

H-I-I

H-14

Temporary Detour for New York Central Railroad: (Method "A")

FIG. NO.	STATE	PROJECT	48
2	OHIO		100

LAK-640-256

TEMPORARY TRESTLE WORK shall consist of the construction, maintenance and subsequent removal of three temporary trestles supporting run-around tracks No. 1, 2, and 50.

The Contractor shall furnish all materials, labor equipment and incidentals except as otherwise specified herein.

The Railroad Company will furnish, install and remove the rails and other track metal.

The trestle shall be constructed in accordance with the standard practice of the Railroad Company and as shown on the Plans.

All piles, trestle ties and timber may be untreated.

The timber piles shall be governed by the provisions of Item 5-18 except as otherwise specified herein.

Piles may be any close grain species which will satisfactorily withstand driving and support the superimposed loads. The minimum diameter of the point shall be 9 inches and the diameter measured one-quarter of the length of the pile from the butt shall not be less than 12 inches. The piles shall be driven into prebored holes to hard shale. The holes shall be prebored as shown on the plans.

Trestle timber shall be in accordance with Item 5-13 and the quality specified in Section M-8.2.

Used material in good condition and meeting the above specifications will be permitted.

Trestle hardware shall be of good quality and standard make.

New structural steel shall be in accordance with Item 5-107 with the dimensions, weight and fabrication as shown on the Plans.

Used structural steel of proper weight and measure will be permitted, but before put into use, written approval by the Chief Engineer of the New York Central Railroad Company and the Director shall be made. The size and weight of used structural steel shall not be less than that shown on the Plans.

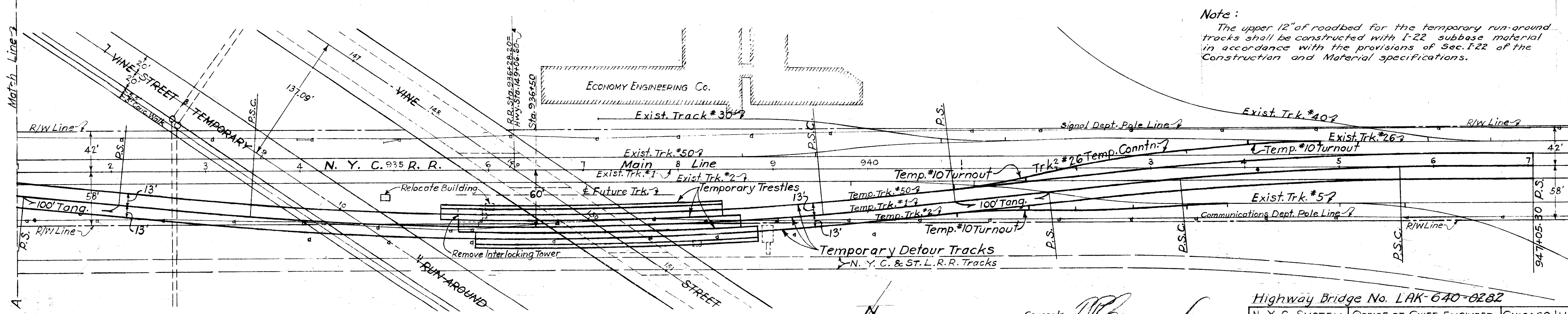
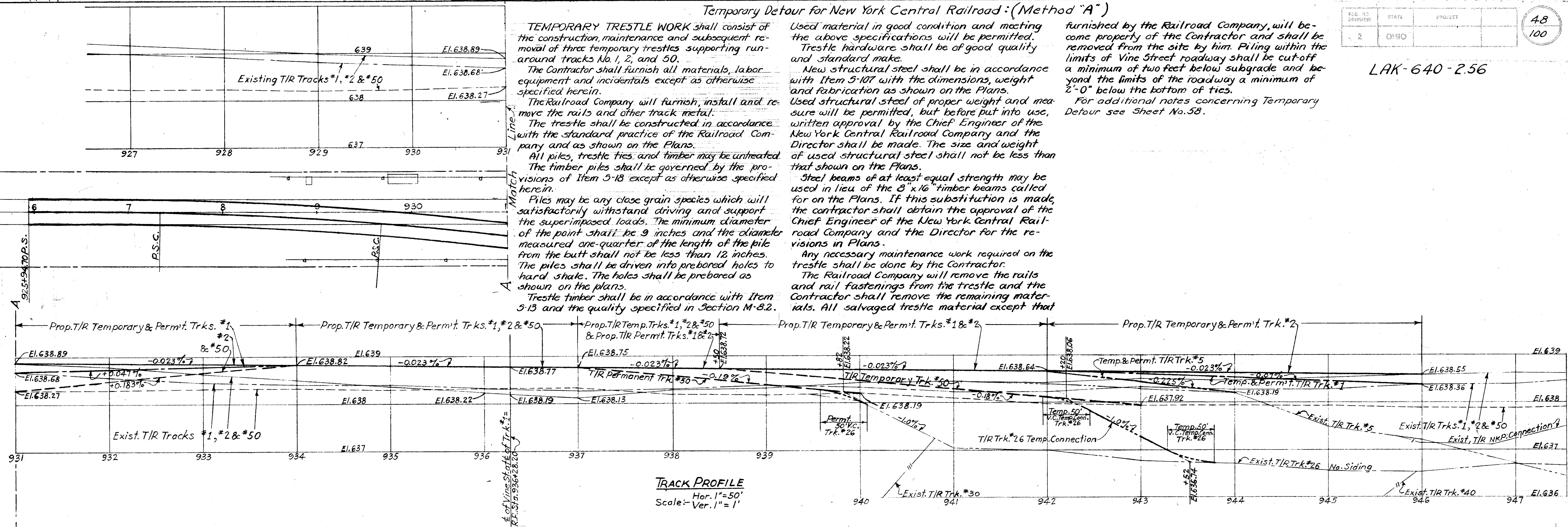
Steel beams of at least equal strength may be used in lieu of the 8" x 16" timber beams called for on the Plans. If this substitution is made, the contractor shall obtain the approval of the Chief Engineer of the New York Central Railroad Company and the Director for the revisions in Plans.

