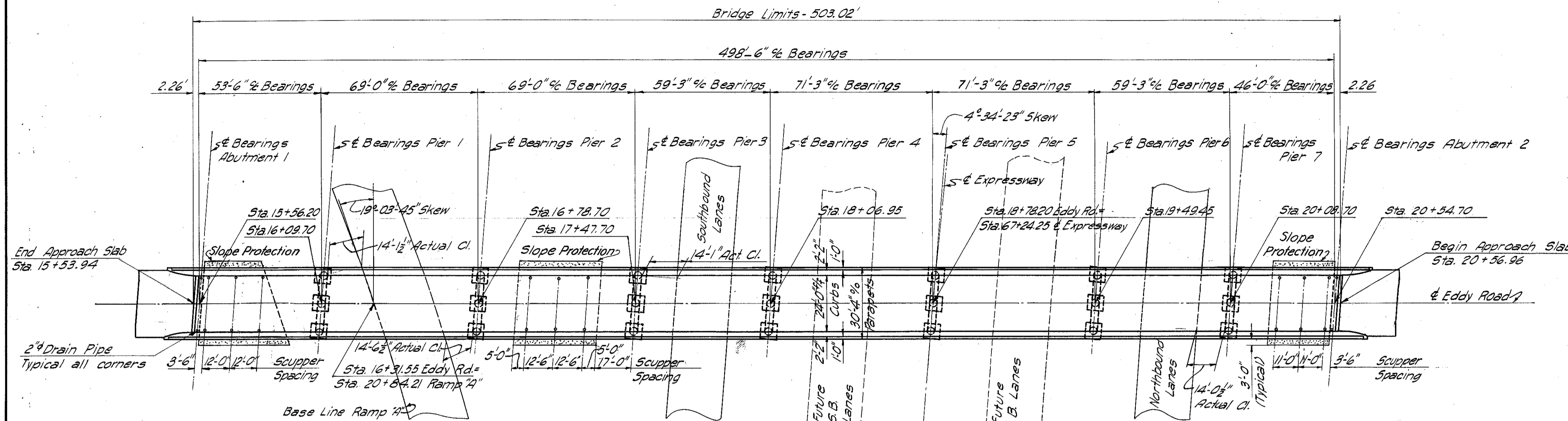


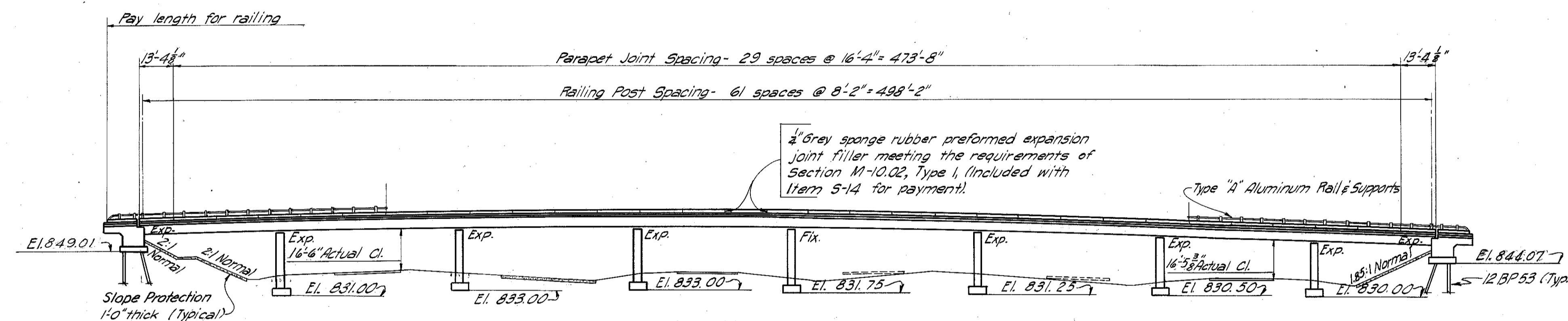
CUYAHOGA & LAKE COUNTIES
CUY-1-15.91
LAK-1-0.00

GENERAL NOTES

- Loading: C.F. = 130 (57)
- Reference shall be made to Standard Drawings C58-2-56, sheets 2 & 3 of 6 RB-1-53 and AR-1-57 revised 2-2-59, and Supplemental Specification S-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 with revisions thereto dated 2-21-58.
- Welding of structural steel shall be Class "A" except as shown otherwise (---B). Any welds shown as field welds may, at the option of the contractor, be made in the shop.
- Excavation Quantity includes the removal of fill material between the surface of the proposed embankment and bottom of the abutment.
- Slope Protection shall be provided under the structure as shown on the General Plan and Elevation.
- Pier footings shall extend a minimum of 3' into shale or to the elevation shown, whichever is lower.
- Foundation Bearing Pressure: Pier footings are designed for a maximum bearing pressure of 5 tons per sq. ft.
- 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 as attained when the capacity according to the formula in Sec. 5-18.05 is not less than the following value for a pile hammer of the indicated energy rating:
For Abutment 1 Piles: 43 tons per pile using a 11,000 ft. lb. hammer.
38 tons per pile using a 15,000 ft. lb. or greater hammer.
For Abutment 2 Piles: 49 tons per pile using a 11,000 ft. lb. hammer.
44 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.
- 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 A373 steel.

