MICROFILMED
JUN 6 1984

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

CUYAHOGA COUNTY
CUY-3-12.99
CUY.-71-15.67

GENERAL NOTES

REFERENCE SHALL BE MADE TO:

Standard Drawing SD-1-65 Sheets 1, 2 and 3 Dated 11-8-65.
Standard Drawing RB-1-55 Revised 2-2-59.
Standard Drawing BR-1-65 Sheet 1 Revised 11-24-65.
Supplemental Specifications 808 Dated 1-13-67
Supplemental Specifications 811 Dated 1-1-67
Supplemental Specifications 825 Dated 1-1-67
Supplemental Specifications 828 Dated 1-1-67

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.

DESIGN DATA:
Design Loading — CF 2000 (57).
Concrete Class C — basic unit stress 1,333 p.s.i.
Concrete Class E — basic unit stress 1,133 p.s.i.
Structural Steel — ASTM A36 — basic unit stress 20,000 p.s.i.
Reinforcing Steel — ASTM A15, A16, A160, Deformed, Intermediate or Hard Grade. Basic unit stress 20,000 p.s.i.

EXCAVATION: Excavation quantity includes the removal of fill material required for construction of the abutments, and removal of material required for construction of piers.

PILES: Piles shall be driven to firm contact with rock. If the length of penetration is approximately equal to the depth to rock according to the Bridge Foundation Investigation Report, the firm contact shall be considered as attained when the capacity according to the formula in Sec. 507.05 is not less than the following value for a pile hammer of the indicated energy rating:

For the abutment piles
35 tons per pile using a 7,000 ft. lb. hammer
35 tons per pile using a 11,000 ft. lb. hammer
35 tons per pile using a 15,000 ft. lb. or greater hammer
If the energy rating of the hammer is between the ratings as shown above, the required formula capacity shall be determined by interpolation. The design load is 35 tons per pile for the abutment piles.

PIER FOOTINGS shall extend a min. of 3" into undisturbed rock or to the elevation shown, whichever is lower.

FOUNDATION BEARING PRESSURE: Pier footings are designed for a maximum bearing pressure of 5 tons per sq. ft.

MACHINE FINISH: At the Contractor's option, the concrete deck may be finished by the use of a finishing machine.

UTILITY LINES: All expense involved in relocation of 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.

ALIGNING RAILROAD TRACKS: After the Contractor has completed all excavation and backfill adjacent to the railroad tracks in compliance with Sec. 503.04 and 503.09 of the Construction and Material Specifications, subject to the Supervision of the Railroad Company, nothing in Sec. 503.04, 503.09, 108.04 of the Specifications shall be construed to hold the Contractor liable for aligning and resurfacing the railroad tracks.

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

WELDS on secondary stress carrying members are shown thus: S>——o

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.	AS BUILT	
503	Lump	Sum	Cofferdams, cribs and sheeting				Lump		
503	1,730	cu. yds.	Unclassified excavation including shale		840	890			
505	Lump	Sum	First test pile				Lump		
507	2,186	Lin. ft.	Steel piles, 10 BP 42		2,186				
509	376,047	lbs.	Reinforcing steel	261,495	38,188	76,364			
511	859	cu. yds.	Class "C" concrete, superstructure	859					
511	494	cu. yds.	Class "C" concrete, piers above footings			494			
511	130	cu. yds.	Class "E" concrete, pier footings			130			
511	354	cu. yds.	Class "E" concrete, abutment above footings		354				
511	274	cu. yds.	Class "E" concrete, abutment footings		274				
512	85	lin. ft.	Premolded sealing strip		85				
513	702,000	lbs.	Structural steel	702,000					
514	702,000	lbs.	Field painting of structural steel	702,000					
516	46	sq. ft.	1" preformed expansion joint filler, AASHO M-153		46				
517	382.67	lin. ft.	Bridge Railing, Type 1	329.00	53.67				
518	147	cu. yds.	Porous backfill		147				
518	23	each	Scuppers including supports (Type 2)	23					
518	215	lin. ft.	6" non-perforated, helical C.M.P., 707.06		215				
518	343	lin. ft.	6" perforated, helical C.M.P., including specials, 707.06		343				
601	2595	sq. yds.	12" crushed aggregate slope protection				2595		
625			See sheet — for lighting summary						
808	859	units	Water-reducing, set-retarding admixture	859					
825	3495	sq. yds.	Concrete surface treatment	3385	110				
828	350	lin. ft.	Joint sealer		350				
517	168	lin. ft.	barrier railing (double-faced deep beam rails with steel posts and bolts) modified as per plan	168					

COMPUTED BY W.S. DATE 5-8-67 CHECKED BY RBG DATE 5-67

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.