Any necessary maintenance work required on the trestle shall be done by the Contractor.

The Railroad Company will remove the rails and rail fastenings from the trestle and the Contractor shall remove the remaining materials. All salvaged trestle material except that

furnished by the Railroad Company, will become property of the Contractor and shall be removed from the site by him. Piling within the limits of Vine Street roadway shall be cut-off a minimum of two feet below subgrade and beyond the limits of the roadway a minimum of 2'-0" below the bottom of ties.

For additional notes concerning Temporary Detour see Sheet No. 58.



Note:
 The upper 12" of roadbed for the temporary run-around tracks shall be constructed with I-22 subbase material in accordance with the provisions of Sec. I-22 of the Construction and Material specifications.

Curve Data on E of Temporary Detour Track #1	Center Curve
End Curves	Speed=60 M.P.H.
Speed=60 M.P.H.	Speed=60 M.P.H.
D=1°-30'	D=1°-30'
R=3819.83'	R=3819.83'
T=187.06'	T=375.02'
Ts=257.06'	Ts=445.02'
I=5°-36'-25"	I=11°-12'-49"
Super-Elevation=2"	Super-Elevation=2"
Spiral=14C'	Spiral=14C'
O=0.2165'	O=0.2165'

Corrected by *[Signature]*
 Assistant Chief Engineer
 Approved by *[Signature]*
 Chief Engineer

Drawn by S.W.R.	Checked by C.M.S.	
REVISIONS		
Date	By	Description
10-5-59	State	Temporary Detour Notes added

Highway Bridge No. LAK-640-0282

N. Y. C. SYSTEM	OFFICE OF CHIEF ENGINEER	CHICAGO, ILL.
Bridge No. 56 1/4 Erie		Sta. 936+28.20
PROPOSED UNDERPASS GRADE SEPARATION		
VINE STREET (S.R. 640)		
WILLOUGHBY, OHIO		
Temporary and Permanent Track Plan and Profile		
WESTERN DISTRICT	LAKE DIVISION	PLAN NO 7317
SCALE: AS SHOWN	SEPT. 21, 1959	VAL. SEC. 203 FILE NO 121-170