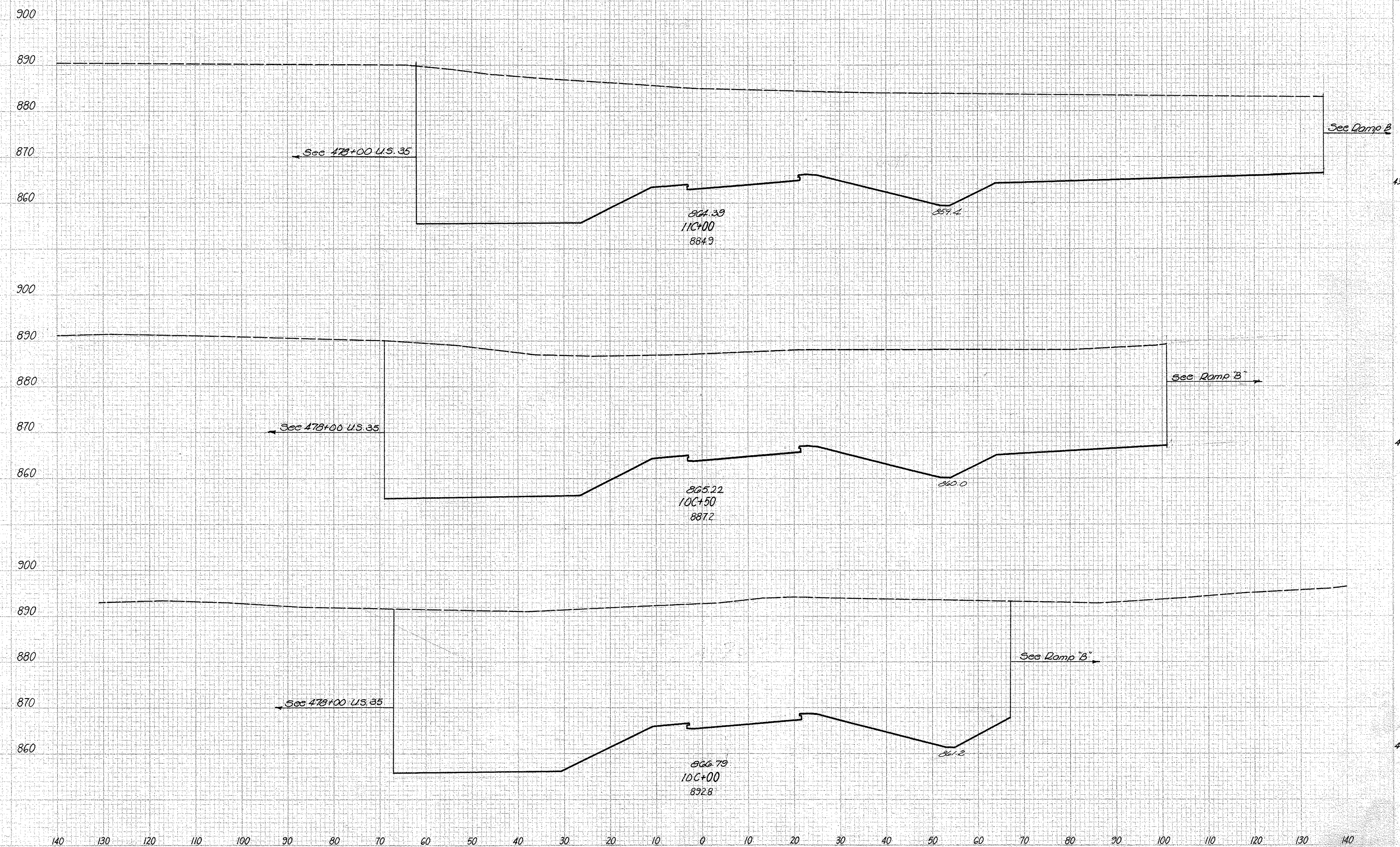
3377 0

4752 0

1755 0

RAMP C Sta. 9C+00 to Sta. 9C+50

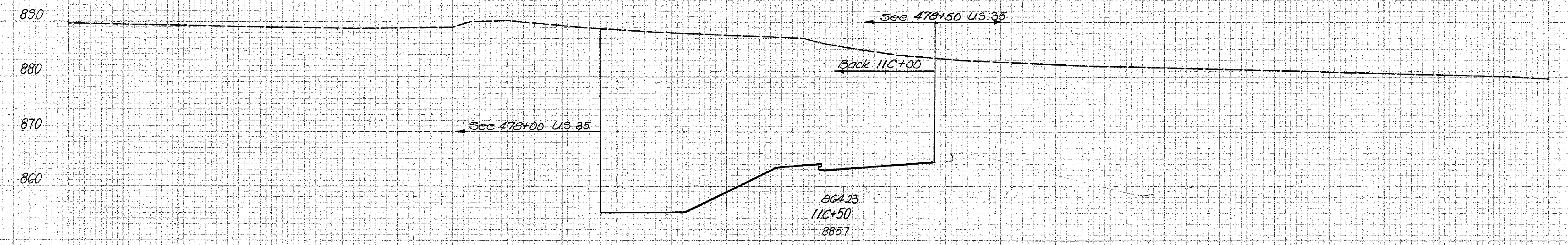
MOT-35-(17.89-1934)



AREA	VOL.	CU YDS	CU YDS
4319	0	5462	0
4389	0	8063	0
4112	0	7871	0

SHEET AREA		TOTAL AREA	
sq. ft.	sq. ft.	sq. ft.	sq. ft.

RAMP C
Excavation 73,461 c.y.
Embankment 1,179 c.y.
Embankment +15% 1,350 c.y.



140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

RAMP C Sta 11C+50

1580 0

EMC AREA		Area (sq. ft.)	
EST.	FILL	CUT	EST.
		1178	0

605 0

961 0

798 0

306 0

98+00 870 0

920

910

900

890

920

910

900

890

See Ramp B

895.74
10D+00
3032

Ahead to 100+00
Back to 98+00
Use Medium
Distance of 28'

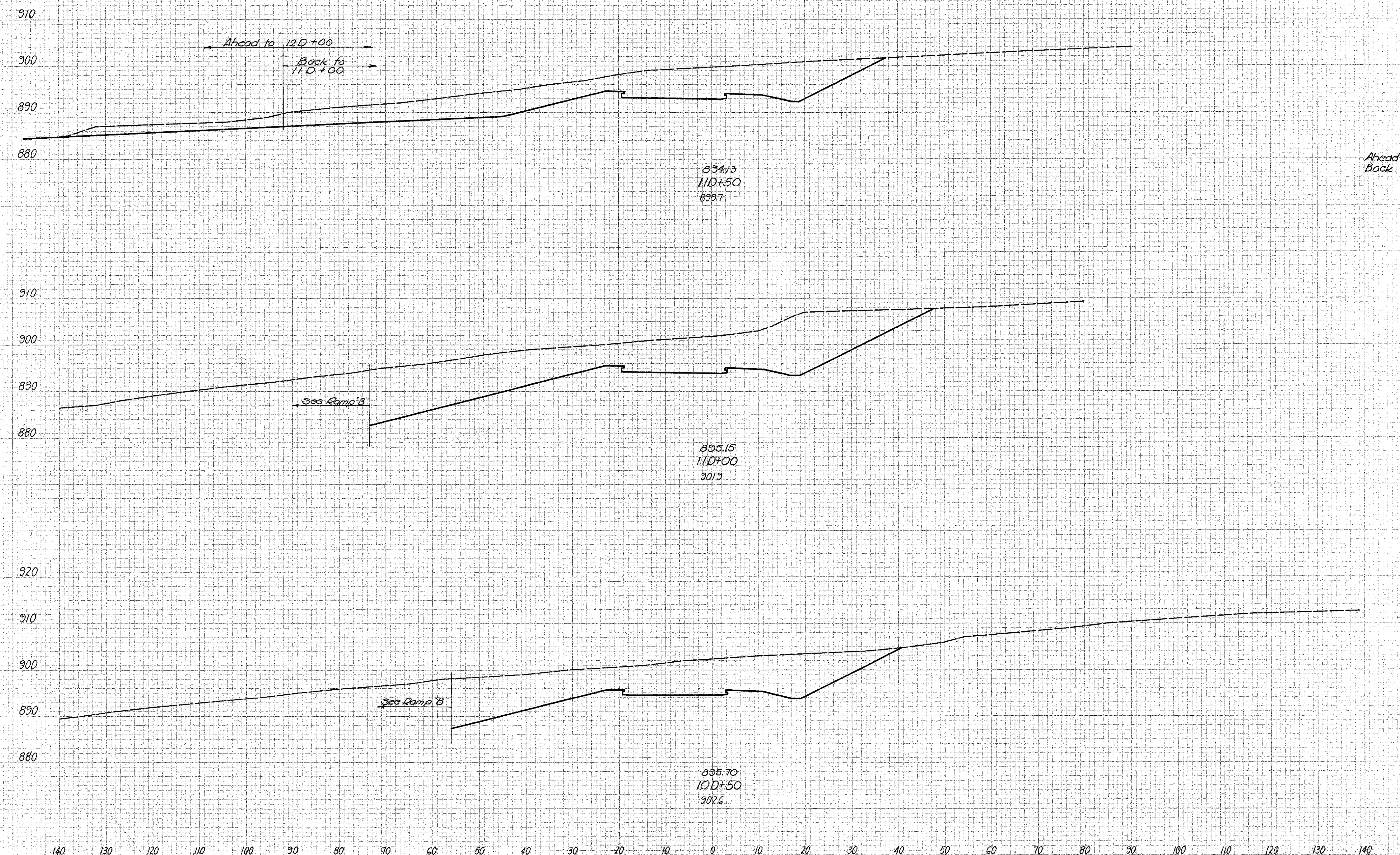
895.30
9D+63
304.98

Ex Bldg

Ex SW

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

RAMP D Sta. 9D+63 to Sta. 10D+00



Ahead to 120+00
Back to 117D+00

See Ramp 'B'

See Ramp 'B'

894.13
117D+50
8997

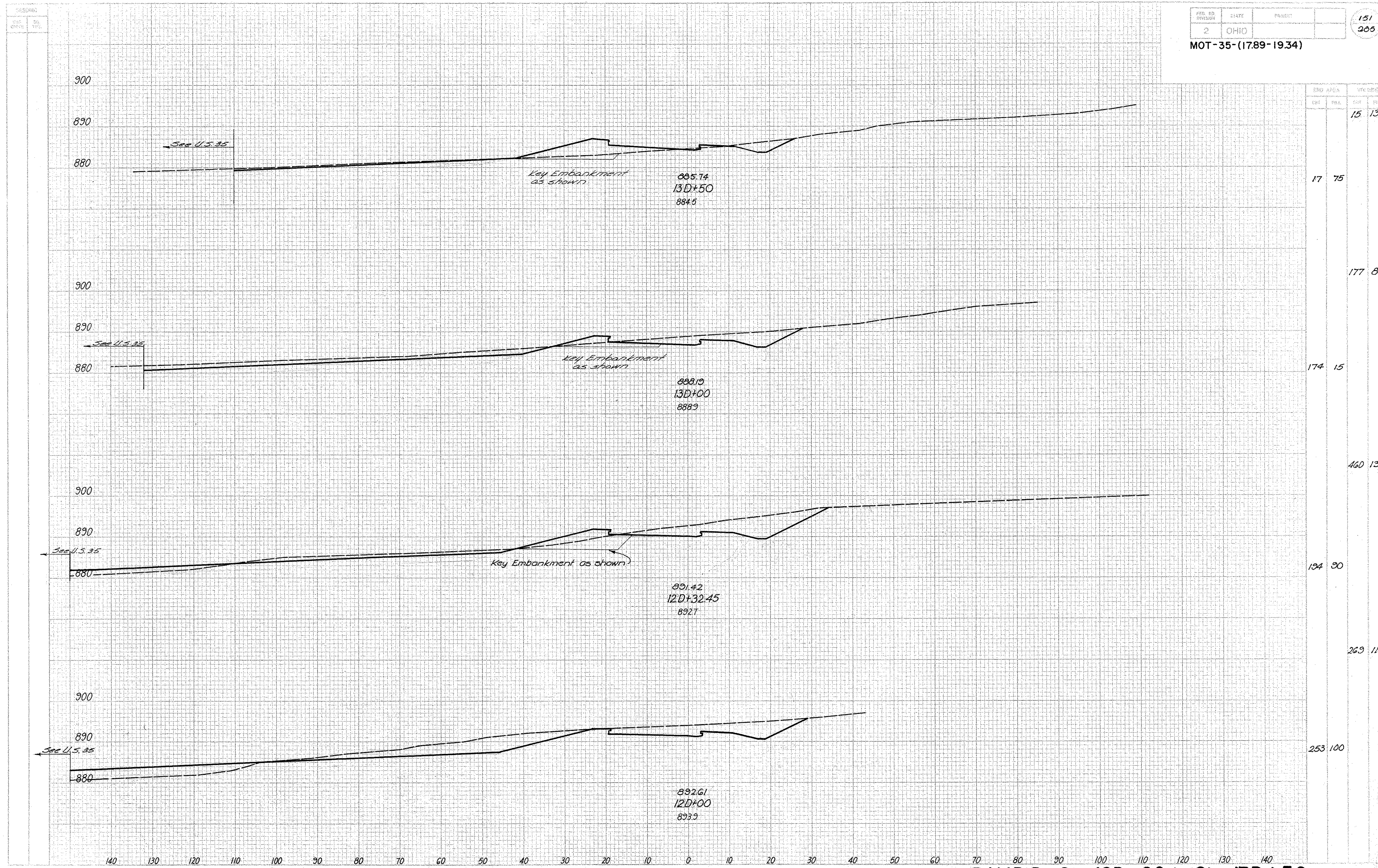
895.15
110D+00
9019

895.70
100D+50
9026

Ahead 705 0
Back 626 0

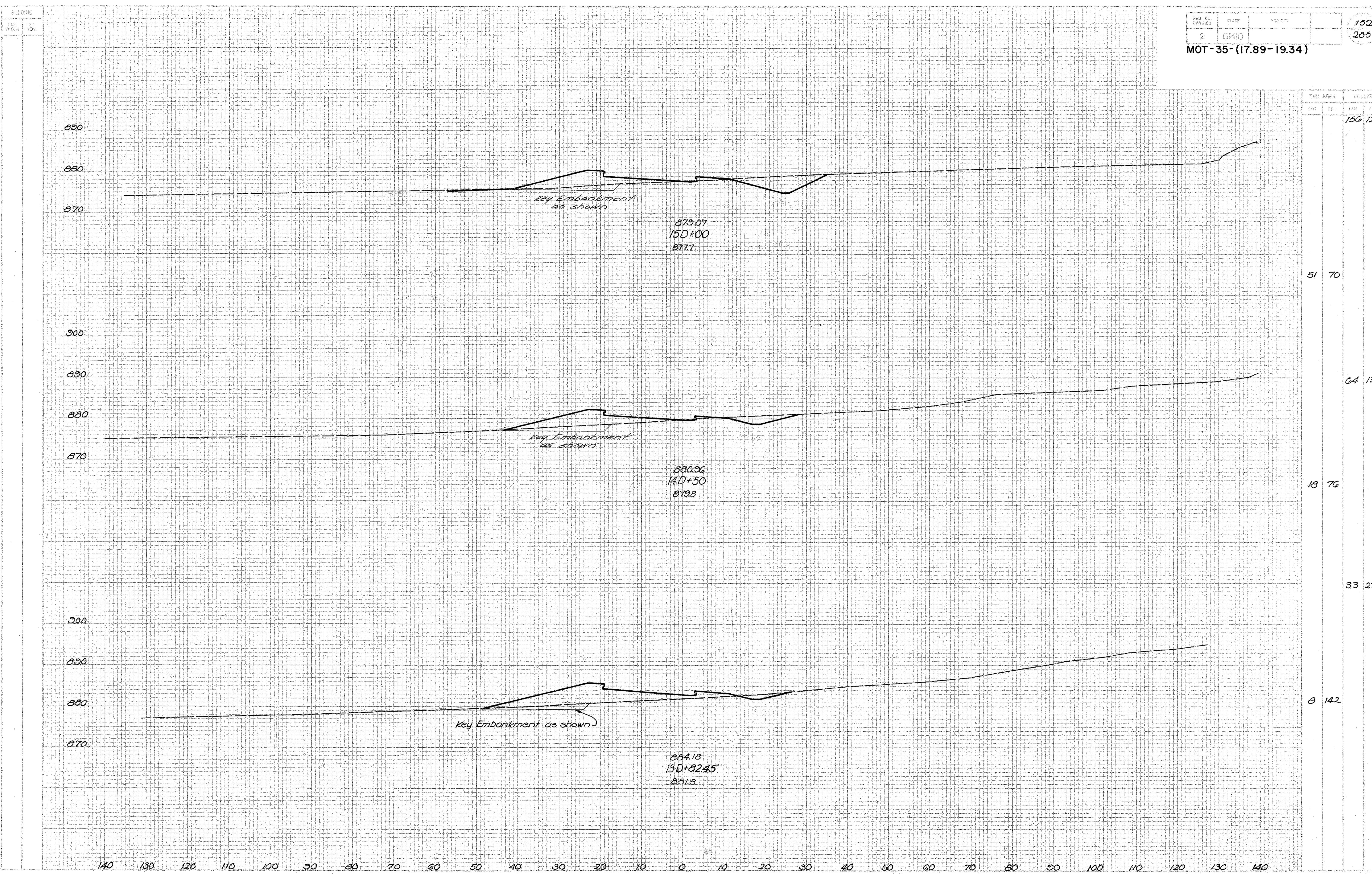
1520 0
1017 0
776 0
667 0

RAMP D Sta. 100D+50 to Sta. 117D + 50



EMB AREA	VOLUME	
	CUT	FILL
17	75	
174	15	
134	30	
253	100	
15	130	
177	83	
460	131	

RAMP D Sta. 12D+00 to Sta. 13D+50



EMB. AREA		VOLUME	
CUT	FILL	CUB. YDS.	LINEAL FEET
		156	124

51 70

64 132

13 76

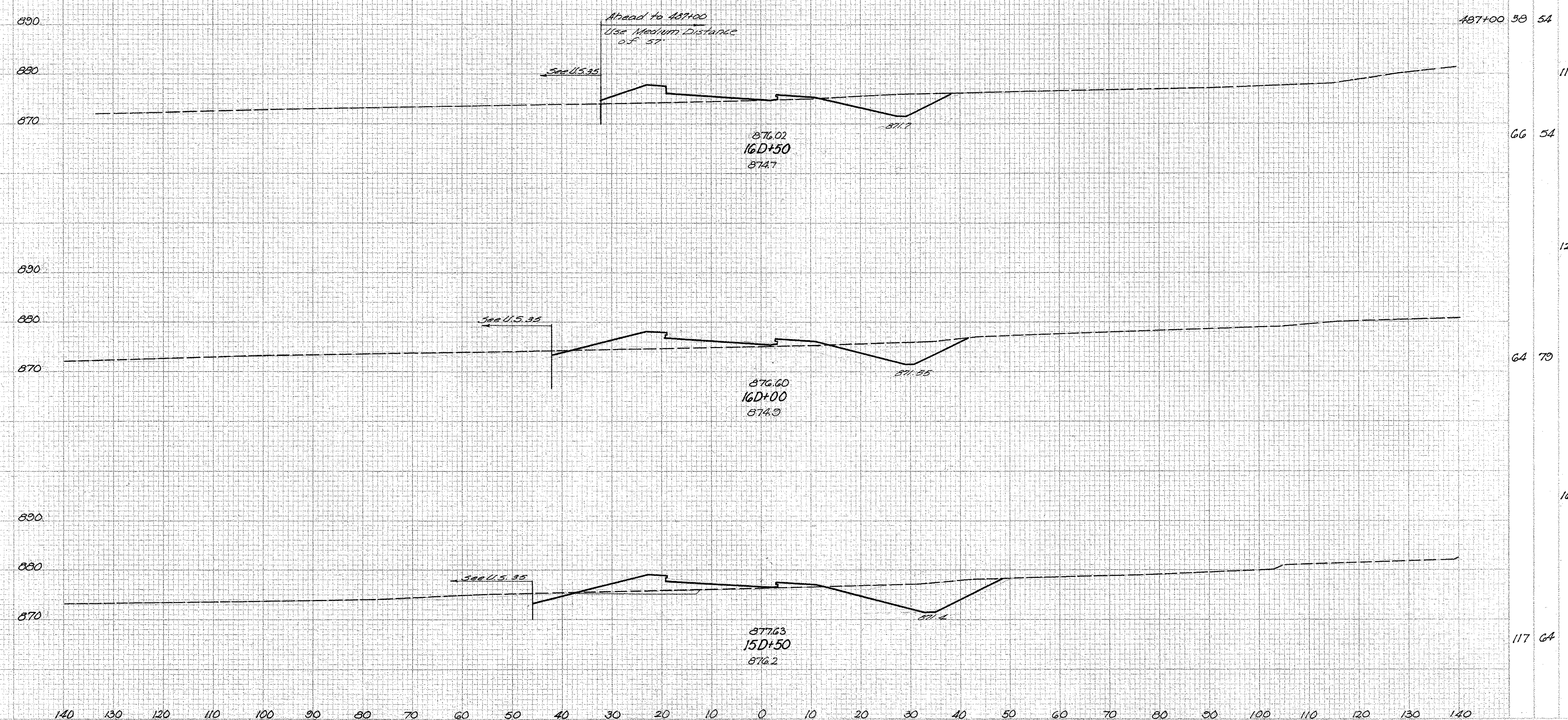
33 272

8 142

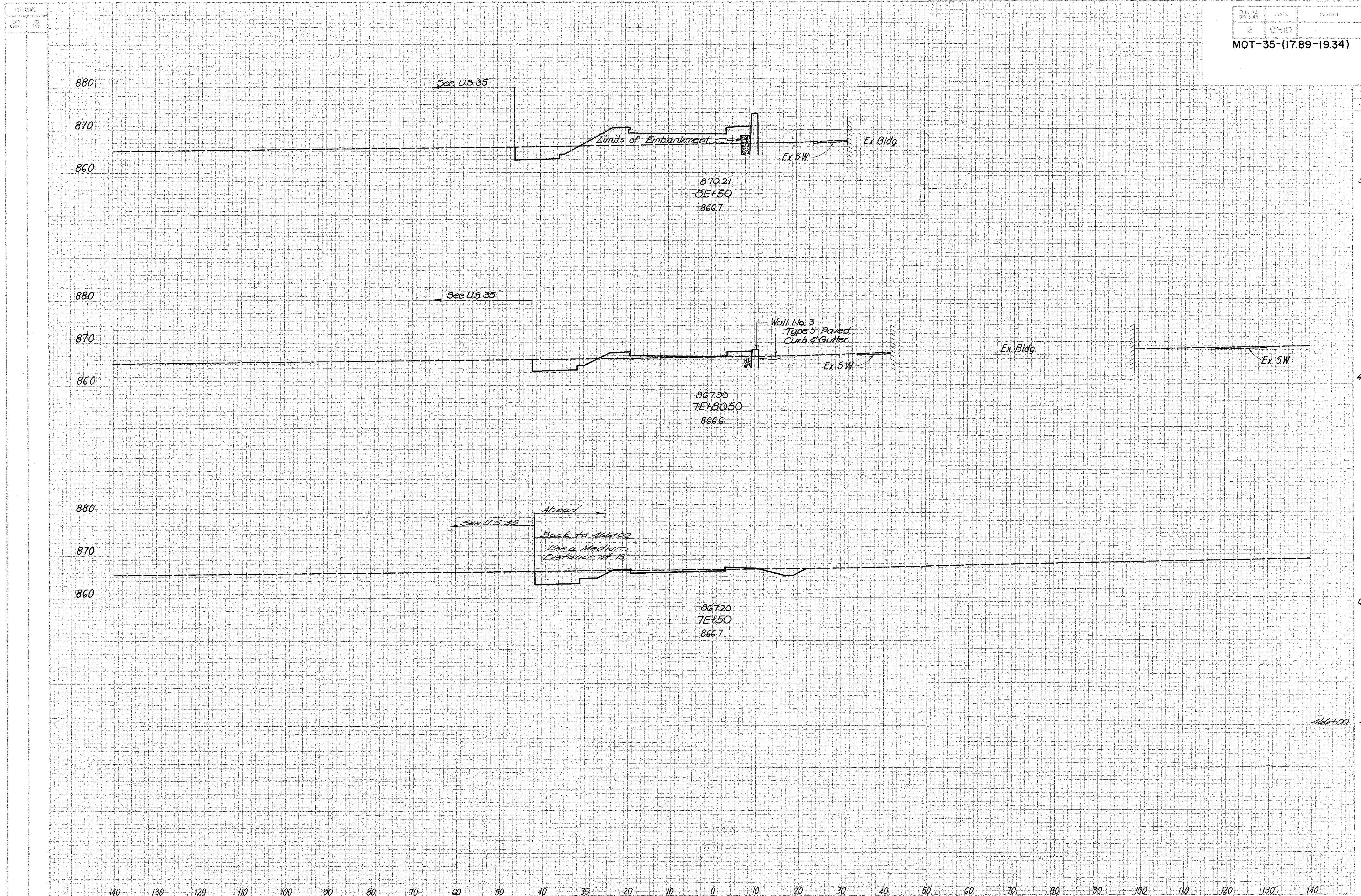
RAMP D Sta 13D+82 45 to Sta 15D+00

RAMP D
Excavation 7750 c.y.
Embankment 1452 c.y.
Embankment +15% 1670 c.y.

CUT		FILL	
CUY	FEET	CUY	FEET



RAMP D Sta. 15D+ 50 to Sta. 16D+ 50



CUT	FILL	VOLUME	
		CUB. YDS.	CU. YDS.
		33	147
		35	107
		38	163
		41	20
		50	12
		63	2
		27	1
		47	0

RAMP E Sta. 7E+50 to Sta. 8E+50

SECTION

FED. DIST. NO.	STATE	PROJECT
2	OHIO	

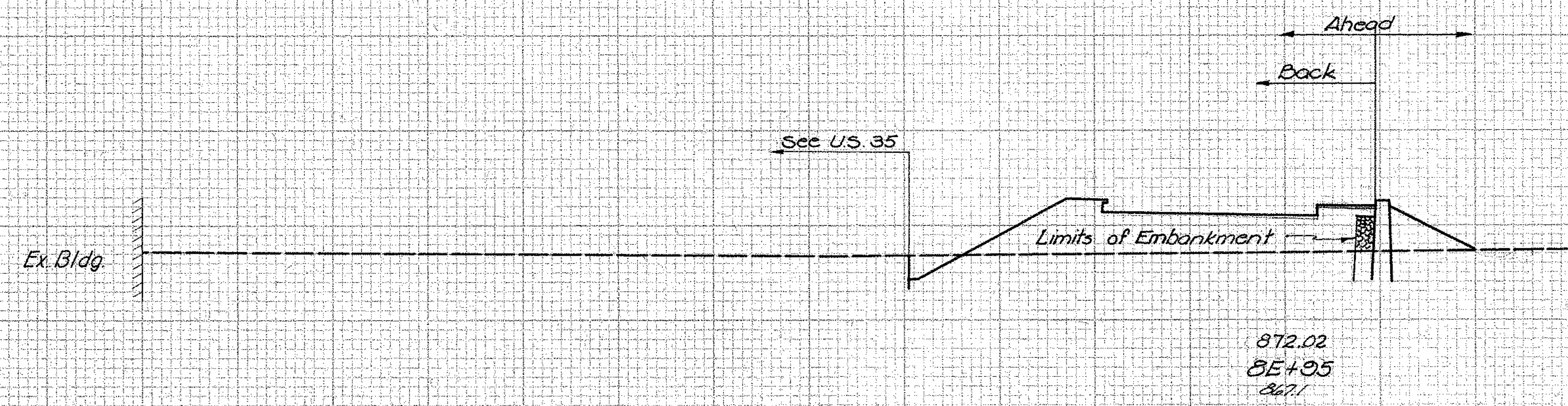
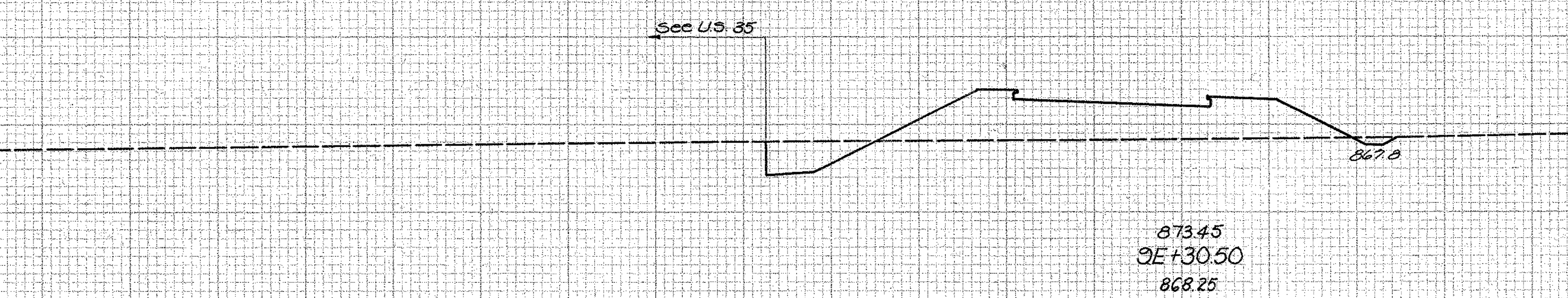
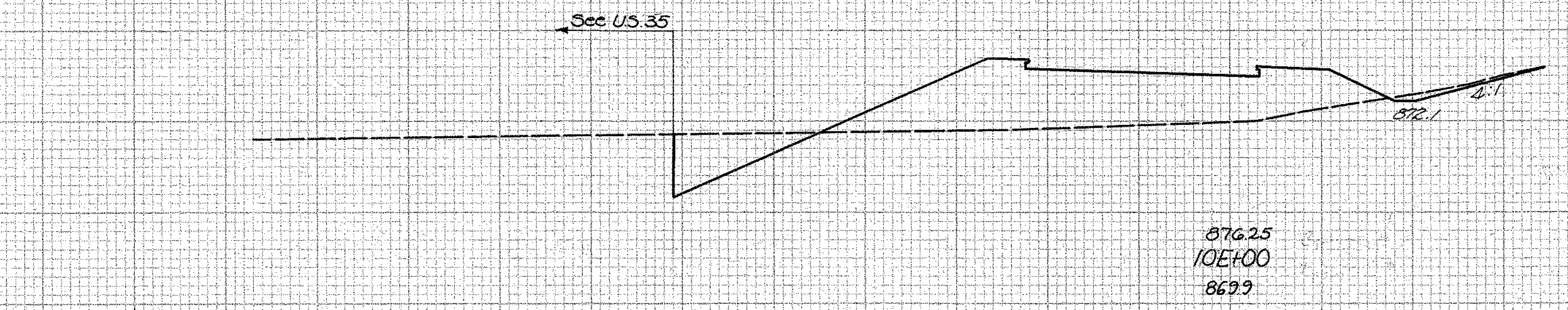
MOT-35-(17.89-19.34)

155
285

890
880
870
860

890
880
870
860

890
880
870
860



EMP AREA		VOLUME	
DET	PAL	CUT	FILL

63 306

123 250

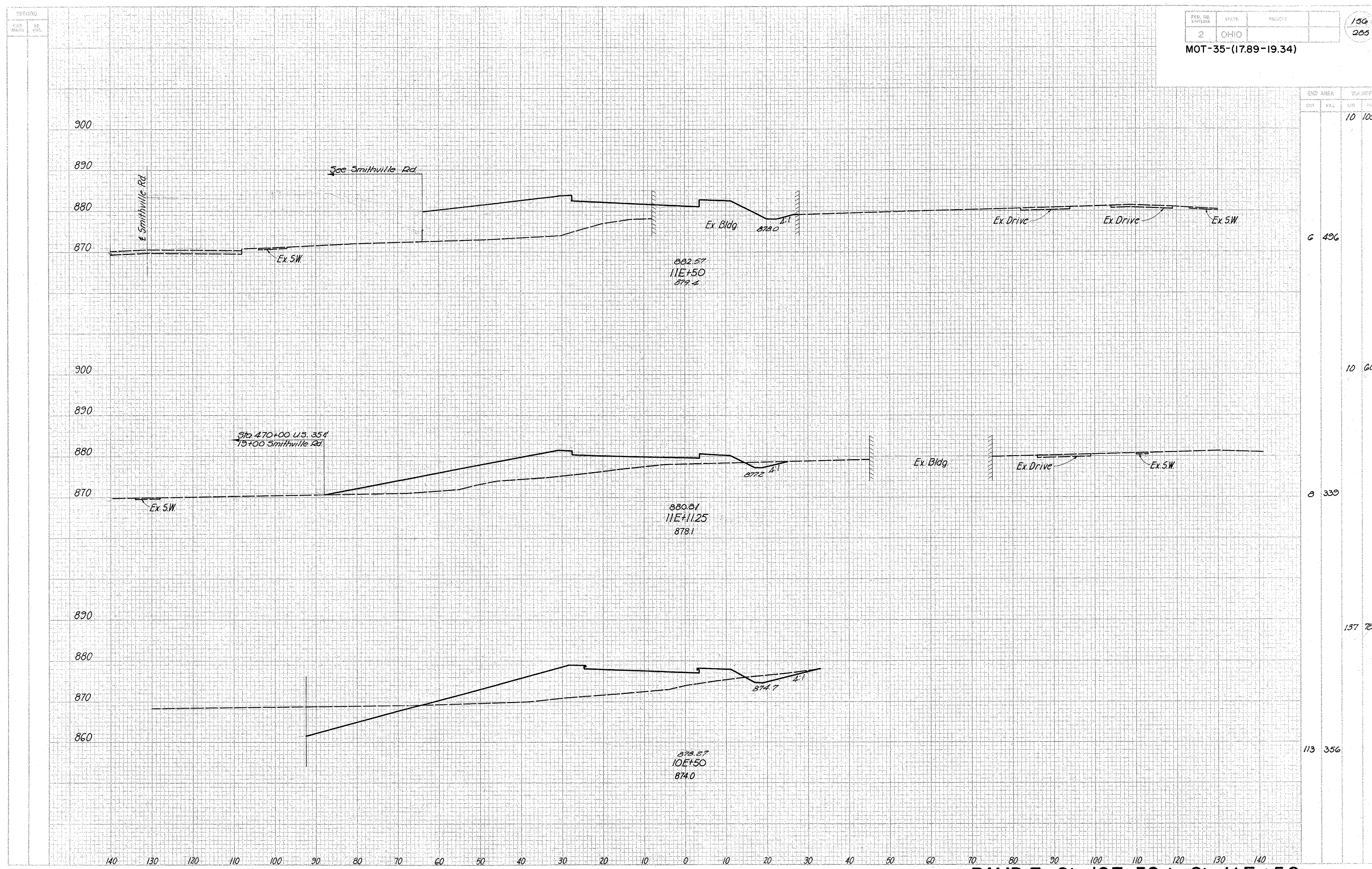
37 205

30 273

8 210
8 170

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

RAMP E Sta. 8E+95 to Sta. 10E+00



COND. AREA	YEA. INCR.
CUB. YD.	FEET
10	1051

6 496

10 600

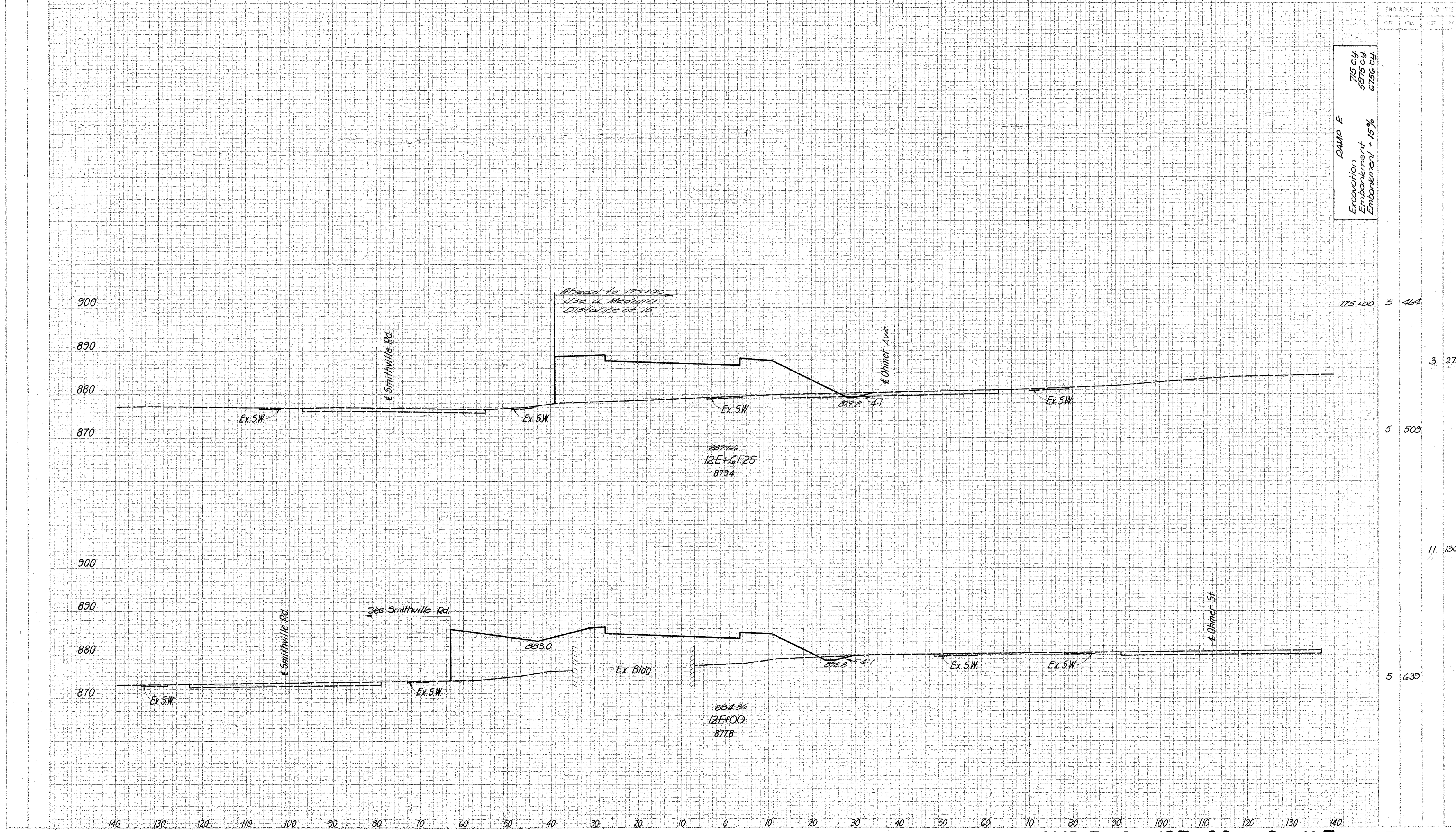
8 339

137 728

113 356

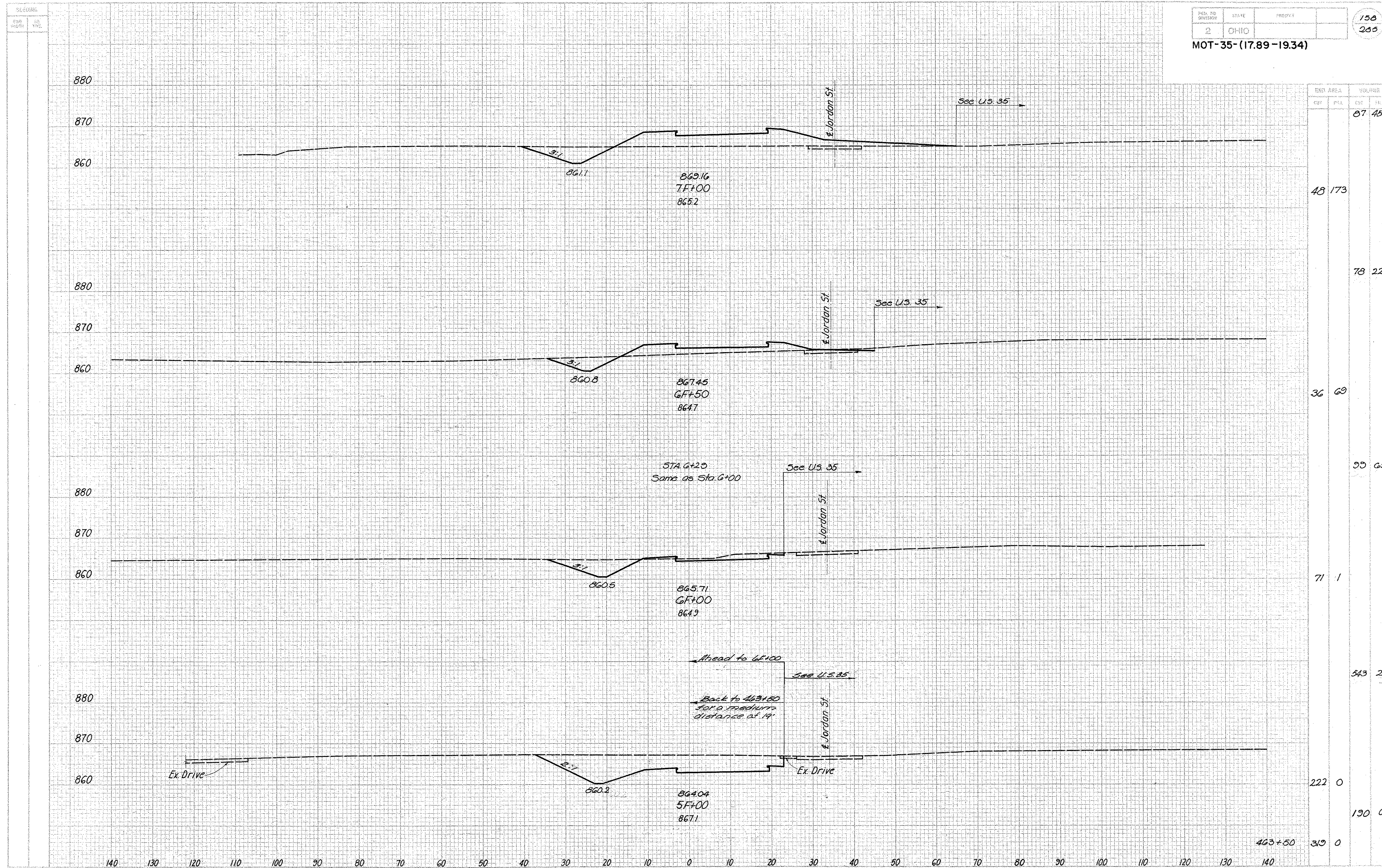
RAMP E Sta. 10E+50 to Sta. 11E+50

MOT-35-(17.89-19.34)



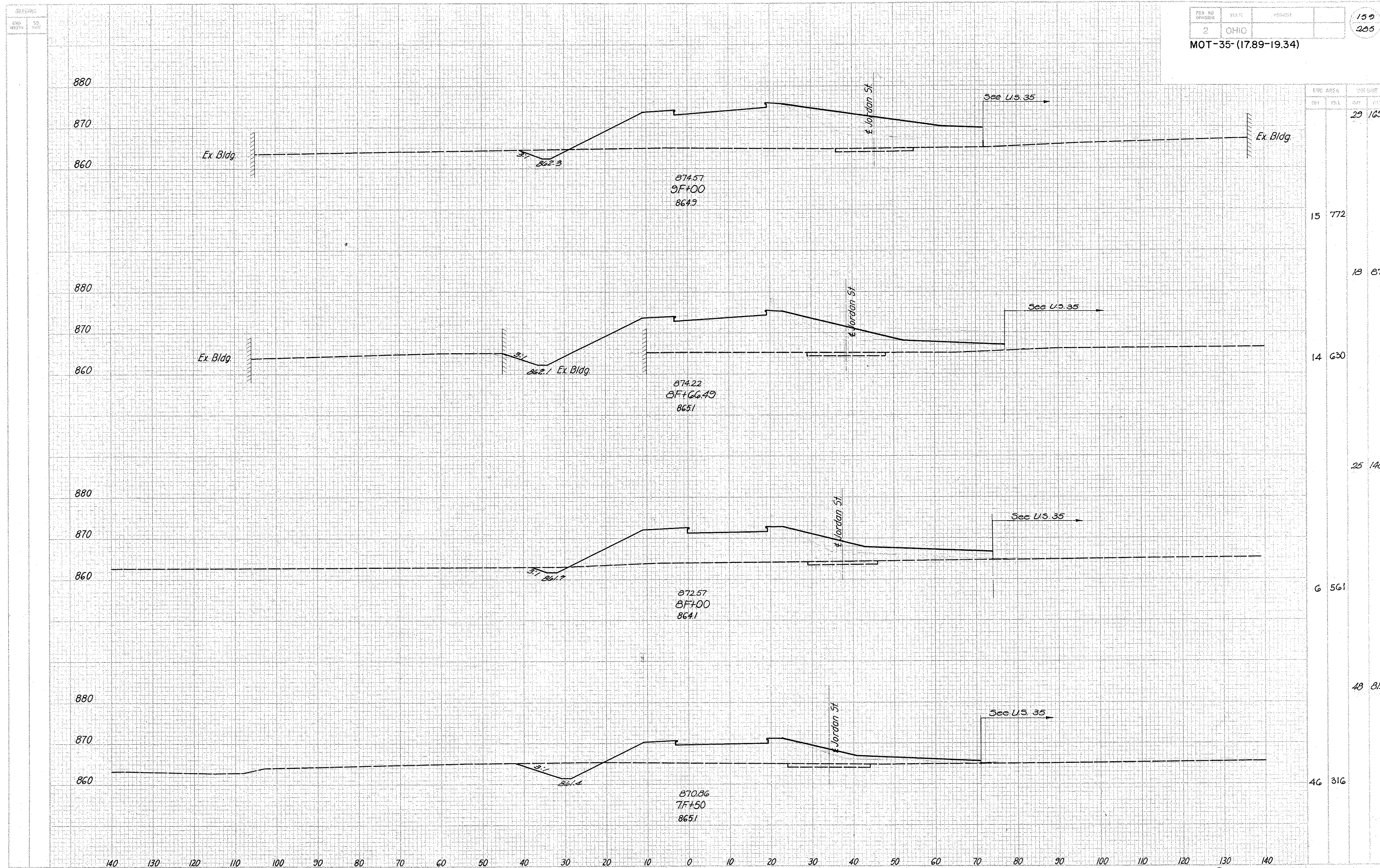
RAMP E
Excavation 715 cy
Embankment 5876 cy
Embankment + 15% 6756 cy

RAMP E Sta. 12E+00 to Sta. 12E+61.25



END AREA	VOLUME		
	CUT	FILL	SHA.
			87 453
48 173			
			78 224
36 69			
			99 65
71 1			
			543 2
222 0			
			190 0
463+50 319 0			

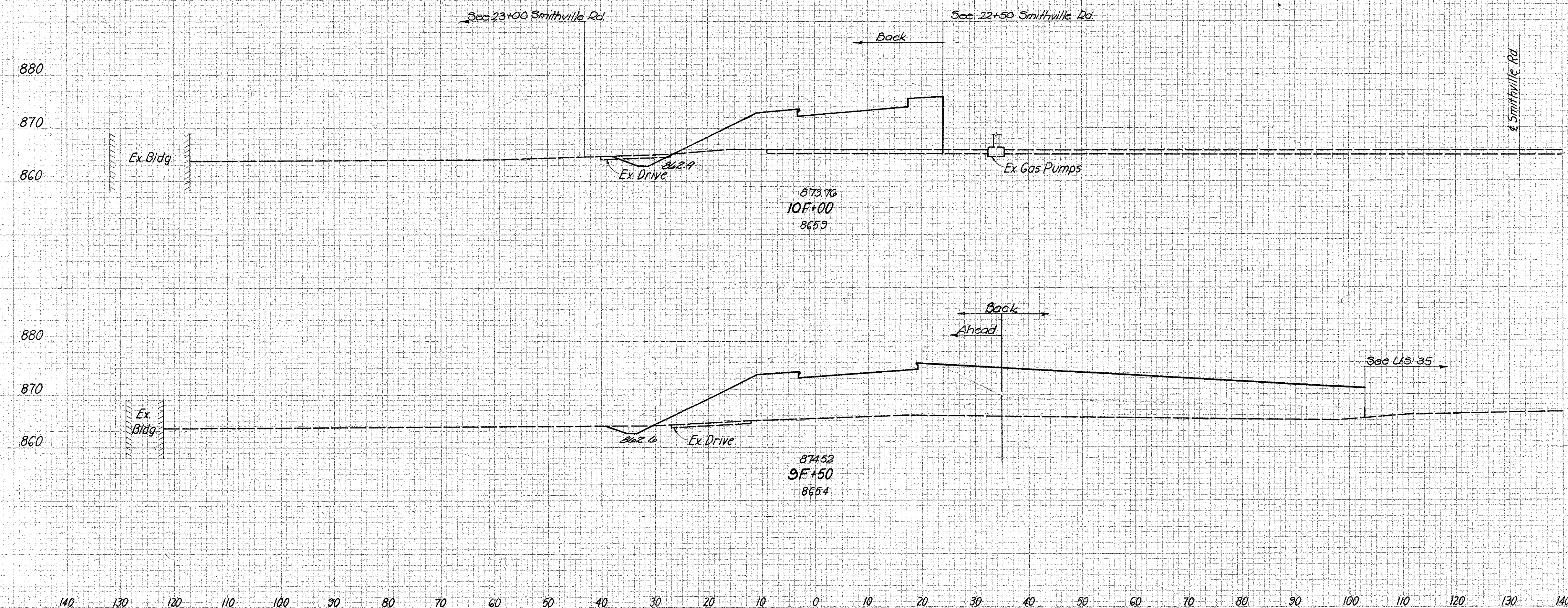
RAMP F Sta. 5F+00 to Sta. 7F+00



RAMP F Sta. 7F+50 to Sta. 9F+00

EMB. AREA		VOLUME	
CUT	FILL	CUT	FILL

RAMP F
Excavation 1146 cu.
Embankment 6372 cu.
Embankment + 15% 7528 cu.



15 322

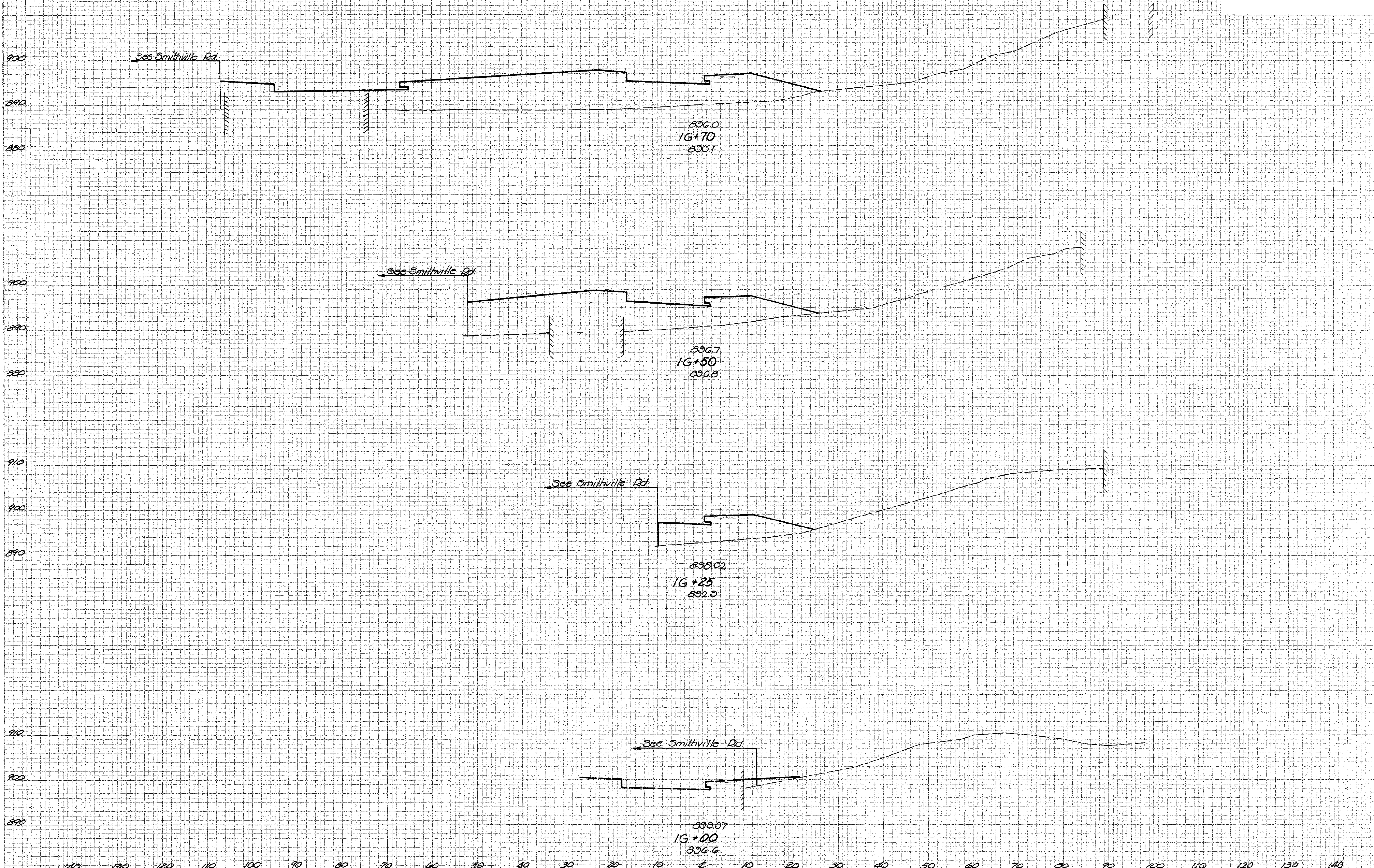
29 787

6 528

6 1055

RAMP F Sta. 9F+50 to Sta. 10F+00

MOT-35-(1789-1934)



CUT	END AREA		VOLUME	
	SQ. FT.	SQ. FT.	CUB. YD.	SQ. FT.
0	766		0	700
0	500		0	460
0	136		0	294
0	15		0	70

RAMP G Sta. 1G+00 to Sta. 1G+70

SEEDING
 END WIDTH
 SQ. YDS.

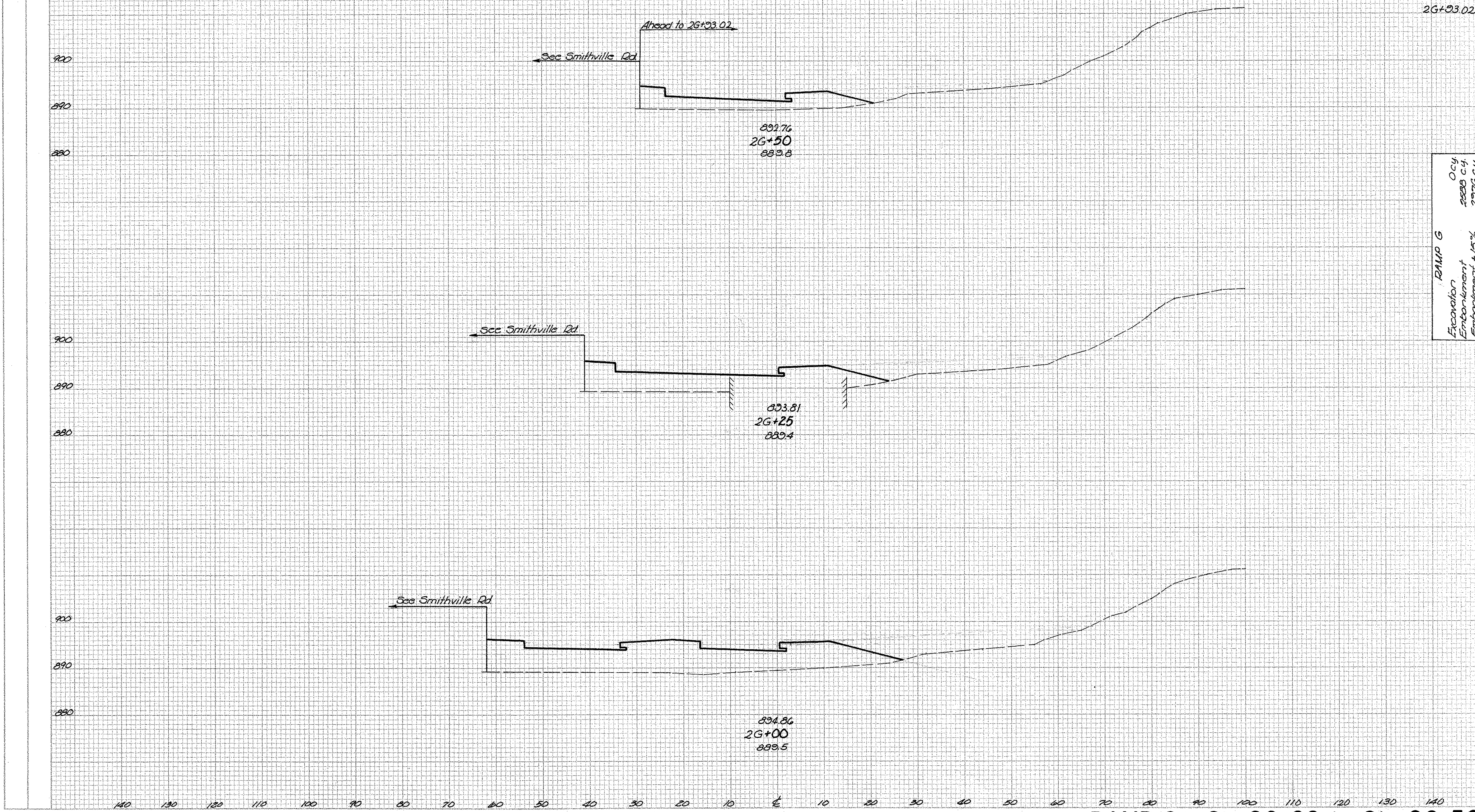
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

162
 285

MOT-35-(1789-1934)

END AREA
 VOL. (cu. yds.)

CUT FILL CUT FILL



2G+33.02

0 513

0 130

RAMP G
 Excavation 0cy
 Embankment 2888 c.y.
 Embankment +15% 2976 c.y.

0 257

0 510

892.76
 2G+50
 889.8

893.81
 2G+25
 889.4

894.86
 2G+00
 889.5

RAMP G Sta. 2G+00 to Sta. 2G+50

SECTION
 EMB WIDTH SO
 TOS.

FED. RD DISTRICT	STATE	PROJECT	
2	OHIO		

MOT-35-(17.89-19.34)

100
200



END AREA		VOLUME	
CUT	FILL	CUT	FILL
		60	343

9 31

0 0

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

SMITHVILLE ROAD Sta 13S+25 to Sta. 13S+50

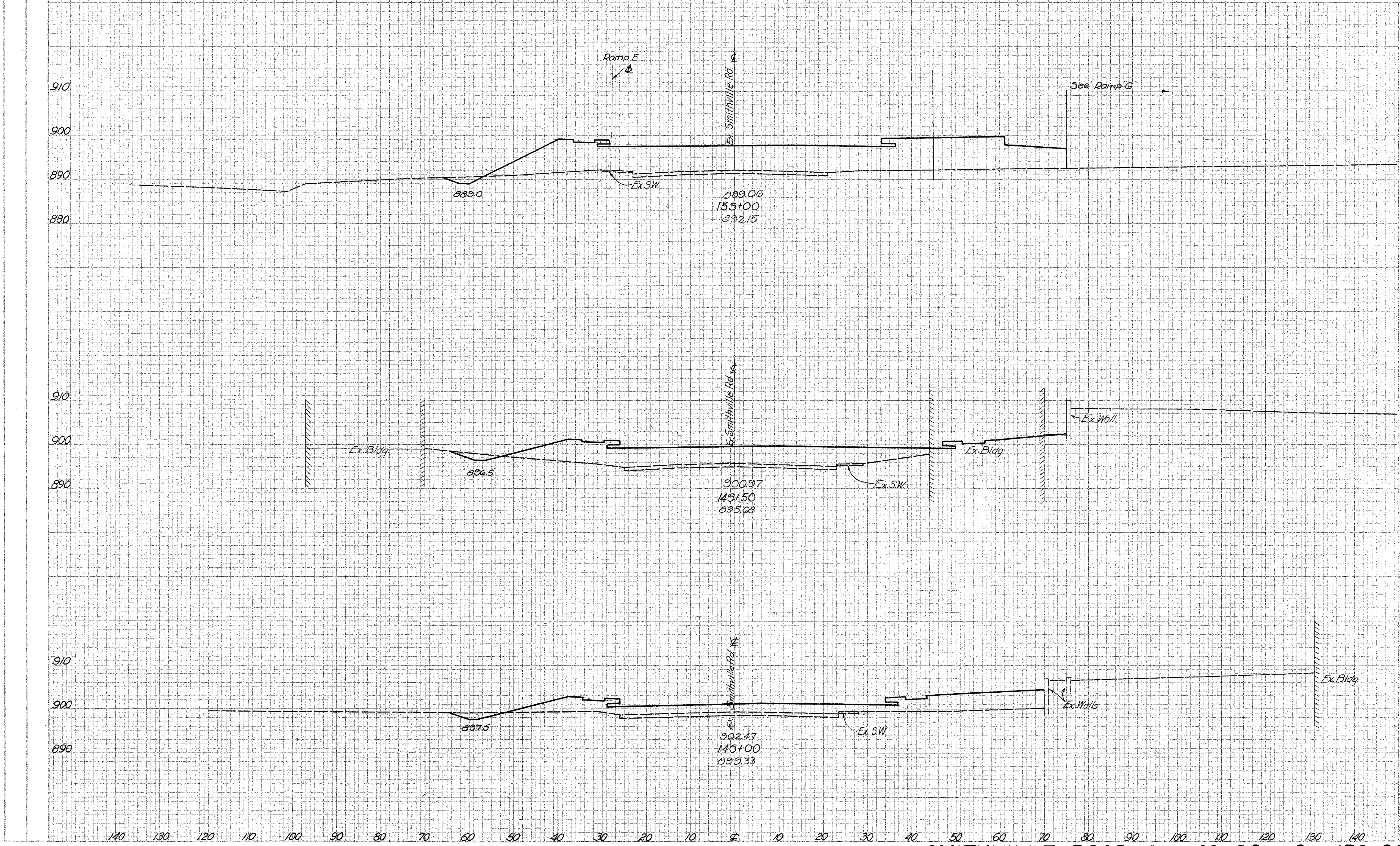
SEEDING
END WIDTH
46
195.

FED. RD. DISTRICT	STATE	PROJECT
2	OHIO	

164
285

MOT-35- (17.89-19.34)

END AREA		VOLUME	
CUT	FILL	CUT	FILL
		37	1588



10 774

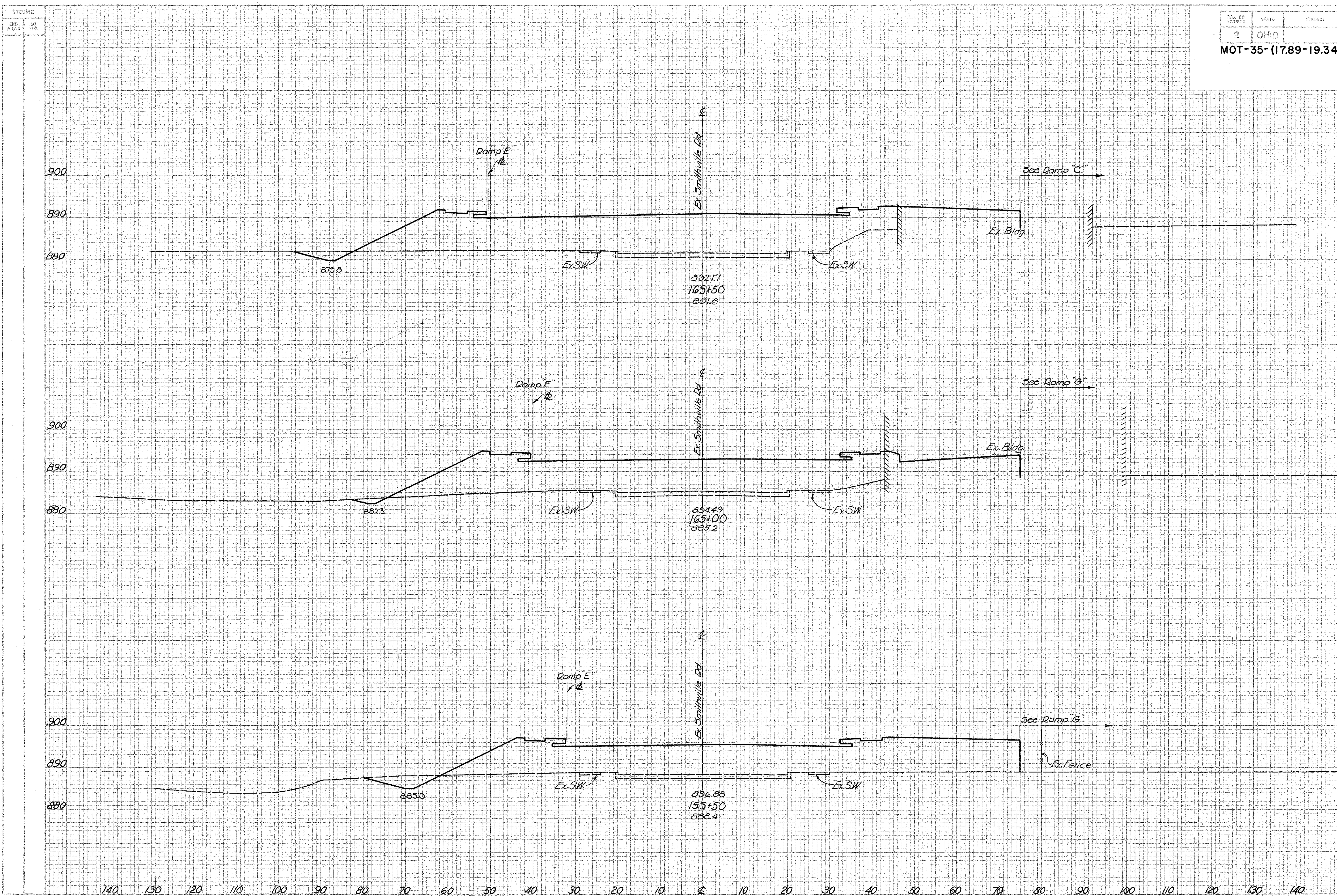
19 1061

10 372

15 626

10 304

SMITHVILLE ROAD Sta. 14S+00 to Sta. 15S+00



EMT AREA		VOLUME	
CUT	FILL	CUT	FILL
		21	2400

18 1137

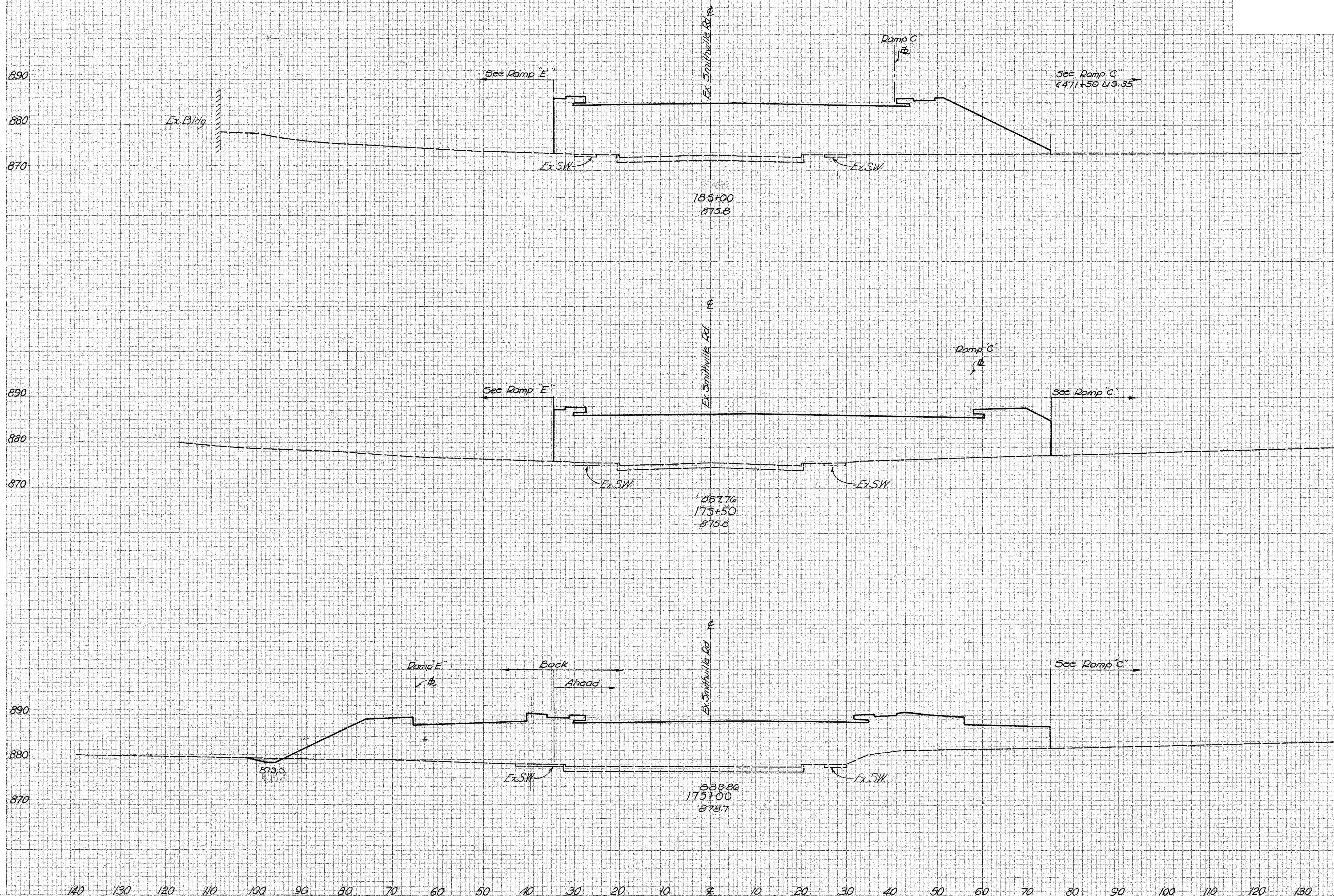
22 200

G 1023

33 1819

30 341

SECTION
 SHEET NO. 38
 OF 40



END AREA	VOLUME	
	FILL	CUT
0	1160	98

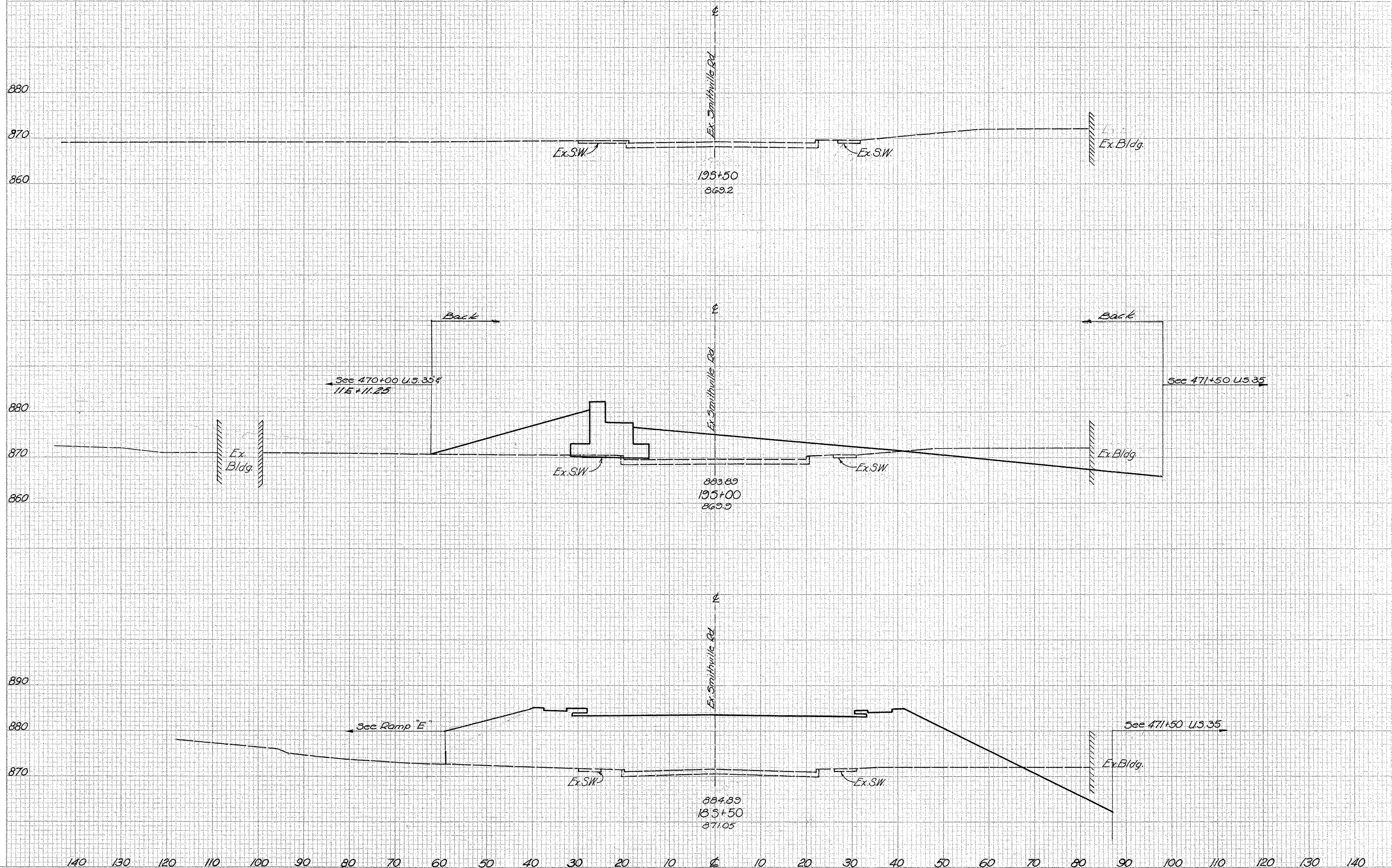
0	1175	2162
---	------	------

0	1455	991
---	------	-----

SMITHVILLE ROAD Sta. 17S+00 to Sta. 18S+00

SECTIONS
END WIDTH SQ YDS

END AREA		VOLUME	
CUT	FILL	CUT	FILL



194 386

278 1045

106 1390

SMITHVILLE ROAD Sta. 18S+50 to Sta. 19S+ 50

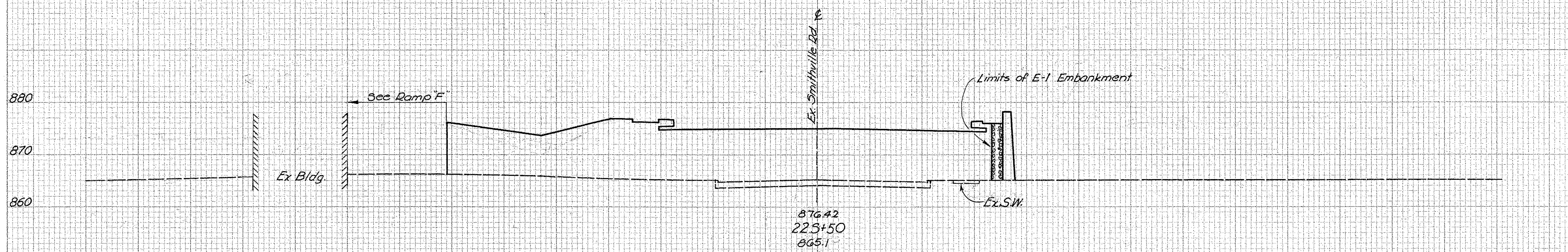
SEEDING
END WIDTH SQ. YDS.

FILE NO. 2	STATE OHIO	PROJECT
---------------	---------------	---------

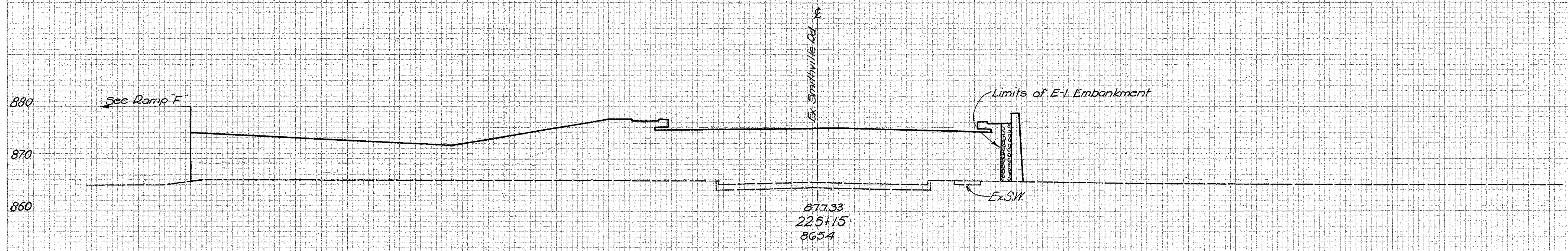
168
285

MOT-35-(17.89-19.34)

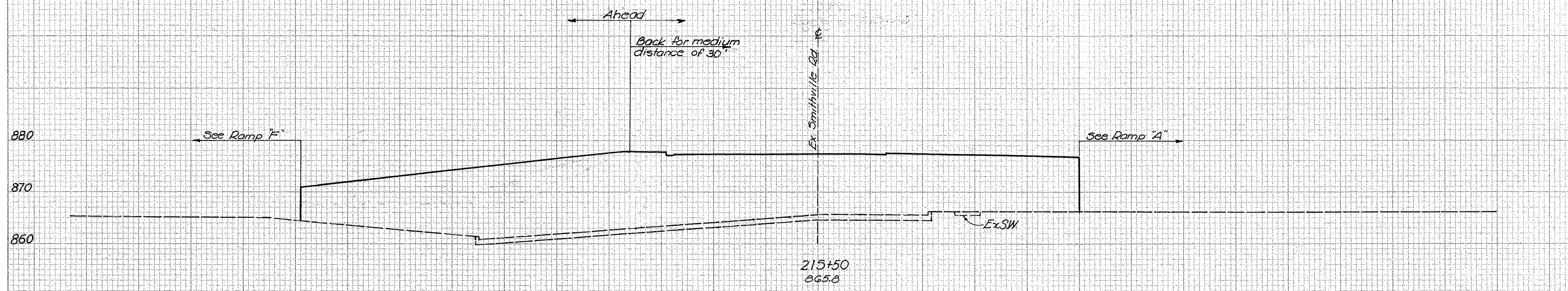
END AREA		VOLUME	
CUT	FILL	CUT	FILL
		5	1992



0 1065



0 1485



0 3927

0 1810

0 1050

0 1168

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

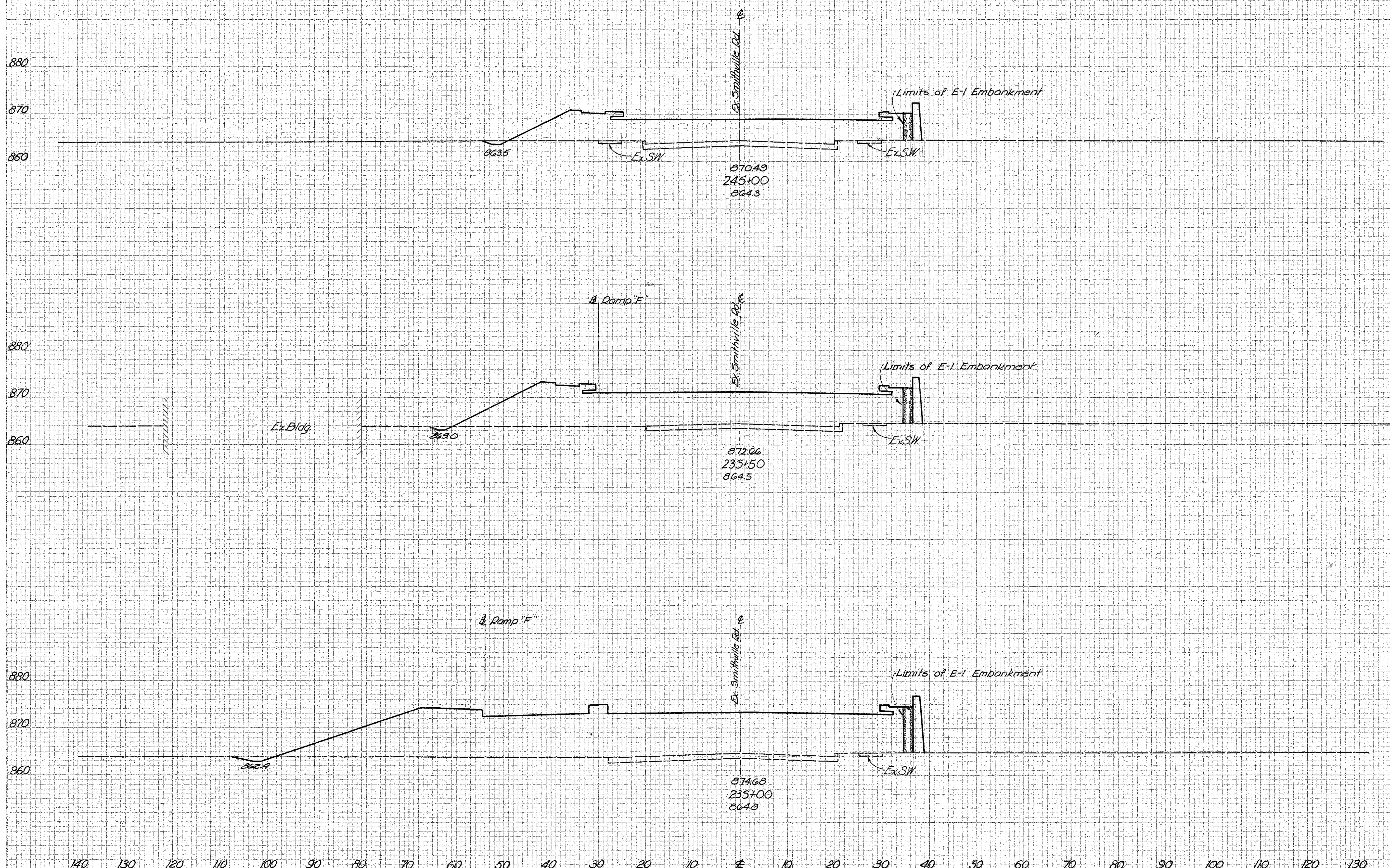
SMITHVILLE ROAD Sta 21S+50 to Sta 22S+50

SECTION
 END WIDTH
 56 YRS.

REG. NO. DIVISION	STATE	PROJECT
2	OHIO	

MOT-35- (17.89-19.34)

100
285

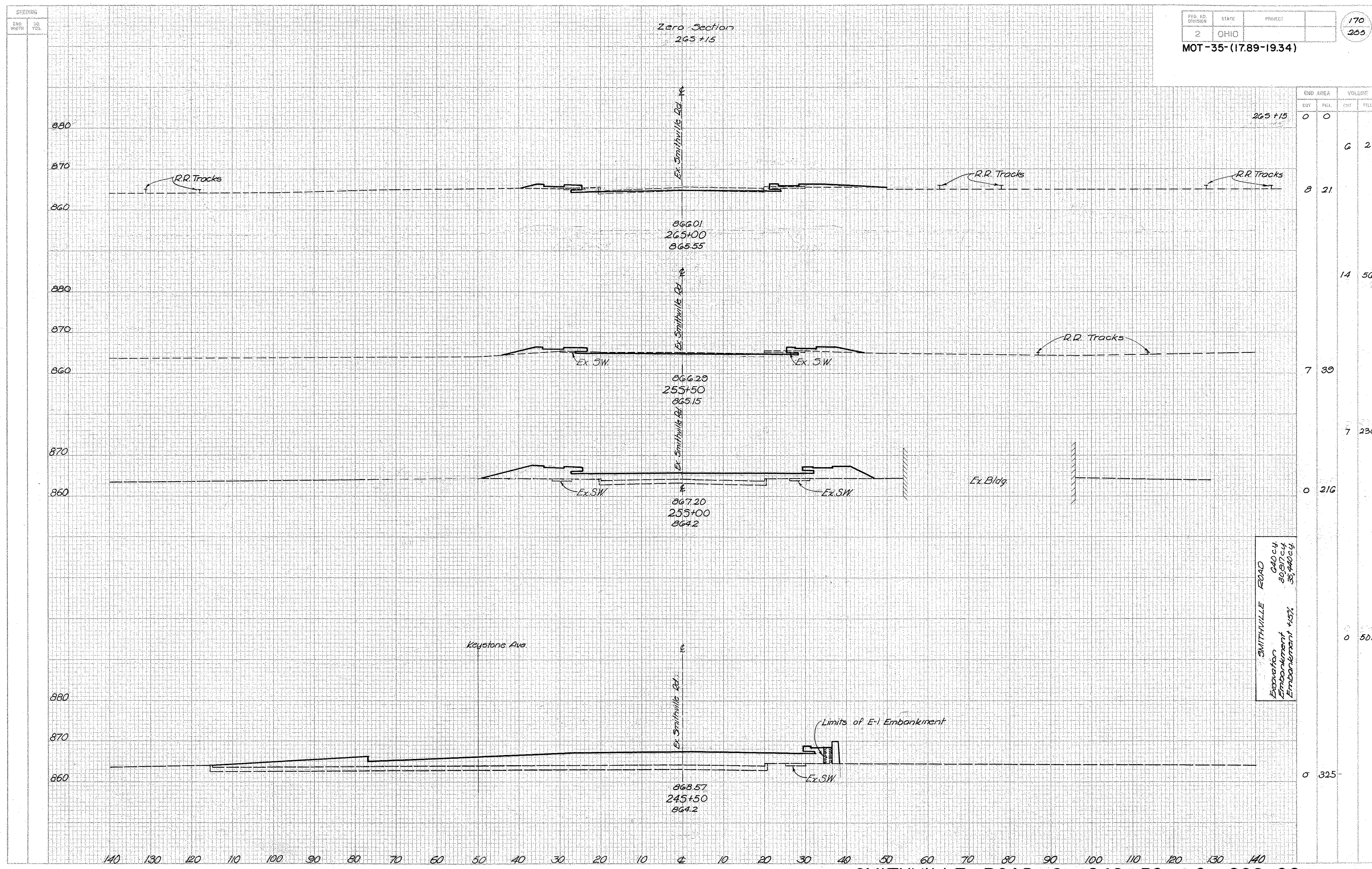


END AREA	VOLUME	
	CUT	FILL

3	386	3	658
3	635	6	545
5	1086	7	1524

SMITHVILLE ROAD Sta 235+00 to Sta 245+00

Zero Section
265+15



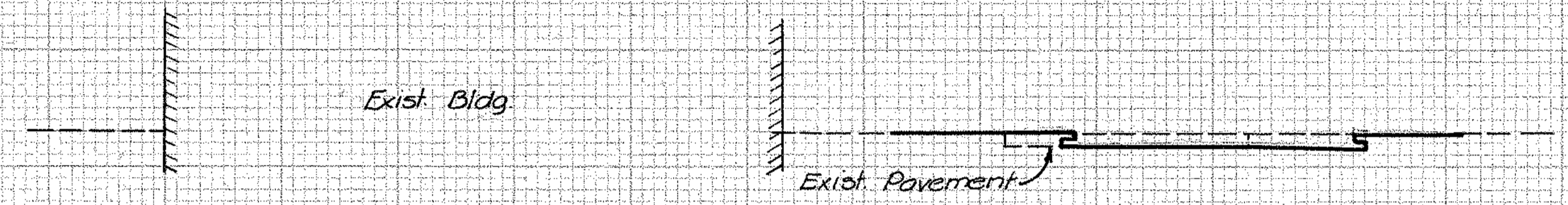
SMITHVILLE ROAD
Excavation 640 c.y.
Embankment 30,917 c.y.
Embankment +5% 35,440 c.y.

SECTION
 GRID
 NORTH
 50
 YDS.

MOT-35-(17.89-19.34)

870

860



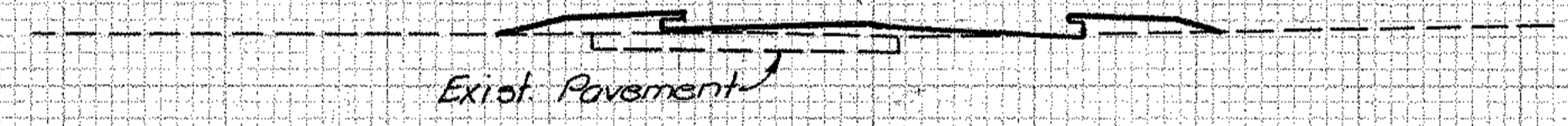
Exist Bldg

Exist. Pavement

862.95
 2K+25
 862.98
 Meet Exist. Roadway

870

860

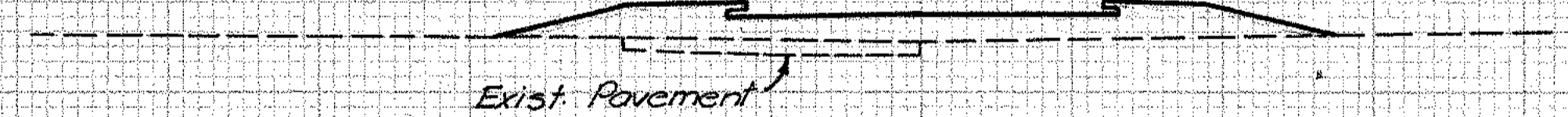


Exist. Pavement

864.42
 1K+50
 863.12

870

860

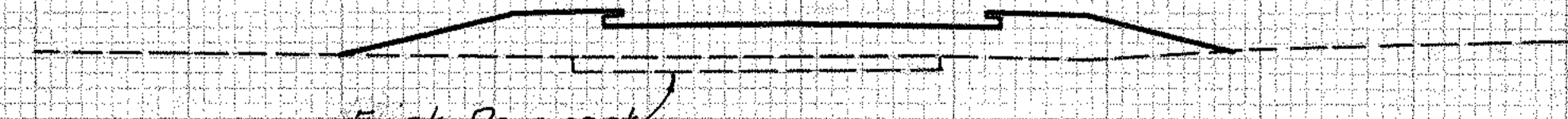


Exist. Pavement

866.31
 1K+00
 863.36

870

860



Exist. Pavement

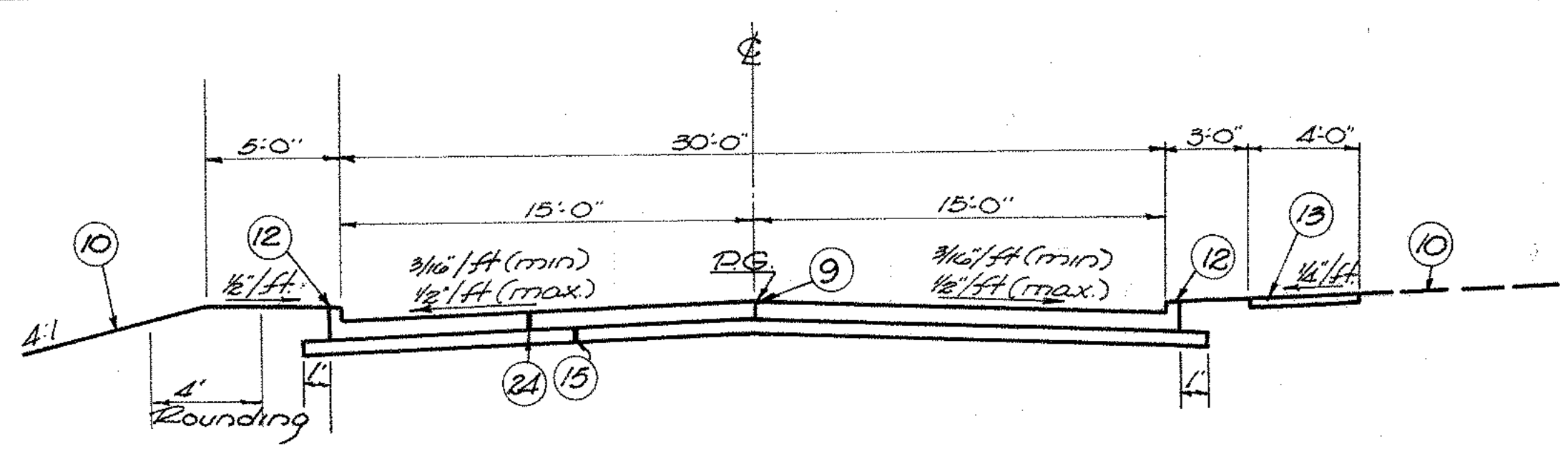
867.57
 0K+50
 864.04

KEYSTONE AVENUE
 Excavation 35 c.y.
 Embankment 324 c.y.
 Embankment + 15% 373 c.y.

END AREA	VOLUME	
	CUT	FILL
24	0	
33	21	
0	15	
0	102	
0	35	
0	201	
0	122	

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

KEYSTONE AVE Sta 0K+50 to Sta 2K+25



TYPICAL SECTION

To Apply: 4X+56.26 to 5X+70.00

For other Typical Sections of Ramps X & Y See 5h.5 See 5h.6 For Legend

CURVE DATA

P.I. 6X+59.74 $\Delta = 90^\circ 00' 00''$ Lt. $D = 57^\circ 17' 45''$ $R = 100.00'$ $T = 100.00'$ $L = 157.08$ $E = 41.42$ $Super = .0417'/ft.$	P.I. 8X+50.05 = 422+50.00 - 32' Lt. $\Delta = 3^\circ 32' 52''$ $D = 2^\circ 00' 00''$ $R = 2864.79$ $T = 88.72$ $L = 177.39$ $E = 1.37$ $Super = .0312'/ft.$
---	--



PRITZ AVE.

Exist. Concrete Alley

Removal for Reuse of Existing Granite Curb 115 Lin. Ft.

Concrete Steps 3E @ 7" 3T @ 12" Taper Curb

DC 5X+59.74

Taper Curb

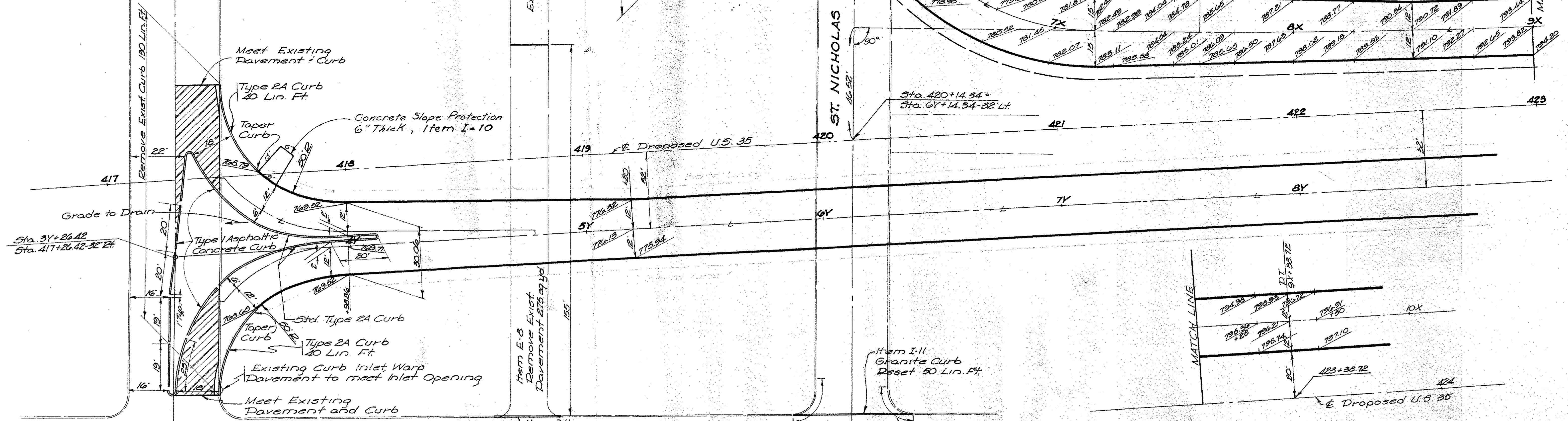
ST. NICHOLAS AVE.

P.T. 7X+16.82

P.C. 7X+61.93

M.P.C. 8X+50.02

MATCH LINE



HAYNES STREET

CURVE DATA - RAMP "F"

PI = 2F+04.94
 Δ = 16°06'04" Lt
 Dc = 4' 00' 00"
 R = 1432.39'
 Ls = 150.00'
 Lc = 327.78'
 Tc = 204.94'
 Ts = 275.43'
 Es = 14.59'
 Os = 3°00'00"
 Superelevation = 0.0625 /ft. (3/4"/ft)

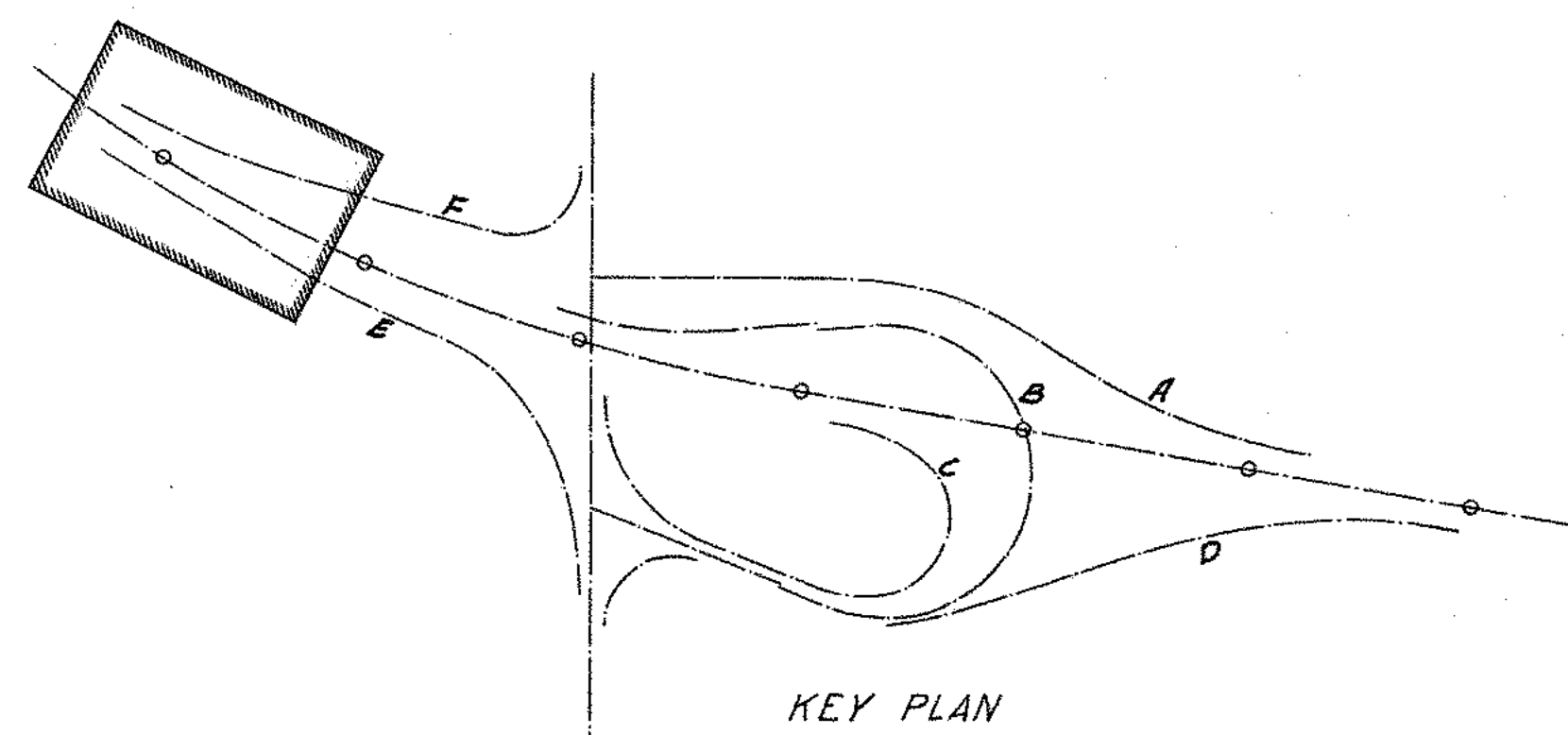
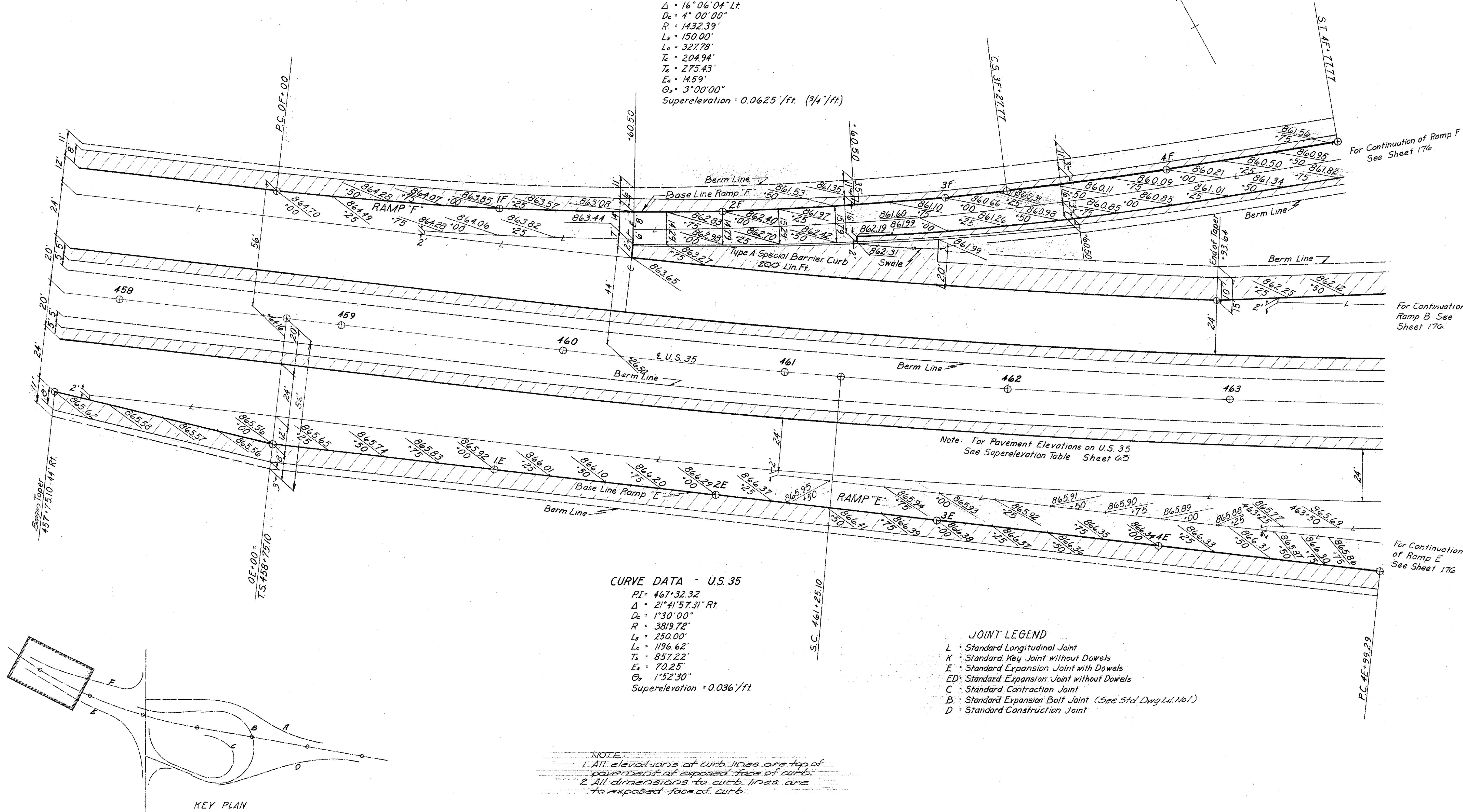
CURVE DATA - U.S. 35

PI = 467+32.32
 Δ = 21°41'57.31" Rt
 Dc = 1'30' 00"
 R = 3819.72'
 Ls = 250.00'
 Lc = 1196.62'
 Tc = 857.22'
 Ts = 70.25'
 Es = 1'52'30"
 Superelevation = 0.036 /ft.

JOINT LEGEND

- L - Standard Longitudinal Joint
- K - Standard Key Joint without Dowels
- E - Standard Expansion Joint with Dowels
- ED - Standard Expansion Joint without Dowels
- C - Standard Contraction Joint
- B - Standard Expansion Bolt Joint (See Std Dwg Ld. No. 1)
- D - Standard Construction Joint

NOTE:
 1. All elevations at curb lines are top of pavement at exposed face of curb.
 2. All dimensions to curb lines are to exposed face of curb.



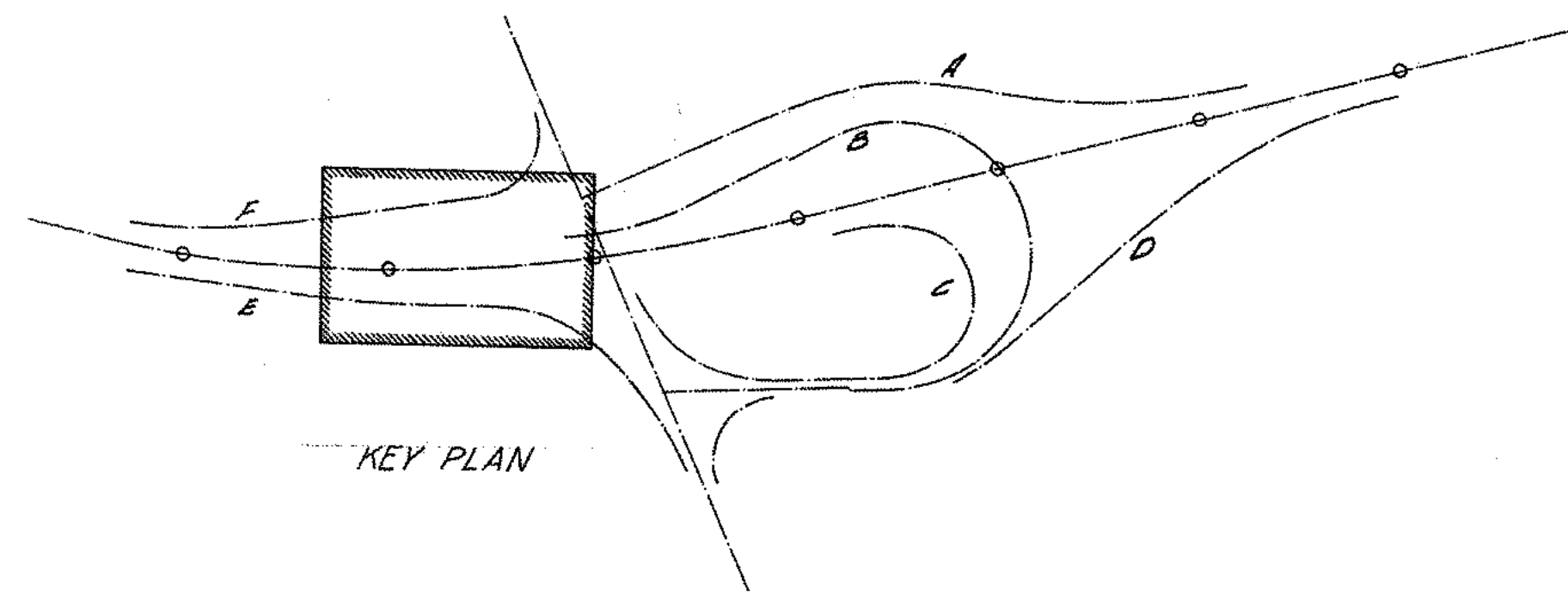
KEY PLAN

For Continuation of Ramp F See Sheet 176

For Continuation of Ramp B See Sheet 176

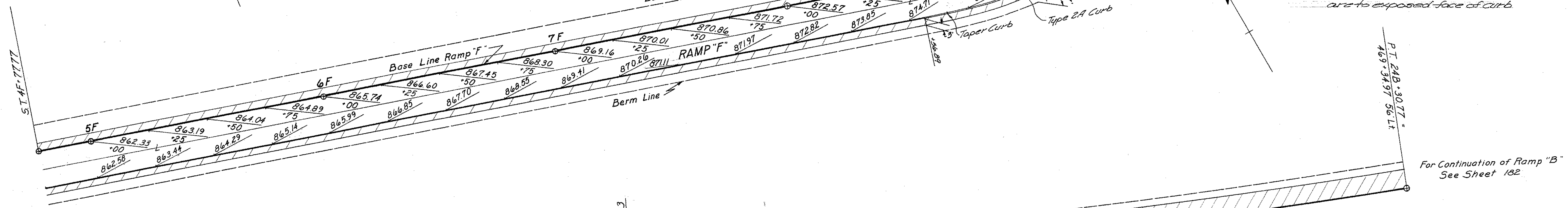
Note: For Pavement Elevations on U.S. 35 See Superelevation Table Sheet 63

For Continuation of Ramp E See Sheet 176



For Continuation of Ramp "F" See Sheet 178

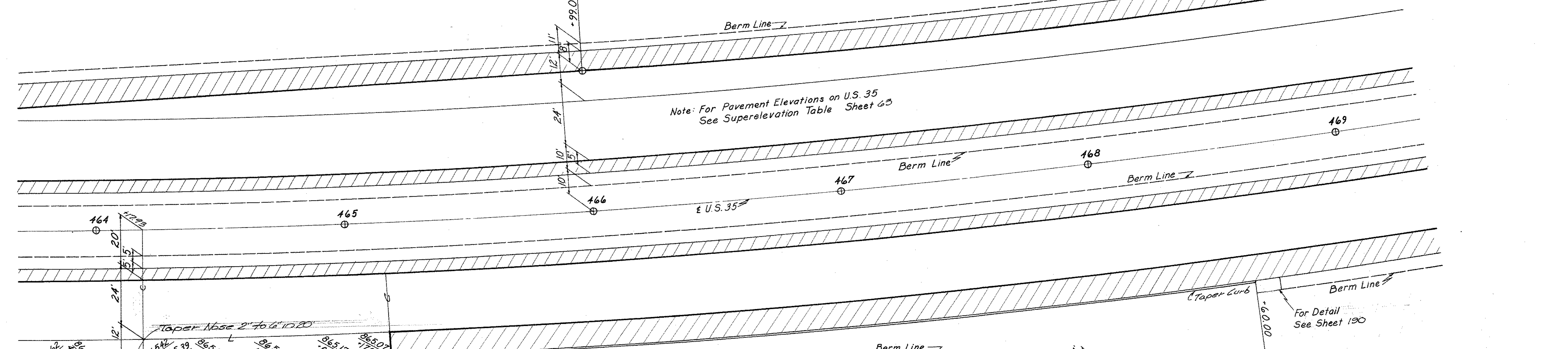
NOTE:
1. For joint legend see sh. 175
2. All elevations of curb lines are top of pavement at exposed face of curb.
3. All dimensions to curb lines are to exposed face of curb.



For Continuation of Ramp "B" See Sheet 182

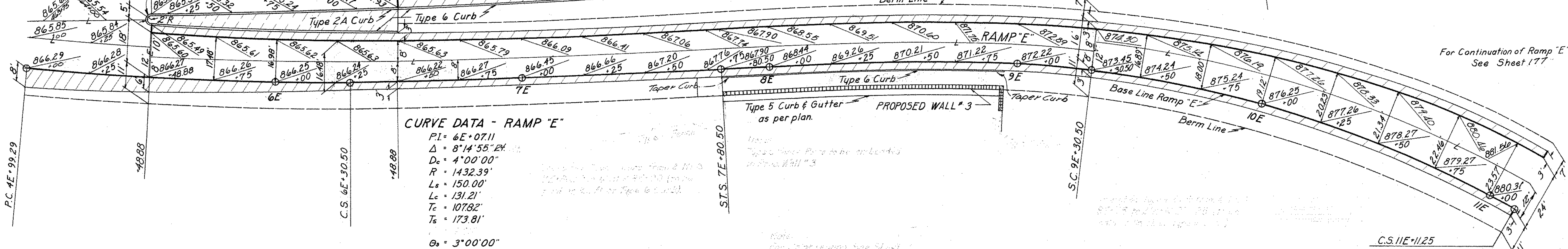
Note: For Pavement Elevations on U.S. 35 See Superelevation Table Sheet 63

For Continuation of Ramps See Sheet 175

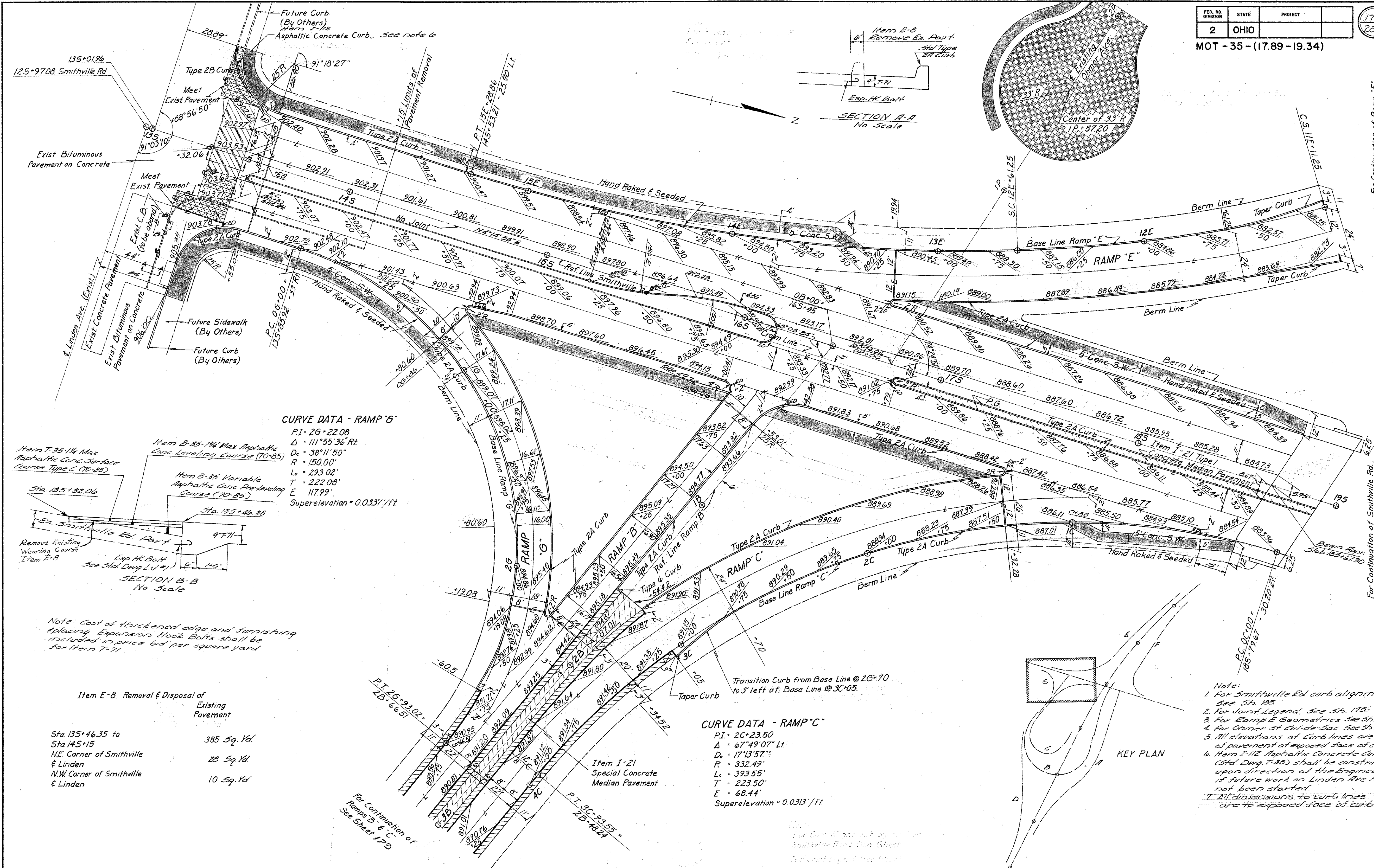


For Detail See Sheet 190

For Continuation of Ramp "E" See Sheet 177

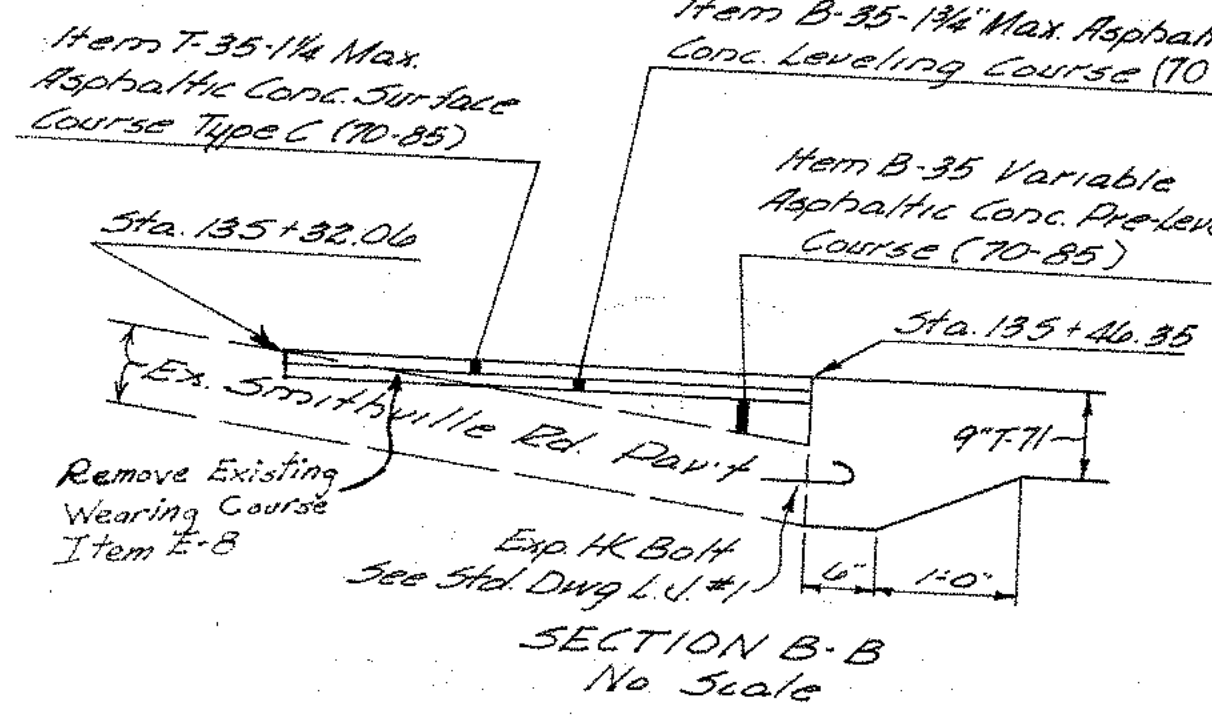


CURVE DATA - RAMP "E"
 P.I. = 6E+07.11
 $\Delta = 8^{\circ}14'55''$
 $D_c = 4^{\circ}00'00''$
 $R = 1432.39'$
 $L_c = 150.00'$
 $L_s = 131.21'$
 $T_c = 107.82'$
 $T_s = 173.81'$
 $G_s = 3^{\circ}00'00''$
 Superelevation = 0.037/ft.



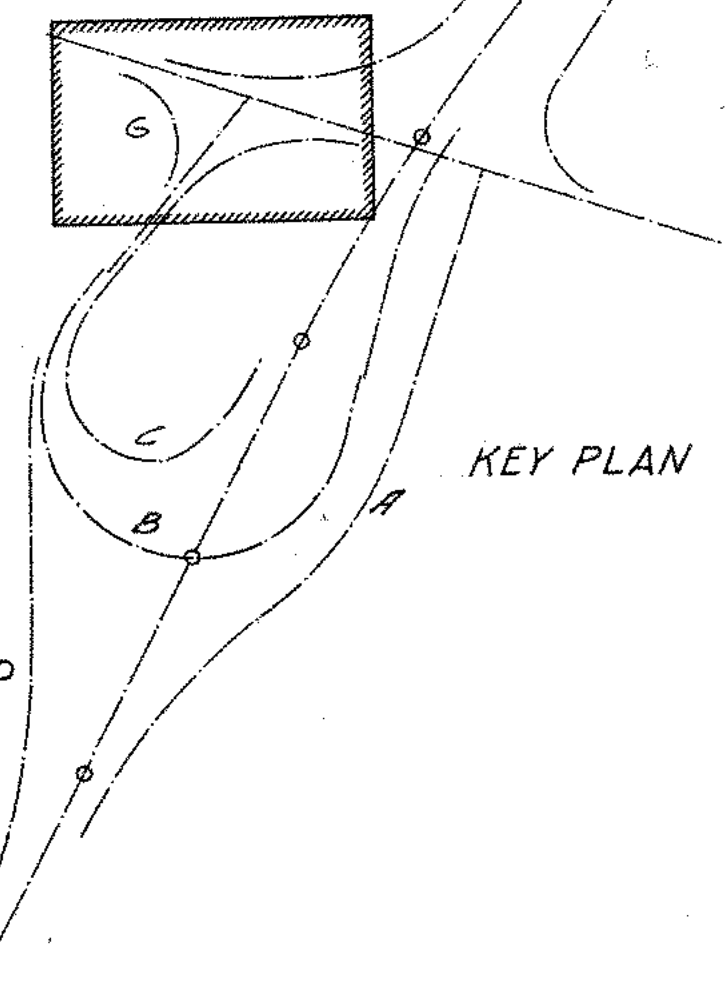
CURVE DATA - RAMP 'G'
 P.I. 26+22.08
 $\Delta = 111^{\circ}55'36''$ Rt.
 D. = 38°11'50"
 R = 150.00'
 Lc = 293.02'
 T = 222.08'
 E = 117.99'
 Superelevation = 0.0337'/ft

CURVE DATA - RAMP 'C'
 P.I. 2C+23.50
 $\Delta = 67^{\circ}49'07''$ Lt.
 D. = 17°13'57"
 R = 332.49'
 Lc = 393.55'
 T = 223.50'
 E = 68.44'
 Superelevation = 0.0313'/ft

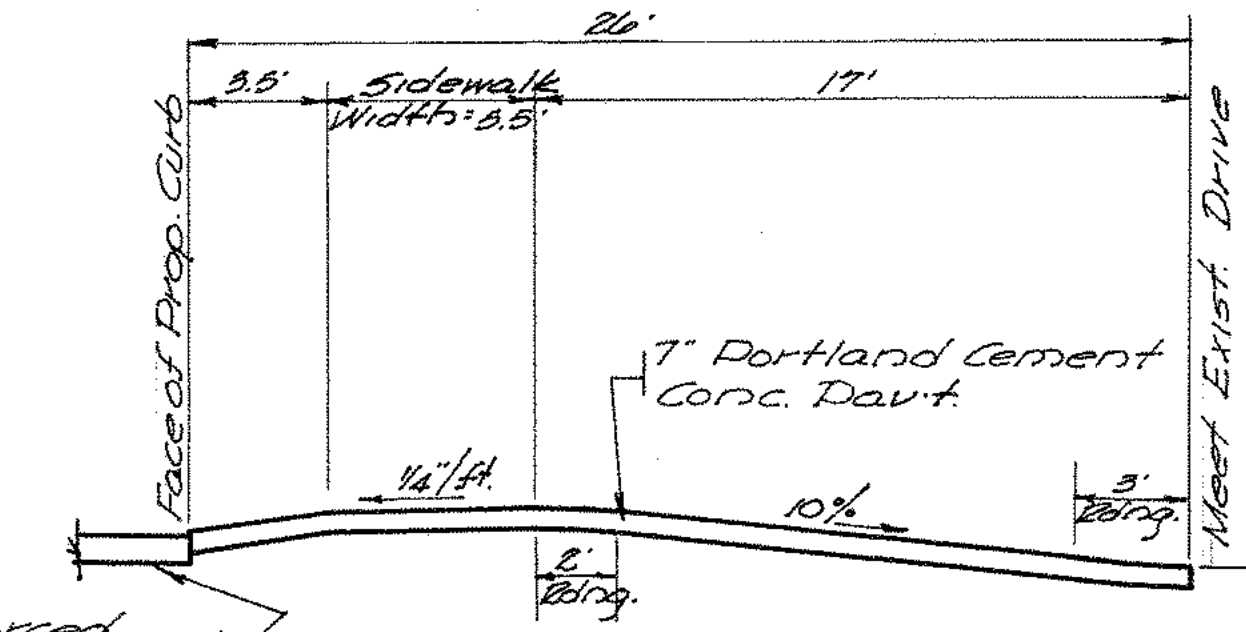
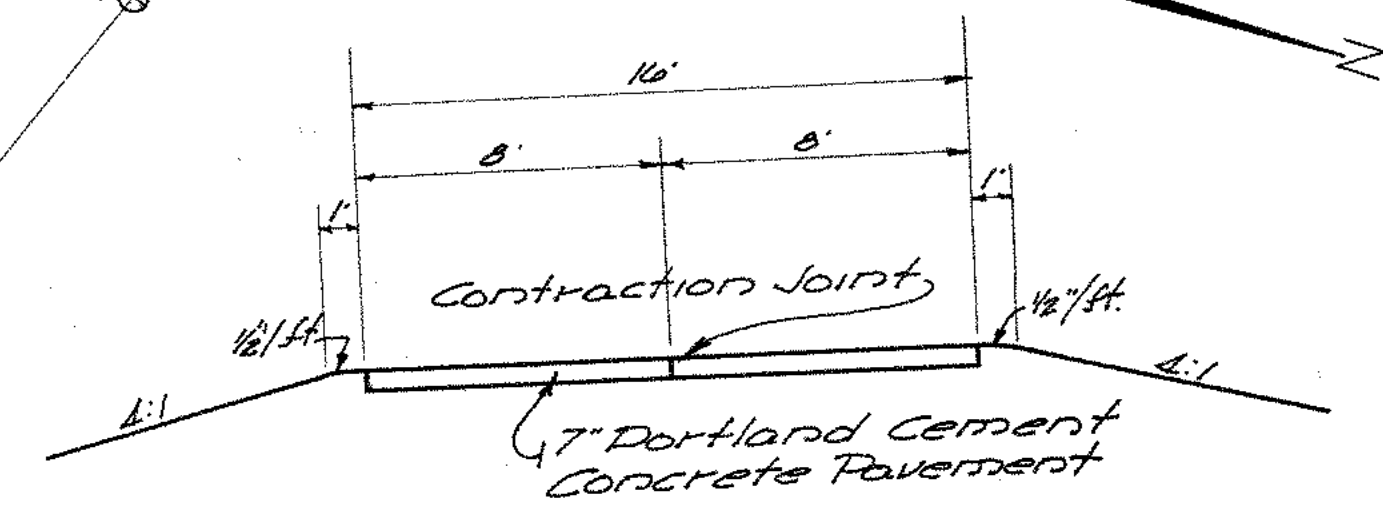


Note: Cost of thickened edge and furnishing replacing Expansions Hook Bolts shall be included in price bid per square yard for Item F-71

Item E-8. Removal & Disposal of Existing Pavement	
Sta. 135+46.35 to Sta. 145+15	385 Sq. Yd.
N.E. Corner of Smithville & Linden	23 Sq. Yd.
N.W. Corner of Smithville & Linden	10 Sq. Yd.



- Note:
- For Smithville Rd curb alignment See 5th 185
 - For Joint Legend See 5th 175
 - For Ramp & Geometrics See 5th 185
 - For Outer St. Cur-de-Sac See 5th 182
 - All elevations of curb lines are top of pavement at exposed face of curb
 - Item I-112 Asphaltic Concrete Curb (Std. Dwg. T-35) shall be constructed upon direction of the Engineer if future work on Linden Ave has not been started.
 - All dimensions to curb lines are to exposed face of curb.



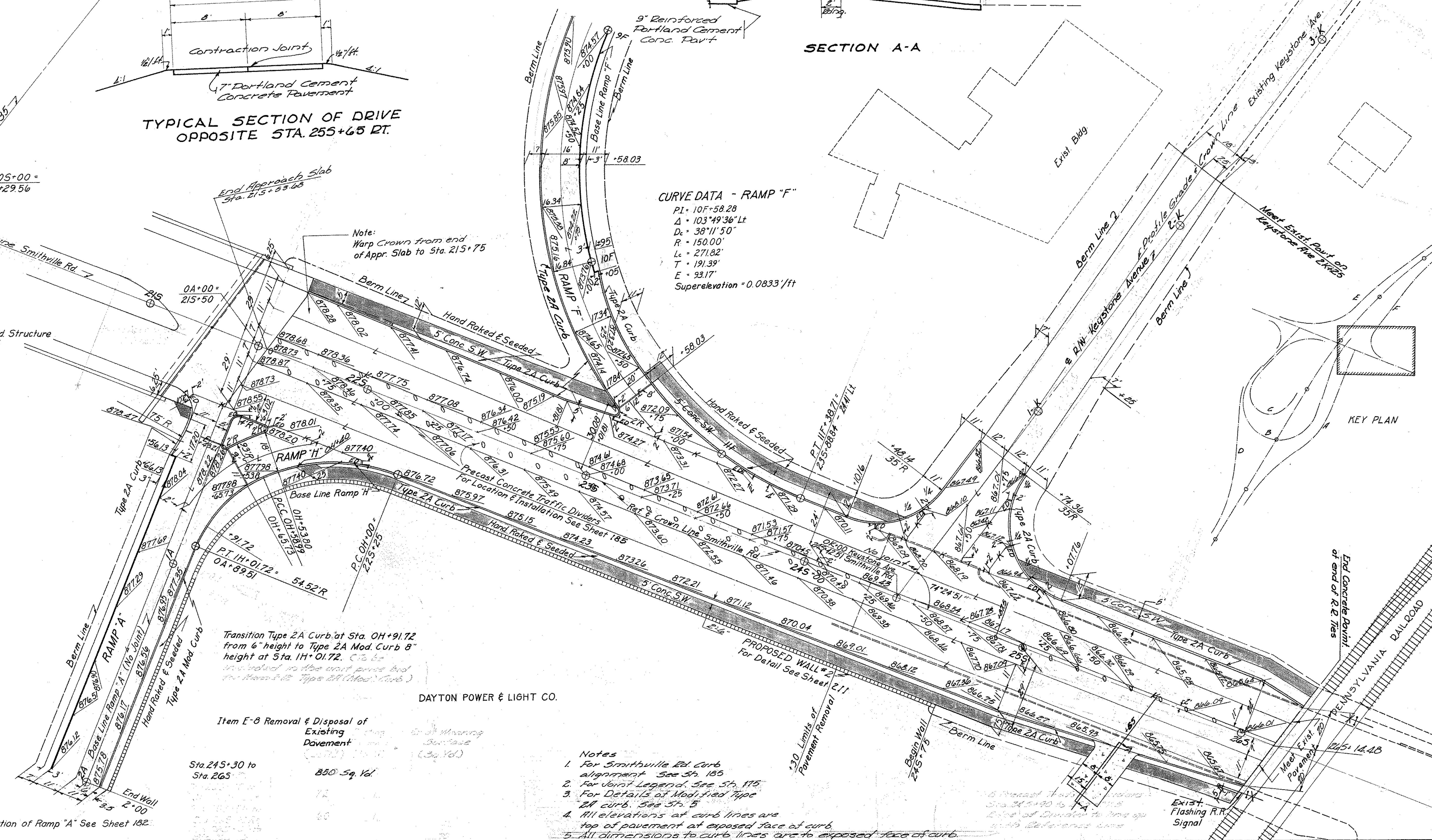
For Continuation of Ramp "F" See Sheet 176

NOTE: For further details See Sh. 30

CURVE DATA - RAMP "F"
 PI = 10F+58.28
 Δ = 103°49'36" Lt
 Dc = 38°11'50"
 R = 150.00'
 Lc = 271.82'
 T = 191.39'
 E = 93.17'
 Superelevation = 0.0833'/ft

Note: Warp Crown from end of Appr. Slab to Sta. 215+75

Note: For Smithville Rd. Structure See Sheet 242



KEY PLAN

Transition Type 2A Curb at Sta. 0H+91.72 from 6" height to Type 2A Mod. Curb 8" height at Sta. 1H+01.72. (Curb included in the unit price but the item is for Type 2A (Mod.) Curb.)

DAYTON POWER & LIGHT CO.

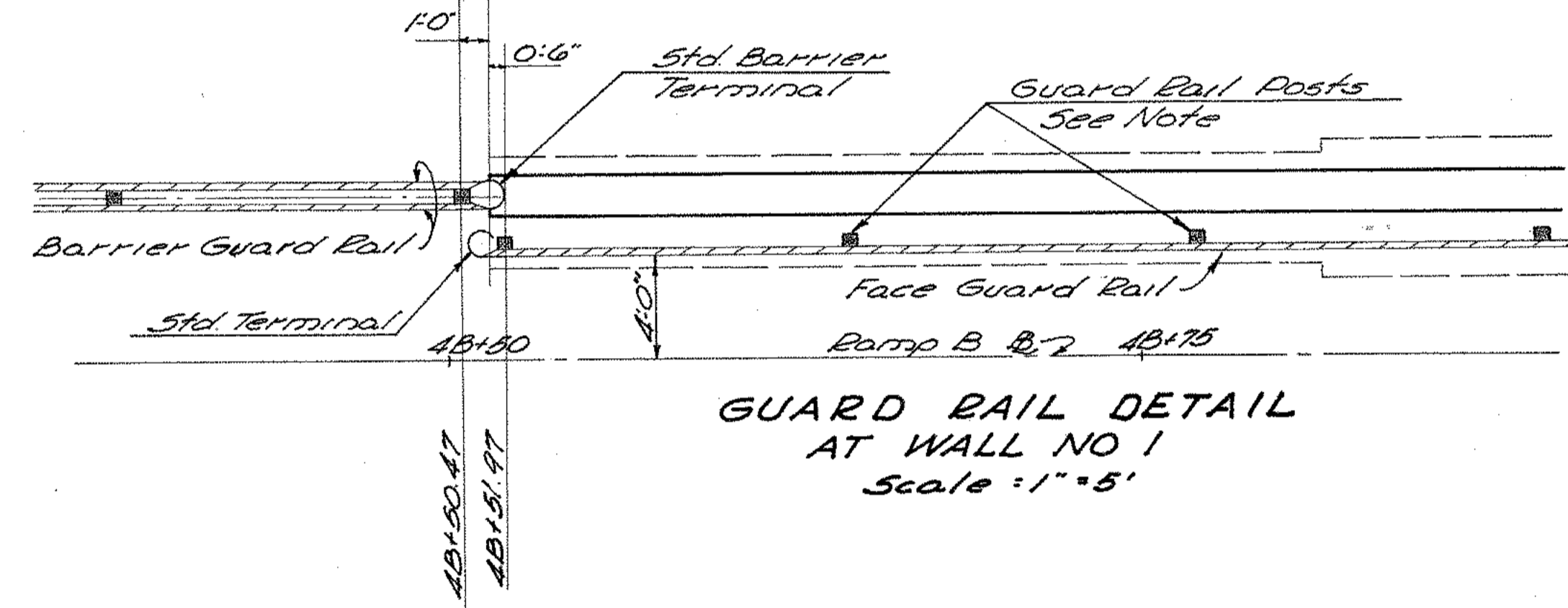
Item E-8 Removal & Disposal of Existing Pavement
 Sta. 245+30 to Sta. 265
 850 Sq. Yd.

- Notes**
1. For Smithville Rd. Curb alignment See Sh. 185
 2. For Joint Legend See Sh. 175
 3. For Details of Modified Type 2A curb See Sh. 5
 4. All elevations at curb lines are top of pavement at exposed face of curb.
 5. All dimensions to curb lines are to exposed face of curb.

For Continuation of Ramp "A" See Sheet 182

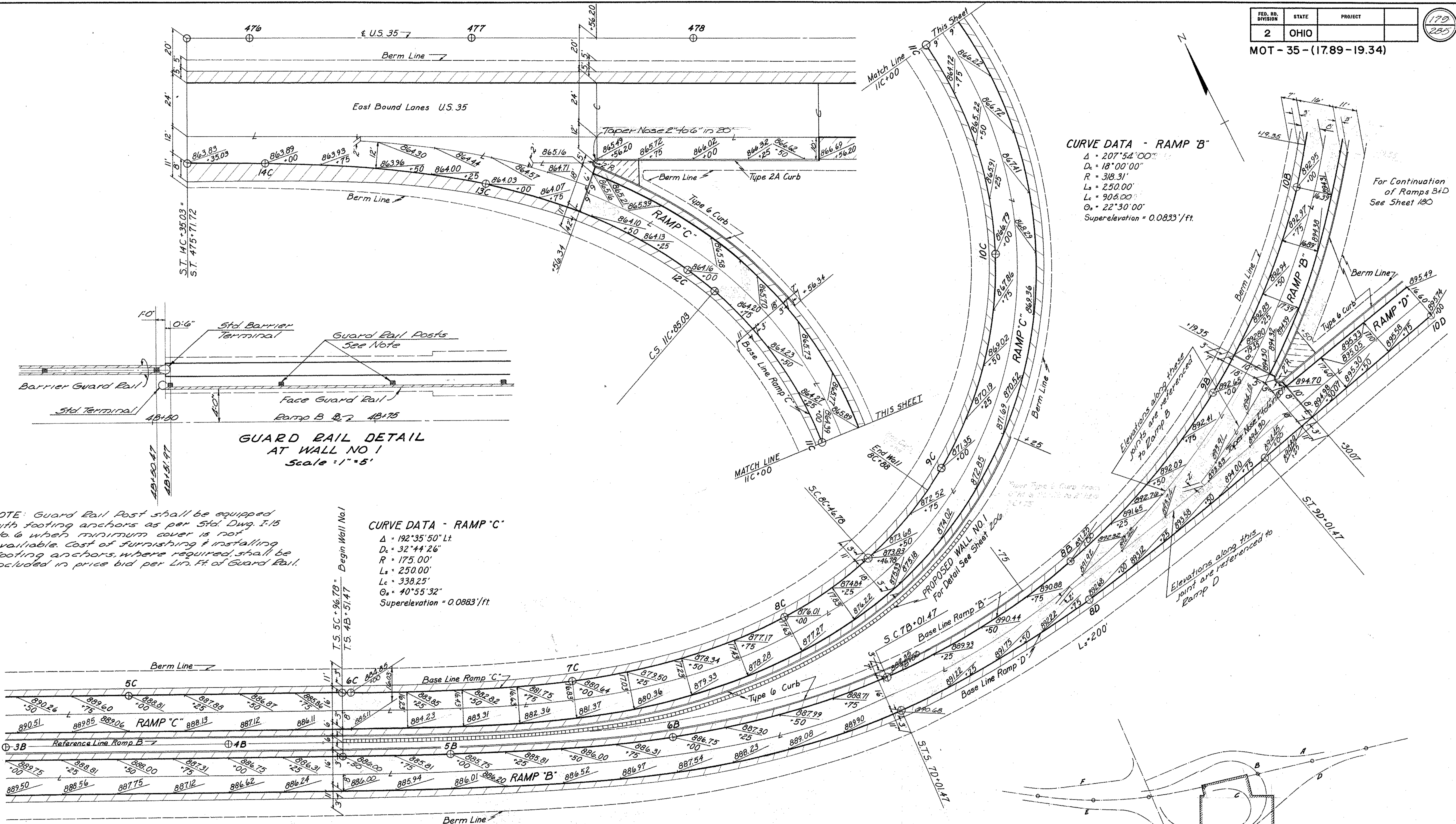
CURVE DATA - RAMP 'B'
 $\Delta = 207^{\circ}51'00''$
 $D_c = 18^{\circ}00'00''$
 $R = 318.31'$
 $L_s = 250.00'$
 $L_c = 905.00'$
 $\Theta_s = 22^{\circ}30'00''$
 $\text{Superelevation} = 0.0833'/\text{ft}$

CURVE DATA - RAMP 'C'
 $\Delta = 192^{\circ}35'50''$ Lt.
 $D_c = 32^{\circ}44'26''$
 $R = 175.00'$
 $L_s = 250.00'$
 $L_c = 338.25'$
 $\Theta_s = 40^{\circ}55'32''$
 $\text{Superelevation} = 0.0883'/\text{ft}$



NOTE: Guard Rail Post shall be equipped with footing anchors as per Std. Dwg. I-15 No. 6 when minimum cover is not available. Cost of furnishing & installing footing anchors, where required, shall be included in price bid per Lin. Ft. of Guard Rail.

For Continuation of Ramps See Sheet 177



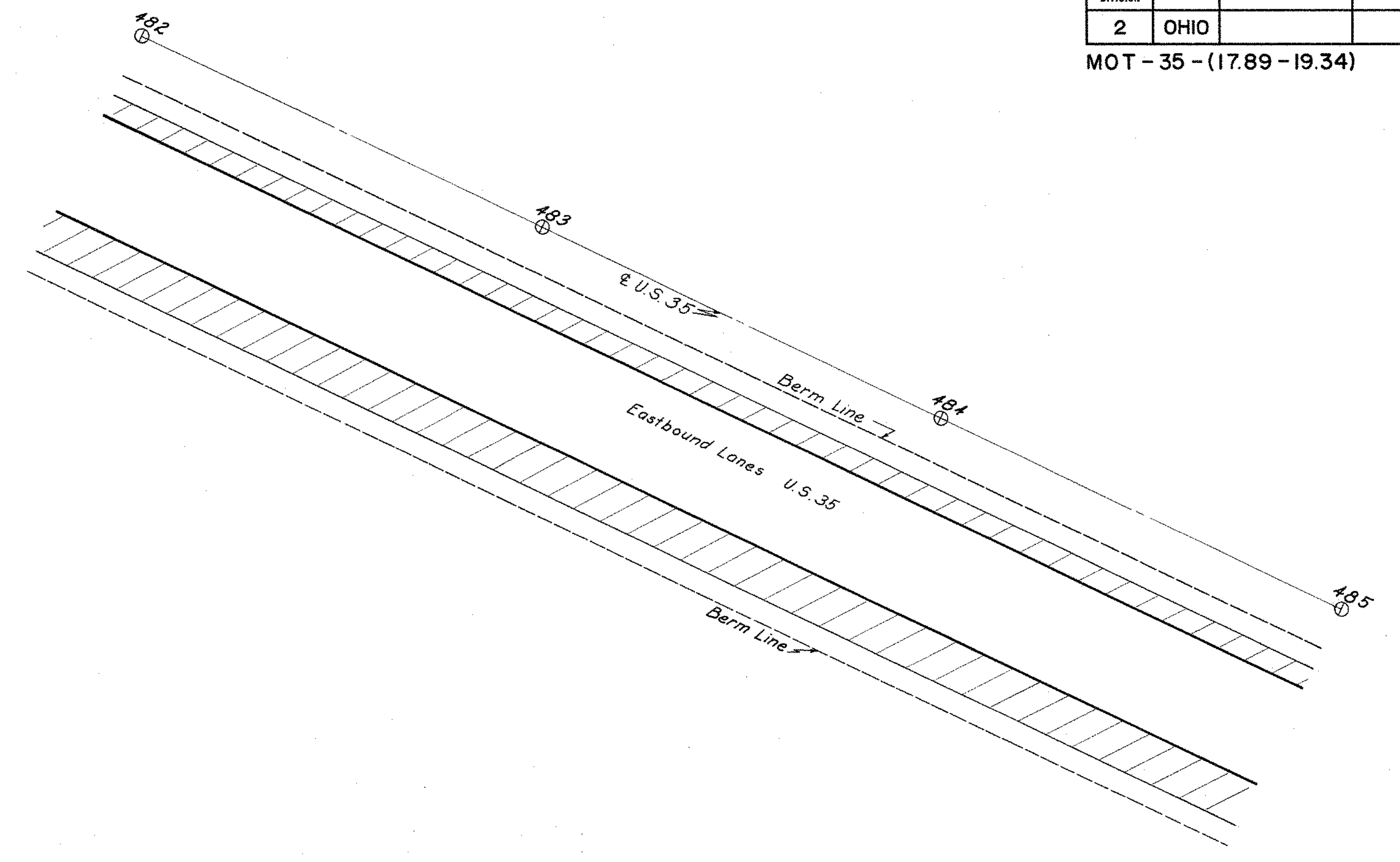
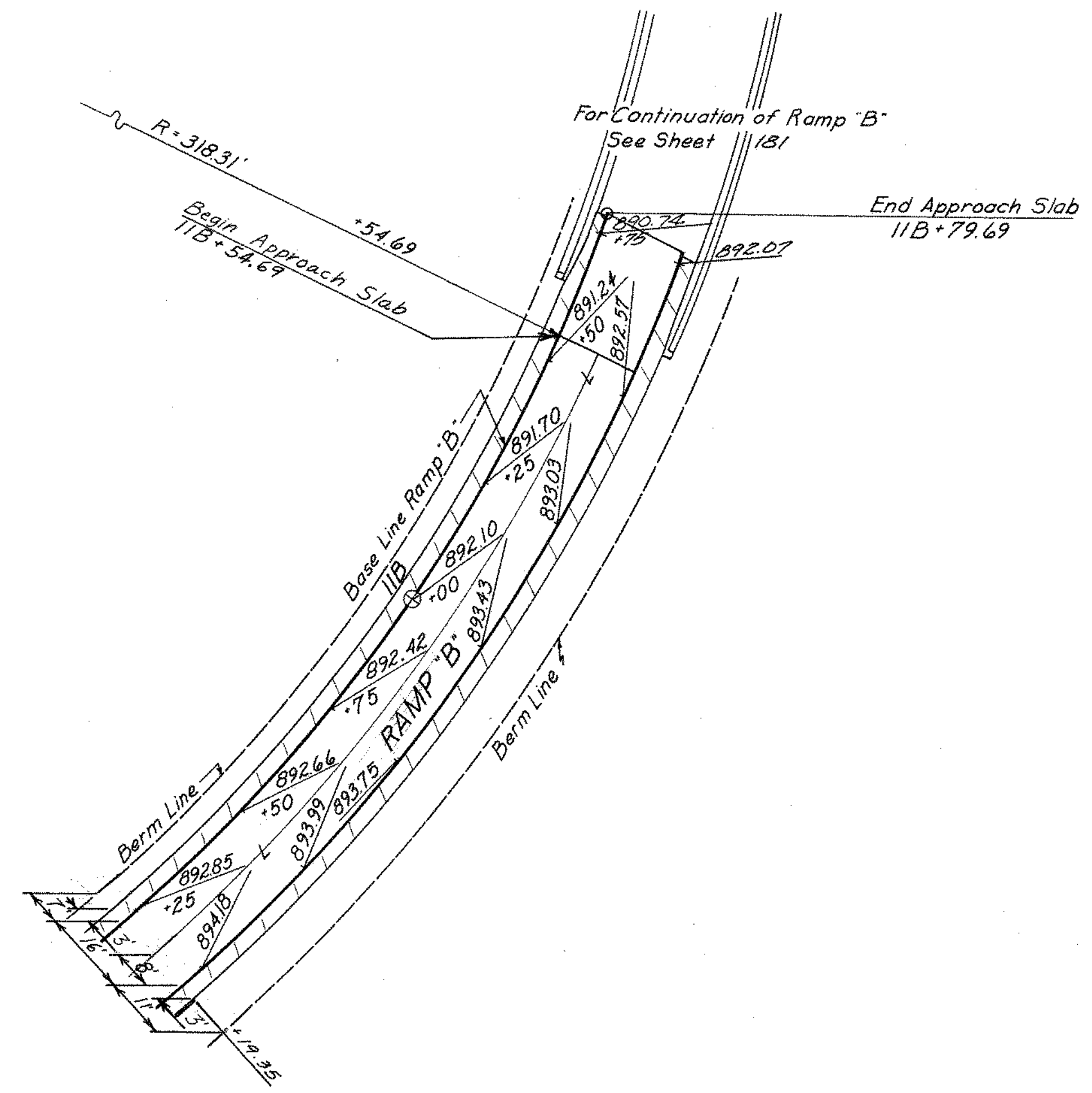
Note:
 1. For Joint Legend See Sheet 175
 2. All elevations at curb lines are top of pavement at exposed face of curb
 3. All dimensions to curb lines are to exposed face of curb.

