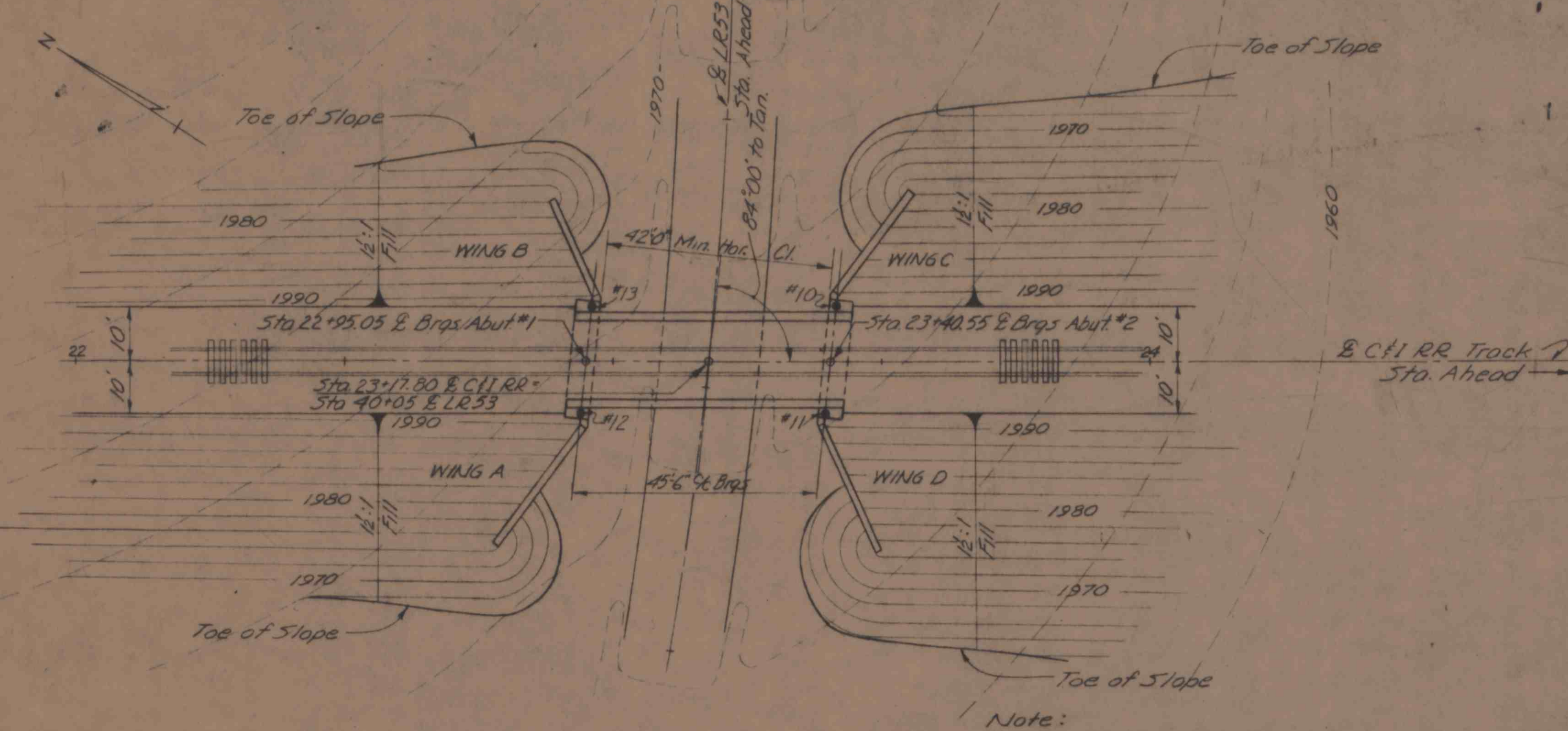
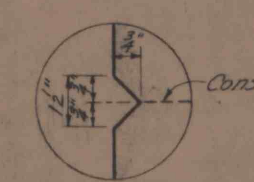
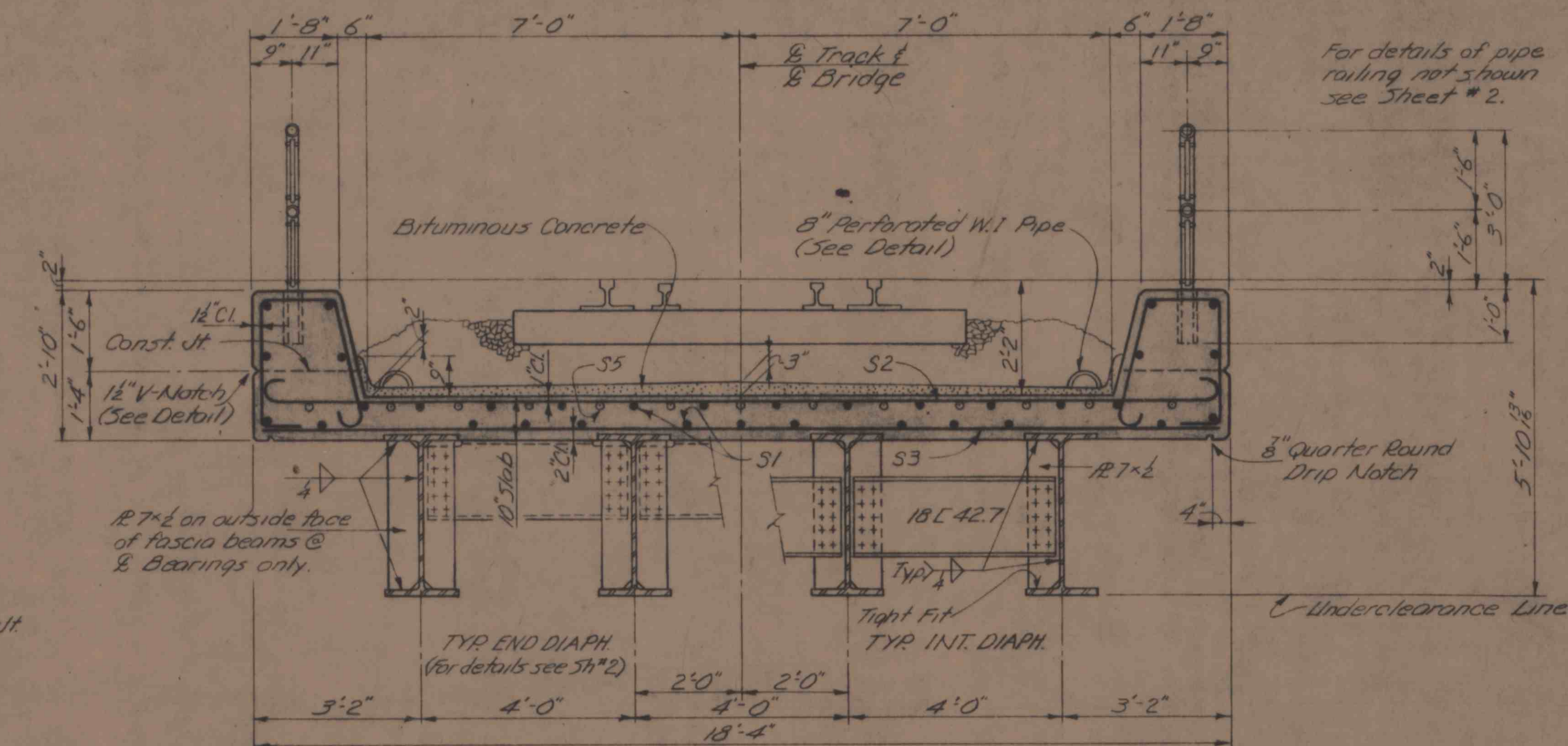


