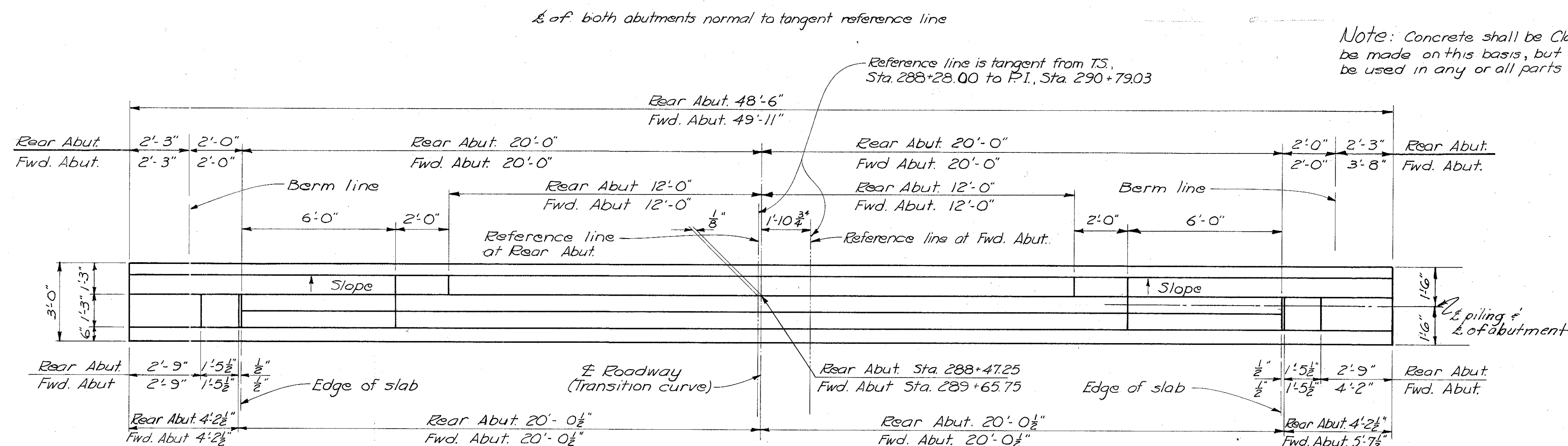
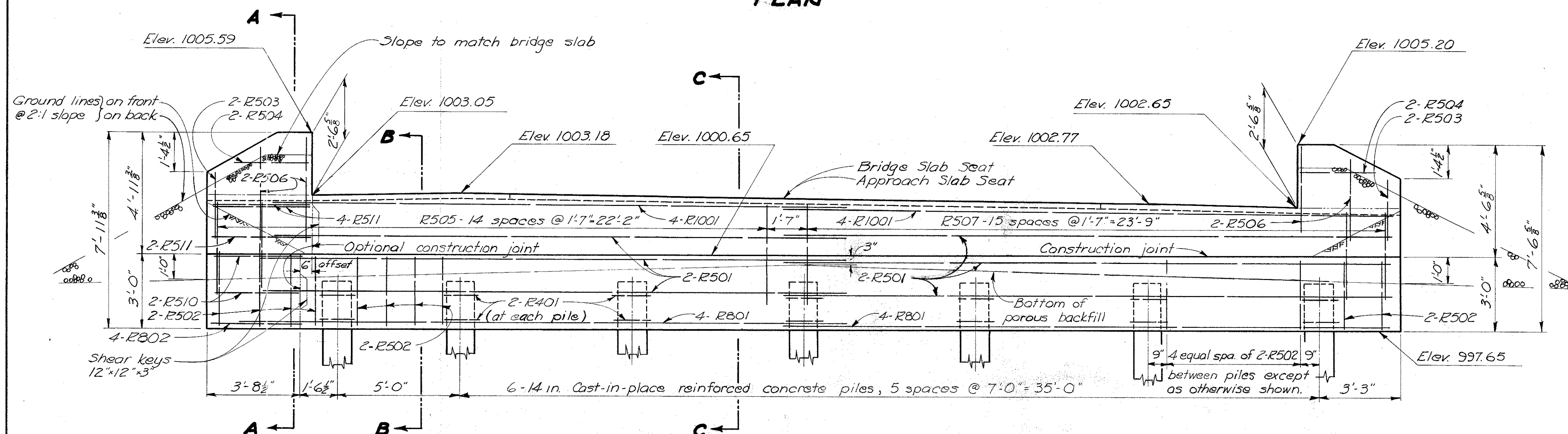


SUM-619-(408-7.22)
SUM-93-(488-4.97)

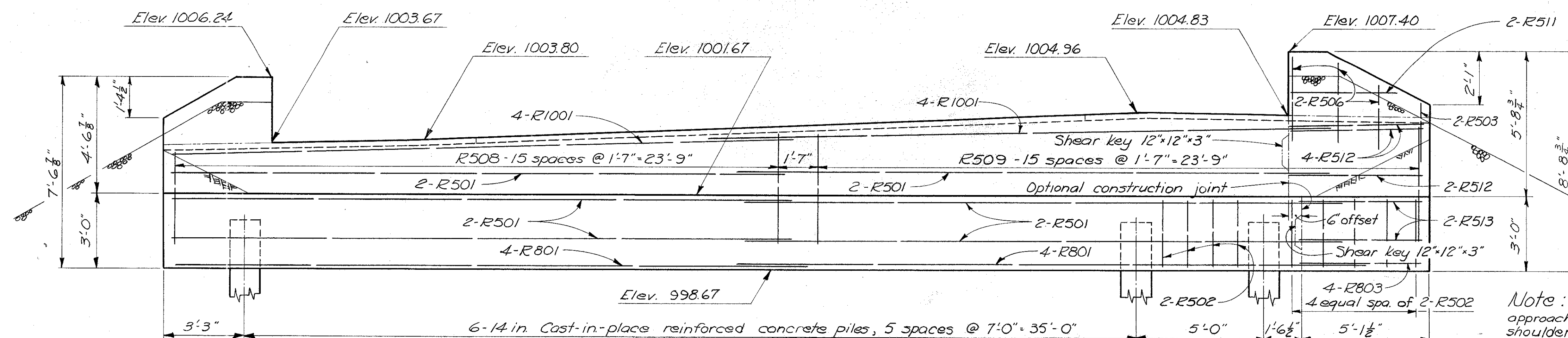
Note: Concrete shall be Class "E" & payment will be made on this basis, but Class "C" concrete may be used in any or all parts of the abutment.