KEY PLAN

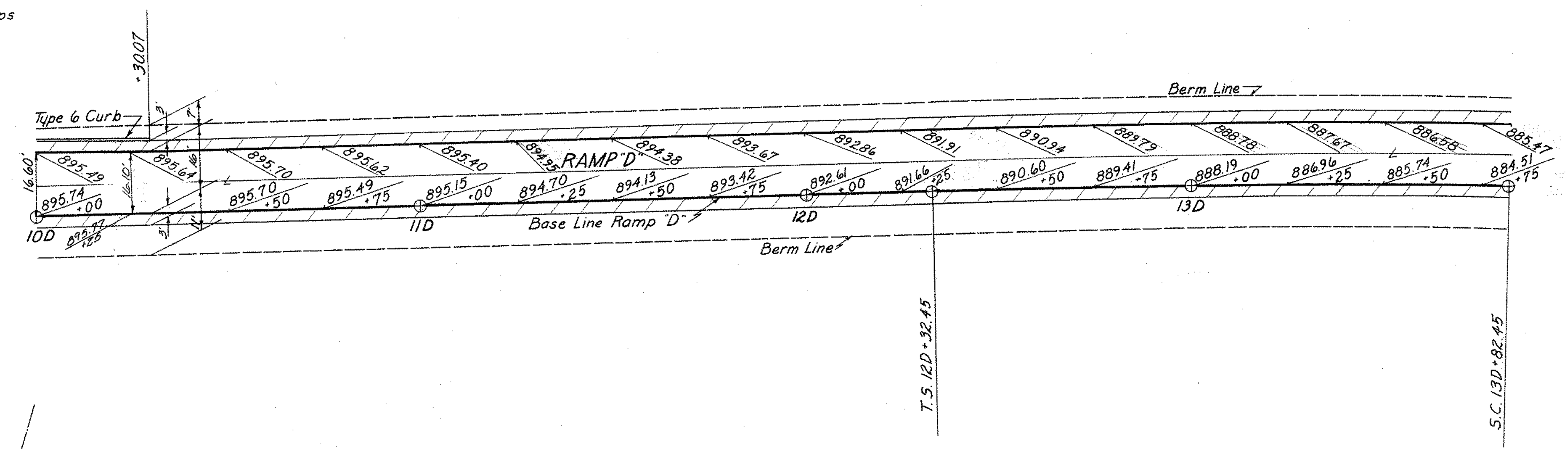
FED. NO. DIVISION	STATE	PROJECT
2	OHIO	

180
285

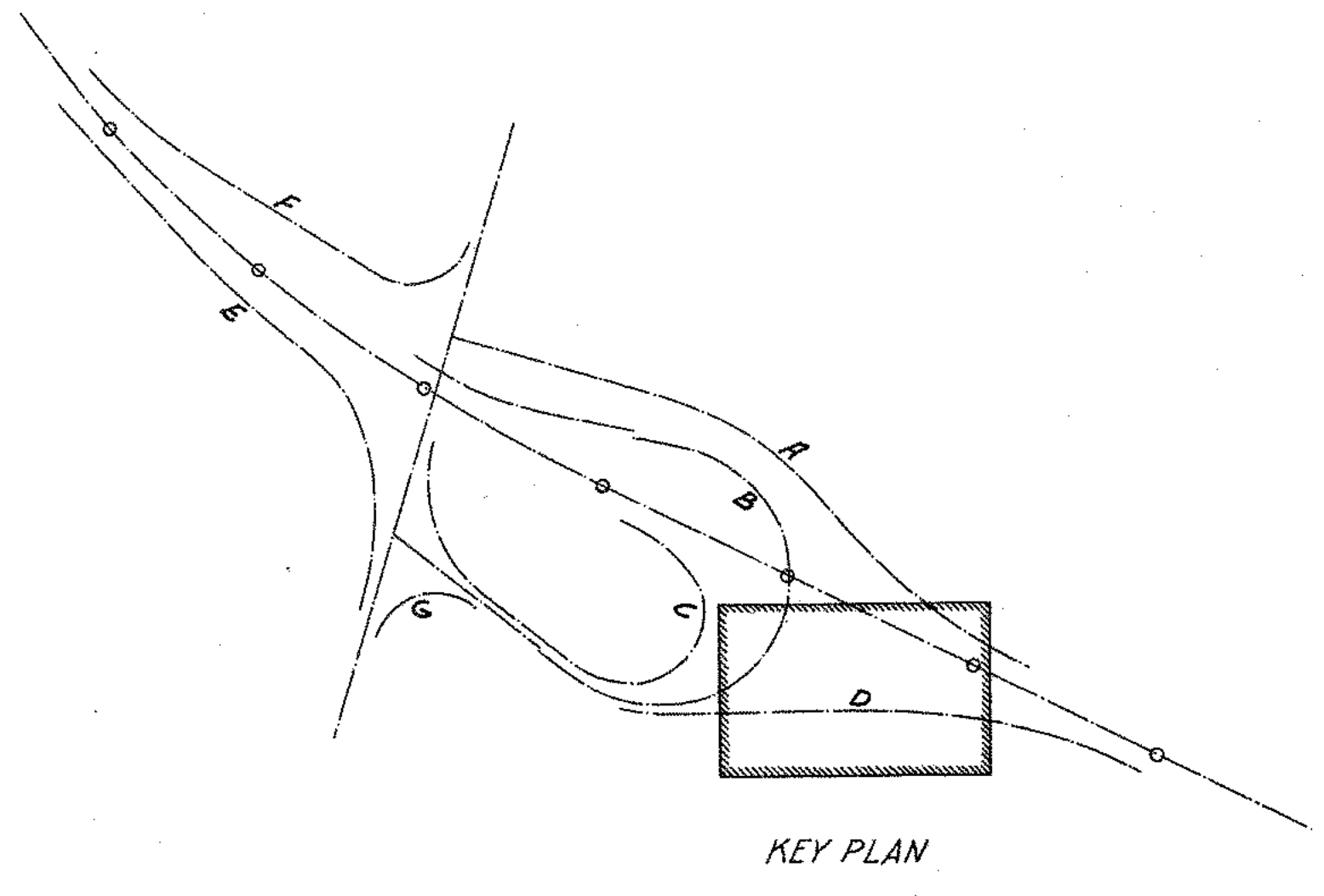
MOT - 35 - (17.89 - 19.34)



For Continuation of Ramps
See Sheet 172



For Continuation of Ramp 'D'
See Sheet 183



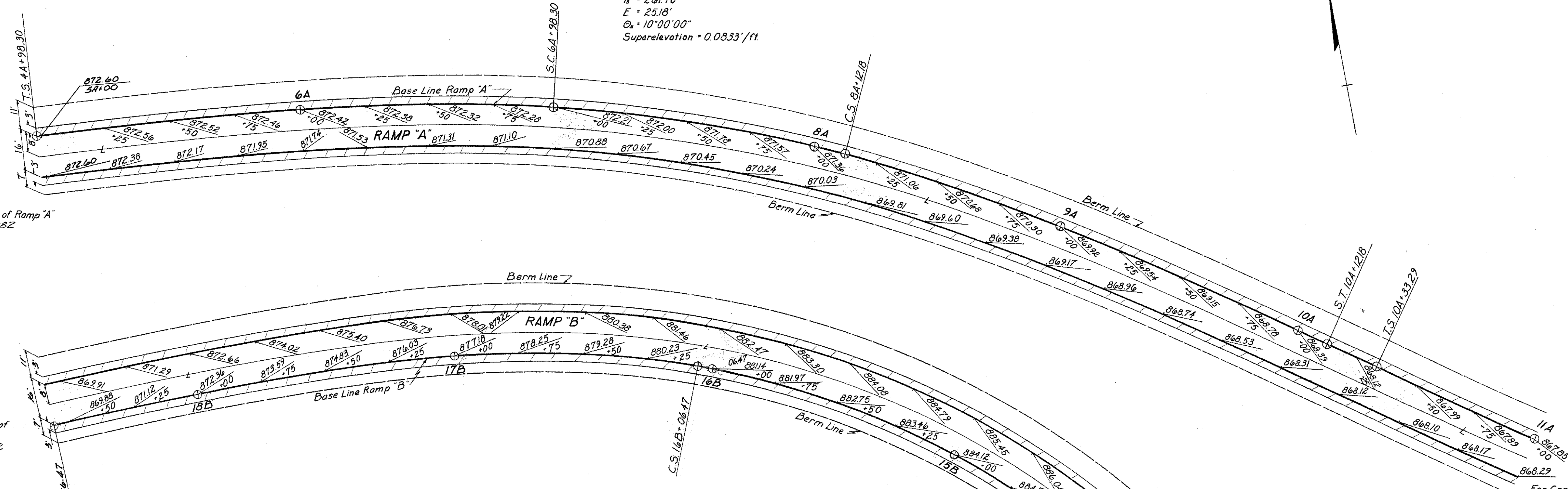
Note:
1. For Joint Legend See Sheet 175
2. For elevations on Structure No.
MOT-35-18.95 See Sh. 253

CURVE DATA - RAMP "A"

P.I. = 7A + 60.00
 $\Delta = 31^{\circ}23'15''$ Rt.
 $D_c = 10^{\circ}00'00''$
 $R = 572.96'$
 $L_s = 200.00'$
 $L_c = 113.88'$
 $T_s = 261.70'$
 $E = 25.18'$
 $\Theta_s = 10^{\circ}00'00''$
 Superelevation = 0.0833'/ft.

CURVE DATA - RAMP "B"

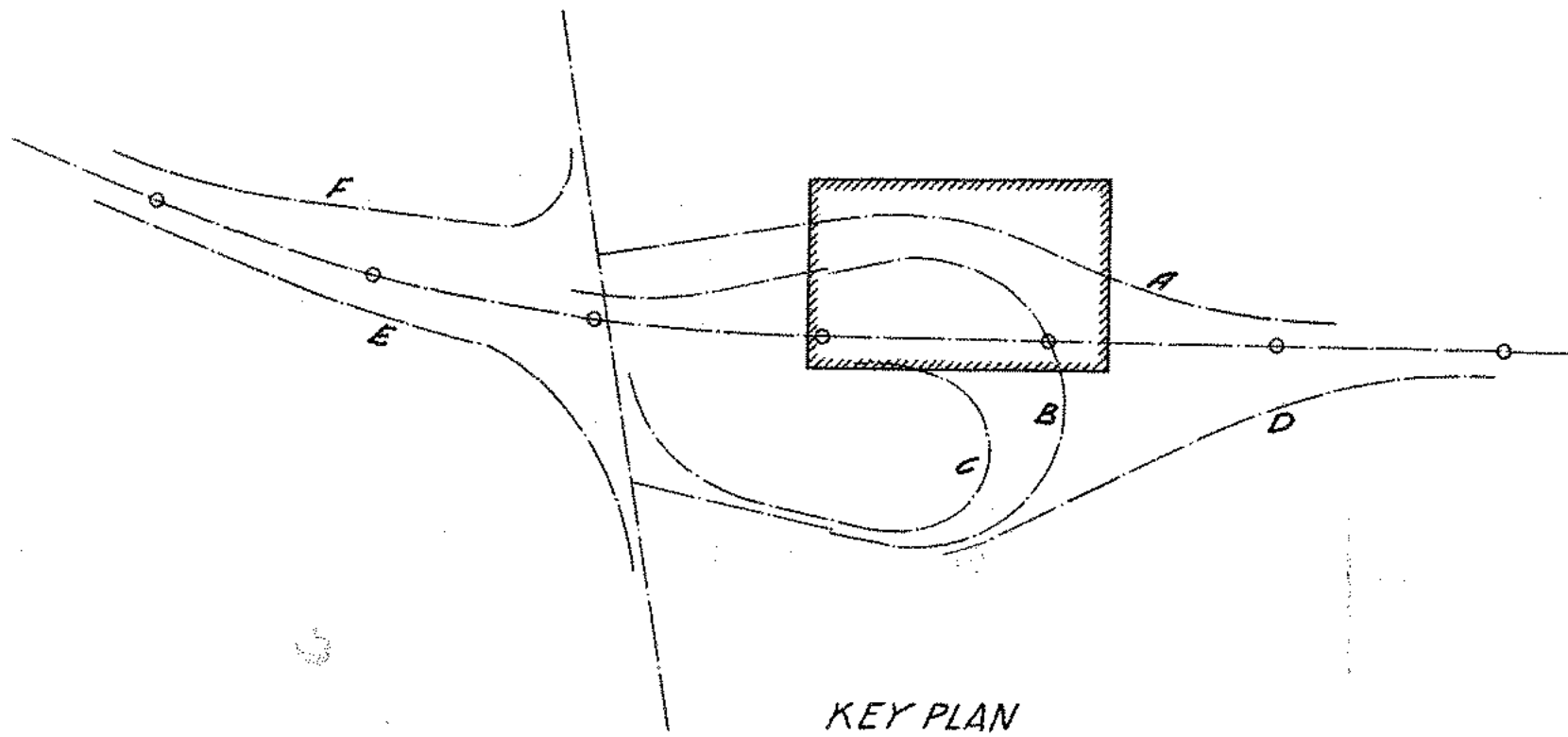
$\Delta = 207^{\circ}54'00''$
 $D_c = 18^{\circ}00'00''$
 $R = 318.31'$
 $L_s = 250.00'$
 $L_c = 90.500'$
 $\Theta_s = 22^{\circ}30'00''$
 Superelevation = 0.0833'/ft.



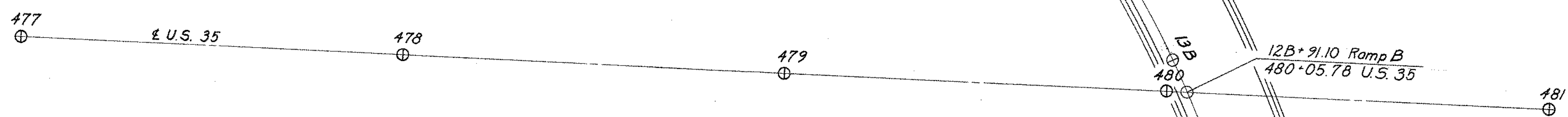
For Continuation of Ramp "A"
See Sheet 132

For Continuation of Ramp "B"
See Sheet 132

For Continuation of Ramp "A"
See Sheet 133



KEY PLAN



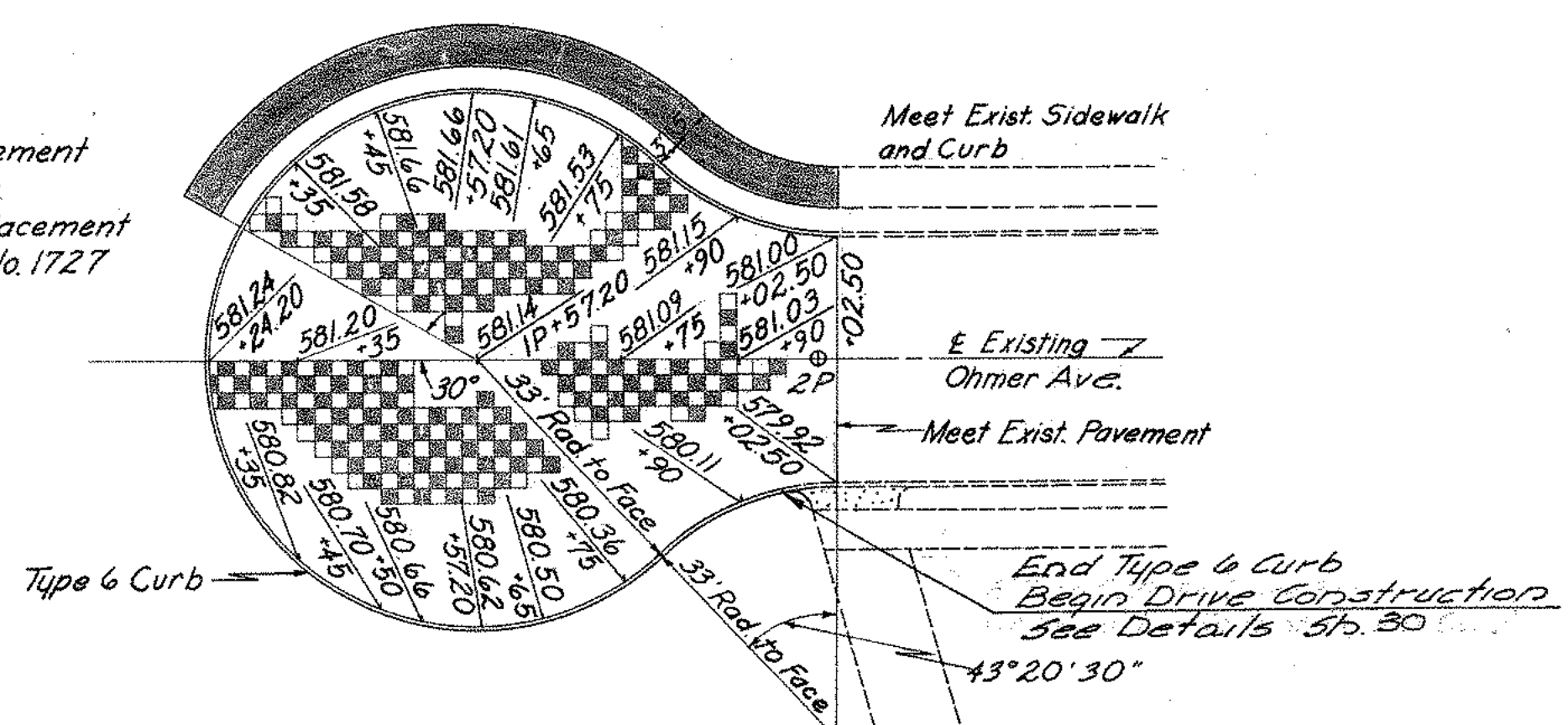
NOTE:
 1. For Joint Legend see sheet 175
 2. For elevations on Structure No. MOT-35-1895 see sheet 255

For Continuation of Ramp B See Sh. 130

Item E-8
Removal of Existing Curb and Gutter
Sta. 0P+85 to Sta. 2P+02.50 Lt. & Rt.
235 Lin. Ft.

Item I-13
4" Concrete Sidewalk
Ohmer Ave. Cul-de-Sac
+53.8 Sq. Ft.

Item T-70
7" Plain Portland Cement
Concrete Pavement
To be used for replacement
of Drive to House No. 1727
2 Sq. Yd

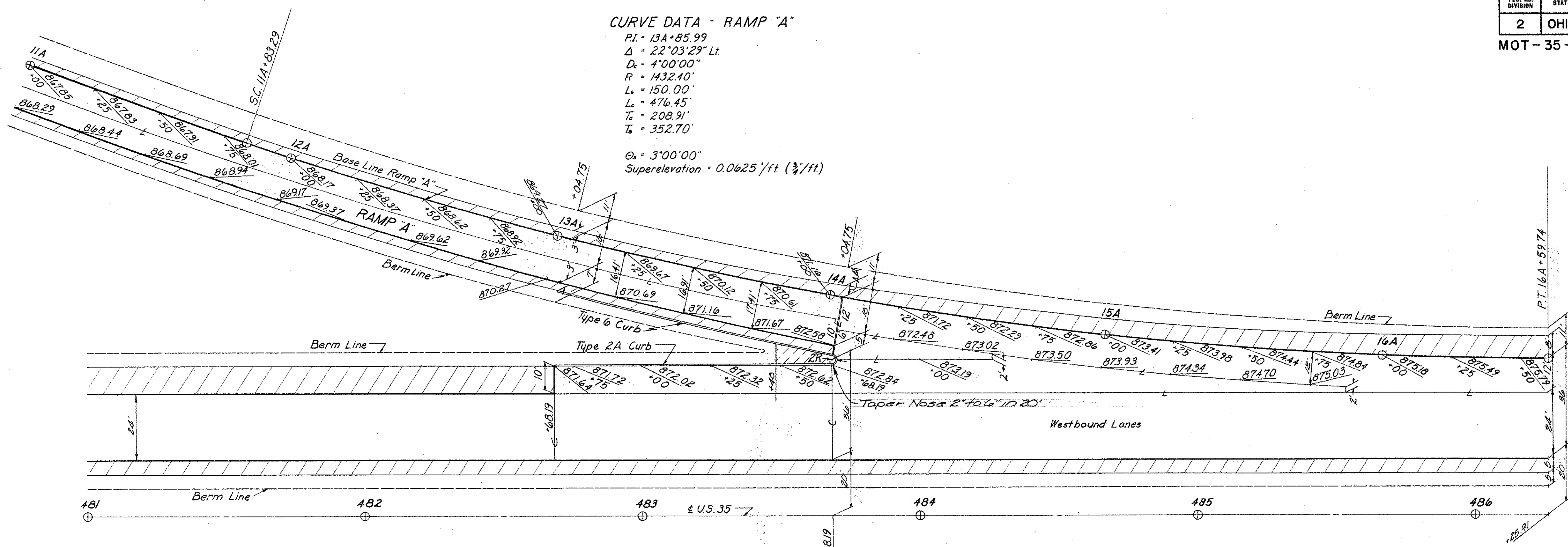


CURVE DATA - RAMP "A"

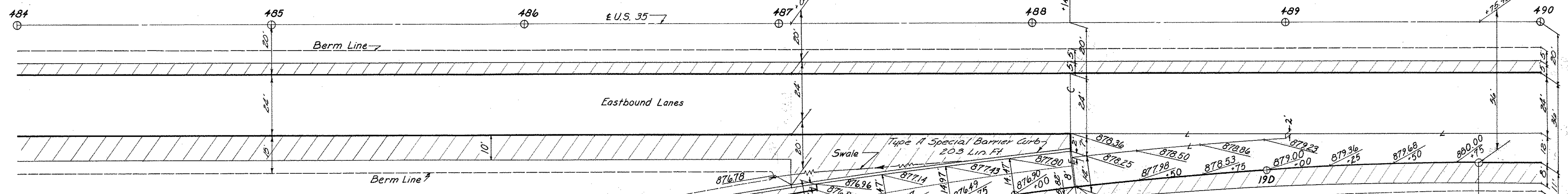
PI. = 13A+85.99
 $\Delta = 22^\circ 03' 29''$ Lt
 $D_c = 4' 00'' 00''$
 $R = 1432.10'$
 $L_c = 150.00'$
 $L_t = 476.45'$
 $T_c = 208.91'$
 $T_t = 352.70'$

$\Theta_s = 3' 00'' 00''$
 Superelevation = 0.0625'/ft. ($\frac{3}{4}$ "/ft.)

For Continuation
 of Ramp "A"
 See Sheet 181



Eastbound Lanes

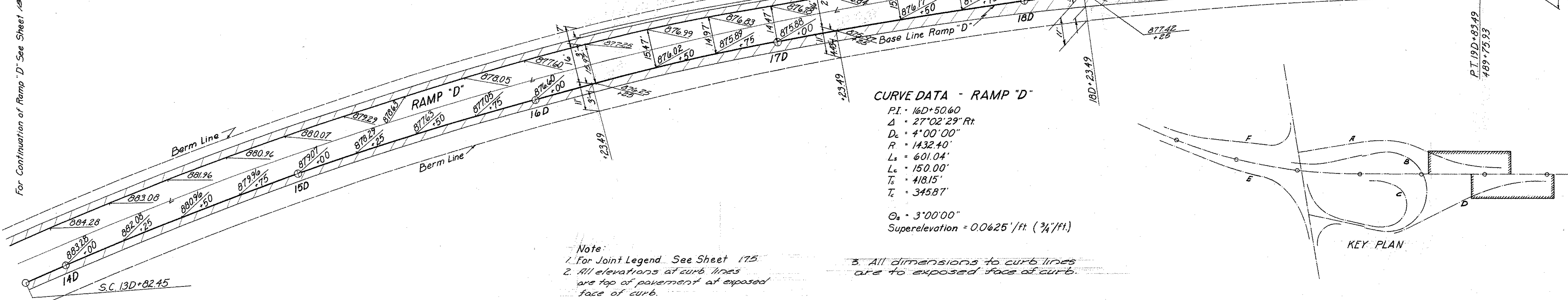


CURVE DATA - RAMP "D"

PI. = 16D+50.60
 $\Delta = 27^\circ 02' 29''$ Rt
 $D_c = 4' 00'' 00''$
 $R = 1432.40'$
 $L_c = 601.04'$
 $L_t = 150.00'$
 $T_c = 418.15'$
 $T_t = 345.87'$

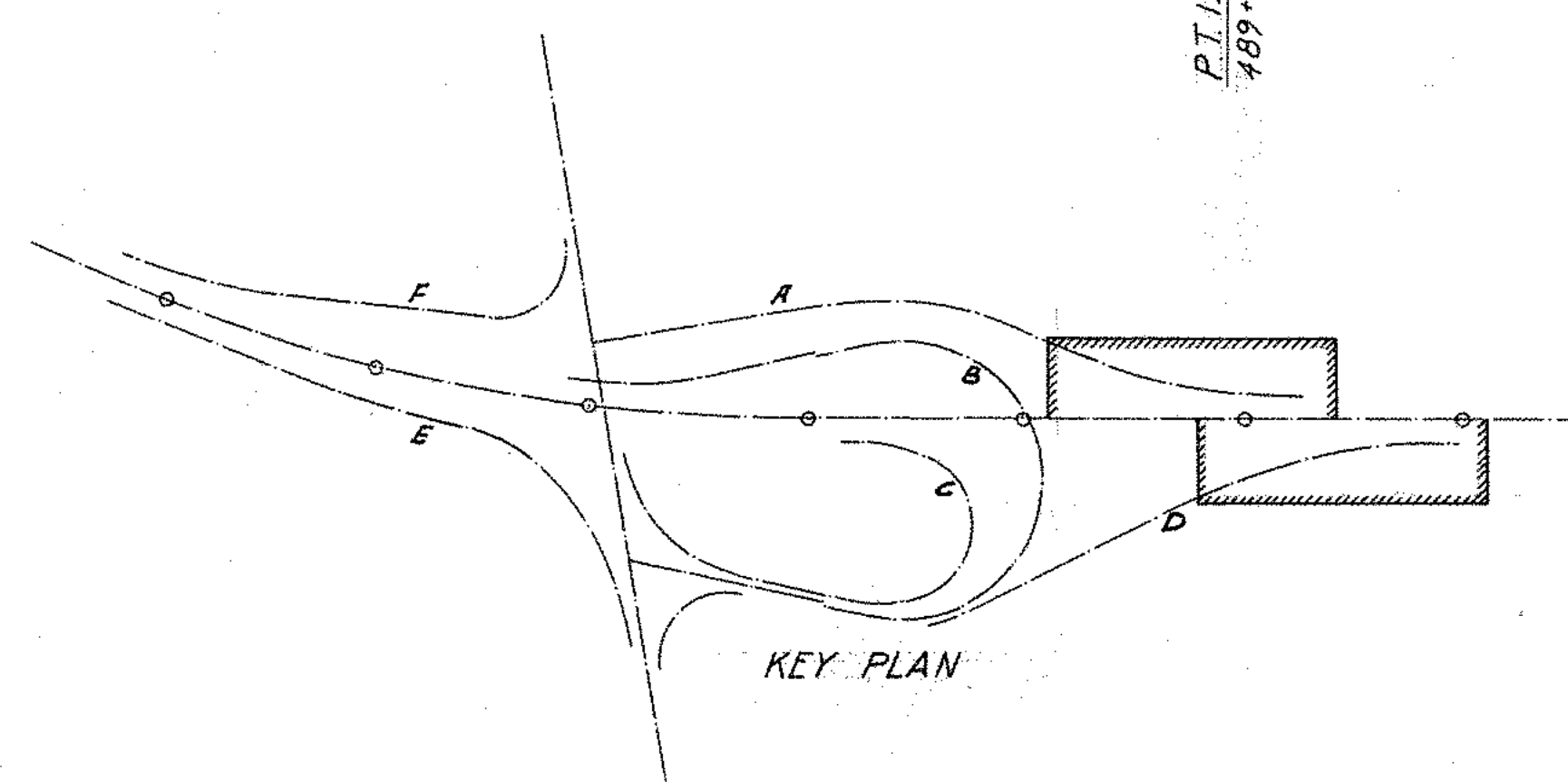
$\Theta_s = 3' 00'' 00''$
 Superelevation = 0.0625'/ft. ($\frac{3}{4}$ "/ft.)

For Continuation of Ramp "D" See Sheet 180



Note:
 1. For Joint Legend See Sheet 175
 2. All elevations at curb lines are top of pavement at exposed face of curb.

3. All dimensions to curb lines are to exposed face of curb.

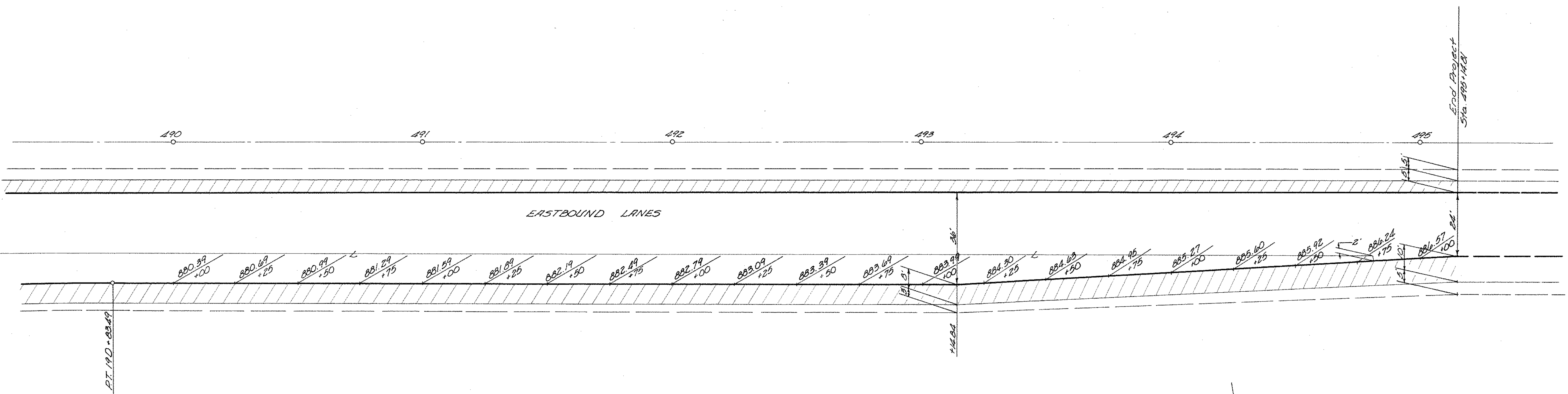
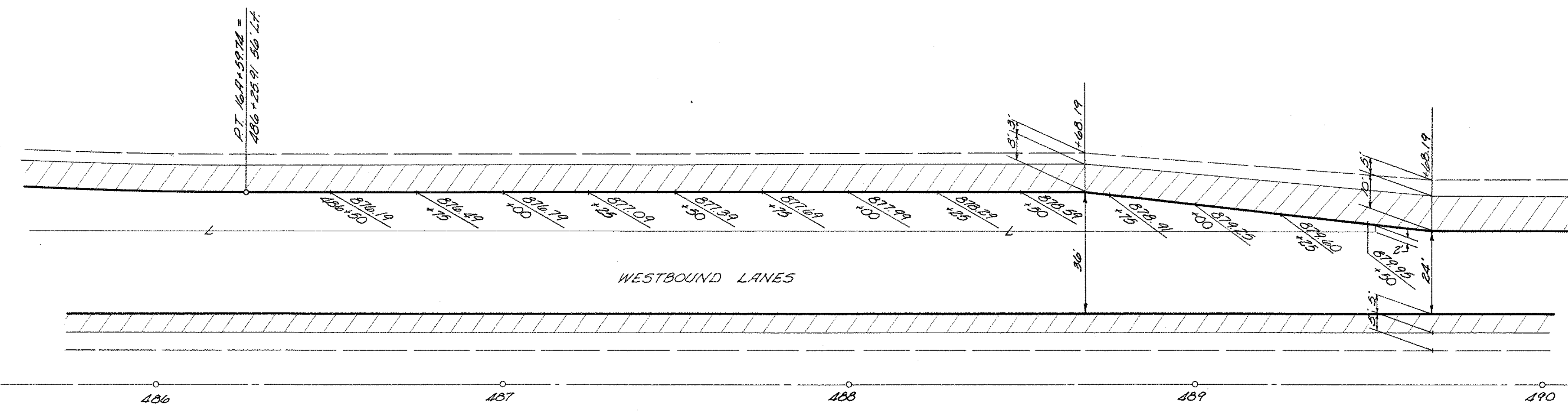


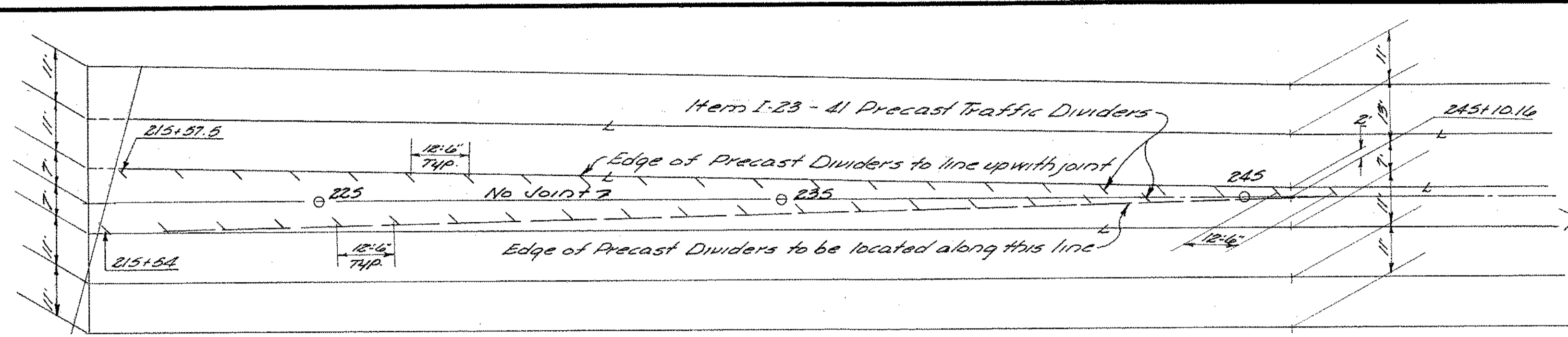
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

134
285

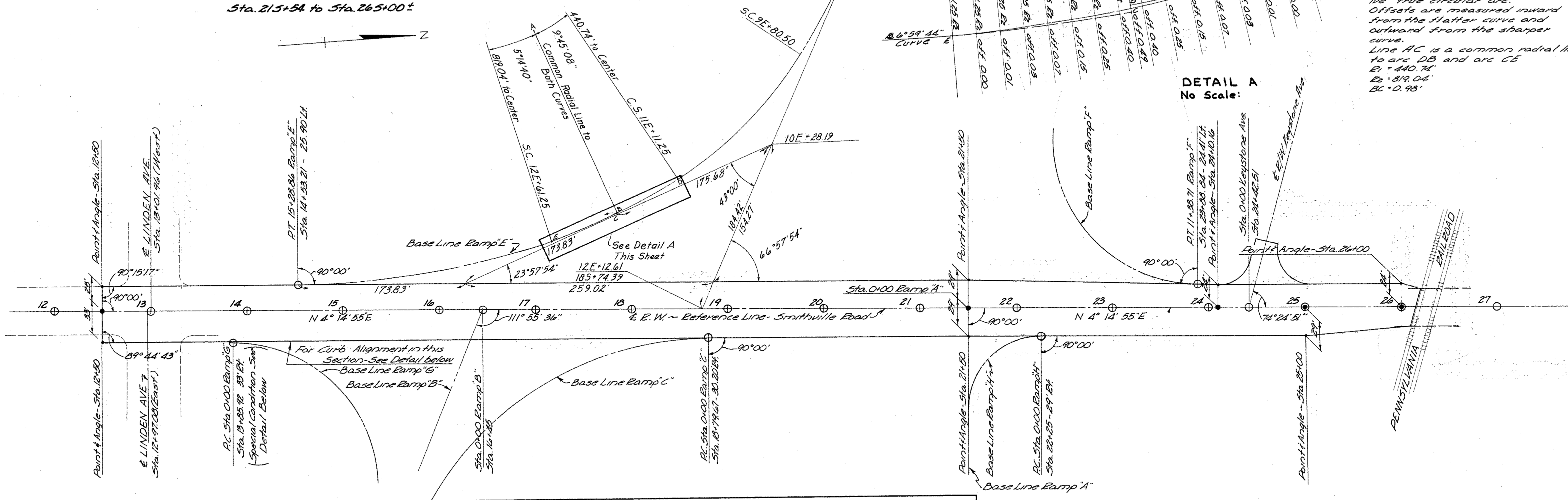
MOT-35-(17.89-1934)

Note: For Joint Legend, See Sheet No. 175.



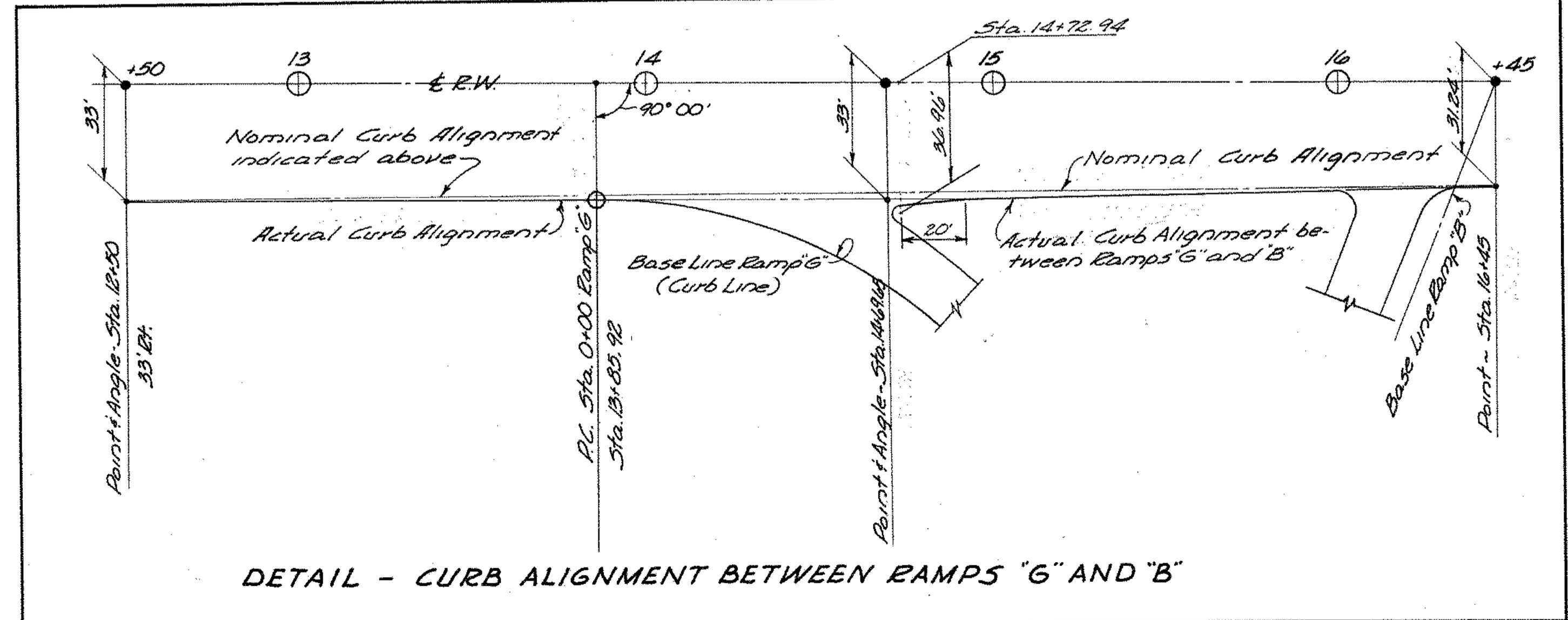


LAYOUT DETAIL
PRECAST TRAFFIC DIVIDERS
Sta. 215+54 to Sta. 265+00±

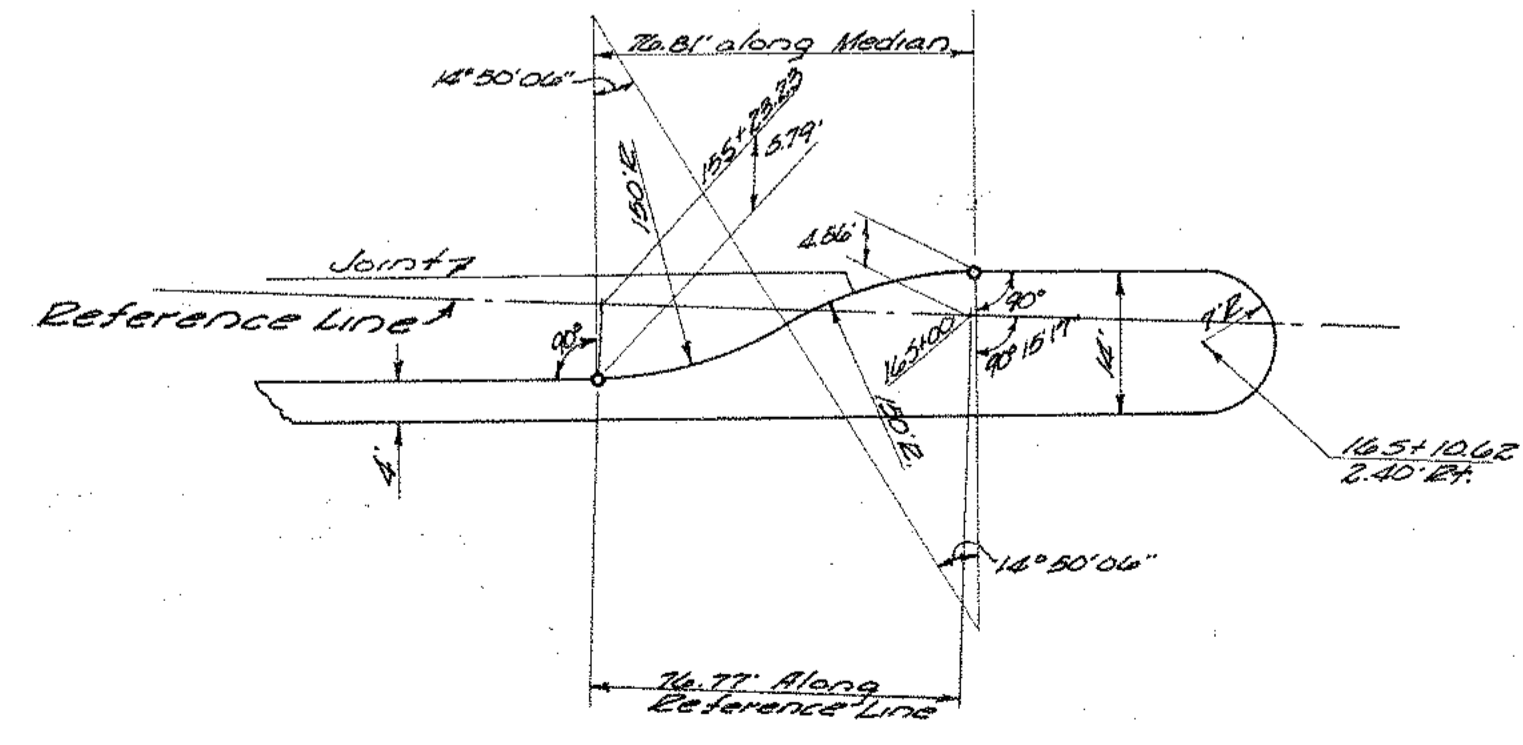


Note: Stations marked with B₁ or B₂ are measured on their respective true circular arc. Offsets are measured inward from the flatter curve and outward from the sharper curve. Line AC is a common radial line to arc DB and arc CE. B₁ = 440.74' B₂ = 319.04' BC = 0.93'

DETAIL A
No Scale:



DETAIL - CURB ALIGNMENT BETWEEN RAMPS "G" AND "B"



MEDIAN DIVIDER LAYOUT DETAIL
STA. 155+23.23 to STA. 165+10.62
No Scale

All dimensions are to exposed face of curb.

SPECIAL BERM & SLOPE PROTECTION

Prior to placement of sod in the berm and slope, galvanized poultry fence shall be placed on the finished grade in strands which shall be at right angles to the direction of flow. Each strand shall be staked securely on top and bottom with stakes spaced at four foot intervals and attached in rows four feet apart.

Stakes shall be 1" x 1" x 8" wood stakes and shall be perpendicular to the ground and flush with the finished grade.

The fence shall be Straight Line Poultry Fence or equivalent with strand width of four feet, having a two inch mesh and all wires No. 20 Gauge.

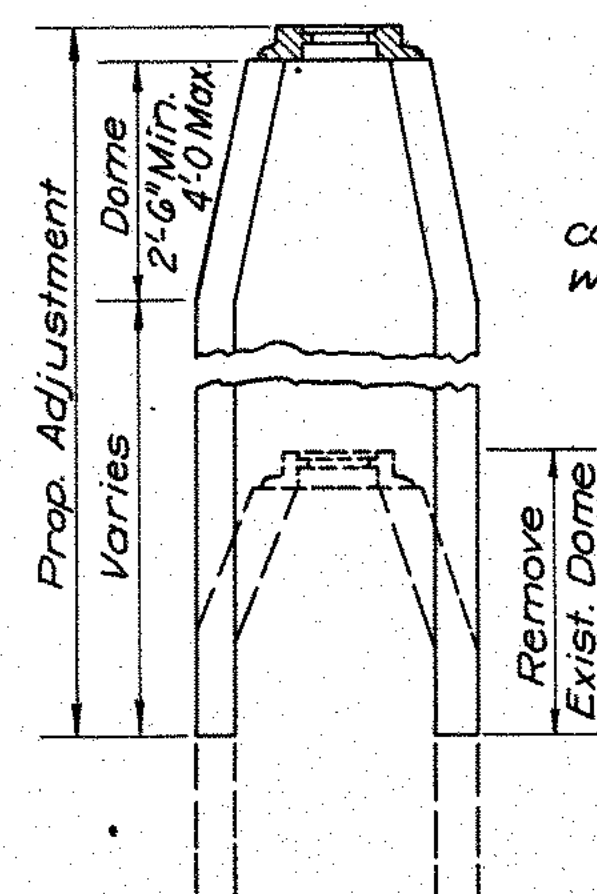
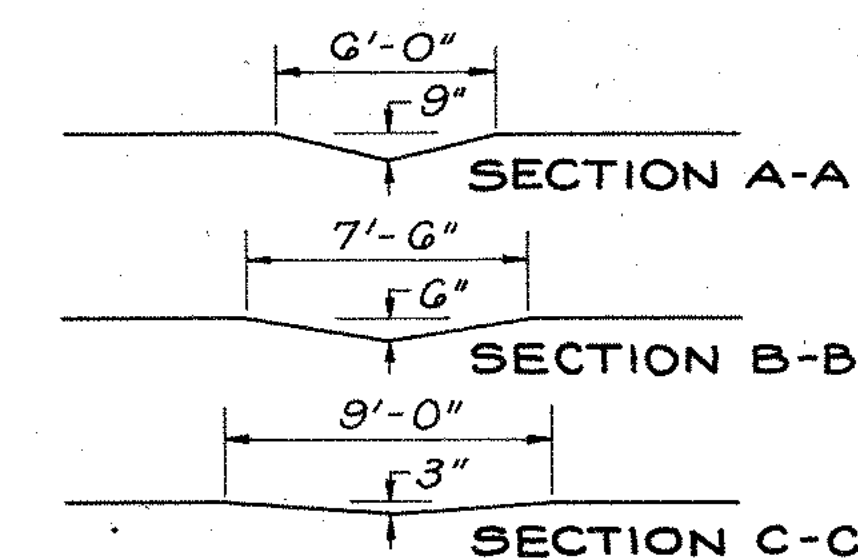
Each strand of fencing shall be fastened together at twelve inch intervals by means of hog rings.

The fence shall be secured to the wood stakes by metal staples.

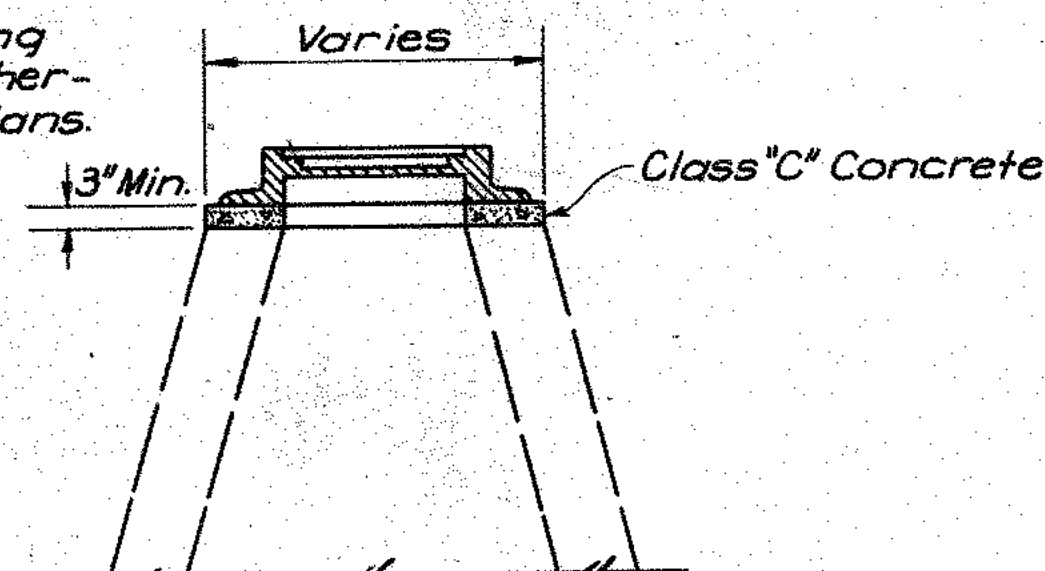
Sod shall be laid in accordance with

Construction and Material Specifications Section L-10.07.

Special berm and slope protection, as detailed herein, shall be paid for at the contract unit price per square yard bid under Item L-10, "Special berm and slope protection" which shall include cost of furnishing and staking galvanized fence.



ITEM I-8
This treatment shall be used where the existing casting is to be raised on amount exceeding 12" or lowered more than 6".



ITEM I-8
This treatment shall be used where the existing casting is to be raised an amount less than 12" or lowered less than 6". Sufficient brick shall be removed to permit a minimum concrete thickness of 3".

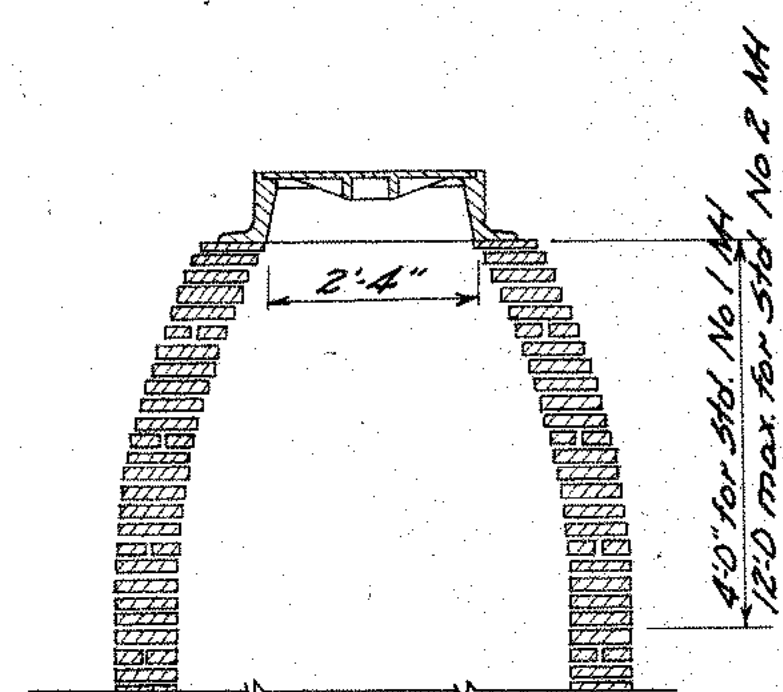
MANHOLE RECONSTRUCTED TO GRADE

MANHOLE ADJUSTED TO GRADE

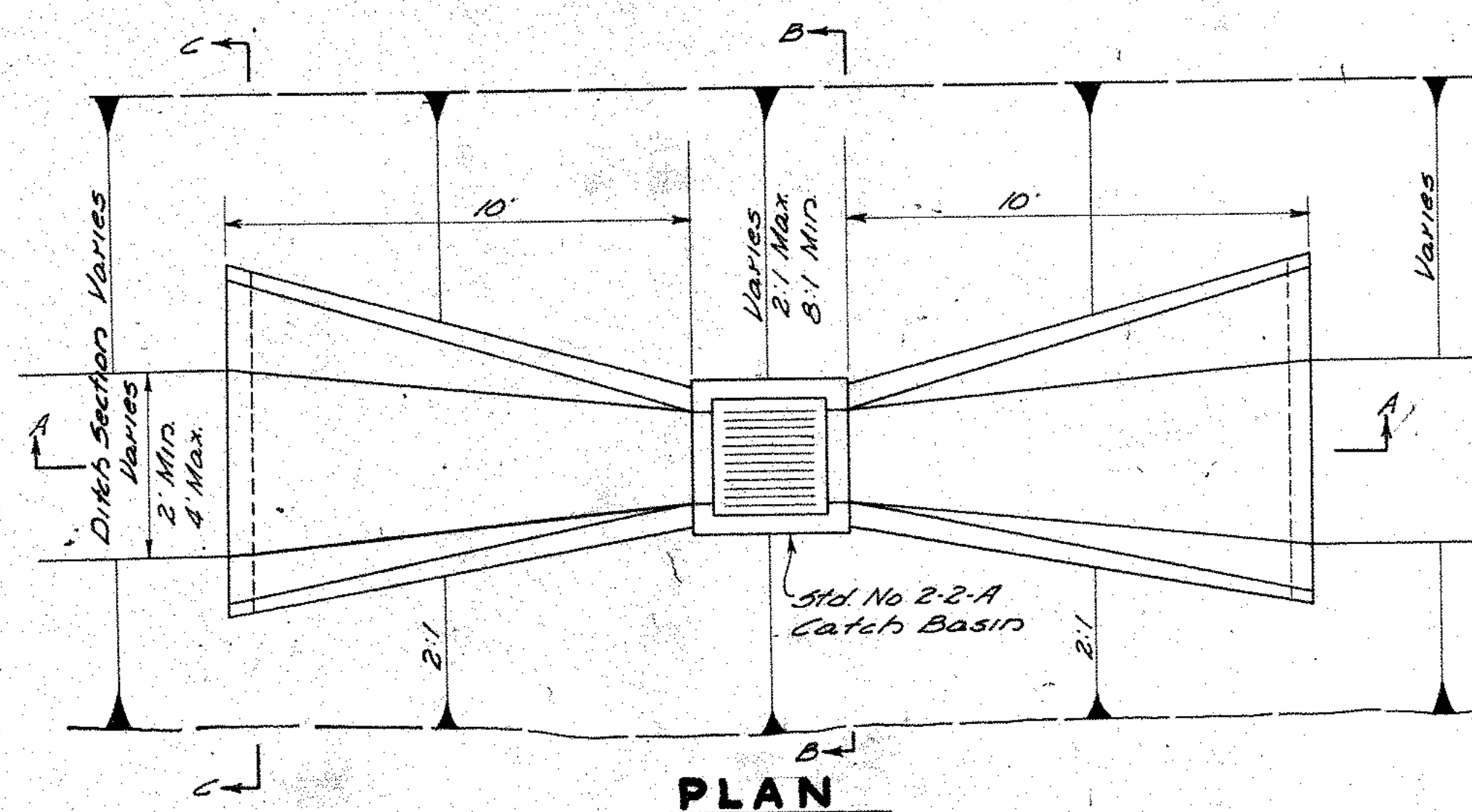
Note: All required construction shall be in accordance with the pertinent details of Standard Construction Drawings I-8 MH No. 1, MH No. 2, & I-8 MH No. 1-A.

REVISIONS TO EXISTING MANHOLES

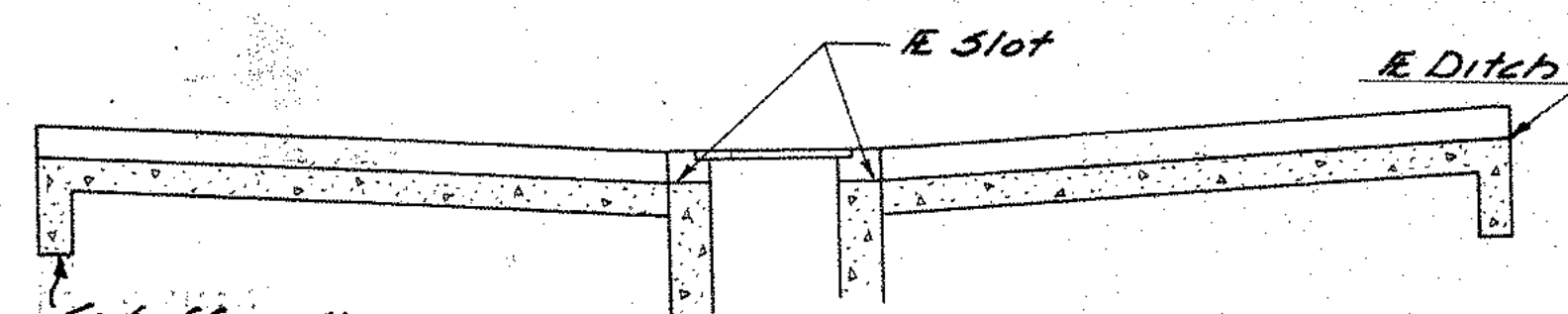
No Scale



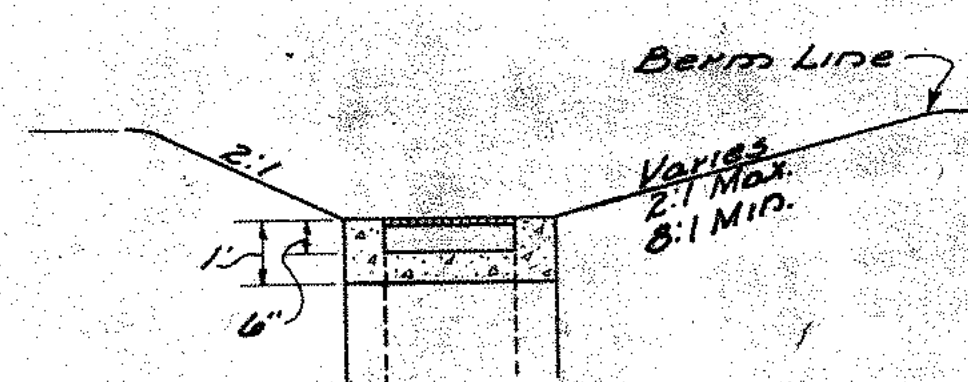
STANDARD NO. 1 & NO. 2 MANHOLES MODIFIED



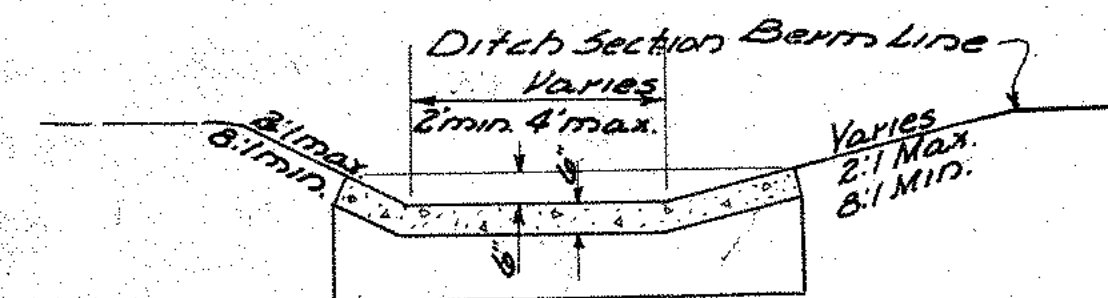
PLAN



SECTION A-A



SECTION B-B

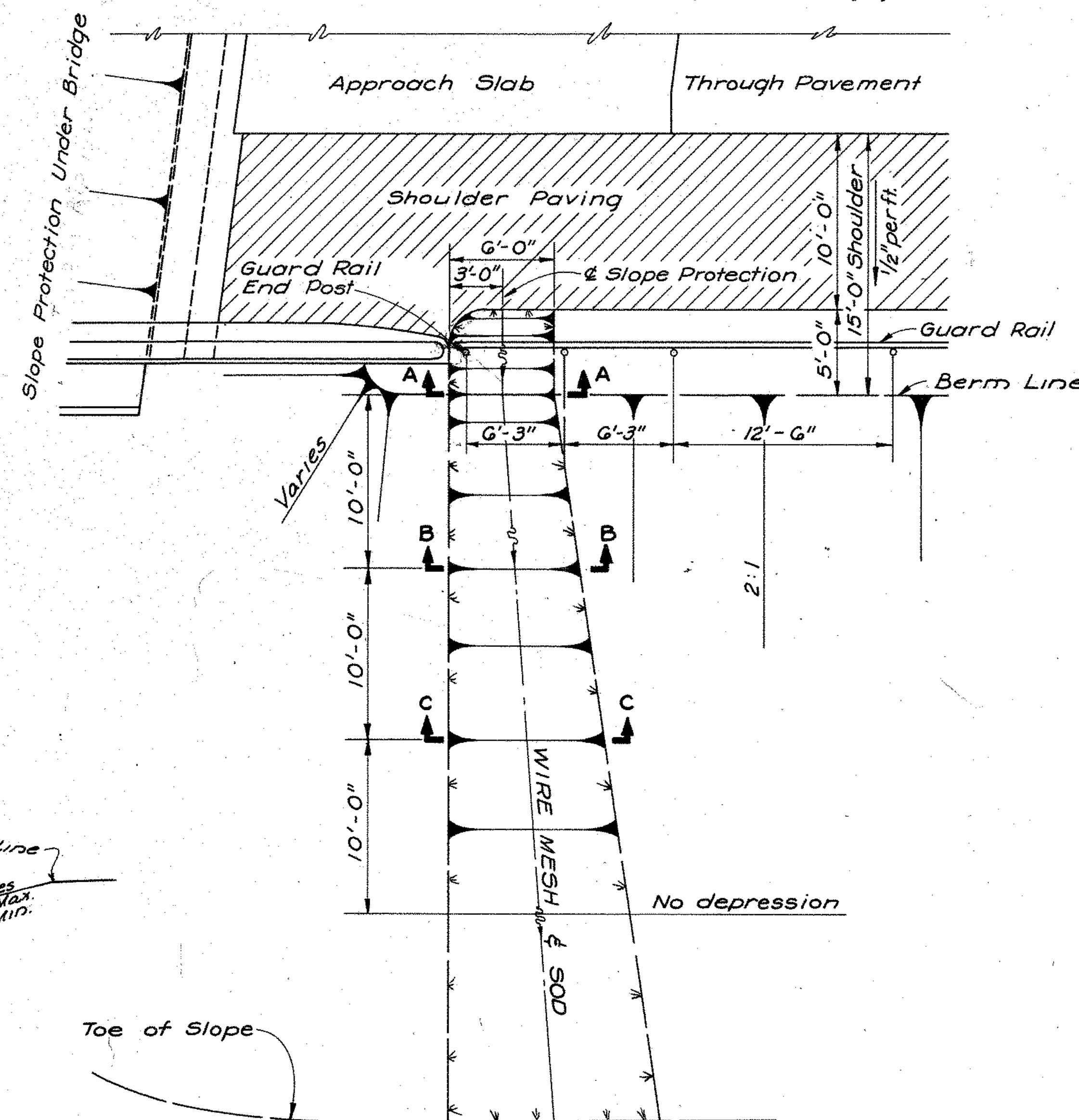


SECTION C-C

DETAILS OF MODIFIED TYPE I PAVED GUTTER

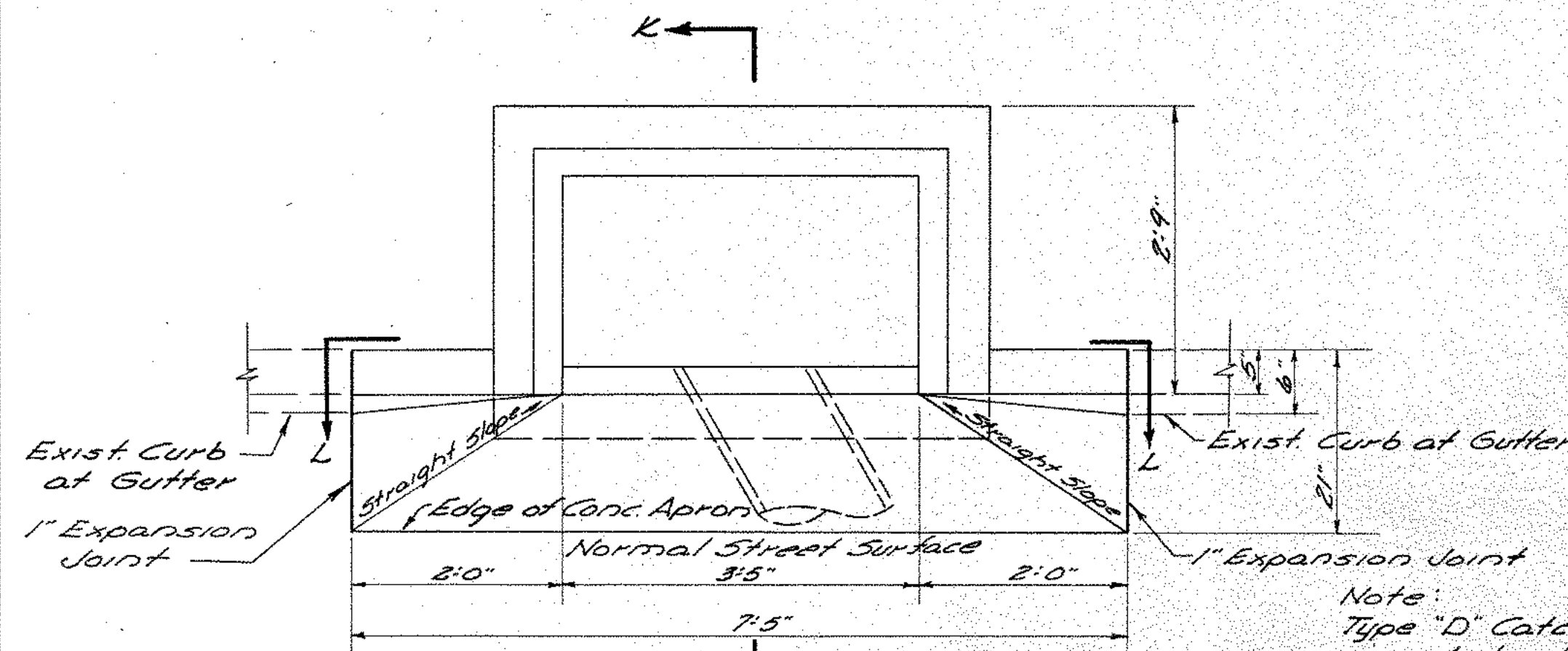
NO SCALE

NOTE: Rounded Bottom ditches shall be transitioned to flat-section at paved gutter. Begin Ditch transition 10' ahead of paved gutter.



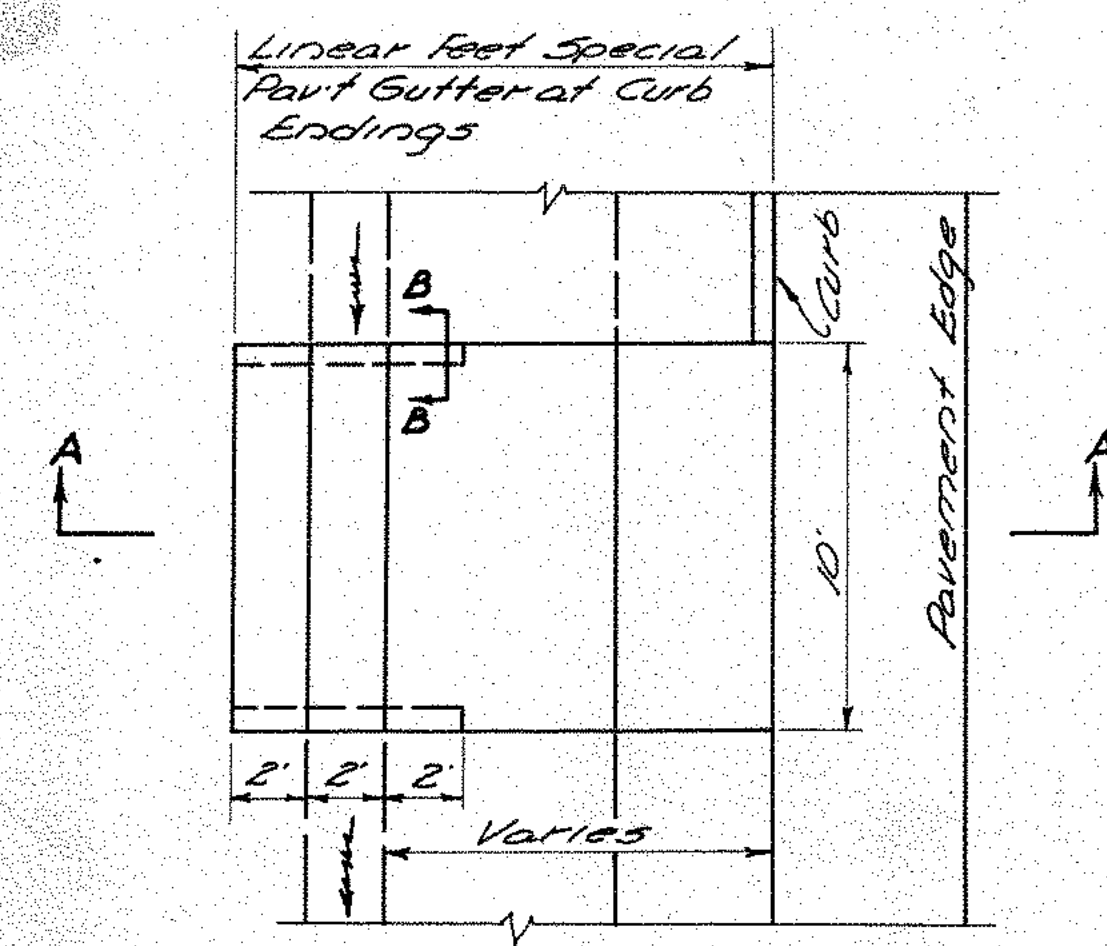
APPROACH SLAB EROSION CONTROL

Scale: 3/16" = 1'-0"

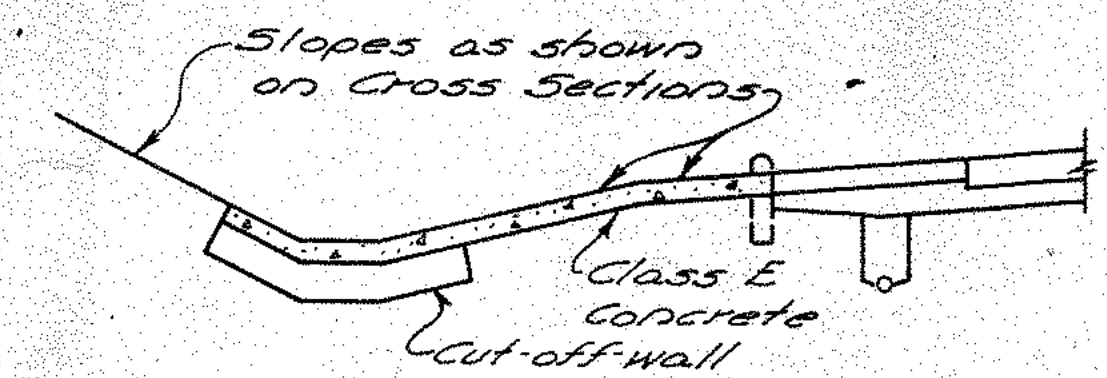


PLAN
With Cover Removed
(For Cover Details See Sh 189)

Note:
Type "D" Catch Basin to be provided with expansion joints, dowels and key joints as shown on Standard Drawing I-8 C.B. No. 3-A. Catch Basins to be Outletted as per plan. All concrete shall be Class C unless otherwise noted.

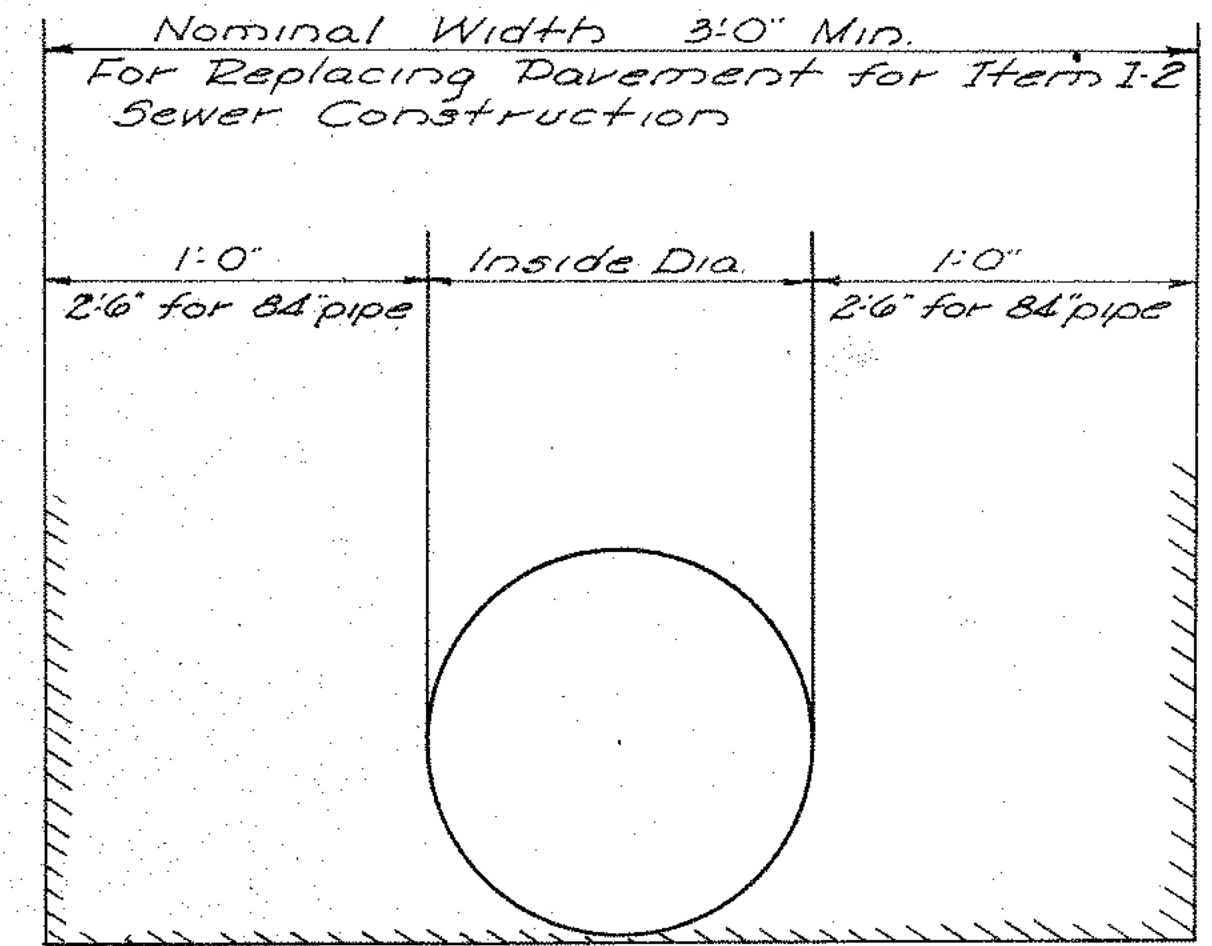


SECTION A-A



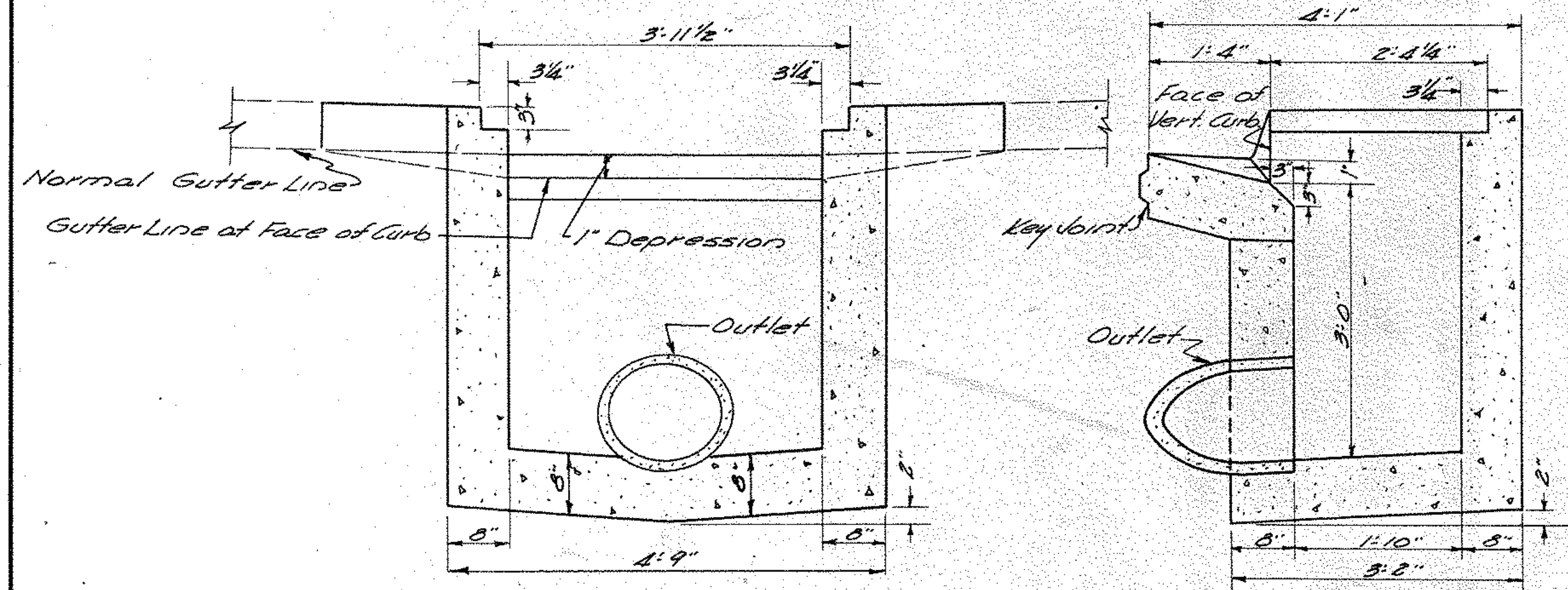
SECTION B-B

DETAIL FOR DRAINAGE AT CURB ENDINGS



PAVEMENT RESTORATION

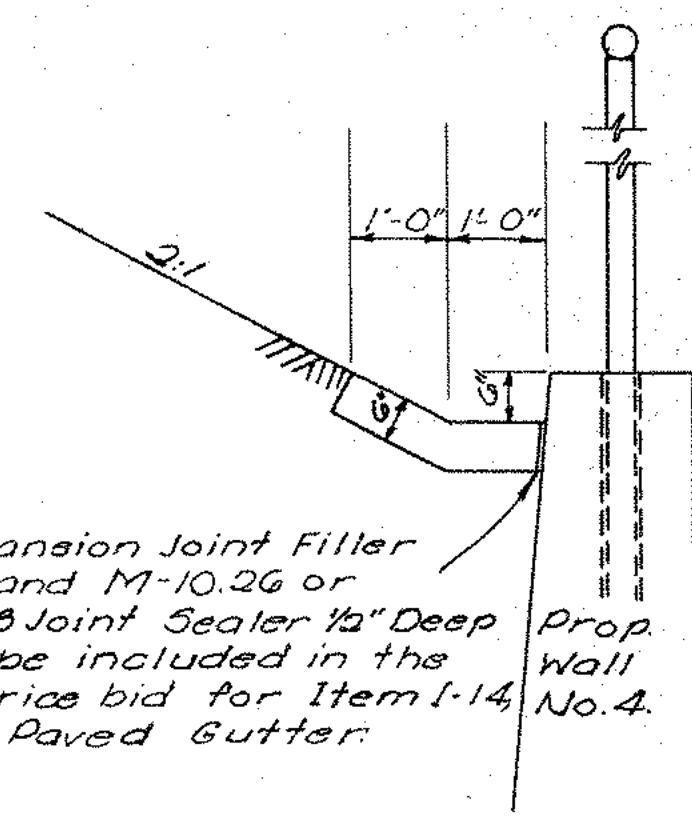
Detail Showing Pavement Width of Pavement Restoration required for Construction of Sewers under existing Pavement.



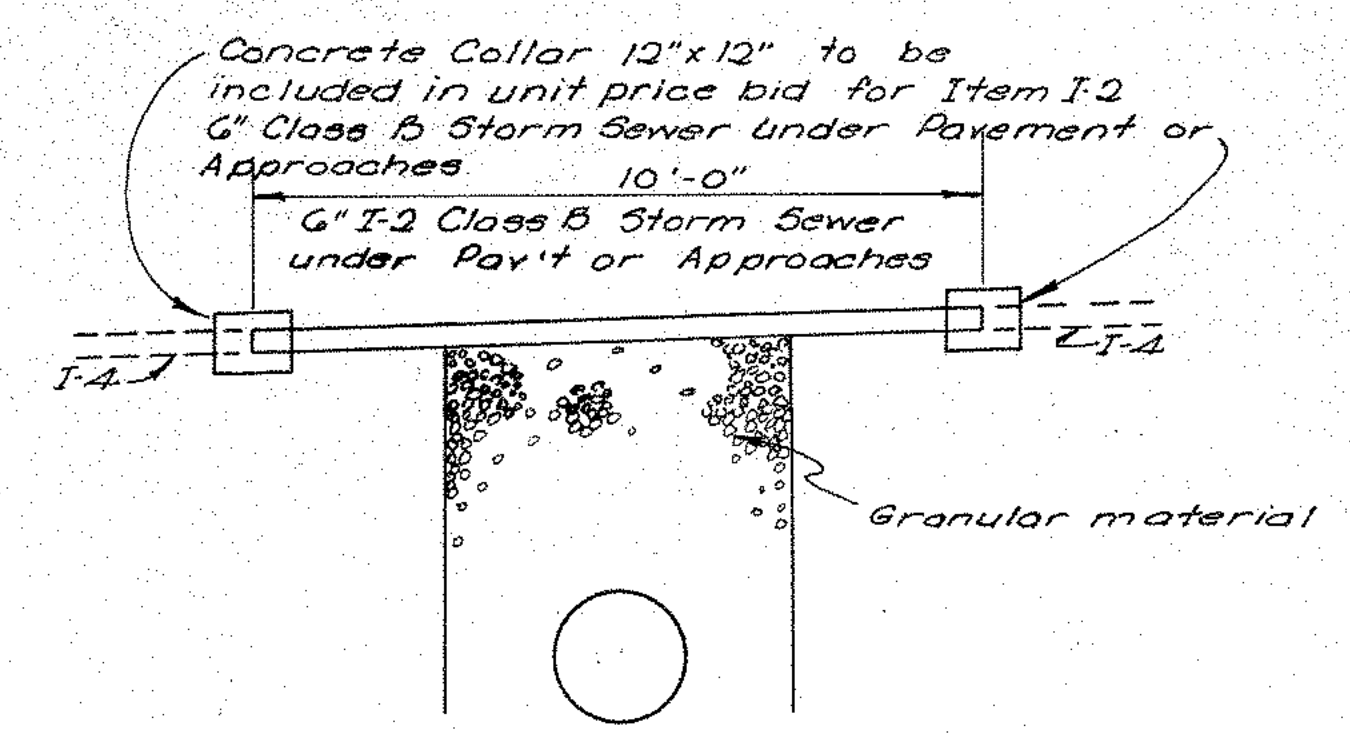
SECTION L-L

SECTION K-K

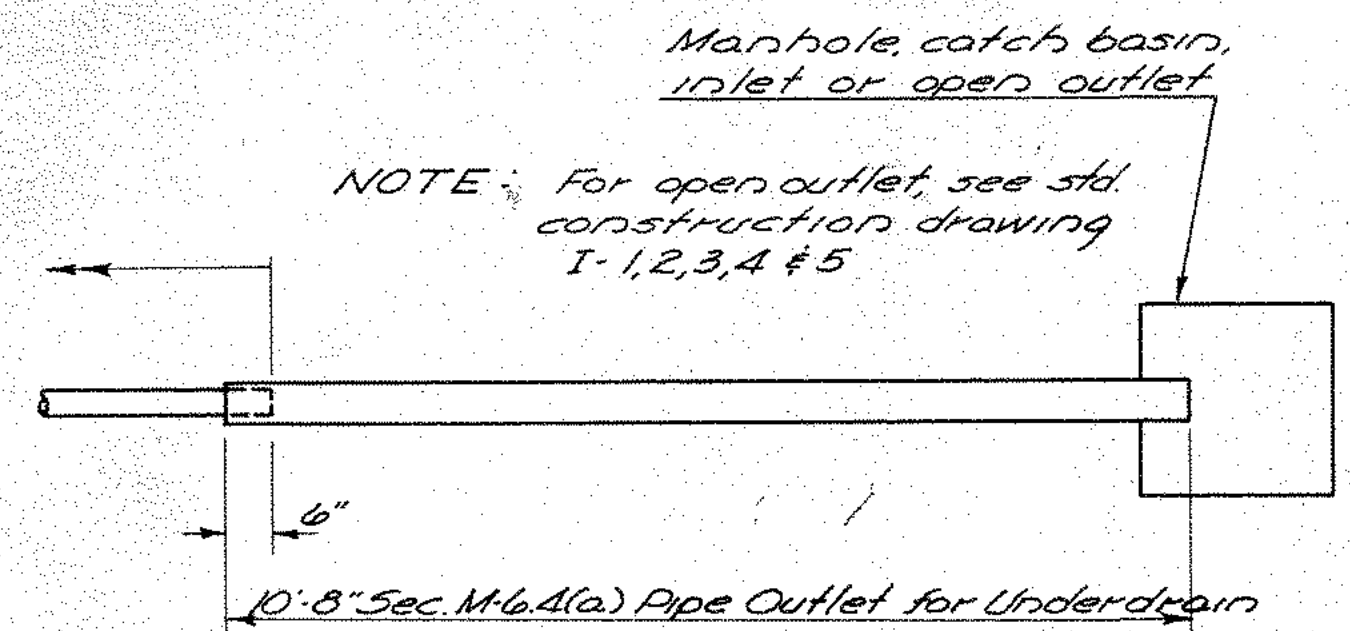
CATCH BASIN Type D



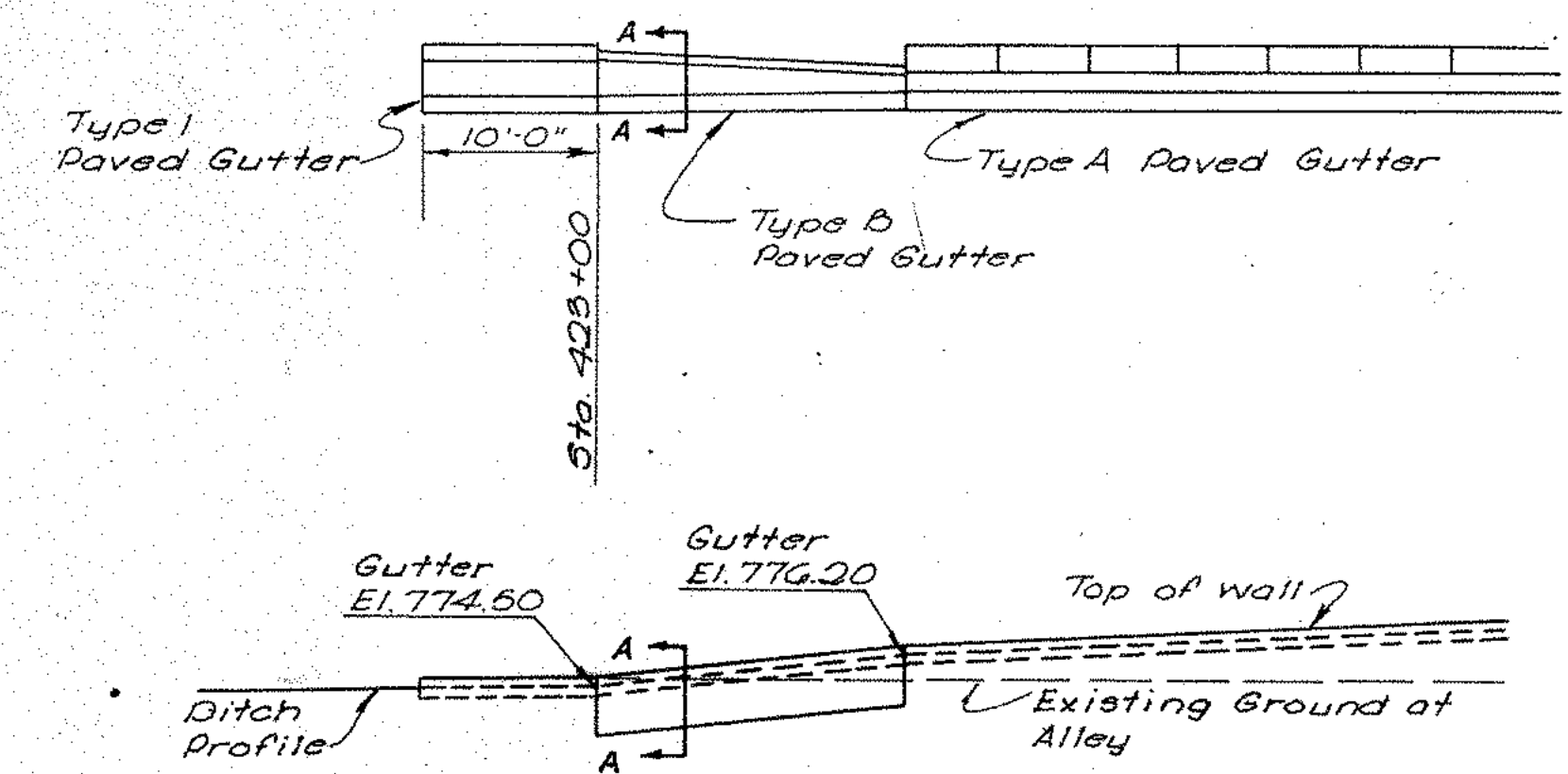
TYPE A PAVED GUTTER



DETAIL OF I-4 UNDERDRAIN CROSSING SEWER TRENCH



UNDERDRAIN OUTLET DETAIL

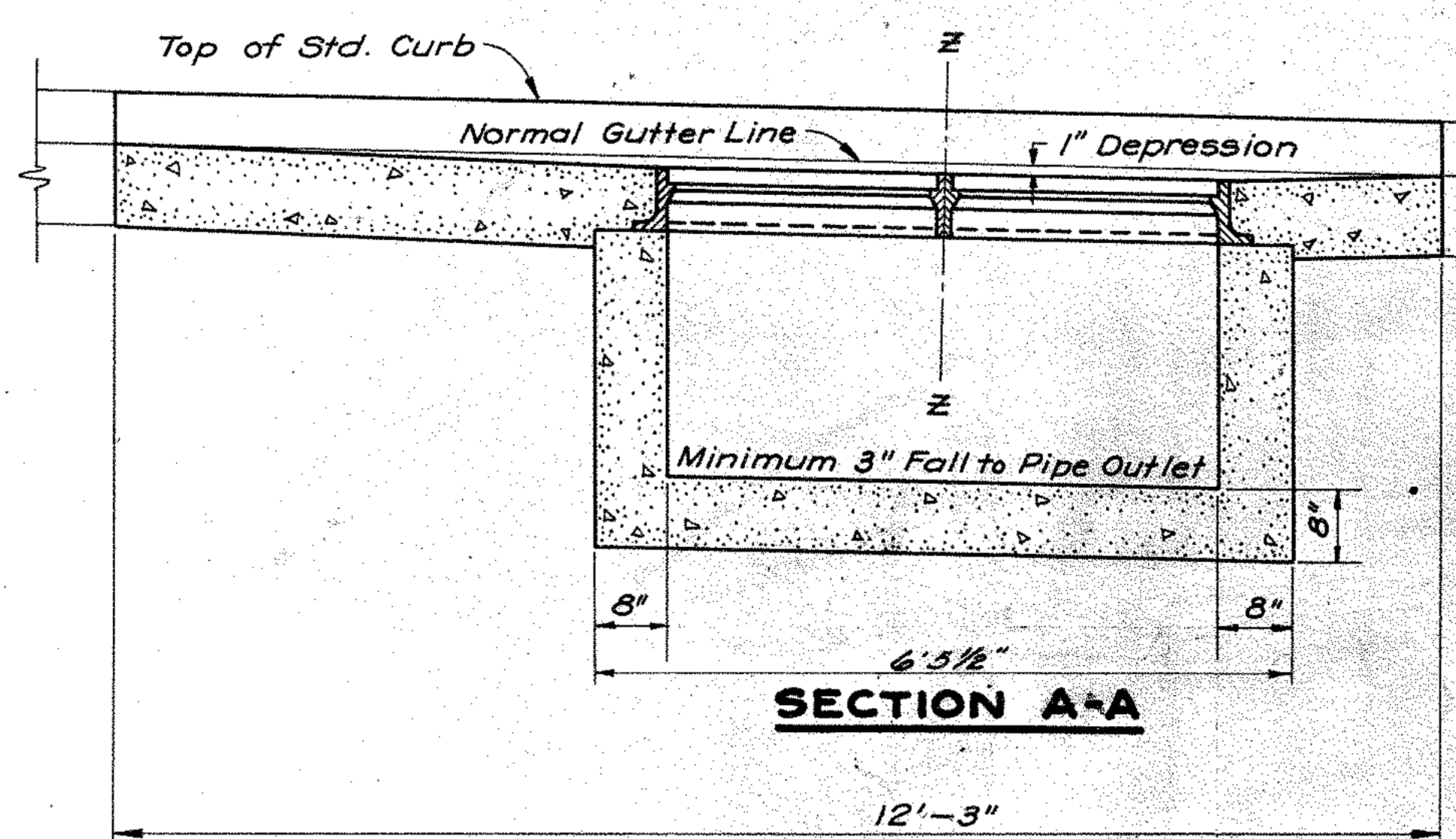


SECTION A-A

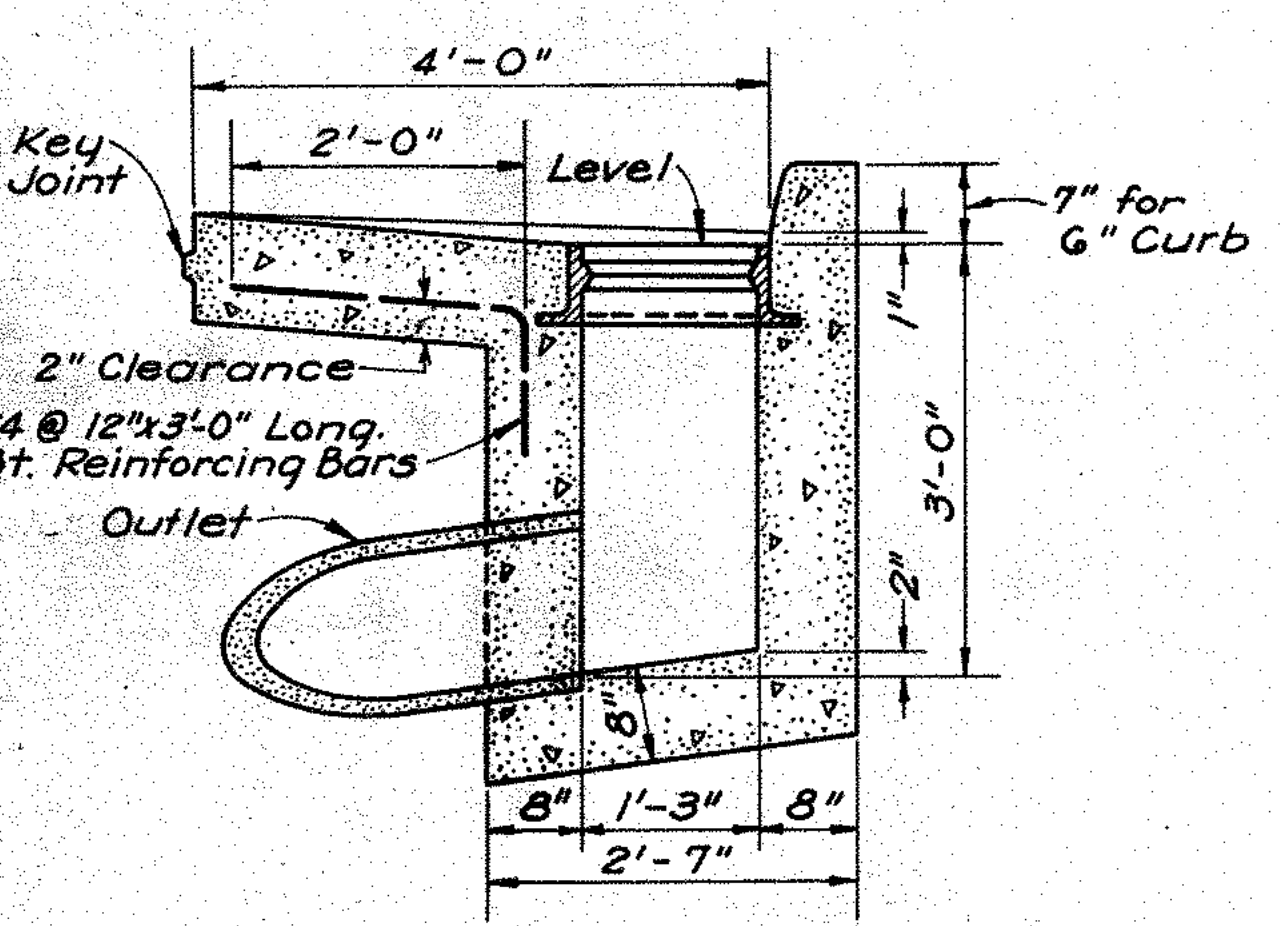
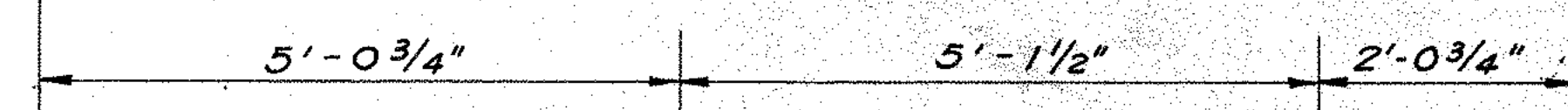
TYPE B PAVED GUTTER

Scale:
Horizontal - 1" = 10'
Vertical - 1" = 10'

DRAINAGE DETAILS

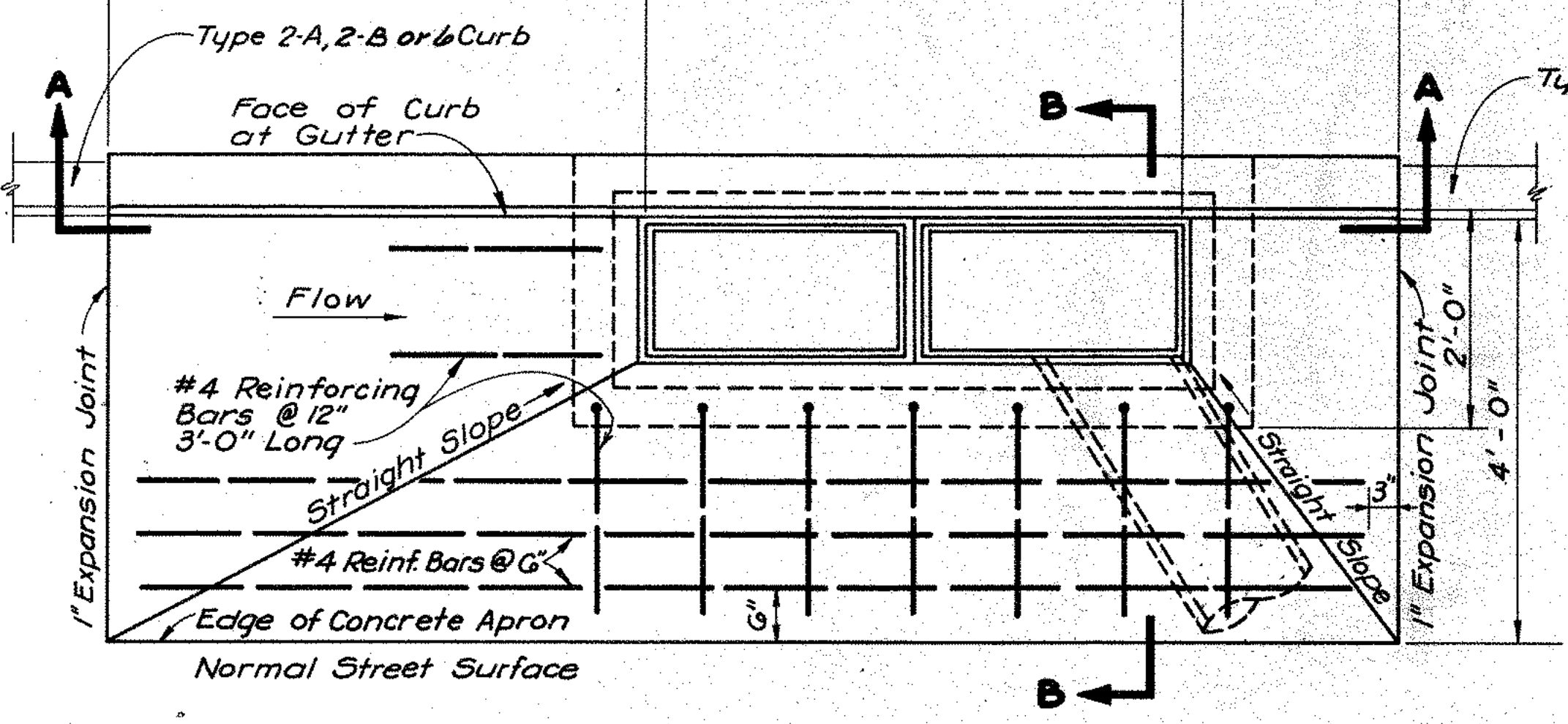


SECTION A-A



SECTION B-B

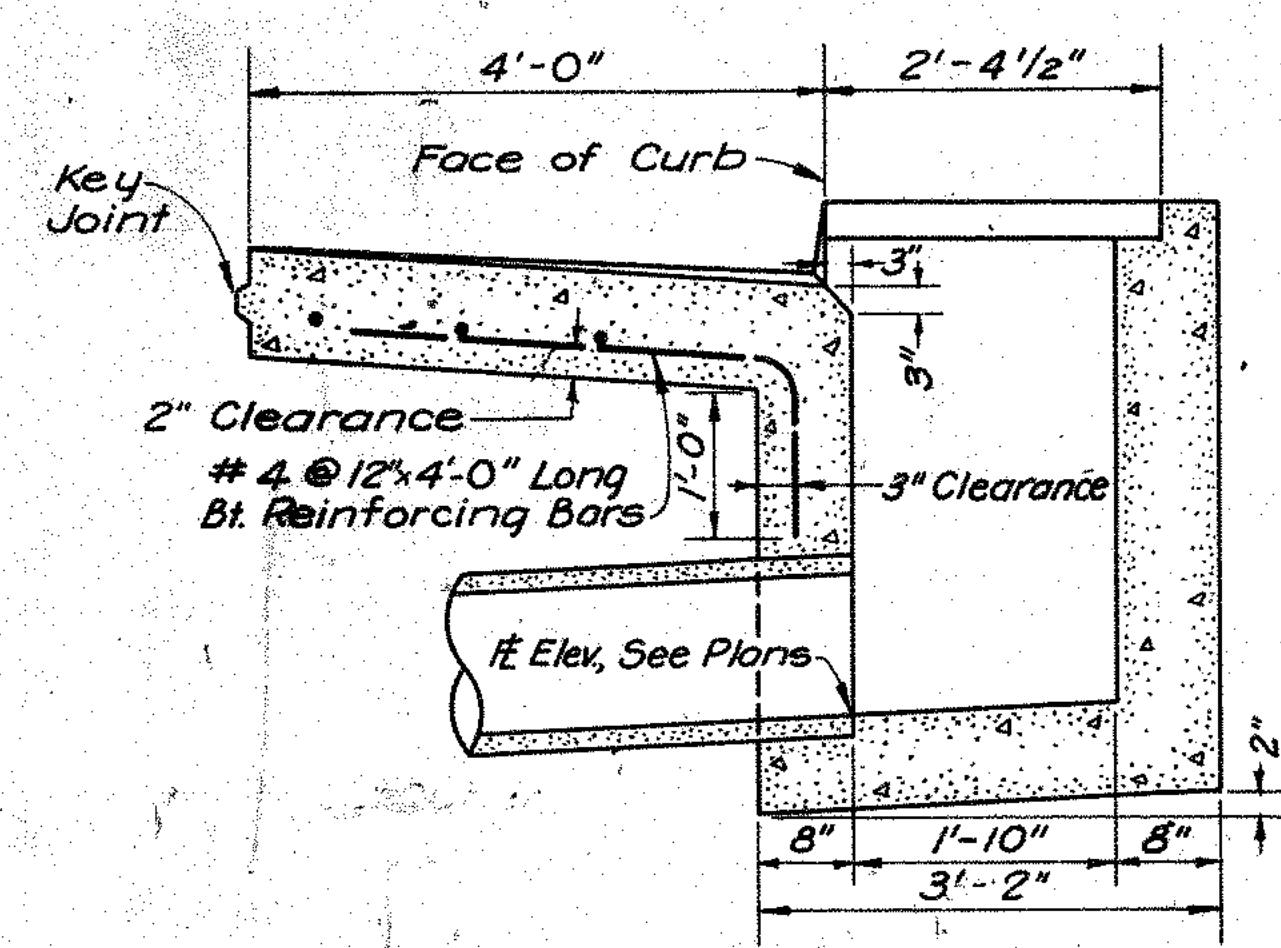
NOTES:
 Types B & C Catch Basins to be provided with dowels, expansion joints and key joints as shown on Standard Drawing I-8 C.B., No. 3
 Catch Basins to be outletted as per plan.
 All Concrete shall be Class "C" unless otherwise noted



PLAN

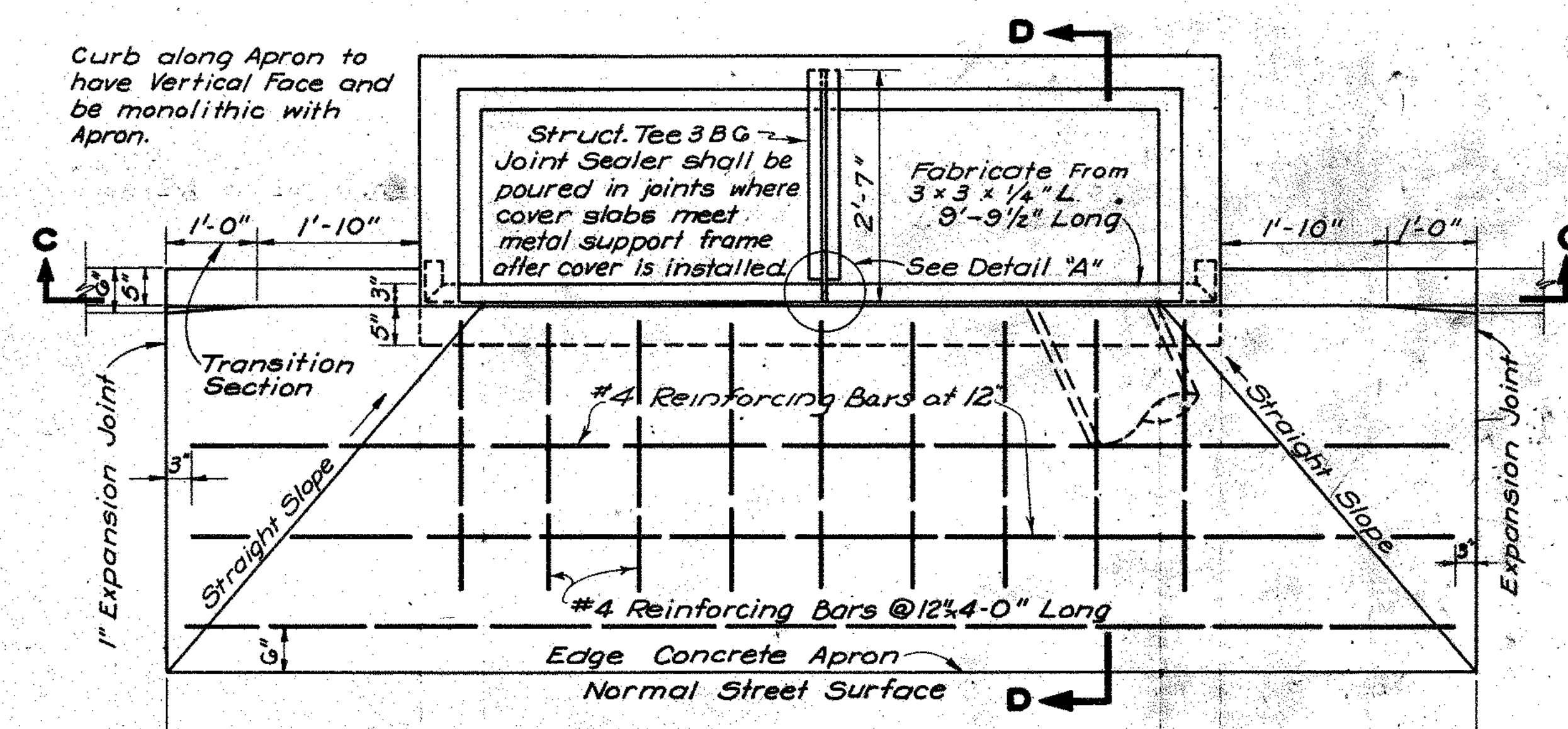
With Grating Removed
 For Frame & Grating Details See Sheet 189

**CATCH BASIN
 TYPE "C"**
 Scale: 3/4" = 1'-0"



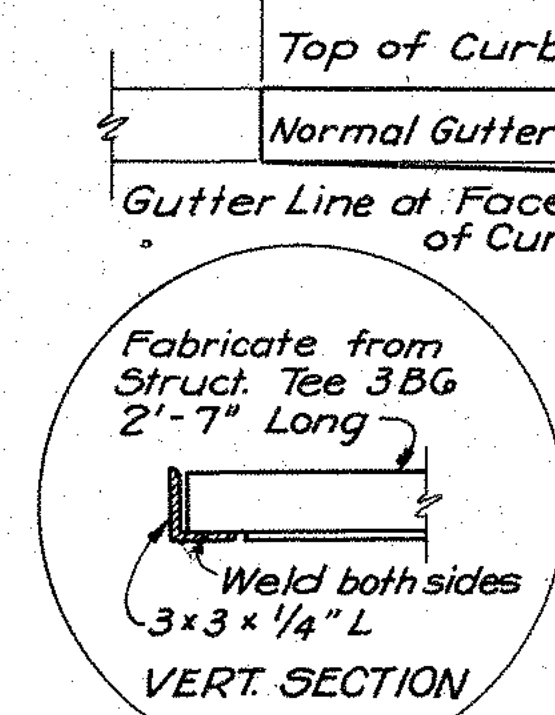
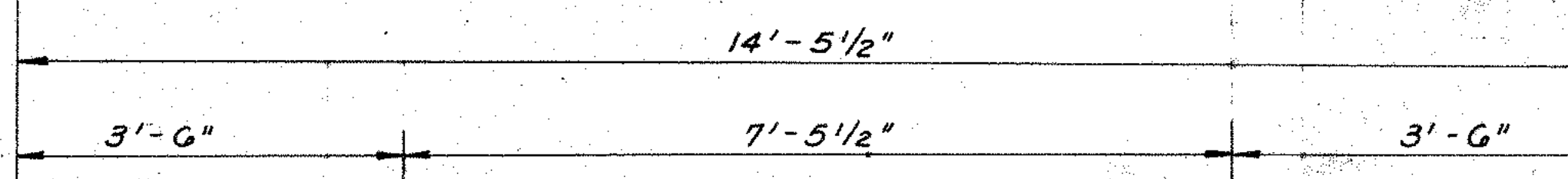
SECTION D-D

Cover Support not shown

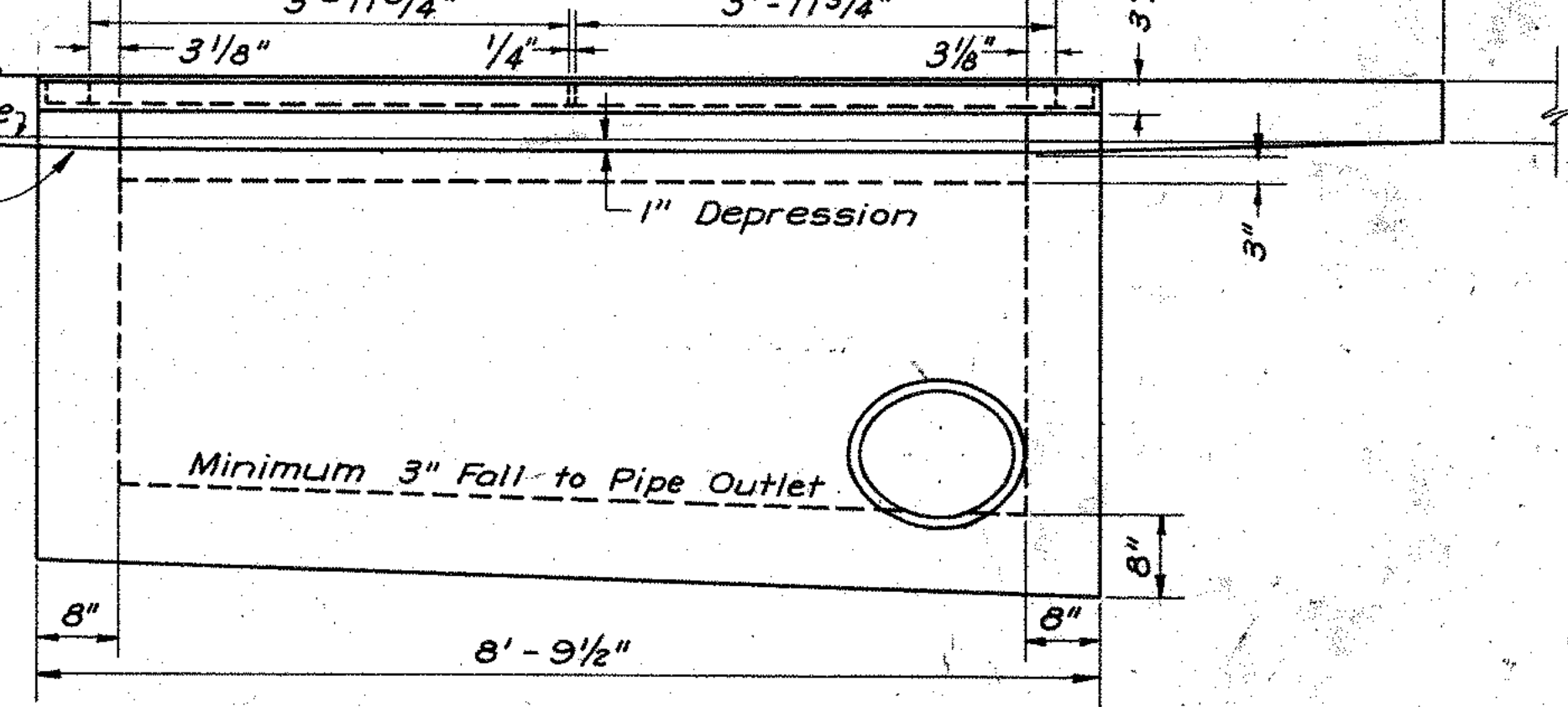


PLAN

With Cover Removed
 For Cover Details See Sheet 189



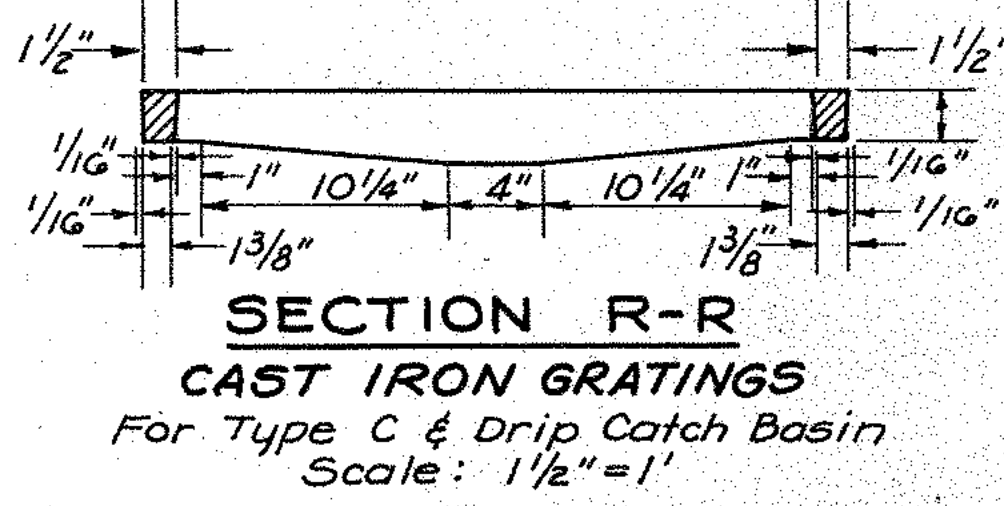
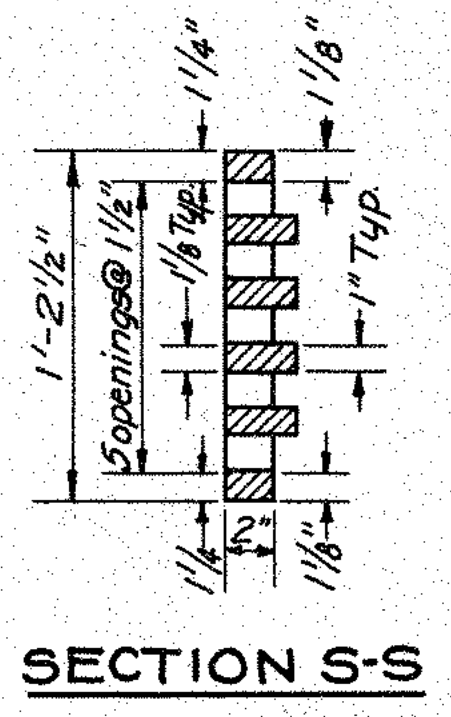
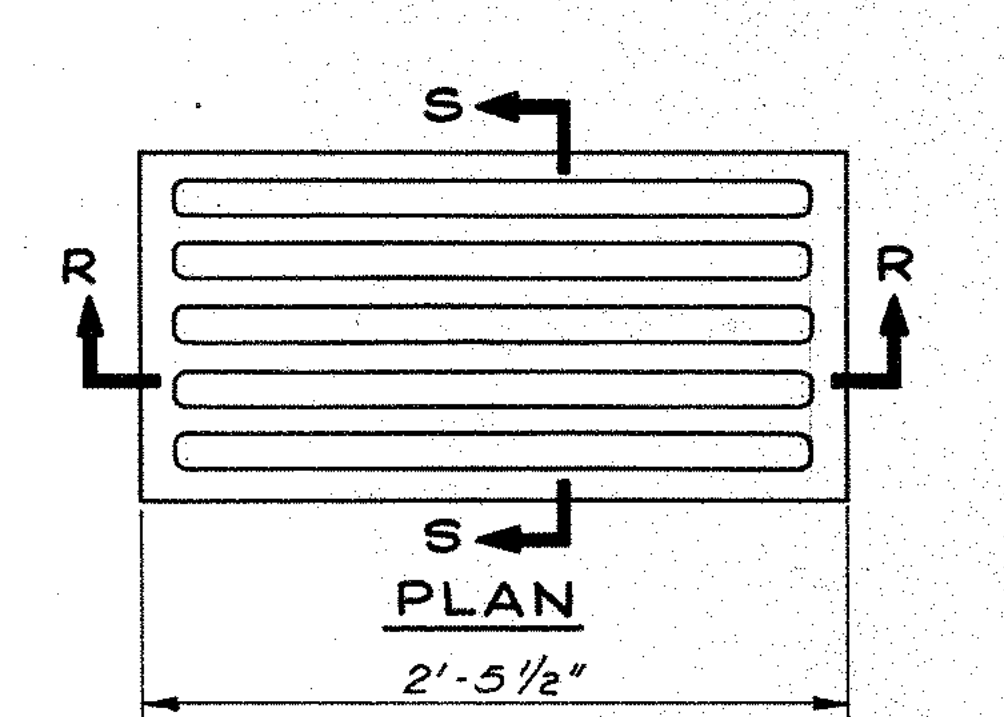
DETAIL "A"



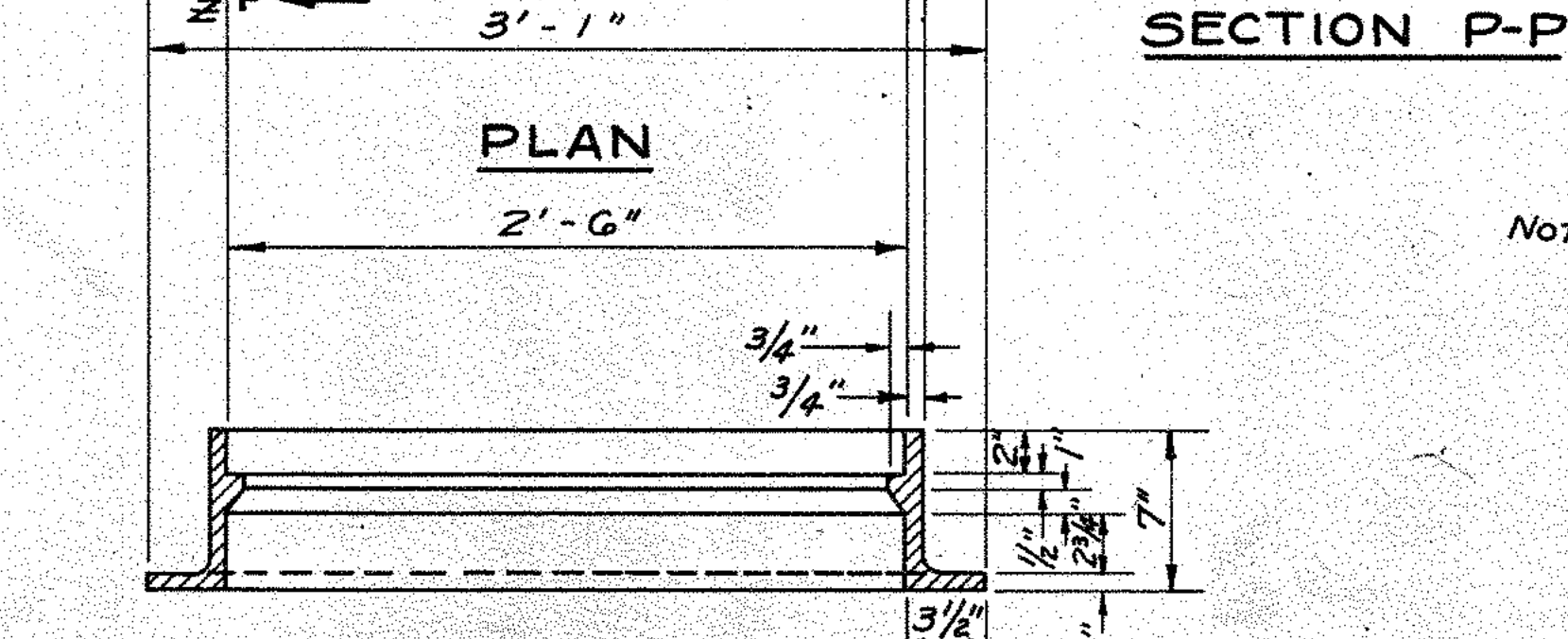
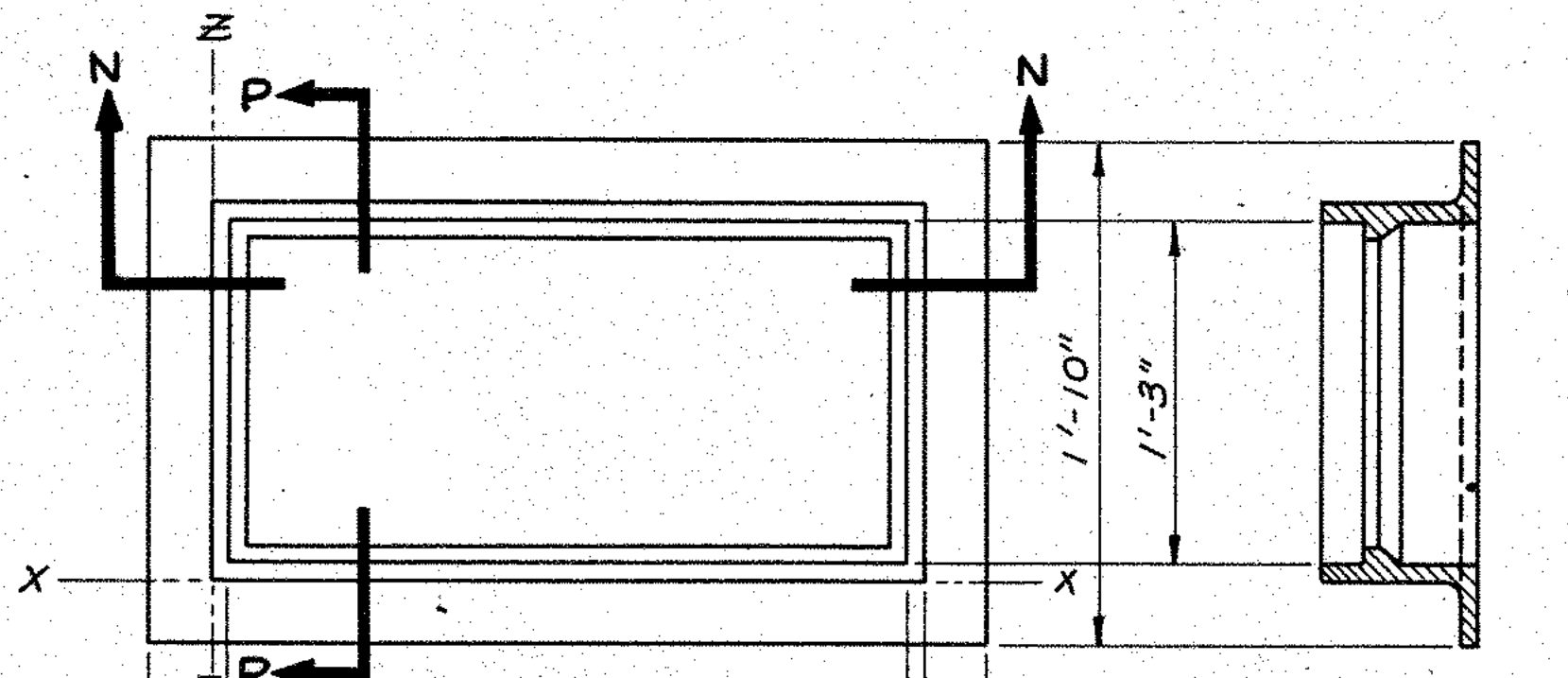
SECTION C-C

**CATCH BASIN
 TYPE "B"**
 Scale: 3/4" = 1'-0"

Note: Work details on this sheet together with Sheet 189



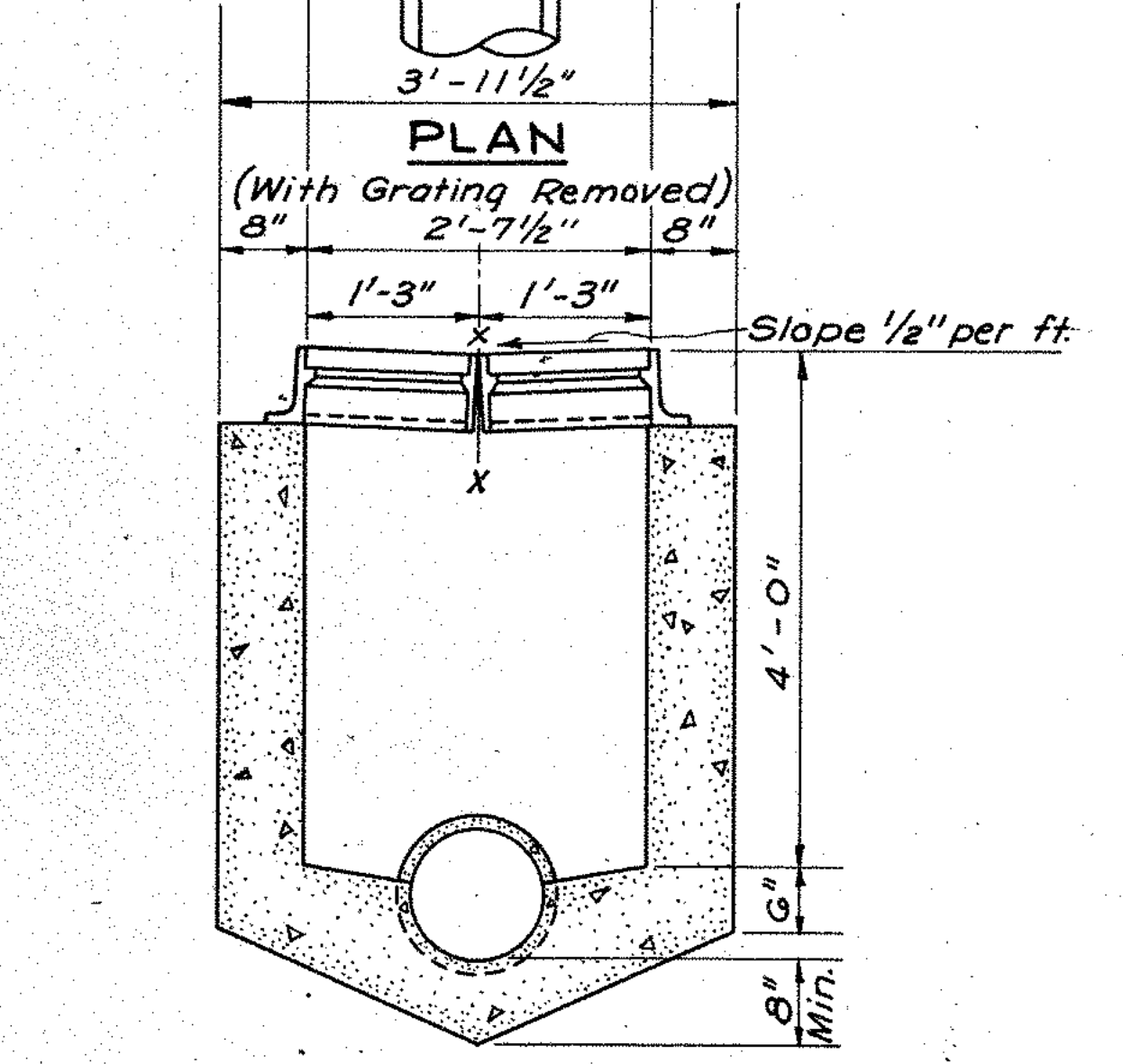
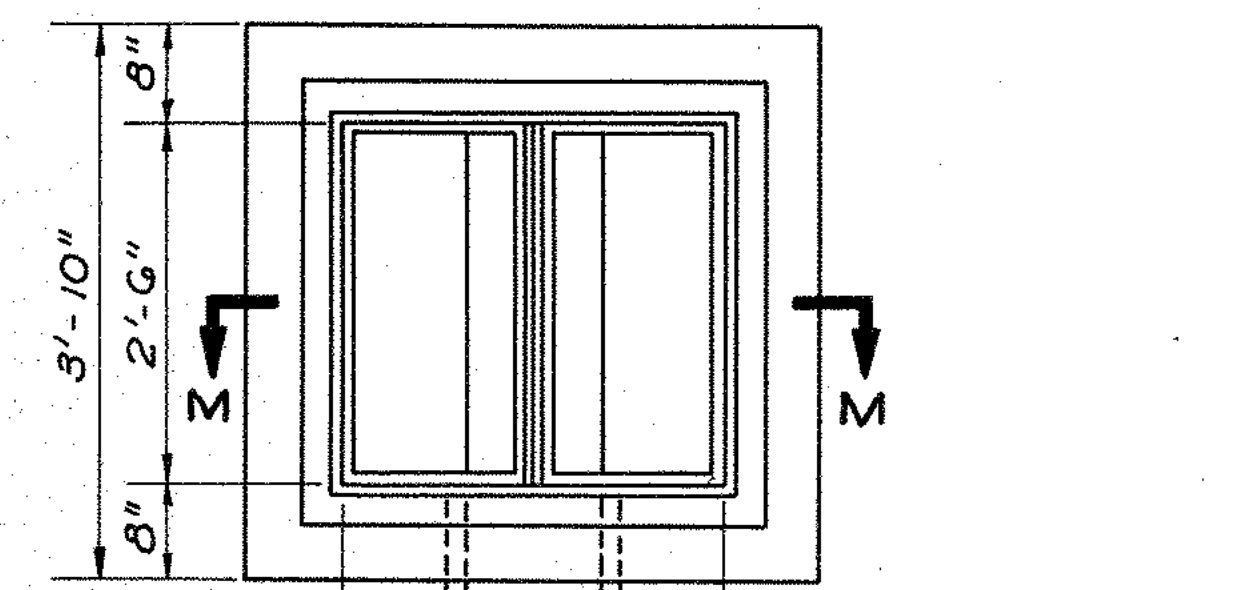
SECTION R-R
CAST IRON GRATINGS
For Type C & Drip Catch Basin
Scale: 1 1/2" = 1'



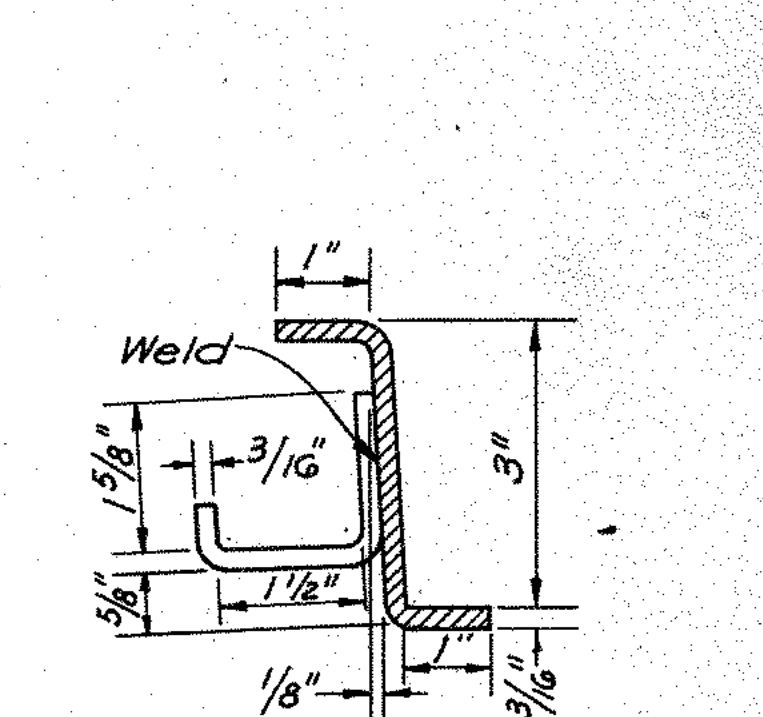
SECTION P-P
SECTION N-N
CAST IRON GRATING FRAME
For Type 'C' & Drip Catch Basins
Scale: 1 1/2" = 1'

Note: All Castings shall conform to Sec. M-7.8 (a) or M-7.8 (b), Iron Castings, of the Construction & Material Specifications. All Concrete shall be Class 'C' unless otherwise specified.

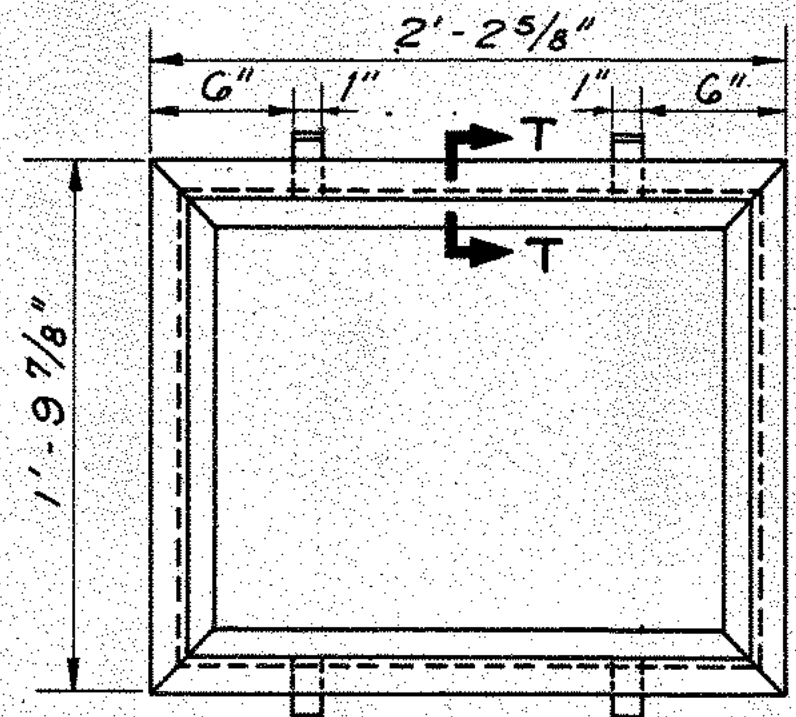
For Double Drip Catch Basin see Sec. M-M. Frame members are to have flanges omitted along line X-X and be butted together as shown. For Type 'C' Catch Basin see Section A-A, Sheet No. Flanges are to be omitted along line Z-Z and be butted together as shown.



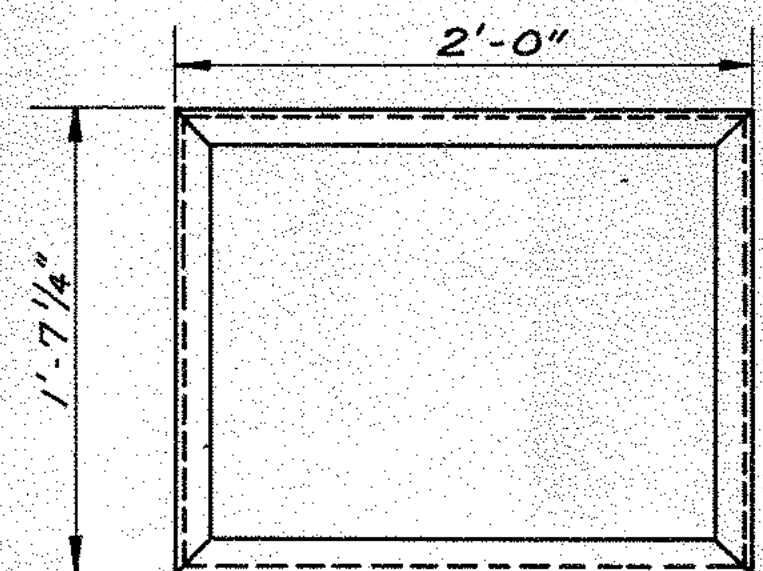
SECTION M-M
DOUBLE DRIP CATCH BASIN
Scale: 3/4" = 1'



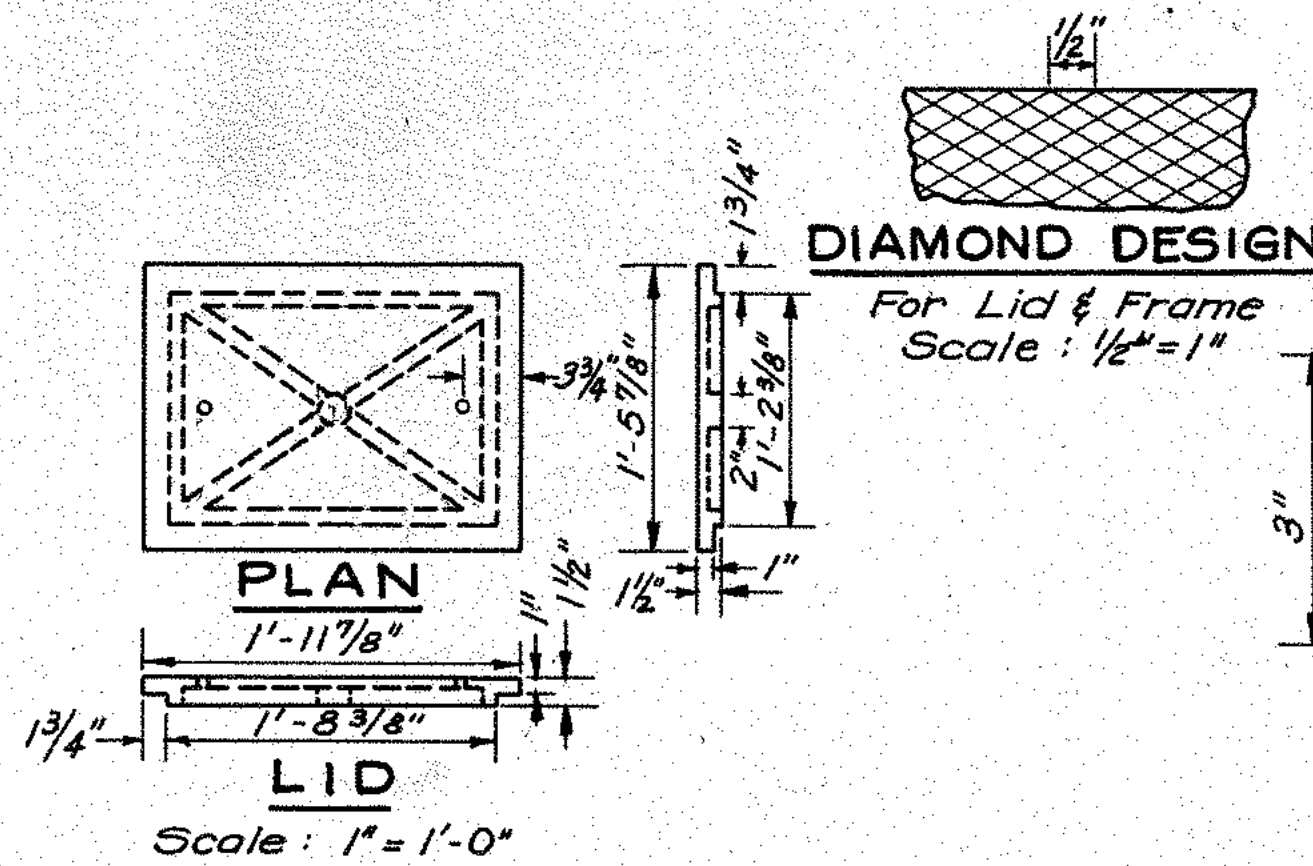
SECTION T-T
Scale: 1/2" = 1"
Fabricate from 3/16" Sheet Steel



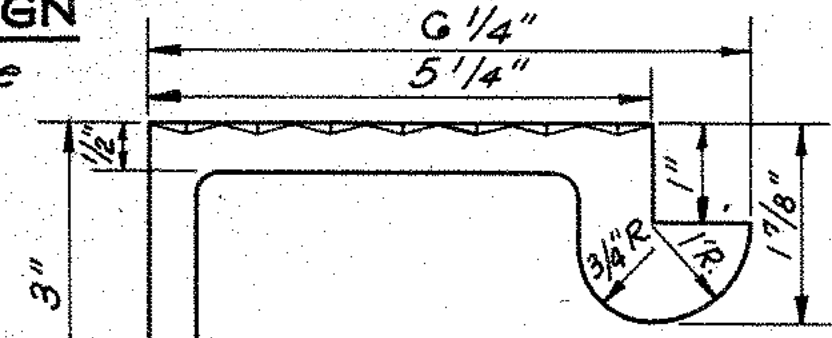
PLAN SEAT FRAME



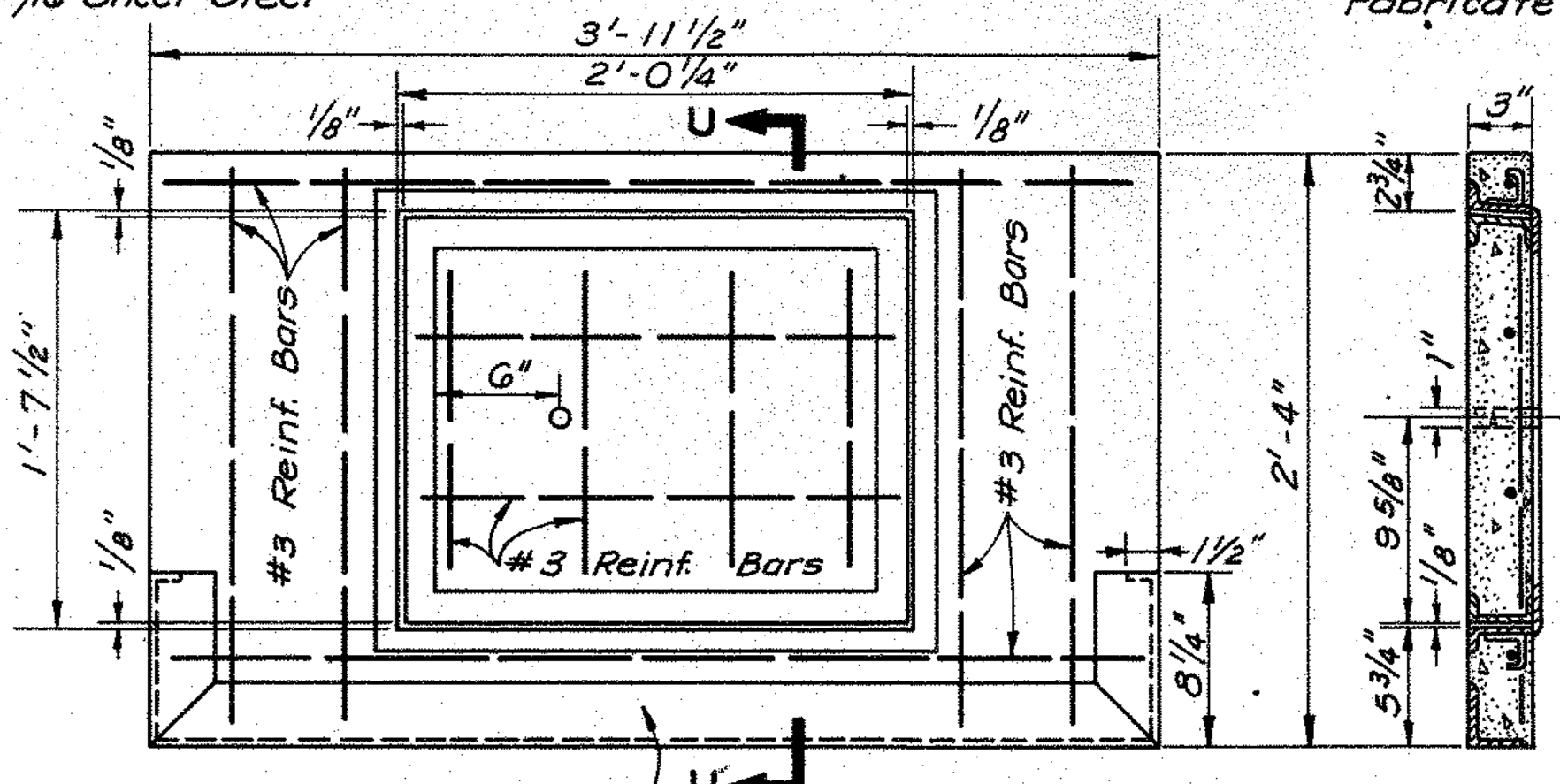
PLAN LID FRAME
Fabricate from Std. 3 L 4.1



DIAMOND DESIGN
For Lid & Frame
Scale: 1/2" = 1"



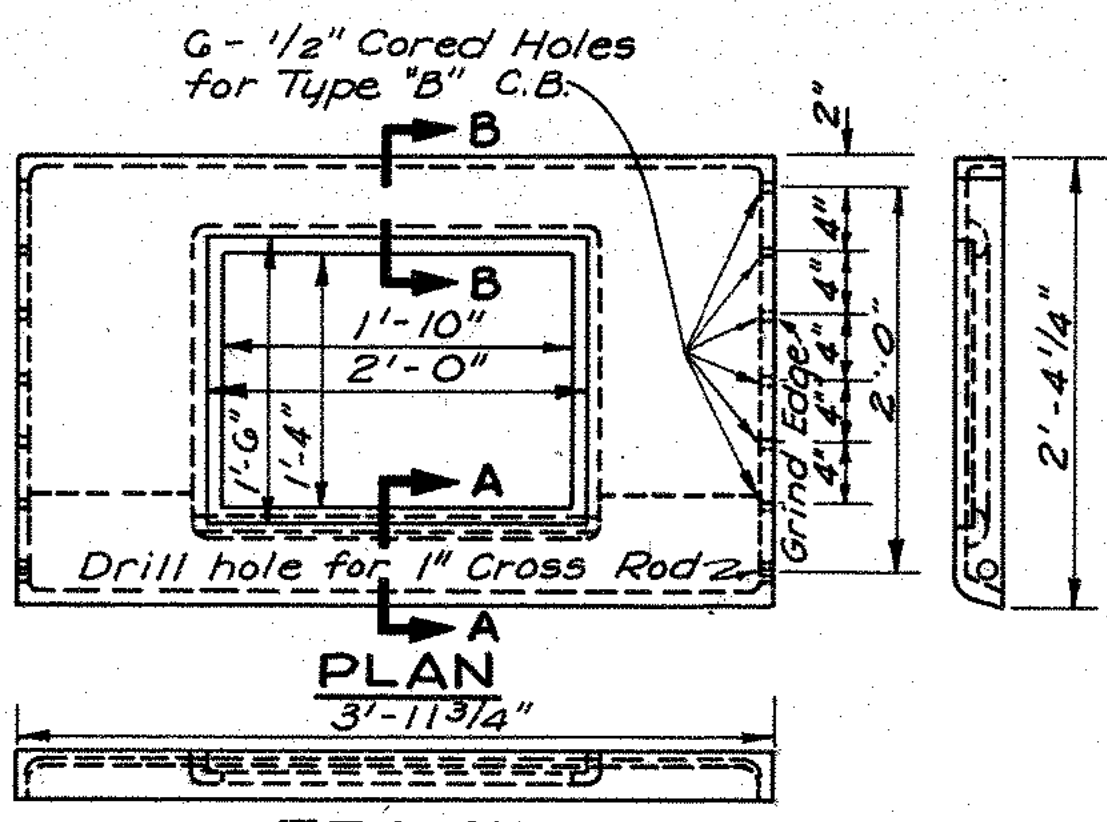
SECTION B-B
Scale: 1/2" = 1"



CONCRETE COVER
For Type 'B' or 'D' Catch Basin
Scale: 1 1/2" = 1'
Fabricate from 3" x 3" x 1/4" L 5.7 long

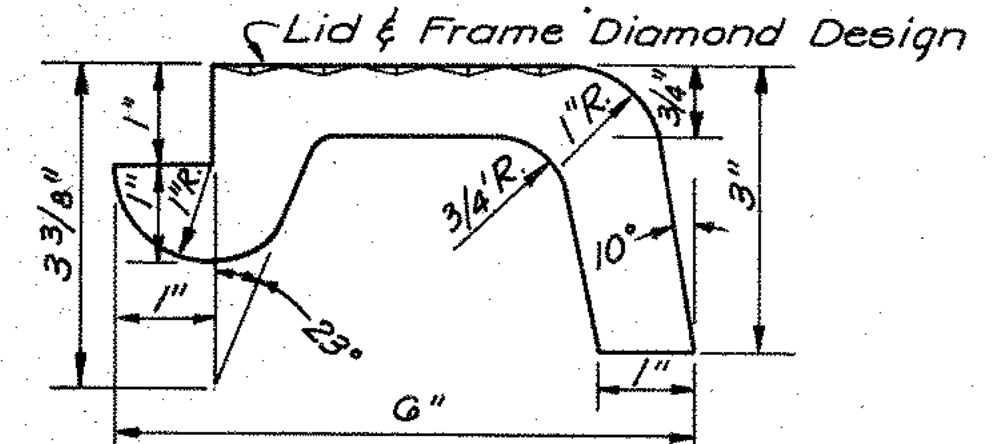
SECTION U-U

Either a Cast Iron or a Concrete cover shall be furnished for the Type 'B' Catch Basin at the option of the Contractor.

