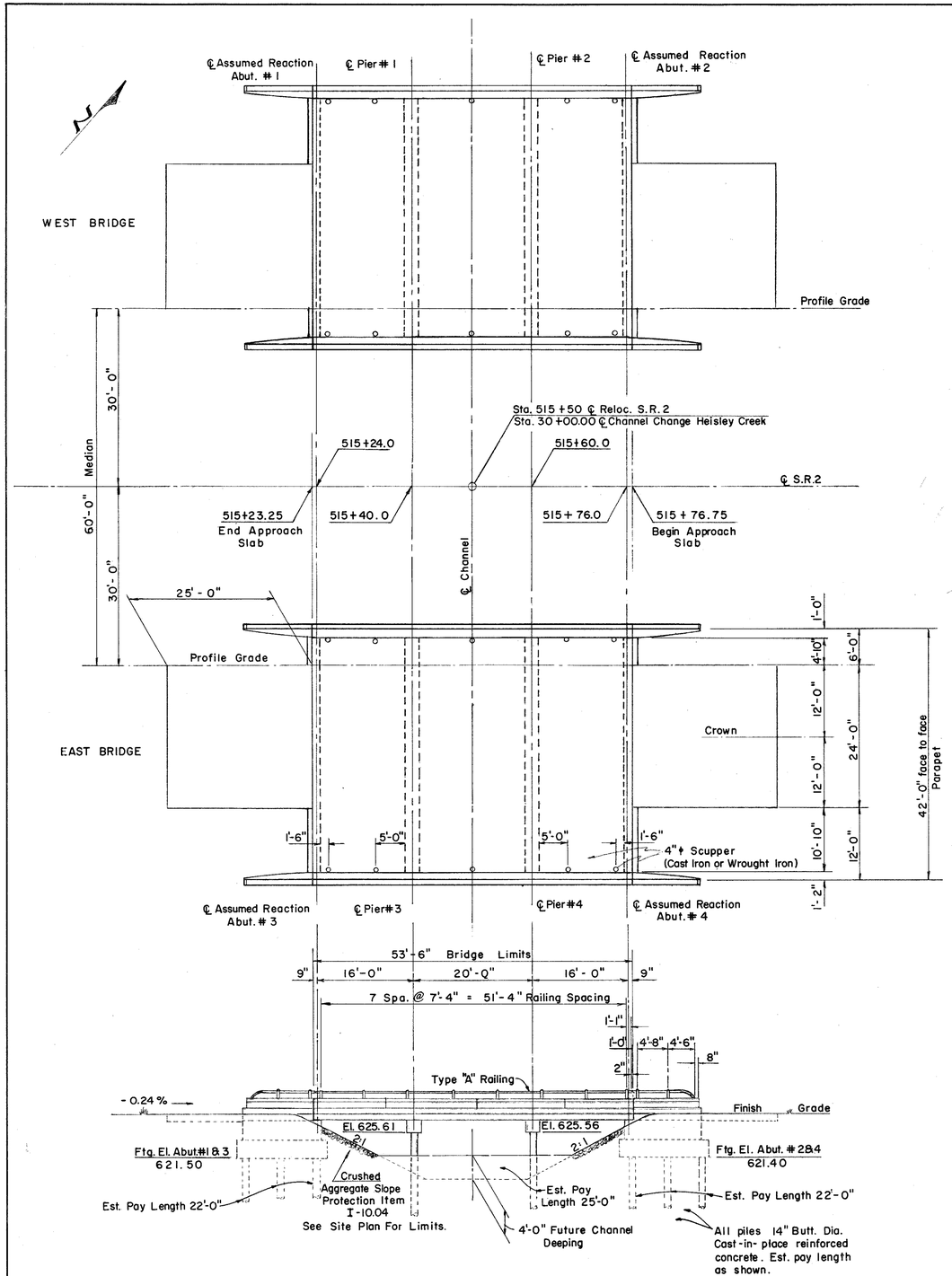

GENERAL PLAN AND ELEVATION
HEISLEY CREEK

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

326
379

LAKE COUNTY
SEC. LAK-2-10.35

ESTIMATED QUANTITIES				WEST BRIDGE				EAST BRIDGE			
ITEM	TOTAL	UNIT	DESCRIPTION	DECK	PIERS	ABUTS.	GEN.	DECK	PIERS	ABUTS.	GEN
E - 2	424	CU. YDS.	UNCLASSIFIED EXCAVATION			212				212	
E - 3	562	CU. YDS.	CHANNEL EXCAVATION								
S - 1	226	CU. YDS.	CONCRETE CLASS "C", superstructure & pier caps	27	16			27	16		
S - 1	76	CU. YDS.	CONCRETE CLASS "E" ABUTMENTS ABOVE FOOTINGS			38				38	
S - 1	120	CU. YDS.	CONCRETE CLASS "E" FOOTINGS			60				60	
S - 4	75,266	LBS.	REINFORCING STEEL	25,463	4,448	7,722		25,463	4,448	7,722	
S - 14	302	LIN. FT.	Railing (Aluminum rail and supports, concrete parapet)	107		44		107		44	
S - 16	LUMP	SUM	FIRST TEST PILE				LUMP				
S - 18	1860	LIN. FT.	14" cast-in-place reinforced concrete piles		400	530			400	530	
S - 29	24	CU. YDS.	POROUS BACKFILL			12				12	
S-29	20	Each	Scuppers, 4" ϕ cast iron or wrought iron pipe	10				10			
I - 10	460	SQ. YDS.	CRUSHED AGGREGATE SLOPE PROTECTION				230				230

GENERAL PLAN

REFERENCE shall be made to Standard Drawings AS-1-54 Revised 12-1-54, and AR-1-57 Revised 2-2-59, and Supplemental Specification S-101 dated 12-2-59.

DESIGN SPECIFICATION: This structure conforms to the requirements of "Design Specification for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57 together with current revisions there of.

EXCAVATION QUANTITIES include the removal of fill material between the surface of the proposed embankment and the bottom of the abutments. Backfill behind the abutments shall be made with material meeting the requirements of Sec. I-22 and shall be compacted in accordance with requirements for embankment compaction. Payment for backfill shall be included with Item E-2