PLAN



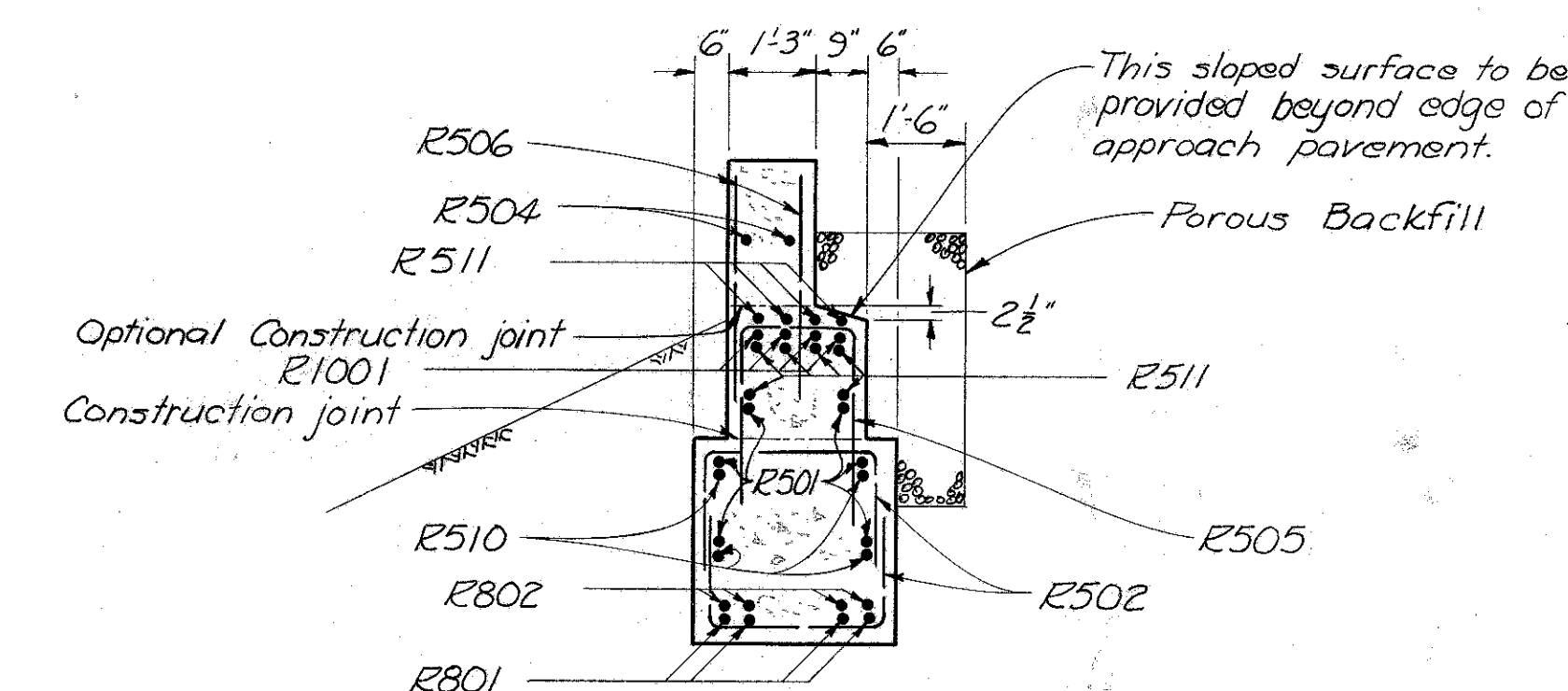
REAR ABUTMENT ELEVATION



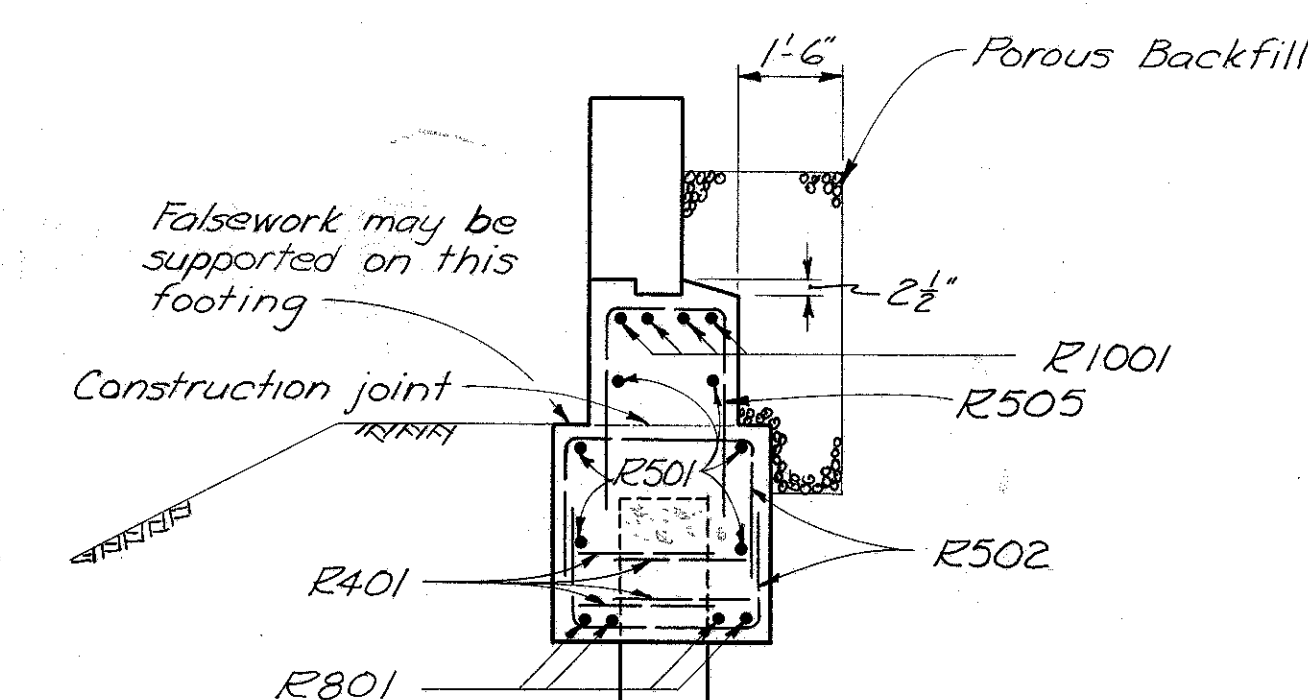
FORWARD ABUTMENT ELEVATION

See Rear Abutment for details and reinforcing steel not shown.

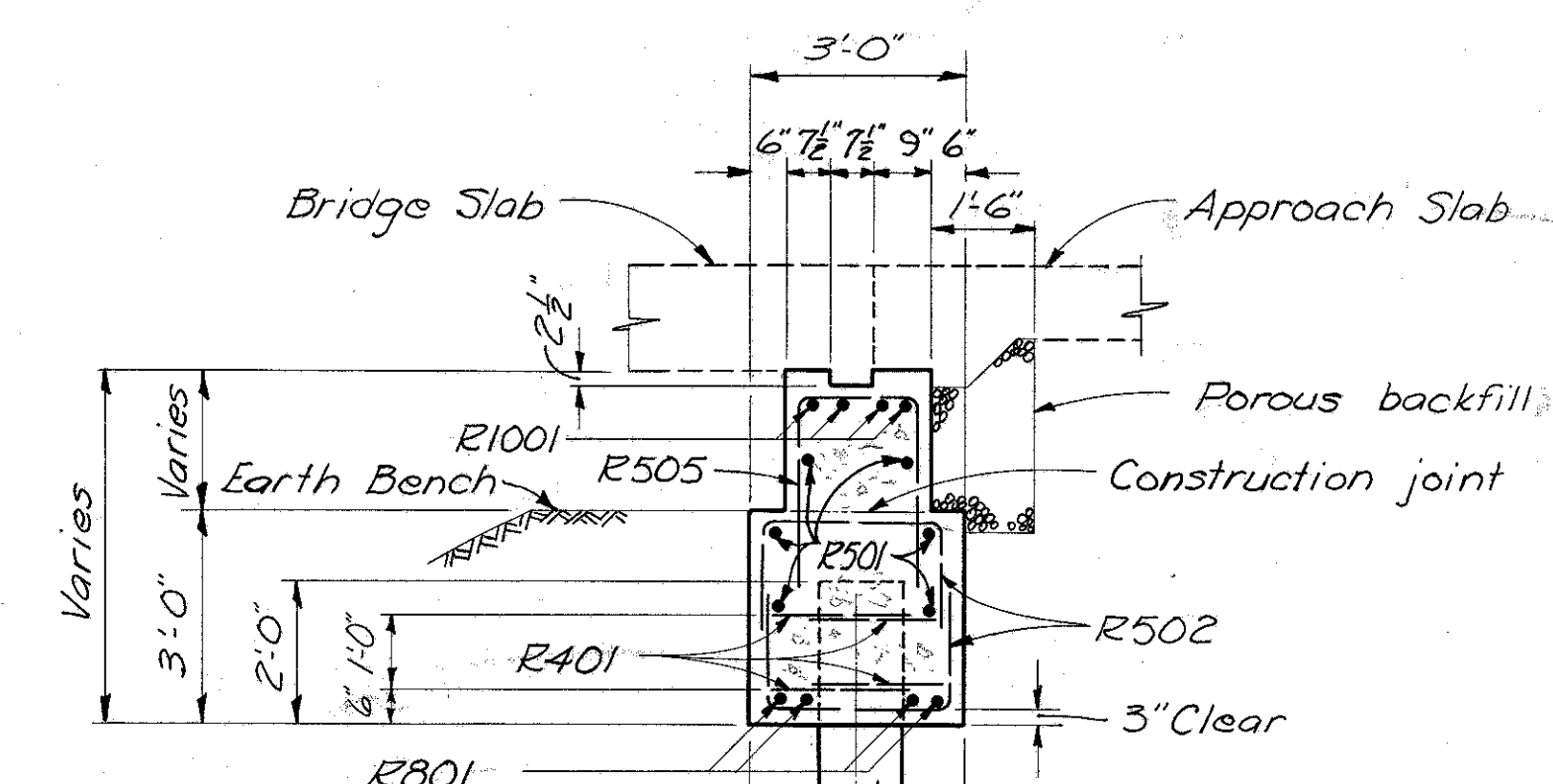
Note: Porous backfill shall extend upward to the approach slab and to the surface of the earth shoulders, and outward to the surface of the embankment slopes. Excavation therefor, in excess of that required for construction of the footing, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.



