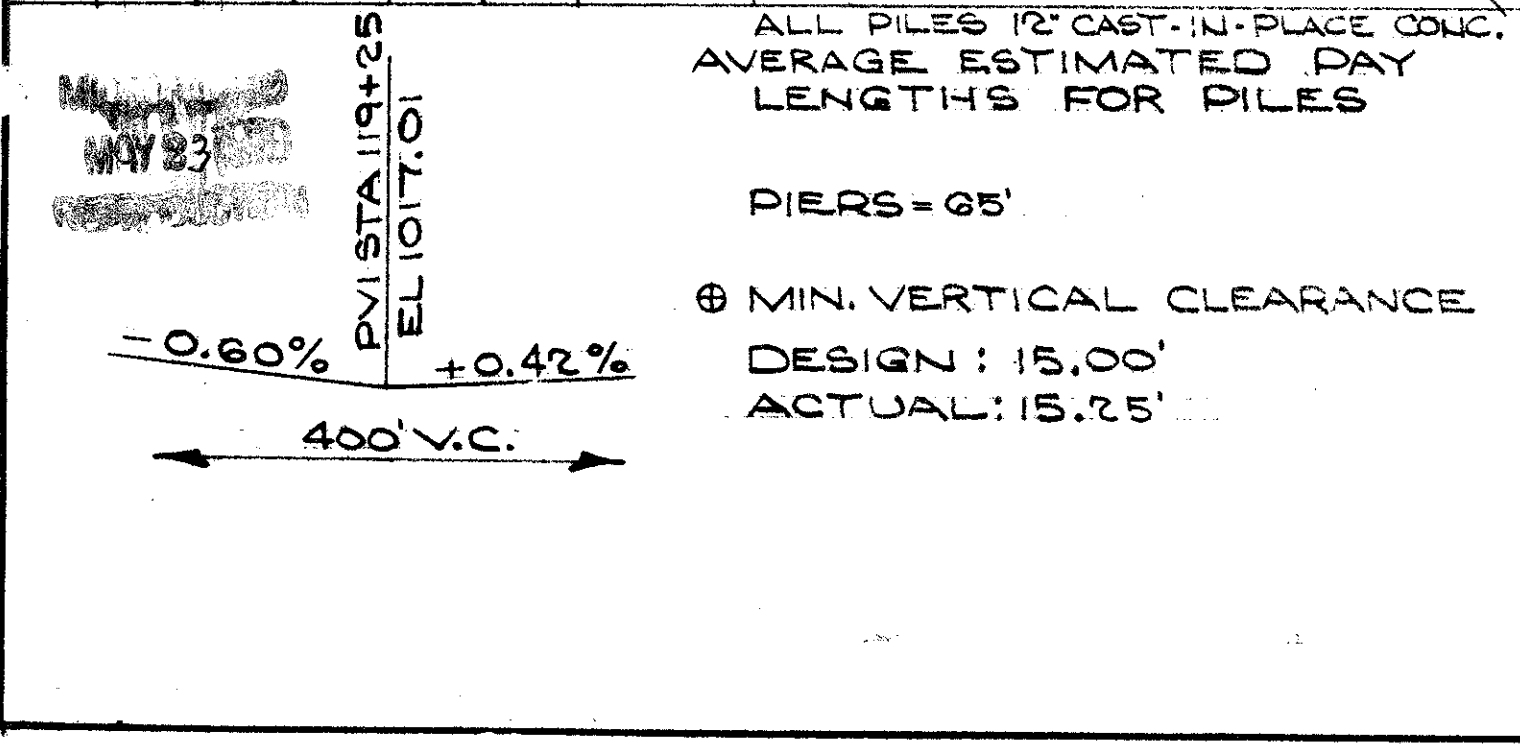


CURVE DATA

$L_s = 300'$
 $G_e = 3^{\circ}45'$
 $L.T. = 200.04'$
 $S.T. = 100.04'$
 $T_s = 1273.95$
 $P.I. STA 135+23.91$
 $\Delta = 52^{\circ}13'00''$ LT.
 $D = 2^{\circ}30'00''$
 $R = 2291.83'$
 $L_c = 1788.67'$

PROPOSED STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINF. CONC DECK & SUBSTRUCT.
 SKEW: $44^{\circ}41'48''$ L.F.
 SPANS: $62'-6''$, $89'-0''$, $82'-6''$ BRGS.
 ROADWAY $108'-0''$ PARAPETS
 LOAD FREQUENCY CF 2000 (1957)
 ADEQUATE FOR AASHO ALT LOADING
 WEARING SURFACE: 1" MONOLITHIC
 APPROACH SLABS: 2' LONG (AS-1-54)
 ALIGNMENT: TANGENT
 SUPERELEVATION: TRANSITION
 SLOPE PROTECTION: 60' CONCRETE
 TRAFFIC:
 I-277 - 34,010, 1975 ADT
 WATERLOO RD 11,500 1975 ADT



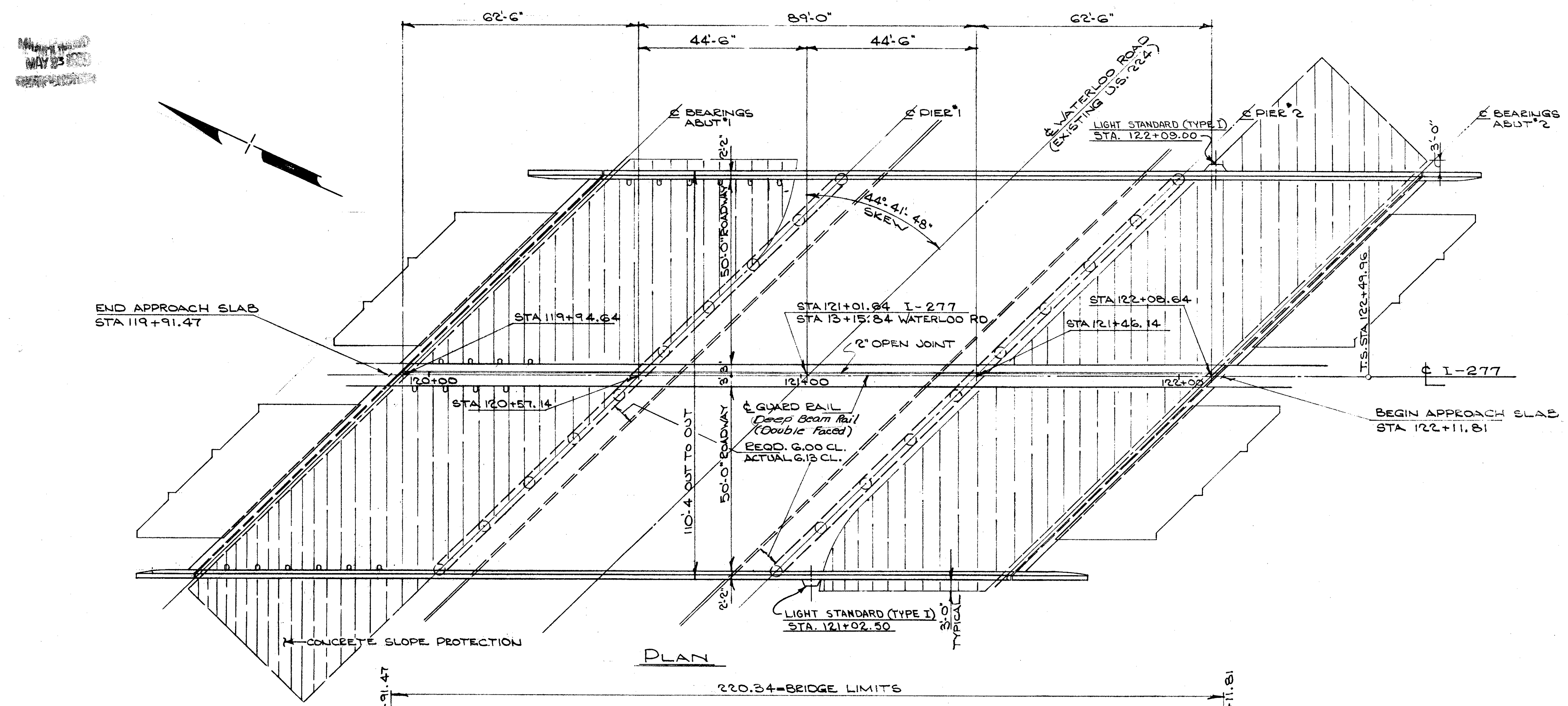
Station	Proposed Profile Grade (Elev.)	Existing Ground (Elev.)
1017.51	1017.51	1017.51
1017.52	1017.52	1017.52
1017.61	1017.61	1017.61
1017.75	1017.75	1017.75
1017.96	1017.96	1017.96
1018.17	1018.17	1018.17
1018.38	1018.38	1018.38
1018.59	1018.59	1018.59
1019.00	1019.00	1019.00
1019.21	1019.21	1019.21
1019.42	1019.42	1019.42
1019.63	1019.63	1019.63
1019.84	1019.84	1019.84
1020.05	1020.05	1020.05
1020.26	1020.26	1020.26
1020.47	1020.47	1020.47
1020.68	1020.68	1020.68
1020.89	1020.89	1020.89
1021.10	1021.10	1021.10
1021.31	1021.31	1021.31
1021.52	1021.52	1021.52
1021.73	1021.73	1021.73
1021.94	1021.94	1021.94
1022.15	1022.15	1022.15
1022.36	1022.36	1022.36
1022.57	1022.57	1022.57
1022.78	1022.78	1022.78
1022.99	1022.99	1022.99
1023.20	1023.20	1023.20
1023.41	1023.41	1023.41
1023.62	1023.62	1023.62
1023.83	1023.83	1023.83
1024.04	1024.04	1024.04
1024.25	1024.25	1024.25
1024.46	1024.46	1024.46
1024.67	1024.67	1024.67
1024.88	1024.88	1024.88
1025.09	1025.09	1025.09
1025.30	1025.30	1025.30
1025.51	1025.51	1025.51
1025.72	1025.72	1025.72
1025.93	1025.93	1025.93
1026.14	1026.14	1026.14
1026.35	1026.35	1026.35
1026.56	1026.56	1026.56
1026.77	1026.77	1026.77
1026.98	1026.98	1026.98
1027.19	1027.19	1027.19
1027.40	1027.40	1027.40
1027.61	1027.61	1027.61
1027.82	1027.82	1027.82
1028.03	1028.03	1028.03
1028.24	1028.24	1028.24
1028.45	1028.45	1028.45
1028.66	1028.66	1028.66
1028.87	1028.87	1028.87
1029.08	1029.08	1029.08
1029.29	1029.29	1029.29
1029.50	1029.50	1029.50
1029.71	1029.71	1029.71
1029.92	1029.92	1029.92
1030.13	1030.13	1030.13
1030.34	1030.34	1030.34
1030.55	1030.55	1030.55
1030.76	1030.76	1030.76
1030.97	1030.97	1030.97
1031.18	1031.18	1031.18
1031.39	1031.39	1031.39
1031.60	1031.60	1031.60
1031.81	1031.81	1031.81
1032.02	1032.02	1032.02
1032.23	1032.23	1032.23
1032.44	1032.44	1032.44
1032.65	1032.65	1032.65
1032.86	1032.86	1032.86
1033.07	1033.07	1033.07
1033.28	1033.28	1033.28
1033.49	1033.49	1033.49
1033.70	1033.70	1033.70
1033.91	1033.91	1033.91
1034.12	1034.12	1034.12
1034.33	1034.33	1034.33
1034.54	1034.54	1034.54
1034.75	1034.75	1034.75
1034.96	1034.96	1034.96
1035.17	1035.17	1035.17
1035.38	1035.38	1035.38
1035.59	1035.59	1035.59
1035.80	1035.80	1035.80
1036.01	1036.01	1036.01
1036.22	1036.22	1036.22
1036.43	1036.43	1036.43
1036.64	1036.64	1036.64
1036.85	1036.85	1036.85
1037.06	1037.06	1037.06
1037.27	1037.27	1037.27
1037.48	1037.48	1037.48
1037.69	1037.69	1037.69
1037.90	1037.90	1037.90
1038.11	1038.11	1038.11
1038.32	1038.32	1038.32
1038.53	1038.53	1038.53
1038.74	1038.74	1038.74
1038.95	1038.95	1038.95
1039.16	1039.16	1039.16
1039.37	1039.37	1039.37
1039.58	1039.58	1039.58
1039.79	1039.79	1039.79
1040.00	1040.00	1040.00

