

MB-X DESIGNATES SUBSURFACE BORING LOCATION

* STANDARD GUARDRAIL BEYOND THIS POINT. SEE ROADWAY DRAWINGS FOR LOCATION.

NOTE: EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.

EXISTING STRUCTURE TO BE REMOVED

BENCHMARKS

IRON PIN - S. SIDE OF McCUTCHEON RD.
STA. 23+45.82, 16.20' RT.
ELEVATION 847.66

BRASS PLATE - N. SIDE OF E. ABUTMENT
OF McCUTCHEON RD. BR. 0/1-270
16.20 FT. N. OF McCUTCHEON RD.
ELEVATION 848.046

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK & SUBSTRUCTURE

SPANS: 57'-5"±, 82'-0"±, 82'-0"±, 57'-5"±

ROADWAY: 30'-0" f/f CURB w/ 2'-0" SAFETY CURB & 5'-0" SIDEWALK

LOAD FREQUENCY: HS 20-44

SKEW: NONE

WEARING SURFACE: 1" LATEX MOD. CONCRETE

ALIGNMENT: TANGENT

APPROACH SLABS: AS-1-67 MOD. (25'-0" LONG)

STRUCTURE FILE NUMBER: 2512068

PROPOSED STRUCTURE

TYPE: COMPOSITE STEEL PLATE GIRDERS A572-50 PAINTED W/ CONC. PIER & SEMI-INTEGRAL WALL ABUTMENTS.

SPANS: 143'-0" AND 131'-0" (ON TAN.)

ROADWAY: 34'-0" f/f CURB w/ 5' SIDEWALK

SKEW: NONE

ALIGNMENT: TANGENT

DESIGN LOADING: HS 20-44 CASE II AND THE ALTERNATE MILITARY LOADING

APPROACH SLABS: AS-1-81 (20' LONG)

CROWN: 3/16"/FT.

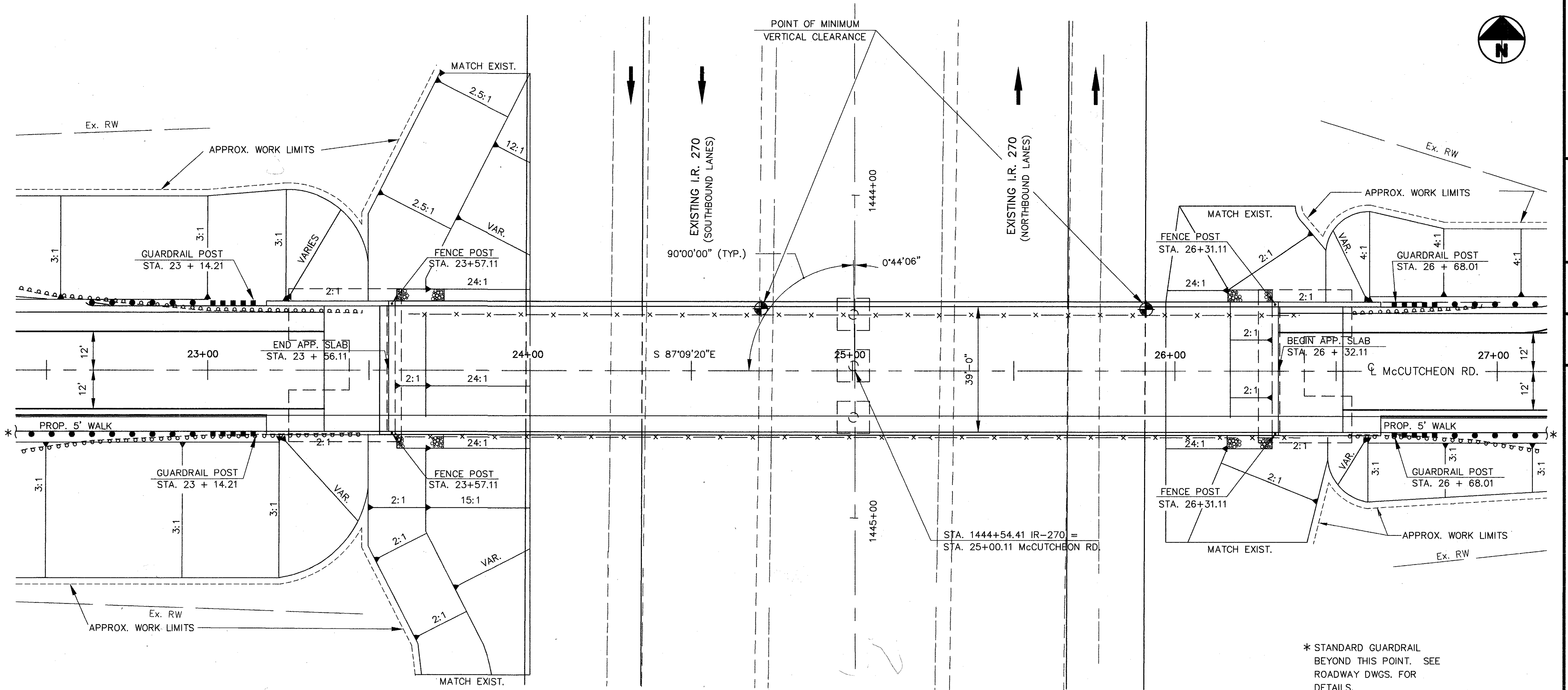
WEARING SURFACE: MONOLITHIC

AVERAGE DAILY TRAFFIC: 11,700 (2015)

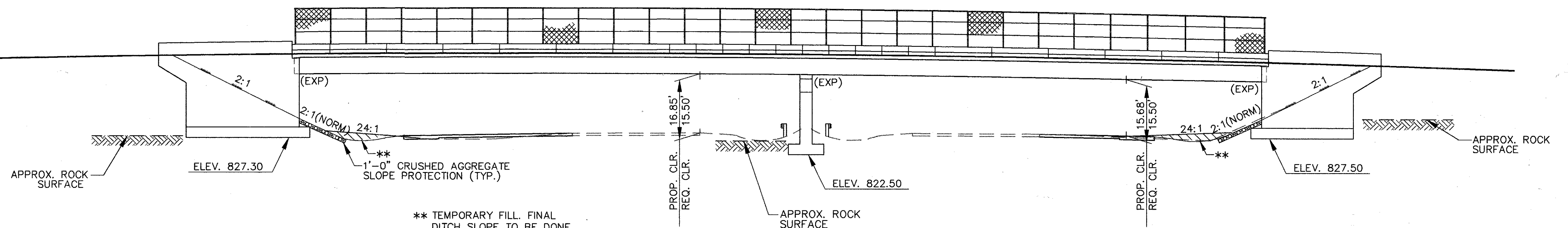
AVERAGE DAILY TRUCK TRAFFIC: 350 (2015)

COORDINATES: LATITUDE: 40° 52' 00" LONGITUDE: 82° 54' 10"

PLOT SCALE: 1/16" = 1'-0"
C:\DRAWING\06092308\MCCUTCH\MCCUTCH.TPI.DWG FEBRUARY-06-1995



GENERAL PLAN



ELEVATION

* STANDARD GUARDRAIL BEYOND THIS POINT. SEE ROADWAY DWGS. FOR DETAILS.

GENERAL NOTES

STANDARD DRAWINGS

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

VPF-1-90 3-24-93
SD-1-69 6-12-69
AS-1-81 11-27-81

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1992, INCLUDING THE 1993 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

HS20-44, CASE II AND THE ALTERNATE MILITARY LOADING.

DESIGN DATA

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4500 P.S.I. (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 P.S.I. (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615, A616 OR A617
GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.
SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615.

STRUCTURAL STEEL

ASTM A572 - YIELD STRENGTH 50,000 P.S.I.

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL.
2-1/2" CONCRETE COVER.
SEALING OF CONCRETE SURFACES.

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

ITEM SPECIAL SEALING OF CONCRETE SURFACES

A CONCRETE SEALER SHALL BE APPLIED TO THE CONCRETE SURFACES SHOWN ON SHEETS 5-10 & 12. SEE PROPOSAL FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION RATES, MATERIAL REQUIREMENTS AND APPLICATION PROCEDURES.

REMOVAL OF EXISTING STRUCTURE:

WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED. ABUTMENTS SHALL BE REMOVED ENTIRELY AND PIERS SHALL BE REMOVED AS SHOWN ON SHT. 4/24.

PROTECTION OF TRAFFIC:

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT HIS PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR FOR APPROVAL. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR.

CONSTRUCTION CONSTRAINTS

ALL EMBANKMENT MATERIAL FOR FILLING THE VOID CREATED BY EXCAVATING FOR THE ABUTMENT FOOTINGS SHALL BE 203 GRANULAR EMBANKMENT MATERIAL. AFTER THE FOOTING AND THE BREASTWALL HAVE BEEN CONSTRUCTED, THE VOID BEHIND EACH ABUTMENT SHALL BE FILLED UP TO THE BEAM SEAT ELEVATION AND FROM THE BEAM SEAT UP ON A 1:1 SLOPE TO THE SUBGRADE ELEVATION PRIOR TO CONSTRUCTING THE BACKWALL AND SETTING THE BEAMS ON THE ABUTMENT.

ITEM 203 EMBANKMENT, AS PER PLAN:

ALL FILL MATERIAL FOR CONSTRUCTION OF THE APPROACH EMBANKMENT AND FOR FILLING THE EXCAVATION VOID CREATED BY REMOVAL OF THE EXISTING FORWARD/REAR ABUTMENT, SHALL BE 203 GRANULAR MATERIAL PLACED IN LIFTS NOT TO EXCEED A THICKNESS OF SIX (6) INCHES.

ITEM 503 UNCLASSIFIED EXCAVATION, AS PER PLAN

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE 203 GRANULAR MATERIAL PLACED IN LIFTS NOT TO EXCEED A THICKNESS OF SIX (6) INCHES.

FOUNDATION BEARING PRESSURE

THE ALLOWABLE BEARING PRESSURE IS 5 TONS PER SQUARE FOOT.

REAR ABUTMENT AND WINGWALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM BEARING PRESSURE OF 3.8 TONS PER SQUARE FOOT.

PIER FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM BEARING PRESSURE OF 4.6 TONS PER SQUARE FOOT.

FORWARD ABUTMENT AND WINGWALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM BEARING PRESSURE OF 3.2 TONS PER SQUARE FOOT.

FOOTINGS

FOOTINGS SHALL BE PLACED IN BEDROCK AT THE ELEVATION SHOWN.

UTILITY LINES

ALL EXPENSE INVOLVED IN RELOCATION OF (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY(IES). THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

CONCRETE PARAPETS

WITHIN 48 HOURS AFTER PLACEMENT OF PARAPET CONCRETE, SAWCUT 1 INCH DEEP JOINTS INTO THE CONCRETE PARAPET AT LOCATIONS AS DETAILED IN THE PLANS. THE SAW CUT SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK, AND THE COMPLETED SAWCUT SHALL BE FILLED WITH A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION TT-S-00227E. THE BOTTOM HALF INCH OF THE ONE INCH DEEP SAWED JOINT IN BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET SHOULD BE LEFT UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE. PAYMENT FOR LABOR, MATERIALS AND INSTALLATION OF CAULKING MATERIAL SHALL BE INCLUDED IN ITEM 511 CLASS S CONCRETE, SUPERSTRUCTURE.

ITEM 511 CLASS C CONCRETE, ABUTMENT, AS PER PLAN:

INSTALL A 3 FOOT WIDE STRIP, 3/32 INCH THICK, GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT AT LOCATIONS SHOWN IN THE PLANS. SECURE THE 3 FOOT WIDE NEOPRENE SHEETING TO THE CONCRETE WITH 1-1/4" x 3/32" x 1/4" (LENGTH x SHANK DIAMETER x HEAD DIAMETER) #10 GALVANIZED SCREWS THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9 INCHES. OTHER SIMILAR GALVANIZED DEVICES WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.

CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 6 INCHES CENTER TO CENTER ACROSS THE TOP HALF OF THE NEOPRENE STRIP ON THE SIDE OF THE NEOPRENE STRIP AS THE SINGLE VERTICAL ROW OF FASTENERS.

THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAPS IN THE LENGTH OF THE HORIZONTAL STRIPS DUE TO MATERIAL MANUFACTURING SHALL BE AT LEAST ONE FOOT IN LENGTH, IF NOT VULCANIZED OR ADHESIVED, OR 6 INCHES IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.

IN ADDITION, INSTALL A 3 INCH THICKNESS OF POLYSTYRENE SHEETING BETWEEN THE ABUTMENT BACK WALL AND THE POROUS BACKFILL AT LOCATIONS AS SHOWN IN THE PLANS.

PAYMENT FOR LABOR, MATERIALS AND INSTALLATION OF THESE ITEMS SHALL BE INCLUDED IN ITEM 511 CLASS C CONCRETE, ABUTMENT, AS PER PLAN.

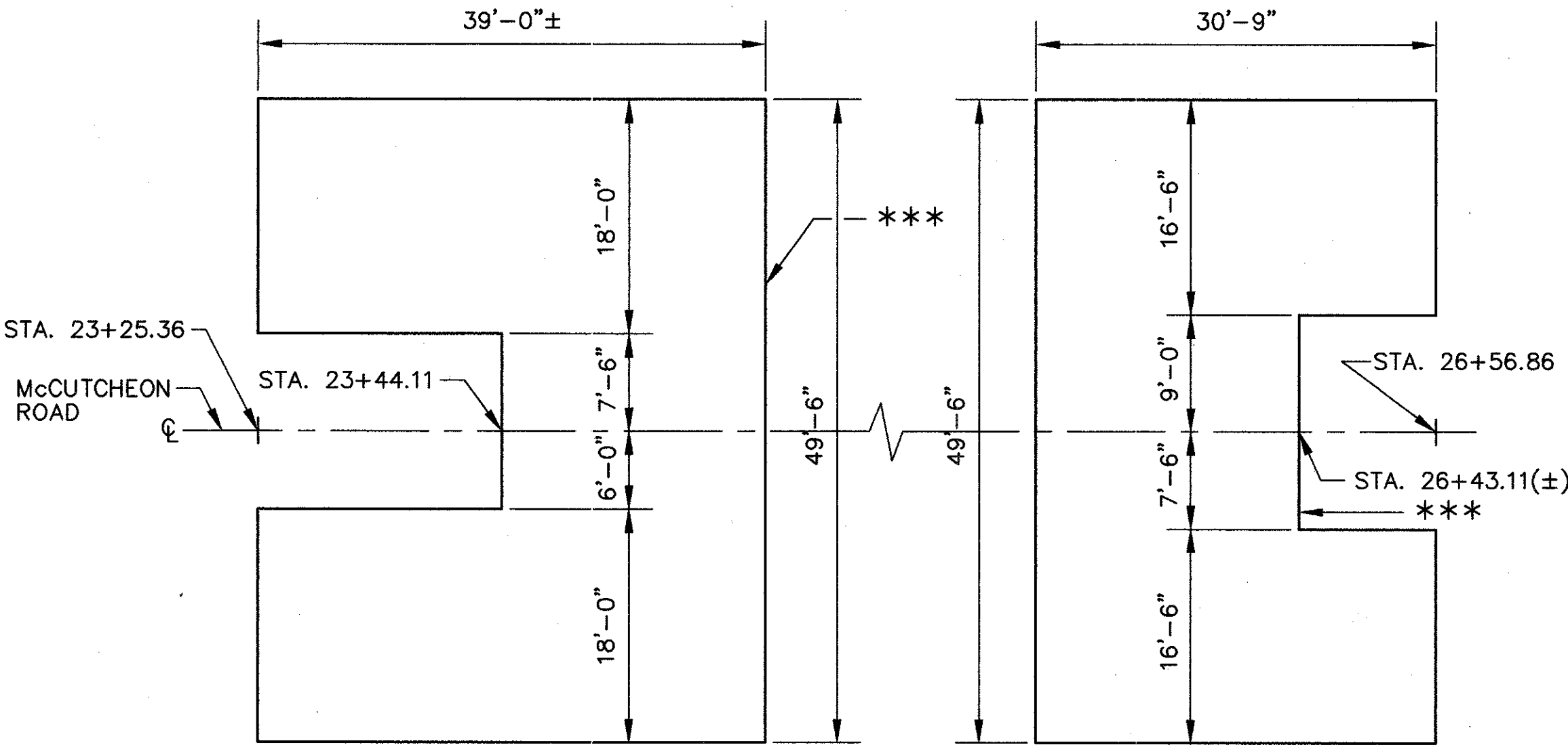
ESTIMATED QUANTITIES

CALC. BY: B.G. DATE: 3-94
CHKD. BY: R.B. DATE: 5-94

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPER.	ABUTS.	PIER	GENERAL
202	11003	LUMP	LUMP	STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN				LUMP
503	21102	1932	CU. YD.	UNCLASSIFIED EXCAVATION, INCLUDING SHALE		1889	43	
509	15830	155,767	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60	101,006	43,588	11,173	
511	31508	513	CU. YD.	CLASS S CONCRETE, SUPERSTRUCTURE	513			
* 511	33404	513	CU. YD.	CLASS S CONCRETE, SUPERSTRUCTURE (USING SHRINKAGE COMPENSATING CEMENT) **	513			
* 511	33410	LUMP	LUMP	CLASS S CONCRETE, USING SHRINKAGE COMPENSATING CEMENT, FOR PRE-PLACEMENT TESTING **	LUMP			
511	41000	31	CU. YD.	CLASS C CONCRETE, PIER ABOVE FOOTINGS			31	
511	44101	315	CU. YD.	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING, AS PER PLAN		315		
511	46500	331	CU. YD.	CLASS C CONCRETE, FOOTING		297	34	
SPECIAL	51267500	759	SQ. YD.	SEALING OF CONCRETE SURFACES ** (NON-EPOXY)	759			
513	12400	365,145	POUND	STRUCTURAL STEEL, A572-50 AISC CATEGORY III (BUILT UP GIRDER) **	365,145			
513	20000	2190	EACH	WELDED STUD SHEAR CONNECTOR	2190			
SPECIAL	51400610	365,145	POUND	PAINTING OF NEW STEEL, SYSTEM IZEU **	365,145			
516	44100	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE) ** (22"x 22"x 2 11/16" PAD w/ 23"x 23"x 2" PLATE)			5	
516	44200	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE) ** (18"x 12"x 3 1/8" PAD w/ 19"x 13"x 1 1/2" PLATE)		10		
518	21201	230	CU. YD.	POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN		230		
601	20000	172	SQ. YD.	CRUSHED AGGREGATE SLOPE PROTECTION		172		
SPECIAL	60739900	274	LIN. FT.	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	274			
SPECIAL	60739930	274	LIN. FT.	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC	274			

* ALTERNATE BID ITEM: THESE TWO ITEMS CONSTITUTE ONE ALTERNATE BID TO CLASS S CONCRETE, SUPERSTRUCTURE.

** SEE PROPOSAL NOTE



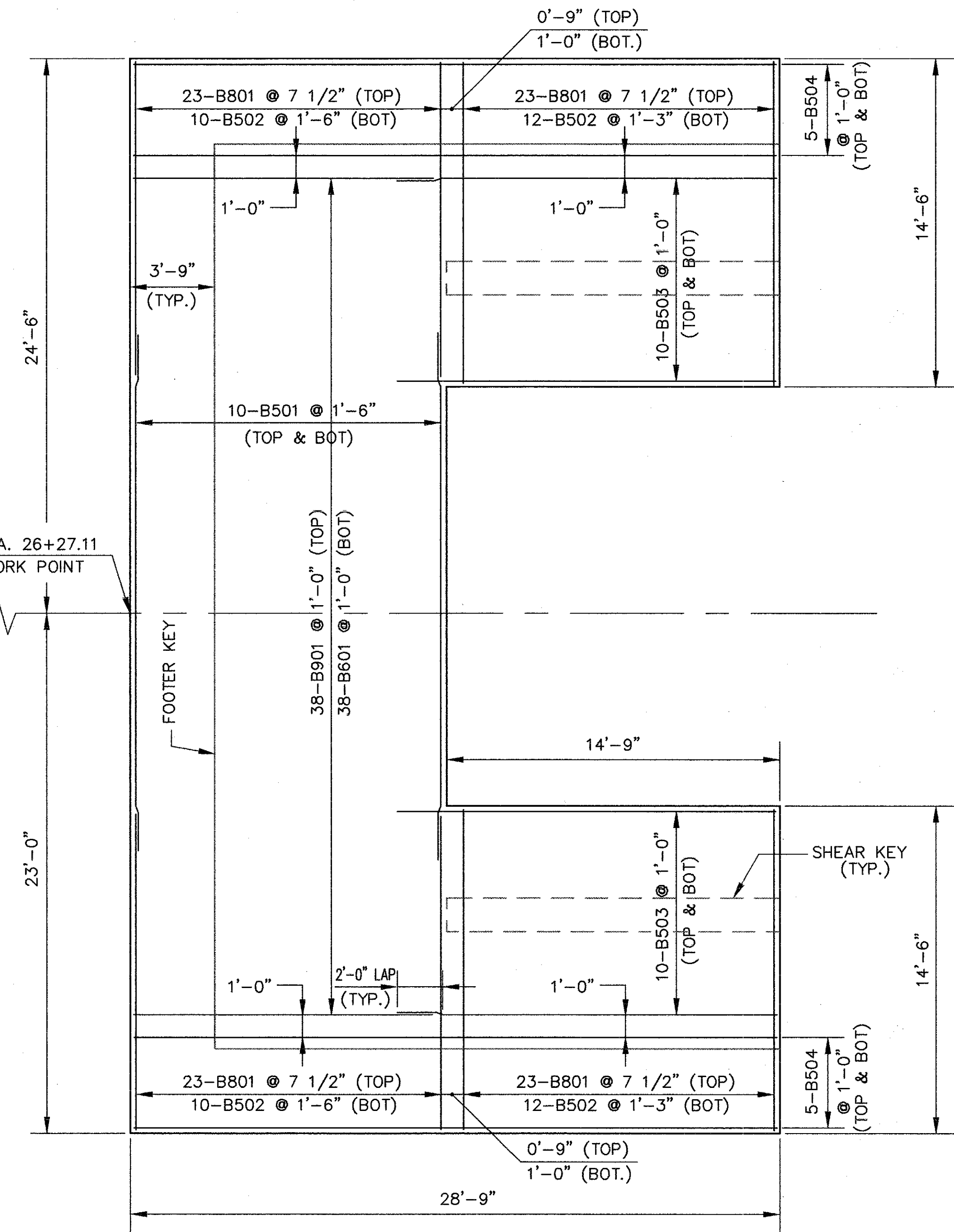
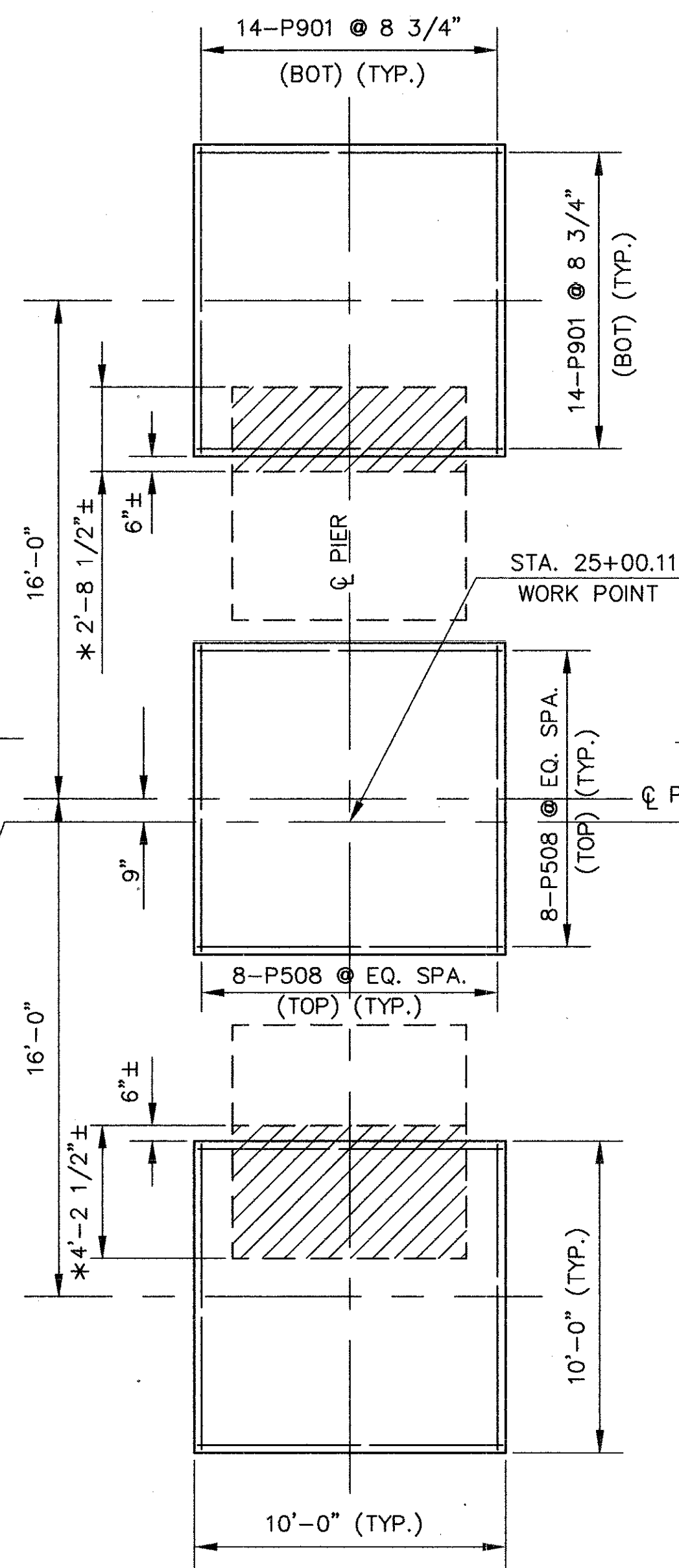
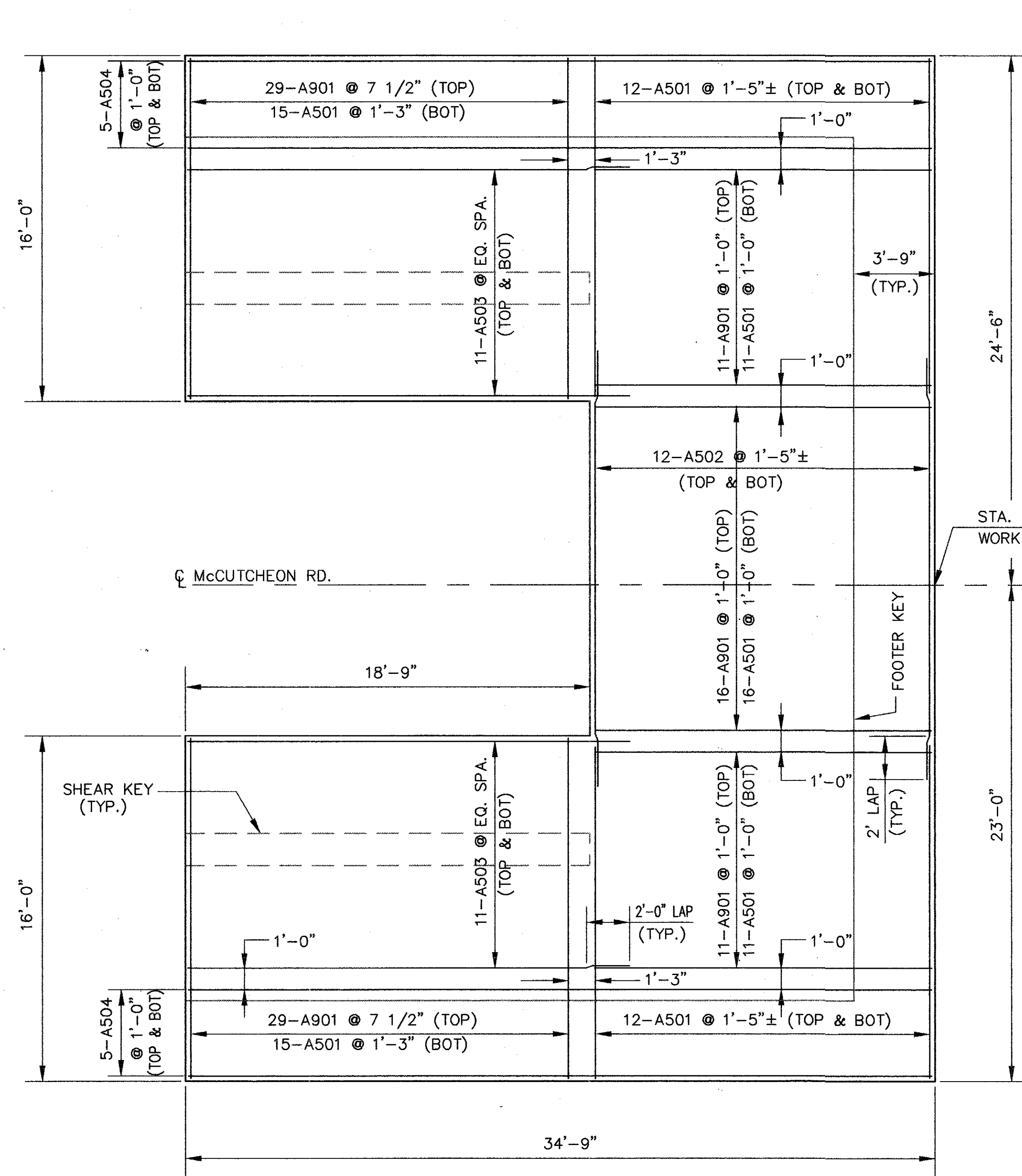
REAR ABUTMENT

FWD. ABUTMENT

PLAN LIMITS OF UNCLASSIFIED EXCAVATION

(EXTENDING FROM THE BOTTOM OF FOOTING TO THE EXISTING GROUND SURFACE)

*** EDGE OF EXISTING ABUTMENT FOUNDATION

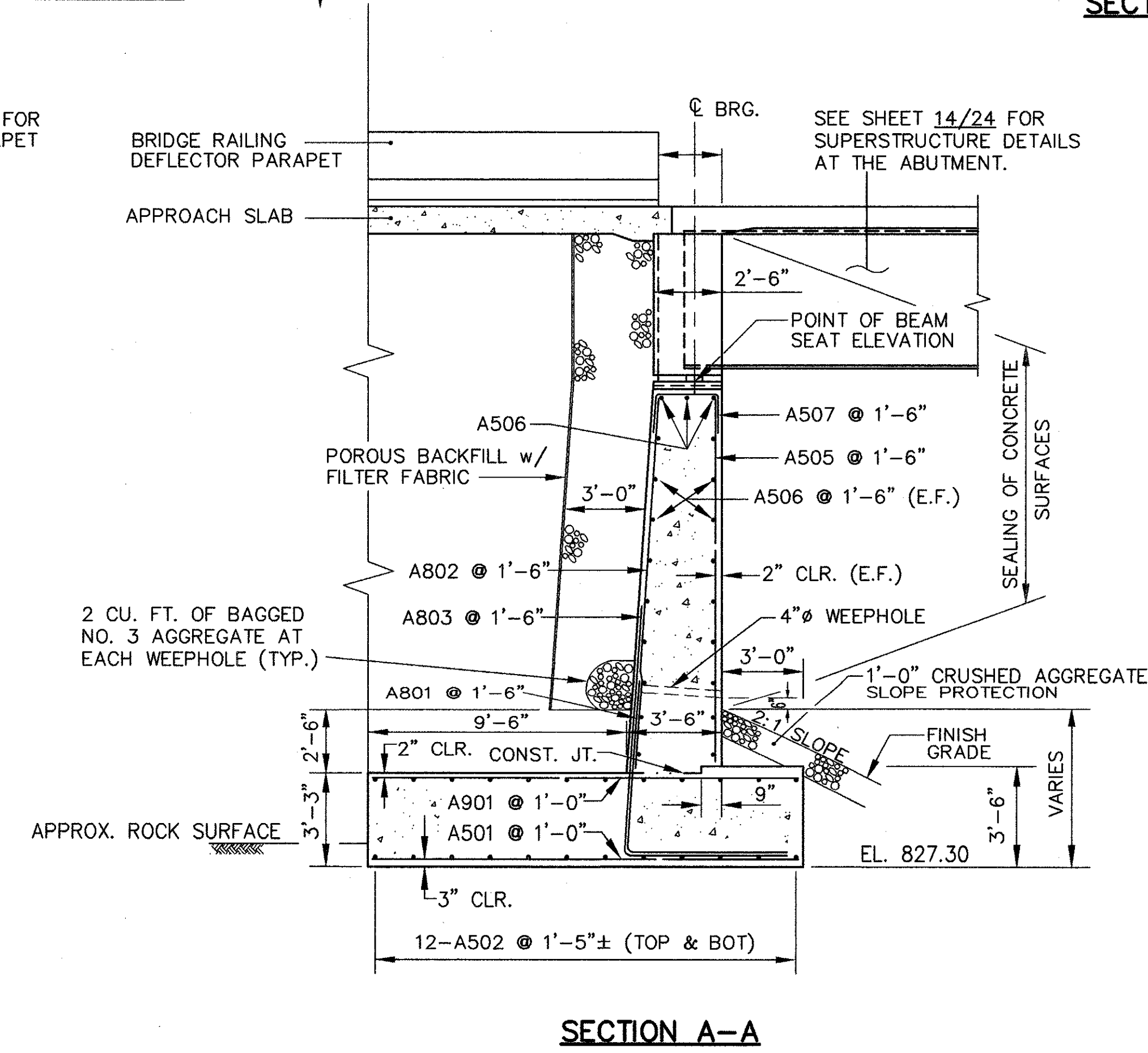
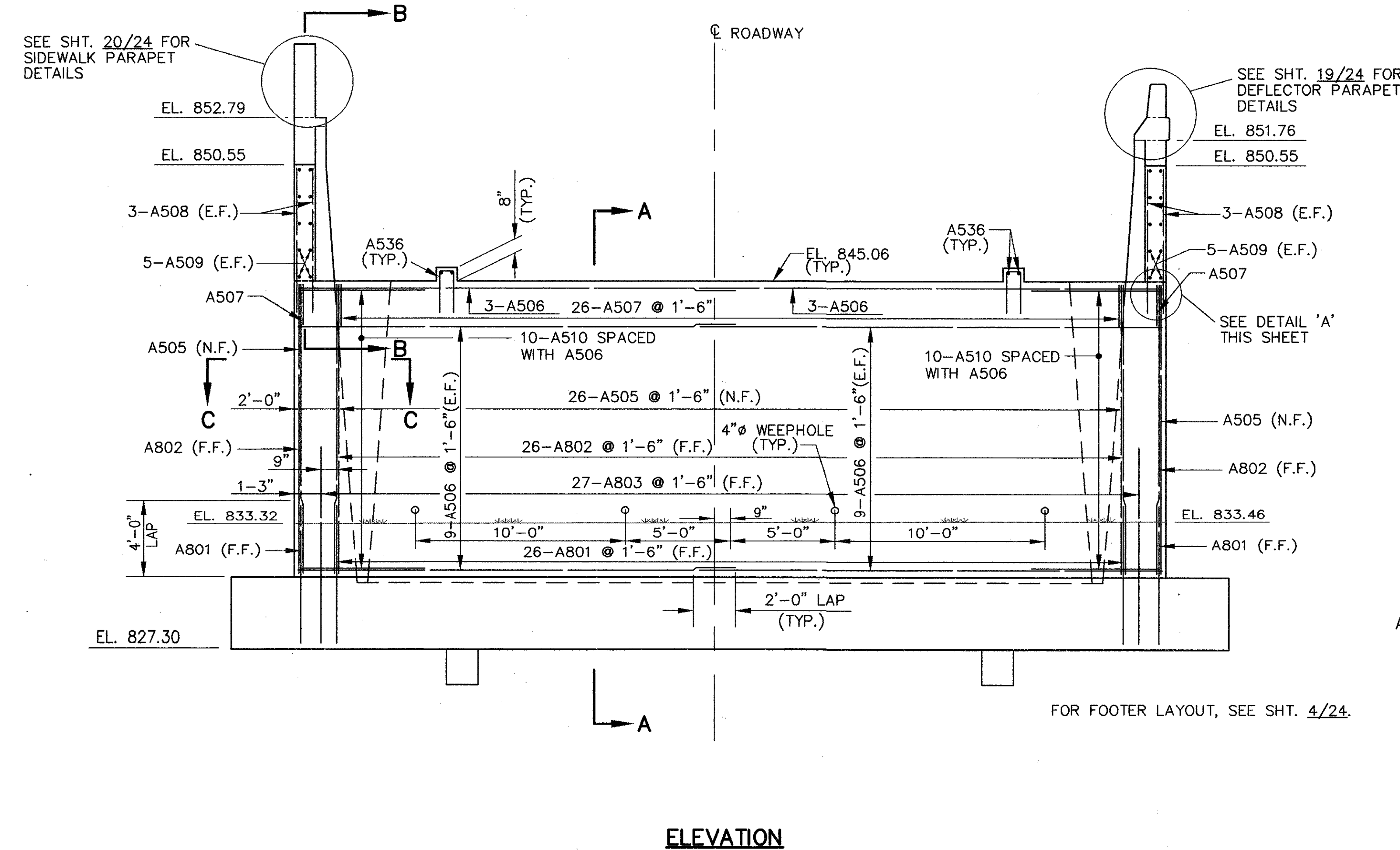
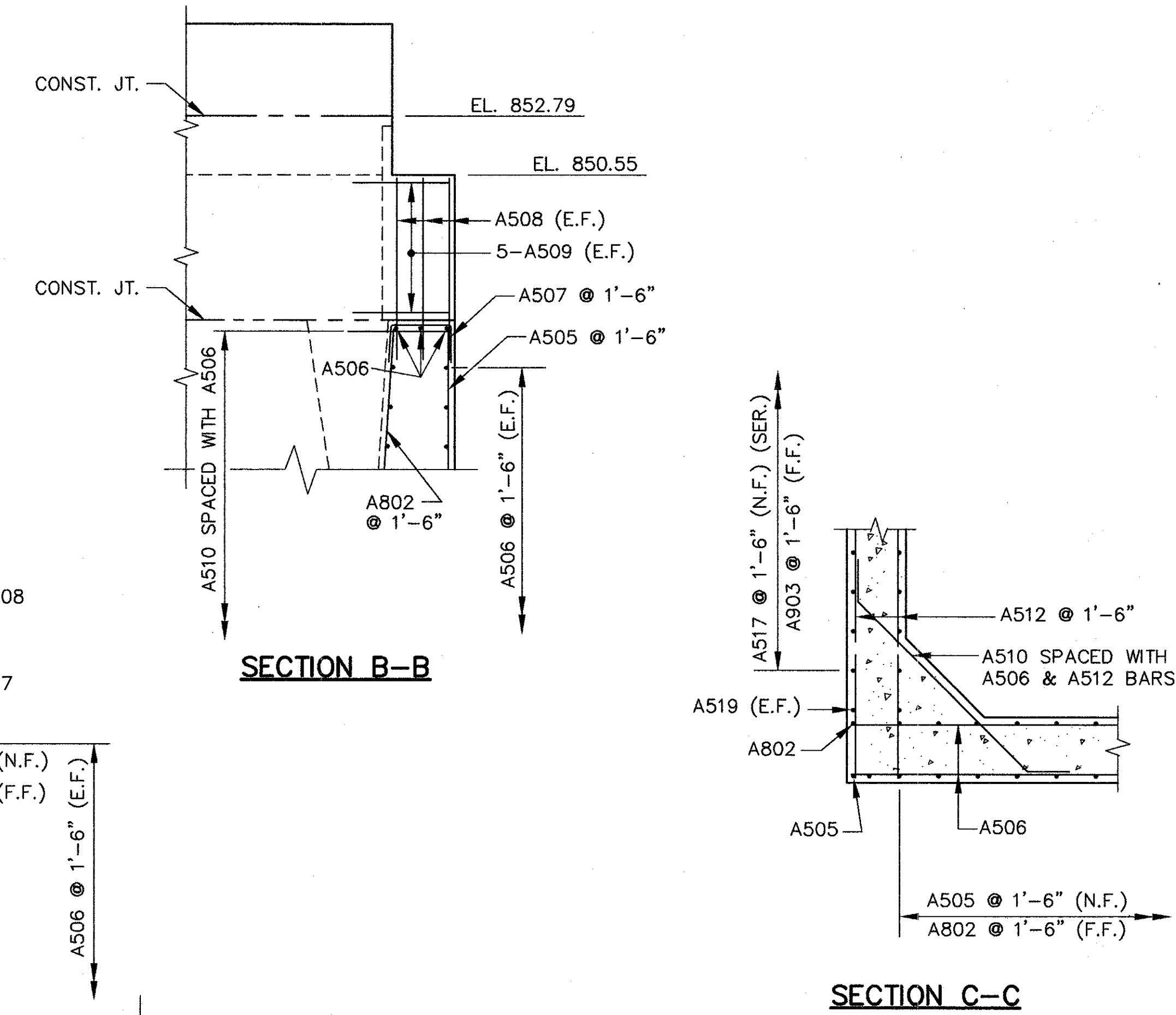
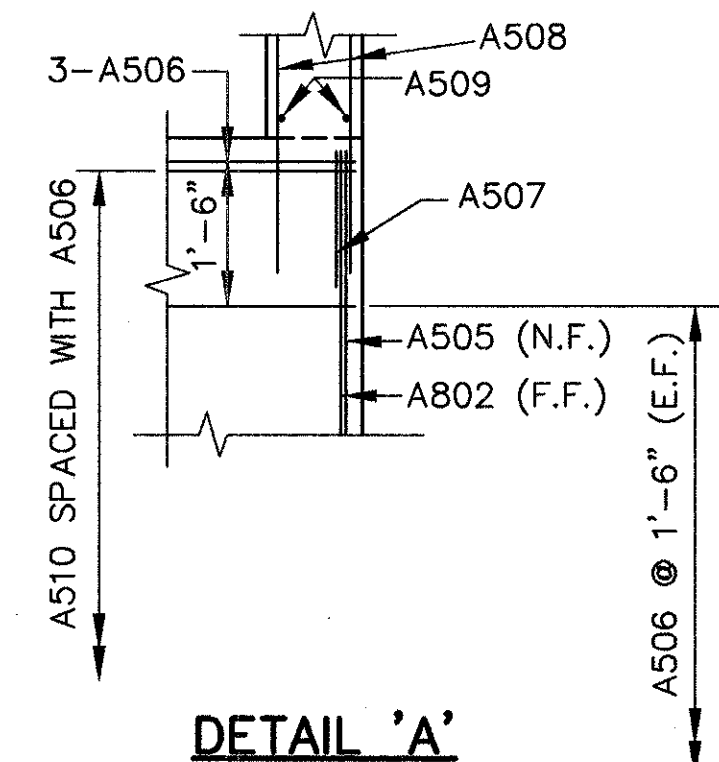
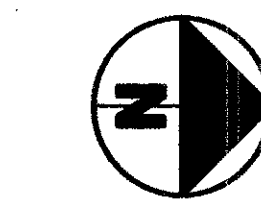
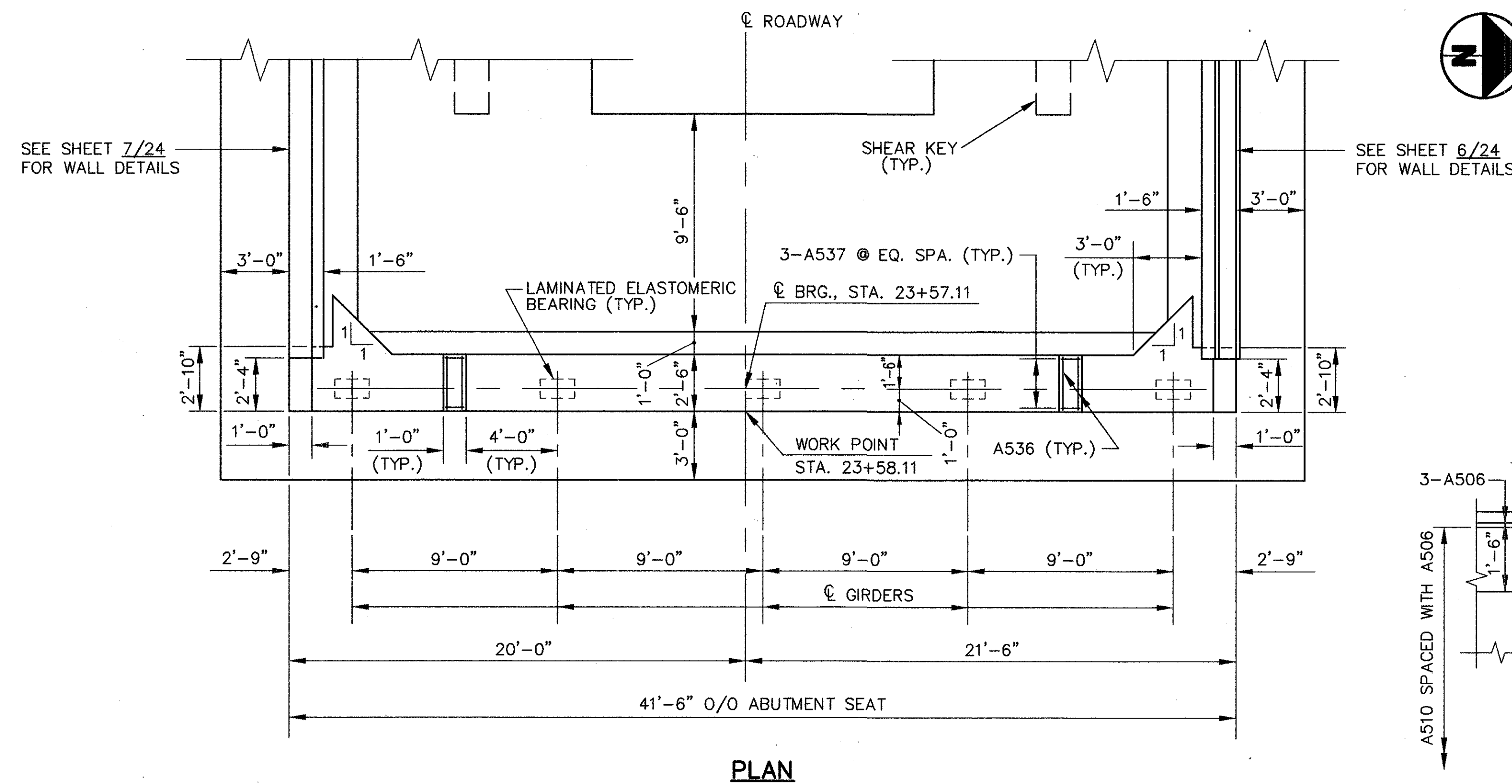


* LIMITS OF REMOVAL OF EXISTING FOOTINGS.