SECTION A-A



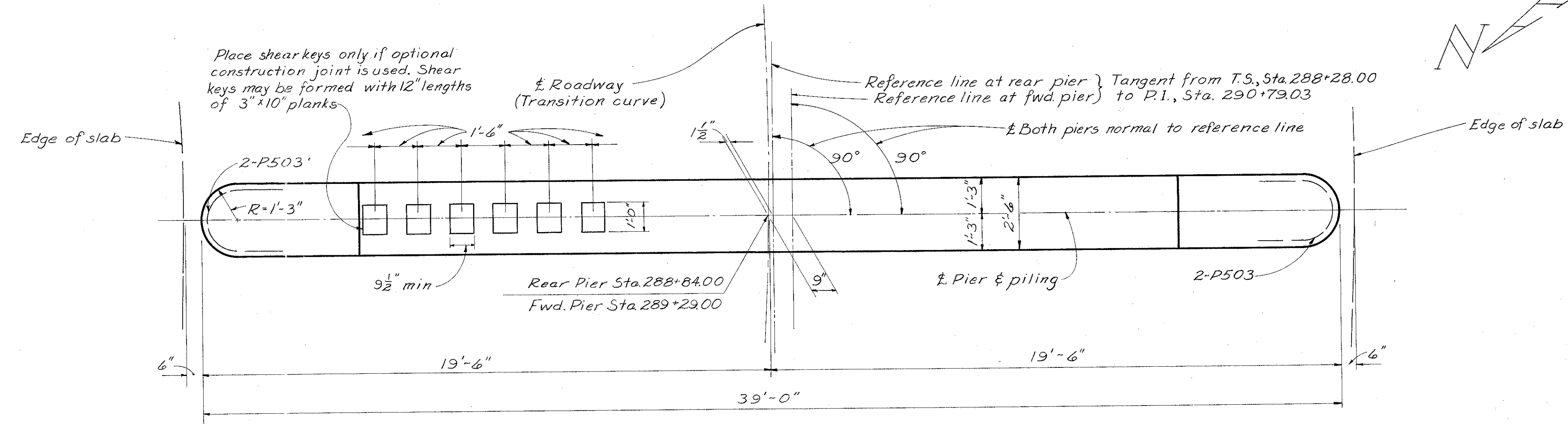
SECTION B-B



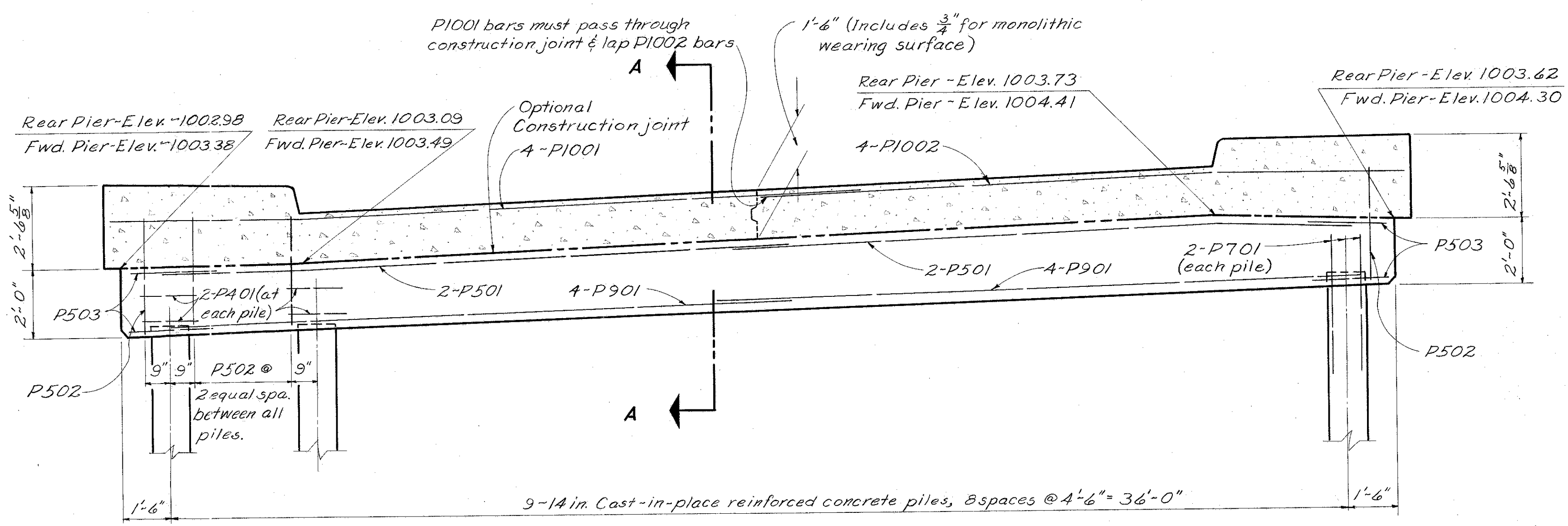
SECTION C-C

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES						
ABUTMENT DETAILS						
BRIDGE No. SUM-619-0546 OVER WEST RESERVOIR						
S-335(5) SUMMIT COUNTY			Sta. 288+47.25 Sta. 289+65.75			
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HEN	HEN	ELH	SHH	SHH	12-19-57	

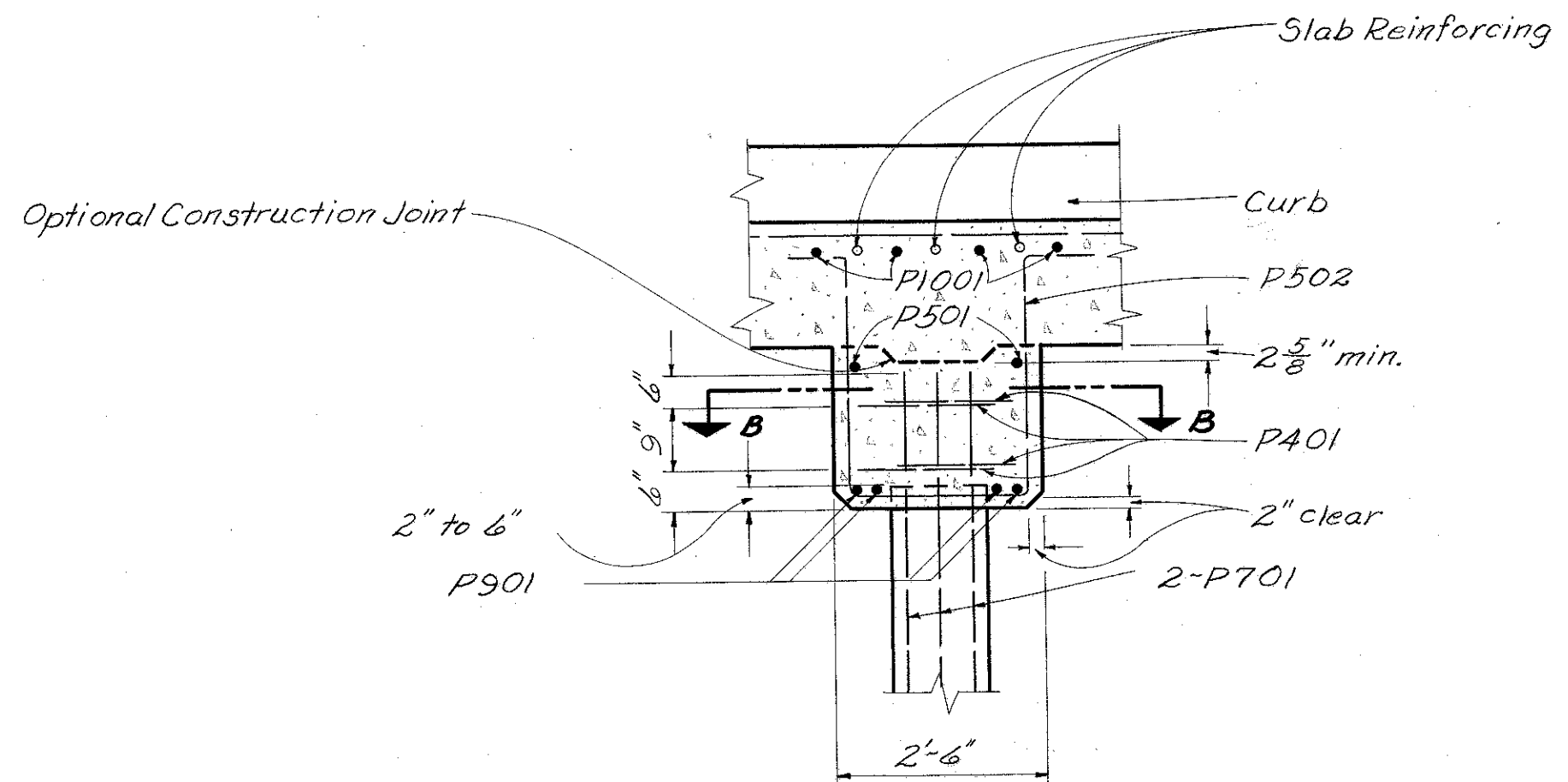
SUM-619-(408-722)
SUM-93-(488-497)



