

MICROFILMED  
SEP 6 1965

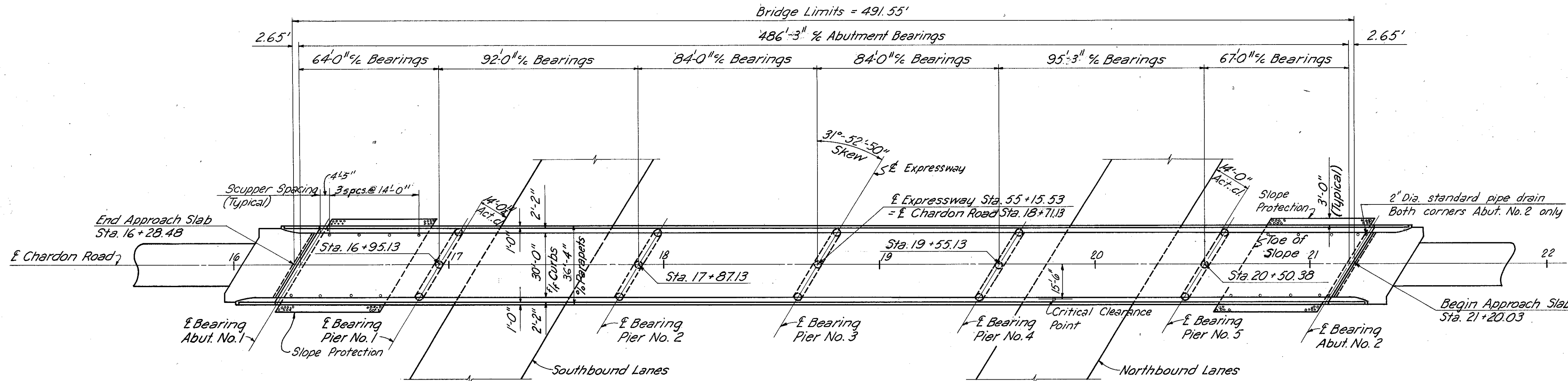
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	I-1103(18)	

386  
458

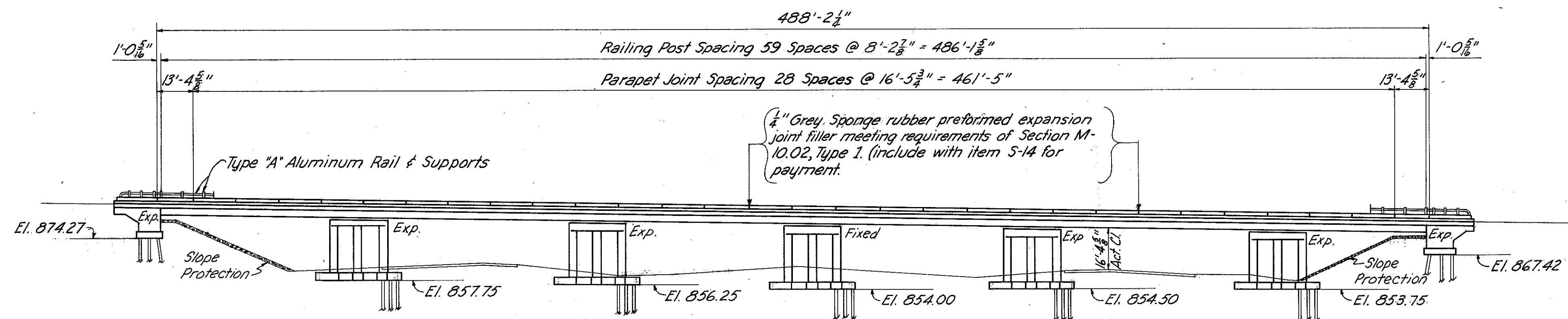
CUYAHOGA & LAKE COUNTIES  
CUY-1-15.91  
LAK-1-0.00

