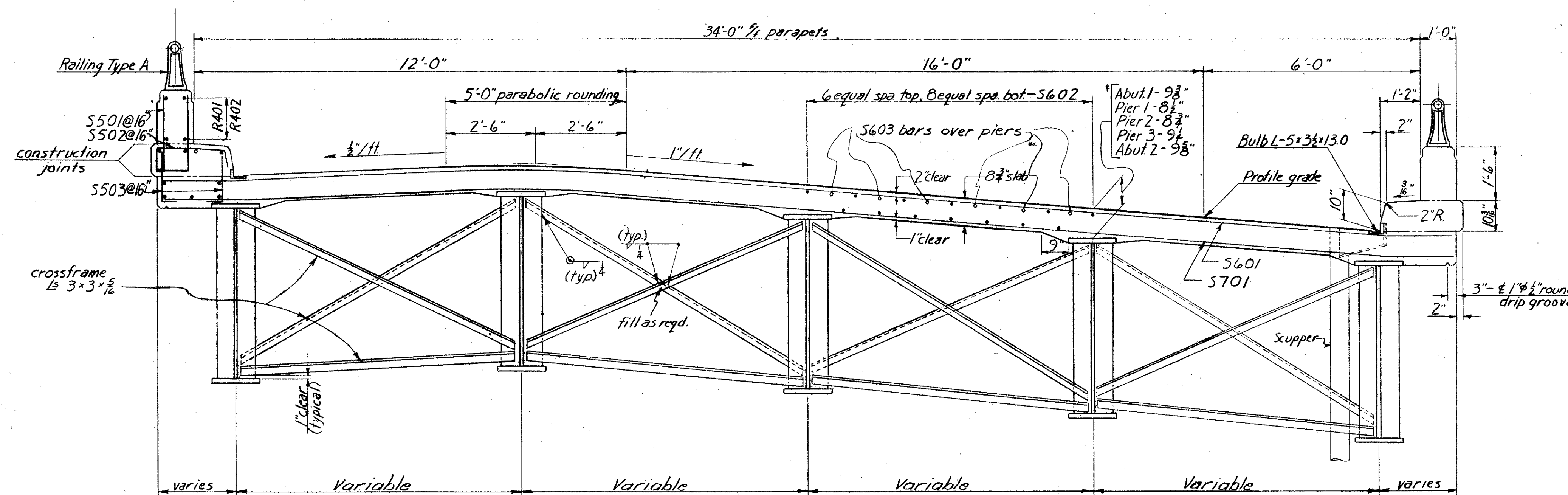
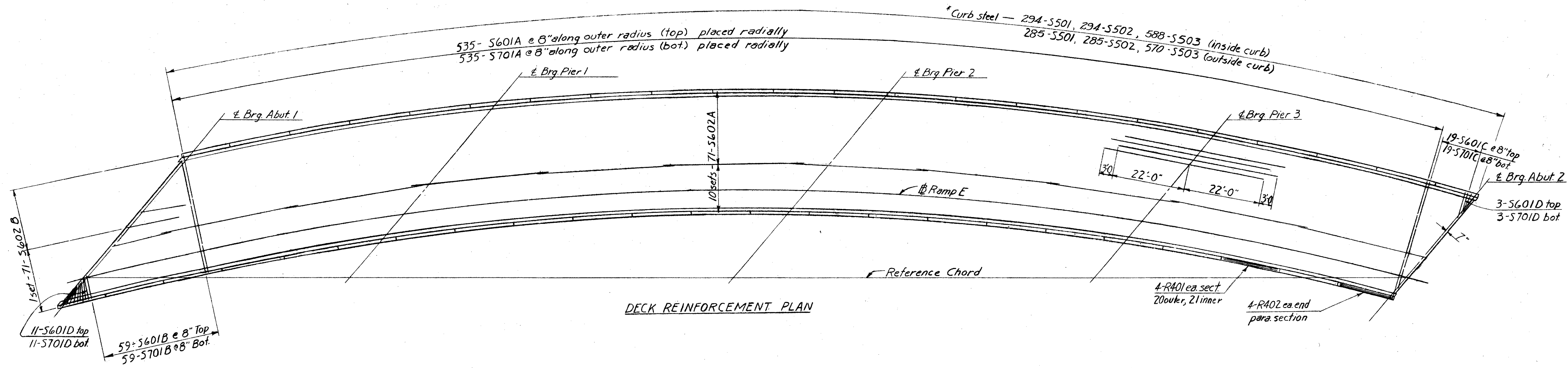