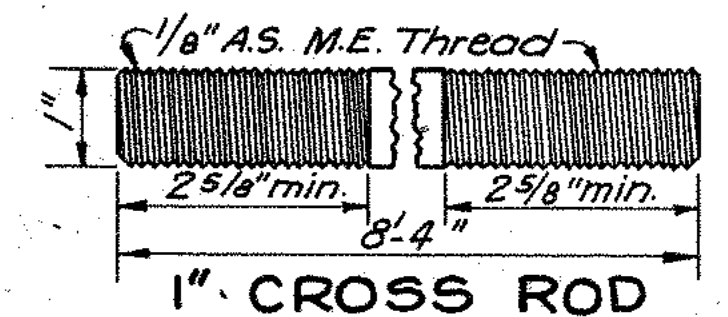


FRAME
Scale: 1" = 1'-0"

CAST IRON COVER
For Type 'B' or 'D' Catch Basin



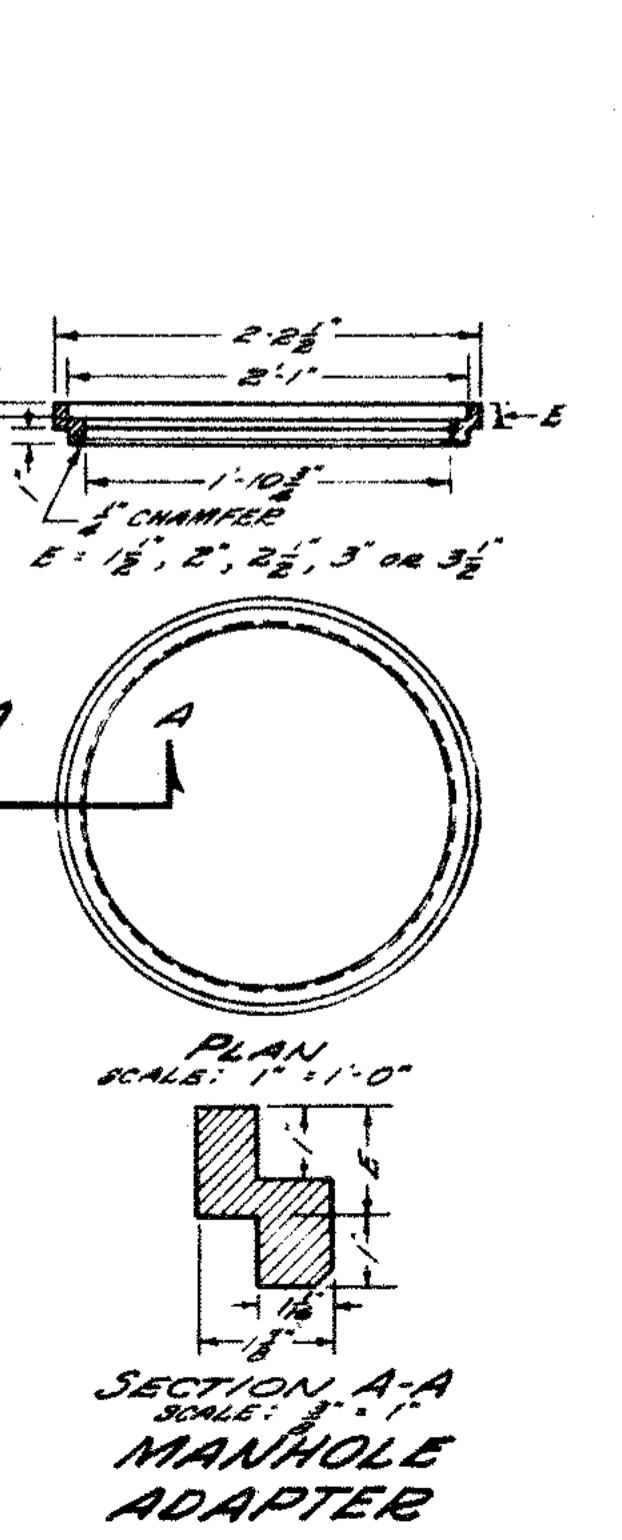
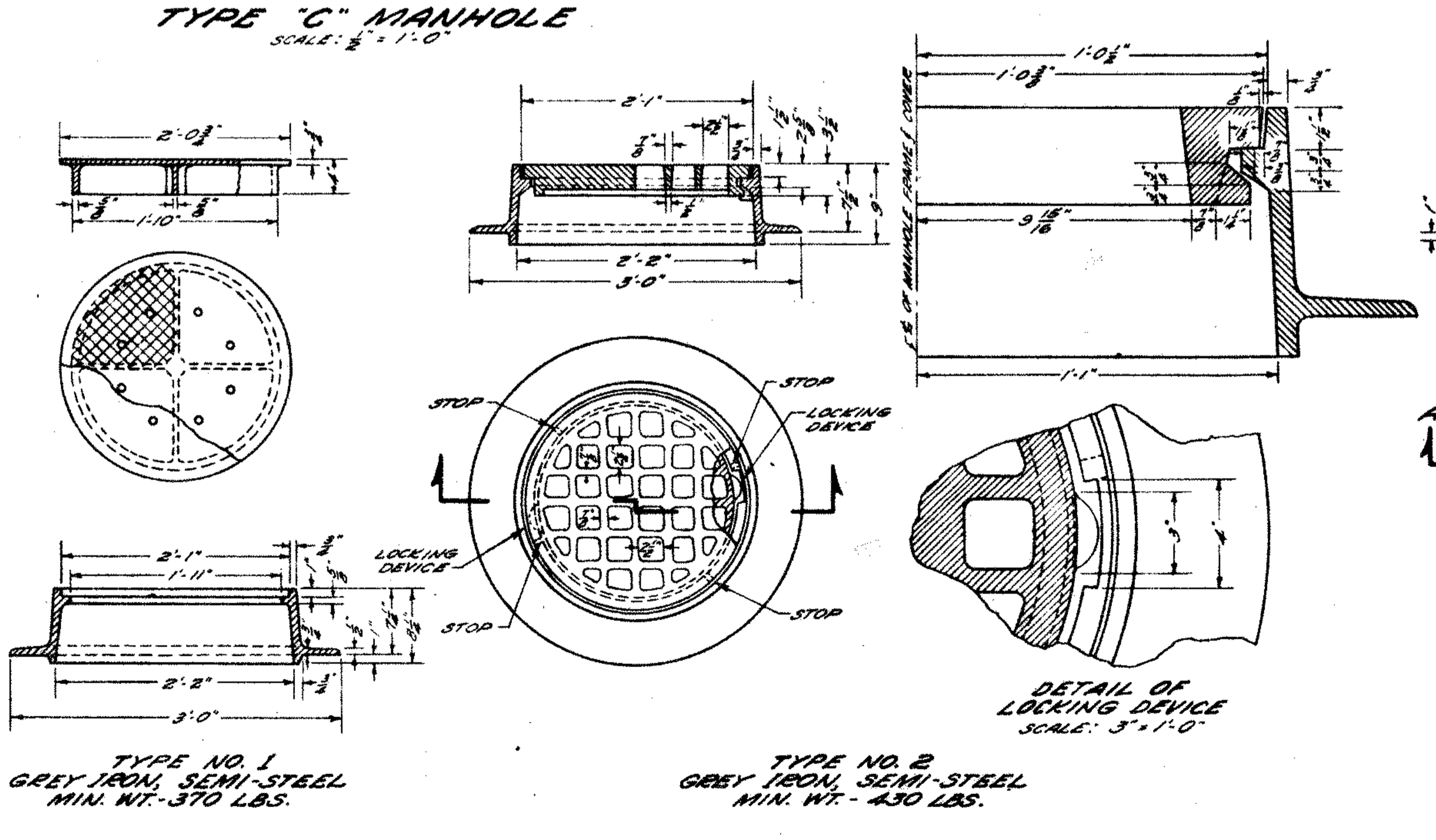
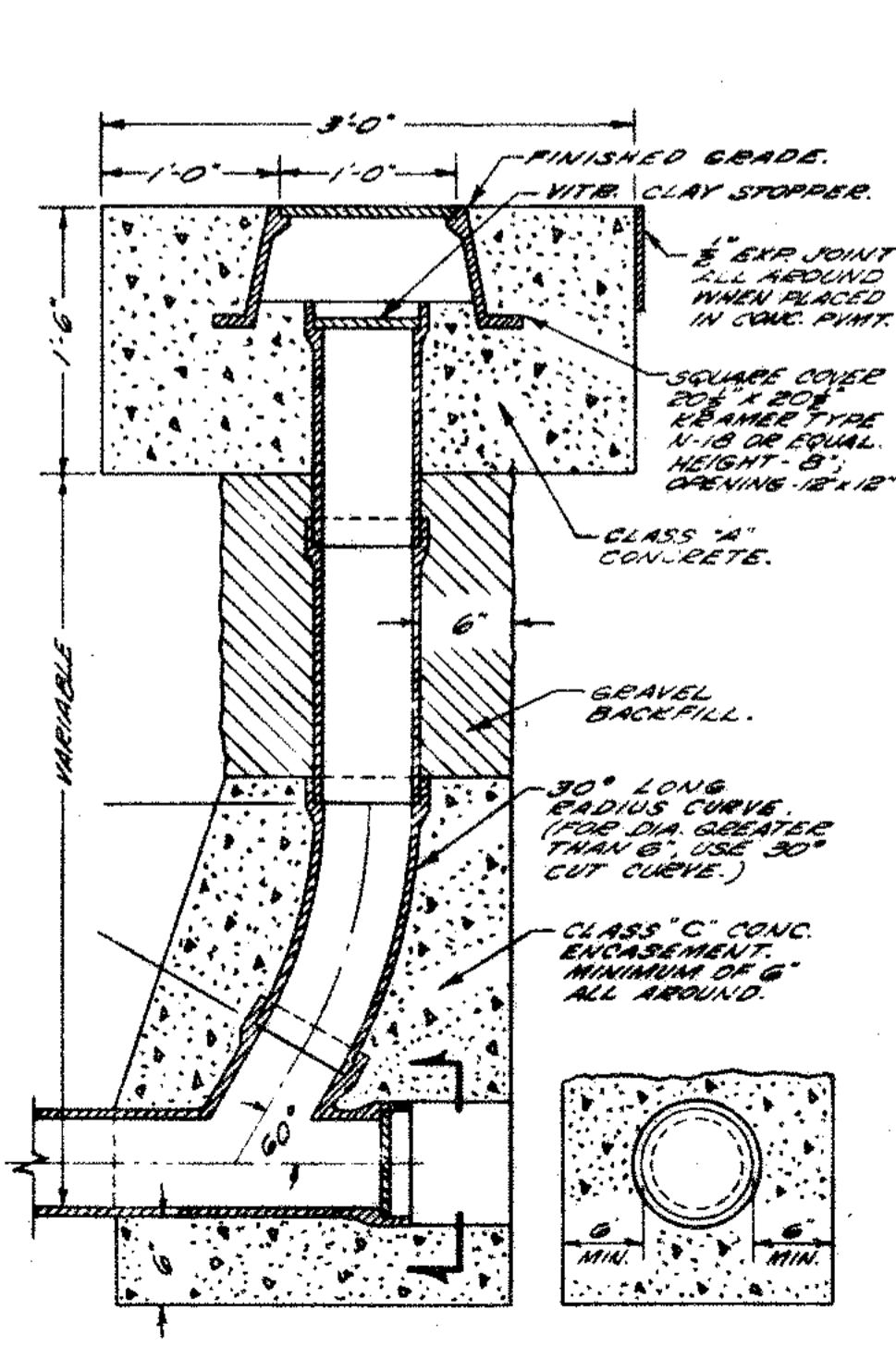
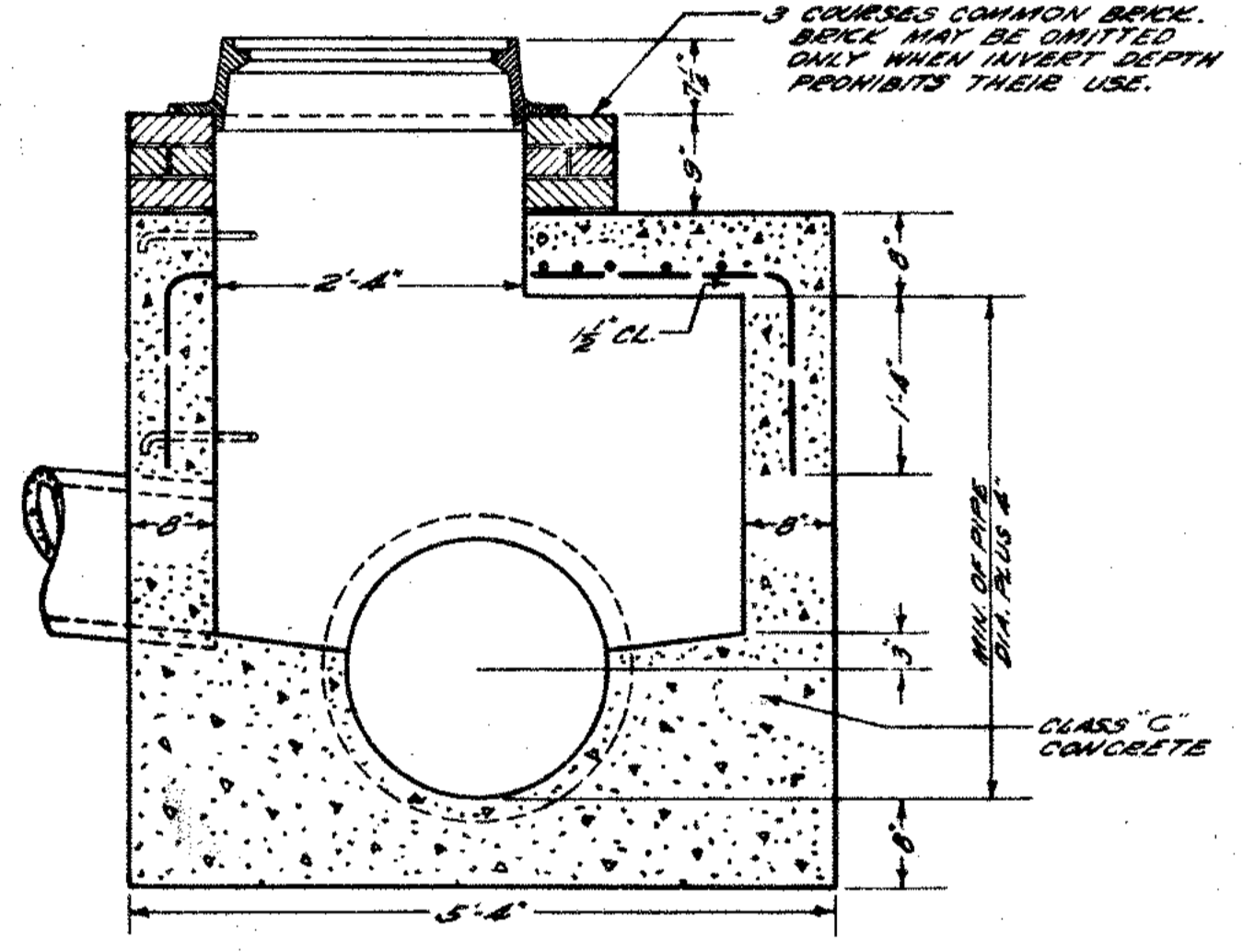
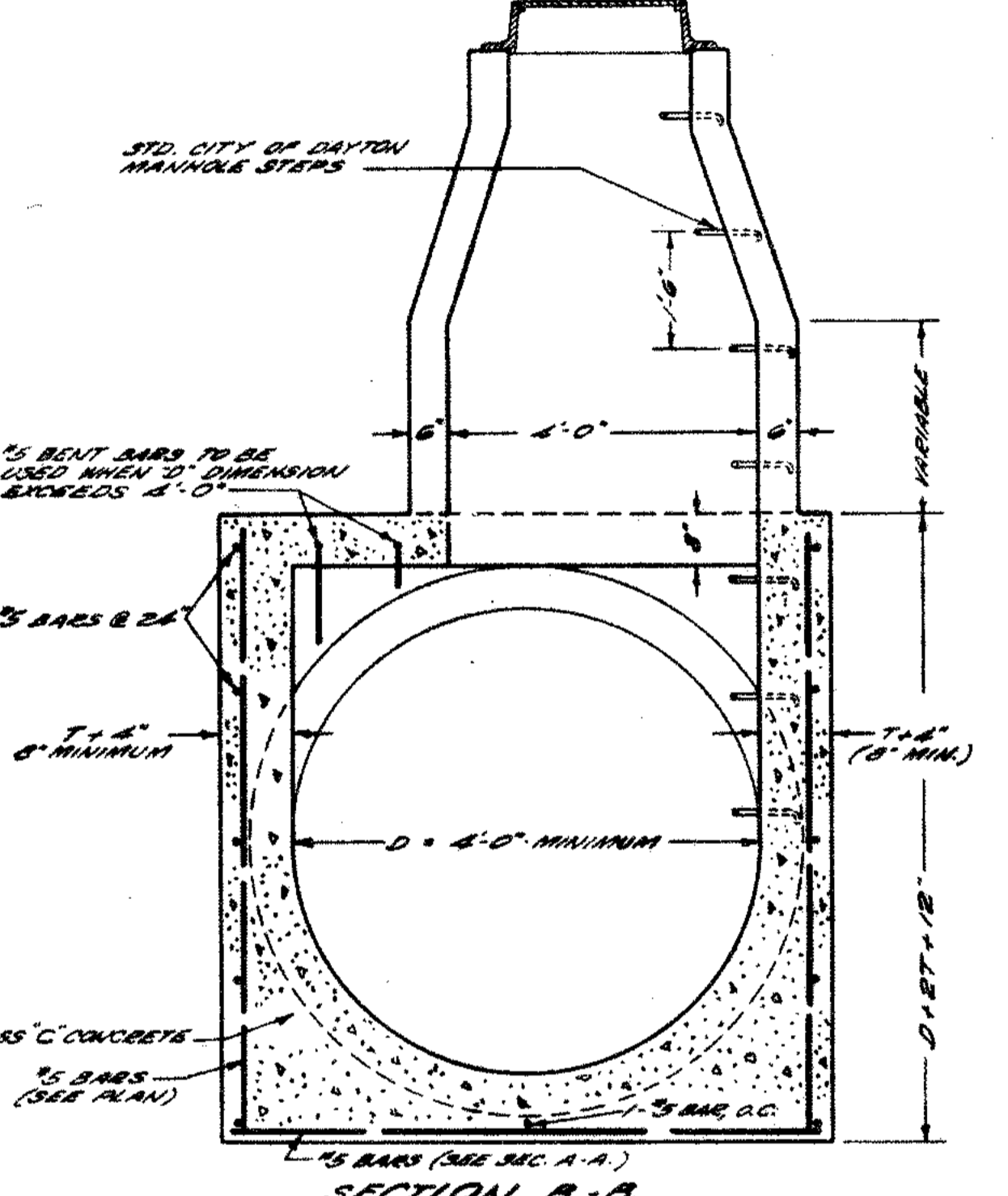
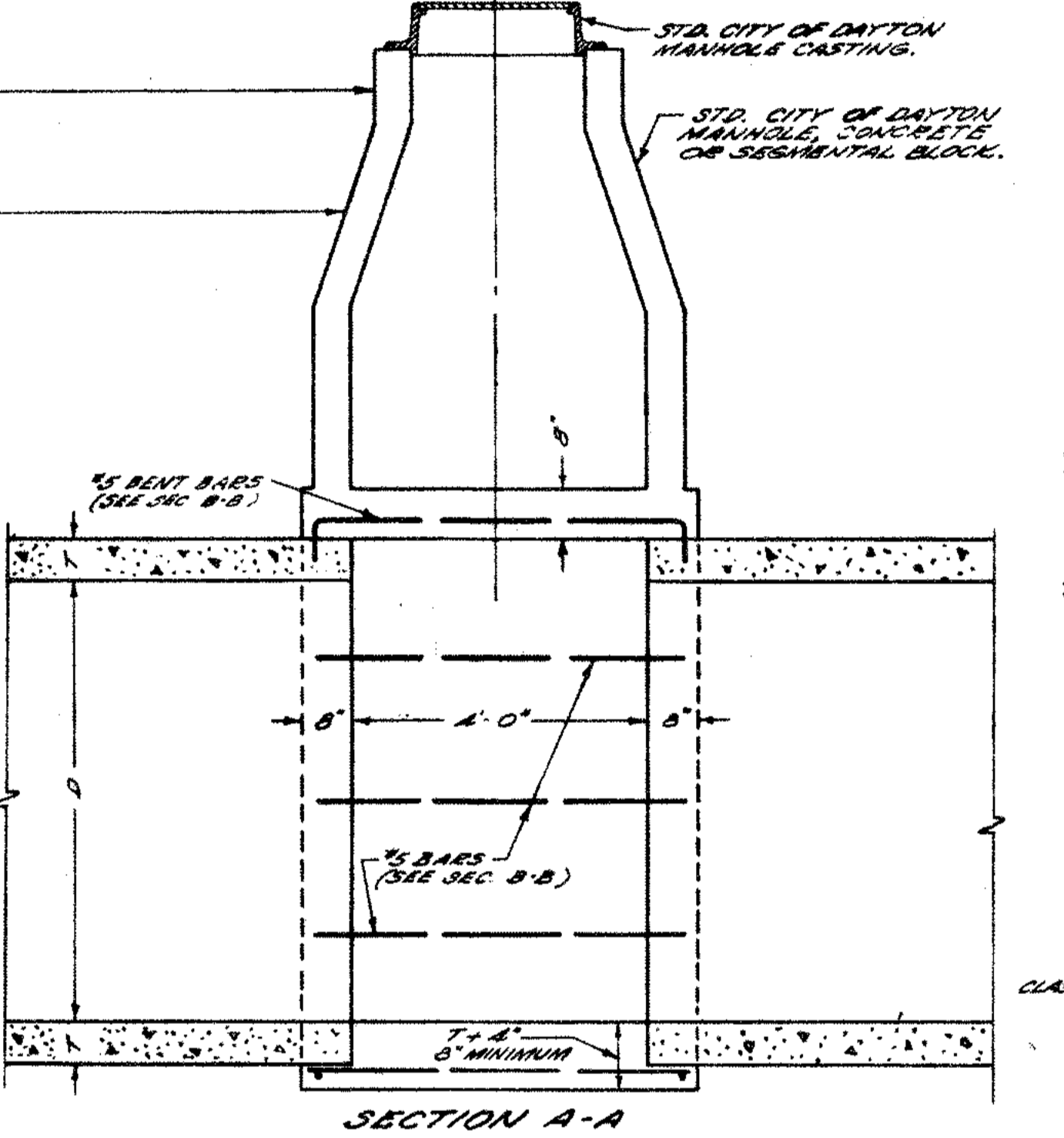
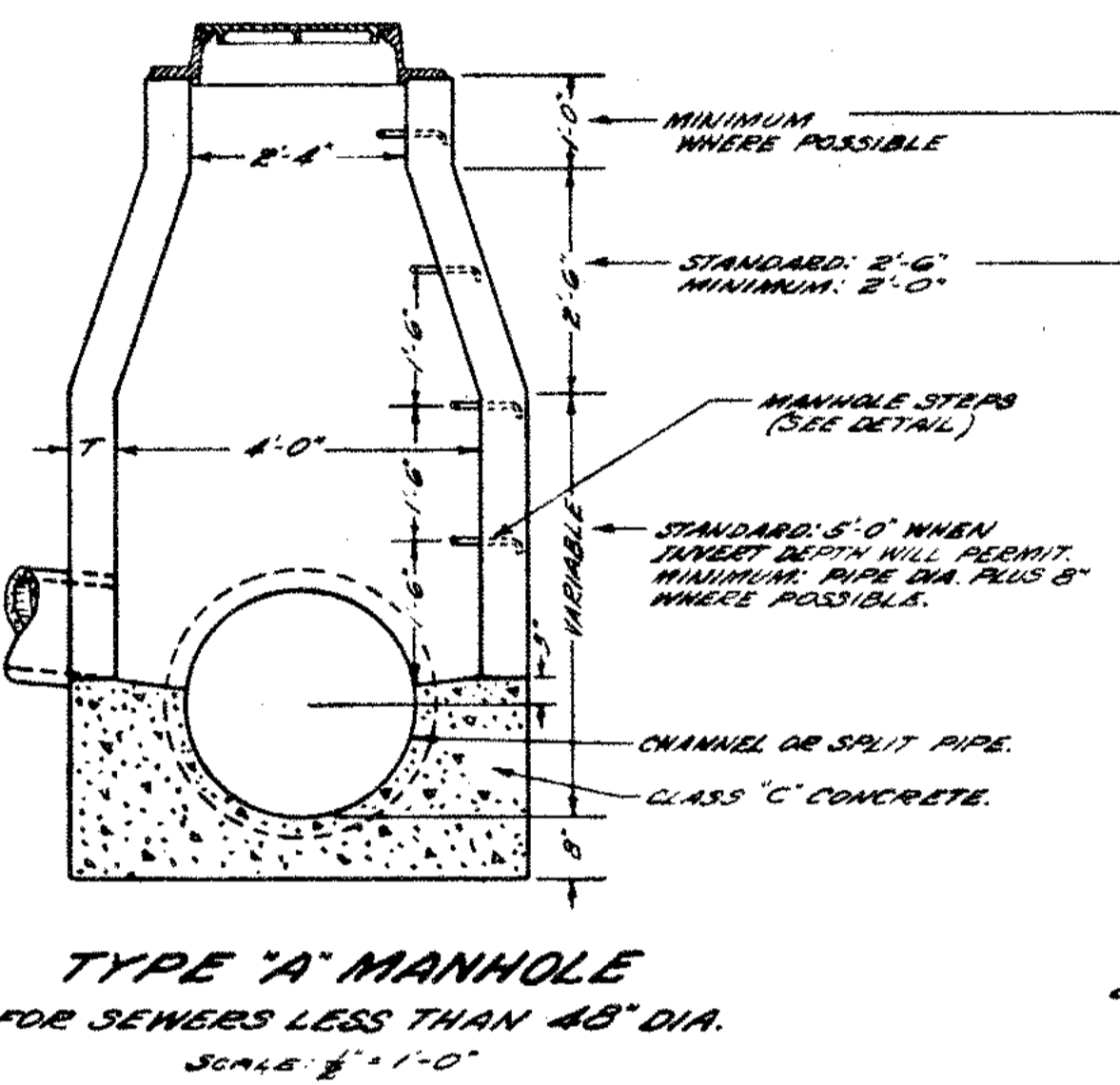
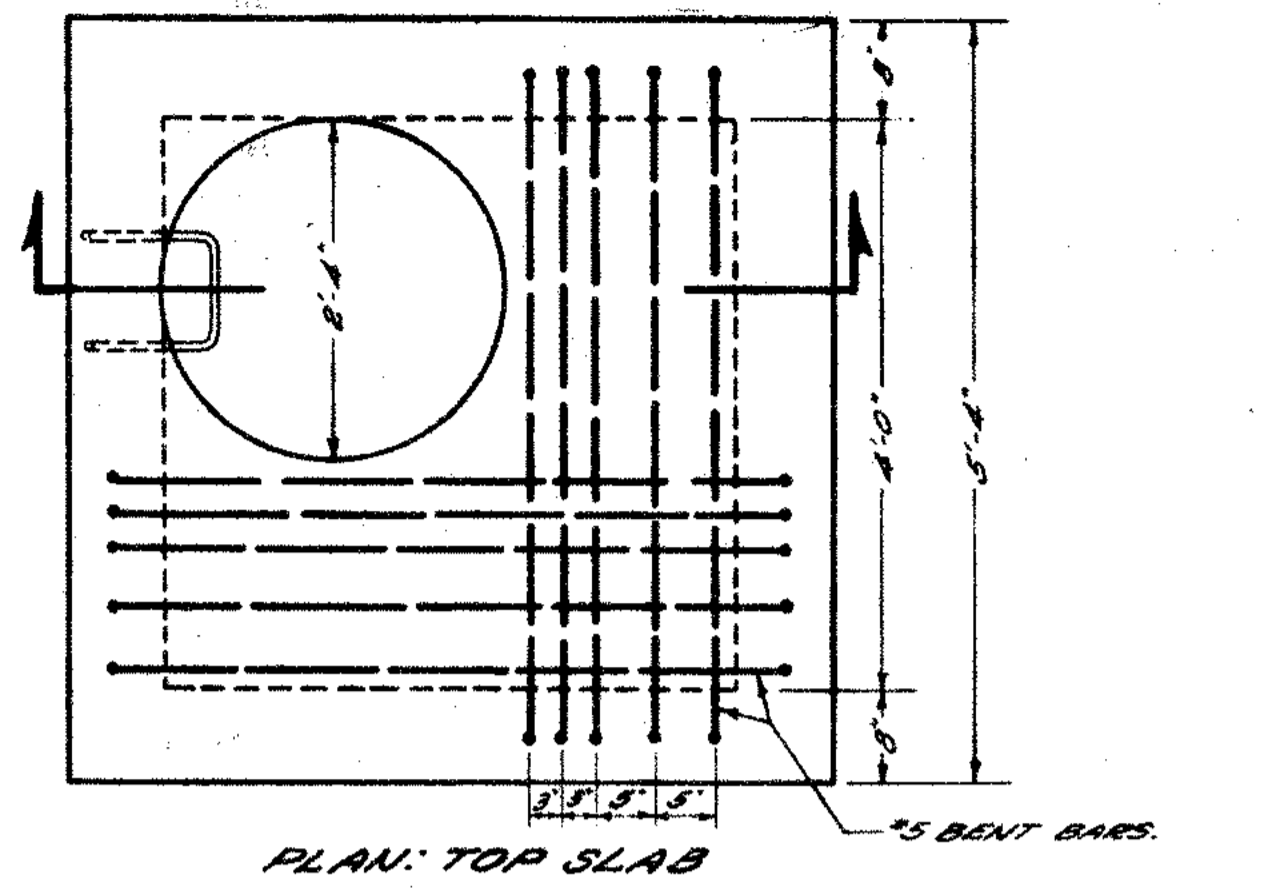
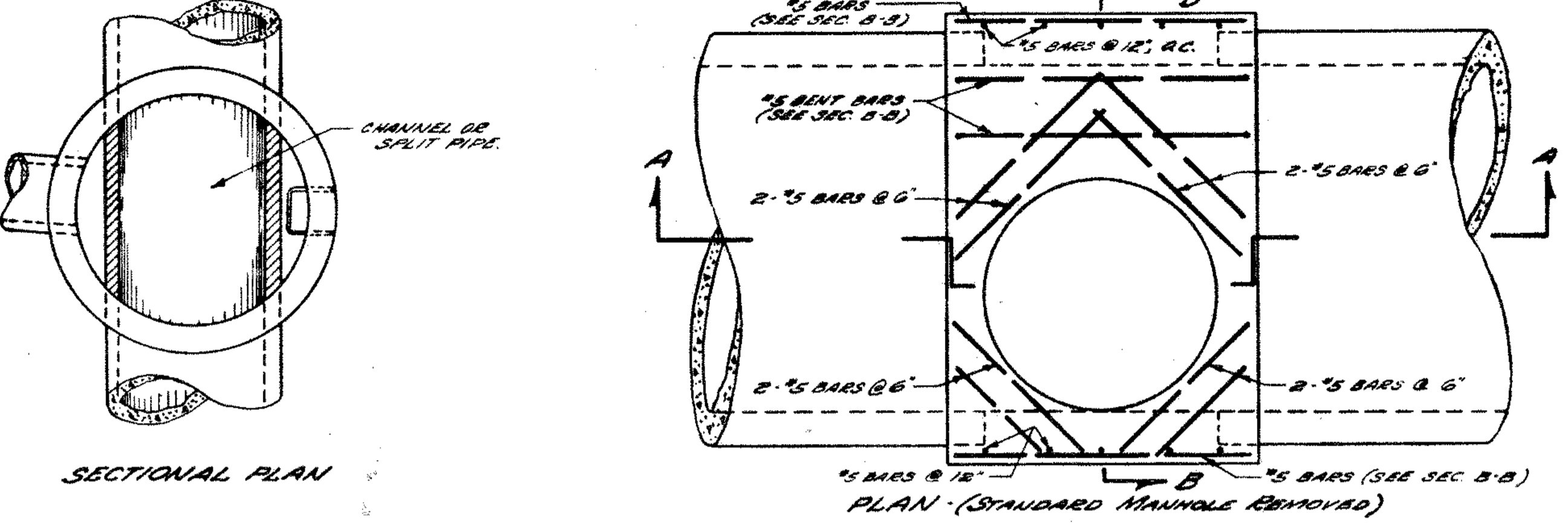
SECTION A-A
Scale: 1/2" = 1"



1" CROSS ROD
For Type 'B' C.B.
Scale: 1/2" = 1"

Note: Work details on this sheet together with Sh. 108

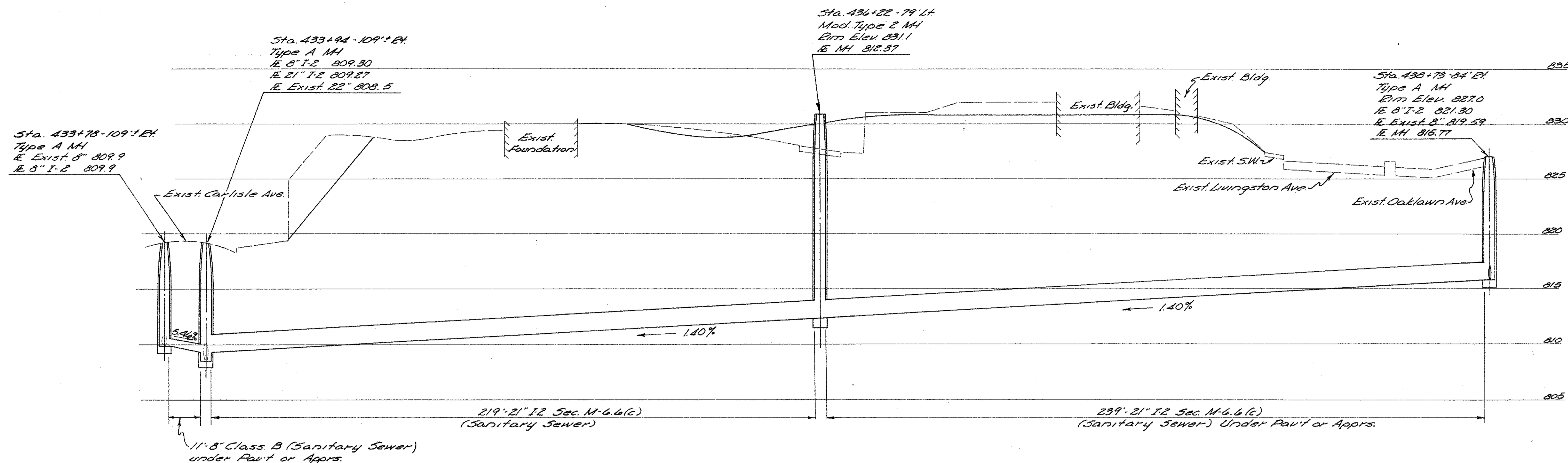
MOT-35-(17.89-19.34)



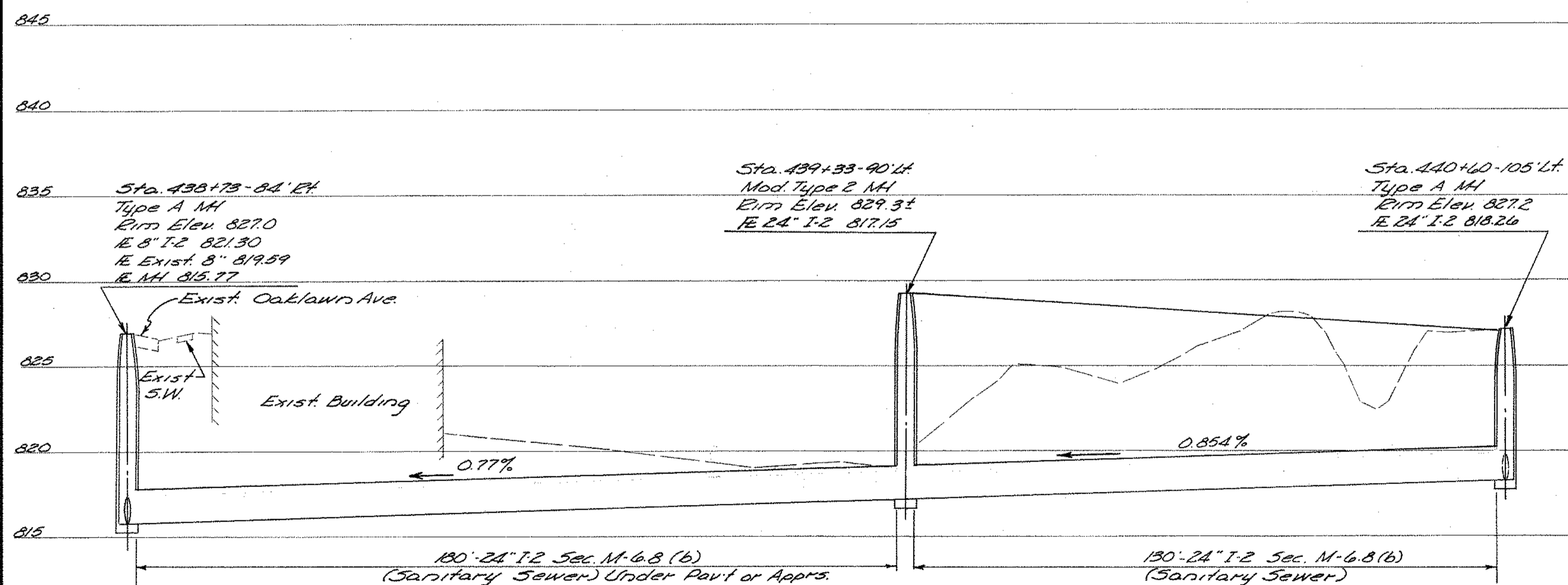
MANHOLE STEP DETAILS
SCALE: 1/2" = 1'-0"

MATERIAL	T	NOTES
Segmental concrete block	6"	Blocks shall be proper length to permit breaking joints throughout. 1/2" plaster coat both inside and outside.
Monolithic concrete	8"	Both inside and outside forms shall be used.
Lamp hole		In settled areas, top of concrete to be left 6" below finished grade.

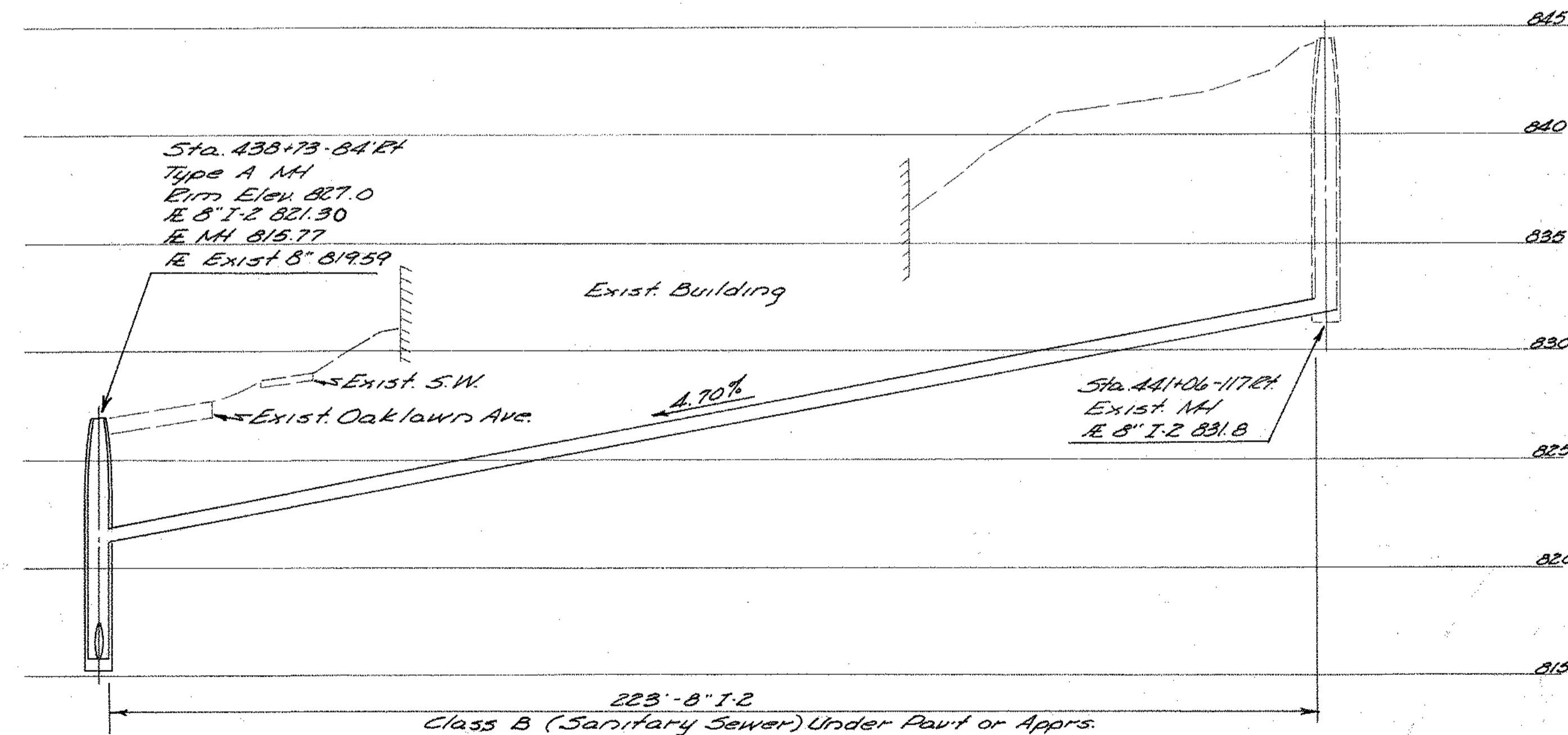
CITY OF DAYTON STANDARDS
LAMPHOLE & MANHOLES
Scale: As Shown



Sta. 433+78 to Sta. 438+73



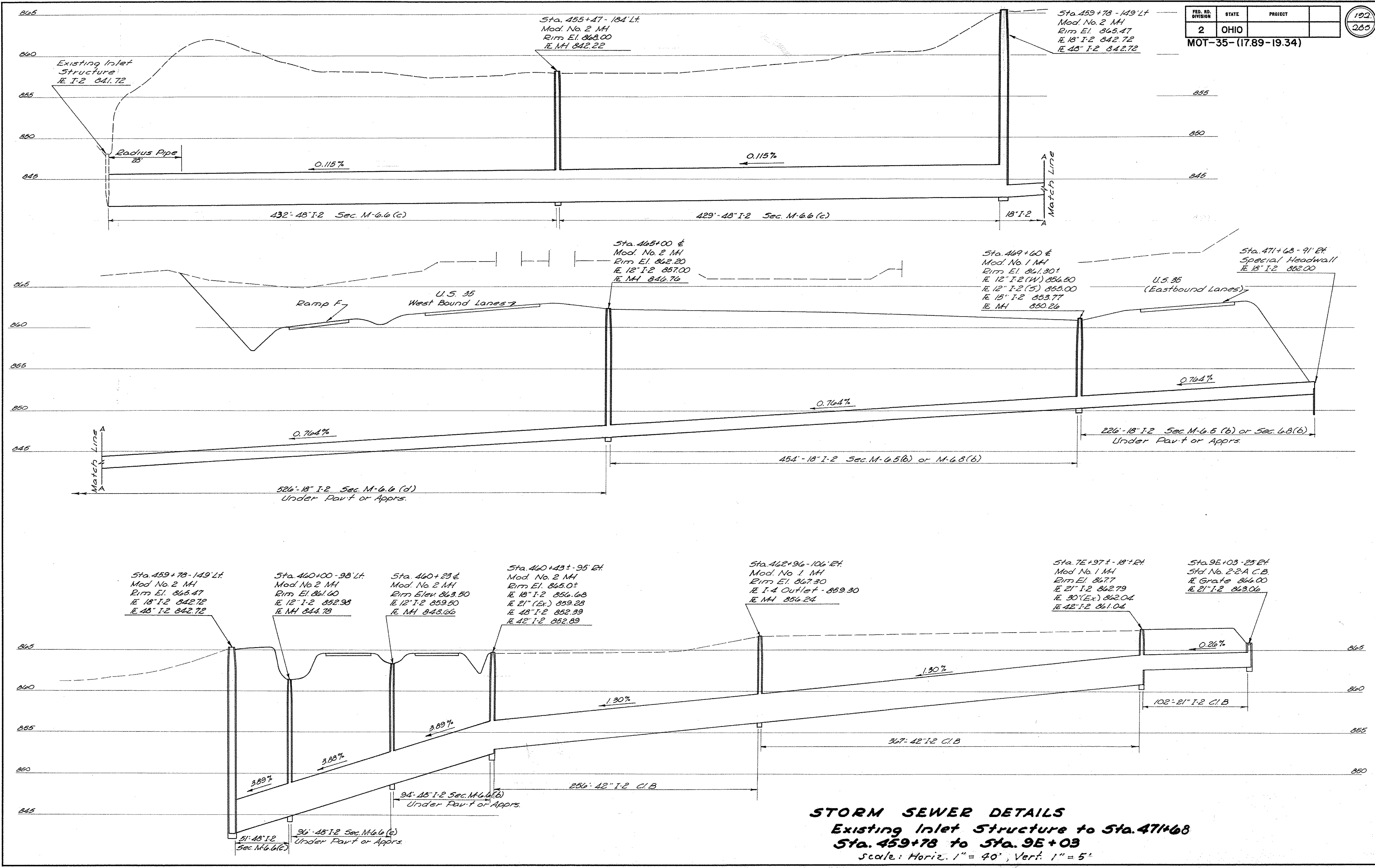
Sta. 438+73 to Sta. 440+60



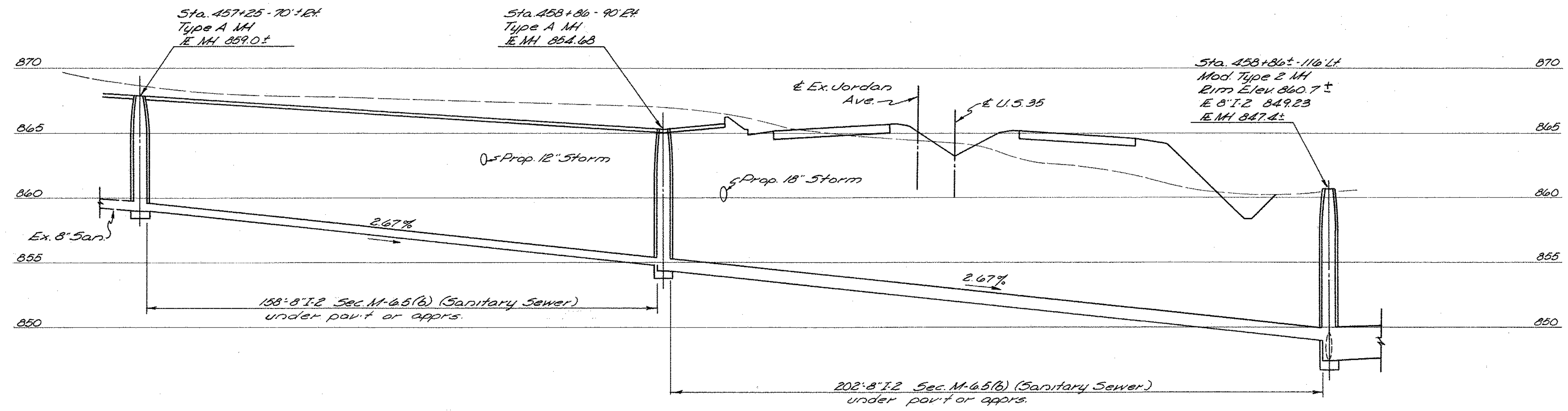
Sta. 438+73 to Sta. 441+06

SANITARY SEWER DETAILS

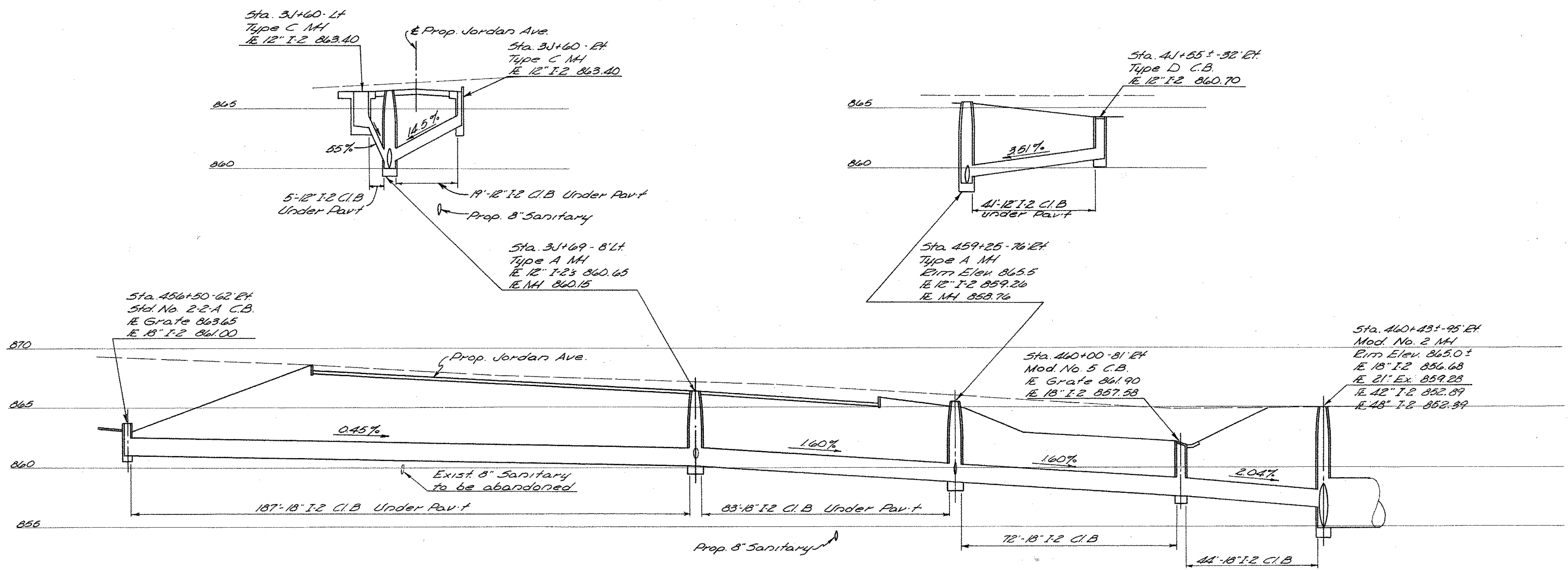
Scale: Horiz. 1"=20'
 Vert. 1"=5'



STORM SEWER DETAILS
Existing Inlet Structure to Sta. 471+68
Sta. 459+78 to Sta. 9E+03
 Scale: Horiz. 1" = 40', Vert. 1" = 5'



SANITARY SEWER DETAILS
Sta. 457+25 to Sta. 458+86
Scale: Horiz. 1"=20', Vert. 1"=5'

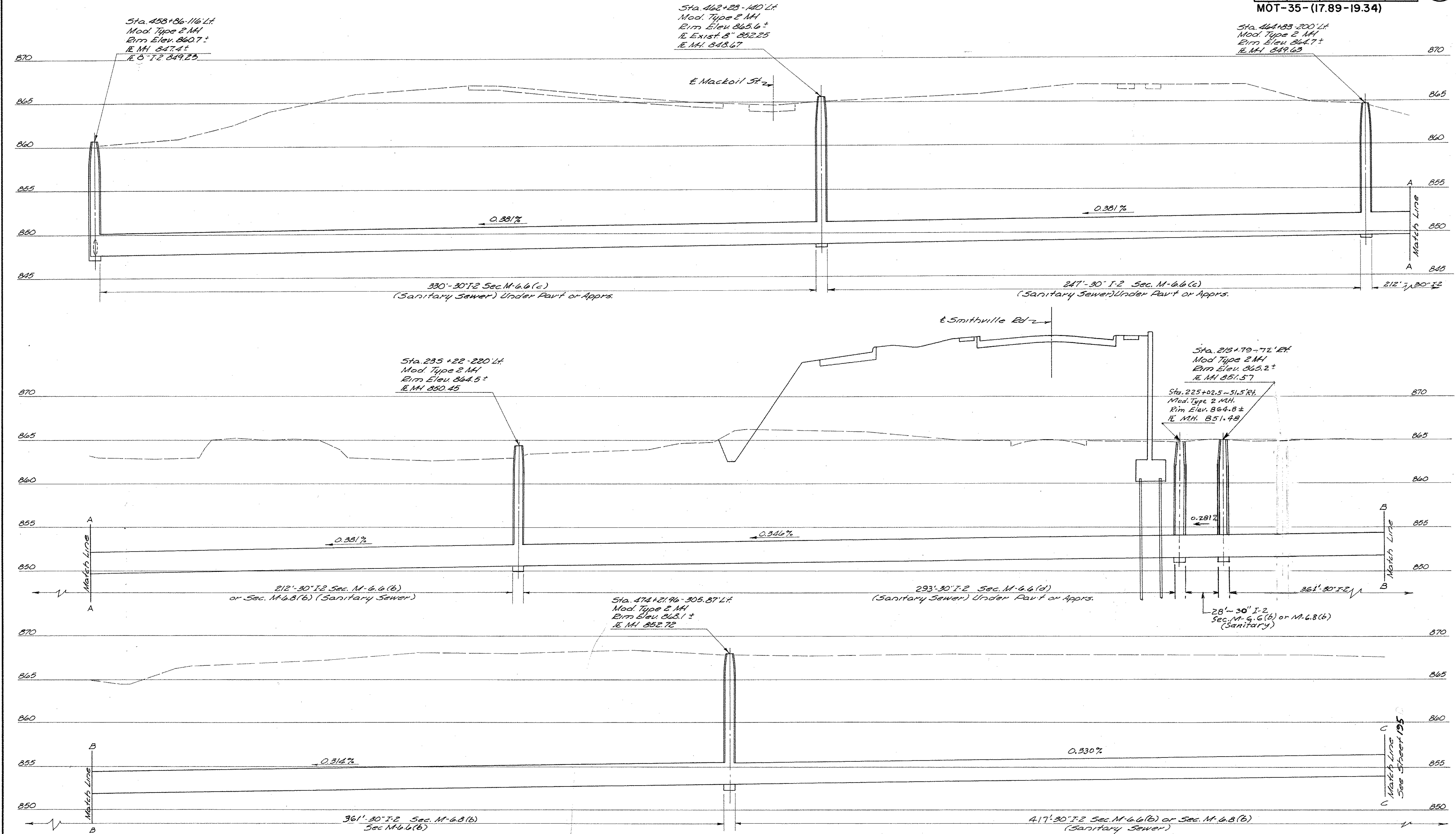


STORM SEWER DETAILS
Sta. 456+50 to Sta. 460+43
Scale: Horiz. 1"=20', Vert. 1"=5'

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

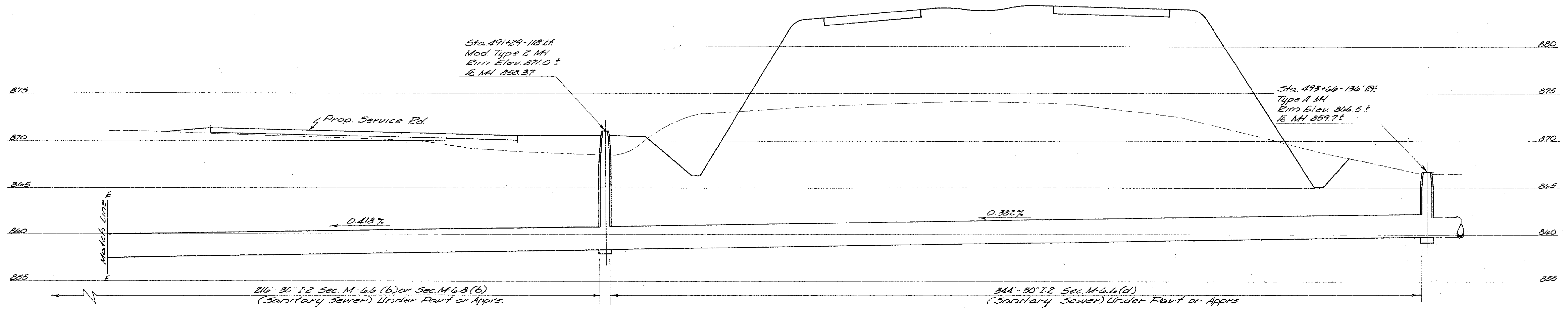
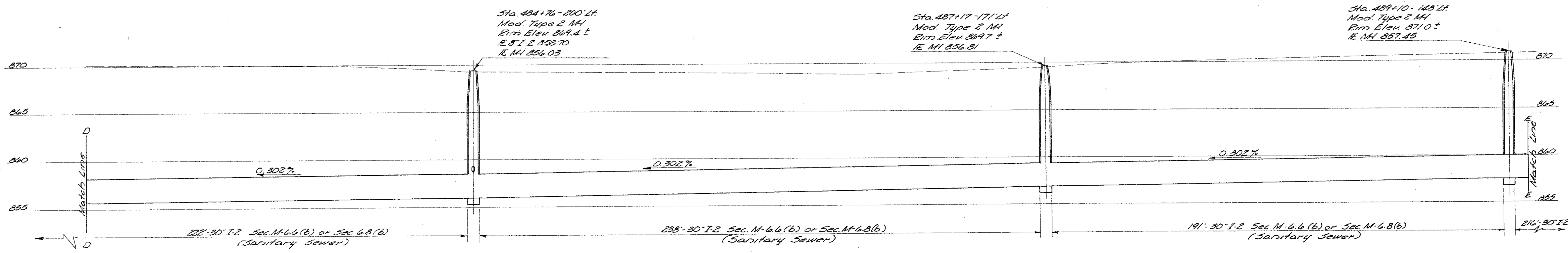
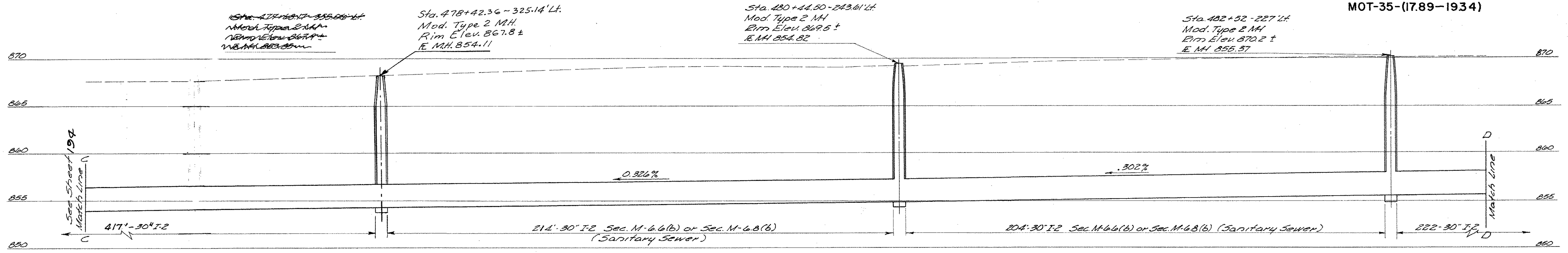
194
285

MOT-35-(17.89-19.34)



SANITARY SEWER DETAILS
 Sta. 458+86 to Sta. 474+21.96
 Scale: Horig. 1" = 20', Vert. 1" = 5'

NOTE: All modified Type 2 MH's this sheet shall be constructed without drop pipes.



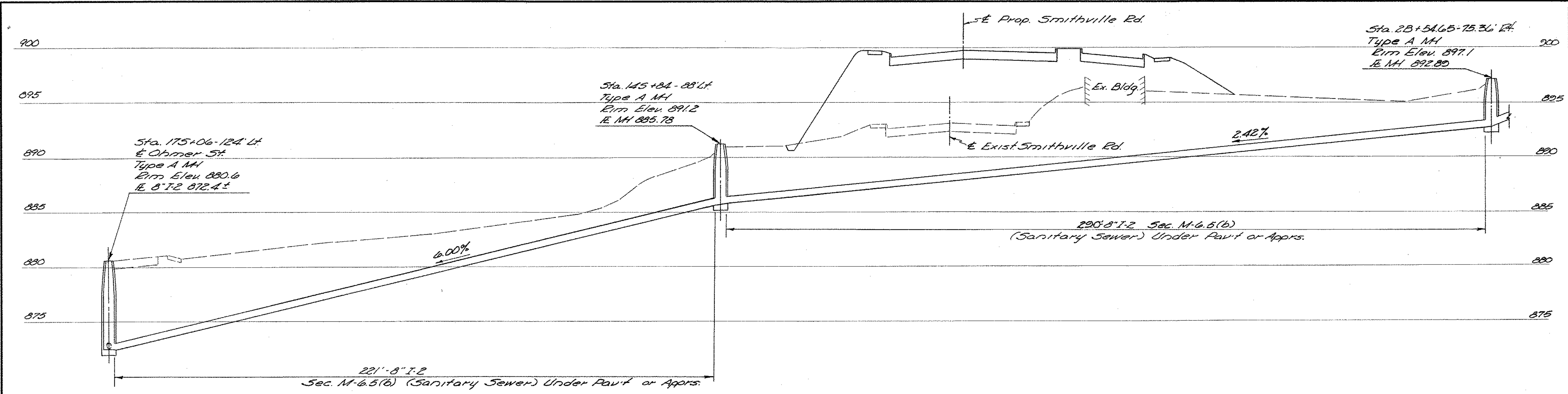
SANITARY SEWER DETAILS
 Sta. 477+68.17 to Sta. 493+66
 Scale: Horiz. 1"=20', Vert. 1"=5'

NOTE: All modified Type 2 MH's this sheet shall be constructed without drop pipes.

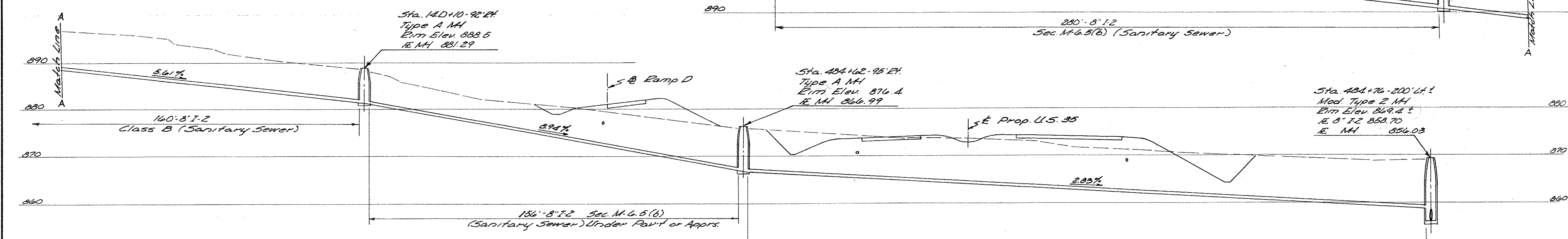
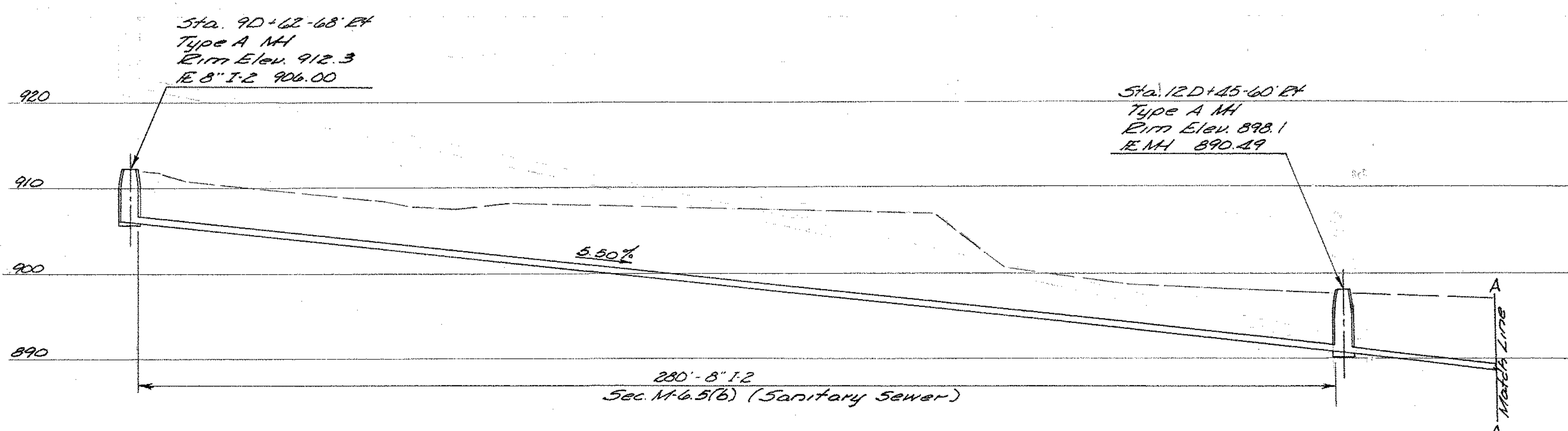
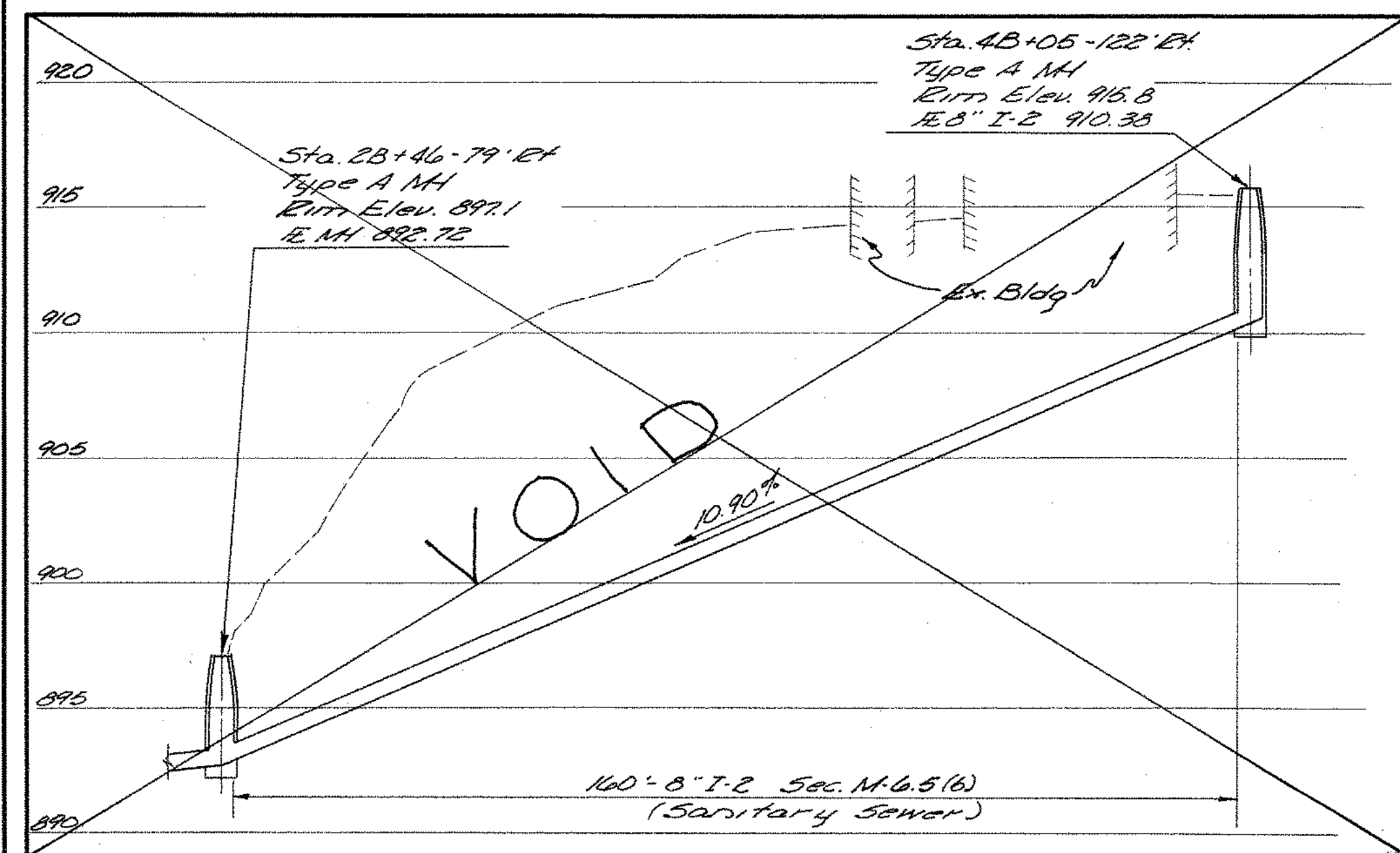
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

126
285

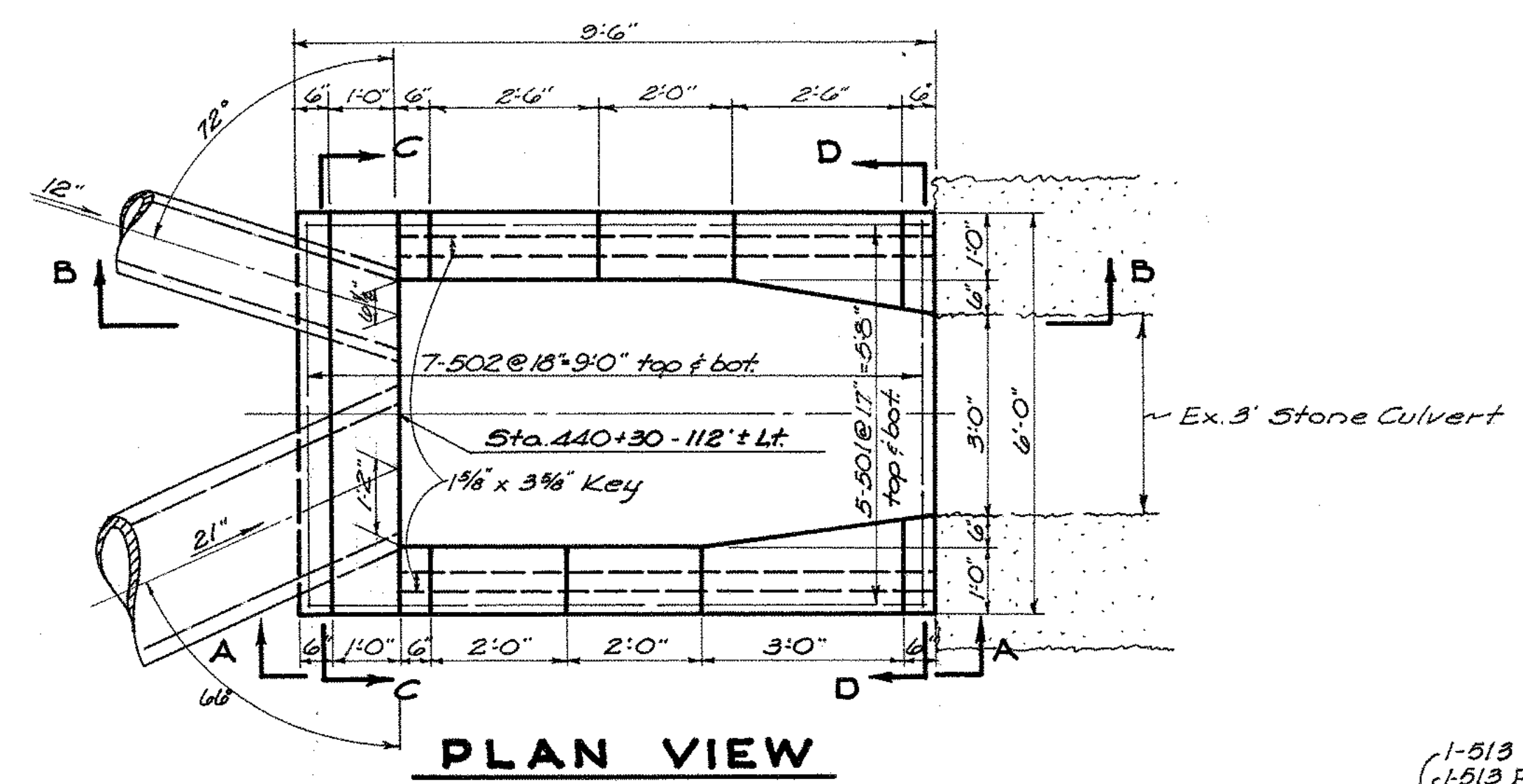
MOT-35-(17.89-19.34)



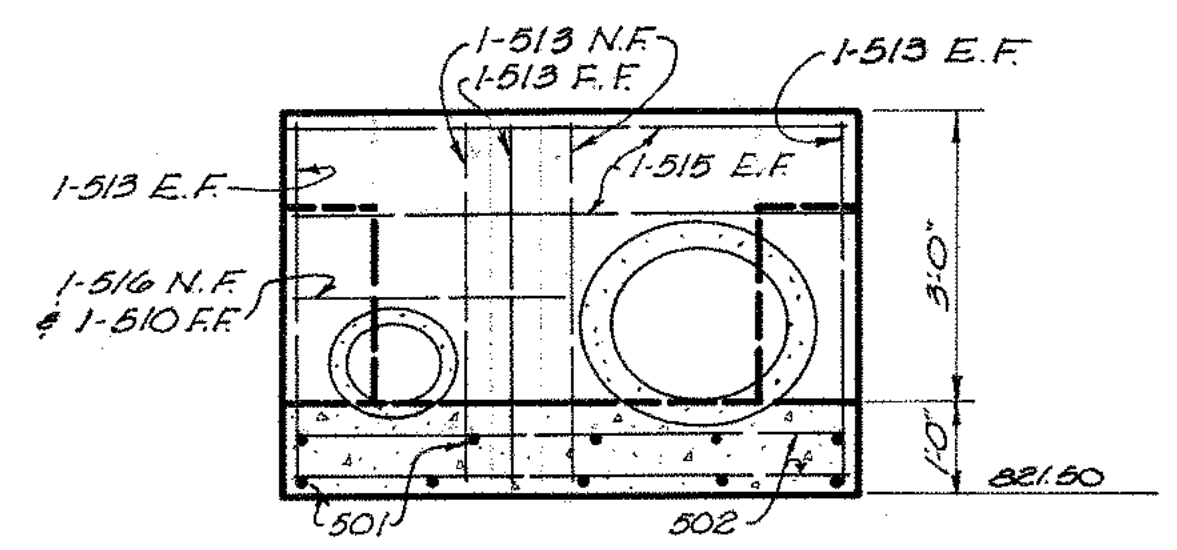
SANITARY SEWER DETAILS
Sta. 175+06 to Sta. 2B+55
Scale: Horiz. 1"=20'
Vert. 1"=5'



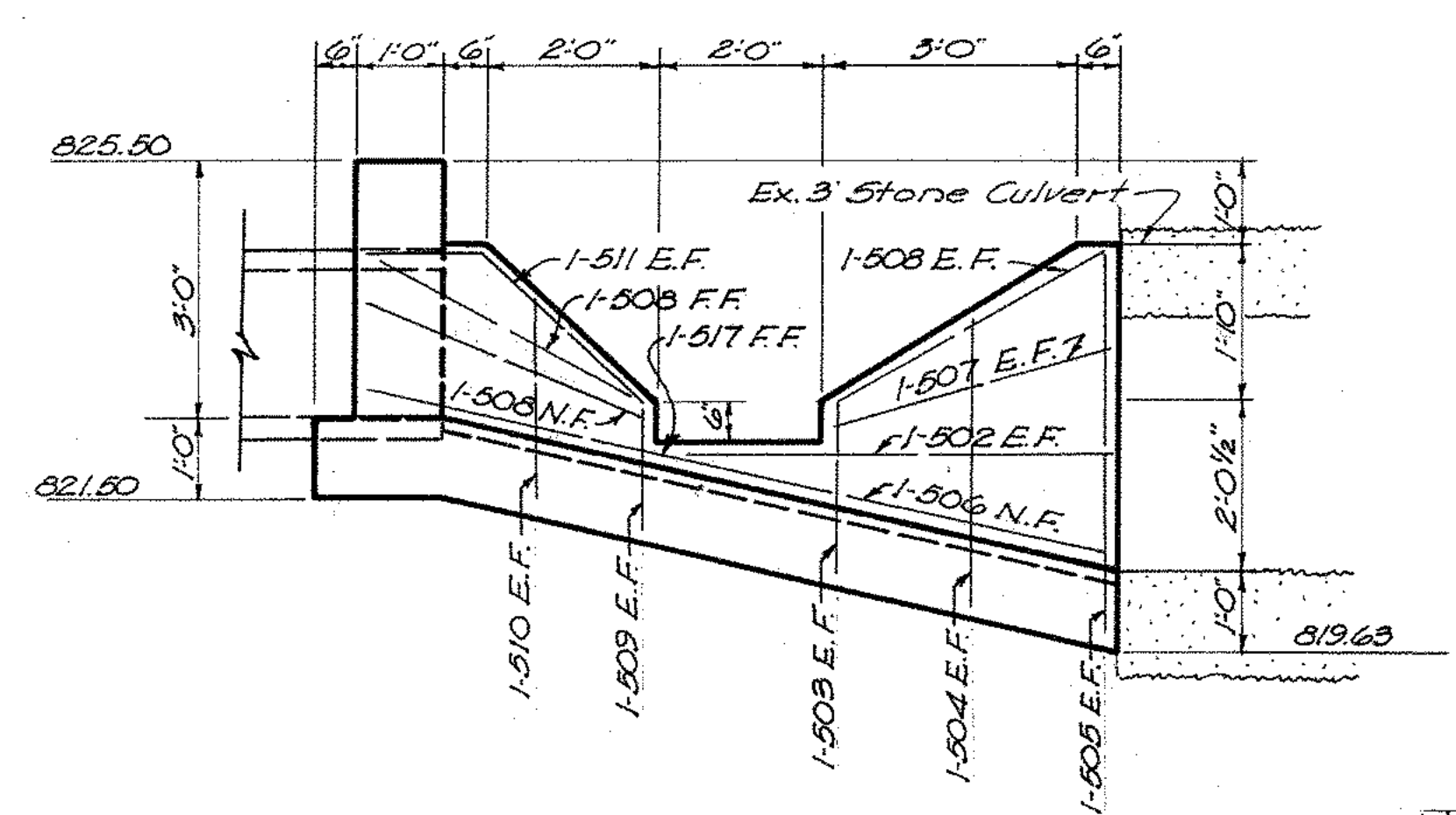
SANITARY SEWER DETAILS
Sta. 9D+62 to Sta. 484+76
Scale: Horiz. 1"=20' Vert. 1"=10'



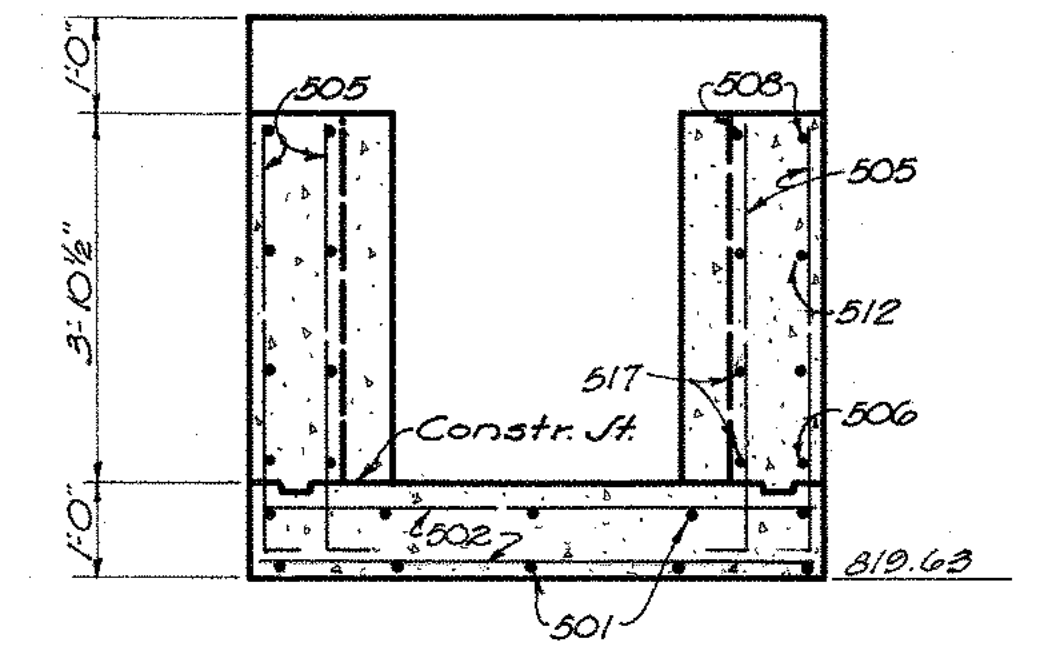
PLAN VIEW



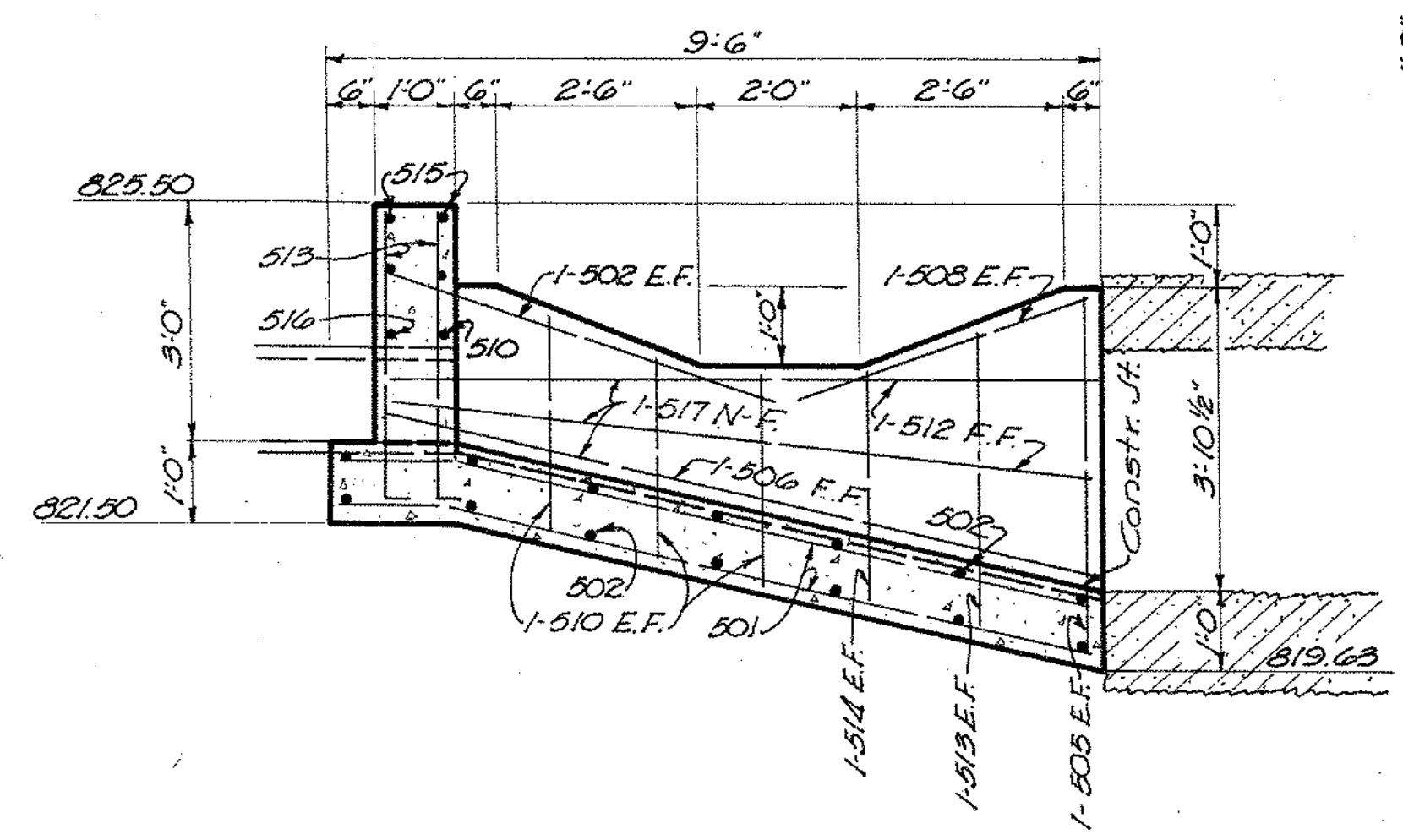
SECTION C-C



VIEW A-A



SECTION D-D



SECTION B-B

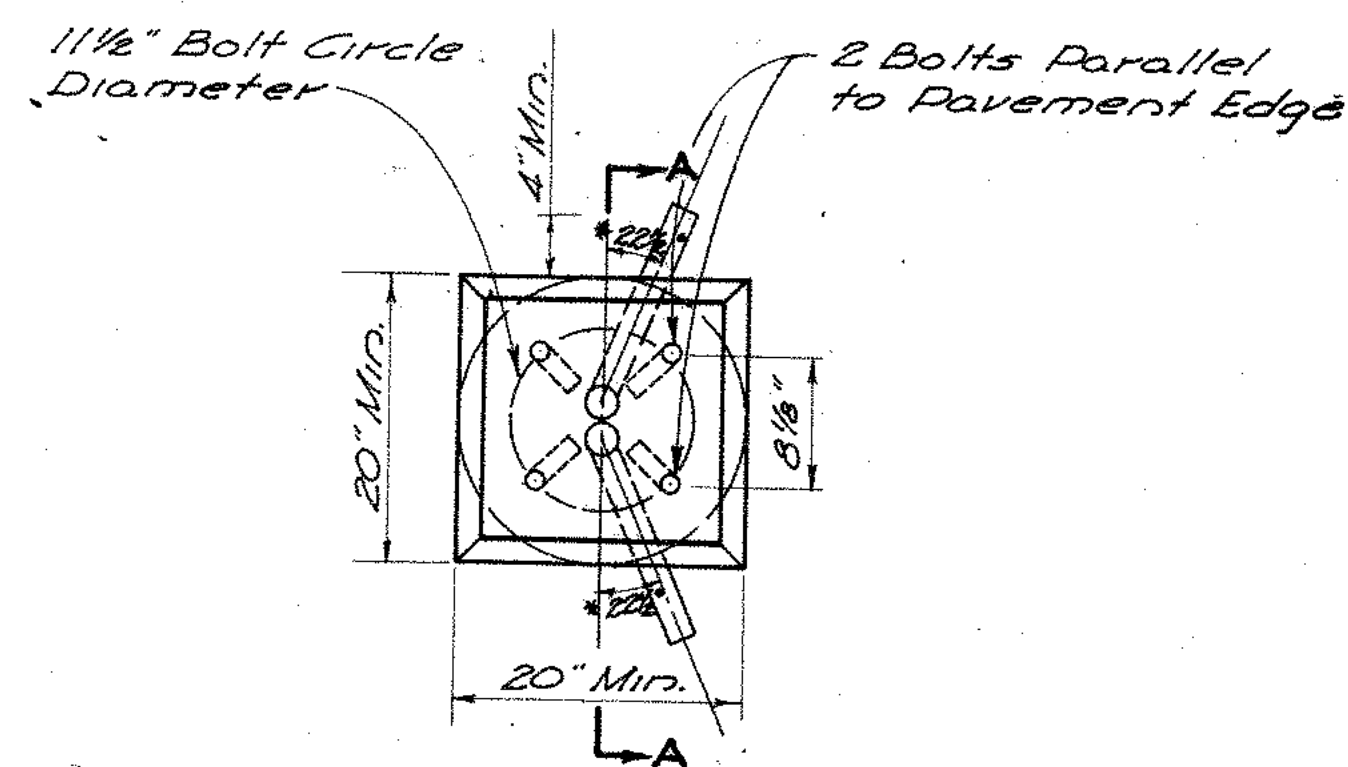
Designations Used
 N.F. = Near Face
 F.F. = Far Face
 E.F. = Each Face

**SPECIAL ENDWALL
 STA. 440+30-112±LT.**

Item 5-1 Class 'C' Concrete 42 Cu. Yd.
 Item 5-4 Reinforcing Steel 450 Lbs.

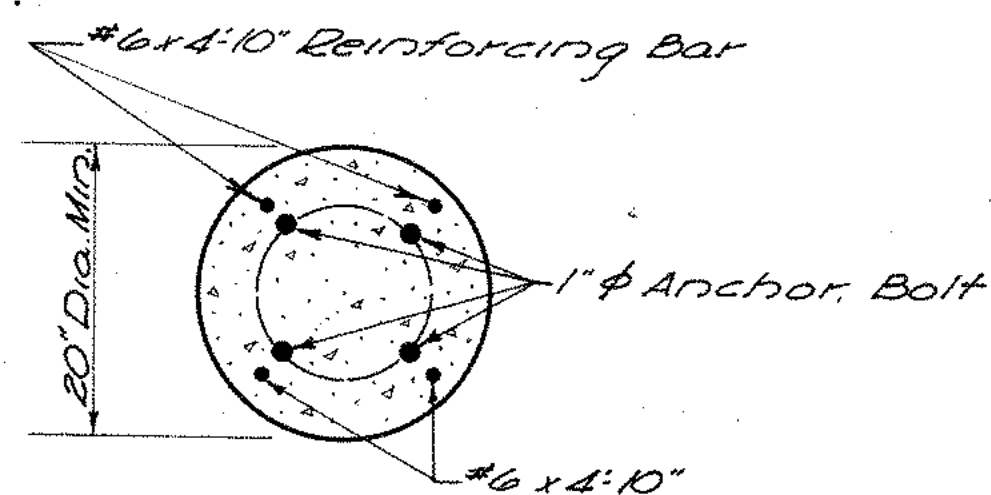
STEEL REINFORCING LIST					BENDING DIAGRAMS
MARK	LENGTH	SHAPE	NO.	WT.	
501	9'-3"	Bt.	10	96	
502	5'-8"	Str.	18	106	
503	2'-5"	Bt.	2	5	
504	3'-9"	Bt.	2	8	
505	4'-11"	Bt.	4	21	
506	9'-0"	Str.	2	19	
507	3'-4"	Str.	2	7	
508	3'-8"	Str.	6	23	
509	1'-11"	Bt.	2	4	
510	2'-9"	Bt.	9	26	
511	3'-8"	Bt.	2	8	
512	8'-7"	Str.	2	18	
513	4'-1"	Bt.	9	38	
514	3'-9"	Bt.	2	7	
515	8'-5"	Bt.	4	36	
516	4'-1"	Bt.	1	4	
517	7'-10"	Str.	4	35	
518	4'-9"	Str.	5	25	
519	5'-4"	Bt.	1	6	
520	3'-6"	Str.	4	15	
521	5'-10"	Bt.	1	6	
522	4'-0"	Str.	1	4	
523	6'-4"	Bt.	1	7	
524	4'-6"	Str.	5	23	
525	9'-3"	Bt.	3	29	
526	5'-0"	Str.	2	10	
527	6'-8"	Str.	2	14	
528	8'-0"	Str.	2	17	
529	4'-7"	Bt.	15	72	
530	5'-6"	Bt.	1	6	
531	2'-4"	Bt.	2	5	
532	1'-6"	Str.	4	6	
533	4'-3"	Bt.	2	9	
534	3'-10"	Bt.	4	16	
535	4'-0"	Bt.	2	8	
536	6'-7"	Bt.	4	27	
537	2'-9"	Str.	1	3	
538	6'-8"	Str.	10	20	
539	5'-1"	Bt.	12	64	
540	5'-0"	Str.	4	21	
541	6'-11"	Bt.	2	14	
542	3'-8"	Str.	18	60	
543	5'-10"	Str.	8	49	

Bar size is indicated in the bar mark. The first digit indicates the bar size number.

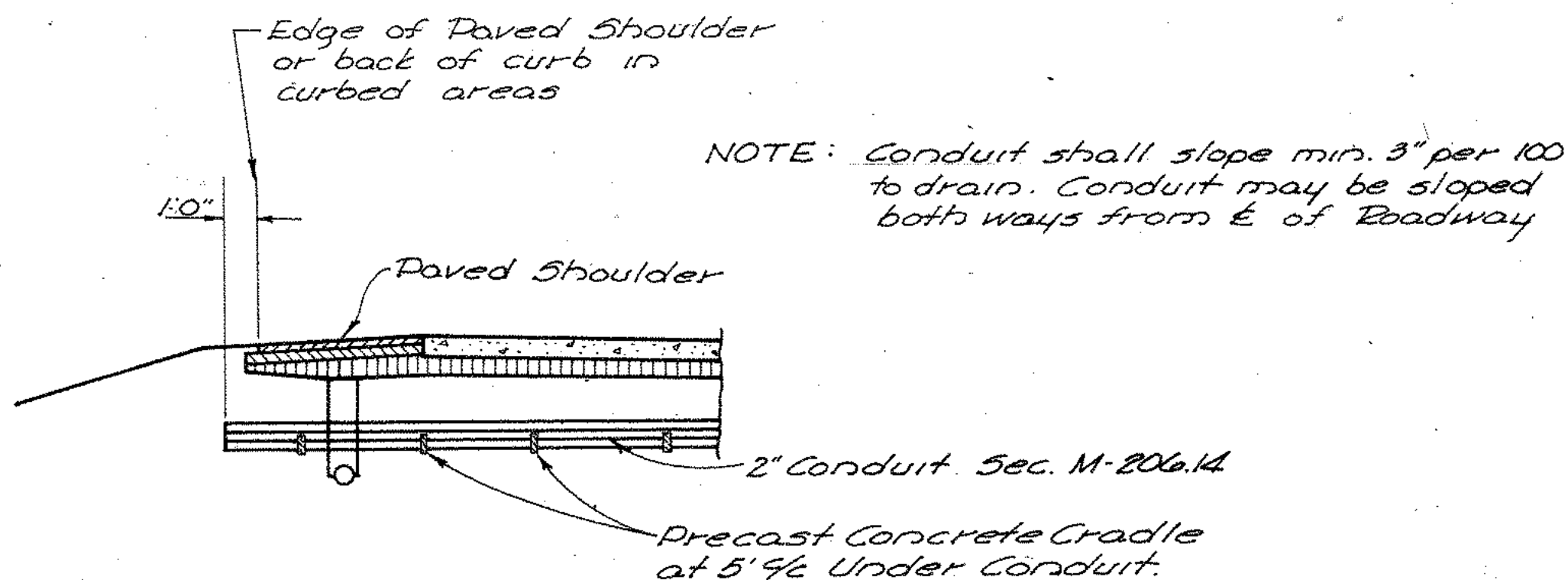


* 22 1/2° angle except as noted in table below

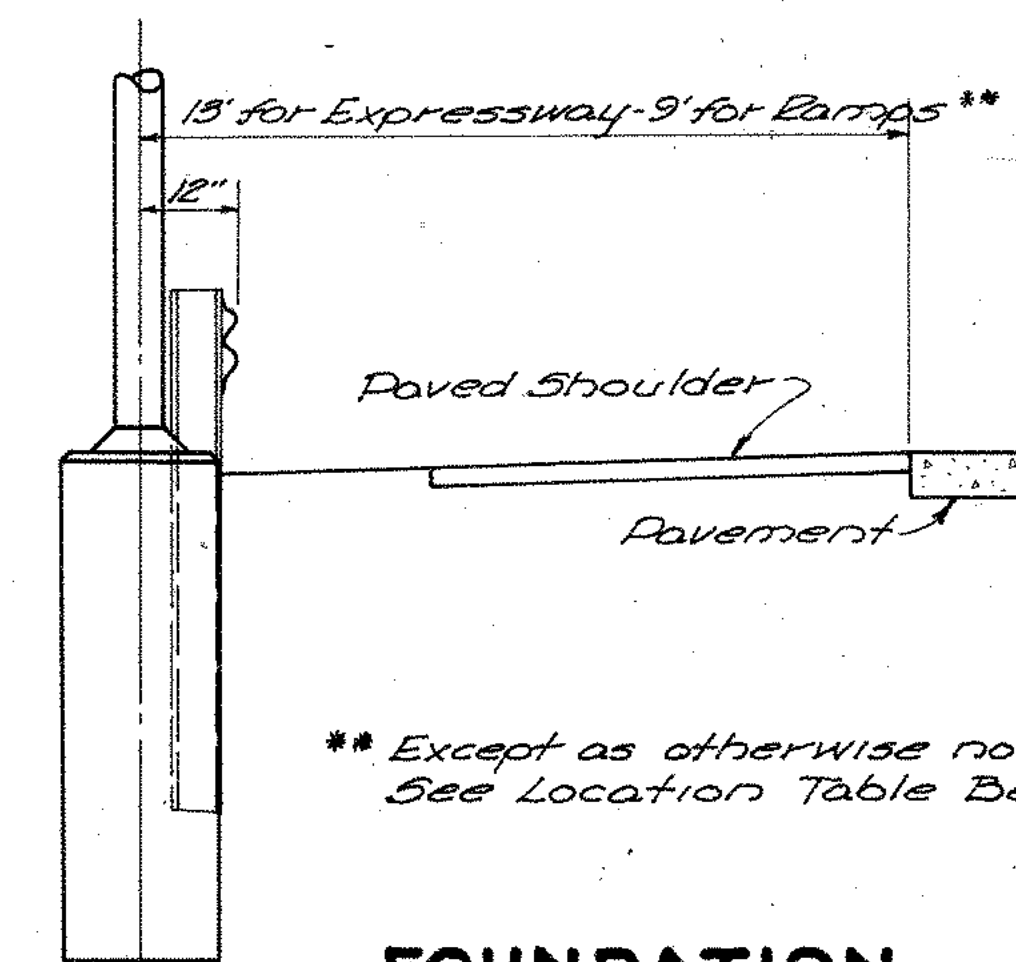
PLAN



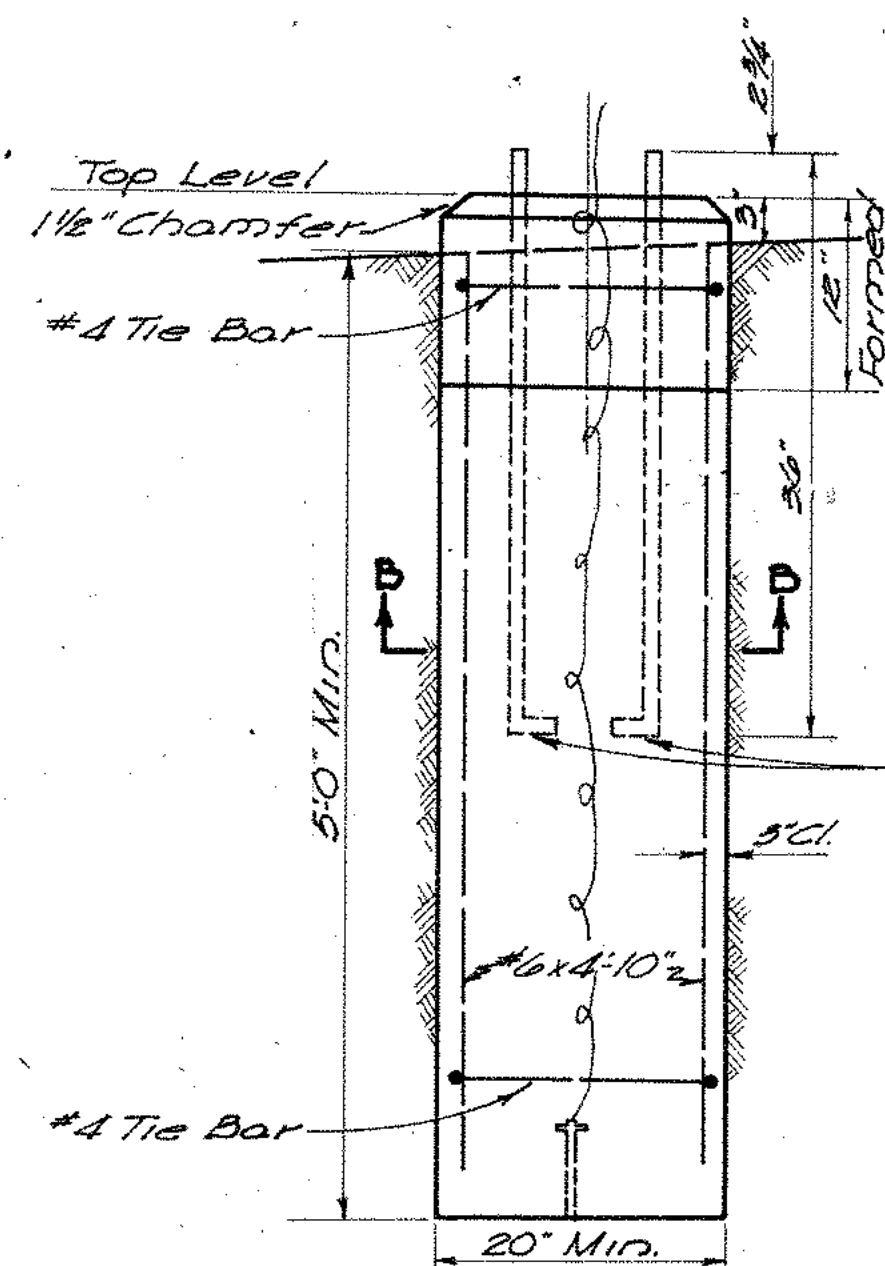
SECTION B-B



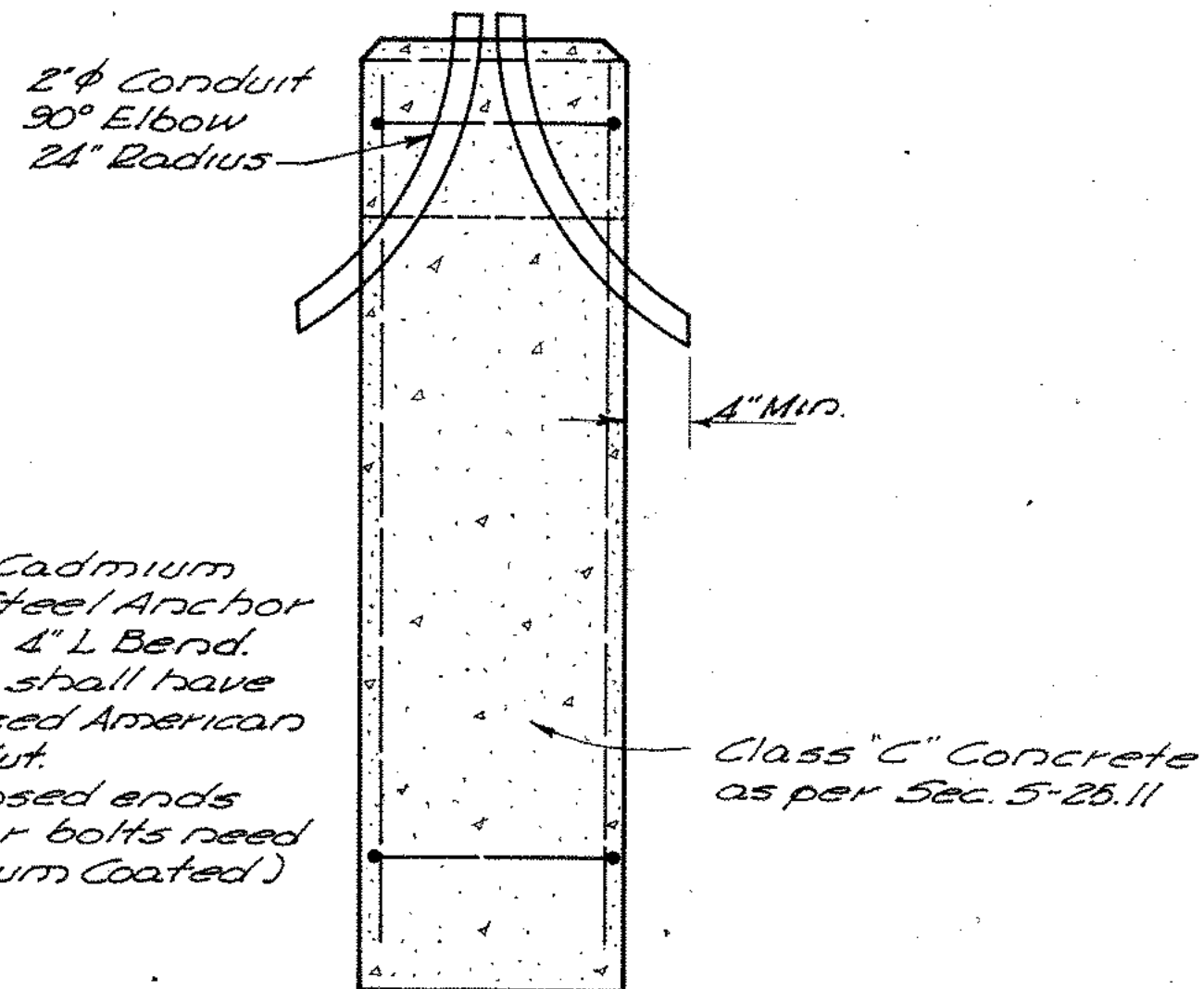
CONDUIT CROSSING



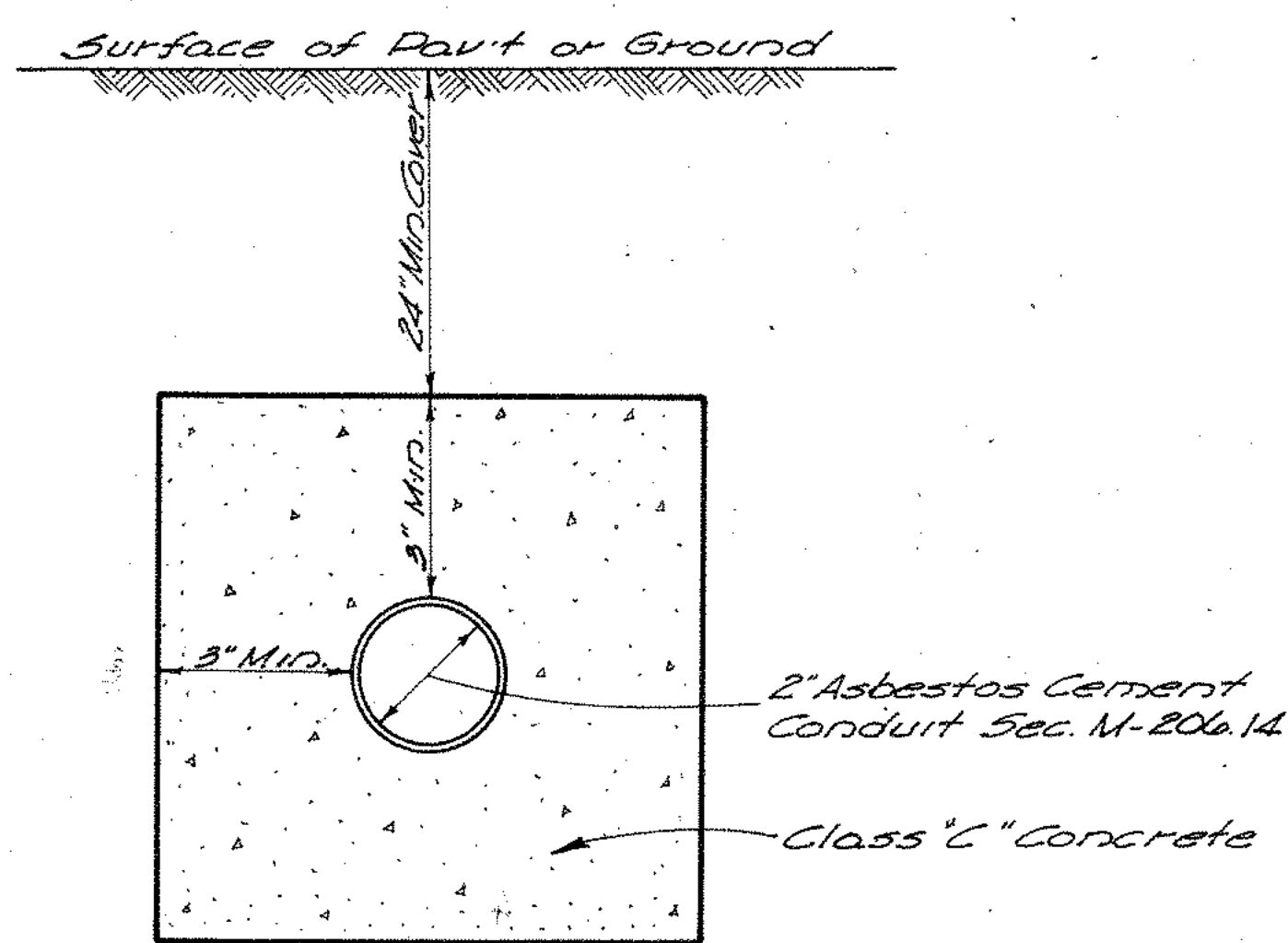
FOUNDATION LOCATION DETAIL



ELEVATION



SECTION A-A



SECTION SHOWING CONDUIT ENCASEMENT

CONDUIT DETAILS

FOUNDATION LOCATIONS

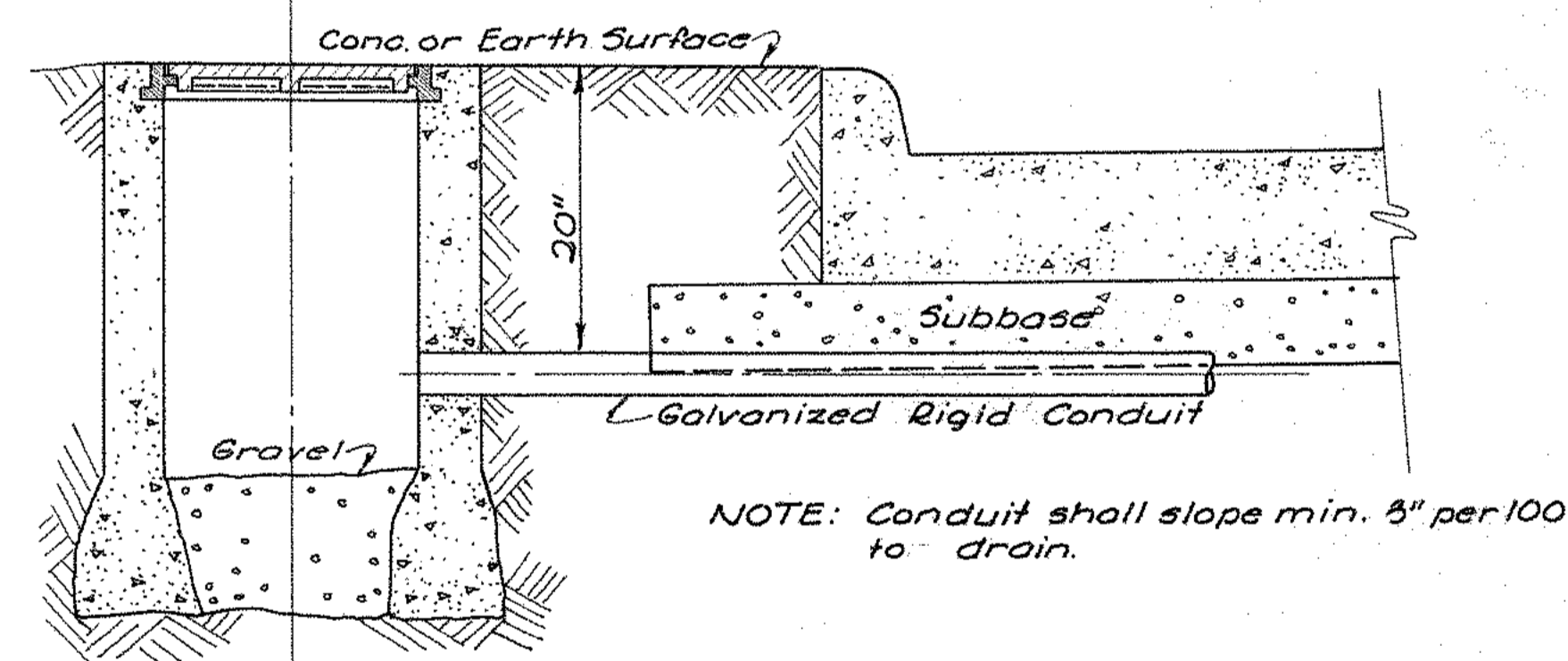
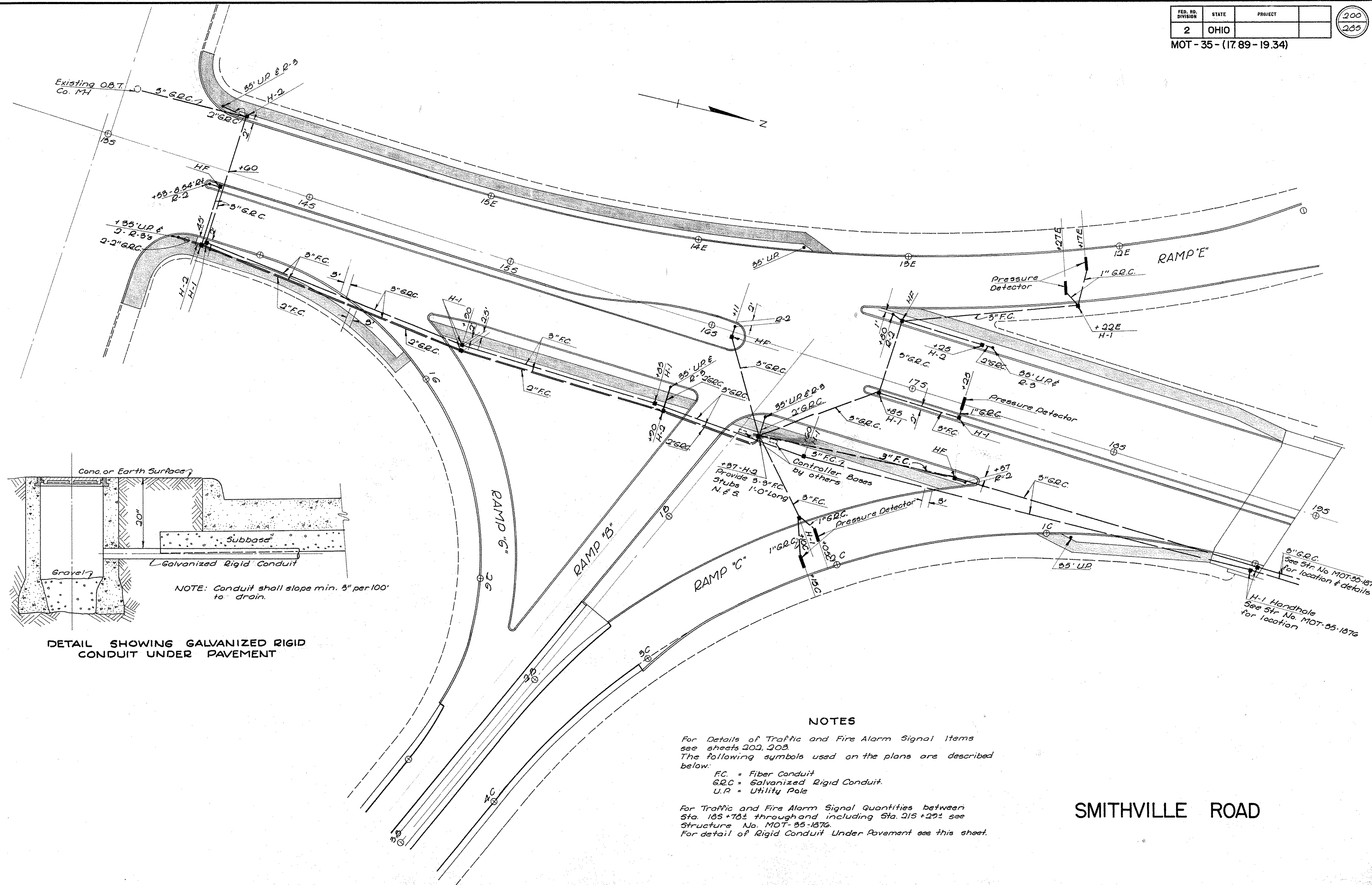
STATION	DISTANCE FROM E or R	SIDE	CONDUIT ANGLE
457+40	58.0'	RT	0°
458+65	65.0'	RT	See Fnd'n Plan
04+43	39.0'	LT	" " "
1A+60	13.5'	LT	" " "
14E+10	11.0'	RT	See Fnd'n Plan
185+60	44.0'	RT	0°
145+60	36.0'	LT	0°
155+50	43.0'	RT	0°
165+80	43.0'	RT	0°
175+80	38.5'	LT	0°
215+65	37.0'	LT	0°
225+65	35.5'	RT	0°
235+65	33.0'	LT	0°
245+65	37.5'	RT	0°
255+65	35.0'	LT	0°

NOTES

The price bid per each Item 5-25 Light Standard Base, as per Plan shall include cost of Excavation, Concrete Anchor Bolts, Reinforcing Steel, Grounding System & 2 Conduit Elbows.
 The price bid per Lin Ft. Item 5-25, 2" Cement Asbestos Conduit Sec. M-206.14 Concrete Encased as per plan shall include cost of precast concrete cradles.
 Light Standard Bases may be shifted 2' max. longitudinally along the Roadway to miss proposed guard rail posts.
 The following Light Standard Bases shown on the Plans are not to be constructed as a part of this Project and are shown for informational purposes only.
 Sta. 417+80 through and including Sta. 422+75 Right Side U.S. 35
 Sta. 420+55 through and including Sta. 425+10 Left Side U.S. 35
 Light Fixtures by others
 All Light Standards shall have 12" Mast Arms with G.E. Form 206 B Luminaire with multiple power groove lamps or equal.

LIGHT STANDARD BASE DETAILS

NOTE: Top of Light Standard Bases Located in Smithville Road Sidewalk shall be set level & flush with sidewalk.



DETAIL SHOWING GALVANIZED RIGID CONDUIT UNDER PAVEMENT

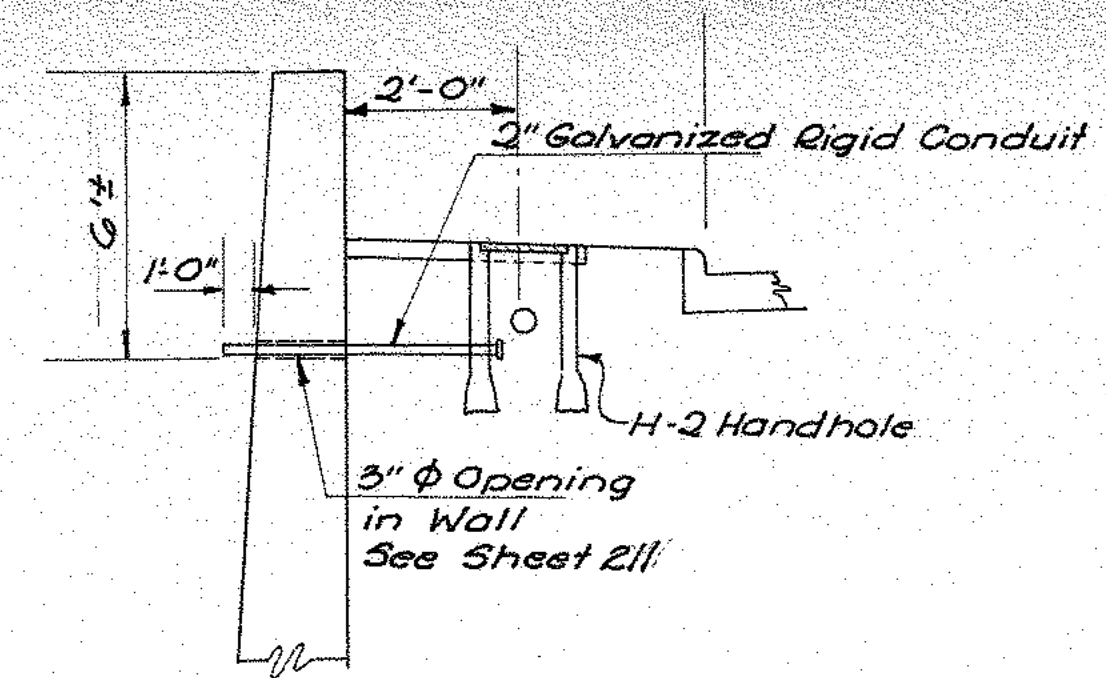
NOTES

For Details of Traffic and Fire Alarm Signal Items see sheets 202, 203.
 The following symbols used on the plans are described below:
 F.C. = Fiber Conduit
 G.R.C. = Galvanized Rigid Conduit.
 U.P. = Utility Pole

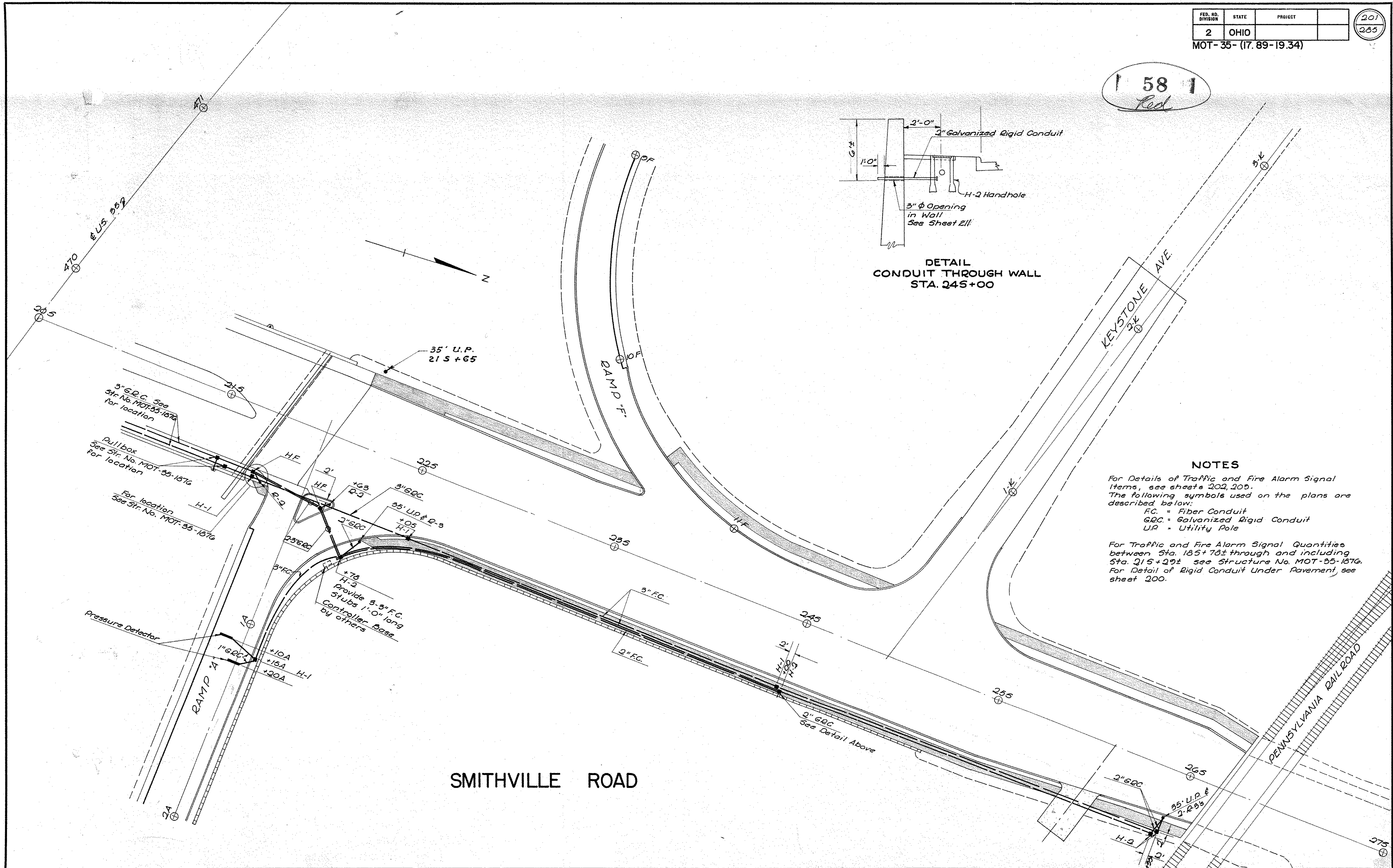
For Traffic and Fire Alarm Signal Quantities between Sta. 135+70± through and including Sta. 215+20± see Structure No. MOT-35-187a.
 For detail of Rigid Conduit Under Pavement see this sheet.

SMITHVILLE ROAD

1 58 1
Red



DETAIL
CONDUIT THROUGH WALL
STA. 245+00

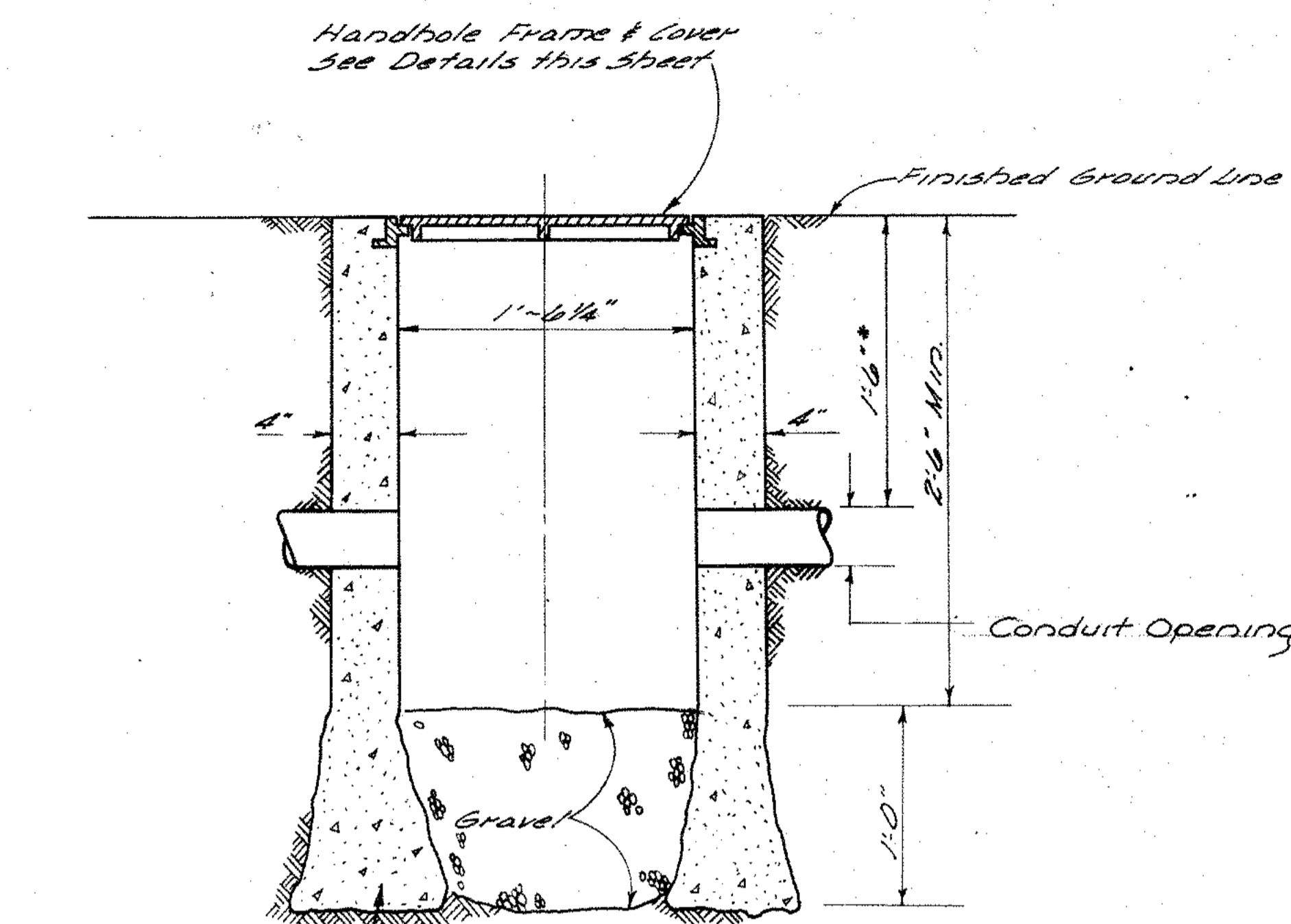


NOTES

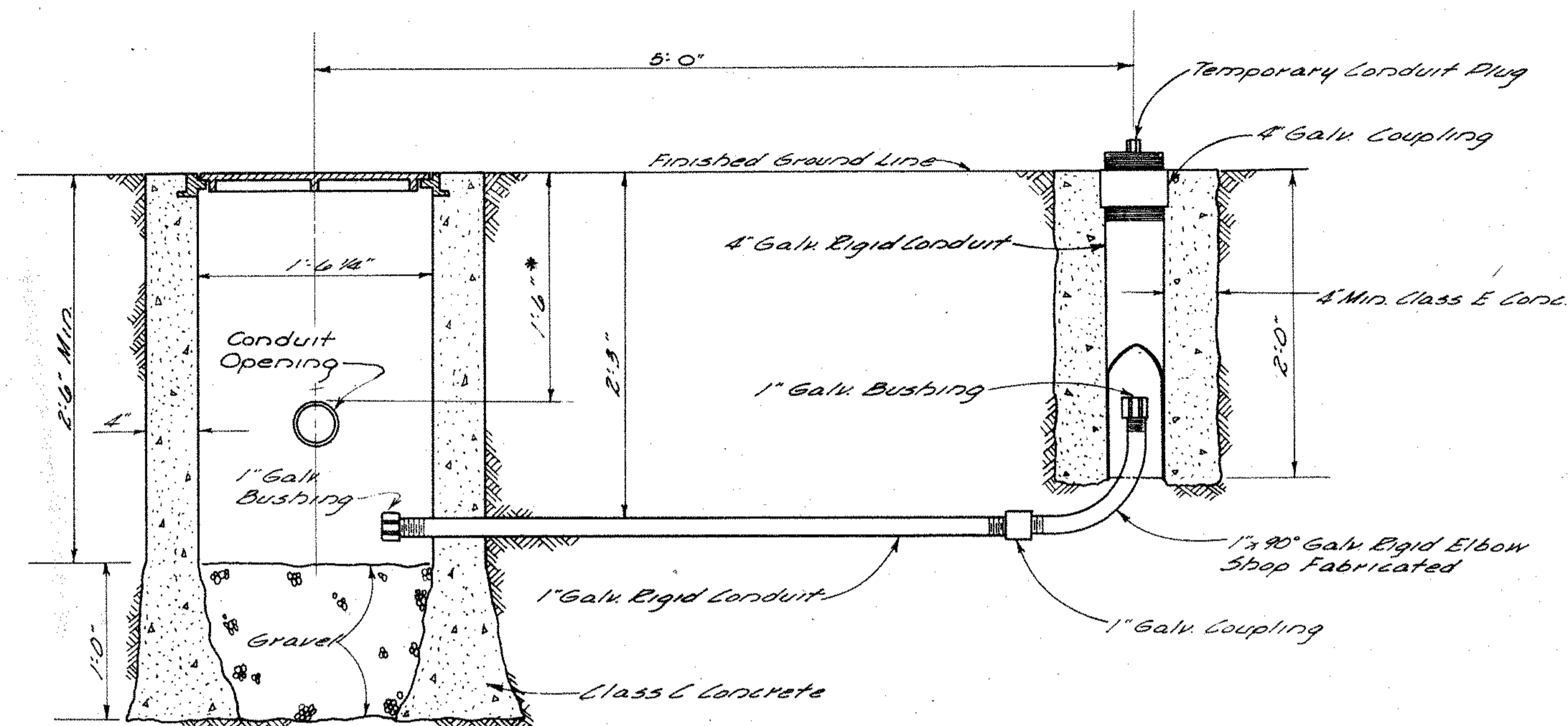
For Details of Traffic and Fire Alarm Signal Items, see sheets 202, 205.
The following symbols used on the plans are described below:
F.C. = Fiber Conduit
G.R.C. = Galvanized Rigid Conduit
U.P. = Utility Pole

For Traffic and Fire Alarm Signal Quantities between Sta. 185+70± through and including Sta. 215+20± see Structure No. MOT-35-1876.
For Detail of Rigid Conduit Under Pavement see sheet 200.

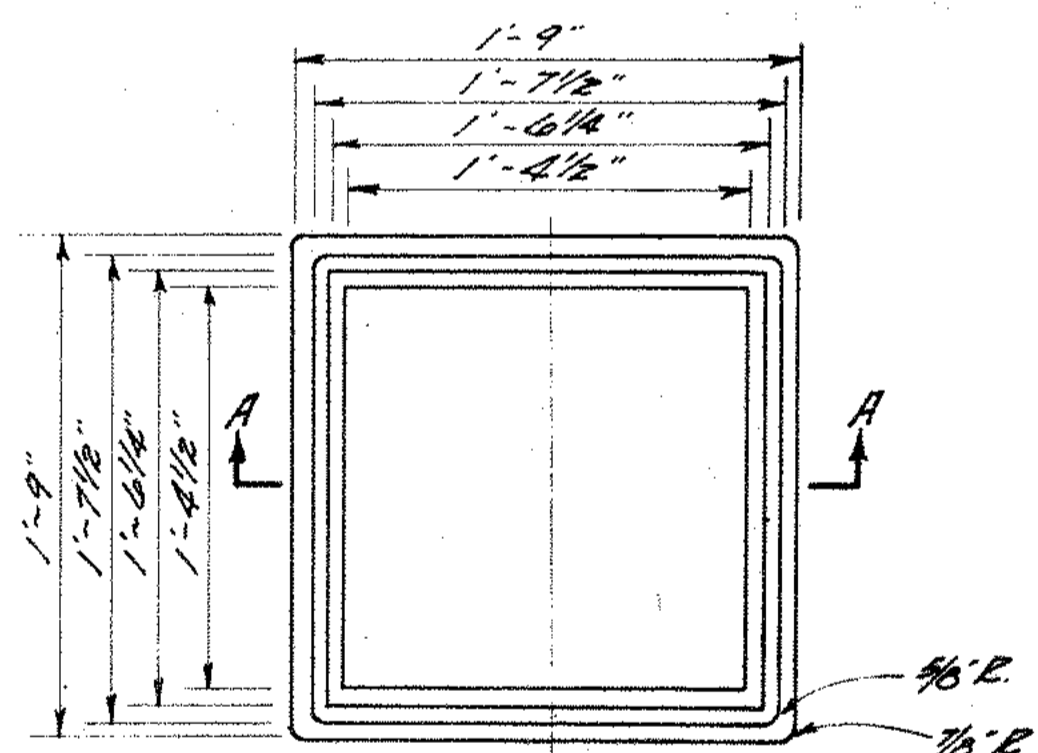
SMITHVILLE ROAD



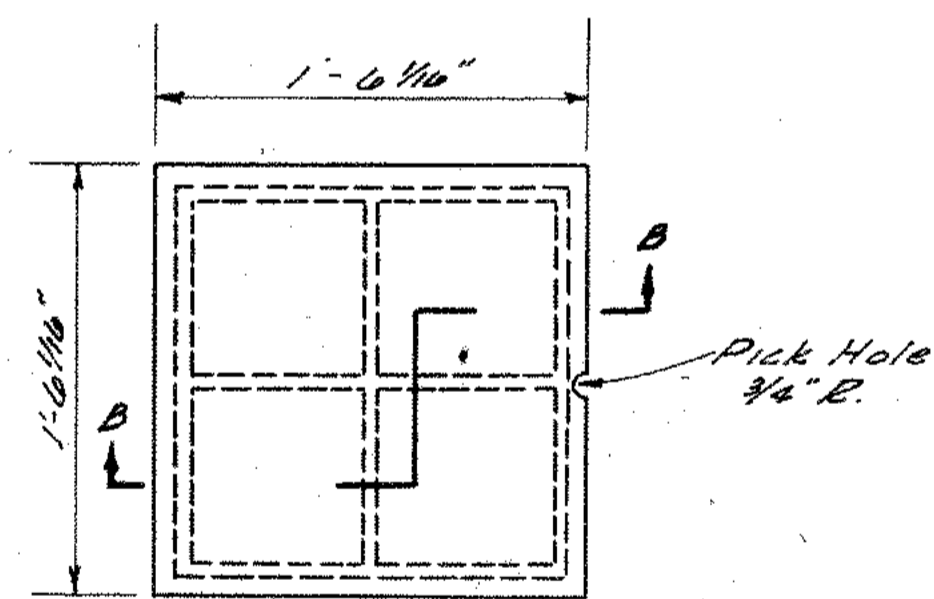
**SECTION
HANDHOLE H-1**



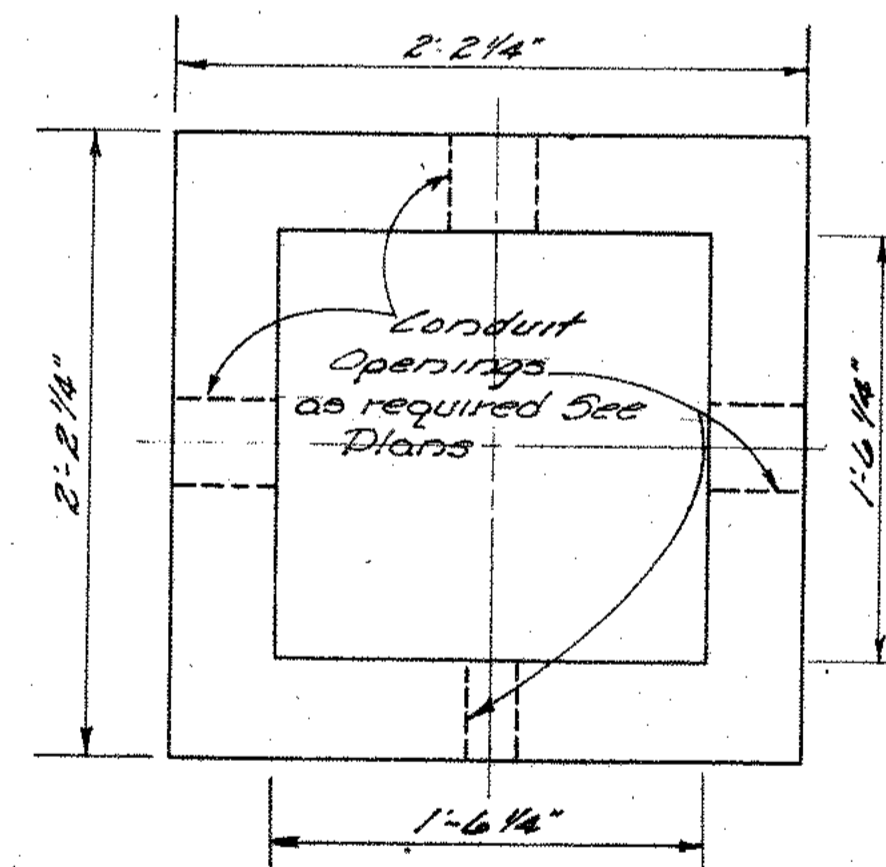
**SECTION
HANDHOLE HF & SIGNAL FLASHER R-2**



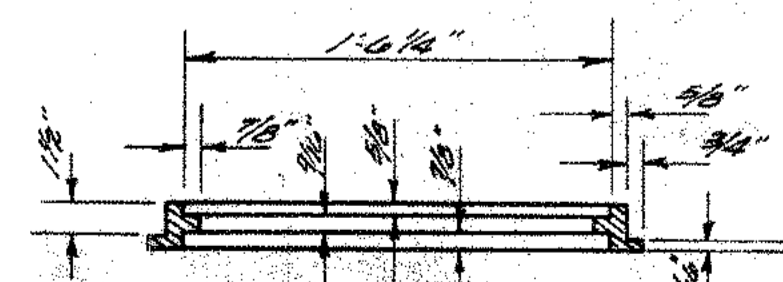
**PLAN
HANDHOLE FRAME**



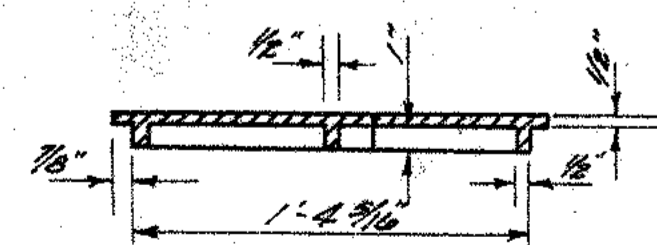
**PLAN
HANDHOLE COVER**



**PLAN
HANDHOLE
(COVER REMOVED)**

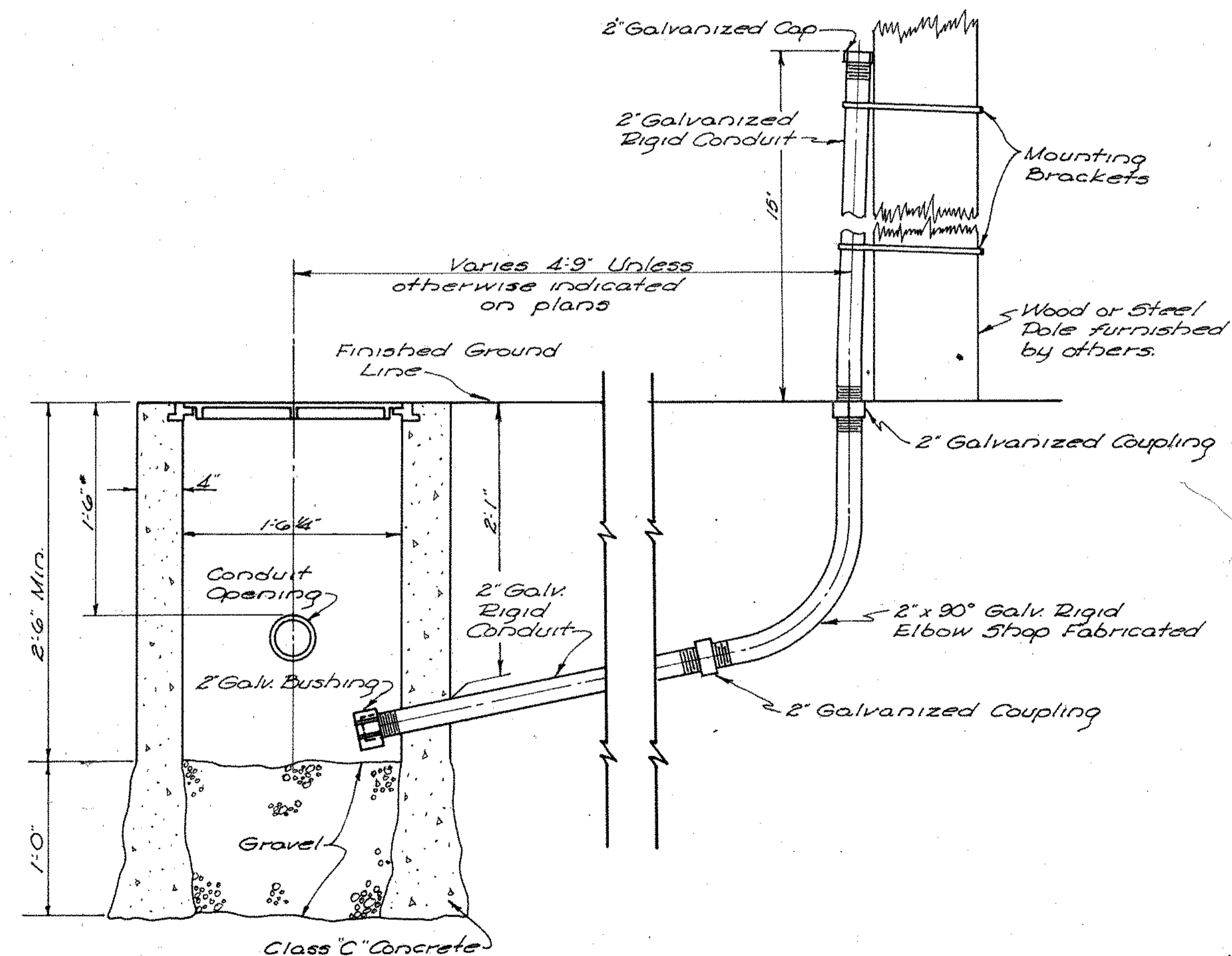


SECTION A-A

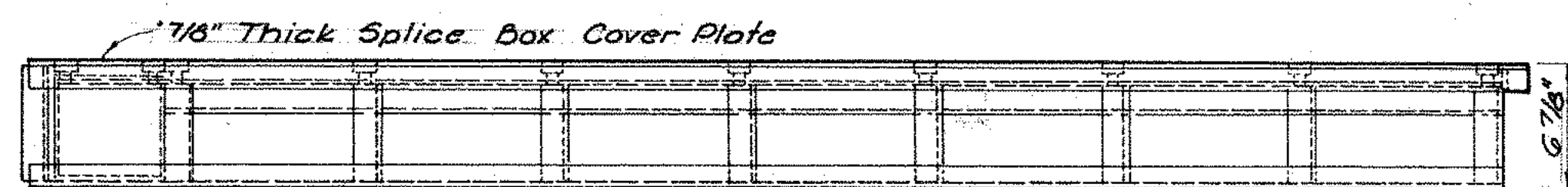


SECTION B-B

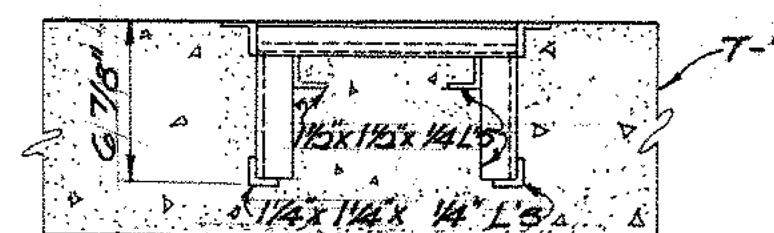
* Unless otherwise noted.



**SECTION
HANDHOLE H-2 & RISER R-3**

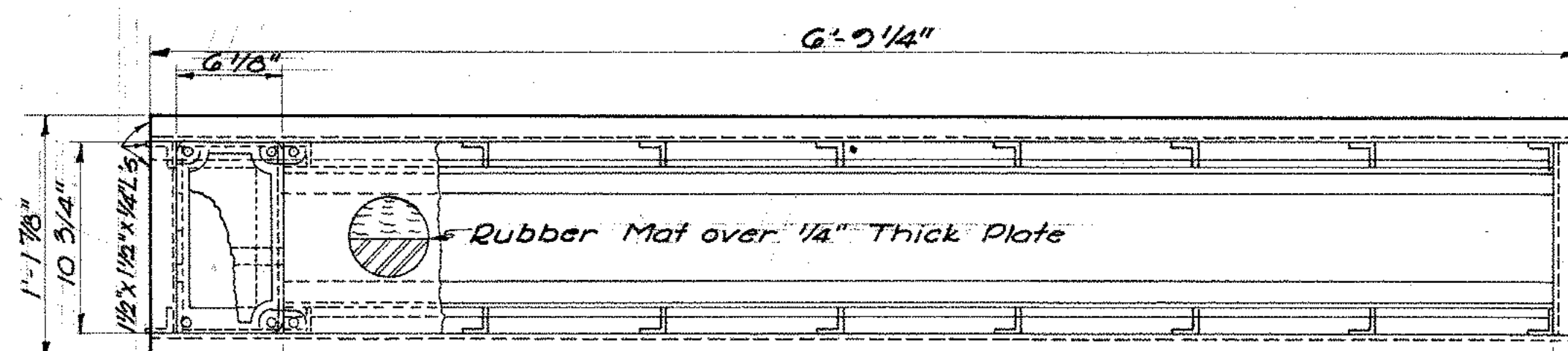


SIDE VIEW



RIGHT END VIEW

Note:
T-71 part shall be vibrated and rodded in order to completely embed the pressure detector frame.