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

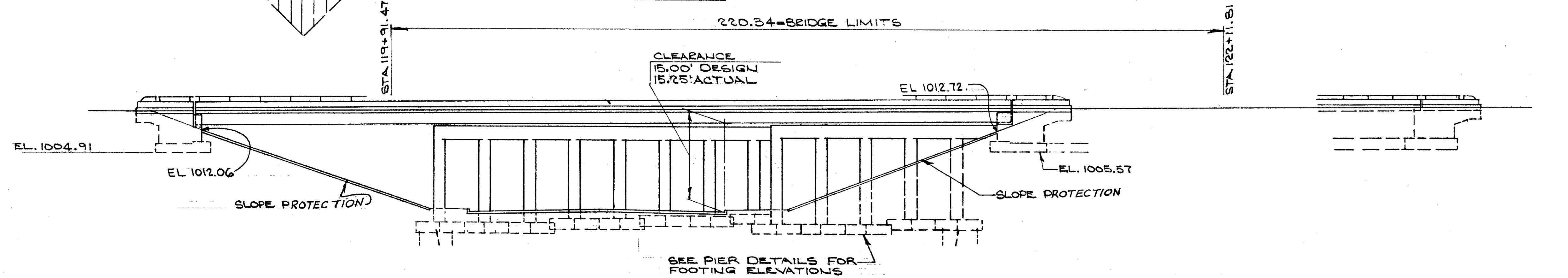
BEISWENGER & HOCH, Consulting Engineers
AKRON, OHIO

SITE PLAN
BRIDGE NO SUM-277-0259
OVER WATERLOO ROAD
I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.P.	MHC	JWW	CSA	R.D.	3/2/65	



PLAN



ELEVATION

SEE SHTS. 291 & 292 FOR STRUCTURAL GENERAL NOTES NO 1-4, 6, 8, 10, 11, 13, 14, 16, 18-20, 28
SEE SHT 293 FOR STRUCTURAL DETAILS

ESTIMATED QUANTITIES

* AASHTO M153

ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUTS	PIERS	GEN	ITEM	TOTAL	UNIT	DESCRIPTION	SUPER	ABUTS	PIERS	GEN
503	1268	CUYDS	UNCLASSIFIED EXCAVATION		804	464		509	326954	LBS	REINFORCING STEEL		228,746	26404	71,304
511	690	CUYDS	CLASS 'C' CONC. SUPERSTRUCTURE	690				513	729858	LBS	STRUCTURAL STEEL				729,858
511	369	CUYDS	CLASS 'E' CONC. ABUTS ABOVE FOOTINGS		369			514	729858	LBS	FIELD PAINT STRUCTURAL STEEL				729,858
511	223	CUYDS	CLASS 'C' CONC. PIERS ABOVE FOOTINGS			223		516	91	SQ.FT.	1" PREFORMED EXP. JT. FILLER*				91
511	340	CUYDS	CLASS 'E' CONC. PIER & ABUT FOOTINGS		160	180		516	160	SQ.FT.	1/2" PREFORMED EXP. JT. FILLER*				160
825	2855	SAYDS	CONCRETE SURFACE TREATMENT	2761	94			517	487.95	UN.FT.	RAILING (TYPE 1)		432.95	55.00	
828	140	LIN.FT.	JOINT SEALER (END DAM)	140				517	220.34	LIN.FT.	(DOUBLE FACED Deep Beam Rail with steel posts and bolts)		220.34		
512	113	LIN.FT.	WATERPROOF PREMOLDED SEALING STRIP		113										
505		LUMP	SUM					505		LUMP	FIRST TEST PILE				
507	7020	LIN.FT.	12" CAST-IN-PLACE REINF CONC. PILES					507	7020	LIN.FT.	12" CAST-IN-PLACE REINF CONC. PILES				7020
625			SEE ELECT. DWGS.					625			SEE ELECT. DWGS.				
518	161	CUYDS	POROUS BACKFILL			161		518	161	CUYDS	POROUS BACKFILL			161	
518	295	LIN.FT.	6" PERFORATED HELICAL C.M.P. 707.06 INCLUDING SPECIALS.			295		518	295	LIN.FT.	6" PERFORATED HELICAL C.M.P. 707.06 INCLUDING SPECIALS.			295	
518	280	LIN.FT.	6" HELICAL C.M.P. 707.06 NON-PERFORATED			280		518	280	LIN.FT.	6" HELICAL C.M.P. 707.06 NON-PERFORATED			280	
518	20	EACH	SCUPPERS (INCLUDING SUPPORTS)			20		518	20	EACH	SCUPPERS (INCLUDING SUPPORTS)			20	
601	1841	EQYDS	CONCRETE SLOPE PROTECTION					601	1841	EQYDS	CONCRETE SLOPE PROTECTION				1841
808	690	UNITS	WATER REDUCING SET RETARDING ADMIX.	690				808	690	UNITS	WATER REDUCING SET RETARDING ADMIX.		690		