LAKE COUNTY
SEC. LAK-2-10.35



RADIAL TRANSVERSE SECTION

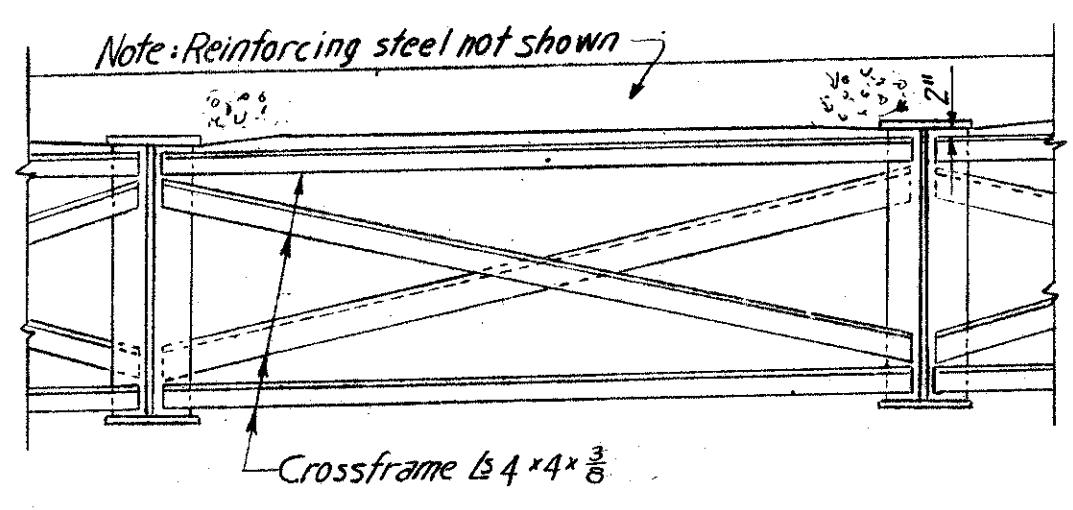
- NOTES**
- REFERENCE shall be made to Standard Drawing CSB-2-56, sheets 1, 2, 3, of 6, revised 2-2-59 for details of end dams, gutters, scuppers, pipe drains, curb plates, and end cross frames
 - REFERENCE shall be made to Standard Drawing RB-1-55 revised 2-2-59 for details of rockers and bolsters.
 - REFERENCE shall be made to Standard Drawing AR-1-57 revised 2-2-59 for details of aluminum railing Type A and concrete parapet details.
 - 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.
 - DECK SLAB DEPTH: 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 be necessary because the top flange of the girder may not have the exact camber or conformation required to place it parallel to the finished grade.
 - 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 parallel to the transverse reinforcing steel and are located near the center of spans.
 - CONCRETE and reinforcing steel above parapet construction joint included with railing for payment.
 - SLAB DEPTH ON CURVED BRIDGES: In a curved deck on straight steel girders the distance from the top of the slab to the top of the girders will vary from end to end.
 - ALL reinforcing steel will have 2" minimum cover unless otherwise noted.
 - SPECIAL CROSSFRAMES to be spaced 8" min to 12" max from bend lines.



DECK REINFORCEMENT PLAN

GENERAL NOTES

- 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 current revisions thereof.
- EXCAVATION QUANTITIES include the removal of fill material between the surface of the proposed embankment and the bottom of the abutments. Backfill behind the abutments shall be made with material meeting the requirements of Sec. 1-22 and shall be compacted in accordance with requirements for embankment compaction. Payment for backfill shall be included with Item E-2.
- CRUSHED AGGREGATE SLOPE PROTECTION (1-1004) one foot thick shall be provided as indicated on the General Plan.
- PROCEDURE: The embankment for Ramp G & E bridges shall be placed and compacted up to the finished spill-thru slope and the level of the subgrade for a distance of 200 ft back of the abutments, after which a delay of 30 days shall occur before excavation for the abutments is made, or before the piles are driven for piers 1 & 3.
- POROUS BACKFILL shall extend full length of abutment back wall and upward to the approach slab or to the surface of the earth shoulders. Excavation therefor, in excess of that required for construction of the abutments, shall be considered as paid for in the bid price per cu yd paid for porous backfill.
- FOUNDATION BEARING PRESSURE: Abutment footings are designed for a maximum bearing pressure of 2 tons per sq. ft.
- NOTE: See note in Proposal regarding A-373 Steel.
- REFERENCE shall be made to Supplemental Specifications 5-207, dated 4-28-55 and 5-101 dated 12-2-59.



SPECIAL CROSSFRAME AT BEND POINTS

SEC. L-33					
PREPARED BY CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA. FOR					
STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
DECK DETAILS BRIDGE NO. LAK-2-1351 RELOC. S.R. 2 UNDER S.R. 44-RAMP E LAKE COUNTY STA. 613 + 25.24					
DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
	CWB				

JUL 1 1965