GENERAL PLAN
Scale: 1" = 20'-0"

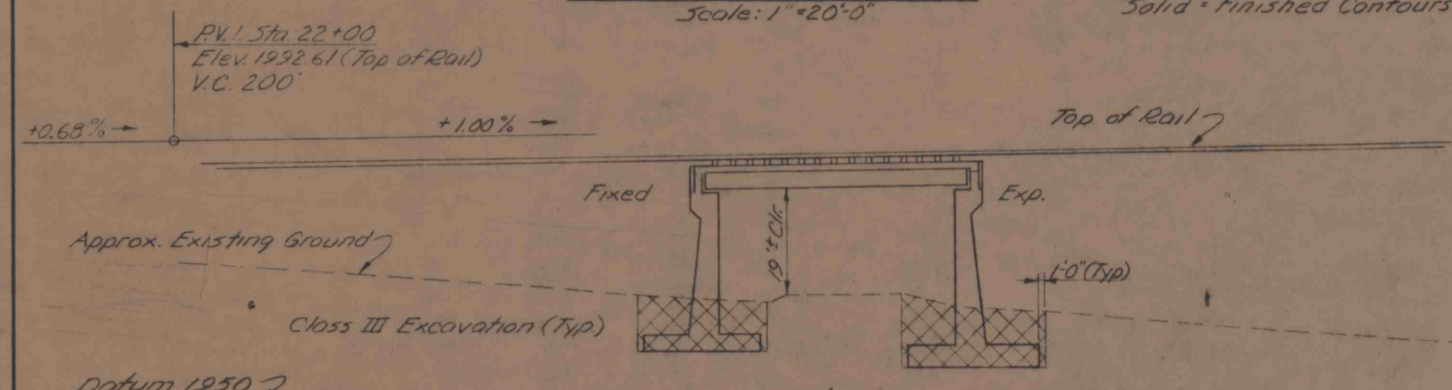
Note:
Contour Interval = 2 Ft.
Dashed = Existing Contours
Solid = Finished Contours