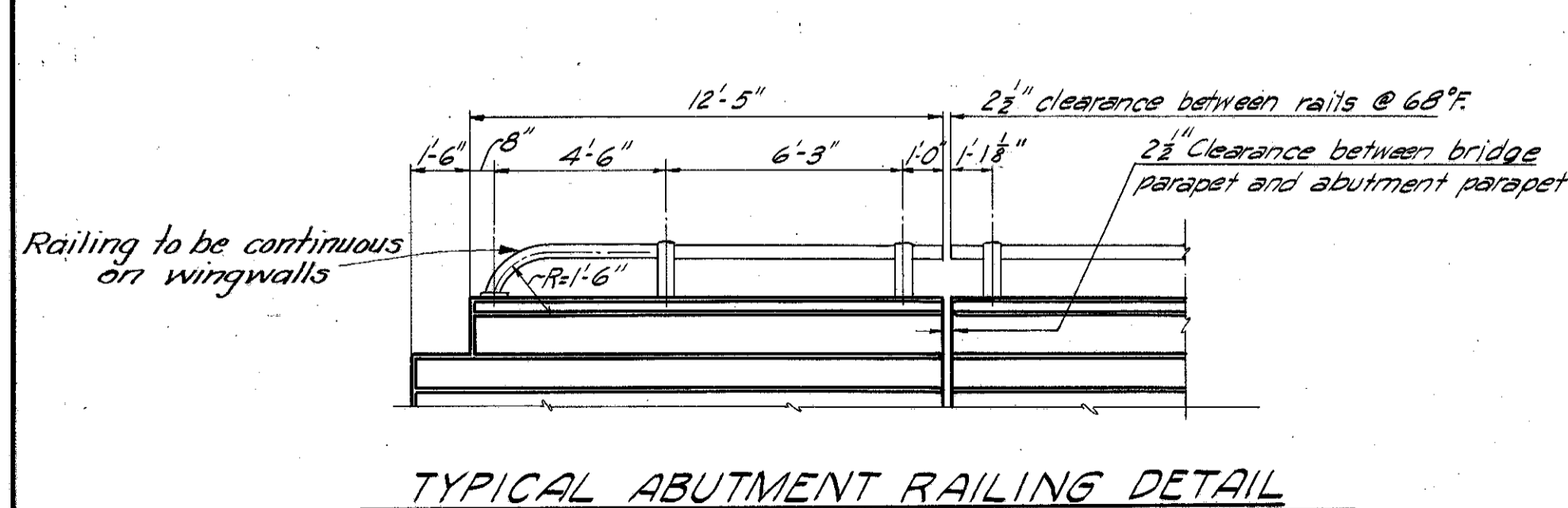


GENERAL PLAN

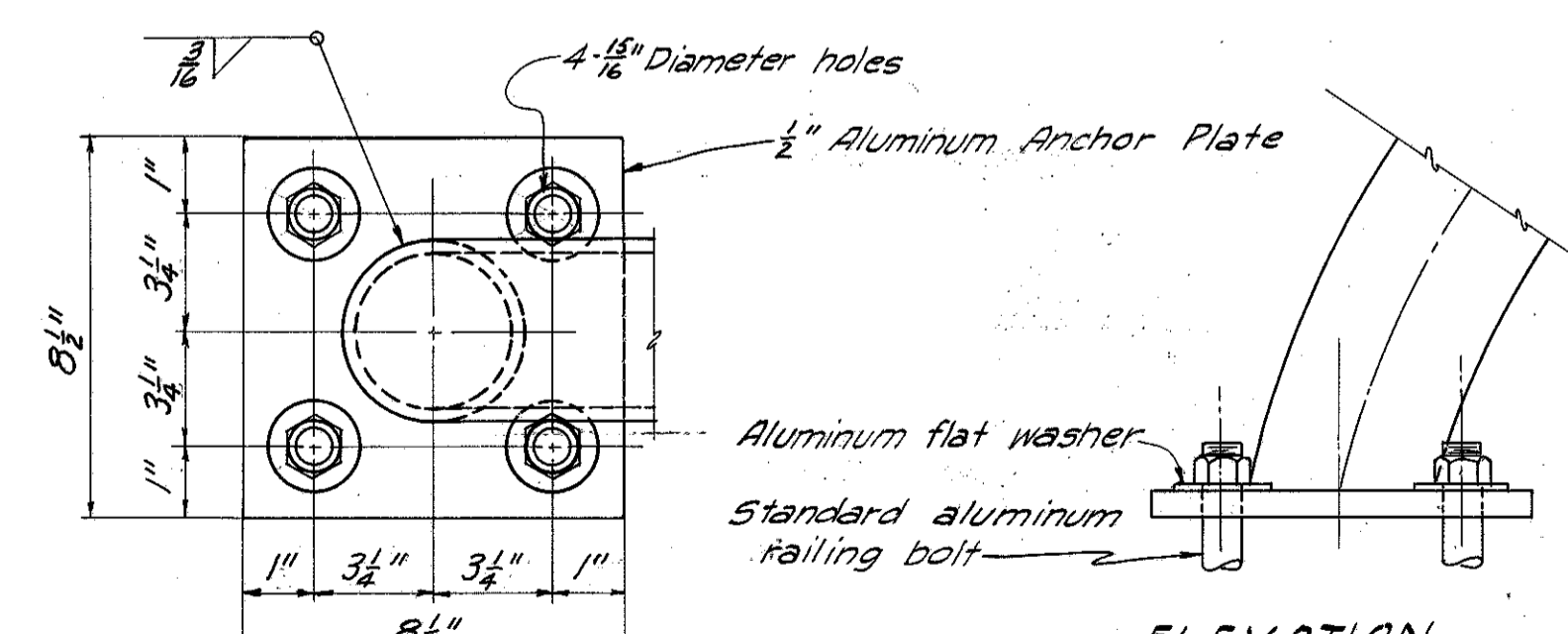


ELEVATION

+4.00% -4.94%
R.V.I. Sta. 17+70
El. = 868.62
V.C. = 600
M.O. = 6.705
GRADE DATA



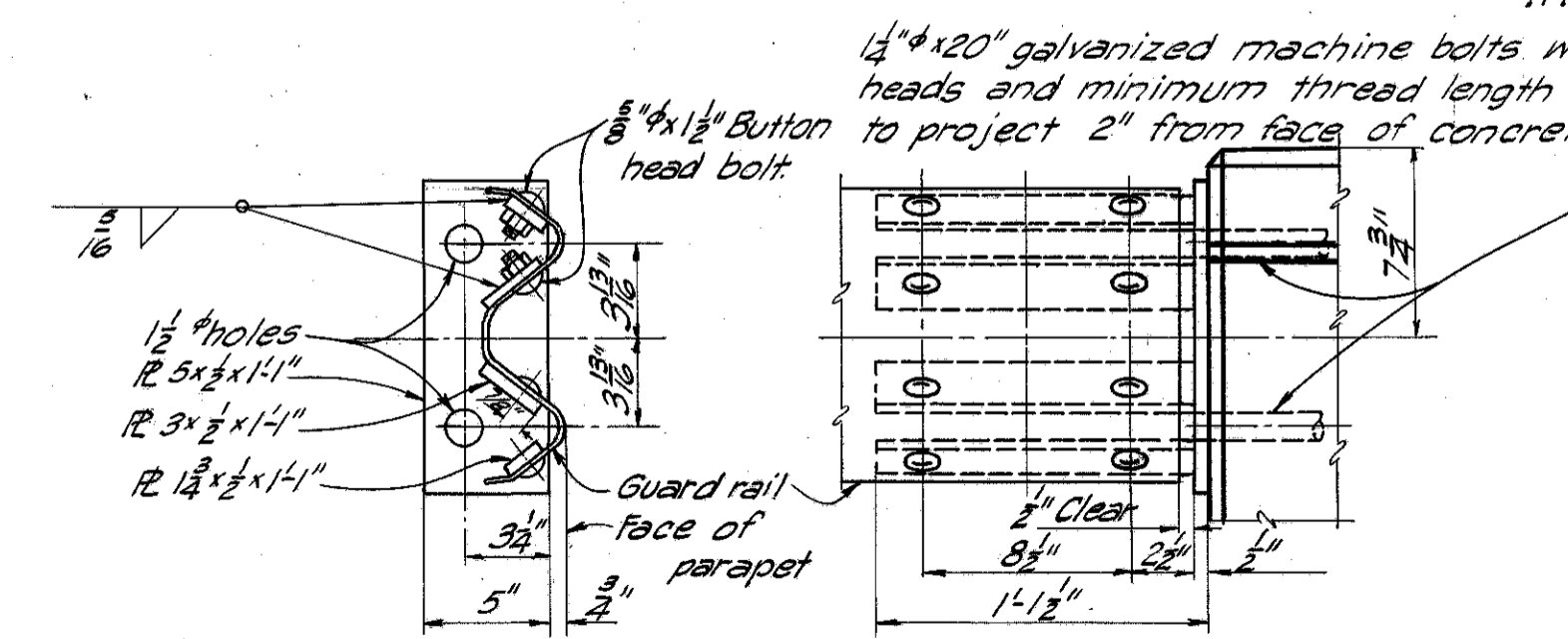
TYPICAL ABUTMENT RAILING DETAIL



PLAN

ELEVATION

DETAIL OF RAILING ANCHOR PLATE AT END OF PARAPET



GUARD RAIL DETAIL

(As seen from pavement side)

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-I-0127					
UNDER EDDY ROAD					
LAKE COUNTY			STA. 67+24.25		
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
G.S.W.	E.F.T.	M.S.	H.C.M.	H.G.H-12-30-58	4-17-60