



GENERAL NOTES

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 CSB-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 5.6 tons 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, whichever 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.

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.

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUT. A	ABUT. B	GEN.		
E-2	lump	sum	Cofferdams, cribs and sheeting				lump		
E-2	308	cuyds.	Unclassified excavation		30	278			
E-2	290	cuyds.	Shale excavation		220	70			
E-3	2408	cuyds.	Channel excavation				2408		
S-1	86	cuyds.	Class "C" concrete, superstructure	86					
S-1	299	cuyds.	Class "E" concrete, abutment walls		160	139			
S-1	201	cuyds.	Class "E" concrete, footings		109	92			
S-3	5	sq. yds.	Type "B" waterproofing			5			
S-3	136	lin. ft.	Waterproofing, premolded sealing strip		70	66			
S-4	55,376	lbs.	Reinforcing steel	23,496	17,244	14,636			
S-7	110,300	lbs.	Structural steel	110,300					
S-8	110,300	lbs.	Field painting of structural steel	110,300					
S-14	231	lin. ft.	Railing, (Type I-15.11 with handrail & galv. steel posts & bolts)	231					
S-24	lump	sum	Removal of existing structure				lump		
S-29	219	cuyds.	Porous backfill		129	90			
S-29	8	each	Scuppers	8					
I-10	40	cuyds.	Dumped rock channel protection				40		