CONSTRUCTION CLEARANCE of 20'-0" vertically above the top of the railroad rails and 8'-0" horizontally from the center of tracks shall be maintained at all times.

PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutments, after which excavation shall be made for the abutments and piers.

RACKOFF ASSOCIATES
ENGINEERS COLUMBUS, OHIO

GENERAL NOTES AND ESTIMATED QUANTITIES
BRIDGE NO. CUY-3-1399
S.R. 3 OVER N. & W. R.R.
CUYAHOGA COUNTY STA. 931+50.76 STA. 933+17.86

Designed	Drawn	Traced	Checked	Reviewed	Date	Revised
W.S.	M.R.		B.S.		12.15.66	

MICROFILMED
JUL 8 1994

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CUYAHOGA COUNTY
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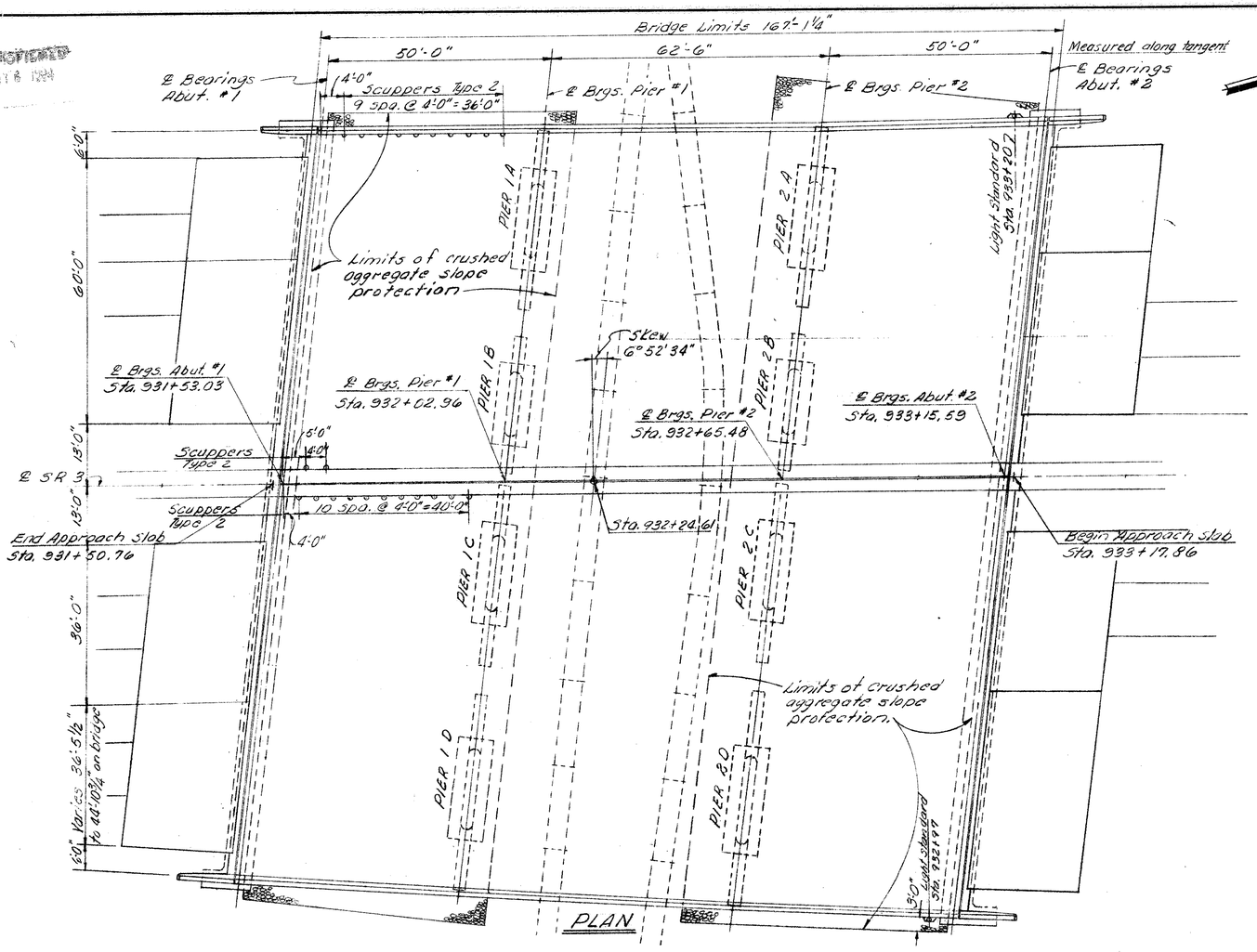
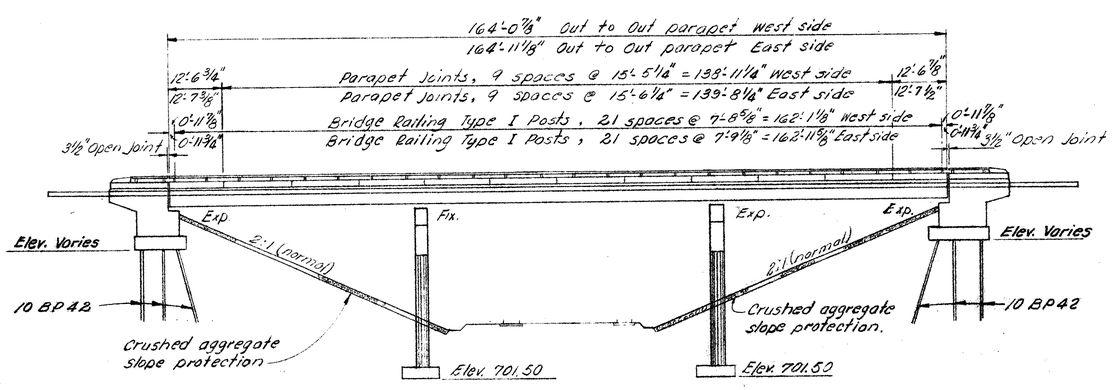
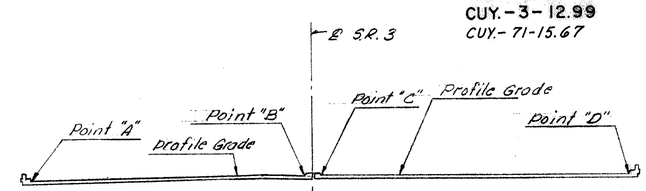