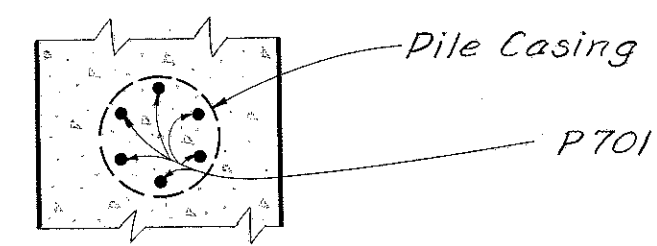
PLAN



ELEVATION



SECTION A-A



SECTION B-B

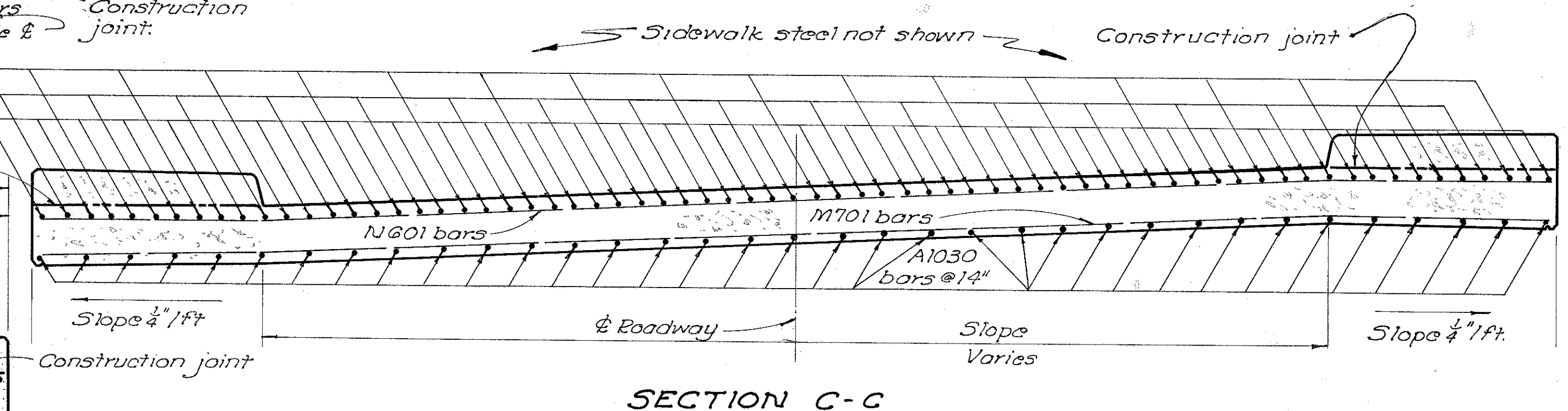
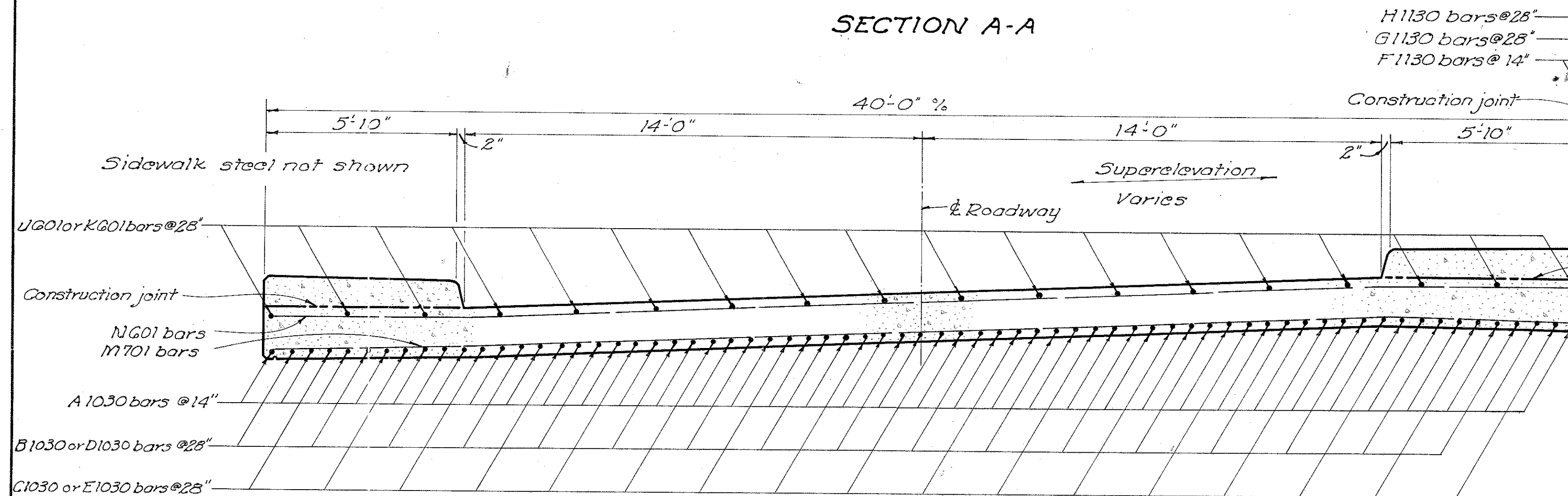
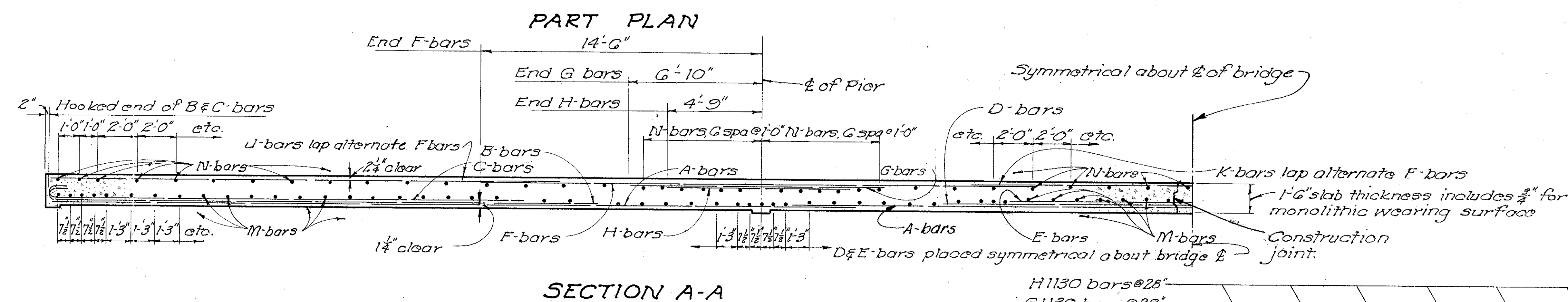
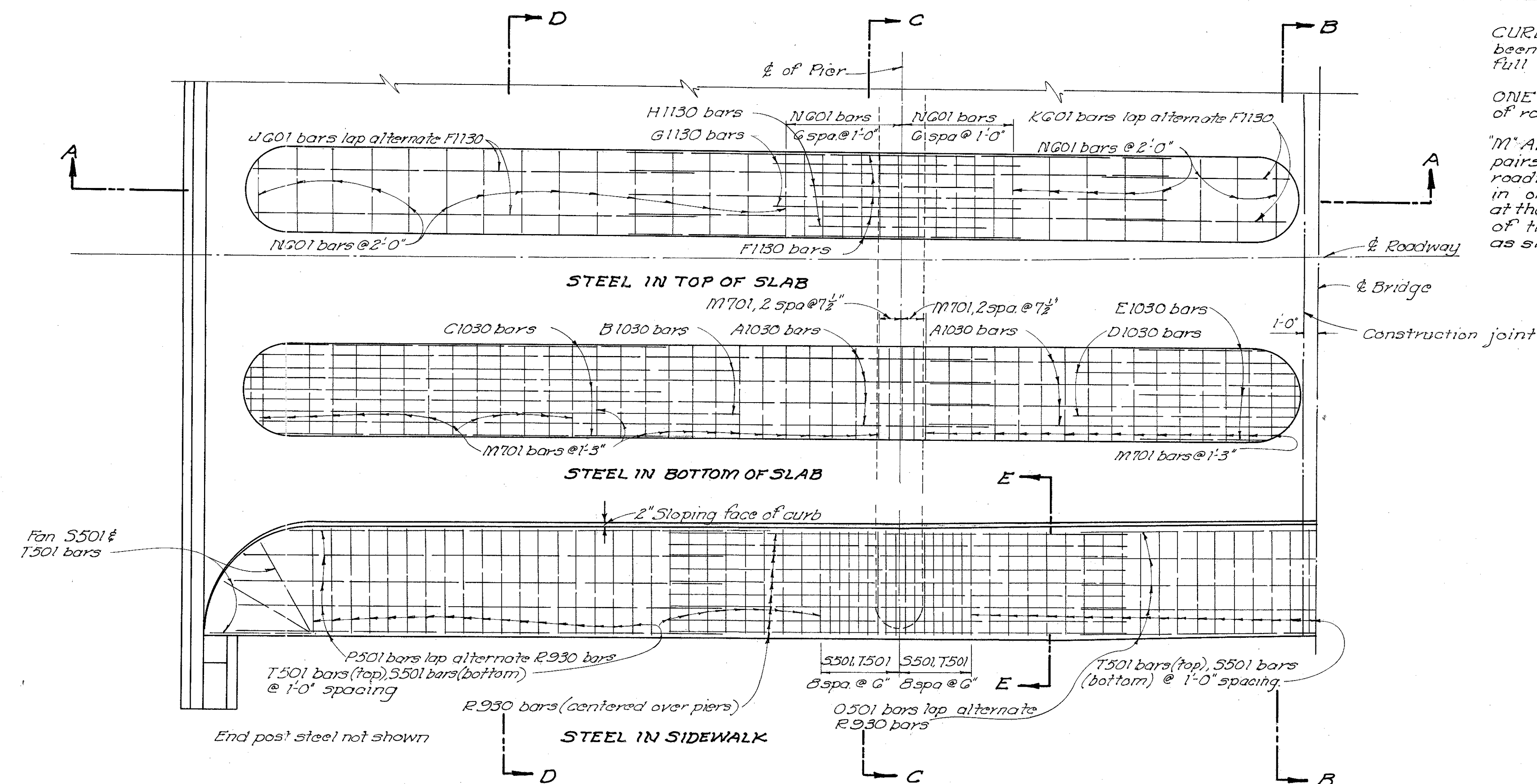
NOTES

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

REINFORCING STEEL LIST									
SUPERSTRUCTURE					BENDING DIAGRAM				
MARK	NO.	LENGTH	WEIGHT	SHR	ABUTMENTS (CONT.)				
A 1030	123	41'-6"	21,945	S	R 506	18	3'-6"	66	S
B 1030	34	29'-7"	4,328	B	R 507	16	8'-7"	143	B
C 1030	34	25'-8"	3,755	B	R 508	16	9'-5"	157	B
D 1030	17	26'-0"	1,902	S	R 509	16	10'-5"	174	B
E 1030	17	18'-10"	1,378	S	R 510	4	3'-6"	15	S
F 1130	70	28'-8"	19,441	S	R 511	12	4'-0"	50	S
G 1130	34	13'-3"	2,394	S	R 512	10	5'-5"	57	S
H 1130	34	9'-6"	1,716	S	R 513	4	4'-11"	21	S
J 601	36	24'-0"	1,298	S	R 401	56	5'-5"	203	B
K 601	18	20'-6"	554	S					
N 601	73	39'-6"	4,331	S					
M 701	103	39'-6"	8,316	S					
O 501	10	23'-5"	244	S					
P 501	20	25'-10"	539	S					
S 501	260	9'-10"	2,447	B					
S 503	16	5'-8"	95	B					
T 501	260	6'-9"	1,830	B					
R 930	36	24'-9"	3,029	S					
ABUTMENTS					PIERS				
R 1001	16	24'-5"	1,681	S	P 1001	8	19'-8"	477	S
R 801	16	24'-10"	1,061	S	P 1002	8	23'-2"	797	S
R 802	4	3'-6"	37	S	P 901	16	19'-8"	1,070	S
R 803	4	4'-11"	53	S	P 701	108	4'-0"	883	S
R 501	24	23'-11"	599	S	P 501	8	19'-1"	159	S
R 502	142	6'-7"	975	B	P 502	52	9'-4"	506	B
R 503	8	2'-3"	19	S	P 503	8	6'-4"	53	B
R 504	6	2'-7"	16	S	P 401	72	5'-5"	261	B
R 505	15	8'-11"	140	B					
REPLACEMENT BARS									
RE 1100	1	7'-6"	-	S					
RE 1000	2	7'-2"	-	S					
RE 900	1	6'-10"	-	S					
RE 800	1	6'-6"	-	S					
RE 700	1	6'-2"	-	S					
RE 600	1	5'-11"	-	S					
RE 500	1	5'-7"	-	S					
RE 400	1	5'-"	-	S					

BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A 700 is a No. 7 size bar and A 1014 is a No. 10 size.