GENERAL NOTES

- Reference shall be made to Standard Drawings CSB-2-56, Sheets 2 & 3 of 6, RB-1-55, and AR-1-57, revised 2-2-59, and Supplemental Specification 5-101 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, revised 2-21-58.
- Loading: CF= 400 (57)
- For high tensile strength bolts see Supplemental Specification 5-207 dated 4-28-55.
- Welding of Structural Steel shall be Class "A" except as otherwise shown, (-<B). Any welds shown as field welds may, at the option of the Contractor, be made in the shop.
- Piles shall be driven with a hammer of not less than 11,000 ft. lbs. per blow to firm contact with shale. If the length of Penetration is approximately equal to the depth to shale according to the bridge foundation investigation report, the firm contact shall be considered attained when the capacity according to the formula in Section 5-1805 is not less than the following for a pile hammer of the indicated energy rating:  
 For the Abutment Piles:  
 45 tons per pile using an 11,000 ft. lb. hammer.  
 38 tons per pile using a 15,000 ft. lb. or greater hammer.  
 For the Pier Piles:  
 45 tons per pile using an 11,000 ft. lb. hammer.  
 40 tons per pile using a 15,000 ft. lb. or greater hammer.  
 If the energy rating of the hammer is between the ratings as shown above, the required formula capacity shall be determined by interpolation. The design load is 30 tons per pile for the abutment and Pier Piles.
- 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 unclassified excavation.
- MACHINE FINISH: The concrete bridge deck shall be finished as specified in the proposal note, "Machine Finishing of Bridge Deck Slabs".
- STEEL: See proposal regarding A-373 steel.



