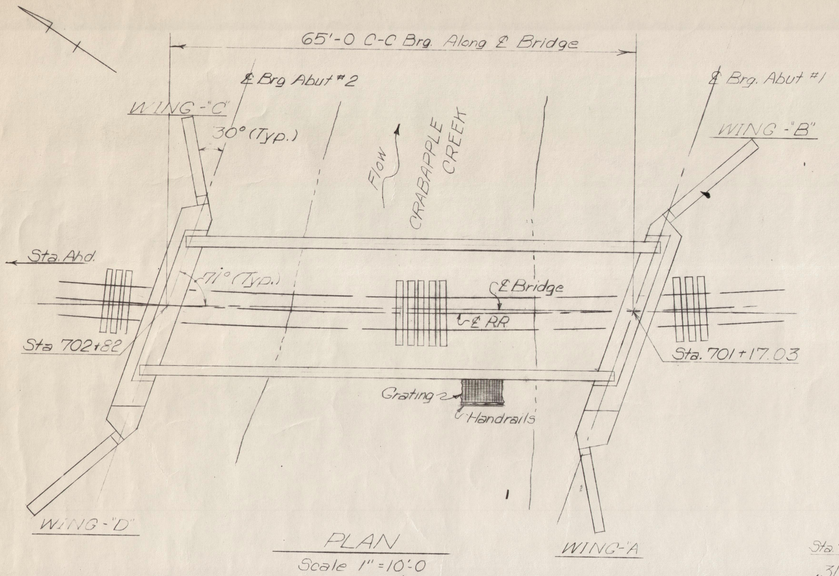
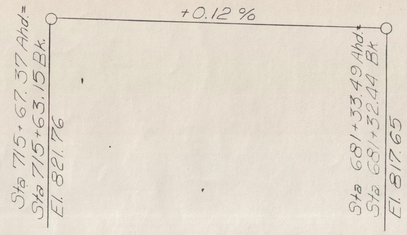


PLAN
Scale 1" = 10'-0

CURVE DATA
P.I. 701+89.60
Δ = 28°-16' Rt.
D = 8°00'
R = 716.78'
T = 180.49'
L = 353.33'
(Chord Def.)

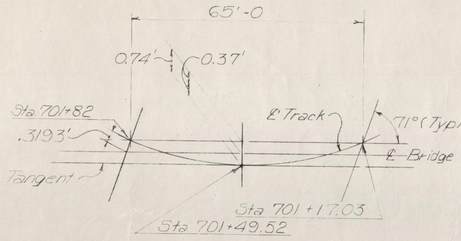


R.R. SUB BASE GRADE DATA

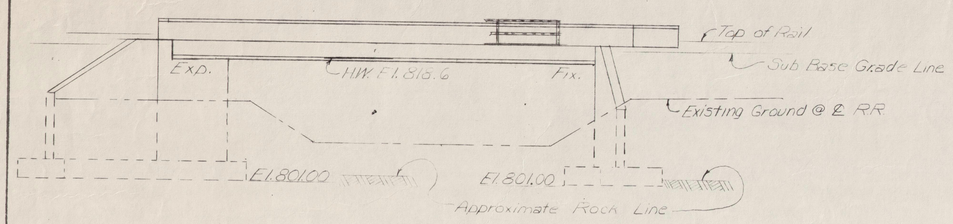
ESTIMATED QUANTITIES

ITEM	UNIT	TOTAL
Fabricated Structural Steel	Lbs.	153,600
Handrail & Posts Cor-Ten	Lbs.	965
Grating Cor-Ten	S.F.	260
Concrete	C.Y.	370
Reinforcement Steel	Lbs.	23,340
Excavation for Abutments	C.Y.	790
Asphalt Portland Cement Conc.	C.Y.	8
Stone B Fill for Structures	C.Y.	50
Corr. Metal Part Pipe-8 ϕ	L.F.	128