REPLACEMENT BARS: If reinforcing bars are fabricated from stock which has previously been tested and approved by the Ohio Highway Testing Laboratory, test samples as provided in Sec. S-4.02 need not be furnished and replacement bars will not be required.

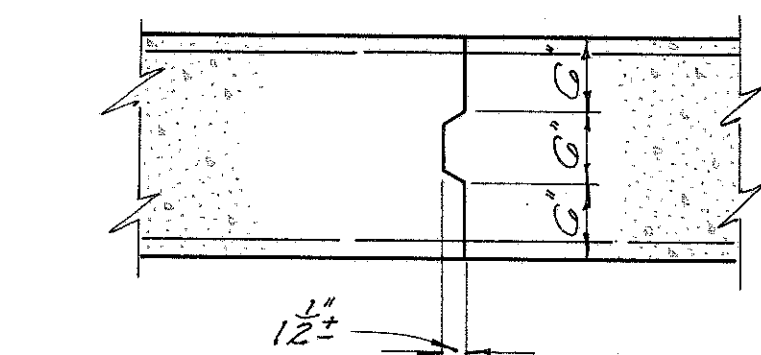
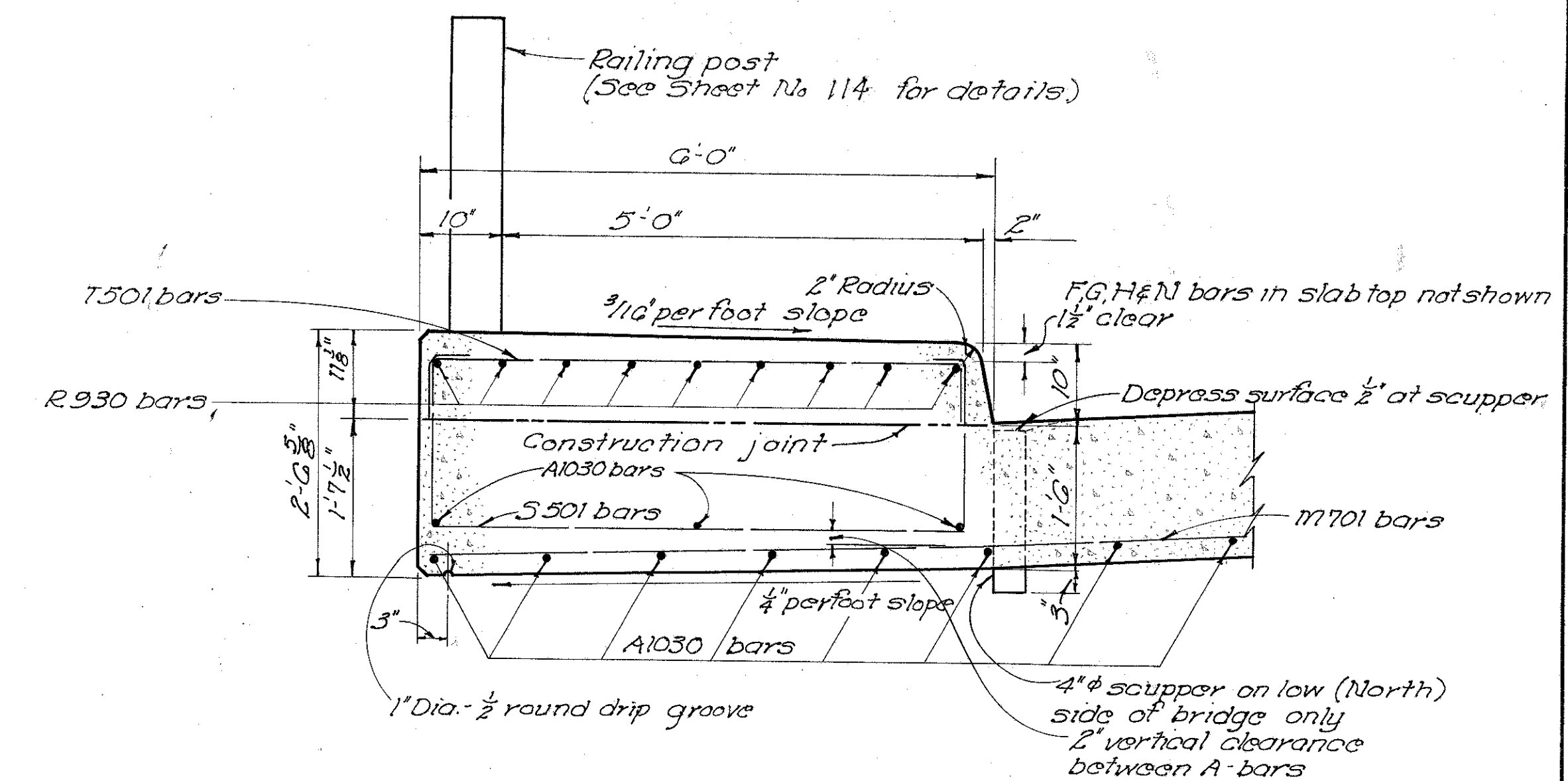


NOTES

CURBS shall be placed after the shoring under the slab has been released sufficiently to permit the slab spans to attain full dead load deflection.

ONE LONGITUDINAL CONSTRUCTION JOINT on the centerline of roadway will be permitted

"M" AND "N" BARS may be furnished in one length as shown or in pairs of equal length, lapped thirty diameters at the centerline of roadway, or they may be furnished in pairs of different length in order to place the lap beyond a longitudinal construction joint at the centerline of roadway, at the option of the Contractor. Determination of the pay quantity will be according to the number and length of bars as shown hereon.



CAMBER of $\frac{1}{800}$ of the span shall be provided in each span to allow for dead load deflection. This is the amount of camber required before the falsework is released. To obtain this, proper allowance shall be made for the deflection of falsework members.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