LEGEND
 TYP. = TYPICAL
 BOT. = BOTTOM
 EQ. SPA. = EQUAL SPACES

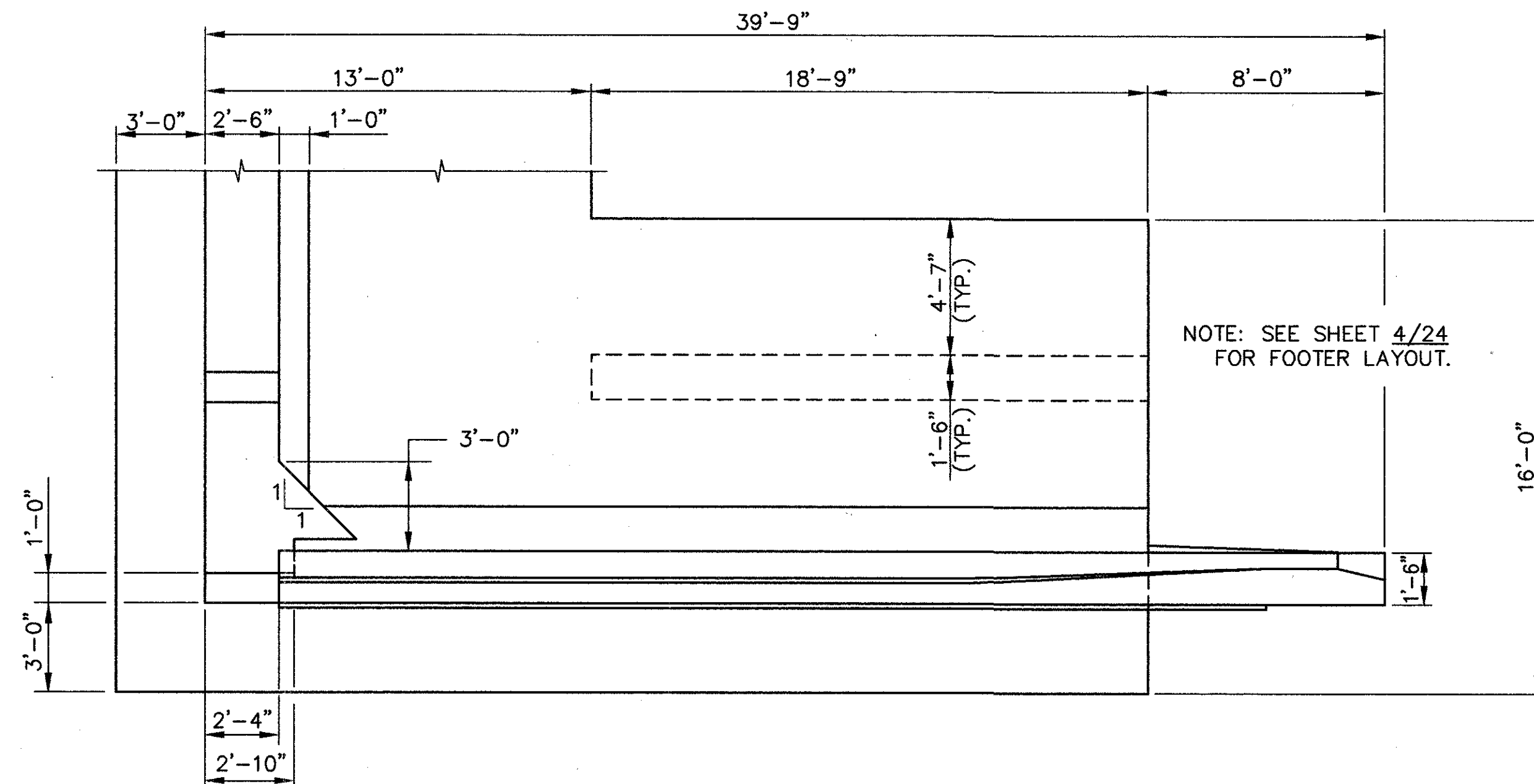


PLOT SCALE: 1" = 4'
COL #19 C:\DRAWING\06092308 MCCUTCH\MCUTAD1.DWG FEBRUARY-06-1995

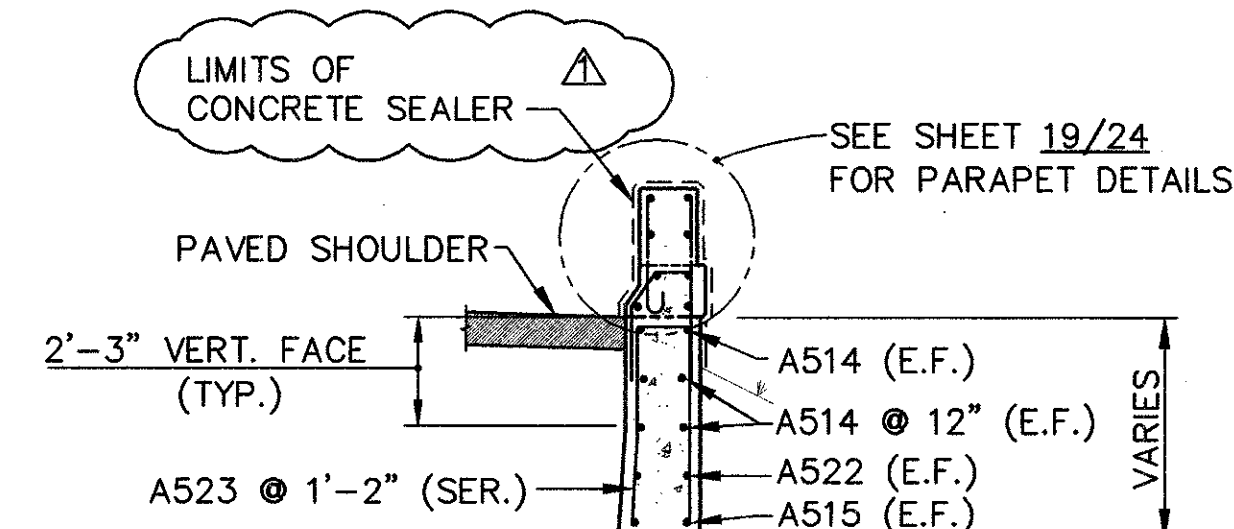
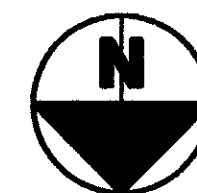


NOTE: POROUS BACKFILL WITH FILTER FABRIC, 3'-0" THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE AND Laterally TO THE WINGWALLS. GEOTEXTILE FABRIC SHALL CONFORM WITH 712.09, TYPE A. TWO CUBIC FEET OF BAGGED NO. 3 AGGREGATE SHALL BE PLACED AT EACH WEEPHOLE. BAGGED AGGREGATE AND GEOTEXTILE FABRIC ARE INCLUDED WITH POROUS BACKFILL FOR PAYMENT.

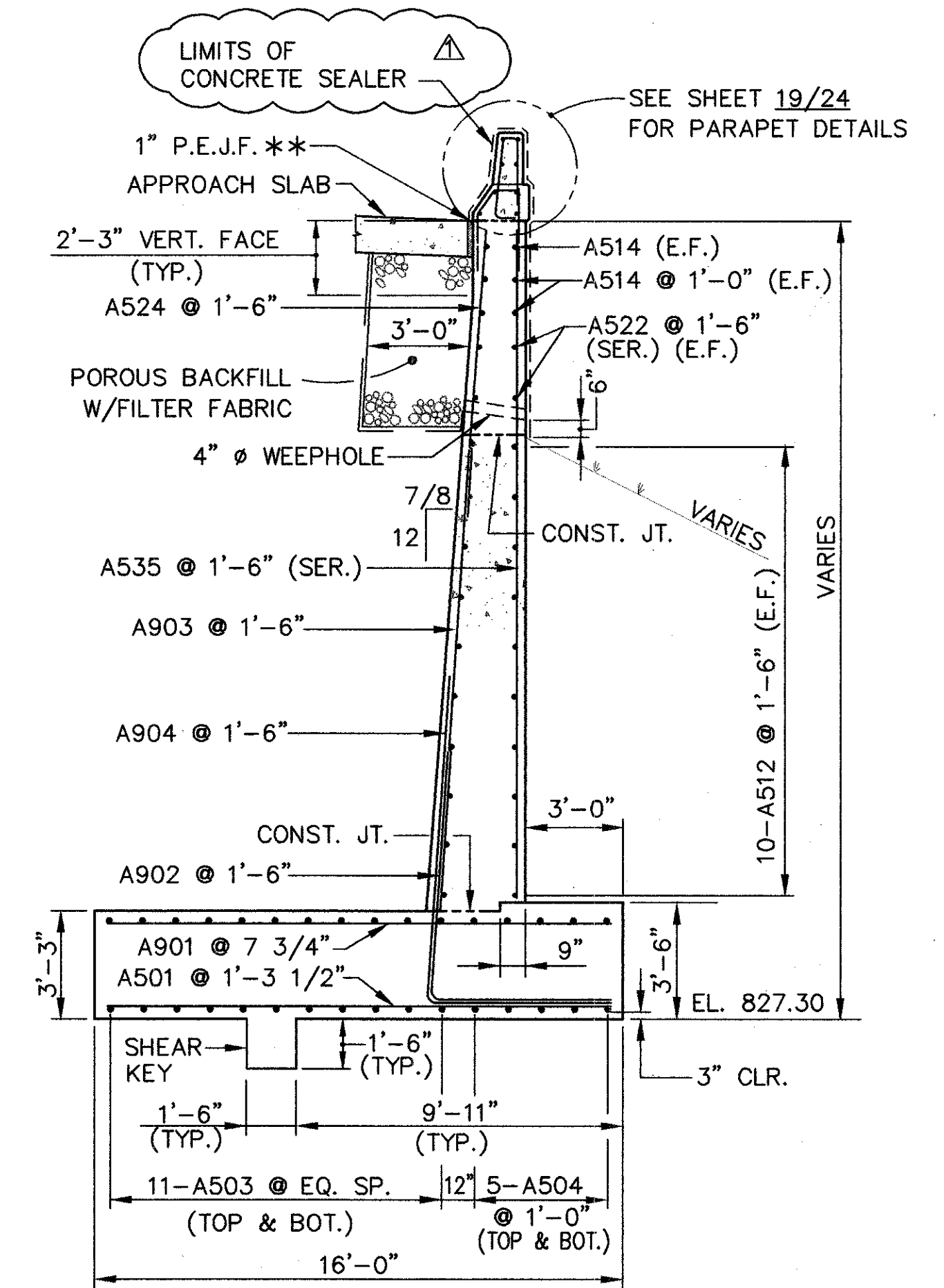
LEGEND
N.F. = NEAR FACE
E.F. = EACH FACE
F.F. = FAR FACE
SER. = SERIES
CONST. JT. = CONSTRUCTION JOINT



PLAN - NORTH WINGWALL

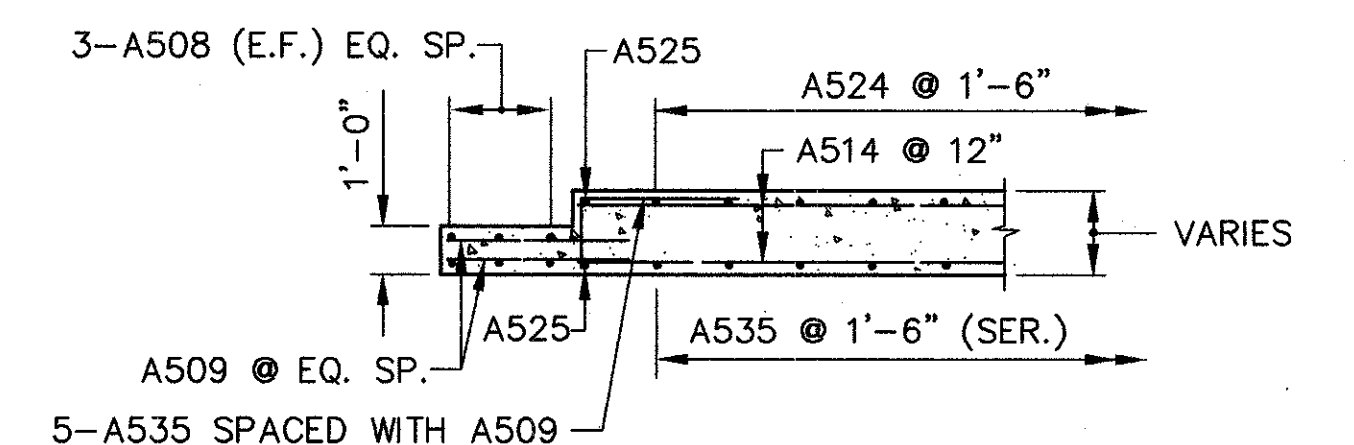


SECTION G-G



SECTION F-F

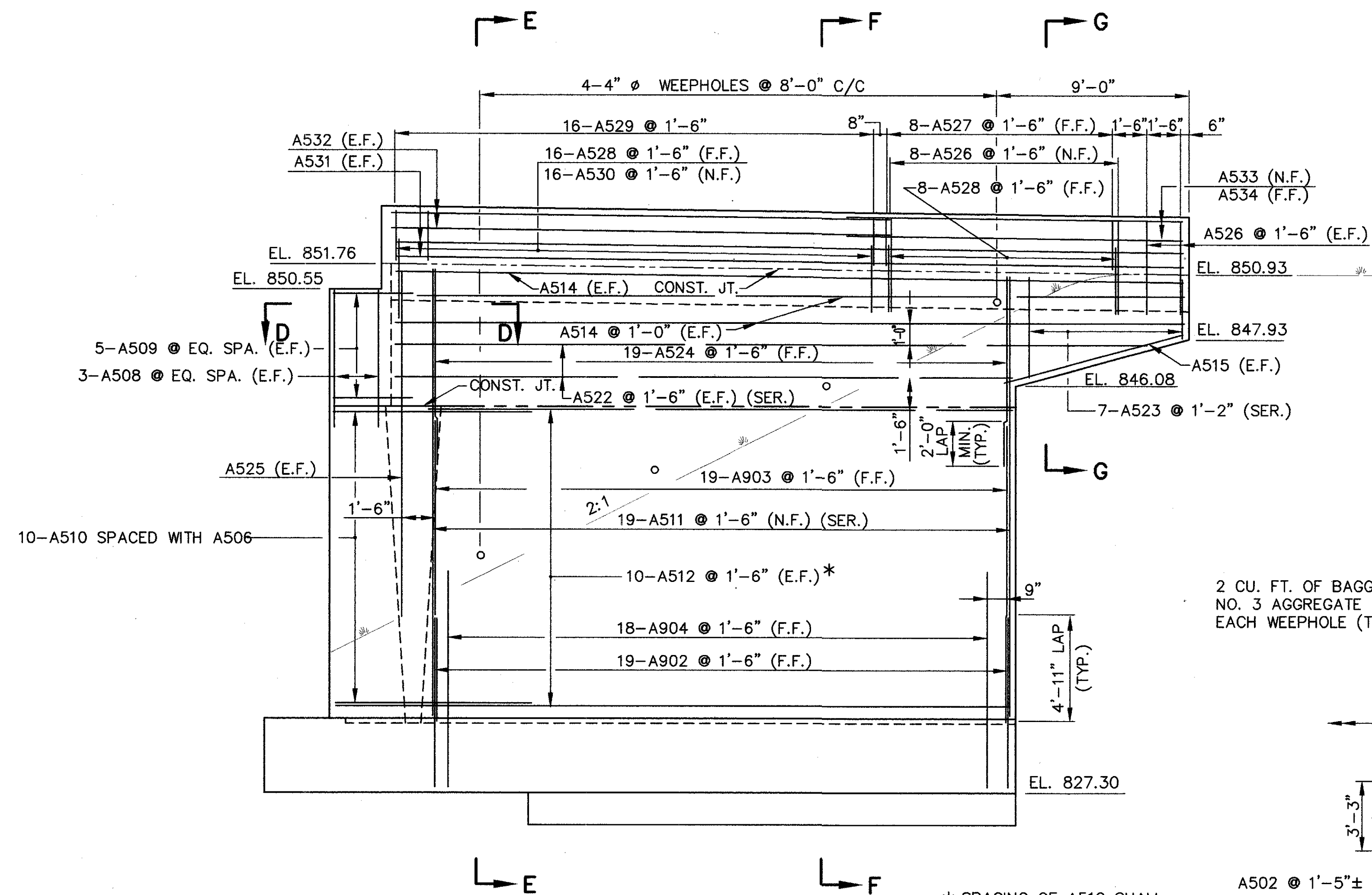
** INCLUDE WITH APPROACH SLAB FOR PAYMENT.



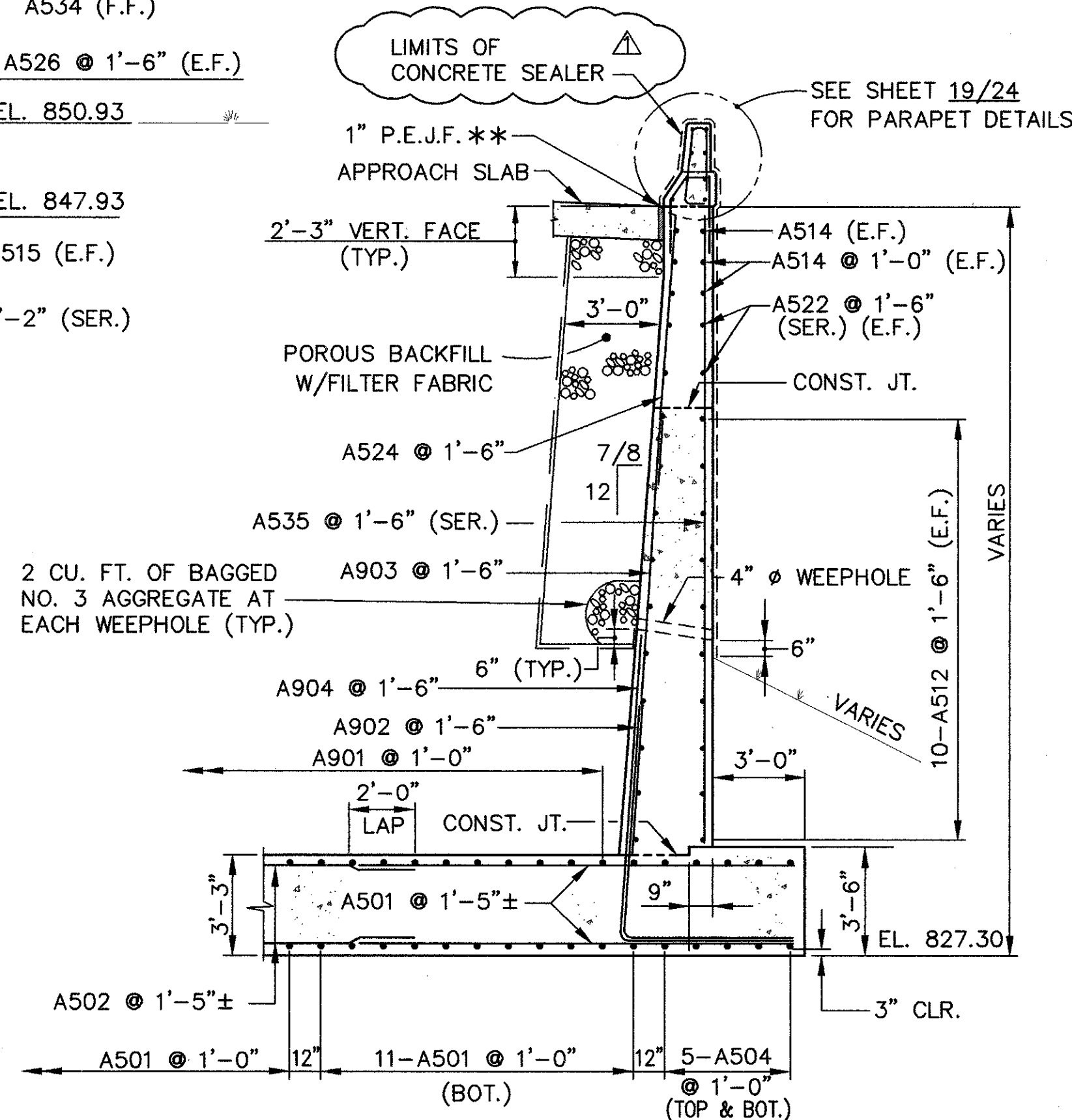
SECTION D-D

LEGEND

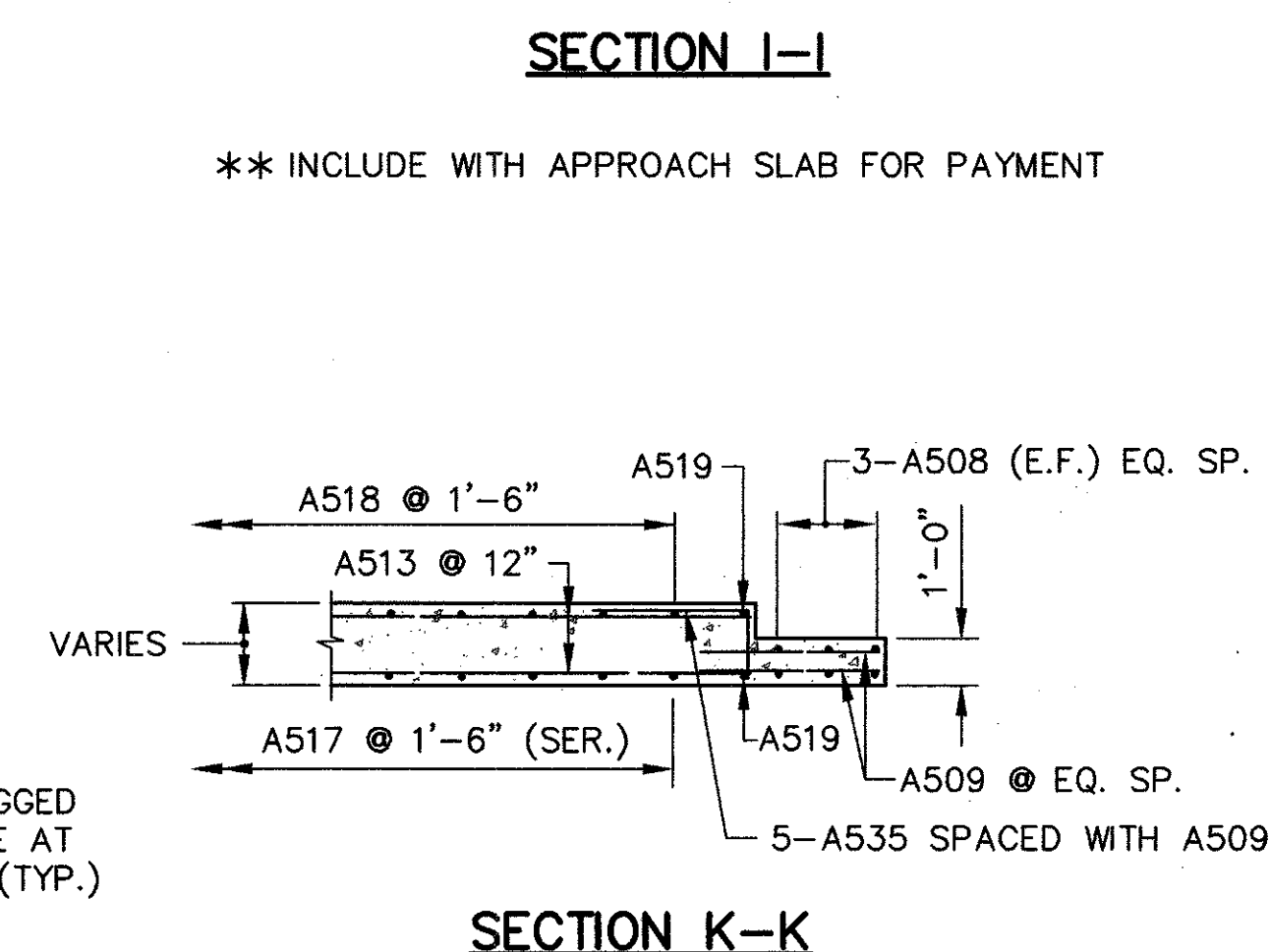
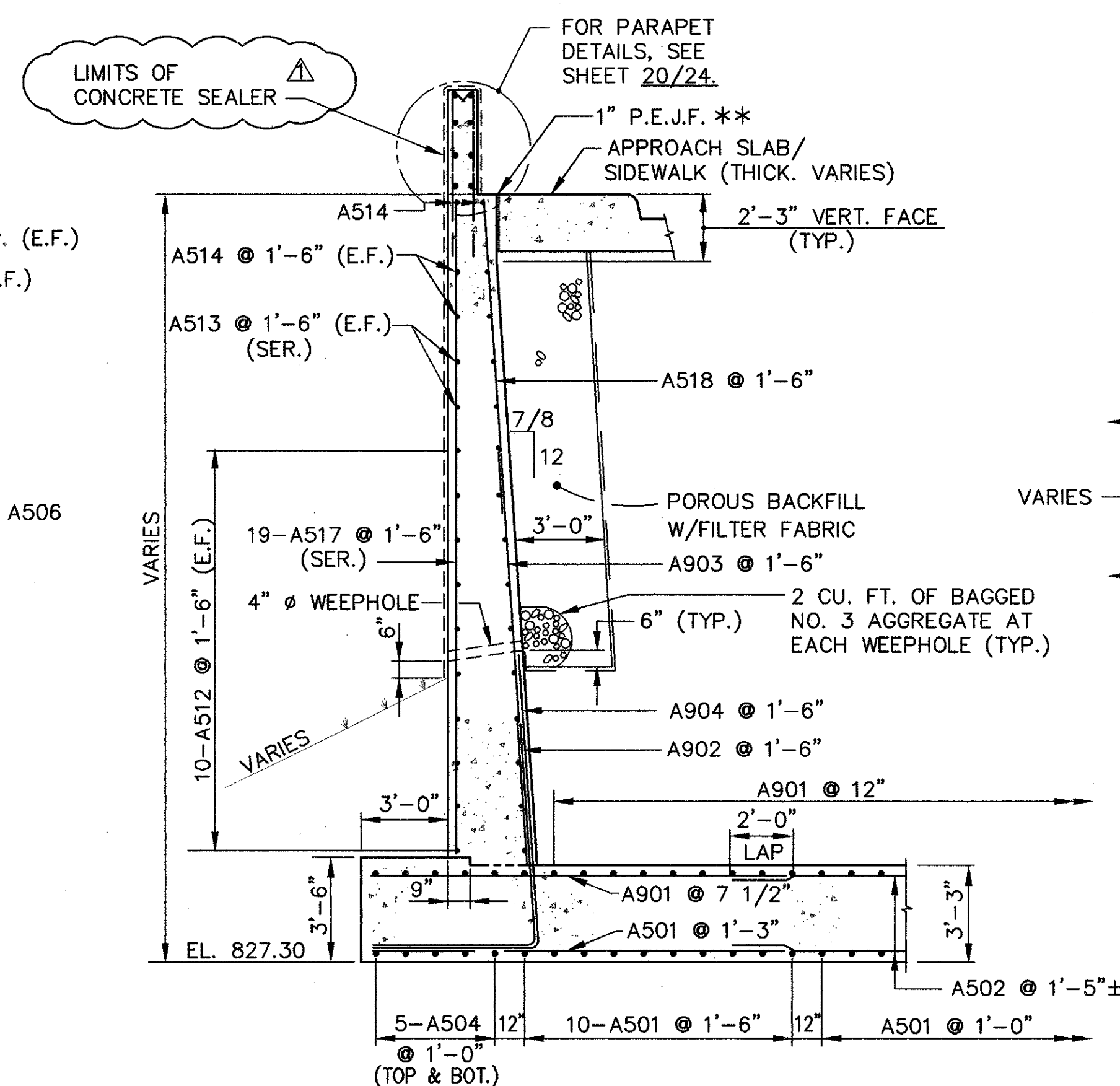
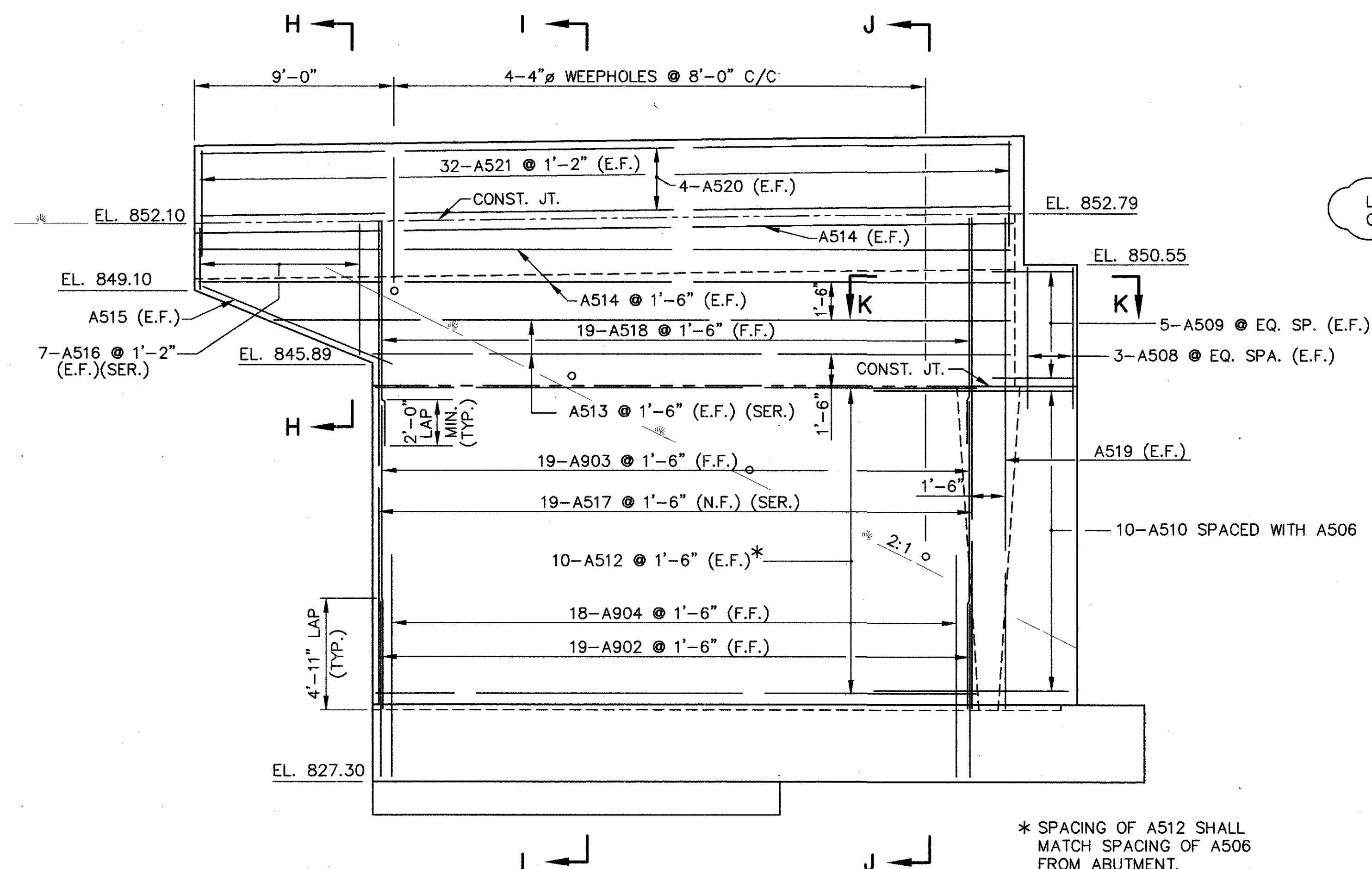
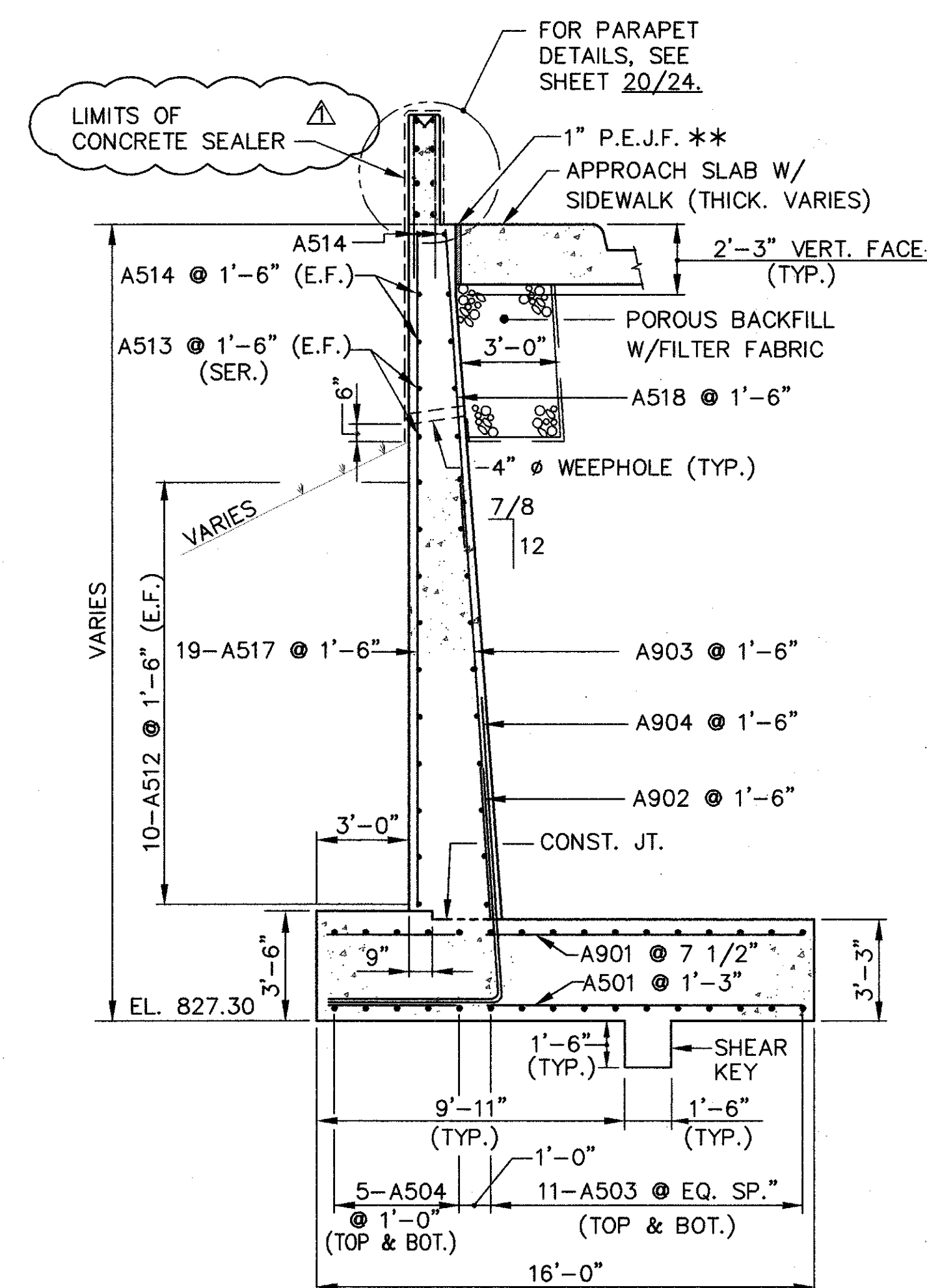
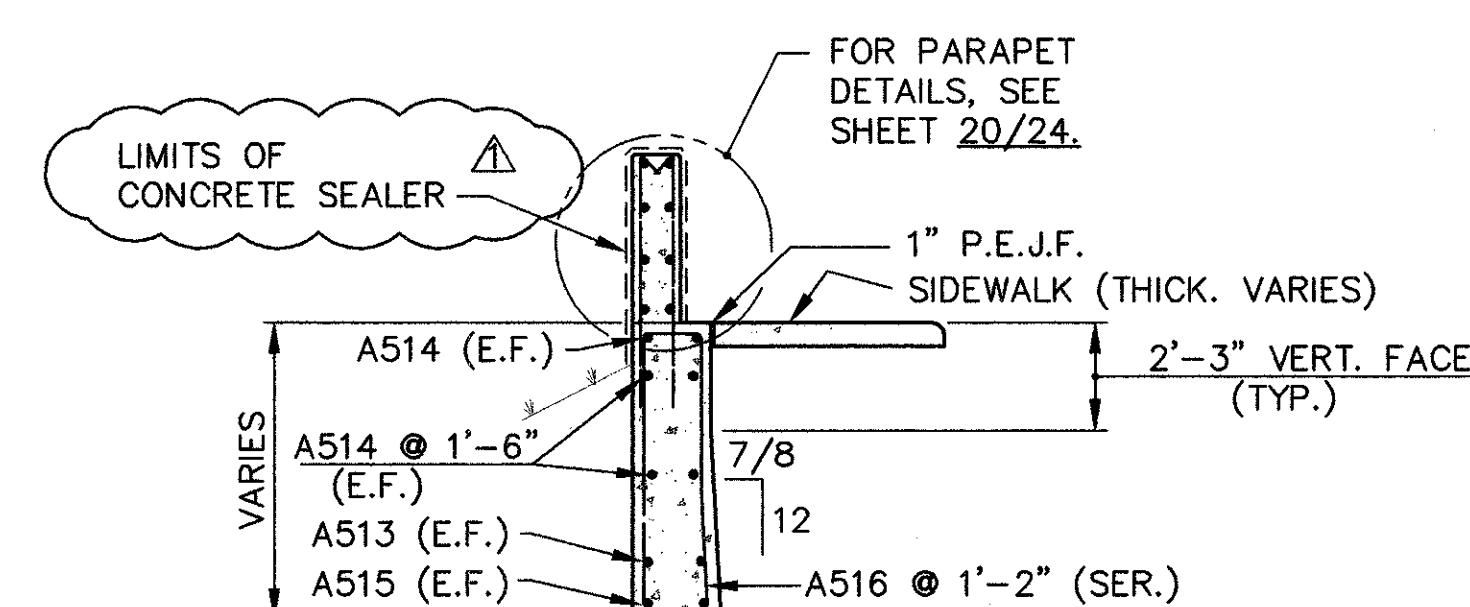
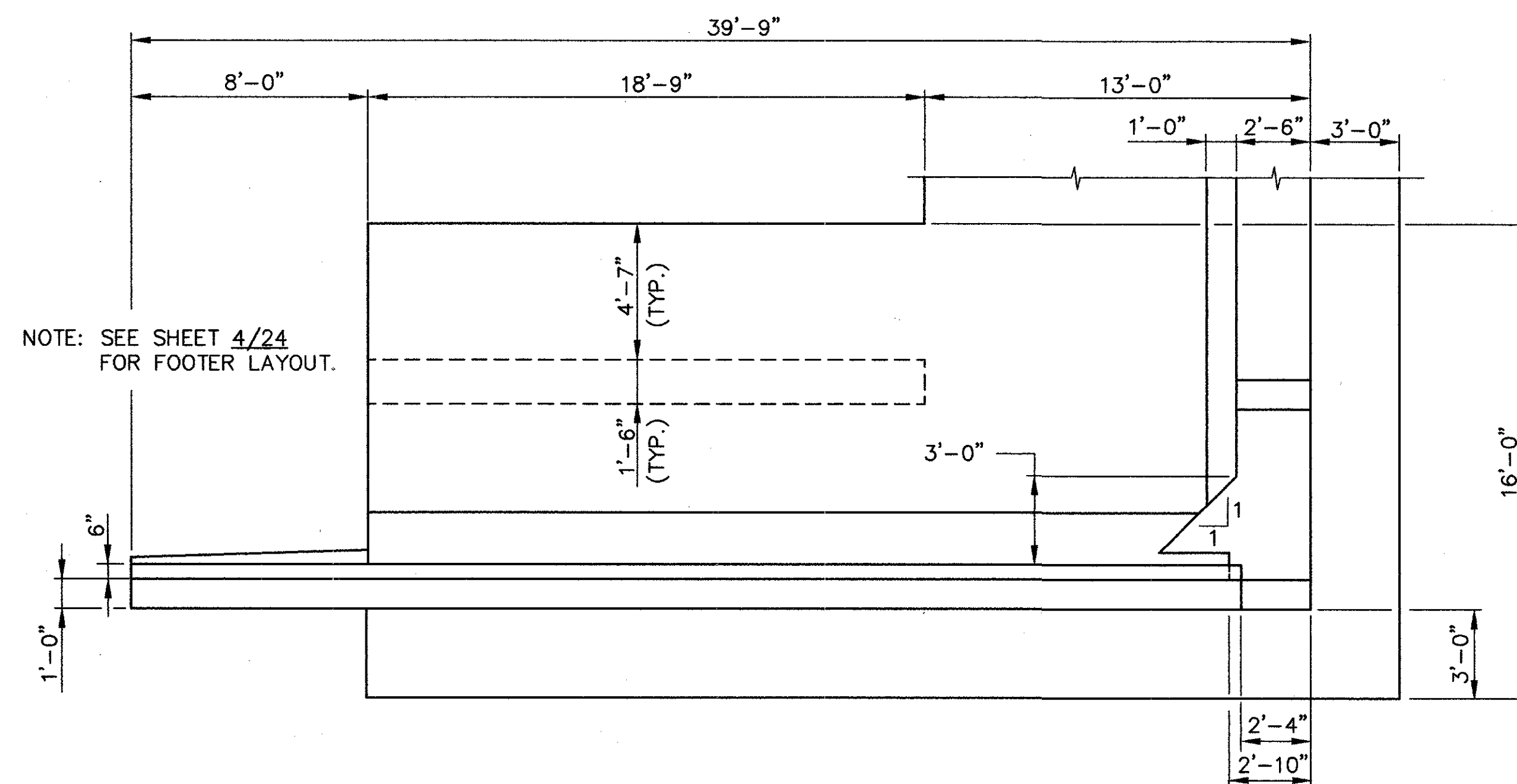
N.F. = NEAR FACE
E.F. = EACH FACE
F.F. = FAR FACE
SER. = SERIES
EL. = ELEVATION
CLR. = CLEAR
TYP. = TYPICAL
CONST. JT. = CONSTRUCTION JOINT
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER



ELEVATION - NORTH WINGWALL



SECTION E-E



LEGEND

N.F. = NEAR FACE
E.F. = EACH FACE
F.F. = FAR FACE
SER. = SERIES
EL. = ELEVATION
CLR. = CLEAR
TYP. = TYPICAL
CONST. JT. = CONSTRUCTION JOINT
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER

E.F. = EACH FAC

F.F. = FAR FACE

SER. = SERIE

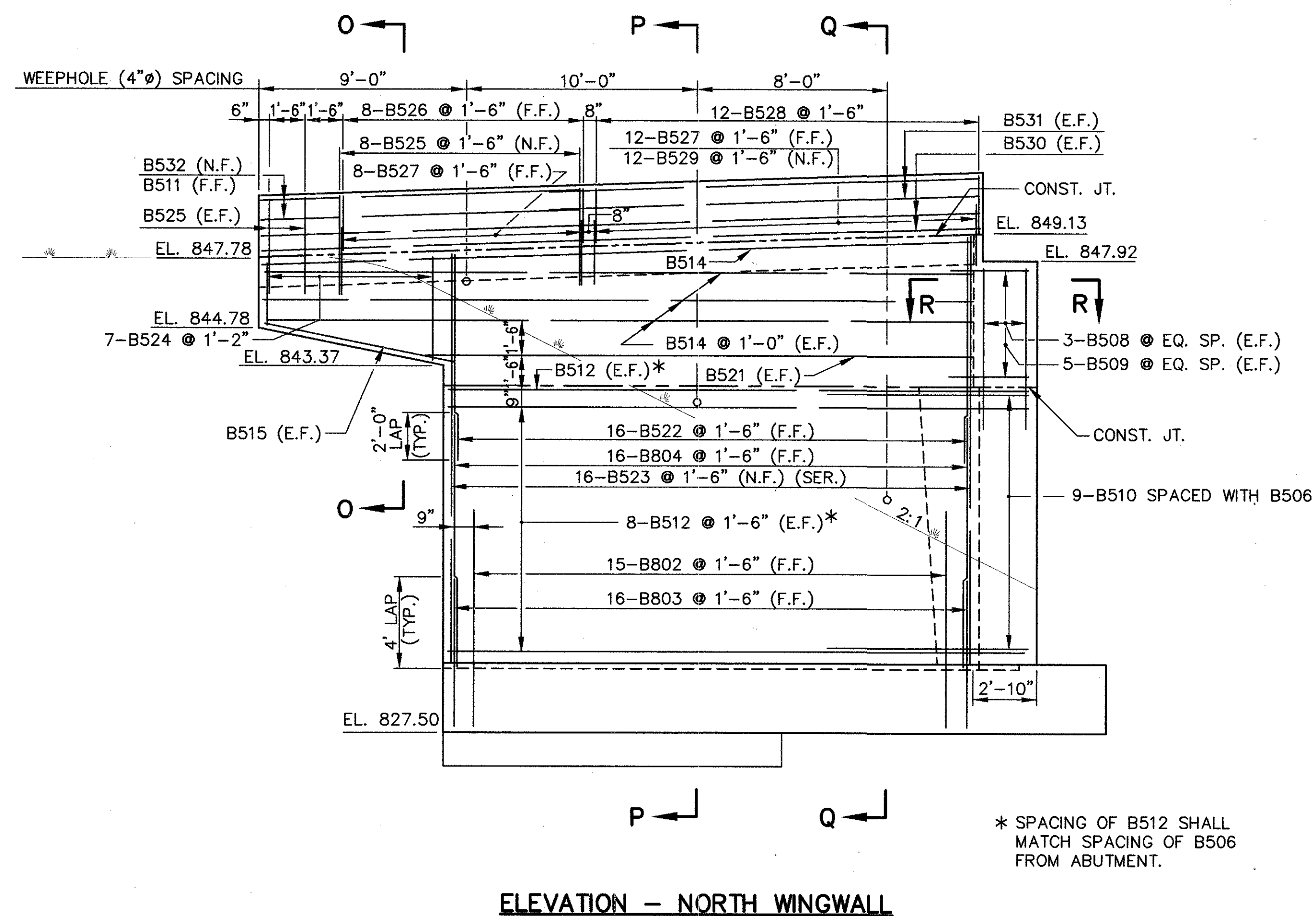
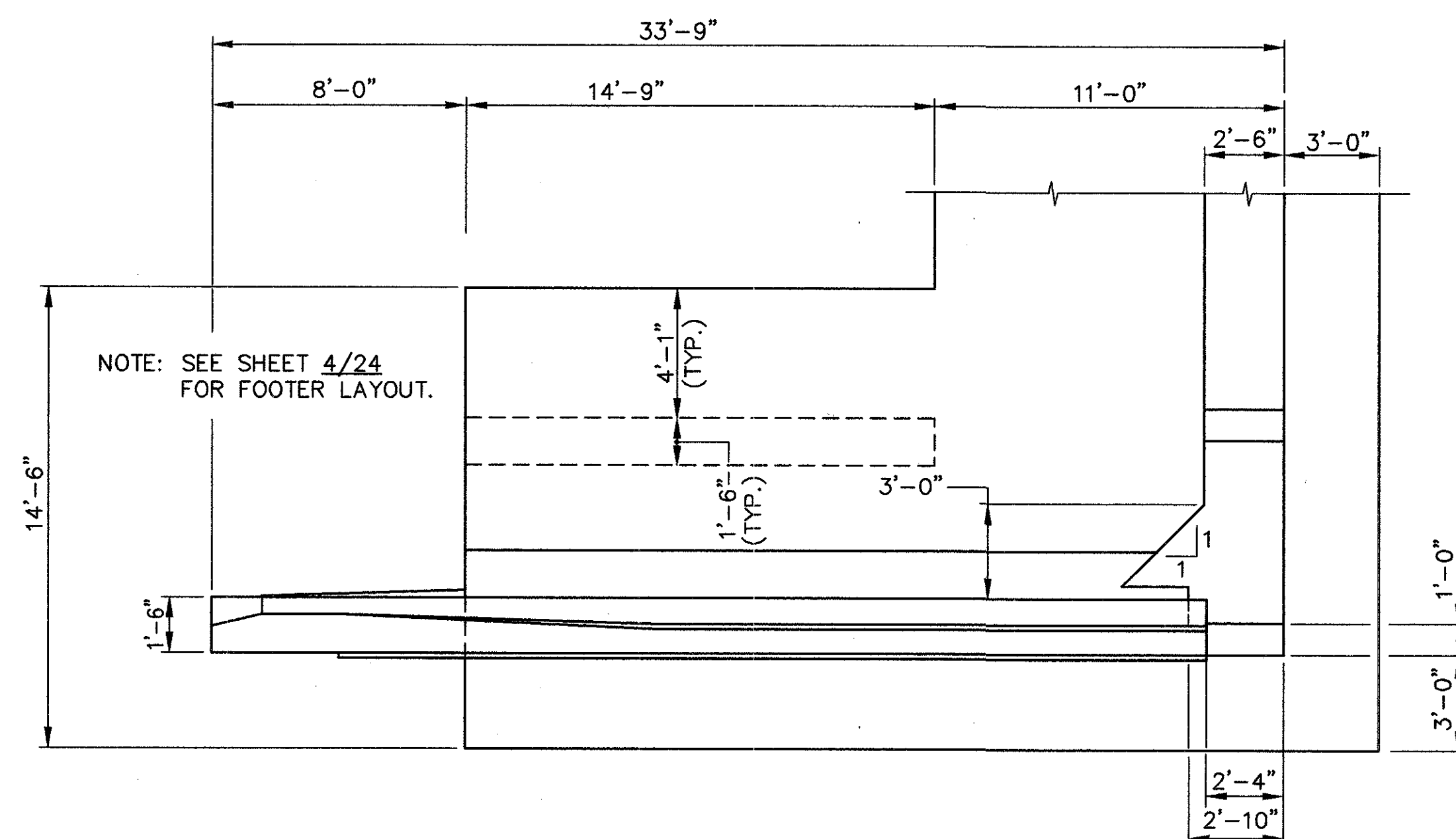
EL. = ELEVATION
CLD. = CLEAR

CLR. = CLEAR
TYP. = TYPIC

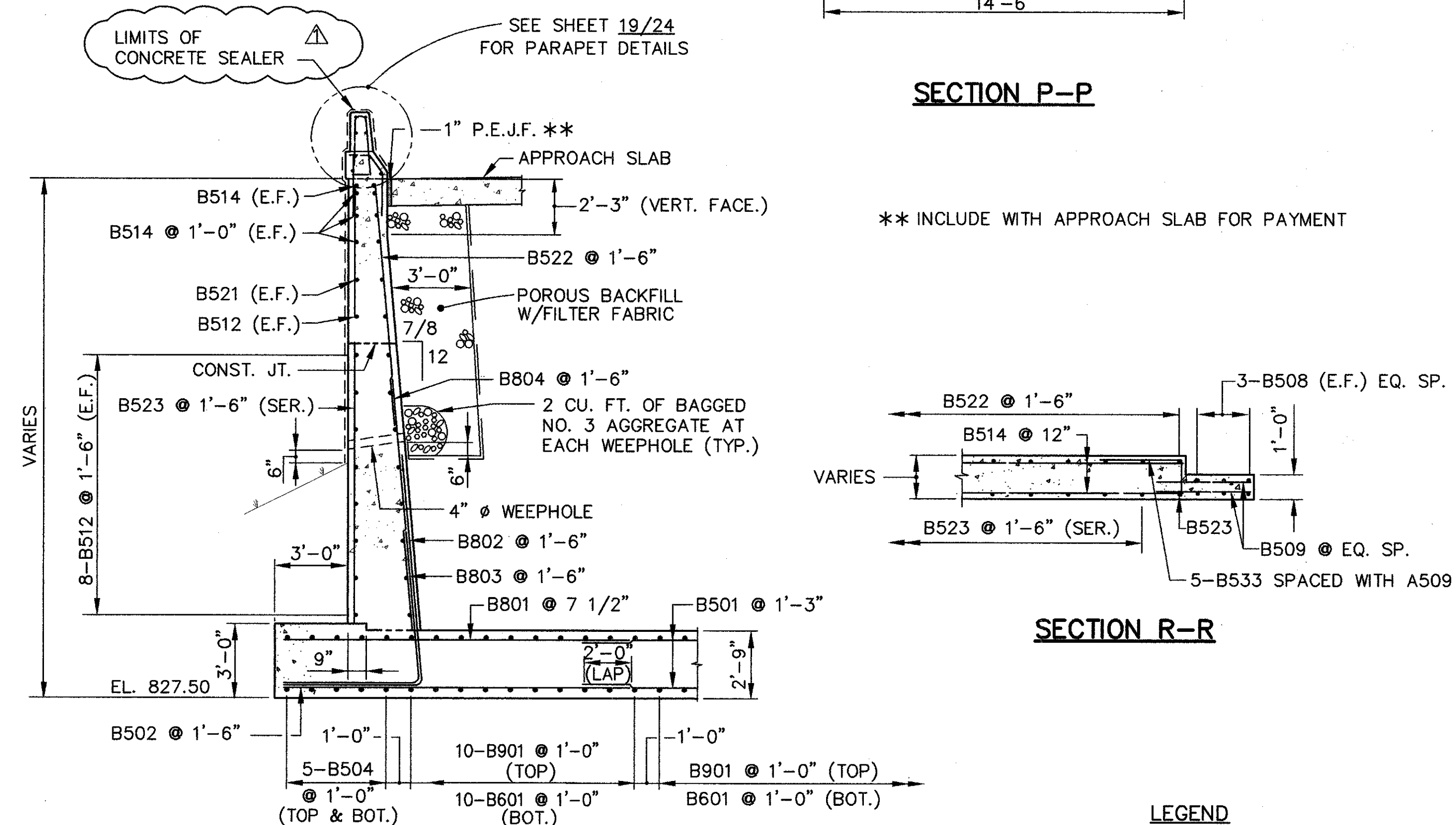
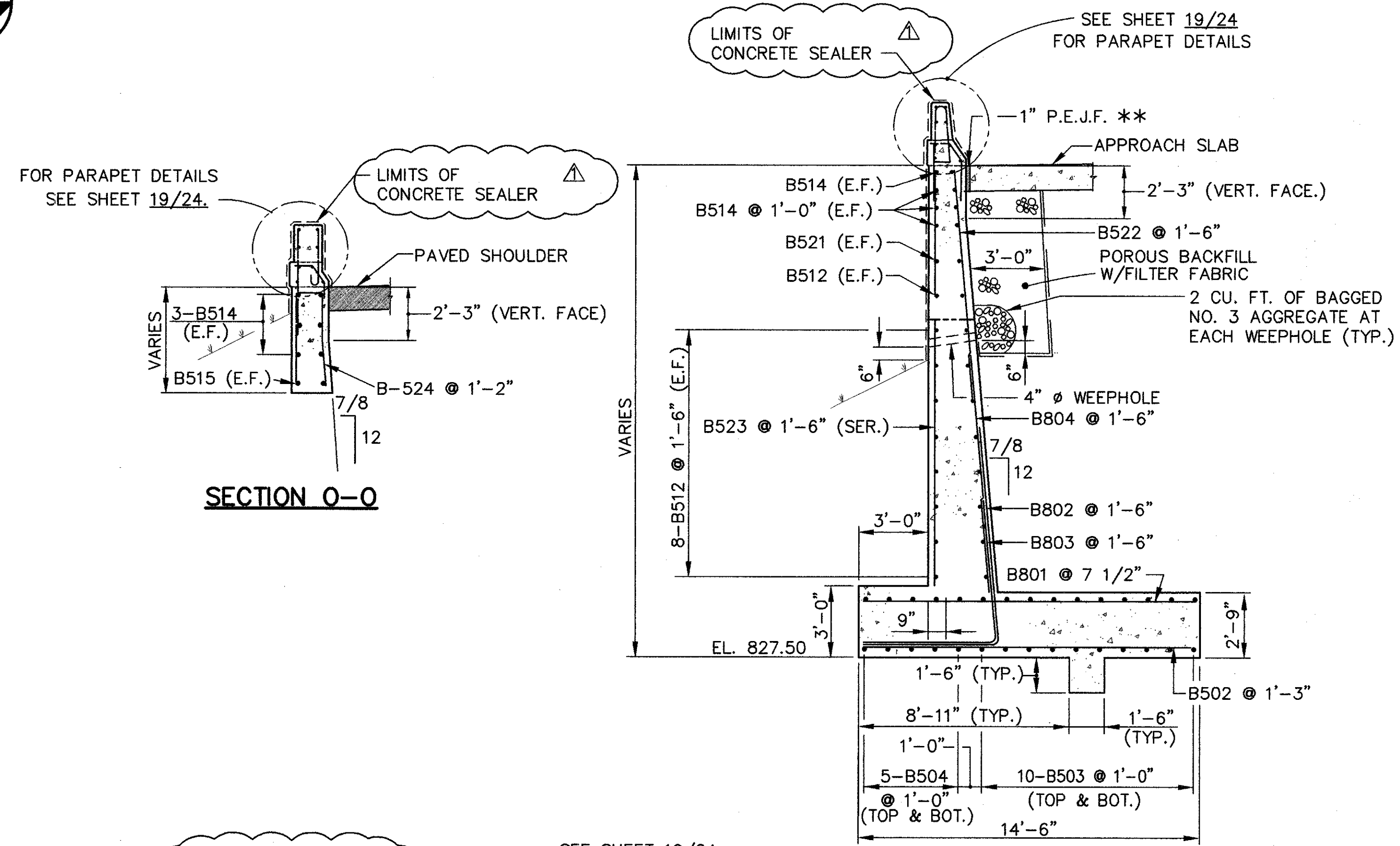
TYP. = TYPICAL
CONST. IT. = CONSTANT

P.E.J.E. = PREFORMED EXPANSION

PREFORMED EXPANSION
JOINT FILLER

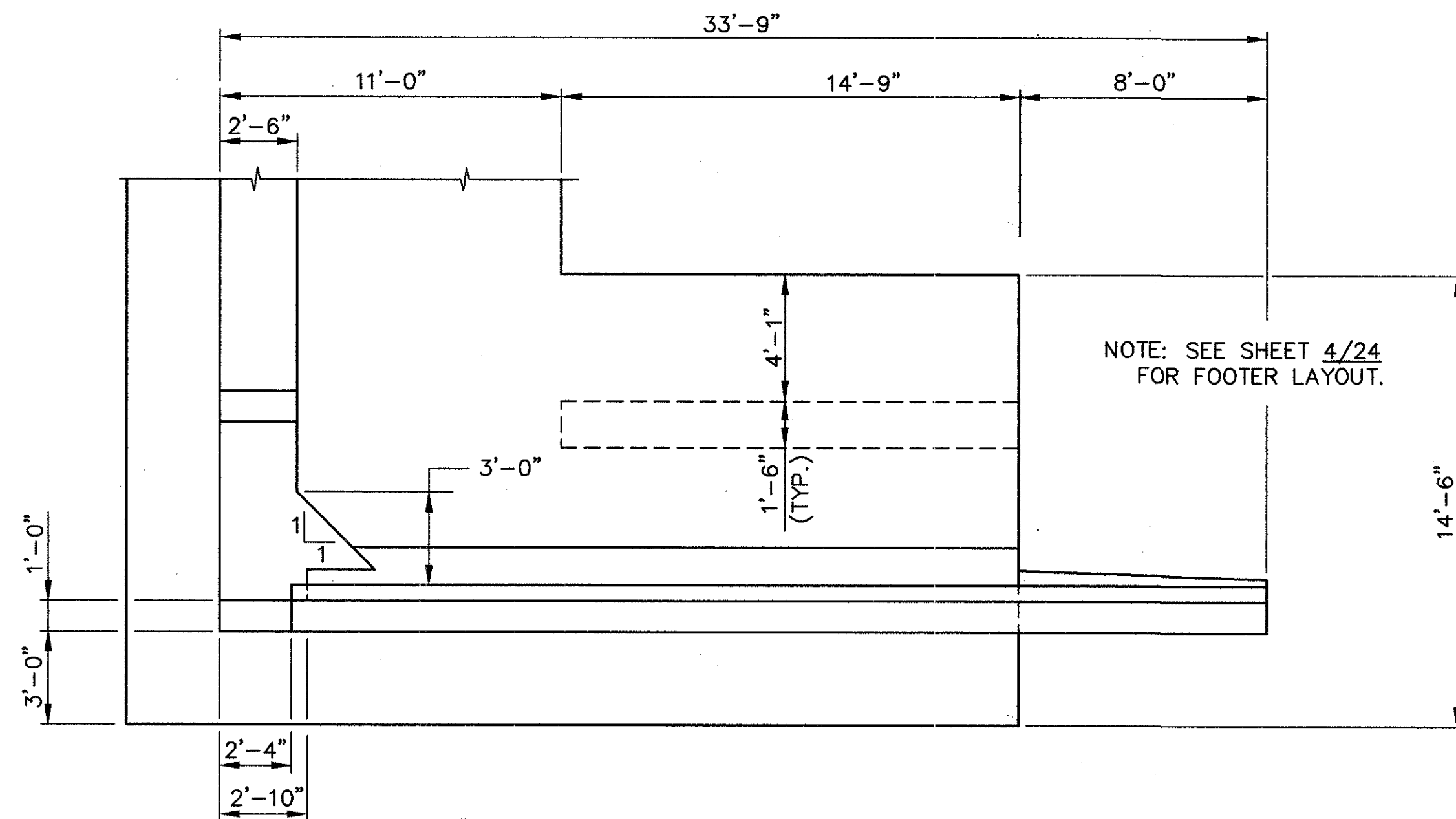


* SPACING OF B512 SHALL
MATCH SPACING OF B506
FROM ABUTMENT.

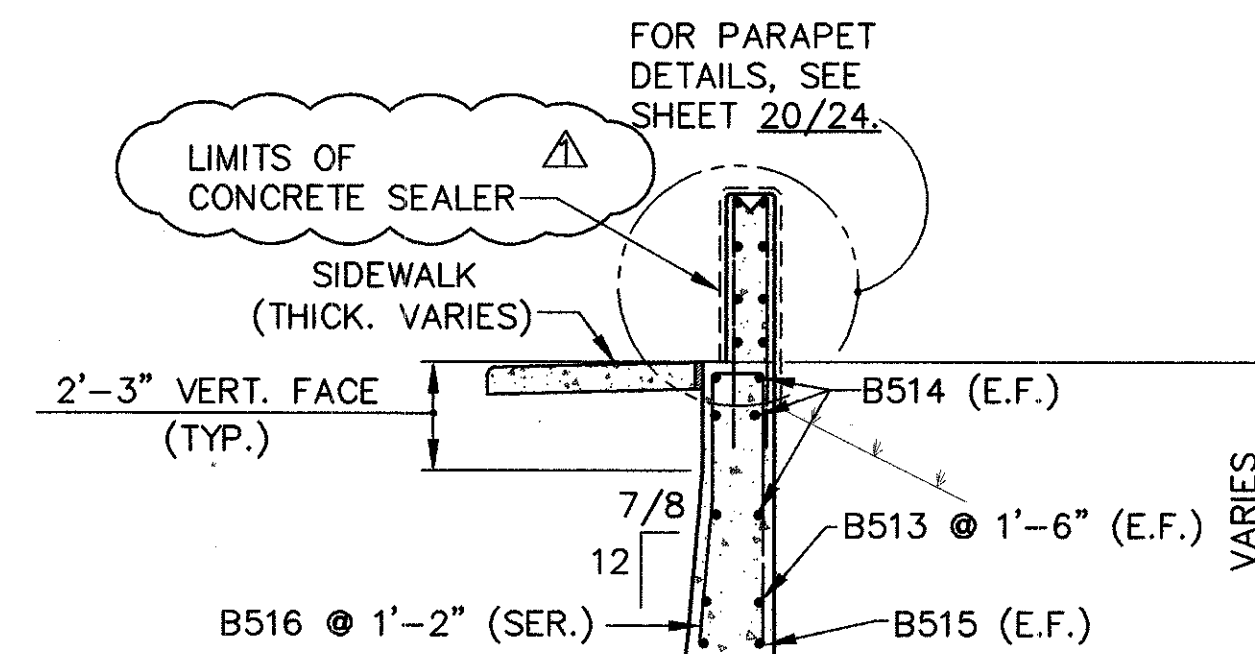


LEGEND

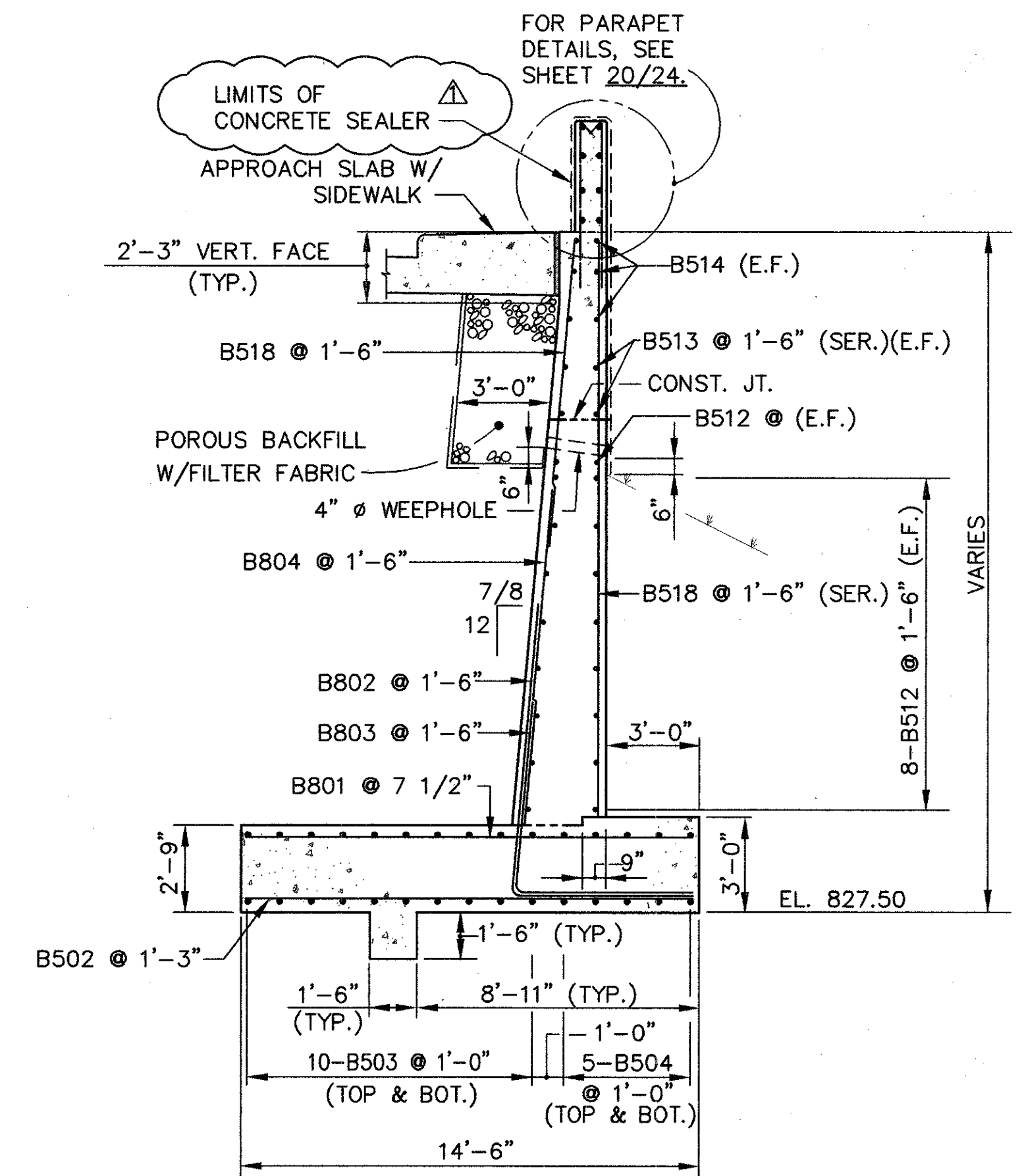
N.F. = NEAR FACE
E.F. = EACH FACE
F.F. = FAR FACE
SER. = SERIES
EL. = ELEVATION
CLR. = CLEAR
TYP. = TYPICAL
CONST. JT. = CONSTRUCTION JOINT
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER



PLAN - SOUTH WINGWALL

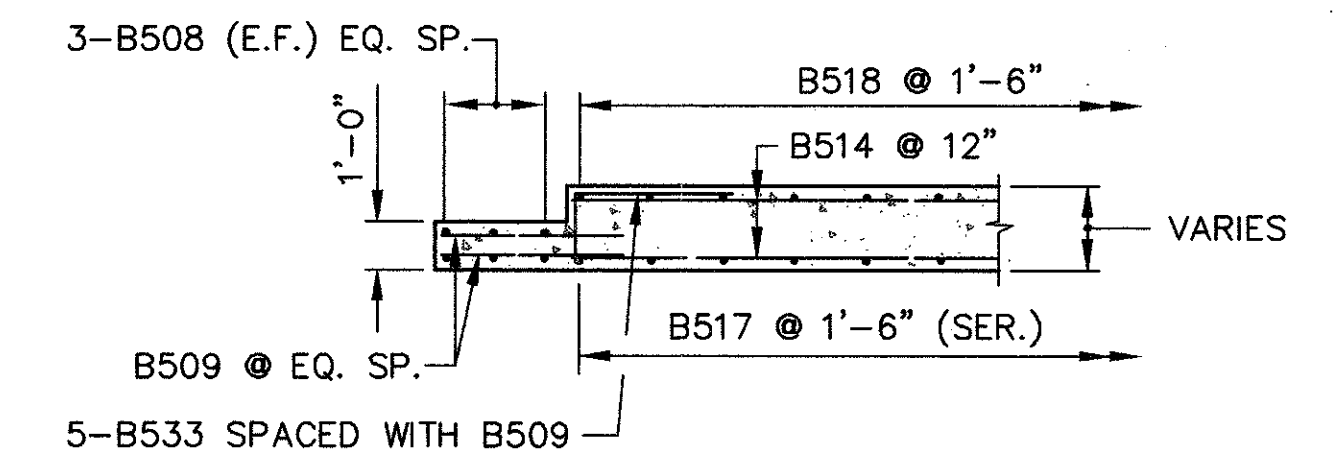


SECTION V-V



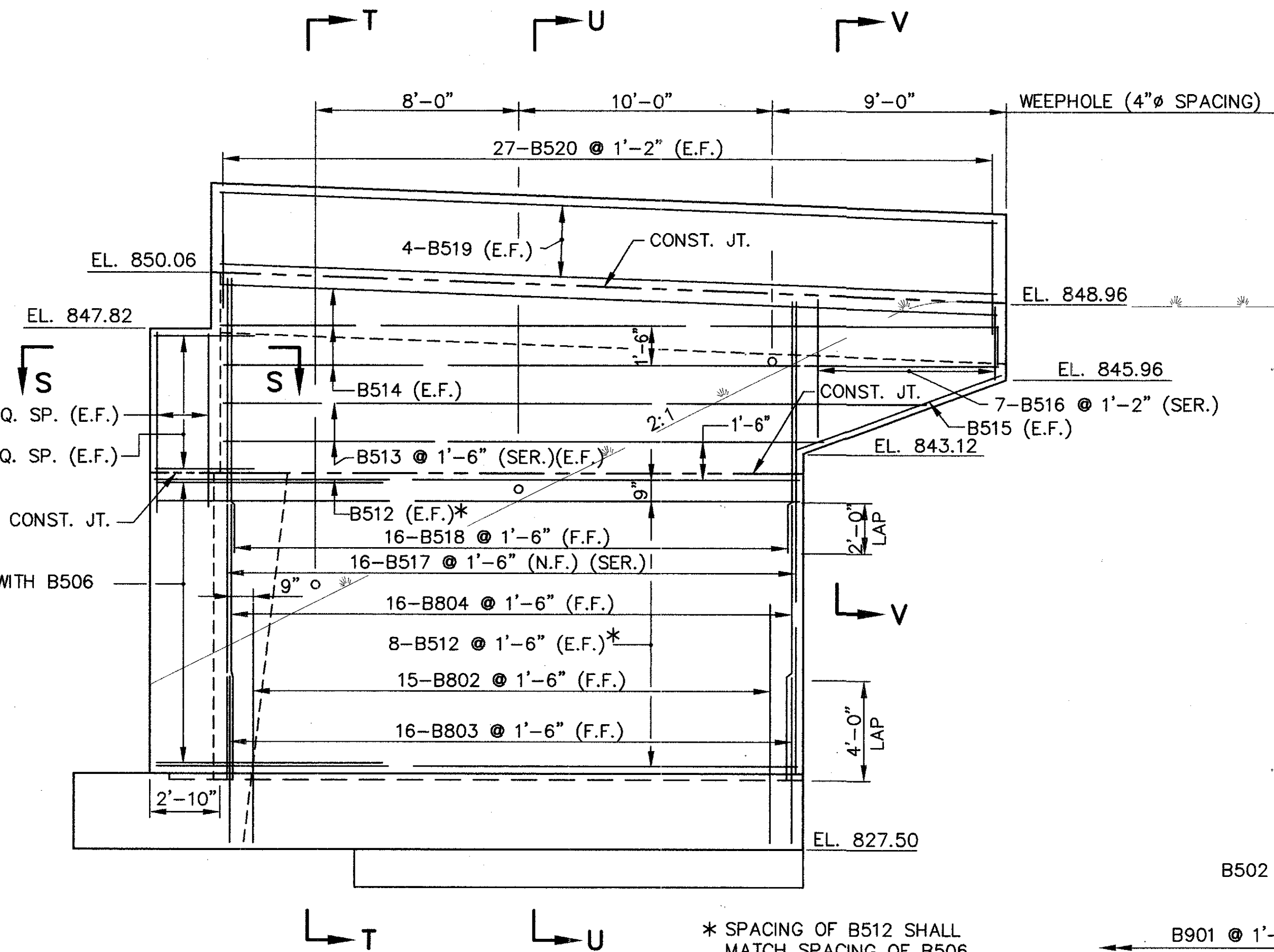
SECTION U-U

** INCLUDE WITH APPROACH SLAB FOR PAYMENT

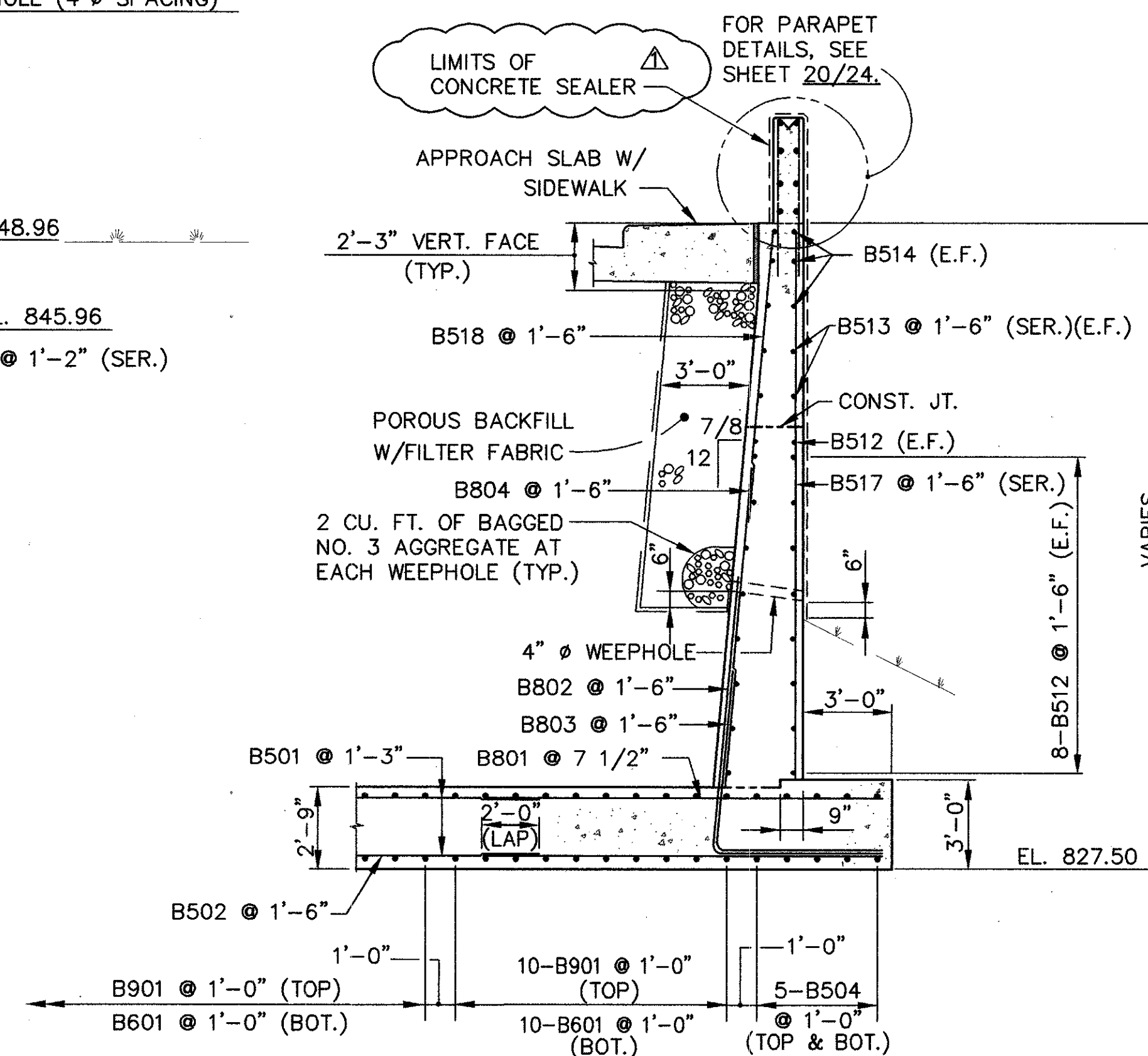


SECTION S-S

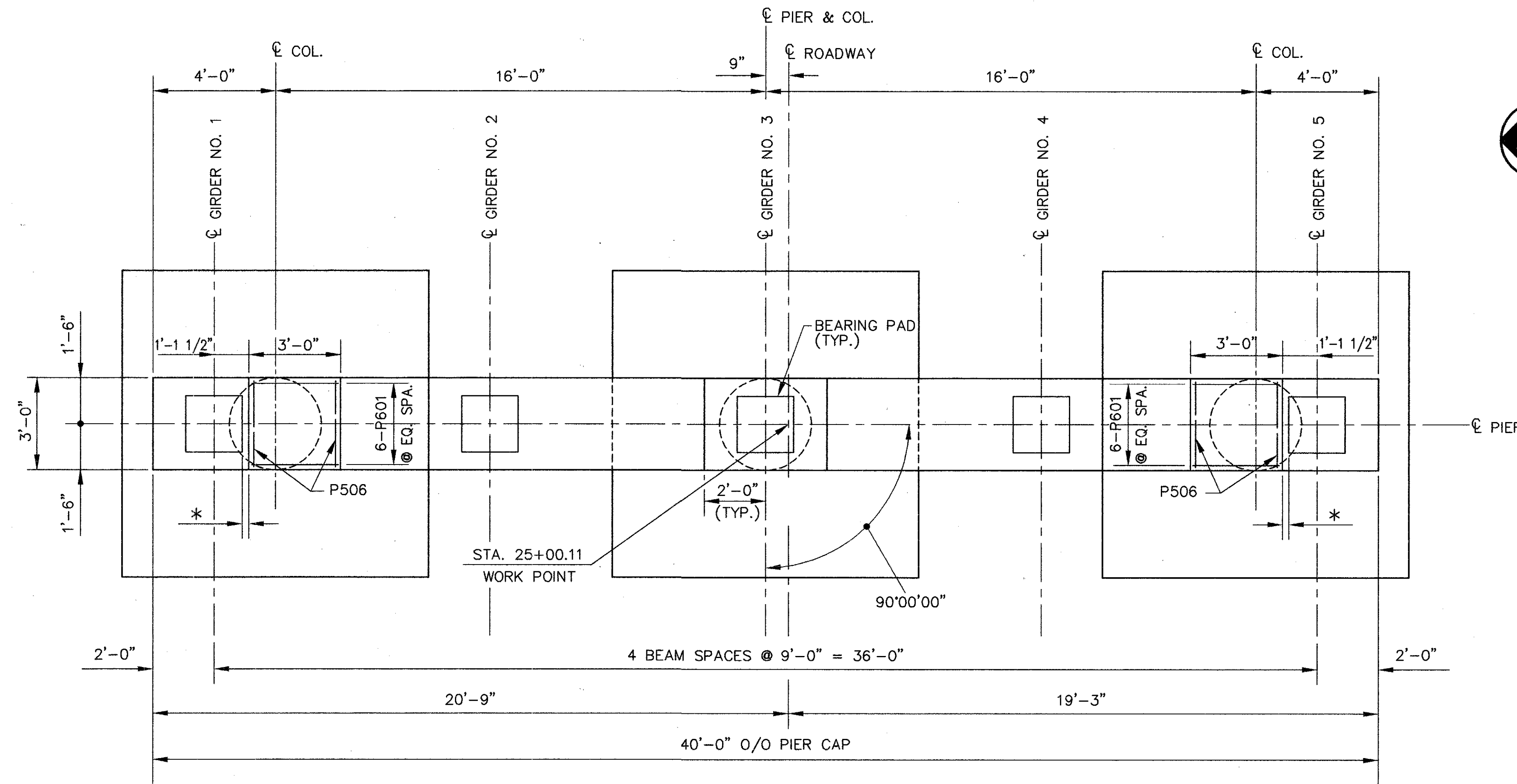
LEGEND
 N.F. = NEAR FACE
 E.F. = EACH FACE
 F.F. = FAR FACE
 SER. = SERIES
 EL. = ELEVATION
 CLR. = CLEAR
 TYP. = TYPICAL
 CONST. JT. = CONSTRUCTION JOINT
 P.E.J.F. = PREFORMED EXPANSION JOINT FILLER



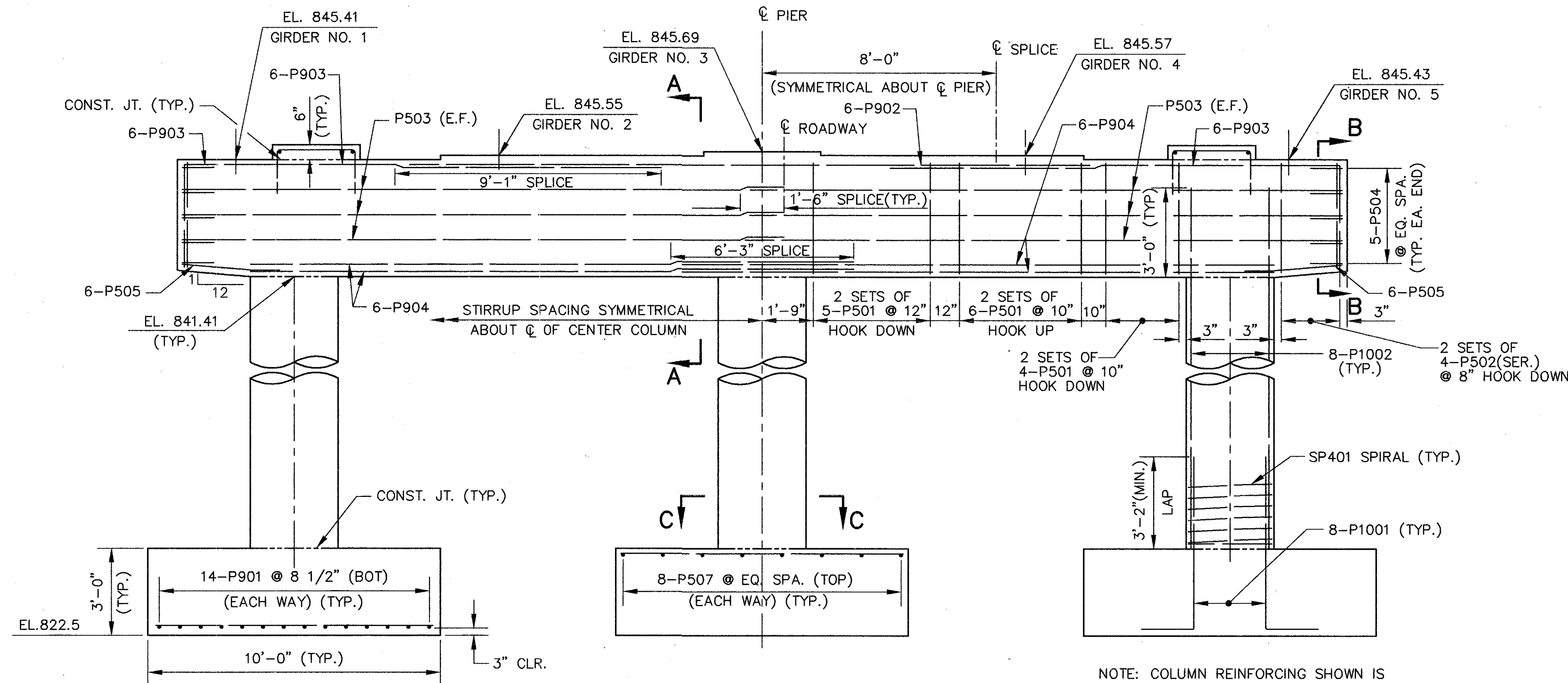
ELEVATION - SOUTH WINGWALL



SECTION T-T



PLAN

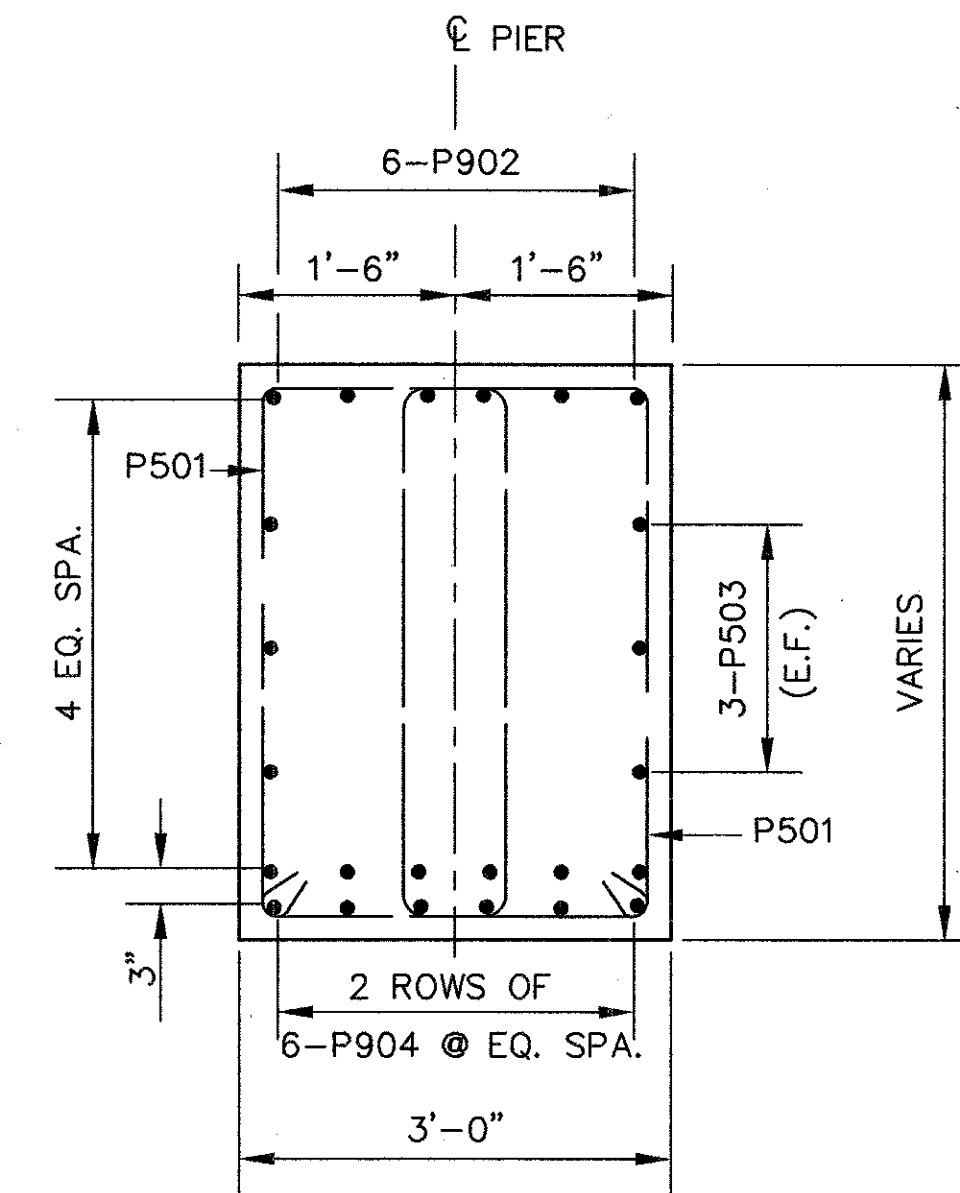


ELEVATION

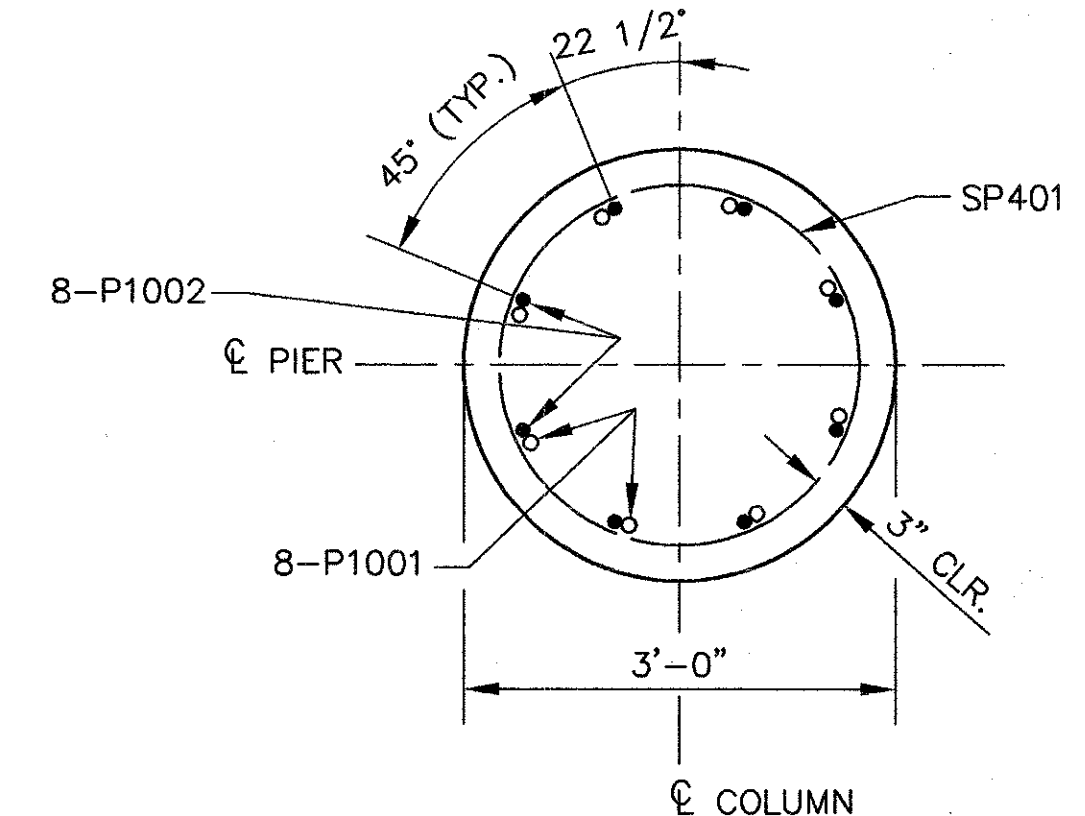
SEE SHEET 4/24 FOR FOOTING LAYOUT

NOTE: COLUMN REINFORCING SHOWN IS TYPICAL FOR ALL COLUMNS.

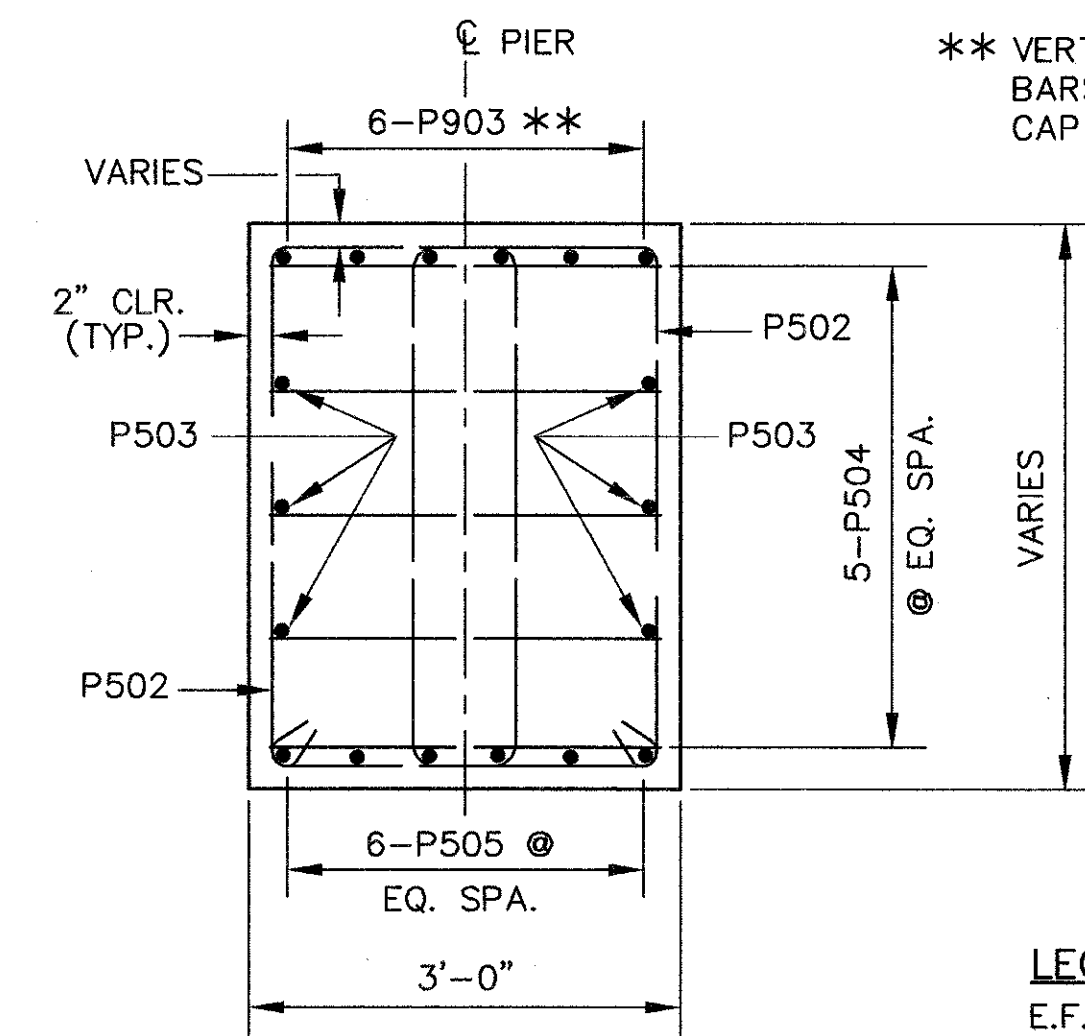
* PROVIDE 2" MIN. CLR. TO BEARING LOAD PLATE (TYP.)



SECTION A-A



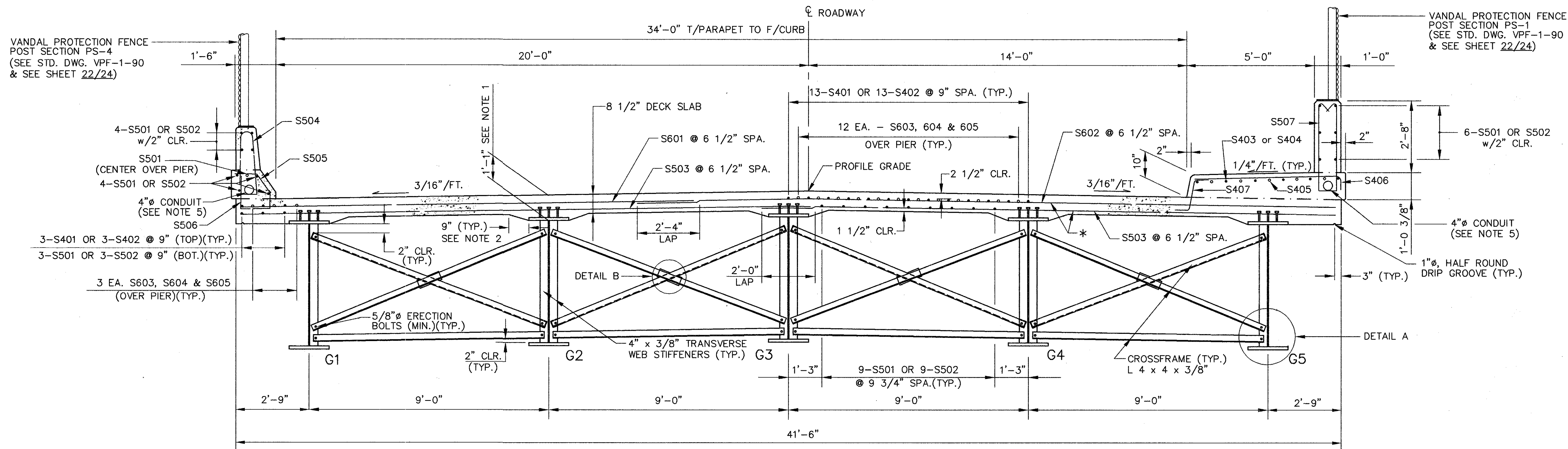
SECTION C-C



SECTION B-B

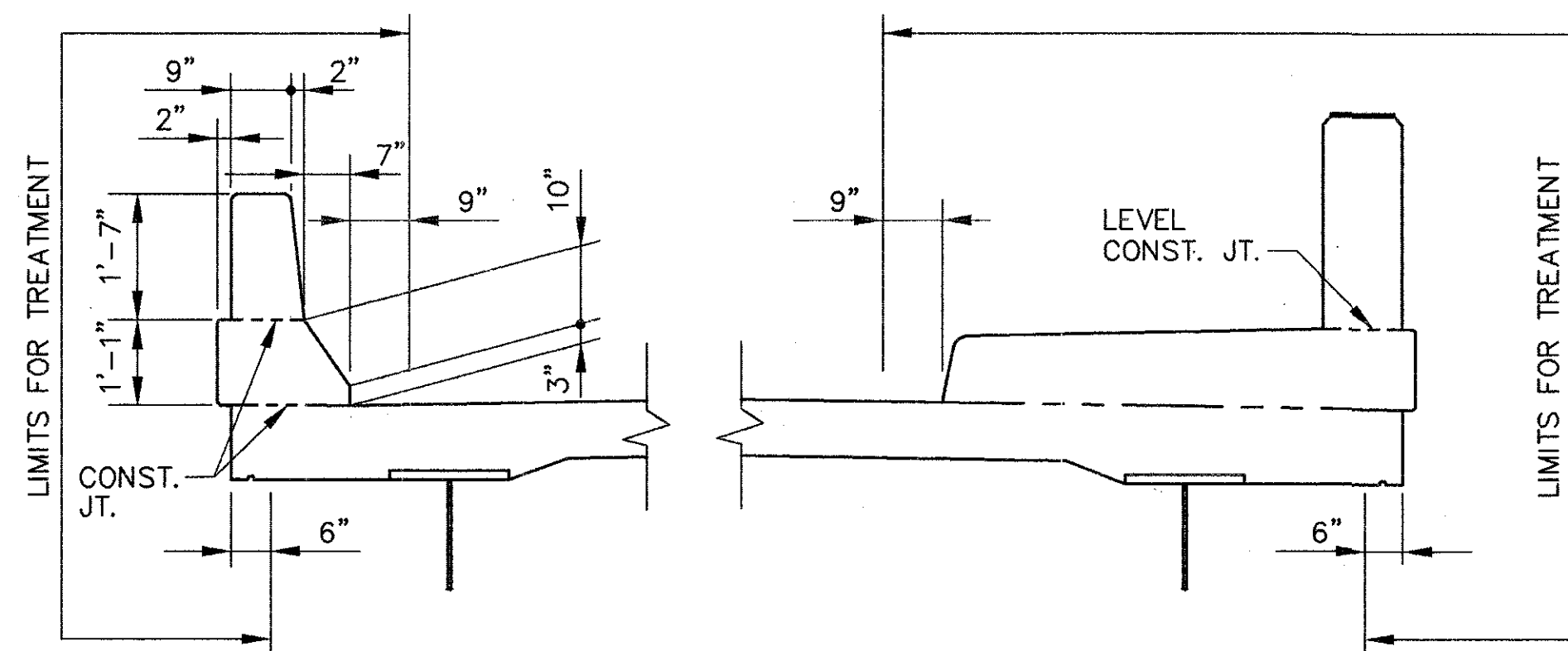
** VERTICAL PORTION OF P903 BARS DOWN THE FACE OF PIER CAP NOT SHOWN FOR CLARITY.

LEGEND
E.F. = EACH FACE
EQ. SPA. = EQUAL SPACES
SER. = SERIES
EL. = ELEVATION
CLR. = CLEAR
TYP. = TYPICAL
o/o = OUT TO OUT
MIN. = MINIMUM
BOT. = BOTTOM

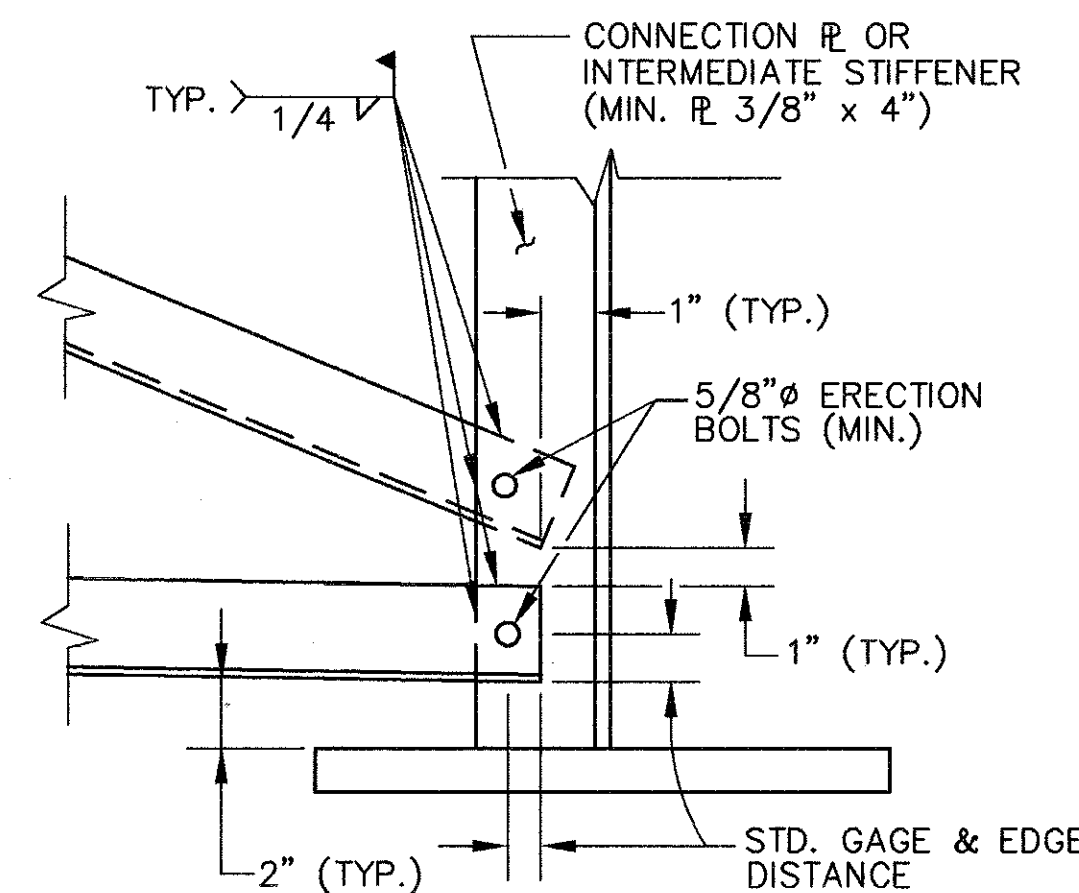


TRANSVERSE SECTION
(LOOKING STATION AHEAD)

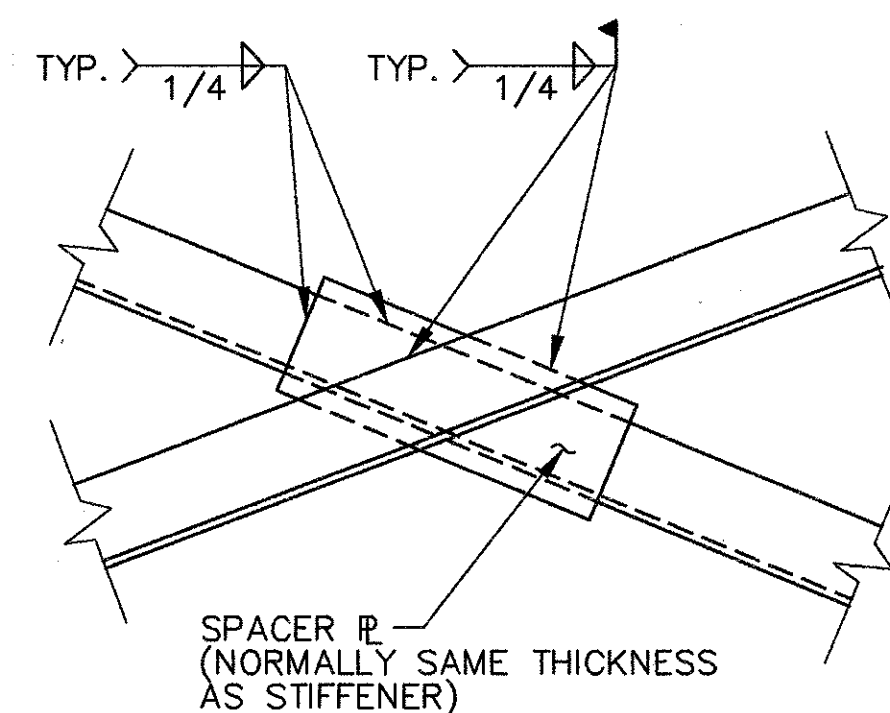
* TRANSVERSE BARS BENT IN FIELD
TO MATCH ROADWAY CROSS-SLOPE.



**LIMITS OF TREATMENT
OF CONCRETE SEALER**



DETAIL A



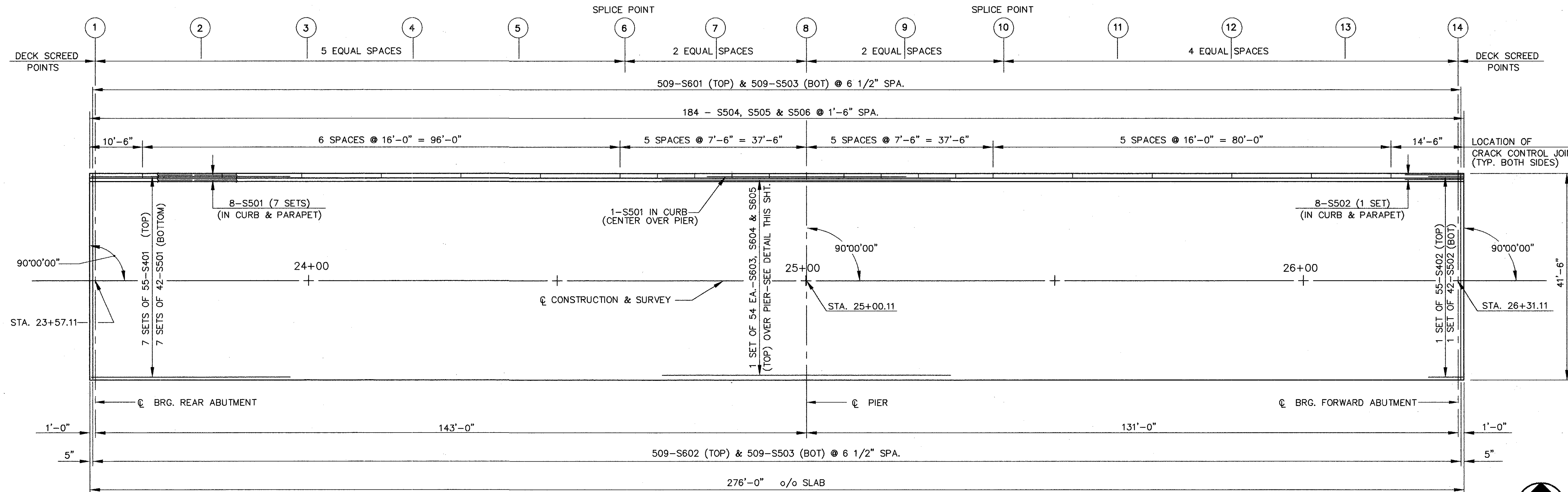
DETAIL B

NOTES

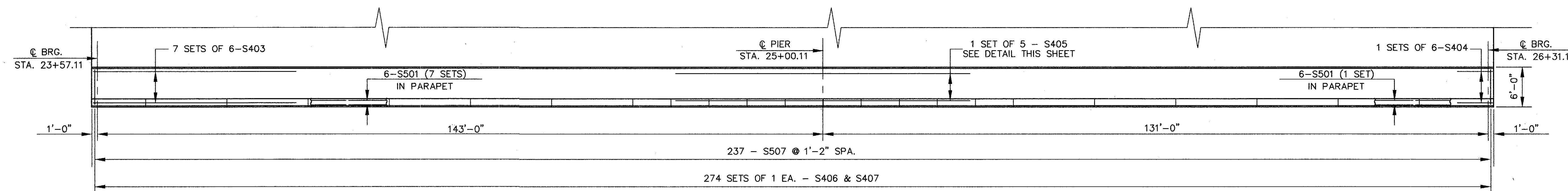
1. THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE BOTTOM OF THE TOP FLANGE IS THE THEORETICAL DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED UPON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE GIRDER MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE. DEDUCTION SHALL BE MADE FOR VOLUME OF ENCASED STEEL PLATES AS PER 511.18.
2. A HAUNCH WIDTH OF 9 INCHES SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6 AND 12 INCHES.
3. ERECTION BOLTS: THE HOLE DIAMETER IN THE CROSS FRAMES AND GIRDER STIFFENERS SHALL BE 3/16" LARGER THAN THE DIAMETER OF THE ERECTION BOLTS. UNLESS REPLACED BY PERMANENT HIGH STRENGTH BOLTS, ERECTION BOLTS SHALL REMAIN IN PLACE. LOCK WASHERS SHALL BE FURNISHED FOR OTHER THAN FULLY TORQUED HIGH STRENGTH ERECTION BOLTS. BOLTS SHALL BE FURNISHED AS PART OF ITEM 513.
IN LIEU OF ERECTION BOLTS AND AT THE OPTION OF THE CONTRACTOR, ALTERNATIVE MEANS OF TEMPORARY BRACING MAY BE USED SUBJECT TO THE APPROVAL OF THE DIRECTOR (501.06).
4. SEE GENERAL NOTES FOR CRACK CONTROL JOINTS IN PARAPETS.
5. PAYMENT FOR LABOR, MATERIALS AND INSTALLATION OF CONDUIT SHALL BE INCLUDED WITH ITEM 625, CONDUIT, 4", 713.07. SEE TRAFFIC CONTROL GENERAL SUMMARY FOR QUANTITY.

LEGEND

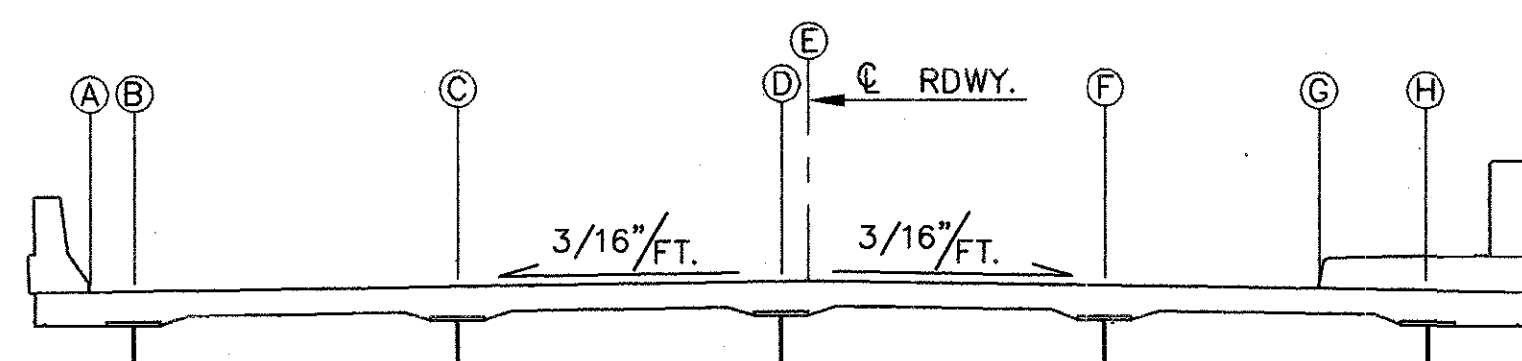
SPA. = SPACES
MIN. = MINIMUM
STD. DWG. = STANDARD DRAWING
BOT. = BOTTOM
EA. = EACH
CLR. = CLEAR
TYP. = TYPICAL
STD. = STANDARD



DECK SLAB PLAN

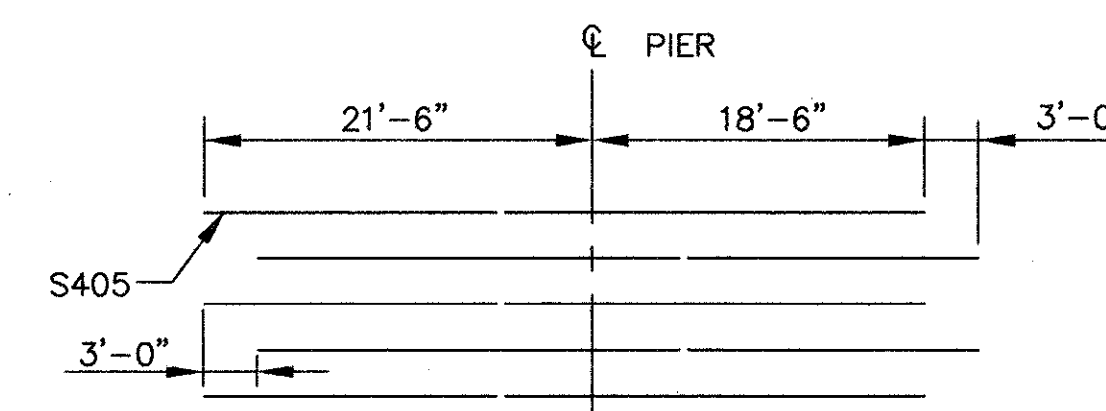


SIDEWALK PLAN



SCREED LINES
(LOOKING STATION AHEAD)

LAP LENGTHS
NO. 4 BARS : 1'-6"
NO. 5 BARS : 2'-0"

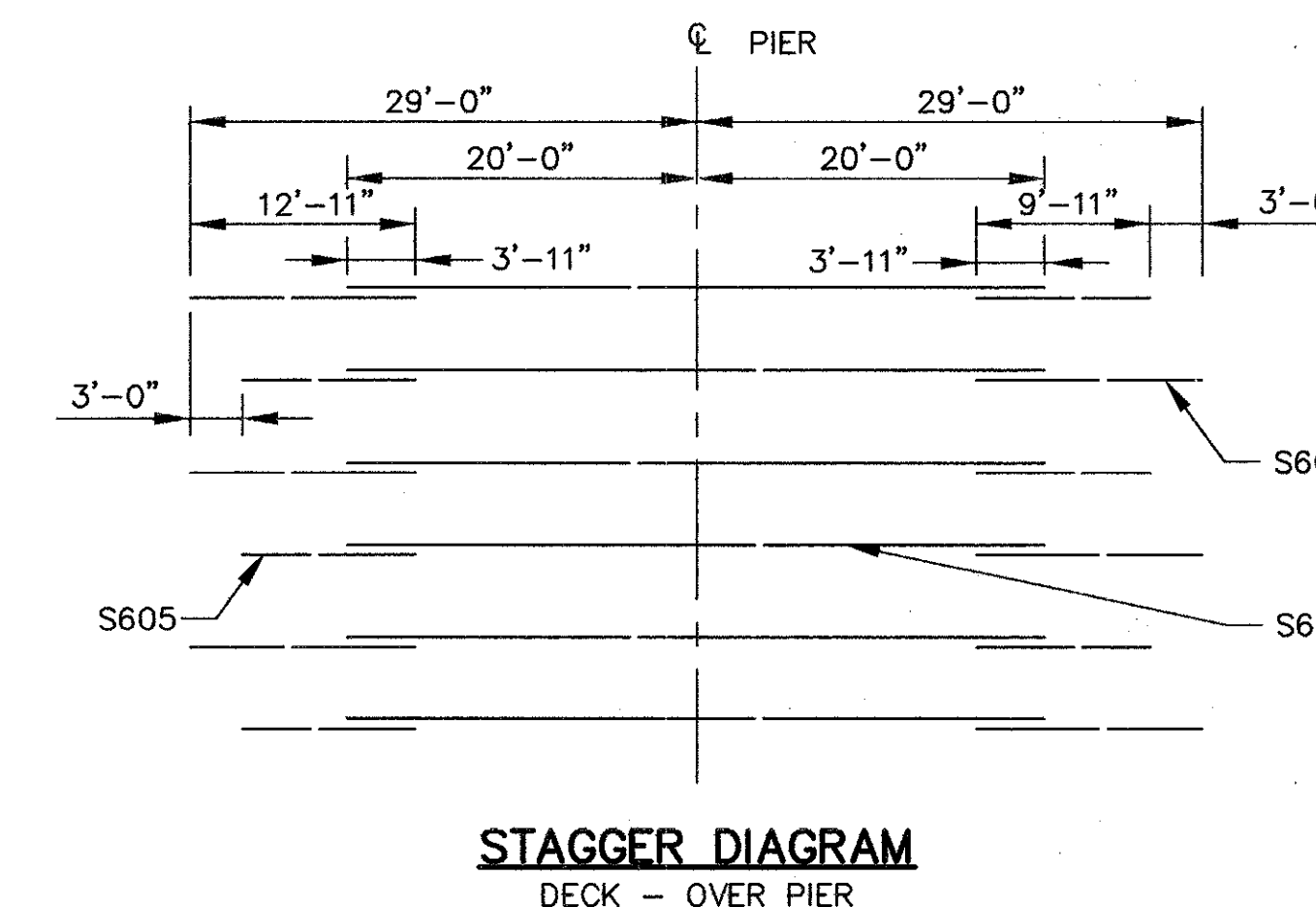


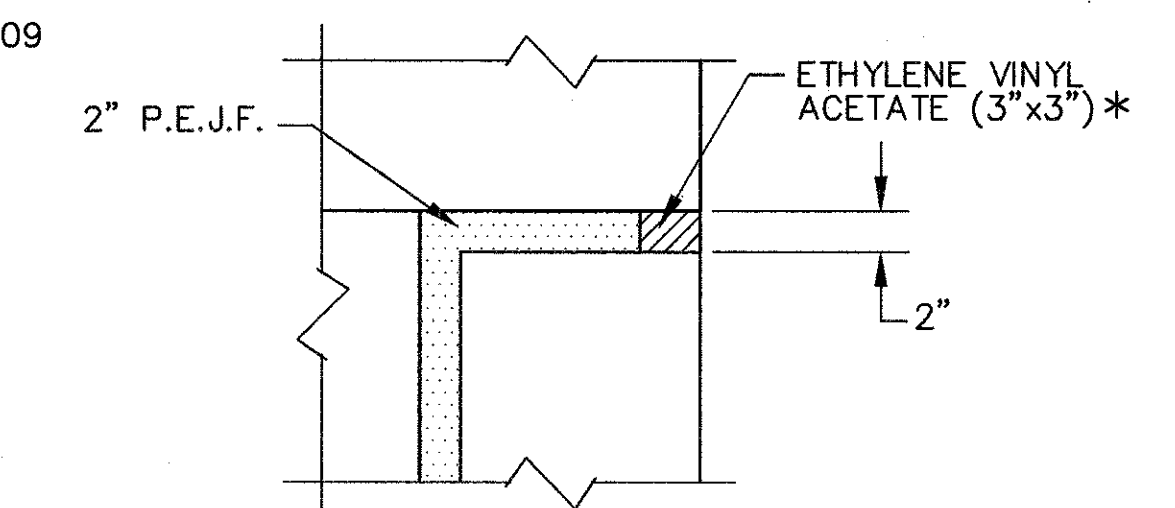
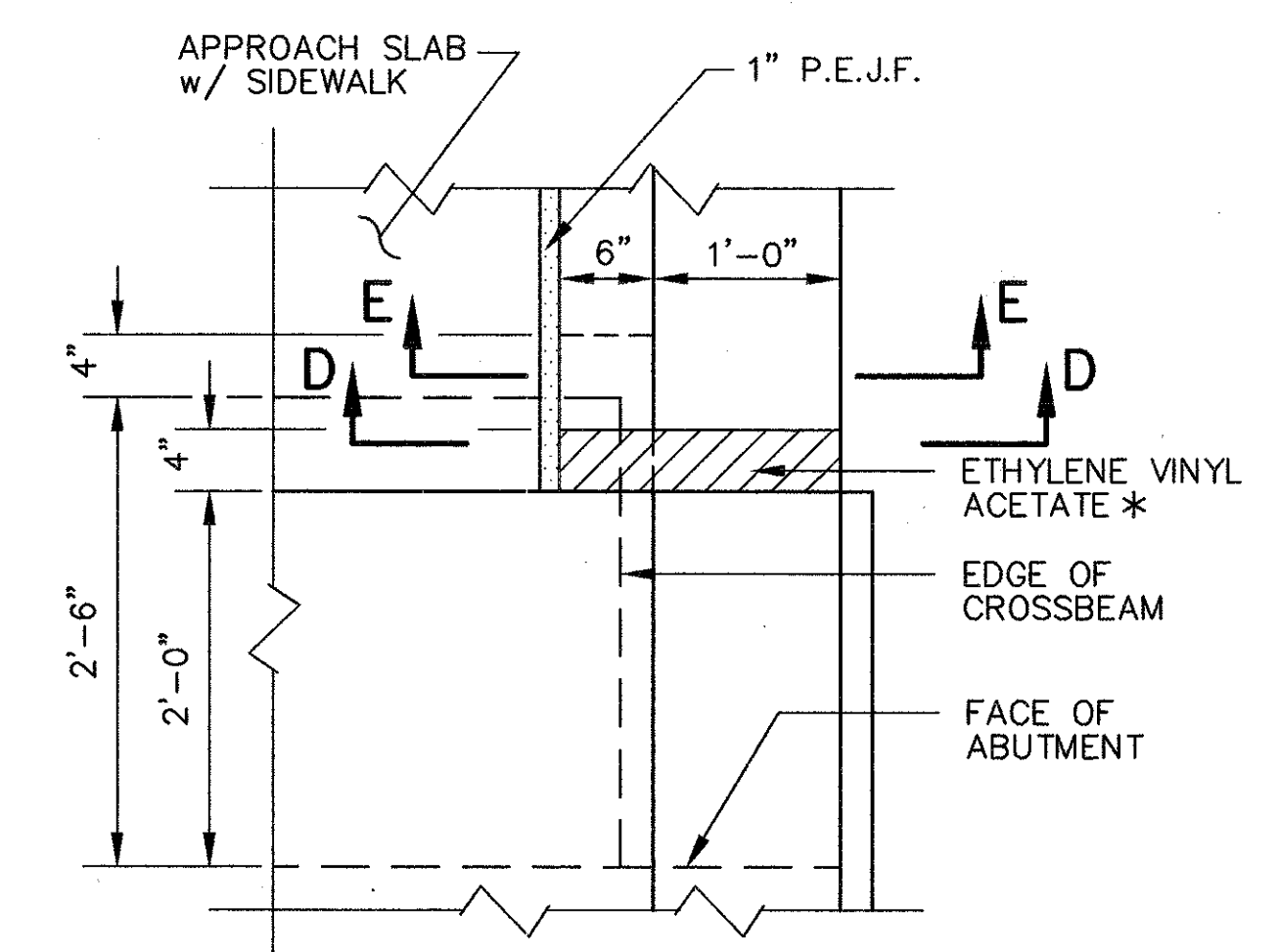
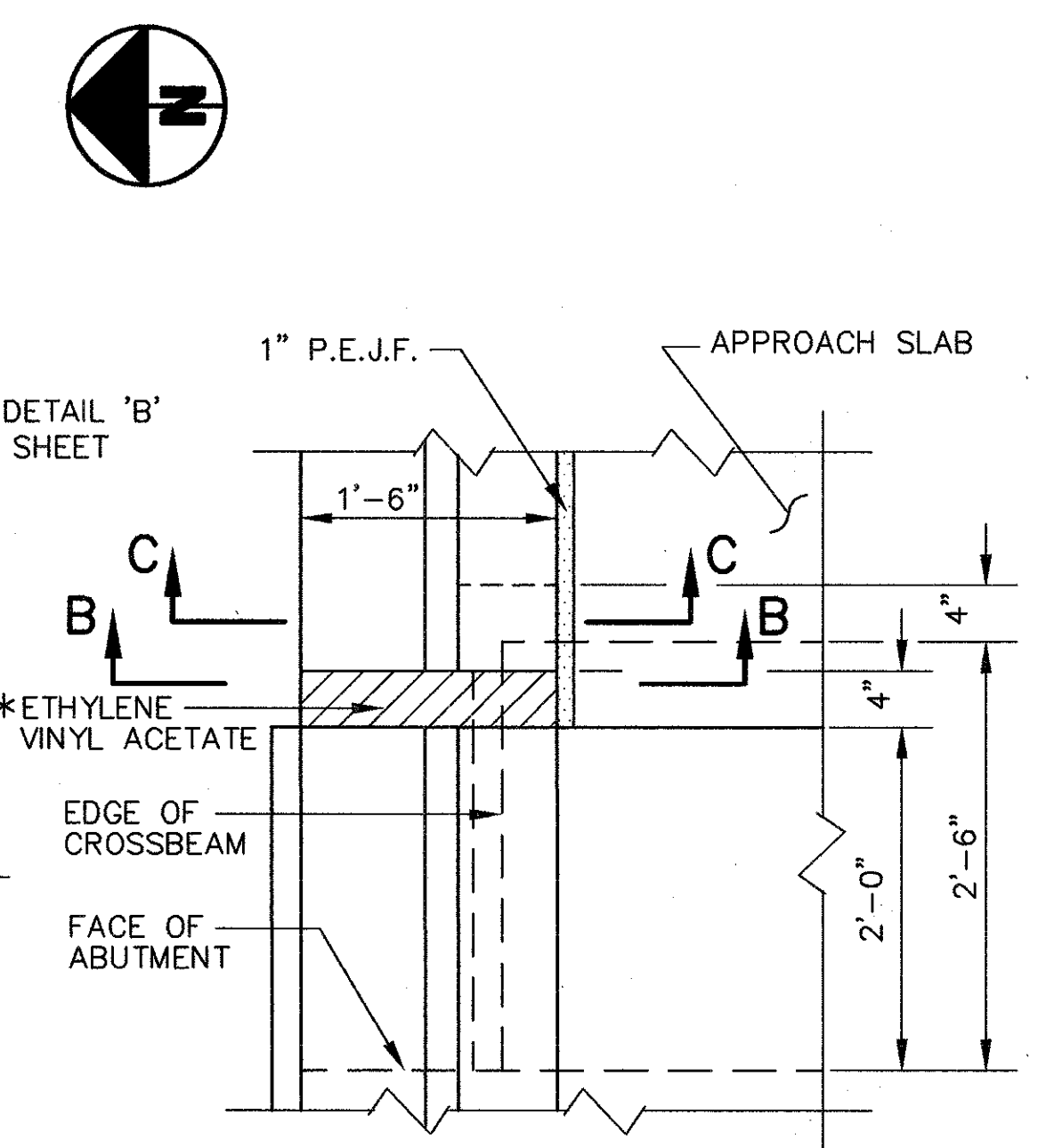
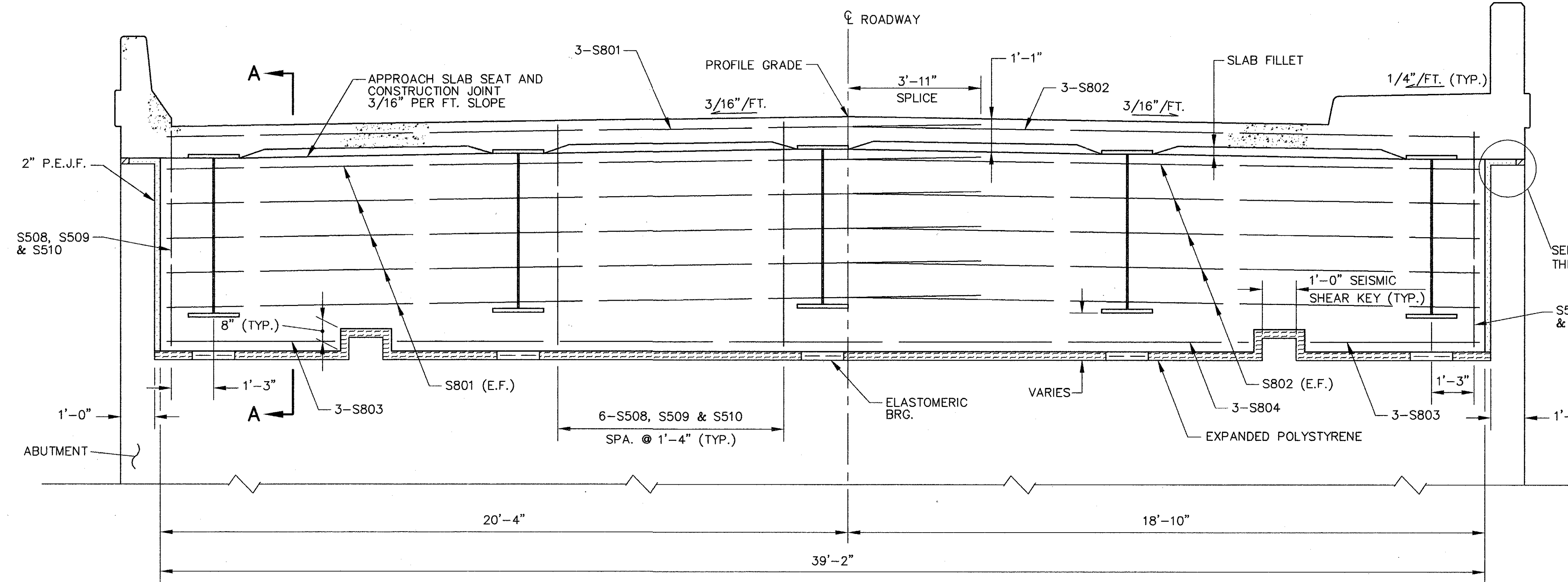
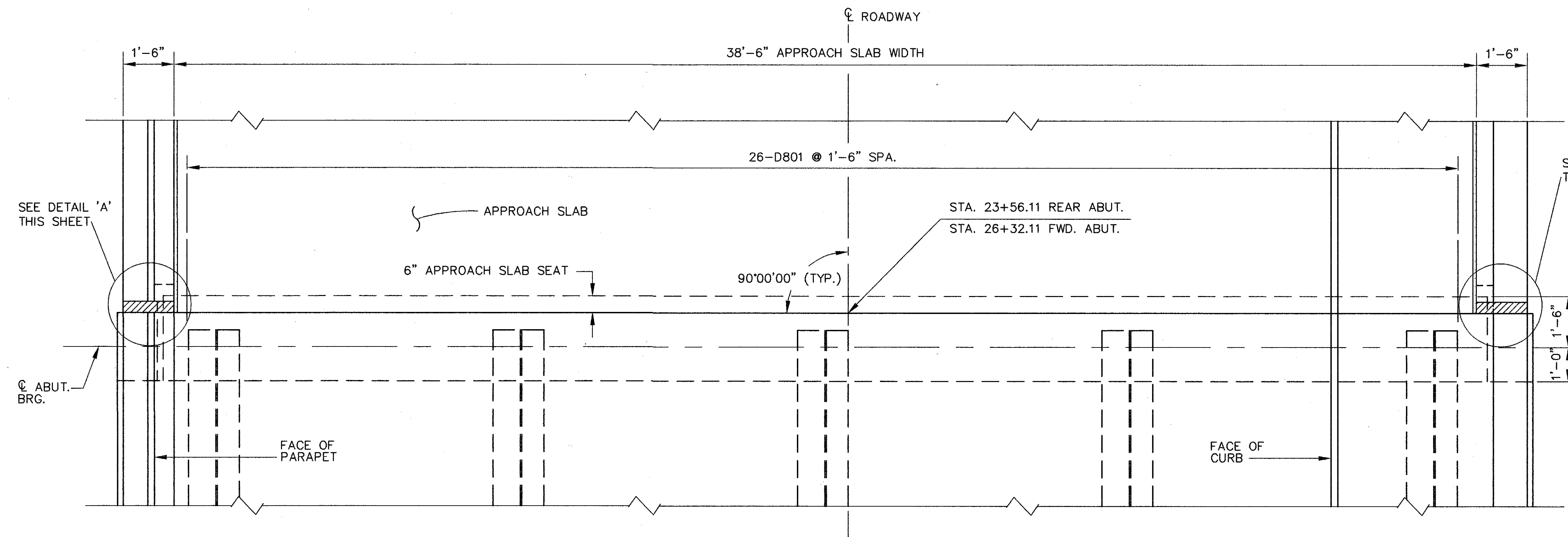
STAGGER DIAGRAM
SIDEWALK - OVER PIER

LEGEND
EA. = EACH
BRG. = BEARING
BOT. = BOTTOM
SPA. = SPACING
SHT. = SHEET
o/o = OUT TO OUT

		SCREED ELEVATIONS													
SCREED LINE	POINT*	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭
	STATION	23+57.11	23+78.41	23+99.71	24+21.01	24+42.31	24+63.61	24+81.86	25+00.11	25+19.86	25+39.61	25+62.49	25+85.36	26+08.24	26+31.11
A	ELEVATION	851.77	852.07	852.26	852.31	852.24	852.06	851.86	851.65	851.43	851.20	850.88	850.44	849.86	849.17
B	ELEVATION	851.79	852.09	852.28	852.33	852.26	852.08	851.88	851.67	851.45	851.22	850.90	850.46	849.88	849.19
C	ELEVATION	851.94	852.25	852.44	852.50	852.41	852.23	852.02	851.81	851.59	851.36	851.05	850.61	850.03	849.33
D	ELEVATION	852.08	852.39	852.58	852.64	852.55	852.37	852.16	851.95	851.73	851.50	851.19	850.75	850.17	849.47
E	ELEVATION	852.09	852.40	852.59	852.65	852.57	852.38	852.18	851.97	851.74	851.52	851.20	850.76	850.18	849.48
F	ELEVATION	851.96	852.27	852.46	852.52	852.44	852.25	852.05	851.84	851.62	851.39	851.07	850.63	850.06	849.35
G	ELEVATION	851.87	852.17	852.36	852.42	852.34	852.15	851.95	851.75	851.53	851.30	851.97	850.54	849.96	849.26
H	ELEVATION	851.82	852.12	852.30	852.36	852.28	852.10	851.90	851.70	851.47	851.24	850.92	850.48	849.91	849.21

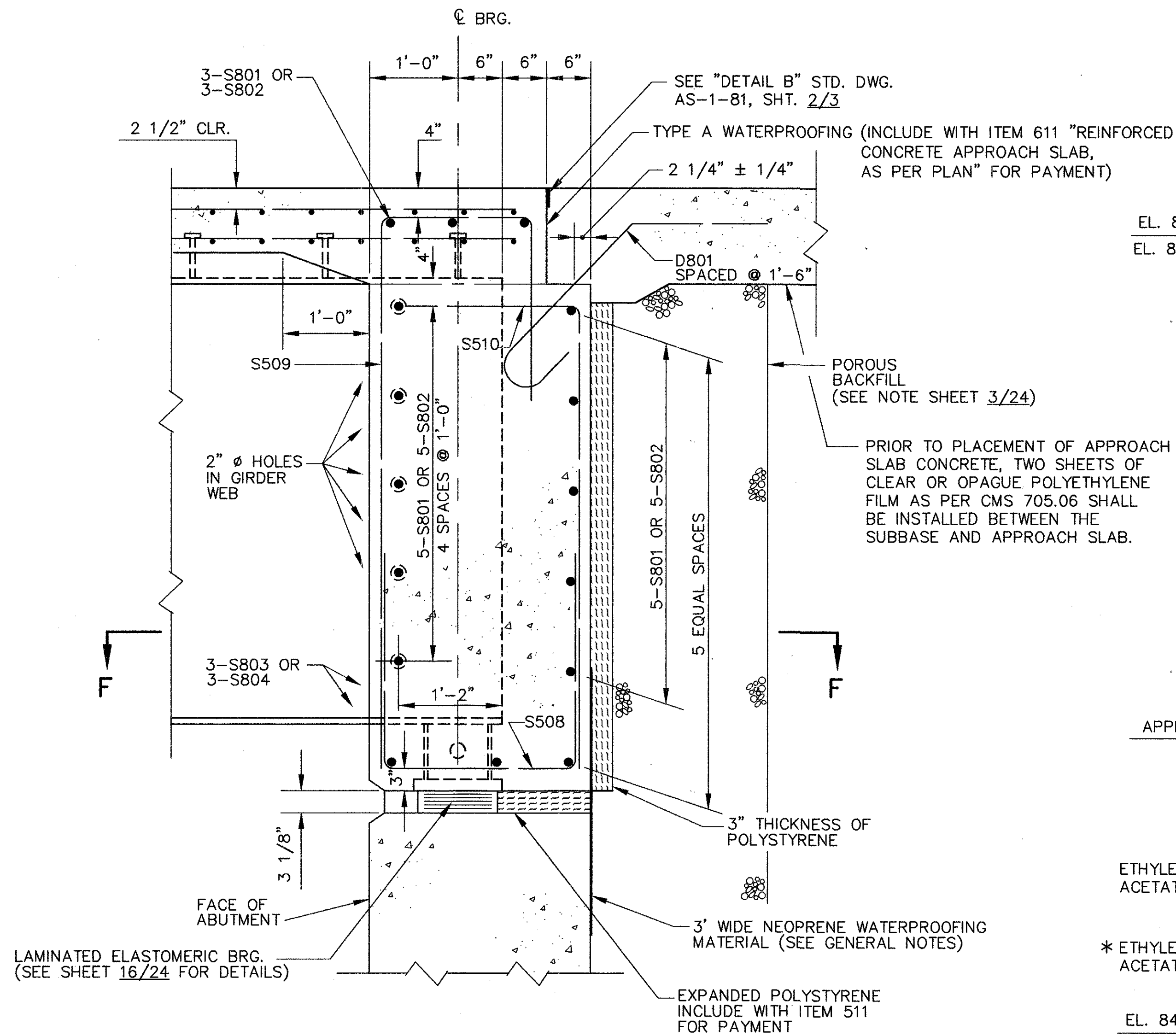
*SCREED POINTS ARE LOCATED 90°00'00" TO CL SURVEY



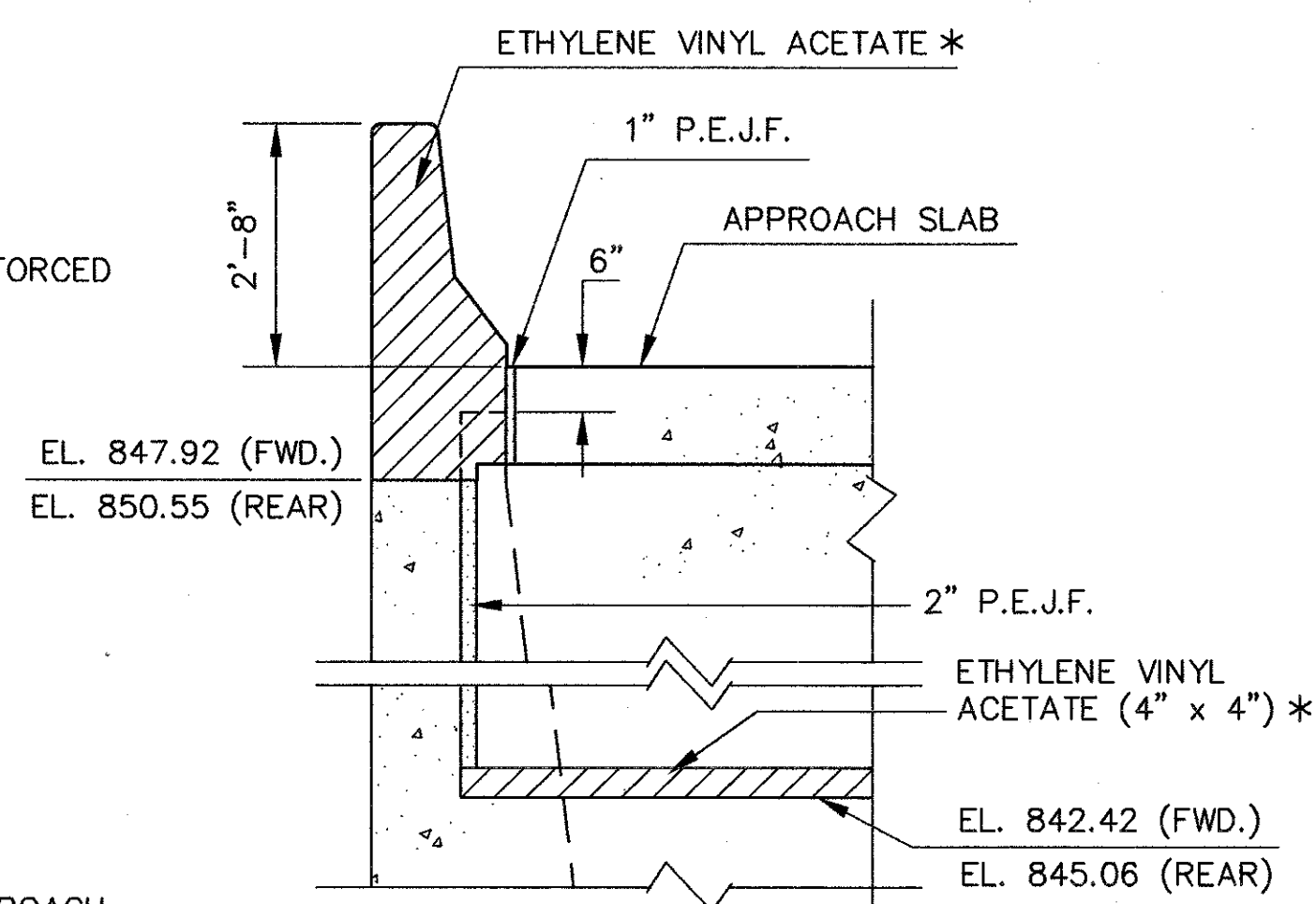


* ETHYLENE VINYL ACETATE
1. EVAZOTE 50 BY E-POXY INDUSTRIES, INC.
2. THERMAL-CHEM E.V.A. BY THERMAL-CHEM, INC.
3. OR APPROVED EQUAL
INSTALL WITH BONDER AS PER MANUFACTURER'S RECOMMENDATIONS.
ETHYLENE VINYL ACETATE IS INCLUDED WITH CLASS S CONCRETE, SUPERSTRUCTURE FOR PAYMENT.

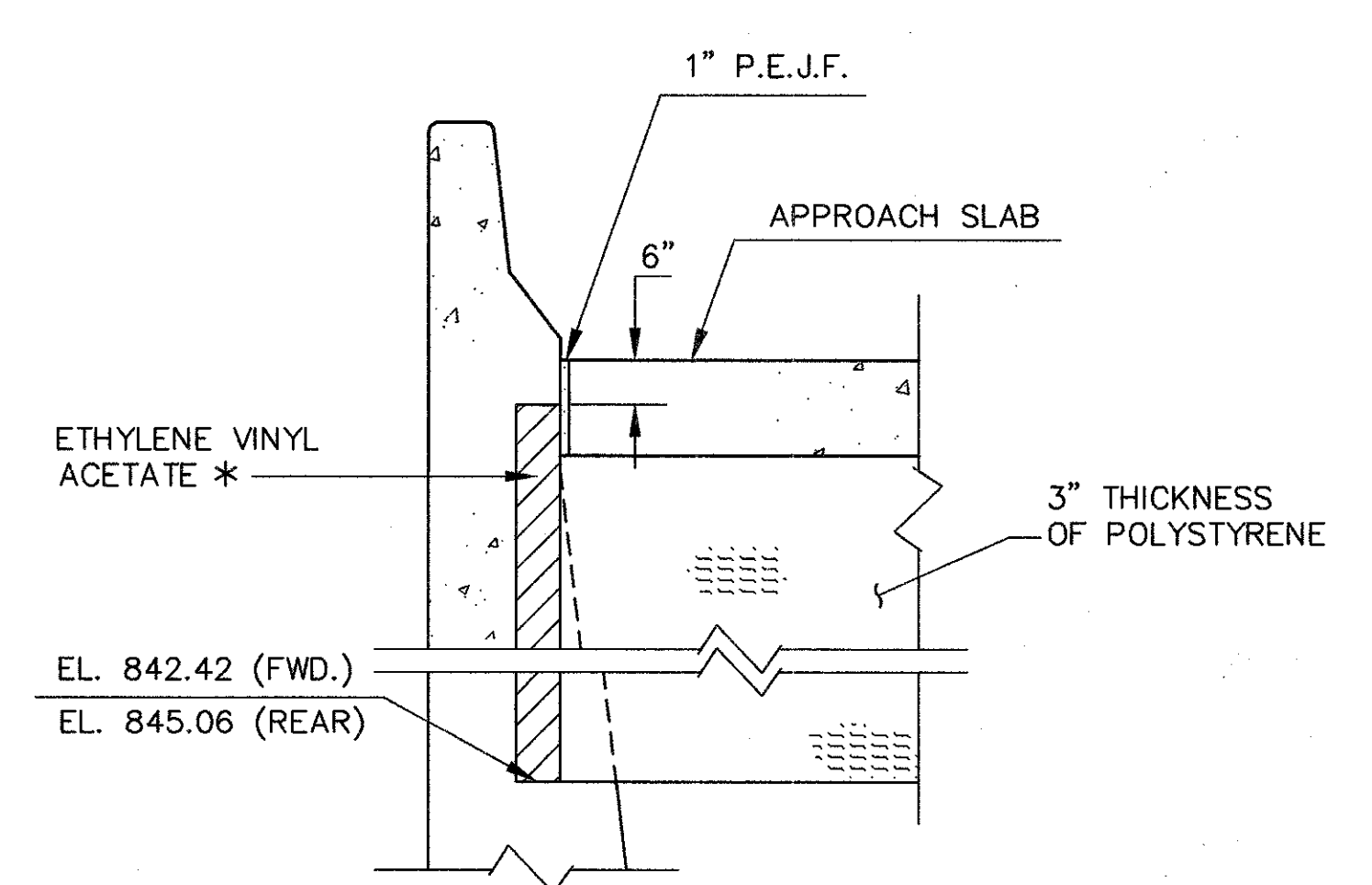
LEGEND
BRG. = BEARING
SPA. = SPACING
E.F. = EACH FACE
FT. = FOOT
ABUT. = ABUTMENT
STA. = STATION
TYP. = TYPICAL
FWD. = FORWARD
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER



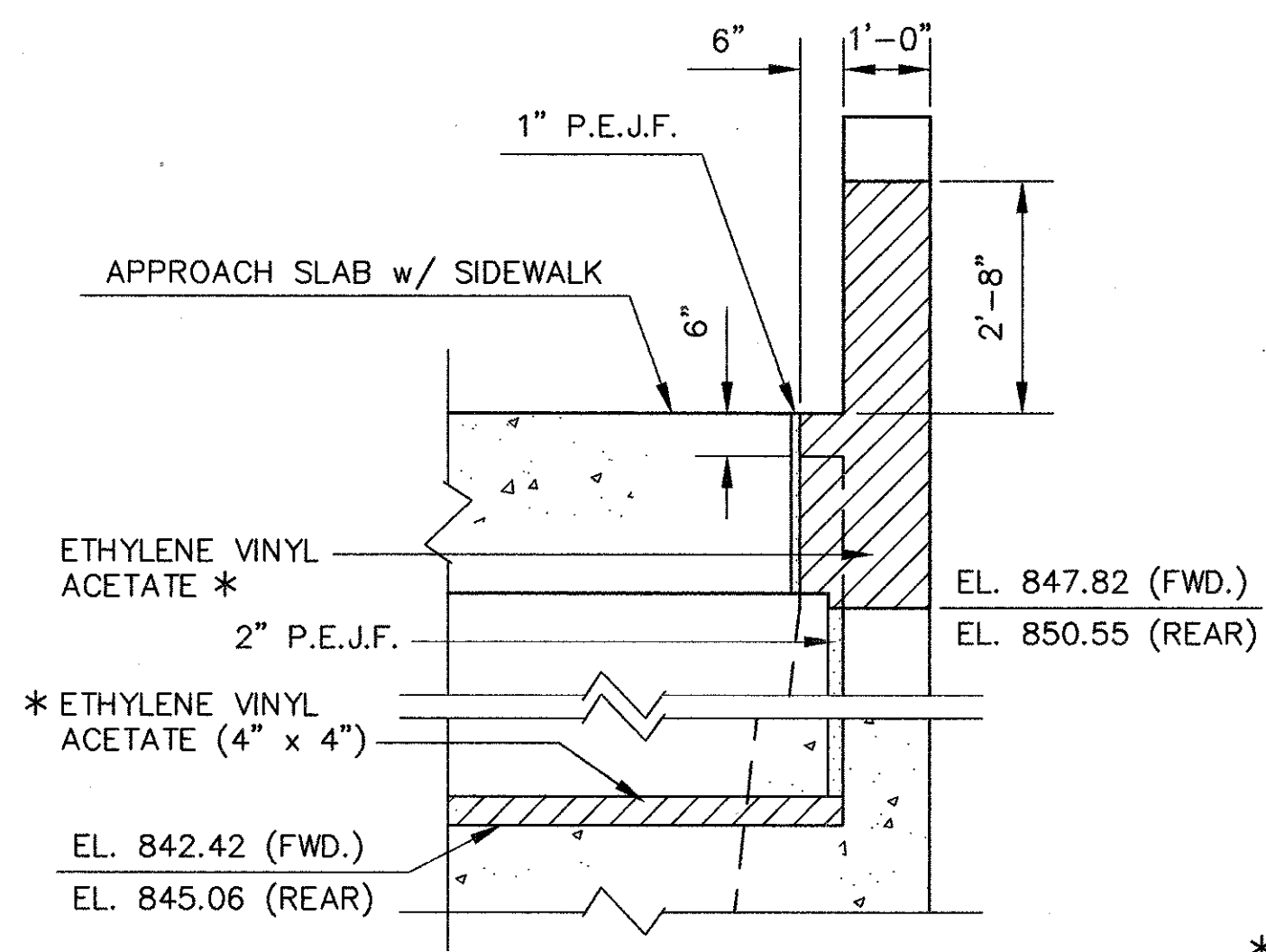
**SECTION A-A
SUPERSTRUCTURE AT ABUTMENT**



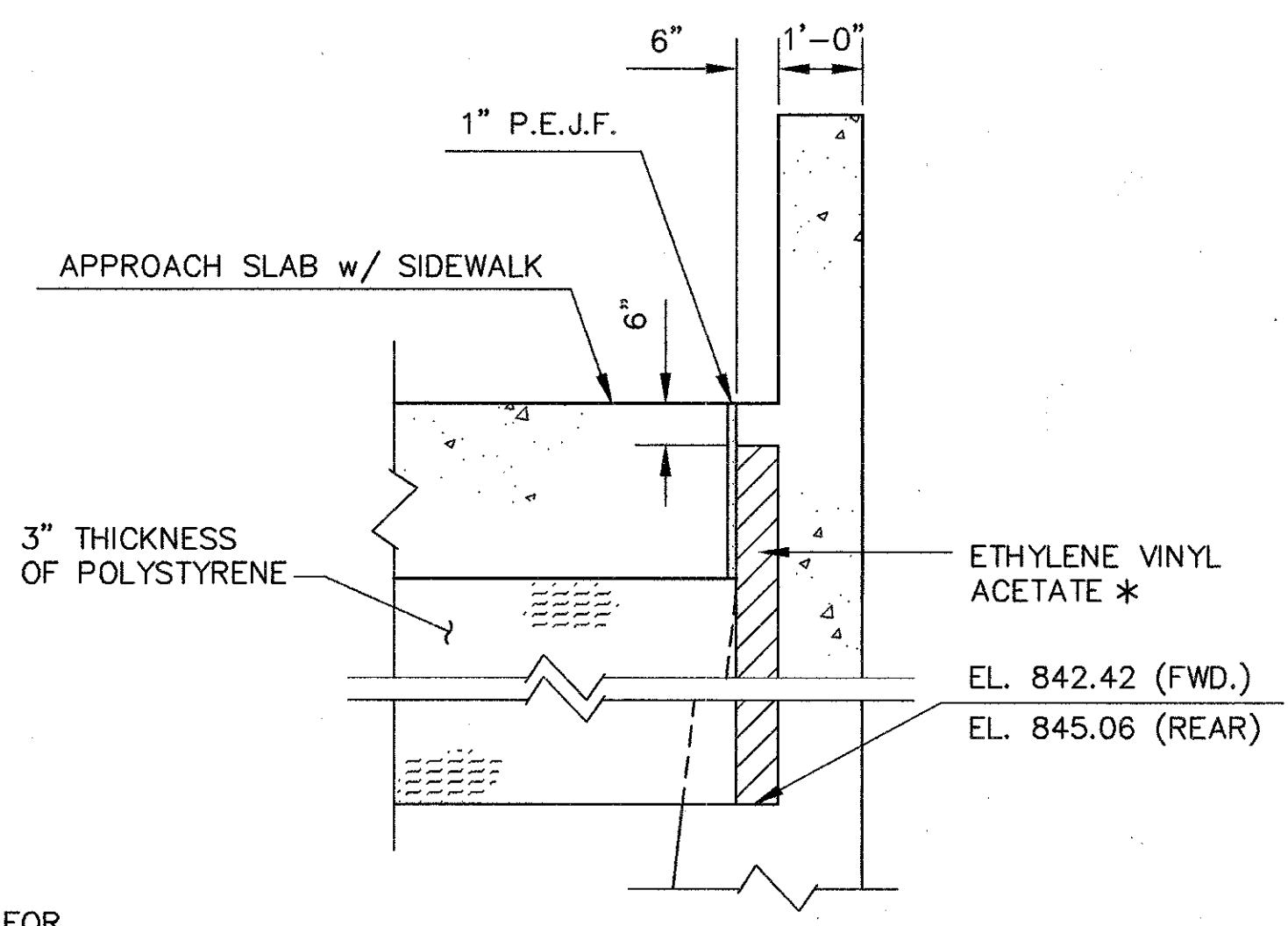
SECTION B-B



SECTION C-C

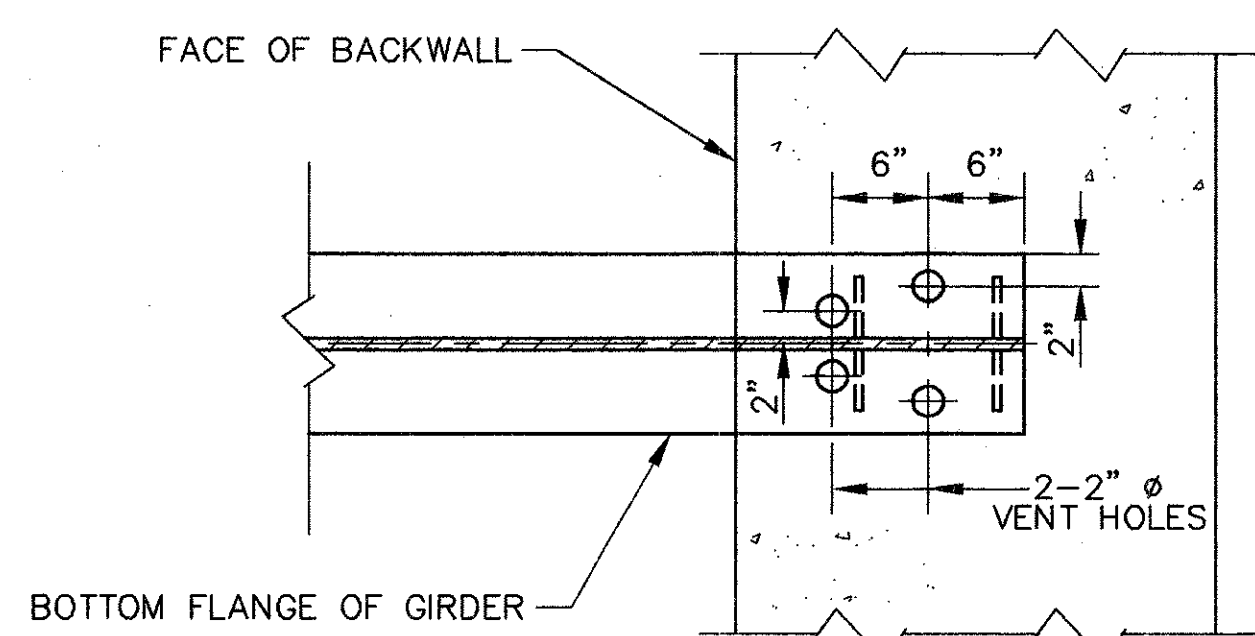


SECTION D-D

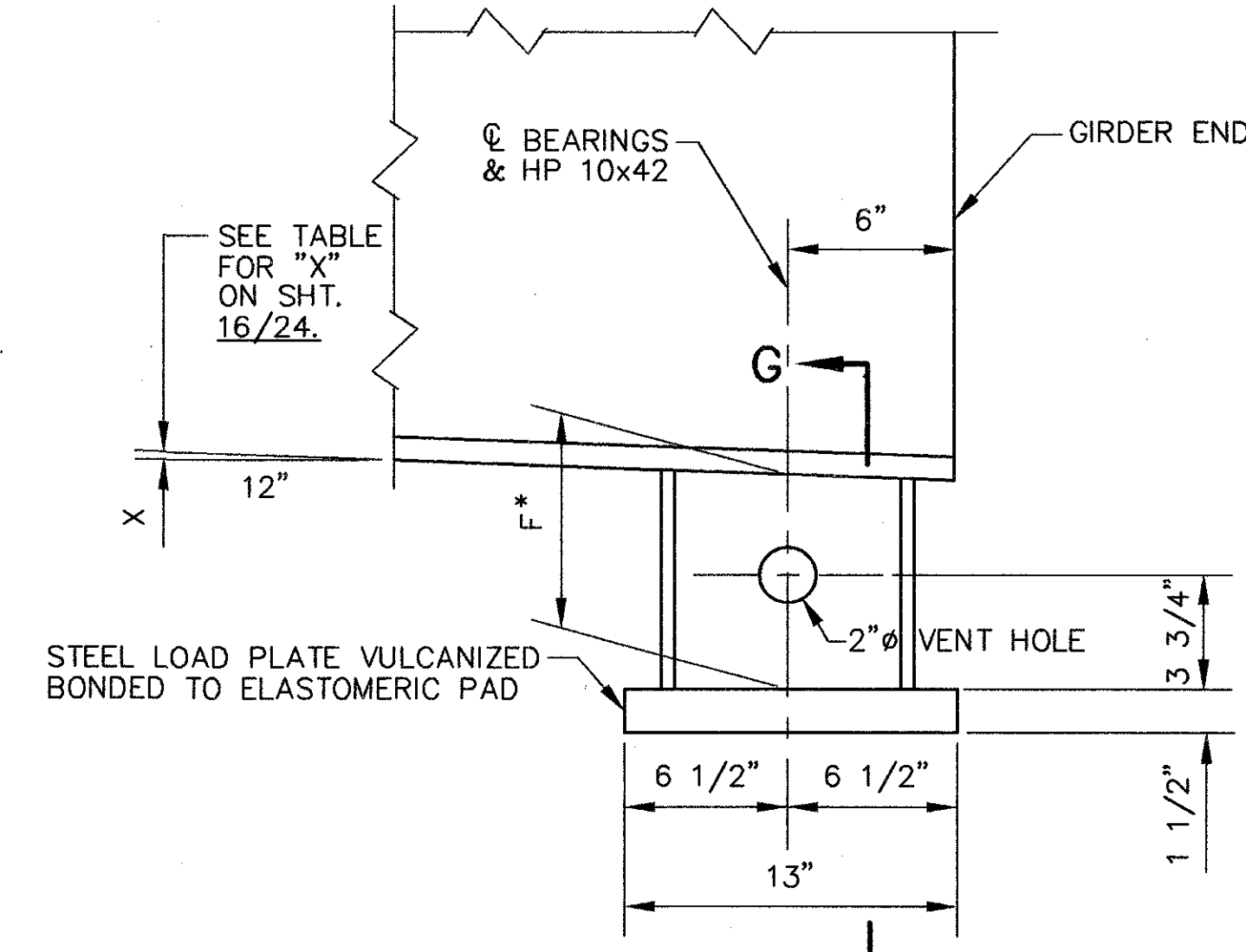


SECTION E-E

* SEE SHT. 14/24 FOR
ETHYLENE VINYL ACETATE

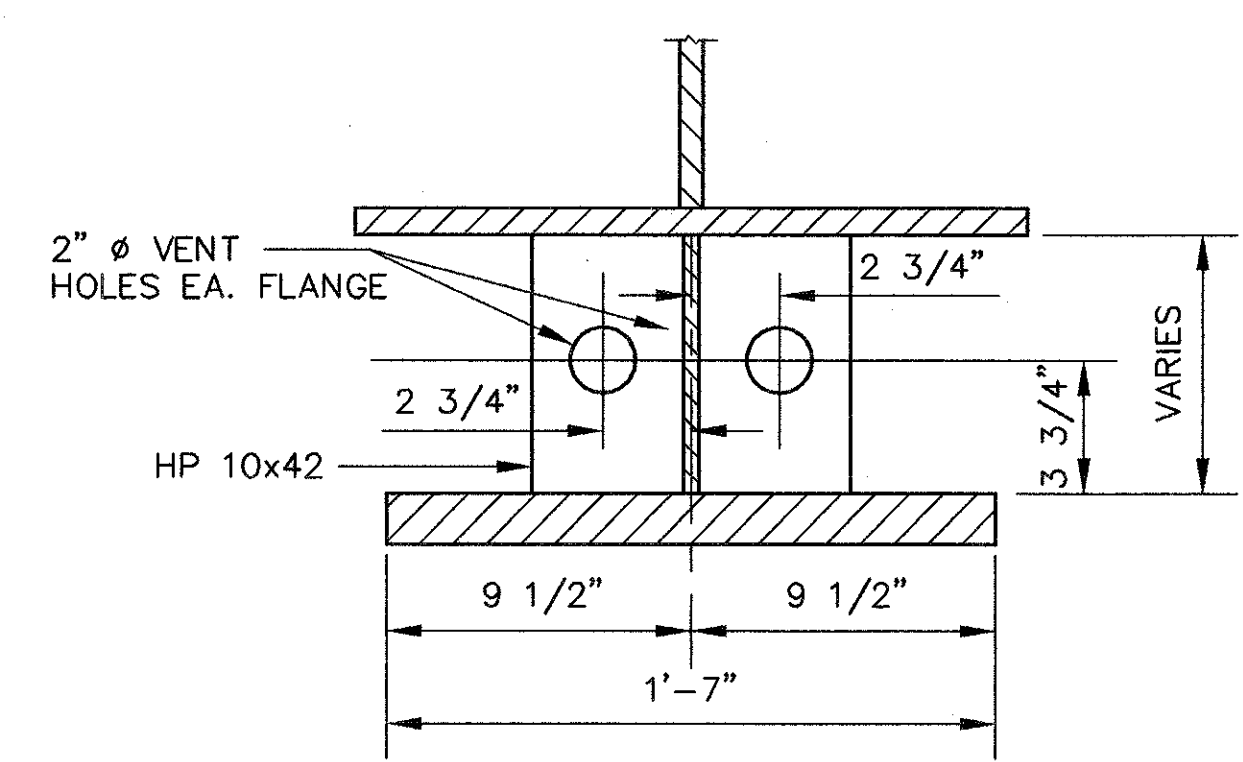


SECTION F-F



BEAM SUPPORT

*SEE TABLE THIS SHEET FOR "F"



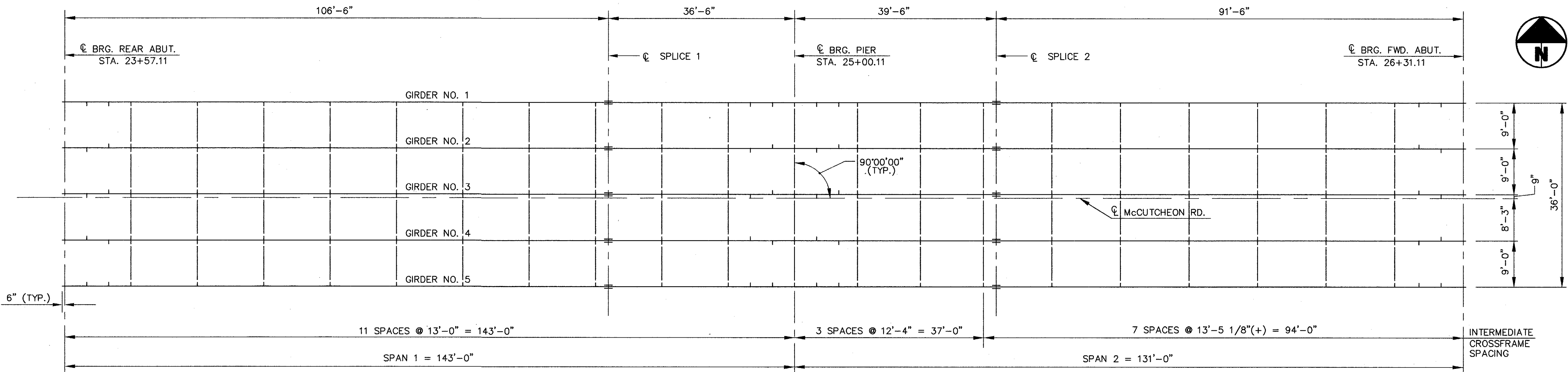
SECTION G-G

BRG. ASSEMBLY HEIGHT	
GIRDER	F
1	7 3/8"
2	9 1/16"
3	10 3/4"
4	9 3/8"
5	7 11/16"

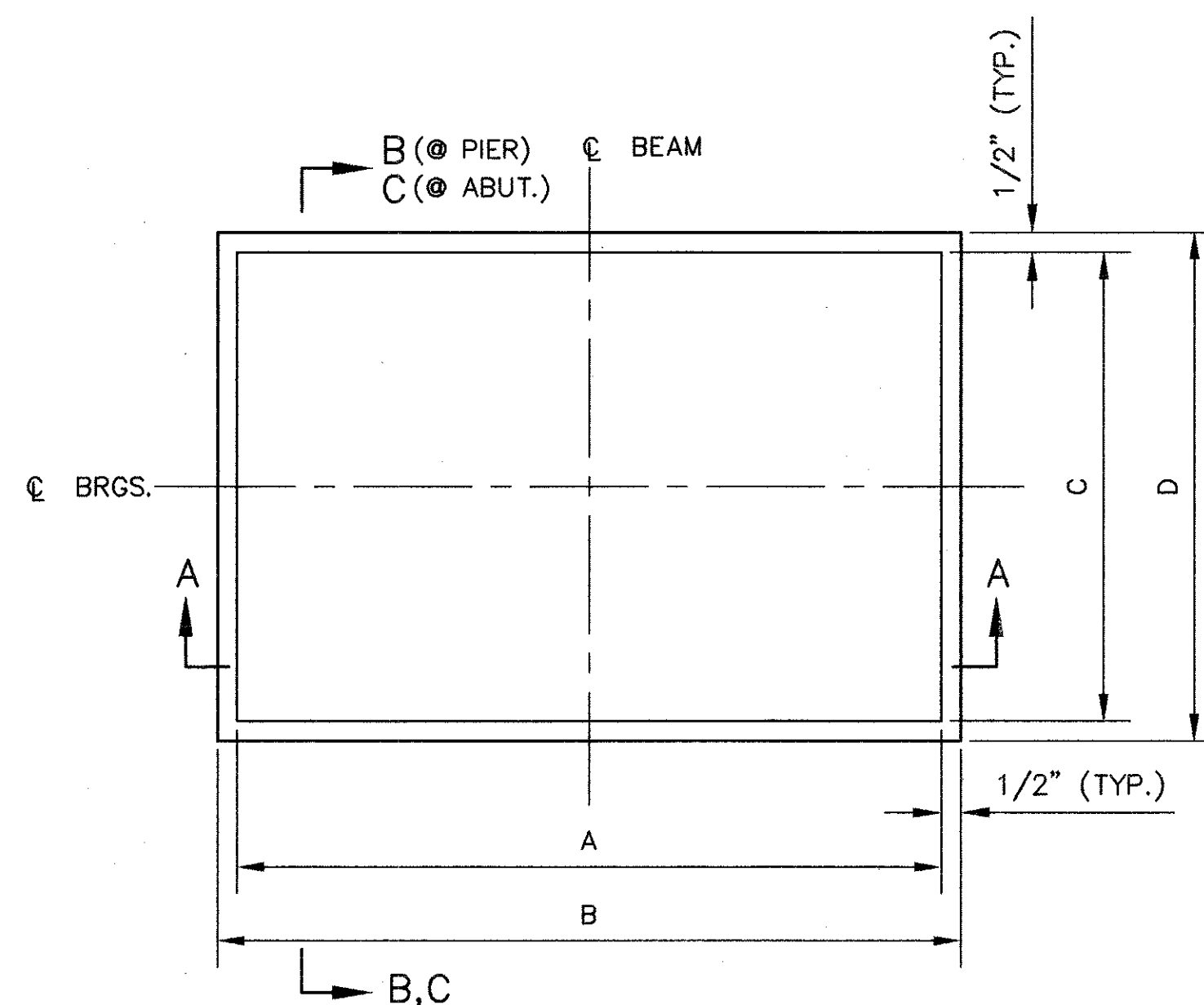
LEGEND

BRG. = BEARING
FWD. = FORWARD
EA. = EACH
SHT. = SHEET
EL. = ELEVATION
CLR. = CLEAR
P.E.J.F. = PREFORMED EXPANSION JOINT FILLER

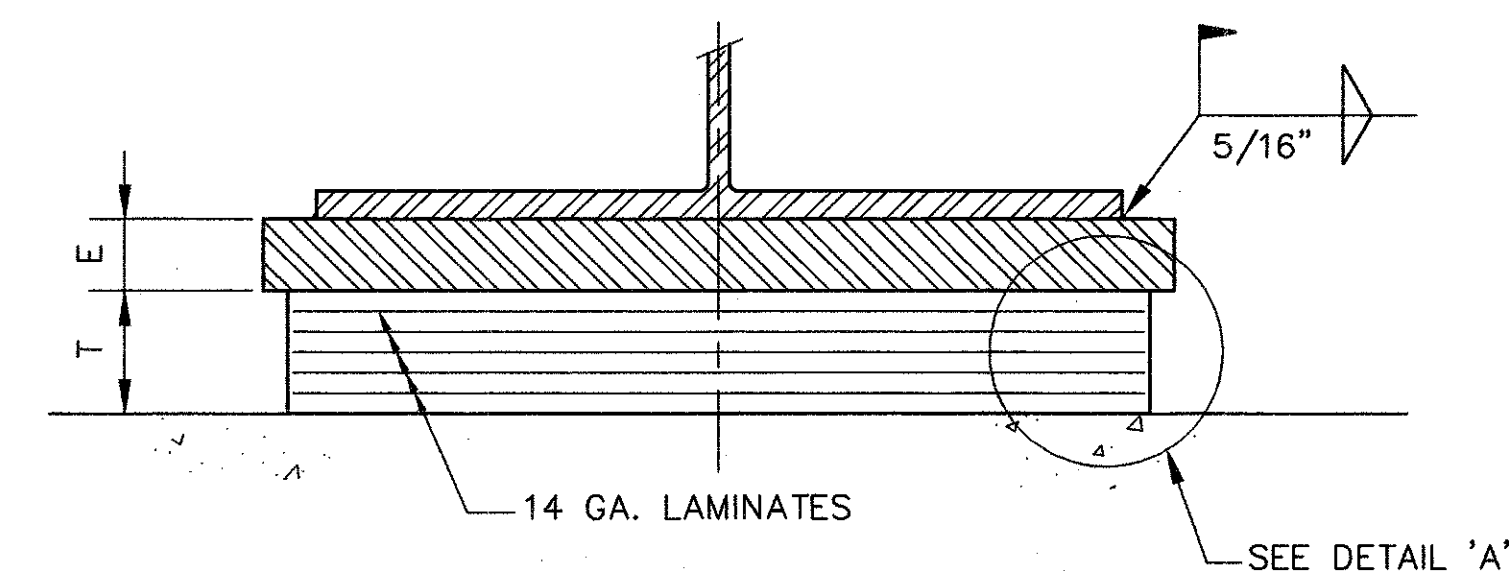
FOR LOCATION OF SECTION A-A, B-B,
C-C, D-D, & E-E SEE SHEET 14/24



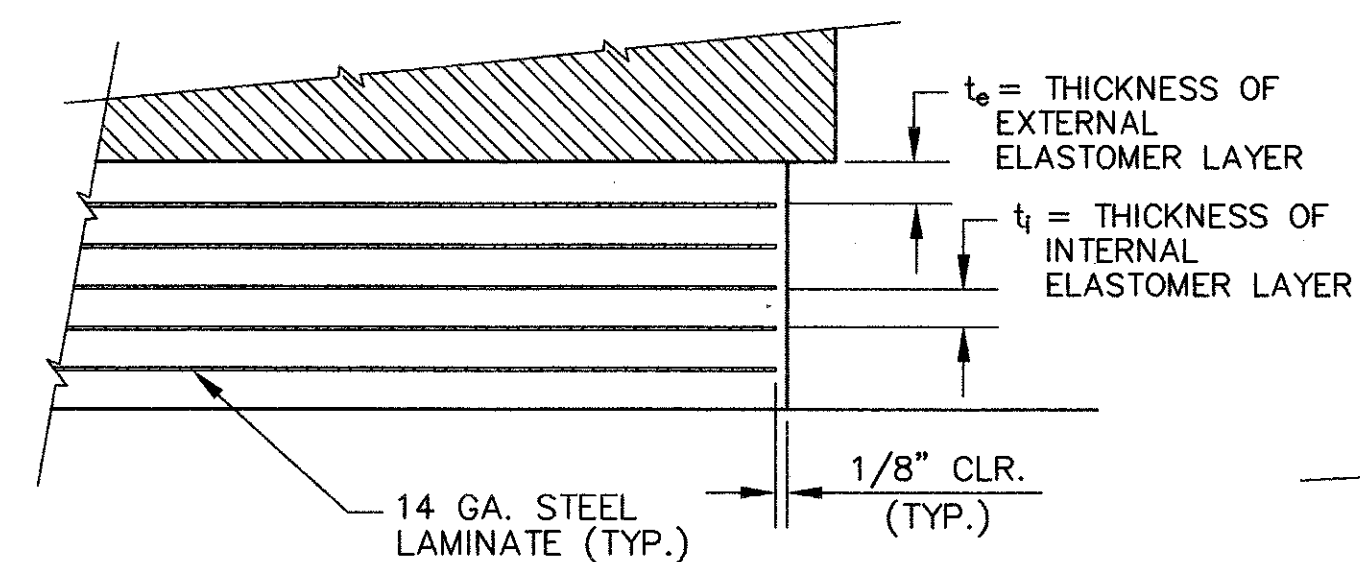
FRAMING PLAN



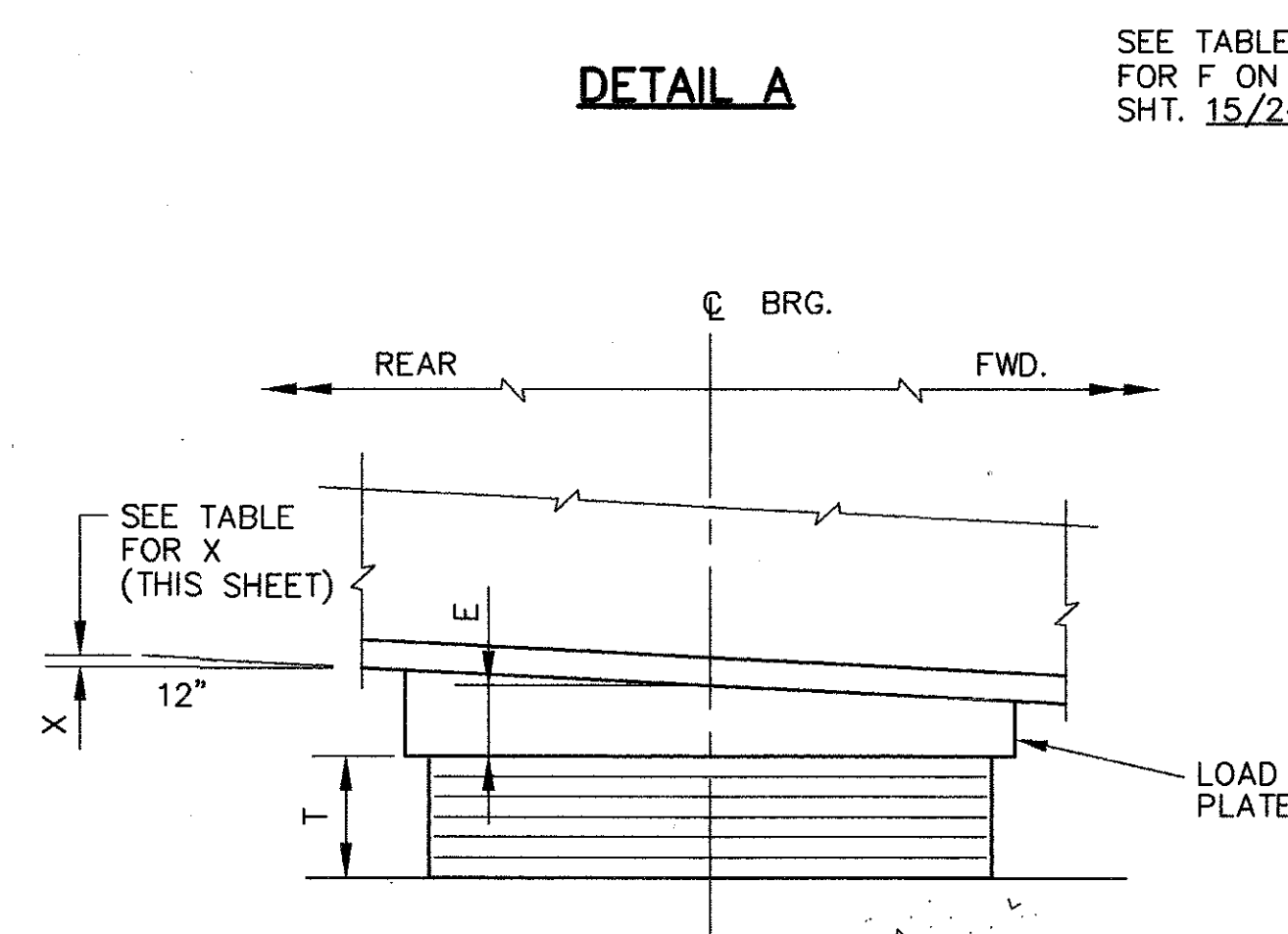
TYP. BEARING PLAN



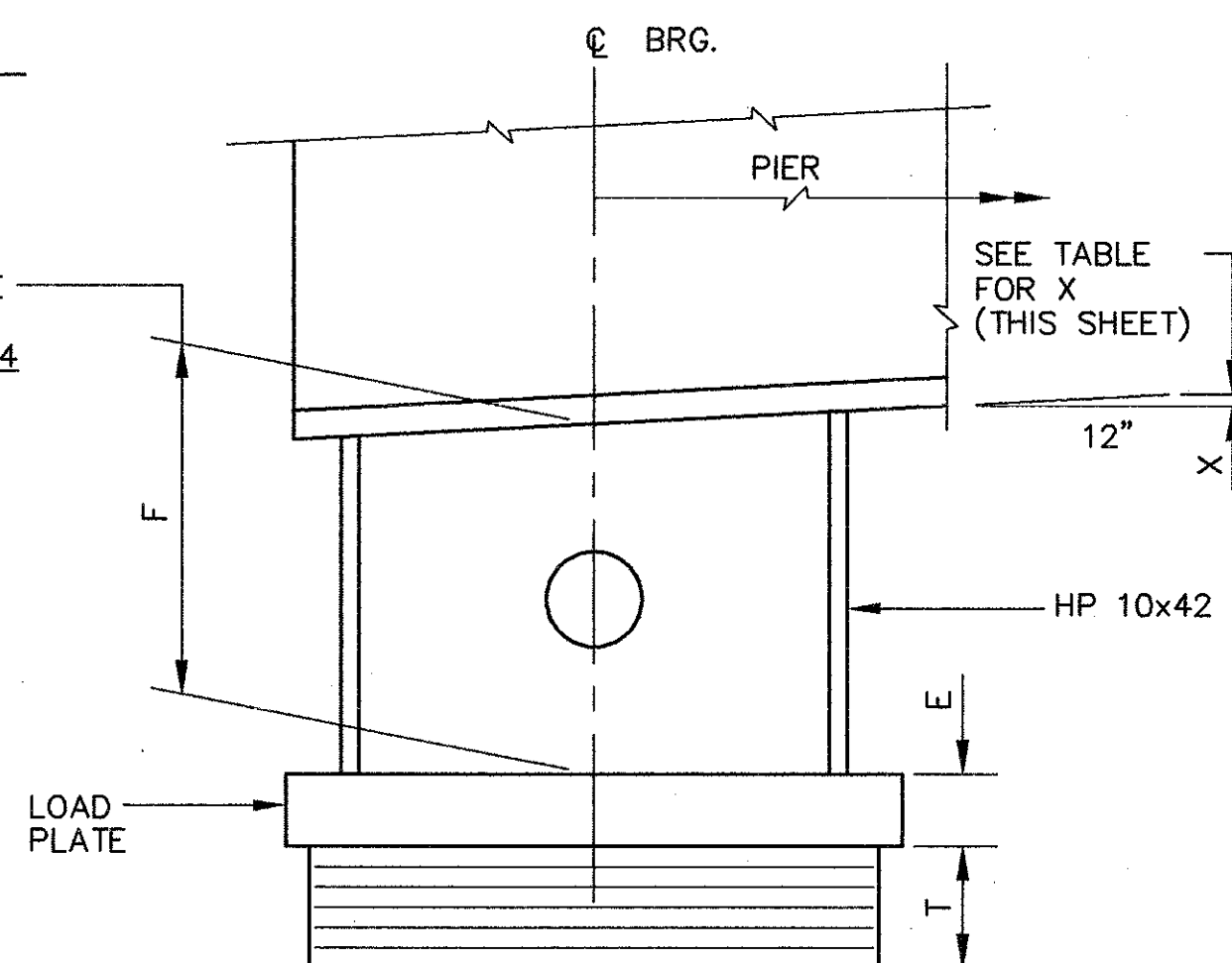
SECTION A-A
BEARING DETAIL



DETAIL A



SECTION B-B
@ PIER



SECTION C-C
@ ABUTMENTS

LAMINATED ELASTOMERIC BEARINGS

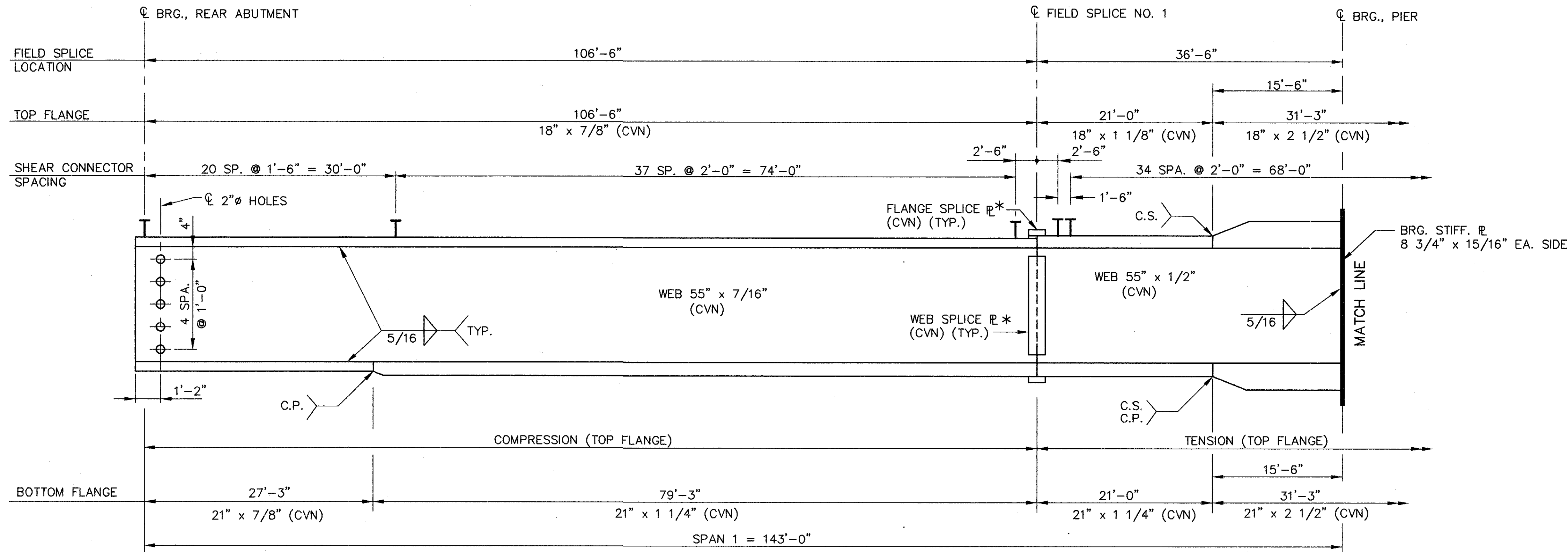
- STEEL LOAD PLATE SHALL BE ASTM A-572. ELASTOMER SHALL BE 50 DUROMETER.
- WELDING SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
- BEARING REPOSITIONING. IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F (+/-) 10°F, THE BEAMS OR GIRDERS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F (+/-) 10°F.
- BASIS OF PAYMENT. THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO TEST, FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS EITHER FIXED OR EXPANSION. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH.
- THE HP 10x42 BEAM PEDESTALS SHALL CONFORM TO C.M.S. 711.01 AND BE INCLUDED WITH ITEM 513 STRUCTURAL STEEL, A572-50 AISC CATEGORY III FOR PAYMENT.

LAMINATED BEARING DIMENSIONS

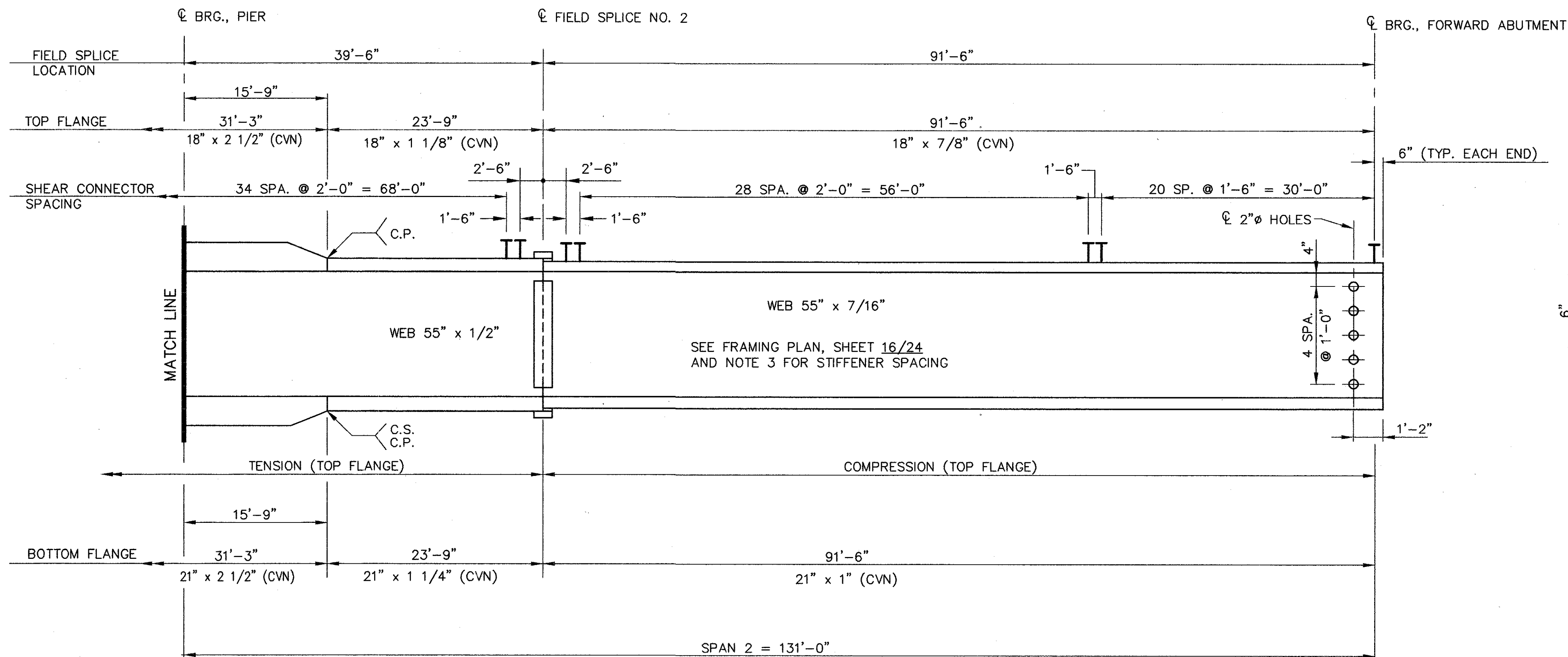
LOCATION	A	B	C	D	E	x	t _e	n @ t _i	T	TOTAL REQ'D.	PAD DESIGNATION	DESIGN LOAD (KIPS)
REAR ABUTMENT	18"	19"	12"	13"	1 1/2"	3/32"	0.218	6 @ 0.3053	3.096"	5	12"x18"x3 1/8" 50 DUROMETER	121 ^k 62 ^k 183 ^k
PIER	22"	23"	22"	23"	2"	1/8"	0.3036	4 @ 0.425	2.6807"	5	22"x22"x2 11/16" 50 DUROMETER	35 ^k 106 ^k 457 ^k
FWD. ABUTMENT	18"	19"	12"	13"	1 1/2"	5/16"	0.218	6 @ 0.3053	3.096"	5	12"x18"x3 1/8" 50 DUROMETER	109 ^k 58 ^k 167 ^k

LEGEND

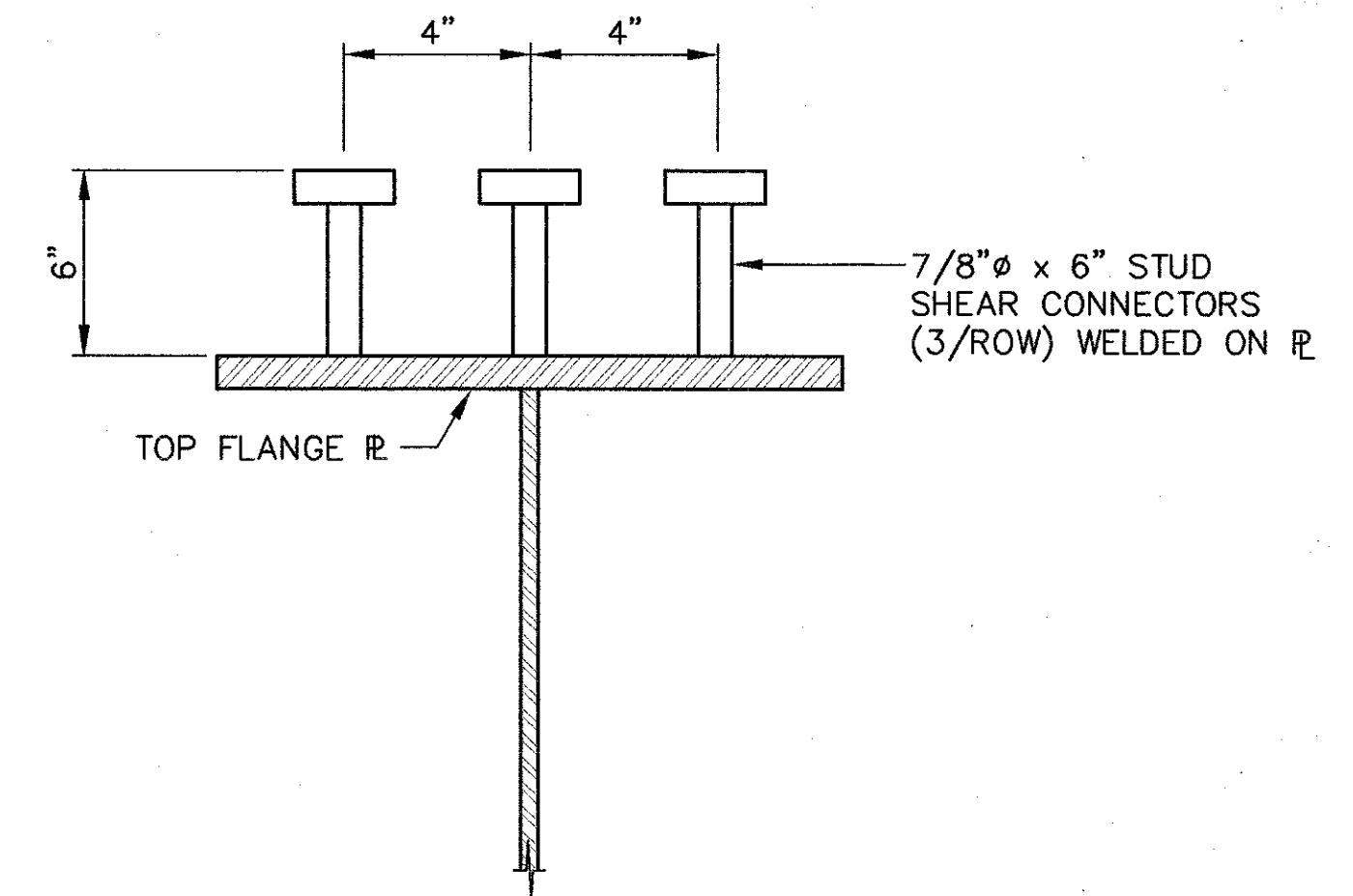
GA. = GAUGE
FWD. = FORWARD
BRG. = BEARING
ABUT. = ABUTMENT
CLR. = CLEAR
TYP. = TYPICAL



* FOR SPLICE DETAILS, SEE SHEET 18/24



INTERMEDIATE STIFFENER WELDS	
FLANGE THICKNESS (INCHES)	FILLET WELD SIZE (INCHES)
7/8"	5/16"
1"	5/16"
1 1/8"	5/16"
1 1/4"	5/16"
2 1/2"	5/16"



SHEAR CONNECTOR DETAIL

NOTES

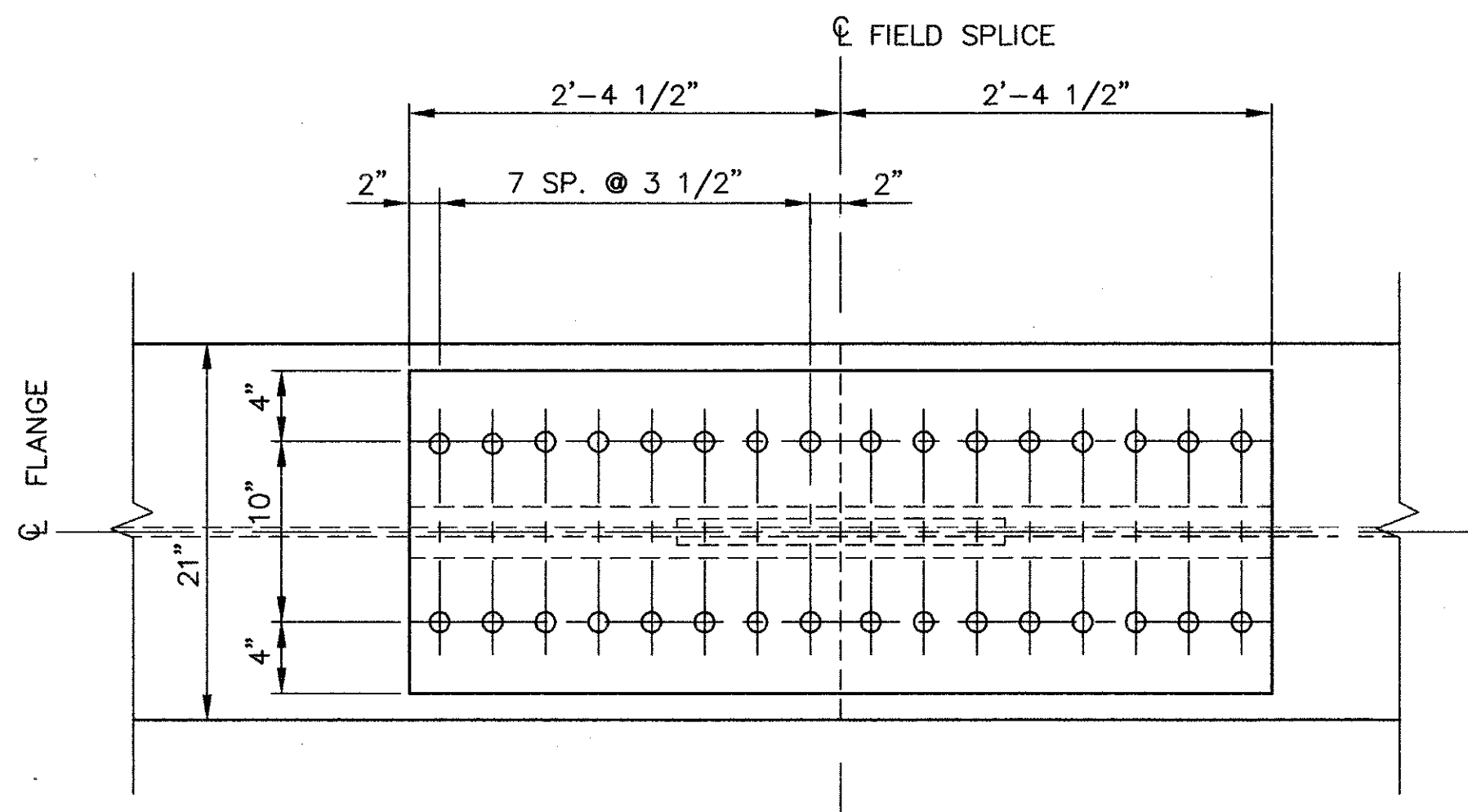
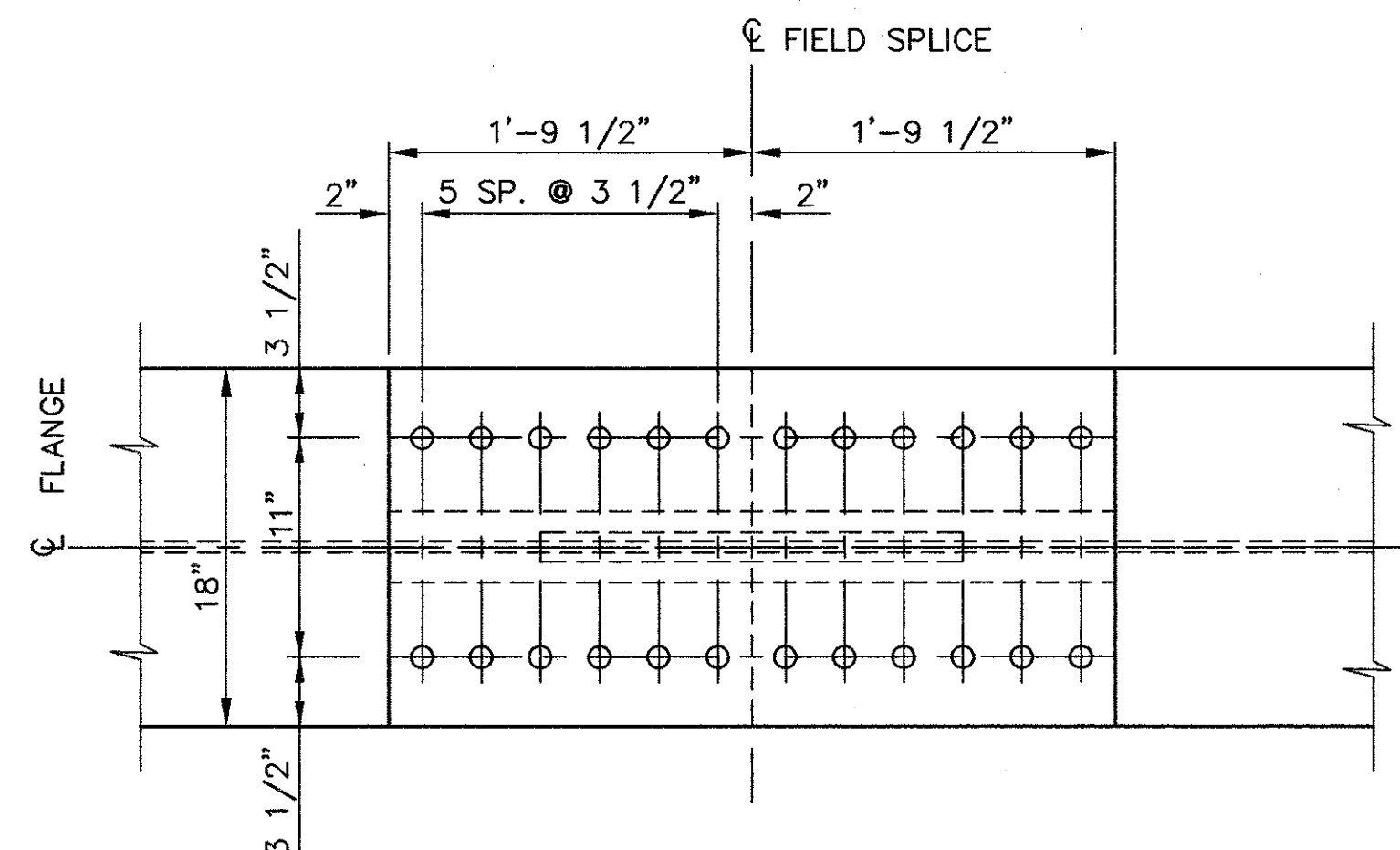
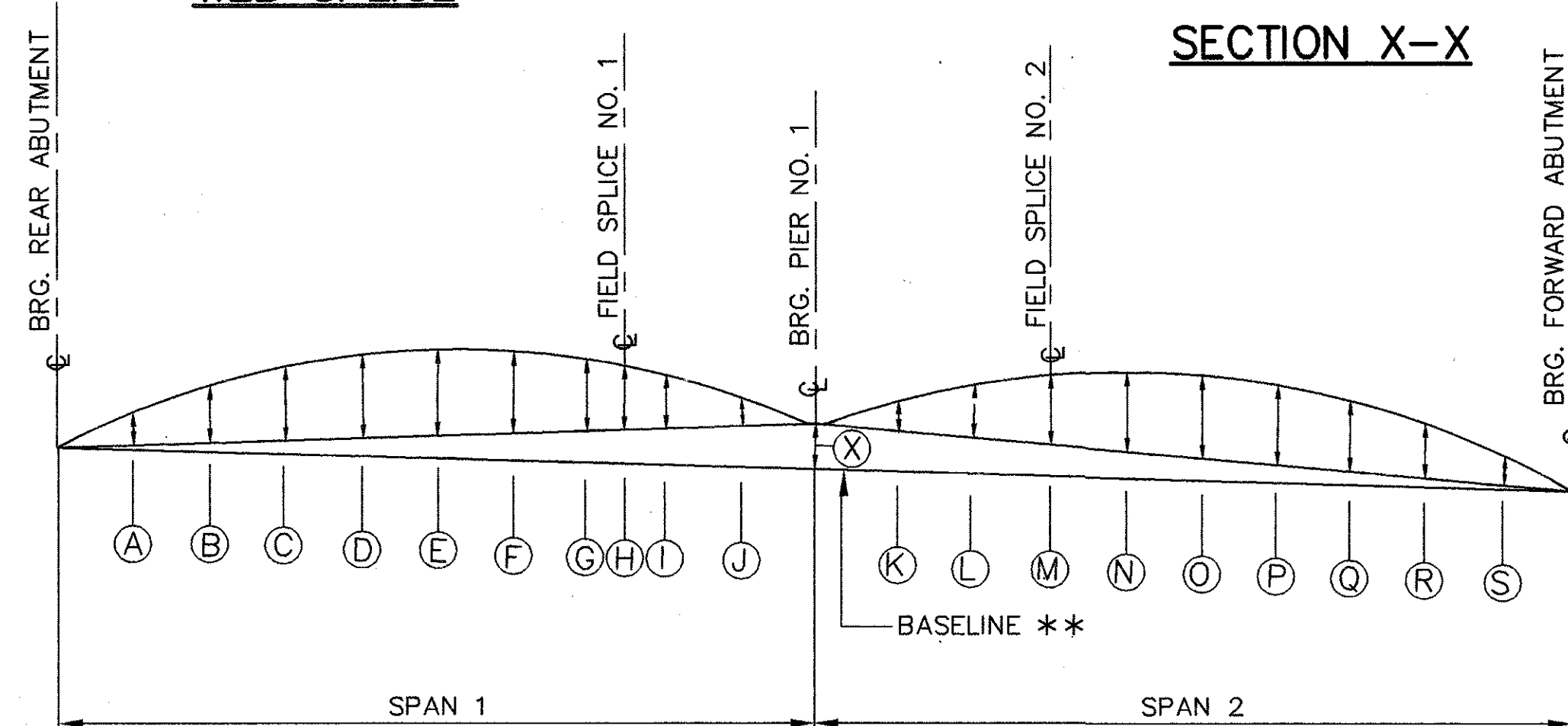
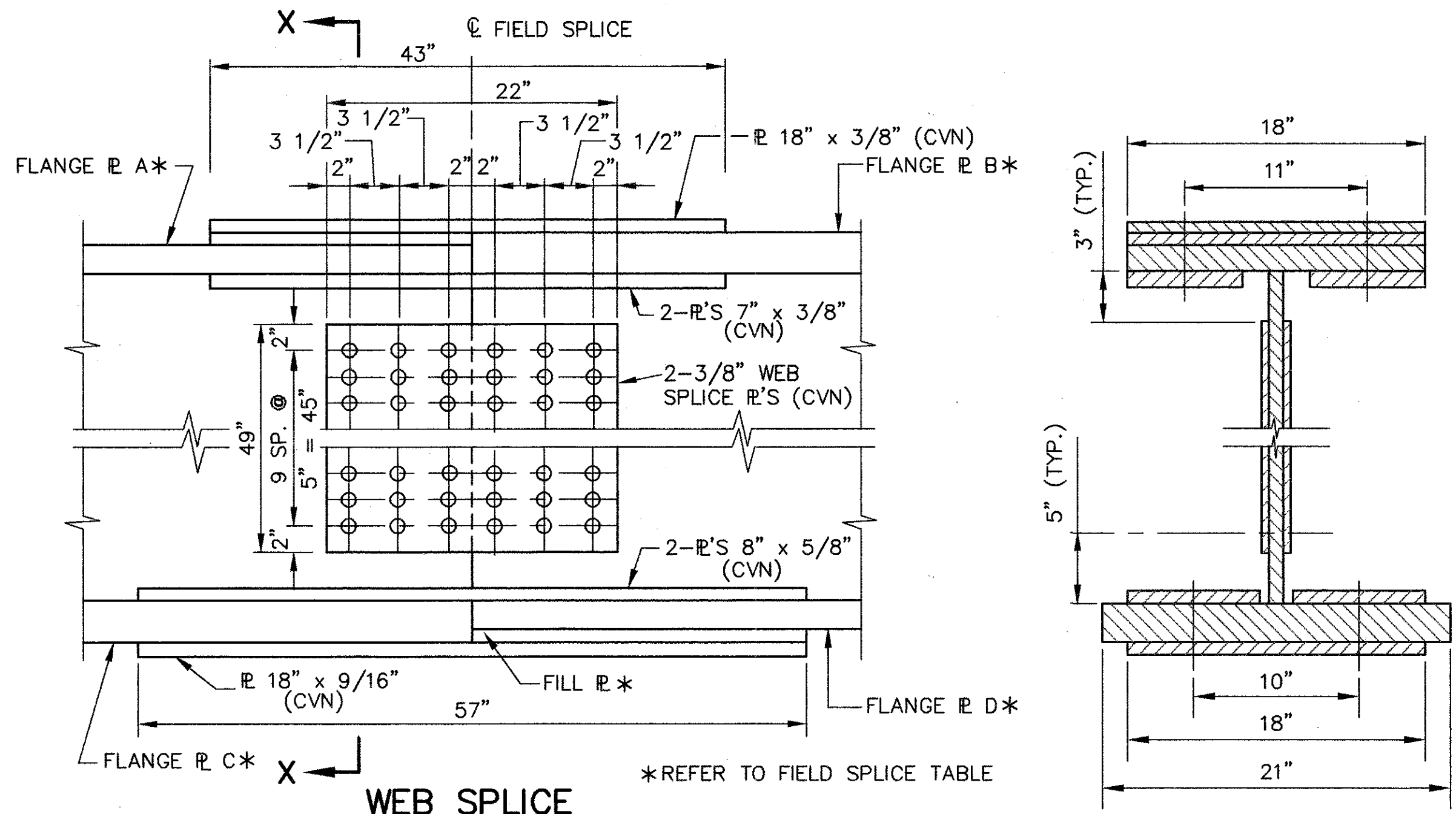
1. WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL NOT BE CLOSER THAN 1" FROM EDGE OF FLANGE, BE NOT MORE THAN 2" LONG, AND BE NOT SMALLER THAN MINIMUM SIZE REQUIRED BY AASHTO.
2. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
3. INTERMEDIATE STIFFENERS ARE SINGLE STIFFENERS EXCEPT WHERE DOUBLE STIFFENERS ARE REQUIRED TO CONNECT TO CROSSFRAMES. PLACE INTERMEDIATE STIFFENERS AT EQUAL SPACES BETWEEN CROSSFRAMES AS SHOWN ON THE FRAMING PLAN WHICH ALSO SHOWS THE NUMBER OF STIFFENERS.

C.P. = COMPLETE PENETRATION WELD REQUIRED

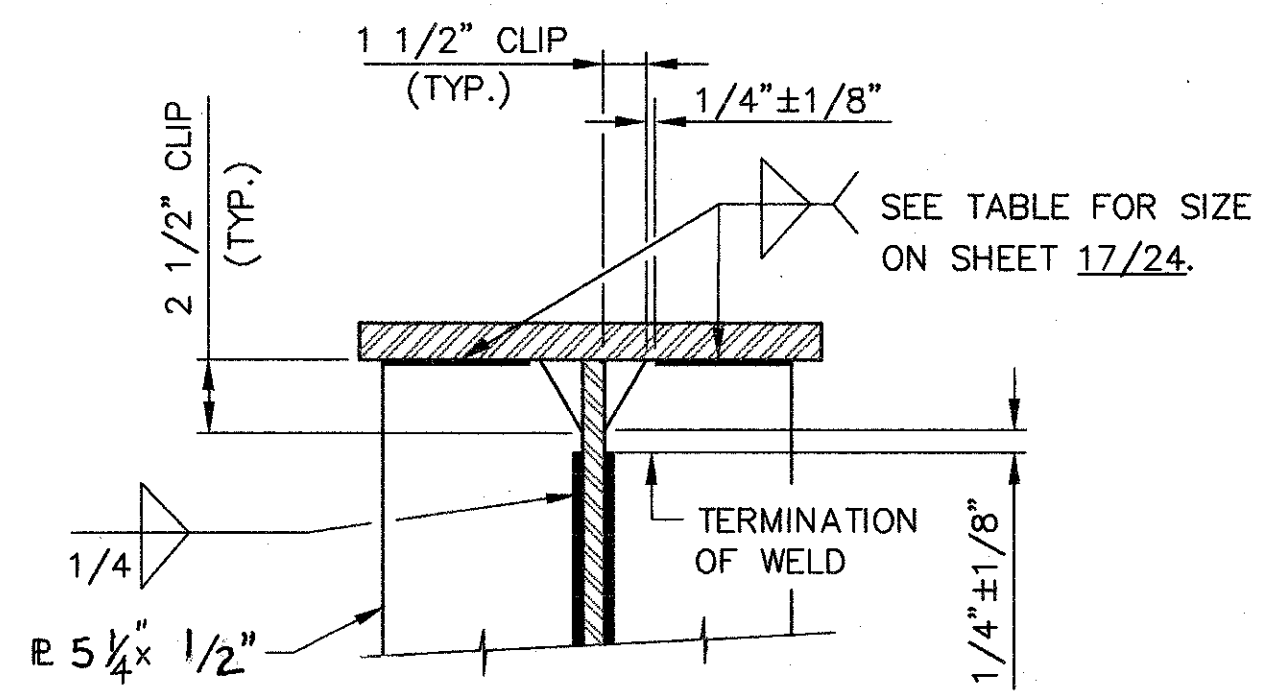
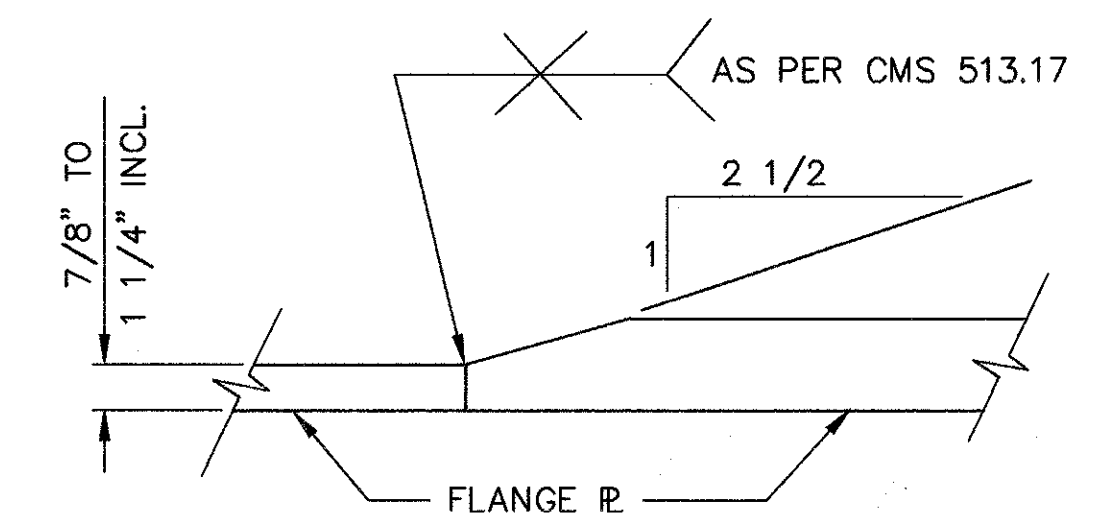
C.S. = BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY

LEGEND

EA. = EACH
SP., SPA. = SPACES
BRG. = BEARING
TYP. = TYPICAL



NOTE: ALL BOLTS SHALL BE 1" DIA. A-325 GALVANIZED UNLESS OTHERWISE NOTED.



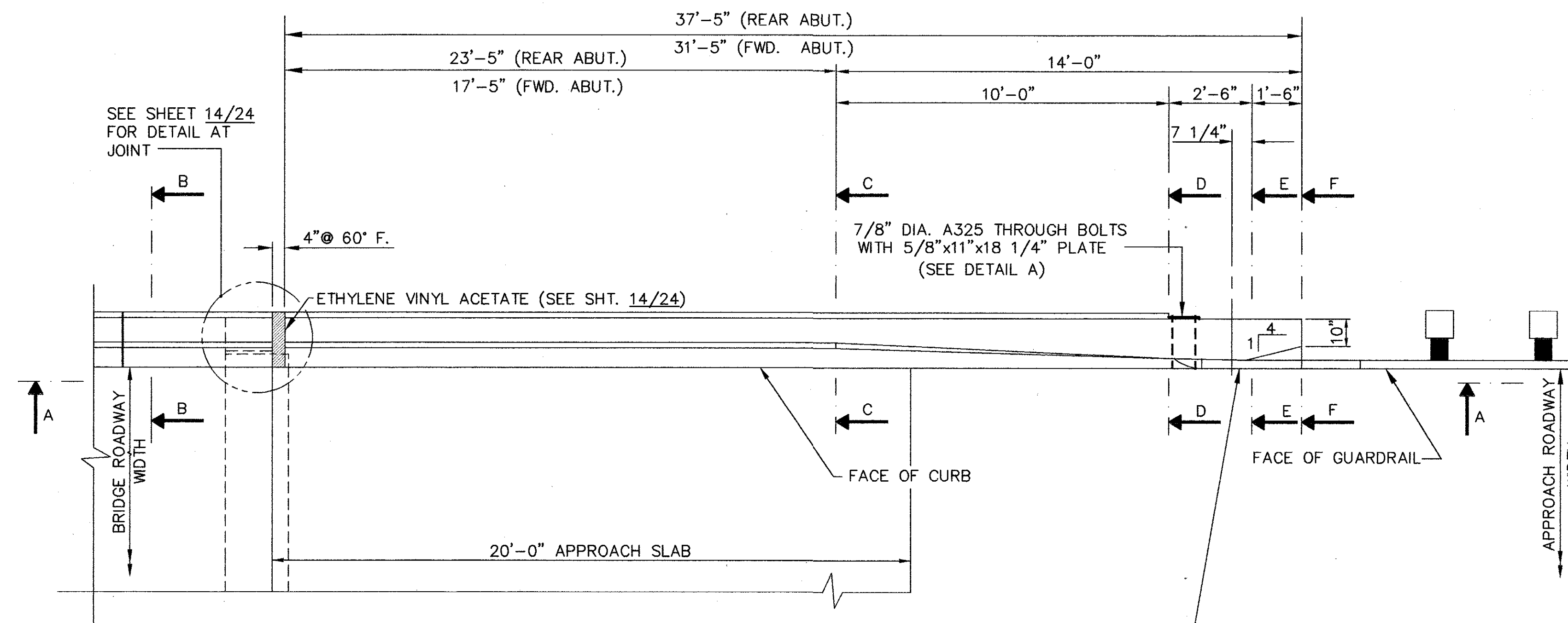
CAMBER & DEFLECTION TABLE (INCHES)

CAMBER & DEFLECTION TABLE (INCHES)																					
		SPAN 1										SPAN 2									
		1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	SPL. PT.	8/10 PT.	9/10 PT.	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	
POINT		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
DEFLECTION DUE TO WEIGHT OF STEEL	GIRDER NO. 1,2,3,4 & 5	$\frac{5}{16}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{7}{8}$	$\frac{13}{16}$	$\frac{11}{16}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{4}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{3}{16}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	$\frac{7}{16}$	$\frac{5}{16}$	$\frac{3}{16}$	
DEFLECTION DUE TO REMAINING DEAD LOAD	GIRDER NO. 1 & 5	$1\frac{13}{16}$	$3\frac{3}{16}$	$4\frac{3}{16}$	$4\frac{1}{2}$	$4\frac{5}{16}$	$3\frac{9}{16}$	$2\frac{1}{2}$	2	$1\frac{3}{8}$	$\frac{1}{2}$	0	$\frac{3}{8}$	1	$1\frac{3}{4}$	$2\frac{5}{16}$	$2\frac{9}{16}$	$2\frac{7}{16}$	$1\frac{15}{16}$	$1\frac{1}{16}$	
	GIRDER NO. 2,3 & 4	$1\frac{7}{8}$	$3\frac{5}{16}$	$4\frac{3}{8}$	$4\frac{11}{16}$	$4\frac{1}{2}$	$3\frac{3}{4}$	$2\frac{5}{8}$	$2\frac{1}{8}$	$1\frac{7}{16}$	$\frac{1}{2}$	0	$\frac{1}{2}$	$1\frac{1}{16}$	$1\frac{13}{16}$	$2\frac{7}{16}$	$2\frac{11}{16}$	$2\frac{1}{2}$	2	$1\frac{1}{8}$	
ADJUSTMENT REQUIRED FOR VERTICAL CURVE	GIRDER NO. 1,2,3,4 & 5	$1\frac{7}{16}$	$2\frac{9}{16}$	$3\frac{7}{16}$	$3\frac{7}{8}$	$4\frac{1}{16}$	$3\frac{7}{8}$	$3\frac{7}{16}$	$3\frac{1}{16}$	$2\frac{9}{16}$	$1\frac{7}{16}$	$1\frac{1}{4}$	$2\frac{3}{16}$	$2\frac{7}{8}$	$3\frac{1}{4}$	$3\frac{7}{16}$	$3\frac{1}{4}$	$2\frac{7}{8}$	$2\frac{3}{16}$	$2\frac{9}{16}$	
REQUIRED SHOP CAMBER	GIRDER NO. 1 & 5	$3\frac{9}{16}$	$6\frac{3}{8}$	$8\frac{3}{8}$	$9\frac{1}{4}$	$9\frac{3}{16}$	$8\frac{1}{8}$	$6\frac{7}{16}$	$5\frac{7}{16}$	$4\frac{3}{16}$	2	$1\frac{1}{4}$	$2\frac{5}{8}$	$4\frac{1}{16}$	$5\frac{5}{16}$	$6\frac{1}{8}$	$6\frac{1}{4}$	$5\frac{3}{4}$	$4\frac{7}{16}$	$2\frac{1}{2}$	
	GIRDER NO. 2,3 & 4	$3\frac{5}{8}$	$6\frac{1}{2}$	$8\frac{9}{16}$	$9\frac{7}{16}$	$9\frac{3}{8}$	$8\frac{5}{16}$	$6\frac{9}{16}$	$5\frac{9}{16}$	$4\frac{1}{4}$	2	$1\frac{1}{4}$	$2\frac{5}{8}$	$4\frac{1}{8}$	$5\frac{3}{8}$	$6\frac{1}{4}$	$6\frac{3}{8}$	$5\frac{13}{16}$	$4\frac{1}{2}$	$2\frac{9}{16}$	

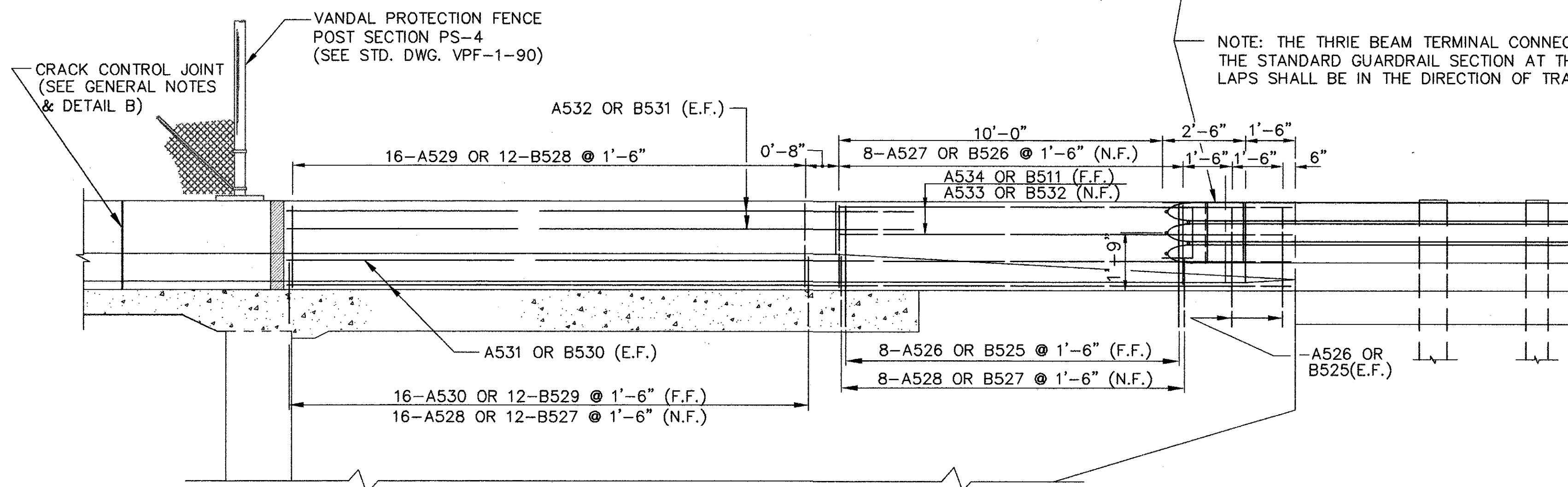
OFFSETS	
GIRDER	X
1,2,3,4 & 5	1'-2 7/8"

LEGEND
TYP. = TYPICAL
BRG. = BEARING

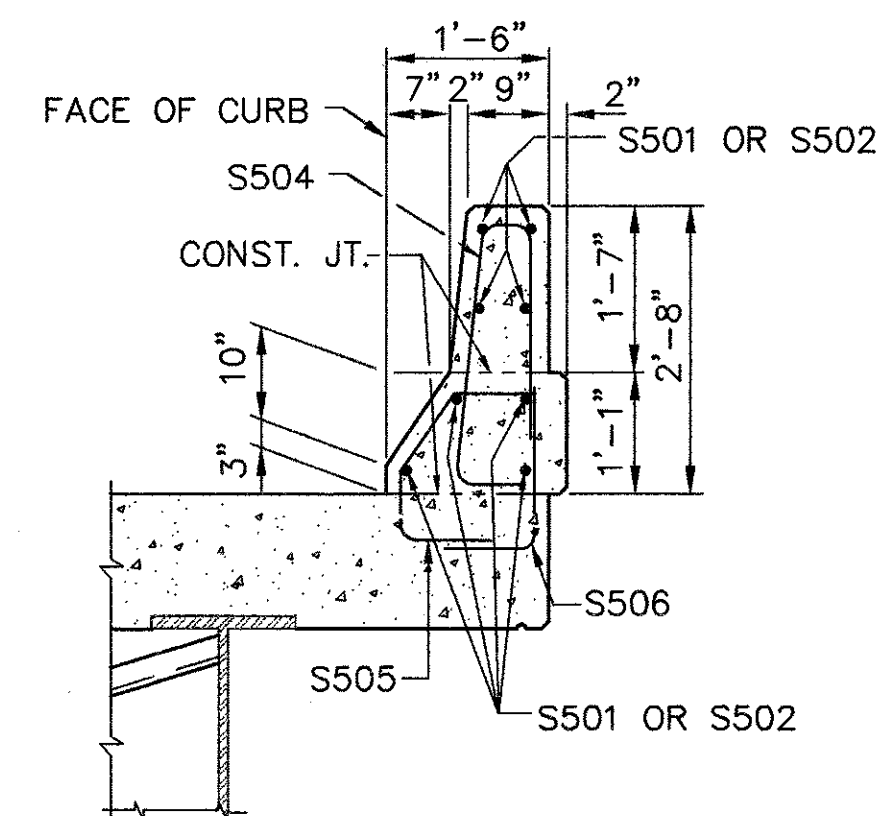
FIELD SPLICE TABLE		
FIELD SPLICE NO.	FLANGE PLATE SIZE	
	FLANGE FILL PLATE SIZE	
1	A	18" x 0 7/8"
	B	18" x 1 1/8"
	C	21" x 1 1/4"
	D	21" x 1 1/4"
2	A	18" x 1 1/8"
	B	18" x 0 7/8"
	C	21" x 1 1/4"
	D	21" x 1"



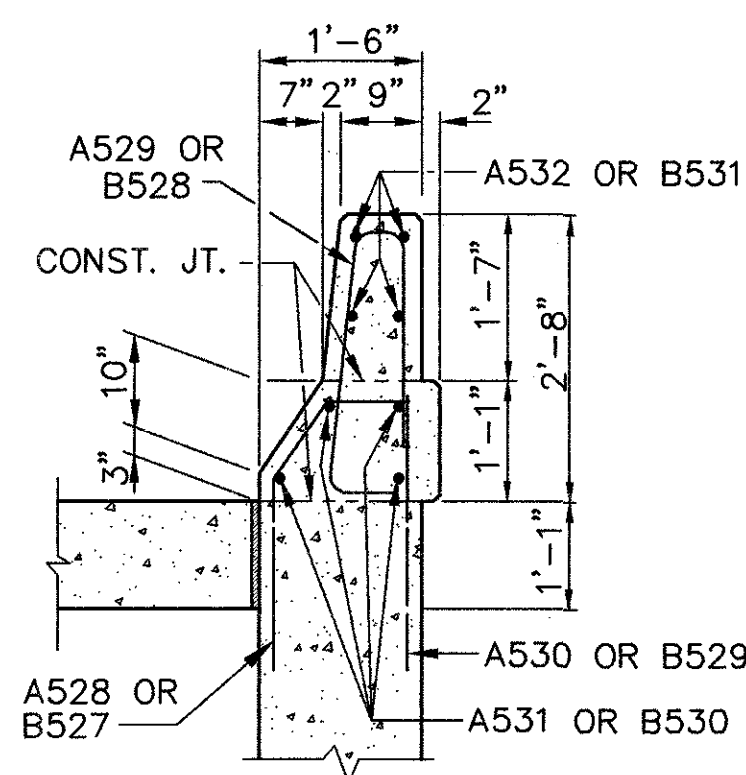
PART PLAN AT ABUTMENT
(FWD. ABUT. SHOWN, REAR ABUT. OPPOSITE HAND)



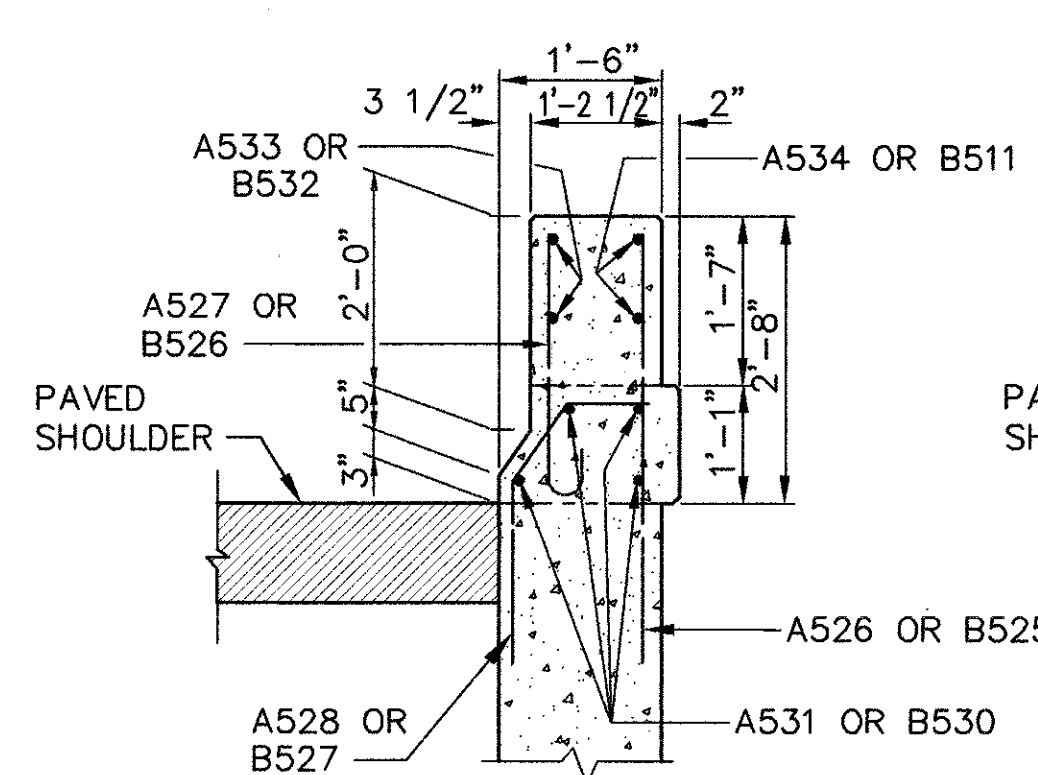
SECTION A-A



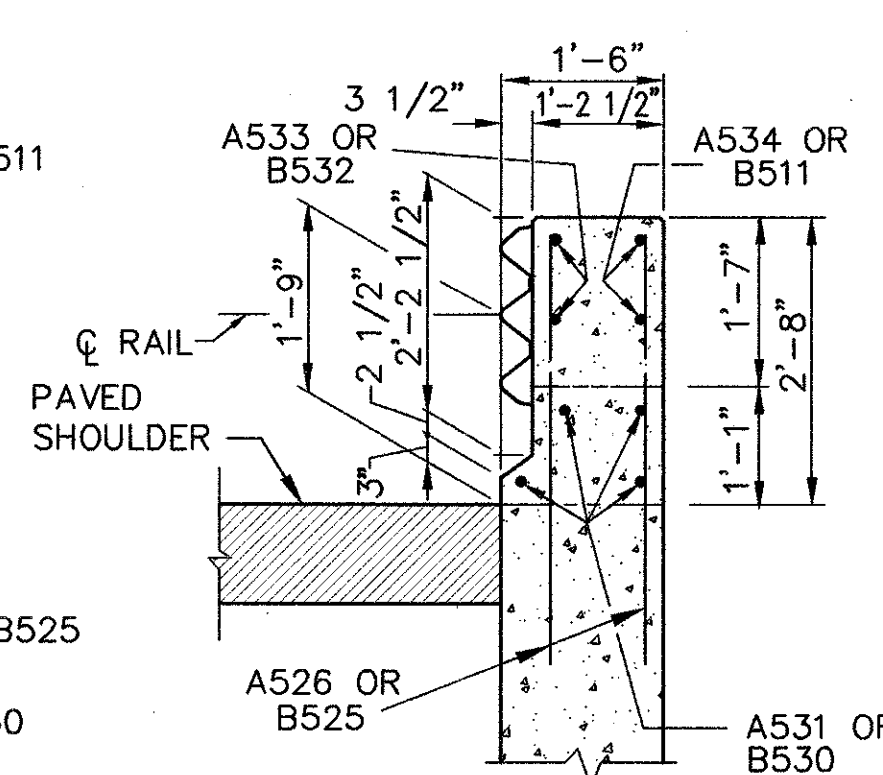
SECTION B-B



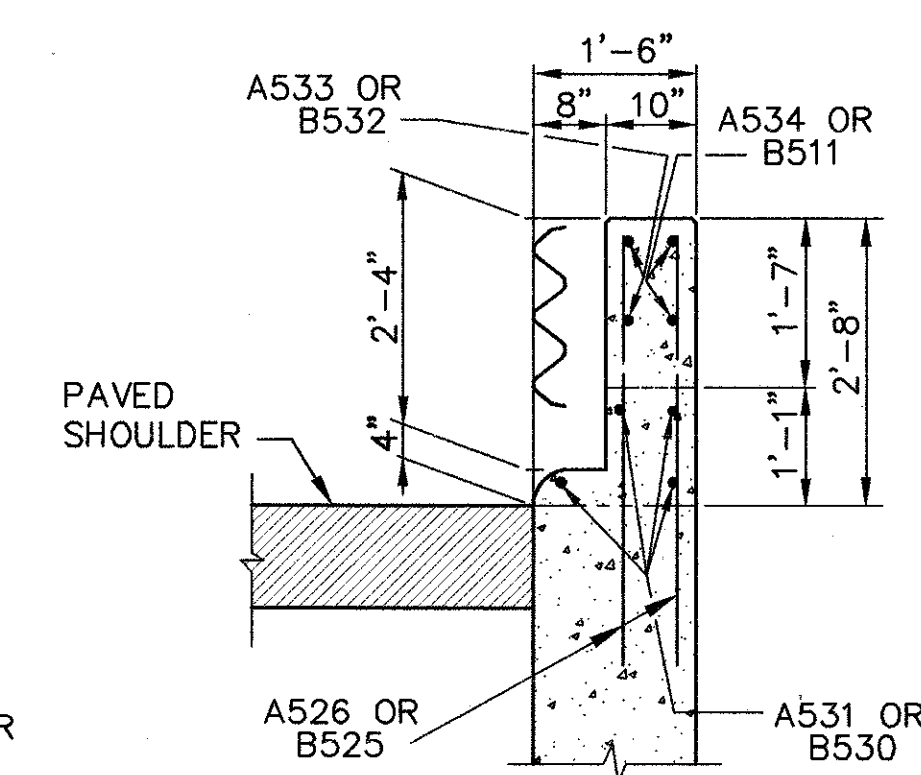
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

LEGEND
N.F. = NEAR FACE
E.F. = EACH FACE
F.F. = FAR FACE
FWD. = FORWARD
ABUT. = ABUTMENT

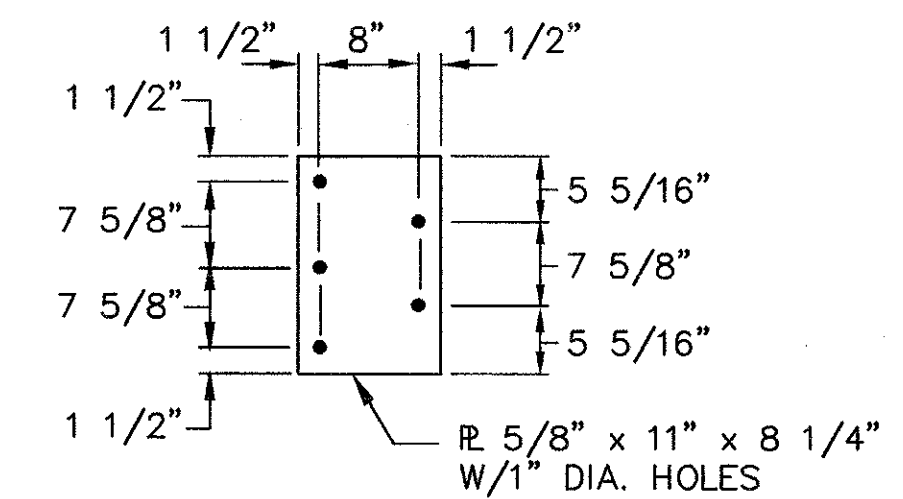
NOTES

DESIGN SPECIFICATIONS: "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" AASHTO, 1992.

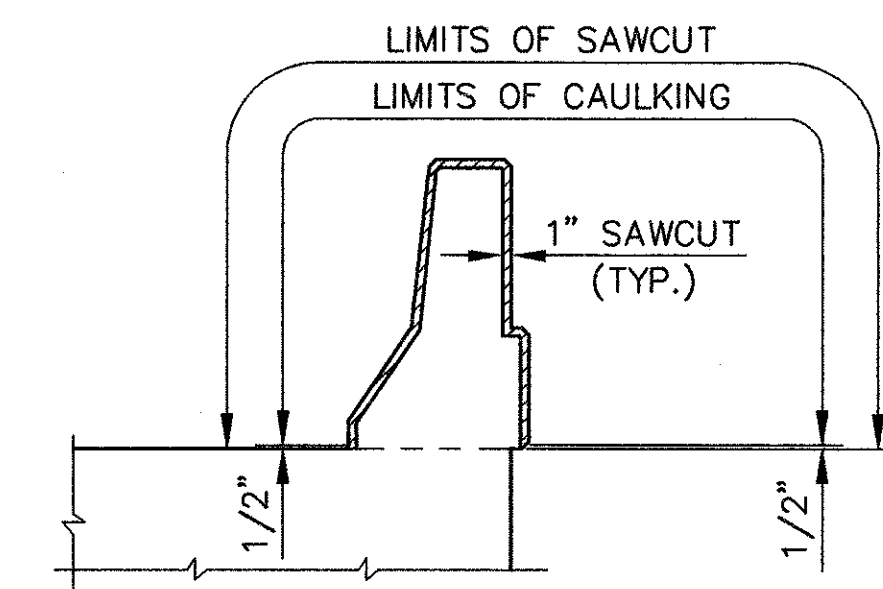
DESIGN DATA: CONCRETE CLASS S $f'_c = 4500$ P.S.I., REINFORCING STEEL ASTM A615, A617 GRADE 60 $f_y = 60000$ P.S.I.

QUANTITIES OF CONCRETE AND REINFORCING STEEL FOR PARAPET ARE INCLUDED WITH ABUTMENTS FOR PAYMENT.

FOR BRIDGE TERMINAL ASSEMBLY SEE STANDARD CONSTRUCTION DRAWING GR-3.1 AND GR-3.2.



DETAIL A

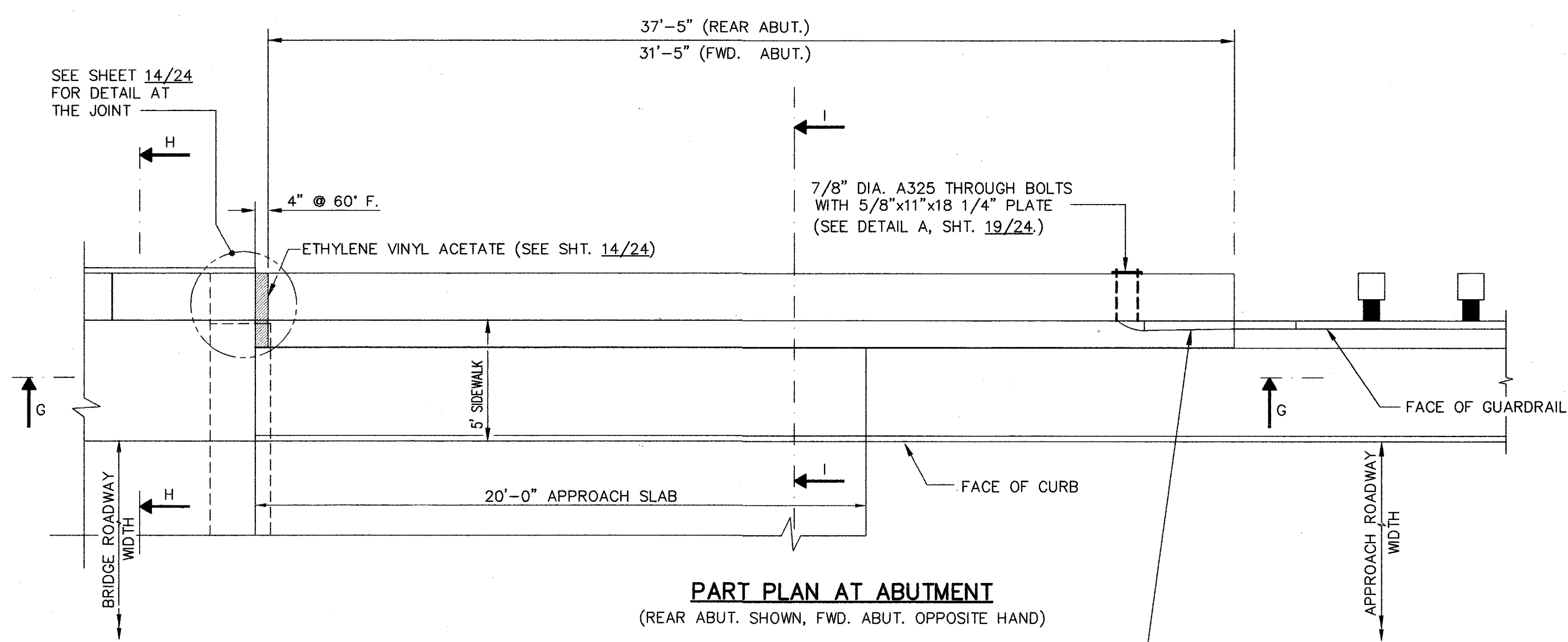


DETAIL B
(SECTION THROUGH SAWCUT)

DATE	REVIEWED	DRAWN	DESIGNED
3-94	J.A.B.	T.S.	B.G.
STRUCTURE FILE NO.	FILE NO.	REVIEWED	CHECKED
2512025		R.B.	

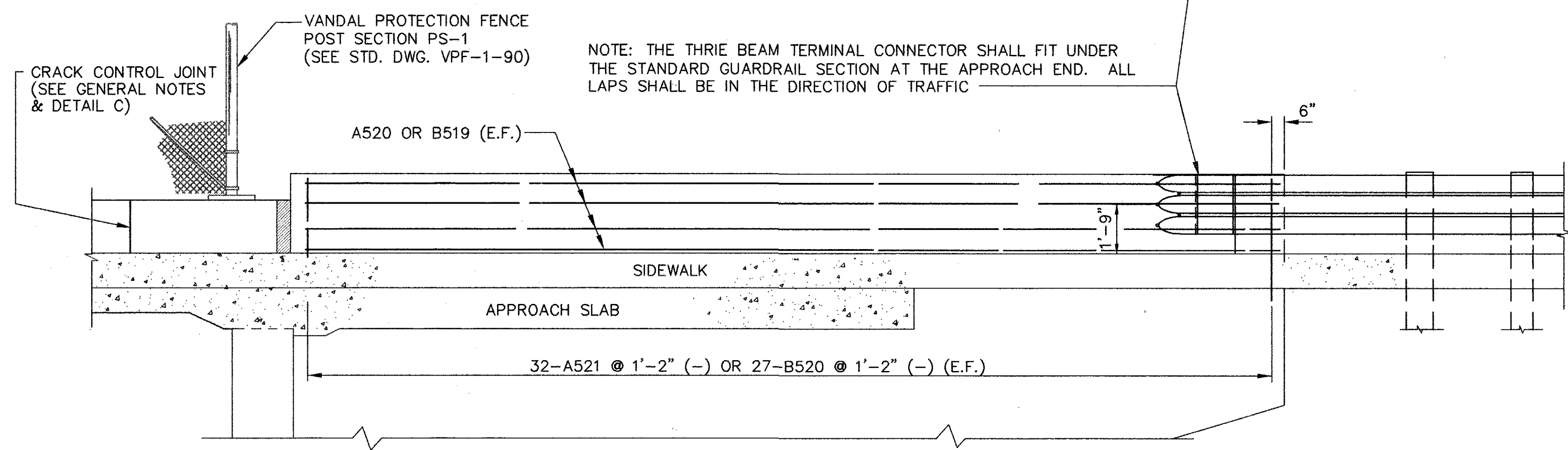
BRIDGE RAILING SIDEWALK PARAPET
BR. NO. FRA-270-3396
I.R. 270 UNDER MCCUTCHEON ROAD

FRA-270-32.46

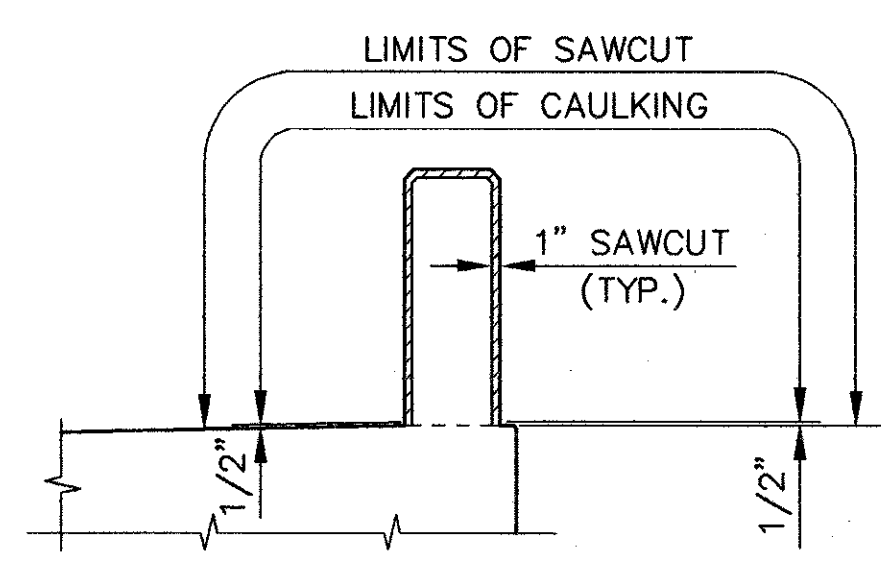


NOTES

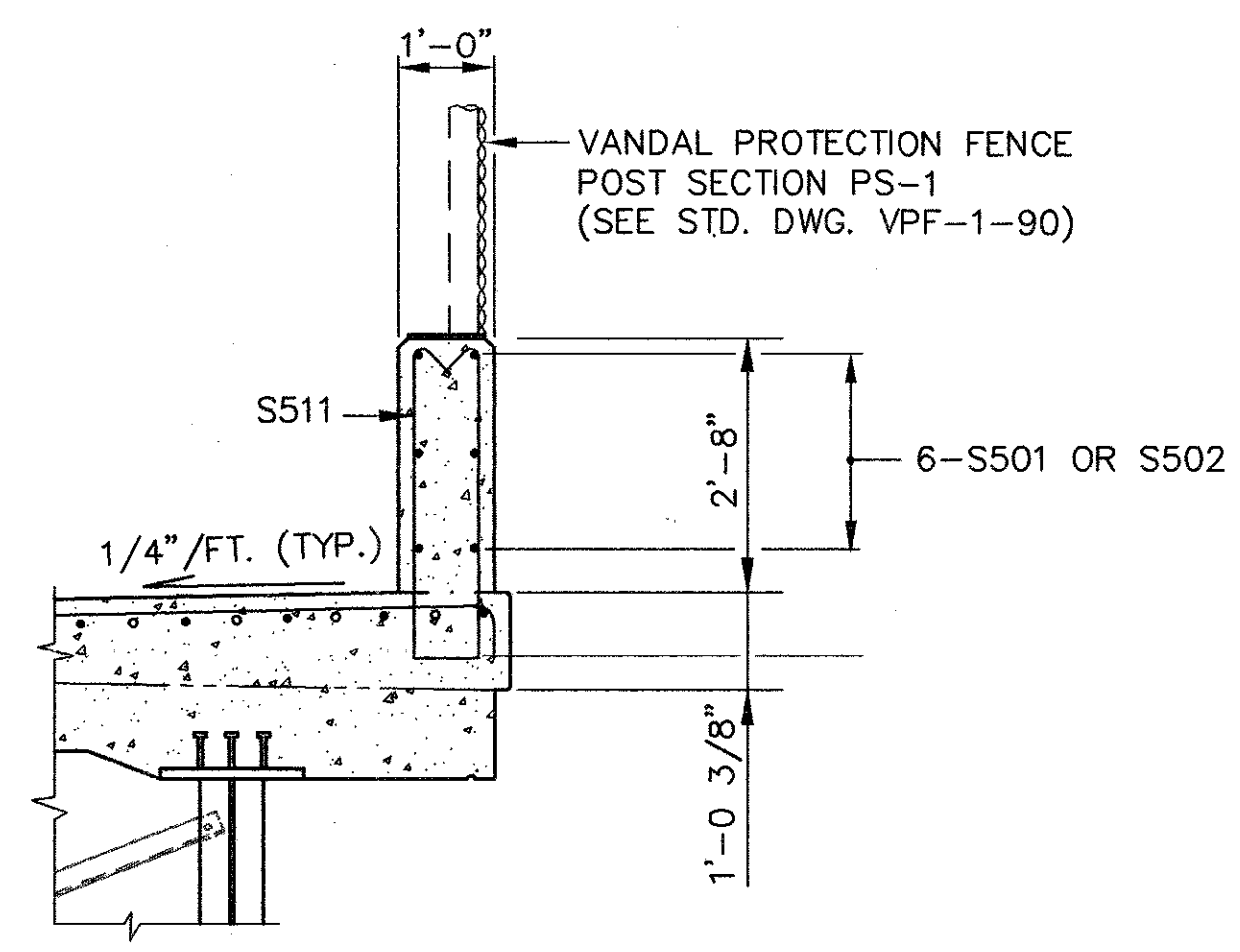
DESIGN SPECIFICATIONS: "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY AASHTO, 1992.
DESIGN DATA: CONCRETE CLASS S $f'_c = 4500$ P.S.I., REINFORCING STEEL ASTM A615, A617 GRADE 60 $f_y = 60000$ P.S.I.
QUANTITIES OF CONCRETE AND REINFORCING STEEL FOR PARAPET ARE INCLUDED WITH ABUTMENTS FOR PAYMENT.
FOR BRIDGE TERMINAL ASSEMBLY SEE STANDARD CONSTRUCTION DRAWING GR-3.1 AND GR-3.2.



