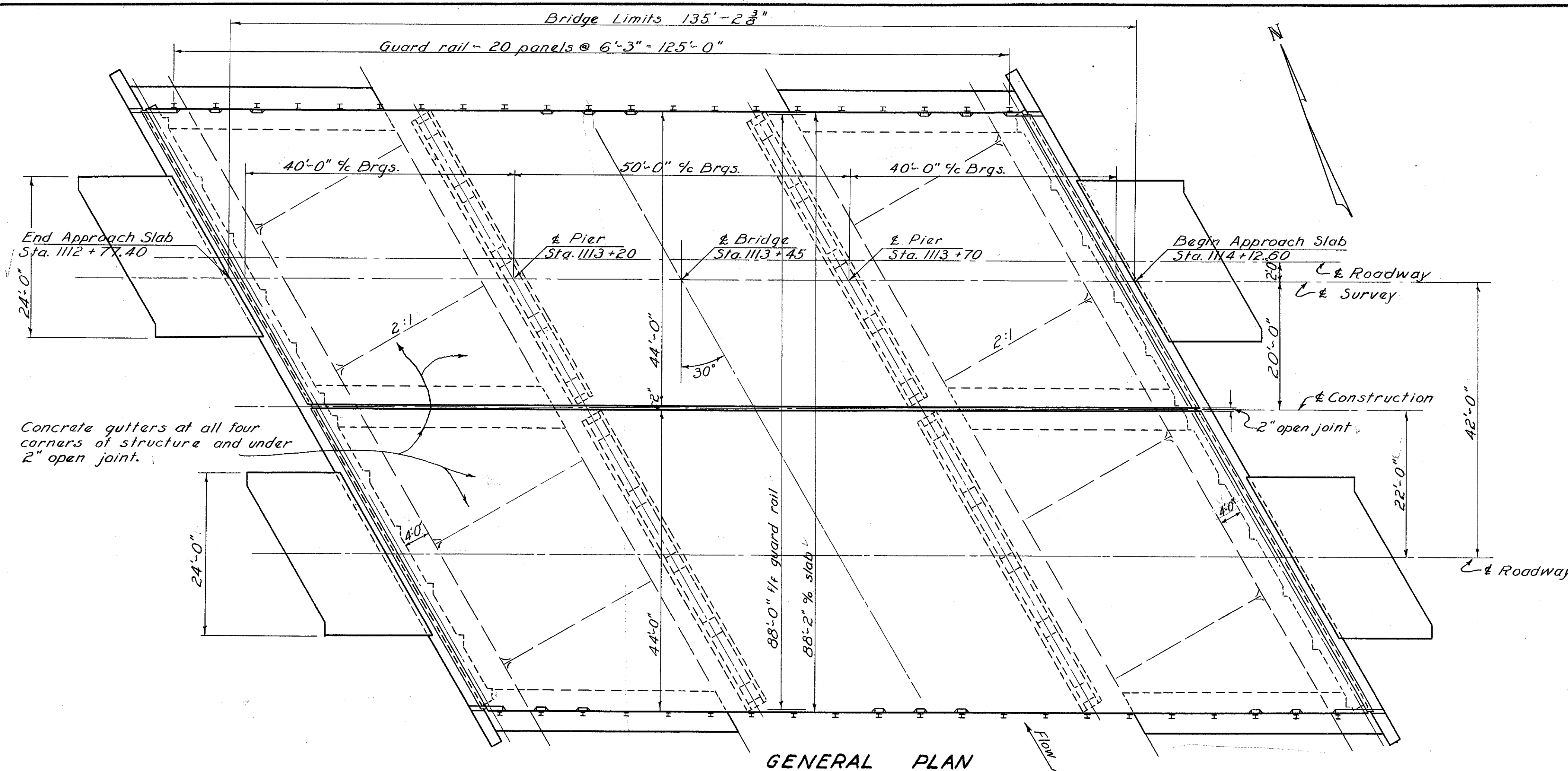


ESTIMATED QUANTITIES									
Item	Total	Unit	Description	Superst.	Abuts.		Piers		General
					E.	W.	E.	W.	
E-2	Lump	Sum	Cofferdams, cribs and sheeting						Lump
E-2	408	Cu.Yd.	Unclassified excavation		92	114	96	104	
E-3	9,783	Cu.Yd.	Channel excavation						9,783
S-1	274	Cu.Yd.	Class "C" concrete, superstructure	274					
S-1	193	Cu.Yd.	Class "C" concrete, abutments		965	965			
S-1	94	Cu.Yd.	Class "C" concrete, pier caps & columns				47	47	
S-1	77	Cu.Yd.	Class "C" concrete, pier footings				385	385	
S-3	1308	Sq.Yd.	Type "C" waterproofing	1308					
S-4	149,957	Lbs.	Reinforcing steel	83,411	10,435	10,675	22,322	22,322	152
S-7	268,440	Lbs.	Structural steel	268,440					
S-8	268,440	Lbs.	Field painting of structural steel	268,440					
S-14	270.4	Lin.Ft.	Railing (Type I15.13 guard rail with steel posts)	270.40					
S-15	Lump	Sum	Temporary run-around bridge						Lump
S-16	Lump	Sum	First test pile						Lump
S-18	2,320	Lin.Ft.	12" cast-in-place reinforced concrete piling		720	720	540	540	
S-24	Lump	Sum	Removal of existing structure						Lump
T-14	205	Lin.Ft.	Concrete gutter						205
T-35	92	Cu.Yd.	Asphaltic concrete surface course, Type A or C, (70-80)	92					

GENERAL NOTES

TEMPORARY RUN-AROUND BRIDGE shall have a 28 ft roadway and be designed for S-15-46 loading with 50% increase of unit stress according to Sec. B2 of the Design Specifications. Center line of roadway and grade shall conform to center line of south lanes on proposed construction.

CONSTRUCTION PROCEDURE: Two-way traffic shall be maintained at all times. South half of bridge shall be built first.

REMOVAL OF EXISTING BRIDGE: Existing bridge shall be removed. Suitable material shall be used as bank protection at the site as directed by the Engineer.

PILING shall be driven to a minimum bearing capacity of 25 tons at abutments and 35 tons at piers.

CAMBER: No shop camber is required, but beams shall be so fabricated that any curved beams will be placed convex flange up.

