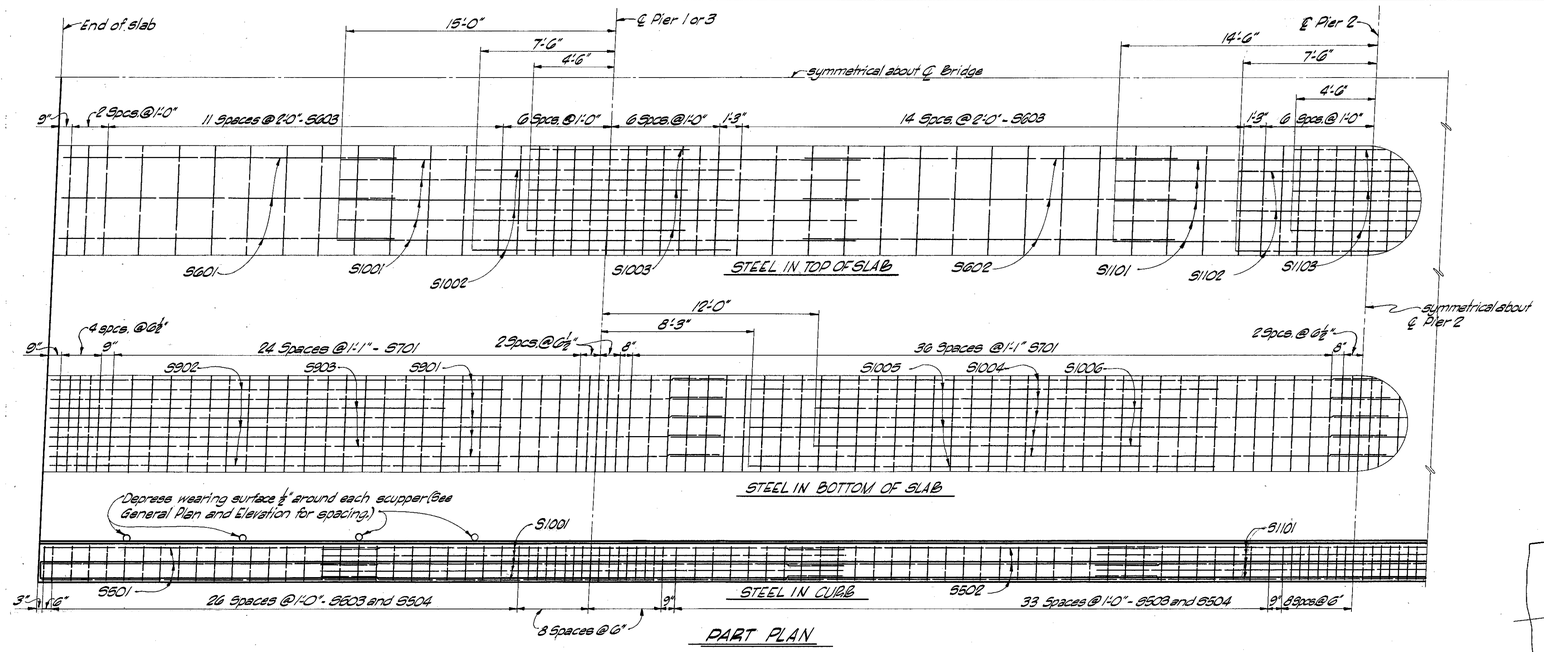
MICROFILMED
SEP 6 1965

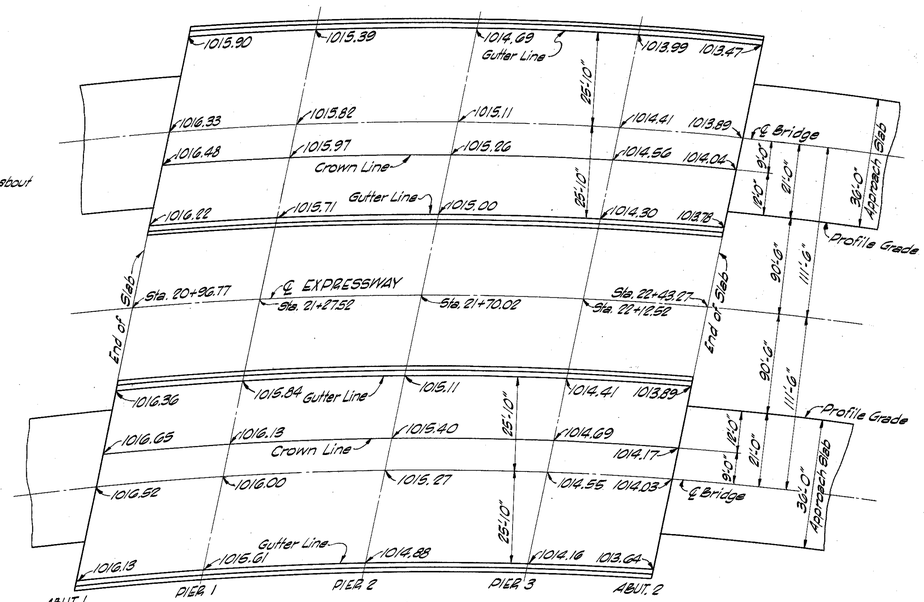
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	I-1102(6)	