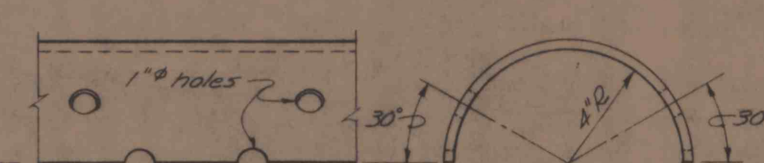
SCORE DETAIL
No Scale



TYPICAL SECTION
Scale: ½" = 1'-0"



LONGITUDINAL SECTION @ ℄ BRIDGE
Scale: 1" = 20'-0"



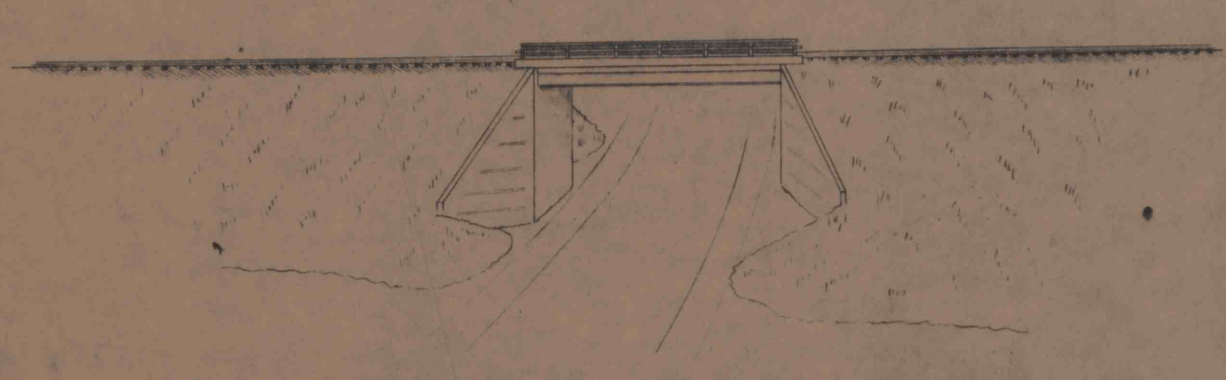
8" PERFORATED W.I. PIPE
Scale: 3" = 1'-0"

Note: Plug end at Abut. #2, drain into stone backfill at Abut. #1

GENERAL NOTES

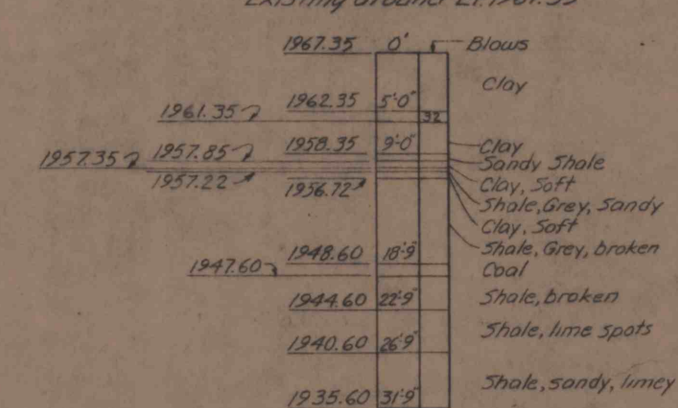
1. Design: Cooper E-72 loading, Diesel impact + rolling.
2. Specifications: Fabricated structural steel design, materials, fabrication, erection and painting shall be in accordance with current applicable A.R.E.A. Specifications. Concrete design stresses are in accordance with applicable A.R.E.A. Specifications. Materials and workmanship for concrete and other materials shall be in accordance with the Pennsylvania Department of Highways Form 408, 1960 and the Special Requirements of this contract.
3. Track is on tangent alignment with a plus grade of 1.00%
4. All exposed edges of concrete shall be chamfered 1"×1" unless noted otherwise.
5. Reinforcement bars shall be intermediate grade and are designed for fs = 20,000 p.s.i. and detailed as per A.C.I. Code.
6. All concrete in abutments and wing wall shall be Class B Concrete, and all concrete in superstructure shall be Class A Concrete.
7. Two coat painted waterproofing shall be applied to the rear faces of abutments, wings and other faces of concrete which come in contact with fill as directed by the Engineer.
8. The footings may be ordered by the Engineer to be at any elevation or of any dimensions necessary to provide a proper foundation.
9. Maximum design foundation pressure = 4.0 Tons/Sq.ft.