PLAN

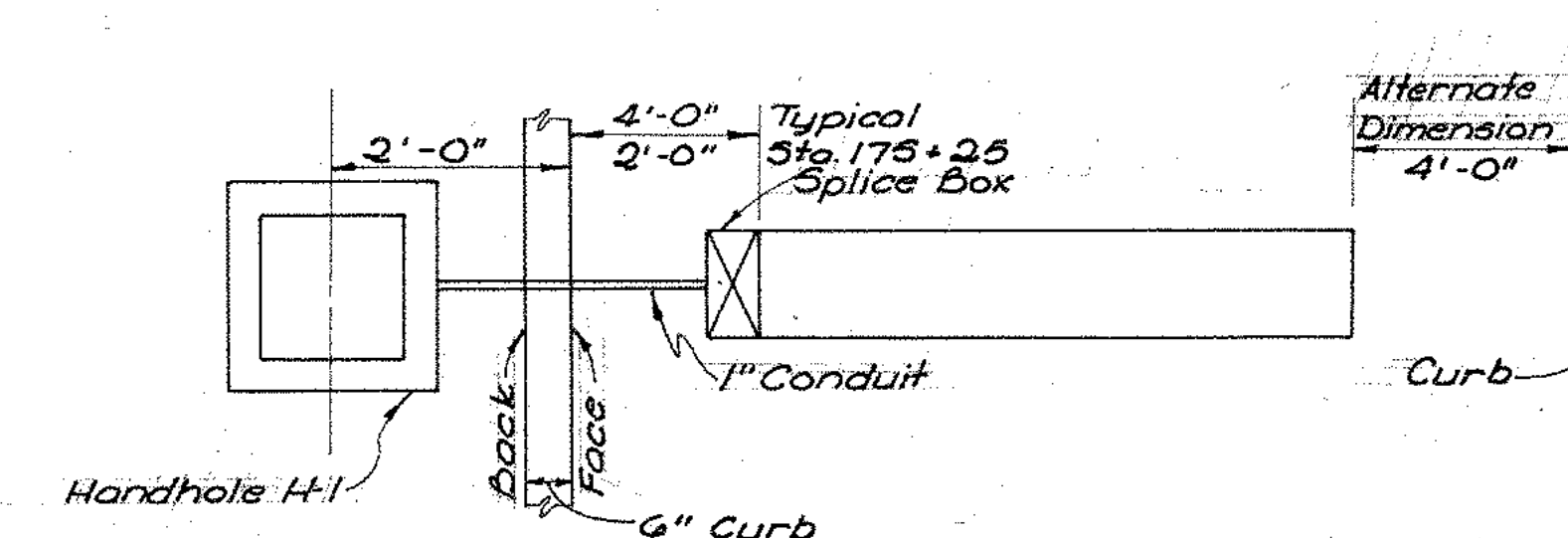
To Face of Curb or Edge of Pavement
Dimension used for Lateral Location of Detector in Pavement.

To Edge of Pavement or Face of Curb
Dimension used for Lateral Location of Detector in Pavement (Alternate)

Note:
This drawing is not for construction of Detector, but is intended to depict unit that will be furnished to the Contractor by the City of Dayton.

PRESSURE DETECTOR DETAIL

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

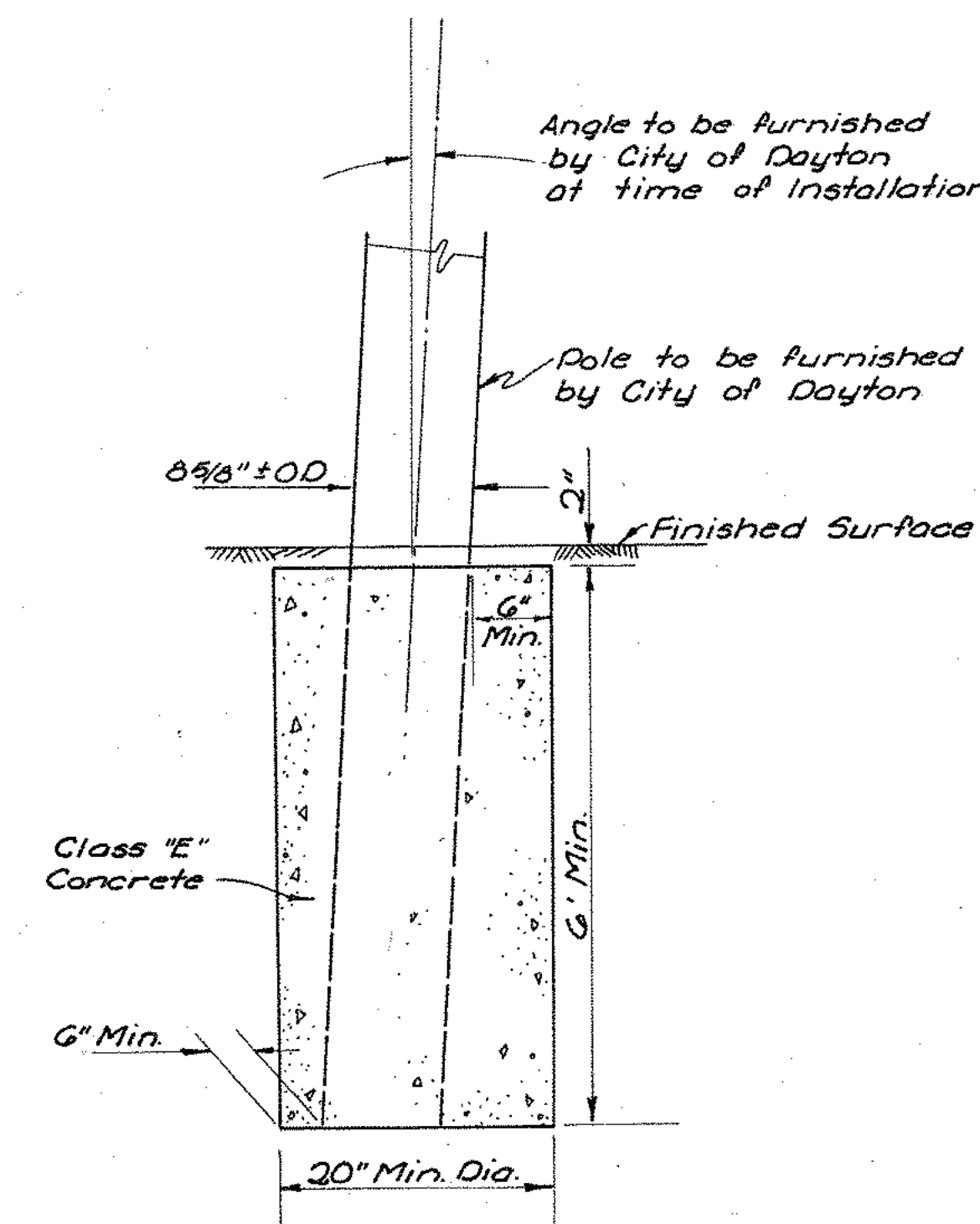


PRESSURE DETECTOR LAYOUT DETAIL

TRAFFIC AND FIRE ALARM SIGNAL NOTES

Handhole H-1 shall be used on all conduit runs except as follows:
Handhole HF shall be used in conjunction with the R-2 Signal Flasher Installation.
Handhole H-2 shall be used in conjunction with the R-3 Riser Installation.
Gravel shall meet the requirements of Sec. M-3.10 size No. 6 or G.A. Handhole Frames and Covers shall meet the requirements of Sec. M-7.5. All Fiber Conduit shall have a minimum of 3" Class "C" Concrete Encasement. All Conduit shall have one (1) #2 Solid Galvanized Pull Wire between Handholes, the cost of which shall be included in the price bid for the conduit. Where a connection is to be made between fiber conduit and galvanized conduit, fittings specifically made for that purpose shall be used. The cost for these fittings shall be included in the price bid for the conduit.
The Plans require the installation of R-3 Signal Risers at several locations. The exact location for these installations will be furnished by the City of Dayton upon one week notice from the Contractor of the time of Construction. At each R-3 Riser location the Contractor will be required to install a 35" Utility Pole to be furnished by the City of Dayton in addition to the Utility Poles indicated on the Plans. The poles and risers are shown accurately enough for bidding purposes. A detail of the type of installation required is shown on this sheet.
The price bid per Each, Item 5-25 Installation of Steel Utility Pole, as per Plan, shall include the cost of excavation, backfill, Class "E" concrete and erection of Pole furnished by others.
The price per Linear Foot, Item 5-25, 2" Galvanized Rigid Conduit for R-3 Signal Riser, as per Plan, shall include the cost of conduit, fittings, elbows, excavation and backfill, mounting brackets, and mounting Riser on Utility Pole.
The price bid per Each, Item 5-25, Handhole H-1, H-2 or HF, as per Plan, shall include the cost of excavation, backfill, gravel, Class "C" Concrete and castings.

The price bid per Each, Item 5-25, R-2 Signal Flasher, as per Plan shall include the cost of excavation, backfill, Class "E" Concrete, 1" Galvanized Rigid Conduit and Fittings, 4" Galvanized Rigid Conduit and Fittings and connection to Handhole HF.
The price bid per Each, Item 5-25, Pressure Detector Installation shall include the cost of installing the Detector furnished by others and making the necessary conduit connections.
Where H-2 Handholes are used for Highway Night Lighting, the H-2 Handhole shall be modified as follows:
A 1'-0" stub of 2" Galvanized Rigid Conduit (including bushing) shall be provided on both sides of the Handhole. The distance from finished ground line to top of stub shall be 2'-5" rather than 2'-1". The Lump Sum Bid for Item 5-25 Electric Lighting System (for structures) shall include the cost of the modified Handholes as described above.

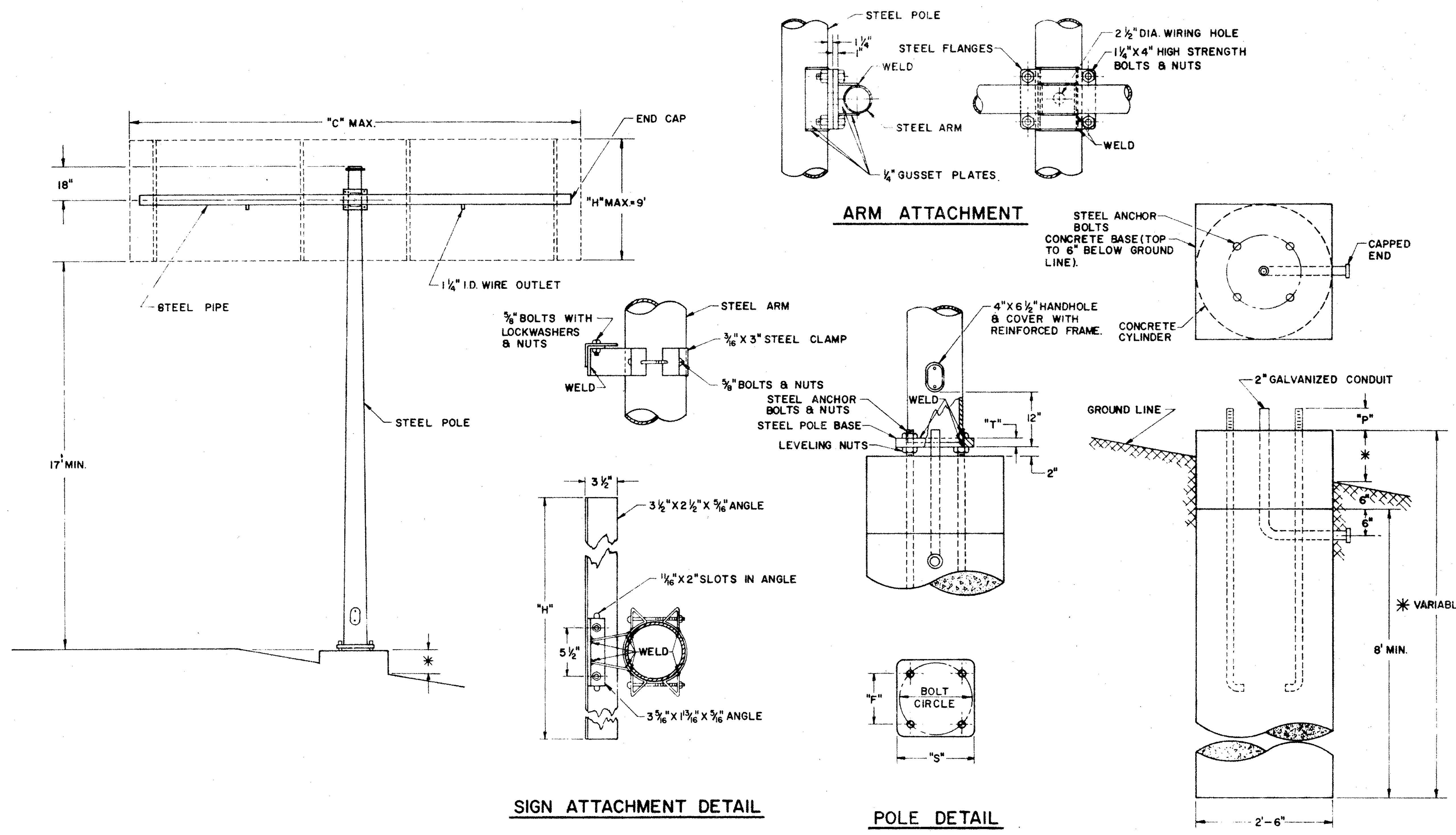


UTILITY POLE INSTALLATION DETAIL

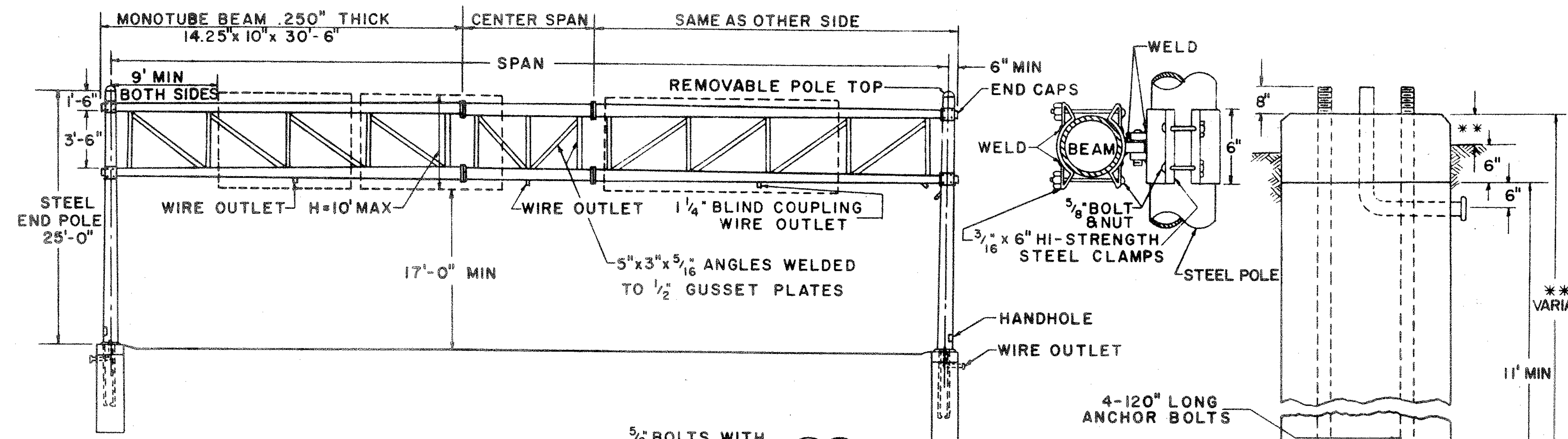
NOTES

FABRICATION—ALL PORTIONS OF THE SIGN SUPPORT, INCLUDING SIGN ATTACHMENTS, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF A.S.T.M. DESIGNATIONS A-123 AND A-153. THE CONDUIT SHALL BE GALVANIZED IN ACCORDANCE WITH SEC. S-25.08 AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS FOR PAYMENT.

* FOUNDATION—THE TOP ELEVATION OF FOUNDATIONS SHALL BE VARIED SO AS TO MAINTAIN A MINIMUM CLEARANCE OF 17' BETWEEN THE BOTTOM OF THE SIGN AND THE HIGHWAY CROWN.



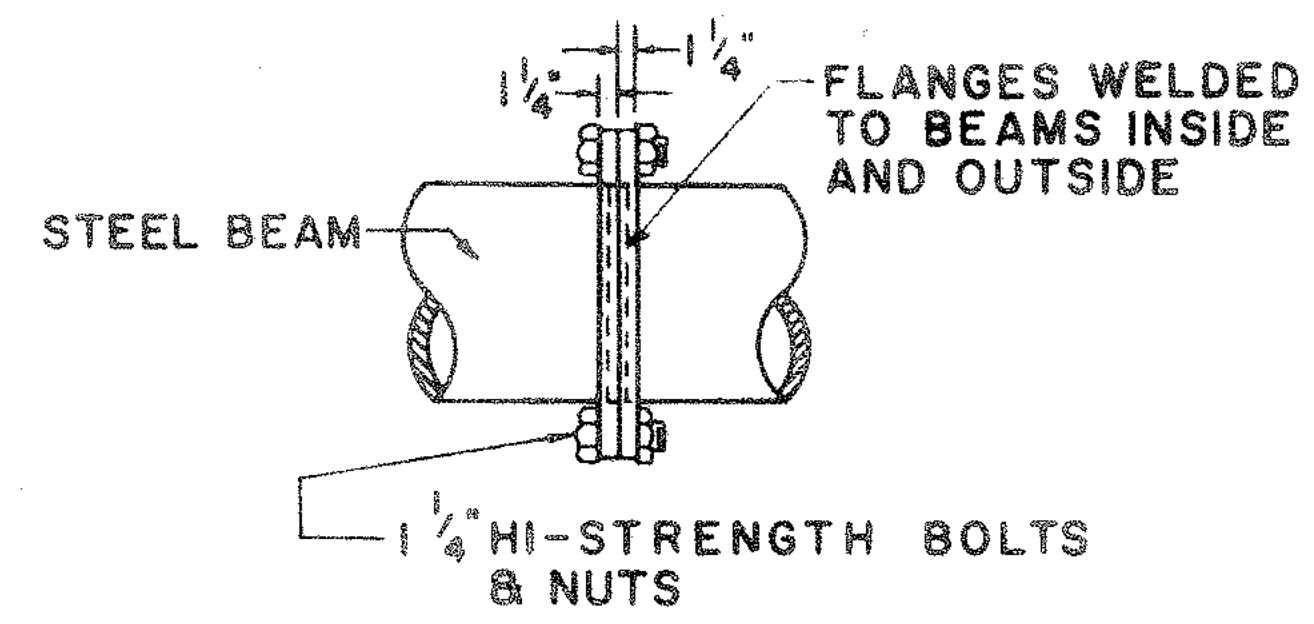
DESIGN NO.	POLE SIZE	PIPE SIZE	DIM C	DIM F	DIM P	DIM S	DIM T	BOLT CIRCLE	ANCHOR BOLT SIZE	MAX SIGN AREA
1	7ga, 11" X 7.99 X 21'-6"	4" SCH. 40 GRADE A	18'	10 5/8"	5"	15 3/8"	1 1/2"	15"	1 1/2" X 60"	60
2	3ga, 13" X 9.99 X 21'-6"	4" SCH. 80 GRADE A	18'	12 3/4"	5 3/4"	18 1/2"	2"	18"	3/4" X 90"	120
3	3ga, 13" X 9.99 X 21'-6"	6" SCH. 40 GRADE A	20'	12 3/4"	5 3/4"	18 1/2"	2"	18"	3/4" X 90"	120



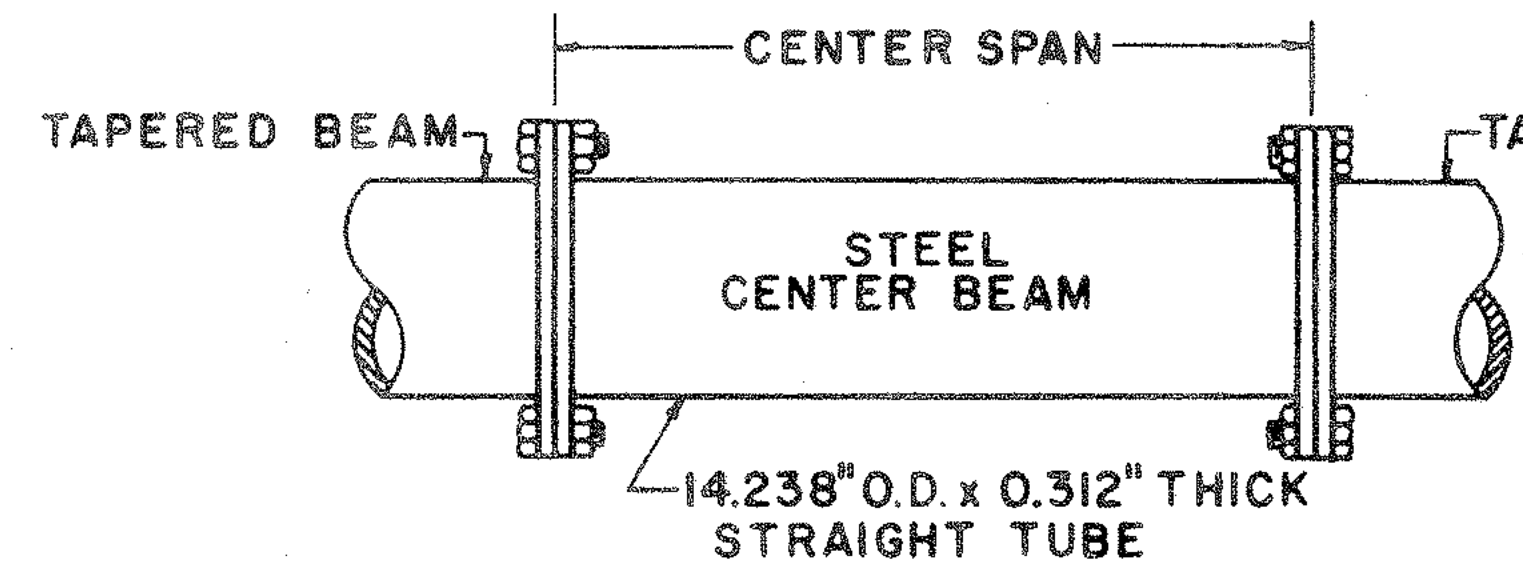
NOTES

FABRICATION - ALL PORTIONS OF THE SIGN SUPPORT, INCLUDING SIGN ATTACHMENT, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE THE REQUIREMENTS OF A.S.T.M. DESIGNATION A-123 AND A-153 THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS FOR PAYMENT.

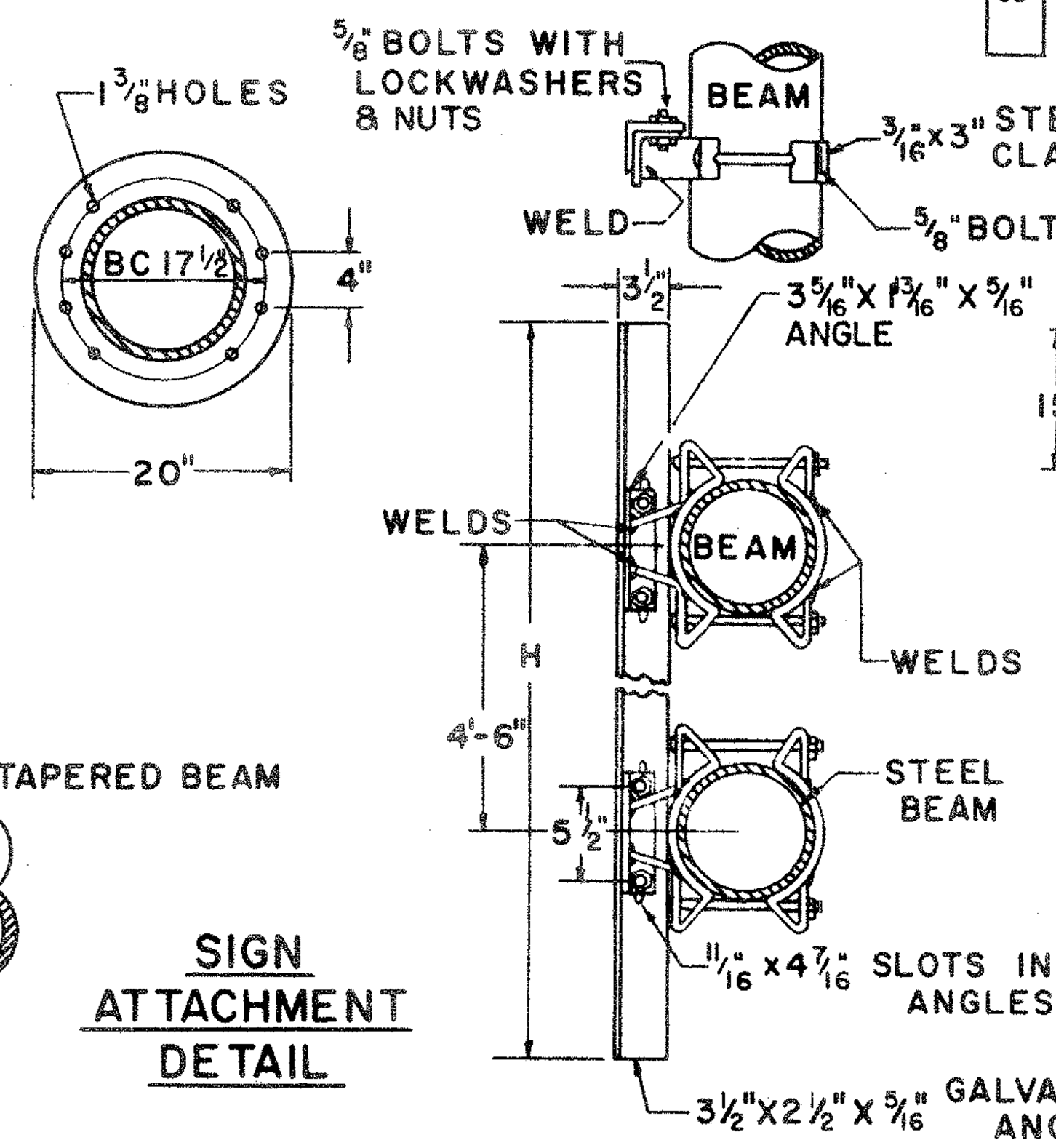
** FOUNDATION - THE TOP ELEVATION OF FOUNDATIONS SHALL BE VARIED SO AS TO MAINTAIN A MIN. CLEARANCE OF 17' BETWEEN BOTTOM OF SIGN AND HIGHWAY CROWN.



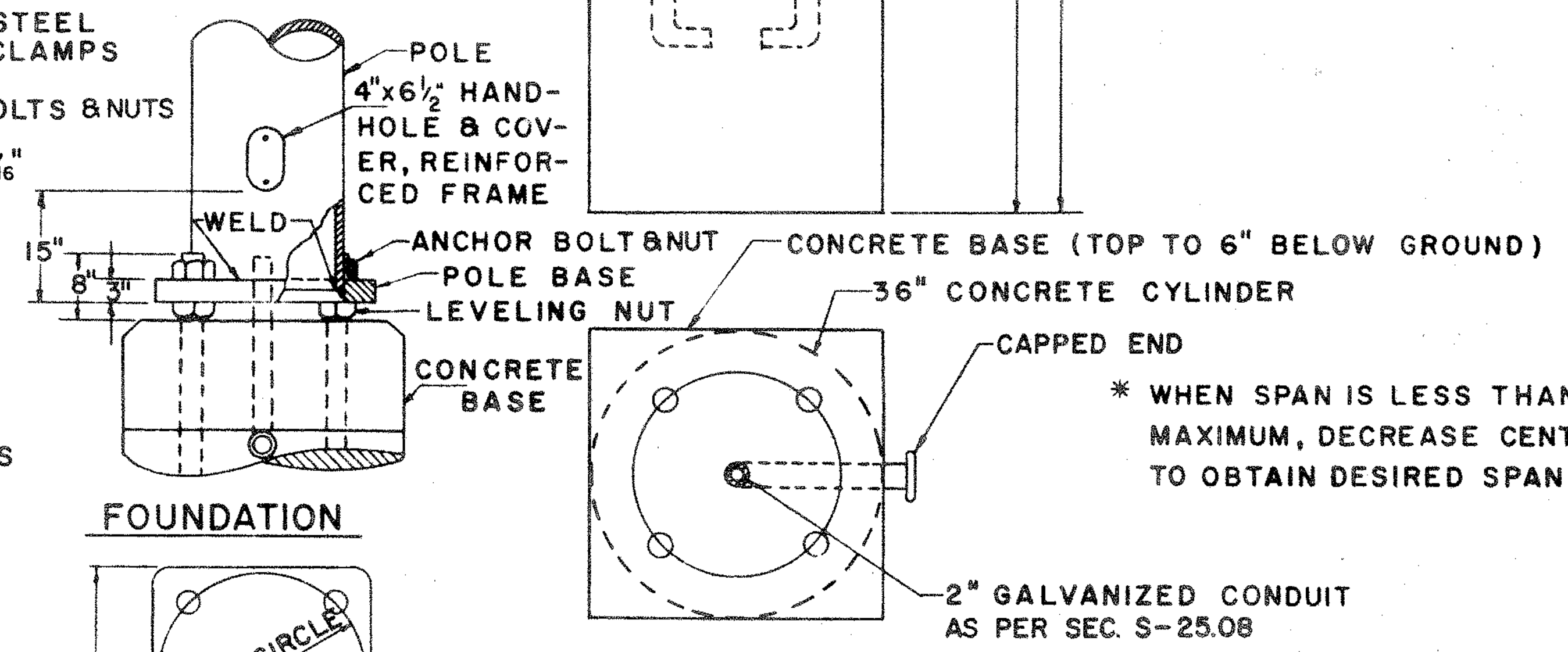
BEAM SPLICE DETAILS



SIGN ATTACHMENT DETAIL

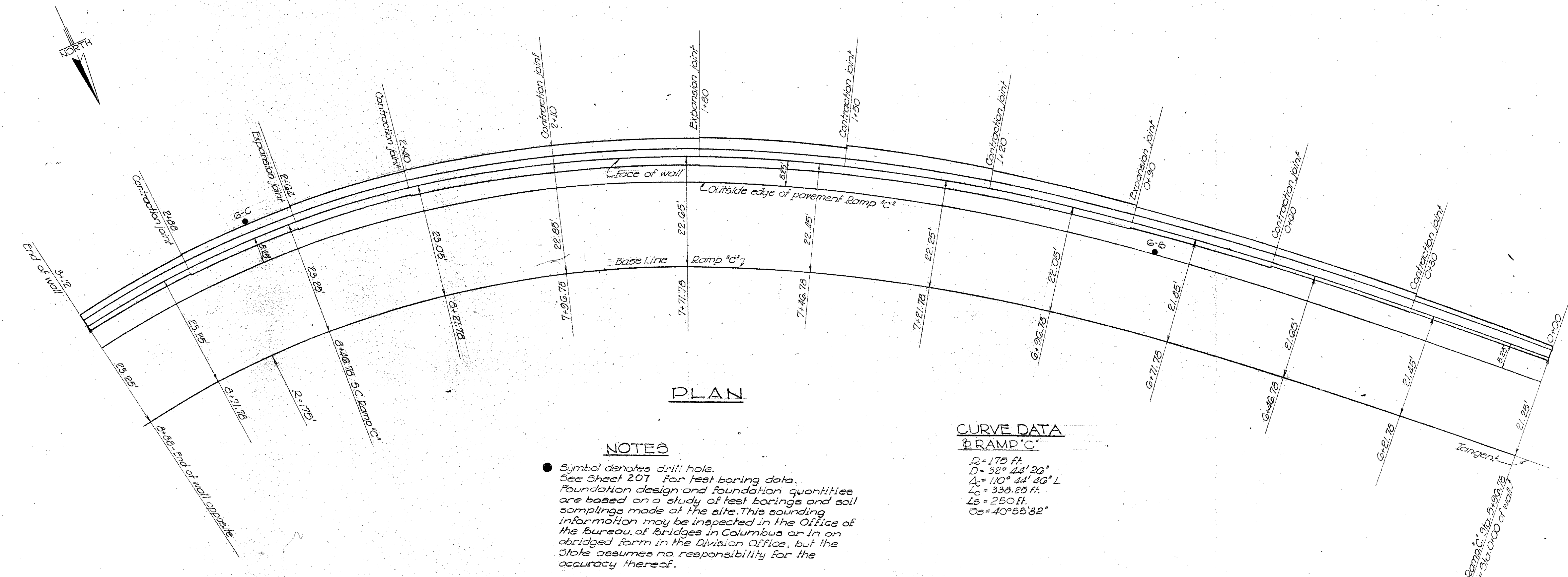


POLE DETAIL



FOUNDATION DETAIL

DESIGN NO.	SPAN	BEAM HALVES	* CENTER SPAN FOR MAXIMUM SPAN	END POLES	ANCHOR BOLT DIA	DIM S	BOLT CIRCLE	MAX SIG. AREA
1	50'	0.250" THK., 14.25"x10.7" x25'-6"	NONE	2PLY 7ga, 16"x12.5" x25'-0"	2 1/2"	24 1/2"	23 1/2"	320
2	60'	0.250" THK., 14.25"x10" x30'-6"	NONE	2PLY 7ga, 16"x12.5" x25'-0"	2 1/2"	24 1/2"	23 1/2"	420
3	70'	0.250" THK., 14.25"x10" x30'-6"	0.312"x14.238" O.D. x10'-0"	2PLY 1/4", 17"x13.5" x25'-0"	2 1/2"	24 1/2"	23 1/2"	500
4	80'	0.250" THK., 14.25"x10" x30'-6"	0.312"x14.238" O.D. x20'-0"	2PLY 7ga, 16"x12.5" x25'-0"	2 1/2"	24 1/2"	23 1/2"	350
5	80'	0.250" THK., 14.25"x10" x30'-6"	0.312"x14.238" O.D. x20'-0"	2PLY 1/4", 17"x13.5" x25'-0"	2 3/4"	26 1/2"	25 1/2"	570
6	90'	0.250" THK., 14.25"x10" x30'-6"	0.312"x14.238" O.D. x30'-0"	2PLY 7ga, 16"x12.5" x25'-0"	2 1/2"	24 1/2"	23 1/2"	300
7	90'	0.250" THK., 14.25"x10" x30'-6"	0.312"x14.238" O.D. x30'-0"	2PLY 1/4", 17"x13.5" x25'-0"	2 3/4"	26 1/2"	25 1/2"	550



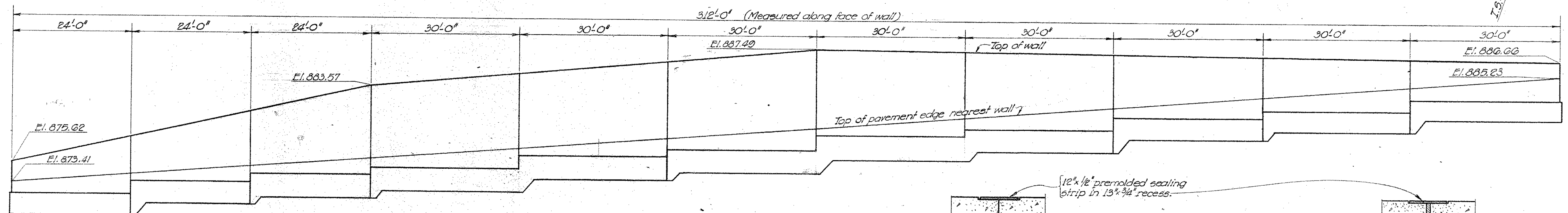
PLAN

NOTES

● Symbol denotes drill hole.
See Sheet 207 for test boring data.
Foundation design and foundation quantities are based on a study of test borings and soil samplings made at the site. This sounding information may be inspected in the Office of the Bureau of Bridges in Columbus or in an abridged form in the Division Office, but the State assumes no responsibility for the accuracy thereof.

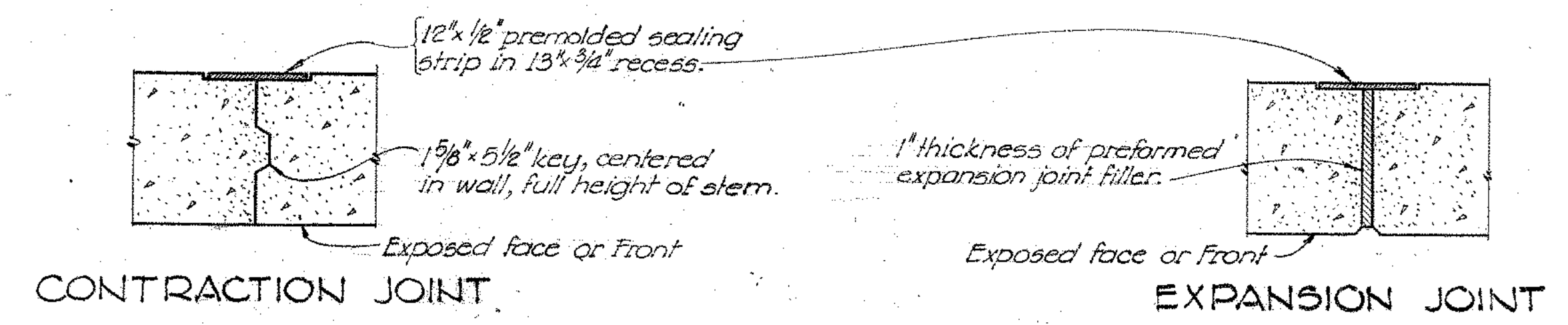
CURVE DATA

RAMP 'C'
 $D = 175 \text{ ft.}$
 $\Delta = 32^\circ 44' 20''$
 $L_c = 110^\circ 44' 46'' L$
 $L_c = 338.25 \text{ ft.}$
 $L_s = 250 \text{ ft.}$
 $\Delta_s = 40^\circ 55' 32''$

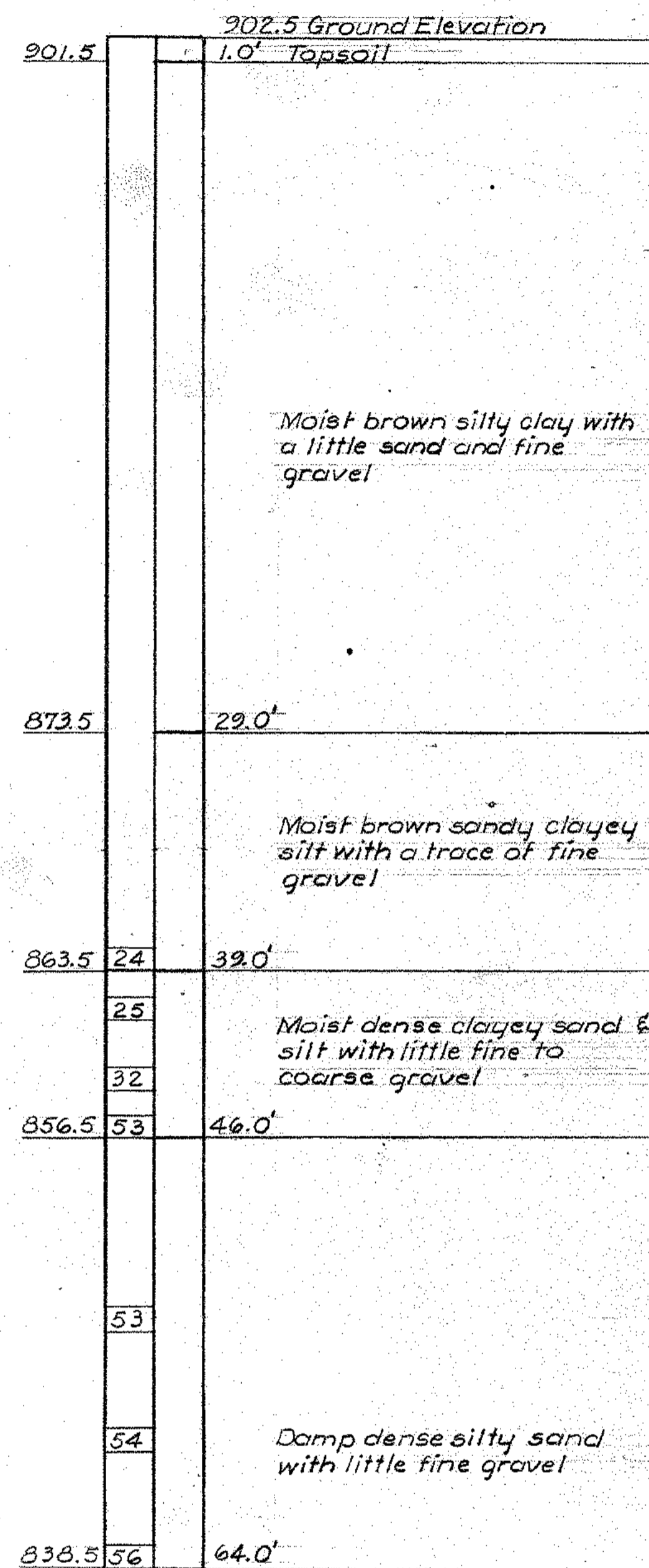


ELEVATION (DEVELOPED)

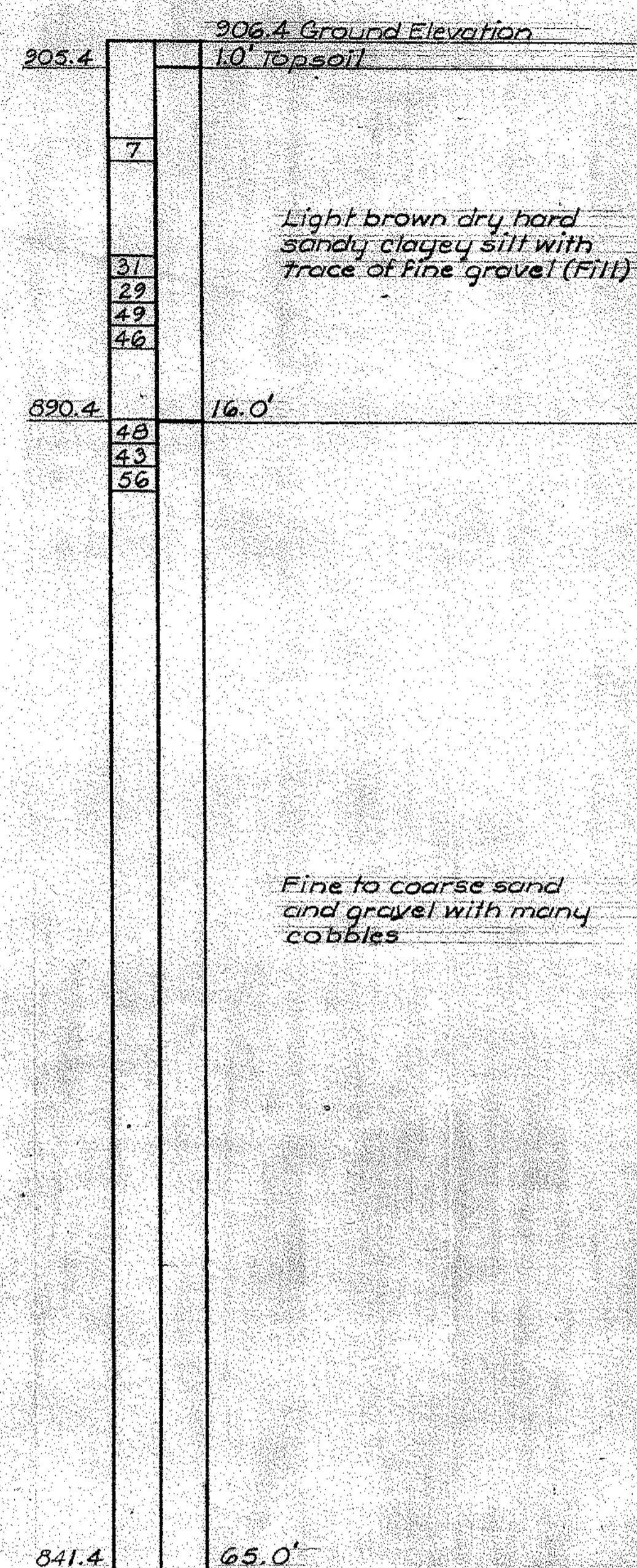
Scales: { Vert. 1"=5'
Hor. 1"=10'



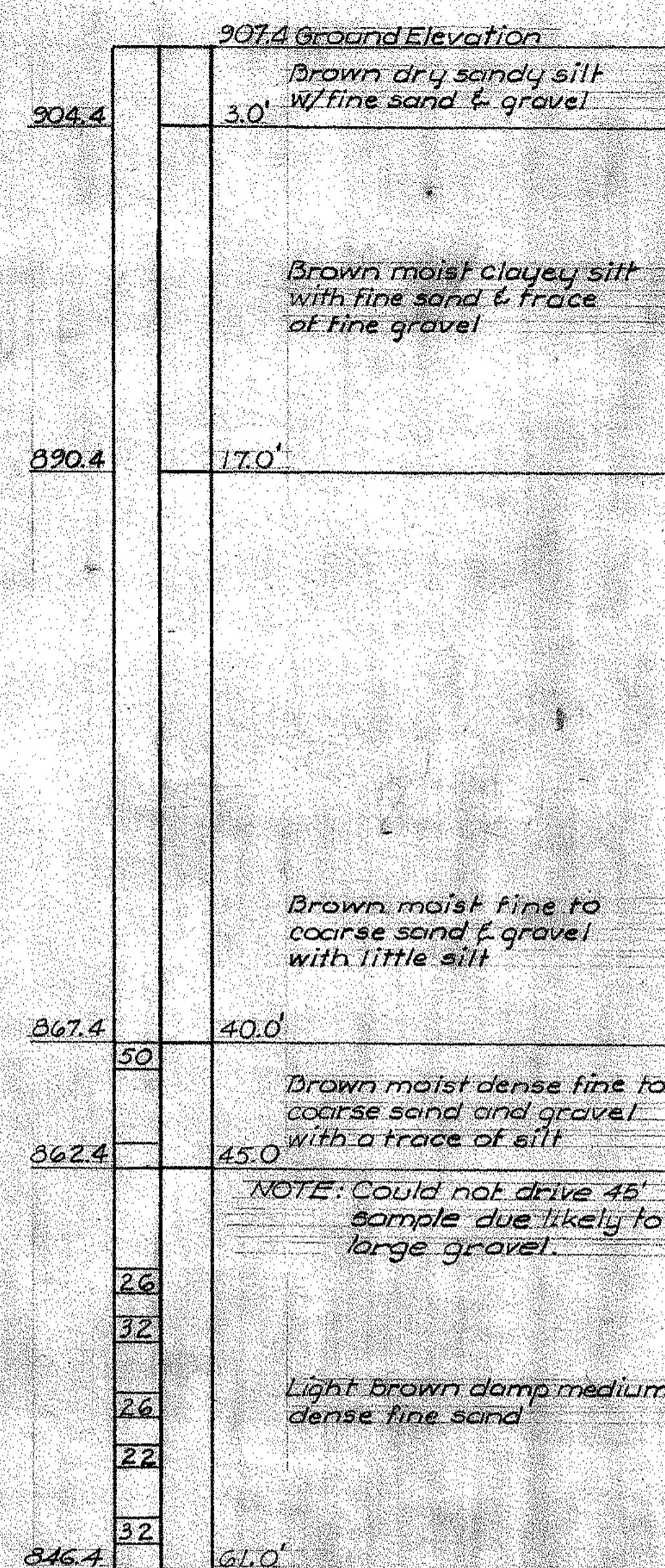
SECTIONAL PLAN OF JOINTS



BORING 6-A
Sta. 4+65 Ramp C-23' Rt.



BORING 6-B
Sta. 6+80 Ramp C-17' Rt.



BORING 6-C
Sta. 8+54 Ramp C-28' Rt.

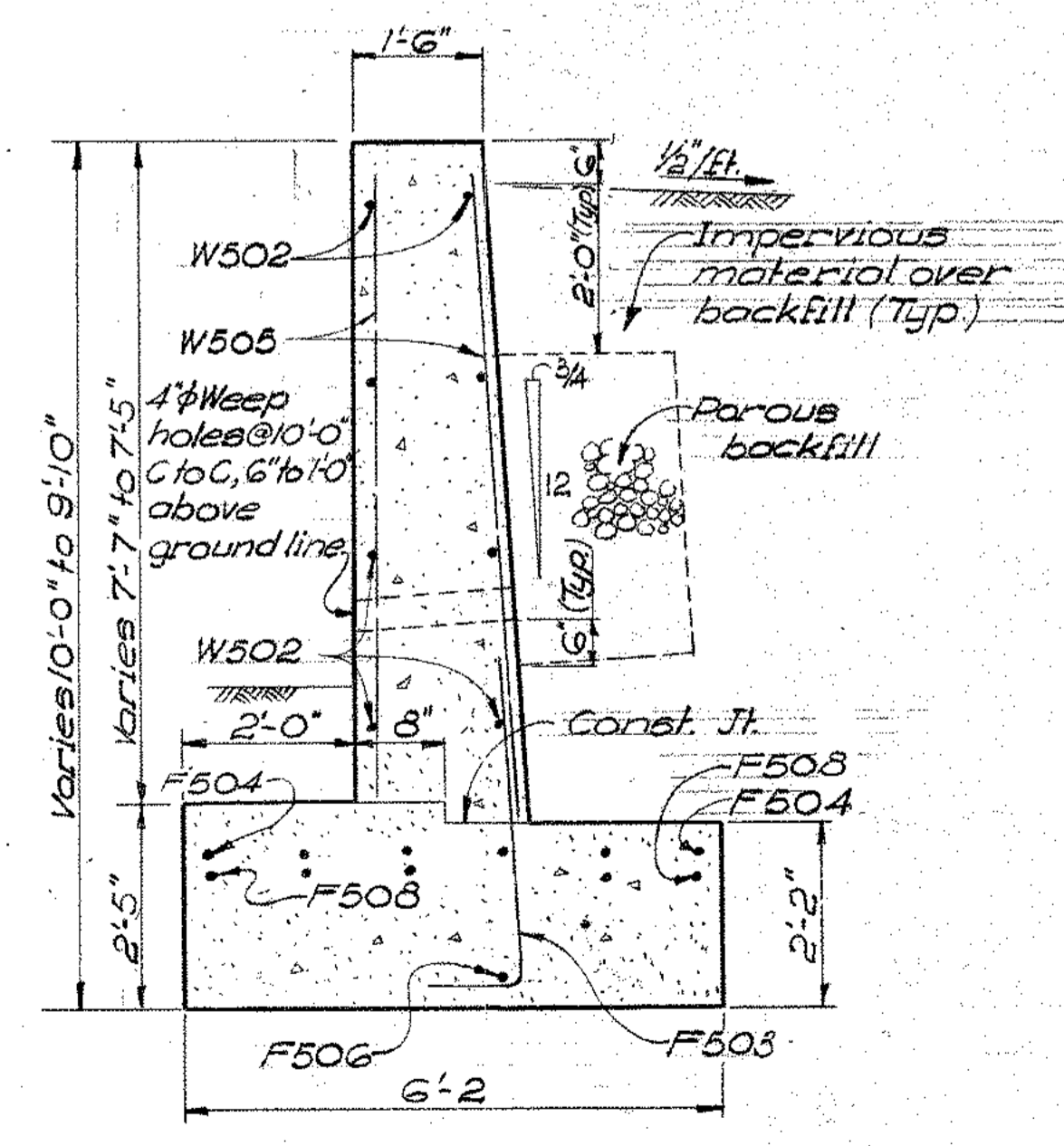
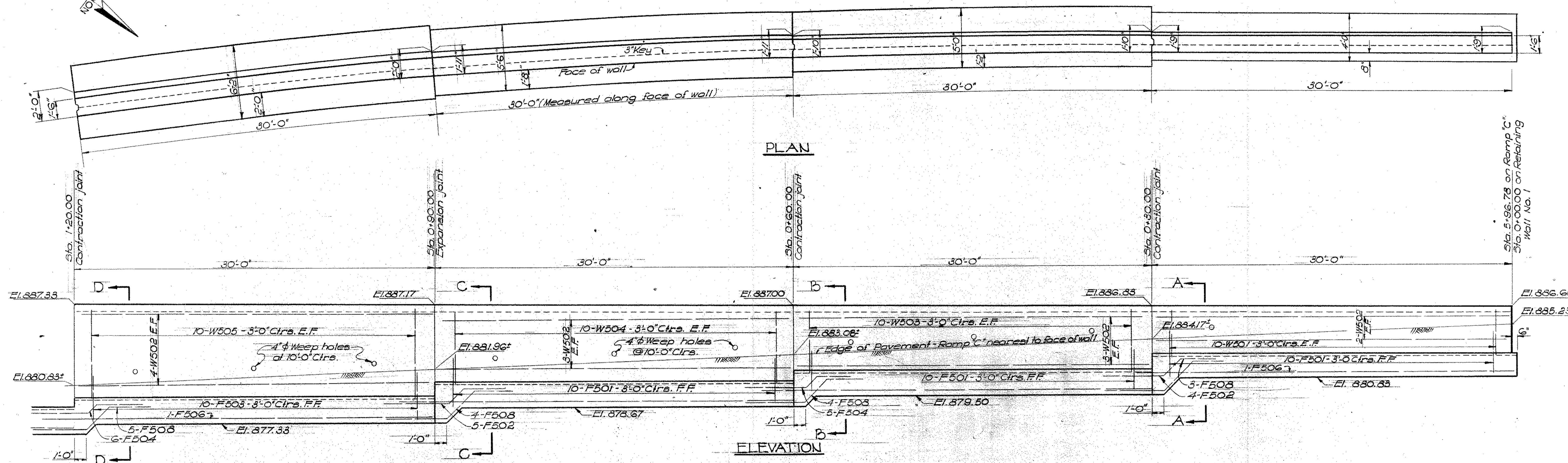
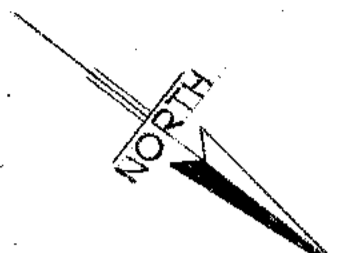
NOTES

1. Figures in left hand column indicate number of blows required to drive 2" O.D. sampling pipe one foot, using 140 lb weight falling 30 inches.
2. Borings taken during November 1958.
3. For location of borings see Sheet 206.

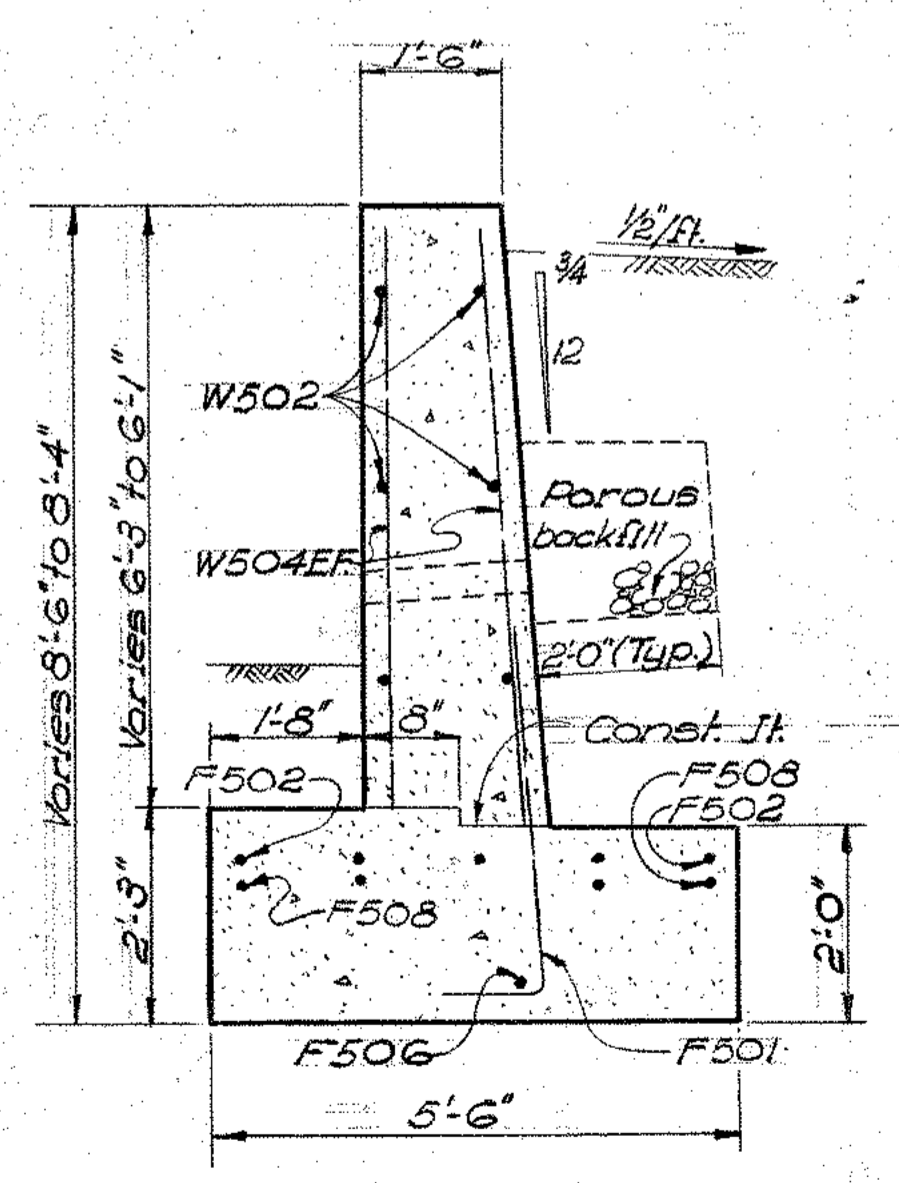
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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285

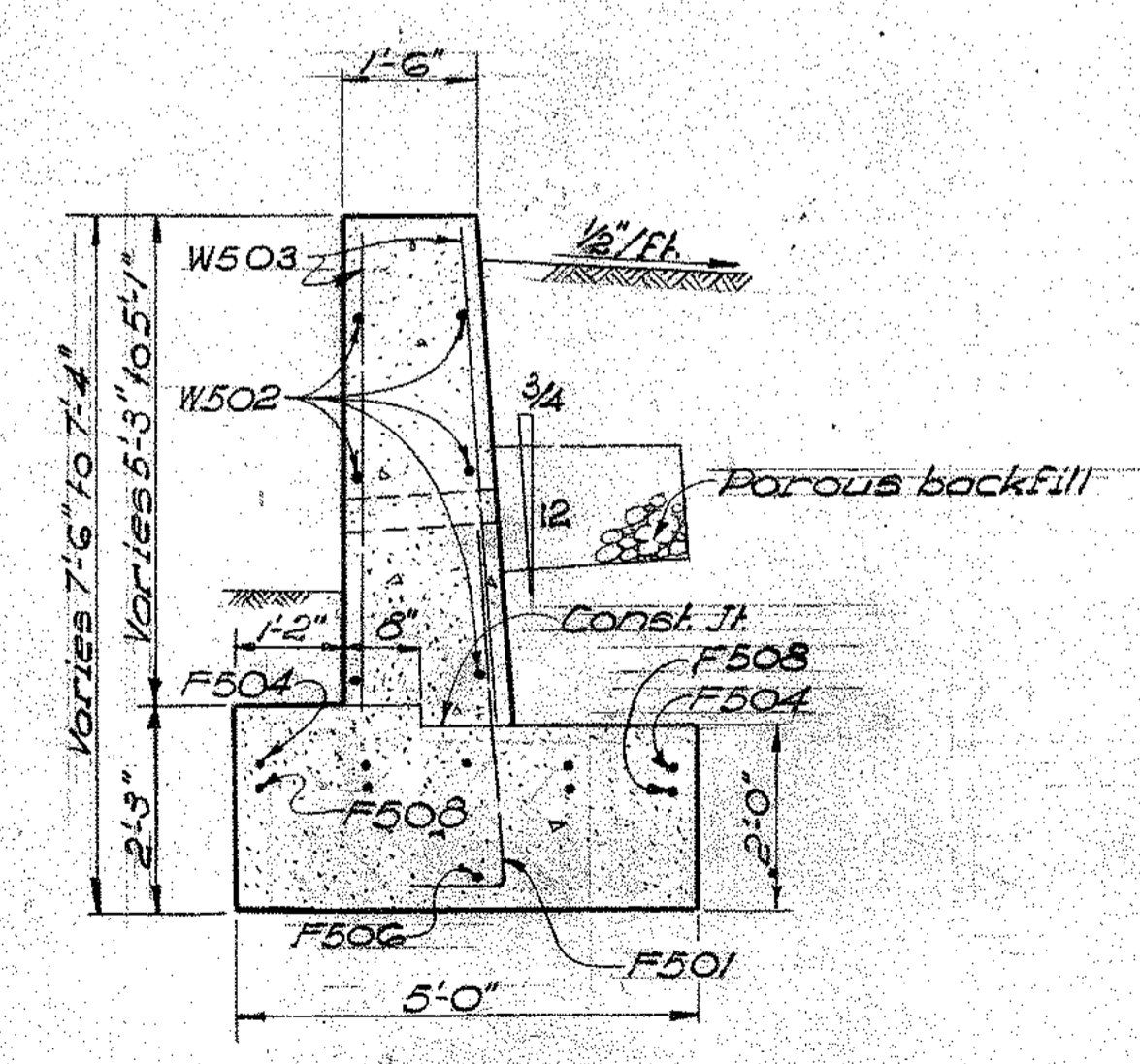
MONTGOMERY COUNTY
MOT-35-17.89-19.34



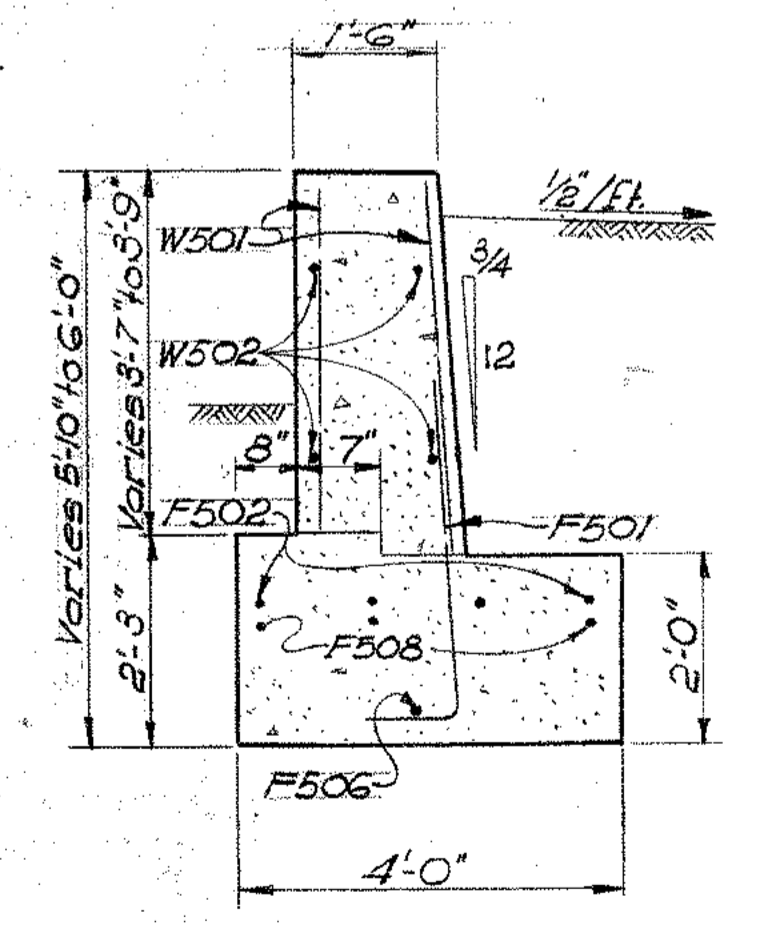
SECTION D-D



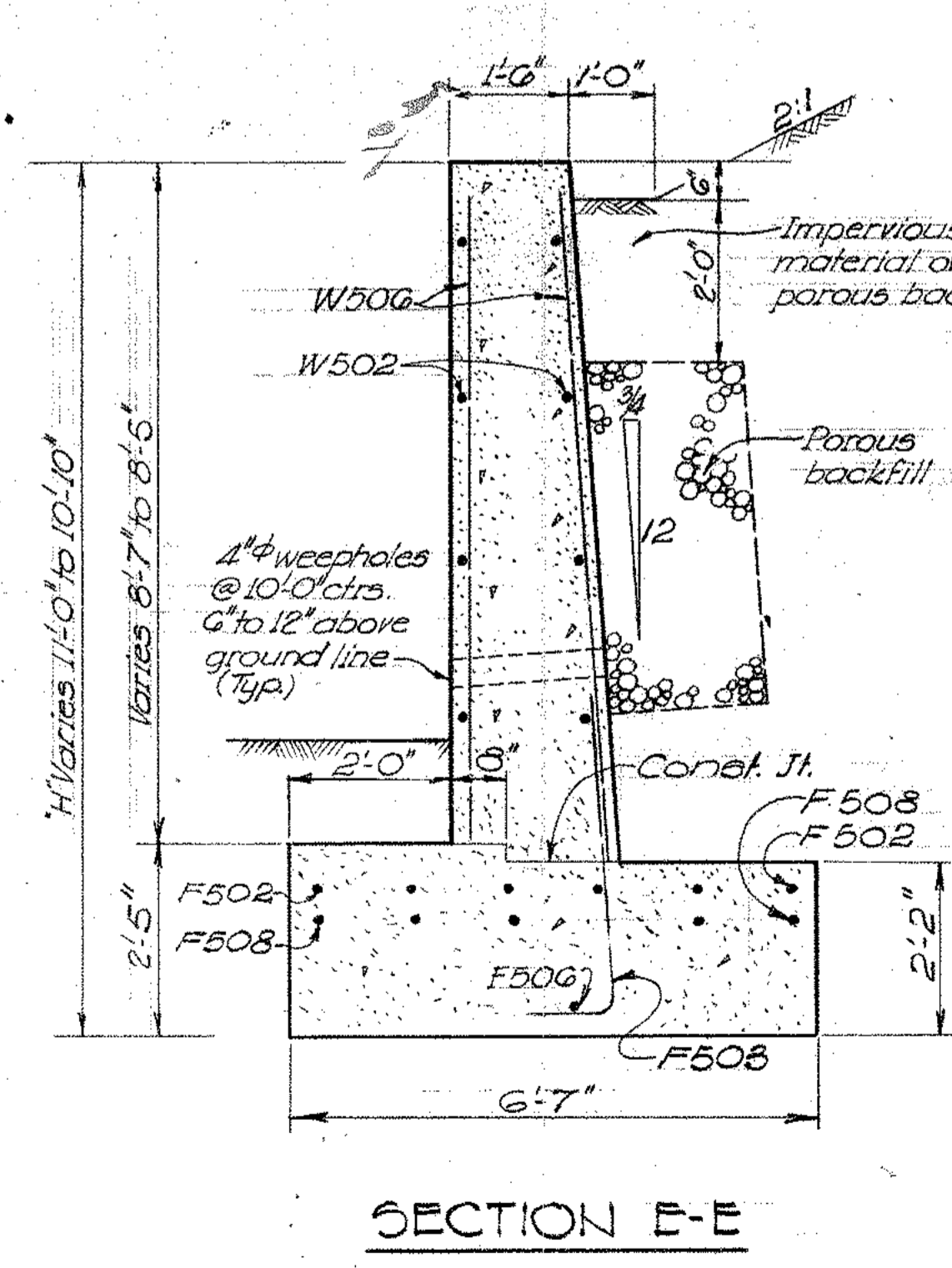
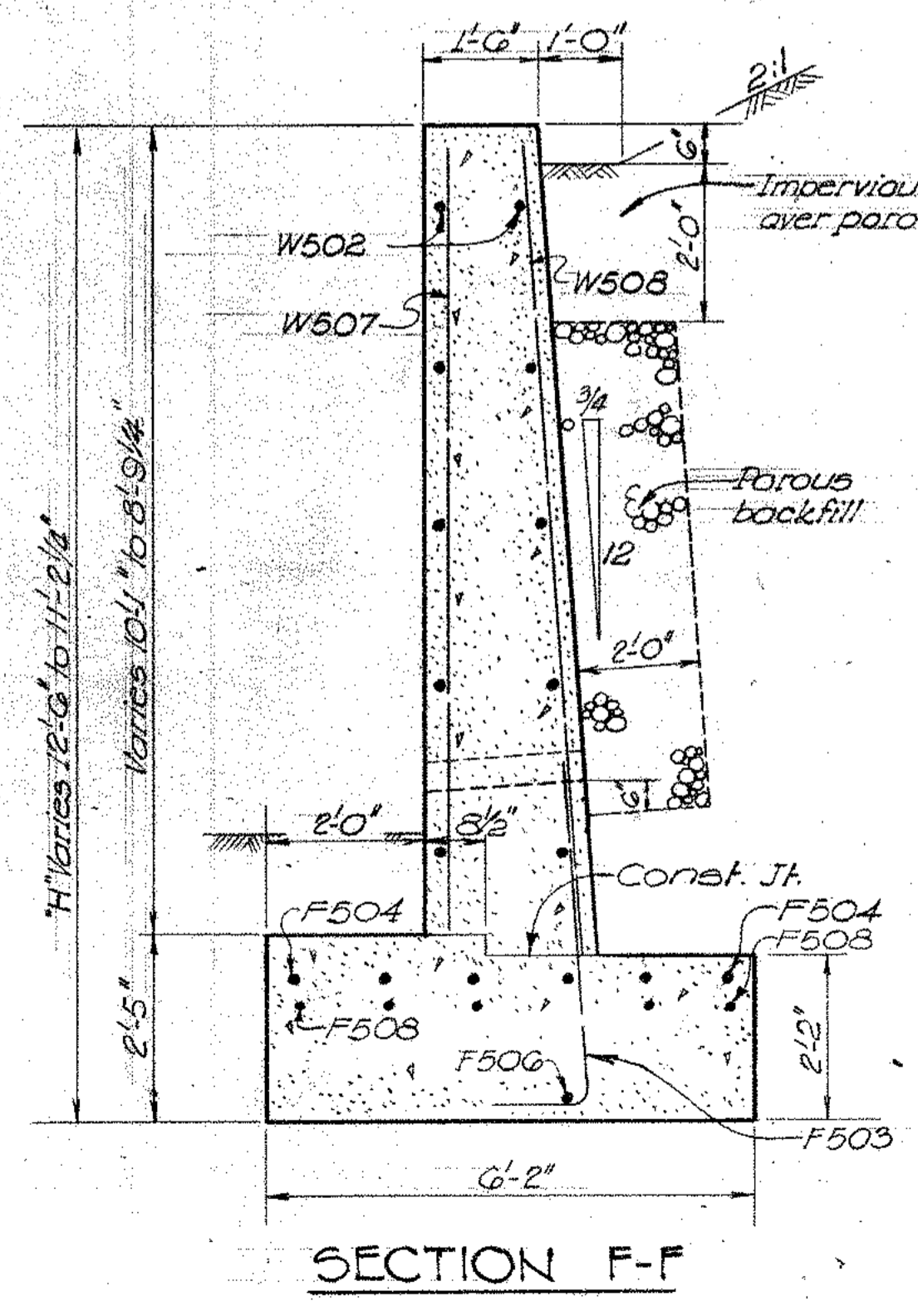
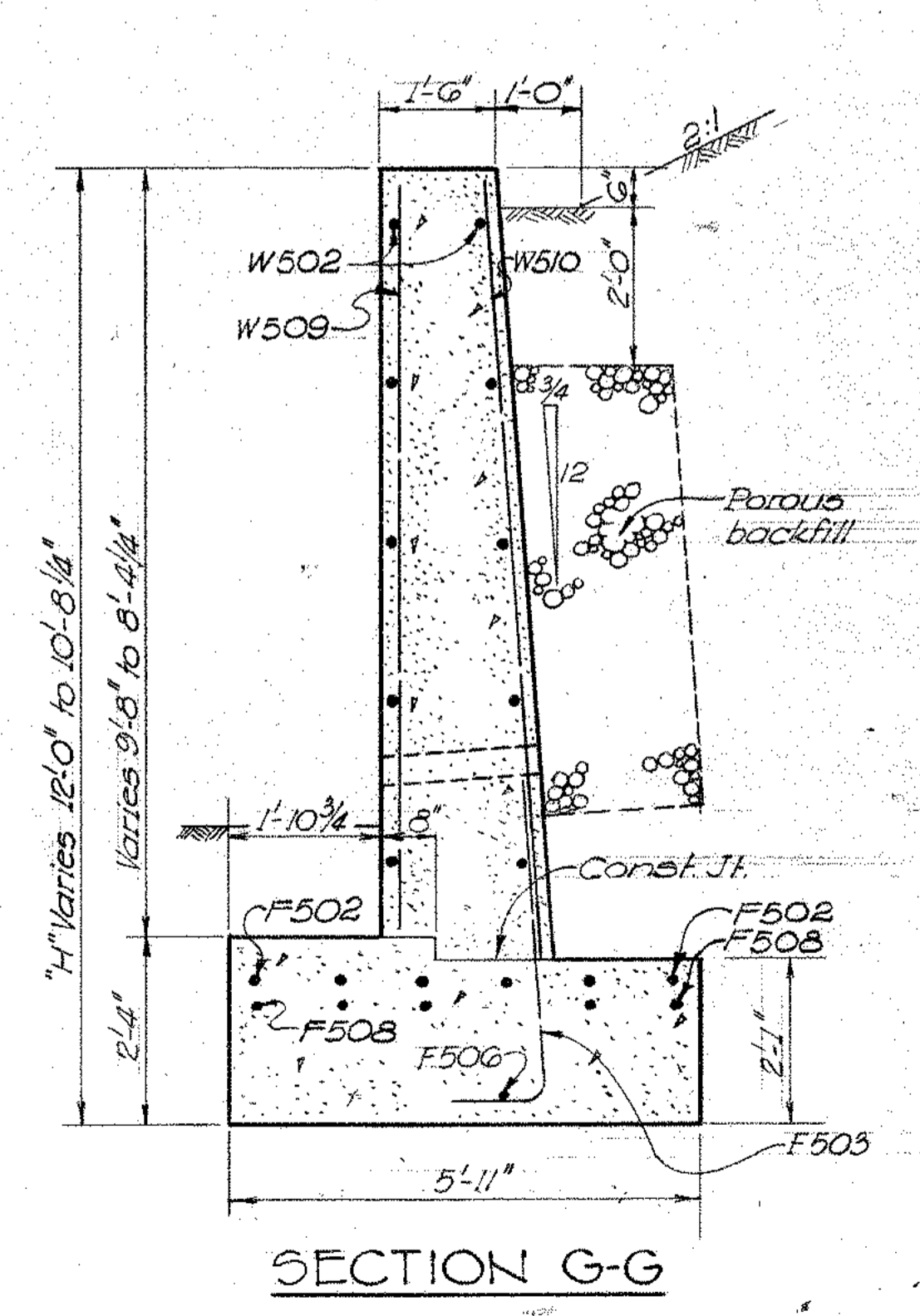
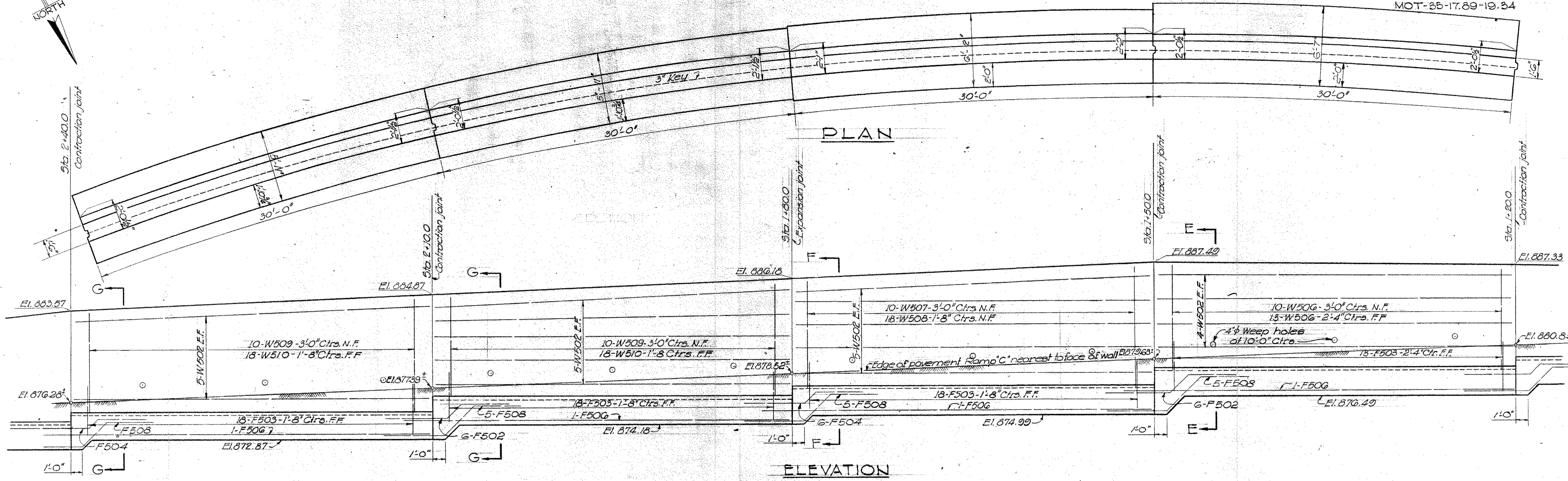
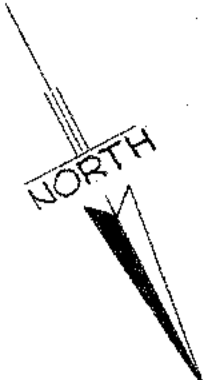
SECTION C-C

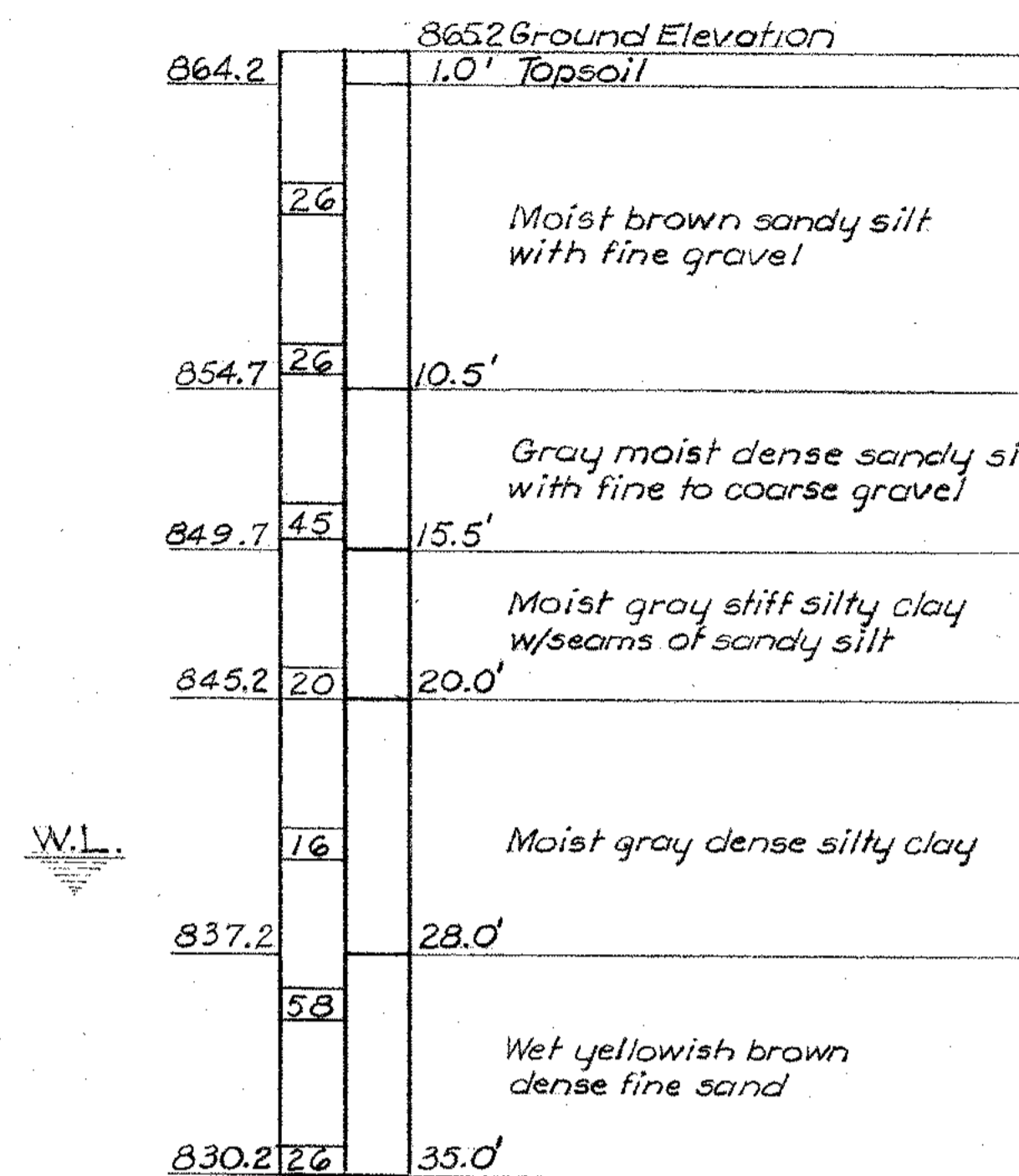


SECTION B-B

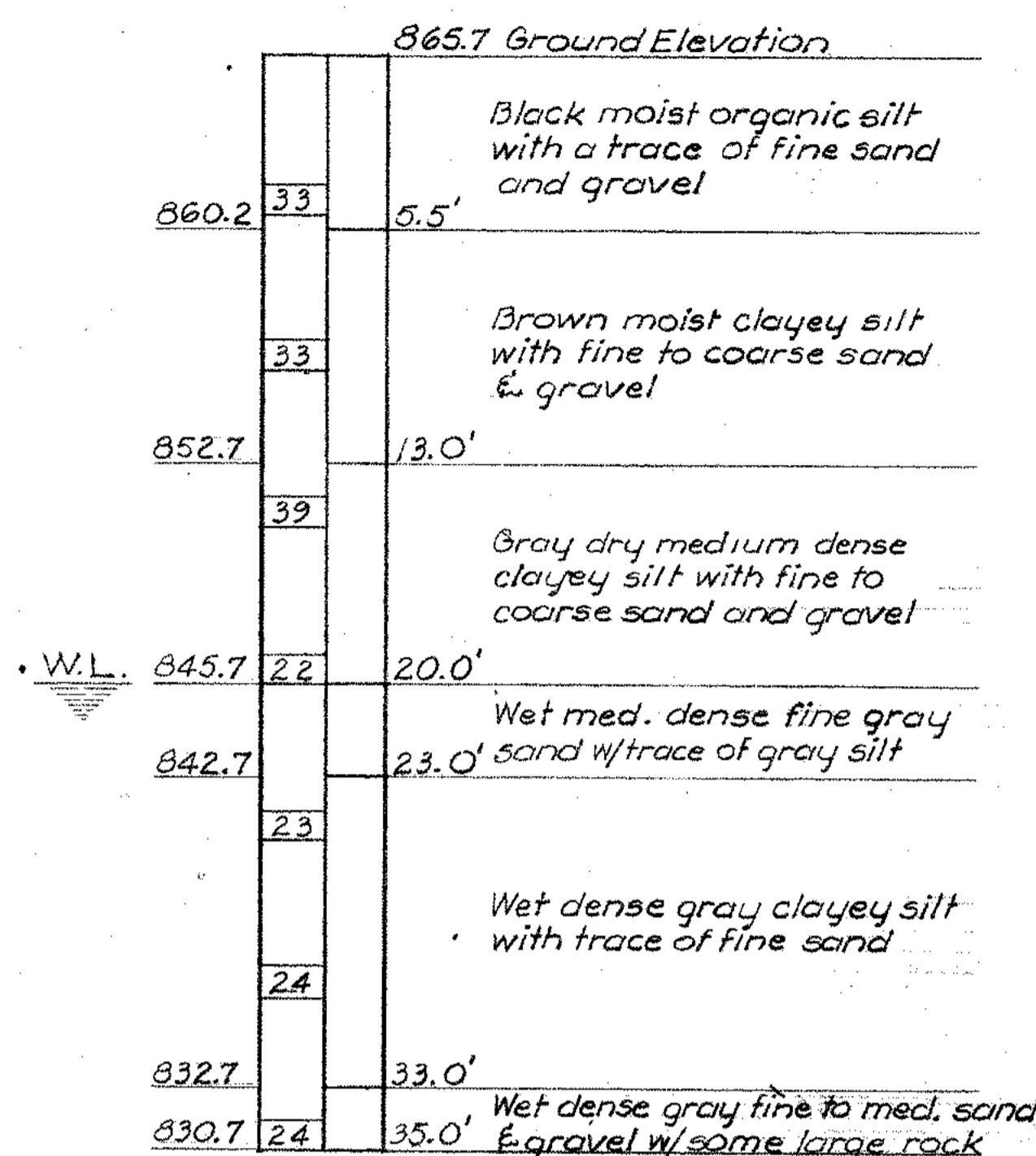


SECTION A-A

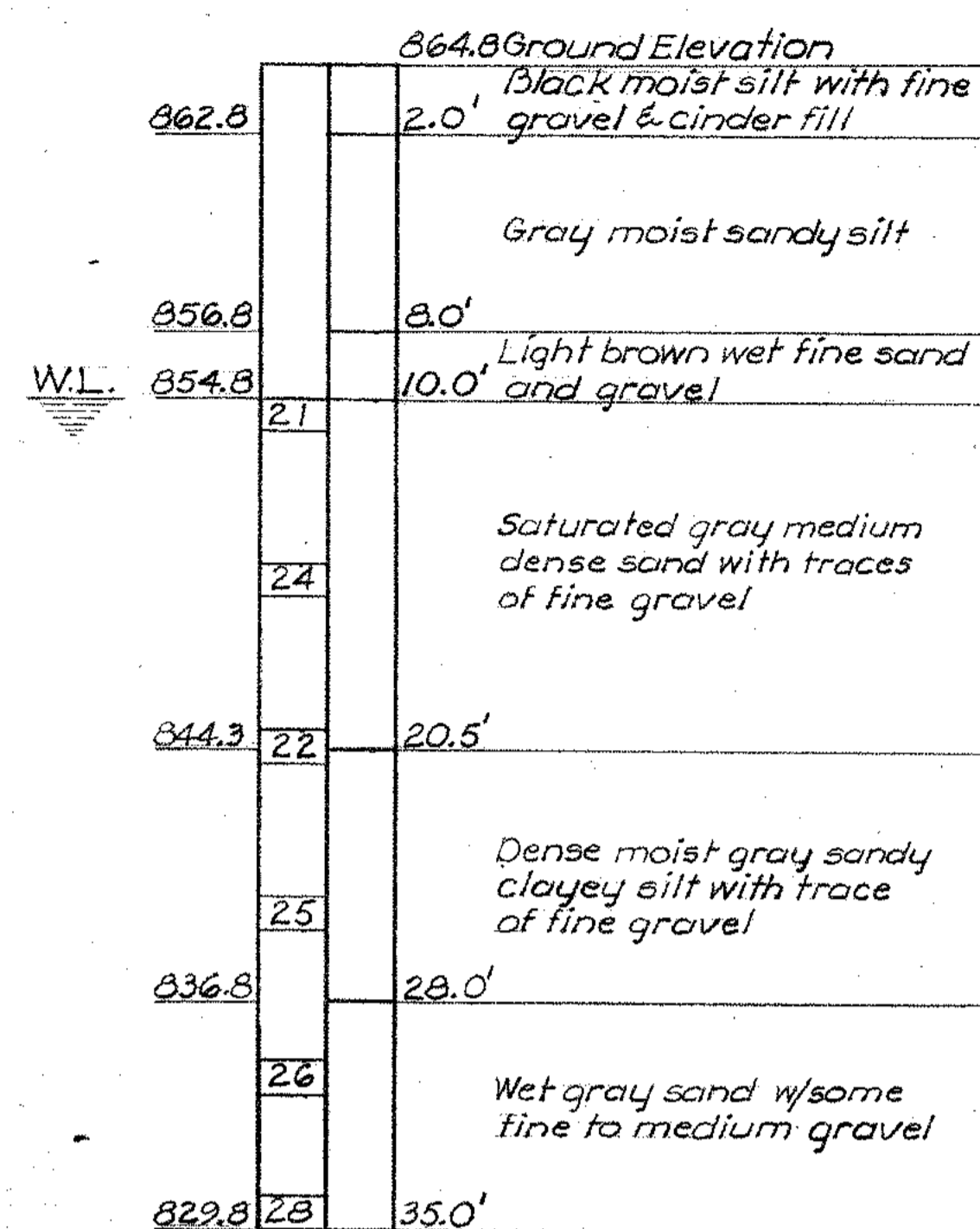




BORING 5-A
Sta. 215+49 105' Rt.



BORING 5-B
Sta. 225+38 81' Rt.



BORING 5-C
Sta. 245+36 24' Rt.

BORINGS

NOTES

1. W.L. - Water Level in bore hole at completion.
2. Figures in left hand column indicate number of blows required to drive 2" O.D. sampling pipe one foot, using 140 lb. weight falling 30 inches.
3. Borings taken during November 1958.
4. For location of borings see Sheet 211.

ESTIMATED QUANTITIES			
DESCRIPTION	ITEM	TOTAL	UNIT
Unclassified excavation	E-2	1207	Cu. Yds.
Class E concrete	S-1	1197	Cu. Yds.
Water-proofing, premolded sealing strip	S-3	185	Lin. Ft.
Reinforcing steel	S-4	86324	Lbs.
1" Preformed expansion joint filler	S-9	169	Sq. Ft.
12" Cast-in-place reinforced concrete piles	S-18	5850	Lin. Ft.
Porous backfill	S-29	290	Cu. Yds.
Type C Fence, 6' high, as per plan	SS-18	450	Lin. Ft.

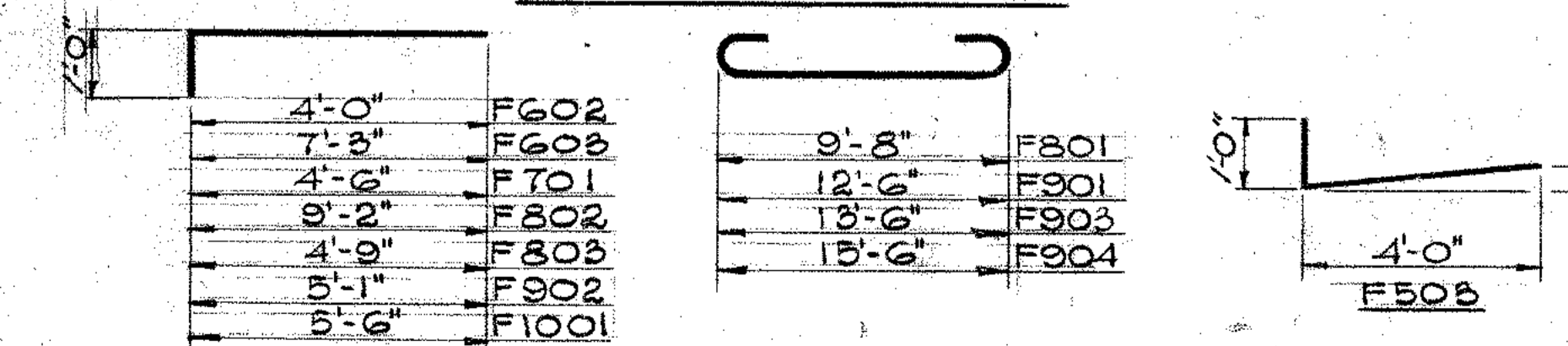
NOTES

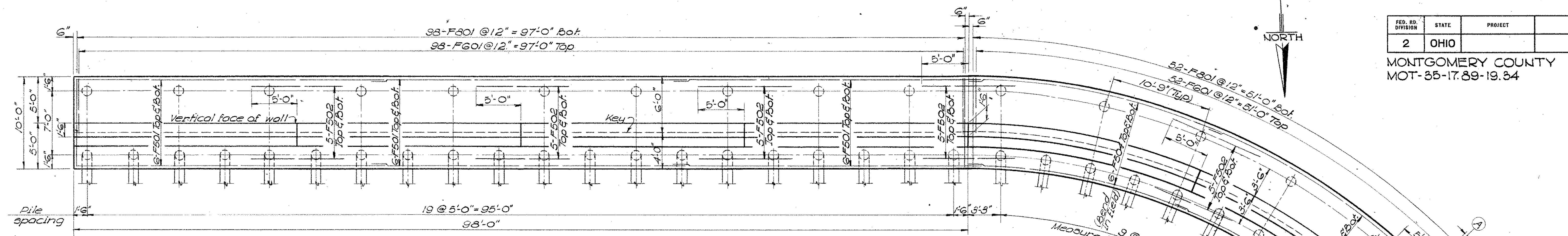
1. Bar size is indicated in the bar mark. The first digit where three digits are used and first two digits where four are used indicate the bar size number.
2. All dimensions are out to out of bar.
3. The length of bent bars is measured along the center line of the bar.

REINFORCING STEEL LIST

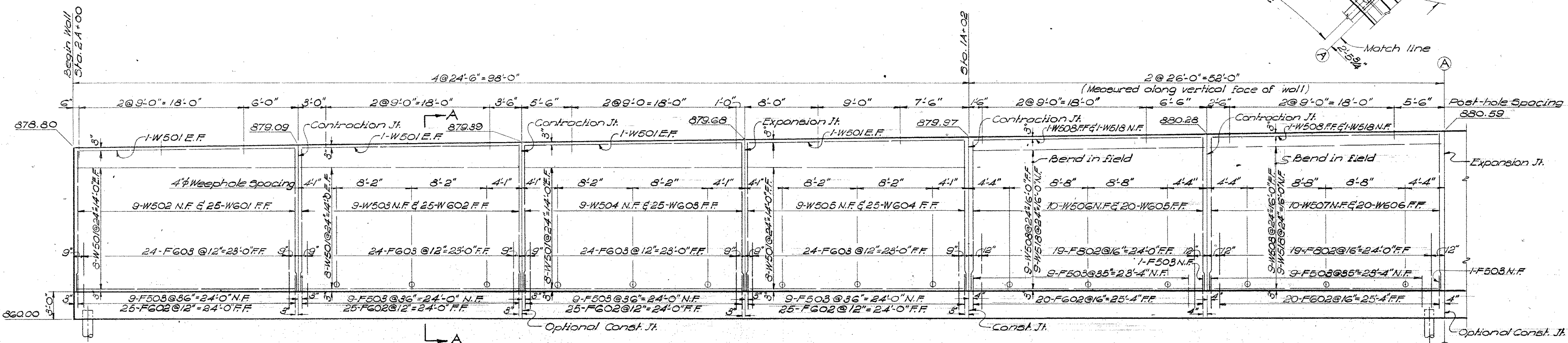
MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT
F501	34'-0"	Str.	36	1277	W522	Varies by 1/2" 7'-7" to 8'-11 1/2"	Str.	12	104
F502	10'-0"	Str.	176	1836	W601	15'-11"	Str.	25	598
F503	4'-10"	Str.	172	867	W602	16'-2"	Str.	25	607
F504	29'-9"	Str.	48	1489	W603	16'-6"	Str.	25	620
F505	32'-9"	Str.	74	2528	W604	16'-9"	Str.	25	629
F506	32'-3"	Str.	54	1816	W605	17'-1"	Str.	20	515
F601	6'-9"	Str.	201	2038	W606	17'-4"	Str.	20	521
F602	4'-10"	Str.	278	2018	W607	17'-8"	Str.	20	531
F603	8'-1"	Str.	96	1166	W608	18'-0"	Str.	22	595
F701	5'-4"	Str.	64	698	W609	Varies by 1/2" 17'-0" to 17'-10 1/2"	Str.	32	838
F702	8'-7"	Str.	94	1649	W610	Varies by 1/2" 15'-11" to 16'-9 1/2"	Str.	32	786
F703	9'-1"	Str.	75	1392	W611	Varies by 1/2" 14'-11" to 15'-9 1/2"	Str.	32	738
F801	11'-10"	Str.	201	2351	W701	Varies by 1" 13'-3" to 14'-6"	Str.	32	908
F802	9'-11"	Str.	78	2065	W702	Varies by 1" 11'-11" to 13'-2"	Str.	32	820
F803	5'-6"	Str.	32	470	W801	Varies by 1" 10'-6" to 11'-9"	Str.	32	951
F804	10'-4"	Str.	125	3449	W901	8'-0"	Str.	31	843
F901	15'-0"	Str.	94	4794	W902	9'-0"	Str.	31	949
F902	5'-10"	Str.	156	3094	W903	10'-0"	Str.	32	2108
F903	16'-0"	Str.	75	4080	W904	Varies by 1" 9'-2" to 10'-5"	Str.	32	1065
F904	13'-0"	Str.	125	7650	W1001	10'-6"	Str.	32	1446
F1001	6'-2"	Str.	156	4139	W1002	Varies by 1" 10'-7" to 11'-9"	Str.	30	1442
W501	24'-0"	Str.	72	1802	W1003	Varies by 1" 9'-3" to 10'-5"	Str.	30	1269
W502	15'-8"	Str.	9	147	W1004	Varies by 1/2" 7'-11" to 8'-1"	Str.	60	2195
W503	15'-11"	Str.	9	149	W1005	9'-2"	Str.	1	39
W504	16'-3"	Str.	9	153	W1006	7'-10"	Str.	3	101
W505	16'-6"	Str.	9	155					
W506	16'-10"	Str.	10	176					
W507	17'-1"	Str.	10	178					
W508	25'-6"	Str.	30	798					
W509	17'-5"	Str.	10	182					
W510	24'-4"	Str.	10	254					
W511	17'-9"	Str.	10	185					
W512	Varies by 1" 16'-8" to 17'-7"	Str.	12	214					
W513	Varies by 1" 15'-7" to 16'-6"	Str.	12	201					
W514	Varies by 1" 14'-7" to 15'-6"	Str.	12	188					
W515	30'-0"	Str.	120	3859					
W516	Varies by 1/2" 13'-0" to 14'-4 1/2"	Str.	12	171					
W517	Varies by 1/2" 11'-8" to 13'-0 1/2"	Str.	12	155					
W518	24'-8"	Str.	30	772					
W519	23'-7"	Str.	10	246					
W520	Varies by 1/2" 10'-3" to 11'-7 1/2"	Str.	12	137					
W521	Varies by 1/2" 8'-11" to 10'-3 1/2"	Str.	12	120					

BENDING DIAGRAM

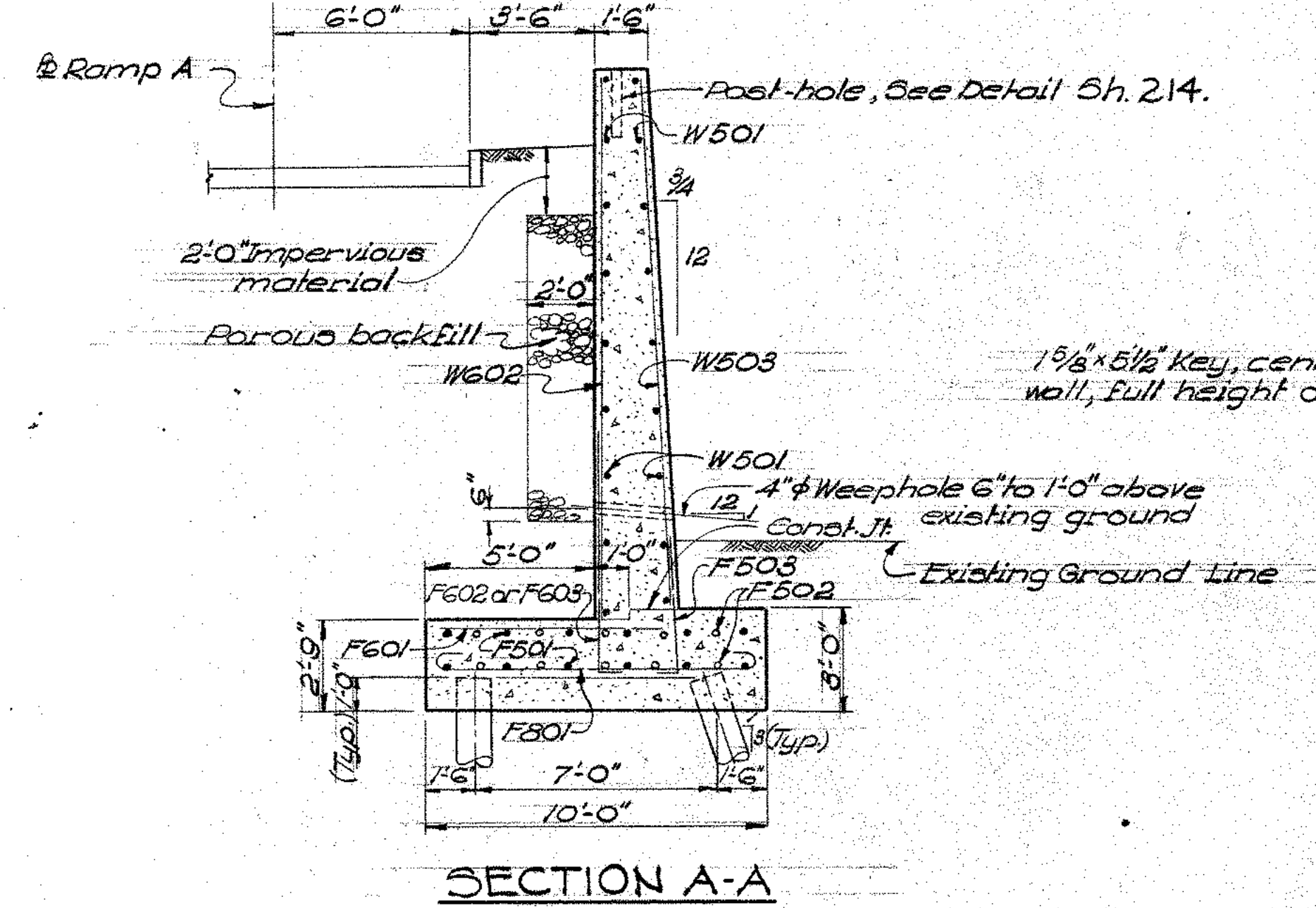




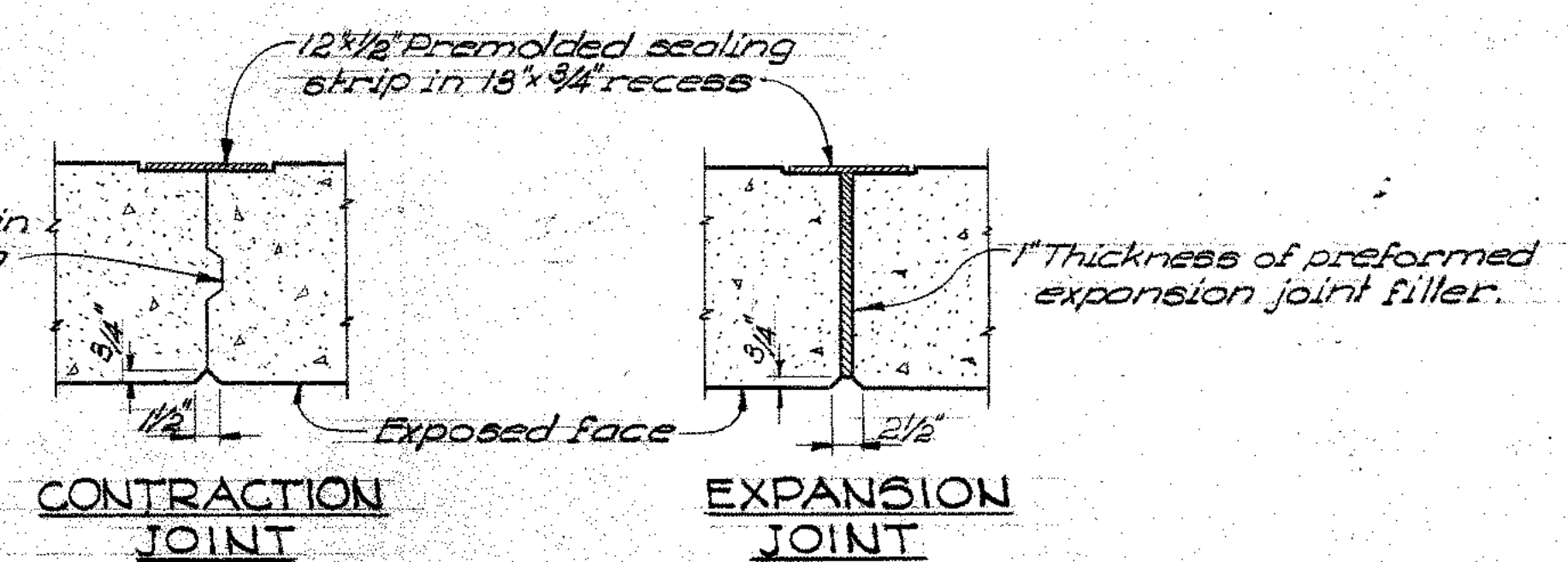
FOOTING PLAN



DEVELOPED ELEVATION



SECTION A-A



SECTIONAL PLAN OF JOINTS

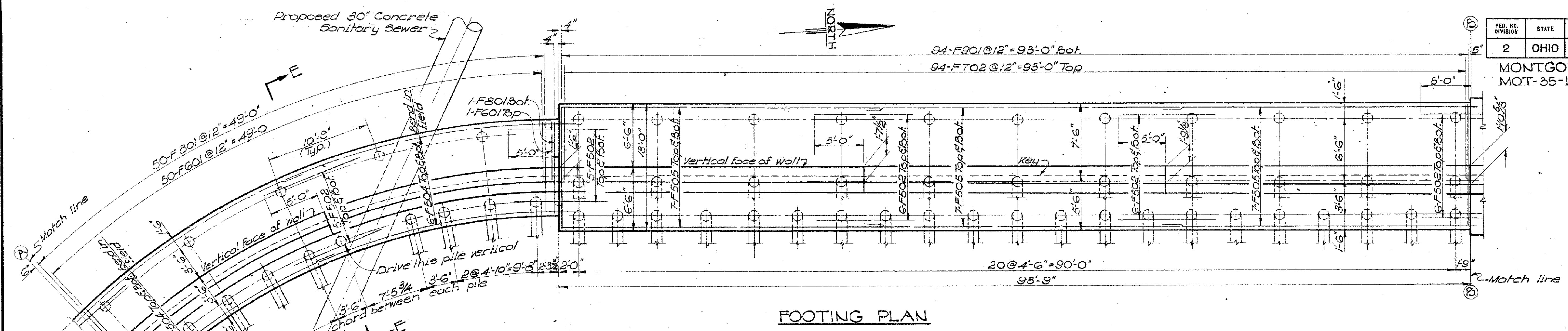
NOTES:

- Designations used are as follows:
FF = Far Face
N.F. = Near Face
E.F. = Each Face
- All piles are 12" ϕ cast-in-place reinforced concrete.
- Expansion and contraction joints extend from top of footing to top of wall.
- Premolded sealing strip extends from top of footing to proposed ground line behind wall.
- All horizontal spacing of reinforcing steel, weepholes, and fence post-holes, shown on curved portion of wall, is measured along the vertical face of the wall.

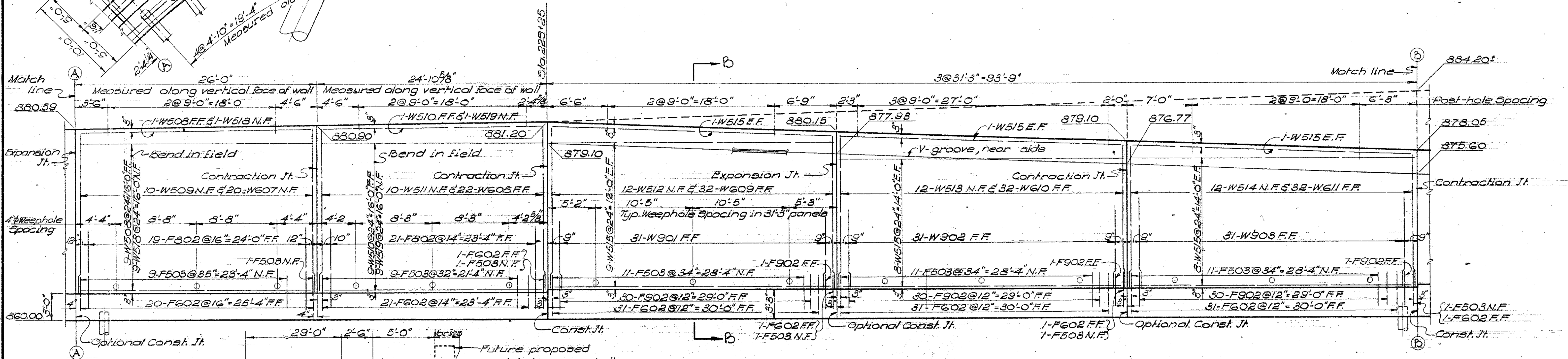
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

214
285

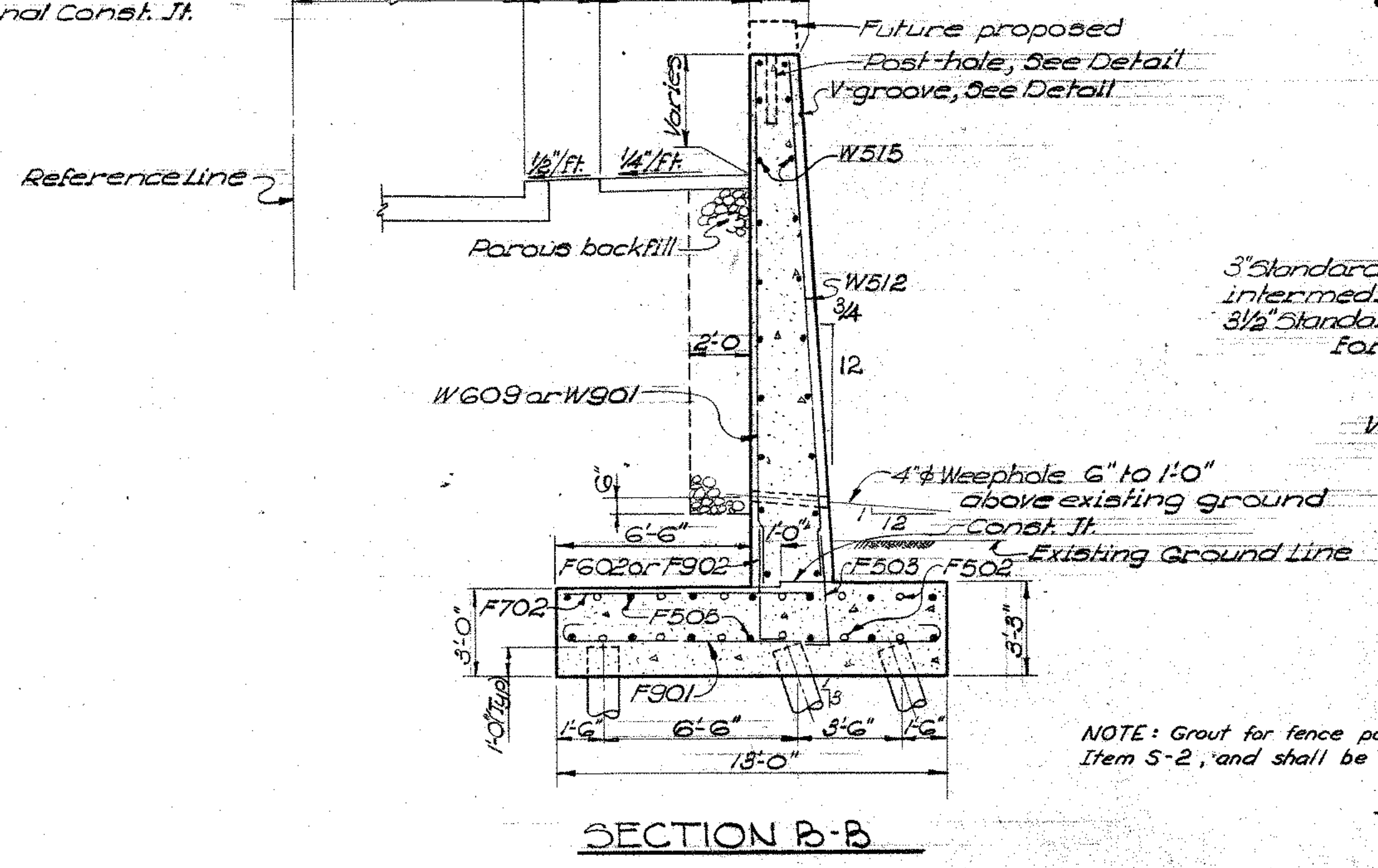
MONTGOMERY COUNTY
MOT-85-17.89-19.34



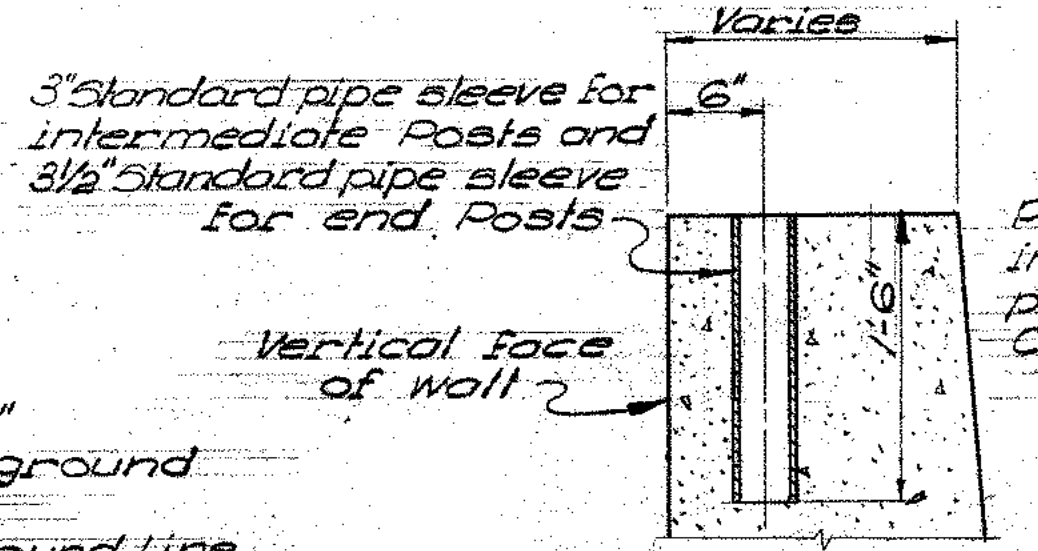
FOOTING PLAN



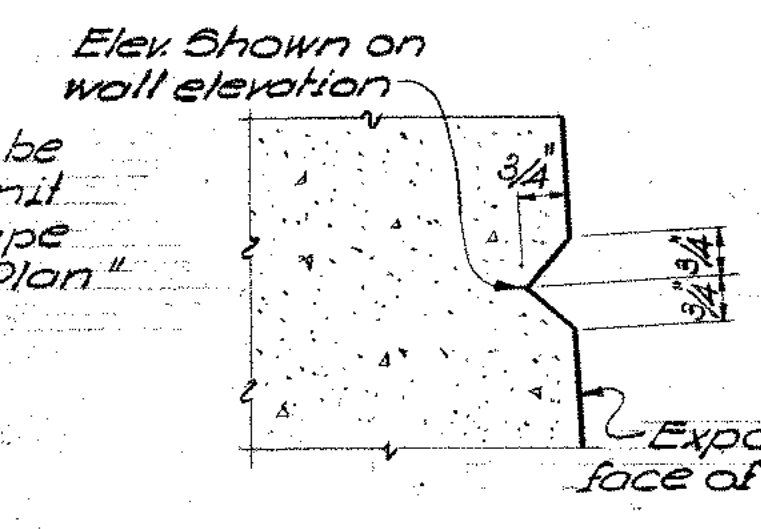
DEVELOPED ELEVATION



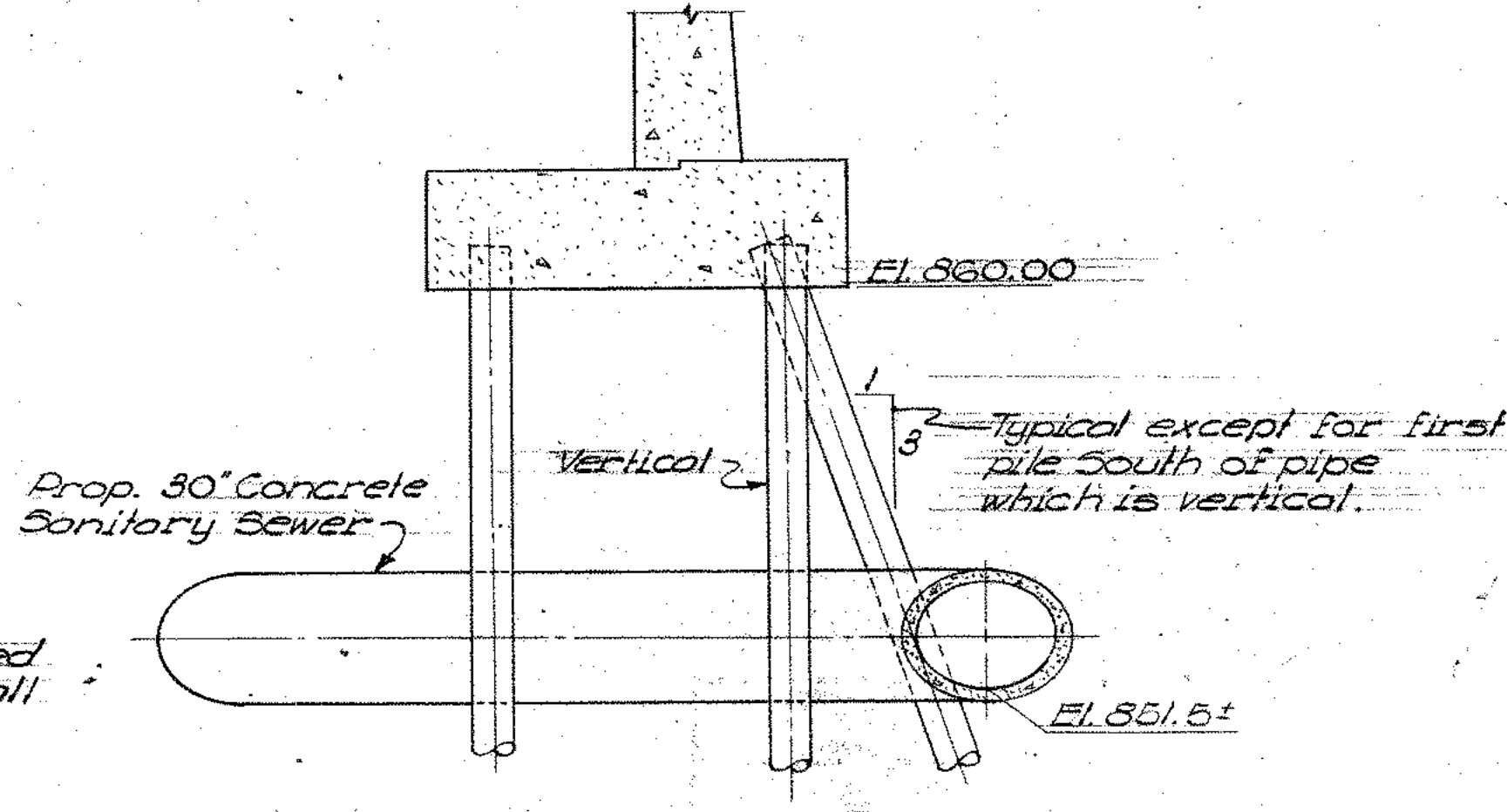
SECTION B-B



POST-HOLE DETAIL

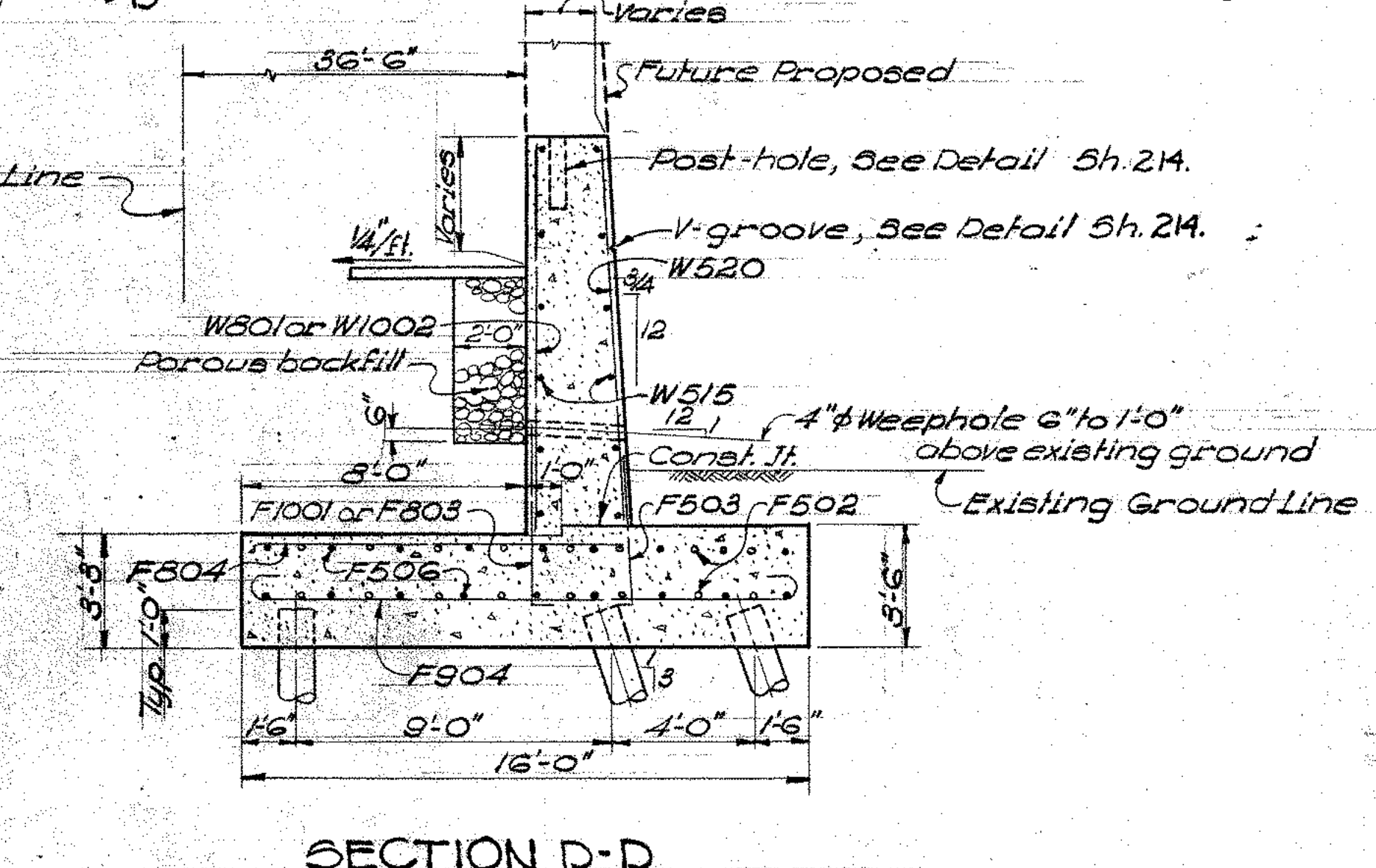
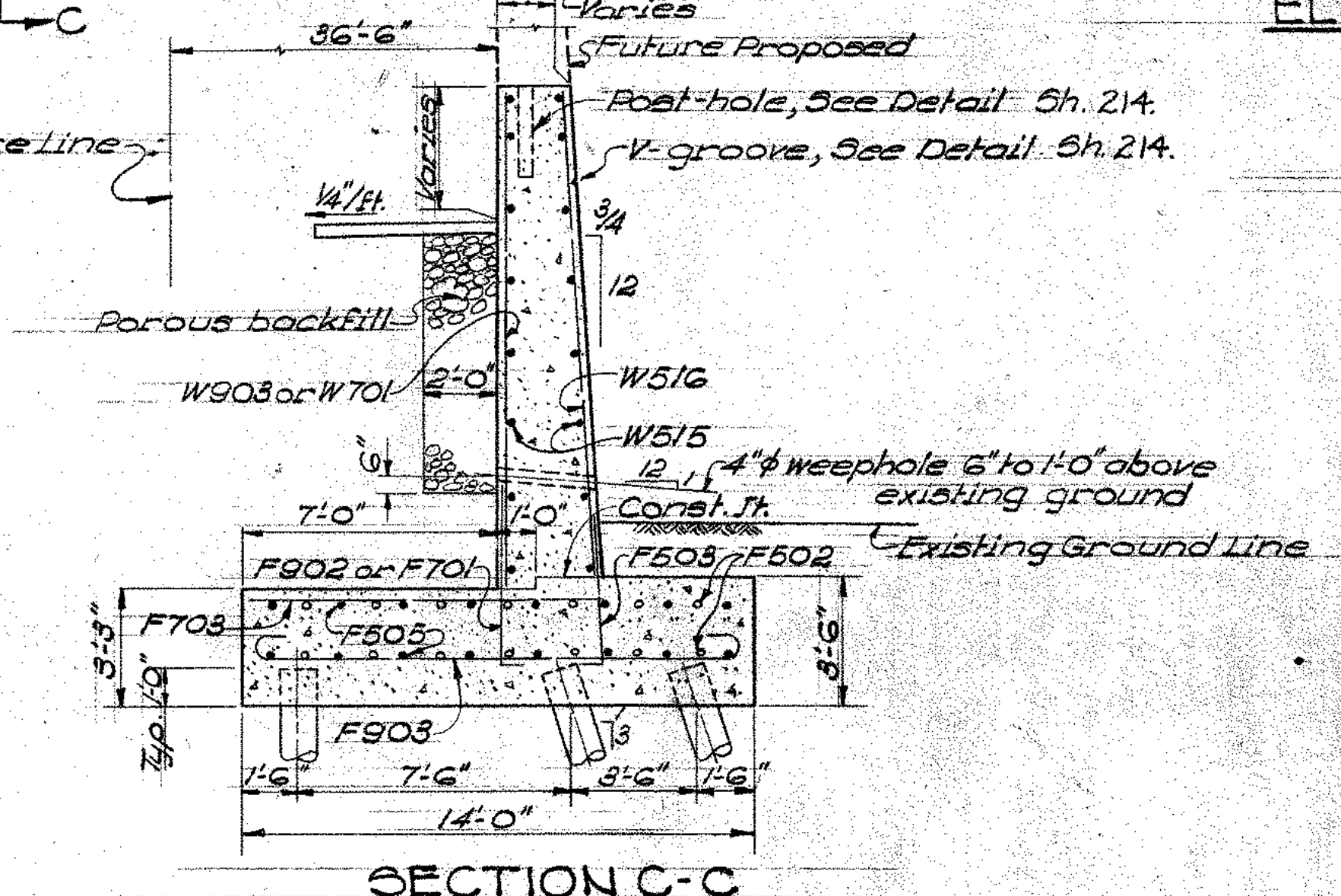
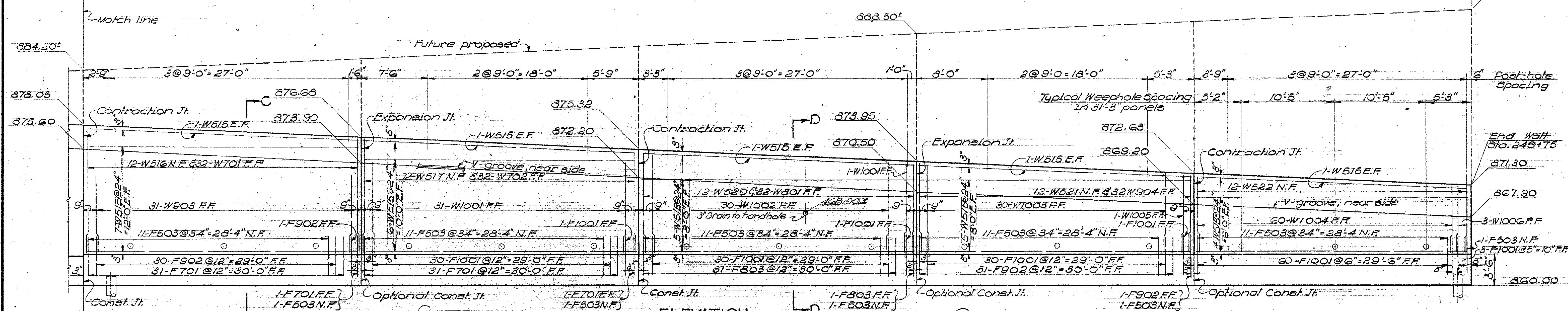
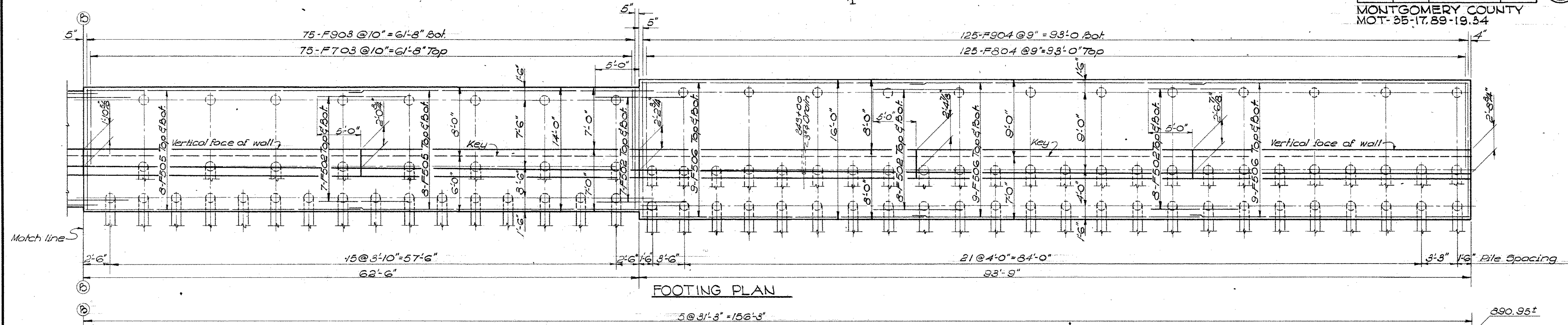


V-GROOVE DETAIL



SECTION E-E

NOTE: Grout for fence posts shall meet the requirements for mortar under Item S-2, and shall be included in the unit price bid for the fence.

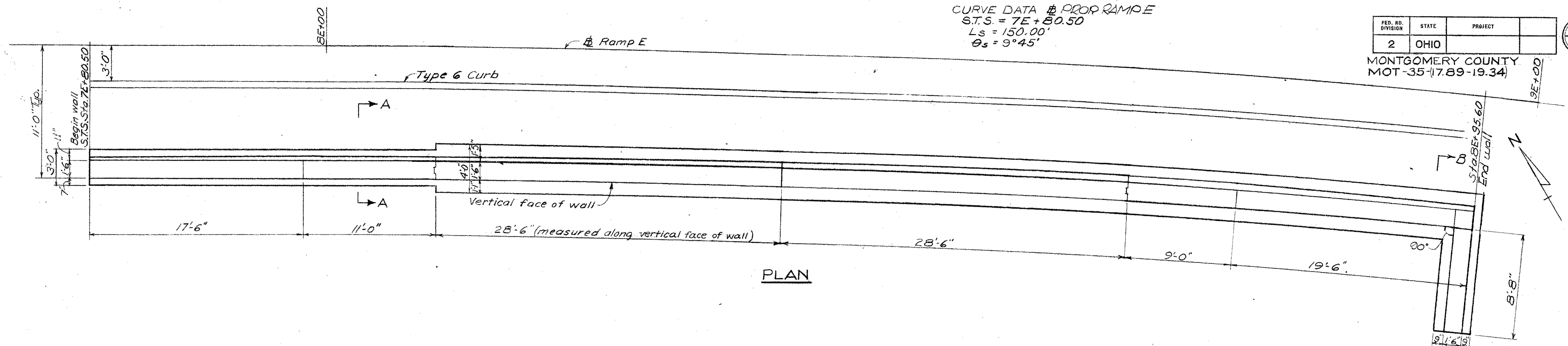


CURVE DATA @ PROP RAMP E
 S.T.S. = 7E+80.50
 Ls = 150.00'
 θs = 9°45'

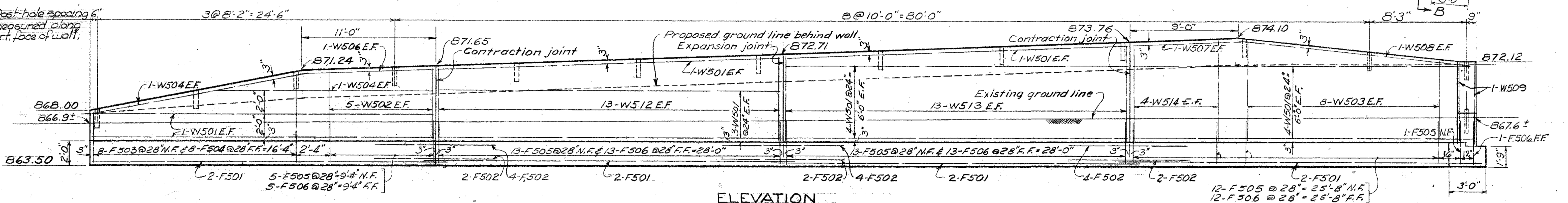
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MONTGOMERY COUNTY
 MOT-35-17.89-19.34

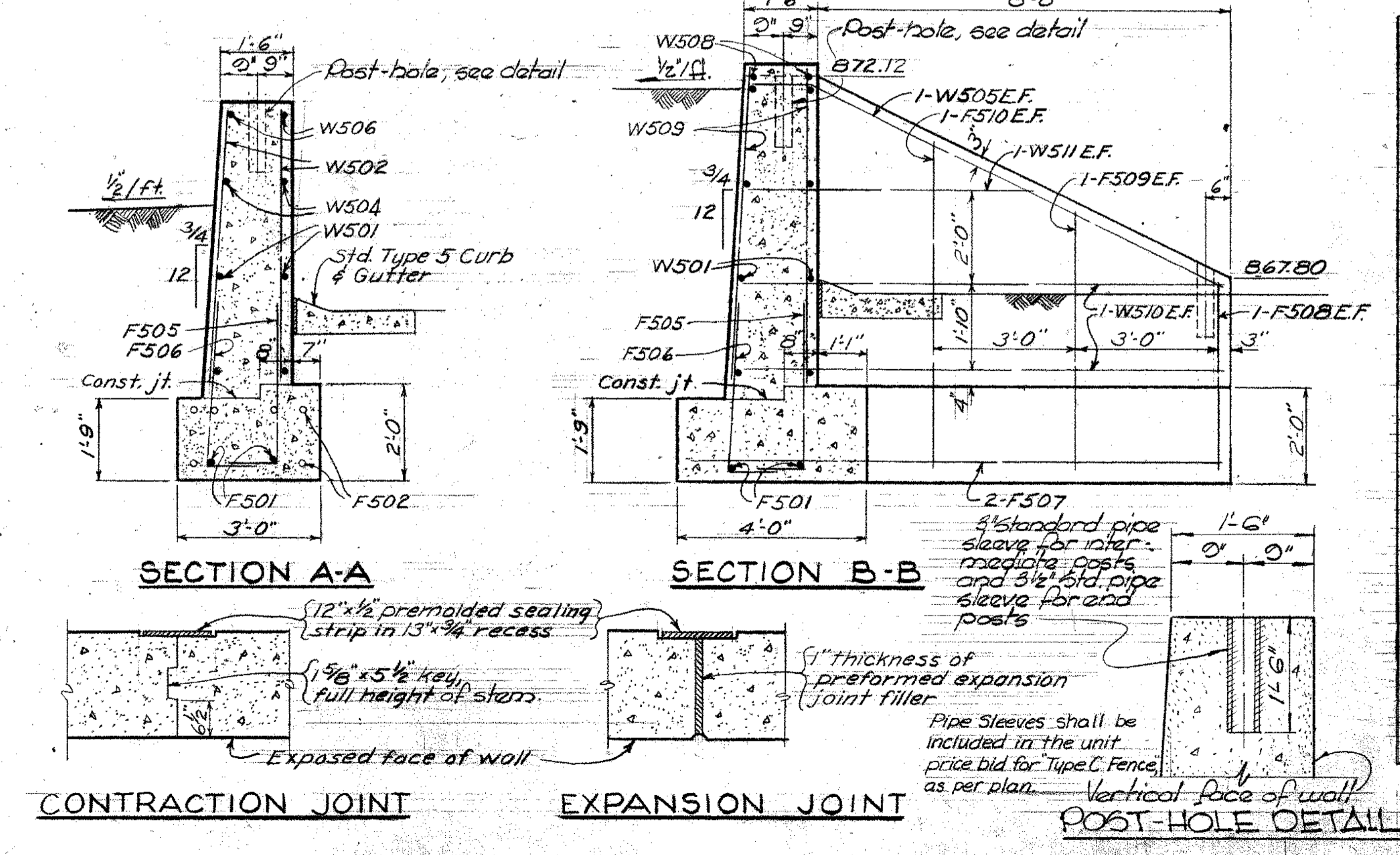
216
 285



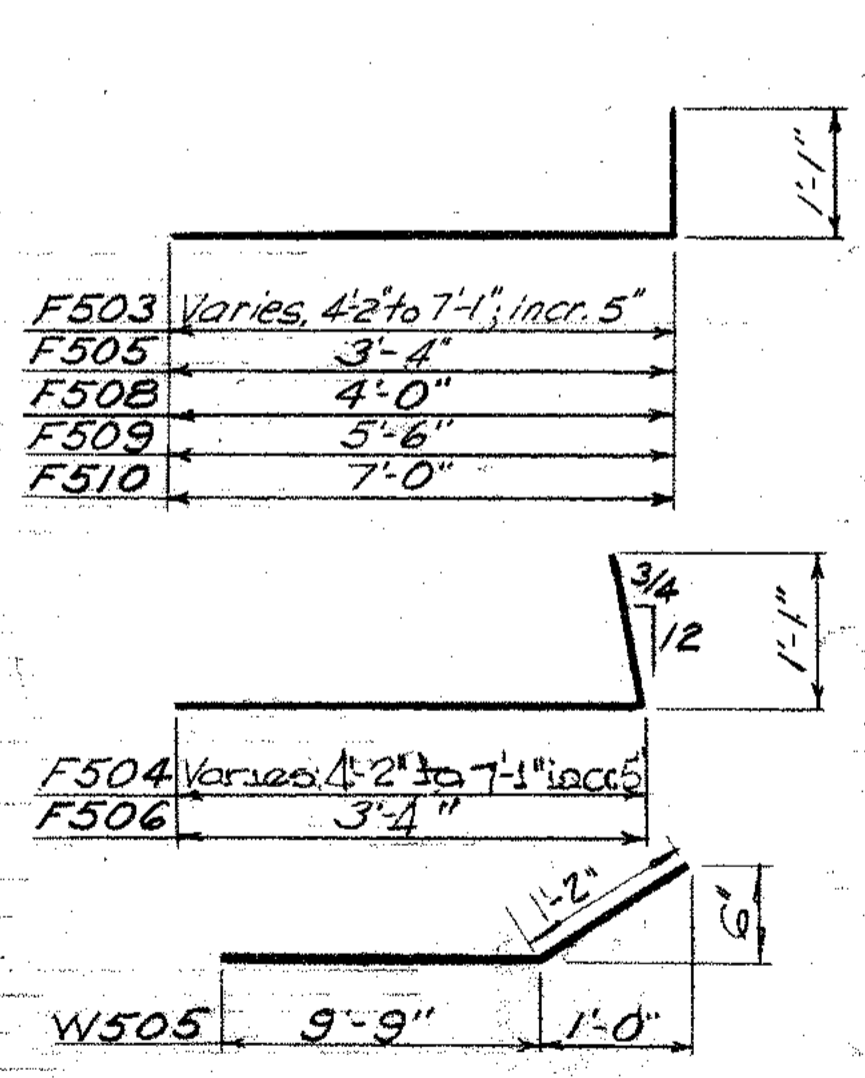
PLAN



ELEVATION

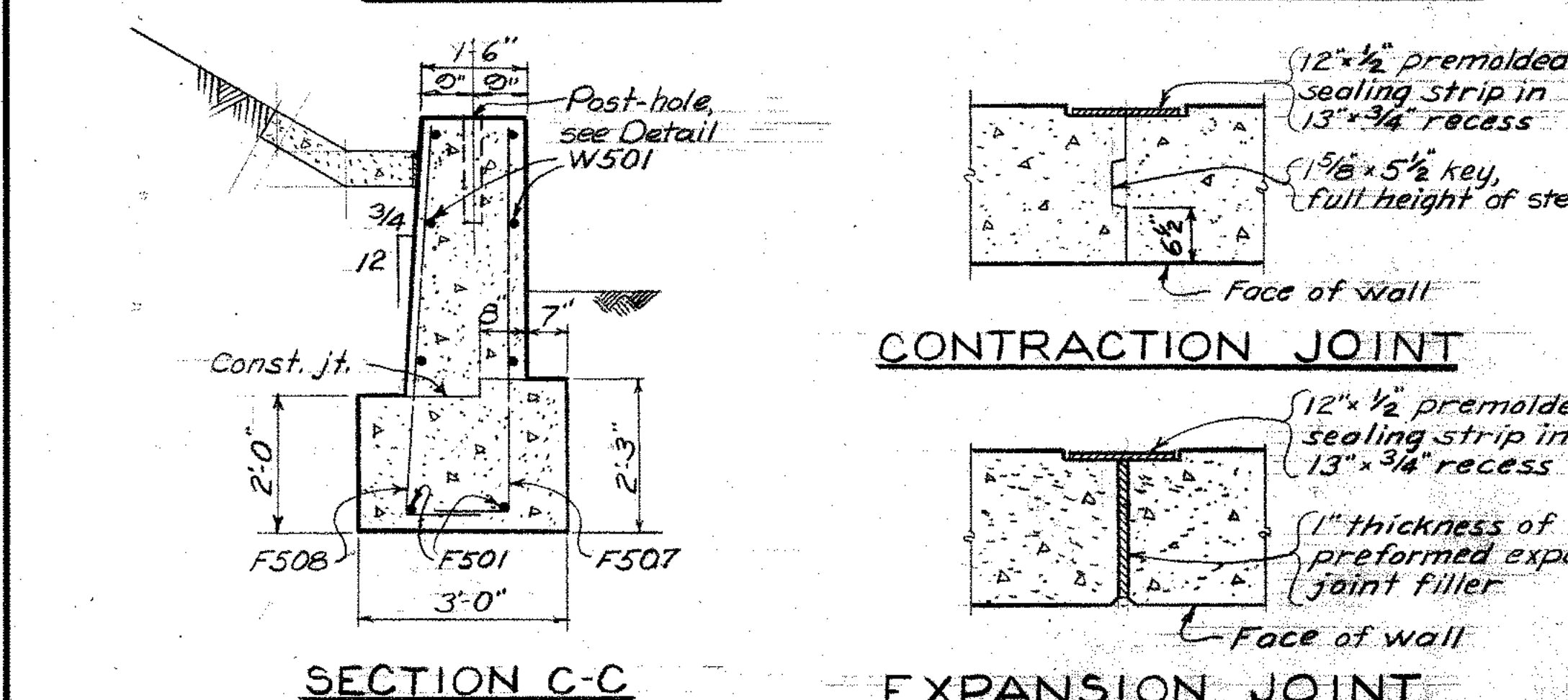
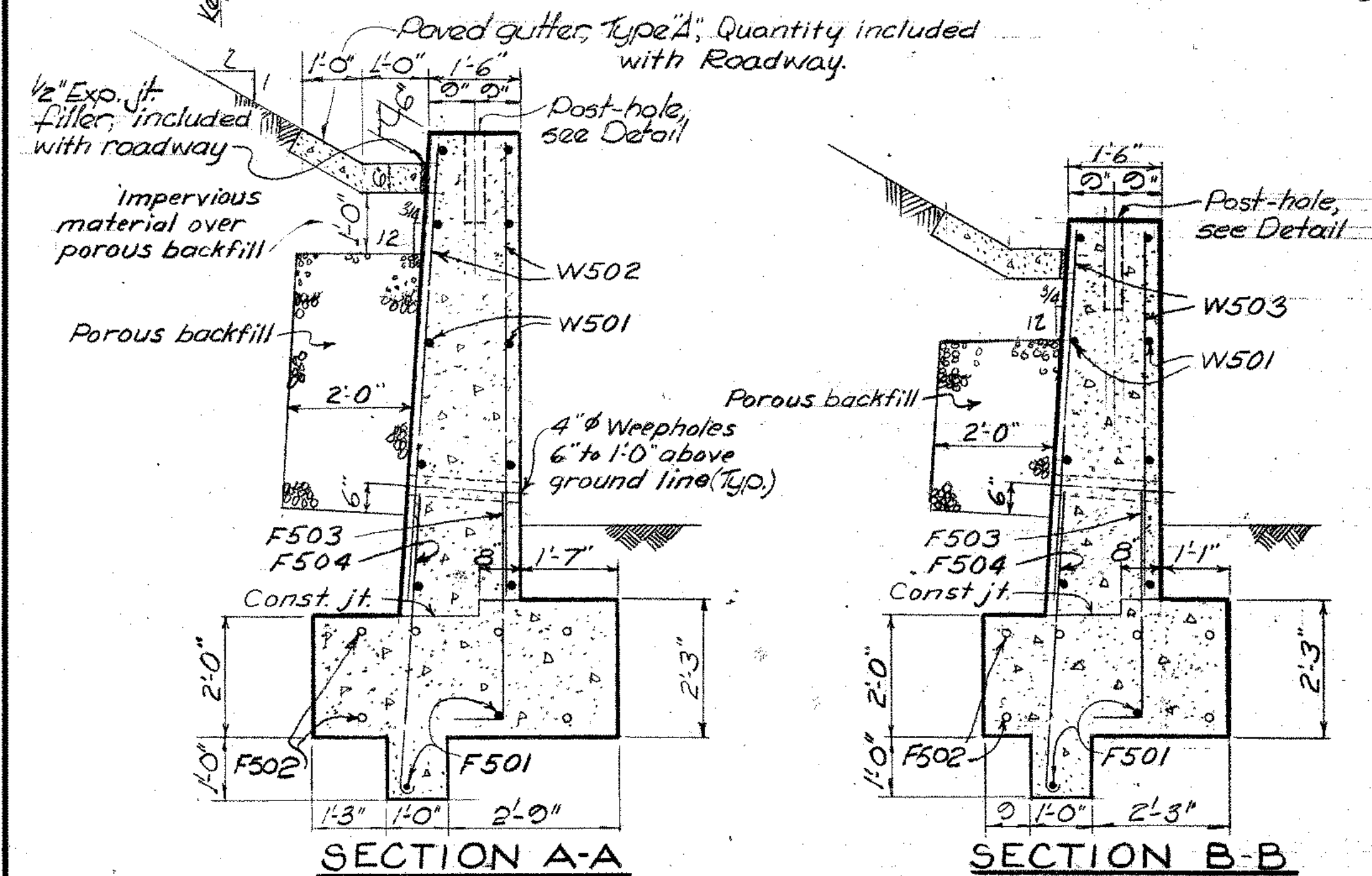
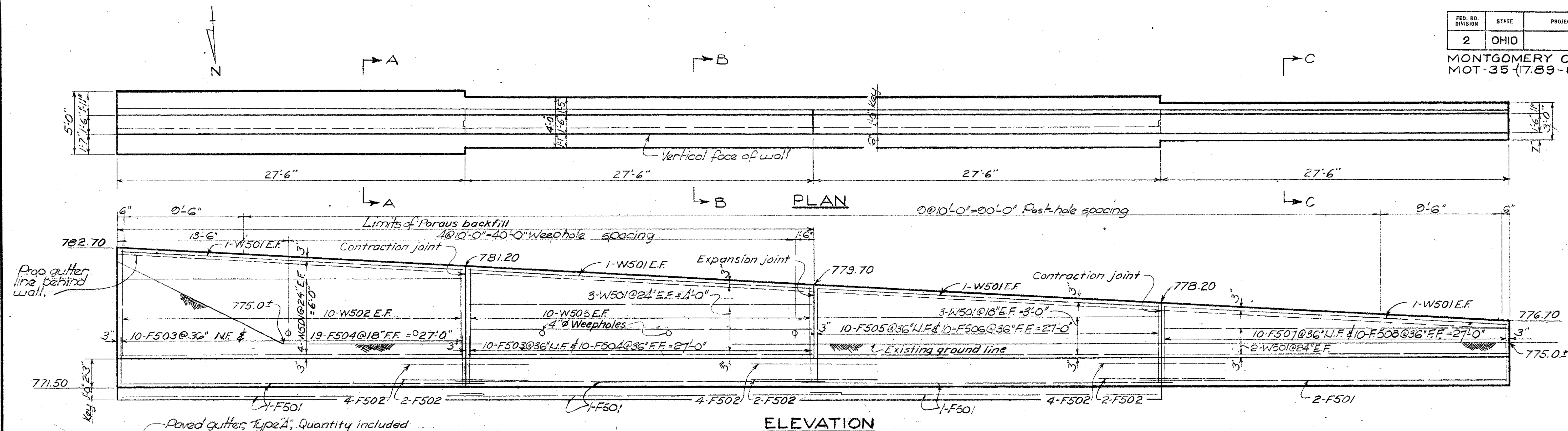


MARK	LENGTH	SHAPE	NO.	WEIGHT
F501	29'-10"	Str.	8	249
F502	10'-0"	Str.	18	188
F503	Varies; 5'-1" to 8'-0"; Incr. 5"	Bt.	16 series of 8	55
F504	Varies; 5'-1" to 8'-0"; Incr. 5"	Bt.	16 series of 10	55
F505	4'-8"	Bt.	14	105
F506	4'-3"	Bt.	14	105
F507	11'-3"	Str.	2	23
F508	4'-11"	Bt.	2	10
F509	6'-5"	Bt.	2	13
F510	7'-11"	Bt.	2	17
W501	28'-2"	Str.	30	881
W502	Varies; 5'-8" to 6'-0"; Incr. 1"	Str.	26 series of 5	61
W503	Varies; 6'-1" to 8'-4"; Incr. 5"	Str.	26 series of 5	124
W504	8'-0"	Str.	4	75
W505	10'-10"	Str.	2	23
W506	11'-2"	Str.	2	25
W507	9'-0"	Str.	2	18
W508	10'-6"	Str.	2	41
W509	6'-0"	Str.	2	13
W510	10'-1"	Str.	4	42
W511	6'-0"	Str.	2	13
W512	Varies; 6'-0" to 7'-0"; Incr. 1"	Str.	26 series of 13	176
W513	Varies; 7'-0" to 8'-0"; Incr. 1"	Str.	26 series of 13	202
W514	Varies; 8'-0" to 8'-3"; Incr. 1"	Str.	26 series of 14	68



ESTIMATED QUANTITIES			
DESCRIPTION	ITEM	UNIT	TOTAL
Unclassified excavation	E-2	Cu.Yd.	103
Class 'E' concrete	S-1	Cu.Yd.	82
Waterproofing, preformed sealing strip	S-3	Lin.Ft.	16
Reinforcing steel	S-4	Lbs.	2762
1" Preformed expansion joint filler	S-9	Sq.Ft.	13
Type 'C' fence, as per plan	55-18	Lin. Ft.	122

- NOTES**
- This structure conforms to the requirements of the "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with revisions thereof dated 2-21-58.
 - Retaining wall footings are designed for a maximum bearing pressure of 1 ton per sq. ft.
 - Bar sizes are indicated in bar mark. The first digit indicates the bar size number.
 - Designations used are as follows:
 F.F. = Far Face
 N.F. = Near Face
 E.F. = Each Face
 - Preformed sealing strip extends from top of footing to proposed ground line behind wall.
 - The footing shall be poured against undisturbed earth.
 - The backfill shall be placed and compacted to level of the existing ground line in front of the wall before placing backfill behind the wall.
 - All fence posts to be grouted in place.