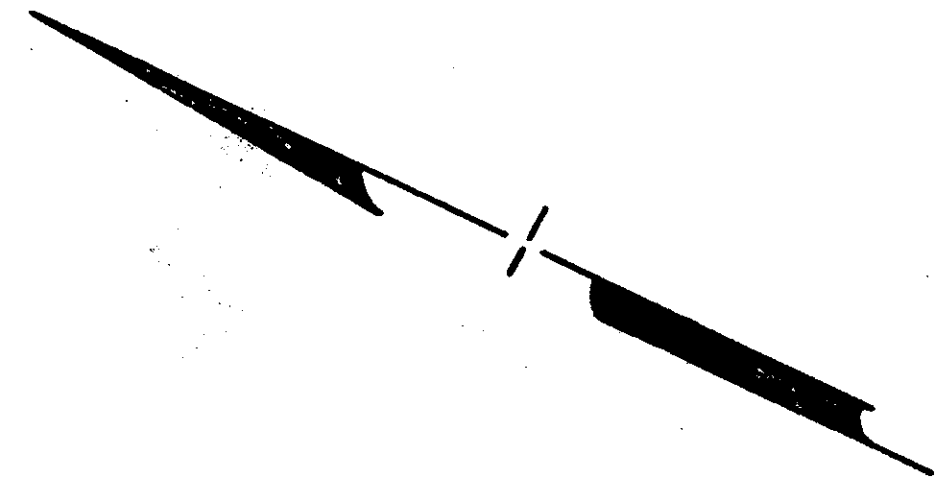
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ARNOLD
Consulting Engineers Akron, Ohio

GENERAL PLAN & ELEVATION
BRIDGE NO SUM-277-0259
OVER WATERLOO ROAD
I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
	JWS		CS	RDA	3-11-65	

REVISED
MAY 31 1965

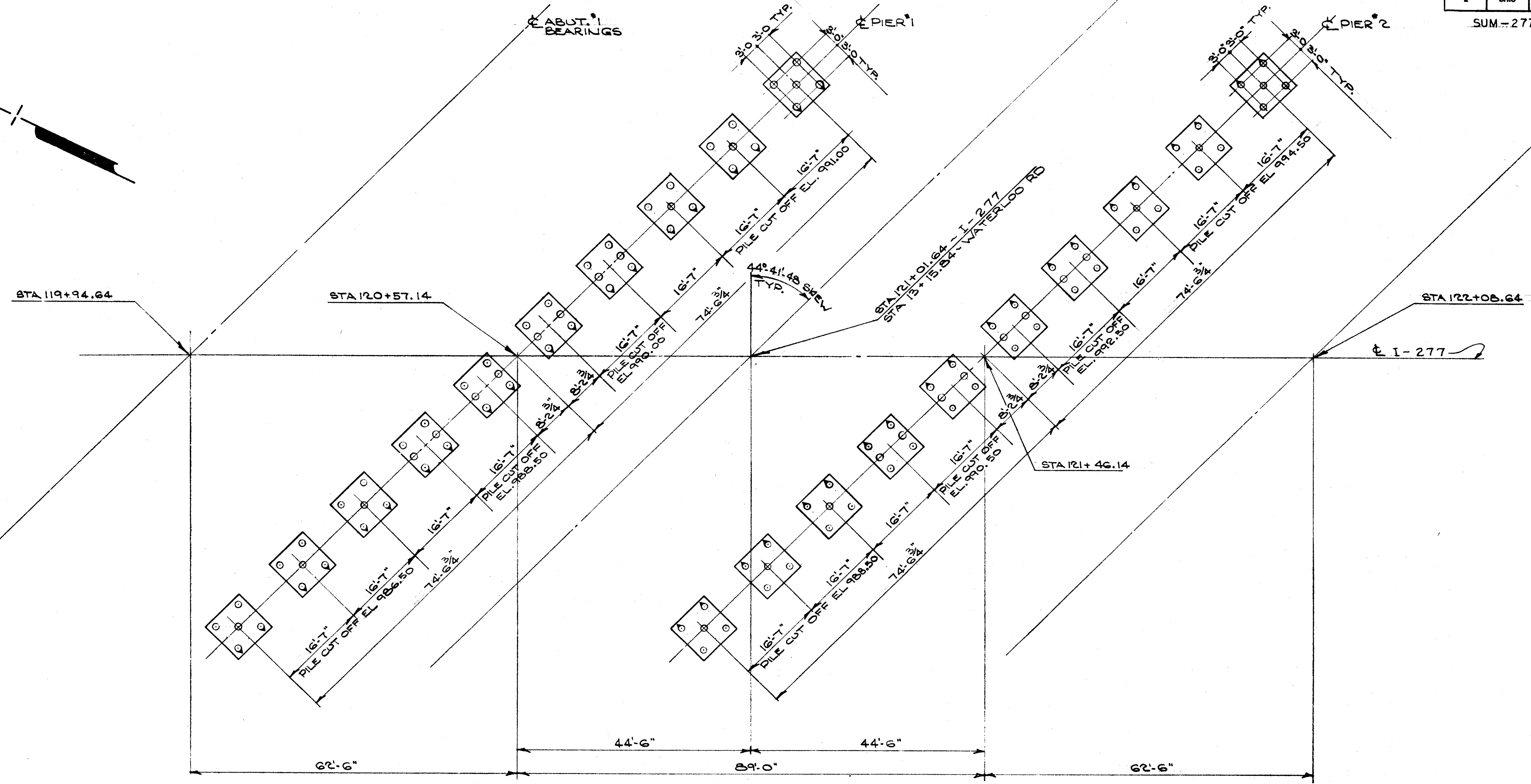


WATERLOO ROAD
(EXISTING U.S. 224)

FED. RD.	STATE	PROJECT
2	OHIO	

296
383

SUM-277-046



PILING PLAN

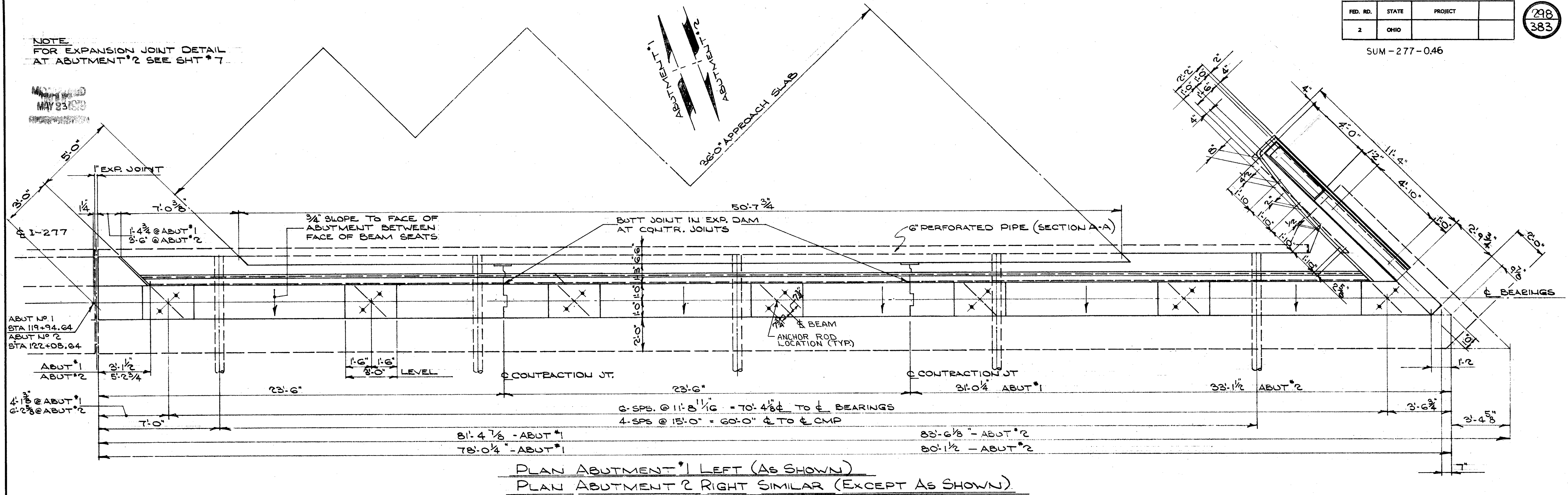
NOTE:
ALL PILES SHALL BE 12" MIN. TOP DIA CAST
IN PLACE REINFORCED CONCRETE PILES

◉ INDICATES 1:4 BATTERED PILES

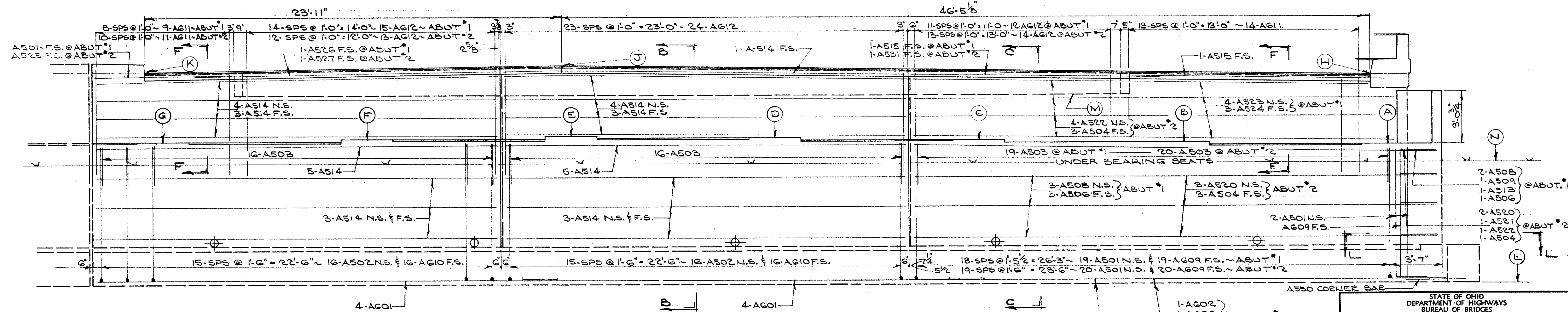
STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES						
BEISWENGER, HOCH & ARNOLD Consulting Engineers Akron, Ohio						
PILING PLAN BRIDGE NO SUM-277-0259 OVER WATERLOO ROAD I-277 SUMMIT COUNTY STA 119+91.47 TO STA 122+11.81						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JFP	JWS		CL	ROA	3-18-65	

NOTE
FOR EXPANSION JOINT DETAIL
AT ABUTMENT*2 SEE SHT*7

MAY 23 1965



PLAN ABUTMENT*1 LEFT (AS SHOWN)
PLAN ABUTMENT*2 RIGHT SIMILAR (EXCEPT AS SHOWN)



ELEVATION ABUTMENT*1 LEFT
ELEVATION ABUTMENT*2 RIGHT

*INDICATES ELEVATION GIVEN TO HEEL OF ANGLE

ELEVATION TABLE		A	B	C	D	E	F	G	H*	J*	K*	L	M	N	P	R
ABUT*1		1013.15	1013.27	1013.38	1013.50	1013.60	1013.46	1013.32	1017.19	1017.64	1017.36	1004.91	1016.05	1012.06	1017.27	1017.25
ABUT*2		1013.72	1013.86	1013.98	1014.09	1014.18	1014.09	1013.99	1017.75	1018.22	1018.04	1005.57	1016.68	1012.72	1017.84	1017.90

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ARNOLD
Consulting Engineers
Akron, Ohio

ABUTMENT 1 & 2 DETAILS
BRIDGE NO SUM-277-0259
OVER WATERLOO ROAD
I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

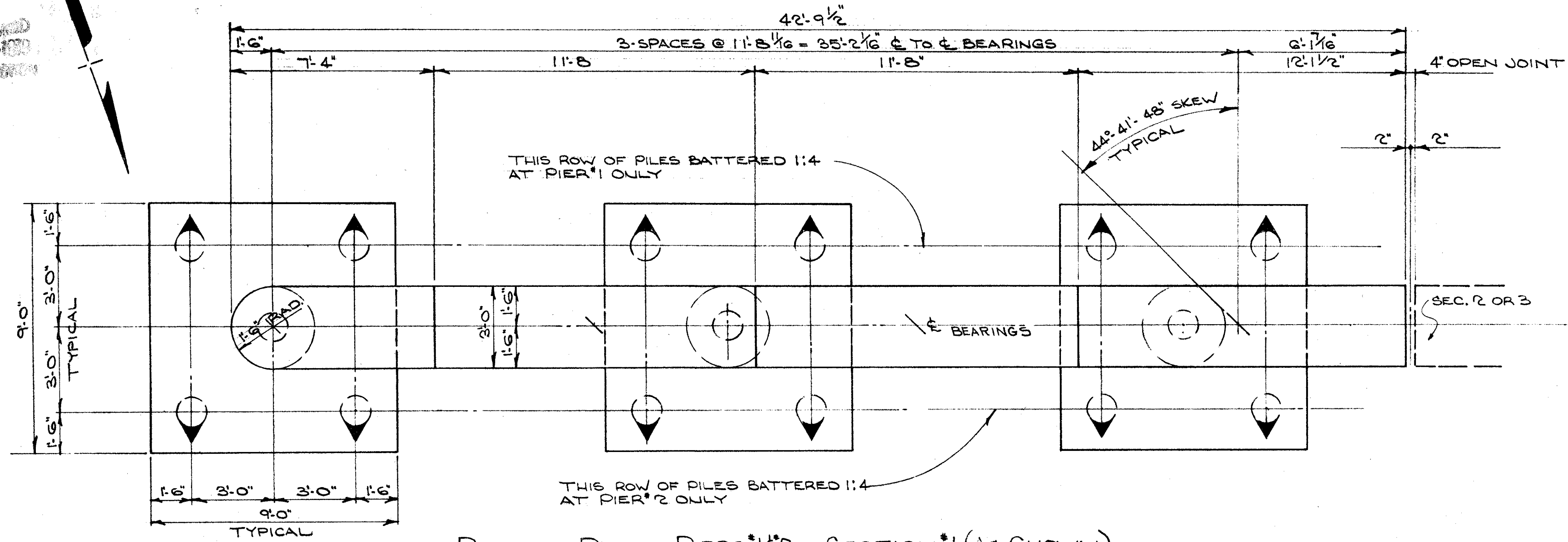
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.D.H.	J.W.		C.S.	R.D.H.	3-18-65	

MAY 23 1965

FED. RD.	STATE	PROJECT
2	OHIO	

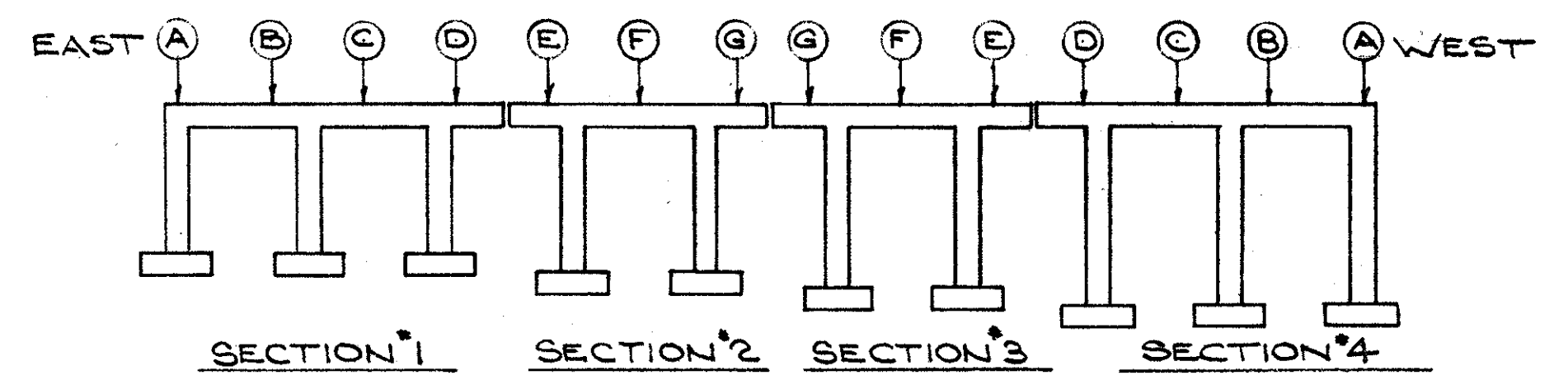
300
383

SUM-277-046

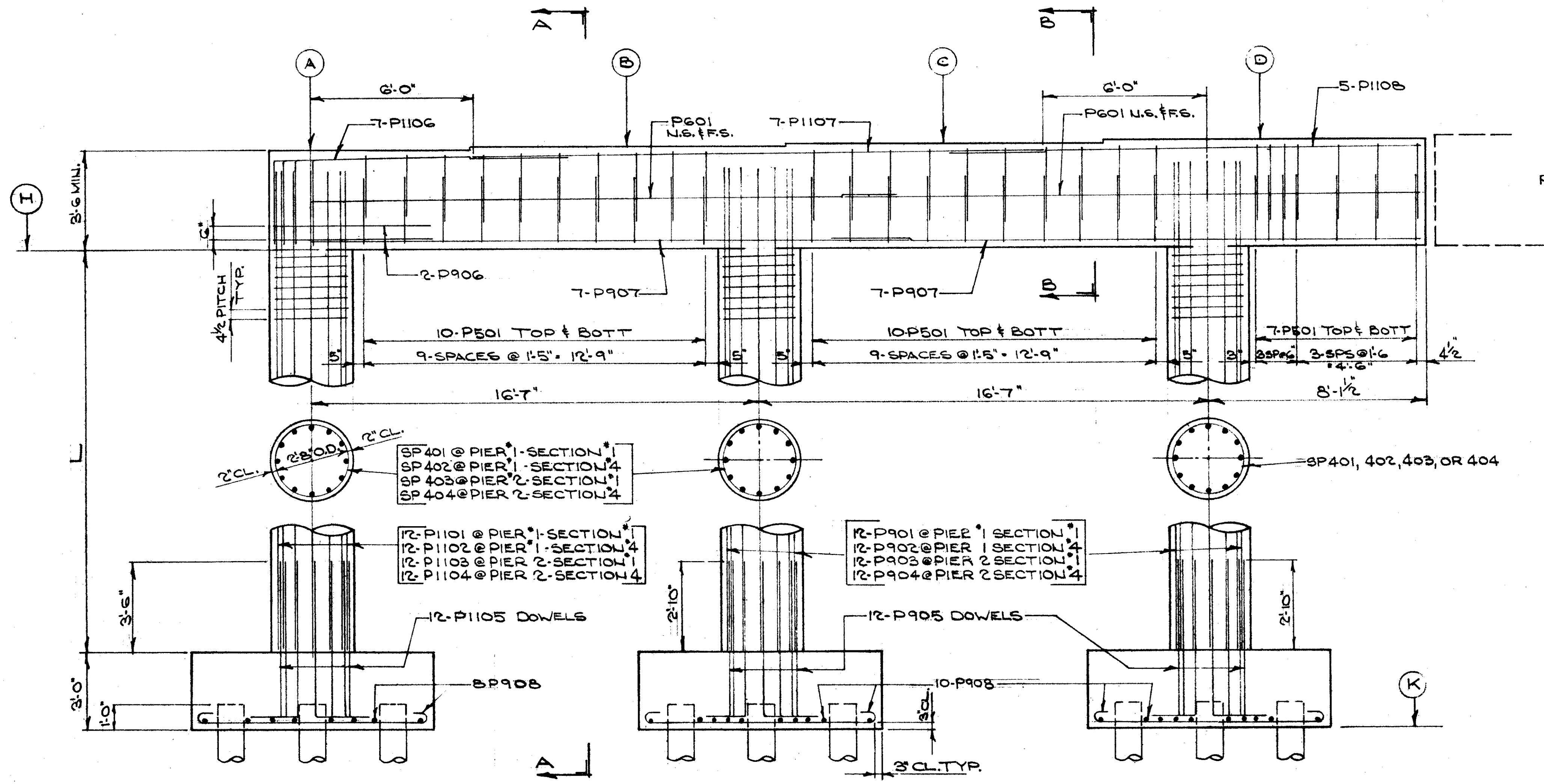


PARTIAL PLAN PIERS #1 & 2 - SECTION #1 (AS SHOWN)
PARTIAL PLAN PIERS #1 & 2, SECTION #4 (OPPOSITE HAND EXCEPT FOR SKEW)

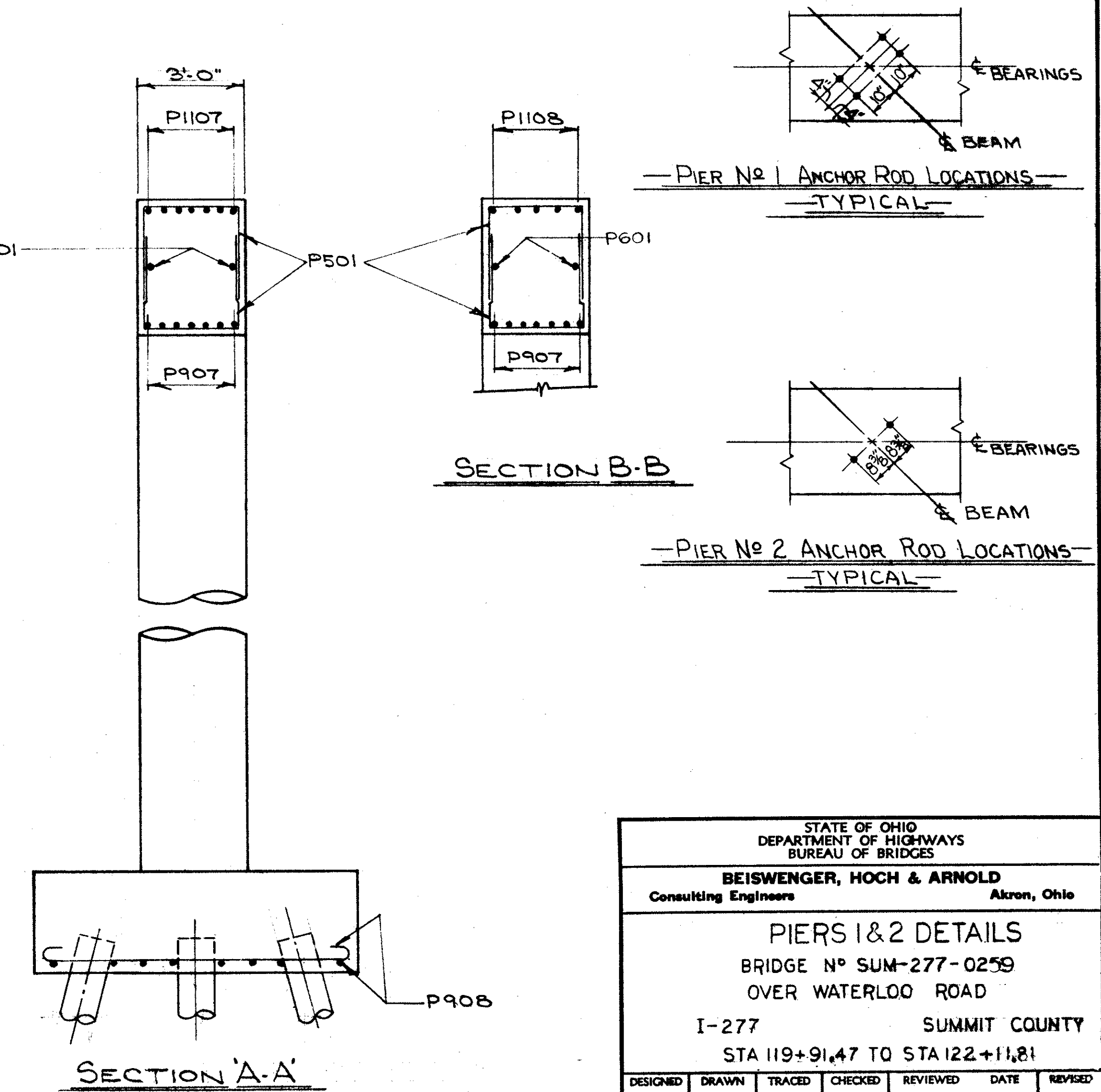
	A	B	C	D	H	K	L
PIER #1 SECTION #1	1012.90	1013.00	1013.10	1013.20	1009.14	990.00	16'-1 5/8"
PIER #1 SECTION #4	1012.64	1012.75	1012.92	1013.07	1009.14	985.50	20'-7 5/8"
PIER #2 SECTION #1	1013.50	1013.63	1013.75	1013.87	1009.66	998.50	13'-1 7/8"
PIER #2 SECTION #4	1013.16	1013.31	1013.49	1013.65	1009.66	987.50	19'-1 7/8"



KEY PLAN - PIERS #1 & 2



PARTIAL ELEVATION PIERS #1 & 2 - SECTION #1 (AS SHOWN)
PARTIAL ELEVATION PIERS #1 & 2 - SECTION #4 (SIMILAR EXCEPT OPPOSITE HO)



STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ARNOLD
Consulting Engineers
Akron, Ohio

PIERS #1 & 2 DETAILS
BRIDGE # SUM-277-0259
OVER WATERLOO ROAD
I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.P.	J.W.		C.S.	R.O.A.	3-18-65	

