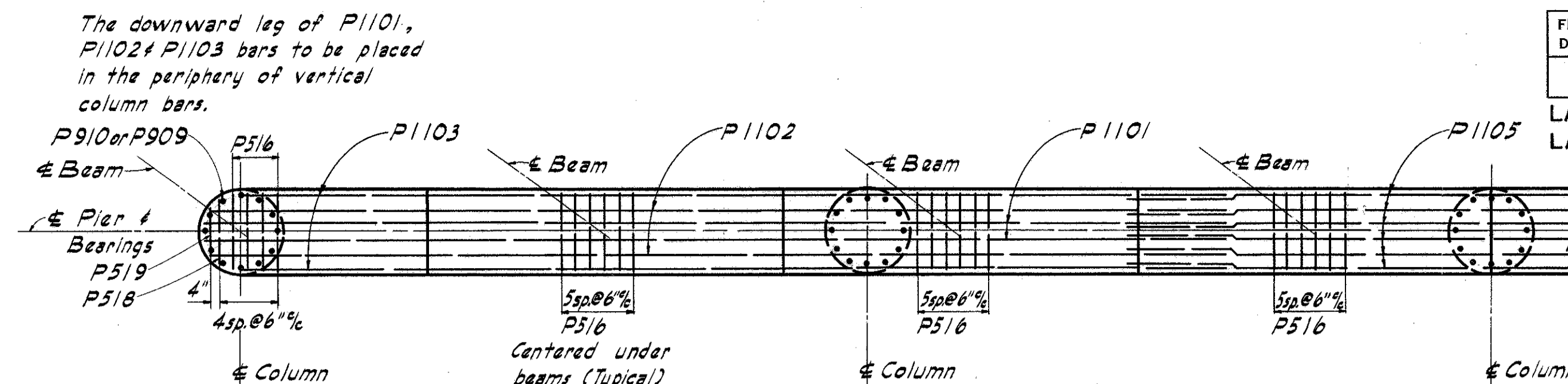
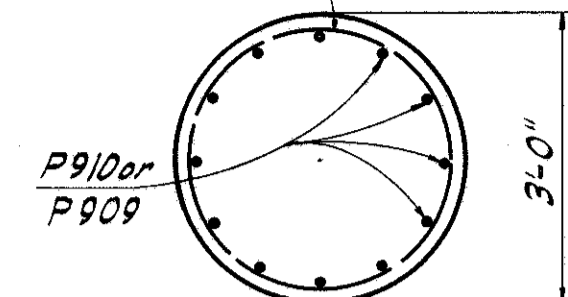