PILES shall be driven to a minmum bearing capacity of 25 tons per pile for the piers and abutments.

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutments, after which a delay of 30 days shall occur before excavation for the abutments is made. All piling shall driven before the abutments are placed.

POROUS BACKFILL shall extend full length of abutment backwall and upward to the approach slab or to the surface of the earth shoulders. Excavation therefor, in excess of that required for construction of the abutments, shall be considered as paid for in the bid price per Cu.Yd. paid for porous backfill.

PILE CASINGS: The casings of cast-in-place piles shall be the type that is left in place and is designed to resist both direct compression and bending. The portion above the proposed future channel bottom shall be of uniform diameter (not tapered) and shall have a thickness of metal not less than No. 7 gauge.

PILE PAINTING: The exposed portion of the piles, above the proposed future channel bottom, shall be painted in accordance with Item S-8, applying two coats as per Sec. M-99, M-9.20 or M-9.21 and two coats as per Sec. M-9.12.

FALSEWORK SUPPORT: The pier cap shall not be used to support falsework for the deck slab.

NOTE: FIRST TEST PILE. Payment will be made for only one first test pile. It may be driven for either West bridge or East Bridge.

MACHINE FINISH: The top of the bridge deck slab shall be machine finished in accordance with the Proposal "Machine Finishing of Bridge Deck Slabs."

SEC. L-33

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN
BRIDGE NO. LAK.-2-1165 E & W
SR 2 OVER HEISLEY CREEK
LAKE COUNTY
STA. 515 + 50.00

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED