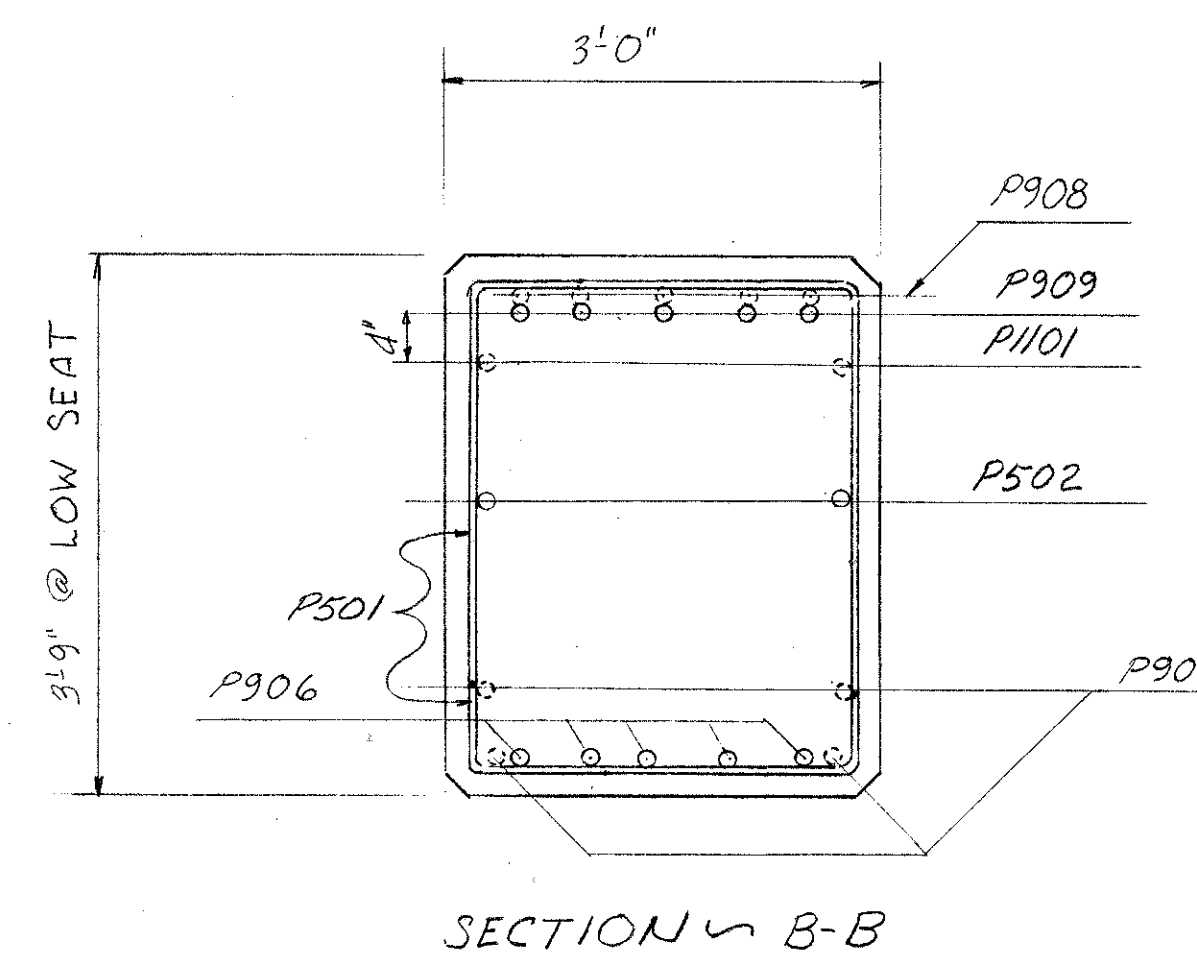