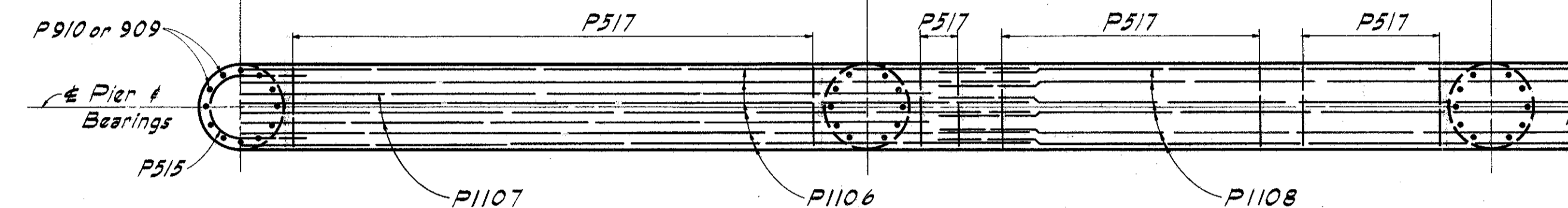
TYPICAL HALF PLAN OF PIER CAP



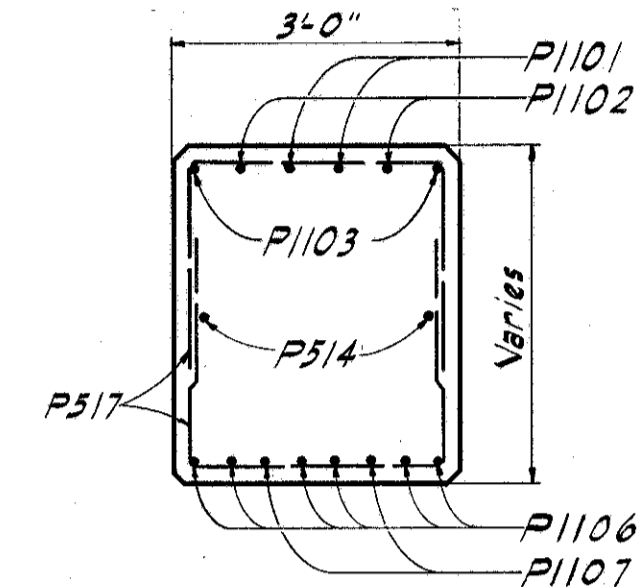
VIEW A-A



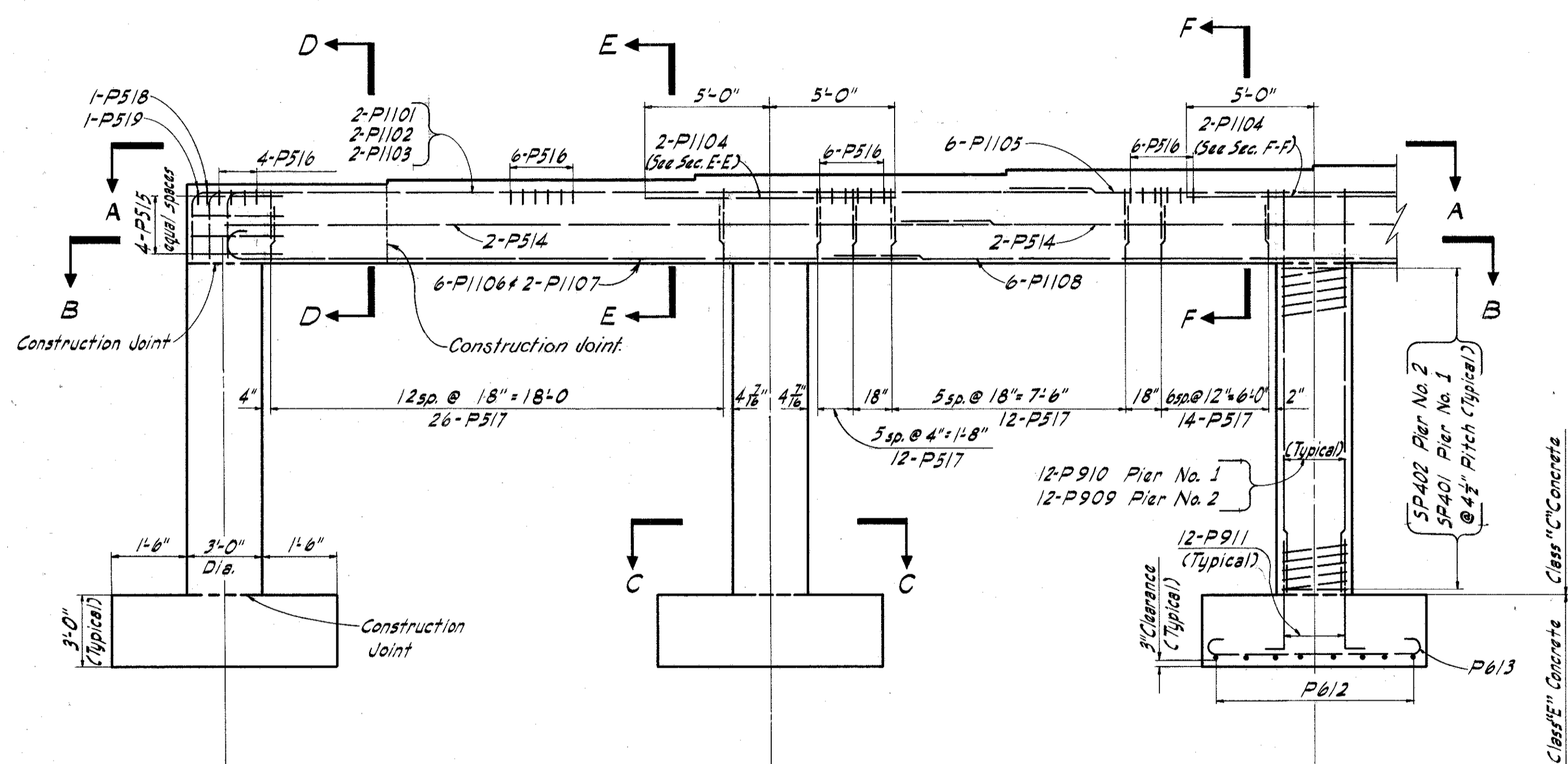
SECTION C-C



SECTION B-B