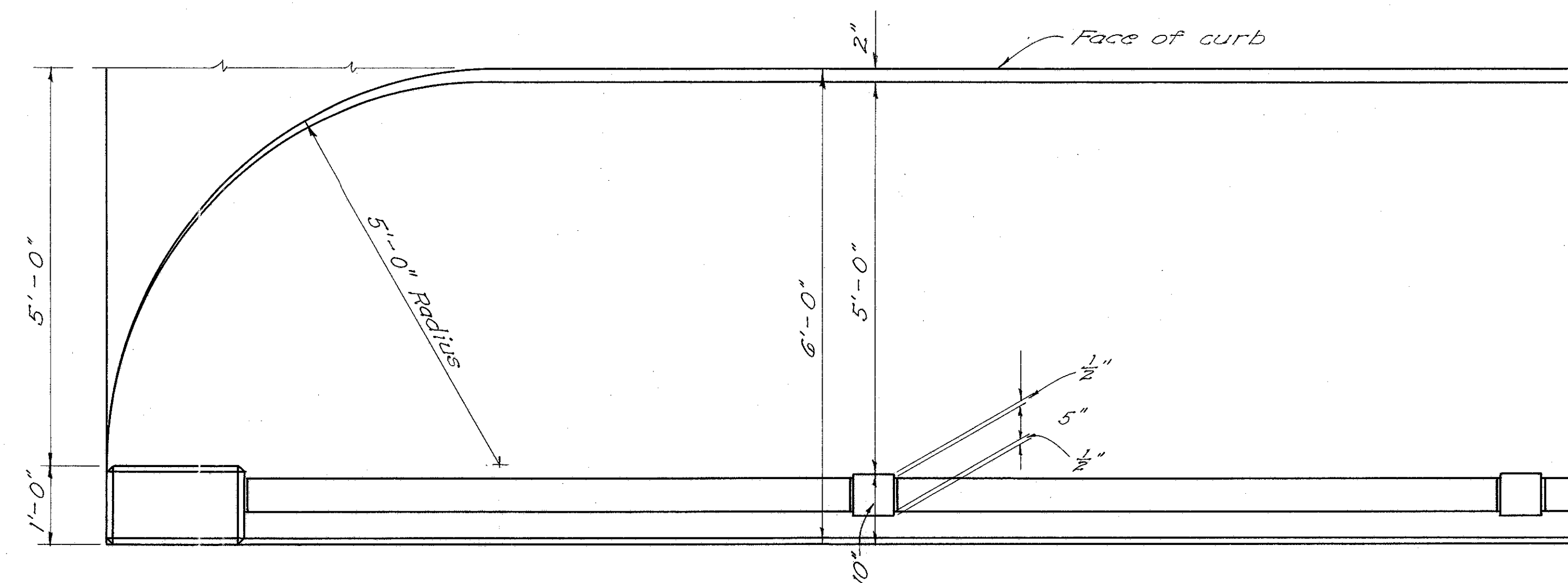
113

125

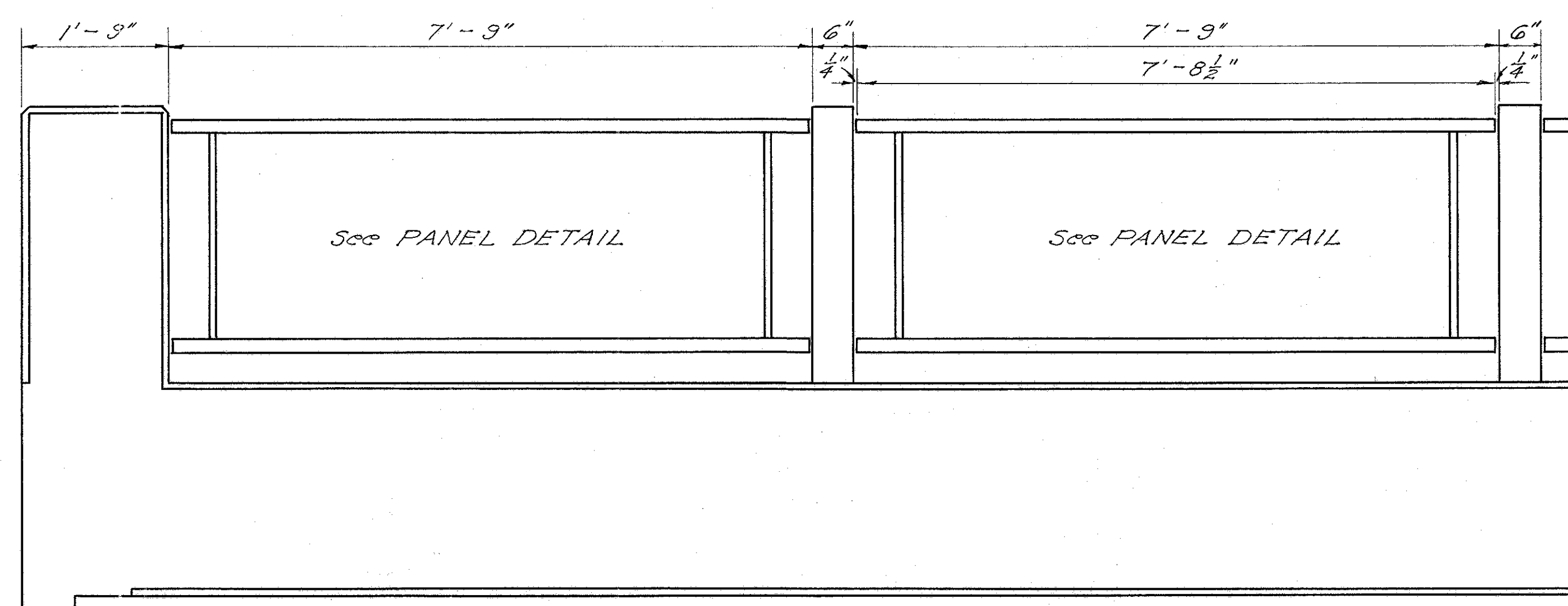
SUM-619-(4.08-7.22)
SUM-93-(4.88-4.97)

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
SUPERSTRUCTURE & SIDEWALK DETAILS BRIDGE No. SUM-G19-054G OVER WEST RESERVOIR SUMMIT COUNTY STA 288 + 47.25 S-385(5) 289 + 65.75					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
HEN	HEN	<i>[Signature]</i>	BGL	BGL 6/24/68 9/8/68	12-19-57
REVISIONS: _____					

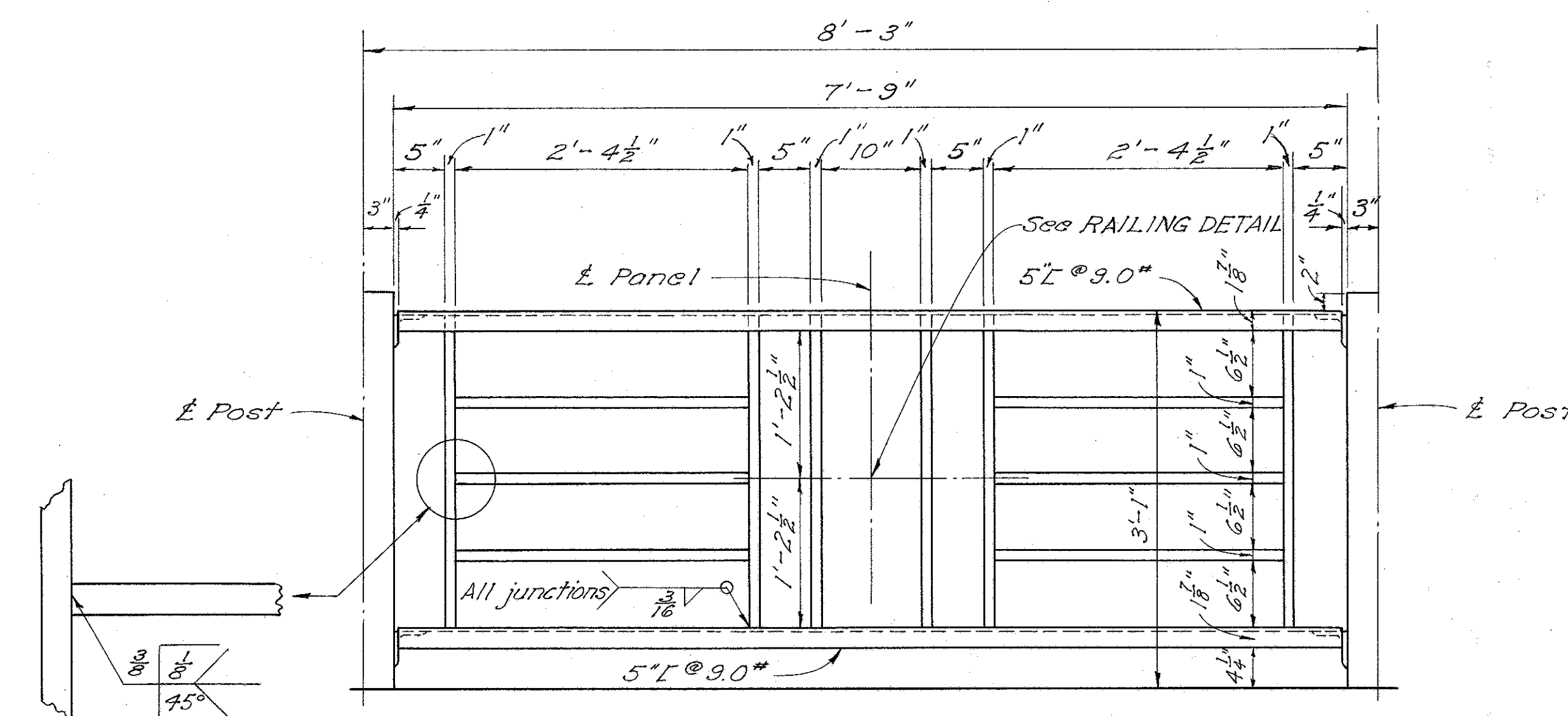
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SUM-93-(4.88-4.97)