PLAN



ELEVATION
ALONG NEAR FACE



NOTE: The elevations shown at the face of curbs, are those which are required before concrete is placed. Proper allowance has been made for the dead load deflections caused by the weight of the concrete.

DECK ELEVATIONS

SPAN NO.	LOCATION	POINT A STA.	POINT A ELEV.	POINT B STA.	POINT B ELEV.	POINT C STA.	POINT C ELEV.	POINT D STA.	POINT D ELEV.
SPAN NO. 1	℄ Brgs. Abut. #1	931+61.15	738.(82).33	931+53.33	740.(13).38	931+52.72	740.23	931+44.01	742.47
	¼ Point	931+79.89	738.(80).45	931+65.82	740.(12).50	931+65.19	740.36	931+56.14	742.61
	½ Point	931+86.63	738.(79).56	931+78.31	740.(12).61	931+77.66	740.46	931+68.27	742.72
	¾ Point	931+99.37	738.(78).64	931+90.80	740.(11).69	931+90.13	740.55	931+80.40	742.82
	℄ Brgs. Pier #1	932+12.11	738.(76).73	932+03.30	740.(09).76	932+02.61	740.63	931+92.53	742.92
SPAN NO. 2	¼ Point	932+28.06	738.(75).85	932+18.94	740.(07).90	932+18.23	740.76	932+07.69	743.05
	½ Point	932+44.02	738.(73).97	932+34.58	740.(03).1.04	932+33.84	740.88	932+22.85	743.19
	¾ Point	932+59.97	738.(72).9.09	932+50.22	740.(99).1.11	932+49.46	740.96	932+38.01	743.29
	℄ Brgs. Pier #2	932+75.92	739.(04).13	932+65.87	741.(01).19	932+65.08	741.05	932+53.17	743.39
SPAN NO. 3	¼ Point	932+88.71	739.(12).21	932+78.41	741.(09).27	932+77.60	741.13	932+65.30	743.48
	½ Point	933+01.50	739.(19).29	932+90.94	741.(16).35	932+90.12	741.20	932+77.42	743.57
	¾ Point	933+14.28	739.(25).35	933+03.48	741.(23).41	933+02.64	741.27	932+89.54	743.64
	℄ Brgs. Abut. #2	933+27.07	739.(29).38	933+16.02	741.(27).45	933+15.15	741.31	933+01.67	743.70

NOTE:
For details and dimensions of "Light Standard" see "Common Details" sheet. N° 87

RACKOFF ASSOCIATES
ENGINEERS COLUMBUS, OHIO

GENERAL PLAN AND ELEVATION
BRIDGE NO. CUY. 3 - 1399
S.R. 3 OVER N&W R.R.

CUYAHOGA COUNTY
STA. 931+50.76
STA. 933+17.86

Designed	Drawn	Traced	Checked	Reviewed	Date	Approved
W.S.	E.D.A.		B.S.		12-15-62	