NOTE
Core borings are representative of material to be found only at the location of the holes. These borings are for purpose of design only and are not to be considered a part of the contract drawings.

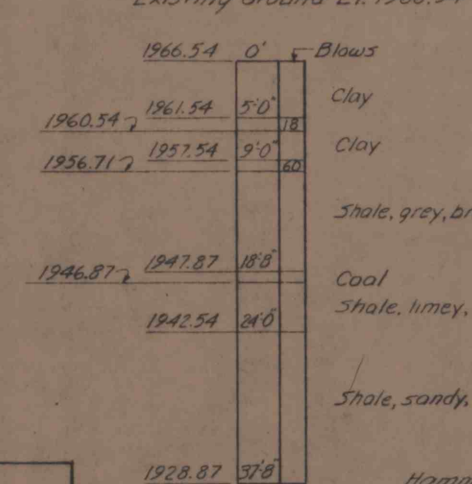


ELEVATION
No Scale

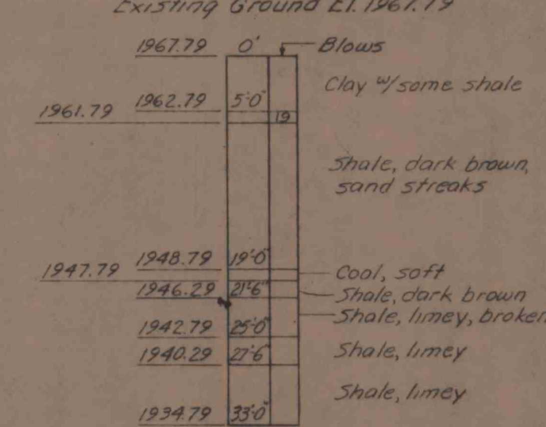
HOLE #10
Location Sta 23+41.3 10'L
Existing Ground El. 1967.35



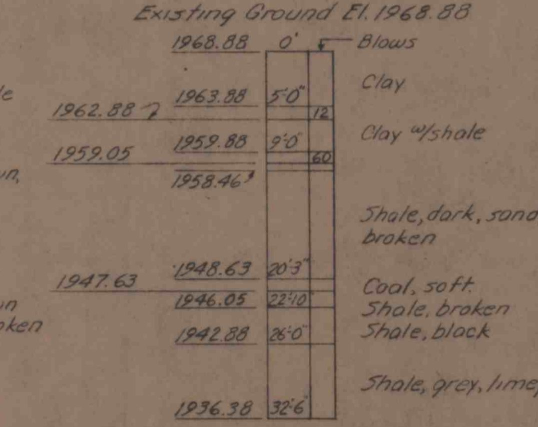
HOLE #11
Location Sta. 23+39.3 10'R
Existing Ground El. 1966.54



HOLE #12
Location Sta. 22+94.3 10'R
Existing Ground El. 1967.79



HOLE #13
Location Sta. 22+96.3 10'L
Existing Ground El. 1968.88



Hammer weight = 140 #

TABLE of QUANTITIES *

	C.Y. Class A Concrete	C.Y. Class B Concrete	Lbs Fabricated Structural Steel	Lbs Reinforcement Bars	C.Y. Stone Back fill for Structures	C.Y. Bituminous Concrete	C.Y. Class III Excavation	L.F. Pipe Railing		
Superstructure	44	—	59,100	4,345	—	6	—	96		
Abutment #1	—	353	—	29,149	45	—	453	—		
Abutment #2	—	459	—	36,656	53	—	583	—		
Total	44	812	59,100**	70,150	98	6	1,036	96		

** Includes: 1300 Lbs W.I. Pipe
505 Lbs Lead R

* Quantities are approximate

DESIGN LWH CHECKED R.F.S.
DRAW Ena
TRACE Ena
ESTIMATE
ENGINEER IN CHARGE

REVISION	BY	CKD.	DATE

BETHLEHEM MINES CORPORATION
CAMBRIA DIVISION

RAILROAD EXTENSION TO CAMBRIA PLANT SITE
CAMBRIA COUNTY, PA.
RAILROAD BRIDGE OVER L.R. 53
GENERAL PLAN

GANNETT FLEMING CORDDRY & CARPENTER, INC.
ENGINEERS
HARRISBURG, PA.

SCALE AS NOTED
DATE 4/5/62
SHEET 1 OF 5

R. & G. 5-55 No. 124

32J3-251