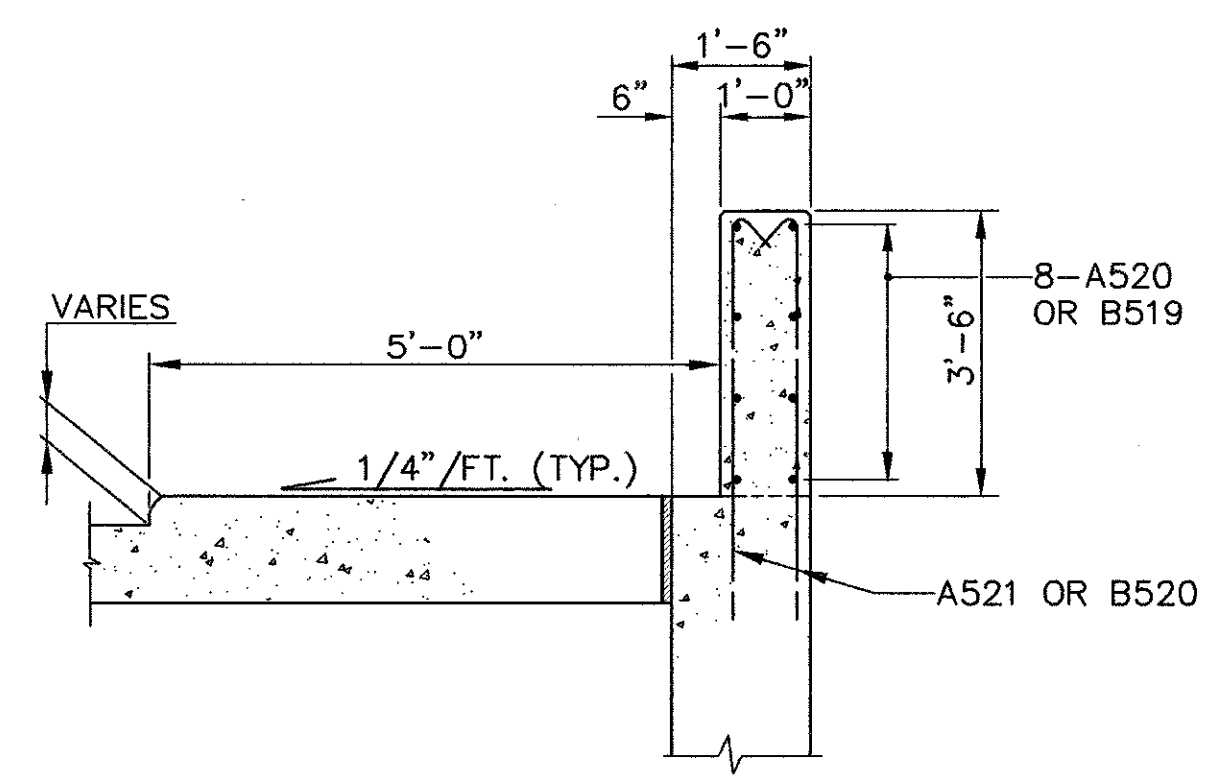
SECTION G-G



DETAIL C
(SECTION THROUGH SAWCUT)

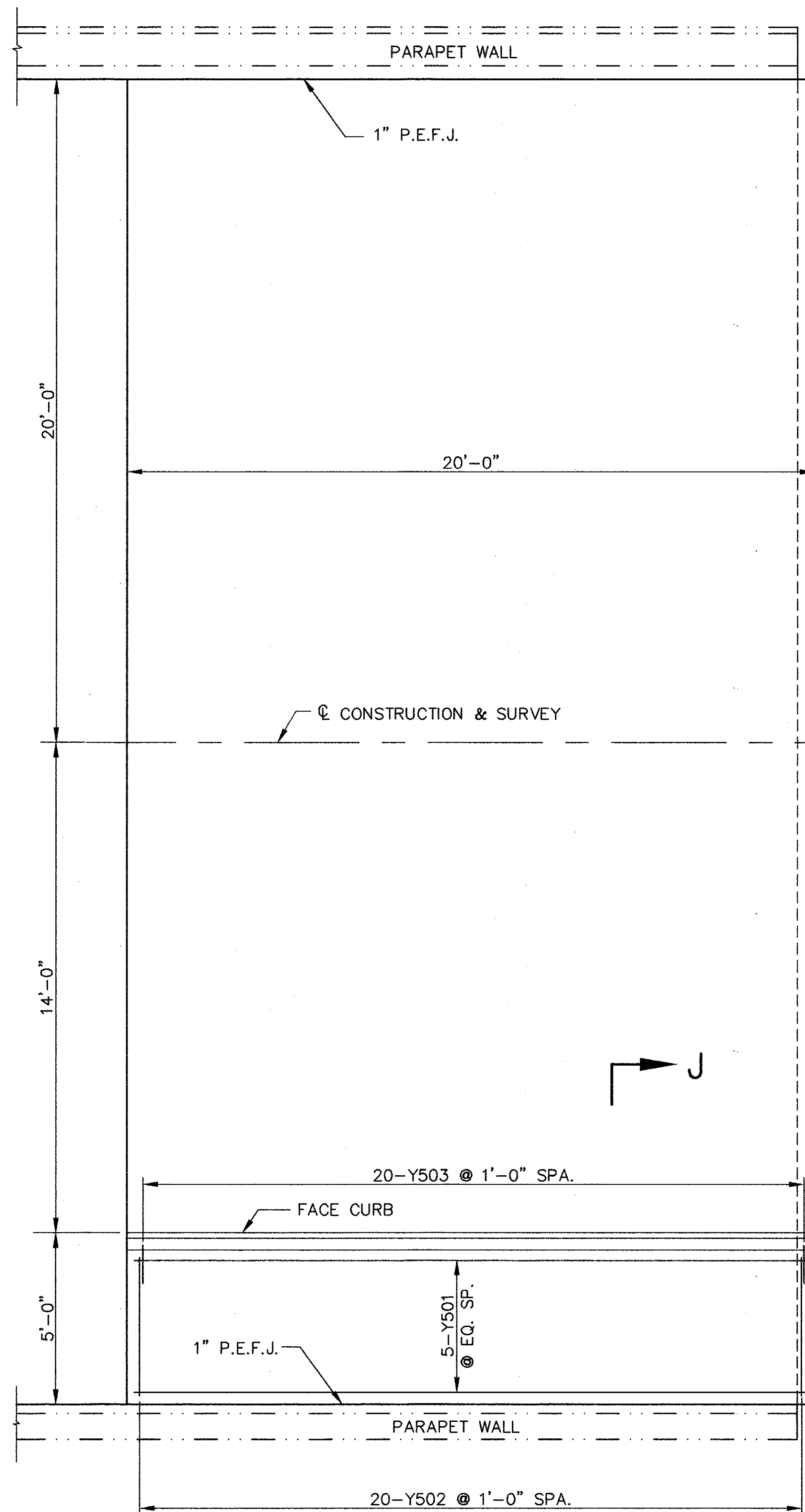


SECTION H-H

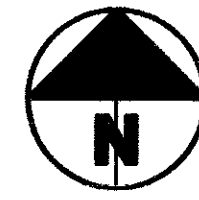


SECTION I-I

LEGEND
TYP. = TYPICAL
SHT. = SHEET
FWD. = FORWARD
ABUT. = ABUTMENT
E.F. = EACH FACE

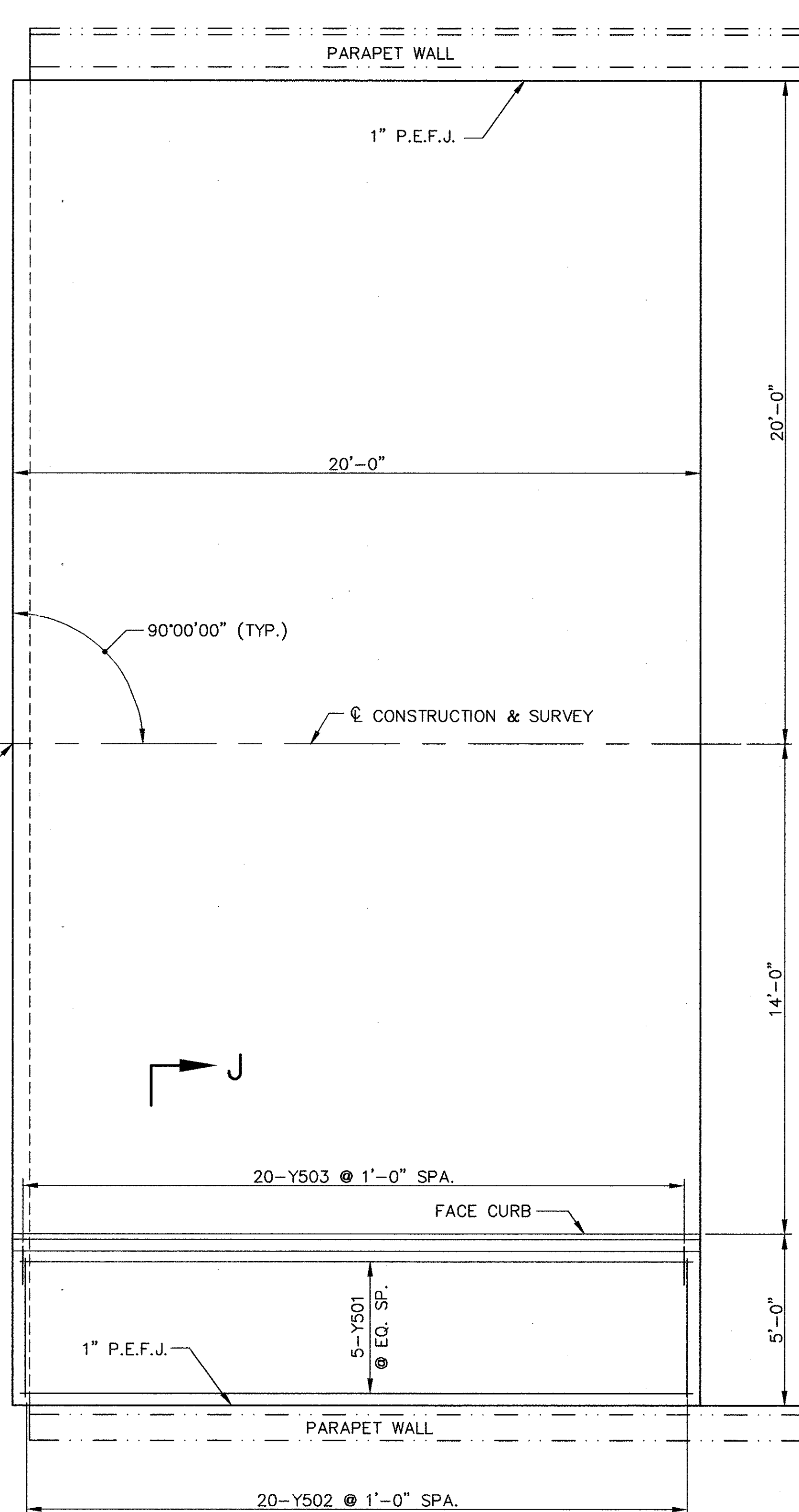


PLAN
(REAR APPROACH SLAB)



END APPROACH SLAB
STA. 23+56.11

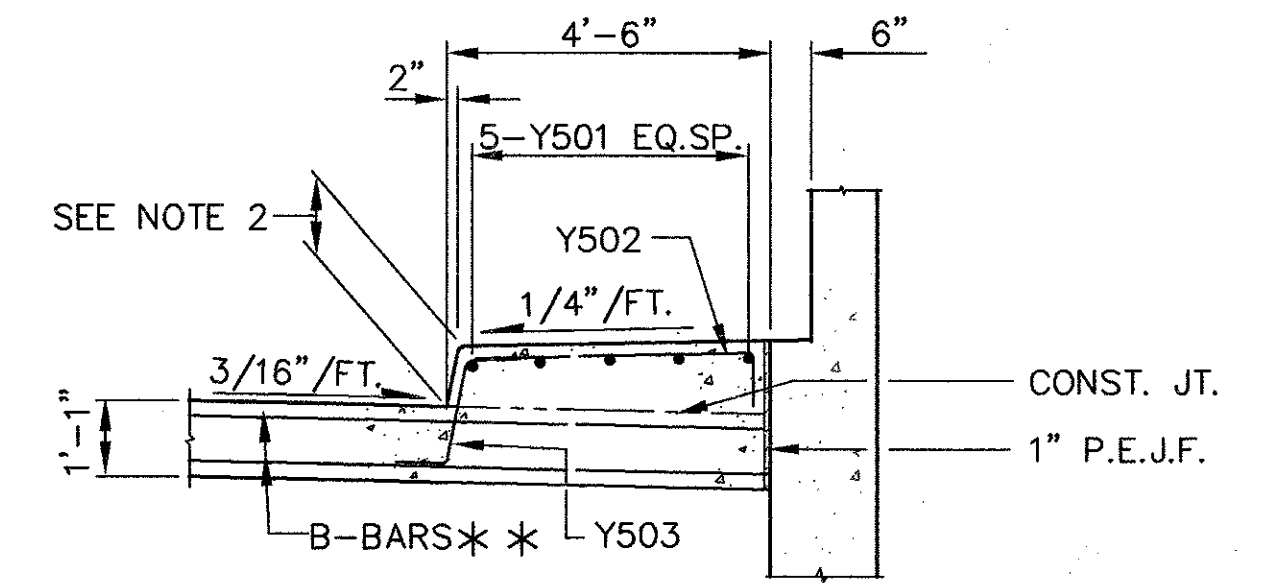
BEGIN APPROACH SLAB
STA. 26+32.11



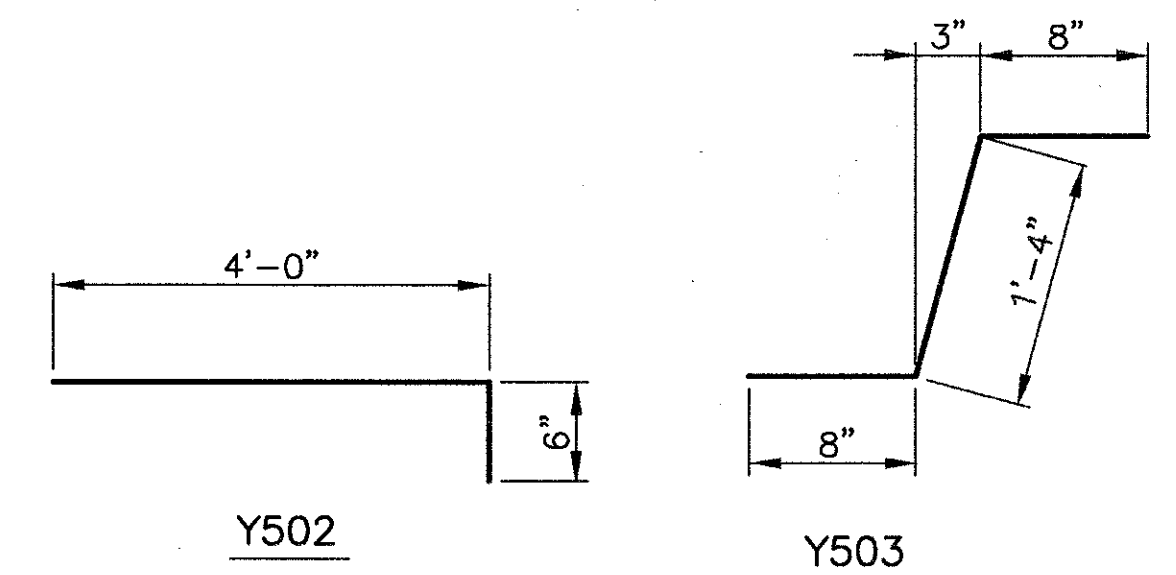
PLAN
(FORWARD APPROACH SLAB)

LEGEND

EQ. SP. = EQUAL SPACES
SPA. = SPACING
TYP. = TYPICAL
P.E.J.F. = PREFORMED EXPANSION
JOINT FILLER



SECTION J-J

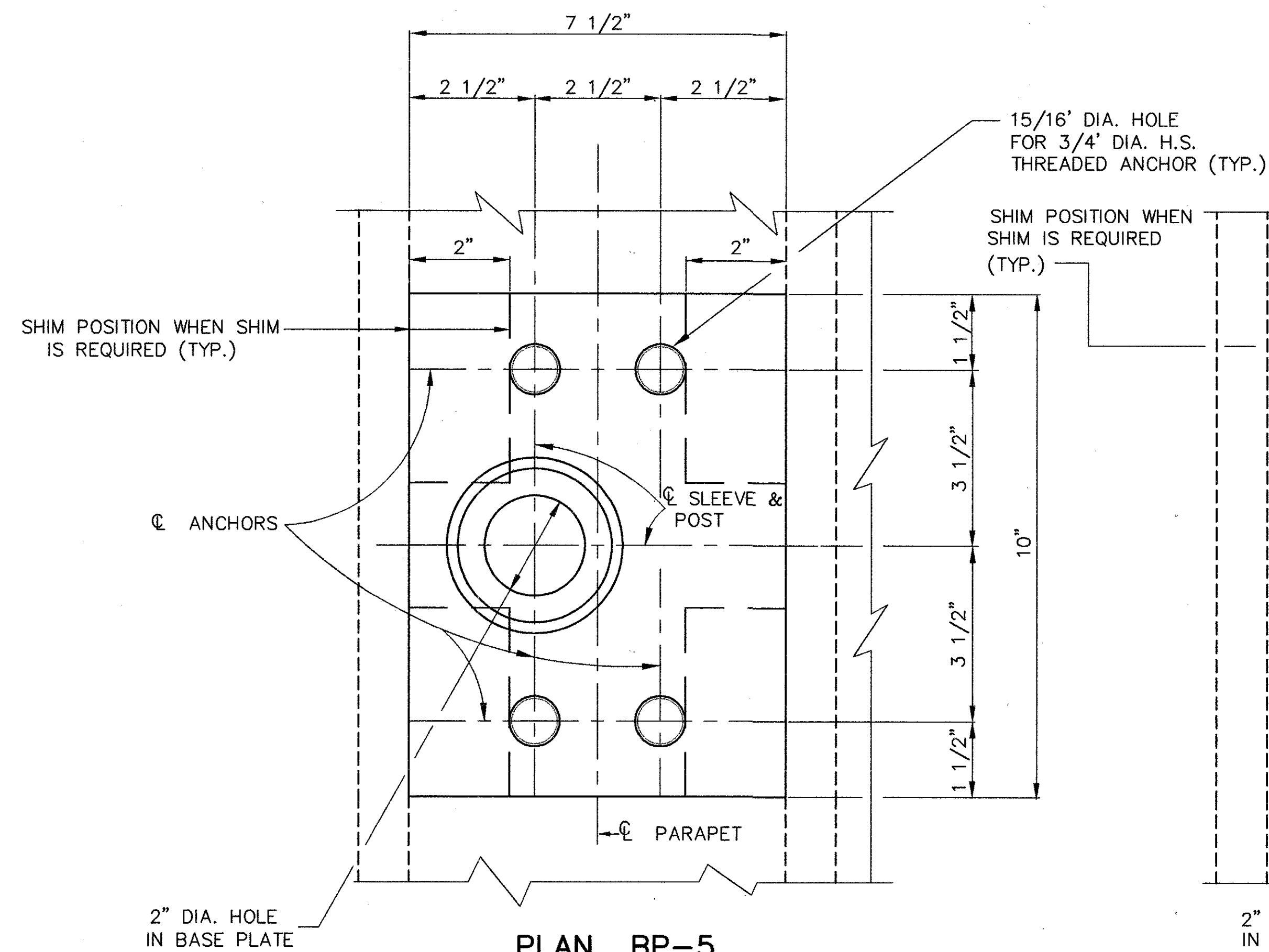


REINFORCING BAR LIST *				
MARK	NO.	LENGTH	SHAPE	WEIGHT
Y501	10	19'-8"	STR.	205
Y502	40	4'-4"	BT.	181
Y503	40	2'-5"	BT.	101

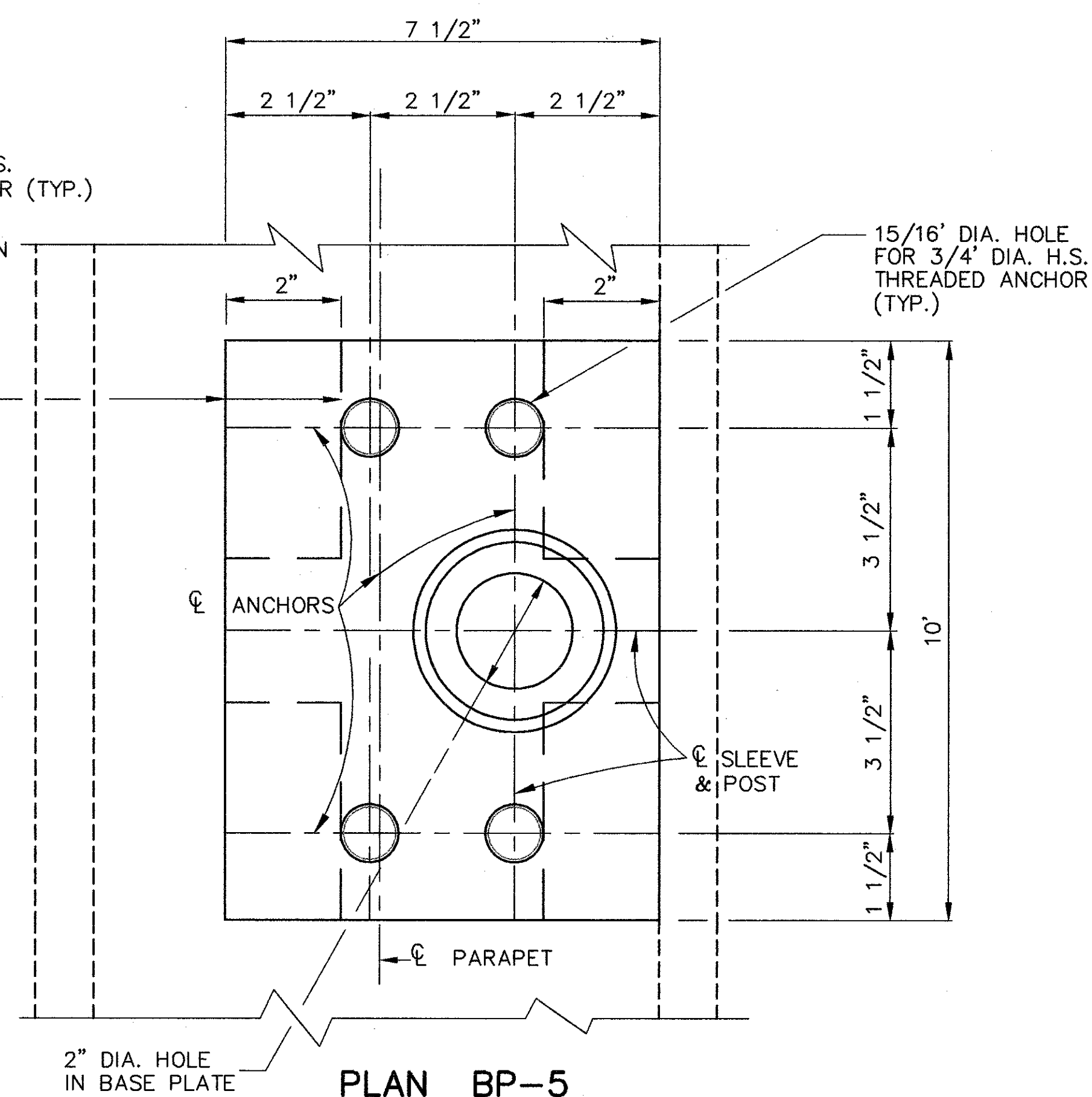
* INCLUDES BOTH APPROACH SLABS.
REINFORCING STEEL TO BE INCLUDED WITH
APPROACH SLAB FOR PAYMENT.

NOTES

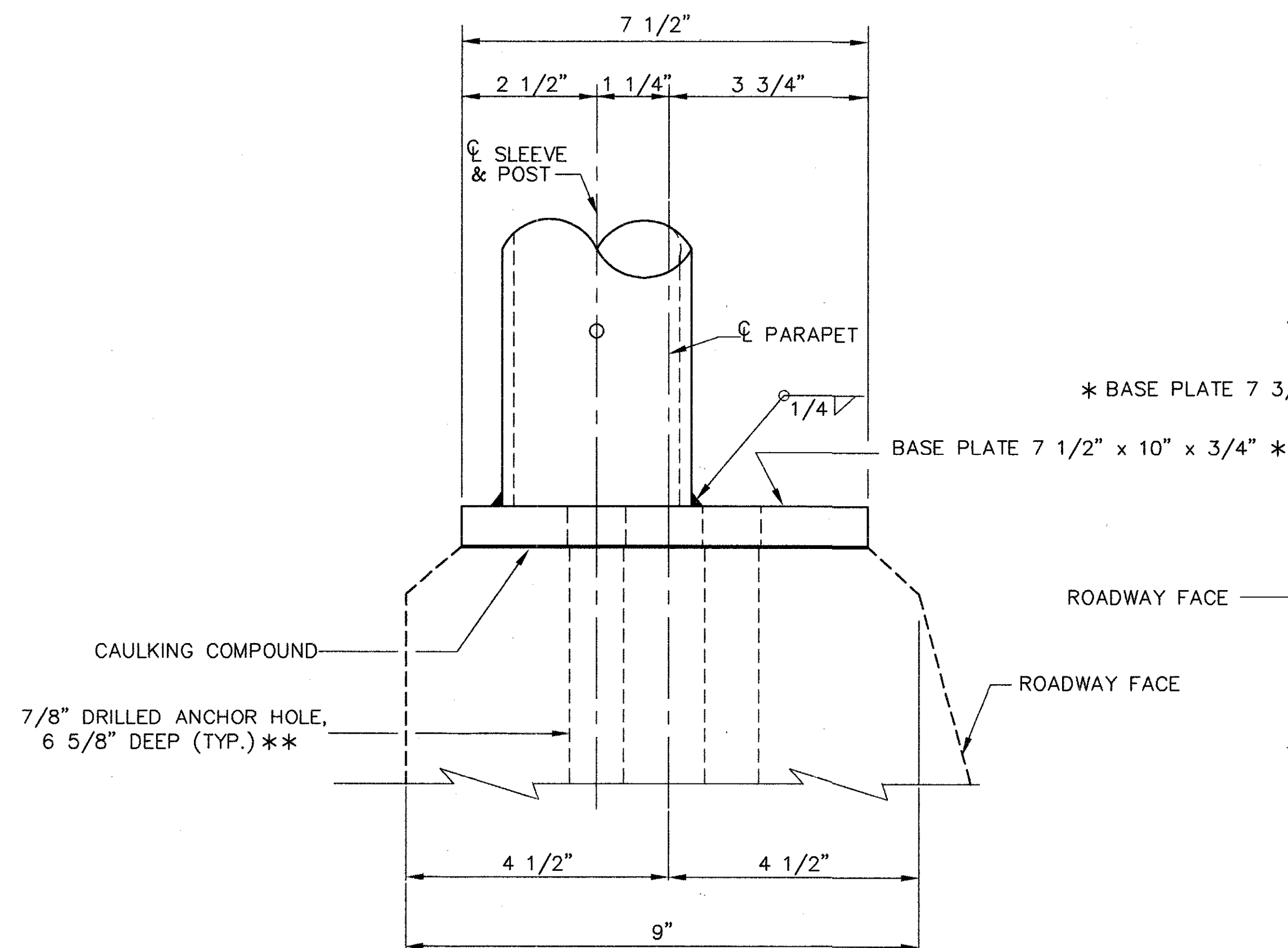
- * * 1. ALL REINFORCING BARS SHALL BE EPOXY COATED. FOR ADDITIONAL DETAILS OF REINFORCEMENT IN APPROACH SLABS NOT SHOWN, SEE STD. DWG. AS-1-81.
2. CURB HEIGHT VARIES UNIFORMLY FROM 10" HIGH AT BRIDGE TO 6" HIGH 10 FT. PAST THE END OF WINGWALL.
3. SEE SHEET 19/24 FOR DEFLECTOR PARAPET TRANSITION DETAILS AND SHEET 20/24 FOR SIDEWALK PARAPET TRANSITION DETAILS.
4. PAYMENT FOR LABOR, MATERIALS & INSTALLATION OF APPROACH SLABS SHALL BE INCLUDED WITH ITEM 611, REINFORCED CONCRETE APPROACH SLAB (T=13"), AS PER PLAN. SEE ROADWAY SUMMARY.



PLAN BP-5
(SHIM POSITIONS SHOWN)



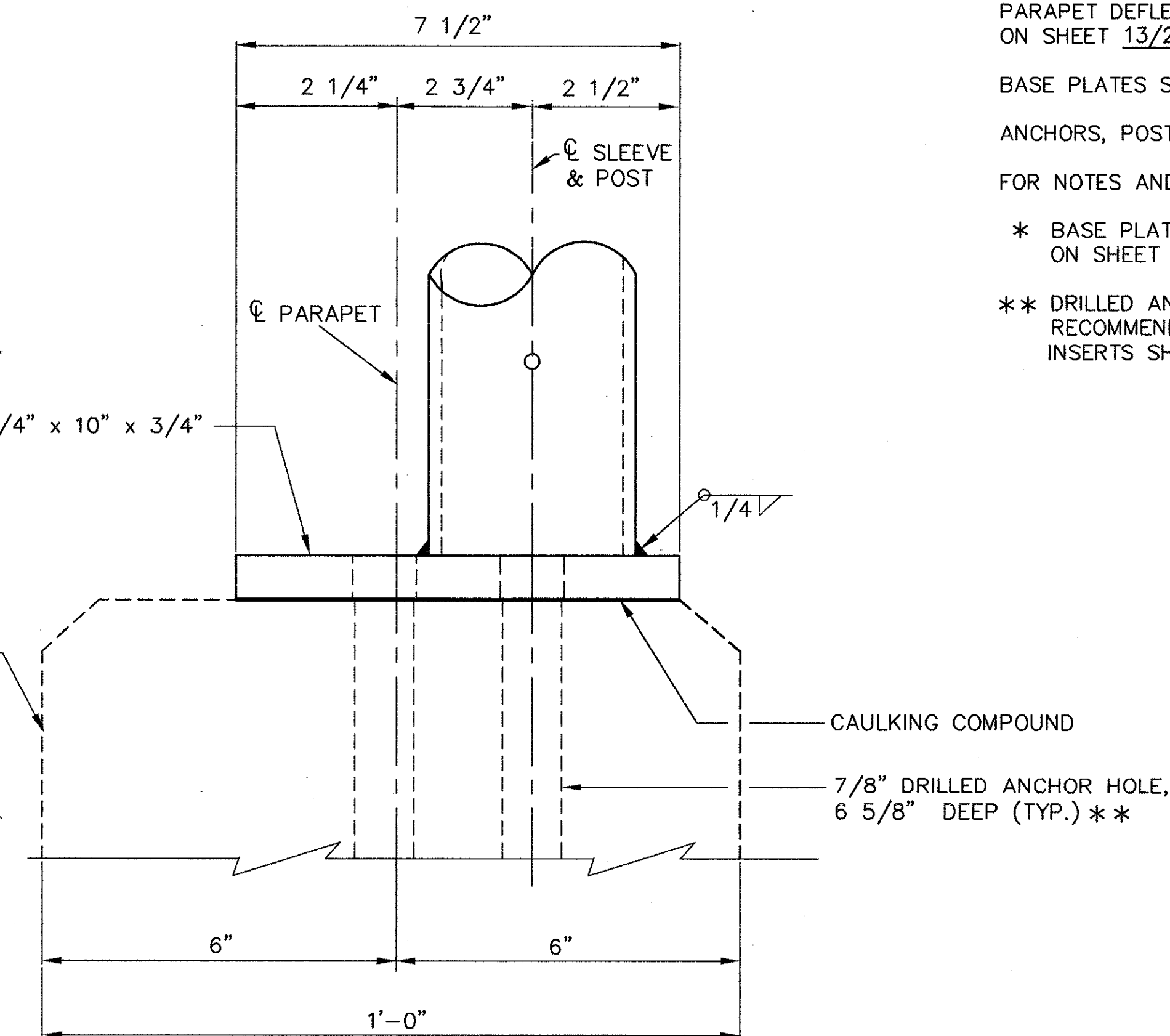
PLAN BP-5
(SHIM POSITIONS SHOWN)



END VIEW BP-5
(DEFLECTOR PARAPET)

* BASE PLATE 7 3/4" x 10" x 3/4"

BASE PLATE 7 1/2" x 10" x 3/4" *



END VIEW BP-5
(SIDEWALK PARAPET)

NOTES

PARAPET DEFLECTION JOINTS SHALL BE LOCATED AS SHOWN ON SHEET 13/24, DECK PLAN.

BASE PLATES SHALL CLEAR PARAPET CRACK CONTROL JOINTS BY 2" MIN.

ANCHORS, POST AND SET SCREWS NOT SHOWN.

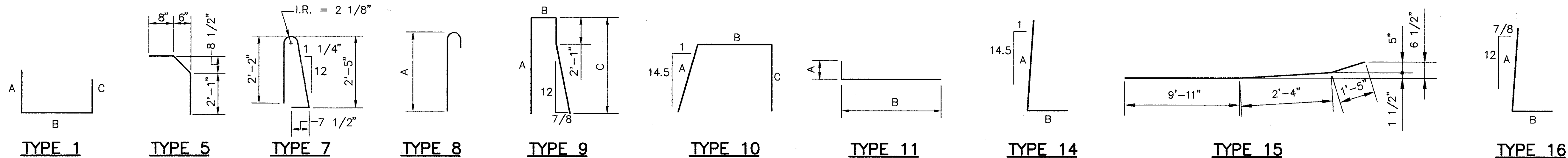
FOR NOTES AND DETAILS NOT SHOWN, SEE STD. DWG. VPF-1-90.

* BASE PLATE REQUIRES A SLEEVE. SEE POST SLEEVE DETAILS ON SHEET 2/6, STD. DWG. VPF-1-90.

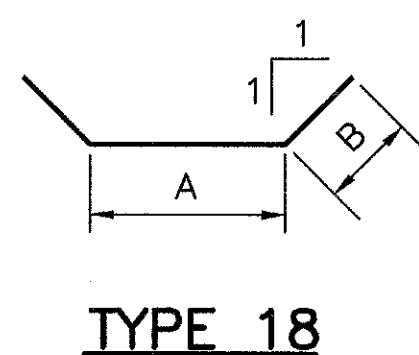
** DRILLED ANCHOR HOLE SHALL BE 6 5/8" DEEP OR AS RECOMMENDED BY THE FASTENER MANUFACTURER. INSERTS SHALL BE APPROVED BY THE DIRECTOR.

LEGEND

TYP. = TYPICAL
DIA. = DIAMETER
H.S. = HIGH STRENGTH



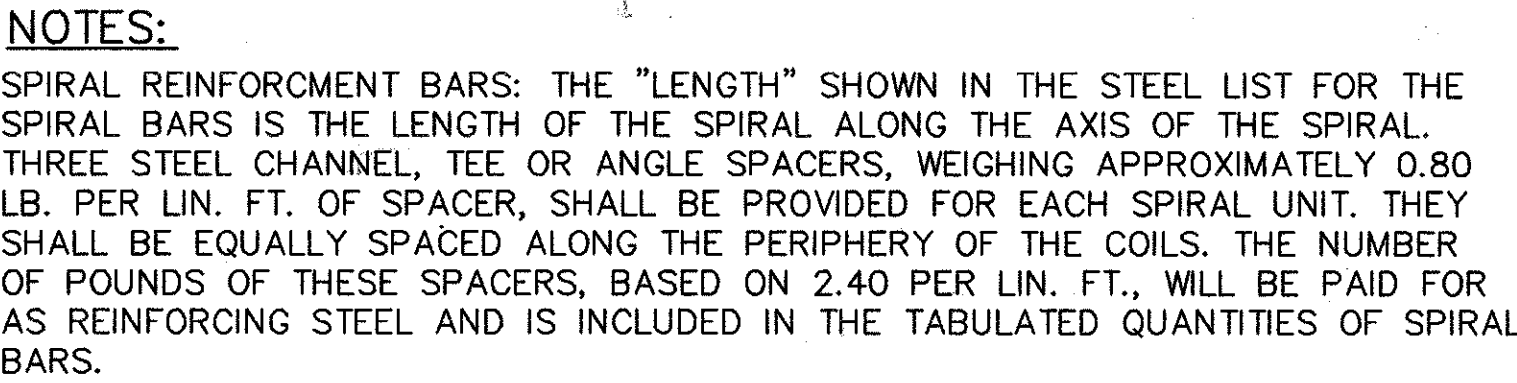
REAR ABUTMENT & WINGWALLS										FWD. ABUTMENT & WINGWALLS									
MARK	NO.	LENGTH	TYPE	A	B	C	D	INC.	WEIGHT	MARK	NO.	LENGTH	TYPE	A	B	C	D	INC.	WEIGHT
A501	116	15'-8"	STR.						1895	B501	20	22'-10"	STR.						476
A502	22	19'-10"	STR.						455	B502	44	14'-2"	STR.						650
A503	44	20'-9"	STR.						952	B503	40	16'-9"	STR.						699
A504	20	34'-5"	STR.						718	B504	20	28'-5"	STR.						593
A505	28	14'-1"	STR.						411	B505	28	11'-9"	STR.						343
A506	42	21'-7"	STR.						945	B506	38	21'-7"	STR.						855
A507	28	4'-11"	10	1'-6"	2'-2"	1'-6"			144	B507	28	4'-11"	1	1'-6"	2'-2"	1'-6"			144
A508	12	7'-3"	STR.						91	B508	12	7'-3"	STR.						91
A509	20	3'-8"	STR.						76	B509	20	3'-8"	STR.						76
A510	20	11'-9"	18	8'-10"	1'-6"				245	B510	18	11'-9"	18	8'-10"	1'-6"				221
A511	19	20'-1" 20'-7 1/2"	STR.					3/8"	403	B511	2	13'-8"	STR.						29
A512	40	31'-5"	STR.						1311	B512	36	25'-5"	STR.						954
A513	4	28'-11" 32'-7"	STR.					3'-8"	128	B513	4	23'-4" 27'-7"	STR.					4'-3"	106
A514	12	36'-7"	STR.						458	B514	6	30'-7"	STR.						191
A515	4	9'-0"	STR.						38	B515	4	9'-0"	STR.						38
A516	7	6'-3" 11'-9"	9	2'-8" 5'-5"	1'-2"	2'-8" 5'-5"		5 1/2"	66	B516	7	6'-3" 11'-3"	9	2'-8" 5'-2"	1'-2"	2'-8" 5'-2"		5"	64
A517	19	21'-7" 21'-7 1/2"	STR.					3/8"	424	B517	16	18'-7" 19'-4 1/2"	STR.					5/8"	317
A518	19	11'-1"	STR.						220	B518	16	10'-7"	STR.						177
A519	2	21'-8"	STR.						45	B519	8	30'-11"	STR.						258
A520	8	36'-11"	STR.						308	B520	54	5'-5"	8	4'-10"					305
A521	64	5'-5"	8	4'-10"					362	B521	2	22'-8"	STR.						47
A522	4	28'-7" 35'-0"	STR.					6'-5"	133	B522	16	9'-8"	STR.						161
A523	7	6'-3" 10'-3"	9	2'-8" 4'-8"	1'-2"	2'-8" 4'-8"		4"	60	B523	16	17'-9" 18'-8"	STR.					3/4"	304
A524	19	10'-0"	STR.						198	B524	7	6'-3" 8'-9"	9	2'-8" 3'-11"	1'-2"	2'-8" 3'-11"		2 1/2"	55
A525	2	20'-7"	STR.						43	B525	12	4'-0"	STR.						50
A526	12	4'-0"	STR.						50	B526	8	3'-0"	8	2'-5"					25
A527	8	3'-0"	8	2'-5"					25	B527	20	3'-7"	5						75
A528	24	3'-7"	5						90	B528	12	5'-3"	7						66
A529	16	5'-3"	7						88	B529	12	2'-9"	STR.						34
A530	16	2'-9"	STR.						46	B530	4	30'-11"	STR.						129
A531	4	36'-11"	STR.						154	B531	4	19'-0"	STR.						80
A532	4	25'-3"	STR.						105	B532	2	13'-8"	15						29
A533	2	13'-8"	15						29	B533	10	4'-10"	11	1'-2"	3'-10"				50
A534	2	13'-8"	STR.						29	B534	4	2'-2"	STR.						9
A535	10	4'-10"	11	1'-2"	3'-10"				50	B535	6	4'-5"	1	2'-0"	8"	2'-0"			28
A536	4	2'-2"	STR.						9	B601	38	13'-8"	STR.						780
A537	6	4'-5"	1	2'-0"	8"	2'-0"			28	B602	28	12'-0"	STR.						505
A801	28	12'-9"	14	6'-10 1/2"	6'-0"				953	B801	92	14'-2"	STR.						3480
A802	28	14'-4"	STR.						1072	B802	30	14'-10"	16	9'-6 1/2"	5'-6"				1188
A803	27	15'-3"	14	9'-4 1/2"	6'-0"				1099	B803	32	11'-10"	16	6'-6 1/2"	5'-6"				1011
A901	96	15'-8"	STR.						5114	B804	32	11'-0"	STR.						940
A902	38	13'-1"	16	7'-10"	5'-6"				1690	B805	28	11'-5"	1	6'-5 1/2"	5'-2"	0			854
A903	38	13'-0"	STR.						1680	B806	27	14'-5"	1	9'-5 1/2"	5'-2"	0			1039
A904	36	15'-2"	16	9'-11"	5'-6"				1856	B901	38	13'-8"	STR.						1766



NOTE: ALL BARS TO BE EPOXY COATED.

LEGEND

INC. = INCREMENT
STR. = STRAIGHT BAR
I.R. = INSIDE RADIUS



LEGEND

INC. = INCREMENT
STR. = STRAIGHT BAR
I.R. = INSIDE RADIUS