LOCATION PLAN
Scale 1" = 1 Mile



LAYOUT SKETCH



DATUM 790

ELEVATION
Scale 1" = 1'-0

GENERAL NOTES

- General specifications as per A.R.E.A. Specifications for Steel Railway Bridges.
- Live Load, Cooper E-72 as per A.R.E.A. with diesel impact.
- Reinforcing steel shall be in accordance with P.R.R. Specifications CE 77 (f), A.S.T.M. Specs. A-15 intermediate grade, or A.S.T.M. Specifications A-16.
- Excavation to be as per P.R.R. Specifications CE 77(f).
- Concrete to be Class W.C.6 as per P.R.R. Specifications CE 77 (f), with an approved air entraining agent added to the mixer to entrain 3% air.
- Bearing masonry plates placed on concrete shall be set on 3 layers of red lead and 20oz. canvas.
- Open grating for bridge footwalk shall be Cor-Ten, with carrying bars a minimum of 1/4" x 3/16" at 1 3/16" O.C. and 3/8" square cross bars 4" O.C., welded construction, with all ends banded.
- All welds connecting flange plate to web plate must be made by automatic submerged arc welding.
- All grinding shall be done in the direction of applied stresses. Transverse tack welds will not be permitted on the lower flange plates.
- 50% of web-flange weld to be subject to magnetic partical inspection.
- Mill scale to be ground off flange plates at web to flange weld.
- Temporary tack welds not incorporated in final welds must be removed and ground flush with base metal.
- Flange splice welds are prohibited.
- Structural steel as per A.S.T.M. Specifications A-36 Steel for flange, web plates & stiffeners shall be fully killed fine grain practice.
- All flange plates shall be U.M. Plates. When plates with flame cut edges are substituted, all corners of the flame cut edges shall be ground to a 1/16" radius.
- Welding to be in accordance with American Welding Society Specifications for Welded Highway and Railway Bridges D2.0-66. All welds to be continuous unless otherwise shown. All welders to be qualified in accordance with P.R.R. regulations or other regulations meeting with the approval of the Engineer.
- All butt welds and flange-to-web welds shall be made with automatic submerged arc process.
- All tack welds in fabrication must be made by qualified welders.
- Bottom flange plate must be perpendicular to web plate at bearings maximum tolerance ±0.01 inches.
- Bronze plate shall be as per A.S.T.M. Specifications B-22, Class B, with trepanned graphite inserts.
- Surface finish marks √ indicates standard A.I.S.E. classification for semi-fine and rough surface finish respectively.
- High strength bolts, nuts and washer material shall conform to the requirements of A.S.T.M. Specifications A-325, current issue. Installation to be in accordance with P.R.R. Letter of General Practice No. 339-B. Furnish H.D. Hex Nuts H.S. Bolts 7/8" ϕ, open holes 15/16" ϕ unless otherwise shown.
- Wrought iron shall be as per A.S.T.M. Specifications A-42.
- All concrete which shall be in permanent contact with earth, shall receive two coats of approved painted damproofing as per A.R.E.A. Specifications.
- Bearing pins to be cold finished carbon steel shafting conforming to the requirements for grade 1030 steel in A.S.T.M. specifications A 108-61T.
- Asphalt Portland Cement Concrete shall be as per P.R.R. Specifications.

Paint as per P.R.R. Spec. C.E. 31 (K). All Steel shall be thoroughly cleaned and given one Shop coat of paint. No paint within 2" of edges to be field welded or on bolted connections. After erection all field welds & bolted connections to be given one coat of paint, thereafter all steel shall be given three coats of field paint.

SHEET 1 of 4

NO.	DATE	DESCRIPTION
		REVISIONS

PENNSYLVANIA RAILROAD
CENTRAL REGION — PITTSBURGH DIVISION
PENNDEL COMPANY
U.G. BRIDGE Nº
OVER
CRABAPPLE CREEK

APPROVED	APPROVED	DATE:
CHIEF ENGINEER	SYSTEM ENG. STRUCTURES	43648

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