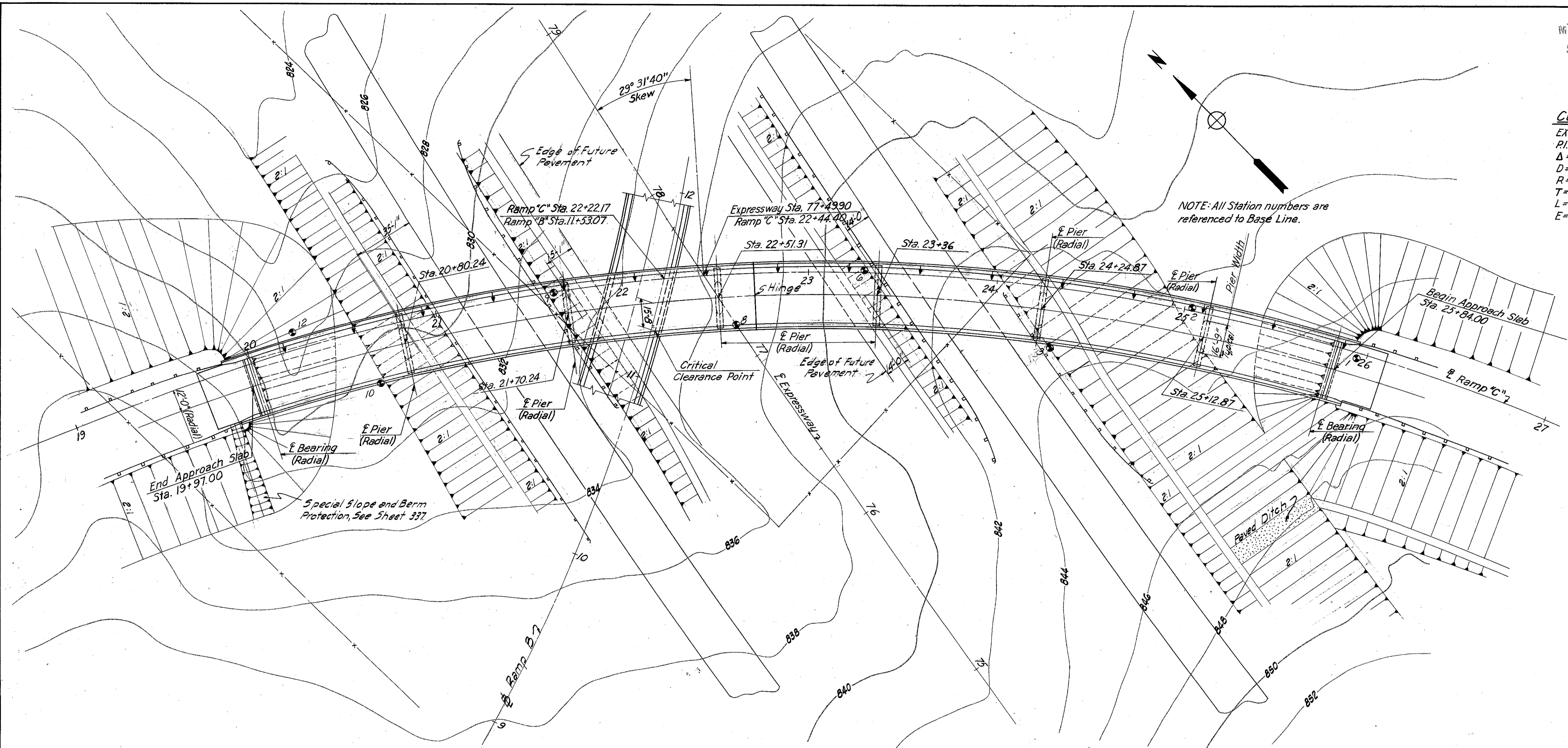


CURVE DATA
 EXPRESSWAY
 P.I. Sta. 96+01.97
 $\Delta = 53^{\circ}19'47''$ Rt.
 $D = 0^{\circ}45'00''$
 $R = 7639.44'$
 $T = 3836.37'$
 $L = 7110.63'$
 $E = 909.17'$

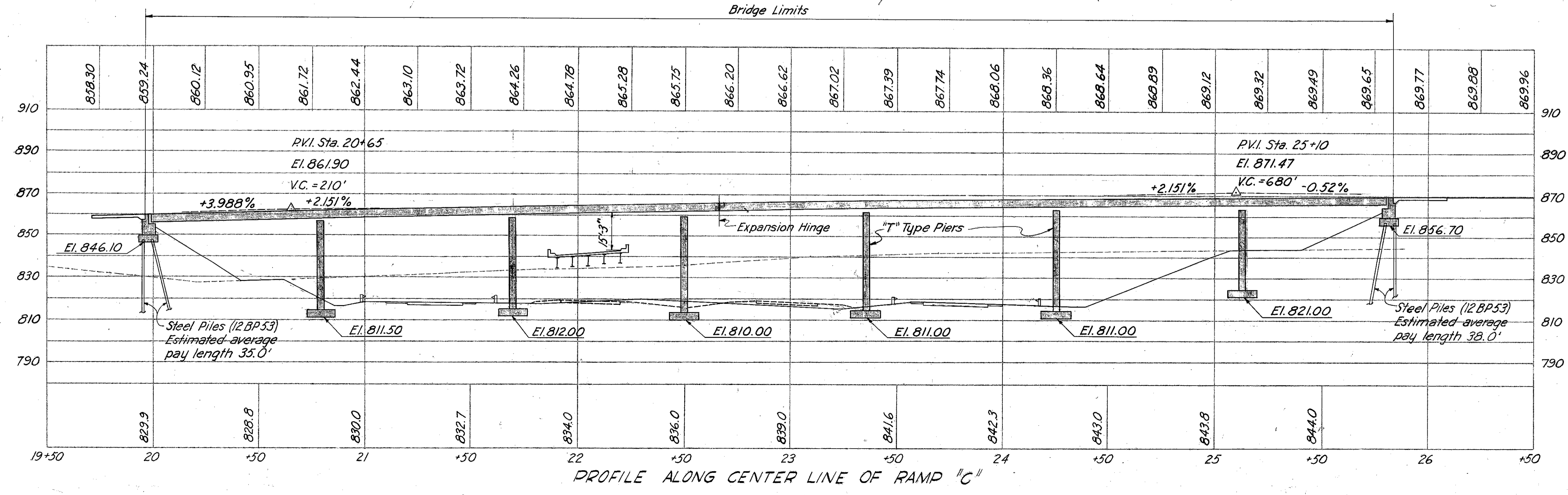
CURVE DATA
 RAMP "C"
 $\Delta = 115^{\circ}08'51''$ Rt.
 $D = 6^{\circ}00'00''$
 $L_c = 1919.13'$
 $R_c = 954.93'$

NOTE: All Station numbers are referenced to Base Line.



● Indicates Boring Locations
 ↑ Indicates Delineators

Foundation Soundings: Foundation design and foundation quantities are based on a study of 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 the Division Office, but the State does not guarantee the accuracy thereof.



Preliminary Design
 9-23-57
 Revised 11-20-57

PROPOSED STRUCTURE
 TYPE: Continuous steel beams with reinforced concr. deck and substructure.
 SPANS: 81', 90', 81', 86' (Hinged) 88', 88', 69', 69' Brgs. = 583.00'
 ROADWAY: 30'-0" ± 2'-2" Safety Curbs.
 LOAD FREQUENCY: C.F. = 2000 (57)*
 SKEW: 29° 31' 40" R.F.
 WEARING SURFACE: 1" Monolithic concr.
 APPROACH SLABS: Special Design (25' Long)
 ALIGNMENT: 6° 00' 00" Right Curve
 SUPERELEVATION: 0.83' per ft.
 *Adequate for AASHO alternate loading

MICHAEL BAKER, JR. CONSULTING ENGINEERS
 ROCHESTER, PENNSYLVANIA

SITE PLAN
 BRIDGE NO. LAK-1-0145
 UNDER EUCLID SPUR (RAMP "C")
 LAKE COUNTY
 SCALE: 1" = 30' STA. 77+49.90

PRESENT	TOPOGRAPHY	PROPOSED	WORK
Surveyed	Drawn	Designed	Drawn
Checked	Reviewed	Checked	Reviewed
M. B. Jr.	A. C. M.	W. R. B.	A. C. M.
		J. W.	H. G. H.
			12-30-58