BEARING PLATES: Cast leaded bronze sliding plates and sheet lead are included with structural steel for payment.

DECK CONSTRUCTION PROCEDURE: Deck slab shall be placed in sections, between transverse construction joints in the numerical order and in the direction indicated on the steel framing plan.

WELDING shall be Class "A". Any welds shown as field welds may, at the option of the contractor, be made in the shop.

GUARD RAIL: Transition between rail height on bridge and on approaches shall be made in a distance of 100 ft. at each end of bridge.

Field paint for rails and posts shall be same color as for railing on approaches.

Tabulated railing quantity includes posts and rails and is for length between "Bridge Limits".

END FINISH shall be copper bearing steel. A butt joint in end finish at center line of roadway, will be permitted.

CAPPED PILE ABUTMENTS: All earth fill around abutments shall be made full height of earth bench. Excavation shall then be made for abutment cap, after which piling shall be driven. If bottom forms for abutment cap are used, they shall be left in place.

EXCAVATION QUANTITY includes the removal of fill material between top of earth bench and bottom of abutment cap.

SURFACE FINISH OF CONCRETE: Fascias of deck slab shall receive a rubbed surface finish. All other exposed surfaces shall be governed by the provisions of Item S-1.

CONCRETE GUTTERS shall be 6 ft wide and 6 in. thick, and shall be depressed 6 in. at the center. They shall extend from face of abutment down to Elev. 606.5 and shall be centered under edge of deck and center of bridge as shown on the General Plan. Reinforcing bars 1/2" ϕ @ 1'-6" centers, both directions, included in price per lin. ft.

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES AND RAILROAD CROSSINGS									
GENERAL PLAN & ELEVATION NOTES & ESTIMATED QUANTITIES BRIDGE NO. SA-20-210 OVER GREEN CREEK SANDUSKY COUNTY SEC. SAN-20-19.01 STA. 1113 + 45									
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED			
J.V.G.	J.V.G.	F.L.L.	N.H.R.	B.F.G.	4-9-50	7-13-50			