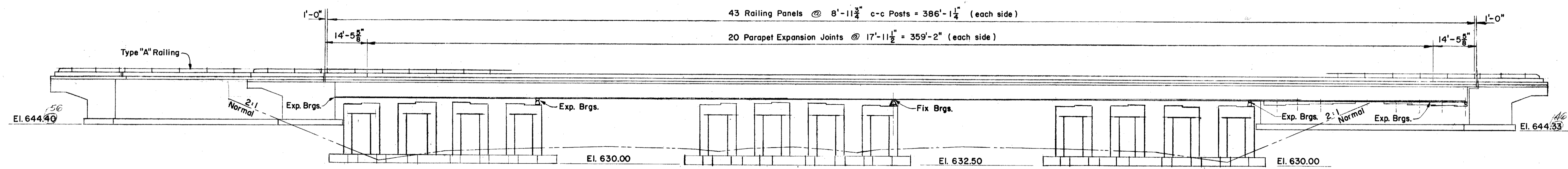


PLAN



ELEVATION

ESTIMATED QUANTITIES							
ITEM	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	PIER	GEN.
E-2	1,178	Cu.Yd.	Unclassified Excavation		620	558	
S-1	850	Cu.Yd.	Class "C" Concrete, Superstructure	850			
S-1	164	Cu.Yd.	Class "C" Concrete, Pier Caps & Columns			164	
S-1	358	Cu.Yd.	Class "E" Concrete, Footings		116	242	
S-1	240	Cu.Yd.	Class "E" Concrete, Abutments above Footings		240		
S-4	351,838	Lbs.	Reinforcing Steel	236,192	22,879	92,767	
S-7	1,270,000	Lbs.	Structural Steel	1,270,000			
S-8	1,270,000	Lbs.	Field Painting of Structural Steel as per plan	1,270,000			
S-14	842	Lin.Ft.	Railing, Aluminum Rail & Supports, Concrete Parapet	772	70		
S-16		Lump Sum	First Test Pile				Lump Sum
S-18	5,180	Lin.Ft.	12" Cast-in-place Reinforced Concrete Piles			5,180	
S-29	130	Cu.Yd.	Porous Backfill		130		
I-10	840	Sq.Yd.	Crushed Aggregate Slope Protection				840

GENERAL NOTES

- Reference shall be made to Standard Drawings AS-1-54 revised 12-1-54, CSB-2-56 Sheet 1, 2 and 3 of 6 revised 2-2-59, RB-1-55 revised 2-2-59 and AR-1-57 revised 2-2-59.
- 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.
- Excavation Quantities include the removal of fill material between the surface of the proposed embankment and the bottom of the abutments. Backfill behind the abutments shall be made with material meeting the requirements of Sec. I-22 and shall be compacted in accordance with requirements for embankment compaction. Payment for backfill shall be included with Item E-2.
Crushed Aggregate Slope Protection (I-10.04) one foot thick shall be provided as indicated on the "General Plan."
- Piles shall be driven to a minimum bearing capacity of 40 tons per pile for the piers.
- Foundation Bearing Pressure: Abutment footings are designed for a maximum bearing pressure of 3 tons per sq. ft.
- Welding of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the contractor, be made in the shop.
- 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 ft. back of the abutments, after which a delay of 30 days shall occur before excavation for the abutments is made. All piling shall be driven before any of the piers are extended above the tops of footings and before the abutments are placed.
- Porous Backfill shall extend full length of abutment backwall and upward to the approach slab or to the surface of the earth shoulders. Excavation therefor, in excess of that required for construction of the abutments, shall be considered as paid for in the bid price per cu. yd. paid for porous backfill.

PREPARED BY
CAPITOL ENGINEERING ASSOCIATES, DILLSBURG, PA.
FOR
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
DIVISION OF DESIGN AND CONSTRUCTION
BUREAU OF BRIDGES

GENERAL PLAN
BRIDGE NO. LAK-2-0695
S. R. 2 UNDER S. R. 306
LAKE COUNTY
STA. 264 + 76.40

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISED
					12-17-53