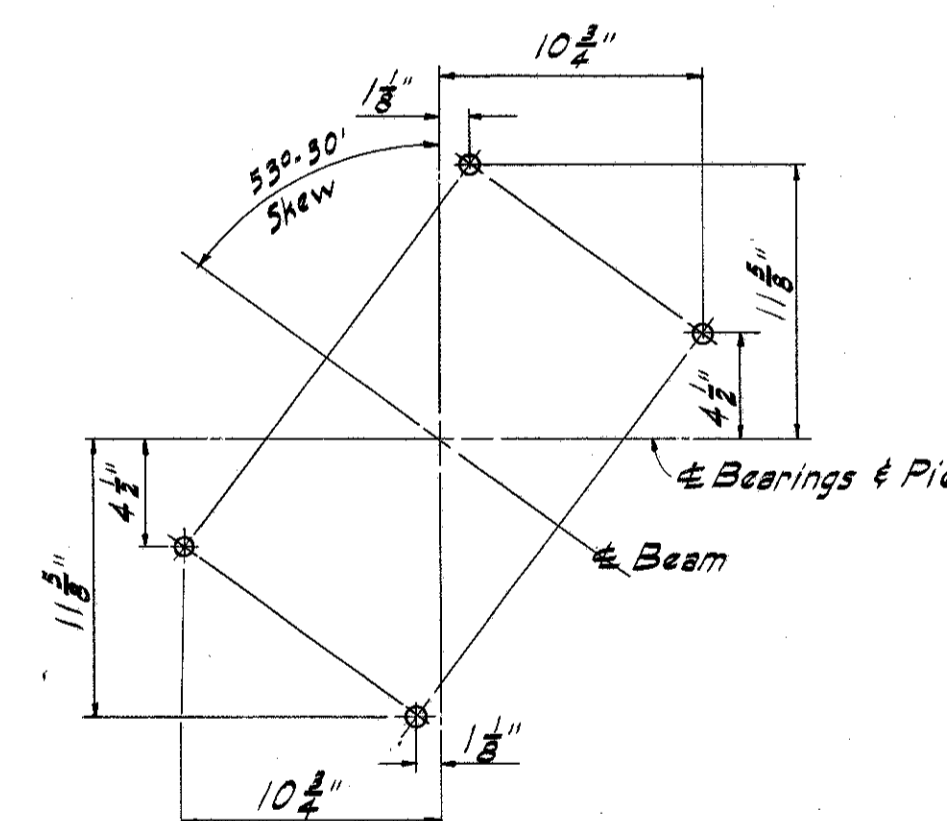


SECTION D-D

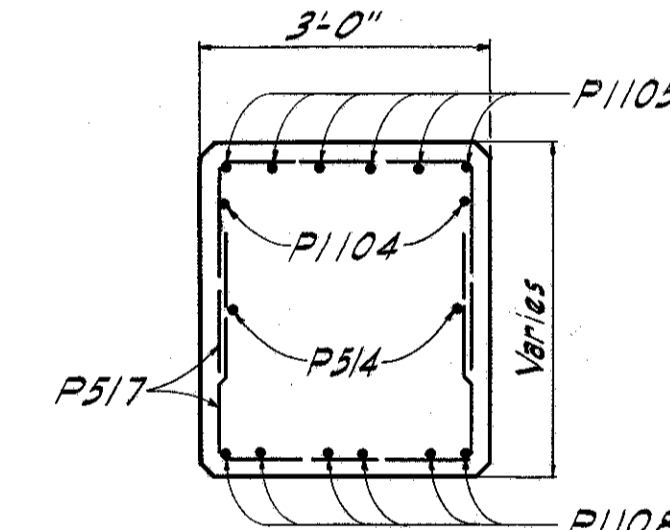


TYPICAL HALF PIER ELEVATION

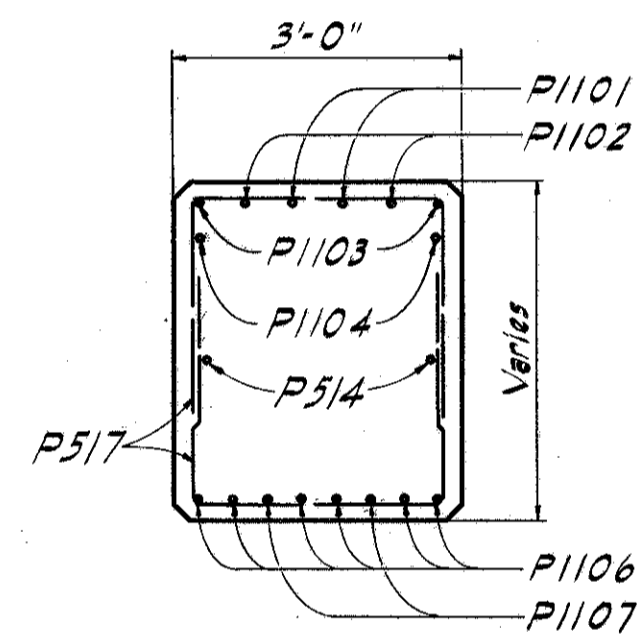
	A	B	C	D	E	F	G	H	I	J
Pier No. 1	636.28	636.48	636.67	636.87	637.05	637.02	636.98	636.95	632.78	610.3
Pier No. 2	635.62	635.82	636.02	636.22	636.40	636.36	636.33	636.30	632.12	609.9



ANCHOR BOLT LAYOUT
(Pier No. 1 only)