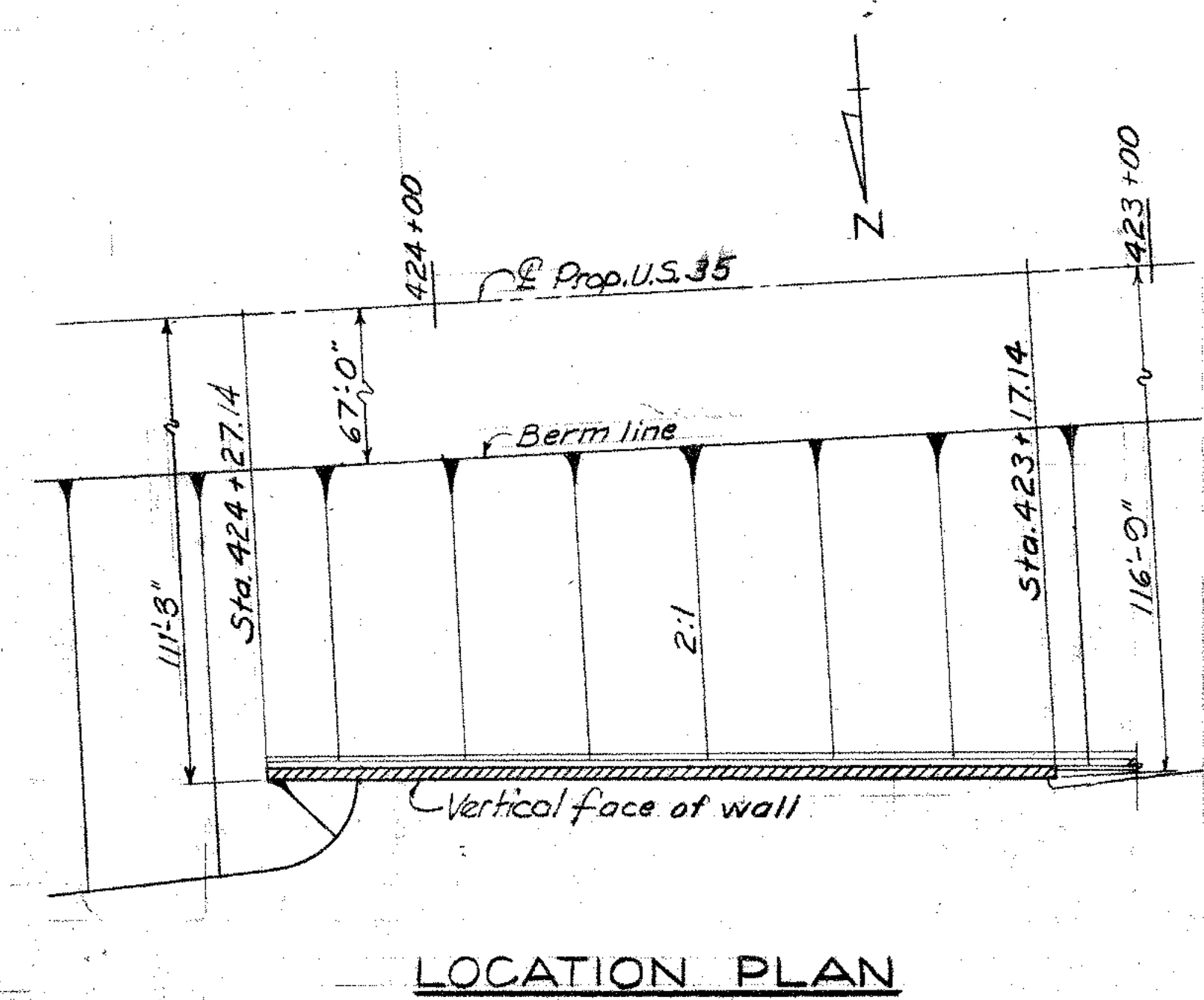
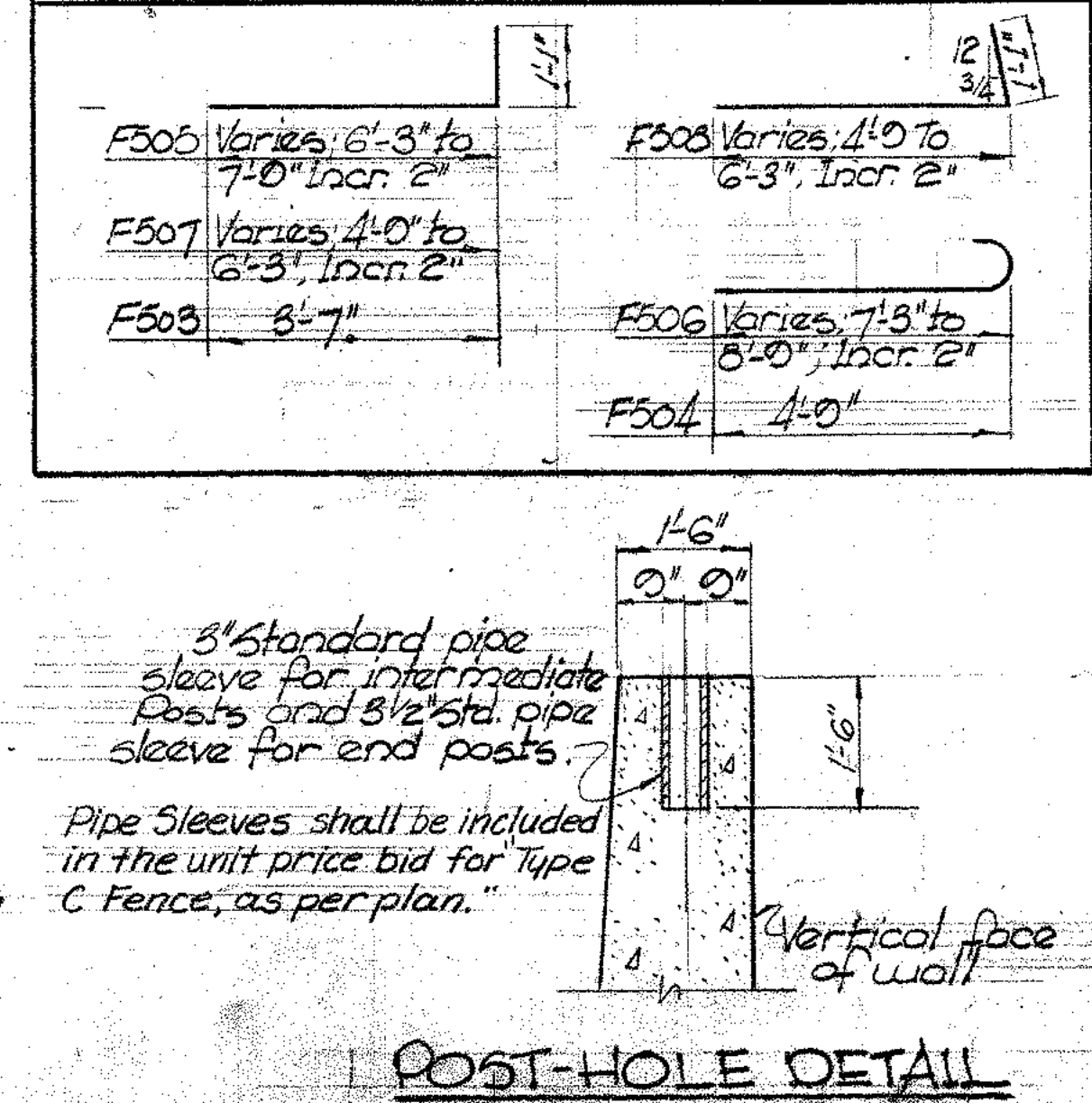


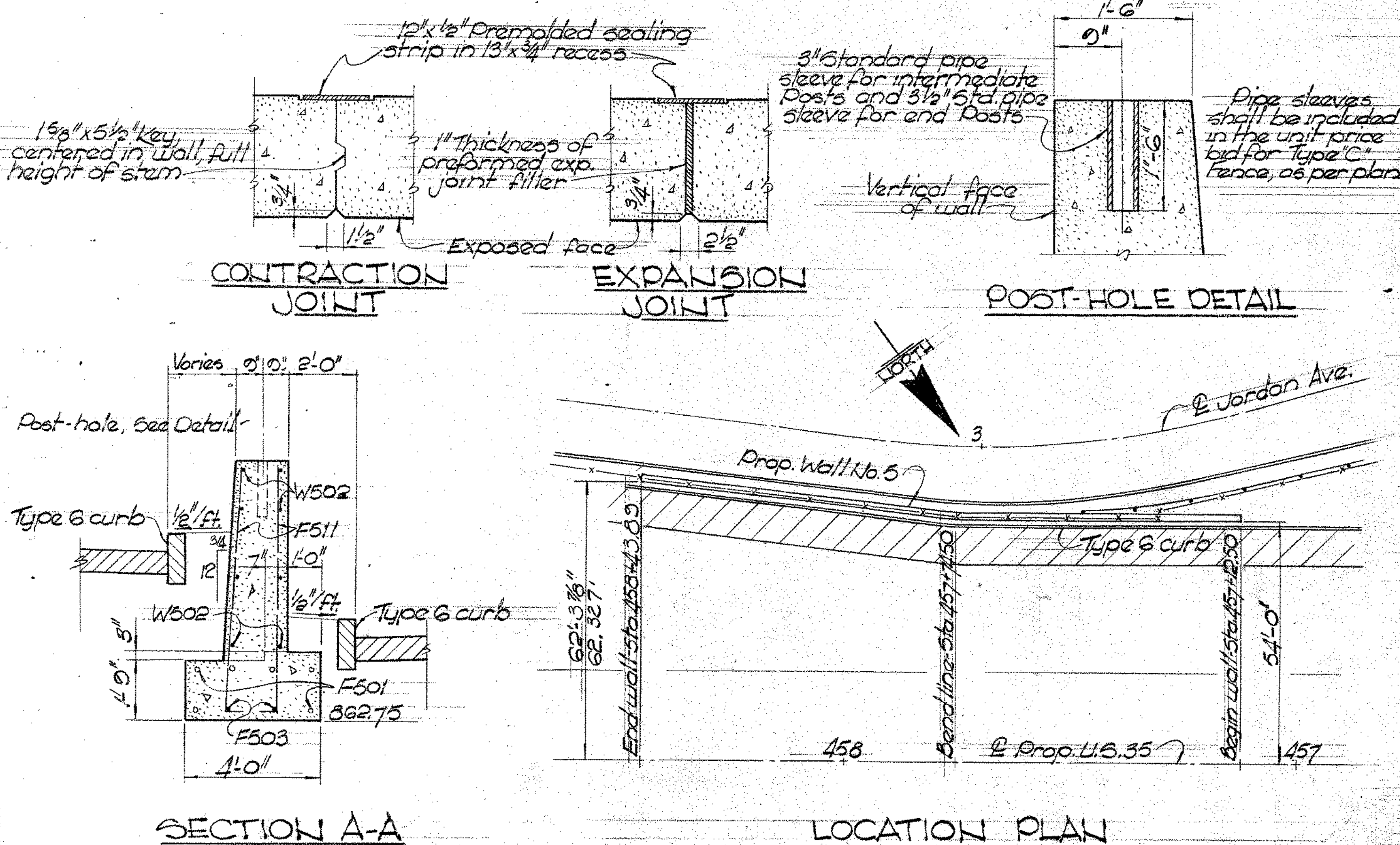
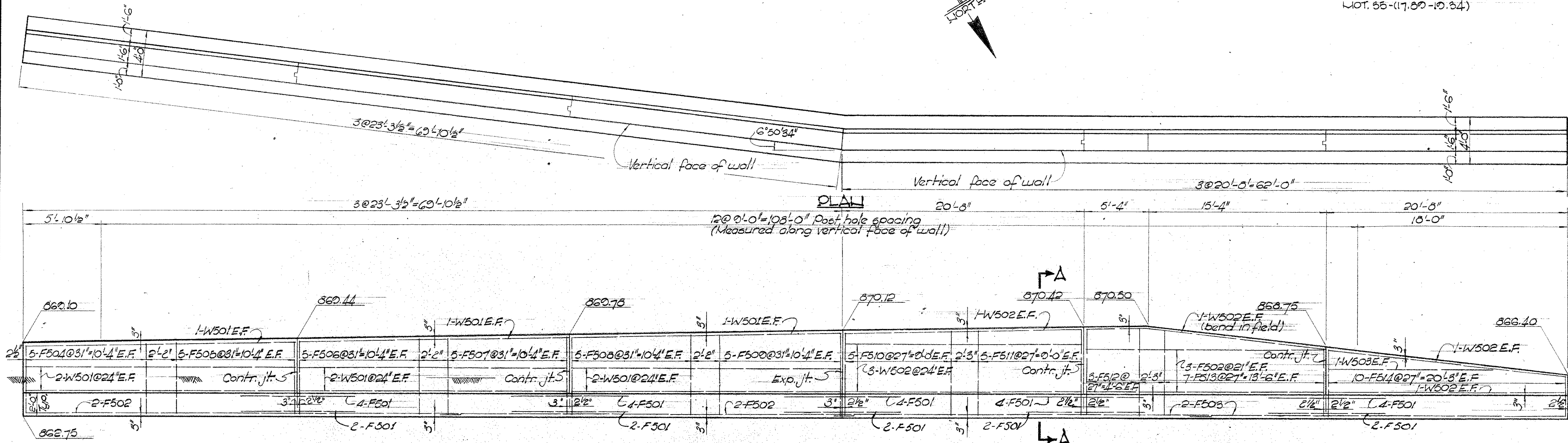
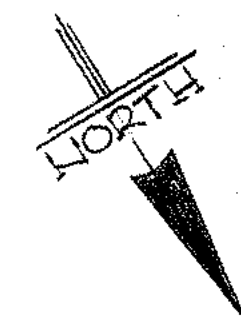
REINFORCING STEEL LIST				
MARK	LENGTH	SHAPE	NO.	WEIGHT
F501	28'-8"	Str.	8	230
F502	10'-0"	Str.	15	128
F503	4'-6"	Bent	20	94
F504	5'-3"	Bent	20	150
F505	Varies: 7'-2" to 8'-8" Increment 2'	Bent	Series of 10	83
F506	Varies: 7'-0" to 9'-3" Increment 2'	Bent	Series of 10	80
F507	Varies: 5'-8" to 7'-2" Increment 2'	Bent	Series of 10	67
F508	Varies: 5'-8" to 7'-2" Increment 2'	Bent	Series of 10	67
W501	27'-2"	Str.	32	907
W502	Varies: 7'-3" to 8'-0" Increment 2'	Str.	Series of 10	167
W503	Varies: 5'-0" to 7'-8" Increment 2'	Str.	Series of 10	136

ESTIMATED QUANTITIES			
DESCRIPTION	ITEM	UNIT	TOTAL
Unclassified excavation	E-2	Cu. Yd.	88
Class "E" concrete	S-1	Cu. Yd.	80
Waterproofing, preformed sealing strip	S-3	Lin. Ft.	19
Reinforcing steel	S-4	Lbs.	2106
1" Preformed expansion joint filler	S-9	Sq. Ft.	11
Porous backfill	S-29	Cu. Yd.	17
Type "C" Fence, as per Plan	55-18	Lin. Ft.	110

NOTES

- This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with revisions thereof dated 2-21-58.
- Retaining wall footings are designed for a maximum bearing pressure of 1.4 tons per sq. ft.
- Bar sizes are indicated in the bar mark. The first digit indicates the bar size number.
- Designations used are as follows:
FF = Far Face
NF = Near Face
E.F. = Each Face
- The key and footing shall be poured against undisturbed earth, if possible.
- The backfill shall be placed and compacted to the level of the existing ground line in front of the wall before placing backfill behind the wall.
- All fence posts to be grouted in place.





DEVELOPED ELEVATION

MARK	LENGTH	SHAPE	NO.	WEIGHT	BENDING DIAGRAMS
F501	10'-0"	Str.	30	513	
F502	26'-8"	Str.	4	153	
F503	82'-2"	Str.	4	134	
F504	6'-3"	Bent	10	67	6'-11" F504
F505	6'-7"	Bent	10	69	6'-1" F505
F506	6'-0"	Bent	10	70	6'-3" F506
F507	6'-11"	Bent	10	72	6'-3" F507
F508	7'-1"	Bent	10	74	6'-5" F508
F509	7'-3"	Bent	10	76	6'-7" F509
F510	7'-5"	Bent	10	77	6'-0" F510
F511	7'-7"	Bent	10	79	6'-11" F511
F512	7'-0"	Bent	6	48	7'-1" F512
F513	Varies: 6'-1" to 7'-7" Incr. 3"	Bent	2 Series of 7	100	Varies: 5'-7" F513 10'-1" Incr. 3"
F514	Varies: 3'-0" to 6'-0" Incr. 3"	Bent	2 Series of 10	102	Varies: 3'-3" F514 10'-5'-6" Incr. 3"
W501	22'-11"	Str.	18	430	
W502	20'-4"	Str.	20	424	
W503	14'-0"	Str.	2	29	

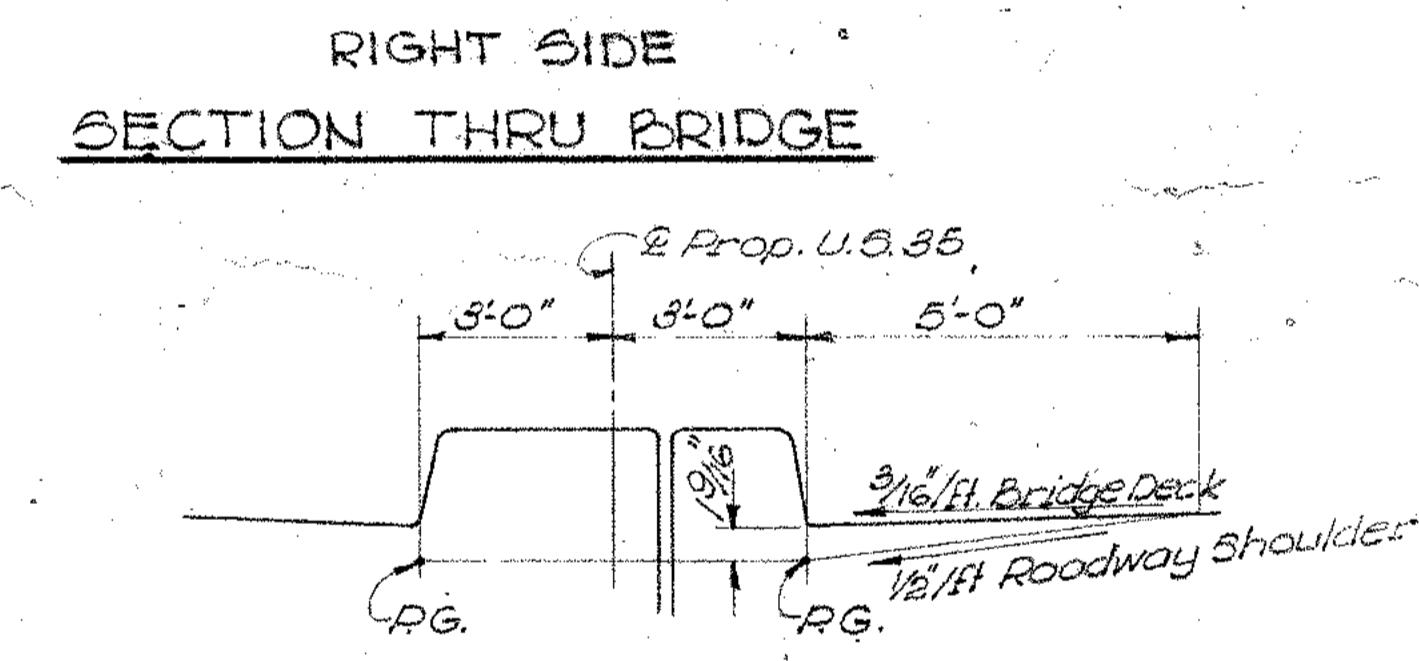
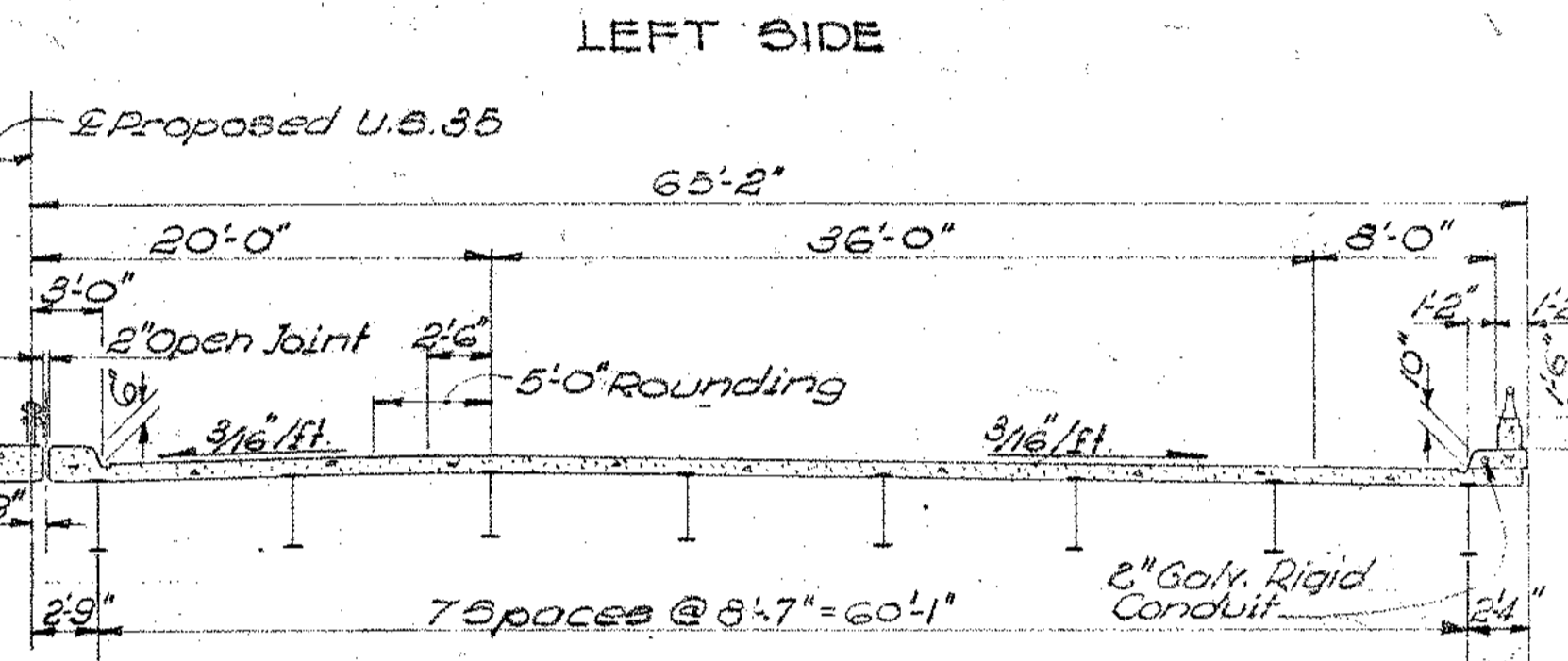
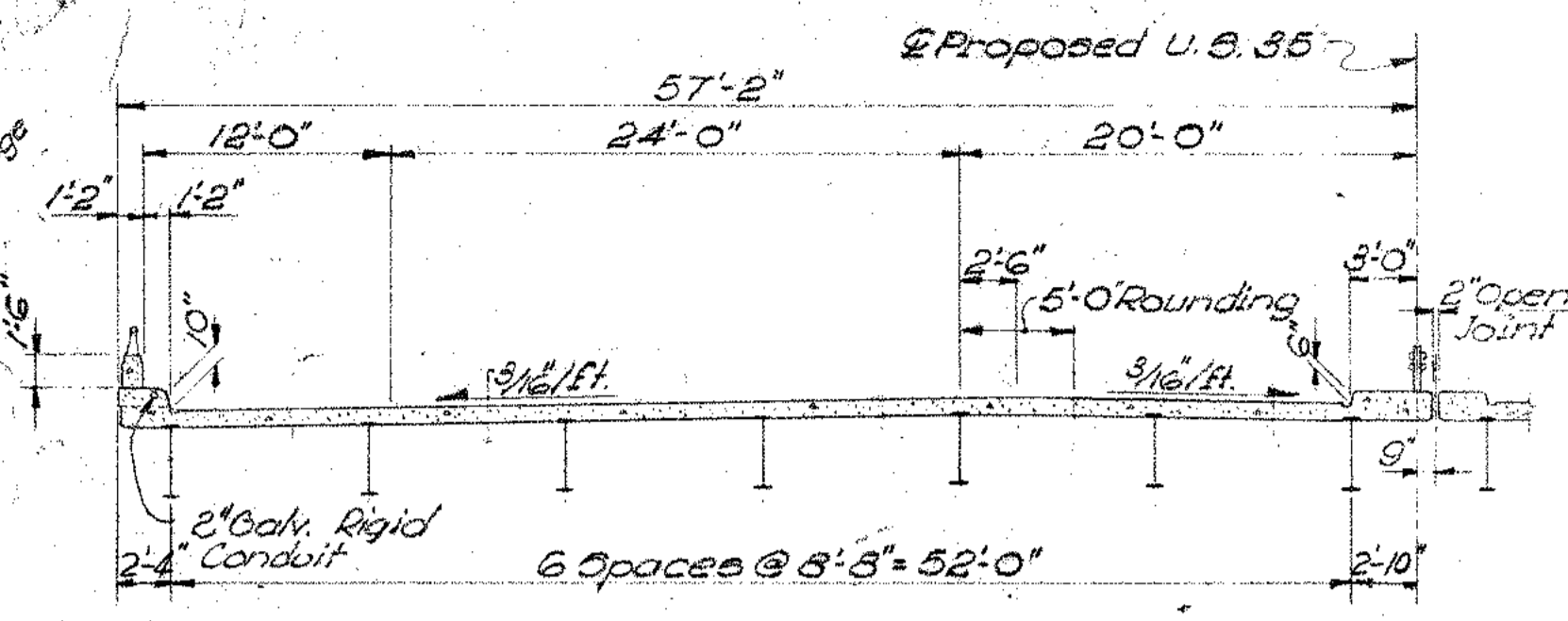
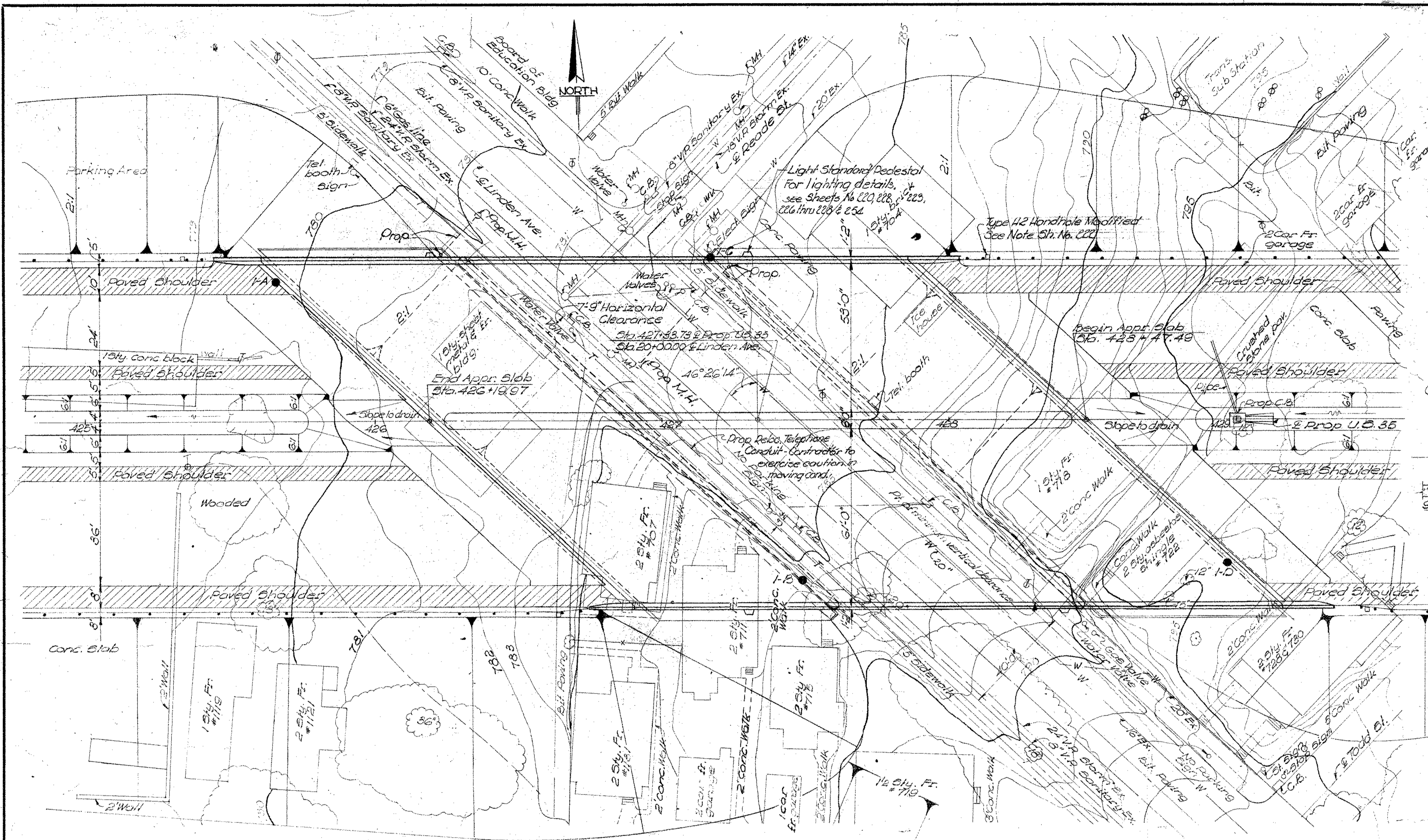
ITEM	UNIT	DESCRIPTION	TOTAL
E-2	Cu.Yds.	Unclassified Excavation	103
B-1	Cu.Yds.	Class "E" concrete	75
B-3	Lin.Ft.	Waterproofing, preformed sealing strip.	15
B-4	Lbs.	Reinforcing steel	2317
B-0	Sq.Ft.	1" Preformed expansion joint filler	10
B-18	Lin.Ft.	Type "C" fence, as per Plan	114

NOTES

- Expansion and contraction joints extend from top of footing to top of wall.
- Preformed sealing strip and the 13' x 3/4" recess shall extend from top of footing to proposed ground line behind wall.
- Designation used: E.F. = Each Face.
- All fence posts to be grouted in place.
- This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with revisions thereof dated 2-21-58.

NOTES

- Bar size is indicated in the bar mark. The first digit indicates the bar size number.
- All dimensions are out to out of bar.
- The "Lengths" of bent bars is measured along the centerline of the bar.



PLAN

NOTES

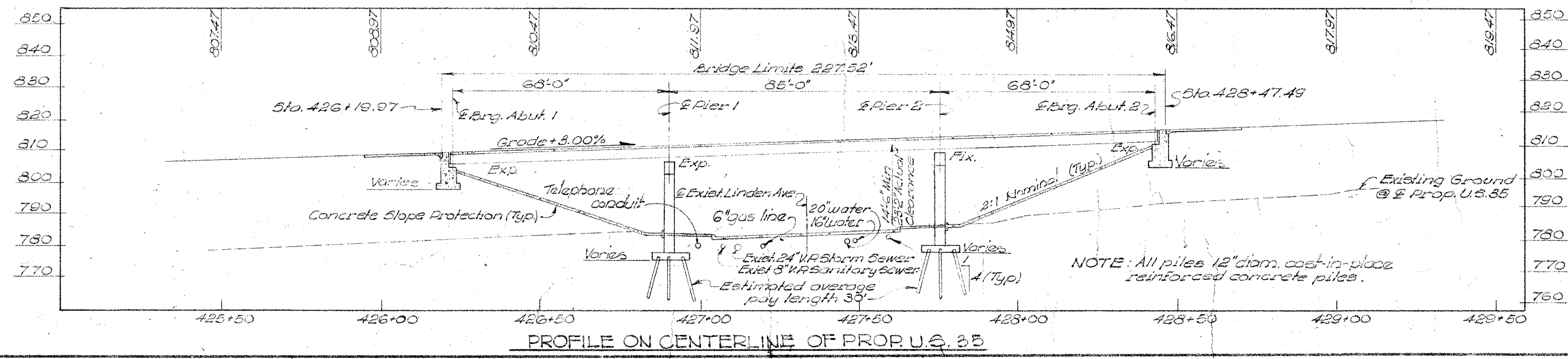
- Symbol denotes drill hole. See Sheet No. 221 for test boring data.
- Foundation design and foundation quantities are based on a study of test borings and soil samplings made at this site. This sounding information may be inspected in the Office of the Bureau of Bridges in Columbus or in an abridged form in the Division Office, but the State assumes no responsibility for the accuracy thereof.

PROPOSED STRUCTURE	
TYPE:	Continuous rolled steel beam with reinforced concrete deck and substructure
SPANS:	68'-0", 85'-0", 68'-0"
ROADWAY:	120'-0" face to face of parapet
LOAD FREQUENCY:	C.F. = 2000 (57)
WEARING SURFACE:	Monolithic concrete
APPROACH SLABS:	A5-15.4 (25'-Long)
ALIGNMENT:	Tangent

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

SITE PLAN
BRIDGE NO. MOT-35-1784
PROP. U.S. 35 OVER LINDEN AVE
MONTGOMERY CO. STA. 426+19.97 TO STA. 428+47.49

PRESENT TOPOGRAPHY		PROPOSED WORK	
REVISED	DRAWN	DESIGNED	CHECKED
AERIAL PHOTO	K.L.	H.E.T.	S.B.
			H.R.A.



PROFILE ON CENTERLINE OF PROP. U.S. 35

NOTE: All piles 12" diam. cast-in-place reinforced concrete piles.

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JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MONTGOMERY COUNTY
MOT. - 35 - (17.89 - 19.34)

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ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL
E-2	Lump	Lump Sum	Cofferdams, cribs and sheeting				Lump
E-2	1400	Cu. Yds.	Unclassified Excavation	810	590		
S-1	823	Cu. Yds.	Class 'C' Concrete ~ Superstructure			823	
S-1	314	Cu. Yds.	Class 'C' Concrete ~ Piers above footings		314		
S-1	416	Cu. Yds.	Class 'E' Concrete ~ Abutments above footings	416			
S-1	378	Cu. Yds.	Class 'E' Concrete ~ Pier and abutment footings	170	208		
S-4	367,606	Lbs.	Reinforcing steel	25,685	28,200	213,721	
S-7	230,000	Lbs.	Structural steel			230,000	
S-8	230,000	Lbs.	Field painting of structural steel, as per plan			230,000	
S-14	515	Lin. Ft.	Railing (aluminum railing & supports & concrete parapet)	68		447	
S-29	115	Cu. Yds.	Porous backfill	115			
S-16	Lump	Lump Sum	First test pile				Lump
S-18	4380	Lin. Ft.	12" cast in-place reinforced concrete piles		4380		
S-5	64	Lin. Ft.	Waterproofing, preformed sealing strip	64			
S-8	72	Sq. Ft.	1" preformed expansion joint filler	72			
S-25	14	Each	Scuppers			14	
I-10	2070	Sq. Yds.	Concrete slope protection				2070
S-14	215	Lin. Ft.	Guard rail, type F-1513, double-faced, with barrier terminals, galvanized steel posts and bolts			215	
S-25	Lump	Lump Sum	Electric Lighting System*				Lump
S-25	830	Lin. Ft.	2" Galvanized Rigid Conduit				830

*TABULATION OF S-25 ELECTRIC LIGHTING SYSTEM QUANTITIES			
ITEM	TOTAL	UNIT	DESCRIPTION
S-25	12	Each	Dull Box
"	10	"	Junction Box
"	4	"	H2 Handhole Modified
"	4	"	Grounding Rods
"	4	"	Lgt. Std. P&H. Conc. (0.26 cu yd. per post.)
"	16	"	1" x 24" Anchor Rods

NOTE: Materials in approach slabs are not included in the above estimated quantities. Item I-10, "Concrete slope protection" includes concrete slab, curb and gutters, and preformed joint filler.

GENERAL NOTES

REFERENCE shall be made to the following:

- Standard Drawings: AR-1-57 revised 2-2-59
- CSB-2-56, sheets 2&3 of 6, revised 2-2-59
- RB-1-55 revised 2-2-59
- AS-1-54 revised 12-1-54
- Supplemental Specification: 5101 dated 12-2-59

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with revisions thereof dated 2-21-58.

FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 1.5 tons per square foot.

PILES shall be driven to a minimum bearing capacity of 40 tons per pile for the piers.

WELDING of structural steel shall be Class A except as otherwise shown. Welds shown as field welds may, at the option of the contractor, be made in the shop.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, but location of const. joints must be approved by the Engineer.

RAILING: Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in Item S-14 for payment.

EXCAVATION AND BACKFILL: Excavation quantity includes the removal of fill material between the surface of proposed embankment, as required by Procedure Note on Sheet 224, and the bottom of footings.

UTILITY LINES: All labor and 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 will be held to a minimum.

CONSTRUCTION PROCEDURE: Location of utilities shown on the drawings is approximate and Contractor must exercise care in excavating to avoid disturbing utilities.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

GENERAL NOTES AND ESTIMATED QUANTITIES

BRIDGE NO. MOT. - 35 - 1794
PROP. U.S. 35 OVER LINDEN AVE.

MONTGOMERY CO. STA. 426 +19.97 TO
STA. 428 +47.43

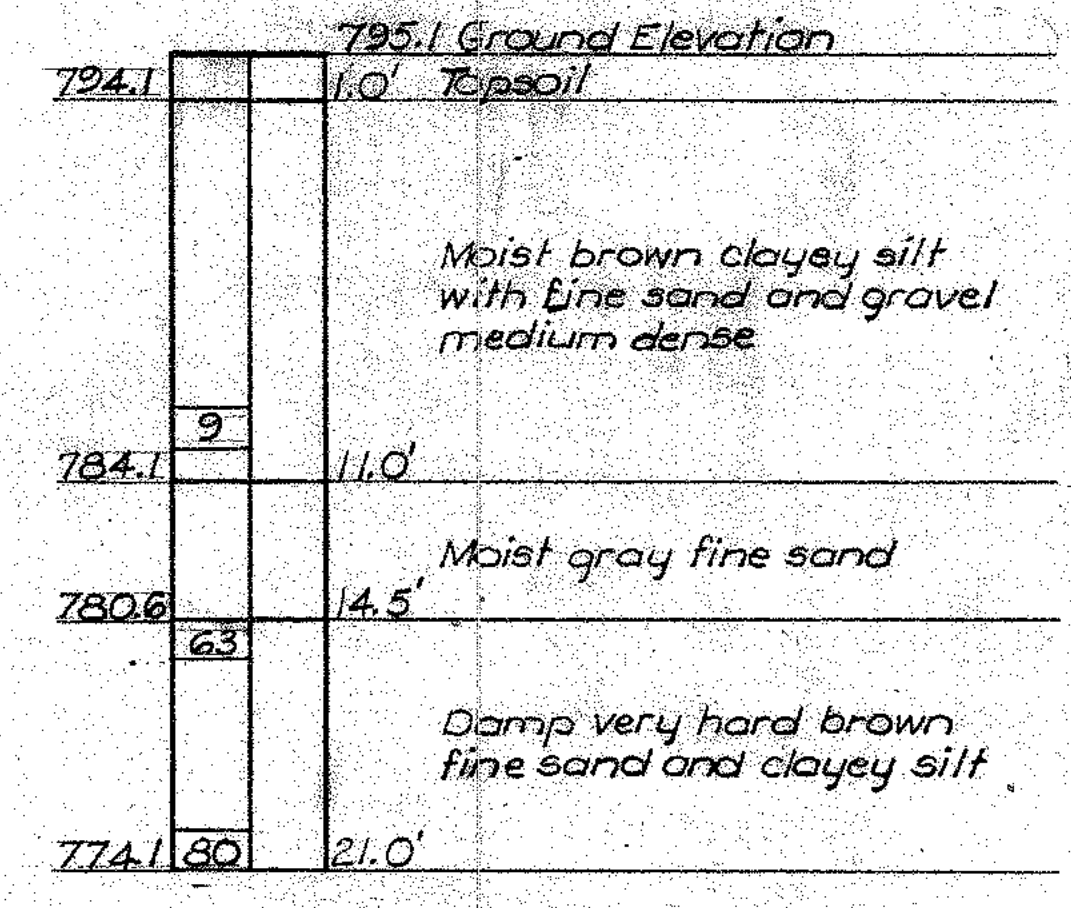
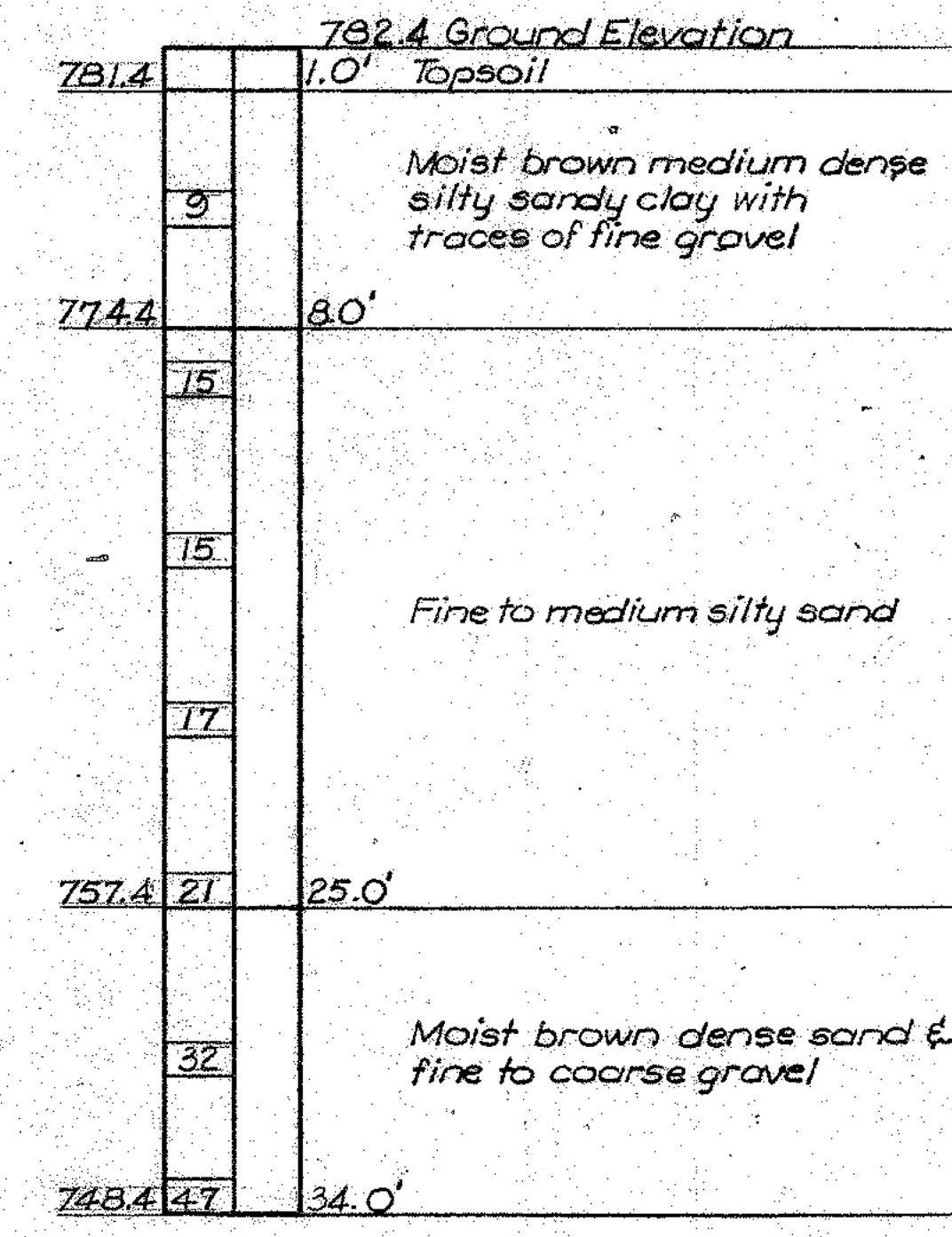
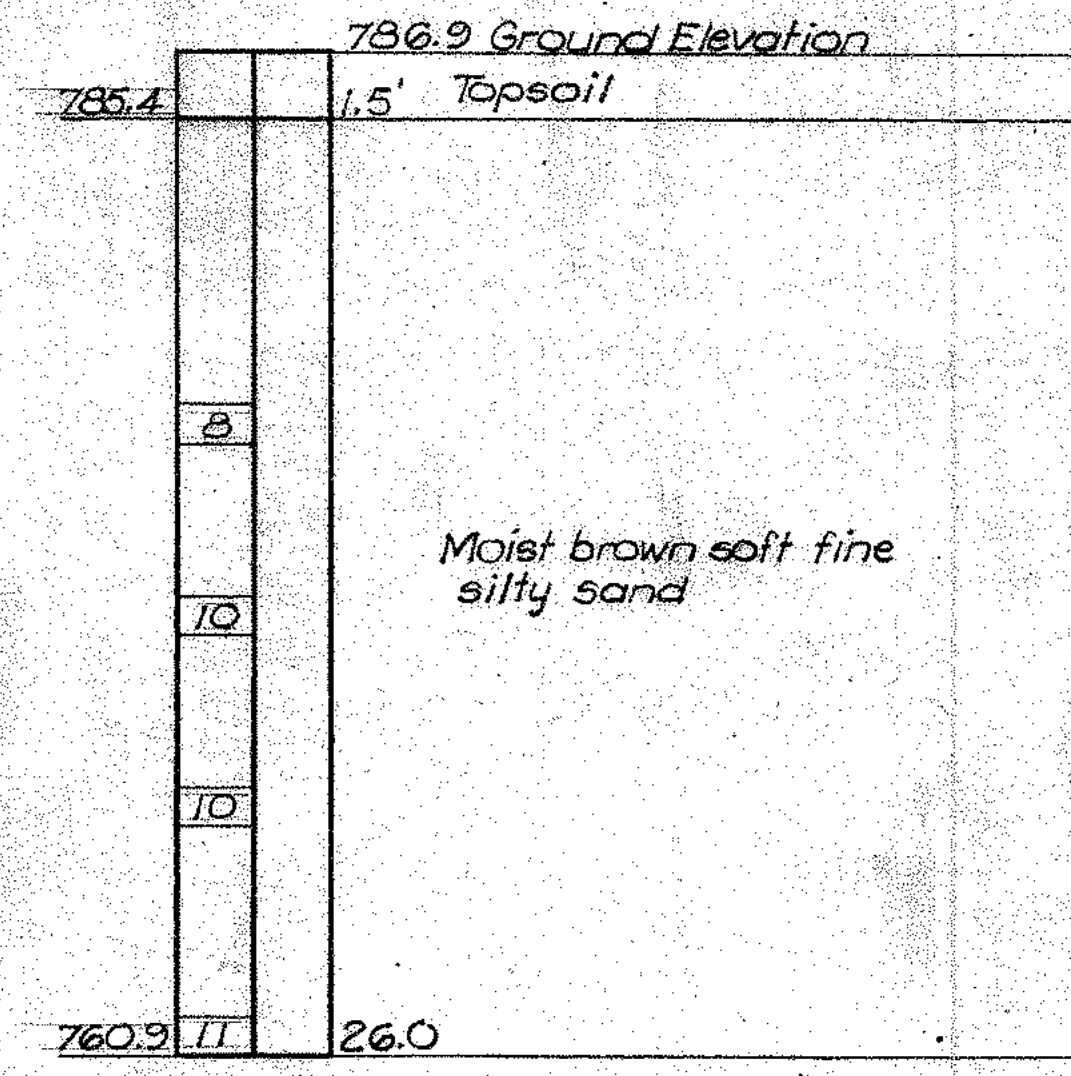
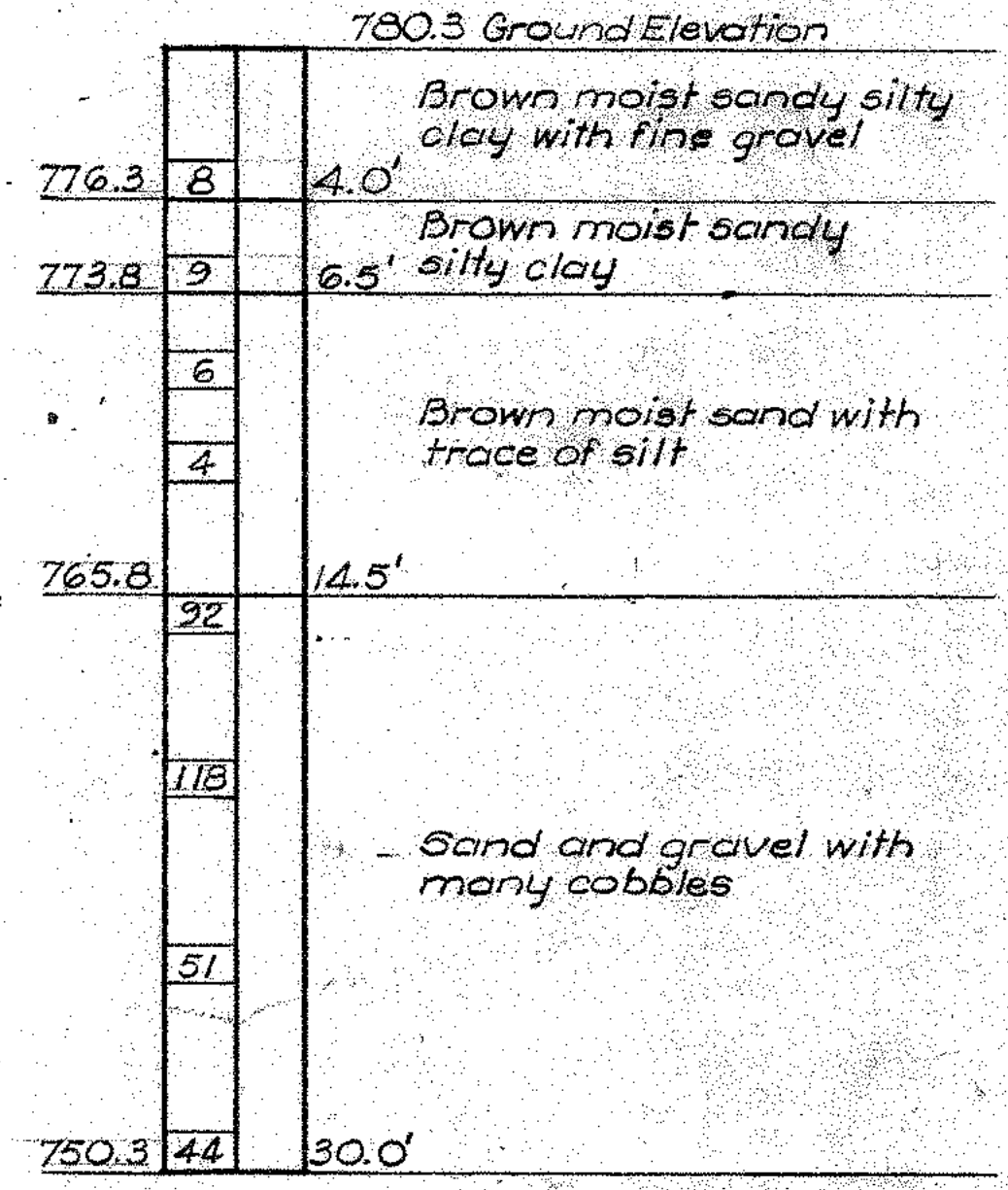
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E.P.A.	J.R.R.		C.E.B.	J.A.O.	9-60	

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2	OHIO	

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MONTGOMERY COUNTY
LOT 35-1750-1034

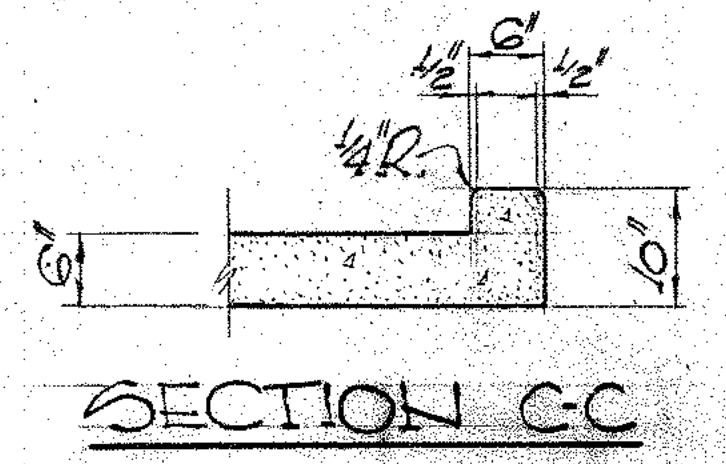
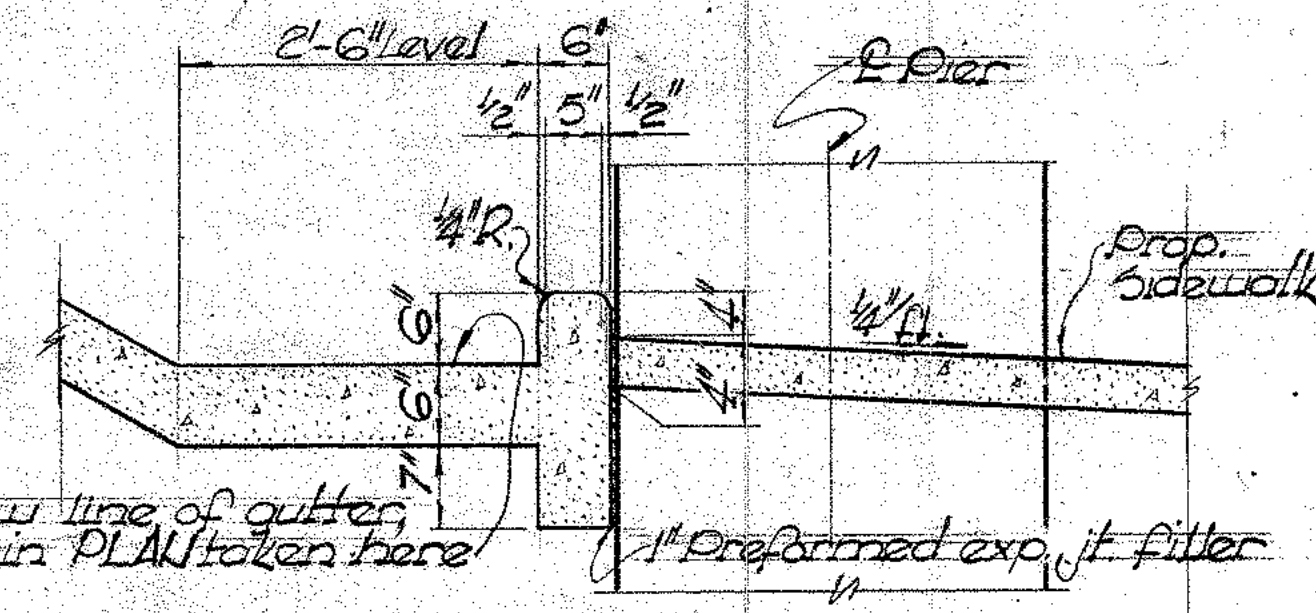
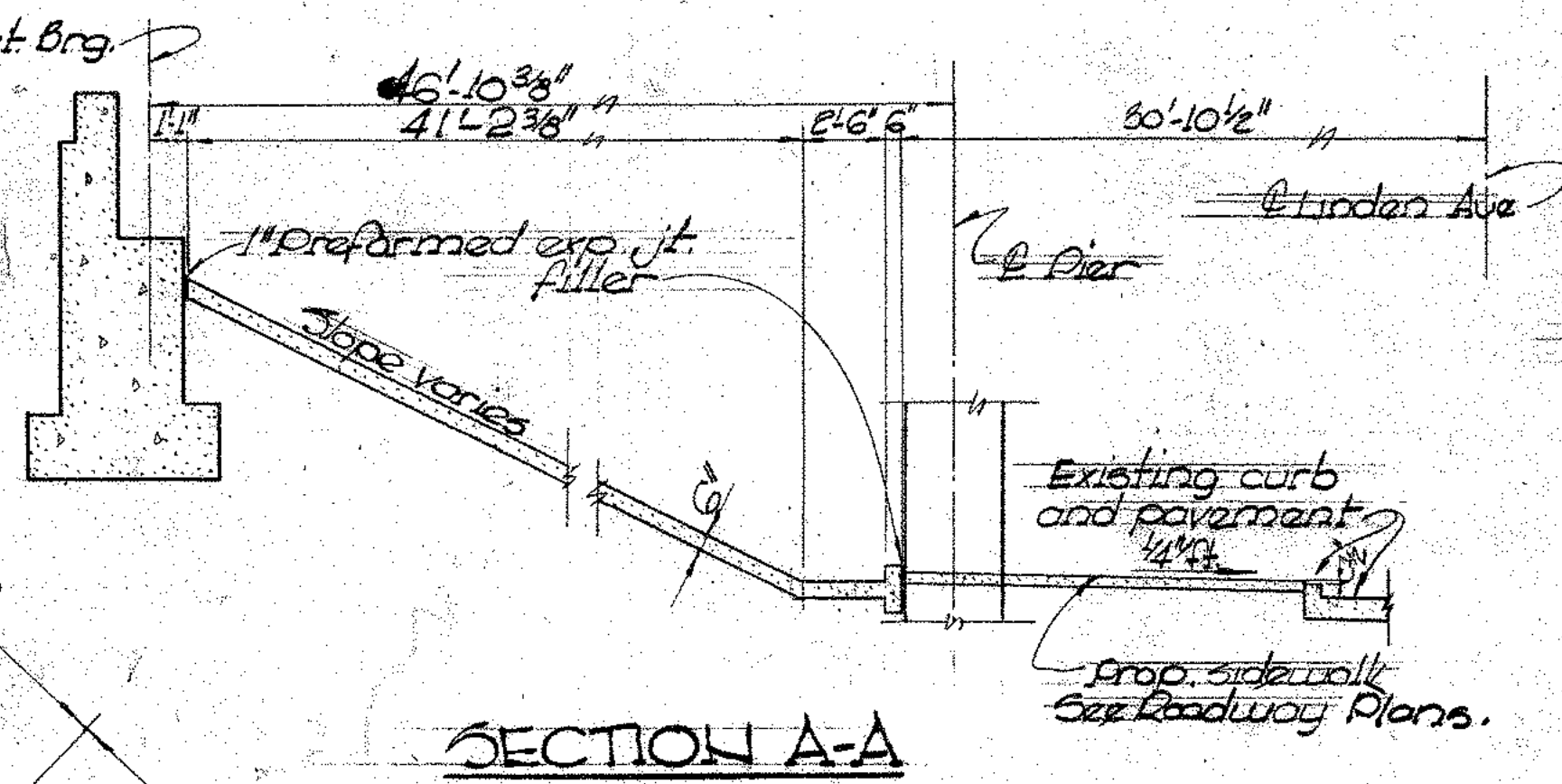
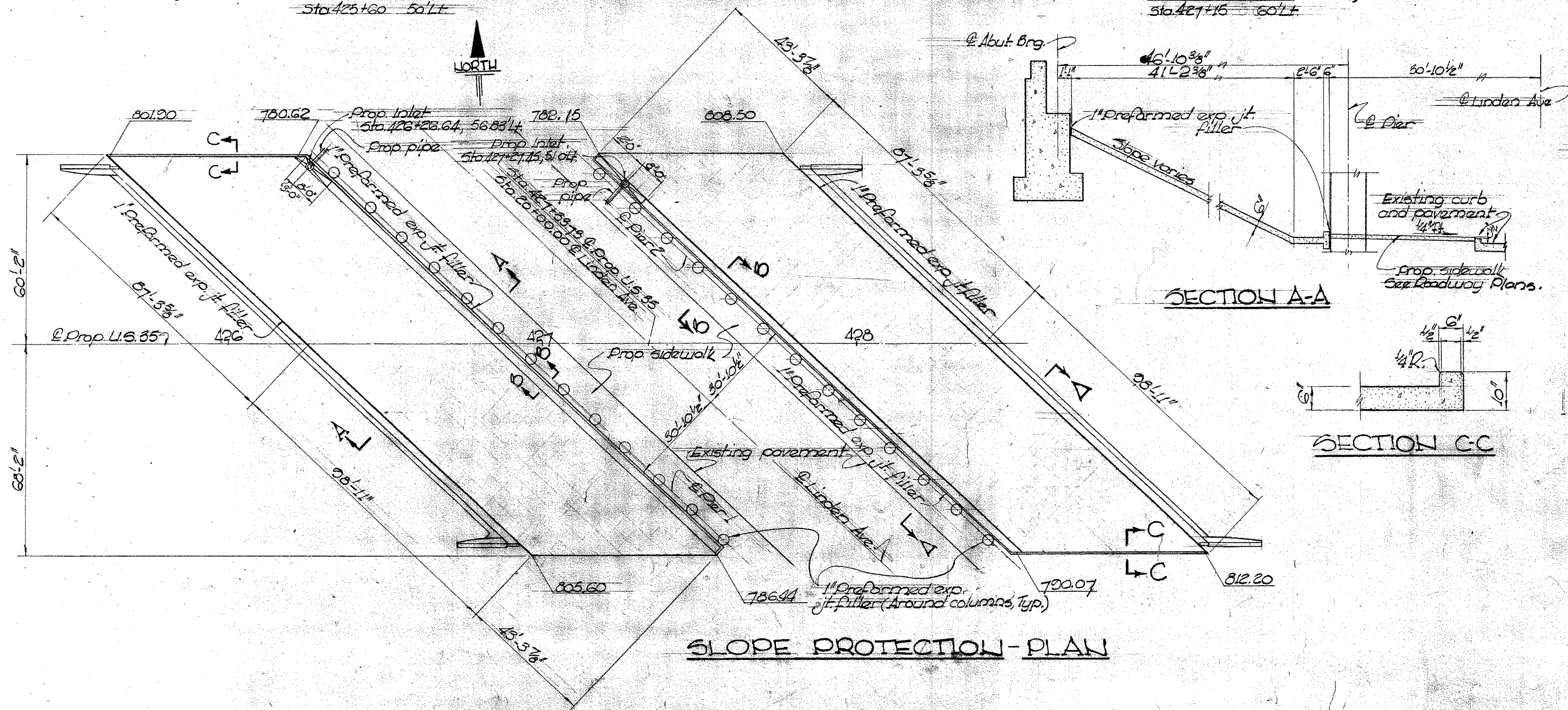


BORING I-D
Sta. 423+00 50' LT

BORING I-A
Sta. 423+60 50' LT

BORING I-B
Sta. 427+45 55' RT

BORING I-C
Sta. 427+15 60' LT



- NOTES**
1. Figures in left hand column of boring diagrams indicate number of blows required to drive 2" O.D. sampling pipe one foot, using 140 lb weight falling 30 inches.
 2. Borings taken during November and December 1958.
 3. For location of borings see Sheet 219.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

BORINGS & SLOPE PROTECTION

BRIDGE NO. LOT 35-1704
PROP. U.G. 35 OVER LINDEN AVE
MONTGOMERY CO. STA. 426+10.07 TO STA. 428+47.40

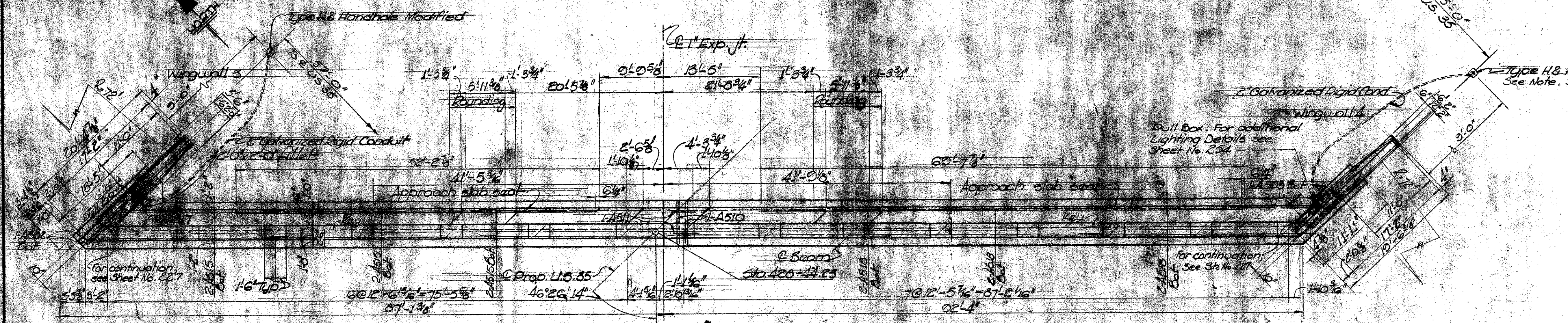
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EPA	BER	---	CEB	JAO	9-60	

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JUN 24 1965

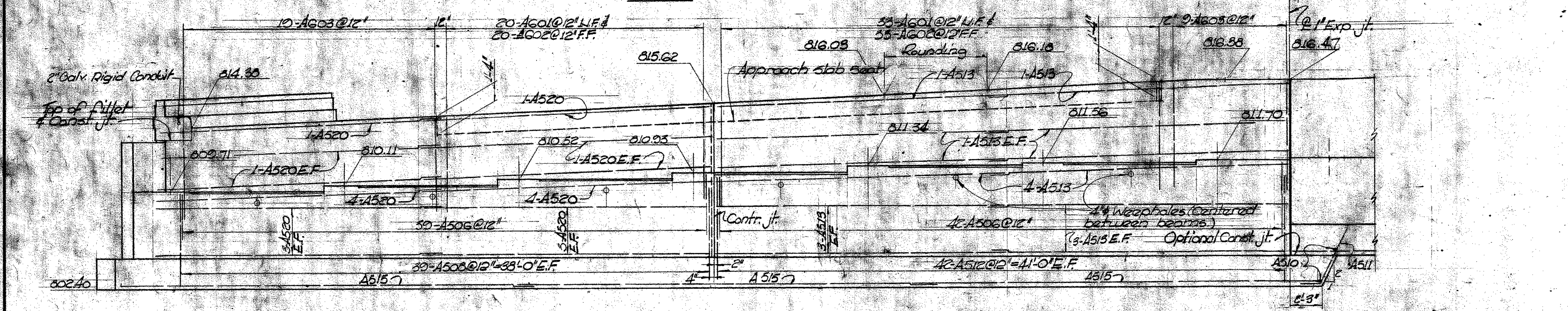
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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MONTGOMERY COUNTY
LOT-55-17.85-10.34



PLAN



ELEVATION

NOTE
For key Plan, wingwall and joint details and Notes, see Sheet 224.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

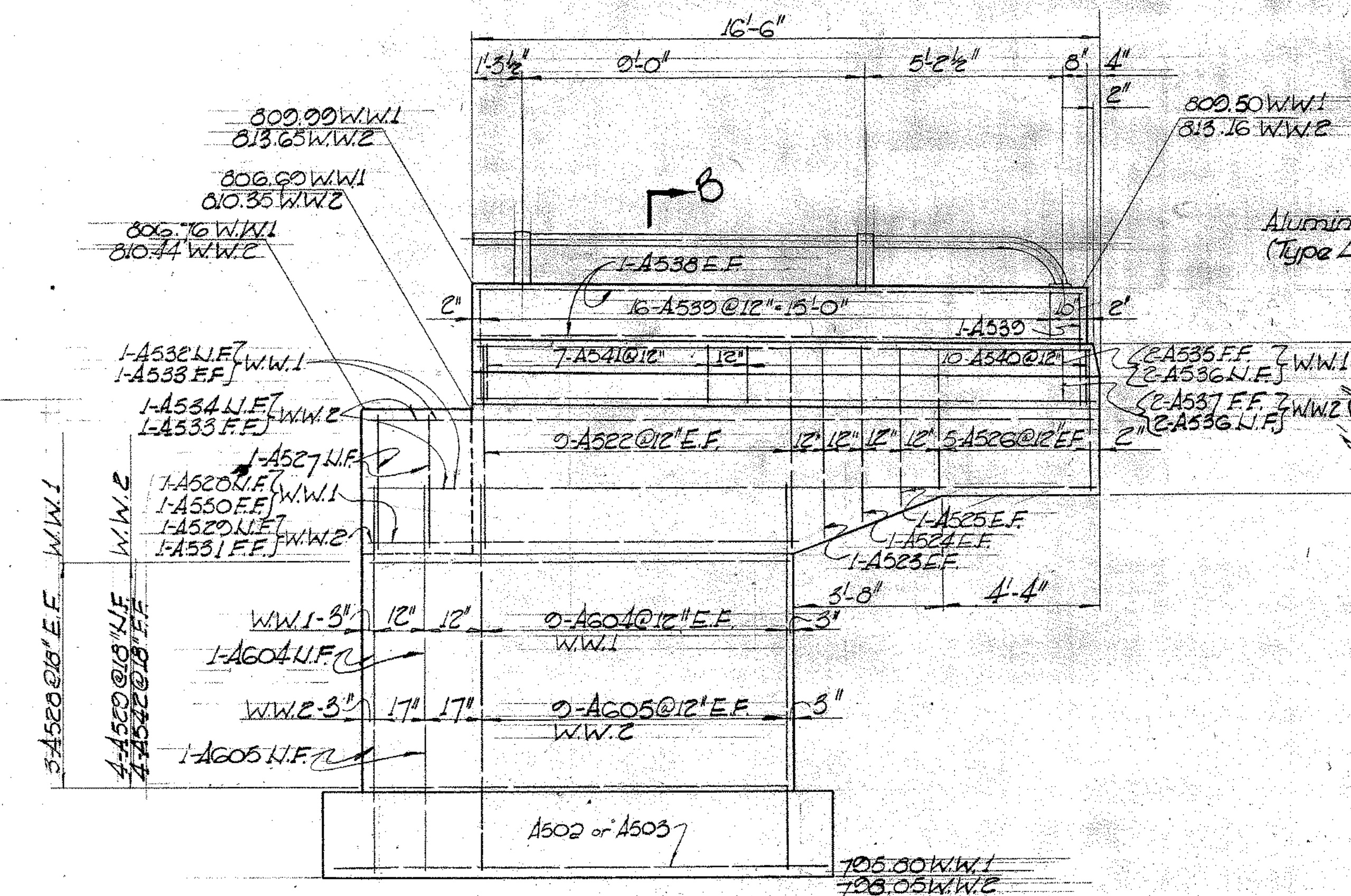
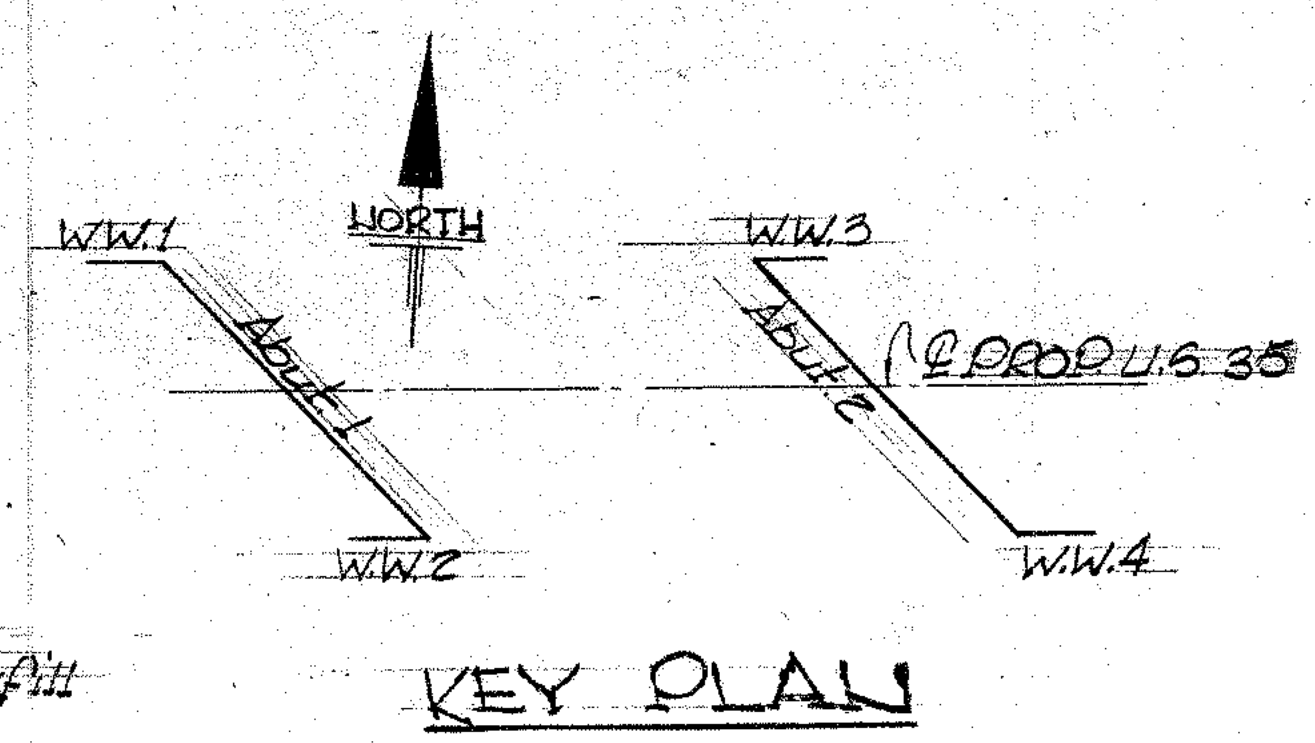
ABUTMENT 2
BRIDGE NO. LOT-55-17.84
PROP. U.S. 35 OVER LINCOLN AVE.
MONTGOMERY CO. STA. 426+10.57 TO
STA. 428+47.40

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.P.R.	J.P.R.		C.F.L.	J.A.D.	9-60	

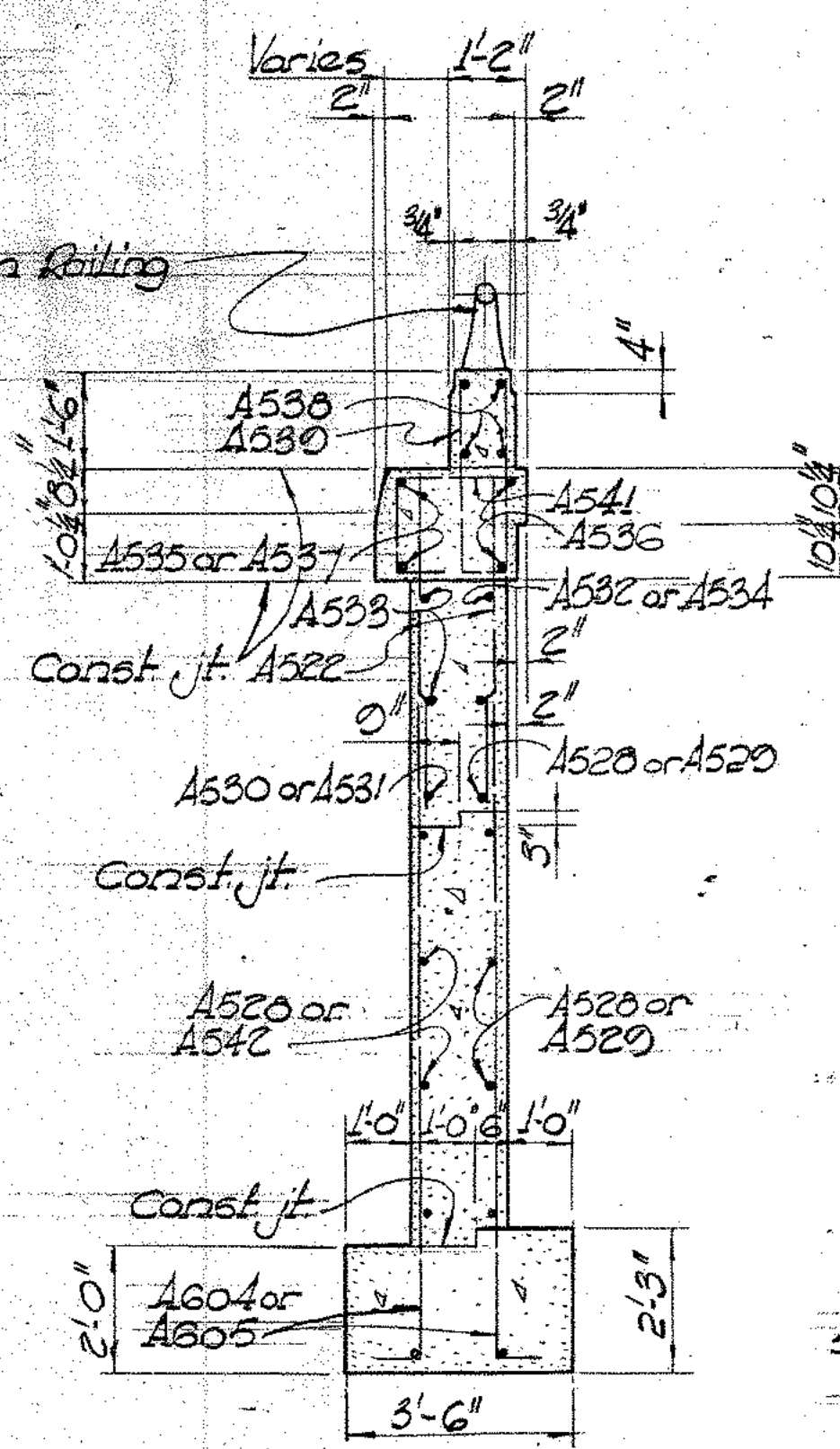
MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	
MONTGOMERY COUNTY NOT-35-(17.80-19.34)		

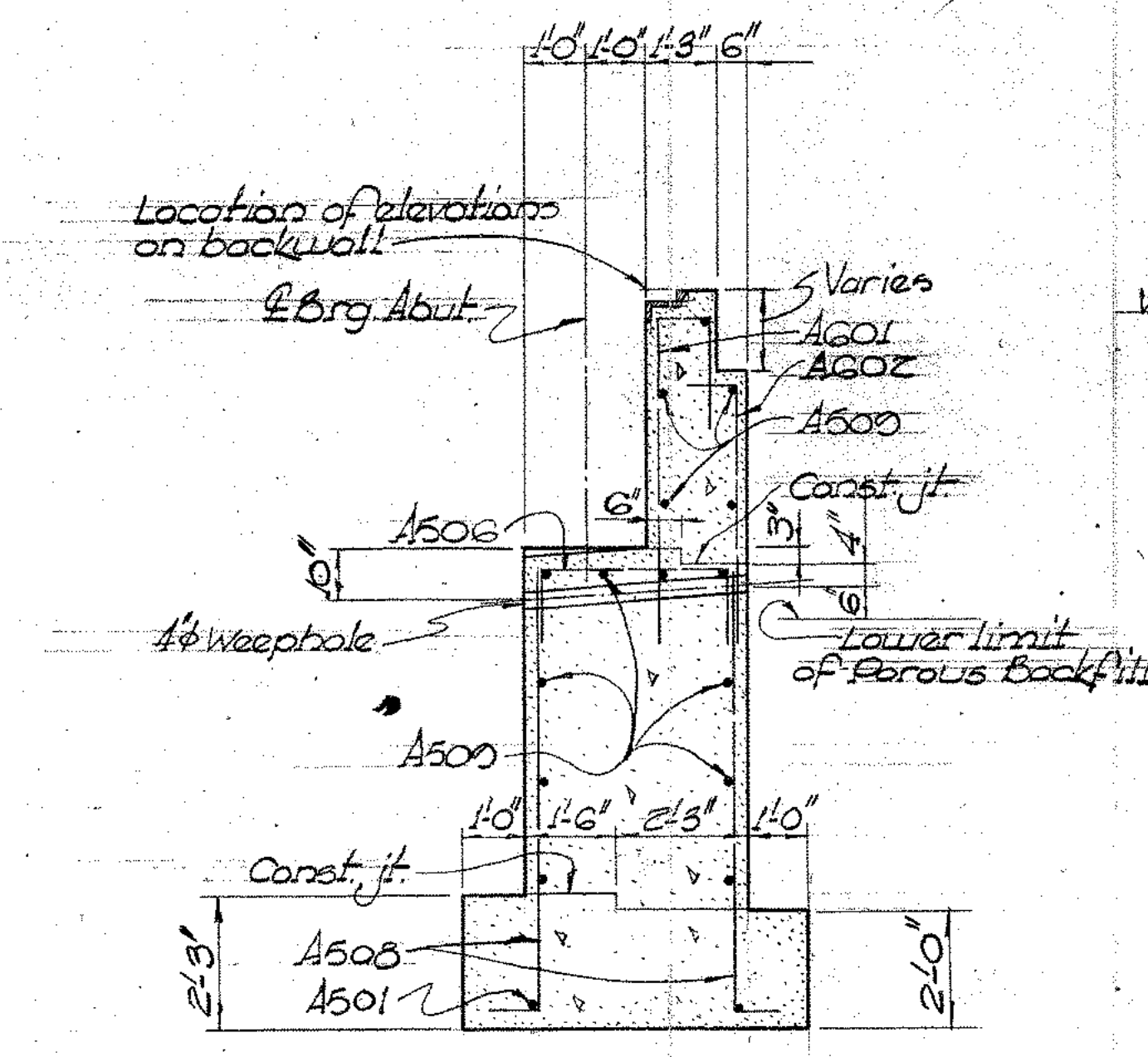
224
285



WINGWALL ELEVATION-ABUTMENT 1

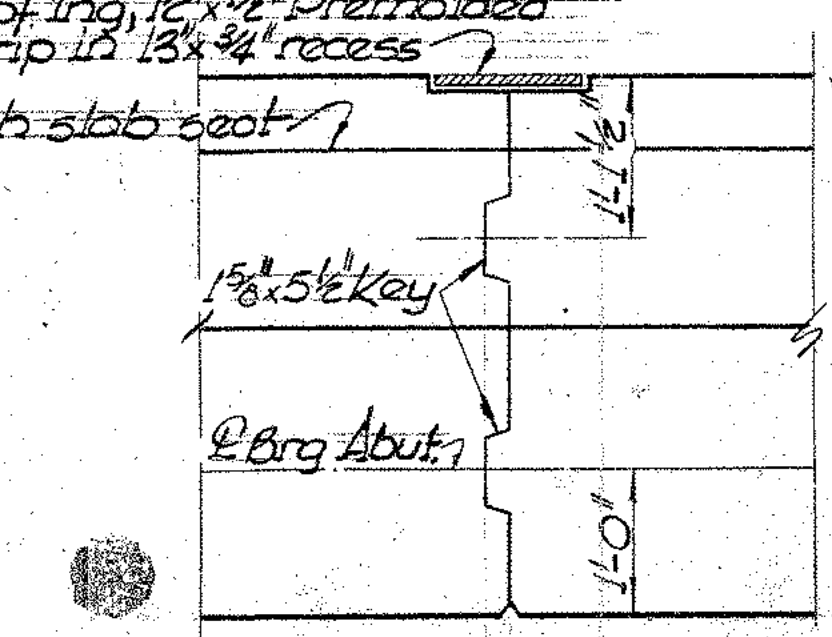


SECTION B-B

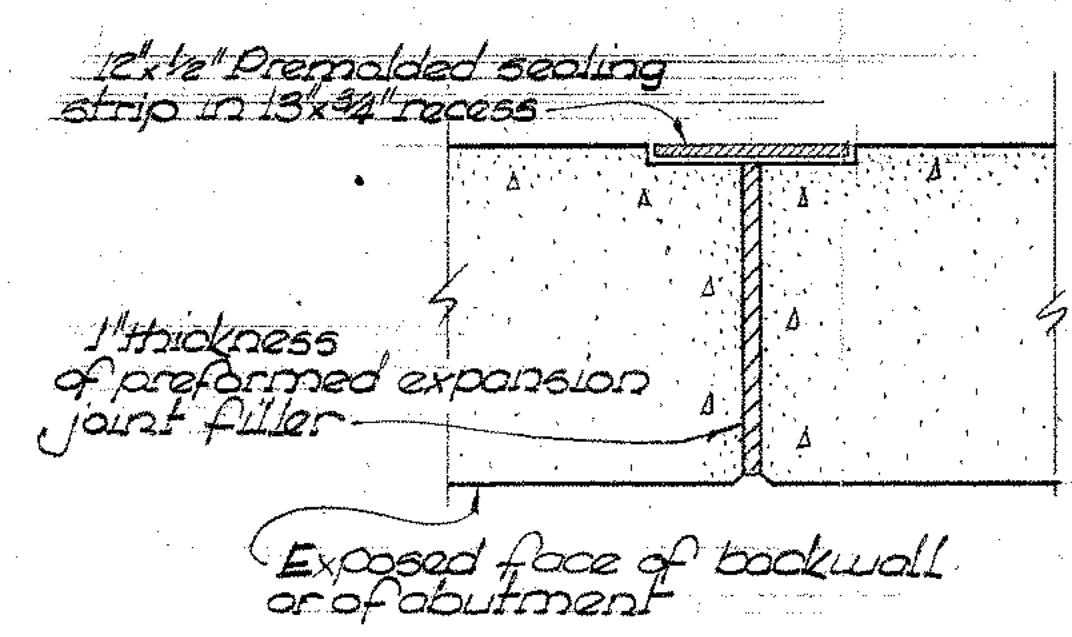


SECTION A-A

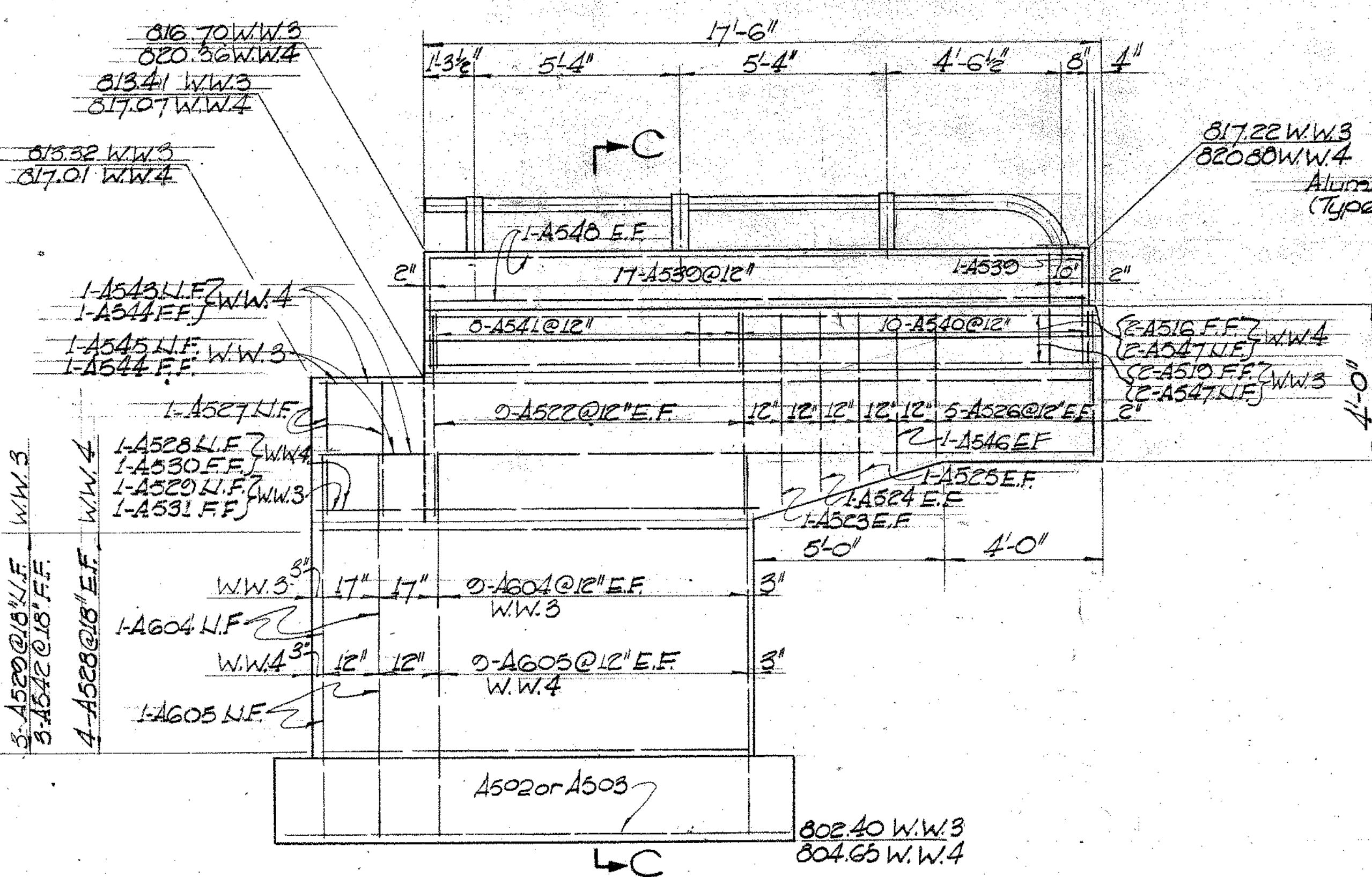
Waterproofing, 12"x1/2" Premolded sealing strip in 1 3/4"x3/4" recess
Approach slab seat



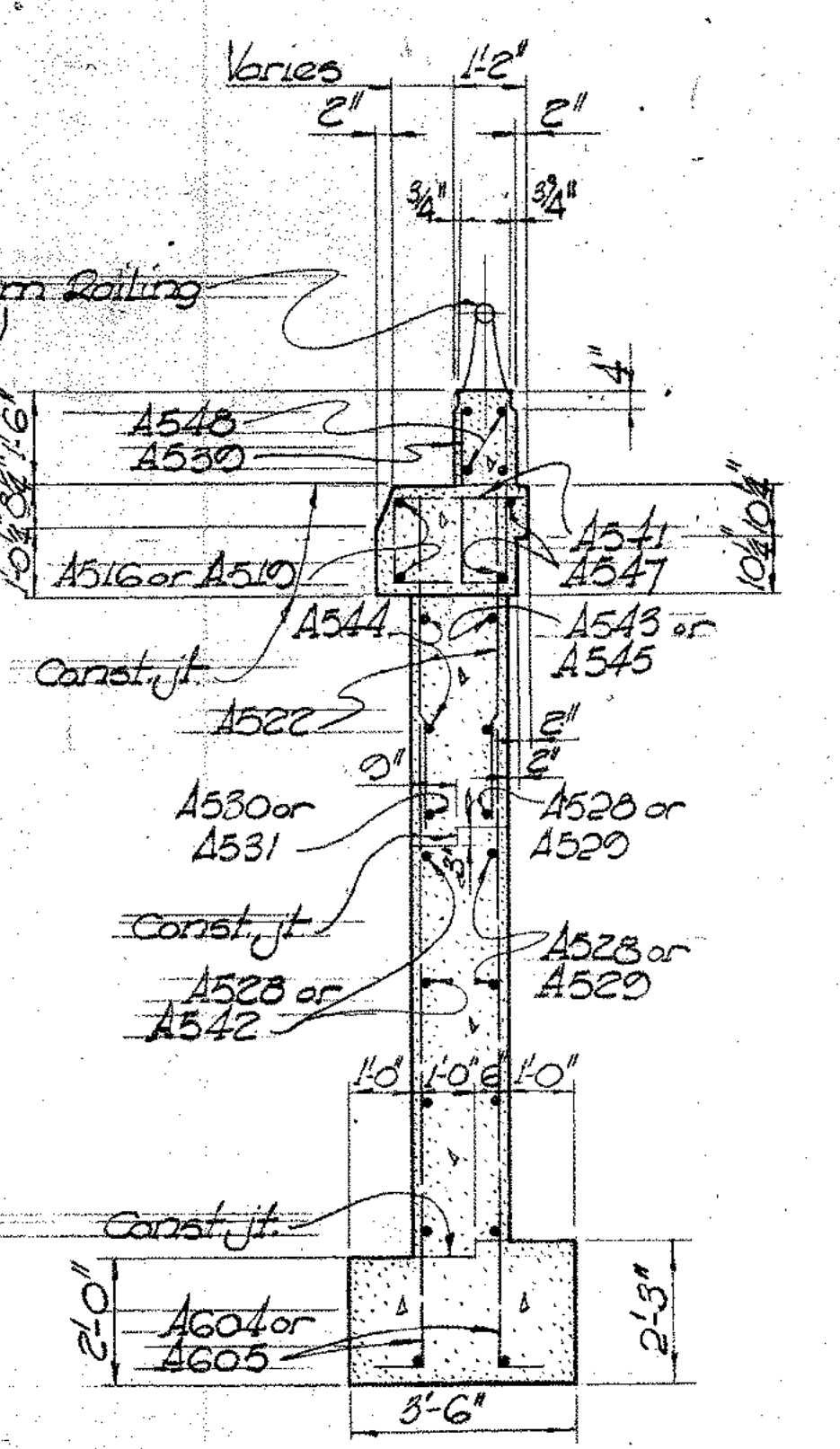
CONTRACTION JOINT



EXPANSION JOINT



WINGWALL ELEVATION-ABUTMENT 2



SECTION C-C

NOTES

- Construction Procedure: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of subgrade for a distance of 200 ft. back of the abutments before construction of the piers is begun. After a minimum waiting period of 60 days construction may be started for the abutments.
- Designations used are as follows:
E.F. = Each Face
F.F. = Far Face
N.F. = Near Face
- For Reinforcing Steel List, see Sheet 228.
- Porous backfill shall be 2 ft. in thickness and have the following properties: Horizontally, full length of abutments; vertically upward to underside of approach slab or paved shoulder; vertically downward to elevation shown on section A-A.
- Parapet concrete, A538 and A548 bars to be included with Item 5-14 for payment.
- For railing details, see Std. Det. AR-1-57. Aluminum railing tubes shall be continuous over supports.
- For location of Sec A-A, see Sheet 222.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

ABUTMENT DETAILS
BRIDGE NO. 107-35-1704
PROP. U.S. 35 OVER LINDEN AVE.
MONTGOMERY CO. STA. 426+10.07 to
STA. 428+47.40

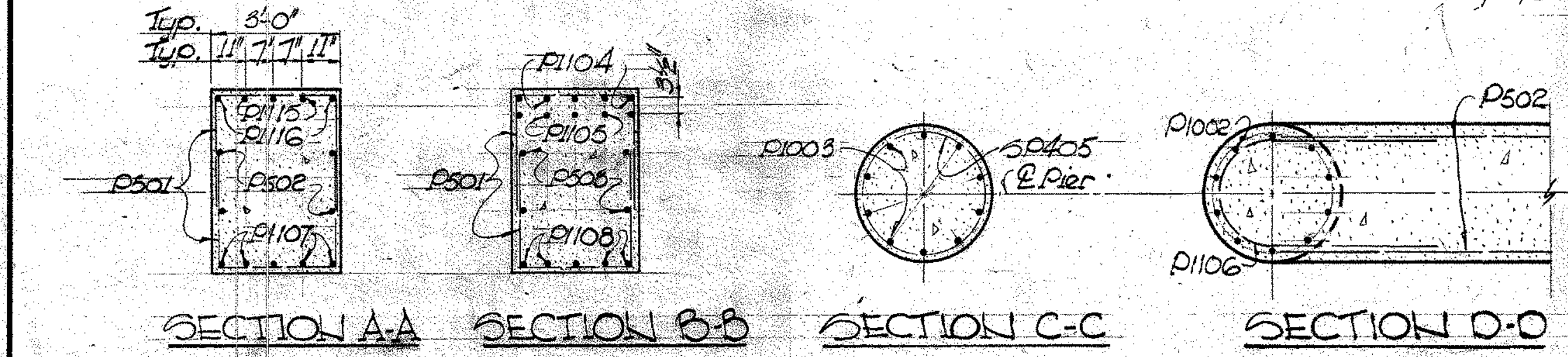
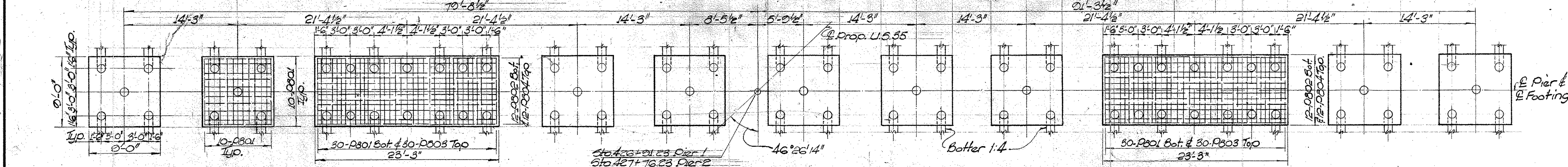
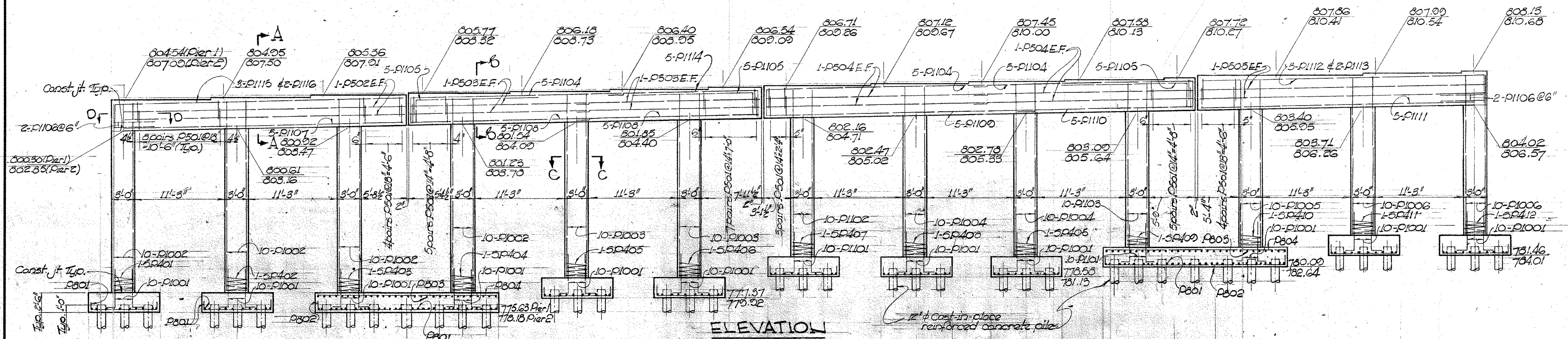
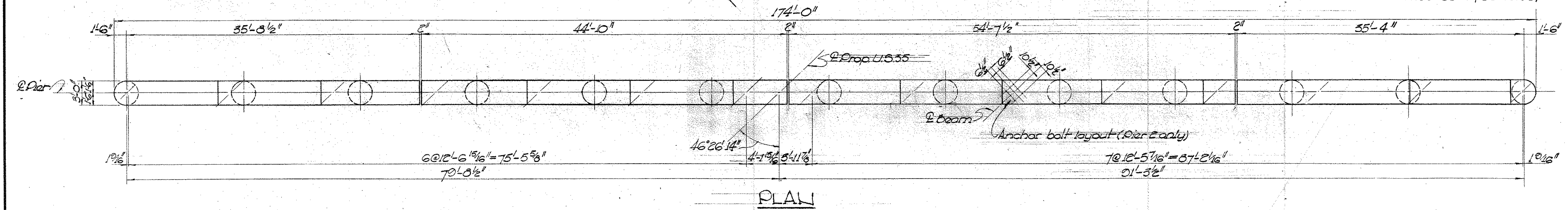
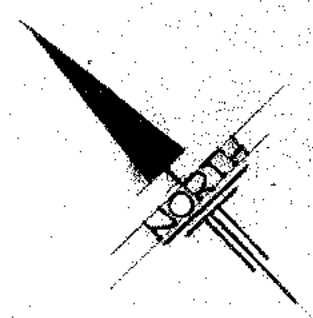
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E.P.A.	J.R.R.		C.F.L.	J.A.O.	0-60	

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JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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MONTGOMERY COUNTY
NOT-35-(1780-10.34)



- NOTES**
1. See Note 1, Sheet 224.
 2. Locate dowels in footings to insure correct spacing of main column steel.
 3. E.F. designates "Each Face".
 4. For Reinforcing Steel List, see Sheet 228.
 5. For anchor bar details, see Std. Dwg. RB-1-55.
 6. Upper elevation of those given in pairs applies to Pier 1 and the lower to Pier 2.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

PIERS 1 & 2
BRIDGE NO. LOT-35-1704
PROP. U.S. 35 OVER LINDEN AVE.

MONTGOMERY CO. STA. 426+10.07 TO
STA. 428+47.40

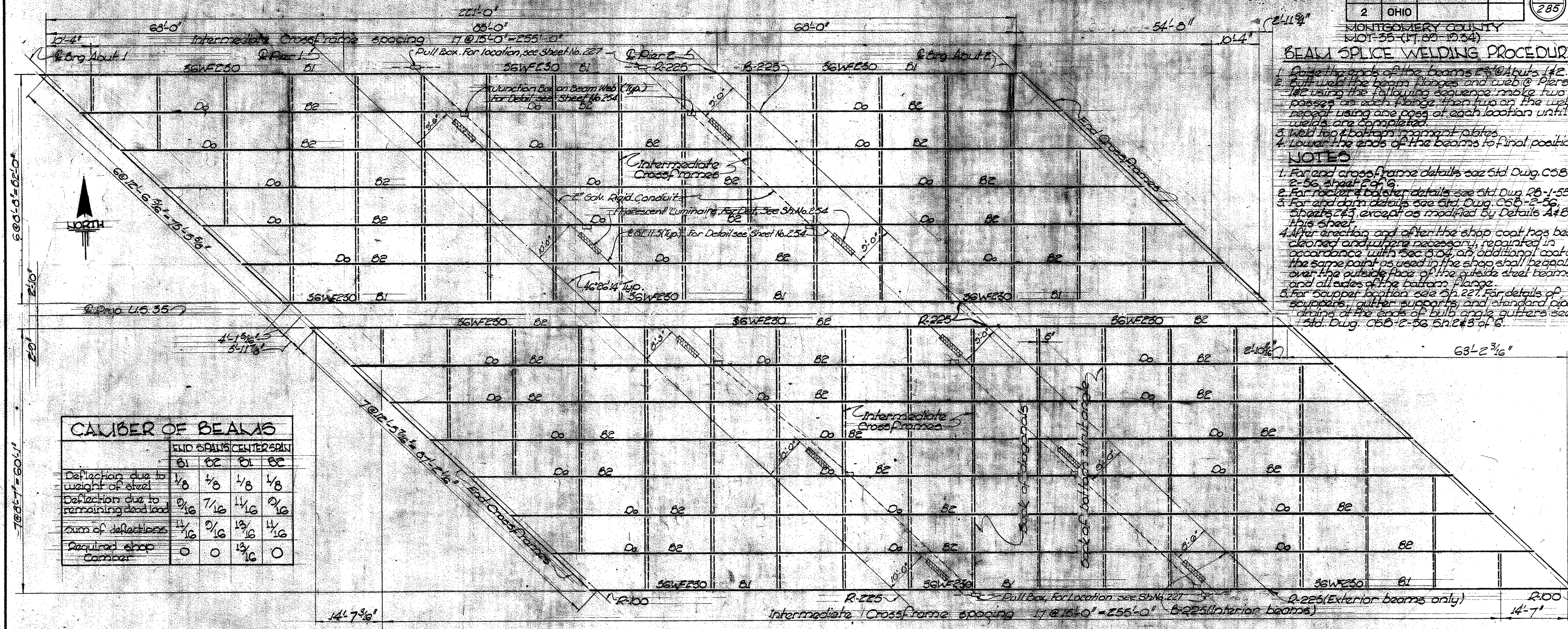
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.P.A.	J.R.R.		C.E.S.	J.A.D.	10-60	

BEAM SPLICE WELDING PROCEDURE

1. Position ends of the beams at Abut. 1 & 2.
2. Bolt weld the beam flanges and web to Piers 1 & 2 using the following sequence: make two passes on each flange, then two on the web, repeat using one pass at each location until welds are completed.
3. Weld top & bottom moment plates.
4. Lower the ends of the beams to final position.

NOTES

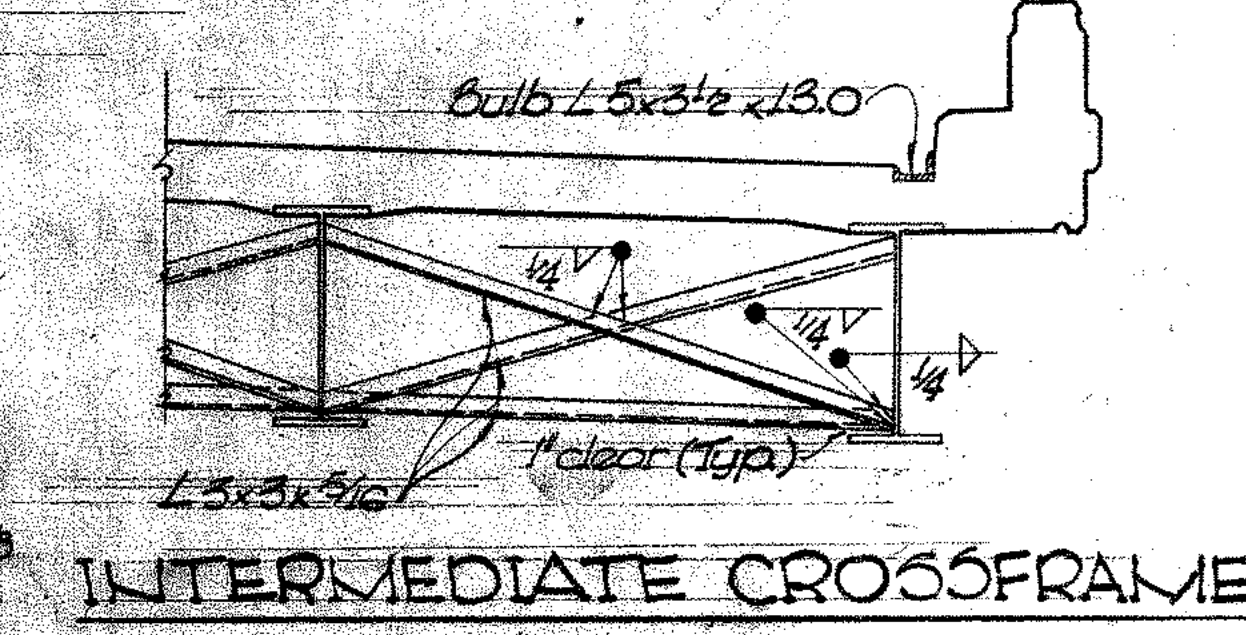
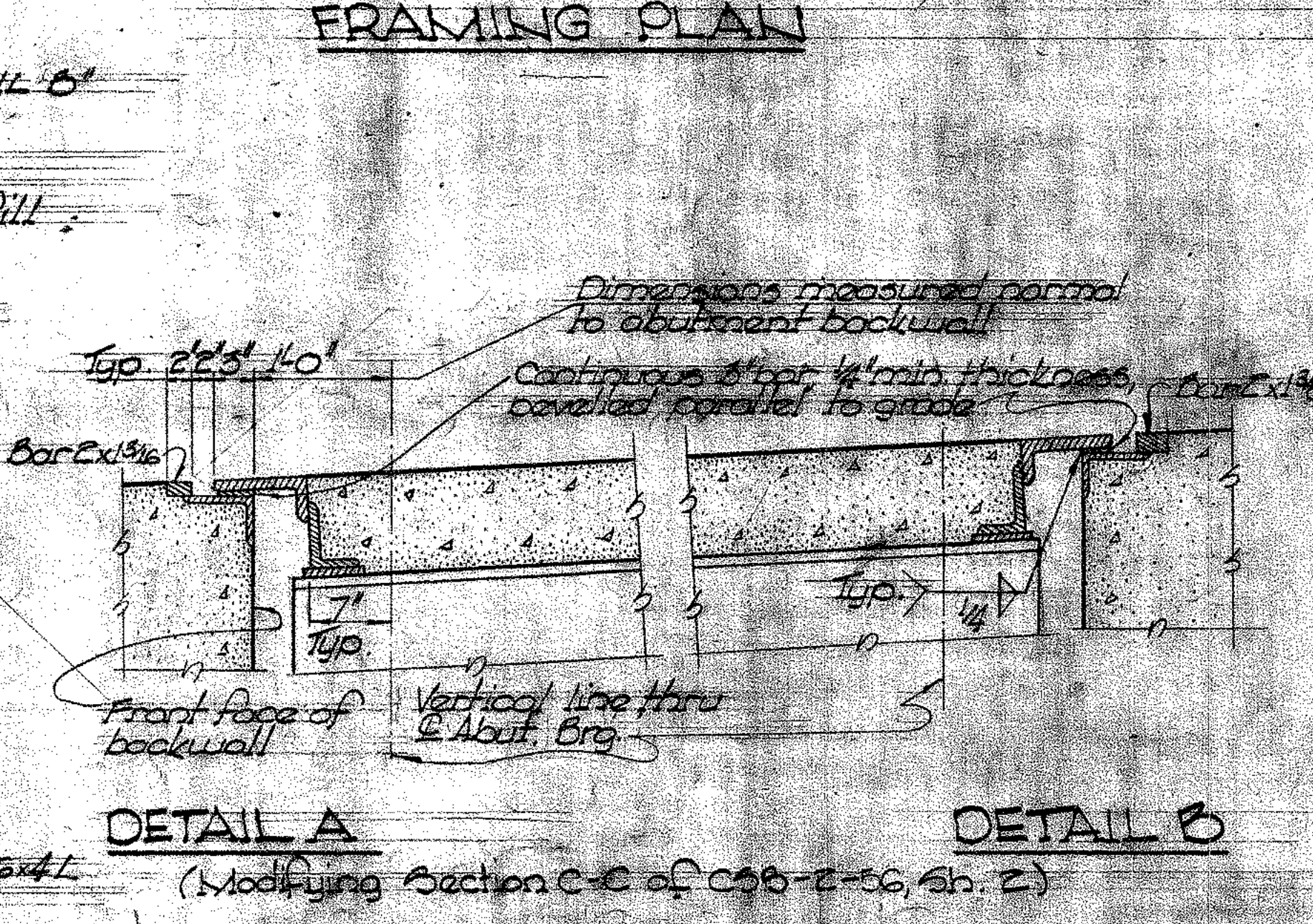
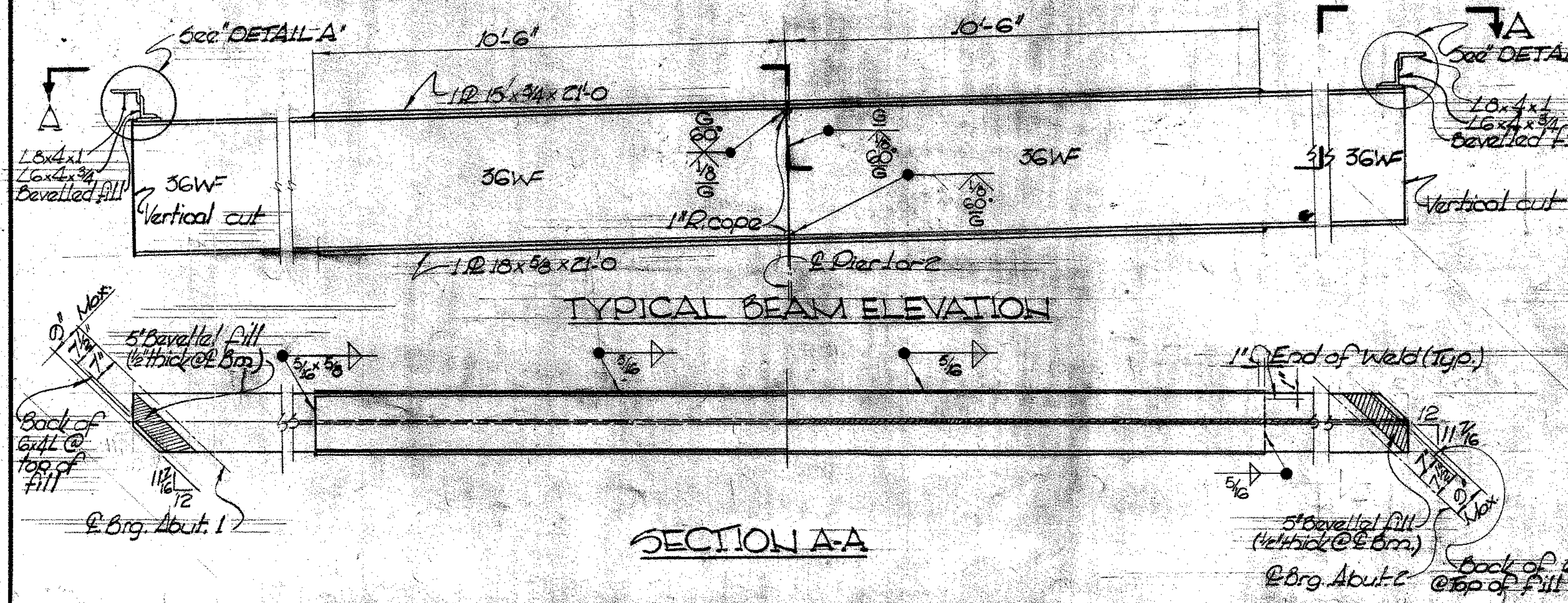
1. For end cross frame details see Std. Dwg. C58-2-56, sheet 2 of 6.
2. For rocker & bolster details see Std. Dwg. 28-1-55.
3. For end abut. details see Std. Dwg. C58-2-56, sheets 2 & 3, except as modified by Details A & B, this sheet.
4. After erection and after the shop coat has been cleaned and where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel beams and all sides of the bottom flange.
5. For scupper location see Sp. 227. For details of scuppers, gutter supports, and standard pipe drains at the ends of bulb angle gutters see Std. Dwg. C66-2-56, sheets 3 of 6.



CALIBER OF BEAMS

	END SPACING		CENTER SPACING	
	B1	B2	B1	B2
Deflection due to weight of steel	1/8	1/8	1/8	1/8
Deflection due to remaining dead load	0/16	7/16	11/16	0/16
sum of deflections	1/16	0/16	13/16	1/16
Required shop Camber	0	0	13/16	0

FRAMING PLAN



VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

FRAMING PLAN AND DETAILS

BRIDGE NO. MOT-35-1704
PROP. U.S. 35 OVER LINDEN AVE
MONTGOMERY CO. STA. 426+10.07 TO
STA. 428+47.40

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.P.A.	J.R.R.		J.C.G.	J.A.D.	9-60	

ABUTMENTS					ABUTMENTS					DECK SLAB					PIERS									
		BRIDGE NO.		BRIDGE NO.				BRIDGE NO.		BRIDGE NO.				BRIDGE NO.		BRIDGE NO.				BRIDGE NO.		BRIDGE NO.		
MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT
A501	32'-2"	Str.	6	201	A547	17'-0"	Str.	4	71	5501	5'-2"	Bent	352	1697	P501	8'-3"	Bent	400	3442					
A502	12'-11"	Str.	4	54	*A548	16'-10"	Str.	0	—	5502	2'-10"	Bent	352	1040	P502	25'-7"	Str.	8	207					
A503	11'-5"	Str.	4	40						5503	4'-0"	Bent	352	1744	P503	23'-1"	Str.	16	385					
A504	30'-0"	Str.	6	192						*5504	17'-4"	Str.	89	—	P504	28'-0"	Str.	16	467					
A505	0'-5"	Bent	104	1703	AG01	8'-5"	Bent	246	3110	*5505	14'-2"	Str.	16	—	P505	35'-2"	Str.	8	293					
A506	6'-2"	Bent	344	2213	AG02	5'-10"	Bent	246	2155	5506	5'-10"	Bent	143	870										
A507	26'-4"	Str.	30	824	AG03	13'-0"	Bent	00	2024	5507	3'-1"	Str.	133	492										
A508	7'-7"	Bent	326	2570	AG04	0'-0"	Bent	40	586	5508	4'-4"	Bent	143	646	P801	10'-6"	Bent	480	13,457					
A509	21'-6"	Str.	60	1345	AG05	11'-1"	Bent	40	666	5509	1'-7"	Str.	143	236	P802	24'-0"	Bent	48	3172					
A510	5'-3"	Str.	4	22						5510	6'-6"	Bent	2	14	P803	8'-8"	Str.	120	2777					
A511	5'-11"	Bent	4	25						5511	5'-0"	Bent	2	10	P804	22'-11"	Str.	48	2937					
A512	8'-11"	Bent	168	1562						5512	2'-0"	Bent	10	21										
A513	21'-4"	Str.	60	1335						5514	4'-0"	Str.	8	33										
A514	23'-3"	Str.	30	727						5601	20'-7"	Str.	546	24,261	P1001	6'-10"	Bent	220	6460					
A515	20'-10"	Str.	6	187						5602	32'-10"	Str.	542	26,720	P1002	26'-2"	Str.	80	2008					
A516	17'-6"	Str.	2	37						5603	Varies; 11'-3" to 23'-11" Incr. 7 1/2"	Str.	2 Series of 29	1757	P1003	25'-0"	Str.	40	4432					
A517	5'-0"	Str.	12	63						5604	Varies; 5'-6" to 35'-0" Incr. 7 1/2"	Str.	2 Series of 53	3463	P1004	25'-6"	Str.	40	4389					
A518	33'-2"	Str.	6	208						5605	Varies; 9'-10" to 32'-4" Incr. 7 1/2"	Str.	2 Series of 37	2343	P1005	24'-0"	Str.	20	2130					
A519	16'-5"	Str.	2	34						5606	Varies; 5'-7" to 30'-4" Incr. 7 1/2"	Str.	2 Series of 55	3711	P1006	23'-6"	Str.	40	4045					
A520	20'-10"	Str.	30	652						5607	3'-0"	Str.	32	365	P1101	7'-3"	Bent	40	1541					
A521	27'-4"	Str.	30	855						5608	33'-8"	Str.	182	79,450	P1102	25'-0"	Str.	20	2657					
A522	5'-2"	Str.	72	388						5609	34'-0"	Str.	182	92,004	P1103	24'-6"	Str.	20	2603					
A523	4'-0"	Str.	8	40						5701	20'-0"	Str.	546	33,202	P1104	22'-2"	Bent	30	5127					
A524	4'-5"	Str.	8	37						5702	33'-0"	Str.	542	36,550	P1105	10'-2"	Bent	30	3055					
A525	4'-0"	Str.	8	33						5703	Varies; 11'-7" to 30'-11" Incr. 7 1/2"	Str.	2 Series of 29	2411	P1106	10'-6"	Bent	8	446					
A526	3'-8"	Str.	40	153						5704	Varies; 3'-6" to 38'-0" Incr. 7 1/2"	Str.	2 Series of 59	4712	P1107	25'-7"	Str.	10	1891					
A527	3'-6"	Str.	8	29						5705	Varies; 10'-0" to 32'-6" Incr. 7 1/2"	Str.	2 Series of 37	3214	P1108	24'-1"	Str.	20	2559					
A528	10'-2"	Str.	16	170						5706	Varies; 5'-7" to 30'-4" Incr. 7 1/2"	Str.	2 Series of 55	5050	P1109	33'-8"	Str.	10	1789					
A529	11'-0"	Str.	9	103						5619	4'-6"	Bent	8	54	P1110	24'-4"	Str.	10	1293					
A530	8'-2"	Str.	2	18						5620	4'-9"	Bent	16	114	P1111	35'-2"	Str.	10	1868					
A531	7'-6"	Str.	2	16											P1112	30'-7"	Bent	6	1262					
A532	10'-2"	Str.	2	38											P1113	38'-10"	Bent	4	825					
A533	15'-2"	Str.	4	63											P1114	22'-3"	Bent	10	1182					
A534	10'-0"	Str.	2	40											P1115	30'-11"	Bent	6	1272					
A535	16'-6"	Str.	2	34											P1116	30'-2"	Bent	4	832					
A536	16'-0"	Str.	4	67																				
A537	15'-6"	Str.	2	32																				
*A538	15'-10"	Str.	8	—																				
A539	6'-0"	Bent	70	438																				
A540	Varies; 3'-1" to 3'-10" Incr. 1"	Bent	4 Series of 10	144																				
A541	3'-11"	Bent	30	123																				
A542	10'-6"	Str.	7	77																				
A543	10'-2"	Str.	2	40																				
A544	16'-2"	Str.	4	67																				
A545	20'-0"	Str.	2	42																				
A546	3'-10"	Str.	4	16																				

REPLACEMENT BARS

MARK	NO.	LENGTH	SHAPE
RE 4	1	5'-3"	Bent.
RE 5	2	5'-7"	Str.
RE 6	3	5'-11"	Str.
RE 7	5	6'-3"	Str.
RE 8	2	6'-6"	Str.
RE 9	—	6'-10"	Str.
RE 10	2	7'-3"	Str.
RE 11	2	7'-7"	Str.

If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 3-4.02 need not be furnished and replacement bars will not be required.

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

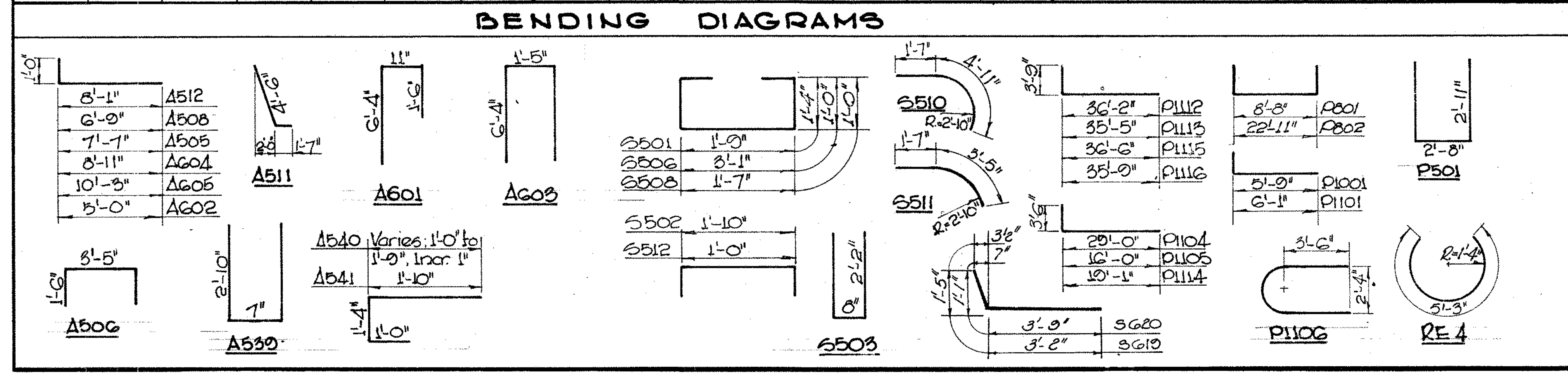
The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4. 1/2 closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers, weighing approximately 0.63 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 0.63 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

	CORE DIA	% SPIRAL	PITCH	NO. TURNS
SP401	22'-2"	Bent	2	817
SP402	22'-5"	Bent	2	826
SP403	22'-0"	Bent	2	837
SP404	23'-1"	Bent	2	849
SP405	21'-8"	Bent	4	1508
SP406	22'-0"	Bent	2	811
SP407	21'-1"	Bent	2	780
SP408	21'-5"	Bent	2	790
SP409	20'-6"	Bent	2	758
SP410	20'-2"	Bent	2	767
SP411	10'-0"	Bent	2	731
SP412	20'-1"	Bent	2	743

NOTE

- Bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number.
- * Bars marked with single asterisks to be included for payment under Item 5-14 Railing.
- All dimensions are out to out of bar.
- The "Length" of bent bars is measured along the centerline.



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REINFORCING STEEL LIST

BRIDGE NO. MOT. 35-1704
PROP. U.S. 35 OVER LINDEN AVE.
MONTGOMERY CO. STA. 426+90.7 to
STA. 428+47.40

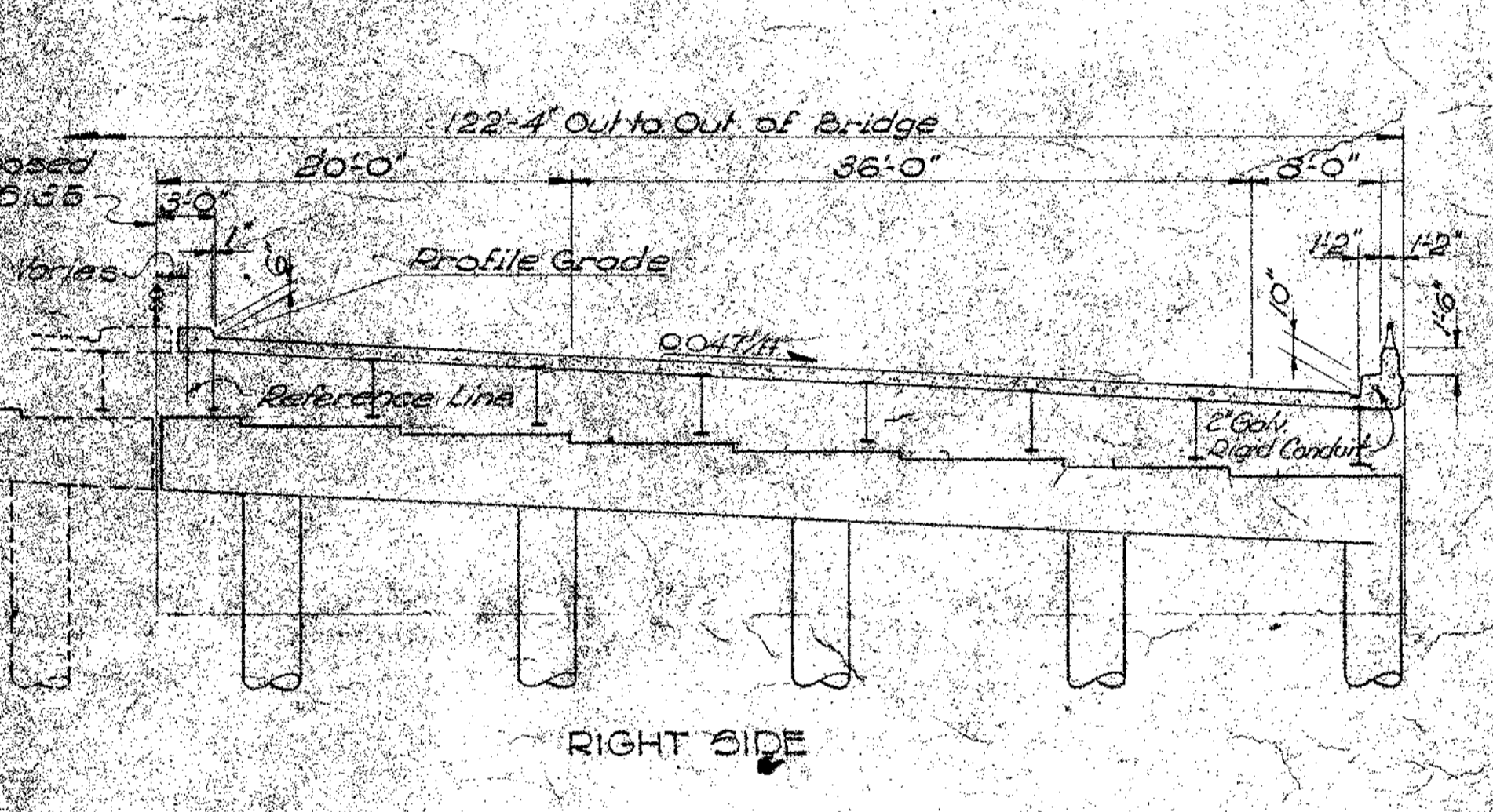
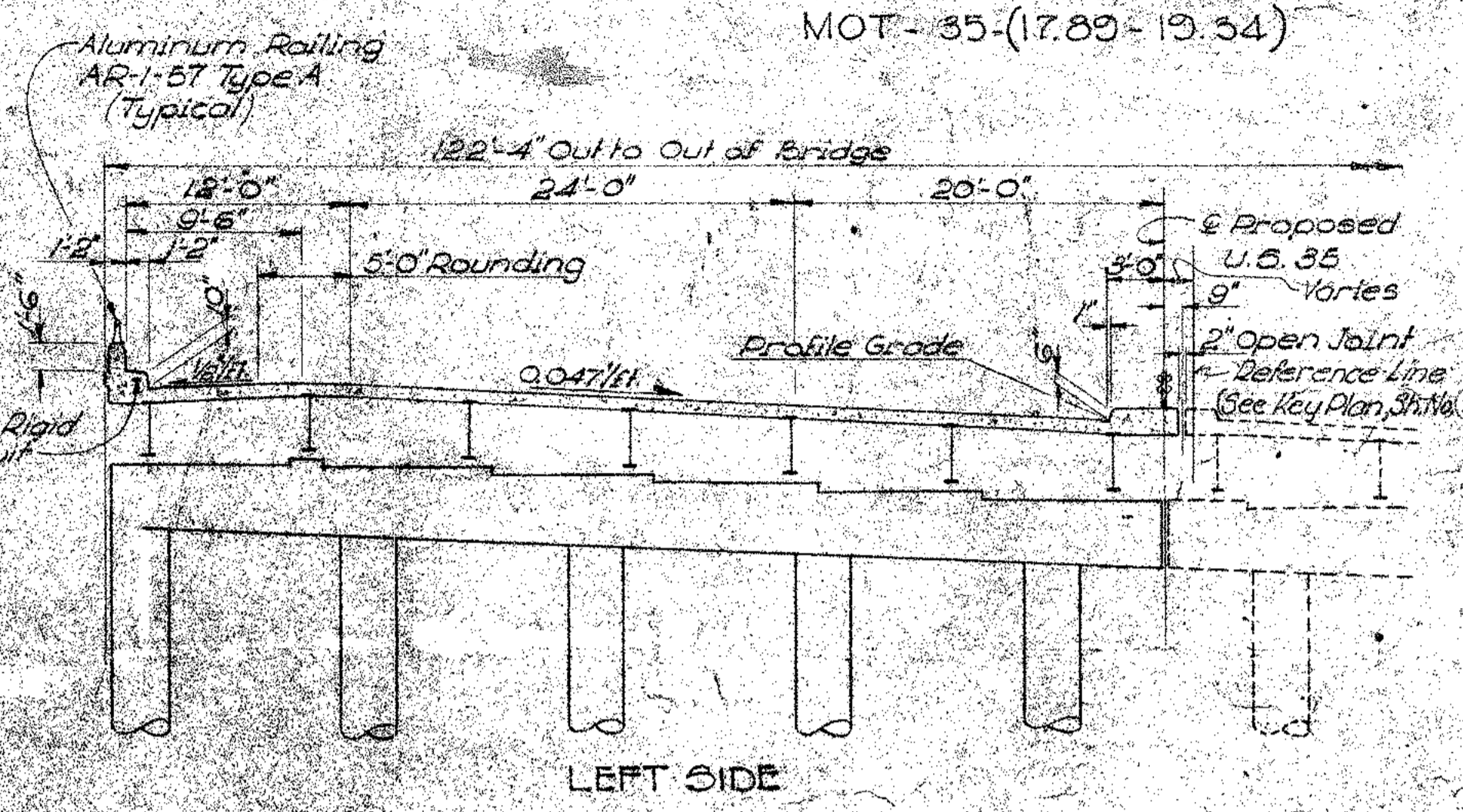
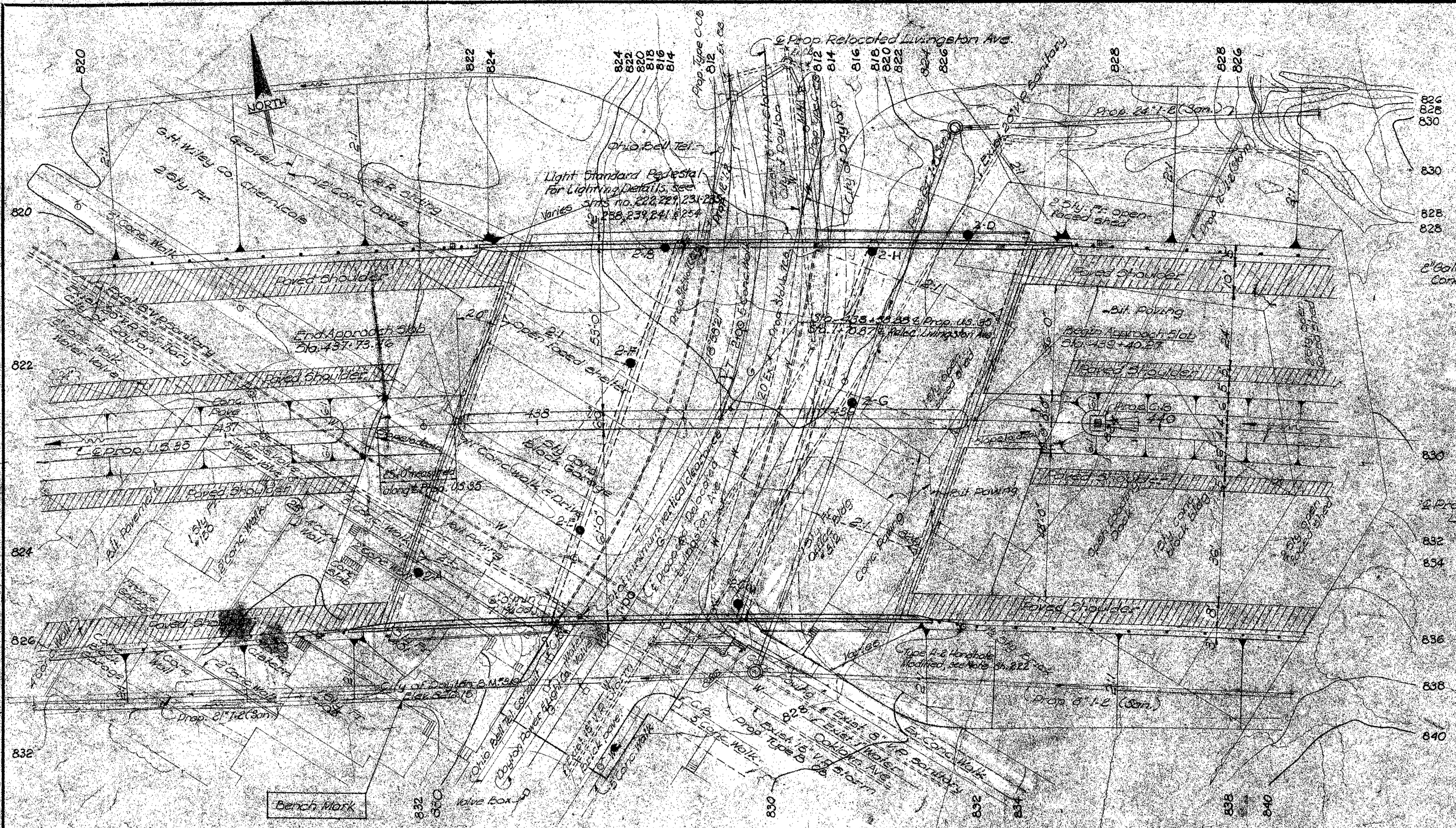
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JRR	JRR	JRR	EPK	J&D	9-60	

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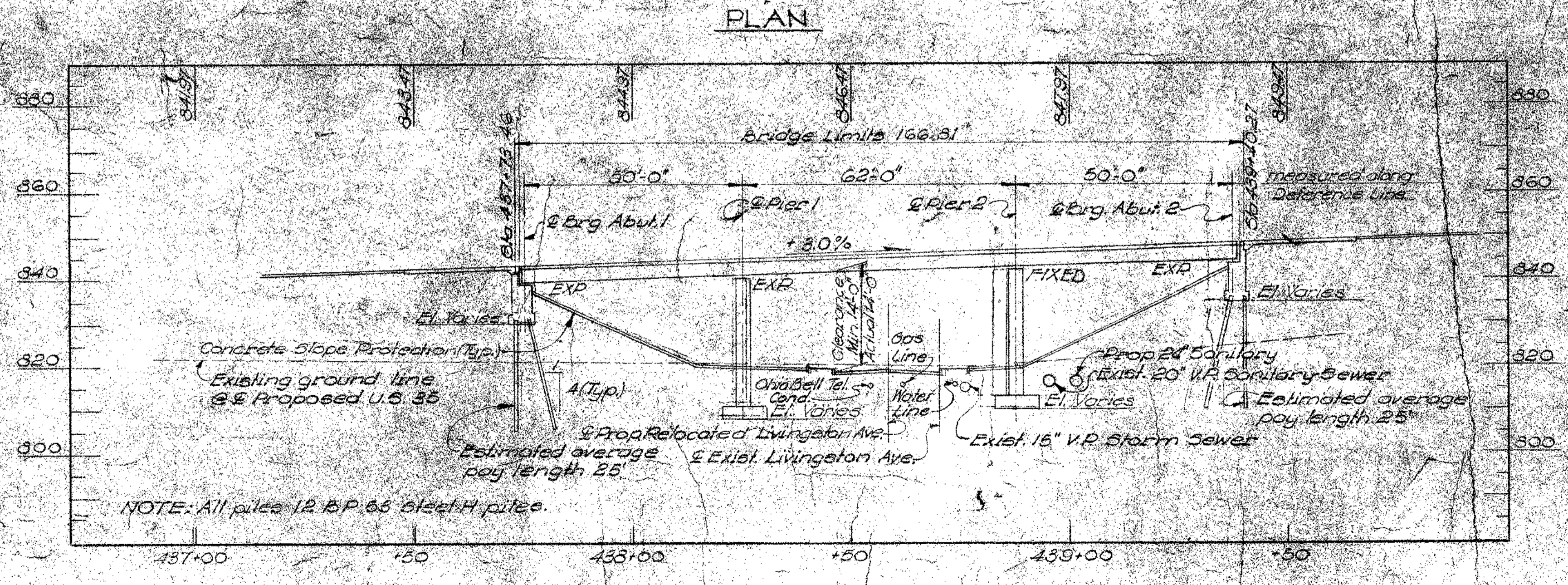
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

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SECTION THRU BRIDGE



CURVE DATA

Prop. U.S. 35
 $\Delta = 54.2215^\circ$
 $LC = 2$
 $R = 2864.79$
 $LC = 300$ (each end)
 $LC = 1418.55$
 $T = 1036.40$
 $E = 135.50$
 $TS = 431+71.07$
 $SC = 434+74.07$
 $PT = 442+07.43$
 $CS = 443+39.62$
 $ST = 451+39.62$
 Prop. Relocated Livingston Ave
 $\Delta = 40.3749^\circ$
 $LC = 20.00$
 $R = 236.43$
 $LC = 202.56$
 $T = 105.59$
 $E = 13.34$
 $PT = 2+07.15$

NOTES

- Symbol denotes drill hole. See Sheet No. 230 for test boring data.
- Foundation design and foundation quantities are based on a study of test borings and soil samplings made at the site. This sounding information may be inspected in the Office of the Bureau of Bridges in Columbus or in an bridged form in the Division Office, but the State assumes no responsibility for the accuracy thereof.
- For Reference Line, see Key Plan, Sheet No. 230.

PROPOSED STRUCTURE

TYPE: Continuous rolled steel beam, reinforced concrete deck and substructure.
 SPANS: 50'-0", 62'-0", 50'-0"
 (measured along Reference Line)
 ROADWAY: 120'-0" face to face of parapets
 LOAD FREQUENCY: C.F. = 2000 (57)
 Adequate for alternate AASHTO Loading
 SKEW: 20°00'00" LF
 WEARING SURFACE: Monolithic concrete
 APPROACH SLABS: A6-1-54 (25' long)
 ALIGNMENT: 2°00'00" Curve RH

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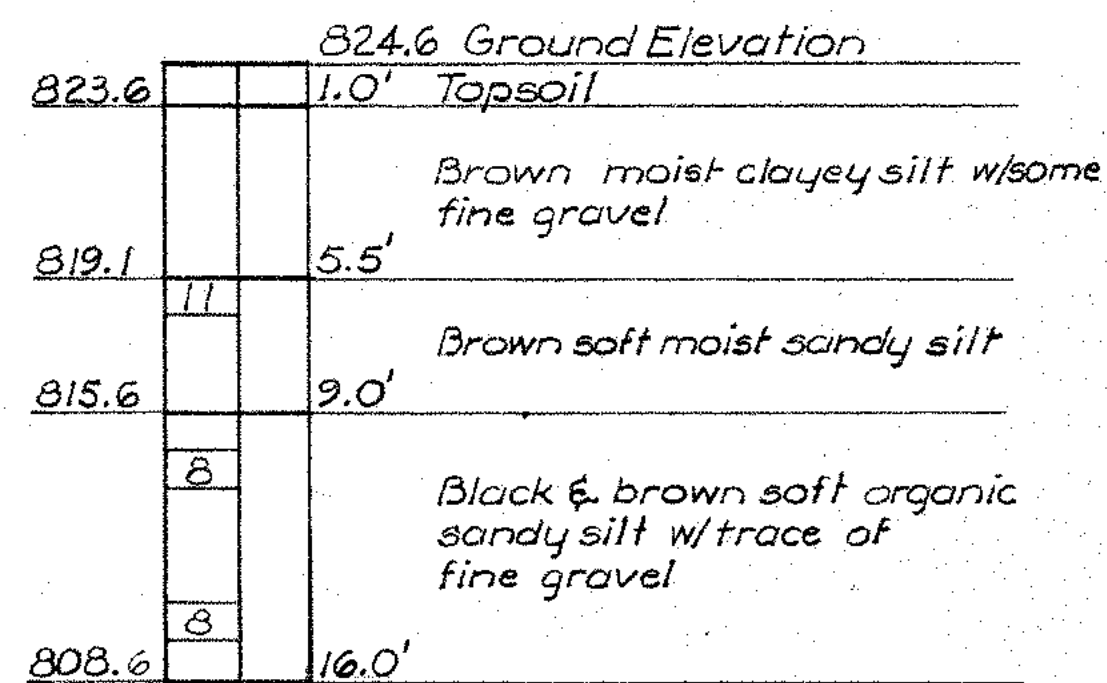
SITE PLAN

BRIDGE NO. MOT-35-1815
 PROPOSED U.S. 35 OVER PROP. RELOCATED LIVINGSTON AVE.
 MONTGOMERY CO. STA. 437+73.46 TO STA. 459+40.27

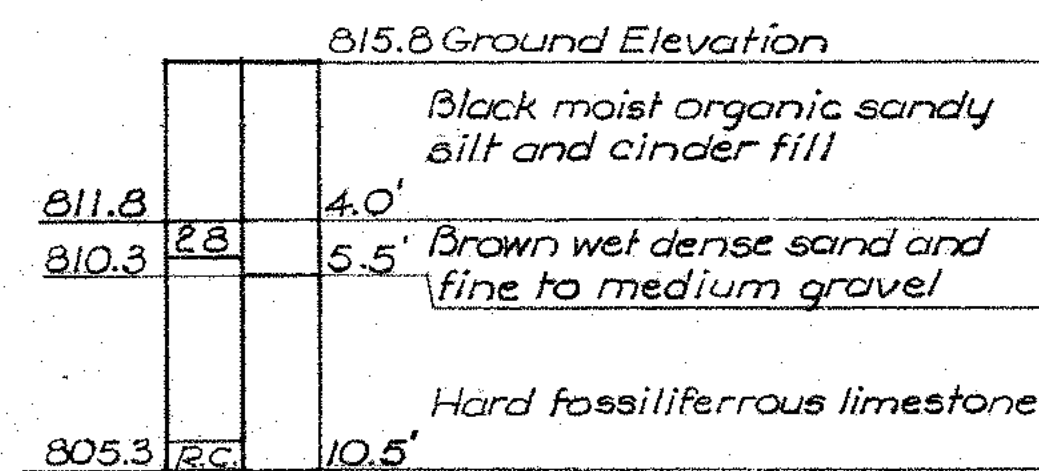
PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEIL	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
AERIAL PHOTO	K.L.	J.C.G.	D.B.	R.F.C.	

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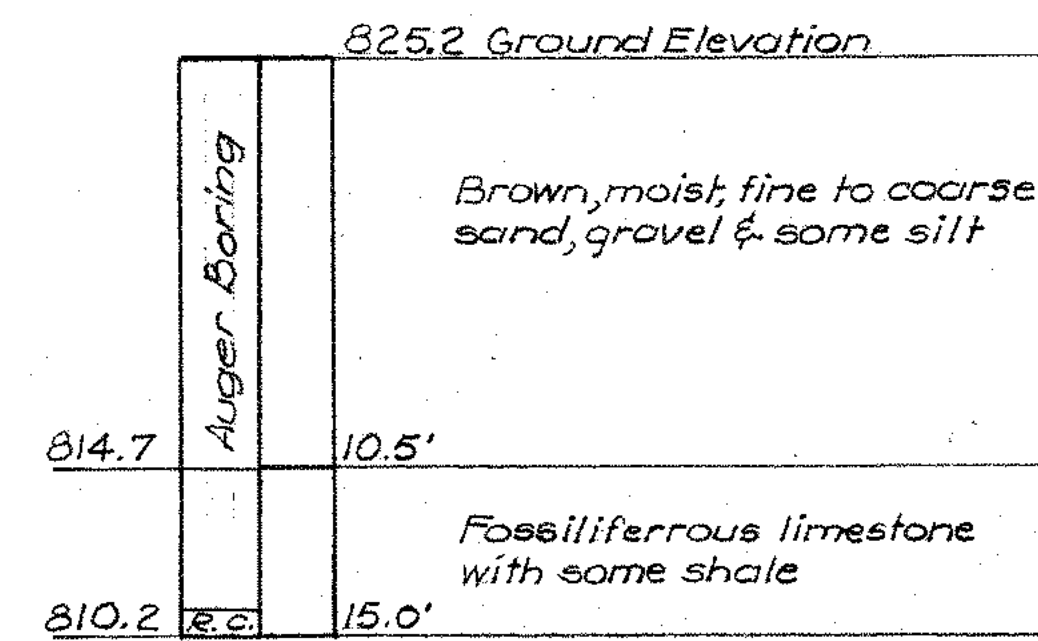
MONTGOMERY COUNTY
MOT-35-(17.83-19.34)



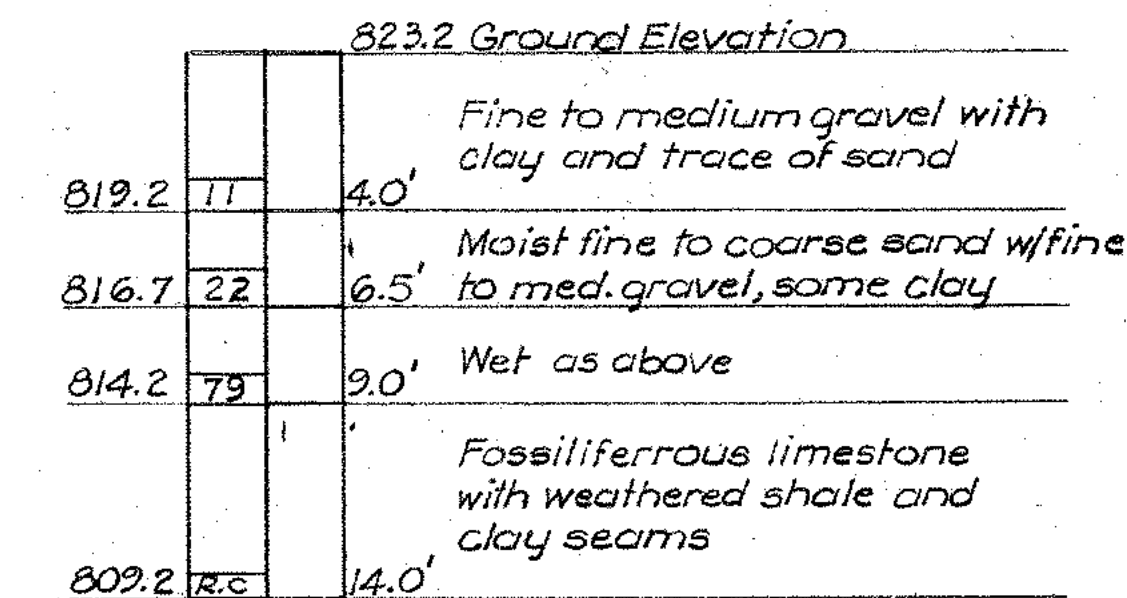
BORING 2-A
Sta. 10+52 10' Lt.