371
458

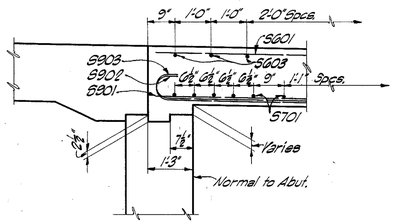
CUYAHOGA & LAKE COUNTIES
CUY-I- 15.91 LAK-I-0.00



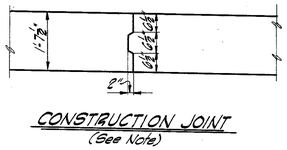
PART PLAN



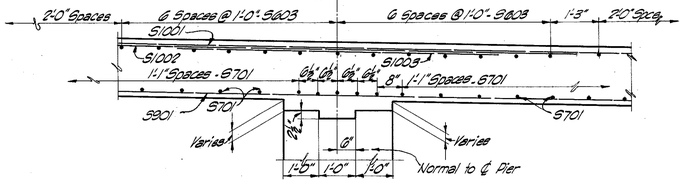
SLAB LAYOUT PLAN & FINISH SLAB ELEVATIONS



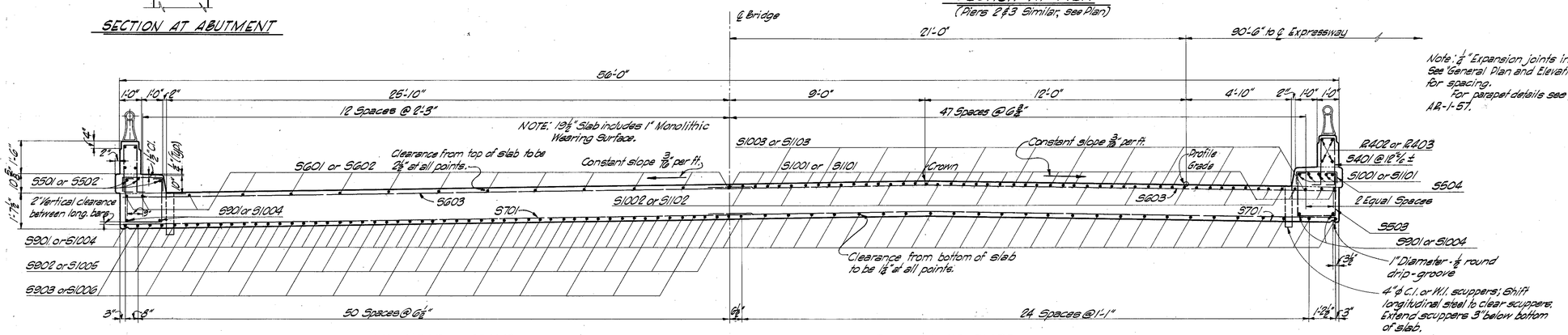
SECTION AT ABUTMENT



CONSTRUCTION JOINT
(See Note)



SECTION AT PIER
(Piers 2 & 3 Similar, see Plan)



STEEL NEAR ℄ SPANS

STEEL OVER PIERS

TYPICAL CROSS-SECTION
(Taken Radially)

Note: ½" Expansion joints in Parapet. See "General Plan and Elevation" sheet for spacing.
For parapet details see Std. Dwg. AR-1-57.

NOTES

- Camber of 7/16" for the end spans and 5/8" for the middle shall be provided to allow for dead load deflection. This is the amount of camber required before falsework is released. To obtain this camber, proper allowance shall be made for the deflection of falsework members.
- Curbs shall be placed after the shoring under the slab has been released sufficiently to permit the slab spans to attain full dead load deflection.
- A transverse construction joint may be placed in either or both interior spans at the transverse ℄ of the interior span or 1'-0" clear of the transverse reinforcing bars. One longitudinal construction joint, on the ℄ of the approach pavement, will be Permitted.
- The S603 and S701 bars may be furnished in pairs of equal length, as shown, lapped thirty diameter at the centerline of bridge, or they may be furnished in pairs of different length in order to place the lap beyond a longitudinal construction joint at the centerline of bridge, at the option of the Contractor.
- Concrete and reinforcing steel above parapet construction joint included with railing for payment.
- All concrete shall be Class "C".

MICHAEL BAKER, JR. CONSULTING ENGINEERS
ROCHESTER, PENNSYLVANIA

SUPERSTRUCTURE
BRIDGE NO. CUY-I-1631 N&S
OVER WILSON MILLS ROAD

CUYAHOGA COUNTY
STA. 20+96.97
TO 22+43.27

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
W.R.B.			J.W.W.	H.G.H. 12-30-58	

Sheet 5 of 6

30-B-216