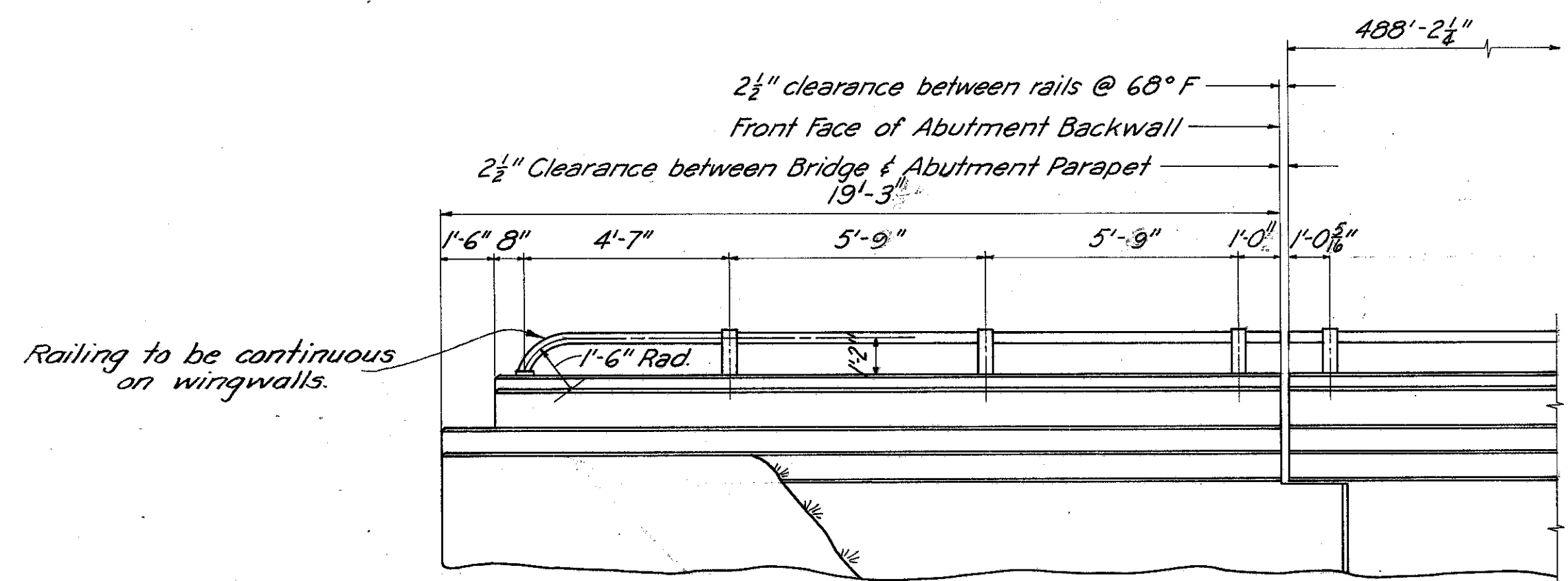
GENERAL PLAN



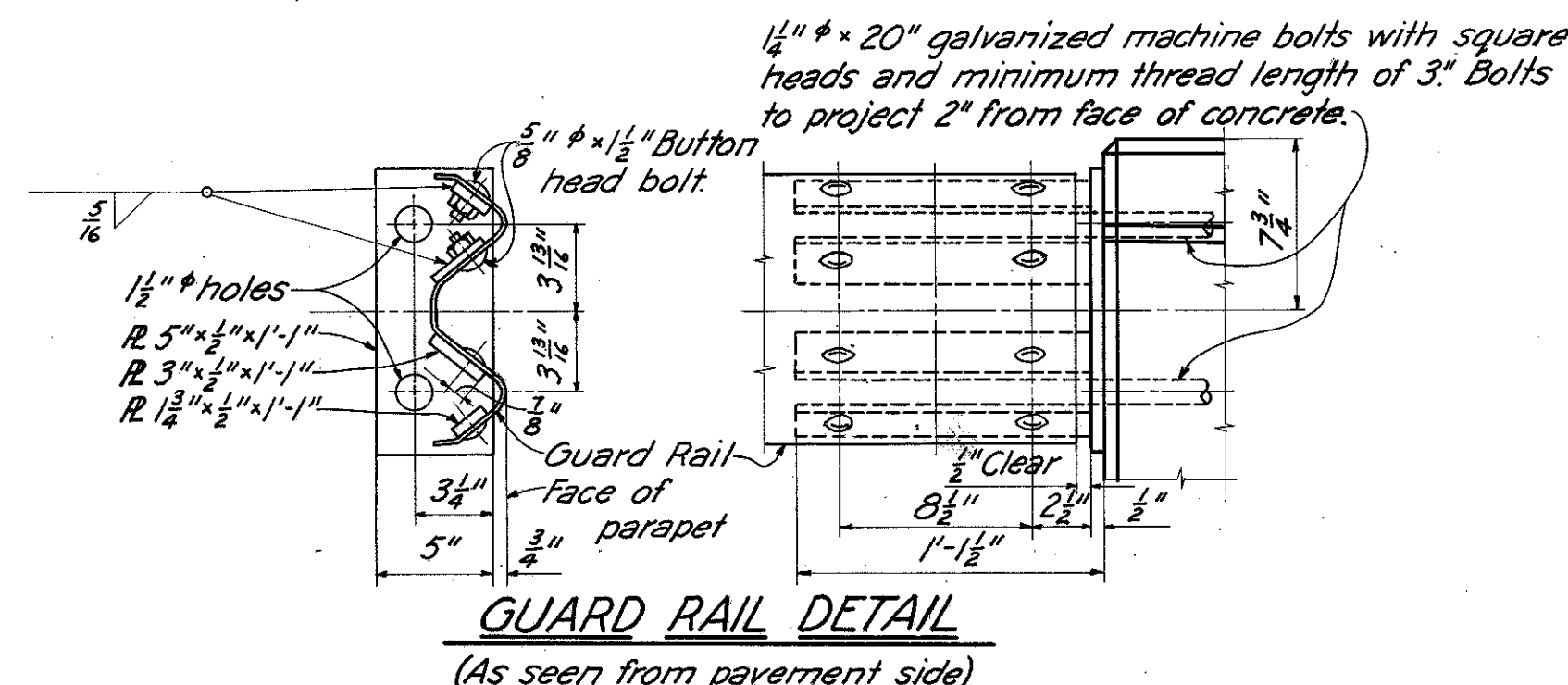
ELEVATION

+0.3%  
-2.67%  
P.V.I. Sta. 18+55  
El. = 887.57  
V.C. 800'  
M.O. = 3.1700'

GRADE DATA



TYPICAL ABUTMENT RAILING DETAIL



GUARD RAIL DETAIL

Guard rail end connection assembly (above) shall be galvanized after welding.  
Guard rail end connection to be included with bridge railing for payment.

MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

**GENERAL PLAN & ELEVATION**  
BRIDGE NO. LAK-1-0106  
UNDER CHARDON ROAD

LAKE COUNTY					STA. 55+15.53	
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised	
W.R.B.	B.R.S.	F.E.H.	B.H.B.	H.A.H. 10-19-59	4-19-60	

59-B-171