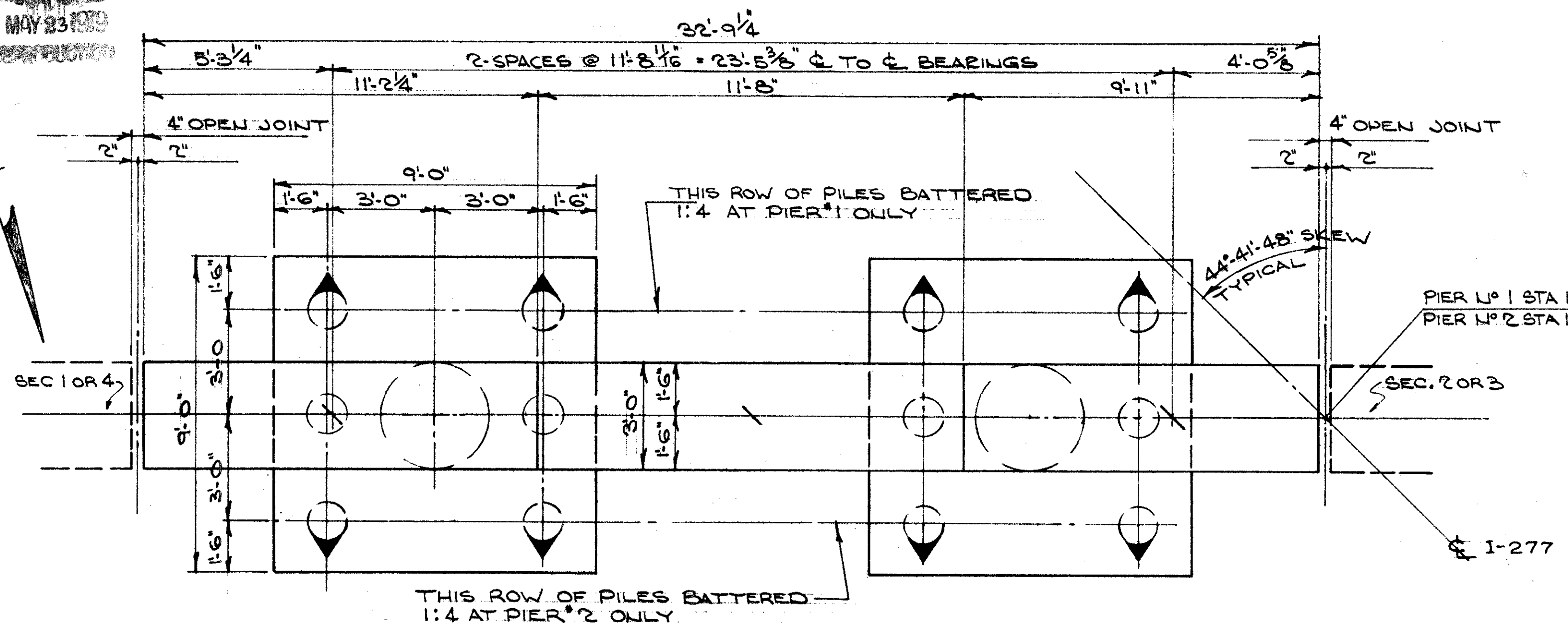
MINOR REVISION
MAY 23 1978

FED. RD.	STATE	PROJECT
2	OHIO	

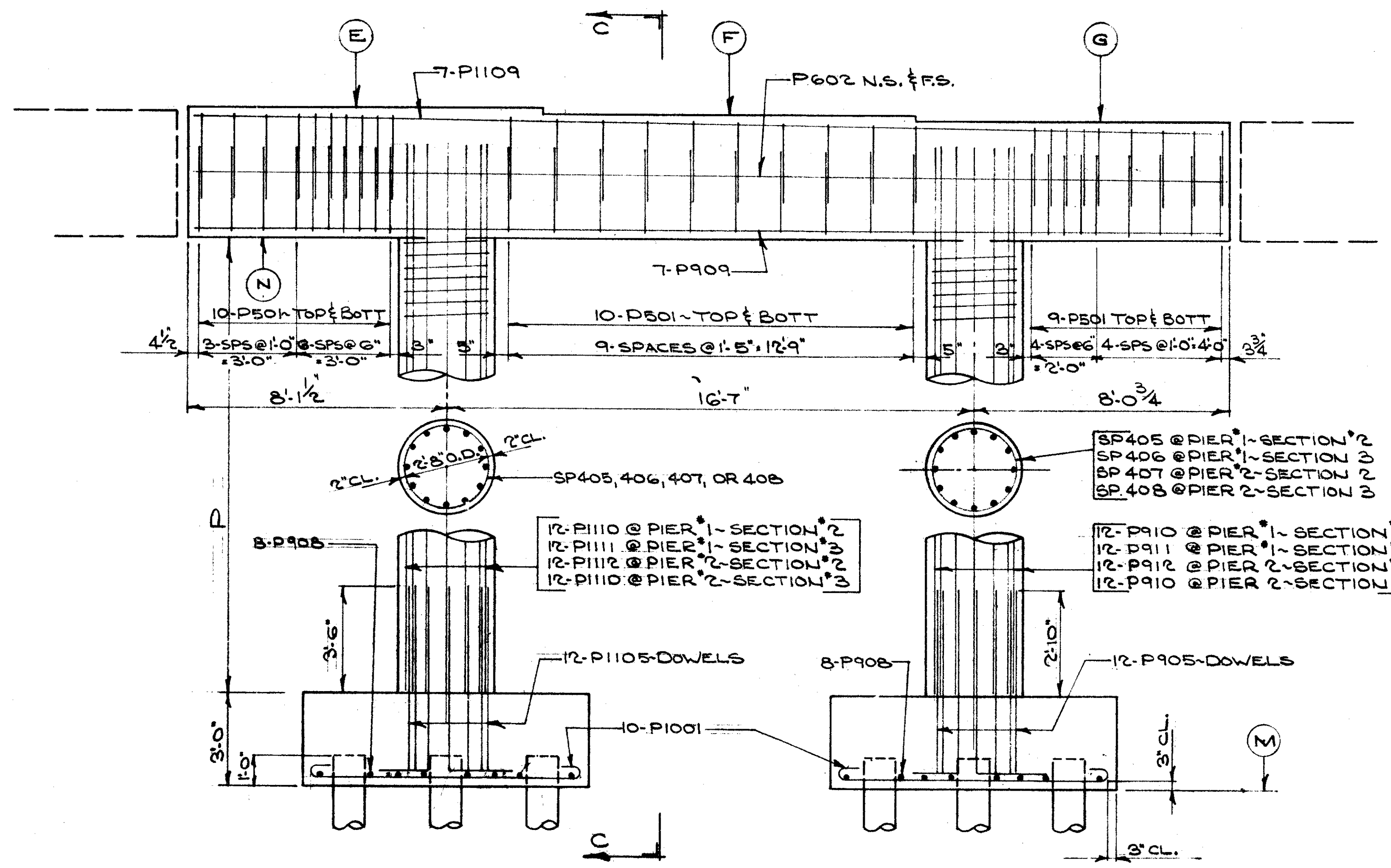
301
383

SUM-277-0.46

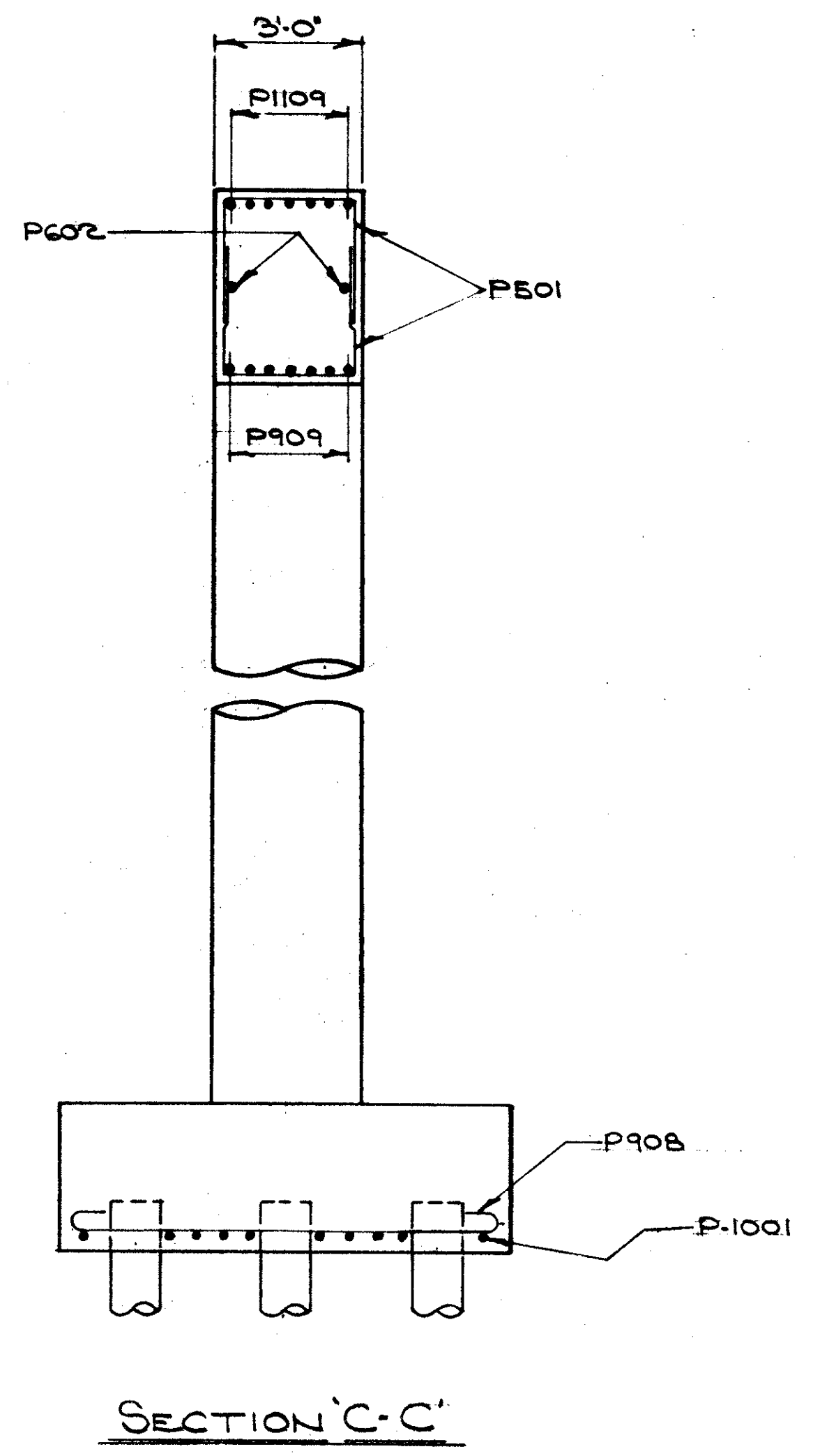
ELEVATION TABLE						
	E	F	G	M	N	P
PIER #1 SECTION #2	1013.30	1013.14	1012.99	989.00	1009.14	171.5/8
PIER #1 SECTION #3	1013.20	1013.09	1012.98	987.50	1009.14	181.7/8
PIER #2 SECTION #2	1013.95	1013.79	1013.63	991.50	1009.66	151.1/8
PIER #2 SECTION #3	1013.79	1013.70	1013.60	989.50	1009.66	171.1/8



PARTIAL PLAN PIERS #1 & #2 - SECTION #2 (AS SHOWN)
PARTIAL PLAN PIERS #1 & #2 - SECTION #3 (OPPOSITE HAND EXCEPT FOR SKEW)



PARTIAL ELEVATION PIERS #1 & #2 - SECTION #2 (AS SHOWN)
PARTIAL ELEVATION PIERS #1 & #2 - SECTION #3 (SIMILAR EXCEPT OPPOSITE HD.)