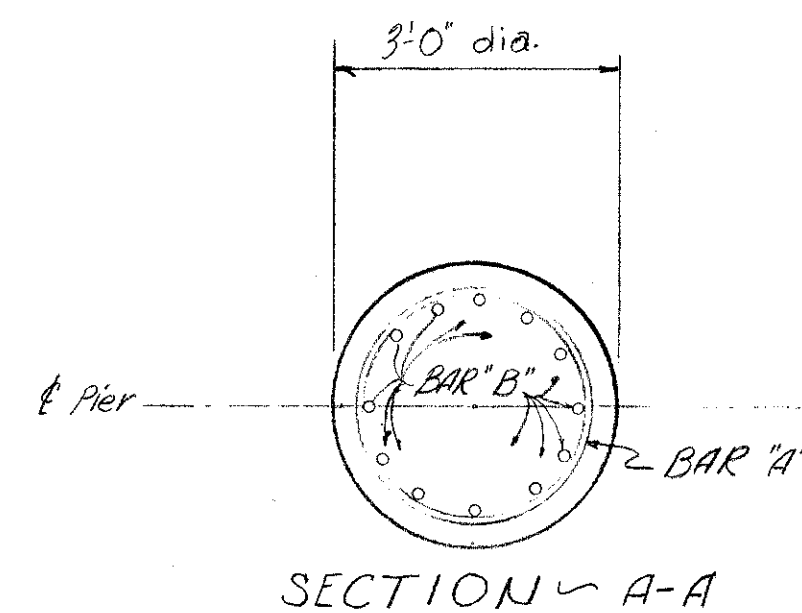
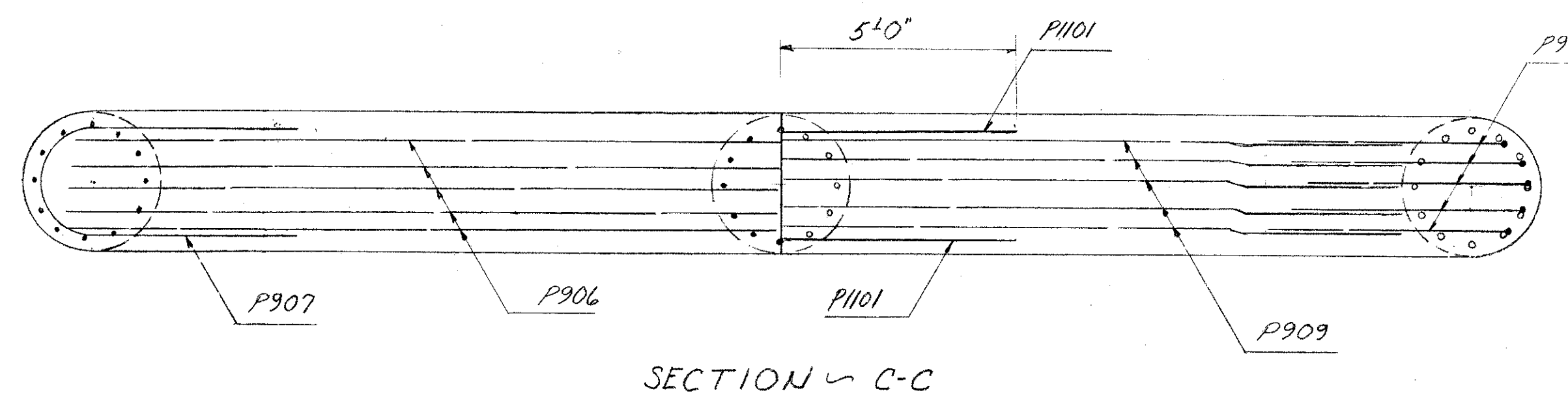