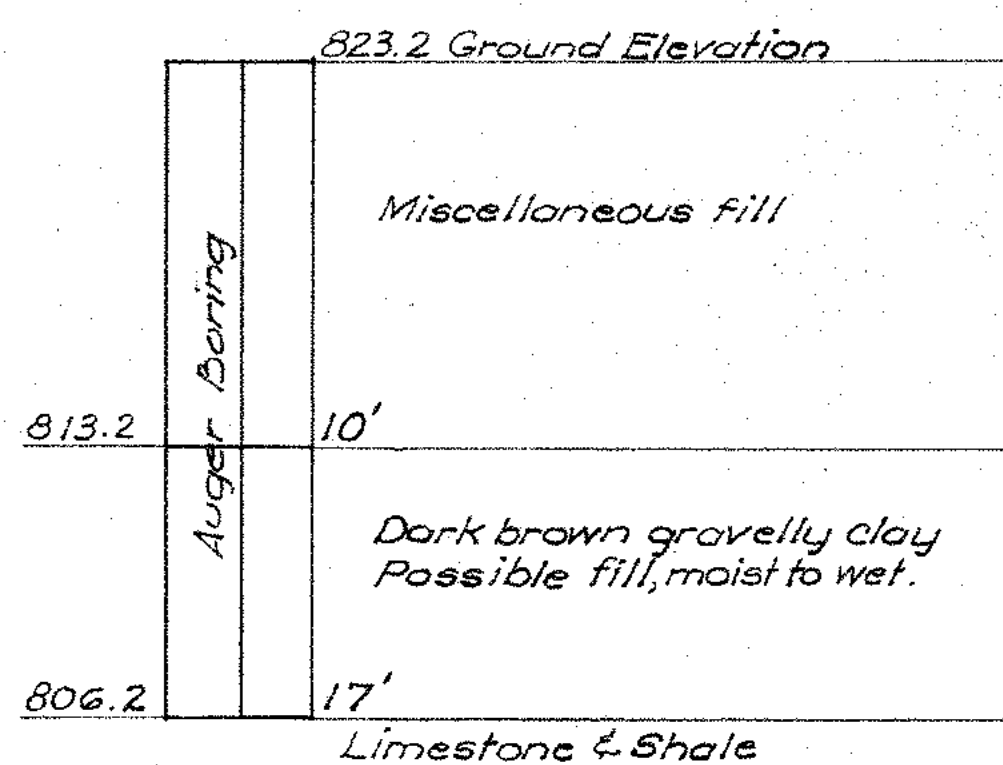
BORING 2-B
Sta. 10+40 118' R



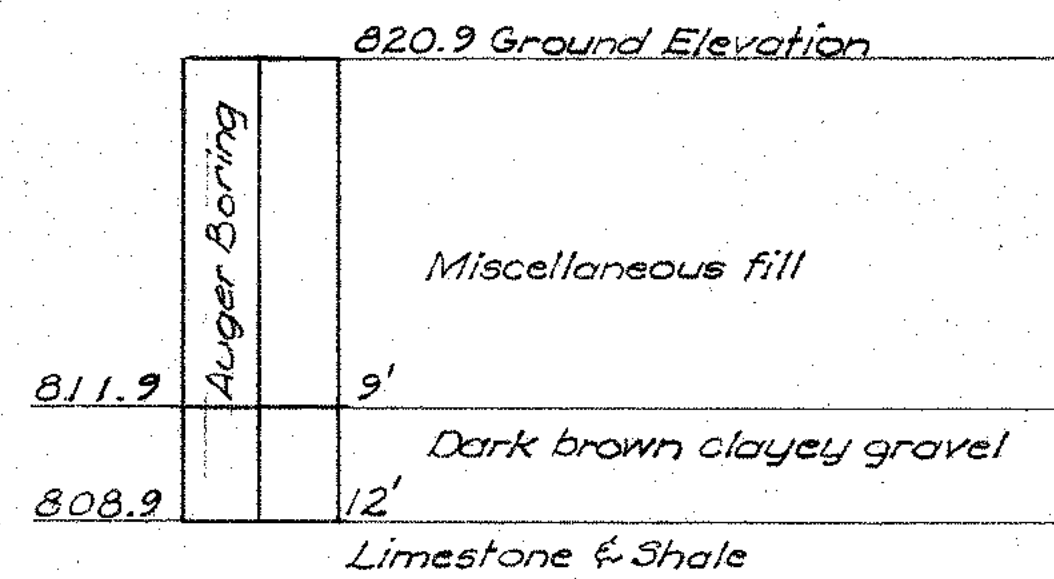
BORING 2-C
Sta. 9+59 36' Rt.



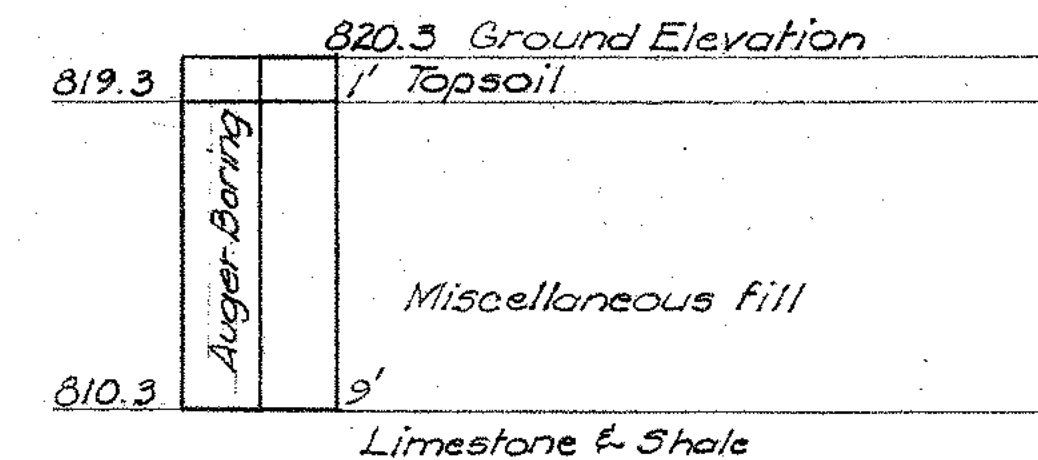
BORING 2-D
Sta. 9+61 175' Rt.



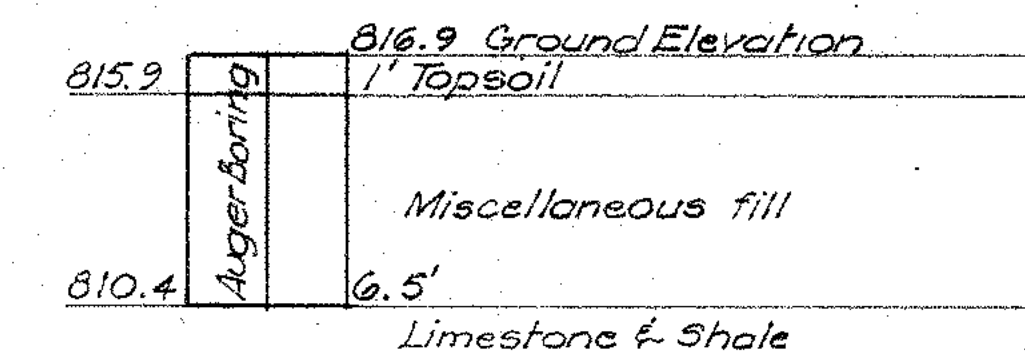
BORING 2-E
Sta. 438+15 36' Rt.



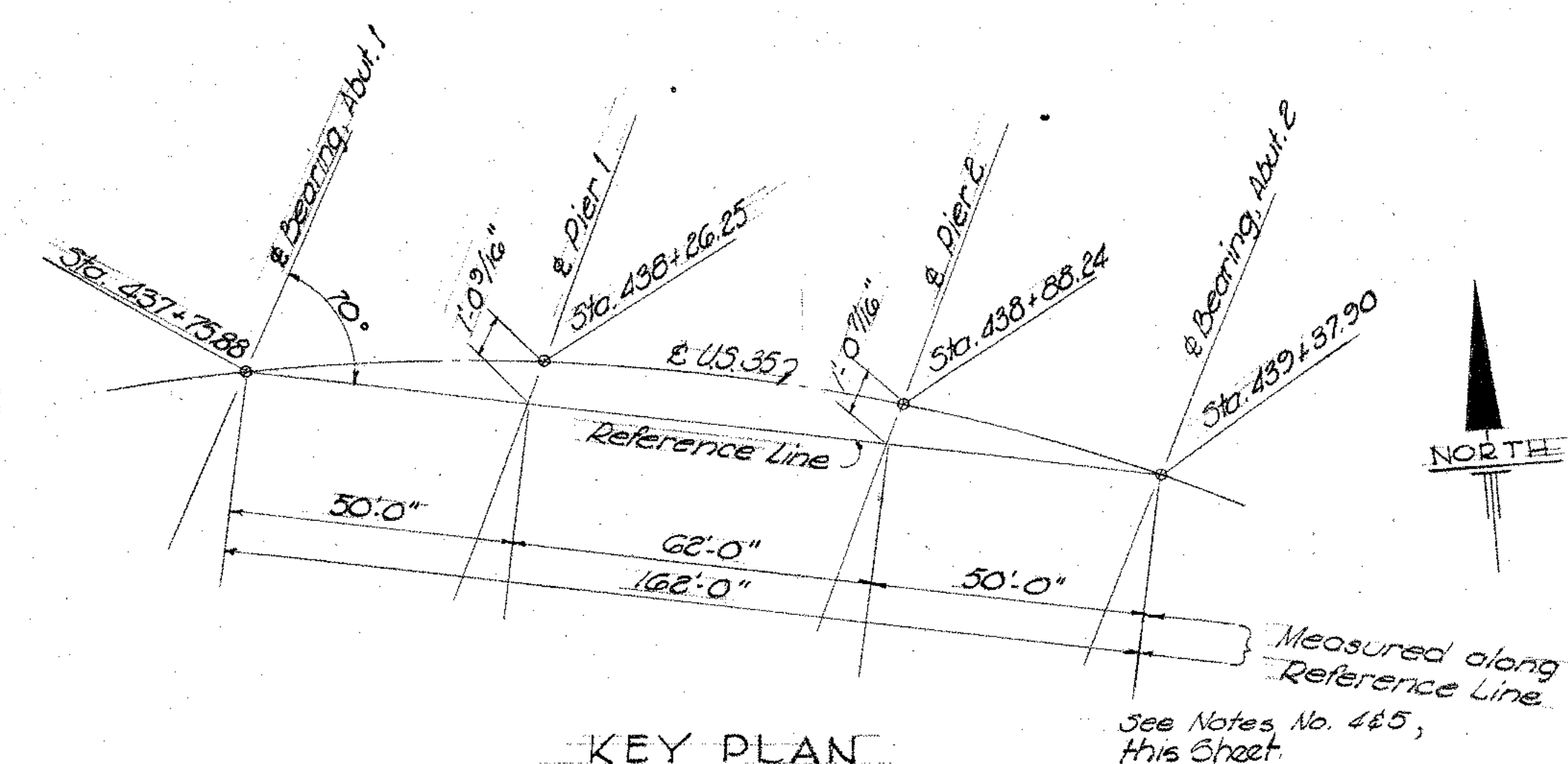
BORING 2-F
Sta. 438+30 15' Lt.



BORING 2-G
Sta. 439+00 3' Lt.



BORING 2-H
Sta. 439+08 54' Lt.



- NOTES:
1. Figures in left hand column indicate number of blows required to drive 2" O.D. sampling pipe one foot, using 140 lb. weight falling 30 inches.
 2. Boring taken during November & December 1958 & August 1959.
 3. For location of borings see Sheet 229.
 4. The Reference Line is a chord of the curve between abutment bearings.
 5. & Piers & Abutment Bearings are parallel.

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CINCINNATI CHICAGO

BORINGS & KEY PLAN

BRIDGE NO. MOT-35-1815
PROPOSED US 35 OVER
PROP. RELOC. LIVINGSTON AVE.
MONTGOMERY CO. STA. 437+73.46 TO
STA. 439+40.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
CAV	KL	KL	JCG	JAD	9-60	

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MONTGOMERY COUNTY
MOT-35-(17.80-19.34)

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL
E-2	Lump	Lump Sum	Cofferdams, cribs and sheeting				Lump
E-2	1476	Cu. Yds.	Unclassified Excavation	640	836		
S-1	590	Cu. Yds.	Class 'C' Concrete ~ Superstructure			590	
S-1	257	Cu. Yds.	Class 'C' Concrete ~ Piers above footings		257		
S-1	269	Cu. Yds.	Class 'E' Concrete ~ Abutments above footings	269			
S-1	321	Cu. Yds.	Class 'E' Concrete ~ Pier and abutment footings	196	125		
S-4	280,574	Lbs.	Reinforcing steel	27,568	70,986	182,020	
S-7	479,700	Lbs.	Structural steel			479,700	
S-8	479,700	Lbs.	Field painting of structural steel, as per plan			479,700	
S-14	384	Lin. Ft.	Railing (aluminum railing & supports & concrete parapet)	56		328	
S-29	83	Cu. Yds.	Porous backfill	83			
S-29	12	Each	Scuppers			12	
E-2	30	Cu. Yds.	Rock excavation		30		
I-10	1,830	Sq. Yds.	Concrete slope protection				1030
S-5	59	Lin. Ft.	Waterproofing, premolded sealing strip	59			
S-9	65	Sq. Ft.	1" Preformed expansion joint filler	65			
S-14	153	Lin. Ft.	Guardrail, Type I-15, 18 double-faced, with standard terminals, galvanized steel posts and bolts			153	
S-16	Lump	Lump Sum	First test pile				Lump
S-18	1800	Lin. Ft.	Steel piles, 12BD53	1,800			
S-25	Lump	Lump Sum	Electric Lighting System *				Lump
S-25	627	Lin. Ft.	2" Galvanized Rigid Conduit				627

NOTE: Materials in approach slabs are not included in the above estimated quantities

ITEM	TOTAL	UNIT	DESCRIPTION
S-25	9	Each	Pull Box
"	10	"	Junction Box
"	4	"	H2 Handhole Modified
"	4	"	Grounding Rod
"	2	"	Lgt. Std. Rd. Conc. (0.26 cu yd. per pd. ft.)
"	8	"	1"x24" Anchor Rod

GENERAL NOTES

REFERENCE shall be made to the following:

Standard Drawings: AR-1-57 revised 2-2-59
CSB-2-56, sheets 2&3 of 6, revised 2-2-59

AS-1-54 revised 12-1-54
Supplemental Specification: S 101 dated 12-2-50

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with revisions thereof dated 2-21-58.

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 2.0 tons per square foot.

PILE CAPACITY ATTAINMENT: Piles shall be driven with a hammer having a minimum energy rating of 11,000 ft. lbs. per blow, to firm contact with rock. Firm contact shall be considered to be attained when the capacity according to the formula in Sec. S-18.05 is not less than 48 tons utilizing an 11,000 ft. lb. hammer, or less than 40 tons using a 15,000 ft. lb. hammer. The design load is 35 tons per pile.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are normal to the centerline of U.S. 35 and are located near the center of any span.

RAILING: Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet and sponge rubber for parapet joints shall be included in Item S-14 for payment.

UTILITY LINES: All labor and 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 will be held to a minimum.

EXCAVATION: Unclassified Excavation quantity for the abutments includes the removal of fill material between the surface of proposed embankment and the bottom of footings. Unclassified Excavation quantity for the piers includes the removal of fill material between the surface of proposed embankment and the top of existing rock.

WELDING of structural steel shall be Class 'A' except as otherwise shown. Welds shown as field welds may, at the option of the contractor, be made in the shop.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

GENERAL NOTES AND ESTIMATED QUANTITIES

BRIDGE NO. MOT-35-1815
PROPOSED U.S. 35 OVER
PROP. RELOC. LIVINGSTON AVE.
MONTGOMERY CO. STA. 437+73.46 TO
STA. 439+40.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.L.S.	J.R.R.	-	P.R.H.	J.W.	8-85	

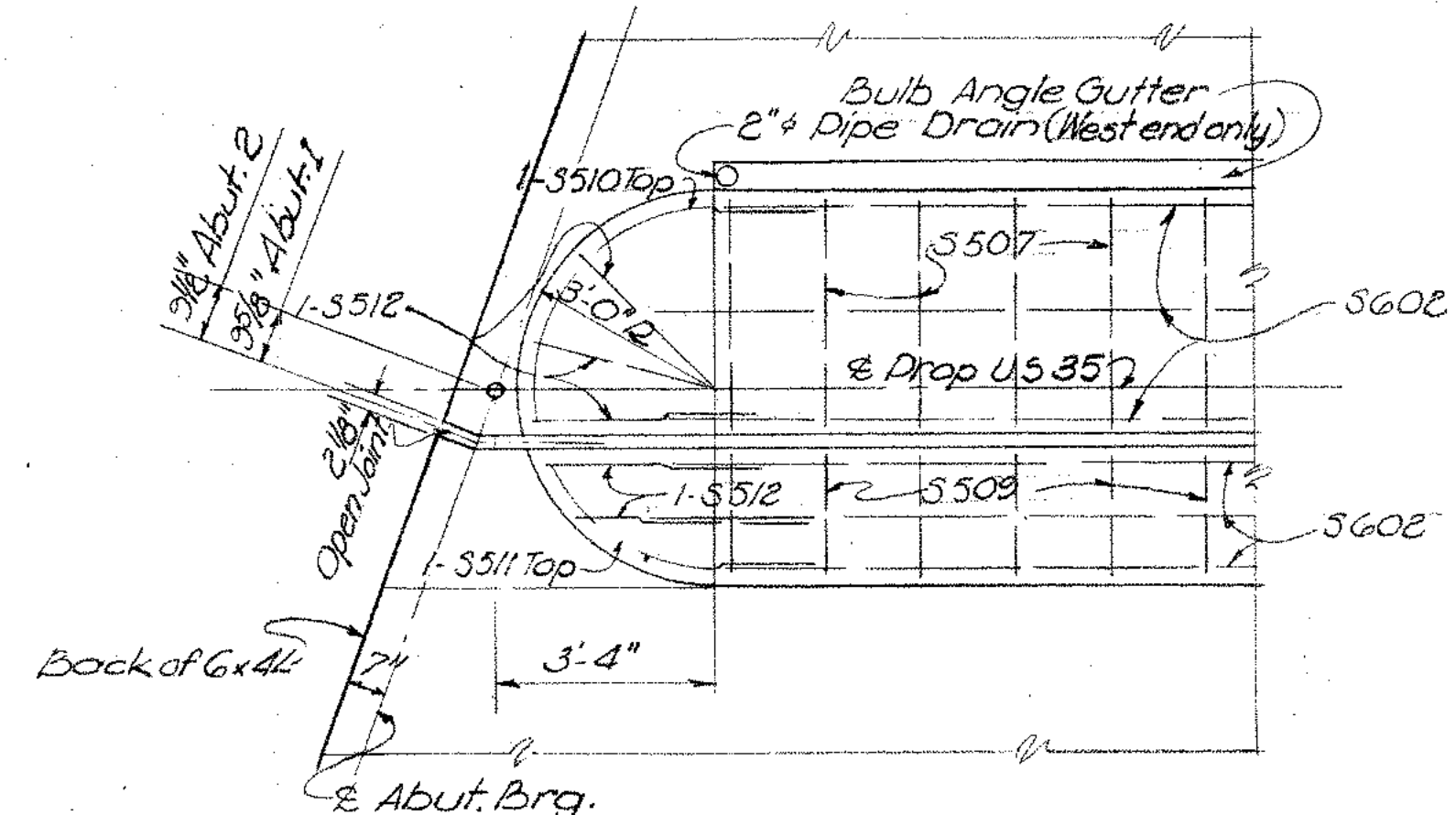
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2	OHIO	

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MOT-35-(17.89 - 19.34)

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STATION	Profile Grd. (Curb Line) 3'-0" Left of & 3'-0" Right of &	PAVEMENT ELEVATIONS						
		8'-0" Left of &	8'-0" Right of &	44'-0" Left of &	56'-0" Right of &	49'-0" Left of &	54'-10" Left of &	62'-10" Right of &
437 + 25	842.72							840.66
+ 50	843.27		843.23		840.98			841.41
+ 75	844.22	844.46		846.15				842.41
438 + 00	844.97			846.90		846.49	846.67	842.16
+ 25	845.72			847.65		847.13	847.42	842.91
+ 50	846.47			848.40		847.93	848.17	843.66
+ 75	847.22			849.15		848.68	848.92	844.41
439 + 00	847.97			849.90		849.43	849.67	845.16
+ 25	848.72			850.65	846.23	850.18	850.42	845.91
+ 50	849.47	849.71	849.23	851.40	846.98	850.93	851.17	
+ 75	850.22			852.15				

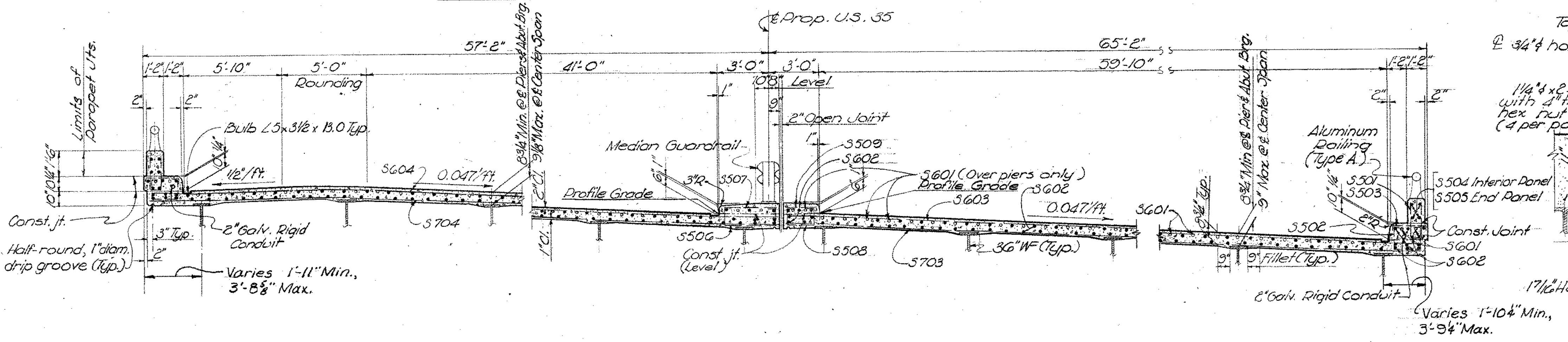
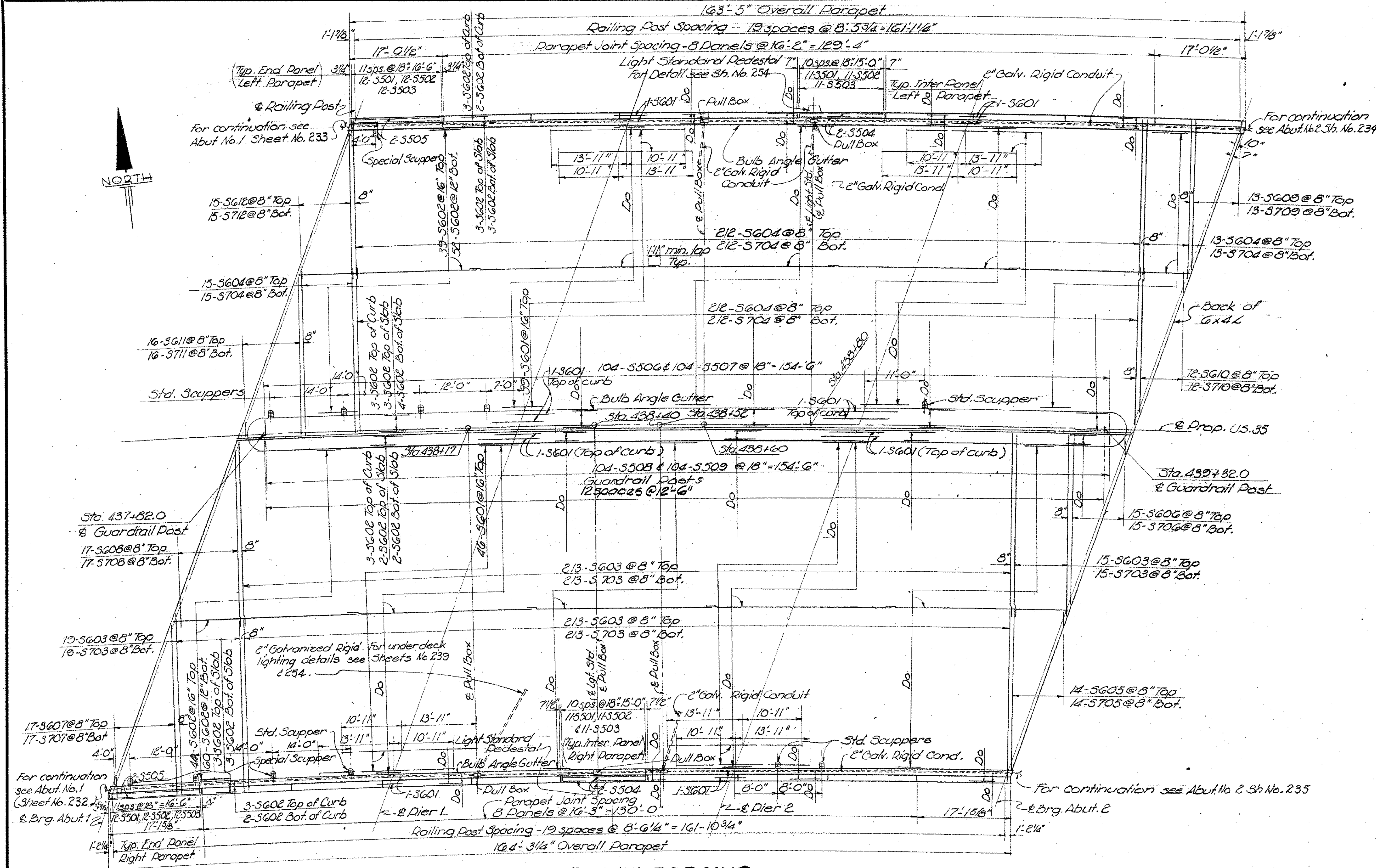


MEDIAN END DETAIL
(Shown at Abut. 1; Abut. 2 similar)

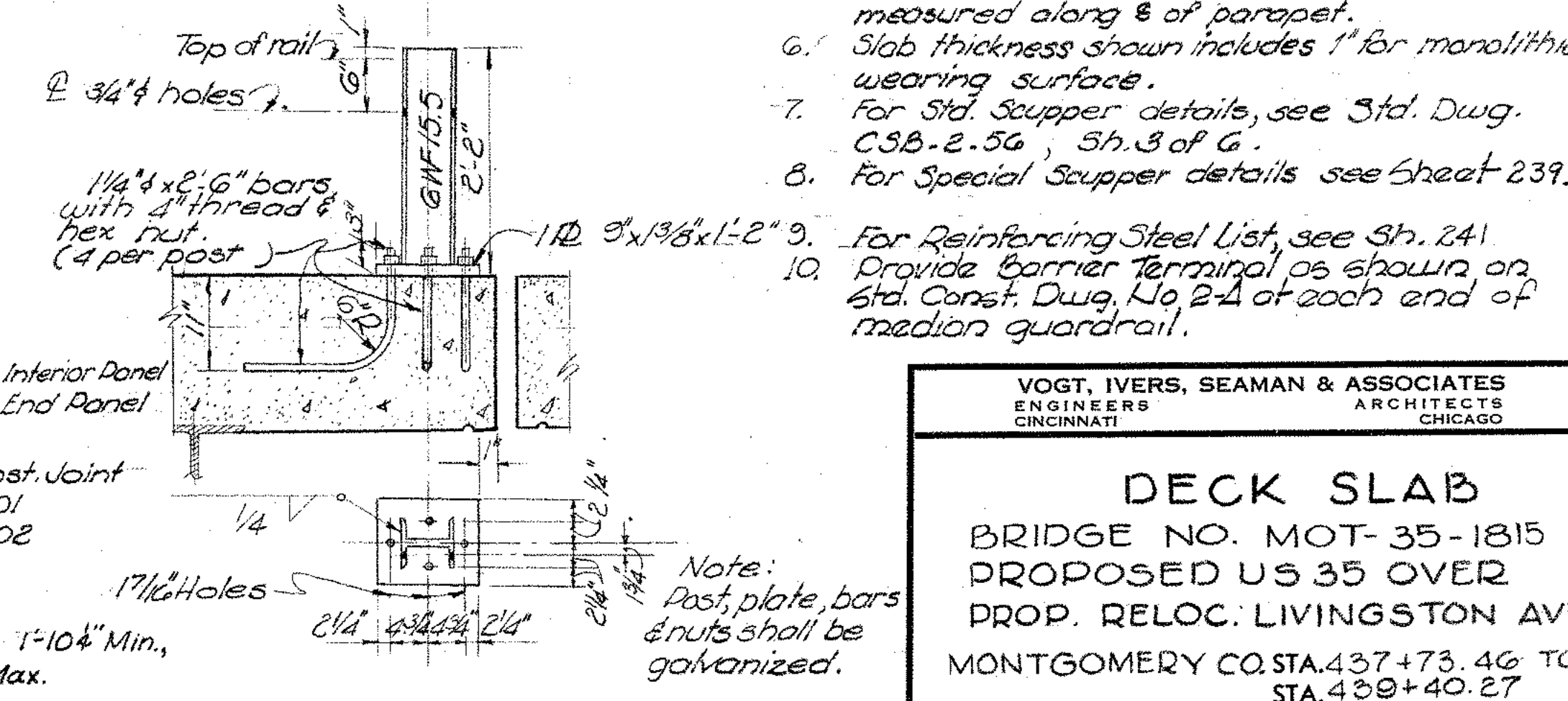
NOTES

1. Reinforcing steel may be spread to clear scuppers.
2. For railing details and additional parapet joint details, see Std. Dwg. AR-1-57.
3. Parapet concrete, S504 and S505 bars to be included with Item 514 for payment.
4. For guardrail post details, see this sheet.
5. Railing Post and Parapet Joint Spacing is measured along & of parapet.
6. Slab thickness shown includes 1" for monolithic wearing surface.
7. For Std. Scupper details, see Std. Dwg. CSB-2.56, Sh. 3 of G.
8. For Special Scupper details see Sheet 239.
9. For Reinforcing Steel List, see Sh. 241.
10. Provide Barrier Terminal as shown on Std. Const. Dwg. No. 2-4 at each end of median guardrail.

ROADWAY SLAB REINFORCING



TYPICAL SECTION



GUARDRAIL POST

VOGT, IVERS, SEAMAN & ASSOCIATES
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DECK SLAB
BRIDGE NO. MOT-35-1815
PROPOSED US 35 OVER
PROP. RELOC. LIVINGSTON AVE
MONTGOMERY CO. STA. 437+73.46 TO
STA. 439+40.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
RLS	LPH	LPH	CE5	J.A.D. 9-60	

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JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

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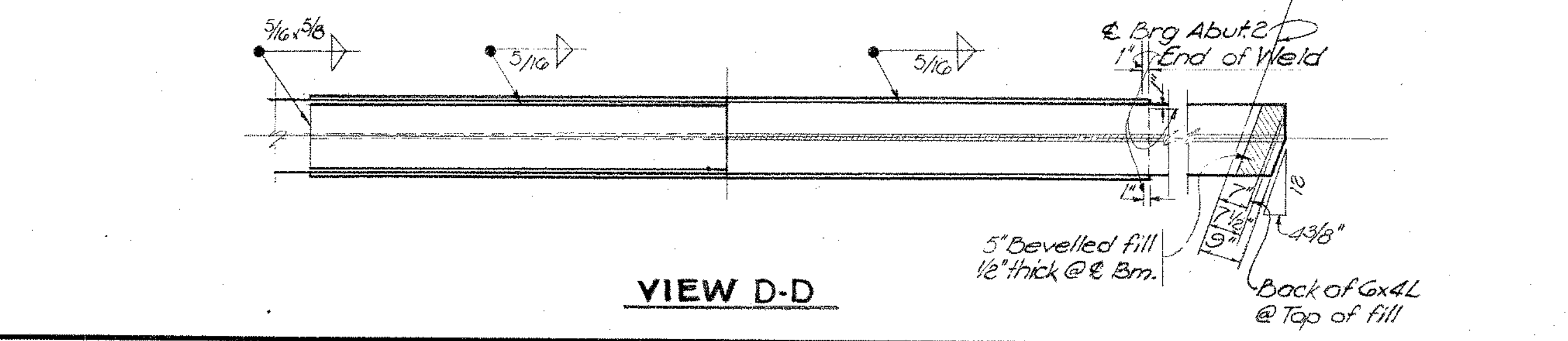
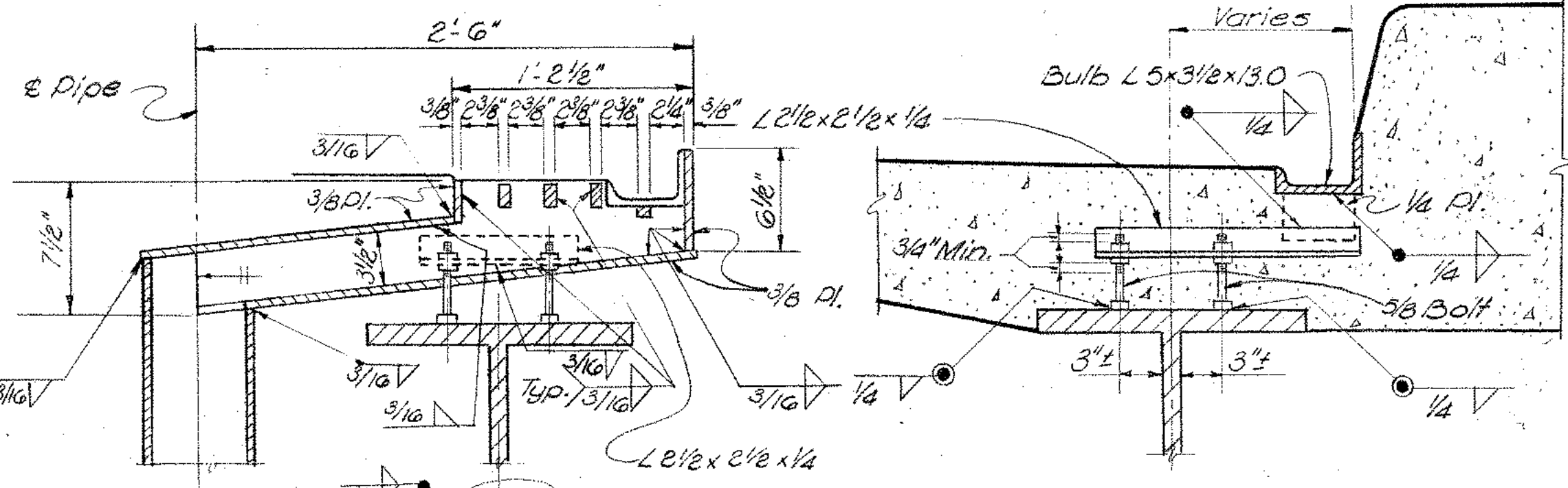
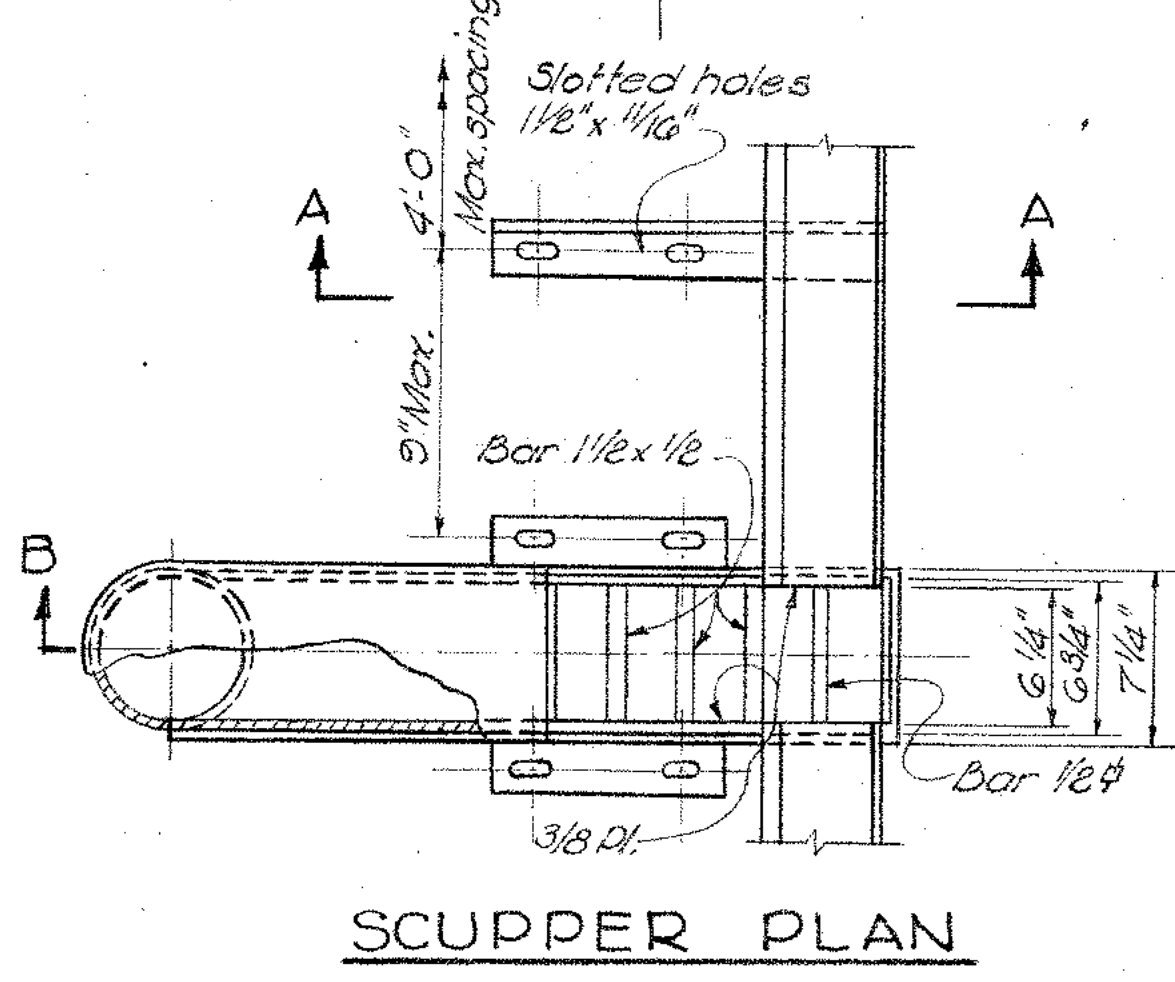
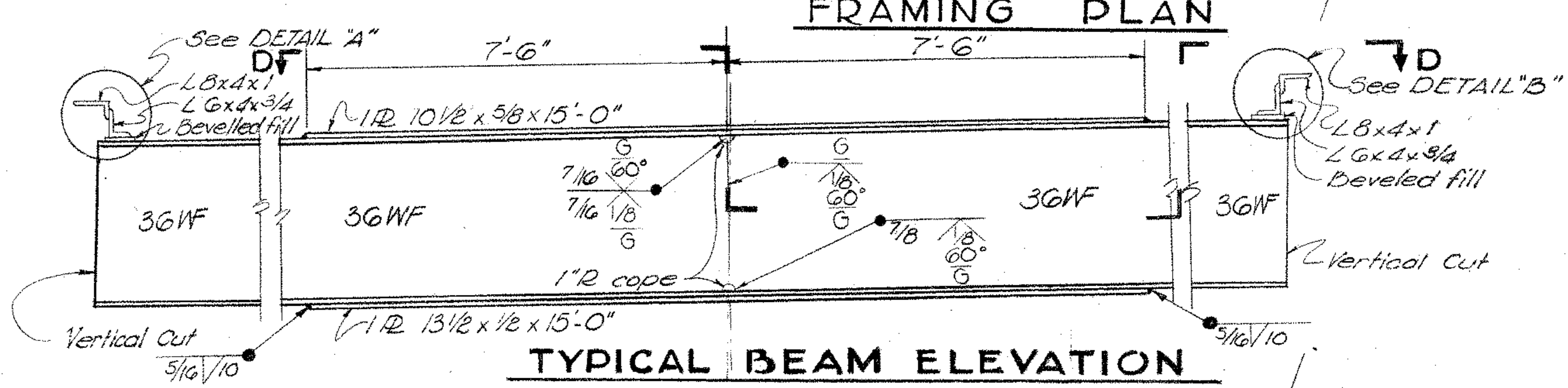
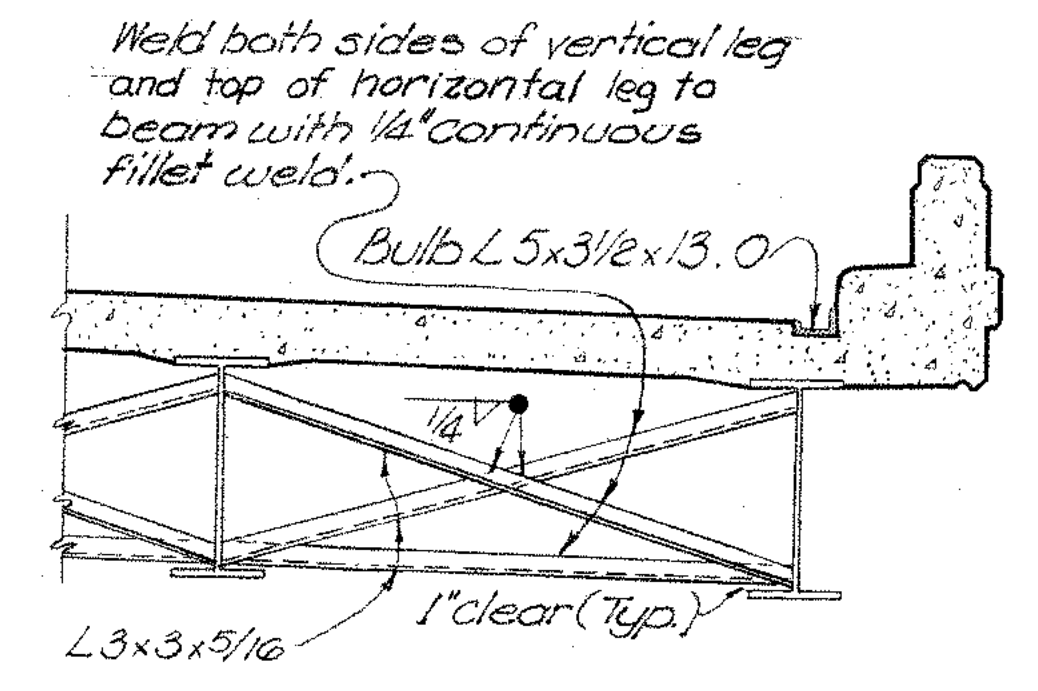
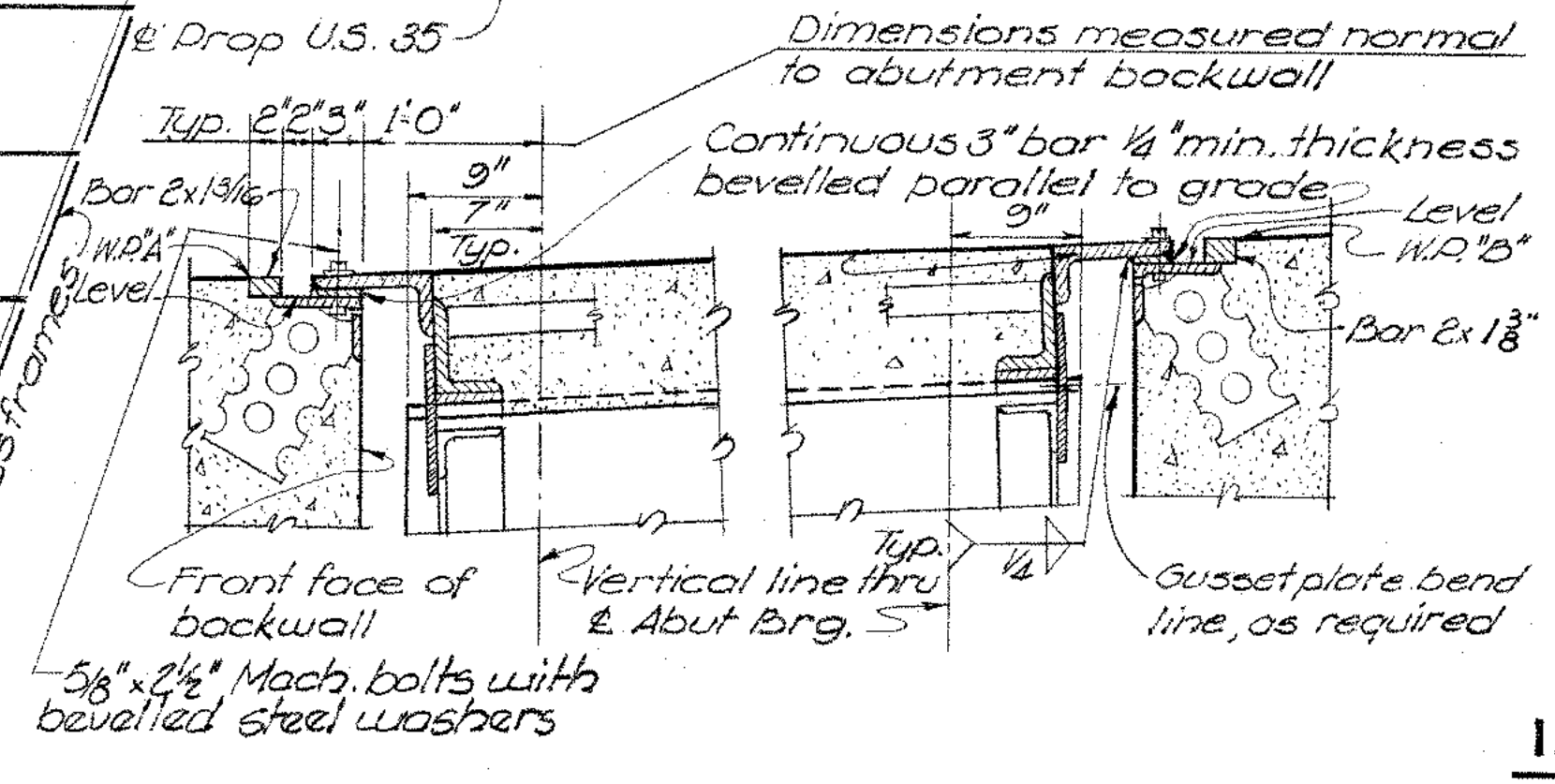
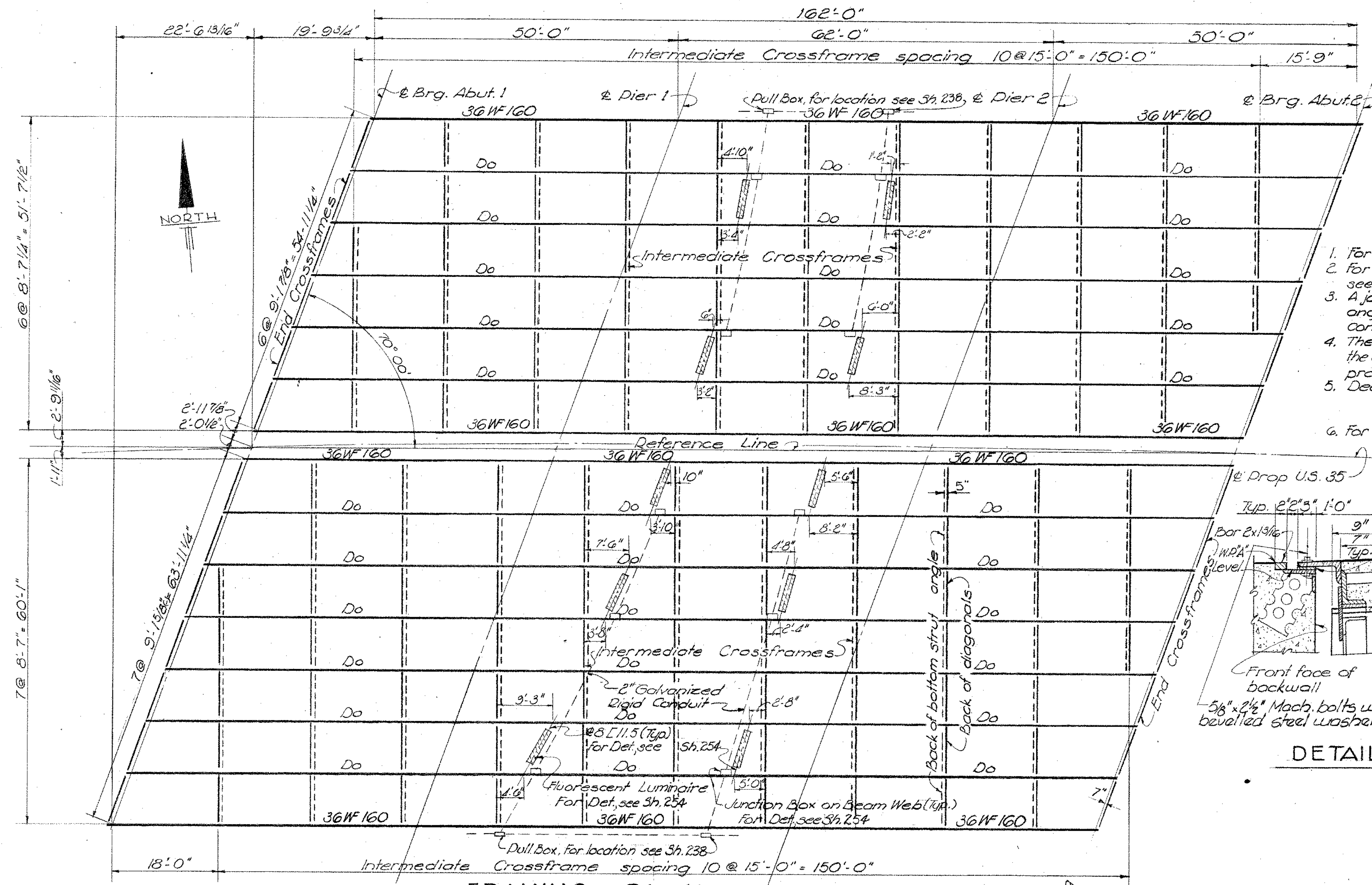
MONTGOMERY COUNTY
MOT-35-(17.89 - 19.34)

BEAM SPLICE WELDING PROCEDURE

1. Raise the ends of the beams 3/4" @ Abuts. 1 & 2.
2. Buttweld the beam flanges & webs @ Piers 1 & 2 using the following sequence: make two passes on each flange, then two on the web; repeat using one pass of each location until welds are completed.
3. Weld top & bottom moment plates.
4. Lower the ends of the beams to final position.

NOTES

1. For Scupper location, see Sheet 238
2. For Std. Scupper and bulb angle gutter details, see Std. Dwg. C5B-2-56, Sheet 3 of 6.
3. A joint shall be provided in the end dam angle & L-bar on the abutment backwall at contraction joints.
4. The fixed bearing plates and the upper plates of the expansion bearings shall be bevelled to provide horizontal bearing.
5. Dead Load deflection:
End Spans = 1/4"
Center Spans = 3/16"
6. For Reference Line, see Key Plan, Sheet 230
7. For end crossframe details see Std. Dwg. C5B-2-56, Sheet 2 of 6.
8. For bearing plate details see Std. Dwg. C5B-2-56, Sheet 3 of 6.
9. For end dam details see Std. Dwg. C5B-2-56, Sheets 2 & 3, except as modified by Details A & B, this sheet.
10. After erection and after the shop coat has been cleaned and where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel beams and all sides of the bottom flange.



VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

FRAMING PLAN AND DETAILS
BRIDGE NO. MOT-35-1815
PROPOSED U.S. 35 OVER
PROP. RELOC. LIVINGSTON AVE.
MONTGOMERY CO. STA. 437+73.46 TO
STA. 439+40.27

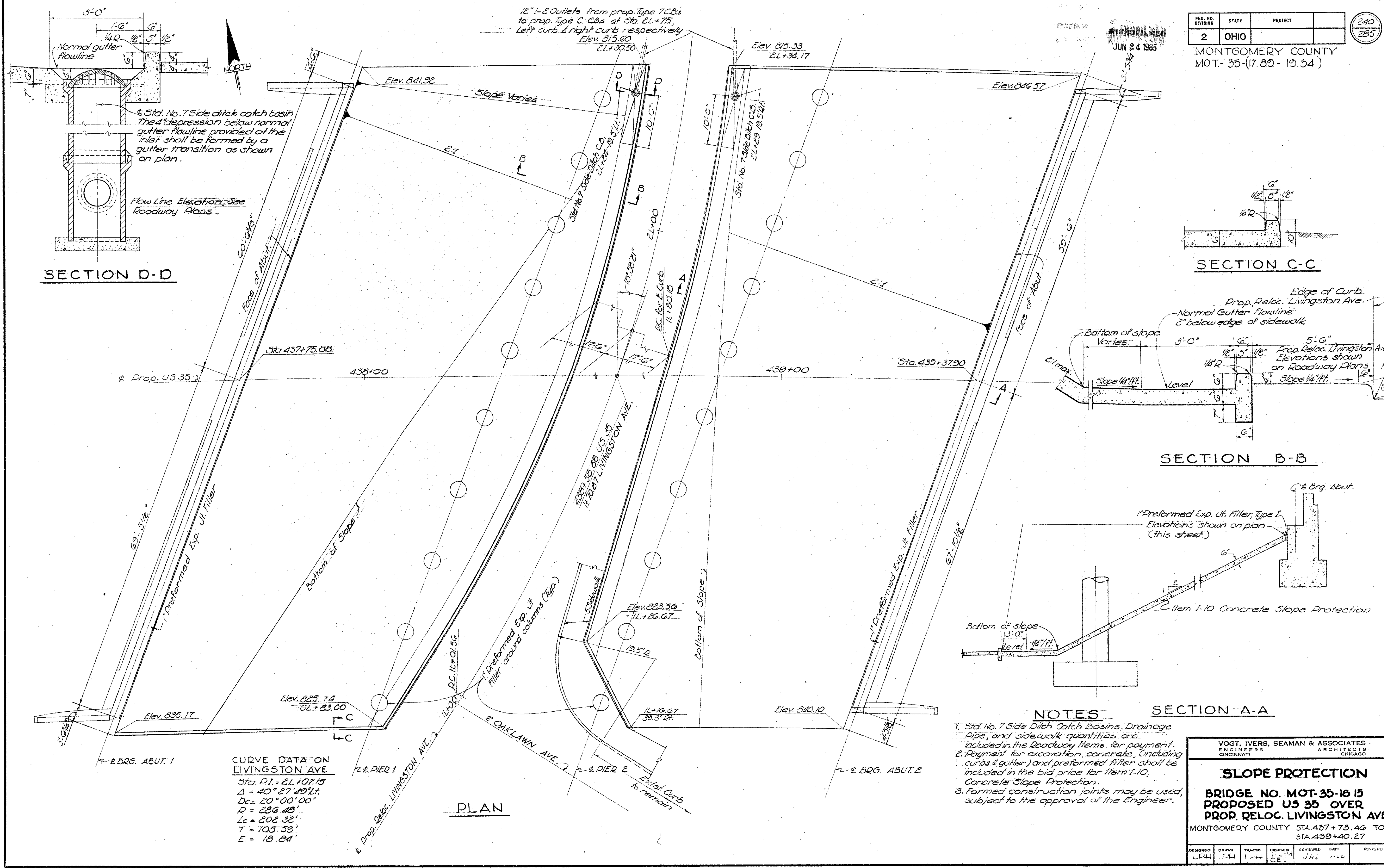
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RLS.	LDH	LDH	CES	JAD	9-60	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

240
285

MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

MICROFILMED
JUN 24 1985



CURVE DATA ON LIVINGSTON AVE
Sta. P.I. = 2L+07.15
 $\Delta = 40^\circ 27' 49''$
 $D_c = 20^\circ 00' 00''$
 $R = 286.48'$
 $L_c = 202.32'$
 $T = 105.59'$
 $E = 18.84'$

PLAN

- NOTES**
1. Std. No. 7 Side Ditch Catch Basins, Drainage Pipes, and side walk quantities are included in the Roadway Items for payment.
 2. Payment for excavation, concrete, (including curbs & gutter) and preformed filler shall be included in the bid price for Item I-10, Concrete Slope Protection.
 3. Formed construction joints may be used, subject to the approval of the Engineer.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

SLOPE PROTECTION
BRIDGE NO. MOT-35-16 15
PROPOSED US 35 OVER
PROP. RELOC. LIVINGSTON AVE.
MONTGOMERY COUNTY STA. 437+73.46 TO
STA. 439+40.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
LDH	JH	JH	CE	JH	11-80	

MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

241
285

MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

ROADWAY SLAB					ROADWAY SLAB					ABUTMENTS					PIERS									
BRIDGE NO. MOT-35-1815					BRIDGE NO.					BRIDGE NO. MOT-35-1815					BRIDGE NO. MOT-35-1815									
MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT
S501	4'-7"	Bent	224	1071	S 703	33'-4"	Str.	460	31341	A 501	26'-6"	Str.	48	1327	P501	7'-11"	Bent	276	2279					
S502	5'-1"	do	224	1100	S 704	29'-10"	do	452	27563	A 502	14'-1"	Bent	133	1965	P502	20'-4"	Str.	8	250					
S503	2'-8"	do	224	623	S 705	Varies 32'-4" to 31'-1" Incr. 2'-3"	do	1 Group of 14	507	A 503	5'-5"	Str.	135	763	P503	23'-8"	Str.	8	281					
*S504	15'-10"	Str.	64	—	S 706	Varies 32'-0" to 24'-0" Incr. 2'-0"	do	1 Group of 15	552	A 504	6'-5"	Bent	232	1553	P504	7'-2"	Str.	28	200					
*S505	16'-10"	do	16	—	S 707	Varies 31'-0" to 4'-4" Incr. 1'-8"	do	1 Group of 17	614	A 505	9'-5"	do	227	2230	P701	8'-2"	Str.	106	3272					
S506	5'-10"	Bent	104	633	S 708	Varies 32'-6" to 4'-6" Incr. 1'-9"	do	1 Group of 17	643	A 506	8'-5"	do	222	1349	P702	7'-2"	Str.	100	1463					
S507	3'-3"	Str.	104	353	S 709	Varies 27'-9" to 2'-9" Incr. 2'-1"	do	1 Group of 13	405	A 507	15'-10"	do	6	99	P703	8'-0"	Str.	32	567					
S508	4'-4"	Bent	104	470	S 710	Varies 27'-0" to 2'-0" Incr. 2'-0"	do	1 Group of 12	302	A 508	33'-10"	Str.	15	529	P704	7'-8"	Str.	54	846					
S509	1'-10"	Str.	104	190	S 711	Varies 29'-4" to 3'-1" Incr. 1'-9"	do	1 Group of 16	530	A 509	34'-4"	do	30	1074										
S510	6'-6"	Bent	2	14	S 712	Varies 27'-6" to 3'-0" Incr. 1'-9"	do	1 Group of 15	468	A 510	32'-1"	do	47	1573	P901	6'-1"	Bent	120	2482					
S511	5'-0"	do	2	10						A 511	34'-3"	do	15	536	P902	30'-0"	Str.	48	5005					
S512	3'-0"	Str.	10	31						A 512	25'-6"	do	15	399	P903	31'-0"	Str.	24	2530					
S514	4'-0"	do	4	17						A 513	32'-0"	do	15	501	P904	32'-3"	Str.	12	1316					
S601	24'-10"	Str.	186	6038						A 514	27'-5"	do	15	429	P905	31'-7"	Str.	12	1289					
S602	34'-9"	do	1170	61068						A 515	4'-0"	Bent	20	99	P906	29'-0"	Str.	12	1189					
S603	33'-4"	do	460	23031						A 516	Varies 5'-2" to 4'-8" Incr. 2"	do	14	163	P907	26'-4"	Str.	12	1074					
S604	29'-10"	do	452	20254						A 517	13'-8"	Str.	8	117										
S605	Varies 32'-4" to 3'-1" Incr. 2'-3"	do	1-Group of 14	372						A 518	4'-8"	Bent	60	292										
S606	Varies 32'-0" to 4'-0" Incr. 2'-0"	do	1-Group of 15	406						A 519	14'-0"	Str.	8	117										
S607	Varies 31'-0" to 4'-4" Incr. 1'-8"	do	1-Group of 17	451						A 520	14'-0"	Bent in field	8	117										
S608	Varies 32'-6" to 4'-6" Incr. 1'-9"	do	1-Group of 17	472						A 521	3'-9"	Str.	32	125										
S609	Varies 27'-9" to 2'-9" Incr. 2'-1"	do	1-Group of 13	298						A 522	4'-7"	do	36	172	P1001	6'-7"	Bent	84	2380					
S610	Varies 27'-0" to 5'-0" Incr. 2'-0"	do	1-Group of 12	288						A 523	4'-3"	do	36	160	P1002	30'-10"	Str.	36	4776					
S611	Varies 29'-4" to 3'-1" Incr. 1'-9"	do	1-Group of 16	390						A 524	2'-9"	do	16	46	P1003	27'-4"	Str.	12	1411					
S612	Varies 27'-6" to 3'-0" Incr. 1'-9"	do	1-Group of 15	344						A 525	4'-0"	do	48	200	P1004	32'-10"	Str.	12	1695					
S619	4'-6"	Bent	4	27						A 526	9'-9"	do	2	20	P1005	30'-3"	Str.	12	1562					
S620	4'-0"	Bent	8	37						A 527	15'-11"	do	14	232	P1006	20'-8"	Str.	12	1532					
										A 528	7'-9"	do	2	16	P1101	7'-0"	Bent	48	1785					
										A 529	6'-9"	Bent	48	388	P1102	23'-3"	Str.	18	2223					
										A 530	10'-9"	Str.	16	179	P1103	22'-10"	Str.	18	2184					
										A 531	5'-3"	Bent	150	821	P1104	10'-4"	Bent	8	439					
										A 532	5'-6"	Str.	32	184	P1105	30'-11"	Str.	20	3285					
										*A 534	13'-8"	do	16	228	P1106	34'-8"	Str.	20	9684					
															P1107	26'-1"	Bent	12	1625					
															P1108	40'-0"	Str.	24	5100					
															P1109	34'-1"	Bent	12	2173					
															P1110	24'-1"	Str.	12	1535					

REPLACEMENT BARS			
MARK	NO.	LENGTH	SHAPE
RE 4	1	5'-3"	Bent
RE 5	2	5'-7"	Str.
RE 6	7	5'-11"	Str.
RE 7	4	6'-3"	Str.
RE 9	1	6'-10"	Str.
RE 10	1	7'-3"	Str.
RE 11	2	7'-7"	Str.

If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-4.02 need not be furnished and replacement bars will not be required.

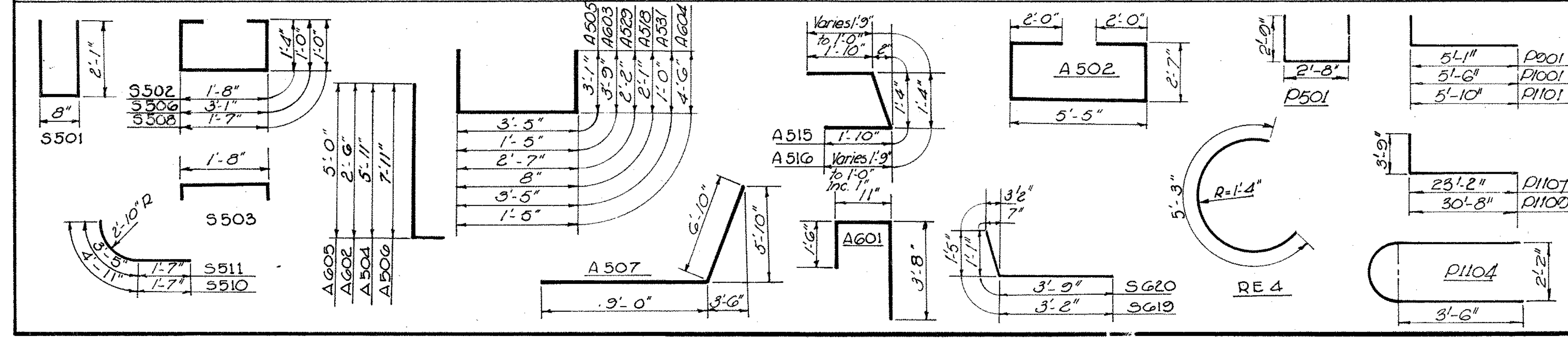
SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4 1/2 closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers, weighing approximately 0.68 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 0.68 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

PIERS ~ SPIRAL BARS				CORE DIA	PITCH	NO. TURNS
SP101	27'-8"	Bent	2	32"	1 1/2"	77
SP102	27'-6"	Bent	1	32"	1 1/2"	76
SP103	27'-4"	Bent	5	32"	1 1/2"	76
SP104	27'-2"	Bent	1	32"	1 1/2"	75
SP106	23'-11"	Bent	1	32"	1 1/2"	67
SP106	10'-8"	Bent	1	32"	1 1/2"	55
SP107	20'-7"	Bent	1	32"	1 1/2"	82
SP108	28'-8"	Bent	1	32"	1 1/2"	70
SP109	28'-0"	Bent	1	32"	1 1/2"	70
SP110	26'-0"	Bent	1	32"	1 1/2"	74
SP111	26'-0"	Bent	1	32"	1 1/2"	72
SP112	25'-4"	Bent	1	32"	1 1/2"	71
SP113	22'-10"	Bent	1	32"	1 1/2"	64
SP114	20'-8"	Bent	1	32"	1 1/2"	58
SP115	10'-5"	Bent	1	32"	1 1/2"	55

BENDING DIAGRAMS

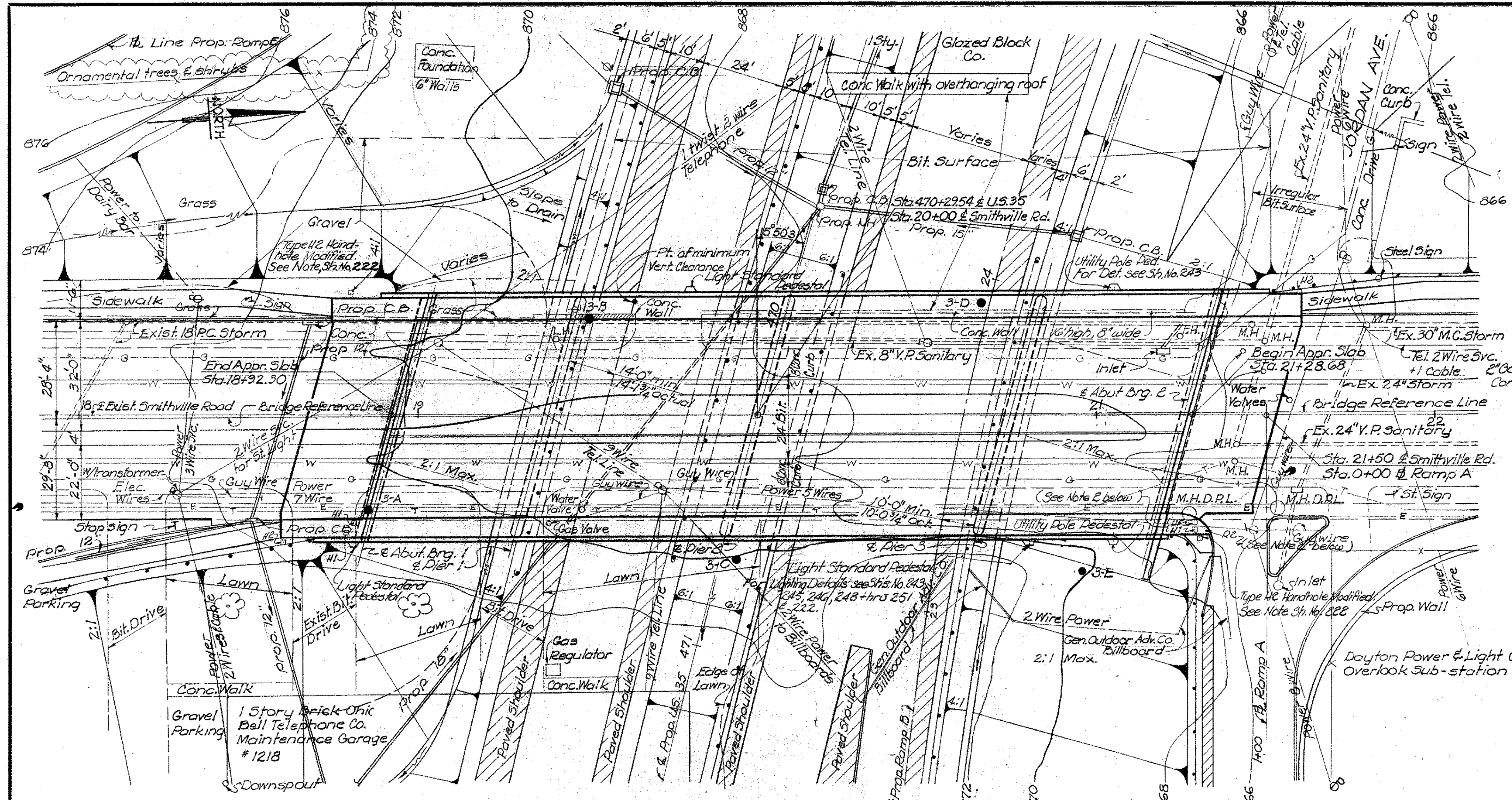


- NOTE**
- Bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number.
 - *Bars marked with single asterisks to be included for payment under Item 5-14 Railing.
 - All dimensions are out to out of bar.
 - The "Length" of bent bars is measured along the center line.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

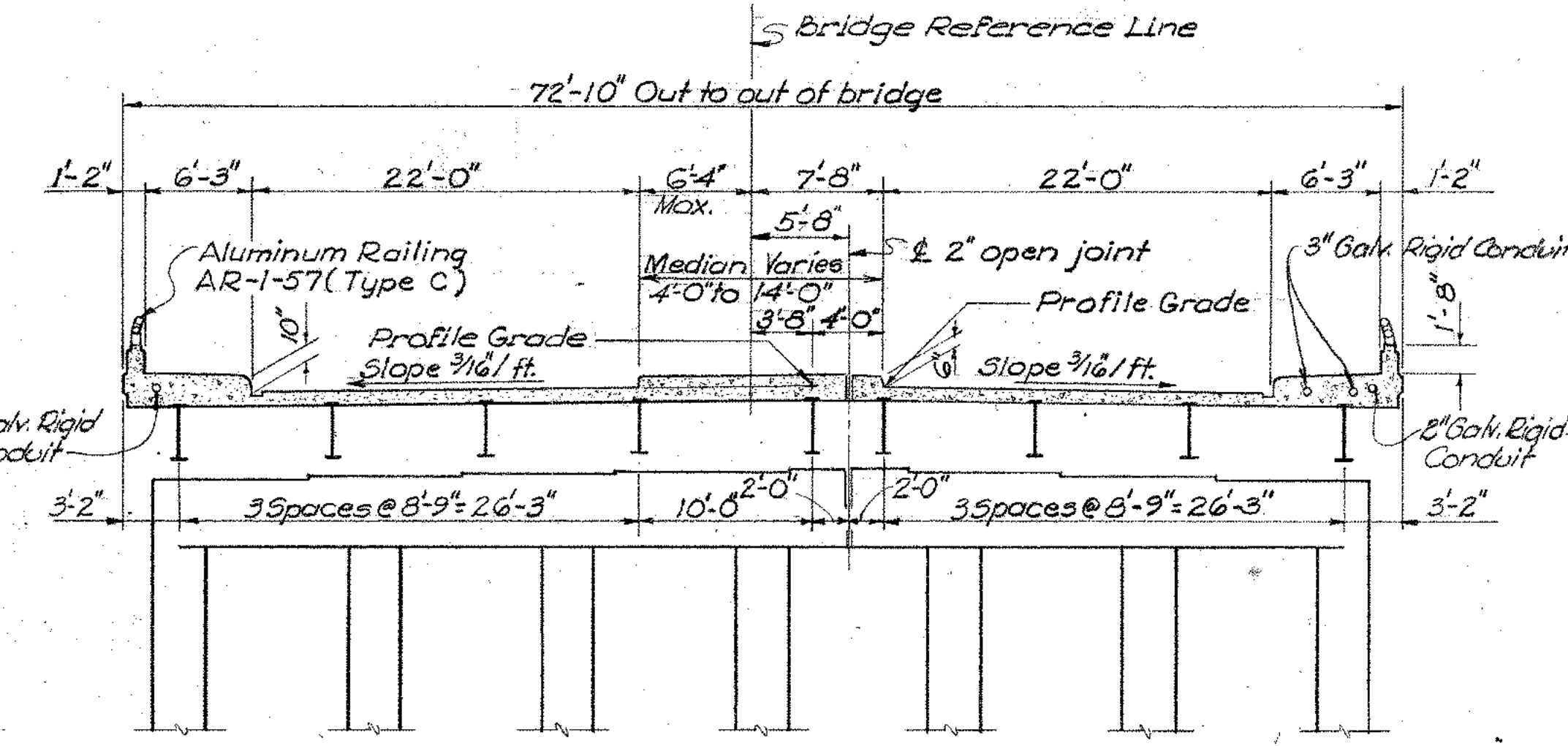
REINFORCING STEEL LIST
BRIDGE NO. MOT-35-1815
PROPOSED U.S. 35 OVER
DROP. RELOC. LIVINGSTON AVE.
MONTGOMERY CO. STA. 437+73.46 TO
STA. 439+40.27

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
ES	LPU	LPH	PRB	ES		



PLAN

TRAFFIC & FIRE ALARM SIGNALS NOTES
 1. For Utility Poles, Pedestals & Pull Box Details see Sh. No. 243
 C. for Location of All Handholes & R-E Riser see Sh. No. 250
 and Sh. Nos. 202, 203 (Roadway Dugs.)



SECTION THRU BRIDGE

CURVE DATA

1. PROP. U.S. 35 P.I. = 467+32.32 Δ = 21° 41' 57.31" Dc = 1° 30' Lc = 1196.62' R = 3819.72' Os = 1° 30' Ls = 250' Ts = 857.22'	2. PROP. RAMP B T.S. = 19+12.98 Δ = 22° 58' 42.92" Dc = 5° 30' Lc = 317.79' R = 1041.74' Os = 5° 30' Ls = 200' P.C.C. = 24+30.77 to Ramp B = 469+34.27 to U.S. 35
--	--

NOTES

● Symbol denotes drill hole.
 See Sheet No. 244 for Test boring data.

Foundation design and foundation quantities are based on a study of test borings and soil samplings made at the site. This sounding information may be inspected in the Office of the Bureau of Bridges in Columbus or in an abridged form in the Division Office, but the State assumes no responsibility for the accuracy thereof.

PROPOSED STRUCTURE

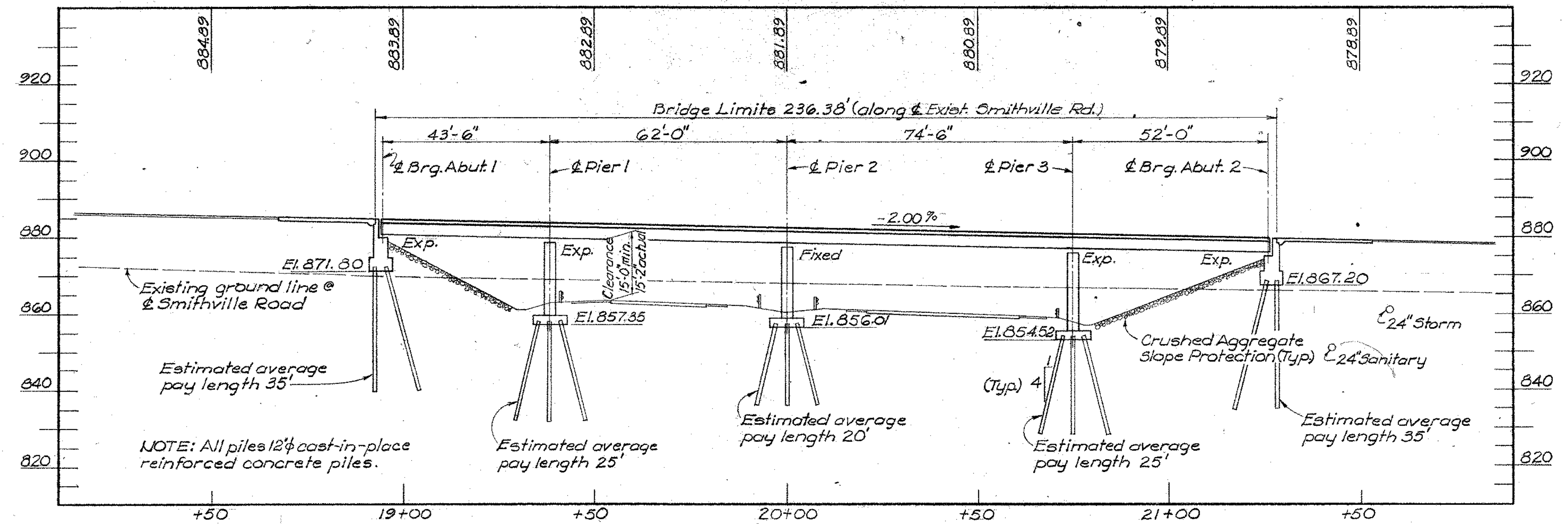
TYPE: Continuous rolled steel beam, reinforced concrete deck and substructure.
 SPANS: 43'-6", 62'-0", 74'-6", 52'-0"
 ROADWAY: 70'-6" face to face of parapets.
 LOAD FREQUENCY: C.F. = 400
 1980 ADT: 24, 820
 SKEW: 15° 50' 31" L. From Bridge Reference Line
 WEARING SURFACE: 1" Monolithic Concrete.
 APPROACH SLABS: AS-1-54 (25' Long)
 ALIGNMENT: Tangent

VOGT, IVERS, SEAMAN & ASSOCIATES
 ENGINEERS ARCHITECTS
 CINCINNATI CHICAGO

SITE PLAN

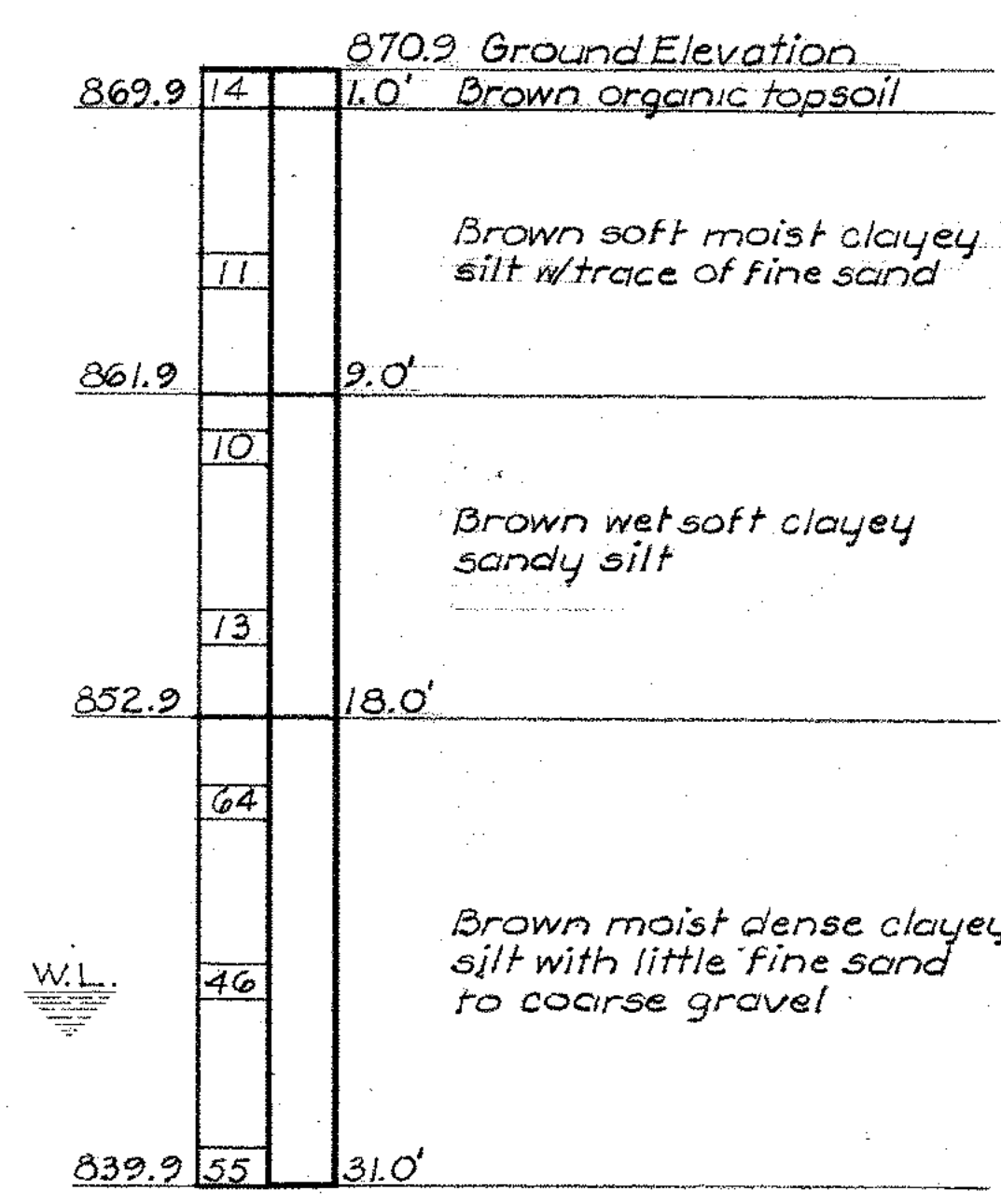
BRIDGE NO. MOT-35-1876
 PROPOSED U.S. 35 UNDER
 SMITHVILLE ROAD
 MONTGOMERY CO. STA. 18+92.30 TO
 STA. 21+28.68

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVISIONS
AERIAL	J.G.G.	J.C.G.	J.C.G.	R.F.C.	

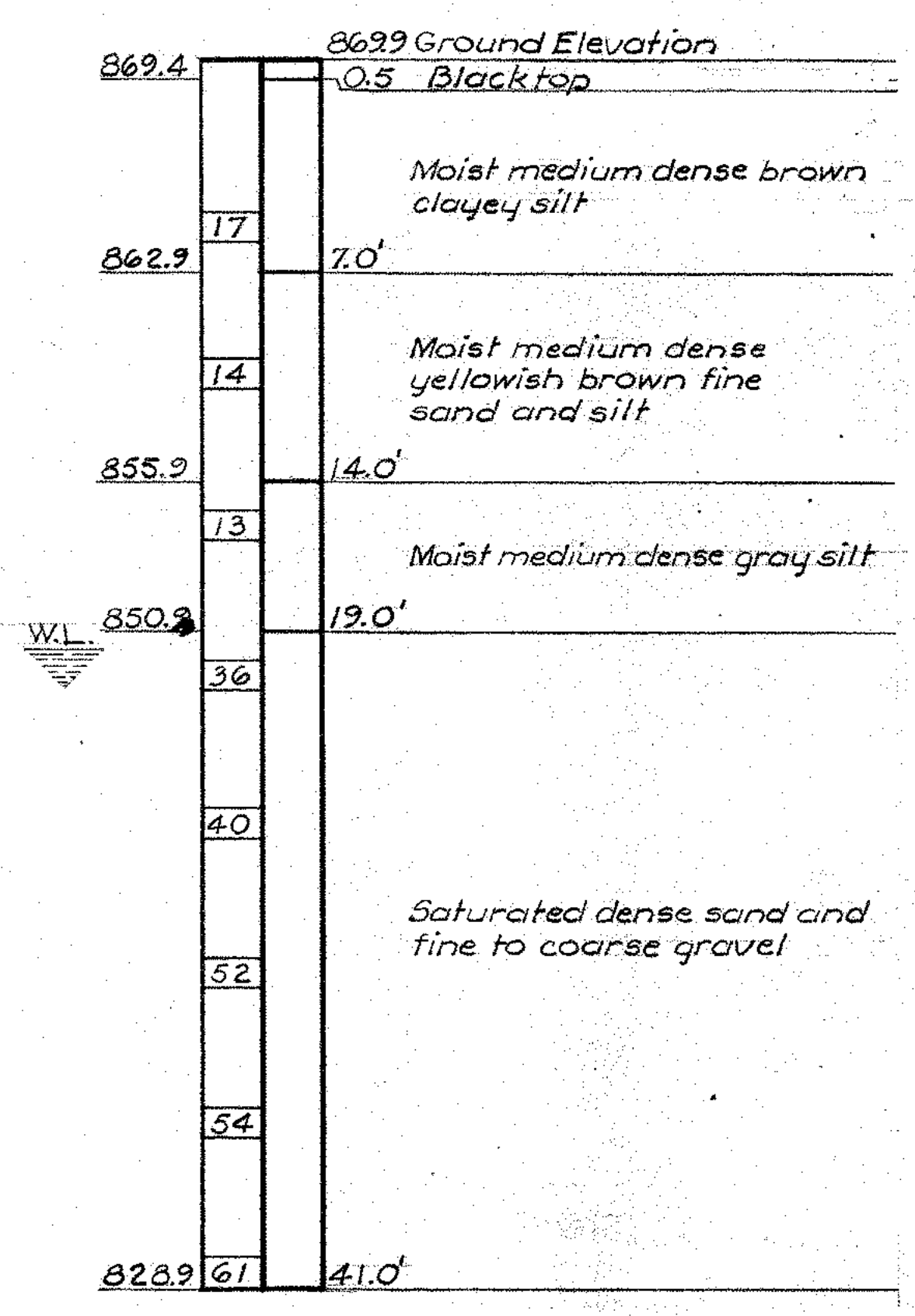


PROFILE ALONG REFERENCE LINE

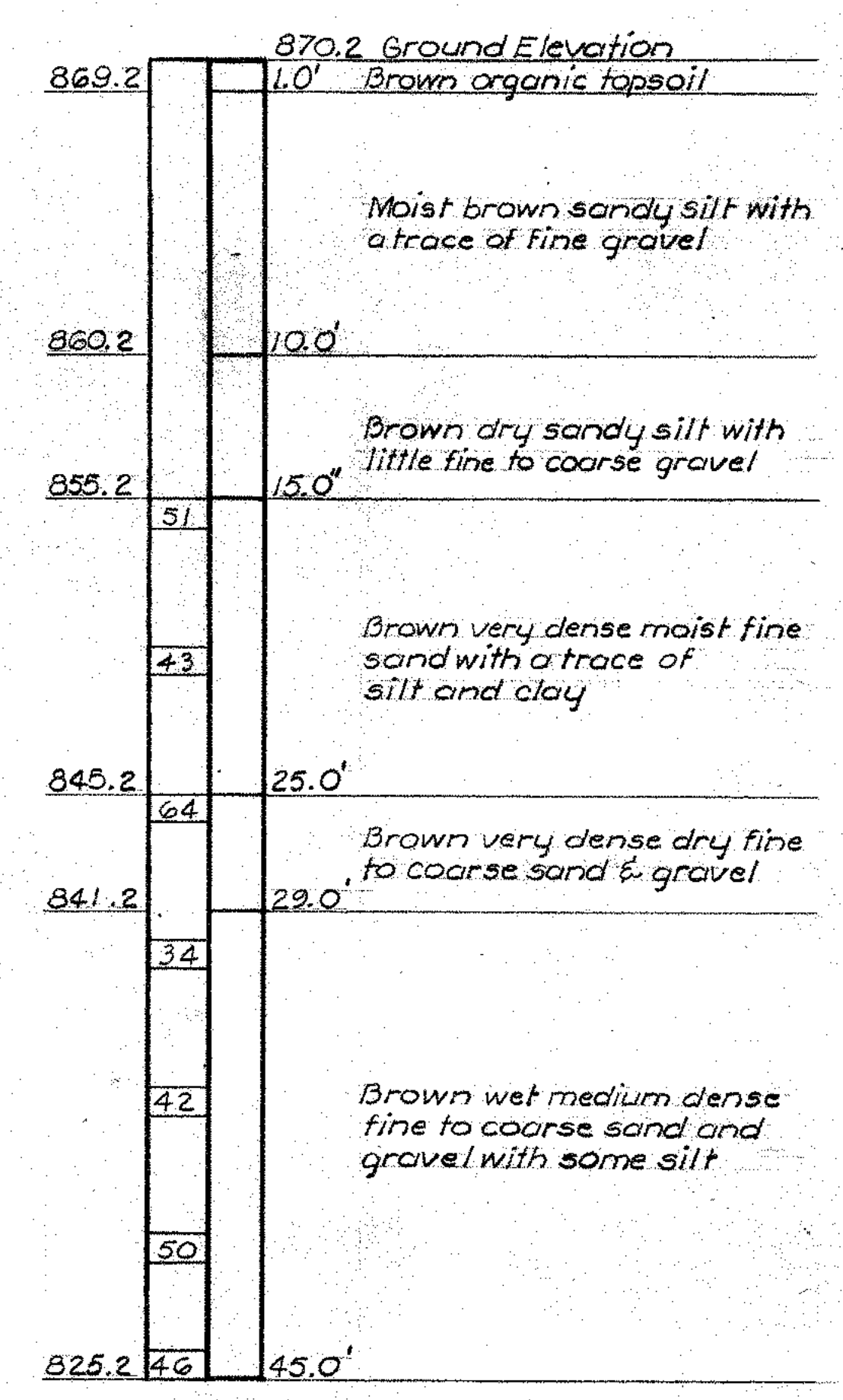
NOTE: All piles 12" cast-in-place reinforced concrete piles.



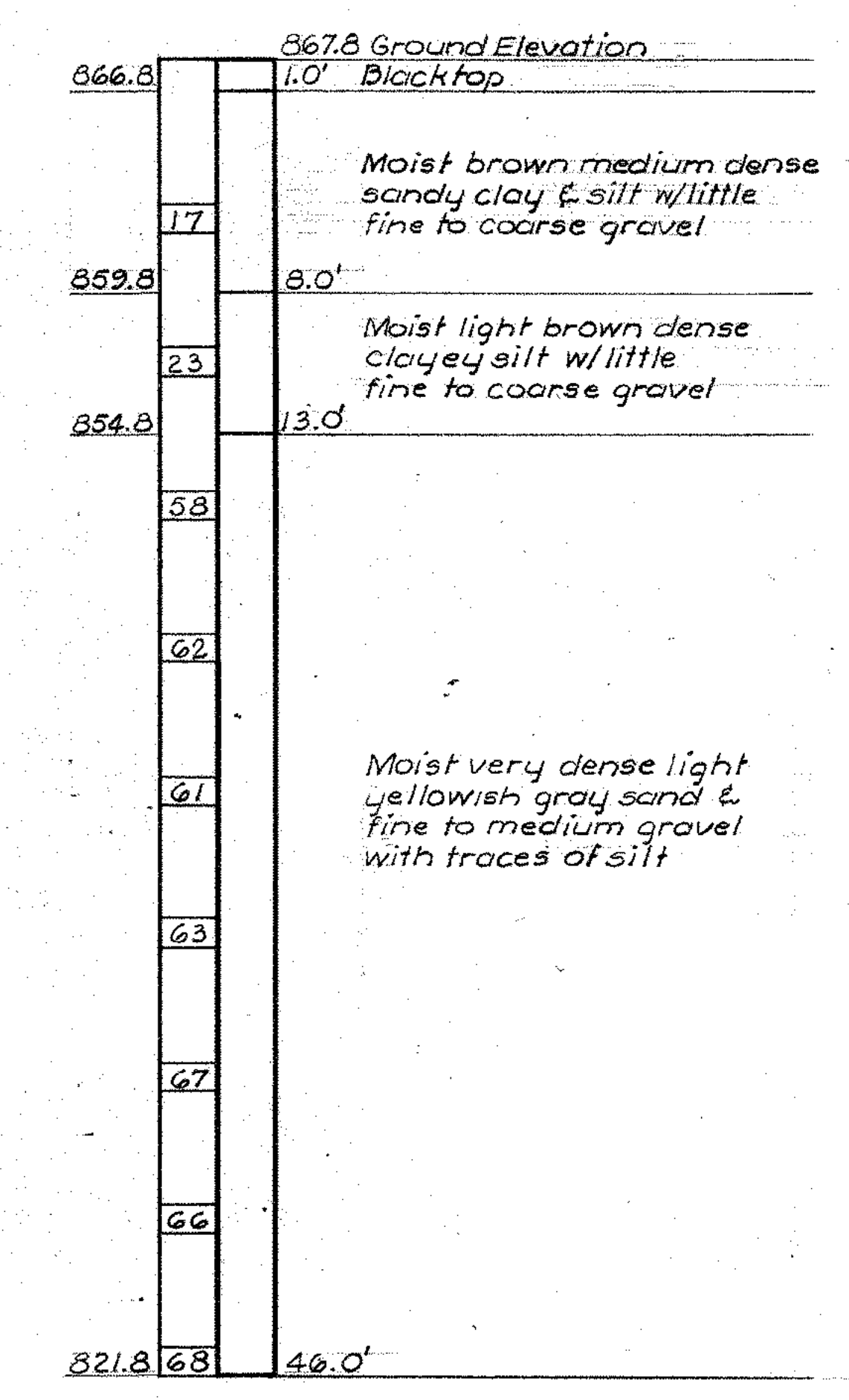
BORING 3-A
Sta. 470+85 104' Rt.



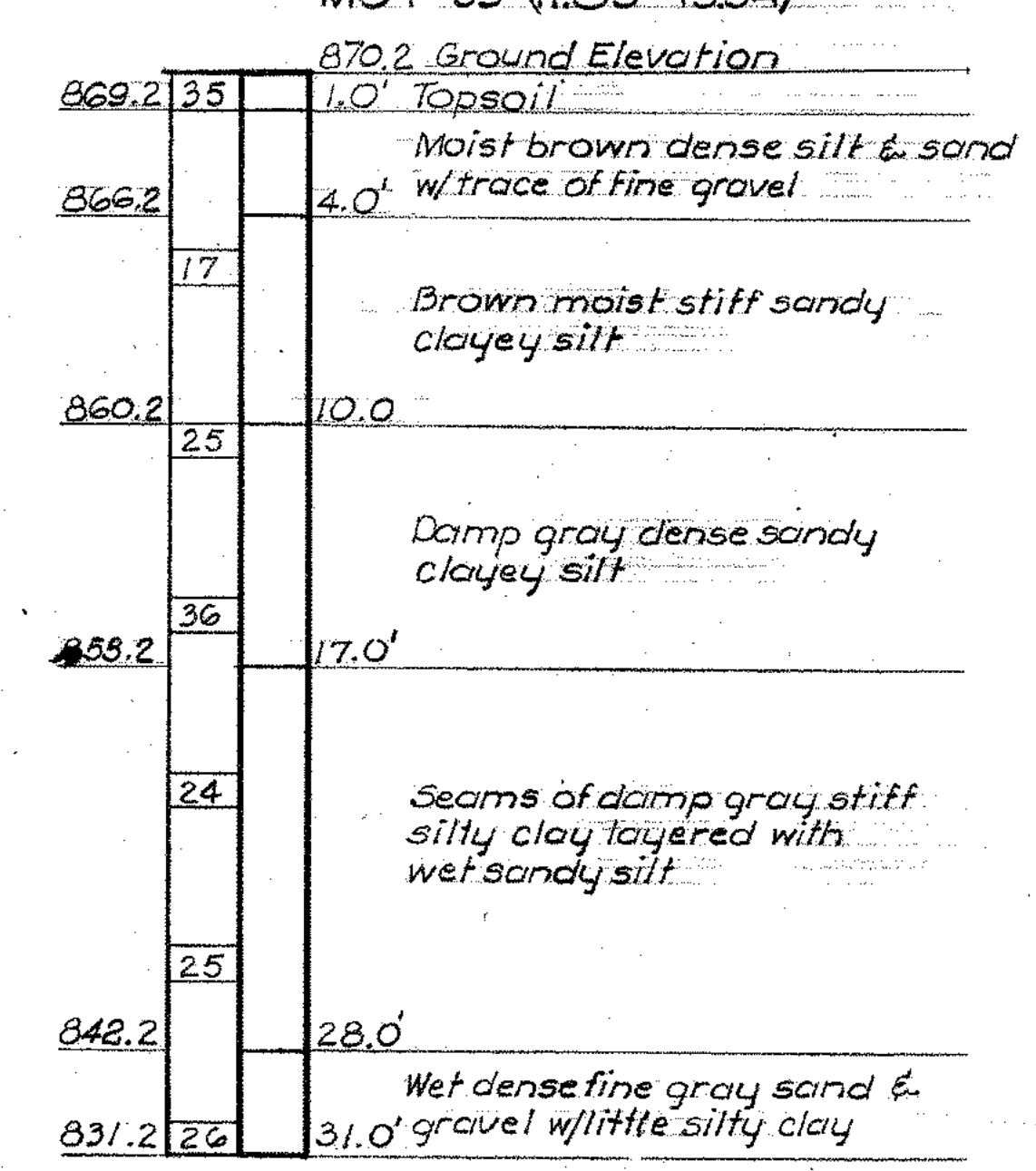
BORING 3-B
Sta. 470+16 55' Rt.



BORING 3-C
Sta. 470+72 5' Lt.



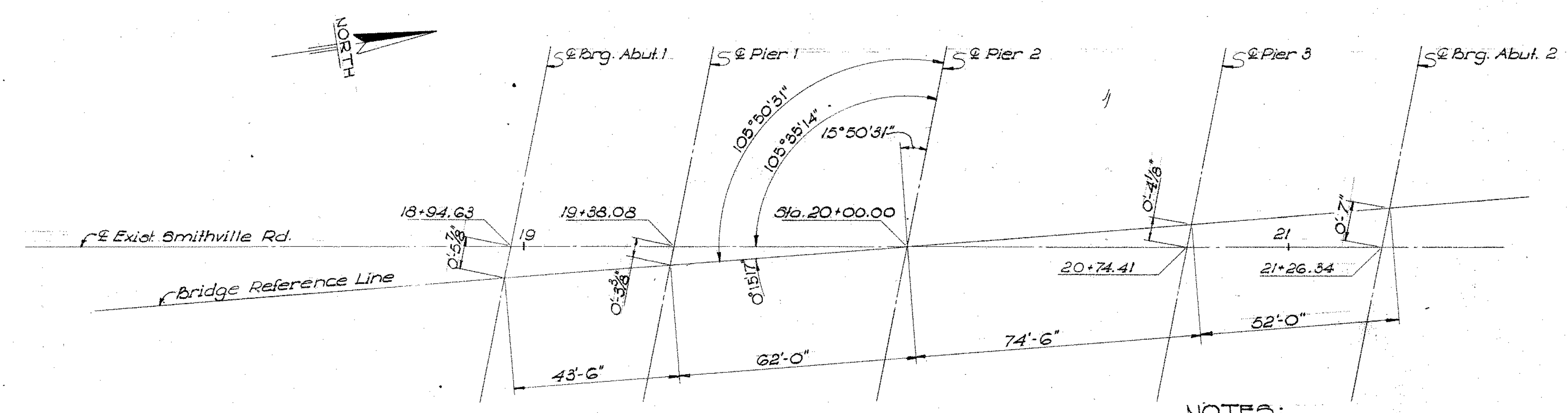
BORING 3-D
Sta. 469+80 54' Lt.



BORING 3-E
Sta. 470+50 105' Lt.

NOTES

1. W.L. - Water Level in bore hole at completion.
2. Figures in left hand column indicate number of blows required to drive 2" O.D. sampling pipe one foot, using 140 lb. weight falling 30 inches.
3. Borings taken during November 1958.
4. For location of borings See Sheet No. 242.

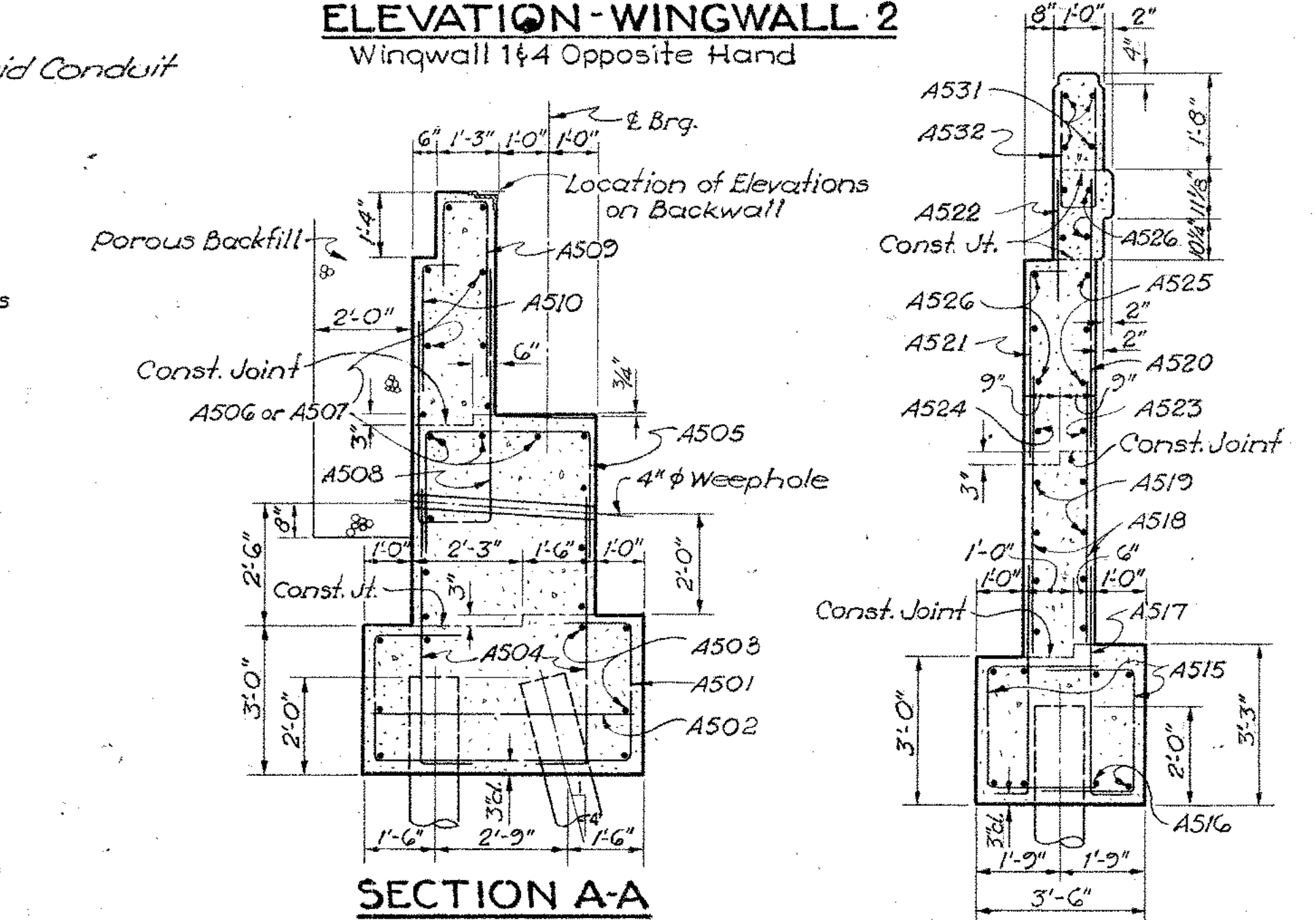
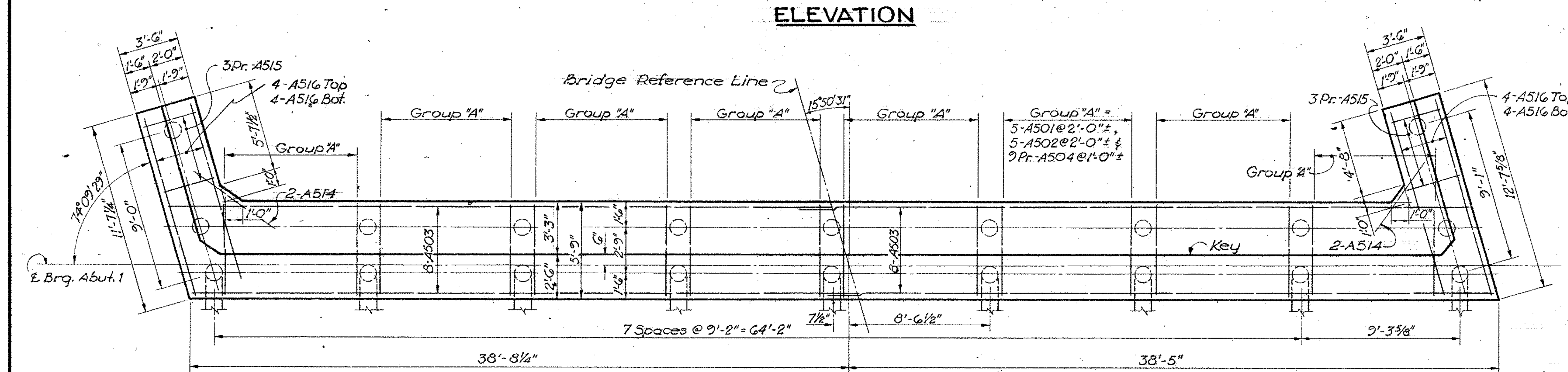
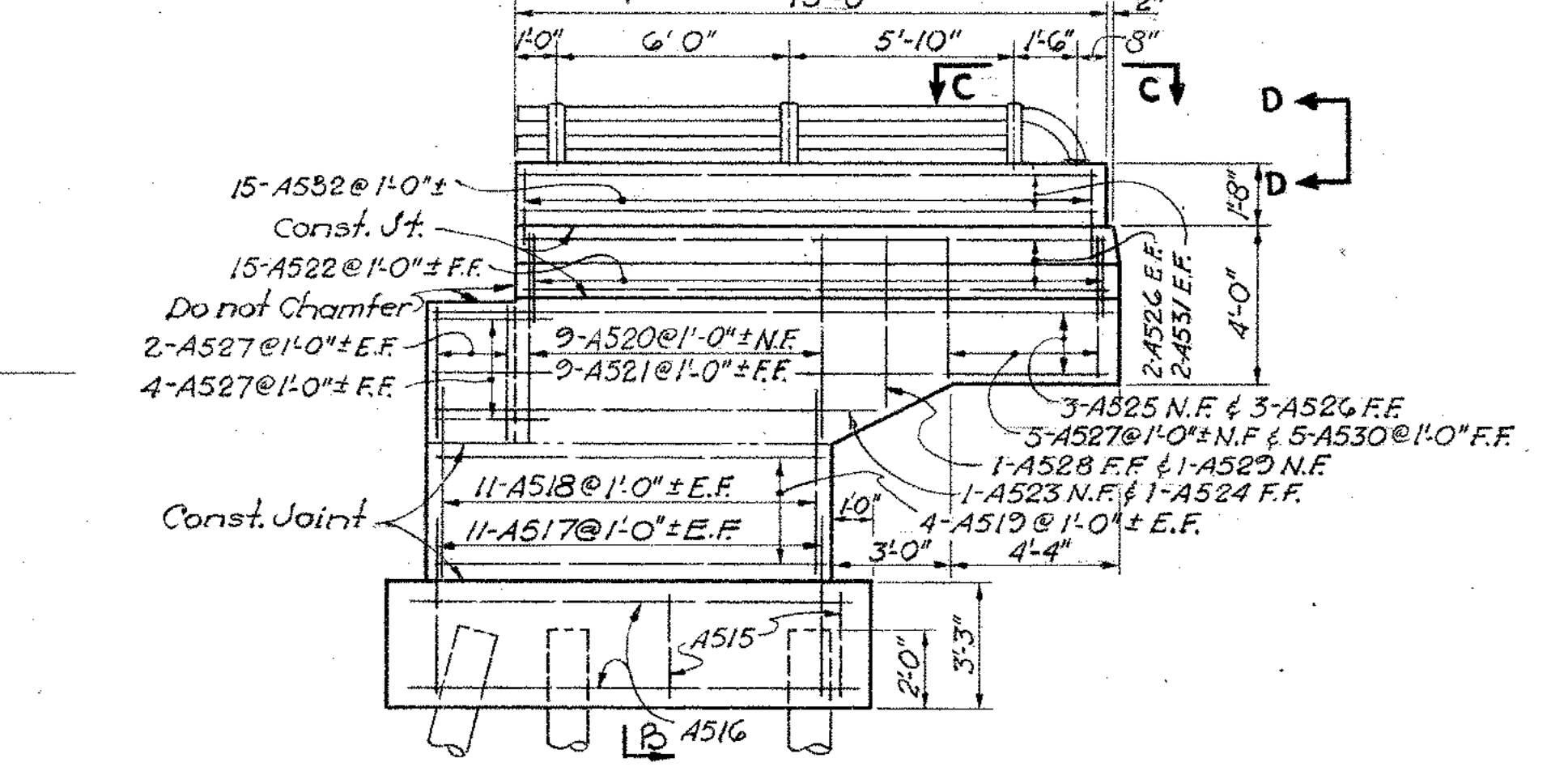
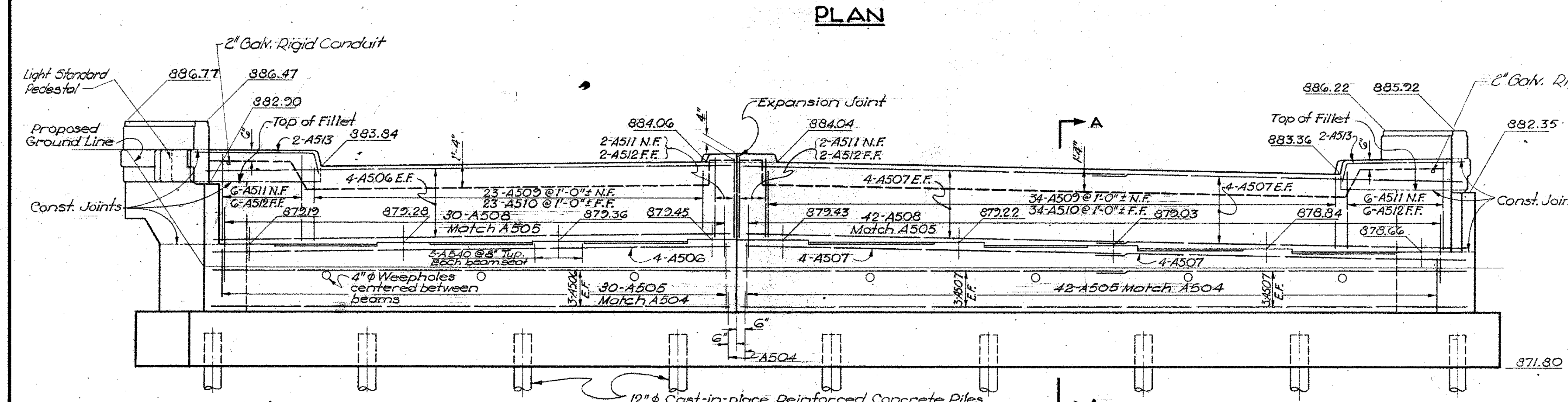
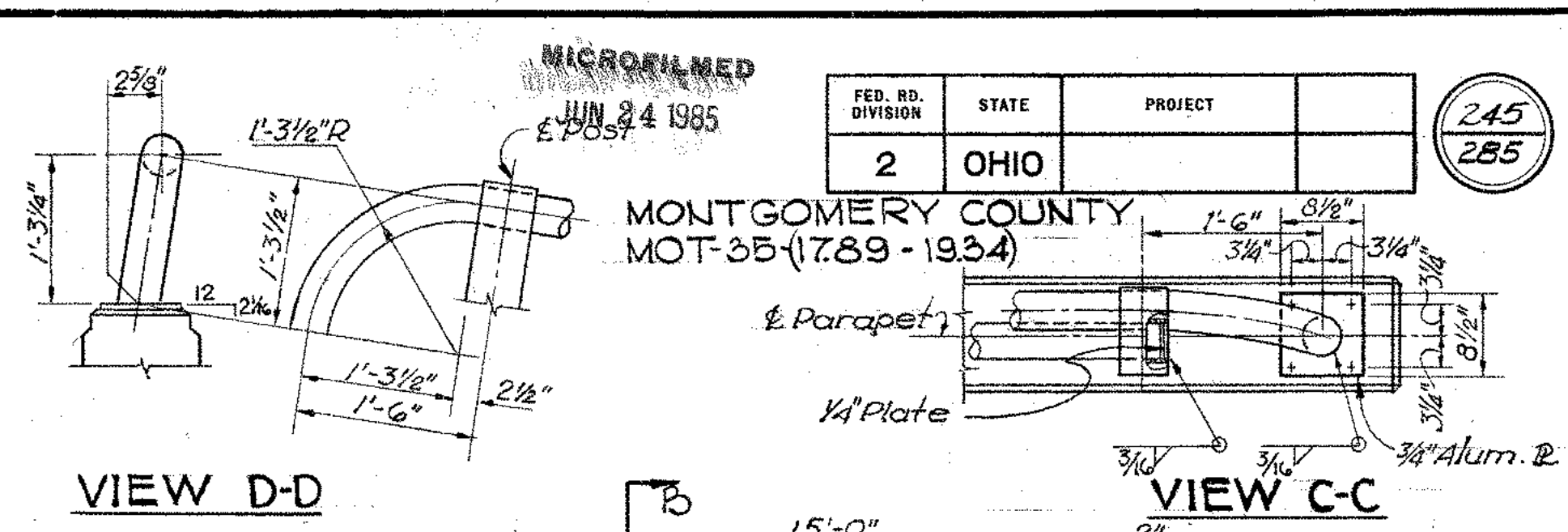
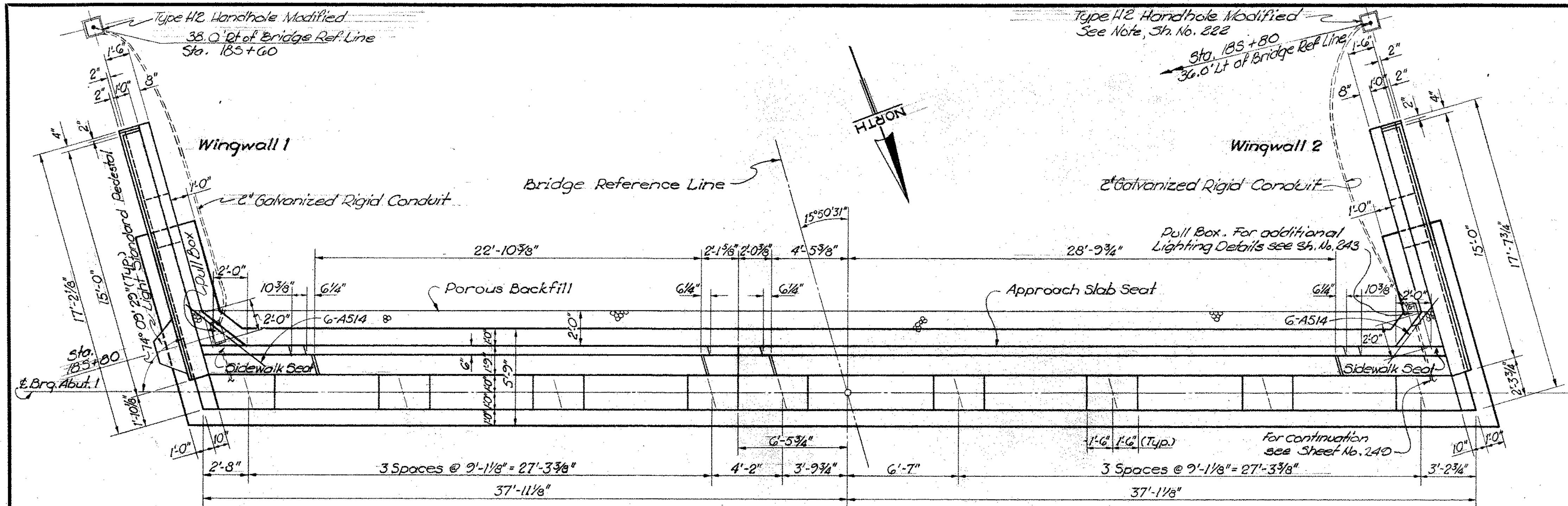


BRIDGE LAYOUT

NOTES:

1. Bearings @ Abutments & Piers are all parallel.
2. Bridge Reference Line is parallel to curb lines in the vicinity of the bridge.
3. Exist. Smithville Rd. is the Reference Line used on Roadway Plans.
4. For Smithville Road Layout See Roadway Sheet Nos. 38 & 39.

VOGT, IVERS, SEAMAN & ASSOCIATES ENGINEERS ARCHITECTS CINCINNATI CHICAGO					
BORINGS AND BRIDGE LAYOUT					
BRIDGE NO. MOT-35-1876 PROPOSED U.S. 35 UNDER SMITHVILLE ROAD					
MONTGOMERY CO. STA. 18+92.50 TO STA. 21+28.68					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
CAV	RL	IL	JCG	J.A.D.	12/59
					REVISED



- NOTES**
- Designations used are as follows:
E.F. = Each Face
F.F. = Far Face
N.F. = Near Face
 - Parapet Concrete, A531 & A538 bars to be included with Item 5-14 for payment.
 - For reinforcing steel list, see Sheet No. 251.
 - For approach slab & sidewalk details, see Sheet No. 250.
 - Rolling on abutment wingwalls shall be continuous through supports.
 - For rolling details, see Std. Dwg. AR-1-57 except as modified in Views C-C & D-D.
 - Porous Backfill shall be extended the full length of the abutment. The lower limit shall be as shown. The upper limit shall be the underside of the approach slab or as shown.
 - Excavation Procedure: The embankment shall be placed & compacted to subgrade elevation for a distance of 200' in back of abutments prior to the excavation for the abutments.
 - For Bridge Layout see Sheet No. 244.

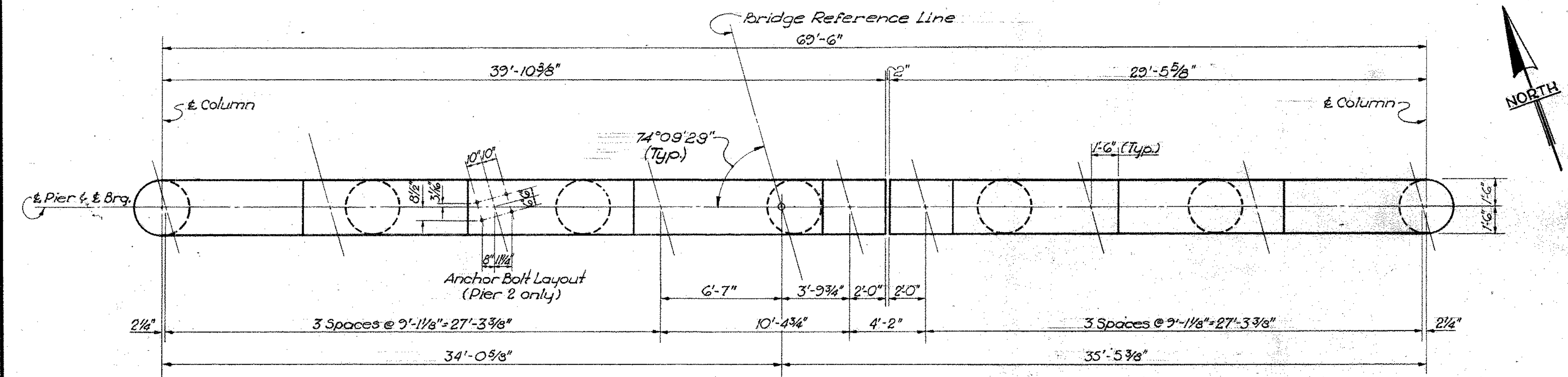
VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

ABUTMENT 1
BRIDGE NO. MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD

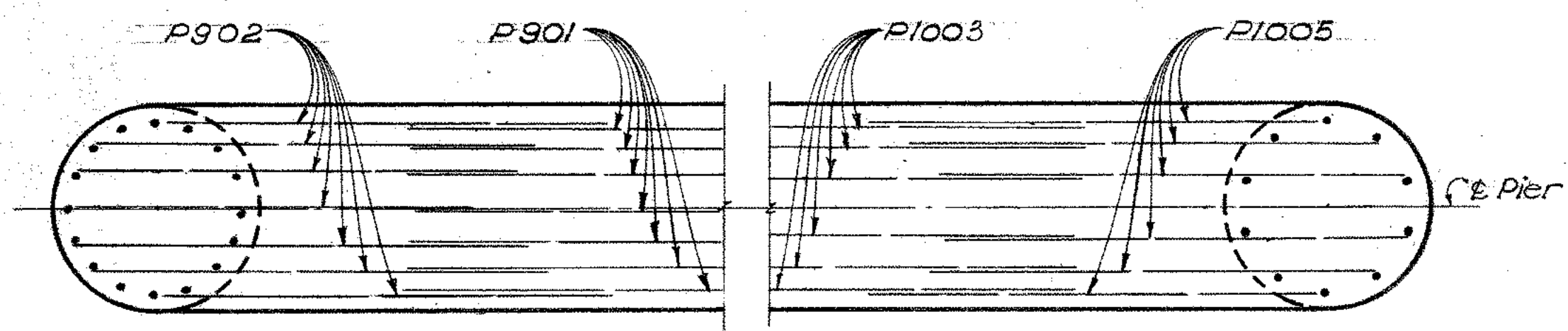
MONTGOMERY CO. STA. 18+92.30 TO
STA. 21+28.68

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.G.	J.C.G.	J.C.H.	D.W.I.	J.A.D.	12/59	

This Sheet to be worked with Sheet No. 246.

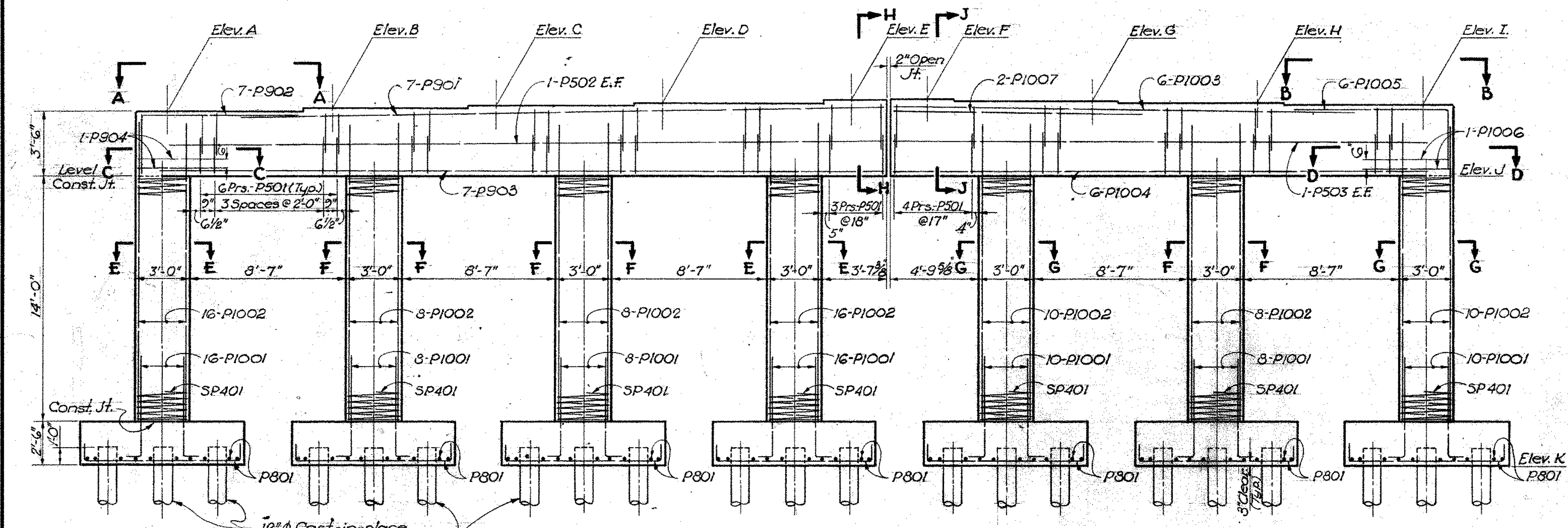


PLAN

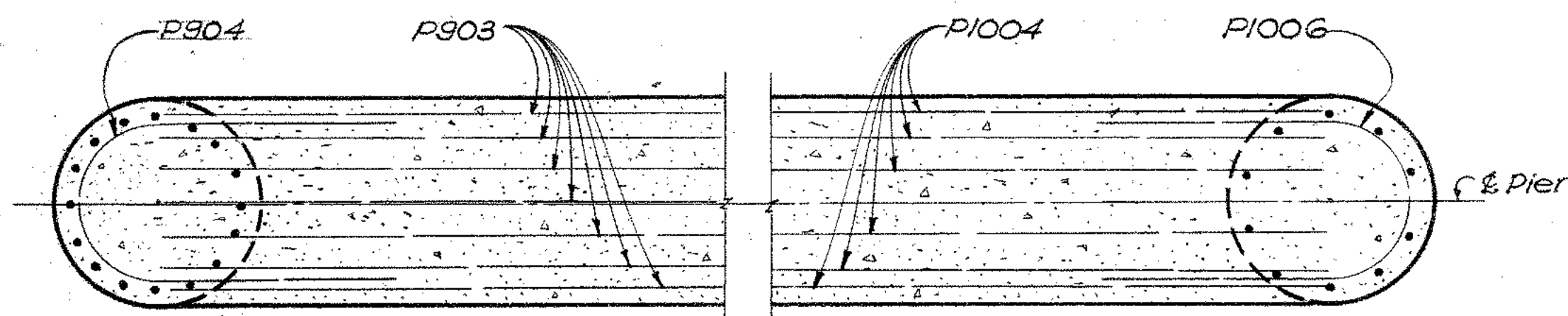


VIEW A-A

VIEW B-B

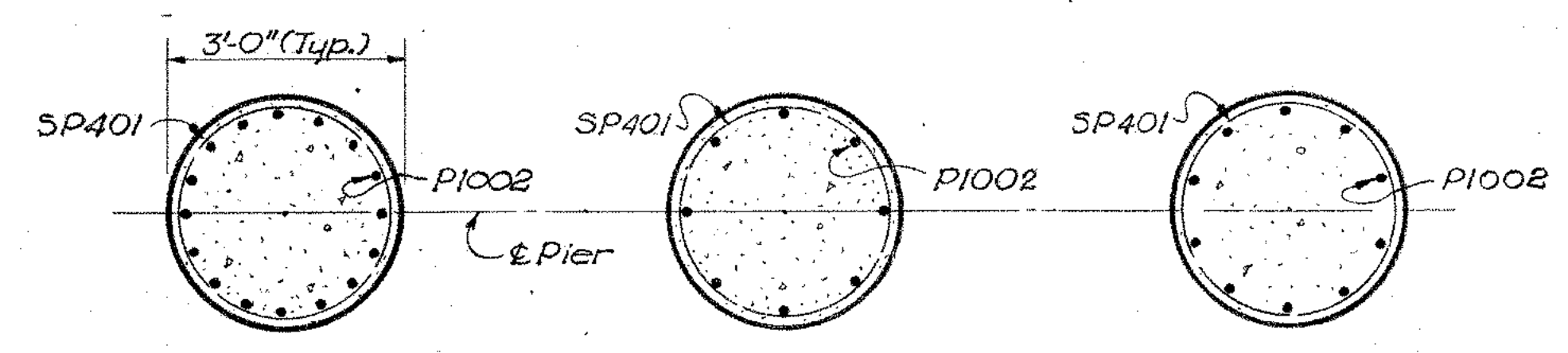


ELEVATION



SECTION C-C

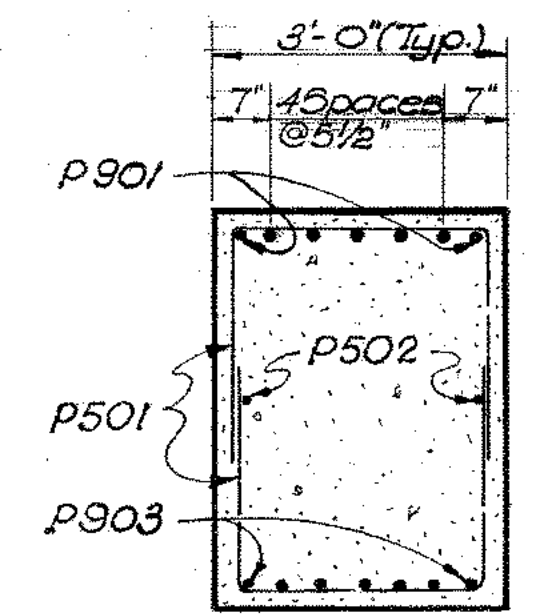
SECTION D-D



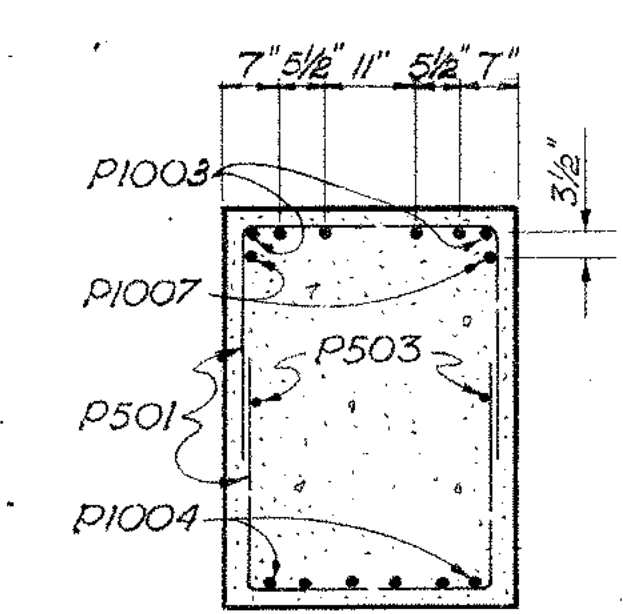
SECTION E-E

SECTION F-F

SECTION G-G

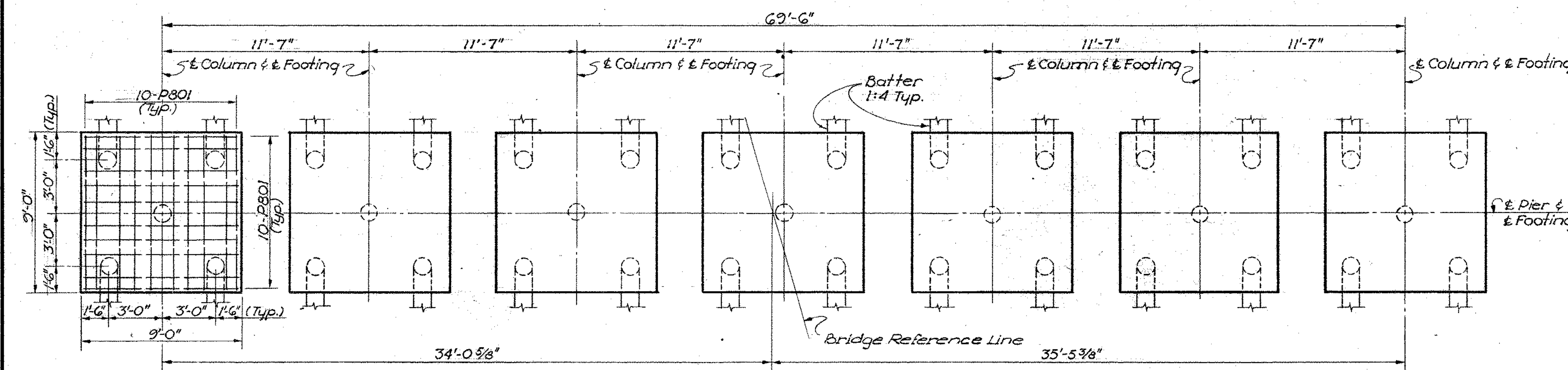


SECTION H-H



SECTION J-J

TABLE OF ELEVATIONS			
ELEV.	PIER 1	PIER 2	PIER 3
A	877.35	876.01	874.52
B	877.54	876.20	874.71
C	877.73	876.38	874.89
D	877.91	876.57	875.08
E	878.13	876.78	875.29
F	878.15	876.80	875.31
G	878.06	876.72	875.23
H	877.97	876.63	875.14
I	877.89	876.54	875.05
J	873.85	872.51	871.02
K	857.35	856.01	854.52



FOOTING PLAN

NOTES

1. Place dowels in footings to insure correct spacing of main column steel.
2. "E.F." designates "each face".
3. For reinforcing steel list, see Sh. No. 251.
4. For Bridge Layout, see Sh. No. 244.

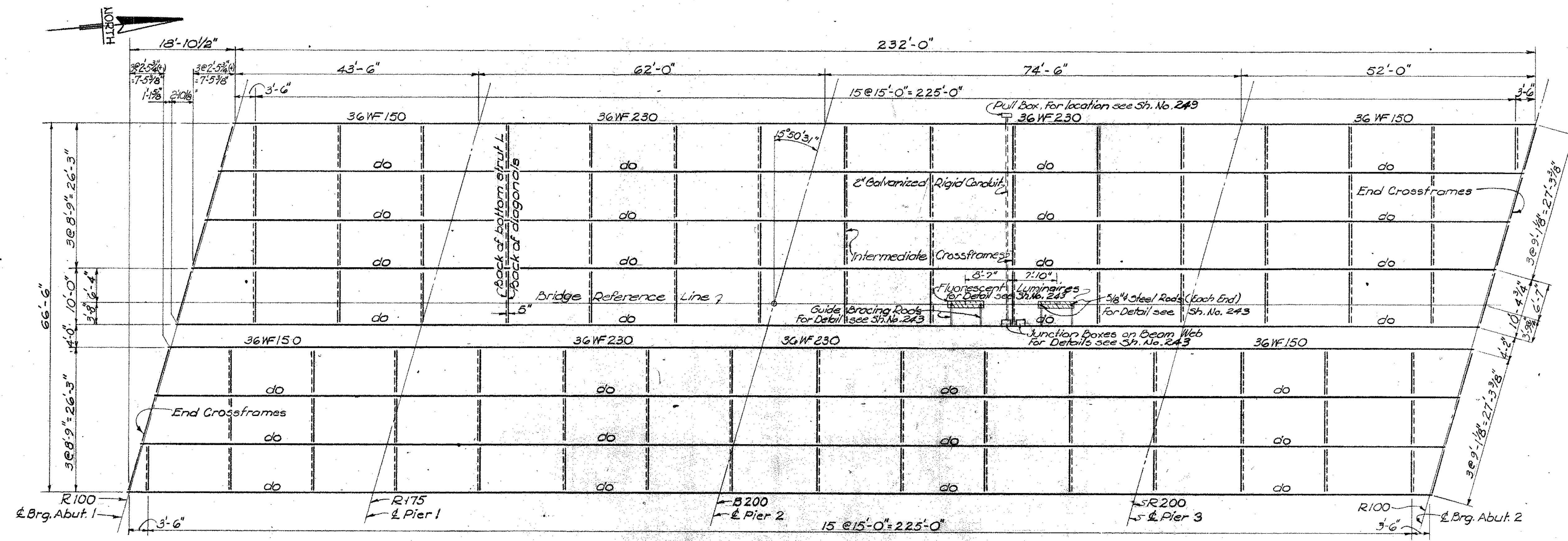
VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

PIERS 1,2&3

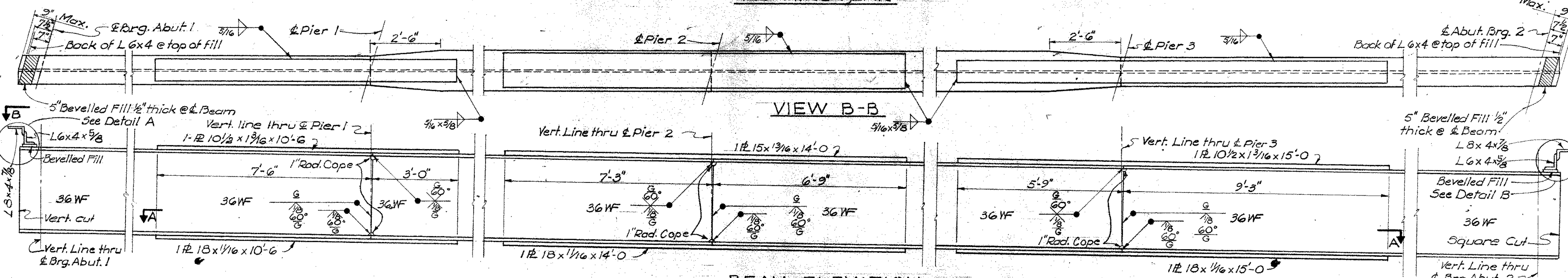
BRIDGE NO. MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD

MONTGOMERY CO. STA. 18+92.30 TO
STA. 21+28.68

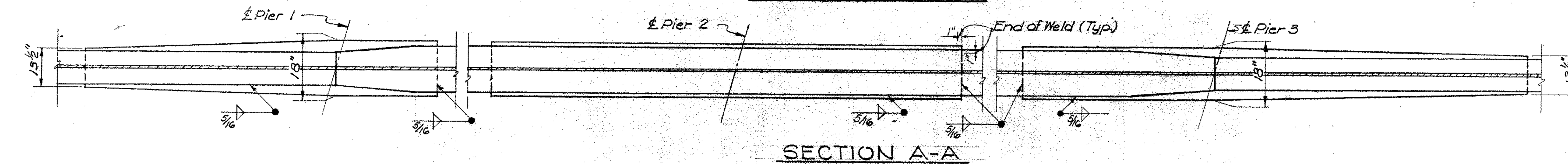
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.G.	J.C.G.	J.C.H.	A.Y.	J.A.D.	12/59	



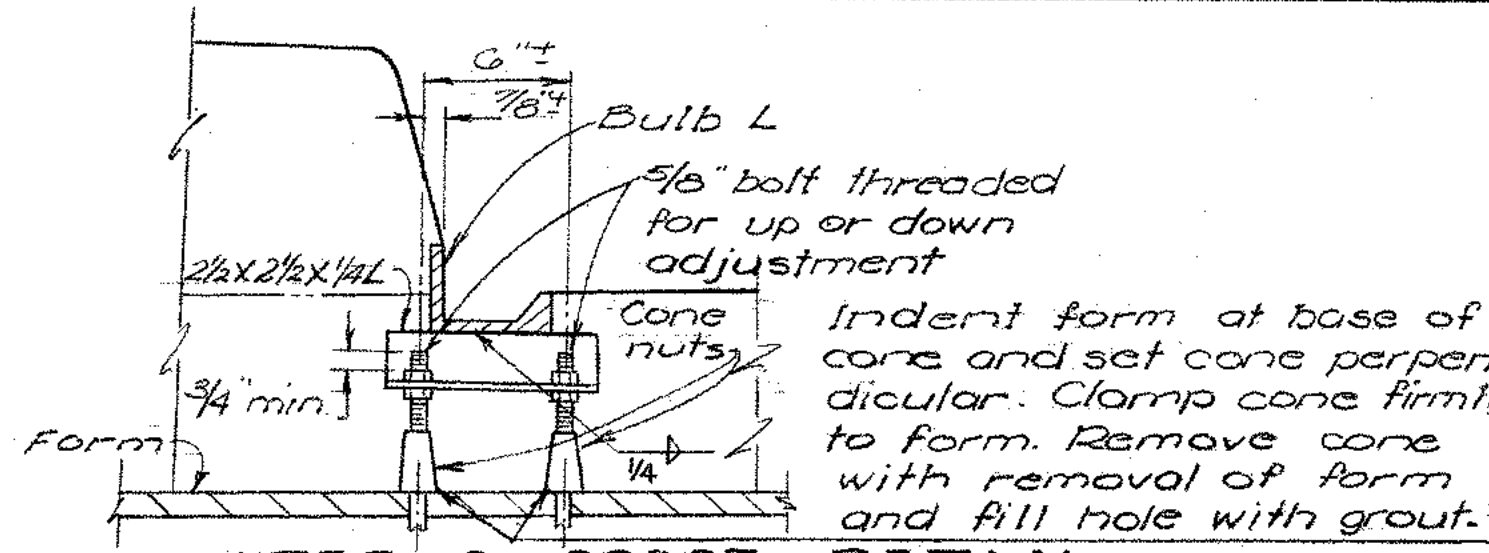
FRAMING PLAN



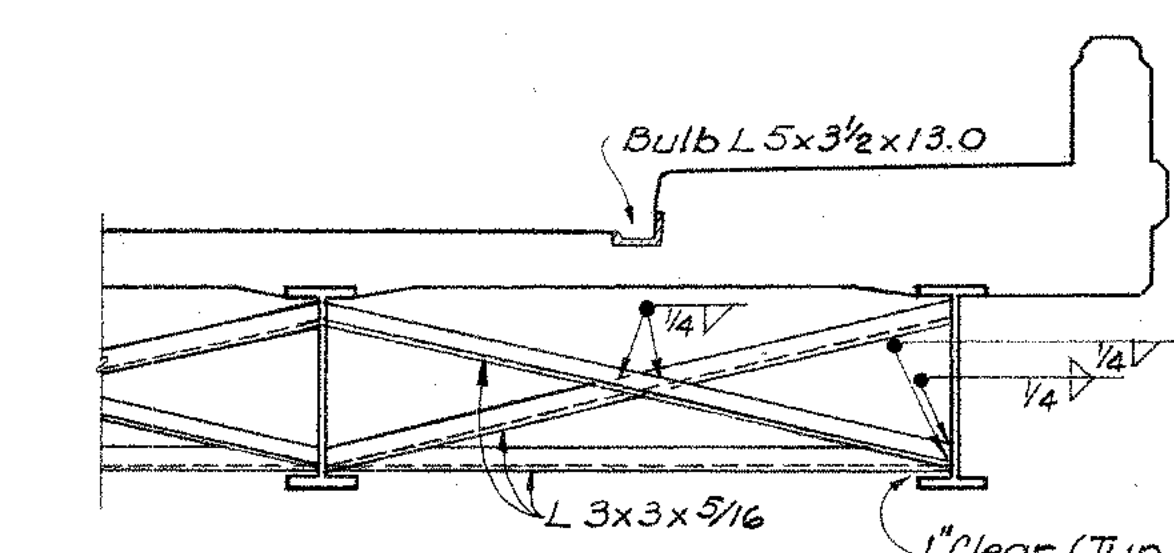
BEAM ELEVATION



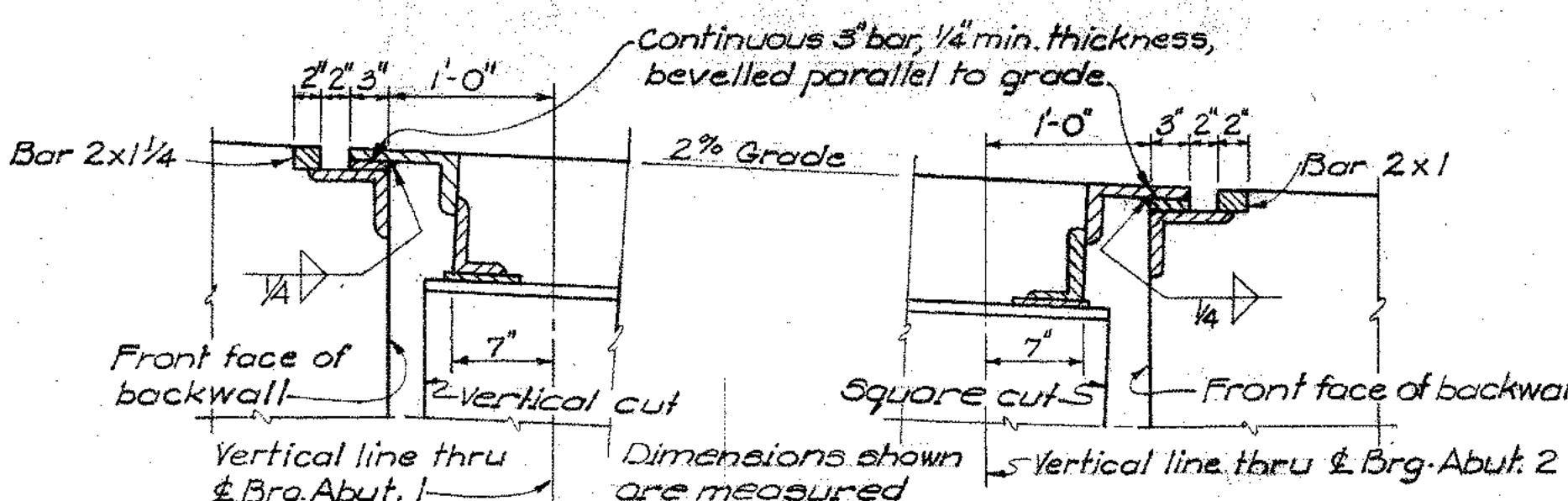
SECTION A-A



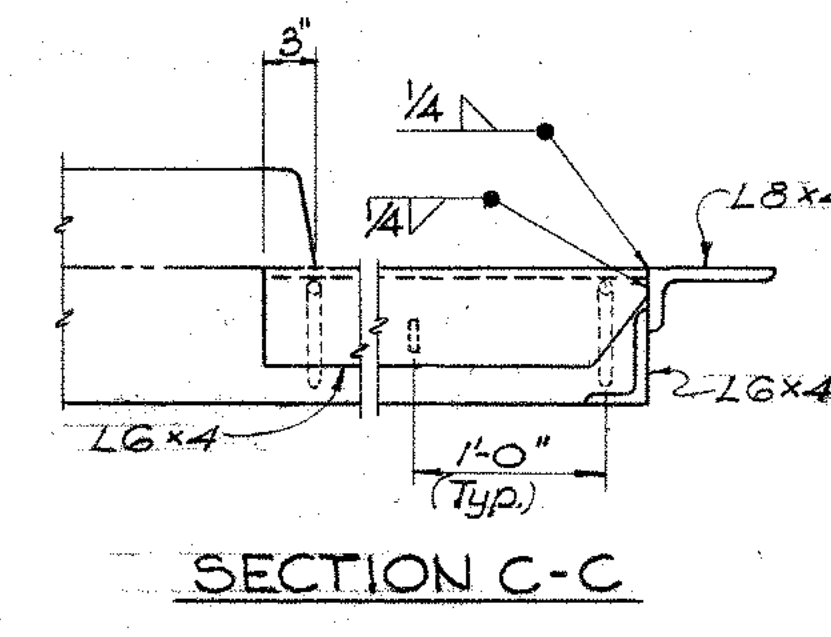
GUTTER SUPPORT DETAIL



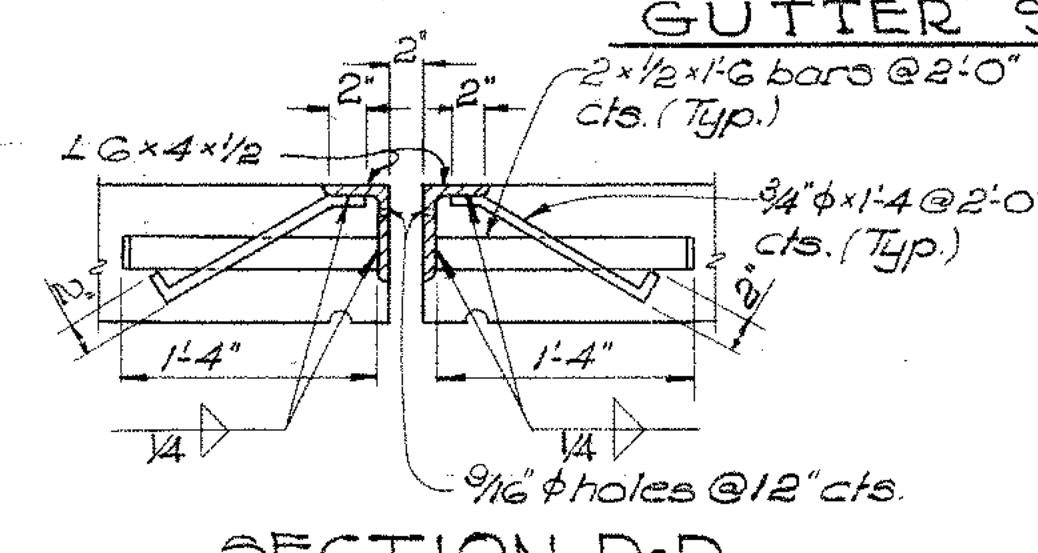
INTERMEDIATE CROSSFRAME



DETAIL A



SECTION C-C



SECTION D-D

- BEAM SPLICE WELDING PROCEDURE**
1. Raise end of beam 1/16" at Pier No. 1.
 2. Butt-weld beam flanges and web of Pier No. 2 using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
 3. Weld top and bottom flange moment plates of Pier No. 2.
 4. Lower end of beam of Pier No. 1.
 5. Raise end of beam 3/16" at Abut. No. 1 and 3/4" at Abut. No. 2.
 6. Butt-weld beam flanges and webs of Pier No. 1 and Pier No. 3 using the same sequence as in step 2.
 7. Weld top and bottom flange moment plates of Pier No. 1 and Pier No. 3.
 8. Lower end of beams of Abut. No. 1 and Abut. No. 2.

NOTES

1. All abutment and pier center lines are parallel.
2. For end crossframe details see Std. Dwg. CSB-2-56-Sheet 2 of 6.
3. For rocker and bolster details see Std. Dwg. RB-1-55.
4. For end dorm details see Std. Dwg. CSB-2-56 Sheets 2 & 3 of 6 except as modified by details A and B on this sheet.
5. For locations of Sec. C-C and Sec. D-D see Sheet No. 249.
6. After erection and after the shop coat has been cleaned and, where necessary, repainted in accordance with Sec. 3.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside steel beams and all sides of the bottom flange.
7. For median curb plate details and sidewalk end dorm & curb plate details see Sheet No. 250.
8. For Bridge Layout see Sheet No. 244.
9. For scupper locations see Sheet No. 249.
10. For details of Scuppers and Standard Pipe Drains at end of Bulb Angle Gutters see Std. Dwg. CSB-2-56 Sheets 2 and 3 of 6.

CAMBER OF BEAMS				
SPAN	1	2	3	4
Deflection due to weight of steel	0"	0"	1/16"	0"
Deflection due to remaining dead load	1/8"	1/16"	3/16"	3/16"
Sum of deflections	1/8"	1/16"	3/16"	3/16"
Req'd. shop center	0"	0"	0"	0"

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

STRUCTURAL STEEL
BRIDGE NO. MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD

MONTGOMERY CO. STA. 18+92.30 TO
STA. 21+28.68

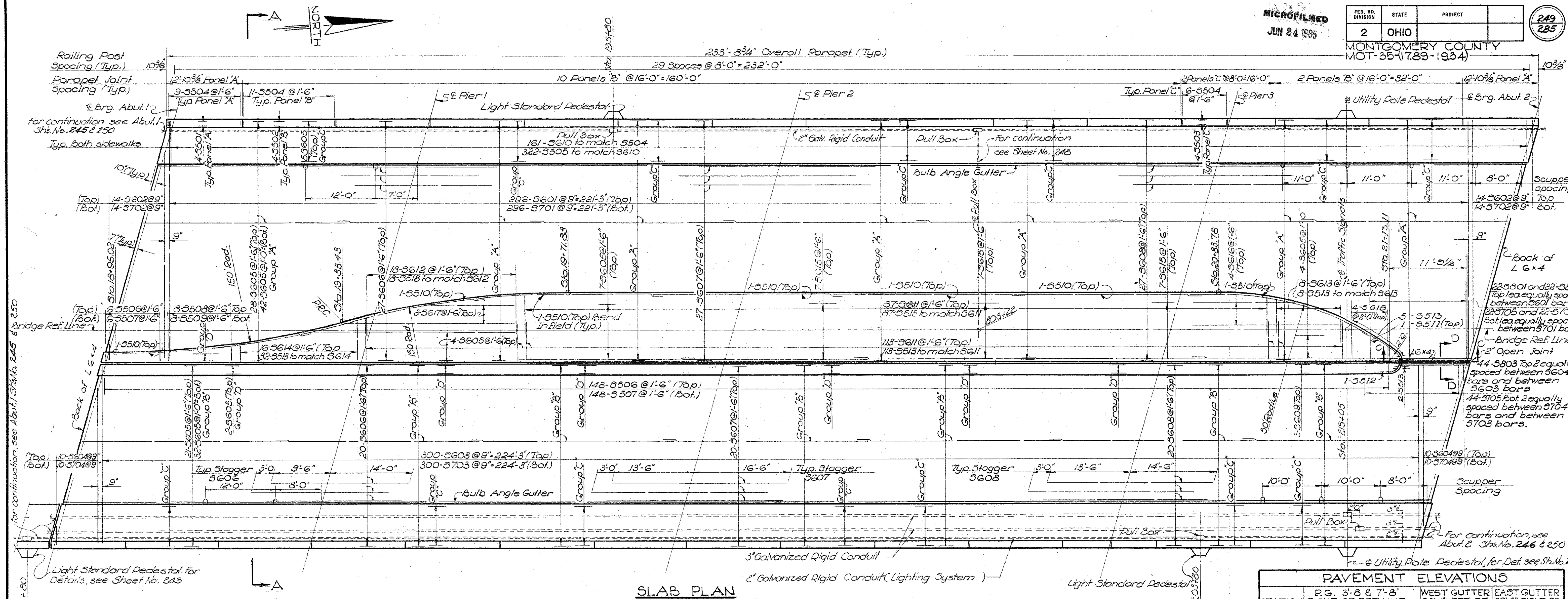
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.G.	J.C.G.	K.L.	H.R.A.	J.A.D.	12/59	

MICROFILMED
JUN 24 1965

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

249
285

MONTGOMERY COUNTY
MOT-35(17.89-19.34)

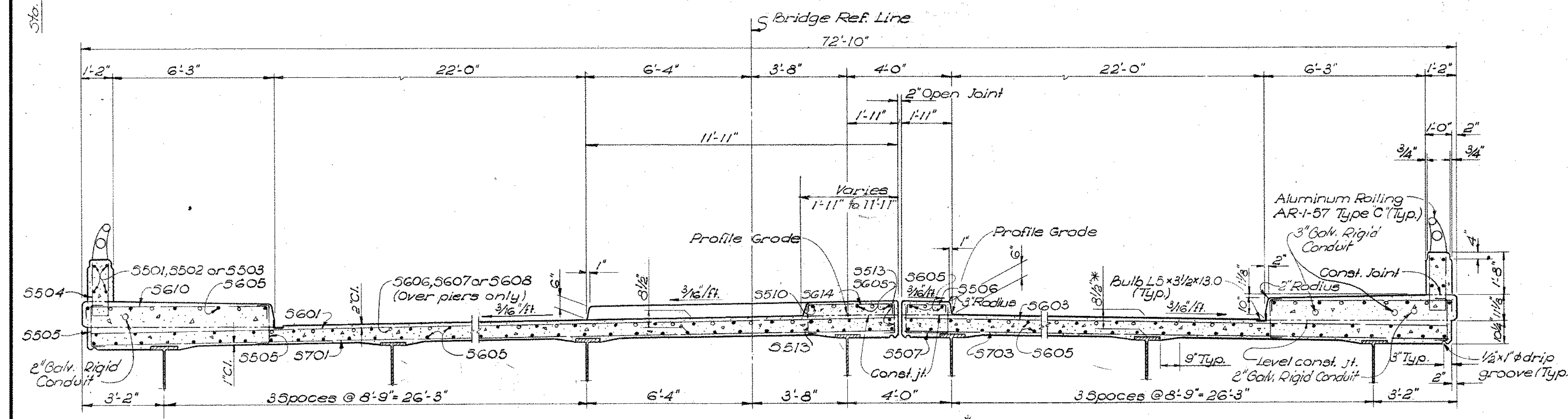


SLAB PLAN

STATION	R.G. 3'-8 & 7'-8" RIGHT OF REF. LINE THROUGHOUT BRIDGE	WEST GUTTER 28'-4" LEFT OF REF. LINE	EAST GUTTER 28'-8" RIGHT OF REF. LINE
18+50	884.89	884.39	883.55
19+00	883.89	883.39	882.55
+50	882.89	882.39	881.55
20+00	881.89	881.39	880.55
+50	880.89	880.39	879.55
21+00	879.89	879.39	878.55
+50	878.89	878.39	877.55

NOTES:

1. Spread reinforcing steel in slab to clear scuppers as necessary.
2. For railing details and additional parapet joint details see Std. Dwg. AR-1-57.
3. For reinforcing steel list see Sheet No. 251.
4. Parapet concrete, 5501, 5502, & 5503 bars to be included with item S-14 for payment.
5. Bulb angle gutter and supports are not designed for superimposed loads prior to curing of slab concrete. Slab thickness shown includes 1" for monolithic wearing surface.
6. For detail of Secs. C-C, G-G, D-D See Sh. 248.
7. For Bridge Layout See Sheet No. 244.
8. Sidewalk dimensions are typical for both sides.



SECTION A-A

*This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension even though deviation from it may become necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to finished grade.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

DECK SLAB
BRIDGE NO. MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD

MONTGOMERY CO. STA. 18+92.30 TO
STA. 21+28.68

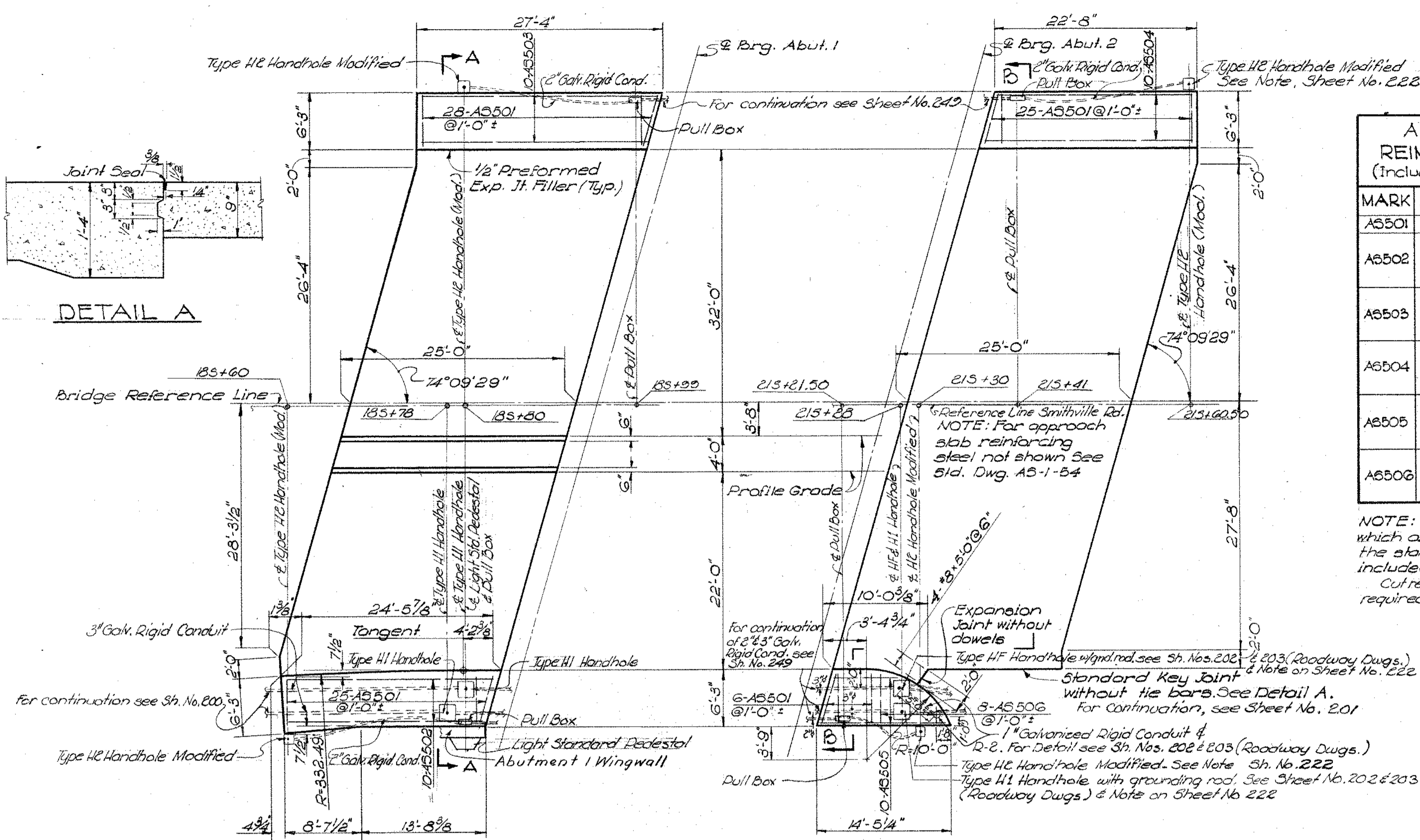
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.G.	J.C.G.	S.B.	H.R.A.	J.A.D.	12/59	

MICROFILMED
JUN 24 1985

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

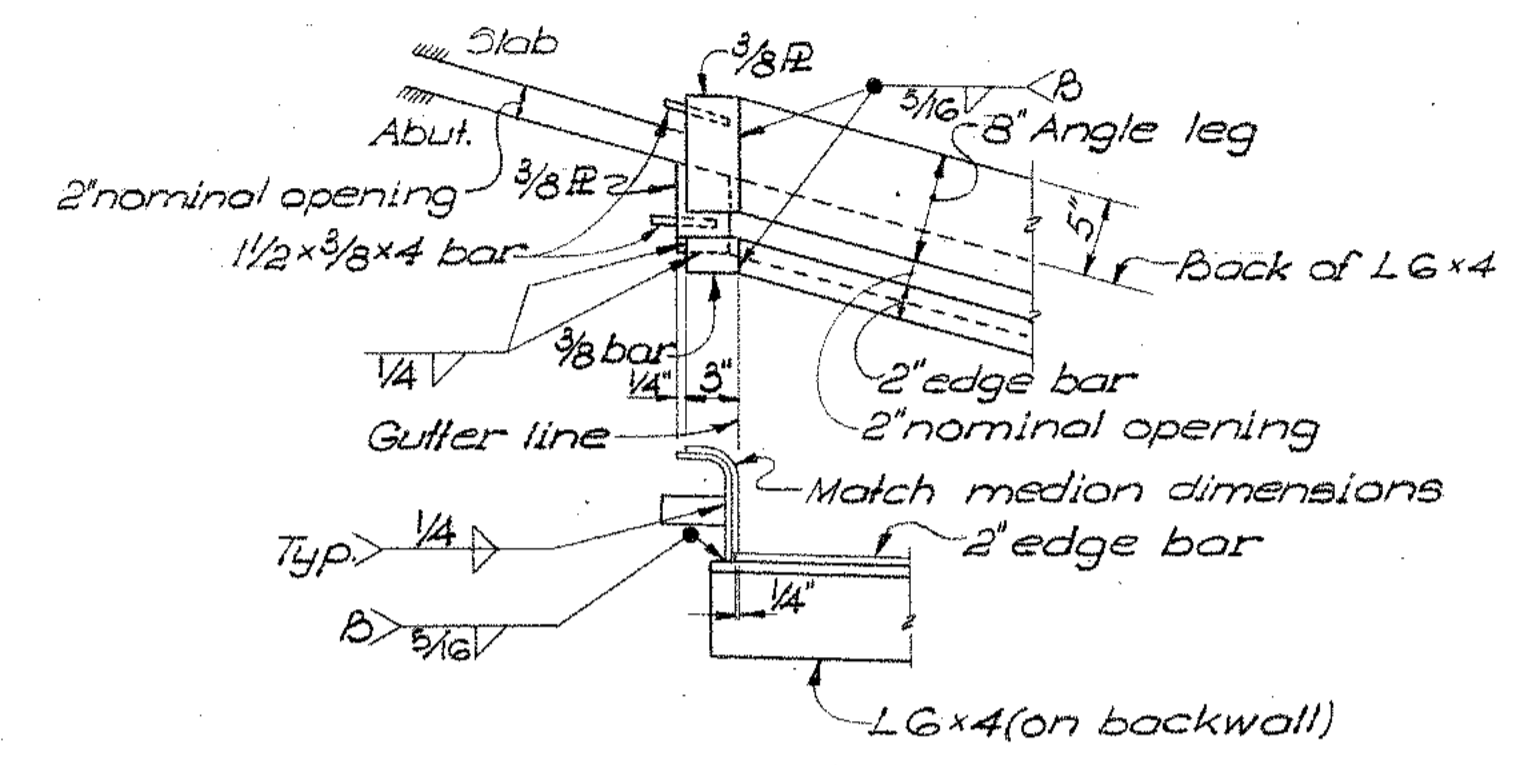
250
285



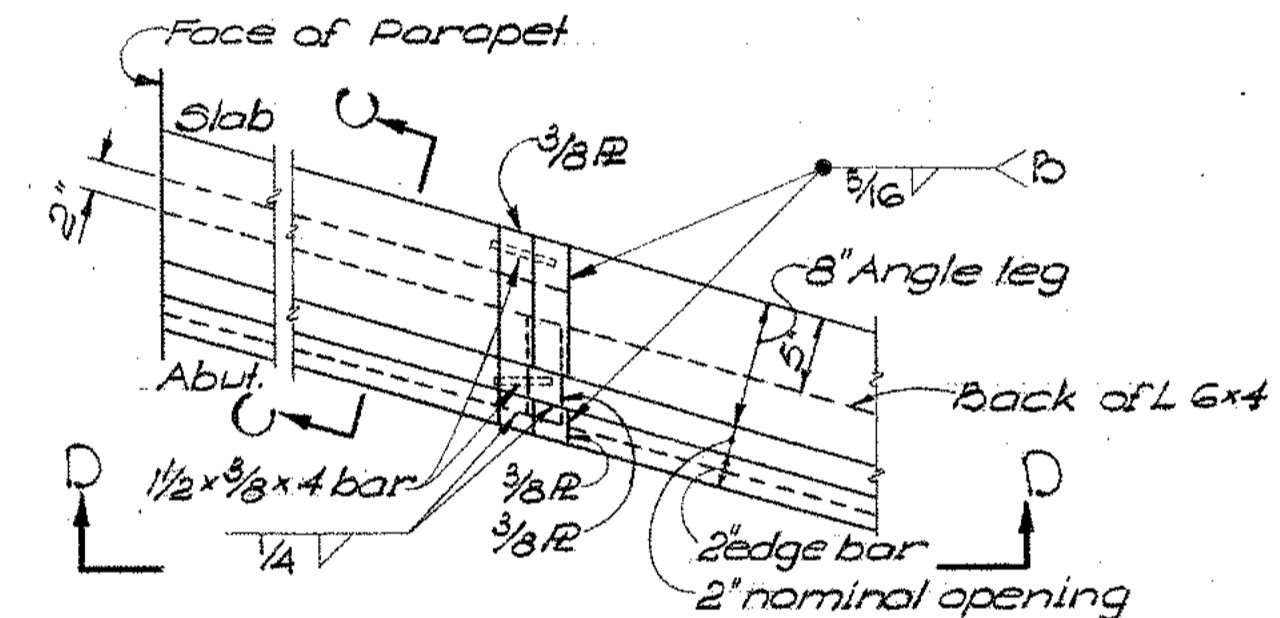
APPROACH SIDEWALK REINFORCING STEEL LIST
(Included in Item I-13 for payment)

MARK	LENGTH	SHAPE	NO.	WEIGHT
A5501	5'-8"	Str.	84	496
A5502	Varies 1 ea. 21'-11" to 24'-2" incr 3"	Str.	10	240
A5503	Varies 1 ea. 25'-3" to 26'-9" incr 2"	Str.	10	271
A5504	Varies 1 ea. 22'-5" to 23'-11" incr 2"	Str.	10	242
A5505	Varies 1 ea. 5'-0" to 14'-0" incr 12"	Str.	10	99
A5506	Varies 1 ea. 2'-0" to 5'-6" incr 6"	Str.	8	31

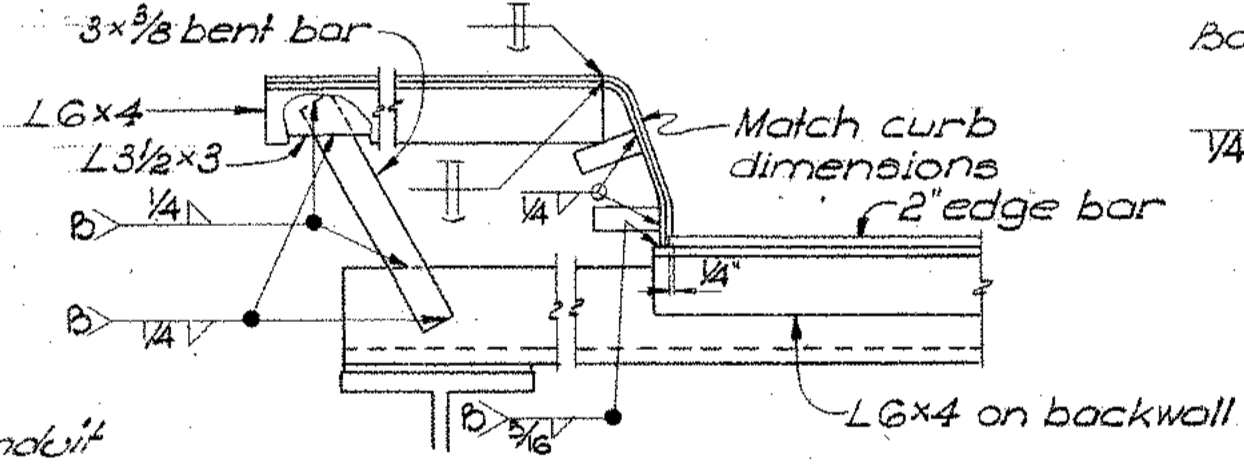
NOTE: The 4"-8"x5'-0" reinforcing bars which are shown on plan as additions to the standard approach slab steel are included in Item I-7 for payment. Cut reinforcing steel in approach sidewalks as required to clear pull boxes & handholes.



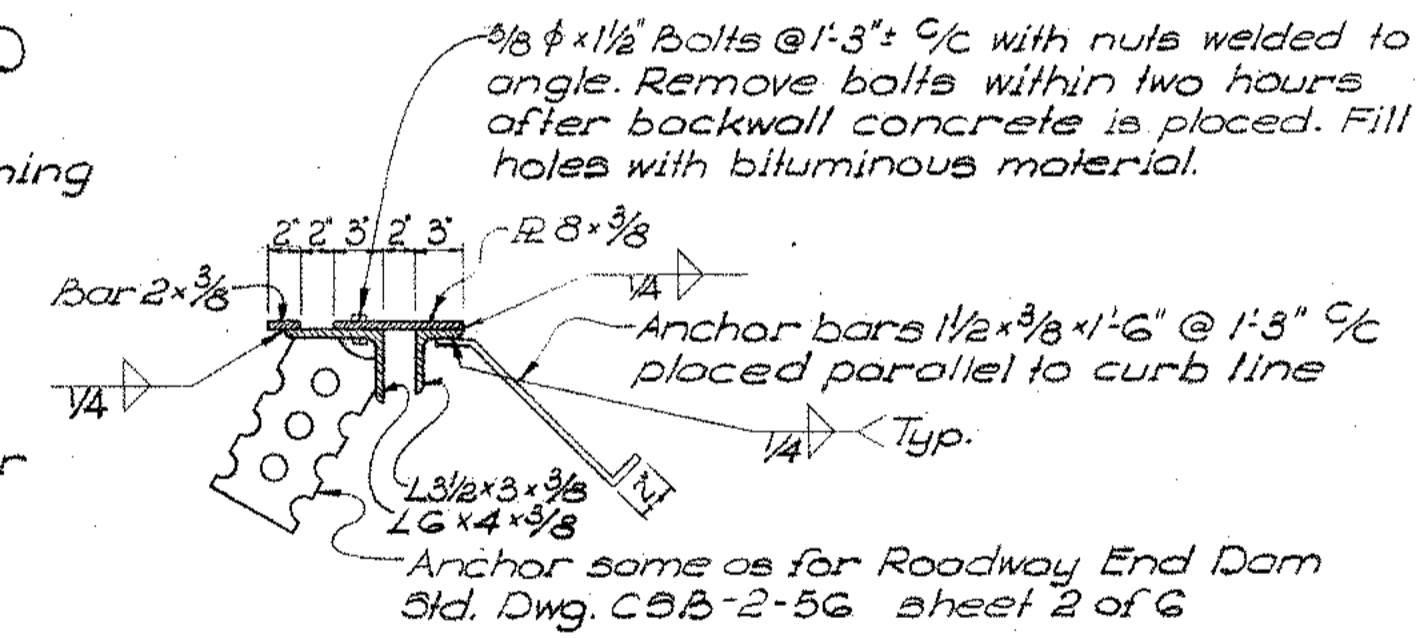
MEDIAN CURB PLATES



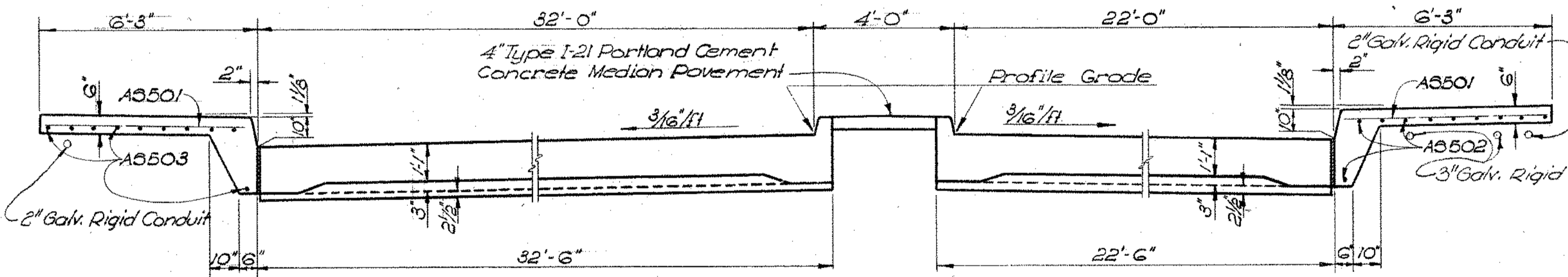
PART PLAN



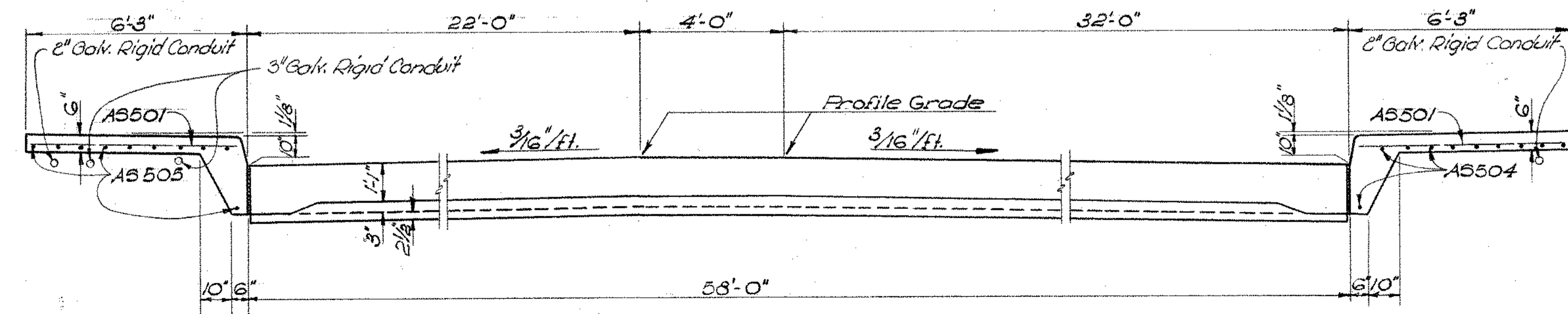
VIEW D-D



SECTION C-C



SECTION A-A



SECTION B-B

SIDEWALK END DAM & CURB PLATES

NOTES

1. Approach Slab Quantities and Approach Sidewalk Quantities to be included in Roadway Items for payment.
2. For Approach Slab Details see Std. Dwg. AS-1-54 except as modified on this sheet.
3. For location of Bridge Ref. Line see Bridge Layout on sh. 244.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

APPROACH SLAB AND END DAM DETAILS
BRIDGE NO MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD
MONTGOMERY CO. STA. 18+92.30 TO
STA. 21+28.68

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.G.	J.C.G.	B.B.	A.Y.	J.A.D.	12/59	

DECK SLAB						DECK SLAB						ABUTMENTS						PIERS											
		BRIDGE NO. MOT-35-1876		BRIDGE NO.				BRIDGE NO. MOT-35-1876		BRIDGE NO.				BRIDGE NO. MOT-35-1876		BRIDGE NO.				BRIDGE NO. MOT-35-1876		BRIDGE NO.							
MARK	LENGTH	SHAPE	NO.	WEIGHT	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	NO.	WEIGHT	MARK	LENGTH	SHAPE	NO.	WEIGHT	NO.	WEIGHT		
3501*	12'-4"	Str.	16				3501*	12'-4"	Str.	16				A501	4'-4"	Bt.	81	121			P501	7'-11"	Bt.	222	1323				
3502*	15'-6"	Str.	96				3502*	15'-6"	Str.	96				A502	5'-5"	Str.	81	438			P502	39'-8"	Str.	6	246				
3503*	7'-6"	Str.	16				3503*	7'-6"	Str.	16				A503	39'-2"	Str.	22	1307			P503	29'-4"	Str.	8	134				
3504	4'-10"	Bt.	324	1653			3504	4'-10"	Bt.	324	1653			A504	6'-8"	Bt.	288	2006											
3505	2'-0"	Bt.	644	1343			3505	2'-0"	Bt.	644	1343			A505	5'-10"	Bt.	144	1327											
3506	2'-0"	Bt.	154	321			3506	2'-0"	Bt.	154	321			A506	31'-2"	Str.	18	525											
3507	3'-4"	Bt.	154	335			3507	3'-4"	Bt.	154	335			A507	22'-6"	Str.	72	1690											
3508	2'-11" to 2'-8"	Bt.	6	20			3508	2'-11" to 2'-8"	Bt.	6	20			A508	10'-2"	Bt.	144	527											
3509	3'-5" to 4'-0"	Bt.	6	31			3509	3'-5" to 4'-0"	Bt.	6	31			A509	6'-4"	Bt.	117	773			P501	10'-3"	Bt.	390	1494				
3510	32'-0"	Str.	7	234			3510	32'-0"	Str.	7	234			A510	3'-8"	Bt.	117	448											
3511	3'-5"	Bt.	1	13			3511	3'-5"	Bt.	1	13			A511	6'-10"	Bt.	23	200											
3512	4'-3"	Bt.	1	4			3512	4'-3"	Bt.	1	4			A512	5'-2"	Bt.	28	151											
3513	1'-4"	Bt.	268	360			3513	1'-4"	Bt.	268	360			A513	7'-10"	Bt.	8	65			P501	33'-3"	Str.	21	2517				
3514	4'-0"	Str.	6	25			3514	4'-0"	Str.	6	25			A514	5'-0"	Str.	24	125			P502	17'-5"	Bt.	21	115				
3601	40'-5"	Str.	296	19154			3601	40'-5"	Str.	296	19154			A515	7'-0"	Bt.	30	219			P503	33'-3"	Str.	21	2517				
3602	3'-11" to 3'-8"	Str.	28	1069			3602	3'-11" to 3'-8"	Str.	28	1069			A516	11'-3"	Str.	24	262			P504	33'-3"	Str.	21	2517				
3603	30'-10"	Str.	300	18995			3603	30'-10"	Str.	300	18995			A517	11'-3"	Bt.	146	505			P505	33'-3"	Str.	21	2517				
3604	3'-4" to 2'-4"	Str.	20	421			3604	3'-4" to 2'-4"	Str.	20	421			A518	5'-8"	Bt.	66	396			P506	10'-5"	Bt.	16	123				
3605	25'-0"	Str.	47	10427			3605	25'-0"	Str.	47	10427			A519	9'-3"	Str.	24	238			P507	11'-5"	Bt.	19	119				
3606	25'-6"	Str.	47	10523			3606	25'-6"	Str.	47	10523			A520	5'-2"	Str.	27	146			P508	10'-4"	Bt.	16	123				
3607	25'-0"	Str.	47	2115			3607	25'-0"	Str.	47	2115			A521	4'-2"	Bt.	27	117			P509	10'-4"	Bt.	16	123				
3608	28'-0"	Str.	47	1277			3608	28'-0"	Str.	47	1277			A522	2'-9"	Str.	25	122			P510	12'-5"	Bt.	12	102				
3609	26'-0"	Bt.	3	117			3609	26'-0"	Bt.	3	117			A523	11'-2"	Bt.	3	63			P511	11'-5"	Bt.	19	119				
3610	7'-8"	Bt.	322	5703			3610	7'-8"	Bt.	322	5703			A524	4'-4"	Str.	19	114			P512	10'-4"	Bt.	16	123				
3611	8'-11"	Bt.	203	2073			3611	8'-11"	Bt.	203	2073			A525	11'-2"	Str.	23	97			P513	12'-5"	Bt.	12	102				
3612	3'-11" to 2'-9"	Bt.	18	144			3612	3'-11" to 2'-9"	Bt.	18	144			A526	4'-10"	Str.	23	146			P514	10'-4"	Bt.	16	123				
3613	3'-8" to 6'-7"	Bt.	8	62			3613	3'-8" to 6'-7"	Bt.	8	62			A527	3'-7"	Str.	23	146			P515	10'-4"	Bt.	16	123				
3614	2'-7" to 2'-4"	Bt.	16	107			3614	2'-7" to 2'-4"	Bt.	16	107			A528	11'-3"	Str.	23	97			P516	10'-4"	Bt.	16	123				
3615	3'-3"	Str.	20	253			3615	3'-3"	Str.	20	253			A529	5'-3"	Bt.	32	185			P517	12'-5"	Bt.	12	102				

REPLACEMENT BARS

MARK	NO.	LENGTH	SHAPE
RE 4	1	5'-3"	Bt.
RE 5	2	5'-7"	Str.
RE 6	5	5'-11"	Str.
RE 7	5	6'-3"	Str.
RE 8	1	6'-6"	Str.
RE 9	1	6'-10"	Str.
RE 10	2	7'-3"	Str.
RE 11	1	7'-7"	Str.

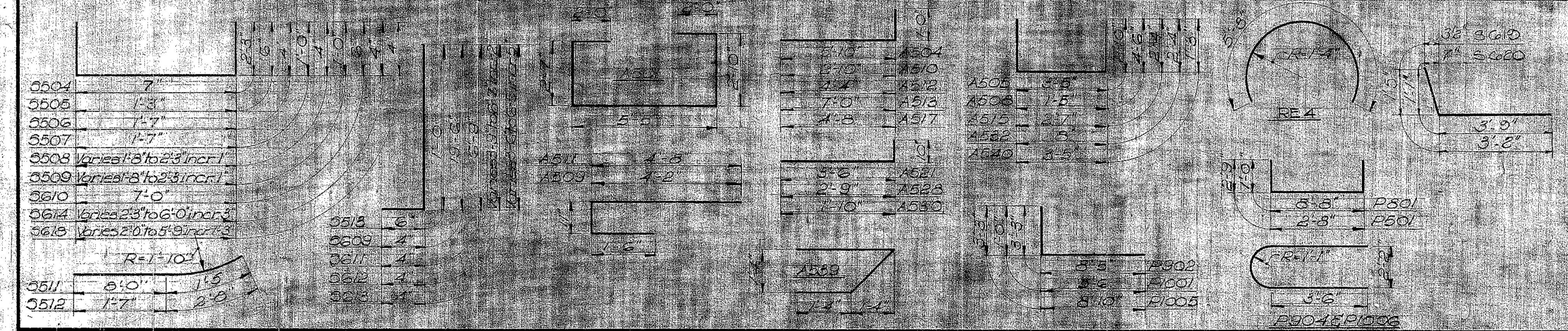
If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-4.02 need not be furnished and replacement bars will not be required.

SPIRAL REINFORCING BARS: The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4.

1/4 closed coils shall be provided at the ends of each spiral unit. Four steel channel, tee or angle spacers weighing approximately 0.03 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 0.03 lb per lin. ft. will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

BENDING DIAGRAMS



MARK	NO.	LENGTH	SHAPE	CORE DIA. % SPIRAL	PITCH	NO. TURNS
P501	1	10'-3"	Bt.	12	12"	20

- NOTE**
- Bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number.
 - Bars marked with single asterisks to be included for payment under Item 3-14 Rolling.
 - Dimensions are given in feet and inches.
 - The length of bars is to be measured along the center line.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

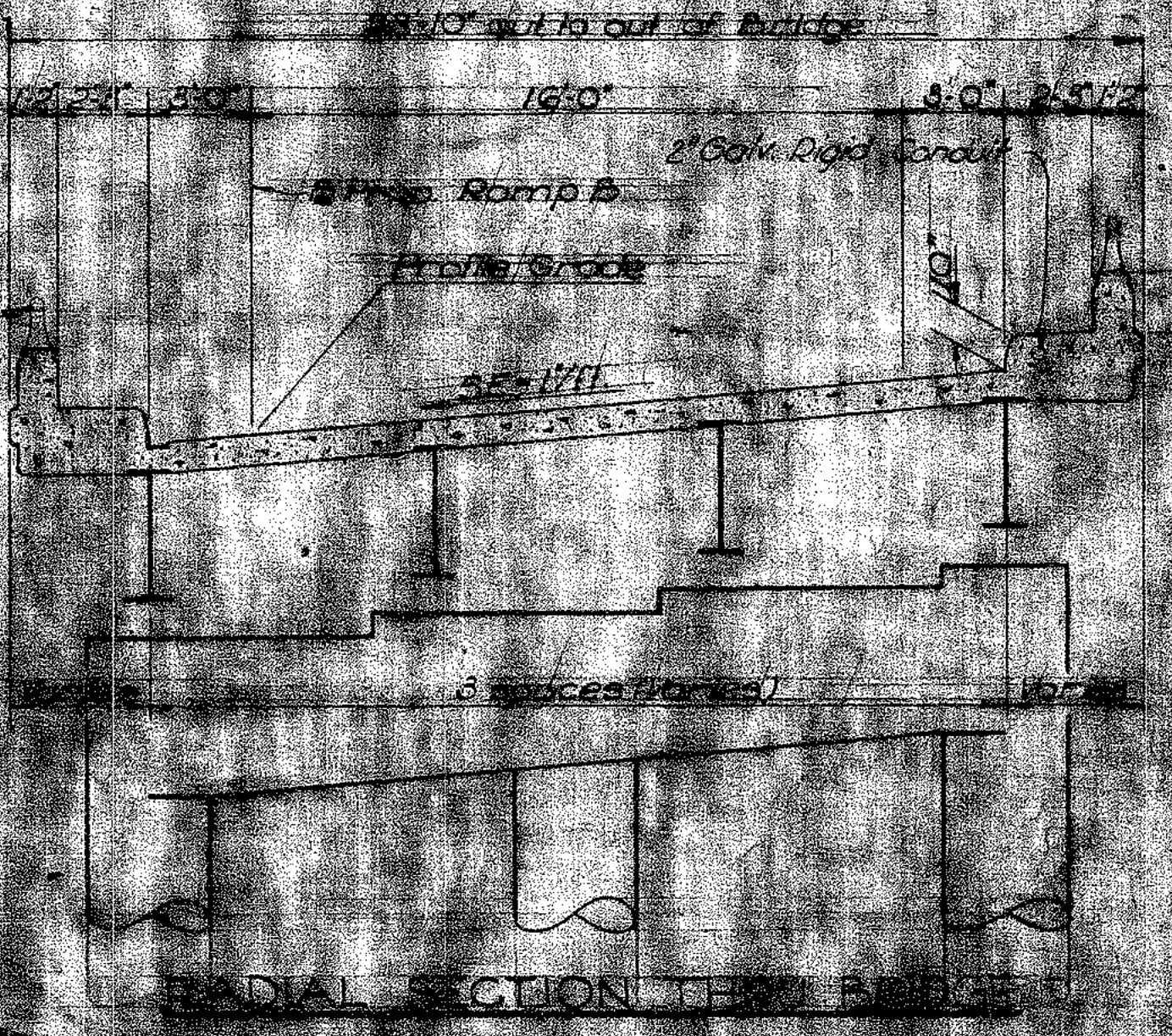
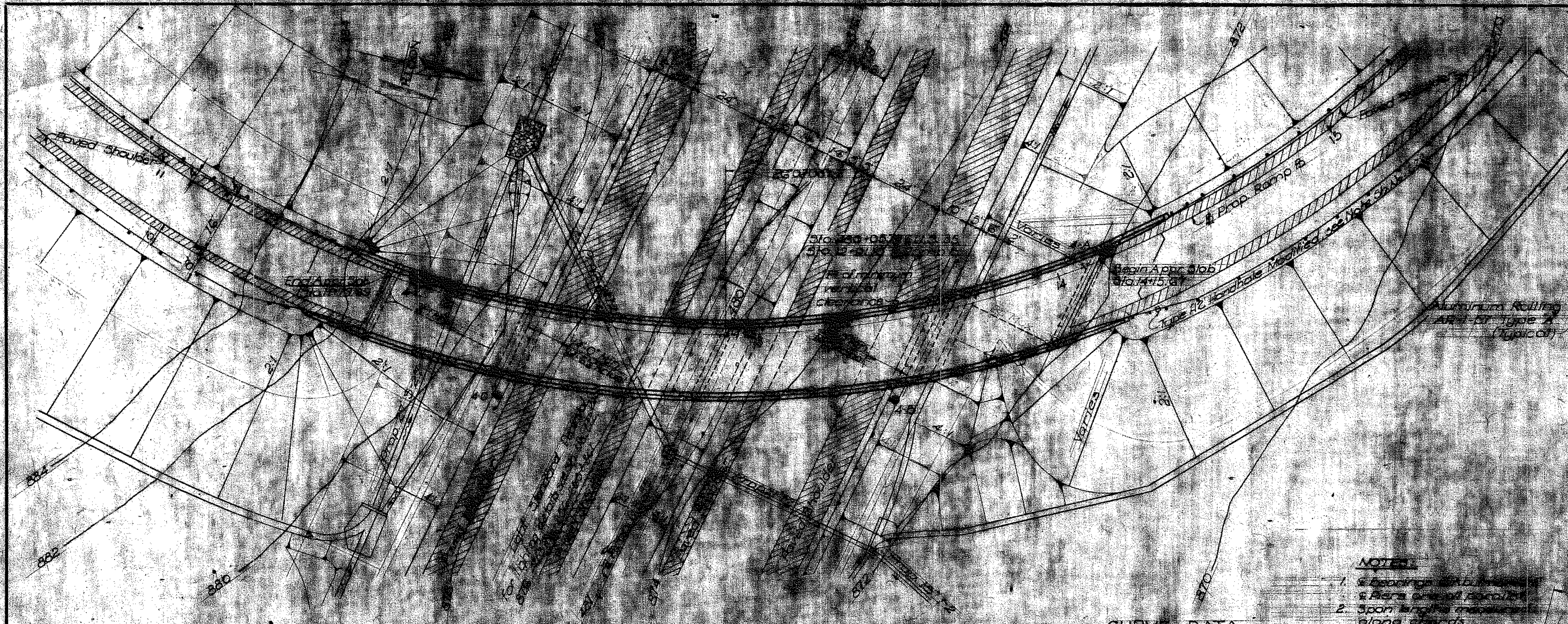
REINFORCING STEEL LIST
BRIDGE NO. MOT-35-1876
PROPOSED U.S. 35 UNDER
SMITHVILLE ROAD
MONTGOMERY CO. STA. 18+92.30 TO
Scale: None STA. 21+28.68

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISION
J.C.G.	E.P.	E.P.A.	J.A.D.	12/63		

MICROFILMED
JUN 24 1985

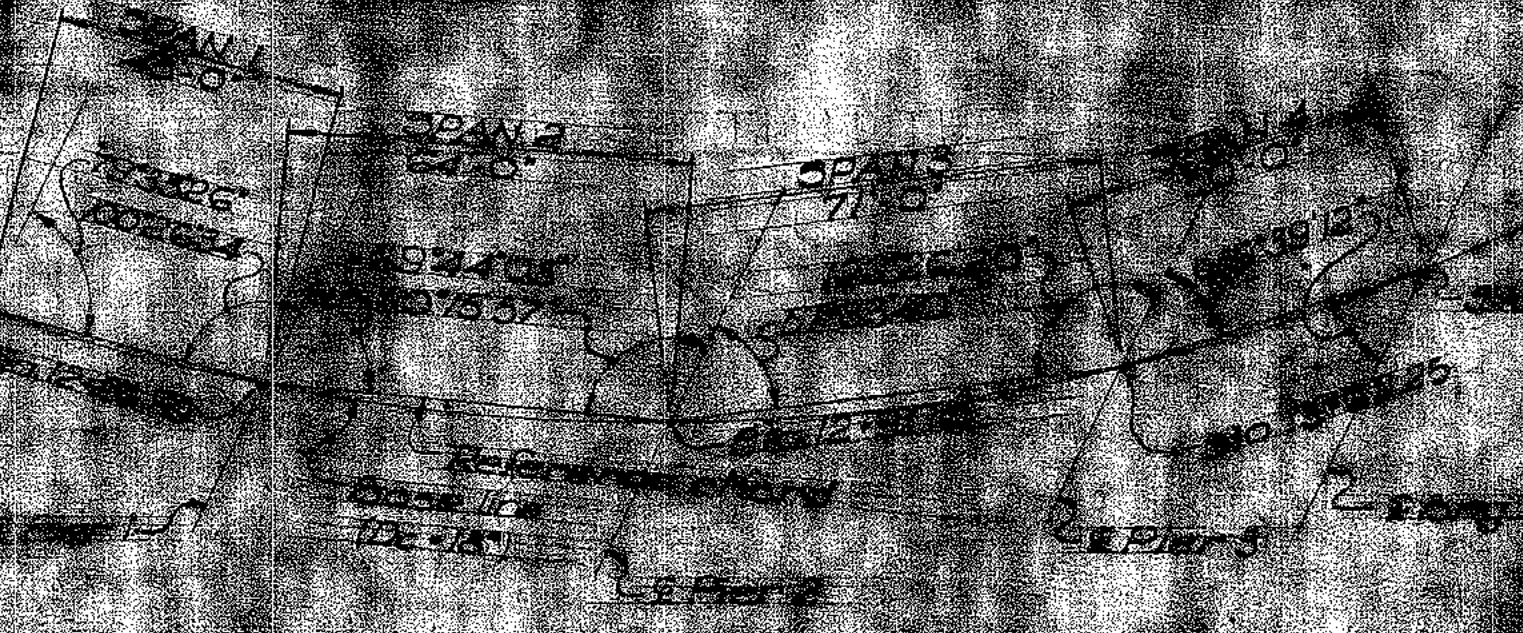
2	OHIO		
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MONTGOMERY COUNTY
MDT-55 (1748-1984)



CURVE DATA
 B PROP RAMP B
 TS = 4+5.127
 Δ = 107° 55' 59.92"
 PC = 18'
 P = 378.51'
 OS = 22' 00"
 Lc = 250'

- NOTES**
1. See drawings for details.
 2. Spacing of reinforcement along chords.



- NOTES**
1. Symbols denote details shown on sheet No. 200 for the existing bridge.
 2. Foundation and ground line shown on sheet No. 200 for the existing bridge.
 3. Estimated drainage pipe length 35'.

PROPOSED STRUCTURE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AGENCIES OF THE STATE OF OHIO.

SITE PLAN

DATE: 11/10/84

SCALE: AS SHOWN

DESIGNED BY: [Name]

CHECKED BY: [Name]

APPROVED BY: [Name]

MICROFILMED
JUN 24 1985

FED. RD. DISTRICT	STATE	PROJECT
2	OHIO	

253
285

MONTGOMERY COUNTY
MOT-35 (789-1934)

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER STRUCTURE	GENERAL
E-2	237	Cu Yds	Unclassified excavation	90	147		
I-10	316	Sq Yds	Crushed aggregate slope protection				316
S-10	230	Cu Yds	Class C concrete - superstructure			230	
S-1	75	Cu Yds	Class C concrete - Piers above footings		75		
S-1	102	Cu Yds	Class E concrete - Abutments above footings	102			
S-1	107	Cu Yds	Class E concrete - Pier and abutment footings	61	46		
S-4	8863	Lbs	Reinforcing steel	8863	21370	61880	
S-7	189000	Lbs	Structural steel			189000	
S-8	189000	Lbs	Field painting of structural steel, as per plan.			189000	
S-14	529	Lin Ft.	Railing (Aluminum railing & supports & concrete parapet)	529		421	
S-16	Lump	Lump Sum	First test pile				Lump
S-18	2900	Lin Ft.	12" cast-in-place reinforced concrete piles.	1295	1295		
S-23	29	Cu Yds	Porous backfill.	29			
S-29	5	Each	Scuppers			5	
S-25	Lump	Lump Sum	Electric Lighting System*				Lump
S-25	275	Lin Ft.	2" Galvanized Rigid Conduit				275

NOTE: Materials in approach slabs are not included in the above estimated quantities.

GENERAL NOTES

REFERENCE shall be made to the following
 Standard Drawings: A2-1-57 revised 2-2-59
 C2B-2-59 sheets 2 & 3 of 6 revised 2-2-59
 RB-1-55 revised 2-2-59
 Supplemental Specification 3-101 dated 12-2-59
 DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio Department of Highways dated 9-1-57, together with revisions thereto dated 2-21-58
 PILES shall be driven to a minimum bearing capacity of 40 tons per pile for the abutments and 40 tons per pile for the piers.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress up grade. The slab may be placed in sections, between transverse construction joints which are normal to the centerline of bridge and are located near the center of any span.
 RAILING: Aluminum rail and supports, concrete parapet, reinforcing bars wholly within the concrete parapet, and sponge rubber for parapet joints shall be included in Item S-14 for payment.
 EXCAVATION: Excavation quantity includes the removal of fill material between the surface of proposed embankment, as required by Procedure note on Sheet 255, and the bottom of footings.

*TABULATION OF S-25 ELECTRIC LIGHTING SYSTEM QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION
S-25	4	Each	Pull Box
"	2	"	H2 Handhole Modified
"	2	"	Grounding Rods
"	2	"	1qt Std. P33H Conc. (0.26 cu yd. per post)
"	8	"	1 1/2" x 8" Anchor Rod

VOGT, IVERS, SEAMAN & ASSOCIATES
 ENGINEERS ARCHITECTS
 CINCINNATI CHICAGO

GENERAL NOTES AND
 ESTIMATED QUANTITIES
 BRIDGE NO MOT-35-1895
 PROPOSED U.S. 35 UNDER
 PROPOSED RAMP 'B'
 MONTGOMERY CO. STA. 11+79.59 TO
 STA. 14+18.07

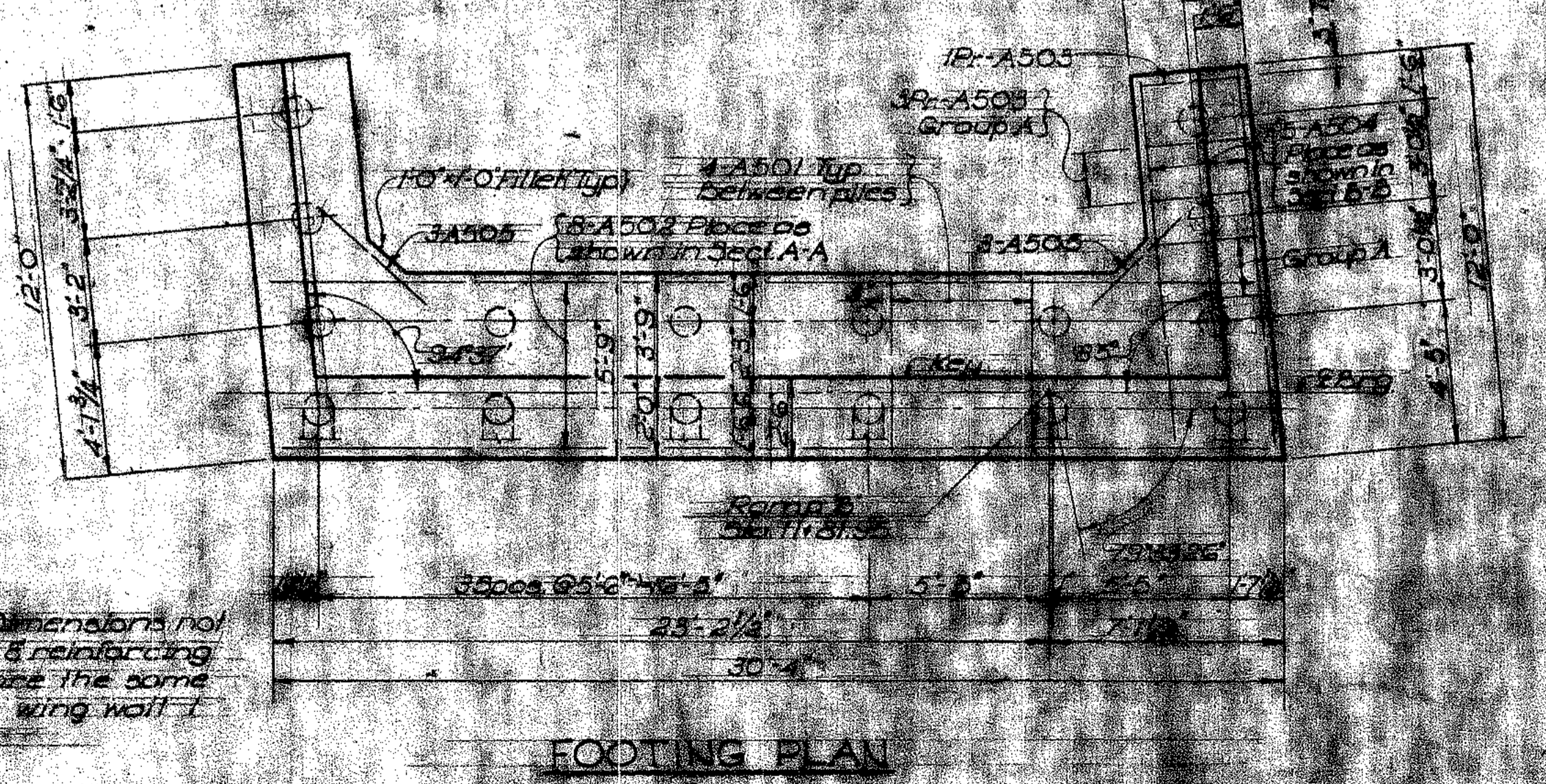
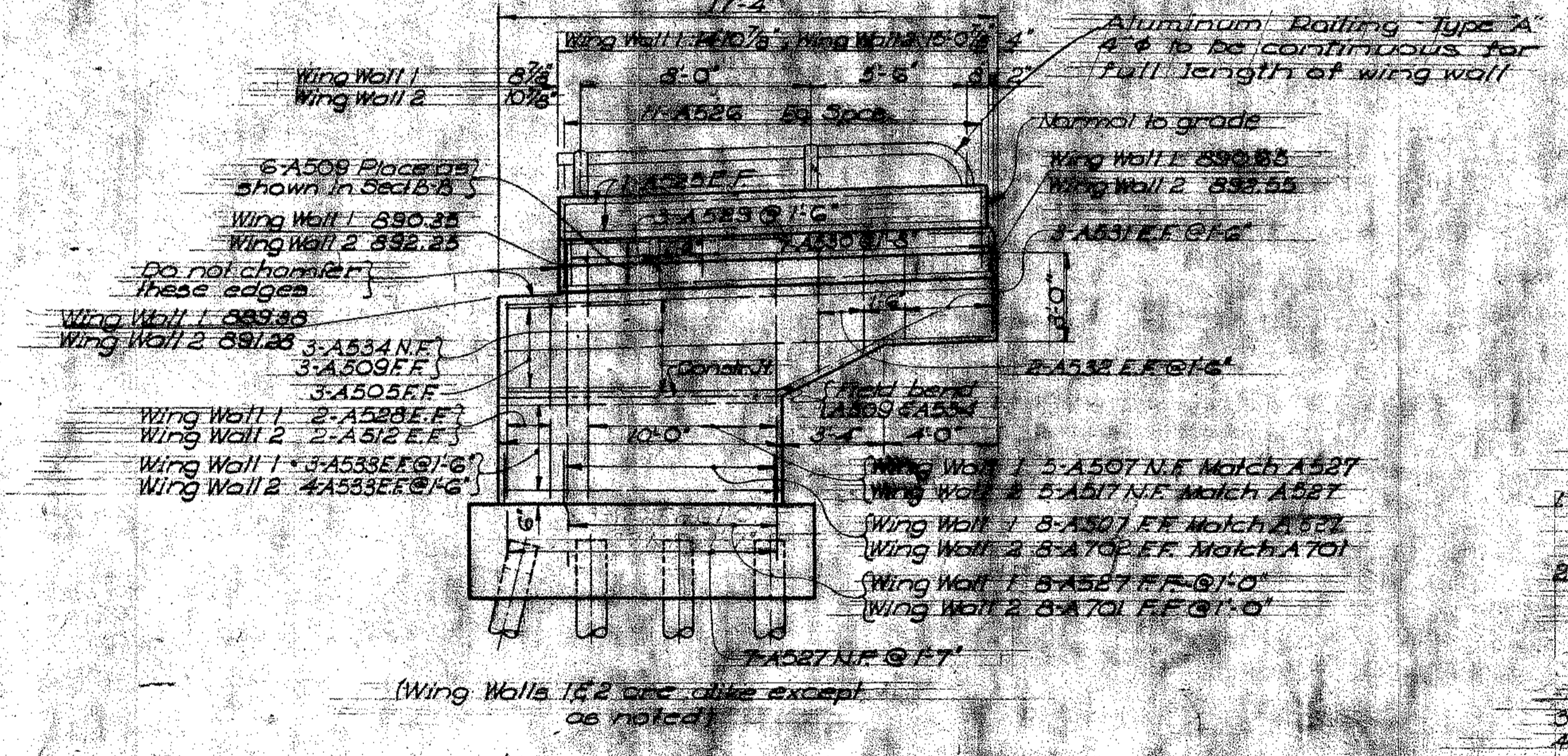
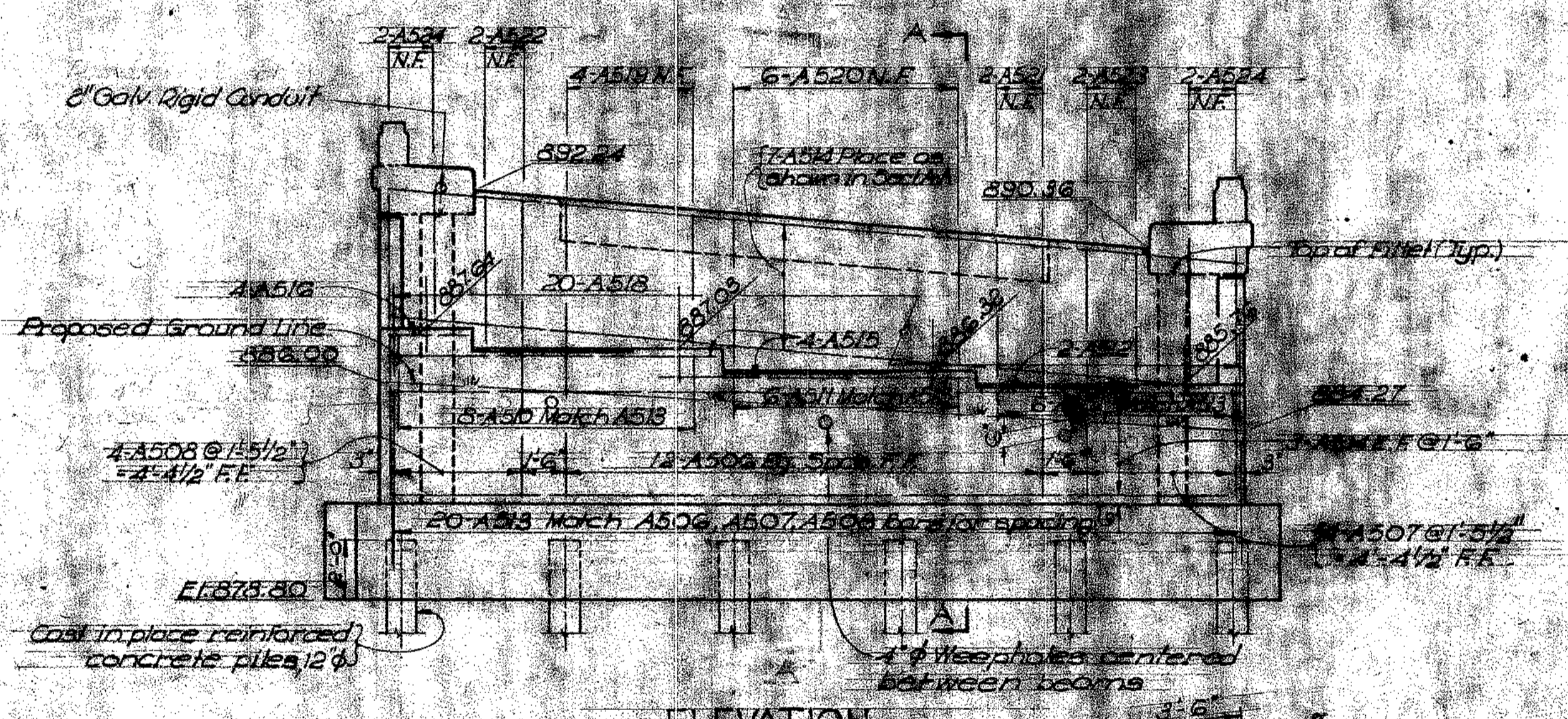
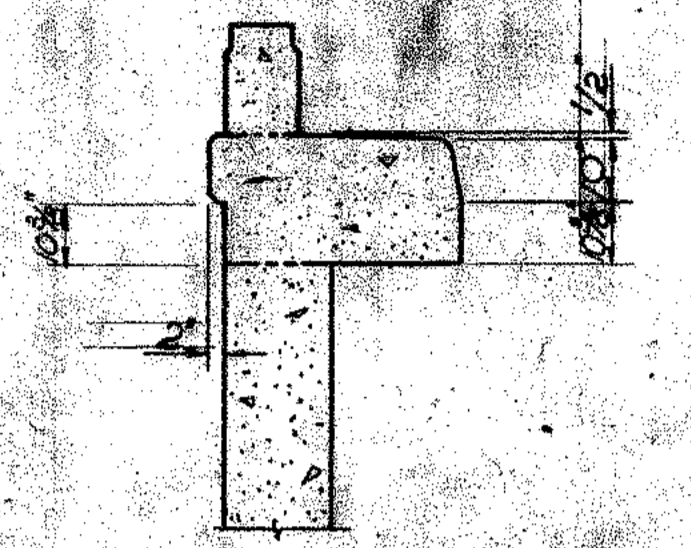
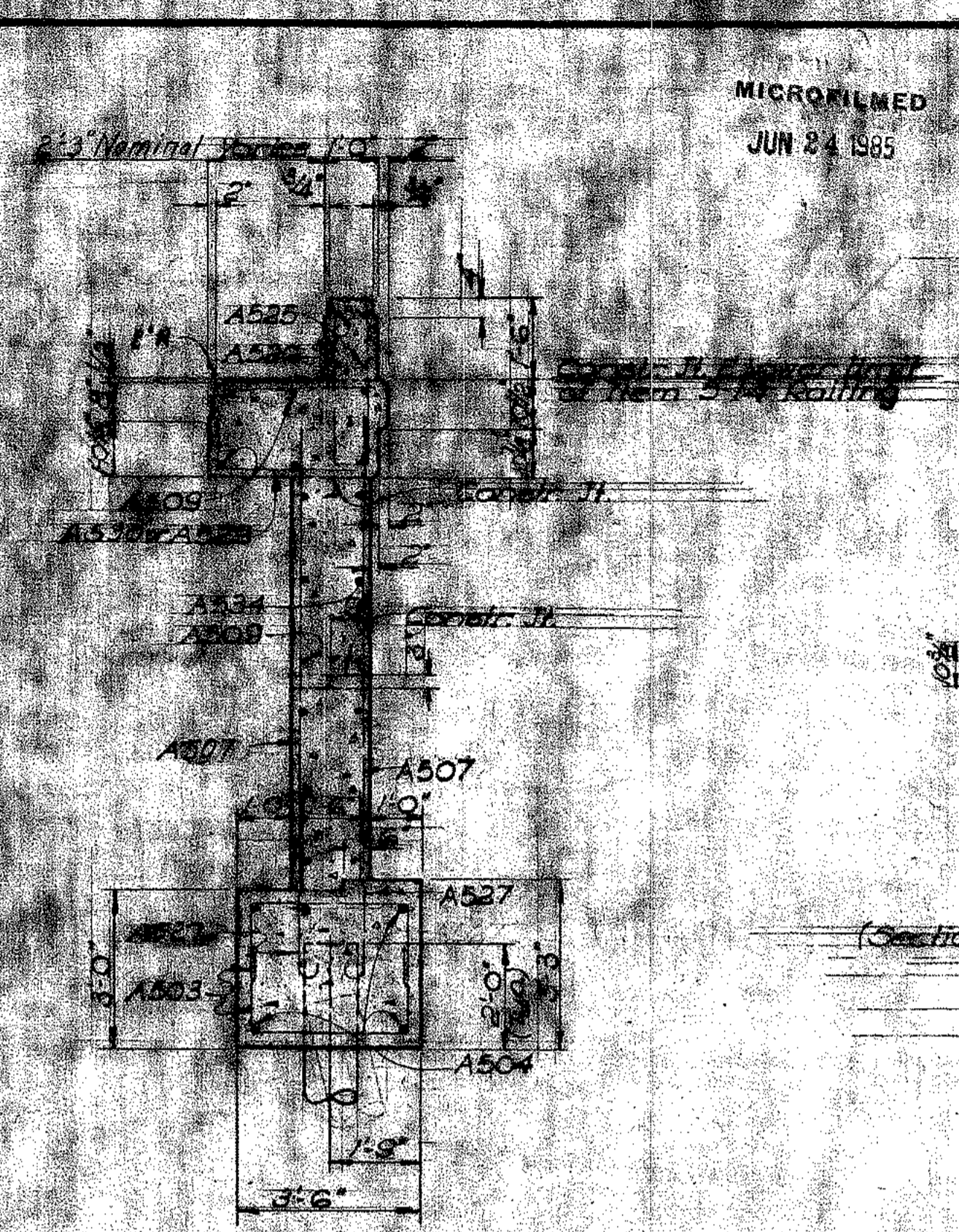
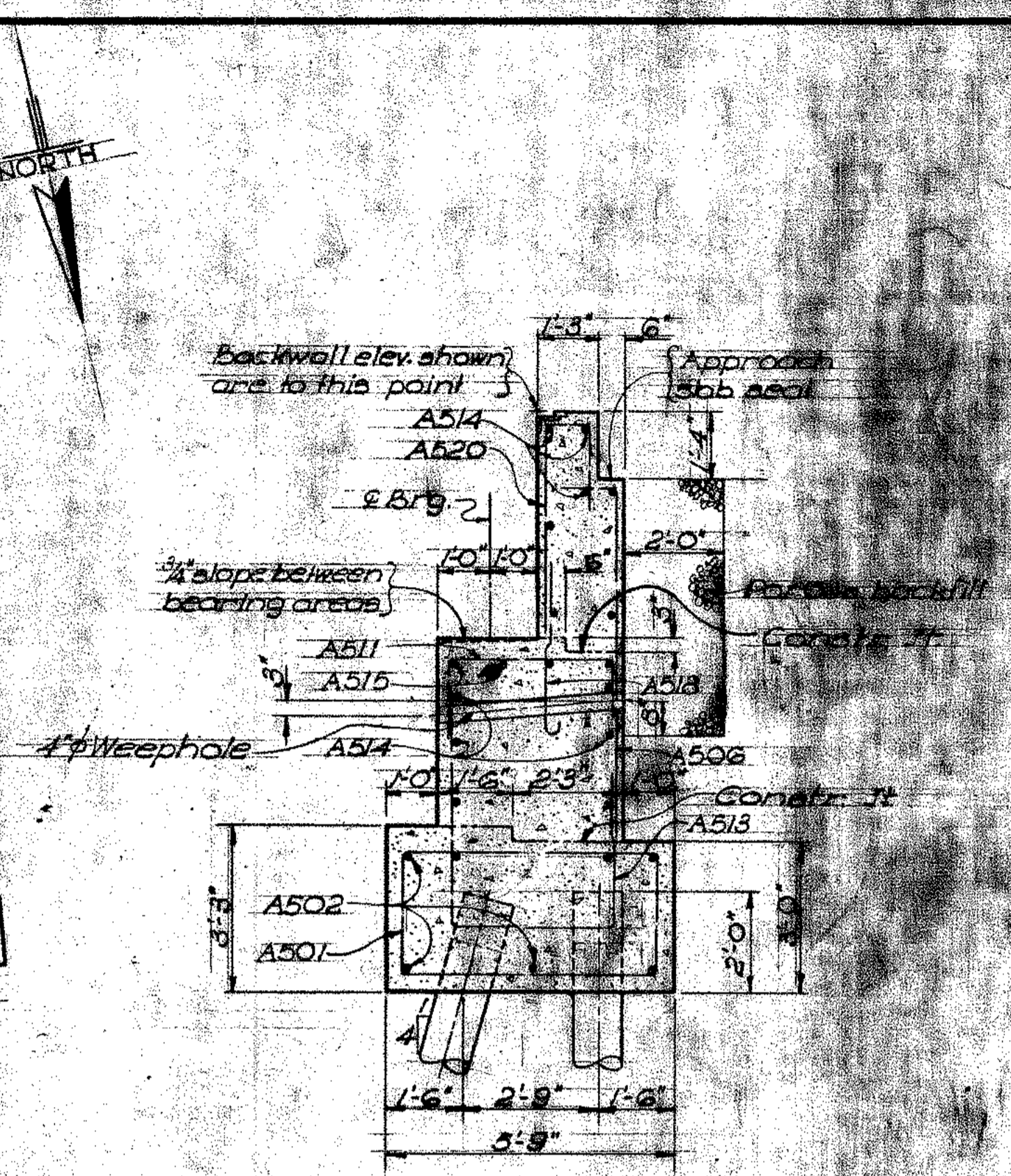
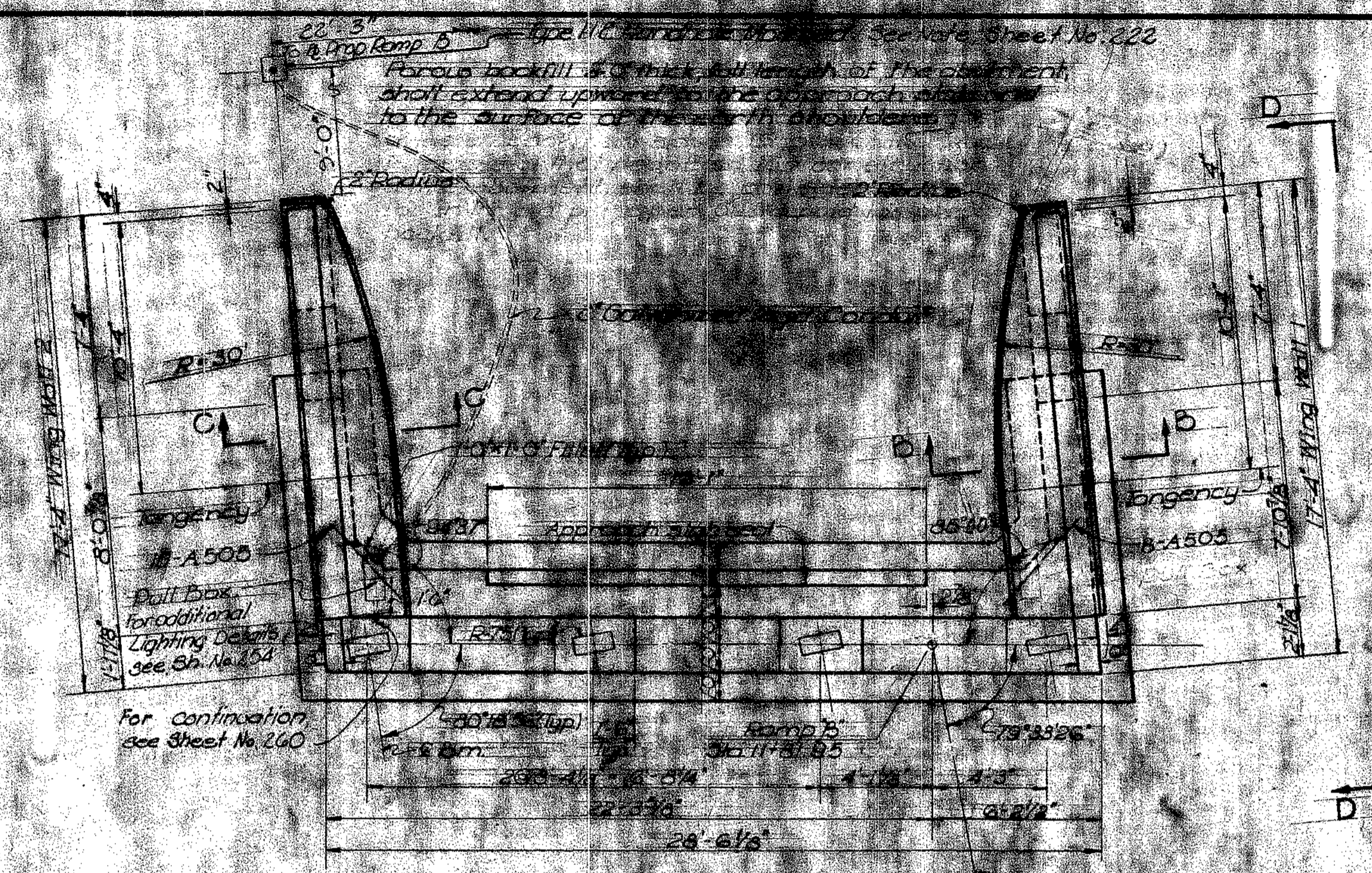
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.C.C.	A.Y.	S.B.	J.A.R.	J.R.D.	1-60	

MICROFILMED
JUN 24 1985

FED. NO. DIVISION	STATE	PROJECT
2	OHIO	

MONTGOMERY COUNTY
NOT-35 (1985-1984)

255
285



- NOTES:
1. NF - Near face
 2. FF - Far face
 3. EF - Each face
 4. EXCAVATION PROCEDURE: The embankment shall be placed and compacted to subgrade elevation for a distance of 120' in back of abutment after which excavation shall be made for the abutment and the piles driven.
 5. For reinforcing steel list see Sheet 261.
 6. For rolling details see Std. Dwg. AQ-157.

NOTE: Dimensions not shown for reinforcing bars are the same as for wing wall 1 footing.

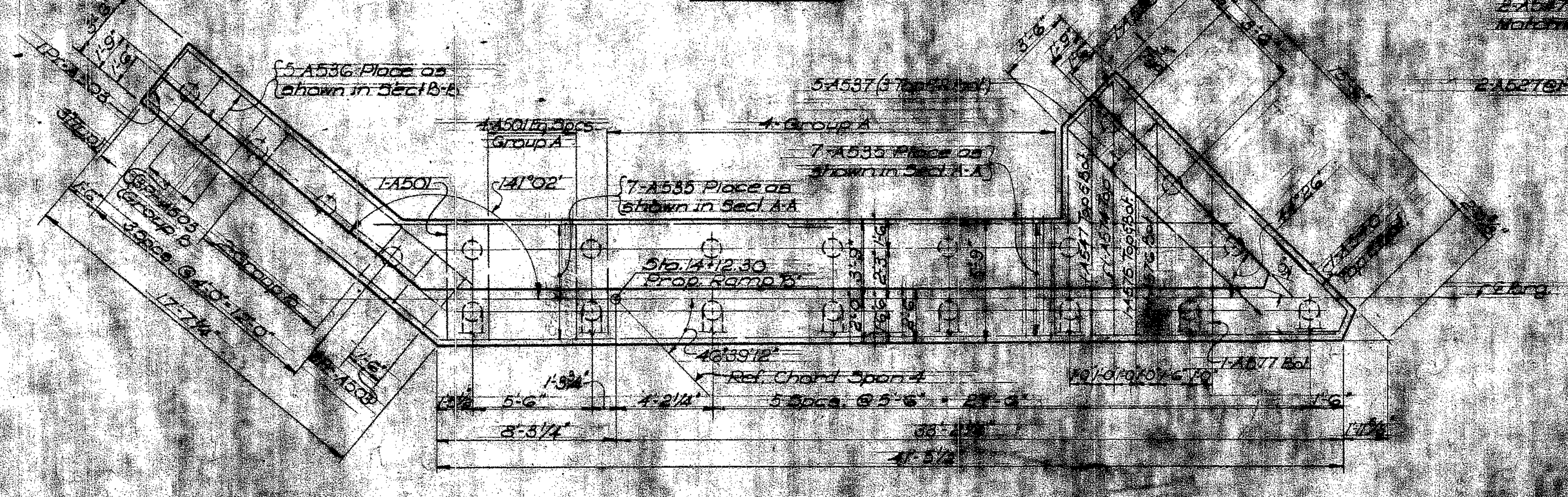
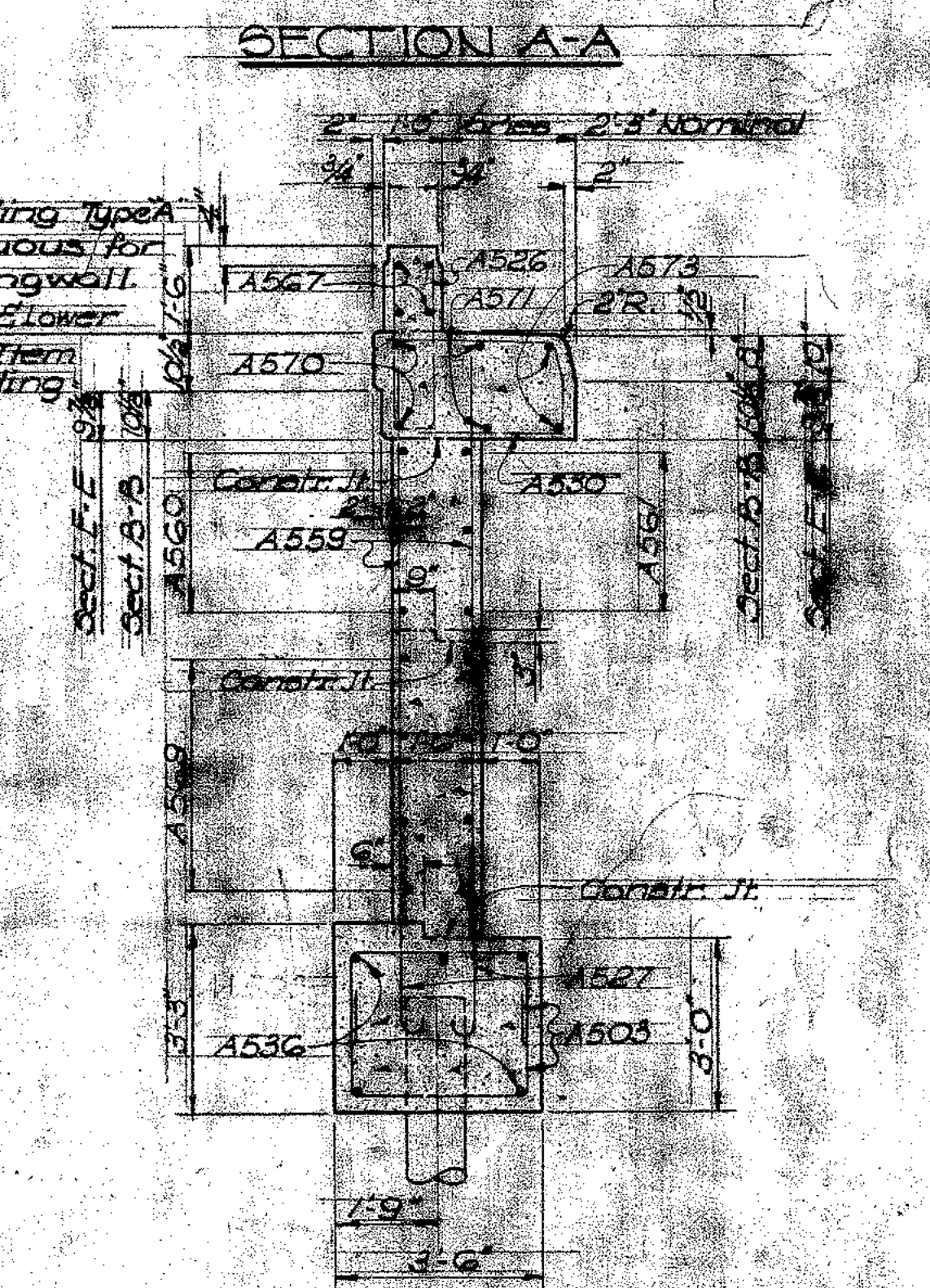
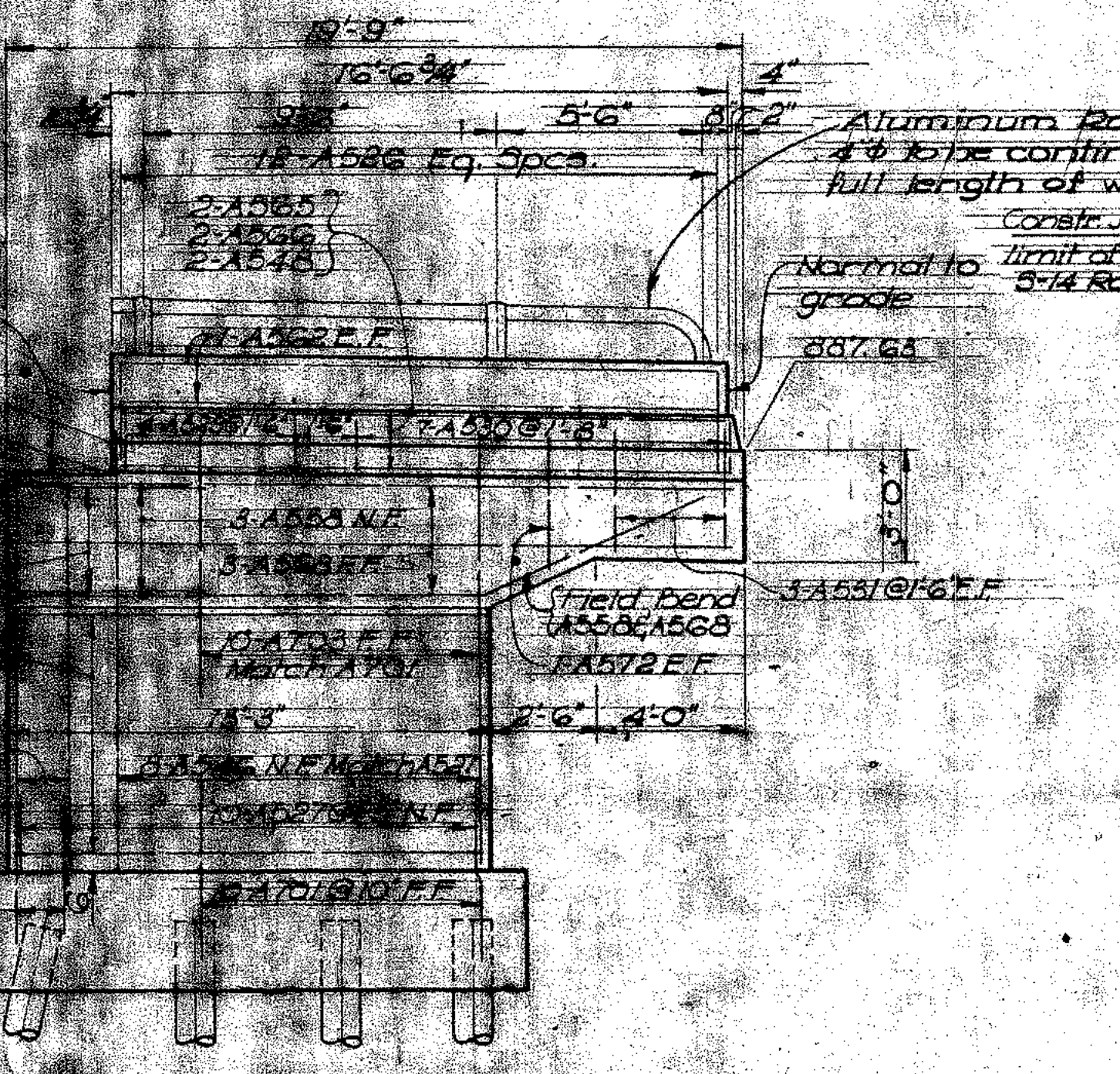
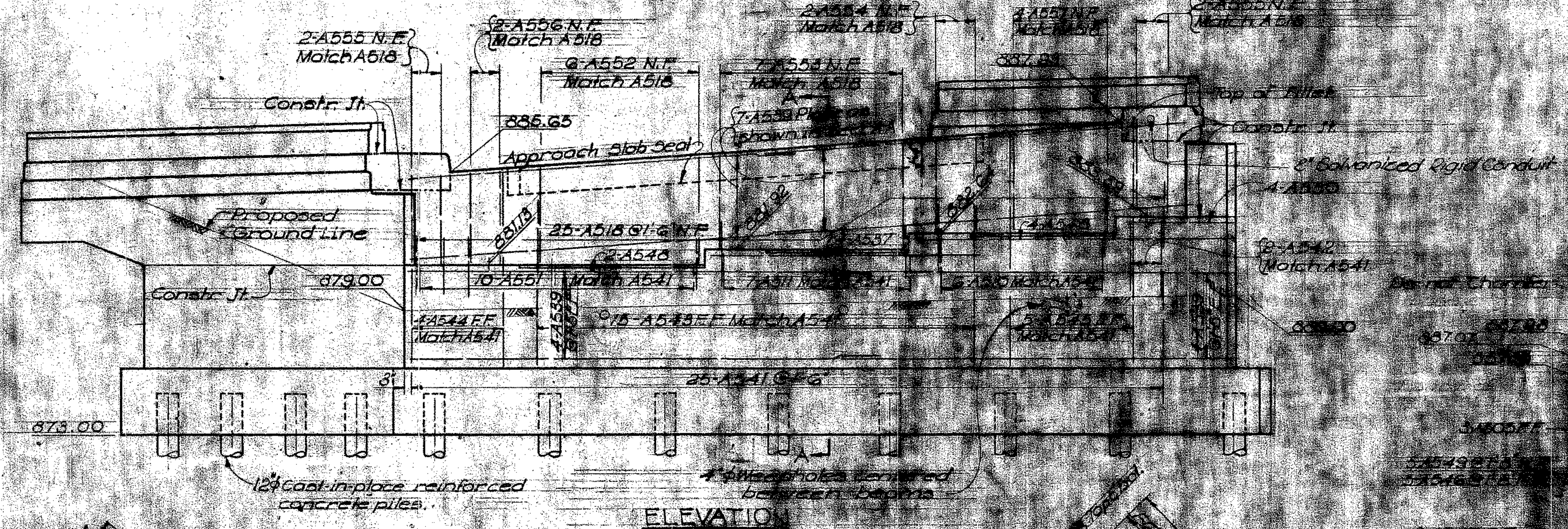
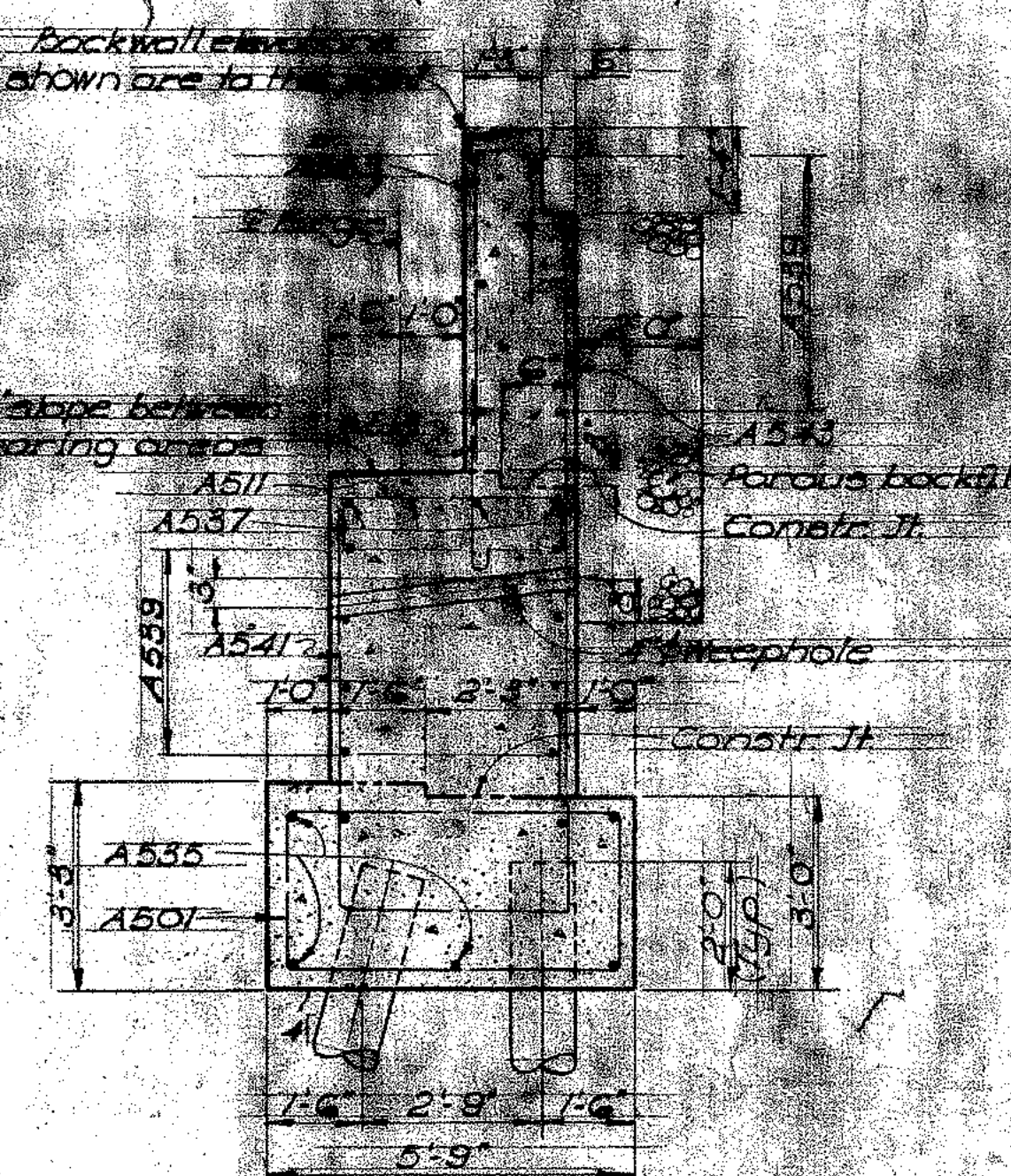
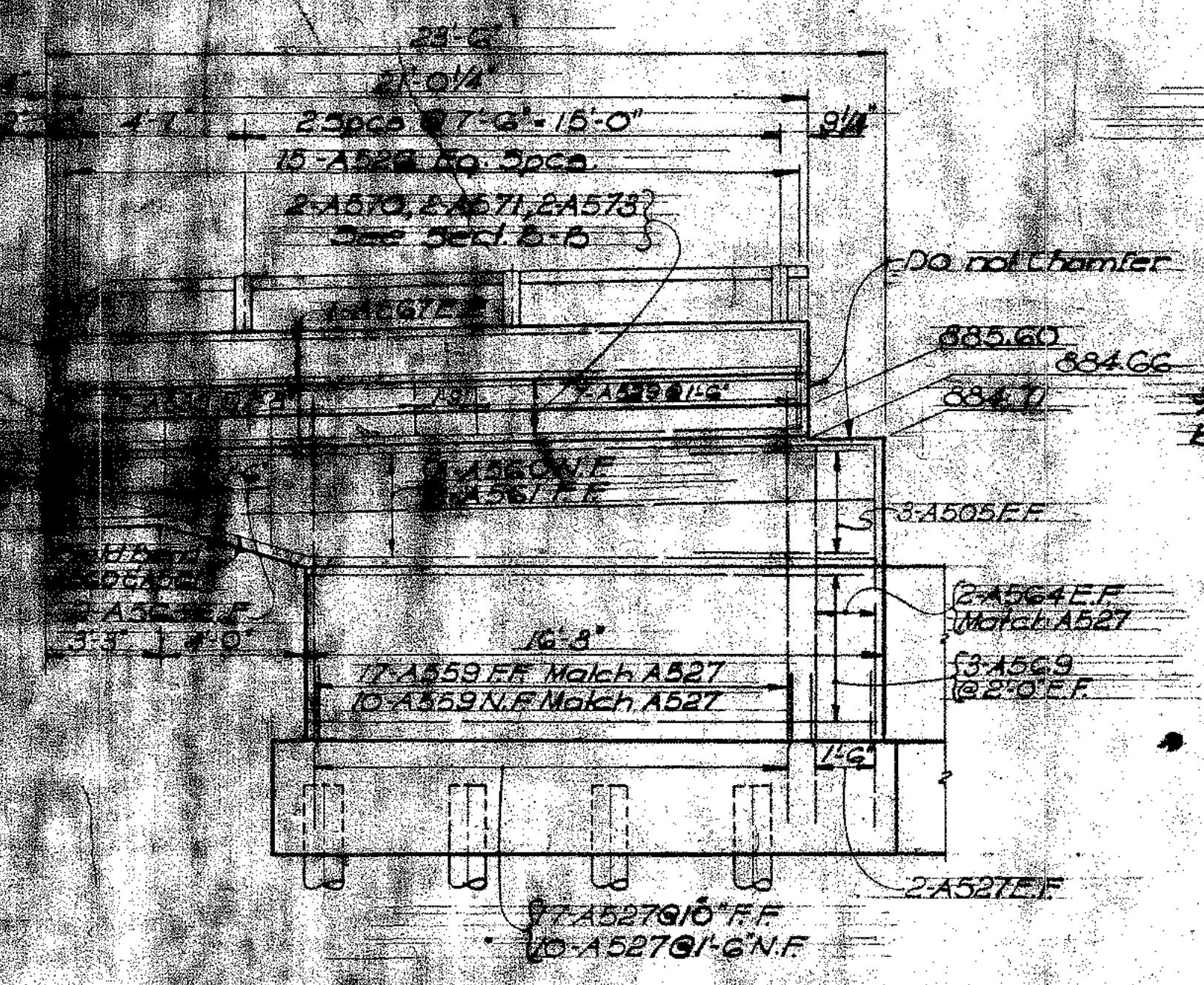
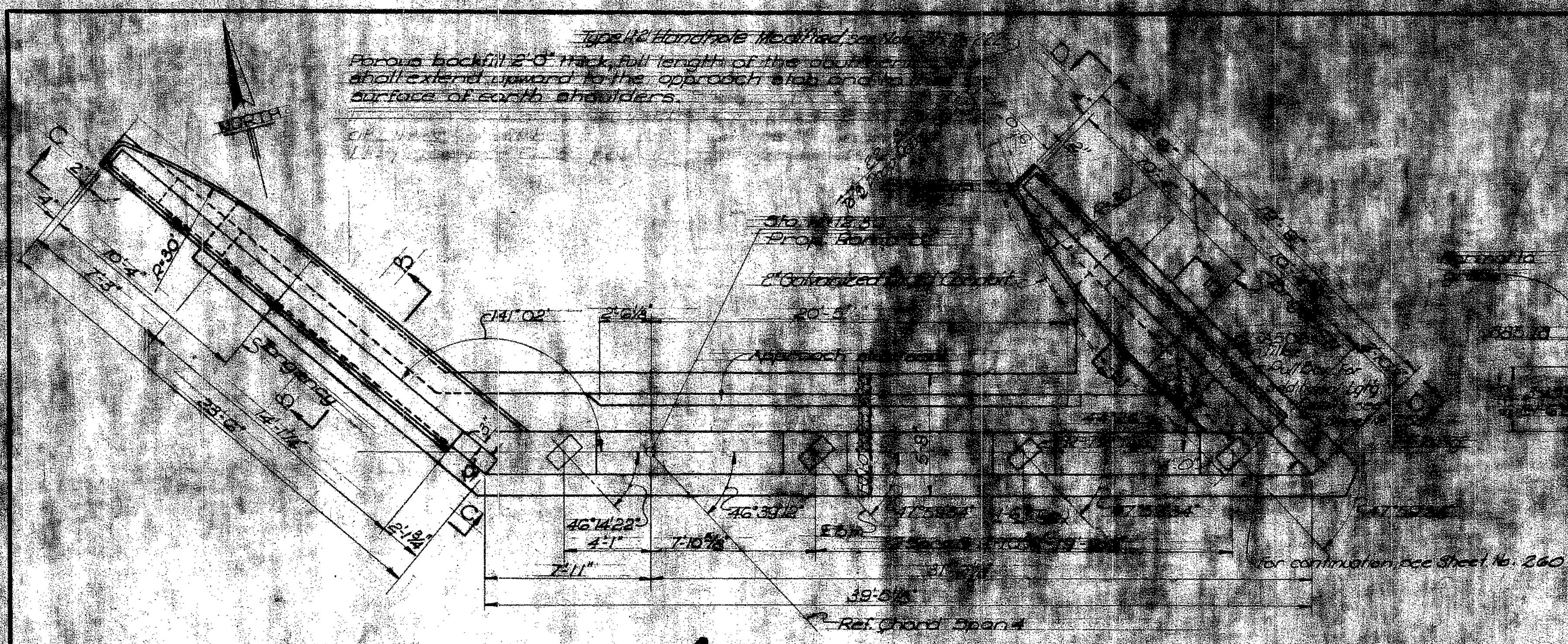
MONTGOMERY COUNTY
ABUTMENT NO. 1
BRIDGE NO. NOT-35-1895
PROPOSED U.S. 35 UNDER
PROPOSED RAMP 'B'

MONTGOMERY COUNTY, OHIO
STA. 14+15.67

DESIGNED	DRAWN	TRACED	CHECKED	REVISIONS	DATE	REVISED
M.Y.	J.S.	J.S.	M.T.B.	J.P.D.	1-60	

MICROFILMED
JUN 24 1985

Type 44 Concrete Modified
Parsons backfill 2'-0" thick full length of the abutment shall extend upward to the approach slab and to the surface of earth shoulders.



NOTES:

1. THE EMBANKMENT SHALL BE PLACED AND COMPACTED TO GRADE ELEVATION FOR A DISTANCE OF 20' IN FRONT OF ABUTMENT AFTER WHICH EXCAVATION SHALL BE MADE FOR THE ABUTMENT AND PILES DRIVEN TO THE REQUIRED DEPTH. SEE SHEET 201 FOR DETAILS. SEE STD. DWG. A-12-1-37.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

ABUTMENT NO. 2
BRIDGE NO. MOT-35-1895
PROPOSED U.S. 35 UNDER
PROPOSED RAMP 'B'

MONTGOMERY CO. STA. 11+79.69 TO
STA. 14+15.67

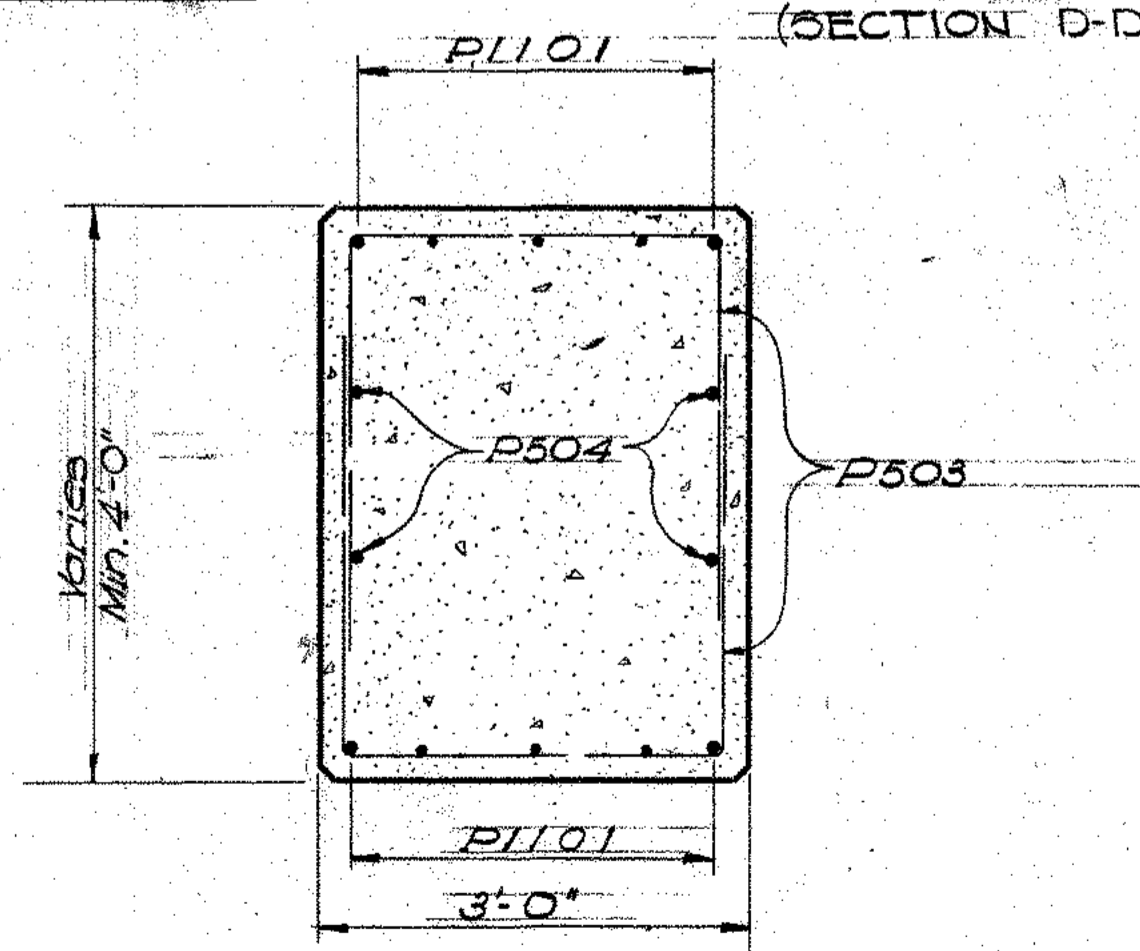
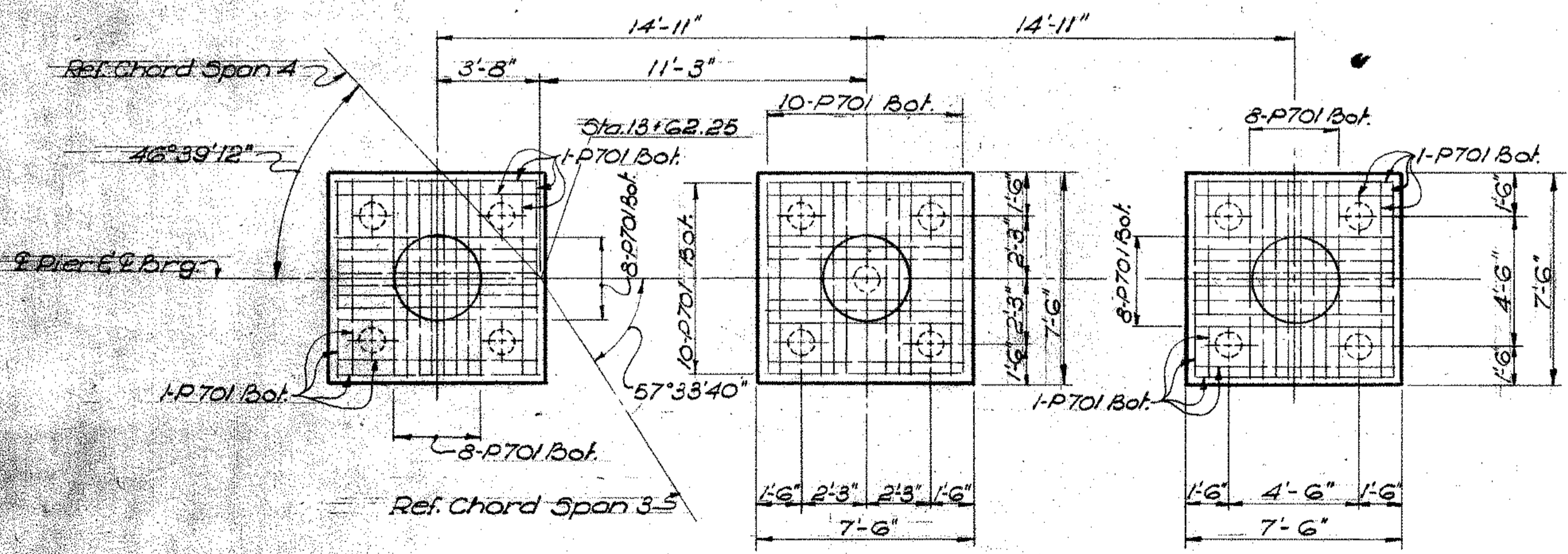
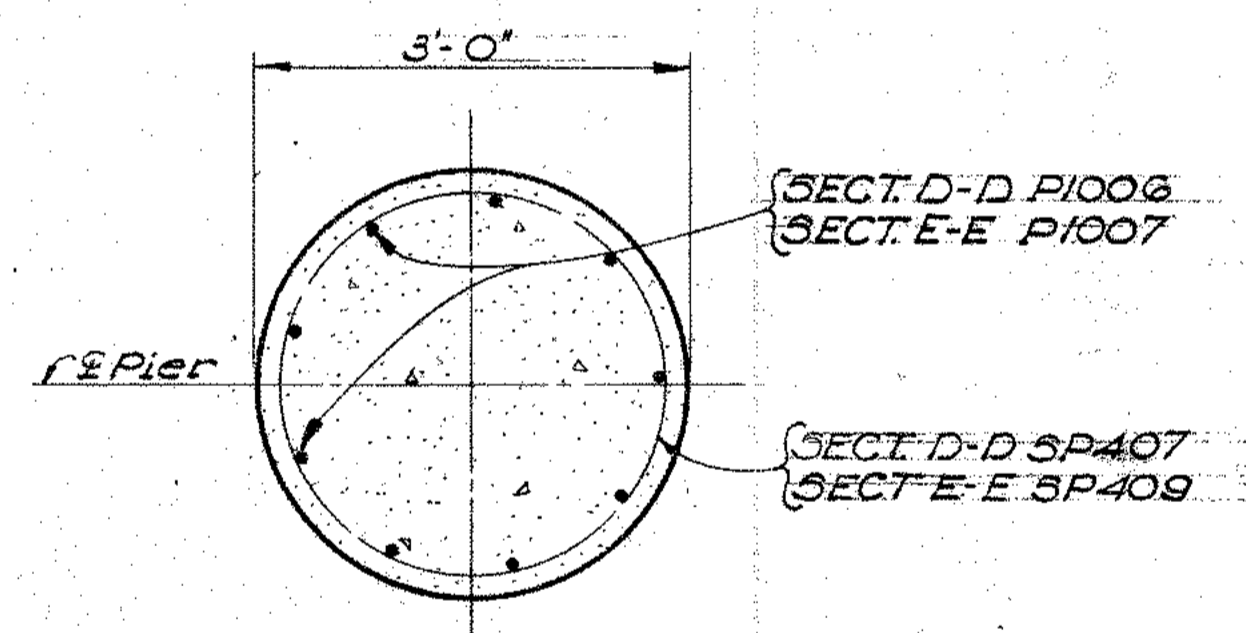
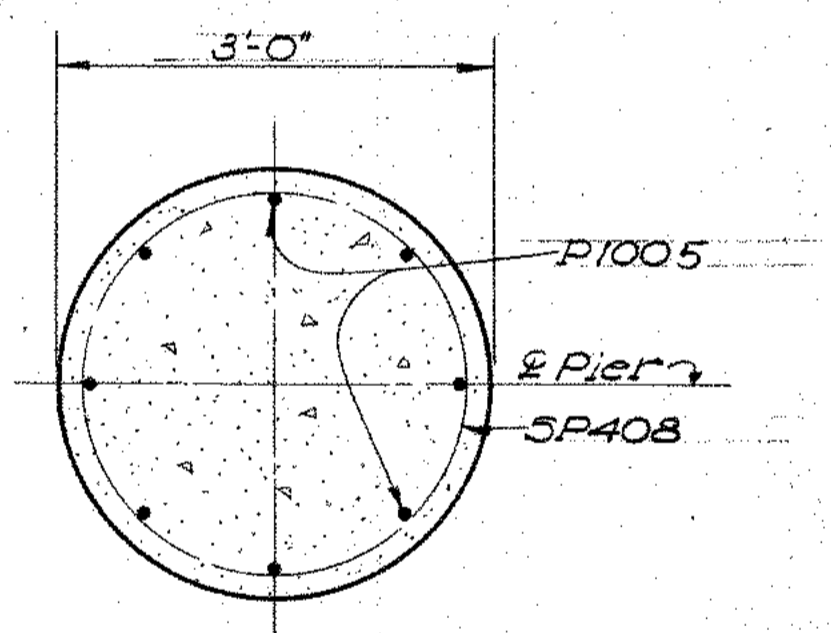
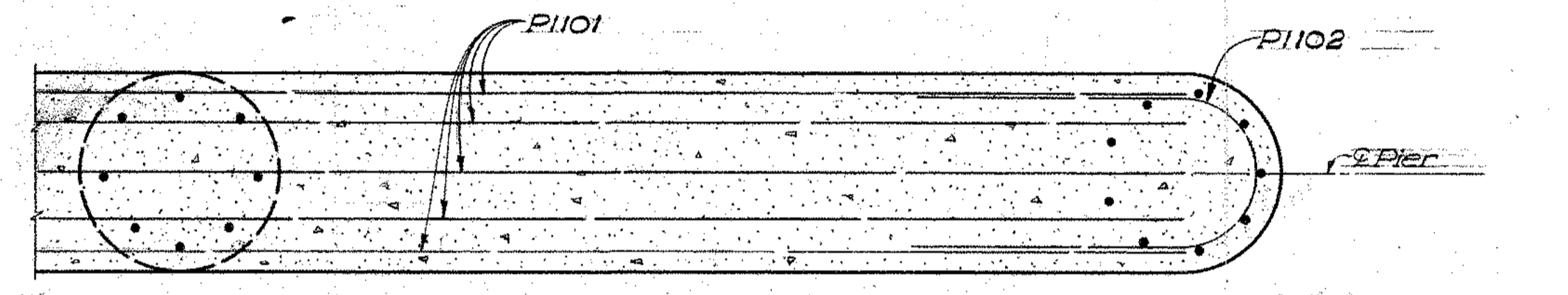
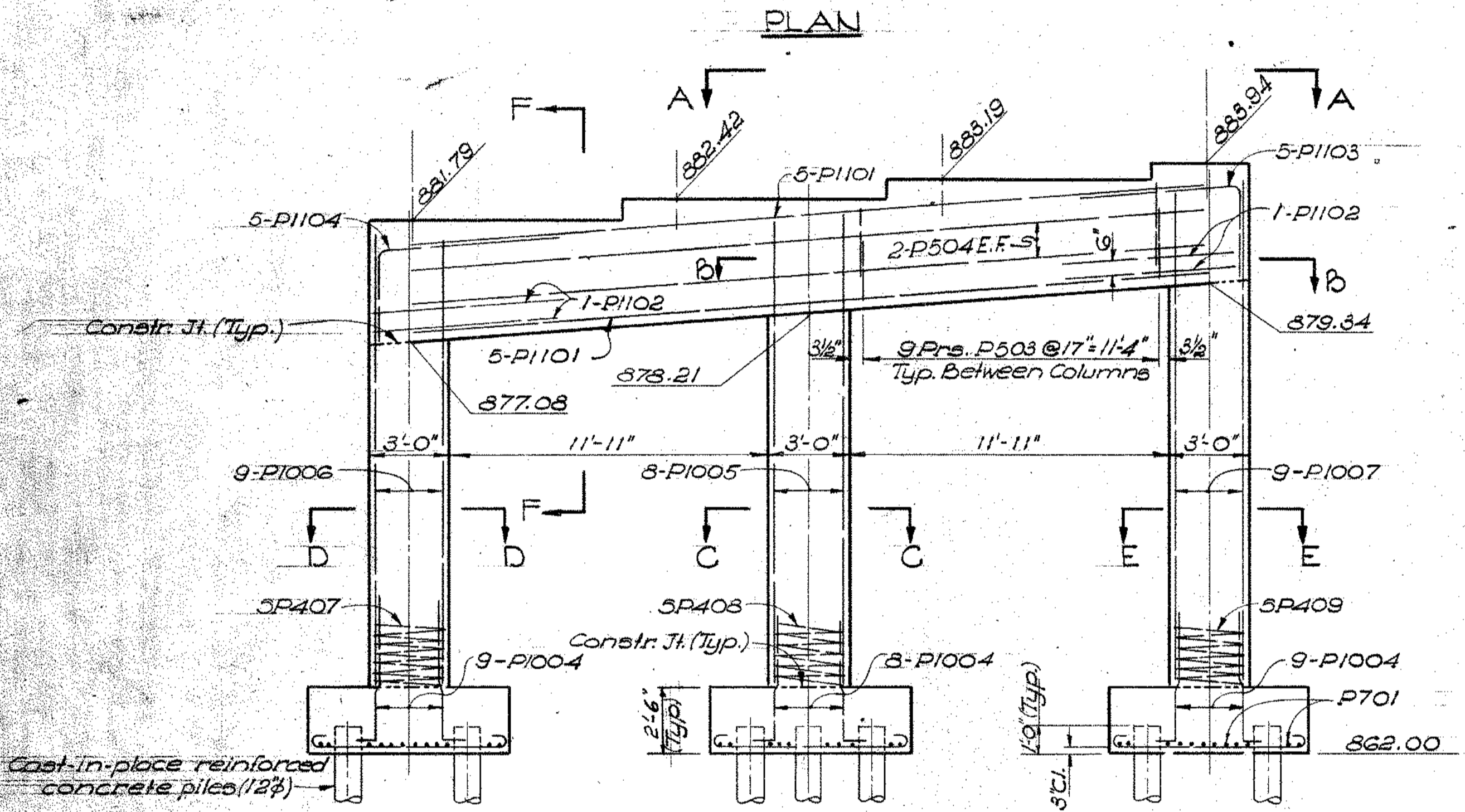
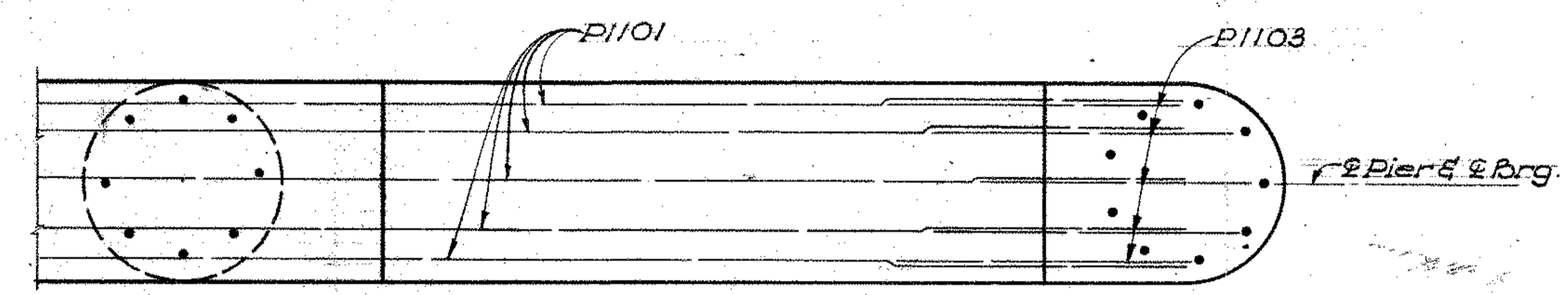
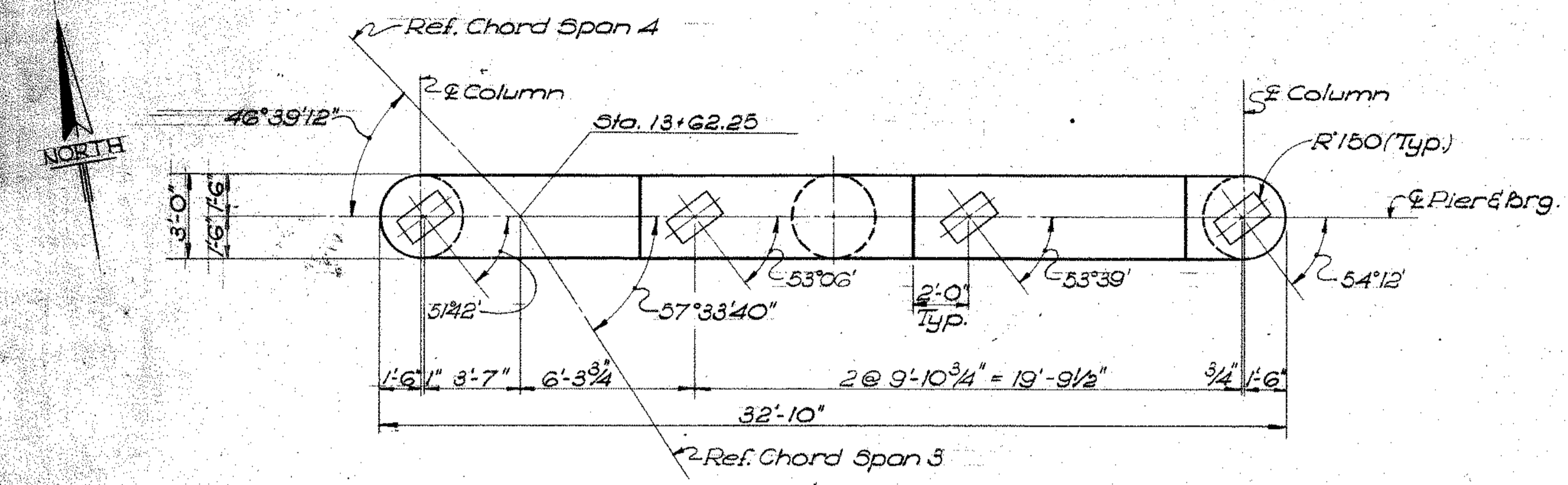
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AY	AY	J.B.	EPA	J.R.D.	1-67	

MICROFILMED
JUN 24 1985

FED. NO. DIVISION	STATE	PROJECT
2	OHIO	

258
285

MONTGOMERY COUNTY
MOT-35-(1789-1934)



- NOTES:
1. Place dowels in footing to insure correct spacing of main column steel.
 2. E.F. Designates "each face".

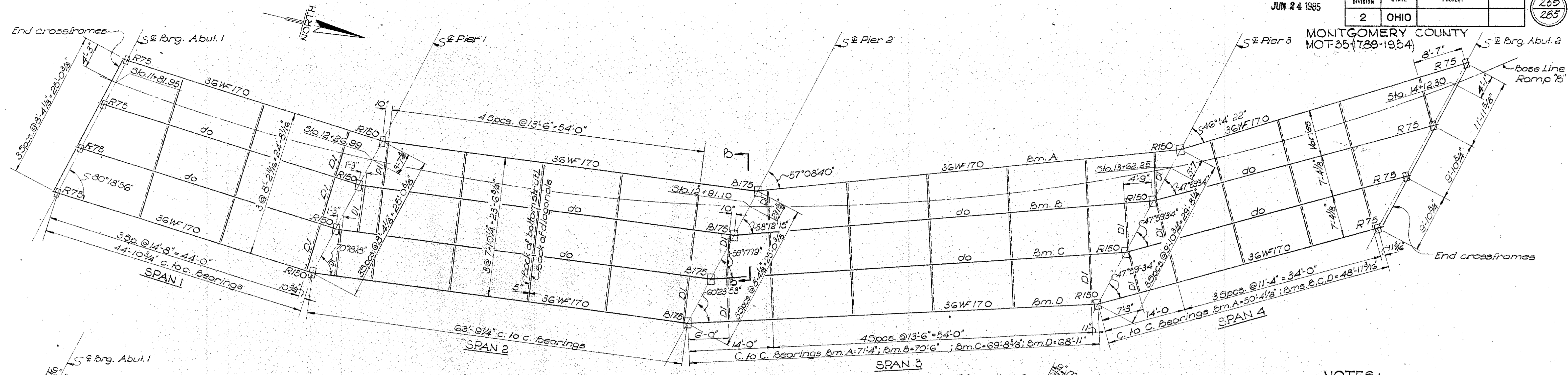
VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

PIER NO. 3
BRIDGE NO. MOT-35-1895
PROPOSED U.S. 35 UNDER
PROPOSED RAMP "B"

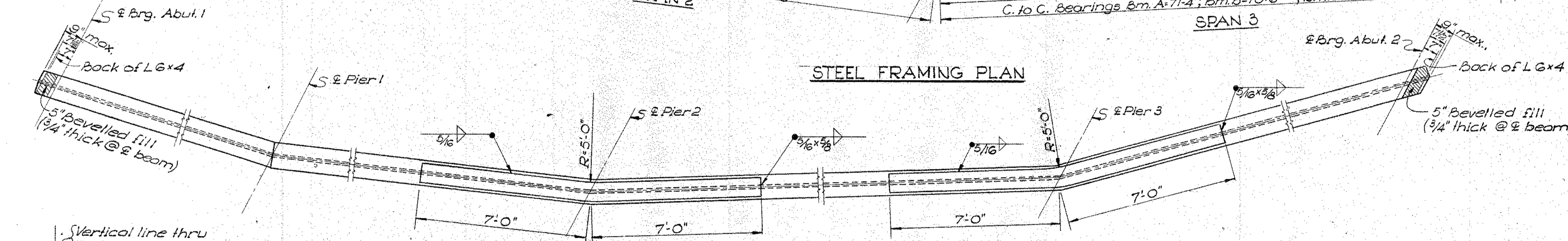
MONTGOMERY CO. STA. 11+79.69 TO
STA. 14+15.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.Y.	A.Y.	S.B.	P.R.B.	J.P.D.	1-60	

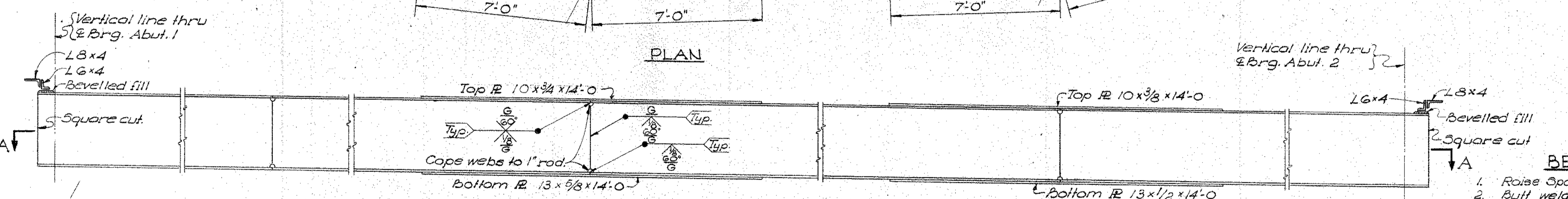
MONTGOMERY COUNTY
MOT-35 (189-1934)



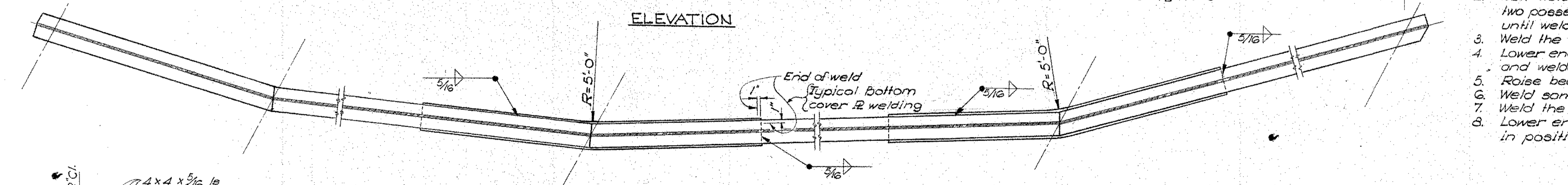
STEEL FRAMING PLAN



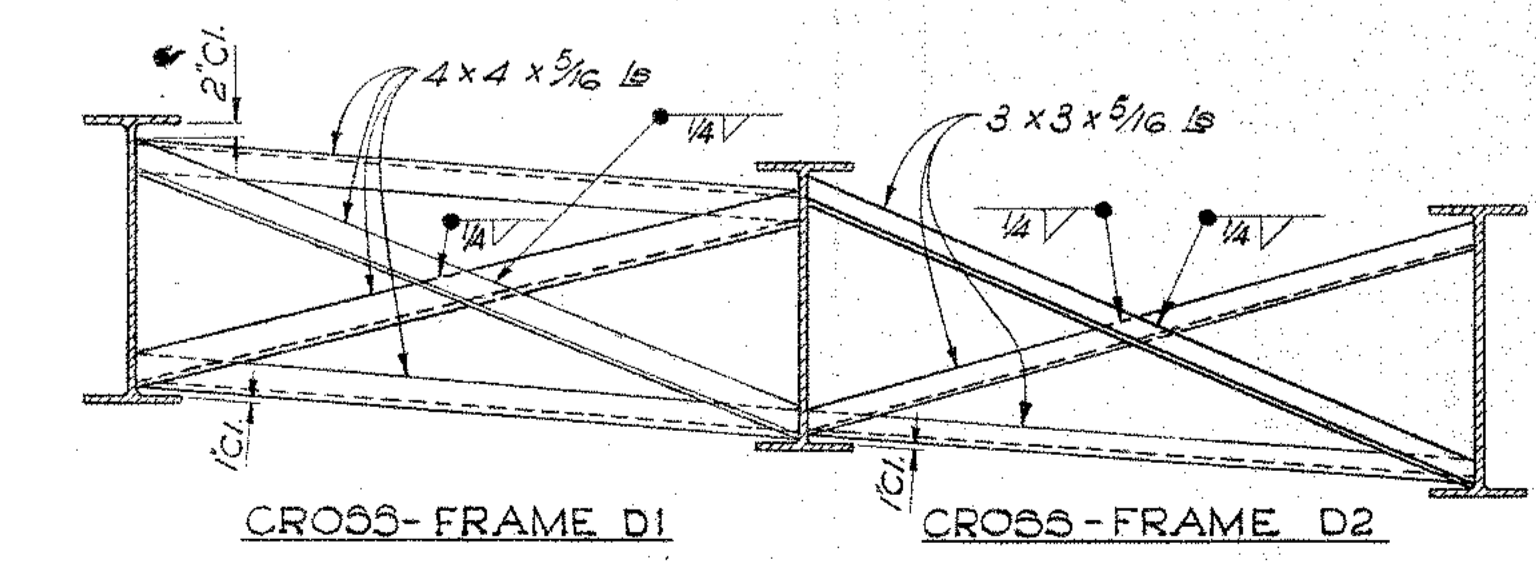
PLAN



ELEVATION



SECTION A-A
BEAM DETAILS



SECTION B-B - INTERMEDIATE
CROSS-FRAME DETAILS

NOTE:
For Intermediate Cross-frames weld both sides of vertical legs and top side of horizontal legs to beam with 1/4" continuous fillet weld.

- NOTES:
1. For end crossframe details see Std. Dwg. CSB-2-56 Sh. 2 of 6
 2. Intermediate crossframes not noted are crossframes D2
 3. For rocker and bolter details see Std. Dwg. RB-1-55
 4. For details of Scuppers, Gutter Supports and Standard Pipe Drains at end of Bull Angle Gutters see Std. Dwg. CSB-2-56 Sheets 2 and 3 of 6
 5. For location of scuppers see Sh. 2 of 6
 6. Standard end dam to be used at both abutments. For details see Std. Dwg. CSB-2-56 Sh. 2 of 6

BEAM SPLICE WELDING PROCEDURE

1. Raise span 2 beams 1/4" @ Pier 1
2. Butt weld the beam flanges and webs @ Pier 2 using the following sequence: make two passes on each flange then two on the web, repeat using one pass at each location until welds are complete.
3. Weld the bottom and top moment plates.
4. Lower ends of beams to final position. (Intermediate cross frames D-1 must be in position and welded prior to lowering the ends of beams.)
5. Raise beams 3/8" at Abutment 1 & 3/8" at Abutment 2
6. Weld same as in Step 2 above
7. Weld the bottom and top moment plates at Pier 3
8. Lower ends of beams to final position. (Intermediate cross frames D-1 must be in position and welded at Piers 1 & 3 prior to lowering the ends of beams.)

	DEAD LOAD DEFLECTIONS							
	INTERIOR BEAMS				EXTERIOR BEAMS			
	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 1	SPAN 2	SPAN 3	SPAN 4
Deflection due to weight of steel	1/32	1/32	3/32	1/32	1/32	1/32	1/16	1/32
Deflection due to remaining D.L.	3/32	3/16	3/8	1/8	1/8	7/32	15/32	3/16
Sum of deflection	1/8	7/32	15/32	5/32	5/32	1/4	17/32	7/32
Required Shop Camber	0	0	0	0	0	0	0	0

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

STEEL FRAMING PLAN
AND DETAILS
BRIDGE NO. MOT-35-1895
PROPOSED U.S. 35 UNDER
PROPOSED RAMP "B"
MONTGOMERY CO. STA. 11+79.69 TO
STA. 14+15.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.Y.	A.Y.	S.B.	P.R.B.	J.A.D.	1-60	

SUPERSTRUCTURE					ABUTMENTS					PIERS				
MARK	LENGTH	SHAPE	BRIDGE NO. MOT-35-1895	BRIDGE NO.	MARK	LENGTH	SHAPE	BRIDGE NO. MOT-35-1895	BRIDGE NO.	MARK	LENGTH	SHAPE	BRIDGE NO. MOT-35-1895	BRIDGE NO.
5501	4'-9"	bt.	323	1600	A501	15'-1"	bt.	41	645	A543	Varies 9'-2" to 10'-8"	bt.	15 Series of 15	155
5502	3'-7"	bt.	323	1206	A502	23'-10"	Str.	8	249	A544	9'-5"	Str.	8	79
5503	6'-0"	bt.	323	2021	A503	6'-8"	bt.	52	359	A545	Varies 11'-3" to 11'-9"	Str.	10 Series of 5	60
5504*	12'-5"	Str.	16		A504	11'-0"	Str.	10	115	A546	11'-9"	Str.	18	159
5505*	7'-8"	Str.	8		A505	5'-0"	Str.	47	245	A547	10'-6"	Str.	6	66
5506*	15'-8"	Str.	48		A506	Varies 8'-2" to 9'-11"	bt.	18 Series of 11	101	A548	14'-6"	Str.	8	121
5507*	15'-10"	Str.	48		A507	8'-9"	Str.	17	155	A549	12'-10"	Str.	5	27
5508*	4'-5"	Str.	4		A508	10'-1"	Str.	4	42	A550	Varies 2'-6" to 4'-9"	Str.	15 Series of 4	15
5509*	3'-0"	Str.	4		A509	14'-8"	Str.	18	275	A551	4'-8"	bt.	16	78
5514	4'-0"	Str.	4	17	A510	6'-6"	bt.	14	95	A552	Varies 7'-3" to 7'-9"	bt.	15 Series of 6	47
5601	28'-0"	Str.	357	14173	A511	5'-5"	bt.	13	78	A553	Varies 7'-2" to 7'-8"	bt.	15 Series of 7	54
5602	30'-1"	Str.	424	19156	A512	10'-2"	Str.	6	64	A554	7'-1"	bt.	2	15
5603	24'-0"	Str.	20	721	A513	12'-3"	bt.	20	256	A555	4'-9"	Str.	4	20
5604	29'-0"	Str.	20	571	A514	28'-0"	Str.	15	380	A556	7'-0"	bt.	2	15
5605	27'-0"	Str.	20	811	A515	10'-0"	Str.	3	83	A557	Varies 19'-4" to 21'-0"	Str.	2 Series of 4	31
5606	Varies 5'-6" to 26'-0"	Str.	1 Series of 36	738	A516	2'-8"	Str.	4	11	A558	19'-4"	Str.	3	60
5607	5'-6"	Str.	4	33	A517	10'-9"	Str.	5	56	A559	9'-6"	Str.	27	267
5608	11'-3"	bt.	2	35	A518	4'-2"	bt.	45	196	A560	23'-2"	Str.	3	72
5609	7'-8"	Str.	7	79	A519	Varies 7'-1" to 7'-7"	bt.	1 Series of 4	30	A561	21'-0"	Str.	3	66
5610	4'-6"	bt.	4	27	A520	Varies 7'-1" to 7'-8"	bt.	1 Series of 6	46	A562	16'-2"	Str.	4	4
5620	4'-9"	bt.	3	57	A521	7'-4"	bt.	2	13	A563	Varies 3'-3" to 4'-5"	Str.	2 Series of 2	17
5701	28'-0"	Str.	357	19287	A522	7'-6"	bt.	2	16	A564	5'-2"	Str.	4	54
5702	Varies 5'-6" to 26'-0"	Str.	1 Series of 36	1085	A523	7'-0"	bt.	2	15	A565	13'-4"	Str.	2	34
					A524	5'-7"	Str.	4	23	A566	16'-0"	Str.	2	55
					A525*	14'-7"	Str.	8		A567*	20'-8"	Str.	4	51
					A526	5'-8"	bt.	49	290	A568	12'-8"	Str.	6	99
					A527	3'-11"	bt.	65	266	A569	13'-10"	Str.	2	43
					A528	7'-5"	Str.	4	30	A570	20'-10"	Str.	2	44
					A529	6'-2"	bt.	17	109	A571	21'-0"	Str.	2	44
					A530	Varies 2'-9" to 6'-2"	bt.	4 Series of 7	130	A572	4'-0"	Str.	2	3
					A531	3'-5"	Str.	24	85	A573	23'-2"	Str.	2	43
					A532	Varies 4'-0" to 4'-9"	Str.	2 Series of 2	18	A574	11'-6"	Str.	1	12
					A533	9'-8"	Str.	14	141	A575	11'-1"	Str.	2	24
					A534	17'-0"	Str.	6	106	A576	10'-3"	Str.	1	11
					A535	21'-4"	Str.	14	51	A577	7'-2"	Str.	1	7
					A536	17'-1"	Str.	5	69	A701	5'-4"	bt.	18	136
					A537	12'-6"	Str.	9	117	A702	10'-9"	Str.	8	176
					A538	7'-6"	bt.	2	16	A703	11'-9"	Str.	10	240
					A539	20'-4"	Str.	30	656					
					A540	9'-0"	bt.	2	19					
					A541	13'-4"	bt.	25	543					
					A542	7'-3"	bt.	2	15					

REPLACEMENT BARS

MARK	NO.	LENGTH	SHAPE
RE 4	1	5'-3"	bt.
RE 5	2	5'-7"	Str.
RE 6	2	5'-11"	Str.
RE 7	2	6'-3"	Str.
RE 9	1	6'-10"	Str.
RE 10	1	7'-3"	Str.
RE 11	1	7'-7"	Str.

If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. 5-4.02 need not be furnished and replacement bars will not be required.

SPIRAL REINFORCING BARS. The "Length" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.

The "No. of Turns" shown is the "Length" divided by the pitch, plus 3 turns (total number of closed coils), expressed as the nearest whole number. Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5-4. 1/2 closed coils shall be provided at the ends of each spiral unit.

Four steel channel, tee or angle spacers, weighing approximately 0.63 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 0.63 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

SPIRALS

MARK	LENGTH	SHAPE	NO.	WEIGHT	CORE DIA % SPIRAL	PITCH	NO. TURNS
SP401	16'-10"	bt.	1	514	32	4 1/2"	48
SP402	15'-11"	bt.	1	298	32	4 1/2"	46
SP403	15'-11"	bt.	1	288	32	4 1/2"	43
SP404	16'-7"	bt.	1	310	32	4 1/2"	47
SP405	15'-9"	bt.	1	295	32	4 1/2"	45
SP406	14'-10"	bt.	1	279	32	4 1/2"	45
SP407	12'-7"	bt.	1	239	32	4 1/2"	37
SP408	13'-9"	bt.	1	260	32	4 1/2"	40
SP409	14'-10"	bt.	1	279	32	4 1/2"	45

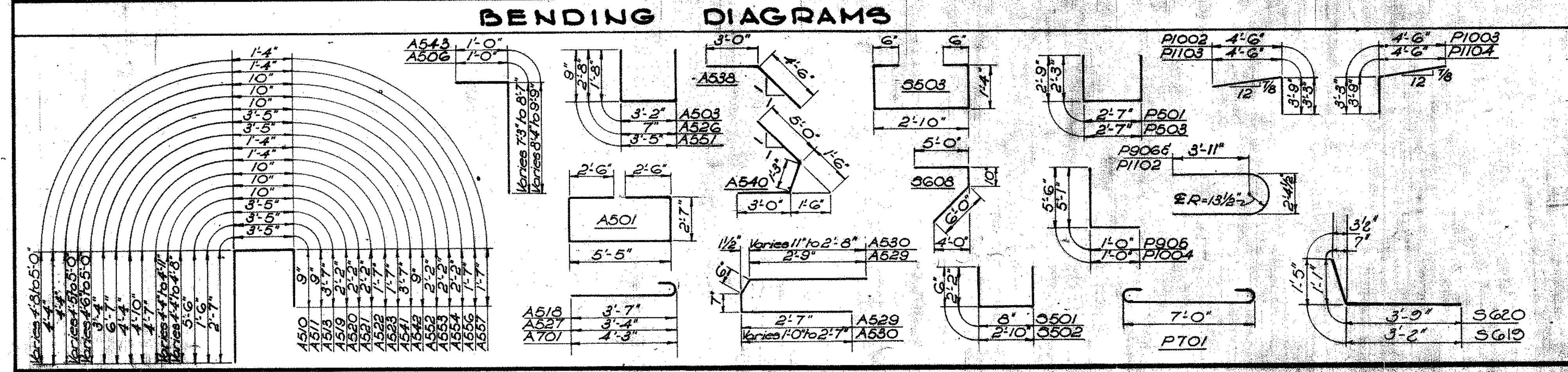
- NOTE**
- Bar size is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number.
 - Bars marked with single asterisks to be included for payment under Item 5-14 Railing.
 - All dimensions are out to out of bar.
 - The "Length" of bent bars is measured along the center line.

VOGT, IVERS, SEAMAN & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

REINFORCING STEEL LIST
BRIDGE NO. MOT-35-1895
PROPOSED U.S. 35 UNDER
PROPOSED RAMP "B"

MONTGOMERY CO. STA. 11+79.69 TO
Scale: None STA. 14+15.67

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
A.Y.	S.B.	H.R.A.	J.A.D.		1/60	



R/W PLANS

MOT-35-(17.89-19.34)

CITY OF DAYTON

MONTGOMERY COUNTY

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

203
285

MOT-35-(17.89-19.34)
R/W PLAN
LIMITED ACCESS

SUMMARY OF R/W REQUIRED

PARCEL NO.	LOT NO.	OWNER	AREAS IN SQ. FT.			EXISTING BUILDING	SHEET NO.	REMARKS
			CONT.	ORIGINAL	RESIDUAL			
790 LA	14426 FT.	James D. Horner & Gladys H. Horner.	3150	3150		Yes	7	Whole Taking
791 LA	14427	Robert R. Dickensheets.	4200	4200		"	"	"
792 LA	14429 FT.	Harold R. Bennett & Ethel J. Bennett.	3570	3570		"	"	"
793 LA	14429 FT. & 14427 FT.	Henry E. Ditzel.	2940	2940		"	"	"
794 LA	14428 FT.	Sarah Duerr.	2940	2940		"	"	"
795 LA	14432 FT.	Jerome H. Gulinski & Rose C. Gulinski.	2709	2709		"	"	"
796 LA	14432 FT. & 14433 FT.	Ella I. Moore.	2700	2700		"	"	"
797 LA	14433 FT.	Robert H. Cusick & Mary L. Cusick.	2698	2698		"	"	"
798 LA	14433 FT. & 14434 FT.	Edith M. Smith.	2625	2625		"	"	"
799 LA	14434 FT.	Thomas C. Sheridan.	2623	2623		"	"	"
800 LA	37608	Ruby I. Weber.	3180	3180		"	8	"
801 LA	37609	Emmatt J. Lawrence.	3180	3180		"	"	"
802 LA	37610	John C. Houck & Ruth Houck.	3180	3180		"	"	"
803 LA	37611	Victor J. Kuntz Sr. & Blanche M. Kuntz.	3180	3180		"	"	"
804 LA	37612	Gertrude R. Powers.	3180	3180		"	"	"
805 LA	37613	Taylor Lewis & Ruby Pearl Lewis	3180	3180		"	"	"
806 LA	37614	Dorothy Lehmer.	3180	3180		"	"	"
807 LA	37615	Frederick J. Kretzler Jr. & Patricia J. Kretzler.	3180	3180		"	"	"
808 LA	37616	William F. Caudle & Louise R. Caudle.	3180	3180		"	"	"
809 LA	31617	William J. Tunney.	3180	3180		"	"	"
810 LA	37600	Arthur F. Scarpelli, Elizabeth Annarino, Robert F. Scarpelli, & Louis Scarpelli, Jr.	4597	4597		"	"	"
811 LA	37601	Roseanna Scarpelli.	4599	4599		"	"	"
812 LA	37602	Terry Neal, Jr.	4601	4601		"	"	"
813 LA	37603	Anthony Sparaco & Bertha I. Sparaco.	4603	4603		"	"	"
814 LA	37604	Anna Sparaco.	4596	4596		"	"	"
815 LA	37605	John S. Coon & Mary C. Coon.	4596	4596		"	"	"
816 LA	37606	Byrl H. Hodge & Viola F. Hodge.	4596	4596		"	"	"
817 LA	37607	Gene Garrison & Juanita R. Garrison.	4596	4596		"	"	"
818								Not Used.
819 LA	18551 thru 18565	The Gem City Stone Company.	60,539	60,523	8990	Yes	8	Part Taking
819 WA	18557 thru 18561							"
820 LA	26698 FT.	Richard P. Crawford & Daisy E. Crawford.	2510	2510		Yes	"	Whole Taking
821 LA	26698 FT.	Arlo M. Teetermen.	2016	2016		"	"	"
822 LA	26697	Maurice W. Threanits.	3657	3657		"	"	"
823 LA	26696	Harry F. Hochwalt & Irene M. Hochwalt.	2787	2787		"	"	"
824 LA	26695	Ester M. Unterberger.	3176	3176		"	"	"
825 LA	18796 thru 18797	Edward T. Blommel.	17,437	18,480	1043	"	"	Part Taking
826 LA	18798	Marion Yost.	4620	4620		"	"	Whole Taking
827 LA	18799 & 18800	Viola M. Haines.	3240	3240		"	"	"
828 LA	18801	Charles B. Allen & Anna M. Allen.	4620	4620		"	"	"
829 LA	18754 & 18758	The City of Dayton.	663	8184	7521	No	"	Part Taking
830 LA	18752	Rose Scherbauer.	872	4092	3220	Yes	9	"
830 WA	18752							"
830A LA	18751	John F. Gagel.	41	3844	3803	No	"	Part Taking
831 LA	18753	Jeannette M. Kilian.	2003	4092	2089	"	"	"
831 WA								"
832 LA	18754	Jeannette Hopping.	3193	4092	957	No	8, 9	Part Taking
832 WA								"
833 LA	18755	Delight M. Teague.	4024	4092	68	No	"	Part Taking
834 LA	18756	Elizabeth C. Jones.	4092	4092		"	"	Whole Taking
835 LA	18802	George Bagley Jr. & Joyce Ann Bagley.	2195	4620	2425	"	"	Part Taking
836 LA	18823	William R. Campbell & Della L. Campbell.	1107	4620	3513	Yes	9	"
836 WA								"
836A LA	18804	Margaret M. Walsh.	168	4620	4452	No	"	Part Taking
837 LA	18797	Charles E. Pemberton & Mable Marie Pemberton.	4042	4042		Yes	"	Whole Taking
838 LA	18798	Marie E. Schmale.	4042	4042		"	"	"
839 LA	18799	Edith May Wheeler.	4042	4042		No	"	"
840 LA	18740 & 18741	Austin H. Gaskill.	8084	8084		"	"	"
841 LA	18742 & 18743	Robert L. Clark.	8064	8085	21	"	"	Part Taking
842 LA	18744	John Frederick Gagel.	3283	4042	759	"	"	"
843 LA	18745 & 18746	Thelka Haas.	3253	8085	892	"	"	"

SUMMARY OF R/W REQUIRED

PARCEL NO.	LOT NO.	OWNER	AREAS IN SQ. FT.			EXISTING BUILDING	SHEET NO.	REMARKS
			CONT.	ORIGINAL	RESIDUAL			
844 LA	18795	Greater Beneficial Union Dist. 133rd Dayton, O. Inc. Greater Beneficial Union Dist. 481st Dayton, O. Inc.	269	8085	7816	No	9	Part Taking
845 LA	18721 thru 18794	Anne M. Dakin.	27,491	32,399	2720	Yes	"	"
845	18792 & 18793	"	2128	32,399	2720	"	"	"
846 LA	18723 thru 18725	G.H. Wiley Company.	4119	11,666	7527	"	"	"
846								"
846 WA	18723 thru 18725	G.H. Wiley Company.				Yes	9	"
847 LA	18690 thru 18694	"	15,916	18,632	1057	"	"	Part Taking
847		"	1659	18,632	1057	"	"	"
848 LA	18722 FT.	Frank A. Lang.	2600	2606		"	"	Whole Taking
849 LA	18721 FT.	Ally L. McGlothlin & Edna S. McGlothlin.	2606	2606		"	"	"
850 LA	18721 FT. & 18722 FT.	Thurman L. Filburn.	2666	2666		"	"	"
851 LA	18719 & 18720	Orville T. Titus & Mary Marguerite Titus.	8077	8077		"	"	"
852 LA	18718	Lester S. Grice & Mildred Irene Grice.	3651	4039	388	"	"	Part Taking
853 LA	18717	Sam Frank & Joe O. Frank.	2625	4039	1344	"	"	"
853 WA		"				"	"	"
854 LA	18716	Earl A. Dowler.	1795	4039	2304	No	"	Part Taking
855 LA	18715	Richard E. Papenbrock & Marjorie L. Papenbrock.	774	4039	3265	Yes	"	"
855 WA		"				"	"	"
856 LA	18698	Janet M. Faulkner.	457	4039	3582	No	"	Part Taking
856 WA		"				"	"	"
857 LA	18697	William Etienne & Anna Etienne.	2027	4039	2012	Yes	"	Part Taking
857 WA		"				"	"	"
858 LA	18695 FT. & 18696 FT.	Agnes Lillian Kamp, also known as Agnes Lillian Kamp.	2280	2280		Yes	"	Whole Taking
859 LA	18696 FT.	Carson Adams & Ruth Adams.	2453	2899	446	"	"	Part Taking
859 WA		"				"	"	"
860 LA	18695 FT.	Anna Lucille Coy.	2899	2899		Yes	"	Whole Taking
861 LA	2196 thru 2199	Ruth V. Goodman & Gladys Goodman.	25,949	25,949		"	9, 10	"
862 LA	15456 1/2	The Pennsylvania Railroad Co. (P.C.C. St. L. Railway Co.)	77,778			No	10, 22	"
862 SL			19,192			"	3, 10, 22	"
862 X			2100			"	10, 22	"
862 S						"	11, 22	"
863 LA		Leonard C. Wager.	3732	7978	3646	Yes	10	Part Taking
863 U		"				"	"	"
864		"				"	"	Not Used
865 LA	54698	Ella L. Witte.	759	3599	2940	Yes	10	Part Taking
865		"	2660	3599	759	"	"	"
866		"				"	"	Not Used
867 LA	54693	Ellsworth E. McDoa & Amber M. McDoa.	3381	3599		Yes	10	Whole Taking
867		"	219	3599		No	"	"
868 LA	54692	Bertha L. Kramer.	596	3599		Yes	"	"
868		"	9008	3599		"	"	"
869 LA	54694	Russell A. Kinnear & Esther J. Kinnear	4538	4538		"	"	"
870 LA	54695	Joseph William Storck.	3253	4499	486	"	"	Part Taking
870 WA		"				"	"	"
871 LA	54696	Leon E. Smith Jr. & Florence M. Smith	441	4345	3904	No	"	Part Taking
872 LA	52986 & 52985	William P. Huffman, Geraldine B. Huffman, Susannah B. Huffman & Charlotte Huffman.	55,177	108,635	47,458	"	"	"
873 LA	52984	Thurston G. Parks & Mary Gladys Parks.	16,781	34,489	17,708	Yes	10, 11	"
873 WA		"				"	11	"
873A LA	52983	Minnie M. Downey.	2619	6922	4303	"	"	Part Taking
874 LA	52982 FT.	Wesley W. Price & Veronica A. Price.	1744	6256	4512	No	"	"
875 LA	52981 FT. & 52981 FT.	Ralph T. Frye & Gladys M. Frye.	7069	3222	2223	Yes	"	"
876 LA	52980 & 52979 FT.	Jettie M. Frazier.	10,272	21,251	10,979	"	"	"
877 LA	52978 & 52979 FT.	George Ujlaki & Mary J. Ujlaki.	7790	16,515	8725	"	"	"
878 LA	52977 & 52976	Fred M. Niehus.	23,722	48,246	24,524	"	"	"
878 S		"				"	"	"
879 LA	52975	Albert W. Forbes & Evelyn J. Forbes.	10,418	20,706	8914	Yes	"	Part Taking
879 WA		"				"	"	"
879 S		"				"	"	"
880 LA	52974	Katherine Nickol.	22,842	41,411	18,569	Yes	"	Part Taking
880 S		"				"	"	"
881 LA	52973	Bernard J. Farrell Jr.	20,256	41,411	21,155	No	"	Part Taking

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R/W PLANS
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CONTINUED

SUMMARY OF R/W REQUIRED

PARCEL NO.	LOT NO.	OWNER	AREAS IN SQ. FT.			EXISTING BUILDING	SHEET NO.	REMARKS
			TAKING	RESIDUAL	RESIDUAL			
881 S	52978	Bernard J. Farrell Jr.					11	
882 LA	52970 & 52969 Pt.	Frederick K. Burr & Violet E. Burr	22,154	71,753	43,539	Yes	"	Part Taking
882 S	52968 & 52970	"				No	"	"
889 LA	52972	Clark E. Griesheimer & Olive H. Griesheimer	5595	5395		Yes	"	Whole Taking
884 LA	52971	Bernard J. Farrell Jr.	5395	5395		"	"	"
885A-LA	52963 thru 52969	Gulf Oil Company	17,530			No	"	Part Taking
885A-S	52968 & 52966	"				"	"	"
885A-U	"	"				"	"	"
885B-LA	52963 thru 52969	"	14,079			"	11,13	Part Taking
885B-U	"	"				"	11	"
886 LA	52967	Elizabeth A. Keller	4959	7701	2742	Yes	"	Part Taking
886 U	"	"				No	"	"
887	53001	Della M. Broadstone, Janet Elaine Broadstone, Debra Ann Broadstone, Steven George Broadstone, Patrick Ann Broadstone	719	14,315	13,536	"	11,12	Part Taking
887 WA	"	"				"	"	"
888 LA	68638	Mary Ellen Tegtmeyer	185	6391	2257	"	"	Part Taking
888	"	"	3248			Yes	"	"
888 WA	"	"				"	"	"
889 LA	68639	W.C. Wright & Delpha M. Wright	1641	6391	2722	"	"	Part Taking
889	"	"	2028			"	"	"
889 WA	"	"				"	"	"
890 LA	68640	Richard C. McKendry & Edna M. McKendry	3258	6391	3132	"	11	Part Taking
891 LA	68641	Nolan B. Abbott, Lovella E. Abbott & Juanita L. Abbott	4097	6391	2296	"	11,13	"
892 LA	52997 Pt.	Walter M. Wilson & Dorothy J. Wilson	6225	13,000	6775	"	13	"
893 LA	52996 Pt. & 52997 Pt.	Hans F. Plaut & Erika R. Plaut	17,210	27,900	10,690	"	"	"
894 LA	52995 Pt.	Christian F. Stansell & Clara M. Stansell	7023	10,226	2003	"	"	"
895 LA	52995 Pt.	Robert J. McDermott & Margaret A. McDermott	10,226	10,226		"	"	Whole Taking
896 LA	52992	Loran R. Honeyman & Janet Honeyman	10,226	10,226		"	"	"
897 LA	52991 Pt.	William A. Lee & Jessie Lee	10,226	10,226		"	"	"
898 LA	52990 Pt.	Wiley Todd, Thomas Wilson, Edward Strosick, Lorenzo Mercer, Guthrie Lannery & Co. of Dayton Baptist Temple	19,784	20,000		"	"	Part Taking
898	"	"	216			No	"	"
899 LA	52988 Pt. & 52989 Pt. & 52990 Pt.	Dayton Power & Light Company	10,589	21,348	10,674	"	"	Part Taking See 896 LA
899	"	"	291			"	"	"
900 LA	52989 Pt. & 52987 Pt.	Dayton Baptist Temple	36,395	79,778	42,795	"	"	Part Taking
900	"	"	650			"	"	"
900 S	"	"				"	"	"
901	"	"				"	"	Not Used
902 LA	59018 Pt.	Paul Nieman & Helen J. Nieman	3540	10,080	6540	No	13	Part Taking
903 LA	59018 Pt.	Gisela Trotman	5069	10,080	4794	"	13,14	"
903	"	"	277			"	"	"
904 LA	59018 Pt.	Leroy C. Eisenburg & Edna R. Eisenburg	8764	9219		Yes	"	Whole Taking
904	"	"	455			No	"	"
905 LA	59018 Pt.	Jean Weaver	62,601	63,776	1175	Yes	"	Part Taking
906 LA	59019 Pt.	George William Rest & Margaret Marie Rest	13,410	78,268	68,522	No	14	"
906	"	"	1396			"	"	"
906 SL	"	"	578			Yes	"	"
906 U	"	"				No	"	"
906 T	"	"	6980			Yes	"	"
906 WA	"	"				No	"	"
907 LA	56523	Walter A. Fourman	2835	3950	3115	"	13	Part Taking
907 U	"	"				"	"	"
908 LA	56524 thru 56528	Harry F. Bomhard & Eleanor M. Johnson	14,161	26,775	12,614	"	"	Part Taking
908 U	"	"				"	"	"
909	"	"				"	"	Not Used
910 LA	56529 Pt. & 56530 Pt.	Virgil W. Curtis & Florence V. Curtis	7032	11,920	4868	Yes	13	Part Taking
910 WA	"	"				"	"	"
910 U	"	"				No	"	"
911 LA	56519, 44 & 56531, 32	East Dayton Meat & Sausage Co.	7486	32,975	24,889	"	"	Part Taking
911 U	"	"				"	"	"
912 LA	56539	Louise E. DelBianco	4587	6,313	1726	Yes	13,15	Part Taking

SUMMARY OF R/W REQUIRED

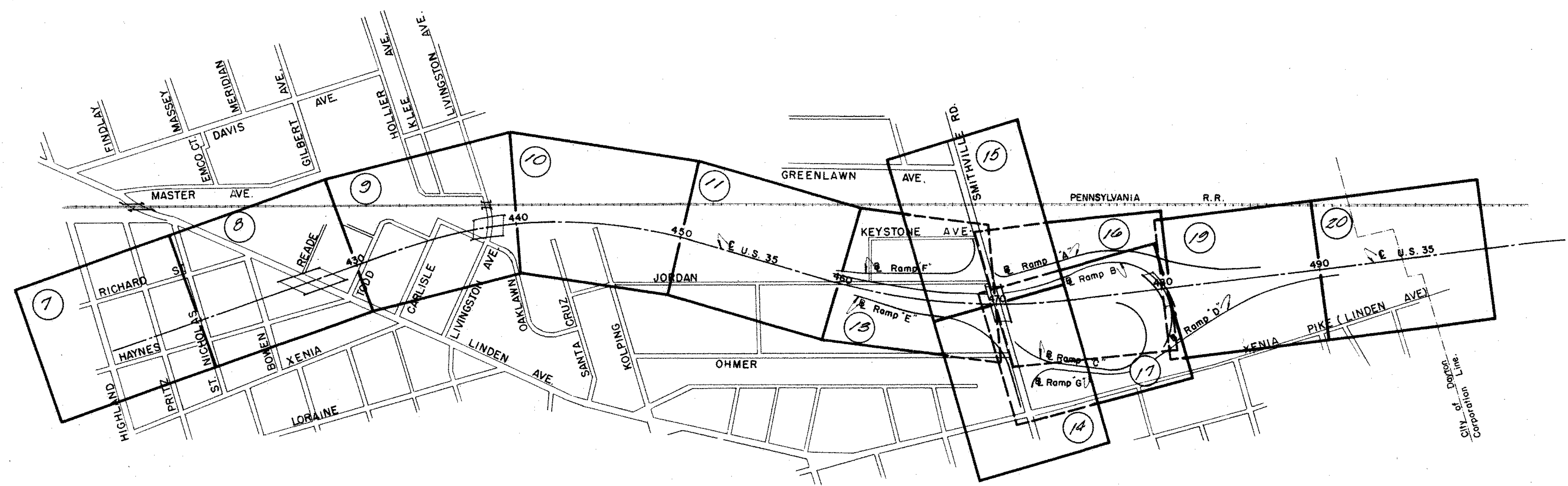
PARCEL NO.	LOT NO.	OWNER	AREAS IN SQ. FT.			EXISTING BUILDING	SHEET NO.	REMARKS
			TAKING	RESIDUAL	RESIDUAL			
912 U	56538	Louise E. DelBianco				No	13	
913 LA	56508 & 56509	Sun Oil Company	11,898	11,898		Yes	13,15	Whole Taking
914 LA	56510	Celeste Bianco	3719	5800		"	"	Part Taking
914	"	"	1687			No	"	"
915 LA	56511 & 56512	Clyde W. Allen	2776	12,288		Yes	"	"
915	"	"	3512			"	"	"
915A-LA	53017	Paul R. Kurpe	3286	3286		No	15	Whole Taking
916 LA	56596, 97, 98 & 99	Dayton Power & Light Company	47,113	269,717	214,257	"	15,16	Part Taking See 899
916	56591, 92, 93 & 94	"	1647			"	15	"
916U-1	"	"				"	16	"
916U-2	"	"				"	"	"
917 LA	56598 Pt. & 56601	George H. Gillespie	302,127	1126,349	148,285	Yes	16,17,19	Part Taking
917U-1	56599	"			60,685	No	16	Right
917U-2	56611	"			7292	"	19	Right
917U-3	"	"				"	"	"
918 LA	56600	Edwin A. Meyer & Marjorie P. Meyer	6660	6660		Yes	16,17	Whole Taking
919 LA	56601	George E. Hailey	5920	5920		"	"	"
920 LA	56602	Daniel G. Heinz & Martha H. Heinz	5920	5920		"	17	"
921 LA	56603	Agnes M. Palmer	5624	5624		"	"	"
922 LA	56604	Elsie Hoyer	7028	7667		"	"	"
922	"	"	639			"	"	"
923 LA	56605 & 56606	Earl W. Mahaffie & Rosalee Mahaffie	1530	21,840	20,290	No	17,18	Part Taking
923 U	"	"				"	18	"
923 AU	"	"				"	"	"
924 LA	56608	Emma Donaldson	1154	7434	6280	No	17,18	Part Taking See 923 LA
924 U	"	"				"	18	"
925 LA	56609, 56610 & 56611	Loretta L. Brown	6217	14,070	7853	Yes	17,18	Part Taking
925 WA	"	"				"	18	"
926 LA	59121 Pt. & 59122 Pt.	City of Dayton	11,812	16,682	4820	"	17	Part Taking
927 LA	59122	Richard L. Haas & Helen K. Haas	14,472	15,414	342	"	"	"
928 LA	56612 thru 56614	Gaynelle Rummans	26,043	25,208	1165	"	"	"
929 LA	59123 & 59124	Emreda I. Hilgendorf	26,339	33,204	6925	No	"	Part Taking See 928 LA
930 LA	59125	Roy C. House & Violet I. Bendall	7633	16,682	8979	"	17,18	Part Taking
930 U	"	"				"	18	"
930 WA	"	"				"	"	"
931 LA	59126	Louise K. Claypool	2394	8399	6005	"	17,18	Part Taking
931 U	"	"				"	18	"
932 LA	59127	Charles J. Claypool	1917	8232	6915	Yes	17,18	Part Taking
932 U	"	"				"	18	"
933 LA	59128	William E. Harnish	271	16,666	16,395	No	17,18,19	Part Taking
933 U	"	"				"	18	"
934	"	"				"	"	Not Used
935 LA	56611 Pt.	Church of Christ - East Dayton	9470	68,000	33,530	No	19	Part Taking
936 LA	56595 Pt.	William E. Schmidt & Marie J. Schmidt	2775	7369	2579	"	"	"
936	"	"	2214			"	"	"
936 ALA	56611	C & L Corporation	87,758	160,578	63,454	Yes	20	"
936 A	"	"	3966			No	"	"
937 LA	56595 Pt.	Little Miami R.R. (Penna. R.R.)	108			"	19	"
937	"	"	15,884			"	"	"
937 A	56590	"	1102			"	15,28	Part Taking R.R. 25,17,28
937A-WA	"	"				"	"	"
938	"	Cincinnati, Lebanon & Northern Ry. (Penna. R.R.)	278			"	20	Part Taking
784 WA	14447	Alex S. Nemeth				"	7	"
785 WA	"	"				"	7	"
786 LA	1449 Pt.	Jacob & Edith W. Oxner	3139	3133		"	"	Whole Taking
787 LA	14450 Pt. & 14449 Pt.	Lola M. Mathews	3129	3129		"	"	"
788 LA	14451 Pt. & 14450 Pt.	Oral Mathews	3125	3125		"	"	"
789 LA	14451	Albert D. Varble	3121	3121		"	"	"
937 D	"	Little Miami R.R. (Penna. R.R.)	148			No	15,28	Part Taking

DATE	REVISED	BY
10-4-00	Completion	

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	



MOT.-35-(1789-1934)
R/W PLANS
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City of Xenia Corporation

SCALE 1" = 400'

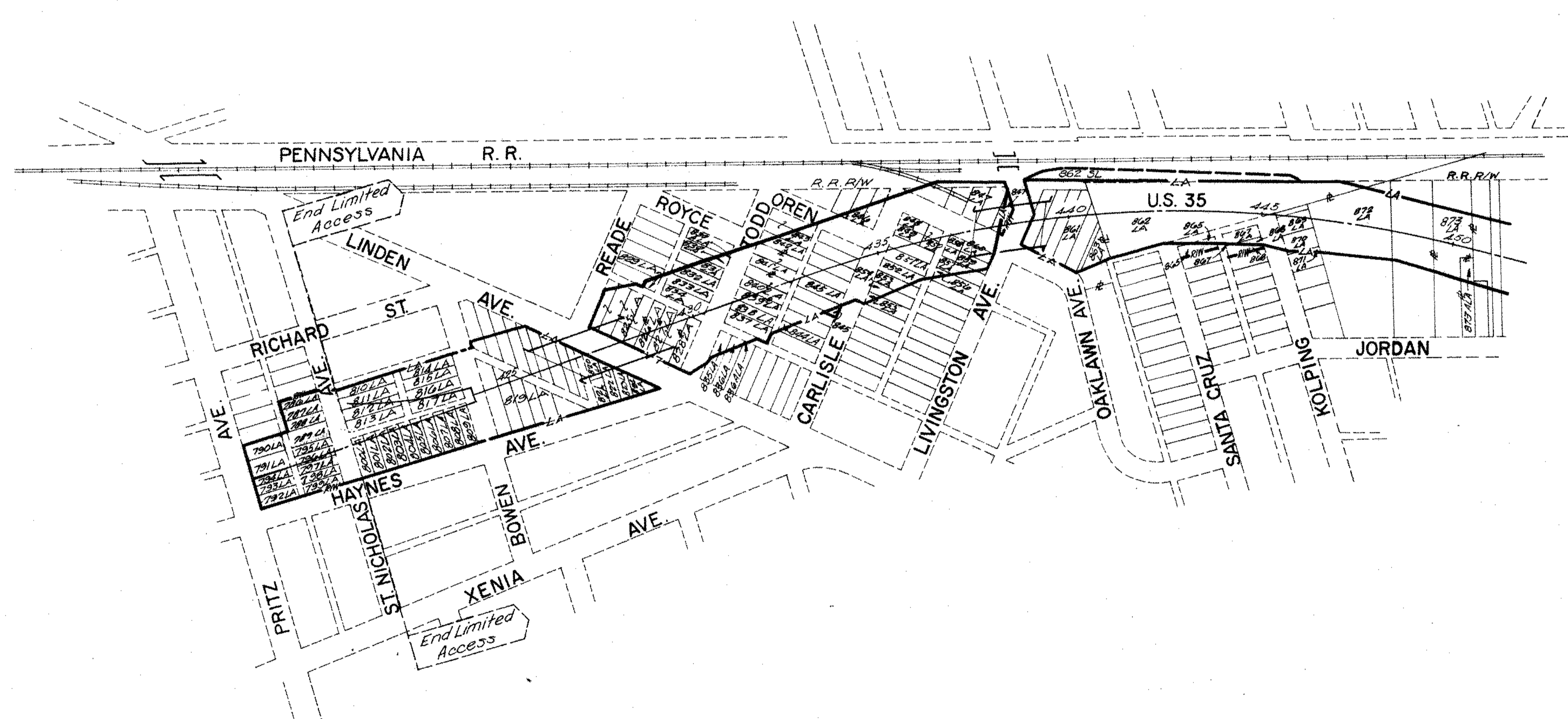
DATE	REVISIONS	BY
9-27-60	Completion	



FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

267
285

MOT-35- (17.89-19.34)
R/W PLANS
LIMITED ACCESS



Scale 1"=200'

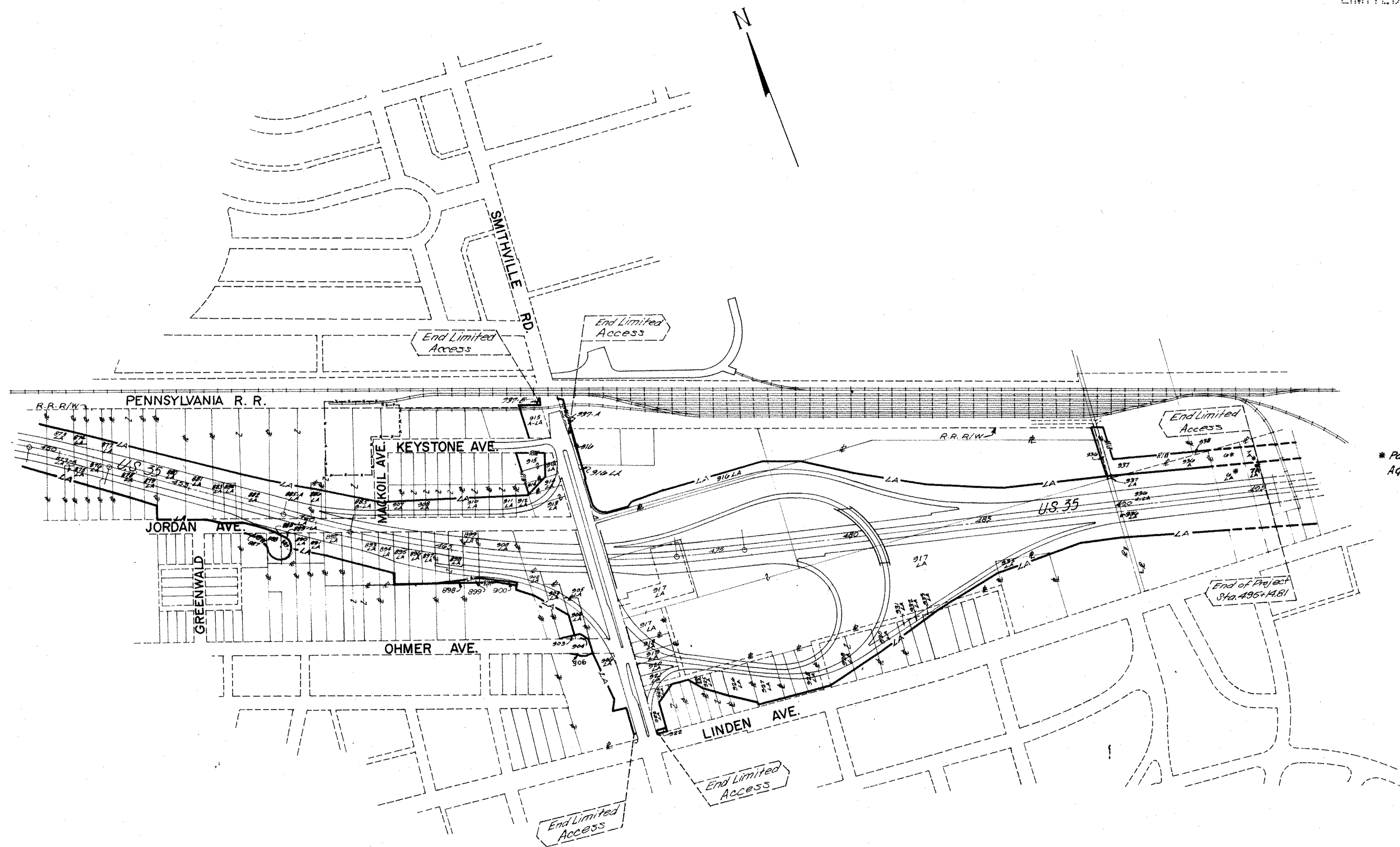
DATE	REVISIONS	BY
9-27-60	Completion	

R/W
5
23

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	



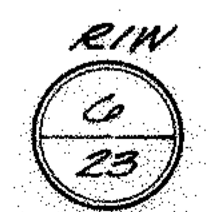
MOT-35-(1789-19.34)
R/W PLANS
LIMITED ACCESS



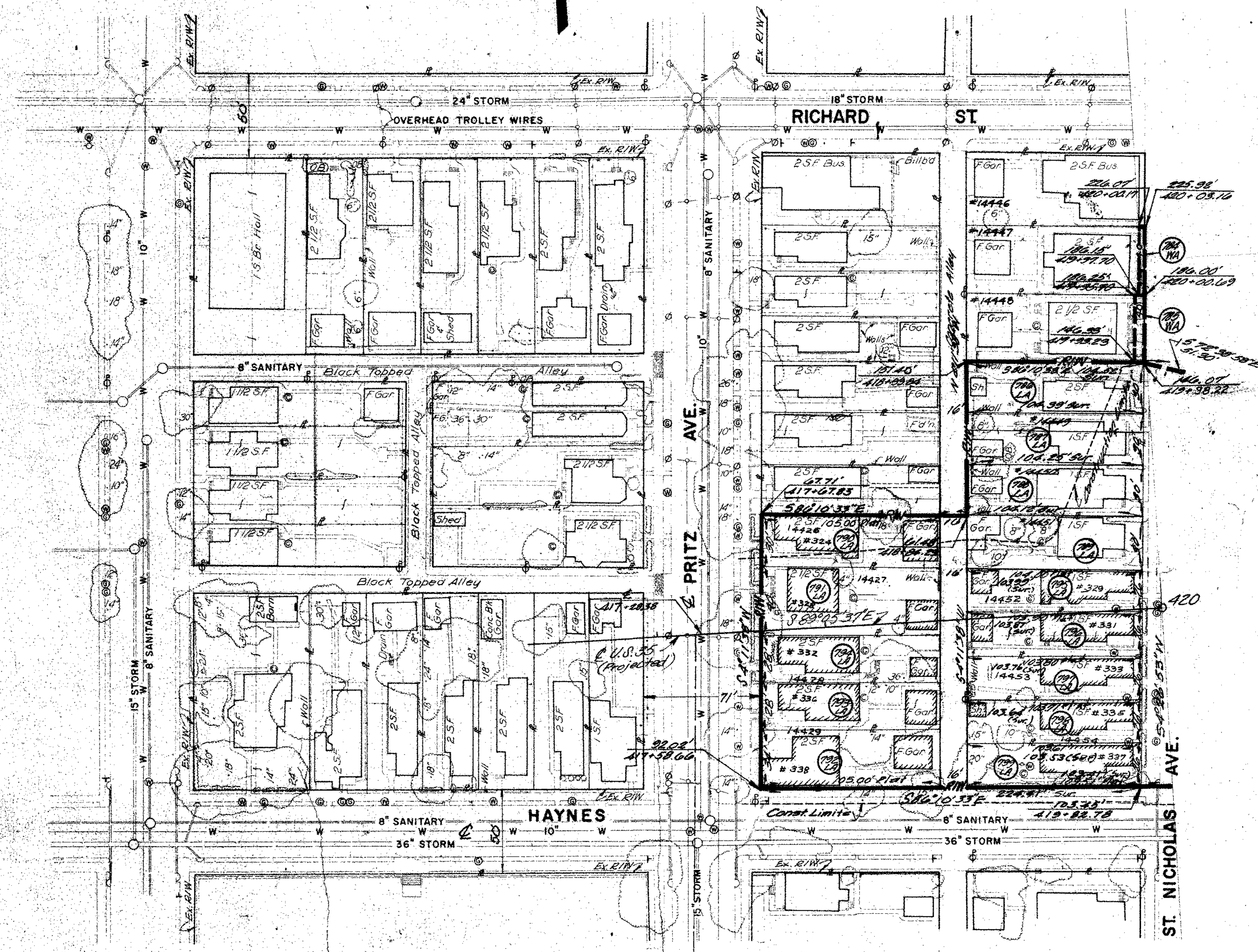
* Parcels 6, 6LA, 7A & 7ALA
Acquired by Mot. 35-19.34
Gre. 35-0.00

Scale 1"=200'

DATE	REVISIONS	BY
9-27-60	Completion	



MOT-35-(1789-1934)
R/W PLANS
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Begin Work
Sta. 417+23.10

Scale 1"=40'

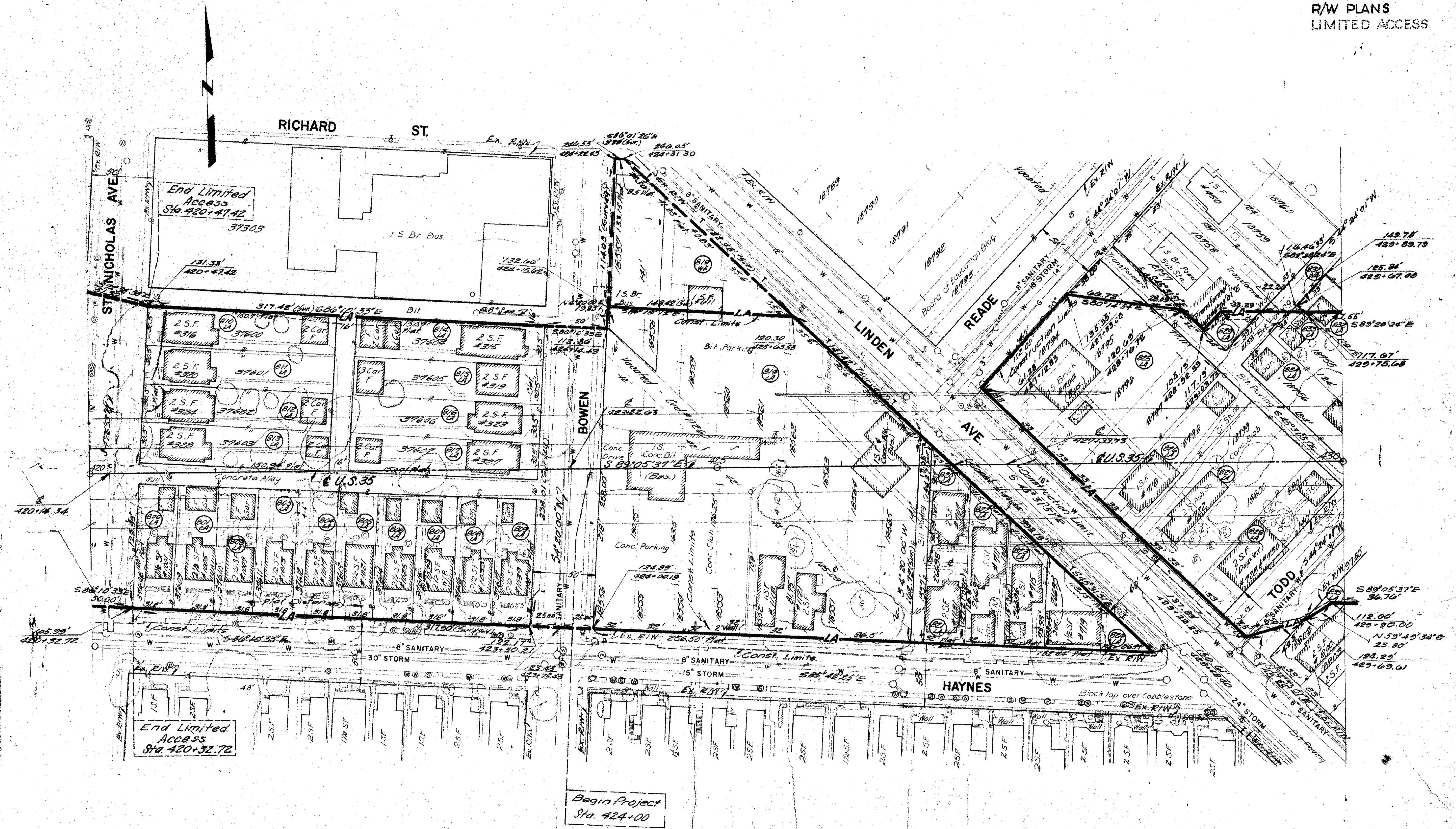
CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC.28 T.2 R.7 MRS.

R/W
7
23

DATE	REVISIONS	BY
3-27-60	Completion	

R/W PLAN - Sta. 410+00 to Sta. 420+00

MOT-35-(1789-19.34)
R/W PLANS
LIMITED ACCESS



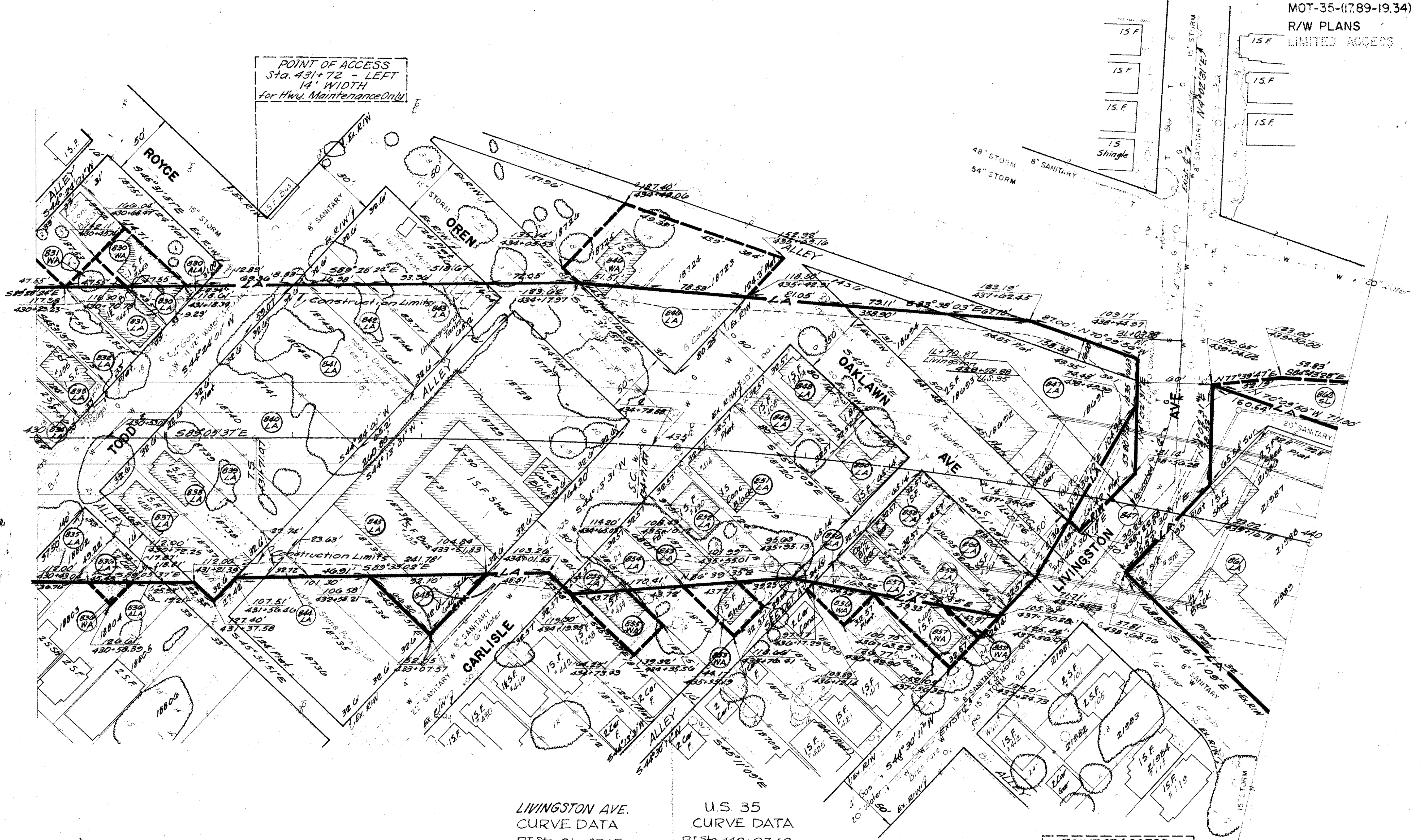
Scale 1" = 40'

DATE	REVISIONS	BY
9-27-60	Completion	

CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC. 21 T2 R7 M.R.S.

R/W
8
23

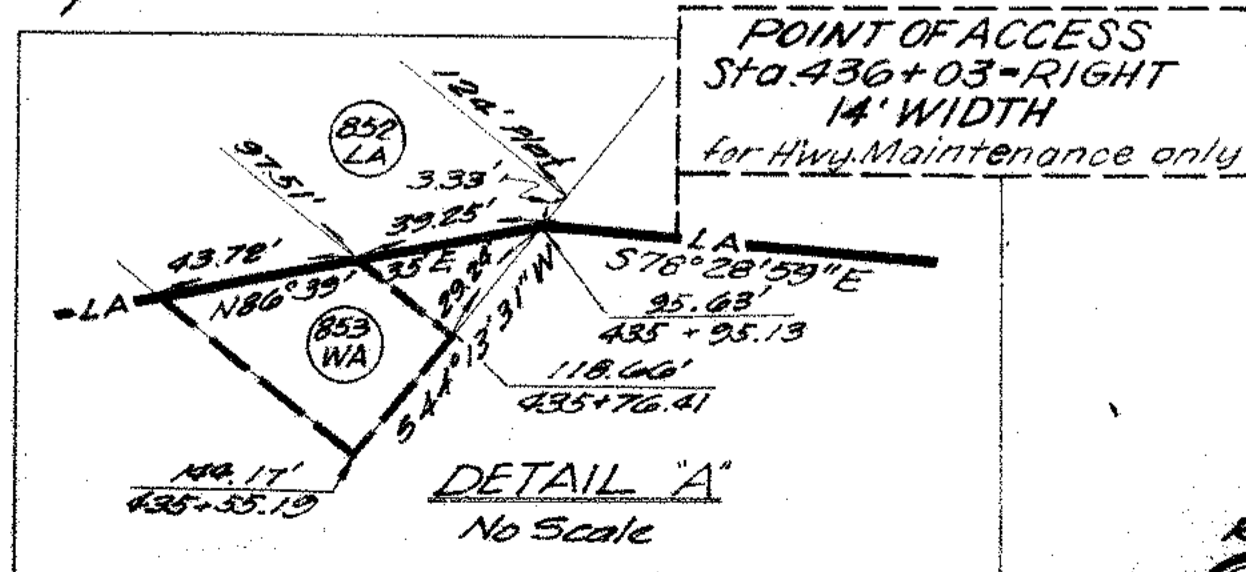
MOT-35-(17.89-19.34)
R/W PLANS
LIMITED ACCESS



LIVINGSTON AVE.
CURVE DATA
PI Sta. 2L+07.15
 $\Delta = 40^{\circ}27'49''$
 $D_c = 20^{\circ}00'00''$
 $R = 286.48'$
 $T = 105.59'$
 $L_c = 202.32'$
 $E = 18.84'$

U.S. 35
CURVE DATA
PI Sta. 442+07.48
 $\Delta = 34^{\circ}22'16''$
 $D_c = 2^{\circ}00'00''$
 $R = 2864.75'$
 $L_s = 300'$
 $L_c = 1418.55'$
 $T_s = 1036.41'$
 $E_s = 135.30'$

CITY of DAYTON
MONTGOMERY CO
MAD RIVER TWP
SEC. 28 T2 R7 MRS

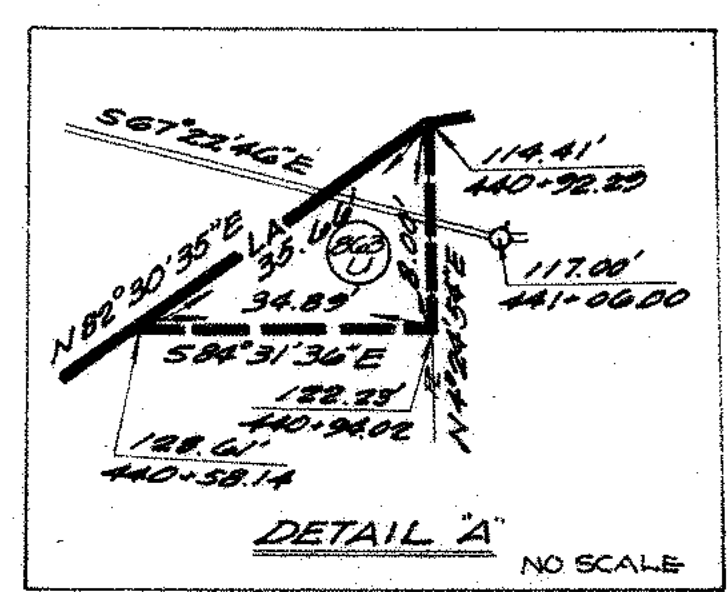
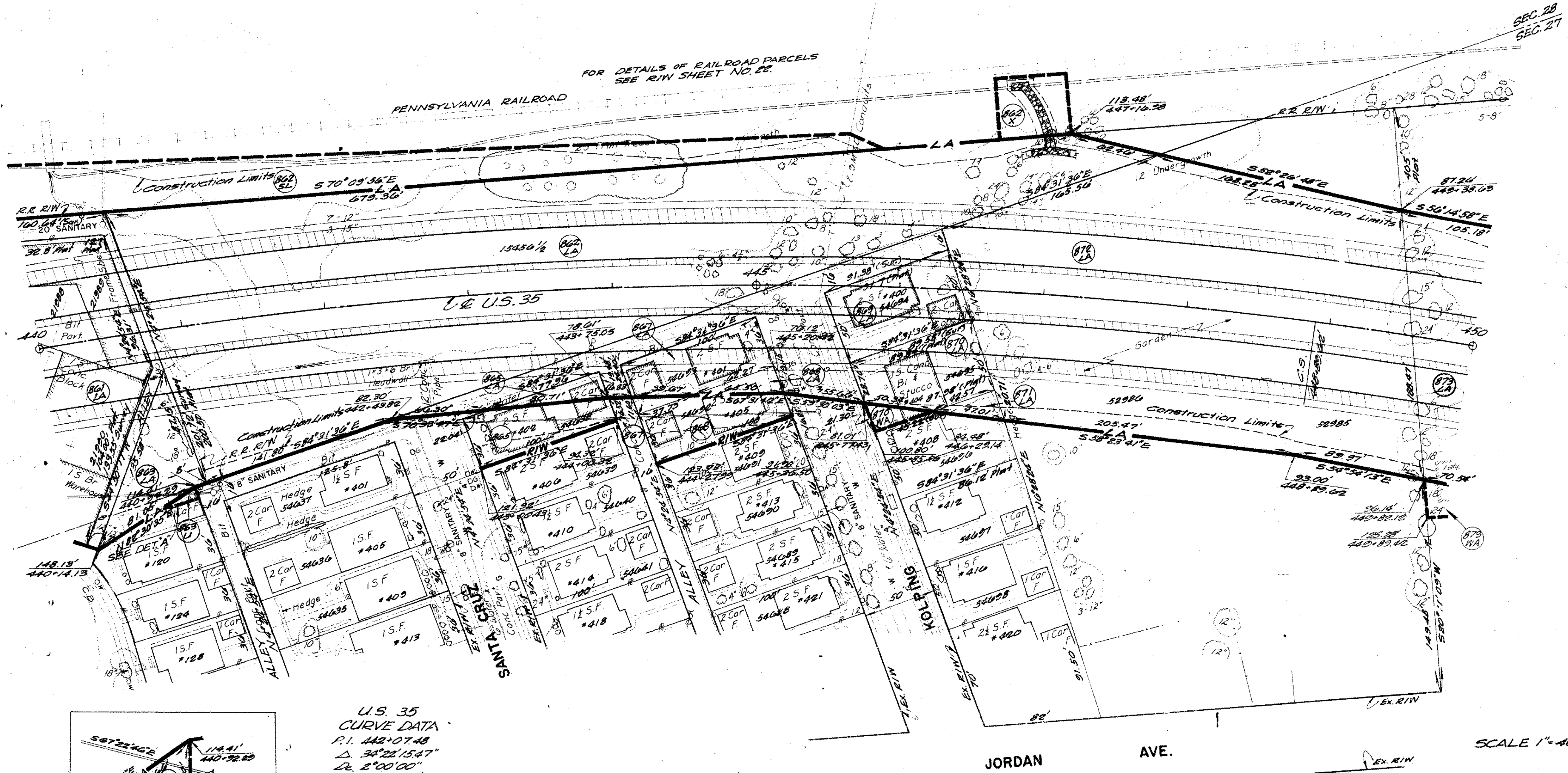


SCALE 1"=40'

DATE	REVISIONS	BY
9-27-60	Completion	

R/W
9
28

MOT-35-(1789-1934)
R/W PLANS
LIMITED ACCESS



U.S. 35
CURVE DATA
P.I. 442+07.48
Δ 34°22'15.47"
D. 2°00'00"
R. 2864.79'
L. 300'
Lc. 1418.55'
Ts. 1036.91'
E. 135.30'

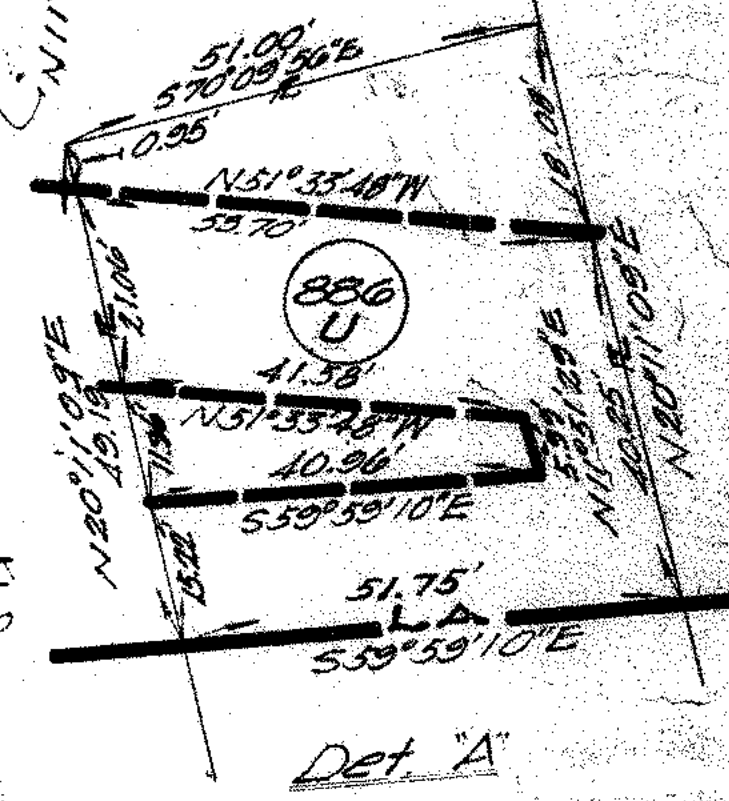
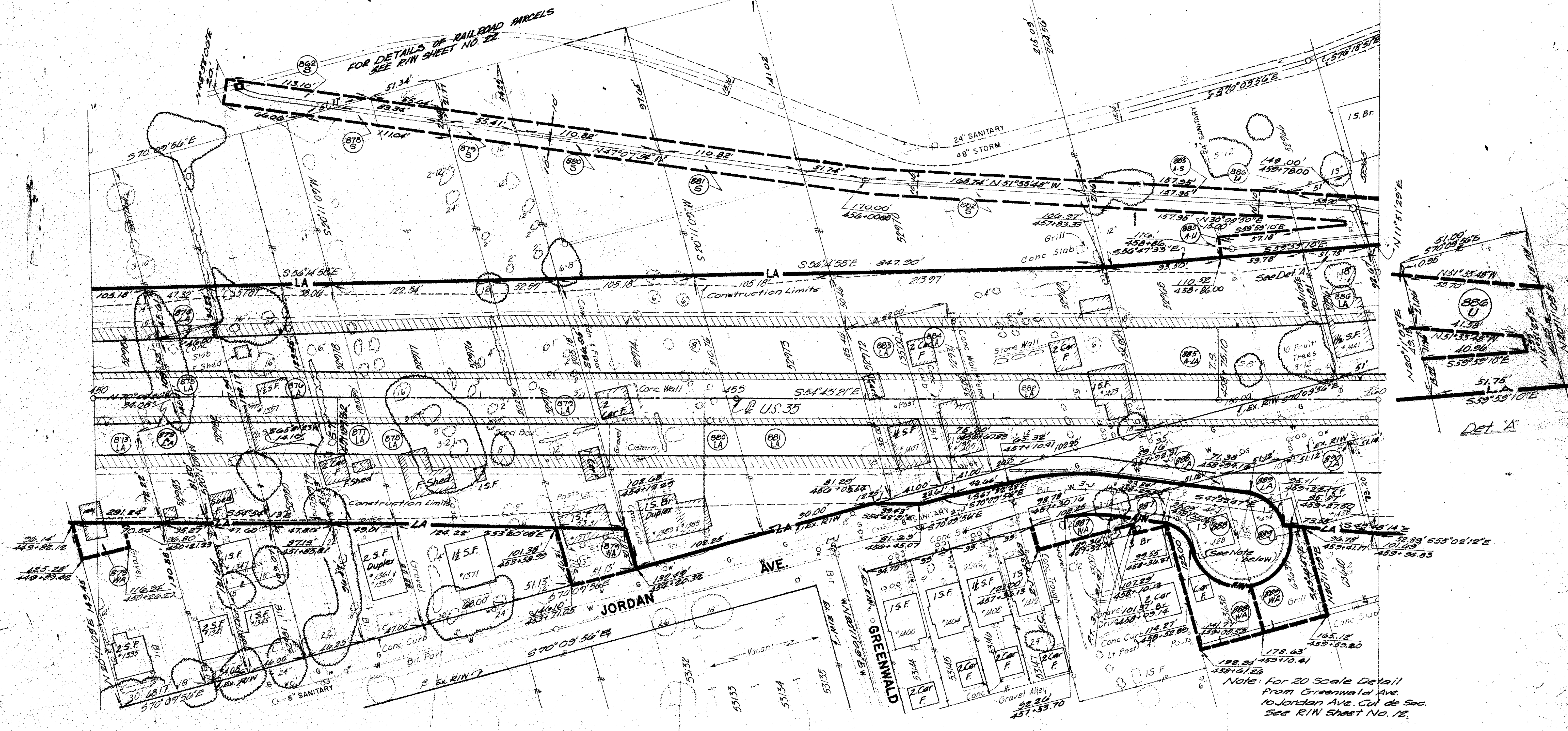
CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP
SEC. 27 & 28 T2 R7 MRS.

SCALE 1"=40'

DATE	REVISIONS	BY
9-27-60	Completion	



MOT-35-(17 89-1934)
R/W PLANS
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Note: For 20 Scale Detail
From Greenwald Ave.
to Jordan Ave. Cul de Sac.
See R/W Sheet No. 12.

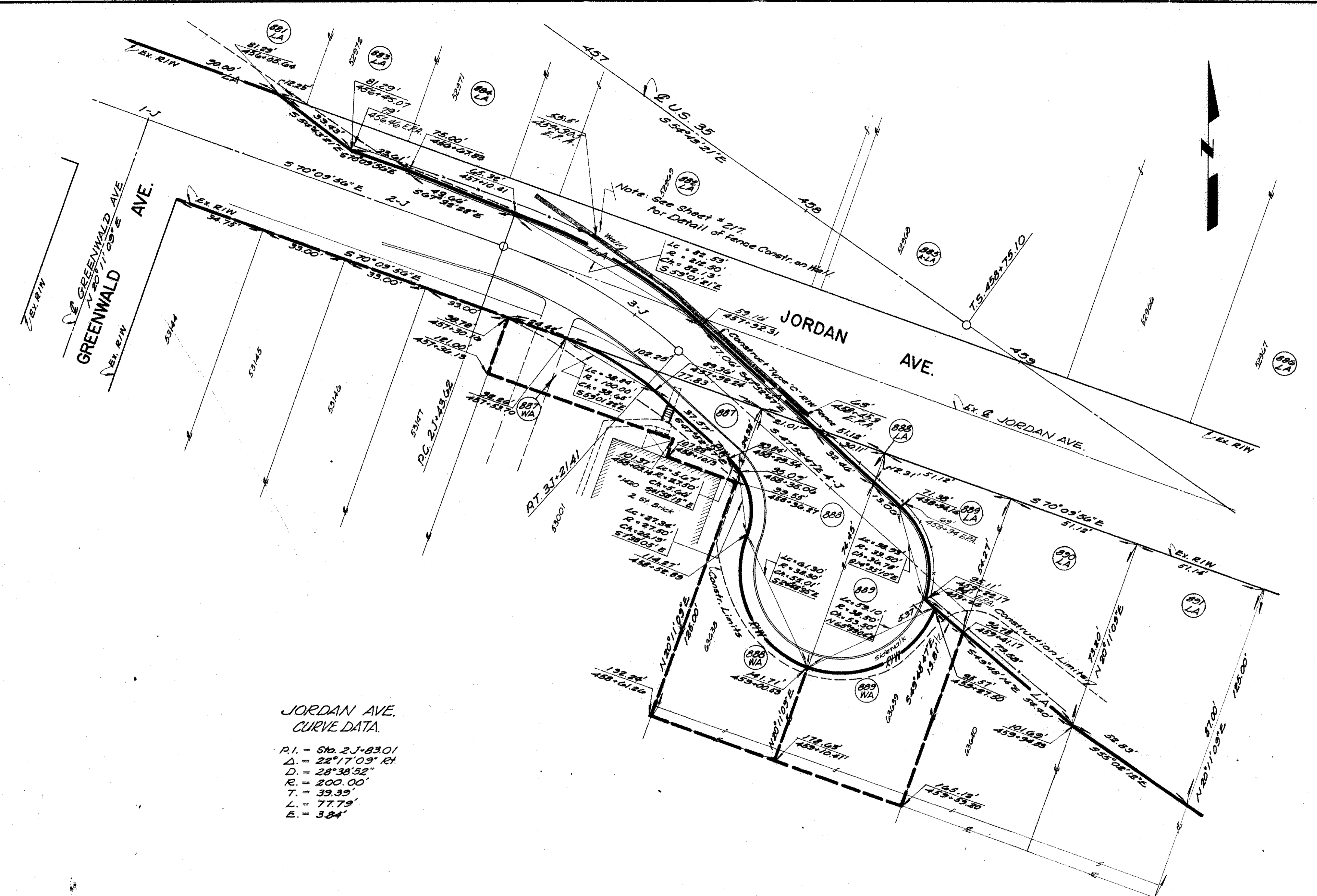
Scale 1"=40'

DATE	REVISIONS	BY
9-27-60	Completion	

CITY of DAYTON
MONTGOMERY, CO.
MAD RIVER TWP.
SEC 21 T2 R7 MRS.

R/W
11
28

MOT. - 35 - (17.89-19.34)
R/W PLANS
LIMITED ACCESS



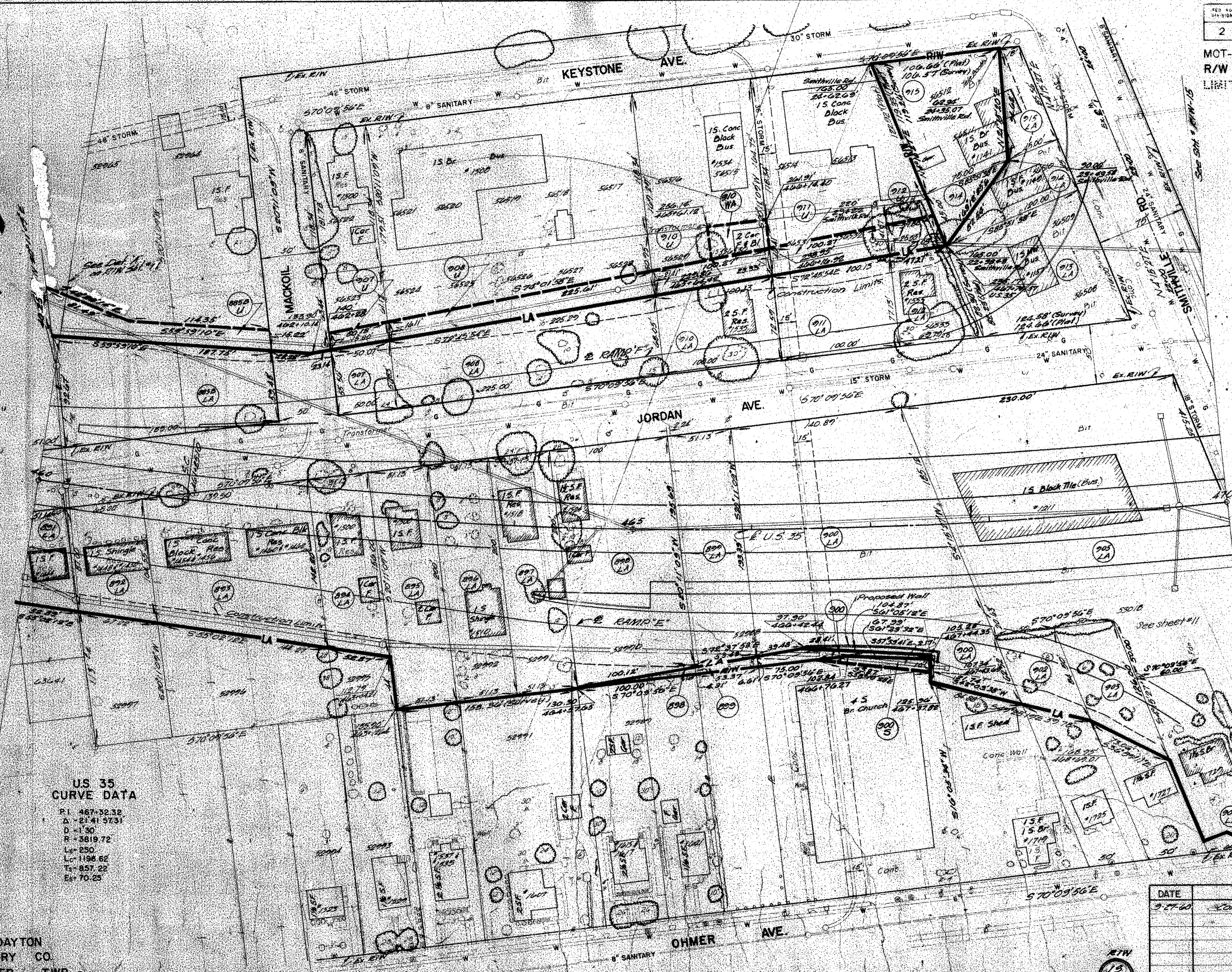
JORDAN AVE.
CURVE DATA.
P.I. = Sta. 2J+83.01
Δ = 22° 17' 09" RH
D = 28° 38' 52"
R = 200.00'
T = 39.39'
L = 77.79'
E = 3.84'

SCALE 1"=20'

DATE	REVISED	BY
3-27-60	Completion	

R/W
12
28

MOT-35-(17.89-1934)
R/W PLANS
LIMITED ACCESS



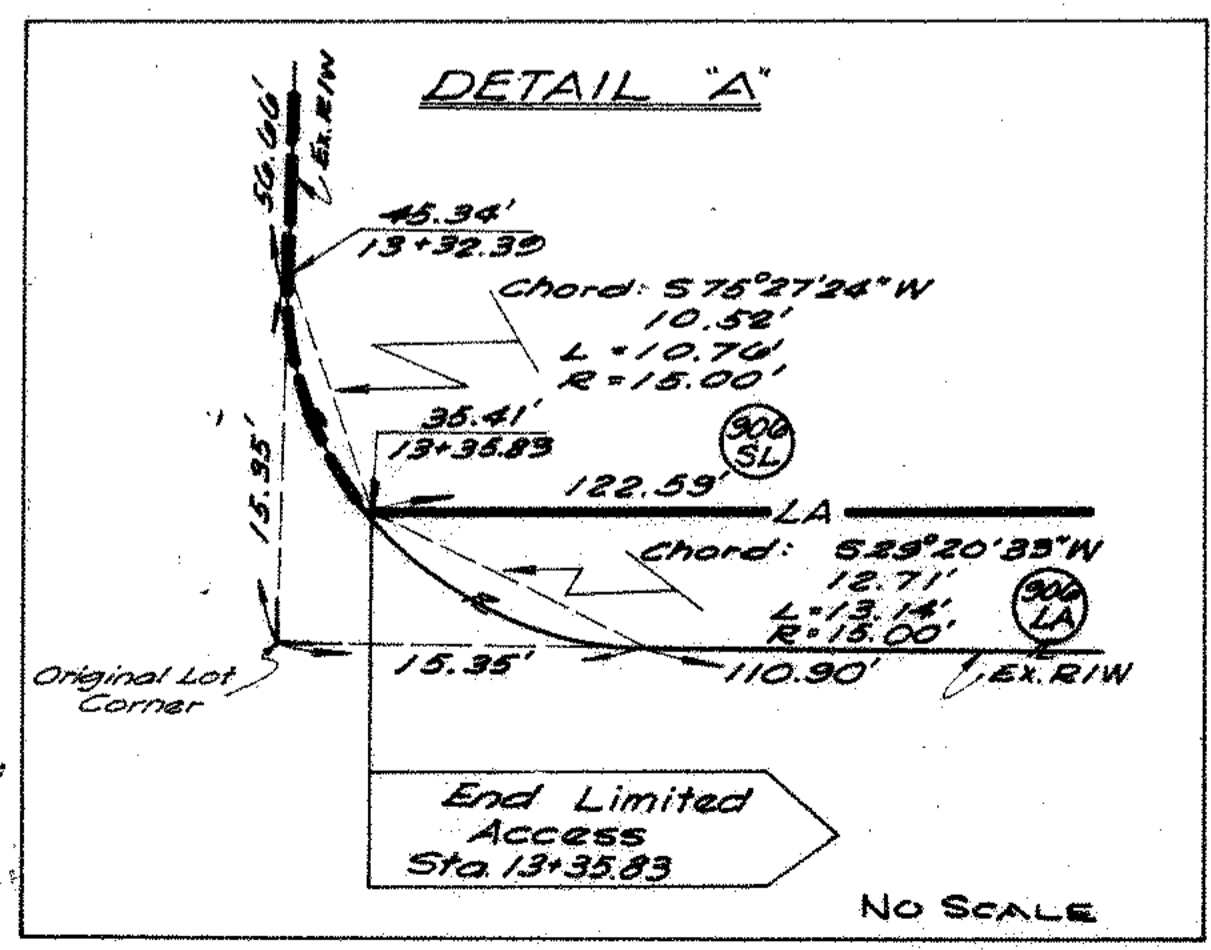
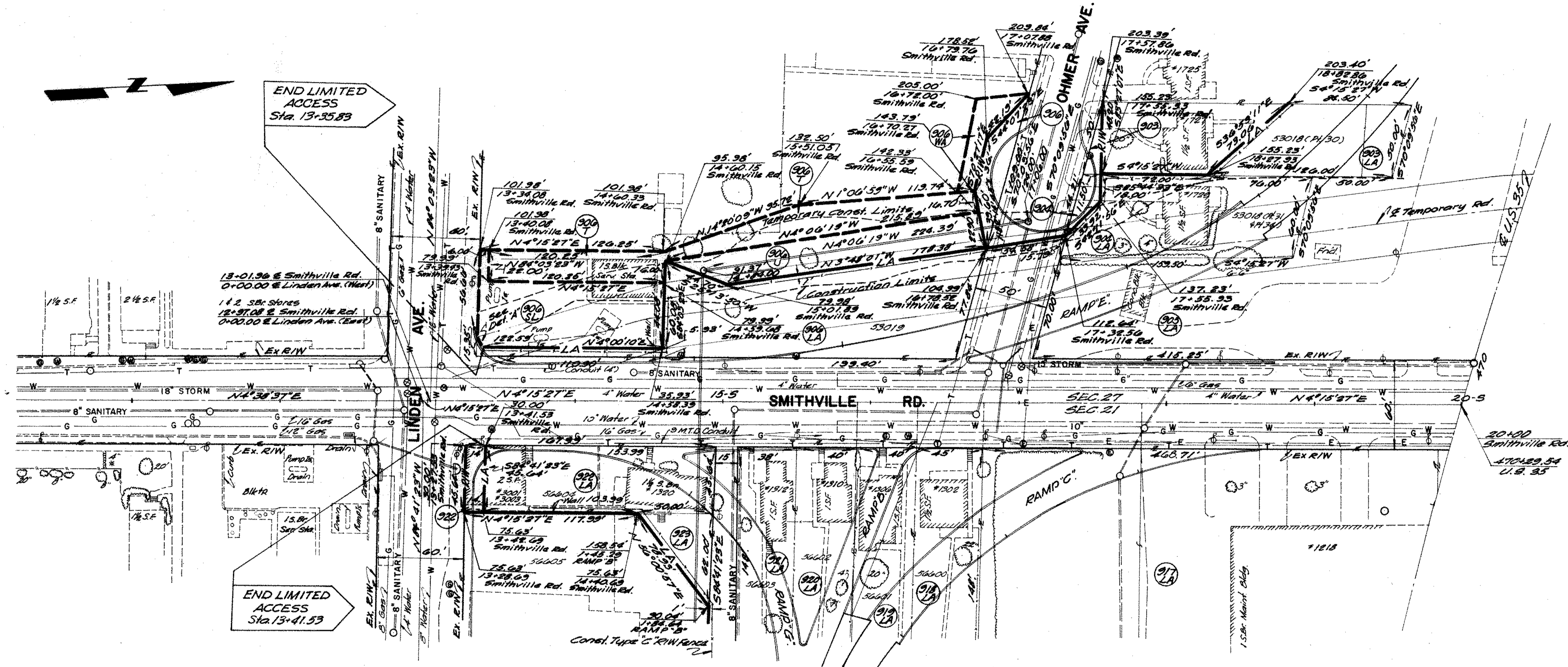
**U.S. 35
CURVE DATA**
 P.I. 467+32.32
 Δ = 21.41 97.31
 D = 130
 R = 3819.72
 L = 250
 Lc = 1196.62
 Tc = 857.32
 E = 70.25

CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP
SEC. 21 T2 R7 M.R.S

DATE	REVISIONS	BY
9-27-60	Completion	

R/W PLAN - Sta 460+00 to Sta 470+00

MOT- 35 - (1789-19.34)
R/W PLANS
LIMITED ACCESS



U.S. 35.
CURVE DATA
 P.I. - 467.32.32
 Δ - 21' 41' 57.31"
 D - 1' 30' 00"
 R - 3819.72'
 L_s - 250.00'
 L_c - 1196.62'
 T_s - 857.22'
 E_s - 70.25'

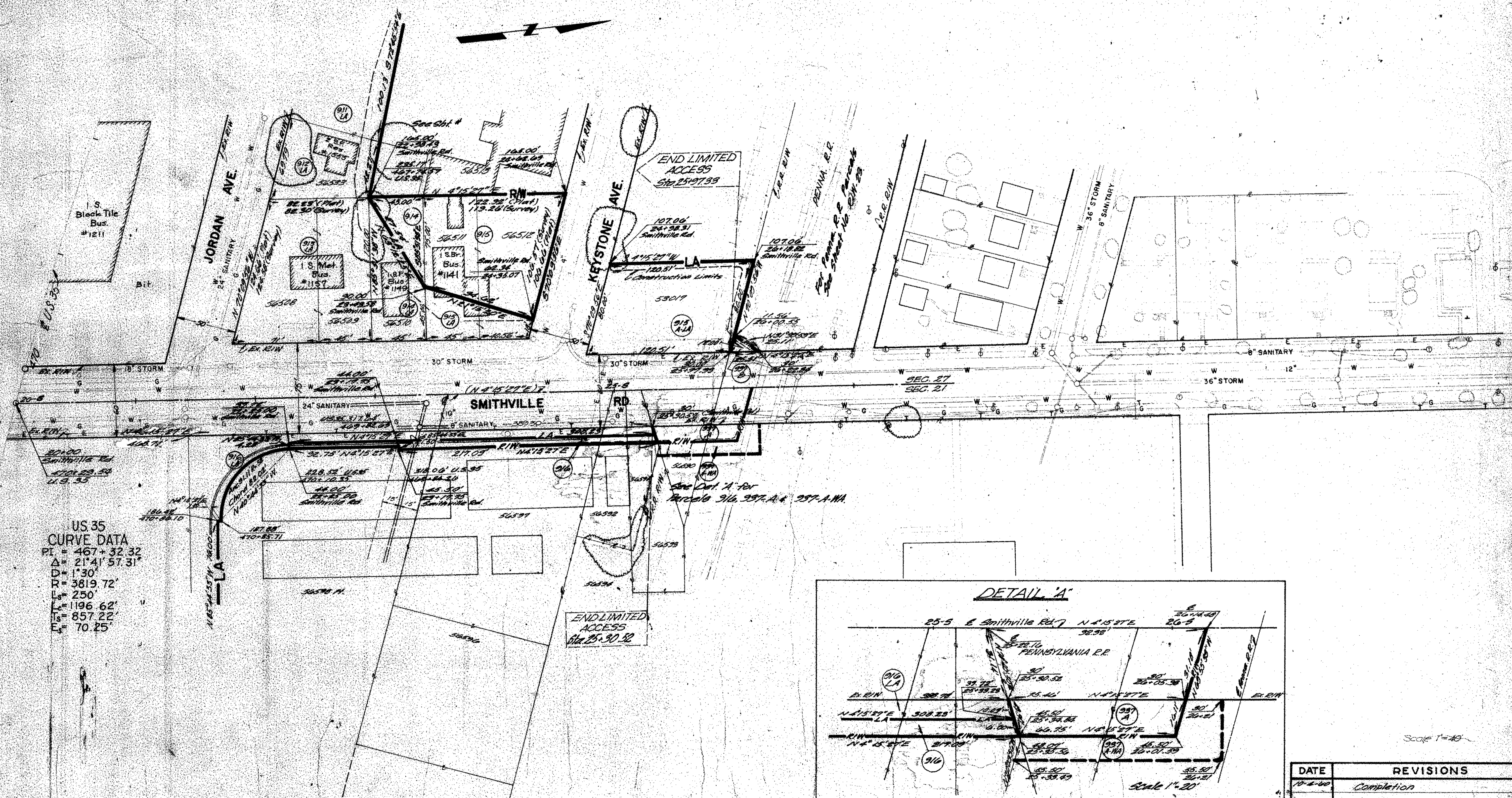
SCALE 1"=40'

CITY of DAYTON
 MONTGOMERY CO
 MONTGOMERY TWP
 SEC. 21 T2 R7 MRS.

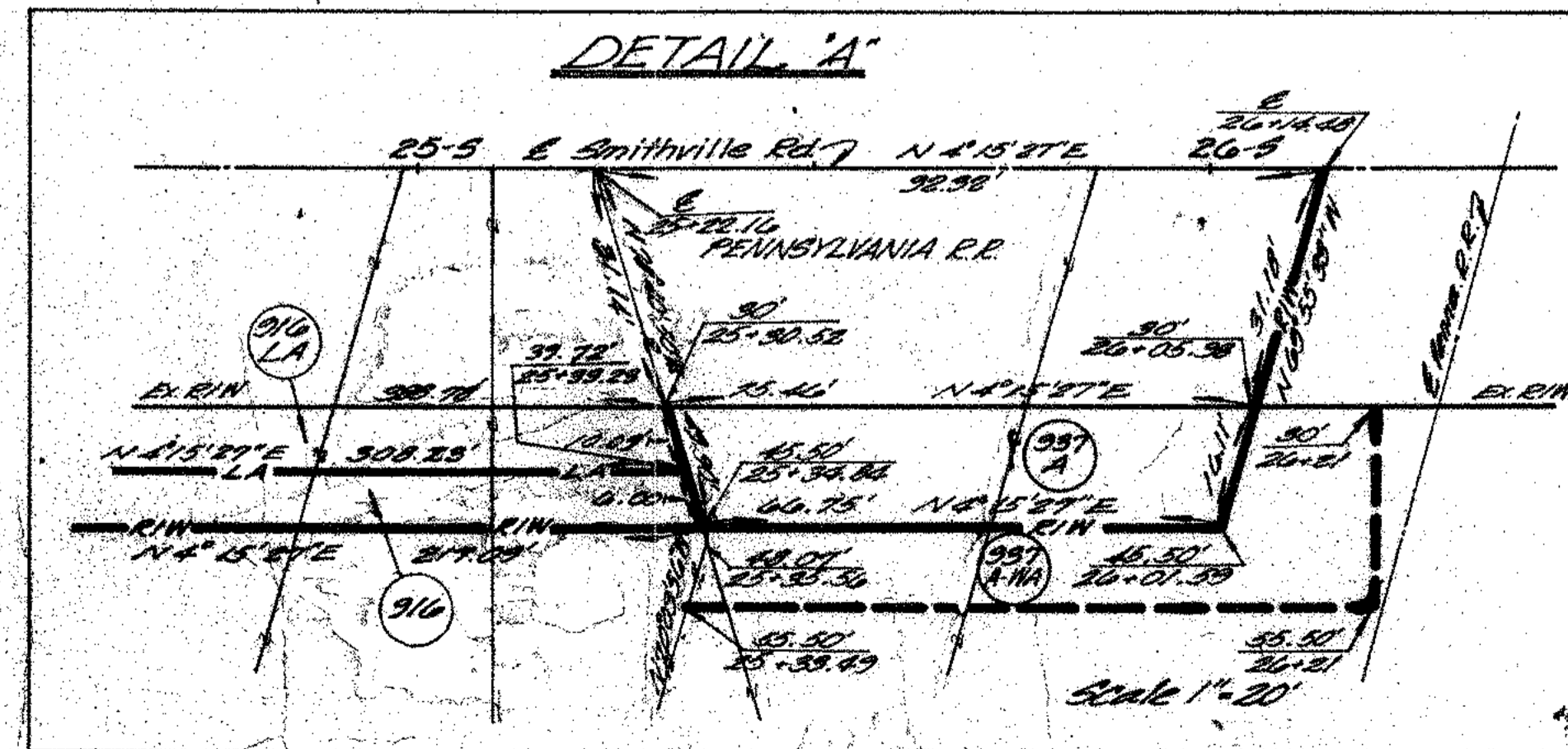
RIN
14
23

DATE	REVISED	BY
9-27-60	Completion	

MOT-35-(17.89-19.34)
R/W PLANS
LIMITED ACCESS



US 35
CURVE DATA
PI = 467 + 32.32
Δ = 21° 41' 57.31"
D = 1' 30"
R = 3819.72'
L = 250'
T = 1196.62'
E = 857.22'
E = 70.25'

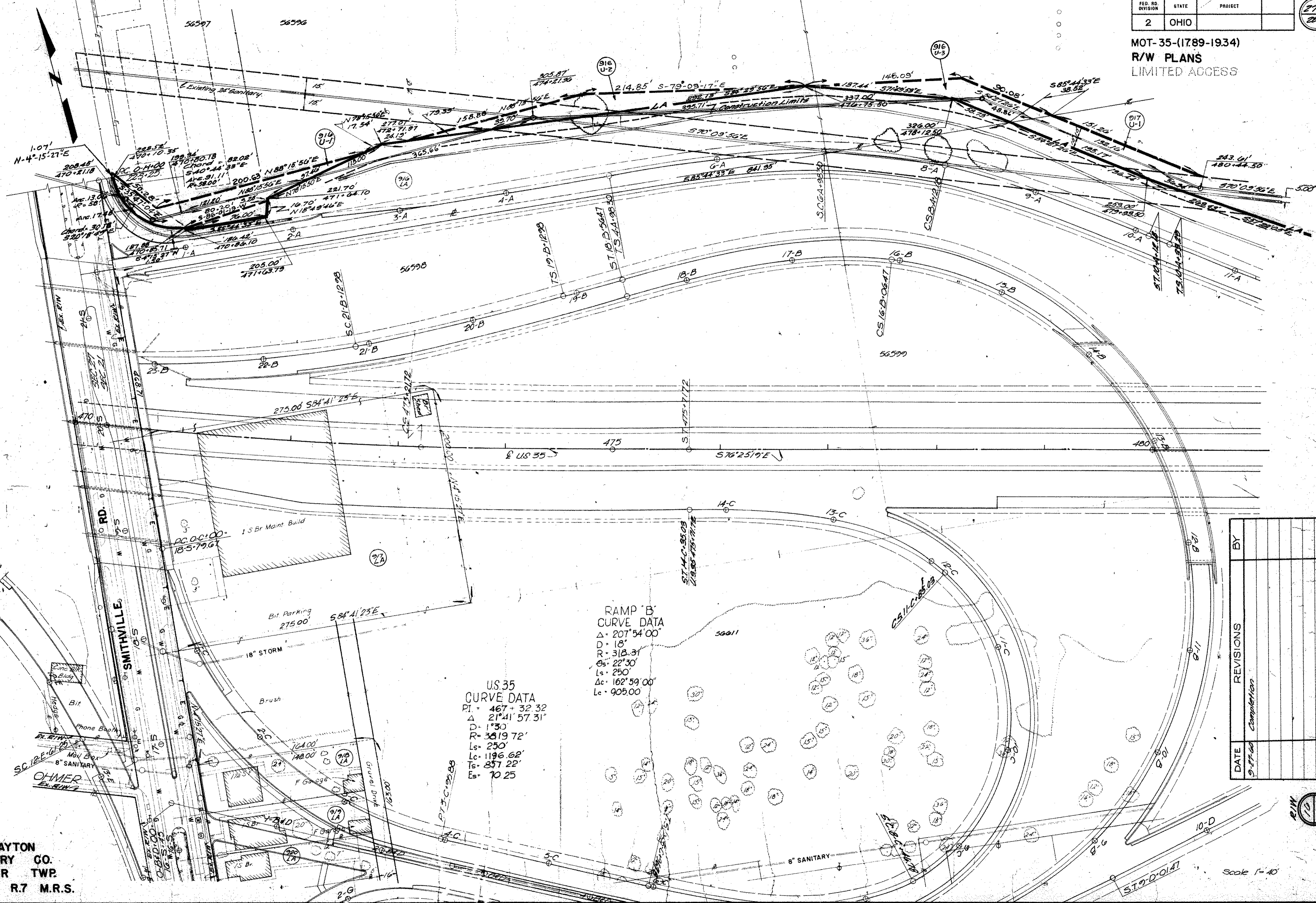


CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP
SEC. 21, 27 T. 2, R. 7 M.R.S.

DATE	REVISIONS	BY
10-2-00	Completion	

MOT-35-(1789-1934)
R/W PLANS
LIMITED ACCESS

278
085



US 35
CURVE DATA
PI = 467 + 32.32
Δ = 21°41'57.31"
D = 1°30'
R = 3819.72'
Ls = 250'
Lc = 1196.62'
Ts = 857.22'
Es = 70.25

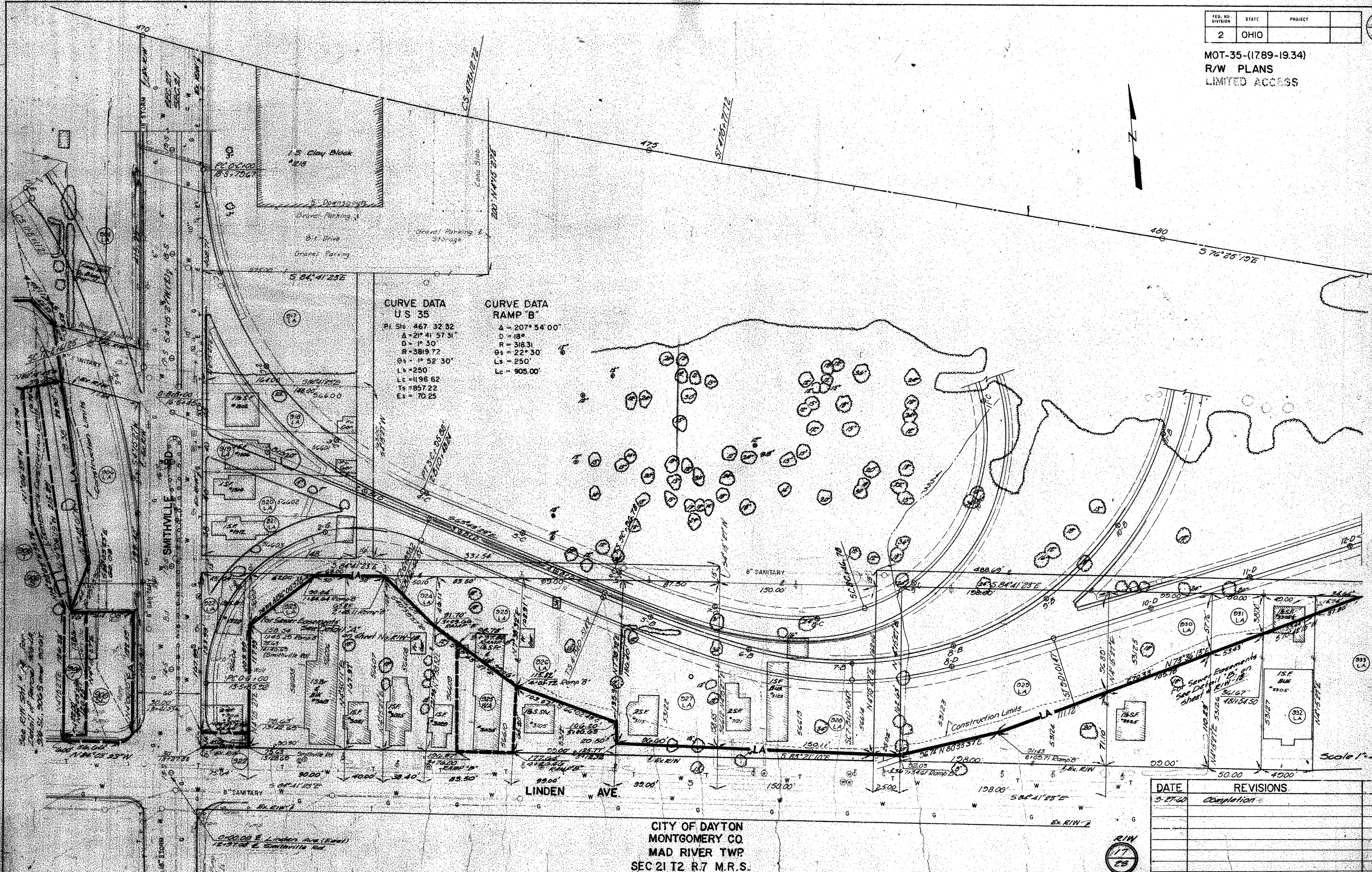
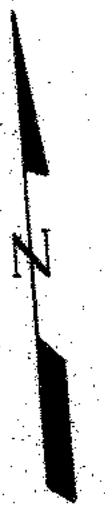
RAMP 'B'
CURVE DATA
Δ = 207°54'00"
D = 18°
R = 318.31'
Ls = 250'
Δc = 162°59'00"
Lc = 905.00'

DATE	REVISIONS	BY
9-27-60	Completion	

CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC. 21 T. 2 R. 7 M.R.S.

Scale 1" = 40'

R/W PLAN - Sta 470+00 to Sta 480+00



CURVE DATA
U.S. 35
 P.I. Sta. 467.32.32
 Δ = 21° 41' 57.31"
 D = 1° 30'
 R = 3819.72
 Gs = 1° 52' 30"
 Ls = 250'
 Lc = 1196.62
 Ts = 7857.22
 Es = 70.25

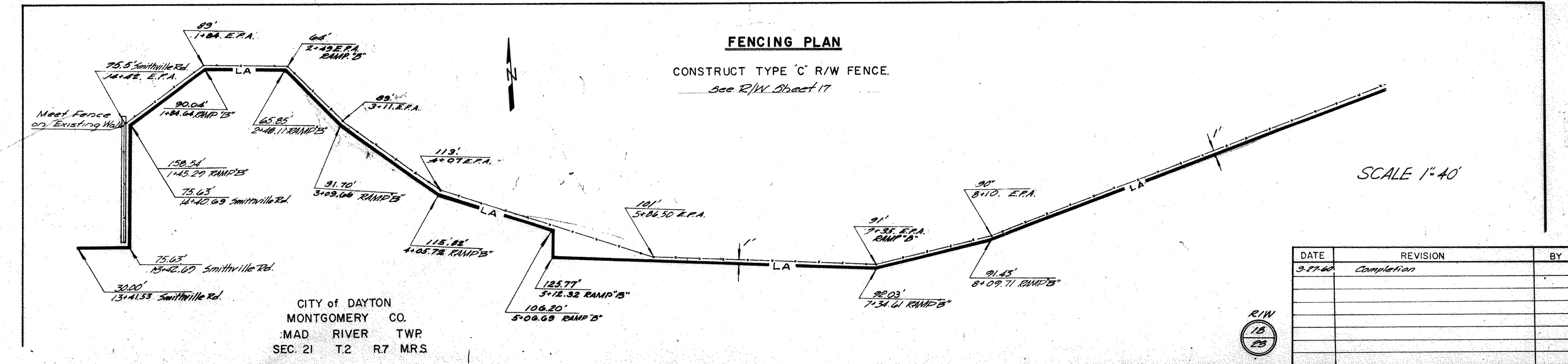
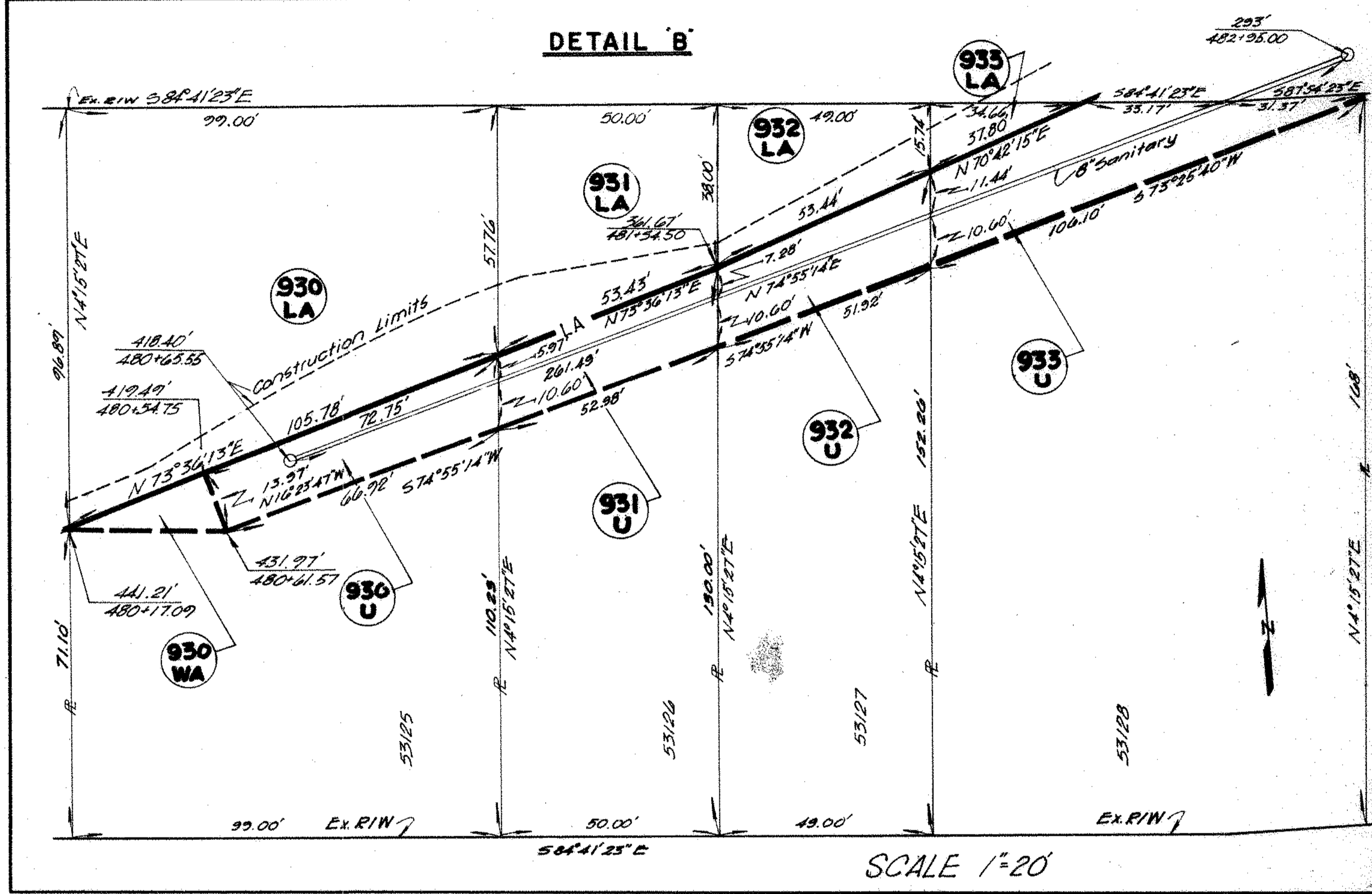
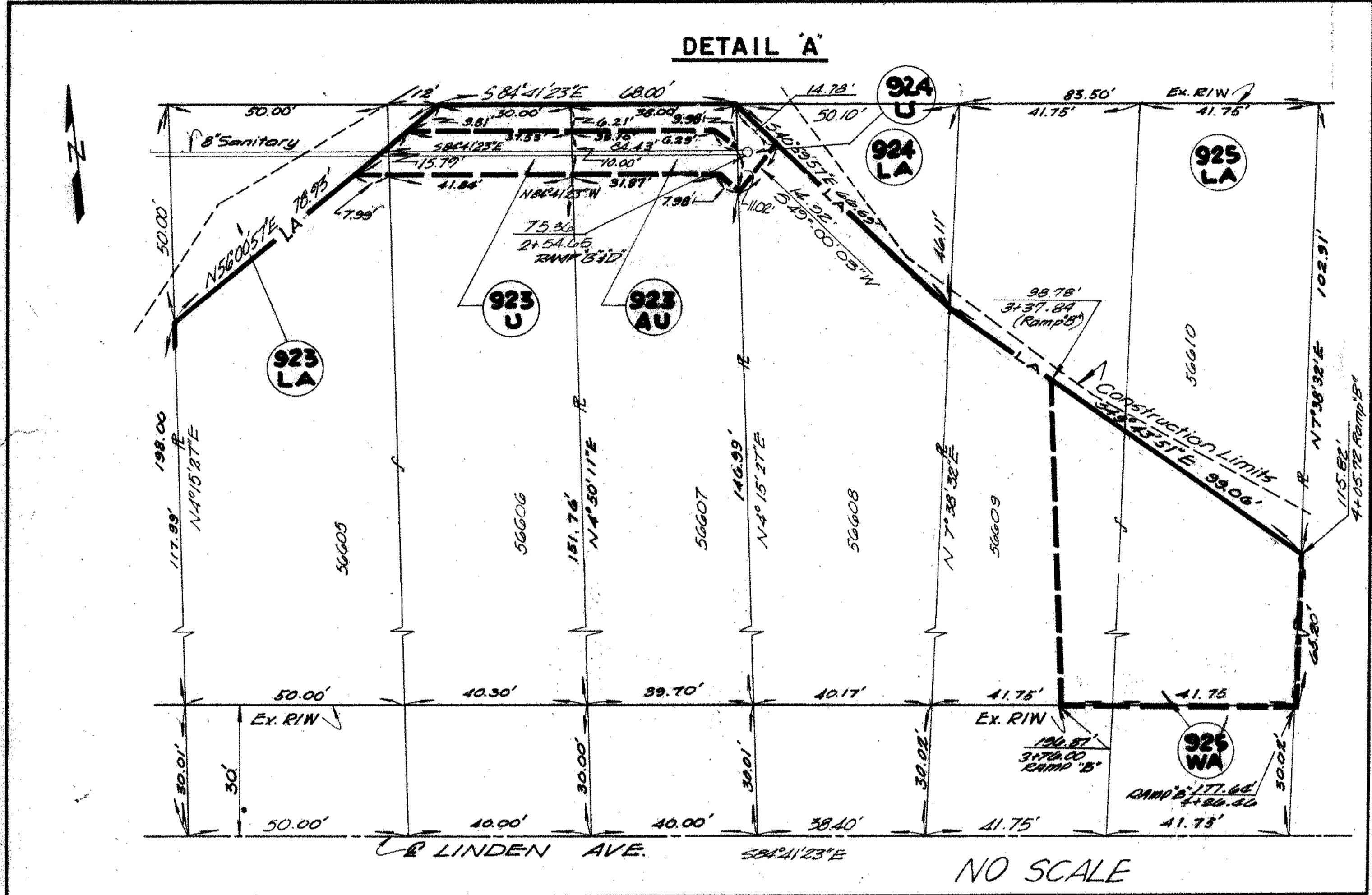
CURVE DATA
RAMP B
 Δ = 207° 54' 00"
 D = 18°
 R = 318.31
 Gs = 22° 30'
 Ls = 250'
 Lc = 905.00'

DATE	REVISIONS	BY
3-27-40	Completion	

CITY OF DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC 21 T2 R.7 M.R.S.

R/W
17
29

Scale 1"=40'



CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP
SEC. 21 T.2 R.7 MRS

DATE	REVISION	BY
3-27-60	Completion	

MOT-35-(1789-1934)
R/W PLANS
LIMITED ACCESS



FOR DETAILS OF RAILROAD PARCELS
SEE R/W SHEET NO. 22

Scale 1" = 40'

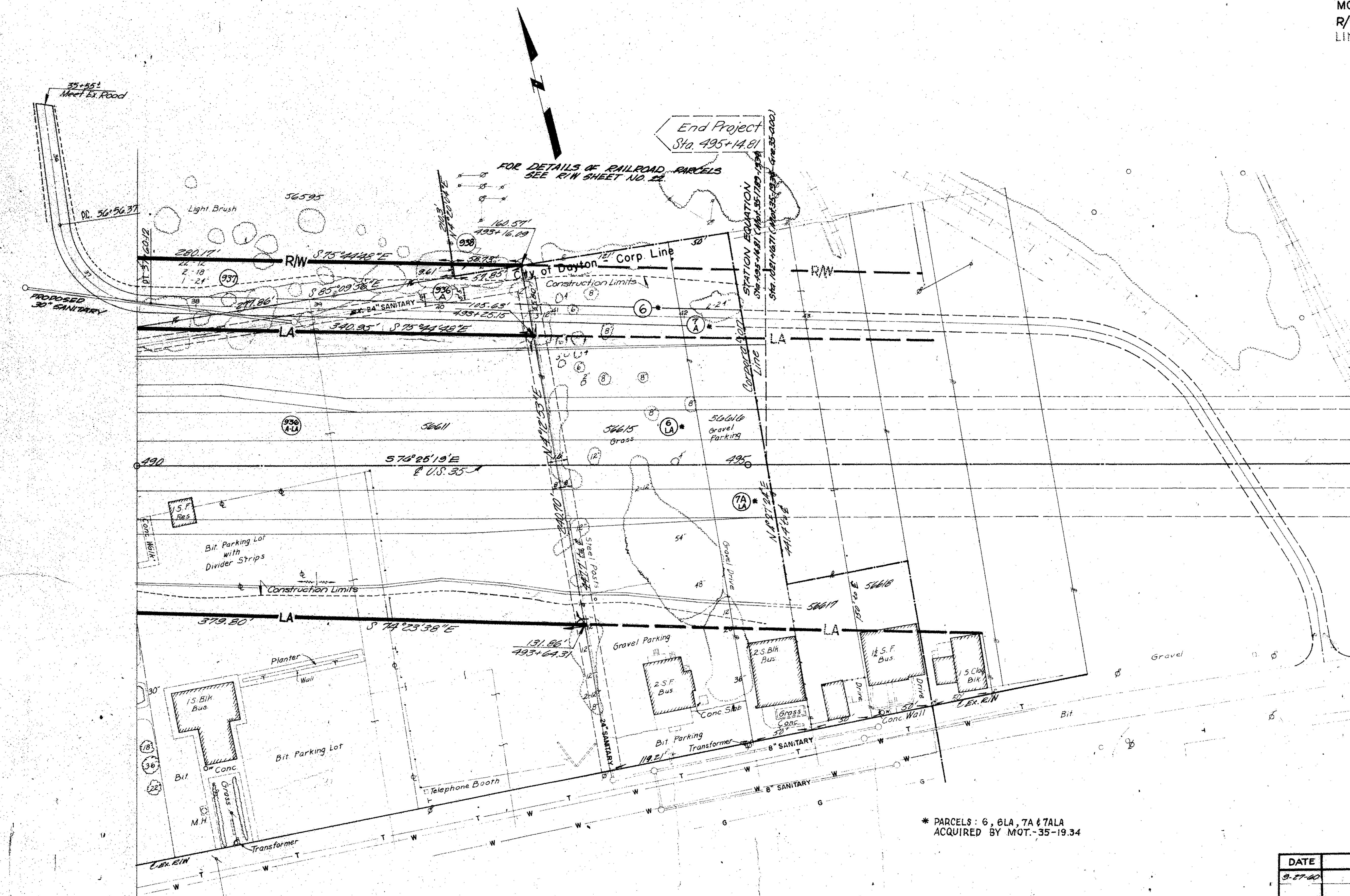
DATE	REVISIONS
3-27-60	Completion

CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP
SEC. 21 T2 R7 M.R.S

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	



MOT-35-(1789-1934)
R/W PLANS
LIMITED ACCESS



CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC. 21 T.2 R.7 M.R.S.

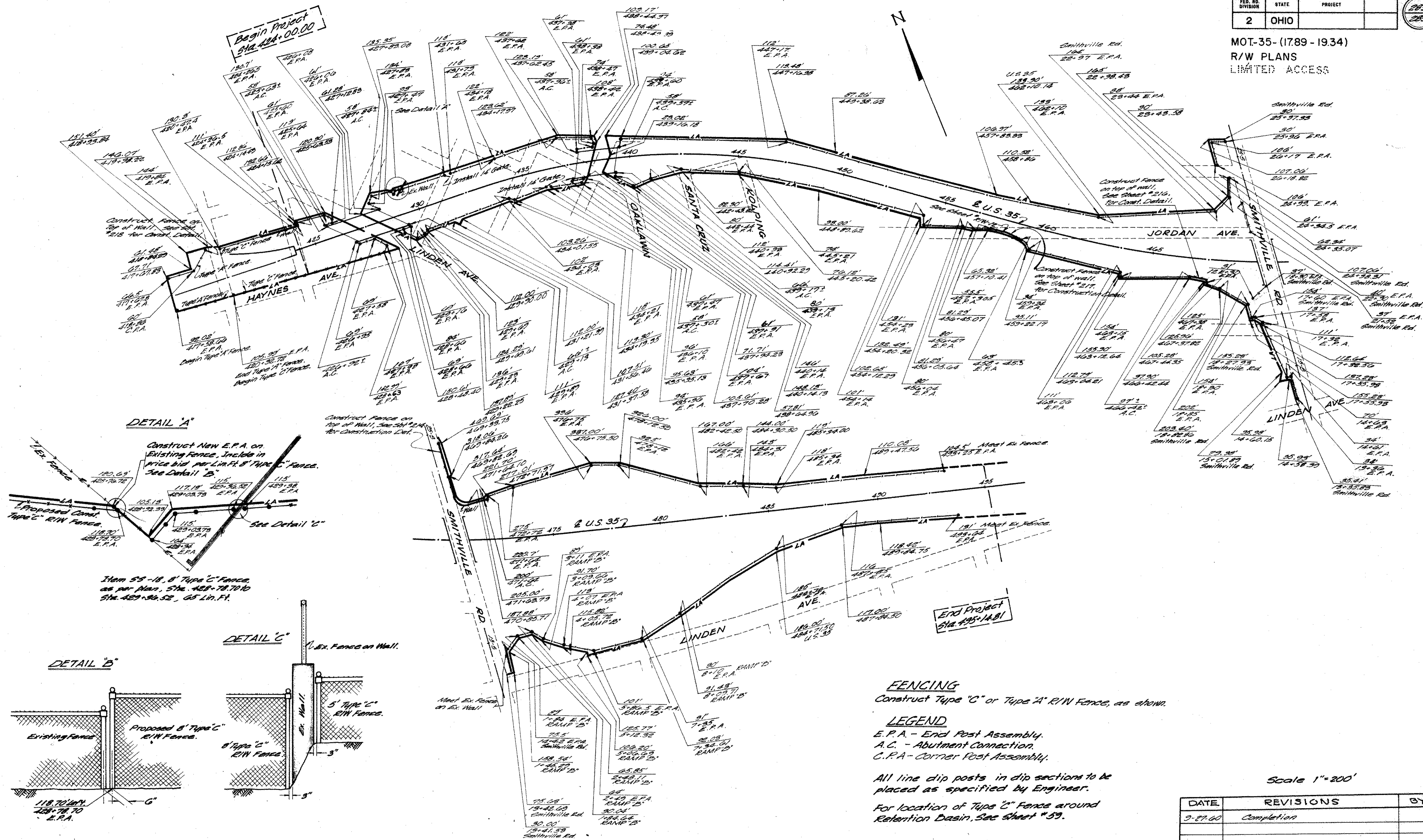
* PARCELS: 6, 6LA, 7A & 7ALA
ACQUIRED BY MOT-35-1934

Scale 1"=40'

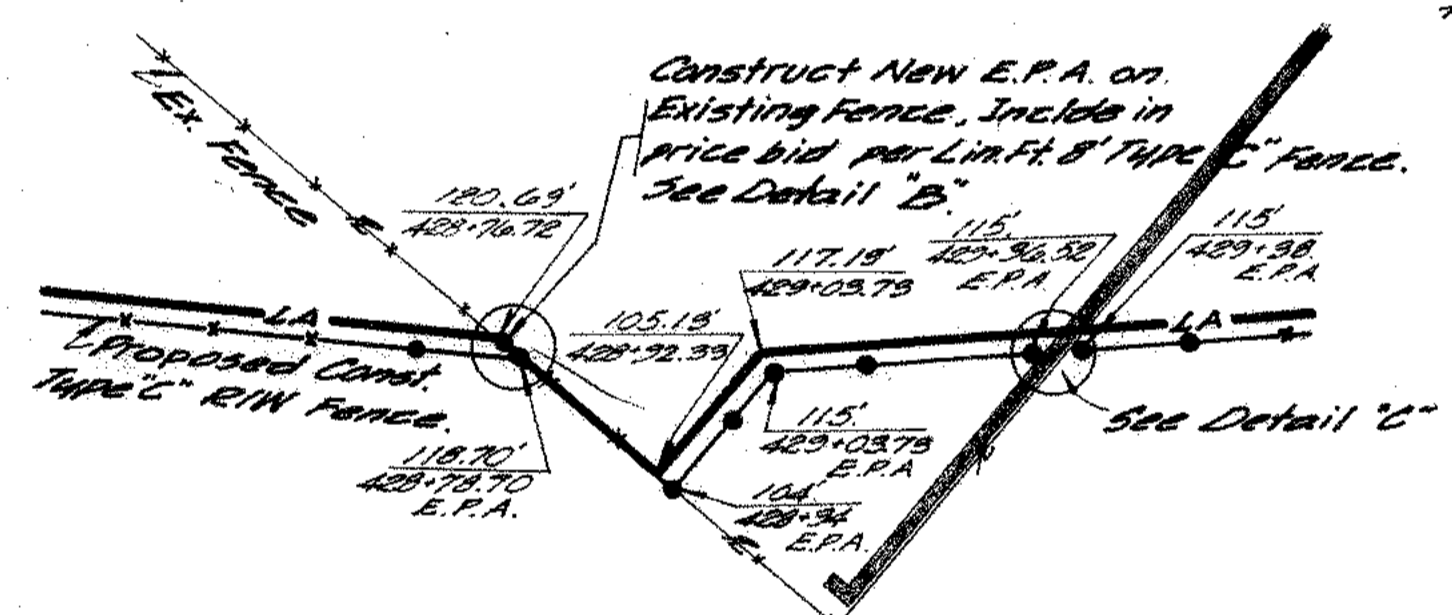
DATE	REVISIONS	BY
9-27-60	Completion	



MOT-35- (1789 - 1934)
R/W PLANS
LIMITED ACCESS

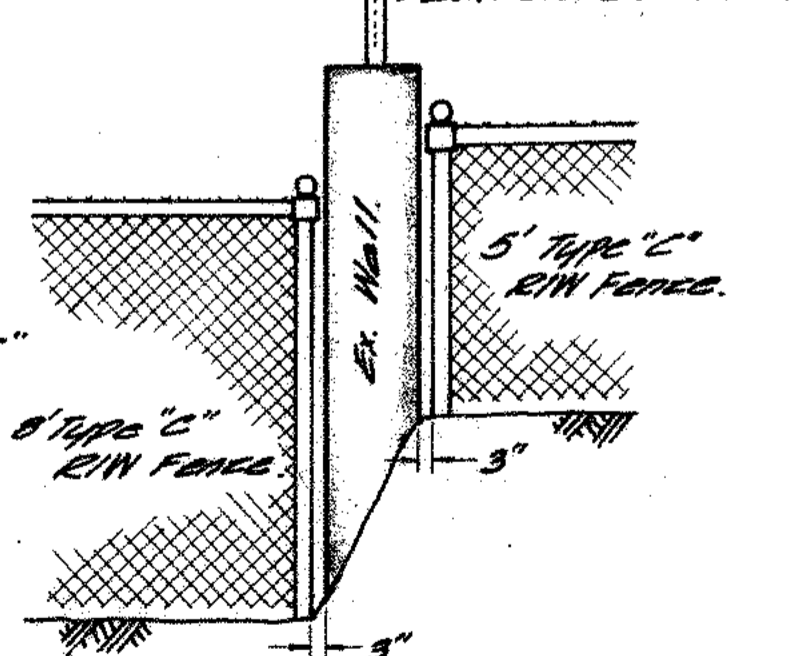


DETAIL A



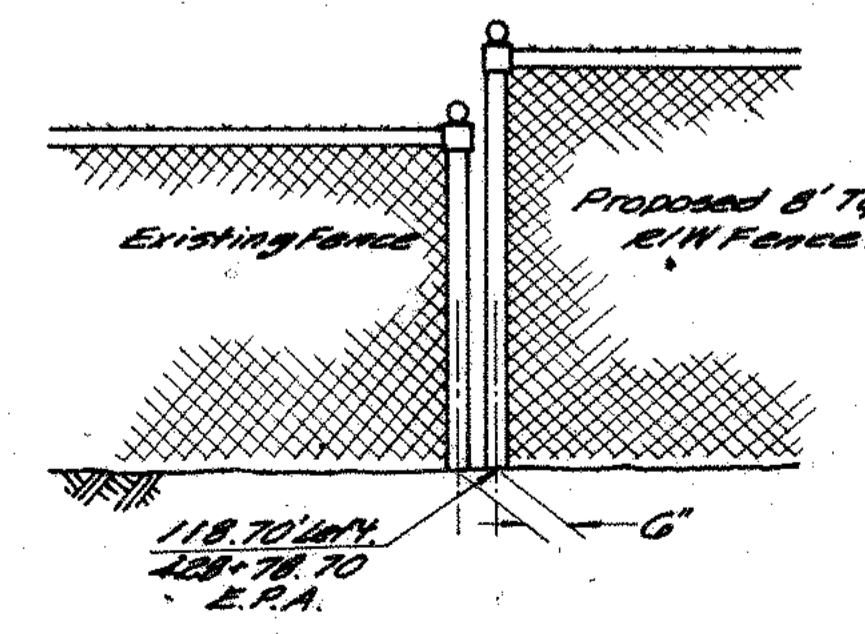
Item 55 - 18' 8" Type C Fence as per plan, Sta. 428+78.70 to Sta. 429+36.52, 65 Lin. Ft.

DETAIL C



No Scale.

DETAIL B



FENCING

Construct Type 'C' or Type 'A' R/W Fence, as shown.

LEGEND

- E.P.A. - End Post Assembly.
- A.C. - Abutment Connection.
- C.P.A. - Corner Post Assembly.

All line dip posts in dip sections to be placed as specified by Engineer.

For location of Type 'C' Fence around Retention Basin, See Sheet # 59.

Scale 1"=200'

DATE	REVISIONS	BY
9-27-60	Completion	

PROPERTY PLAT THE PENNSYLVANIA RAILROAD CO.

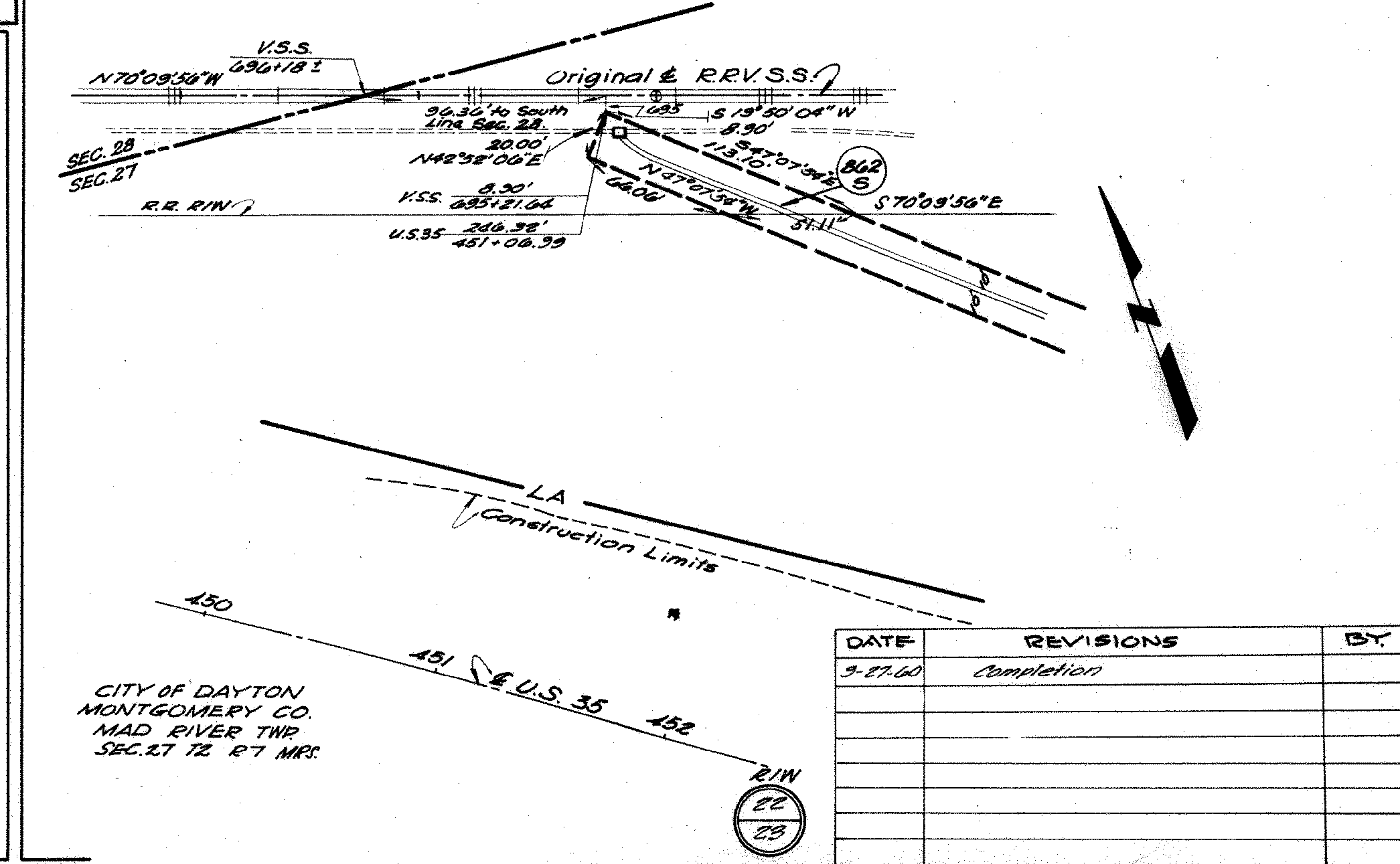
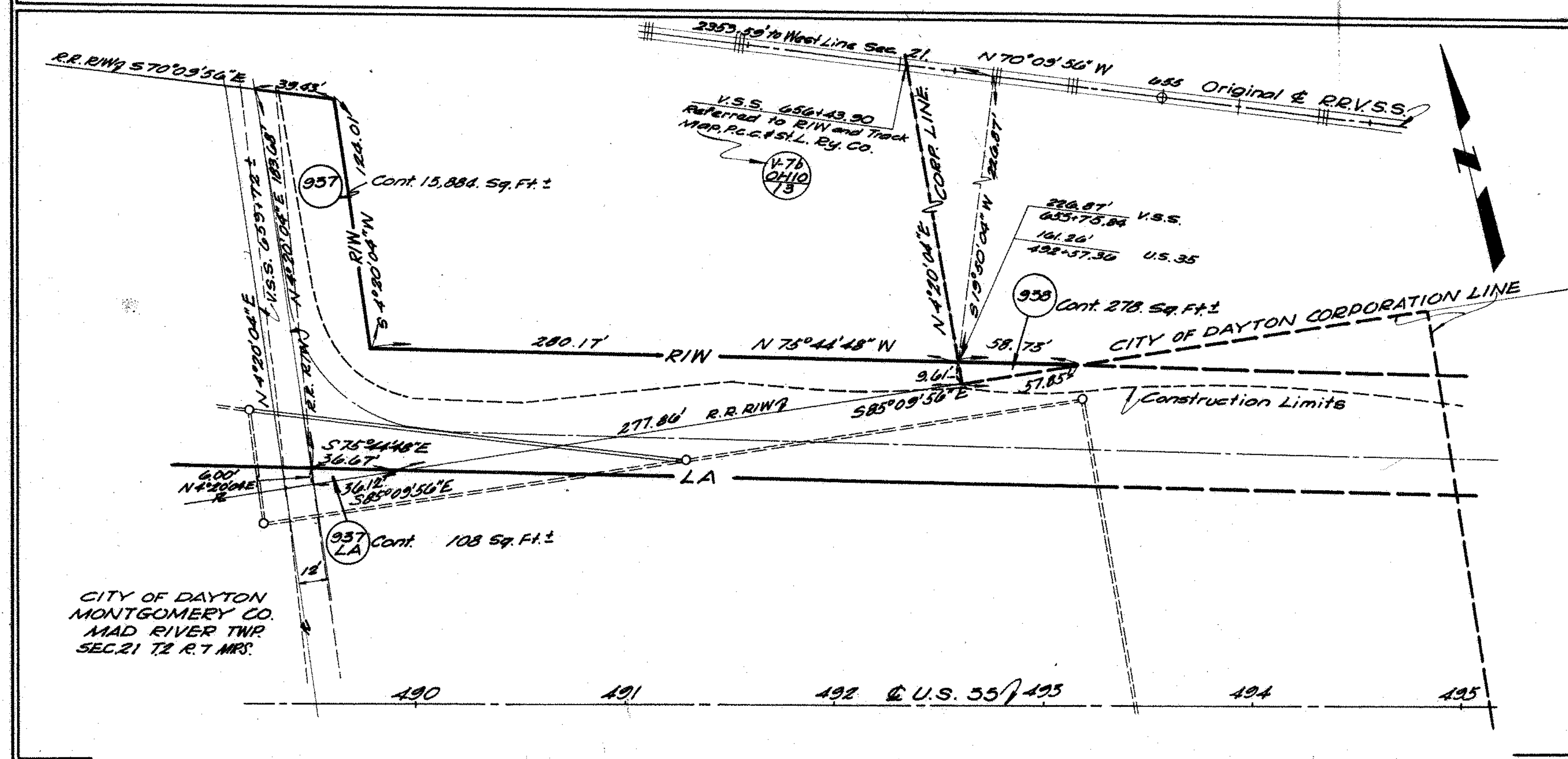
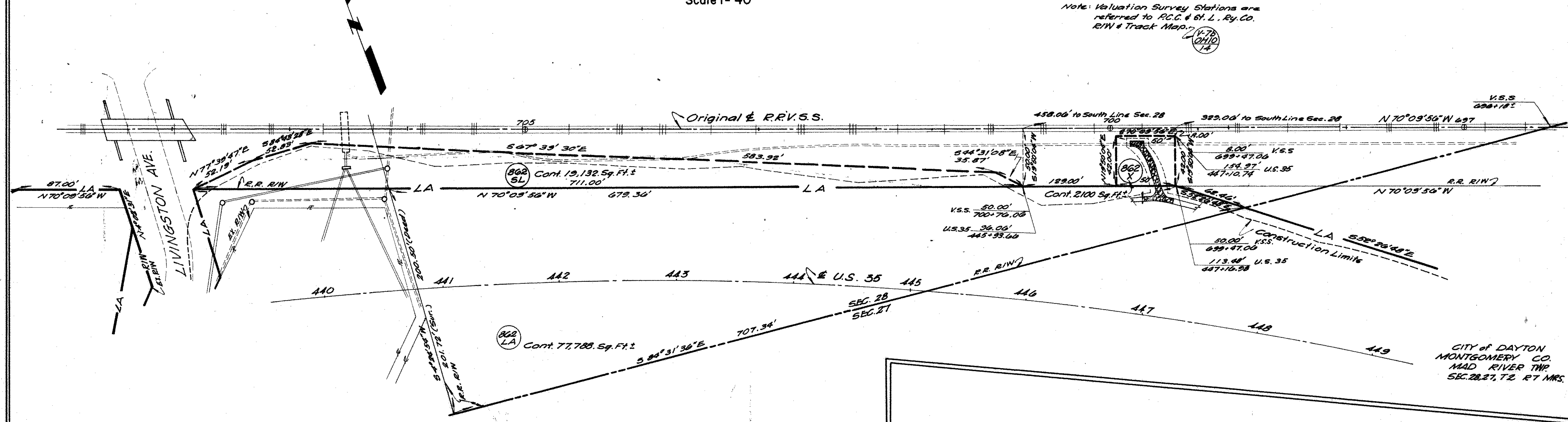
Scale 1" = 40'

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

MOT-35-(17.89-19.34)

R/W PLANS
LIMITED ACCESS

Note: Valuation Survey Stations are referred to P.C. & St. L. Ry. Co. R/W & Track Map.



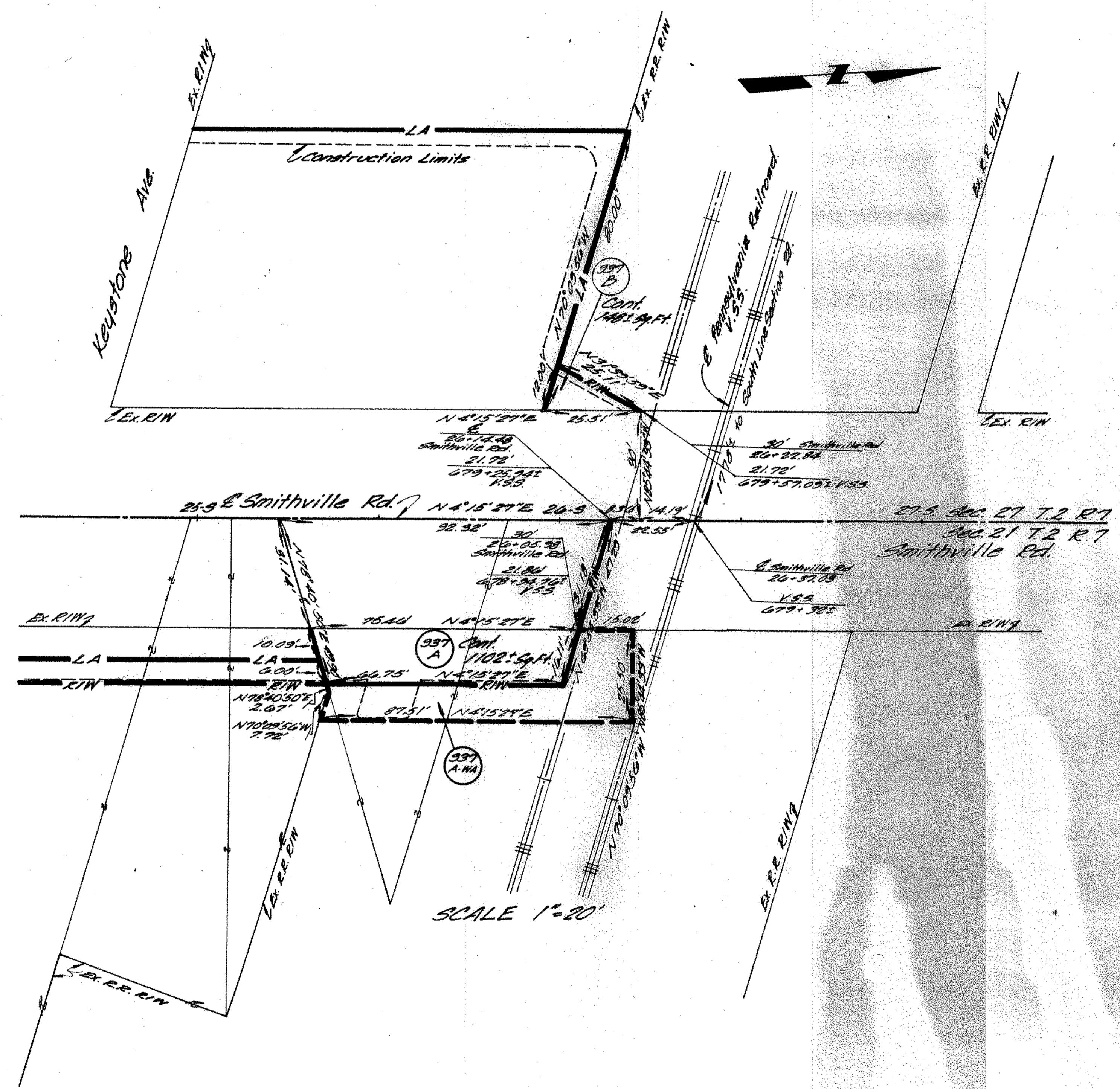
DATE	REVISIONS	BY
9-27-60	Completion	

PROPERTY PLAT THE PENNSYLVANIA RAILROAD CO.

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

285
285

MOT-35-(1789-1934)
R/W PLANS
LIMITED ACCESS



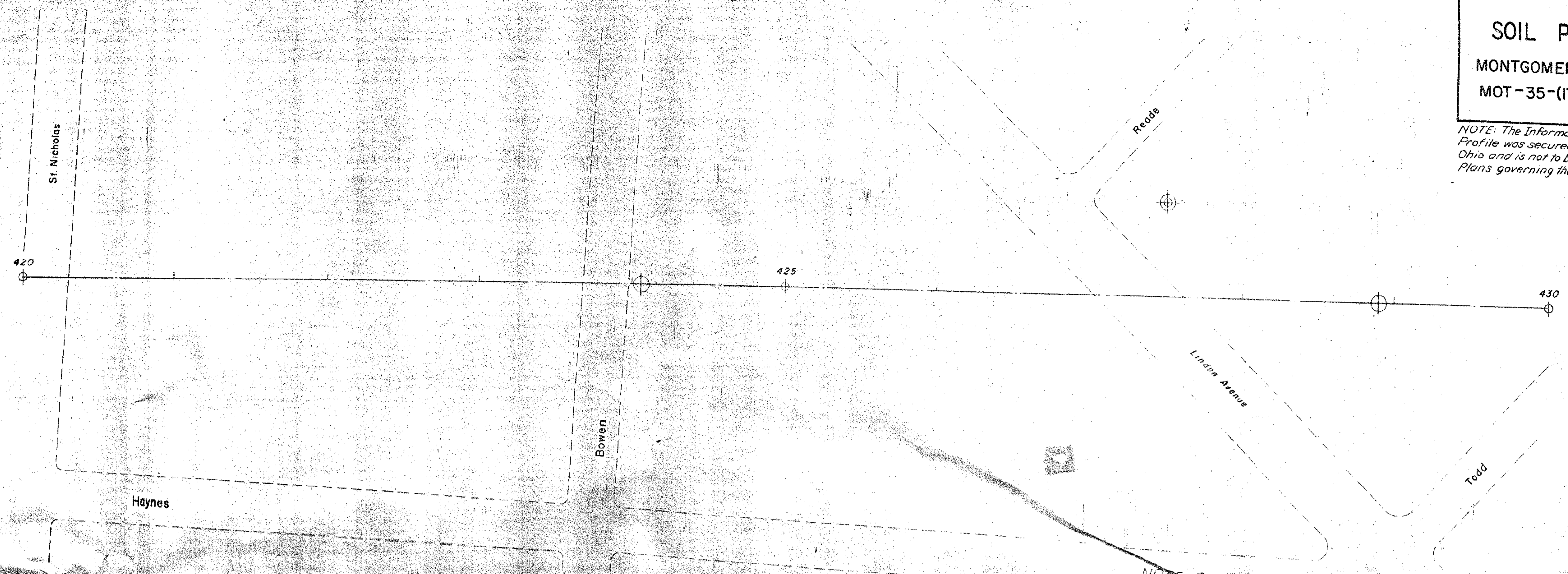
CITY of DAYTON
MONTGOMERY CO.
MAD RIVER TWP.
SEC. 21, 27 T2 R7 MRS.

DATE	REVISIONS	BY
10-4-00	Completion	

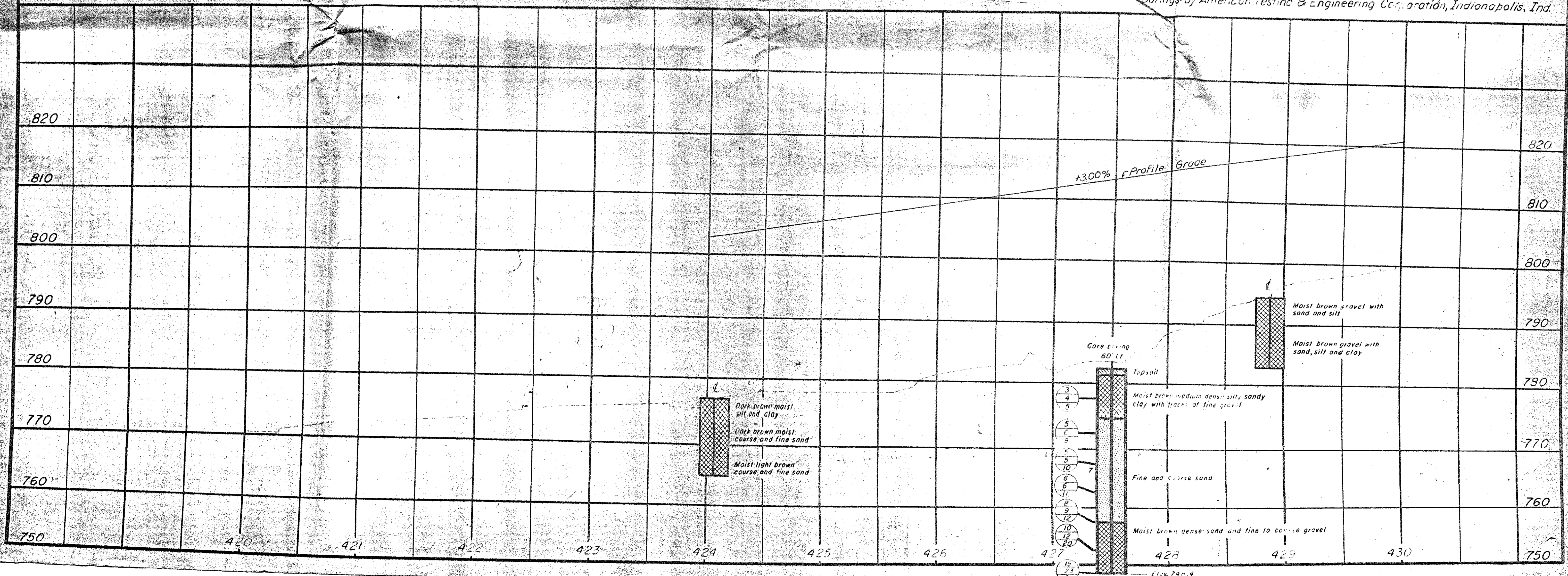
SOIL PROFILE
MONTGOMERY COUNTY
MOT-35-(17.89-1934)

2
9

NOTE: The Information shown by this Subgrade Profile was secured for the use of the State of Ohio and is not to be construed as a part of the Plans governing the construction of the Project.

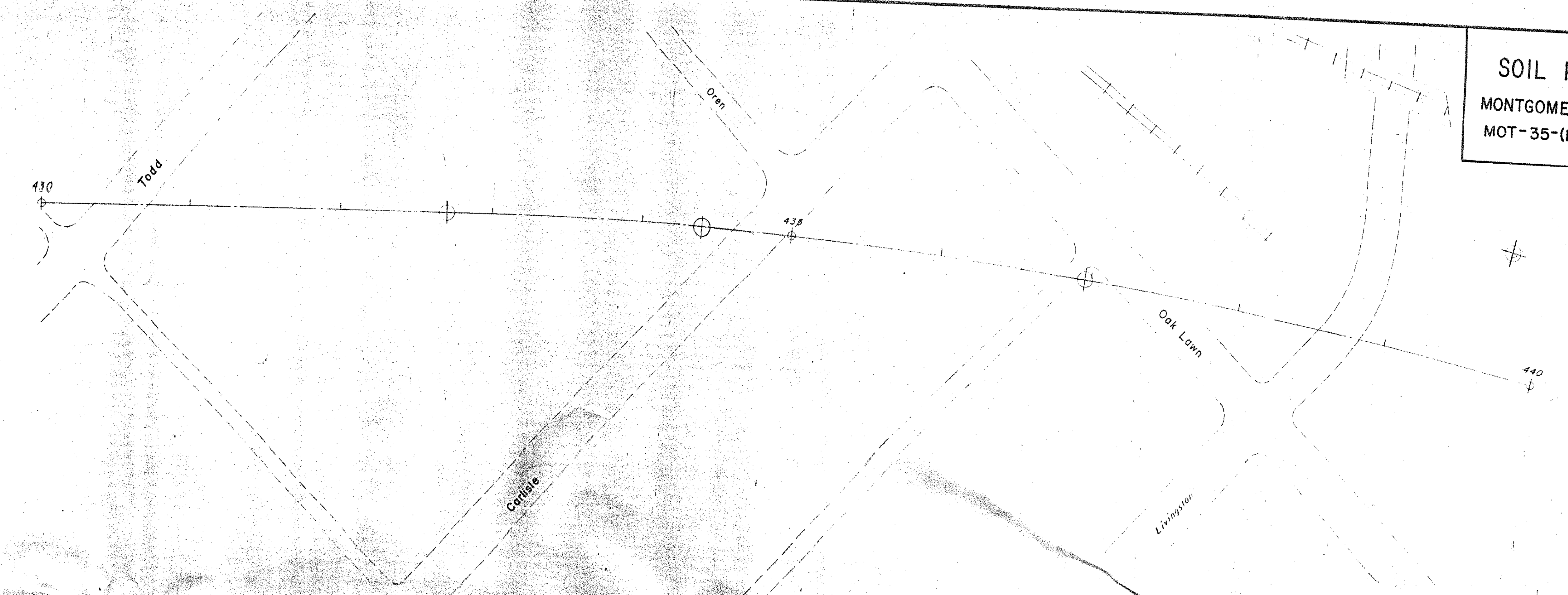


NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.

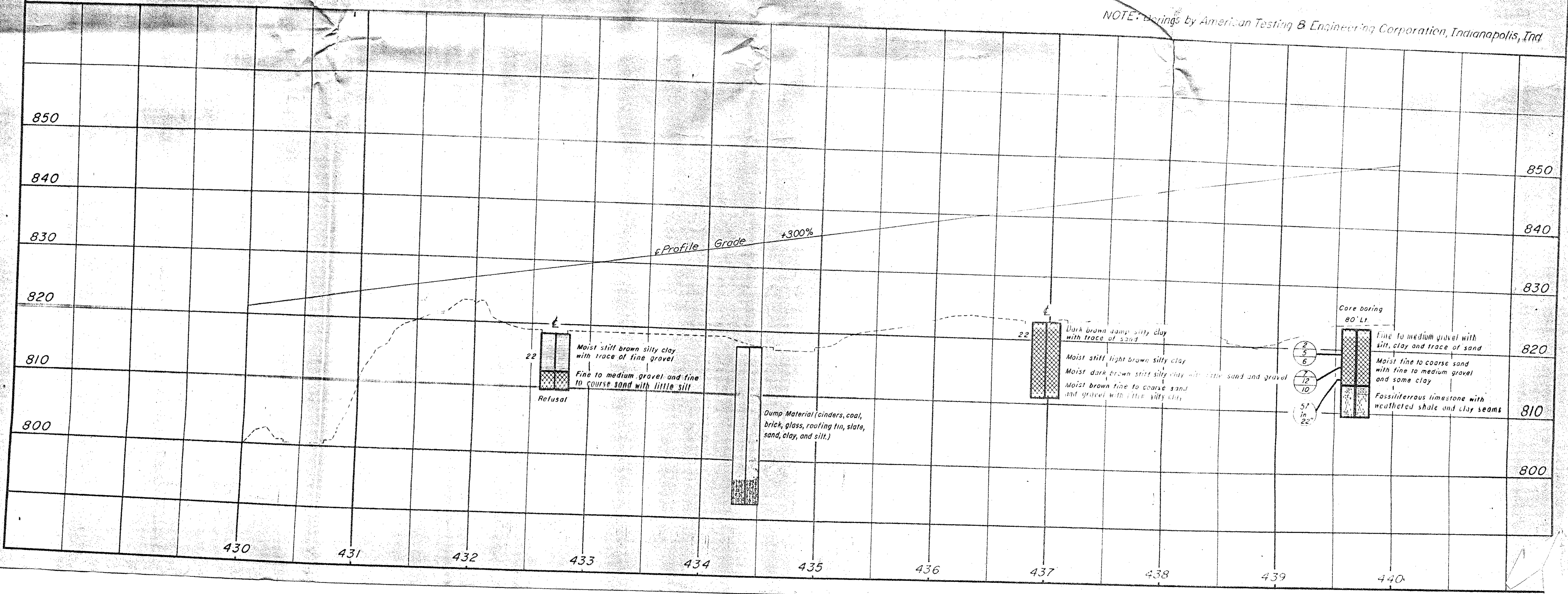


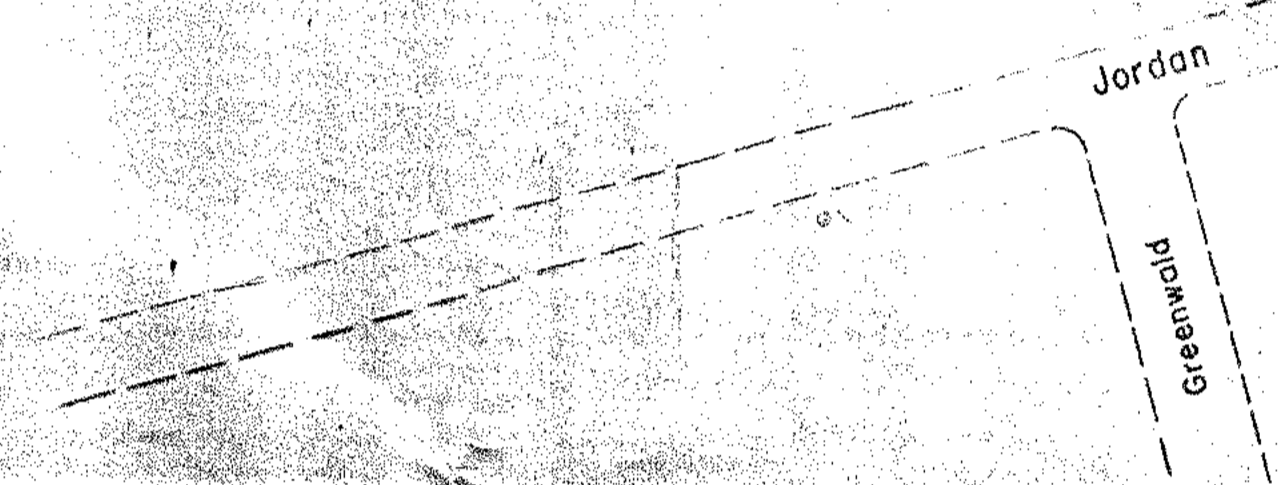
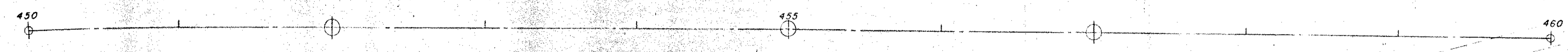
SOIL PROFILE
MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

3
9

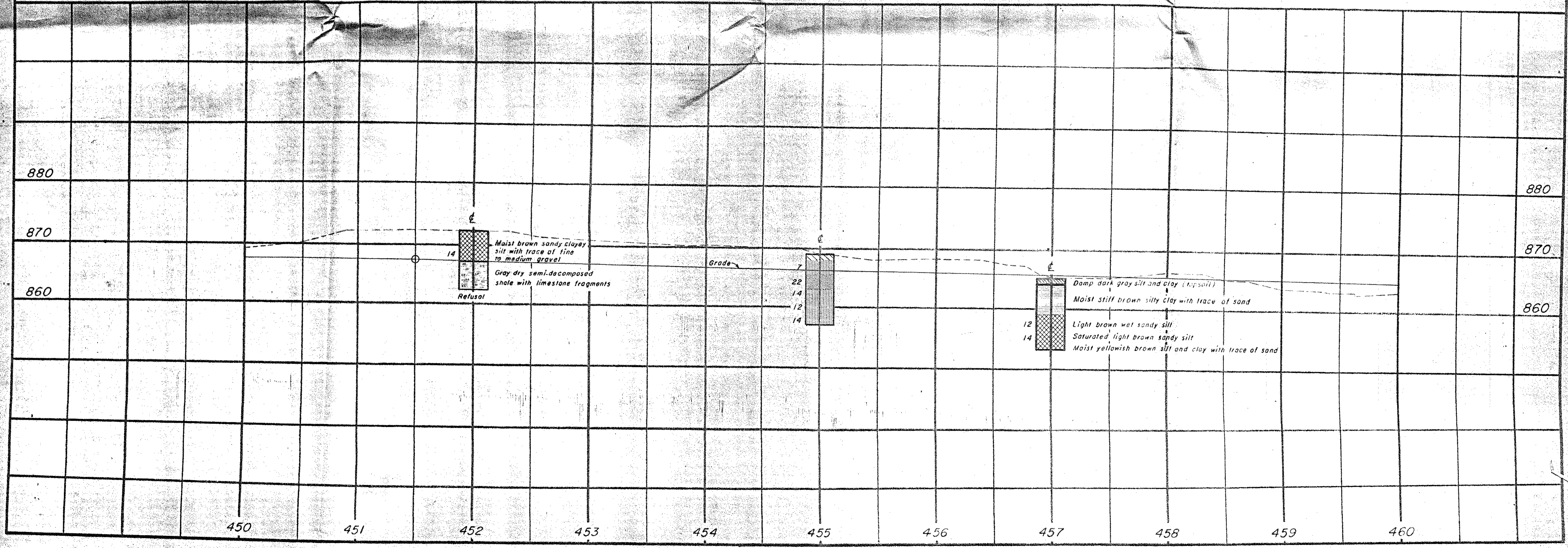


NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.



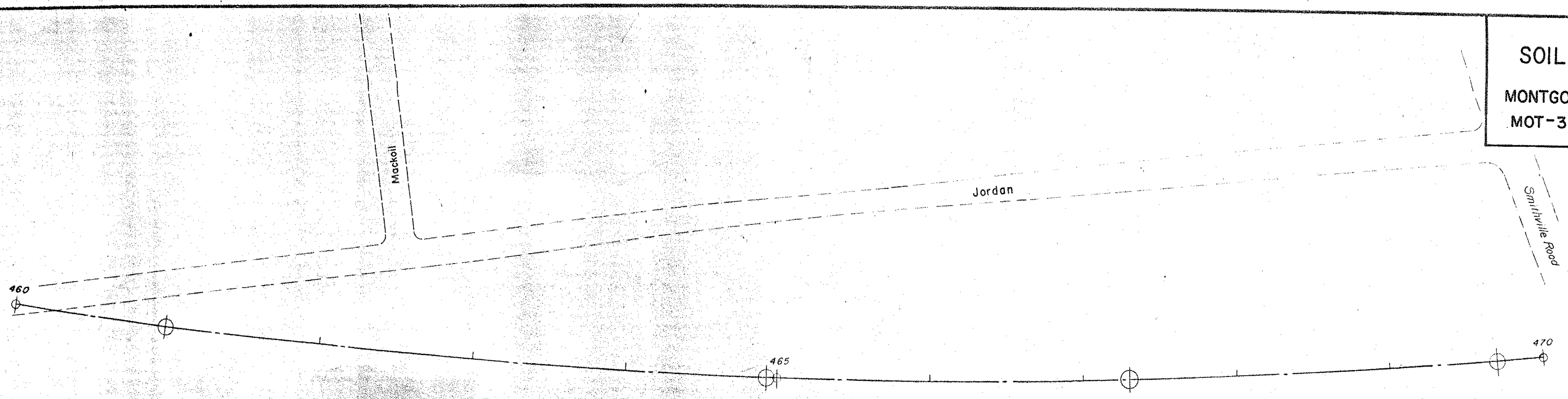


NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.

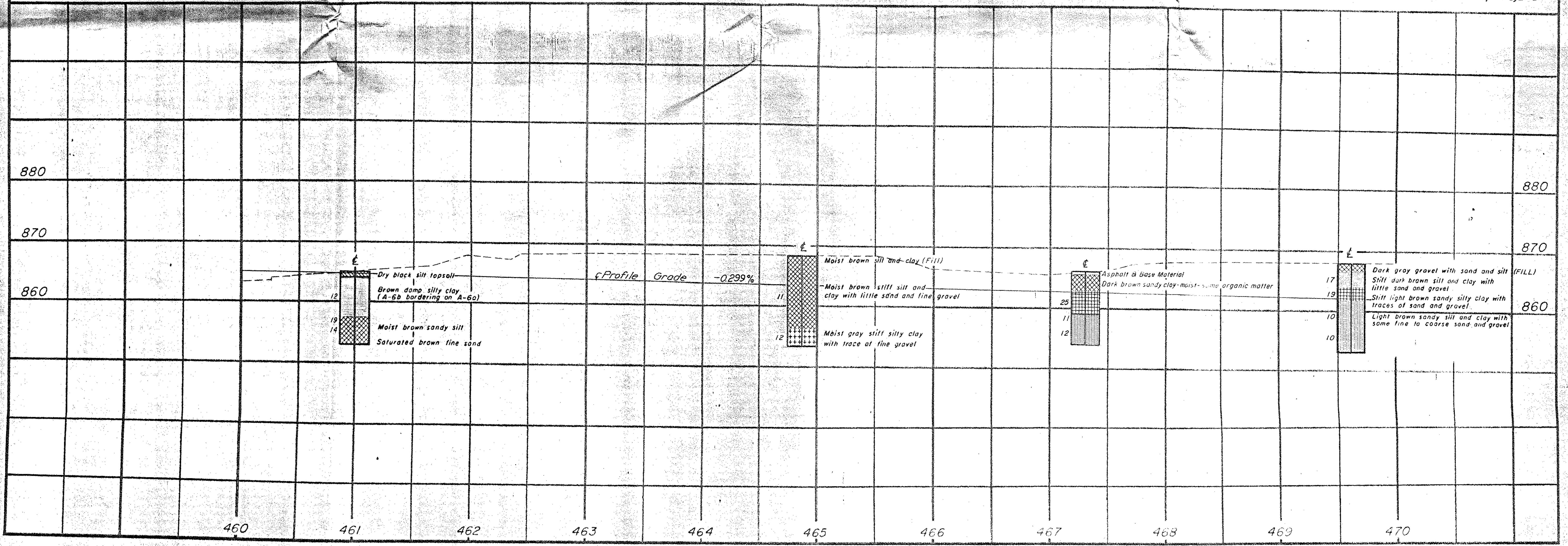


SOIL PROFILE
 MONTGOMERY COUNTY
 MOT-35-(17.89-19.34)

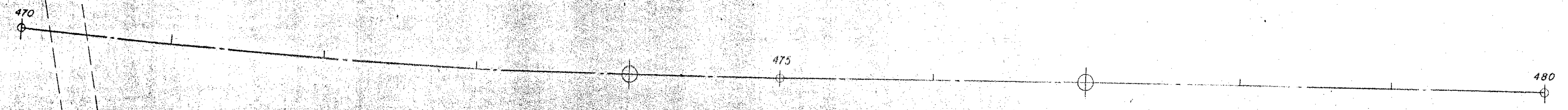
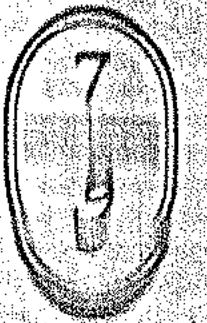
6
9



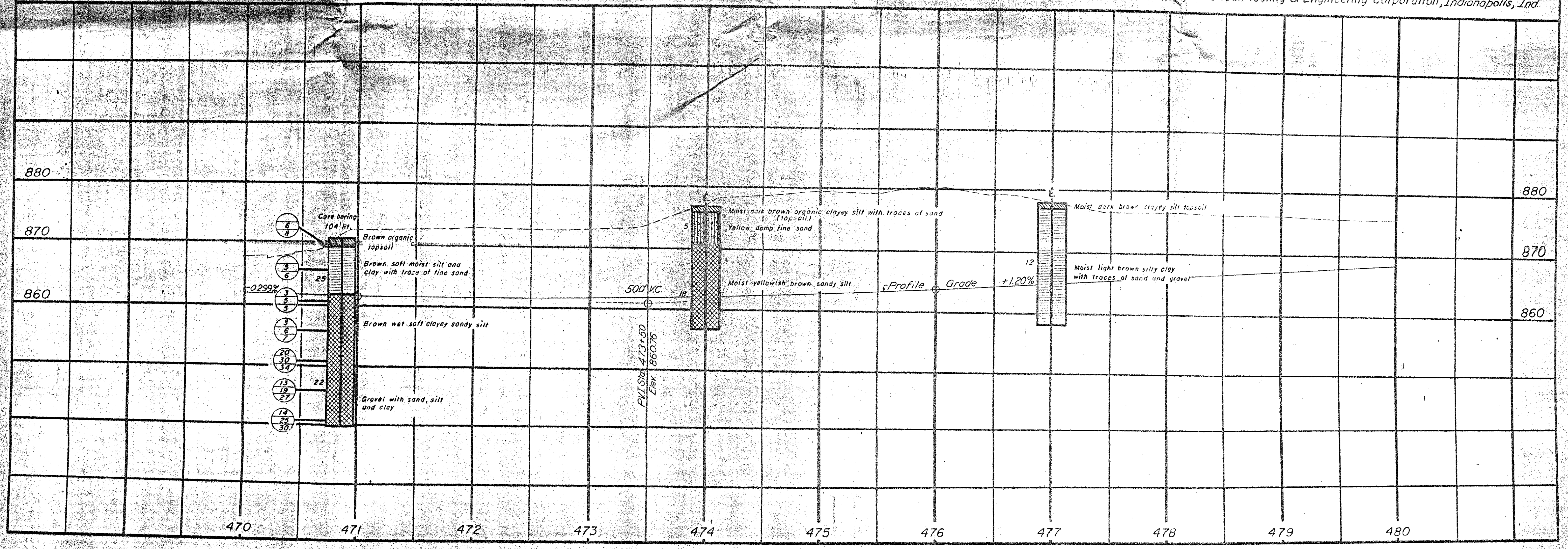
NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.



SOIL PROFILE
 MONTGOMERY COUNTY
 MOT-35-(17.89-19.34)



NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.

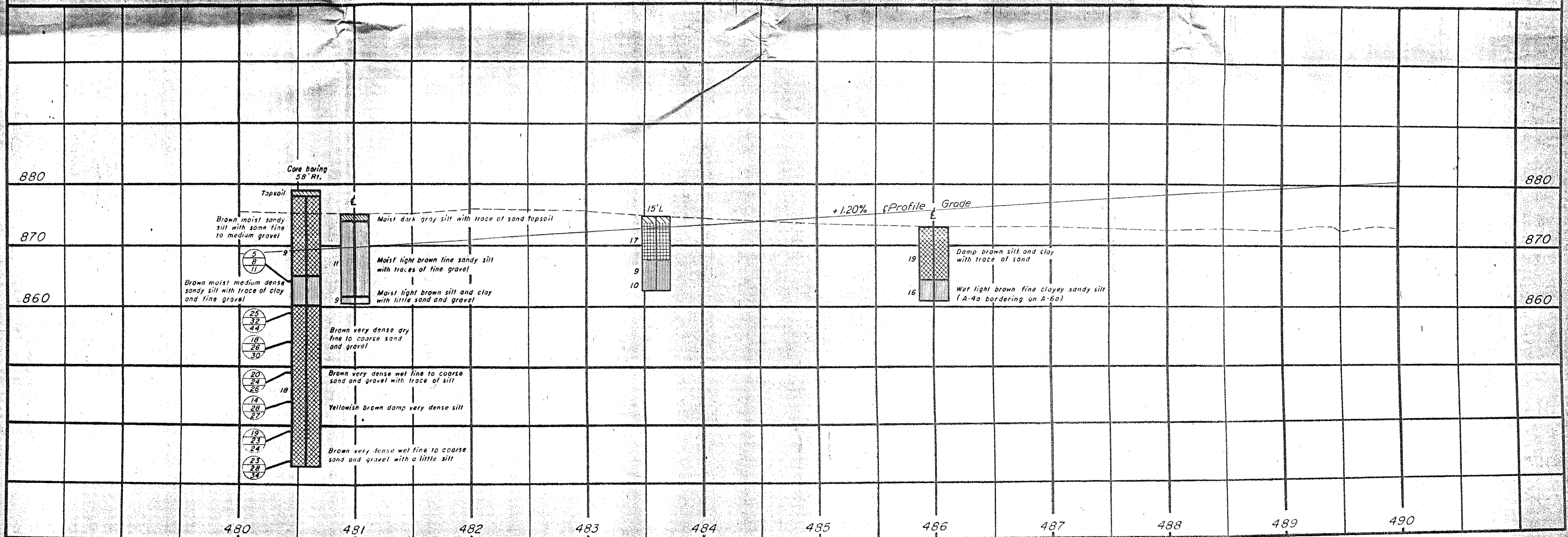


SOIL PROFILE
 MONTGOMERY COUNTY
 MOT-35-(17.89-19.34)

8
9

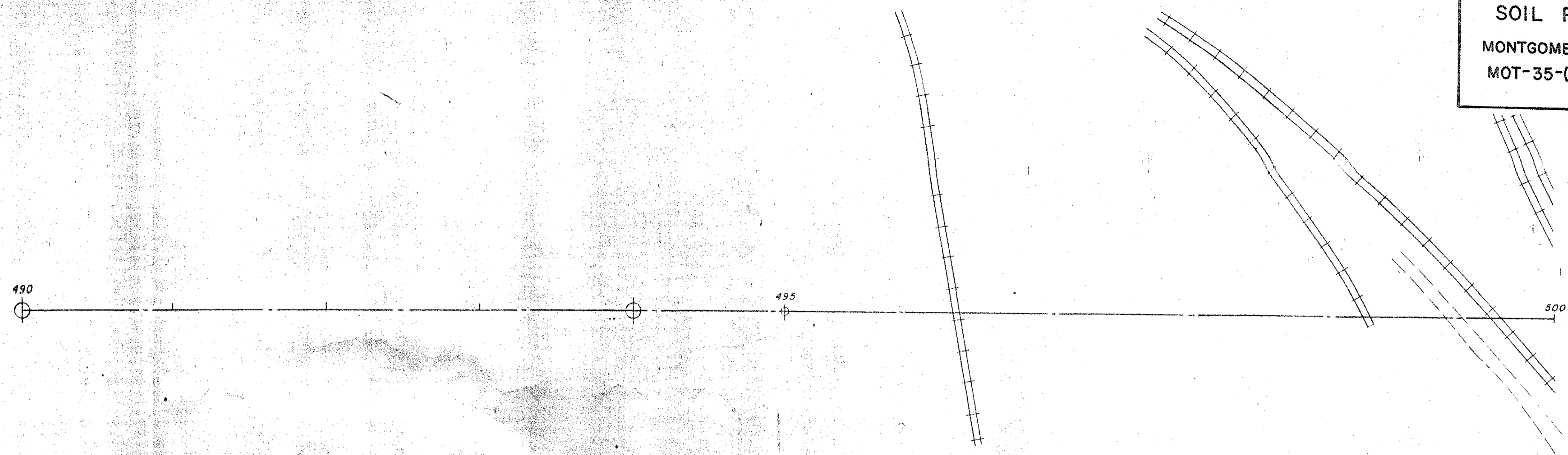


NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind

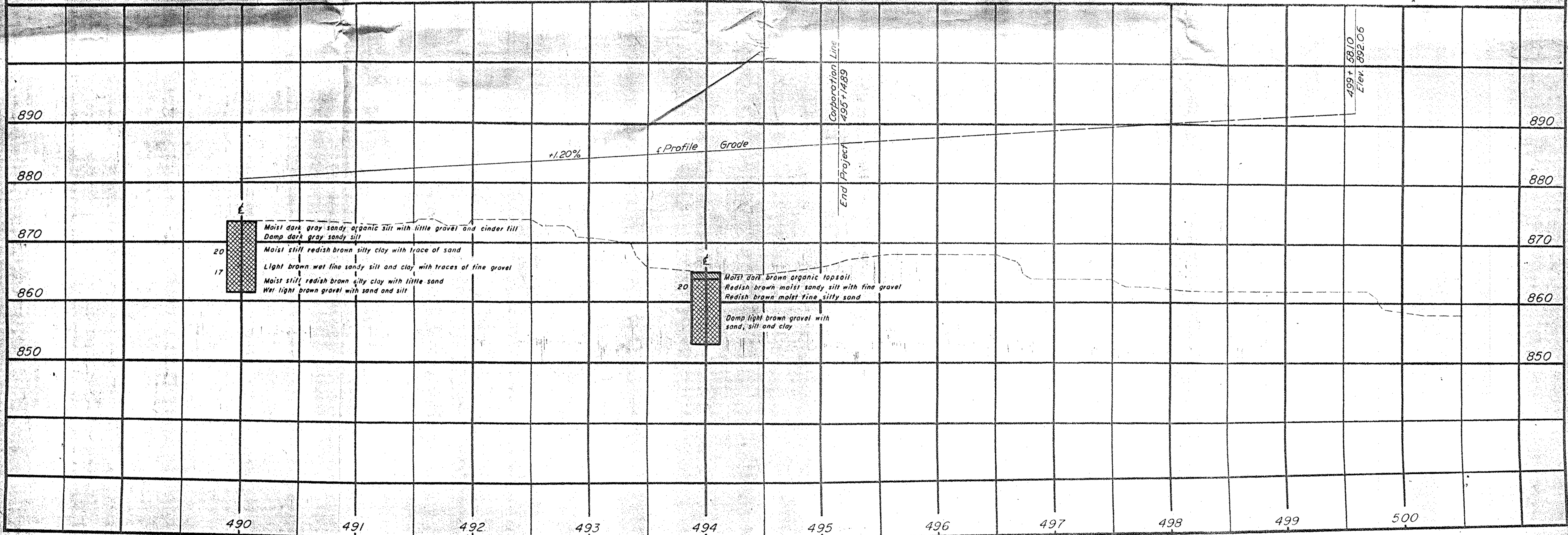


SOIL PROFILE
MONTGOMERY COUNTY
MOT-35-(17.89-19.34)

9
9



NOTE: Borings by American Testing & Engineering Corporation, Indianapolis, Ind.



Corporation Line
495+1489
End Project

499+5810
Elev. 892.06