NOTE:
FOR KEY PLAN SEE SHT. N° 300
SEE SHEET N° 300 FOR DETAILS NOT SHOWN.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

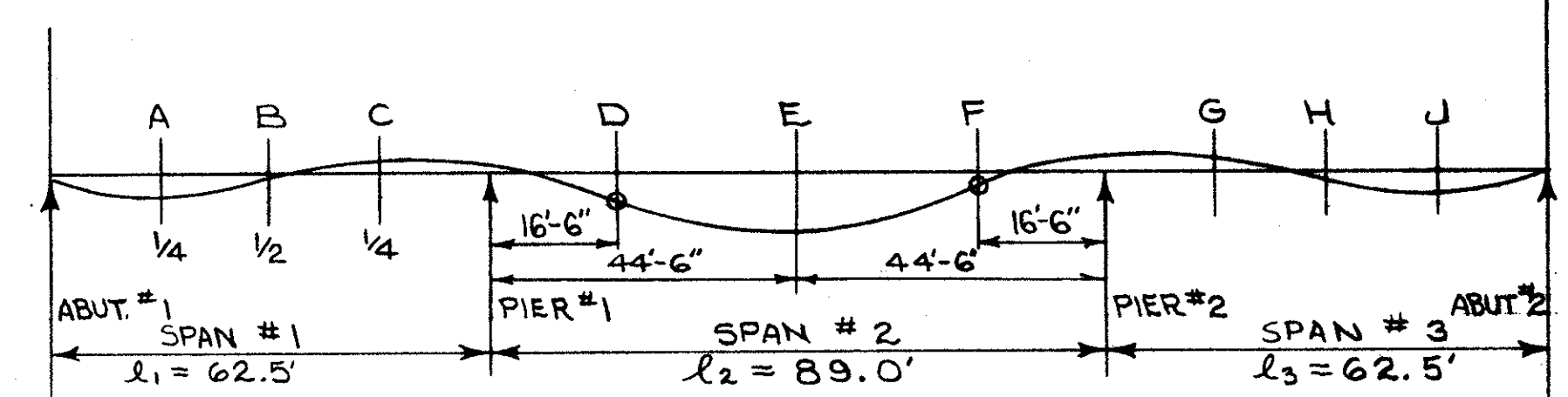
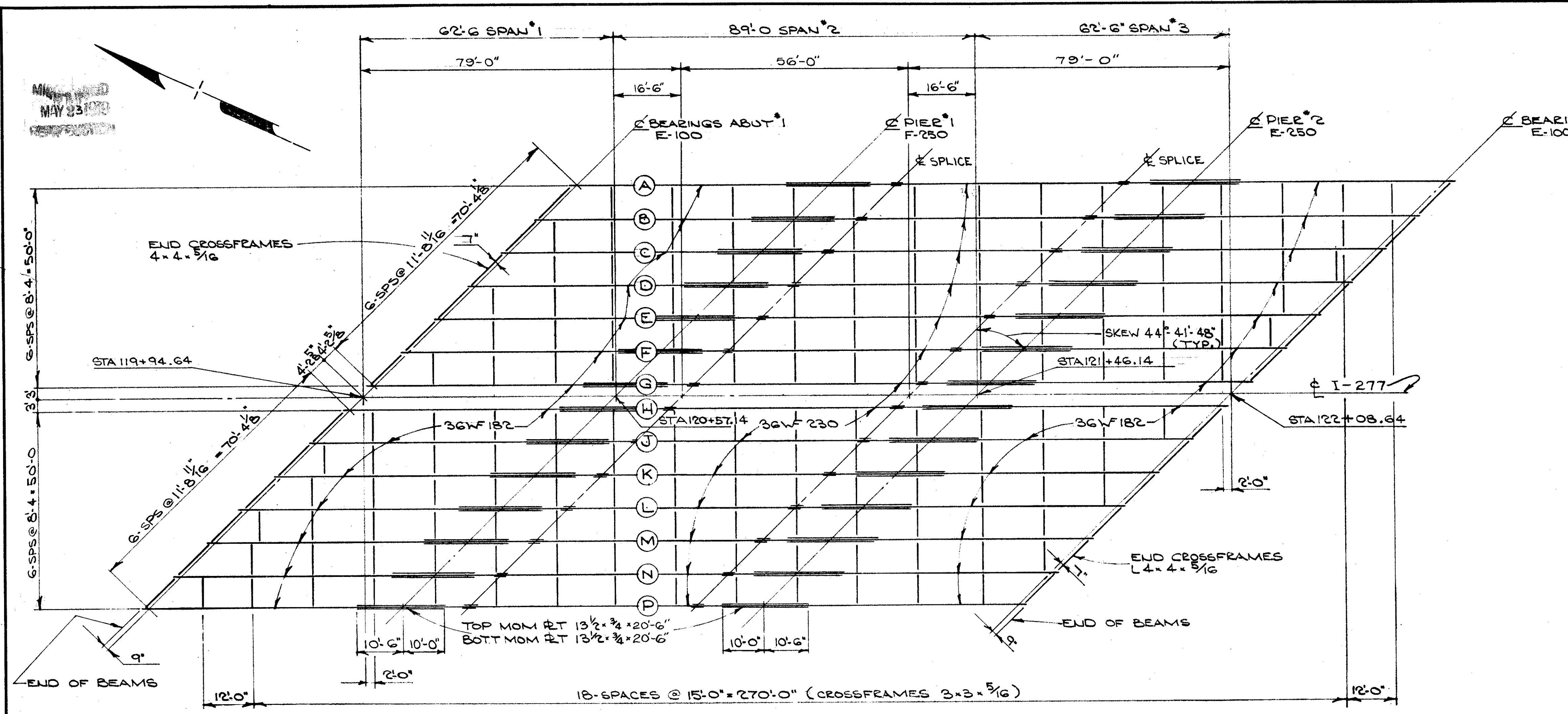
BEISWENGER, HOCH & ARNOLD
Consulting Engineers Akron, Ohio

PIERS 1 & 2 DETAILS
BRIDGE N° SUM-277-0259
OVER WATERLOO ROAD

I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
JP	JWW		CL	EBH	3-18-65	

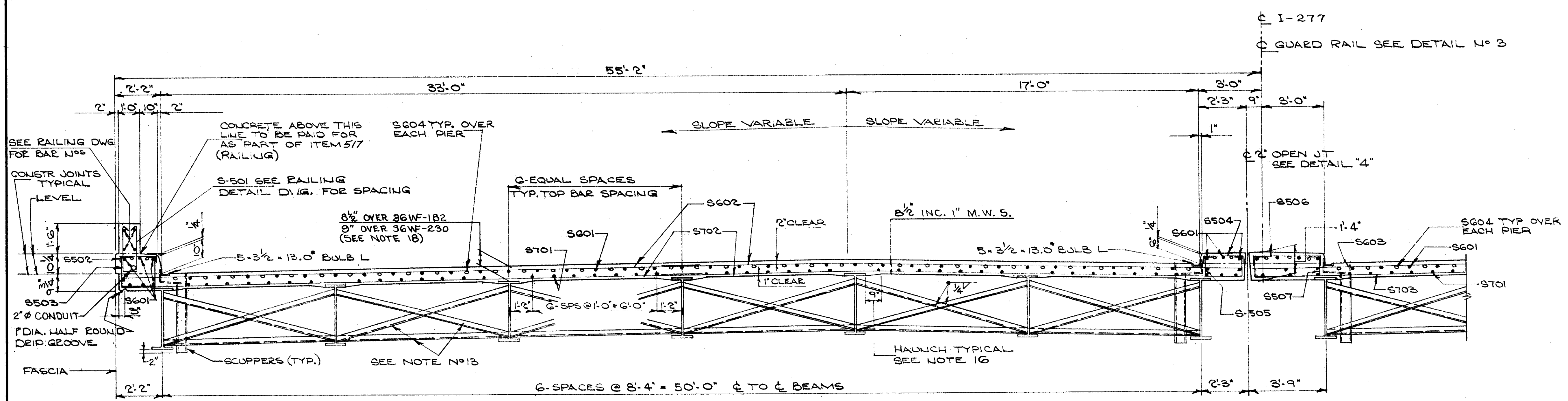
SUM-277-0.46



DEFLECTION & CAMBER

LOCATION	A	B	C	D	E	F	G	H	J
DEFLECTION DUE TO WEIGHT OF STEEL	.044"	.003"	-.001"	.095"	.226"	.095"	-.001"	.003"	.004"
DEFLECTION DUE TO REMAINING DEAD LOAD	.218"	.014"	-.004"	.351"	.836"	.351"	-.004"	.014"	.218"
CONVEXITY REQUIRED FOR VERTICAL CURVE	-.110"	-.150"	-.110"	-.183"	-.304"	-.183"	0	0	0
SUM OF DEFLECTION AND CONVEXITY	.152"	-.133"	-.105"	.263"	.758"	.263"	-.005"	.017"	.222"
REQUIRED CAMBER	0	0	0	1/4"	3/4"	1/4"	0	0	0