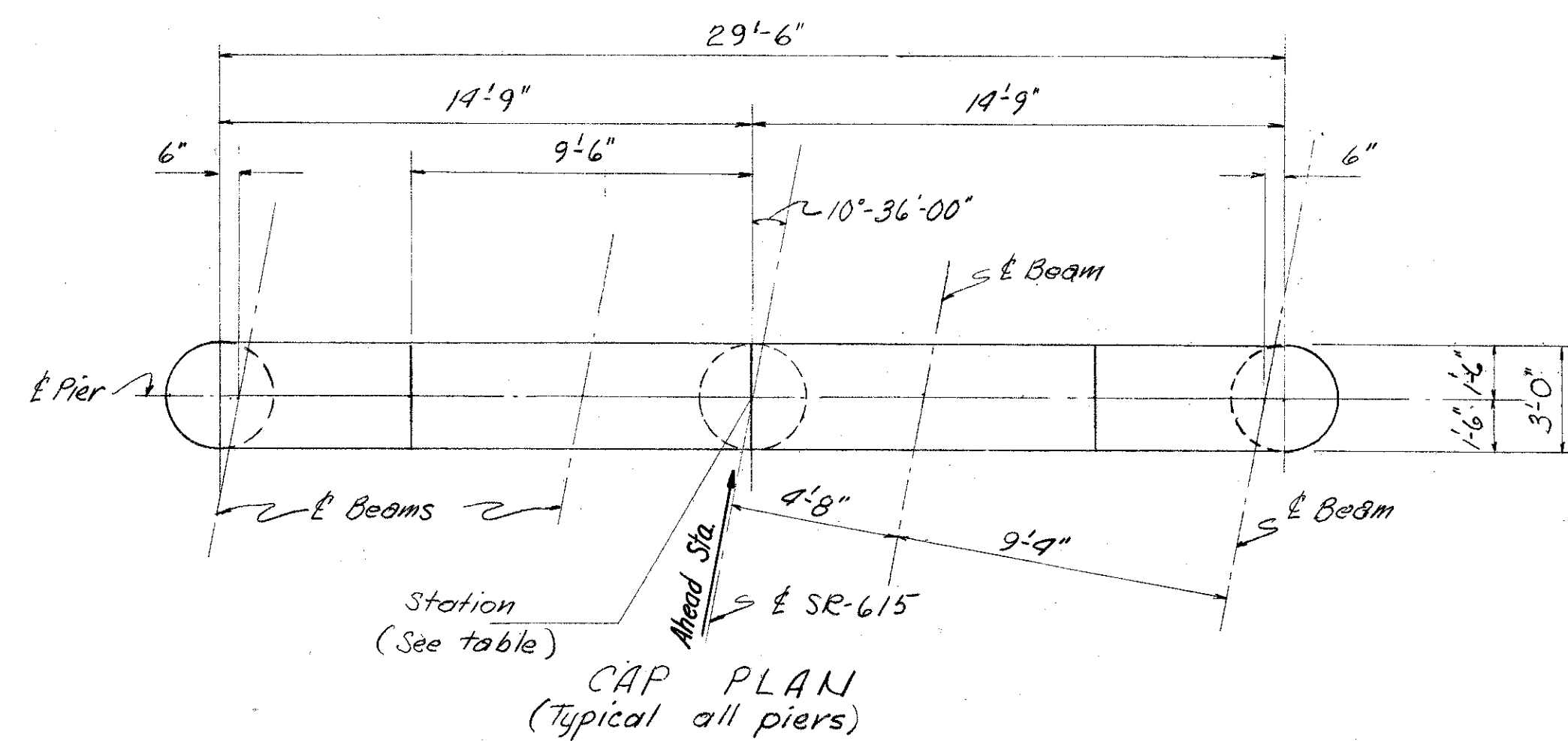
