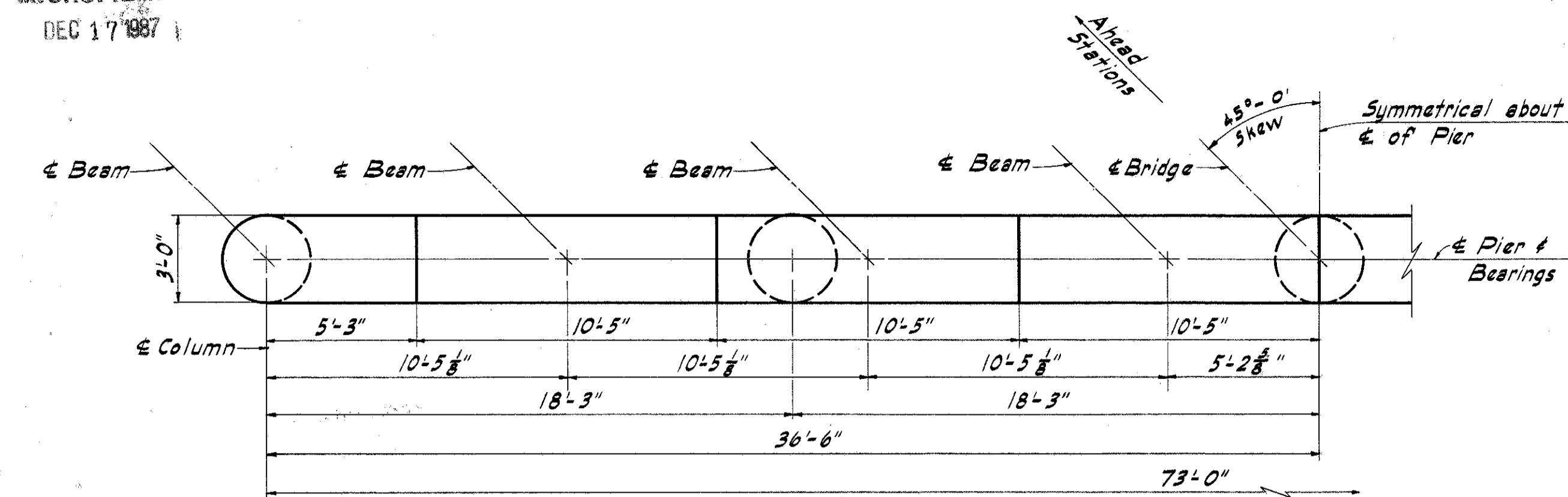
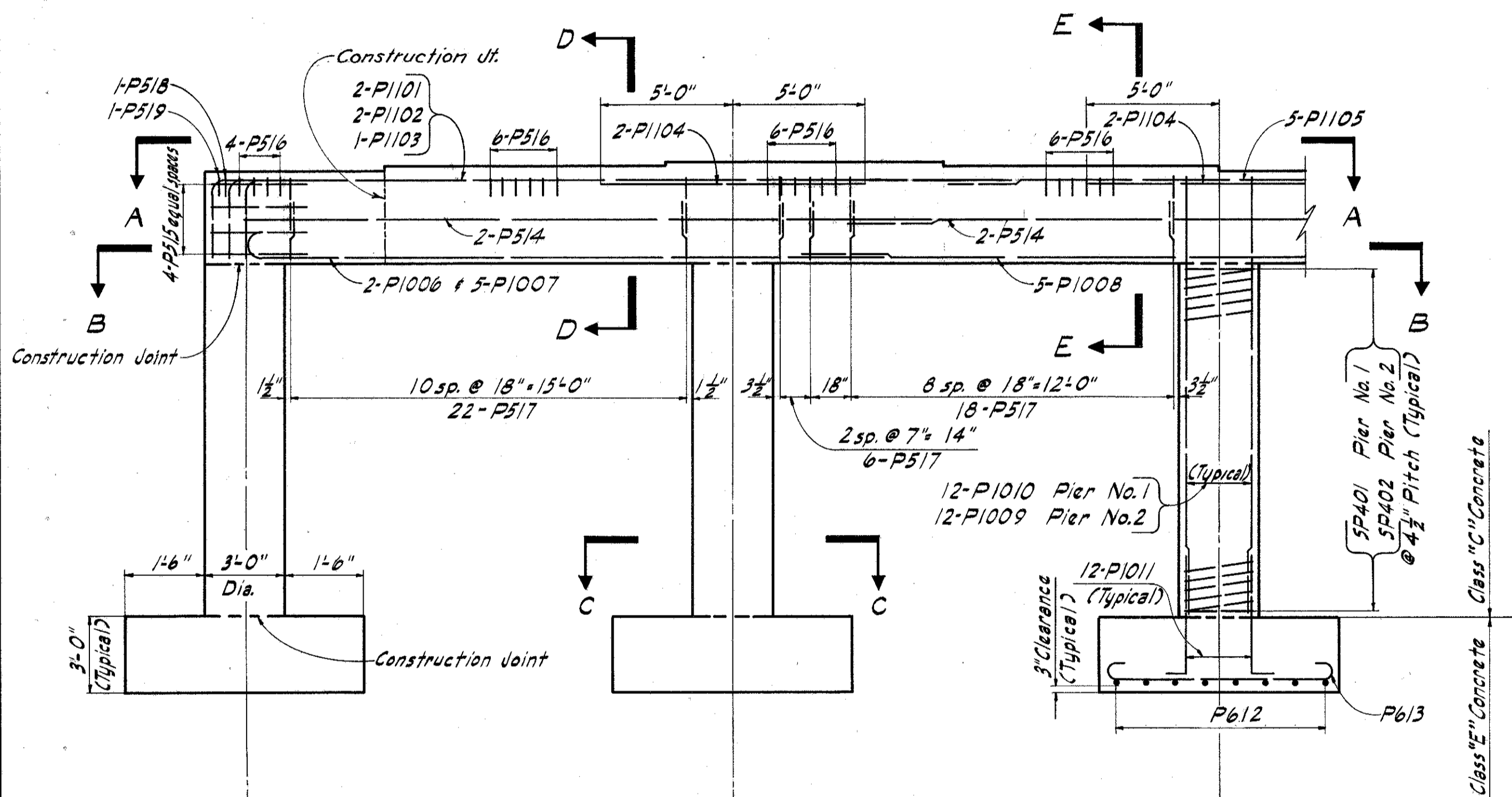