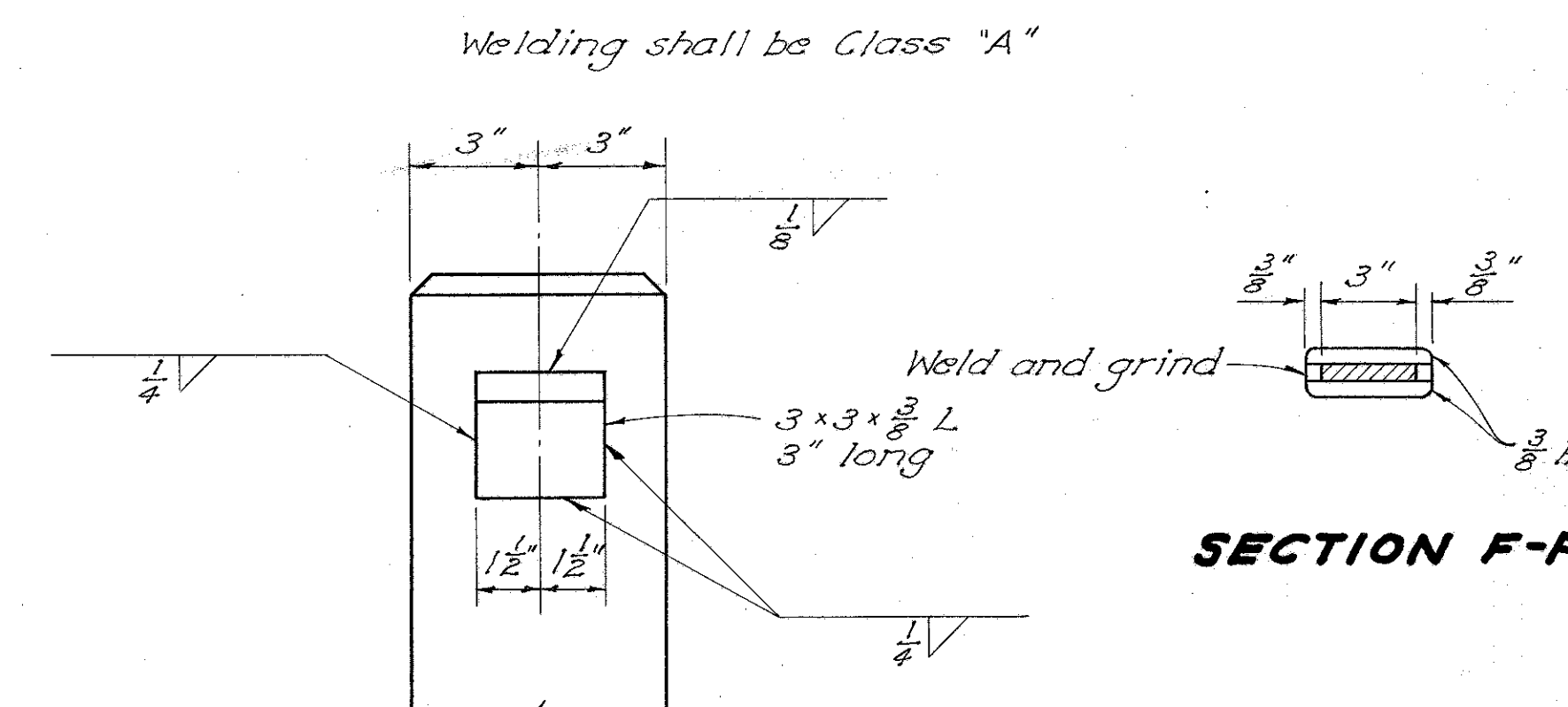
PART PLAN



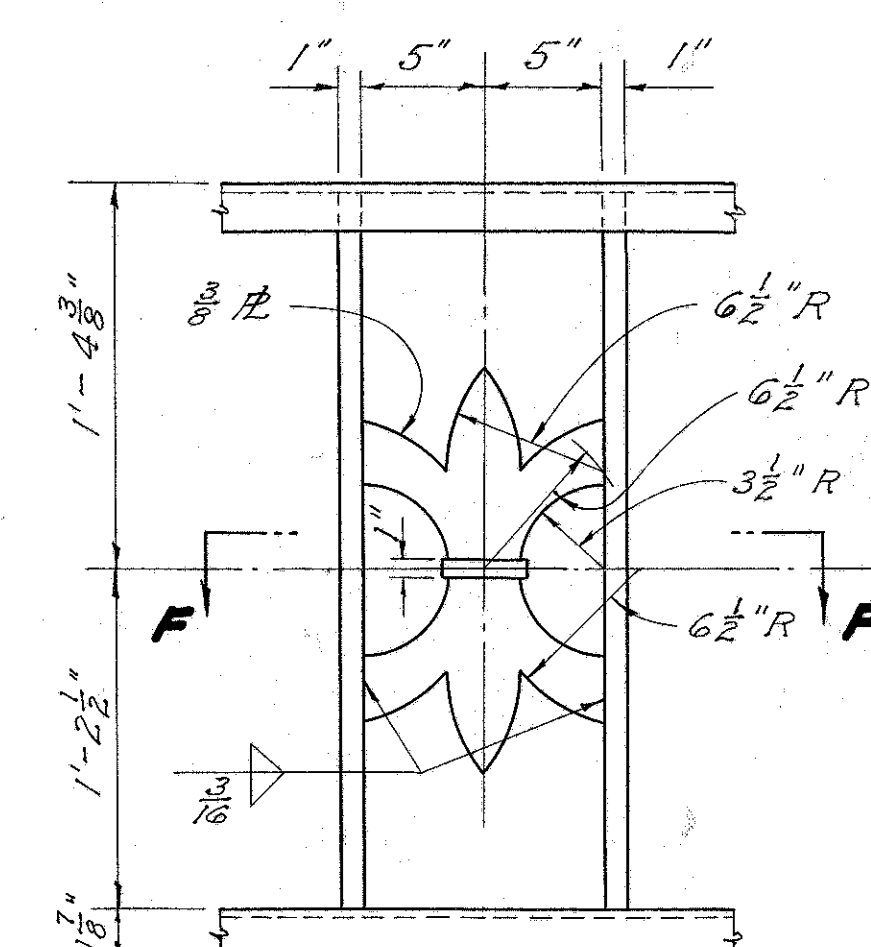
PART ELEVATION



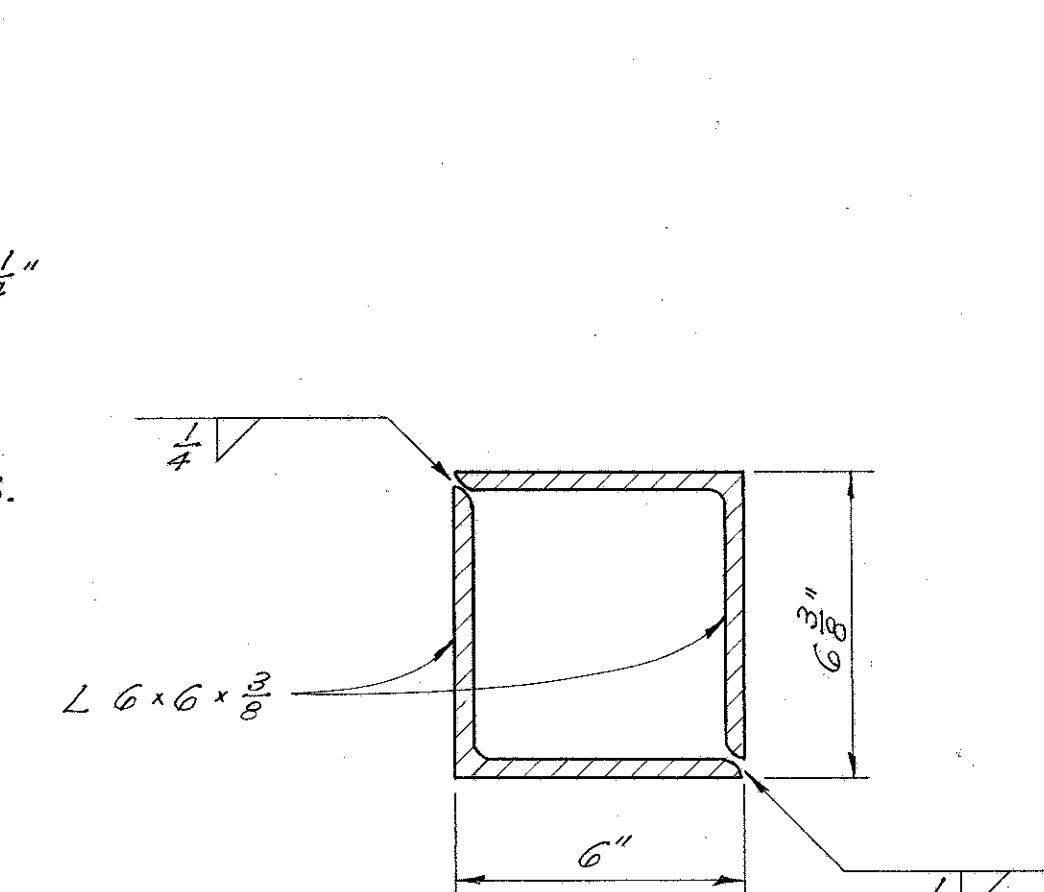
PANEL DETAIL



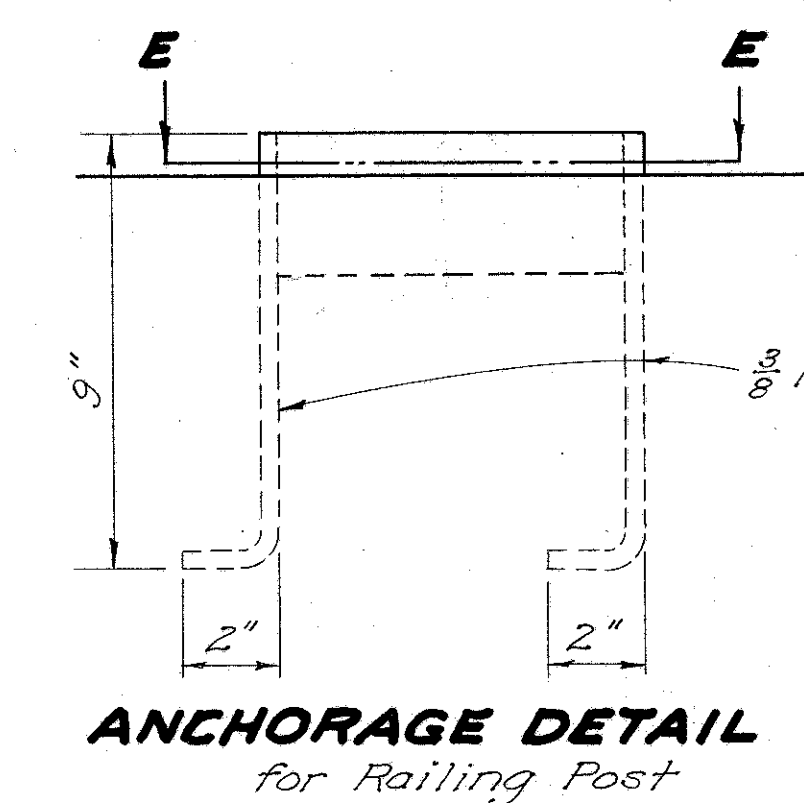
ANGLE DETAIL



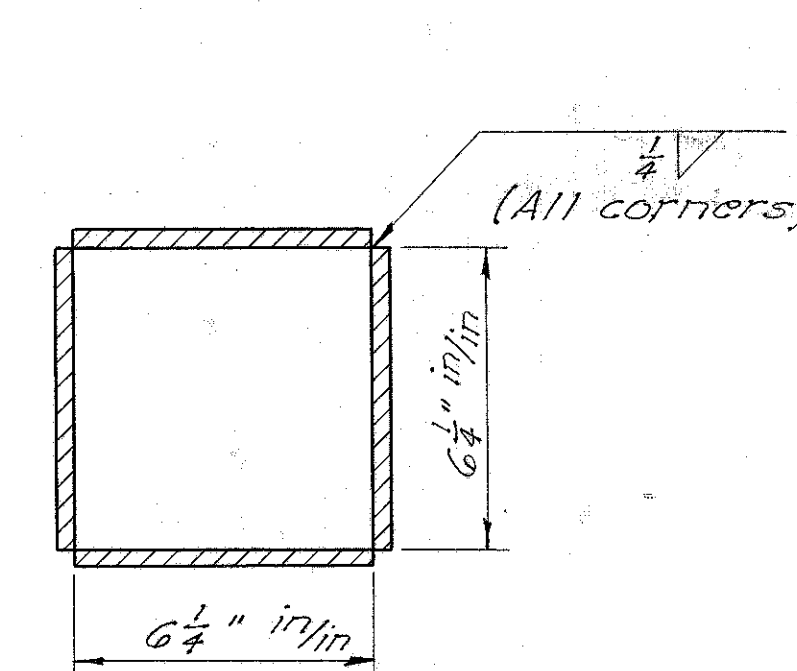
RAILING DETAIL



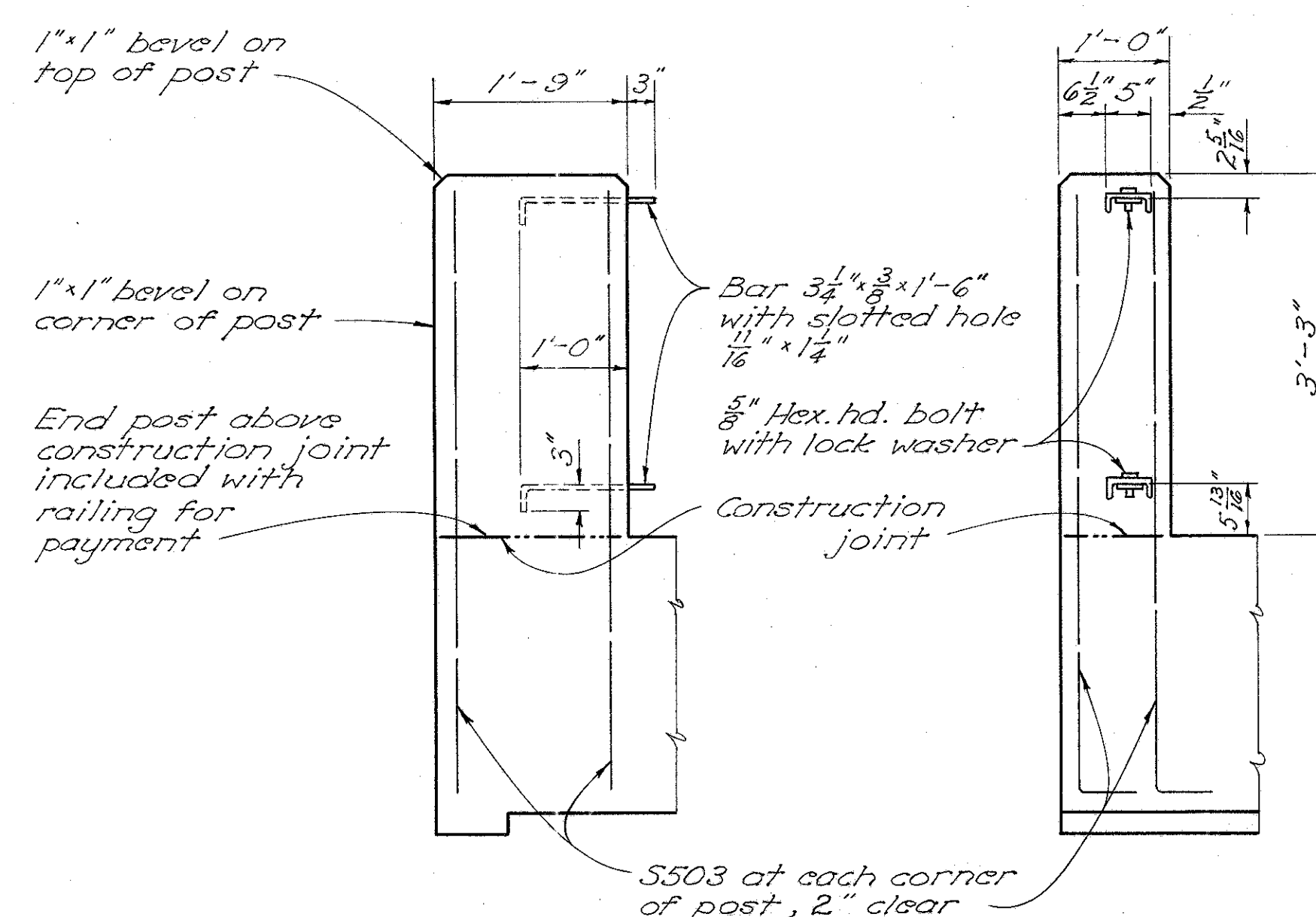
SECTION B-B
(optional railing post)



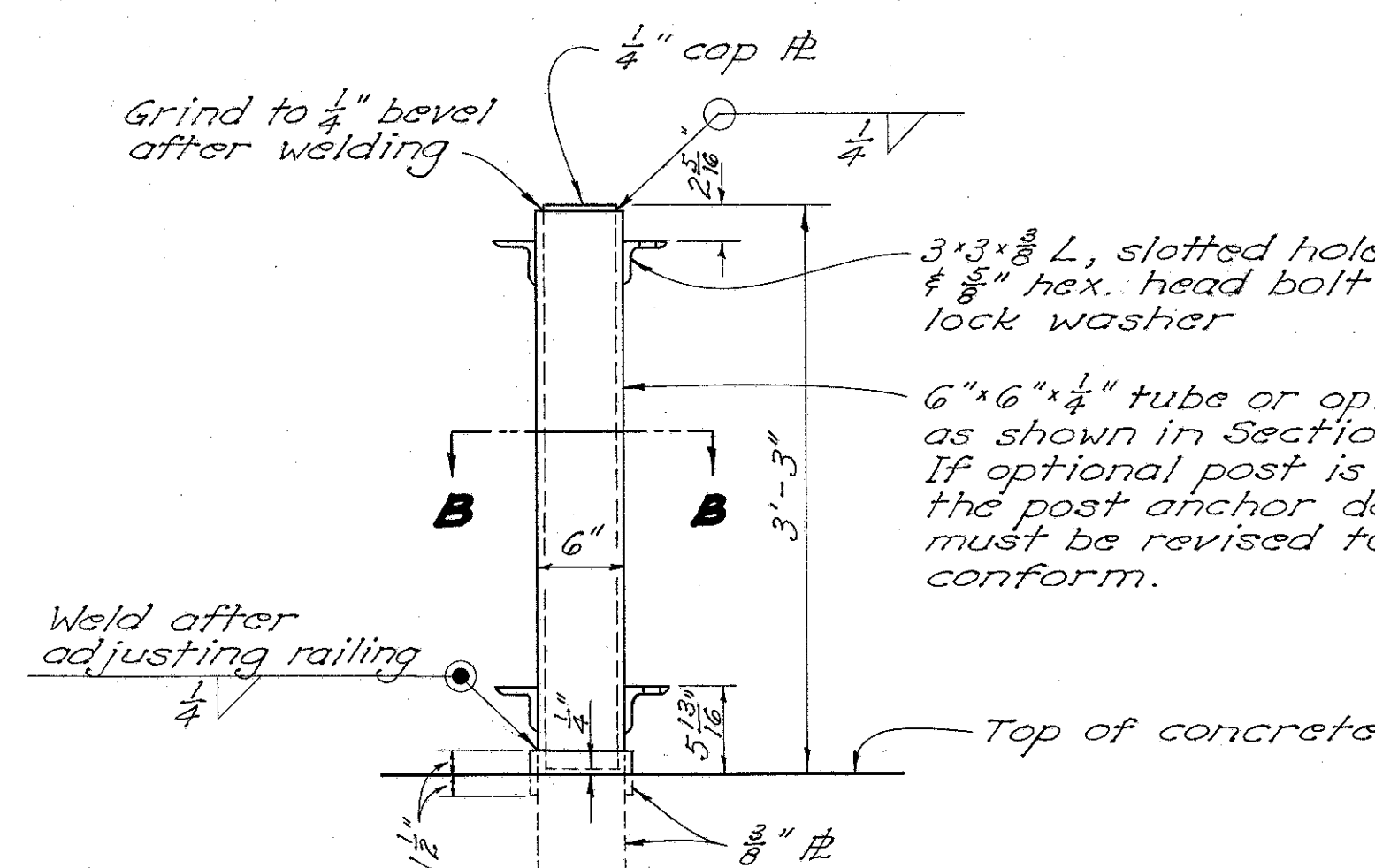
ANCHORAGE DETAIL
for Railing Post



SECTION E-E



END POST DETAIL



RAILING POST DETAIL

Note: Post anchors included with railing for payment.

STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES					
RAILING DETAILS					
Bridge No. SUM-619-0546 over West Reservoir					
S-385(5) Summit County			Sta. 288+47.25 Sta. 289+65.75		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
H.E.N.	H.E.N.	PROG.	D.G.S.	G.P.	12-19-57