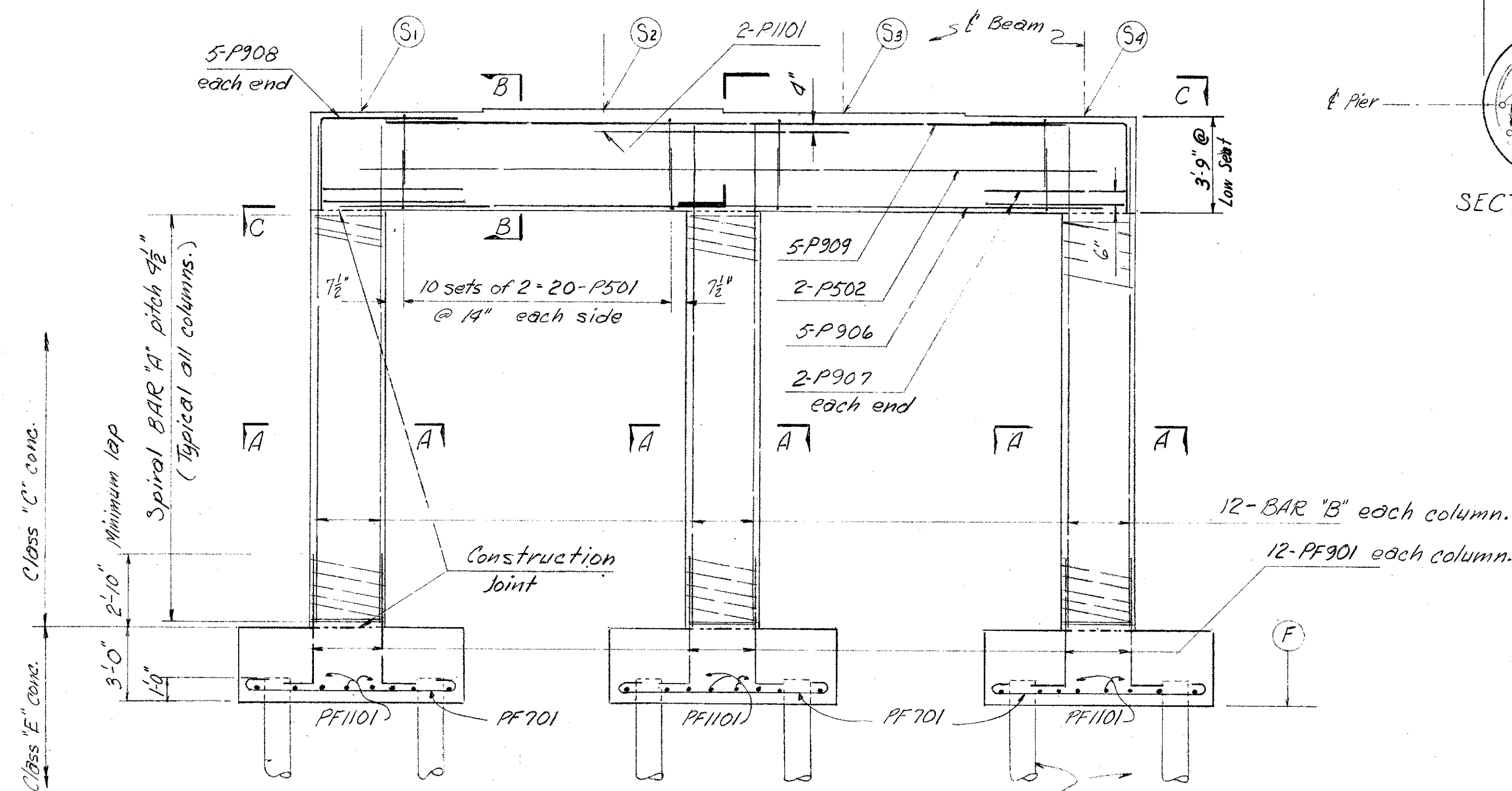


