

ELEVATION

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

REFERENCE shall be made to Standard Drawings C5B-2-56, Sheets 1,2 \$ 3 of 6, revised 2-2-59; RB-1-55, revised 2-2-59

REMOVAL OF EXISTING STRUCTURE: When no longer needed to maintain traffic the existing structure shall be removed. Railing and stringers shall be carefully removed and piled along the right-of-way for disposal by the State's forces.

FOOTINGS are designed for maximum bearing pressure of 5.6tons per sq. ft. The Engineer shall inspect the entire foundation area and insure that excavation goes to bed rock, and, if necessary, require that any over-excavation be filled with Class "E" concrete. Prolonged exposure of foundation area to atmospheric conditions shall be averted. The excavation shall be kept drained at all times. The footing shall extend a minimum of 3" into solid rock or to the elevation shown, which ever is lower.

UTILITY LINES: All labor and expense involved in relocating the affected utility lines shall be borne by the owners. The Contractor and Owners are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

ESTIMATED QUANTITIES										
Ітем	TOTAL	UNIT	DESCRIPTION	SUPER	ABUT A	ABUT.B	GEN.			
E-2	lump	sum	Cofferdams, cribs and sheeting				lump		in the second	
E-2	308	c.u. yds.	Unclassified excavation		<i>,3</i> 0	278				
E-2	290	cuiyds.	Shale excavation		220	70			i sada na su si daga ina su su su su su su su su	
E-3	2408	cu.yds.	Channel excavation	and the state of the			2408		alianis ingelasion and an another and decrement	
5-1	86	cu.yds.	Class "C" concrete, superstructure	86					tile o sign hjeller o stor skjestjelme som en och det	
5-1	299	cuiyds.	Class "E" concrete, abutment walls		160	139				
5-1	201	cu.yds.	Class "E" concrete, footings Type "B" waterproofing Waterproofing, premolded sealing strip Reinforcing steel		109	92		unantina lan ana ina ina ina ina ina ina ina ina i	ann airsinn an Mill Ann Airlinn Ann an An	un genin menen merenin anlega metere
5-3	5	sq.yds.	Type "B" water proofing			5				
5-3	136	lin. ft.	Waterproofing, premolded sealing strip		70	66				
5-4	55,316	Ibs.	Reinforcing steel			14,636			and the second second second second	
			Structural steel	110,300					ta kati ti ngapana katiki kana ji terana	hamanan salan asasing sariya
5-8	110,300	Ibs.	Field painting of structural steel	110,300						
5-14	231	lin. tt.	Railing, (Type I-15.11 with handrail & galv. steel posts & bolts)	231					an the state of the	An
5-24	Tump	sum	Removal of existing structure		10.0		lump			
5-29	219	cu.yds.	Porous backfill		129	90				an shing an
5-29	8	each	Scuppers	8	Y.					Anno ann an San an San Ann an San
1-10	40	cu.yds.	Dumped rock channel protection				40		۰ . المحمد المحمد الم	An an an in the state of the state
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STATE	PROJECT	TYPE FUNDS	
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GENERAL NOTES

RAILROAD SIGNAL shall be relocated by the railroad. The contractor shall use all precautions necessary to see that the signal and signal lines are not disturbed during the construction stage and shall cooperate with the railroad in the relocation of the signal. The cost of the relocation shall be included in the railroad force account work.

CONSTRUCTION CLEARANCE of 8-0" horizontally from the center of tracks shall be maintained at all times.

SHEETING AND BRACING: Before construction is started, eight sets of prints showing details of the sheeting and bracing to be used for excavation adjacent to the railroad tracks shall be submitted to the Director, for approval by the Department of Highways and by the Railroad Company.

ALIGNING RAILROAD TRACKS: After the contractor has completed all excavation and backfill adjacent to the railroad tracks in compliance with Sec. E-2.04 and E-2.08 of the Construction and Material Specifications, subject to the supervision of the Railroad Company, nothing in Sec E-2.04, E-2.08 or G-8.07 of the Specifications shall be construed to hold the Contractor liable for aligning and re-surfacing the railroad tracks.

MICHAEL BAKER JR., CONSULTING ENGINEERS ROCHESTER, PENNSYLVANIA										
GENERAL PLAN & ELEVATION BRIDGE NO. JEF 152-0711 OVER CROSS CREEK										
JEFFERSON COUNTY STA. 6 + 94.00 STA. 7 + 89.20										
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED					
E.F.R.	R. C.	R.C.	A.A.L.	FfK 11-1-60						