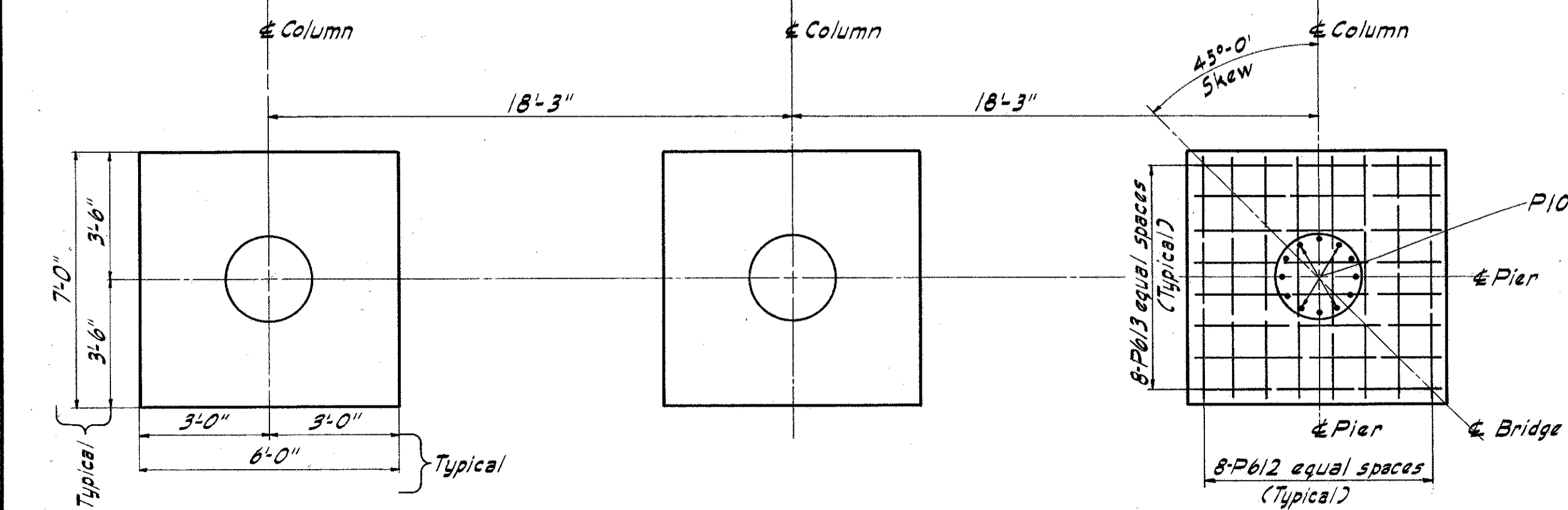
The downward leg of P1101, P1102 & P1103 bars to be placed in the periphery of vertical column bars.



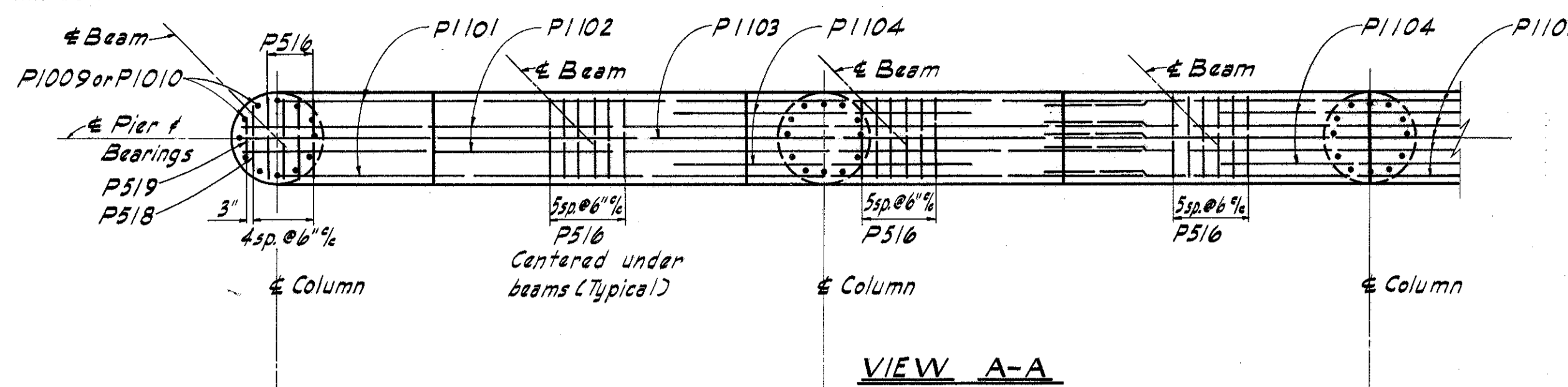
TYPICAL HALF PLAN OF PIER CAP



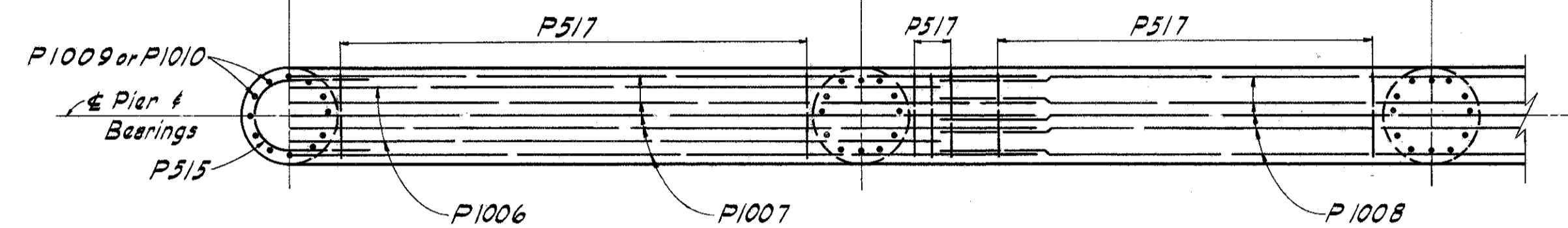
TYPICAL HALF PIER ELEVATION



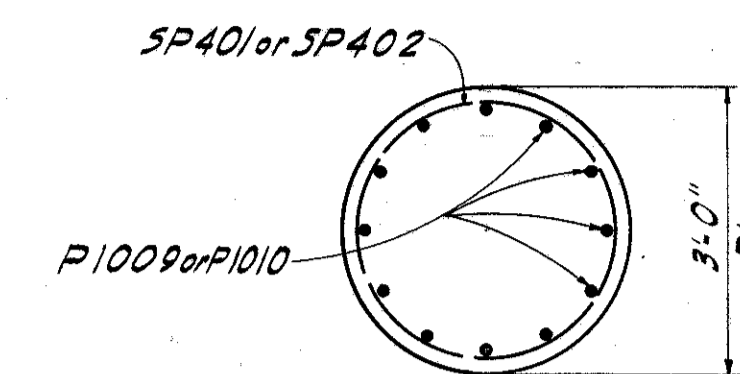
TYPICAL HALF PIER FOOTING PLAN



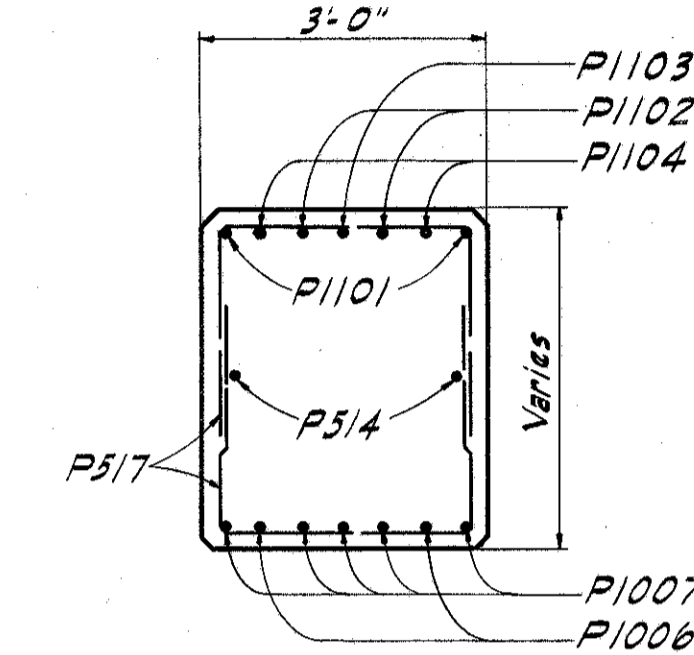
VIEW A-A



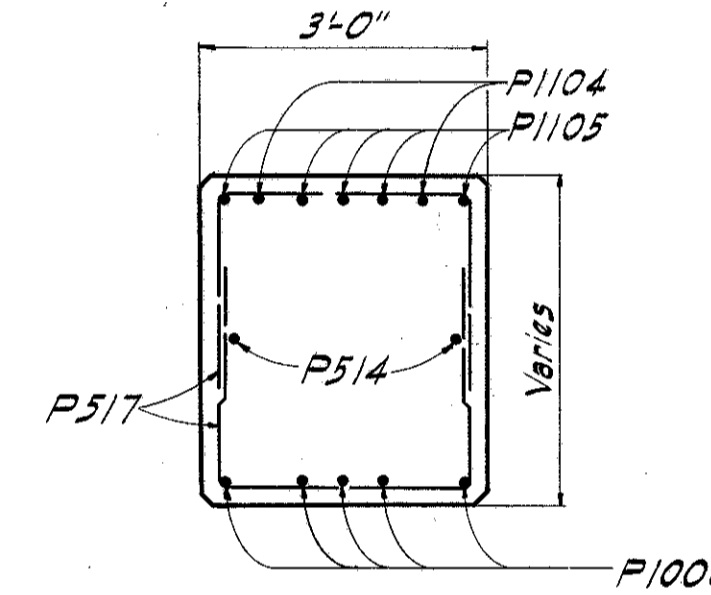
SECTION B-B



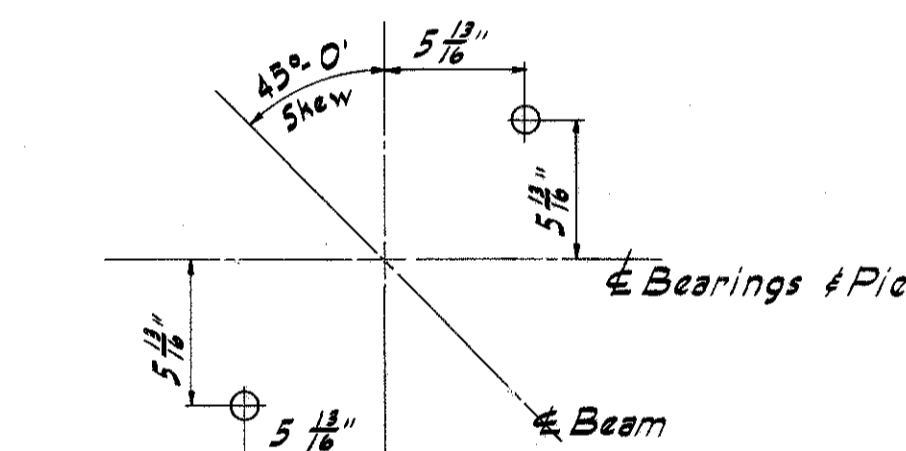
SECTION C-C



SECTION D-D



SECTION E-E



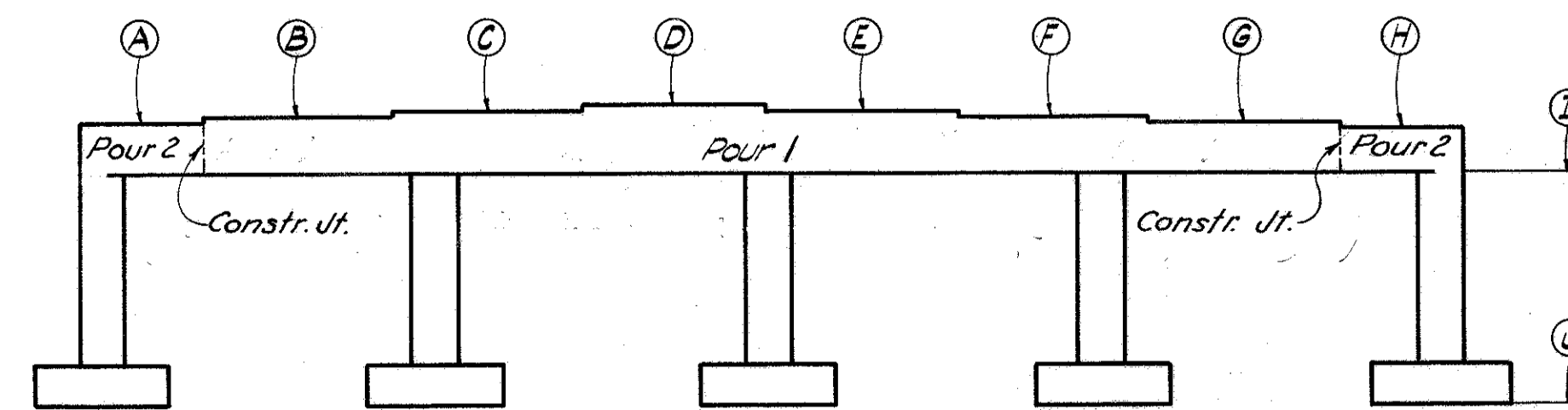
ANCHOR BAR LAYOUT  
(Pier No. 1 & 2)

	A	B	C	D	E	F	G	H	I	J
Pier No. 1	641.06	641.23	641.40	641.57	641.53	641.47	641.41	641.35	637.56	609.9
Pier No. 2	640.40	640.58	640.76	640.93	640.90	640.84	640.79	640.73	636.90	605.9

TABLE OF ELEVATIONS

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 bar holes.
- Design Foundation Pressure is 6 Tons per sq. ft.



PIER ELEVATIONS  
(Looking Ahead)

MICHAEL BAKER JR., CONSULTING ENGINEERS  
ROCHESTER, PENNSYLVANIA

PIERS  
SOUTH BOUND  
BRIDGE NO. LAK-I-0426  
OVER STATE ROUTE NO. 174

LAKE COUNTY  
S.B. STA. 235 +38.42  
TO STA. 237 +26.42

Designed	Drawn	Traced	Checked	Reviewed-Date	Revised
E.E.W.	E.F.T.	E.F.T.	E.E.W.	W.R.B. 4-58	