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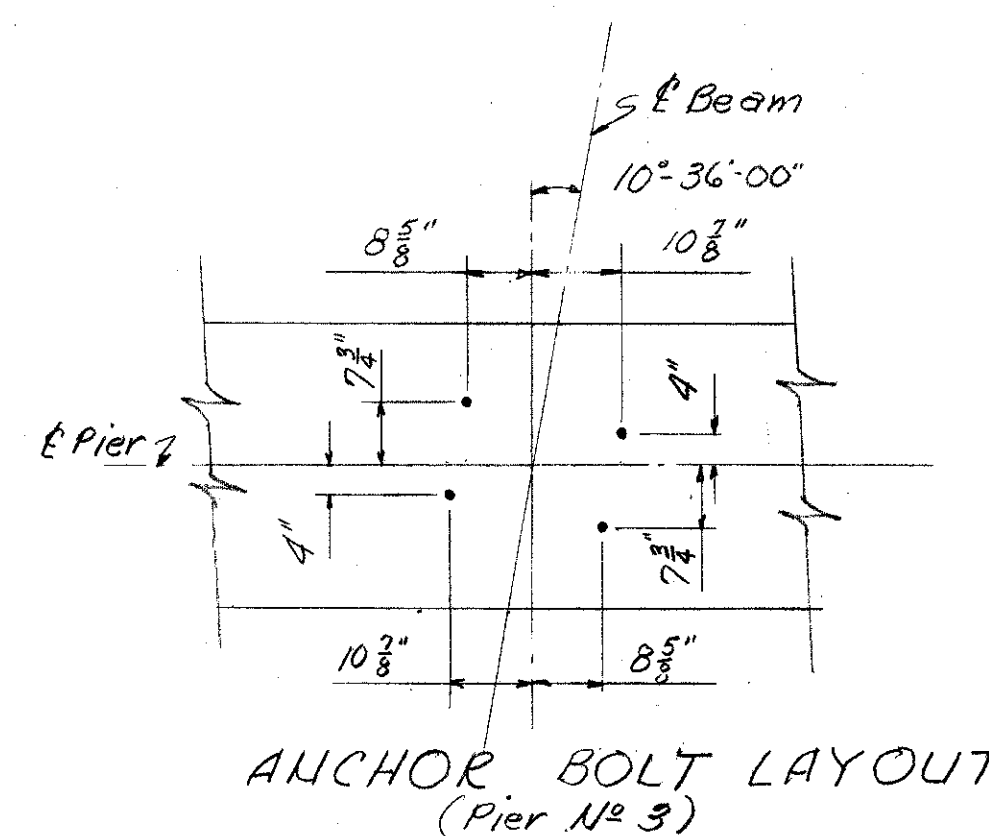
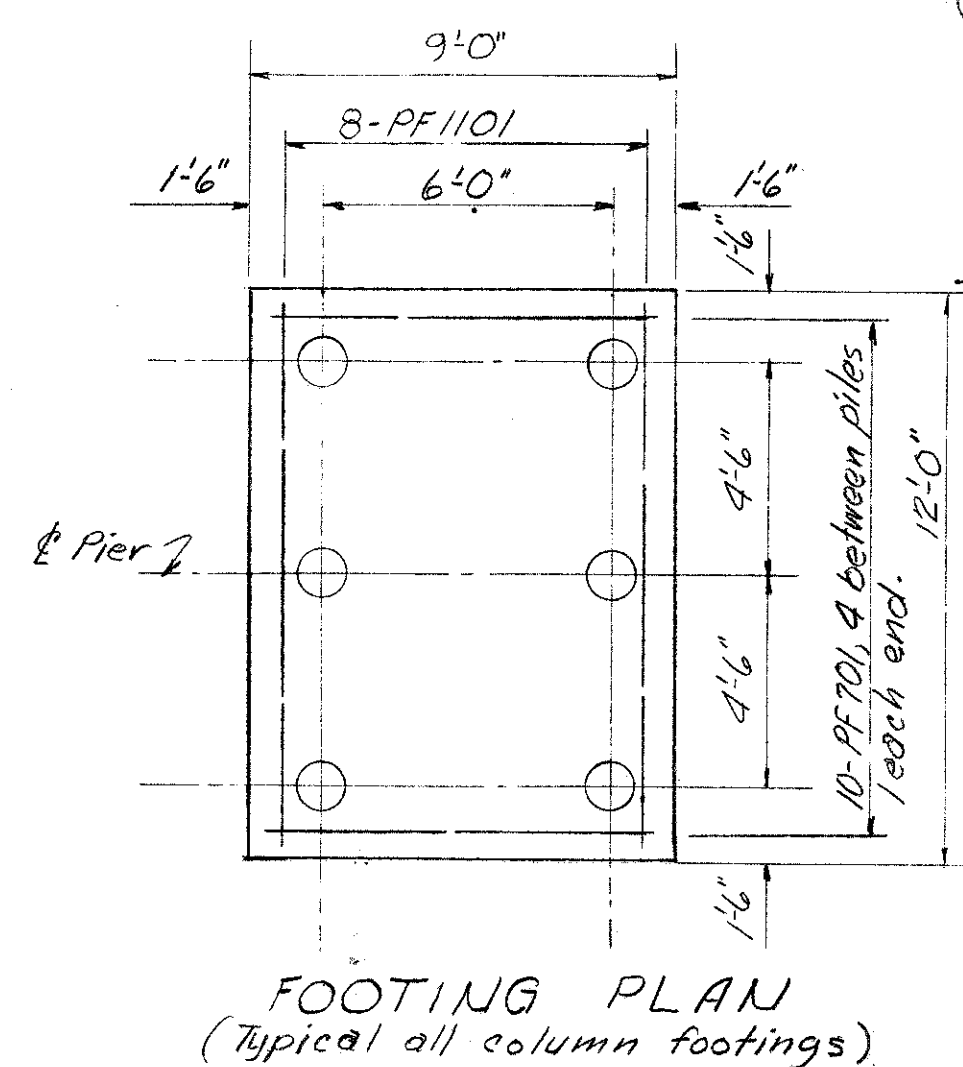