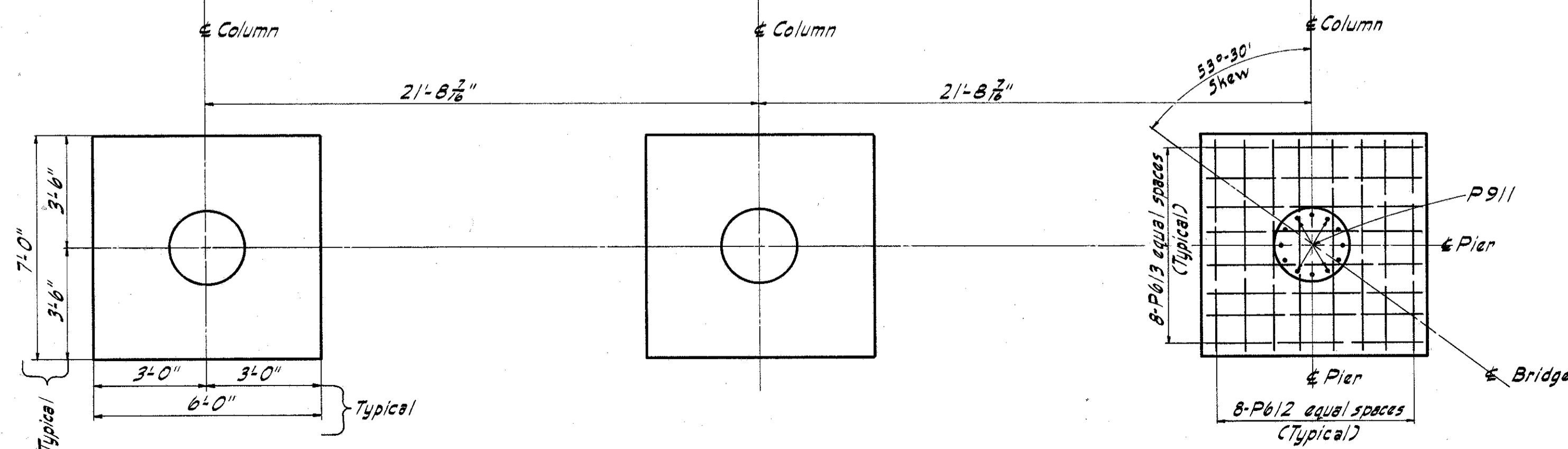
SECTION F-F



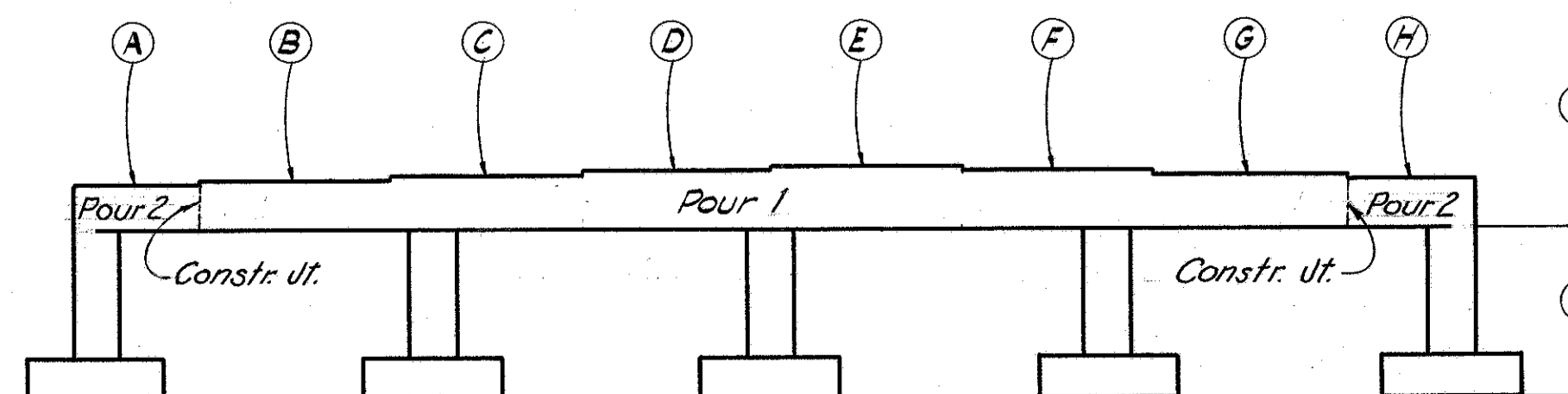
SECTION E-E

NOTES

- Clearance of reinforcing steel shall be 2" from face of concrete unless otherwise shown.
- Special care shall be taken in placing reinforcing steel in the bridge seat so that it will not interfere with the drilling of anchor bolt holes.
- Design Foundation Pressure is 6 Tons per sq. ft.



TYPICAL HALF PIER FOOTING PLAN



PIER ELEVATIONS
(Looking Ahead)

MICHAEL BAKER JR., CONSULTING ENGINEERS ROCHESTER, PENNSYLVANIA					
PIERS					
NORTH BOUND BRIDGE NO. LAK-I-0426 OVER STATE ROUTE NO. 174					
N.B. STA. 232+41.54 TO STA. 234+57.10					
LAKE COUNTY					
Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
D.E.B.	E.F.T.	E.F.T.	E.E.W.	W.R.B. 4-58	