

April 13, 1973

W. M. Wardman

H. L. Rupert

Bridge No. SU-5-124 Piling - (Akron Expressway)

Piling pay lengths for this project are:

For south abutment	1708.25	Lin. Ft.	14	BP 73
For Pier No. 6	15429.90	Lin. Ft.	14	BP 73
For Pier No. 7	5121.81	Lin. Ft.	14	BP 73
For North abutment	<u>5265.97</u>	Lin. Ft.	14	BP 73
Total	27525.93	Lin. Ft.	14	BP 73

CC: File

Summit

G. J. Thornyer

July 29, 1948

G. R. Logue

J. J. Heier

Proposed Akron Expressway.
B&O Future Track Crossing

Herewith, is a copy of a letter from the B&O Railroad Company, relative to provisions for a proposed railroad relocation on the above project.

The horizontal clearance outside of tracks of 12 feet will increase the center span of the structure 4 feet normal to the track, and increase the overall length of bridge about 20 feet.

Profile grade would have to be raised about 6 feet to clear the railroad elevation of 1013.16.

The obligation of the State (public) in providing structures over proposed railroads is not clear to us, but once determined will require study to determine procedure from there on, i.e. if we are obligated to provide for railroad changes it might be more economical to agree to build the structure when the railroad is built, or make an amortization type of cash settlement with the railroad and let them build the structure when the railroad is built.

J. J. Heier

JJH:JH

cc: G. R. Strauss (att.)
G. R. Holman (att.)
W. H. Moore (att.)
Chas. Williams (att.)

STATE HIGHWAY DEPT.
DIVISION No. 4

AUG 4 1948

RAVENNA, OHIO

Summit County
Akron Expressway
U-687 (7)
U-687 (8)

October 4, 1950

Mr. August Schofer, District Engineer
Bureau of Public Roads
85 E. Gay Street
Columbus 15, Ohio

Dear Sir:

Submitted herewith are copies of
foundation report, in triplicate, for eight addi-
tional test holes made at the above site by the
H. O. Nutting Co.

These reports are in addition to
the previous submission of foundation report and
location plan as submitted under date of August
7, 1950.

Yours very truly,

RICHARD ORTH, Chief Engineer
Bureau of Bridges

C. H. Altvater
Assistant Preliminary
Design Engineer

CAJ:egb
cc: K. L.
Rothermund
Kasch
A. W.
J. L. Rupert
J. O. Merrell

STATE HIGHWAY DEPT.
DIVISION NO. 4

OCT 5 1950

RAVENNA, OHIO

Report

January 21, 1949

Richard Orth, Chief Engineer of Bridge

Summit

W. G. Taylor, Supervising Mechanic

Across Highway
way over Little
Cuyahoga River

SOIL PENETRATION INVESTIGATION

Due to an error in soil log of core boring at
#5 pier, Station 25 + 37 - 47.5' lb., we are
attaching a corrected soil log sheet. The print
of the soil log on #5 pier included with original
report should therefore be destroyed.

W. G. Taylor

WGT:JM

cc: Ivan Schmidt
August Parker
Geo. Nelson
A. W. Beach
H. L. Hoppert

STATE HIGHWAY DEPT.
DIVISION No. 4

FEB 1 1949

RAVENNA, OHIO

H 4

Robert

Richard Orth, Chief Engineer of Bridges

4

Summit

City of Akron

W. G. Taylor, Super. Mech. Dr. Found. Invest.

Akron Expressway
over Little Cuyahoga River

BRIDGE FOUNDATION INVESTIGATION

Between the dates of October 26th 1948 and January 6th 1949 there were six core borings, 12 drive rod and nine rod soundings made at the above bridge site by L. M. Dickson, and G. W. Sanders, Bridge Foundation Mechanics.

Attached plan and profile sheet shows location of test holes.

Attached hereto are soil logs, drive rod curves and rock elevations as determined by above methods.

W. G. Taylor

WGT:egt

- cc: Ivan Schmidt
- A. Schofer
- Geo. Holman
- A. W. Kesch
- H. L. Rypers

STATE HIGHWAY DEPT.
DIVISION No. 4

JUN 12 1949

RAVENNA, OHIO

April 13, 1951

Richard Orth, C. E. Bureau of Bridges

W. O. Taylor

W. L. Turner, Div. Engr. By H. L. Rupert, Div. Bridge Engr.

Bridge No. 3U-5-124, Over Little Cuyahoga River Valley.

Herewith is the final report of the piling operation including the two sheet piling layout.

Two makes of pile hammer were used:

Vulcan No. 508 differential acting steam hammer

McKiernan - Terry No. 9-11-3 double acting steam

The "First Test Pile" is No. 59 in pier No. 6.

The "First Test Load" was applied to pile No. 13 in pier No. 6.

The "Subsequent Test Load" was applied to pile No. 9 in pier No. 7.

Reference is made to change Order No. 1 for this project No. U-687-(6) which calls for lowering the footing elevation of the east pad of pier No. 3 to 5 ft. plus or minus lower than planned; also lowering the footing elevation of the west pad of pier No. 3 to 30 feet below the planned elevation; also in pier No. 5 the footing elevation of the east pad was constructed at the same elevation as the west pad.

CC: Div. Engr.
Const. Bureau
Div. Const. Engr.
Project Engr.
City of Akron
File