NOTES

- REFERENCE shall be made to Standard Drawing CSB-2-56, sheets, 2 & 3 of 6, revised 2-2-59 for details of endams, gutters, scupper, pipe drains, curb plates and end frames.
- REFERENCE shall be made to Standard Drawing RB-1-55 revised 2-2-59 for details of rockers and bolsters.
- REFERENCE shall be made to Standard Drawing AR-1-57 revised 2-2-59 for details of aluminum railing Type "A" and concrete parapet details.
- WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the Contractor, be made in the shop.
- PAINTING: After erection and after the shop coat has been cleaned and where necessary, repainted in accordance with Sec. 8.04, an additional coat of the same paint as used in the shop shall be applied over the outside face of the outside beams and all sides of the bottom flange.
- CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in Sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.
- BEAM SPLICE WELDING PROCEDURE: For stability during erection, splice procedure will begin at the fixed bearing as follows:
1. Raise end of beam at pier No. 4 $2\frac{3}{16}$ "
 2. Butt-weld beam flanges and web at Pier No. 3 using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
 3. Weld top and bottom flange moment plates at Pier No. 3.
 4. Lower end of beam at Pier No. 4.
 5. Make splices at Piers No. 4 & 5 in the same manner, raising the ends of the beams $\frac{1}{8}$ " at Pier No. 5 and $\frac{3}{8}$ " at Abutment No. 2.
 6. Then make splices at Pier No. 2 & 1 in the same manner, raising the ends of the beams $\frac{1}{4}$ " at Pier No. 1 and $\frac{3}{8}$ " at Abutment No. 1.
- CONCRETE and reinforcing steel above parapet construction joint included with railing for payment.
- REINFORCING STEEL, shall have 2" of cover from all faces except as otherwise shown.



PIER	STATION	ELEVATIONS				BARS		
		S ₁	S ₂	S ₃	S ₄	F	A	B
1	28+55.50	798.24	798.42	798.48	798.38	775.30	SP 401	P 901
2	29+27.75	799.70	799.86	799.89	799.78	775.50	SP 402	P 902
3	30+00.00	800.31	800.45	800.45	800.31	775.70	SP 403	P 903
4	30+72.25	799.95	800.07	800.05	799.89	775.90	SP 404	P 904
5	31+44.50	798.75	798.84	798.79	798.61	776.10	SP 405	P 905



NOTES:

- Piles shall be driven to a minimum bearing capacity of 40 ton per pile. The design load is 40 ton per pile.
- Special care shall be taken in placing the bars in the pier cap on Pier 3 so they do not interfere with the drilling of anchor bolt holes.
- Reinforcing steel shall have a minimum of 3" of cover in the bottom of the footing and 2" elsewhere.

SEC. C-31

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

PIER DETAILS
BRIDGE NO. LAK-1- 0844
S.R. 1 UNDER S.R. 615
LAKE COUNTY

STA. 89 + 18.13

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
DET	DET		JEB		