FRAMING PLAN

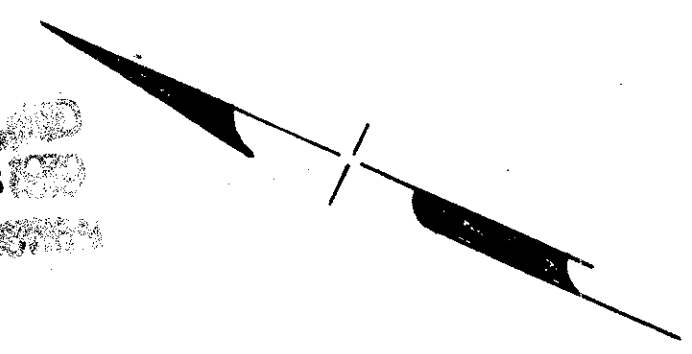


PARTIAL TRANSVERSE SECTION
(SYMMETRICAL ABOUT C EXCEPT AS SHOWN)

SEE STANDARD DRAWING SD-2-64 FOR BEAM SPLICE DETAILS.

STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES						
BEISWENGER, HOCH & ARNOLD Consulting Engineers Akron, Ohio						
FRAMING & SLAB DETAILS						
BRIDGE NO SUM-277-0259 OVER WATERLOO ROAD						
I-277 SUMMIT COUNTY STA 119+91.47 TO STA 122+11.81						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.B.H.	J.W.W.		C.S.	R.D.H.	3-18-65	

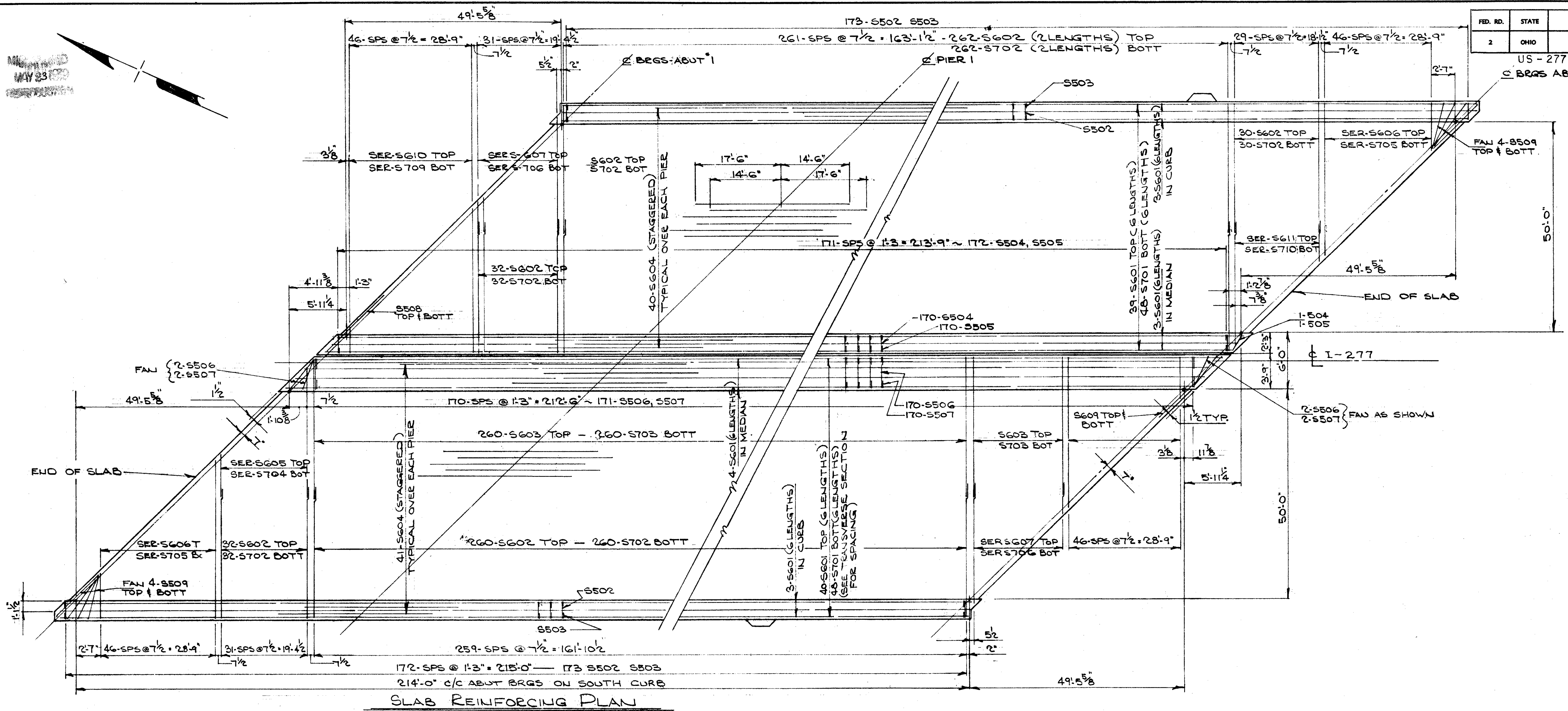
REVISED
MAY 23 1950



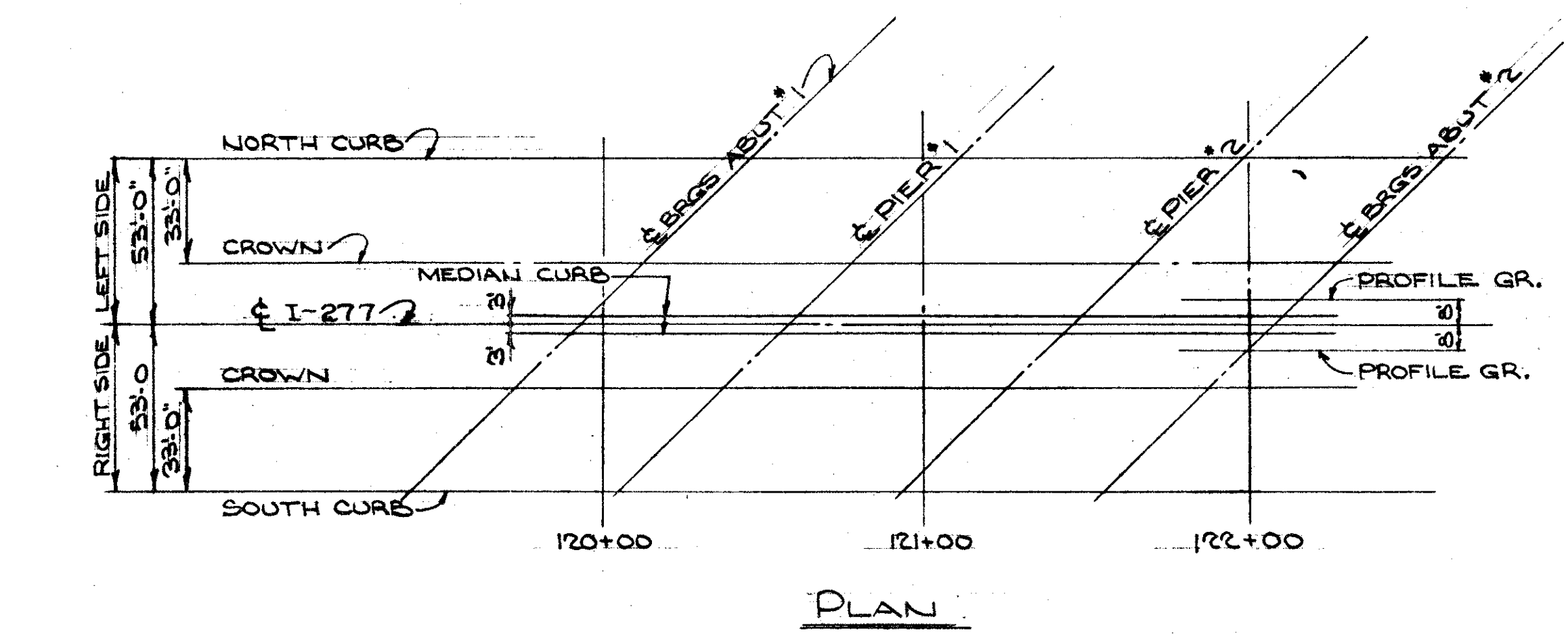
FED. RD.	STATE	PROJECT
2	OHIO	

303
383

US - 277-046
C BRGS ABUT'2



SLAB REINFORCING PLAN



PLAN

TABLE OF FINISHED PAVEMENT ELEVATIONS

STATION	119+50	+75	120+00	+25	+50	+75	121+00	+25	+50	+75	122+00	+25	+50
NORTH CURB					1017.28	1017.35	1017.43	1017.53	1017.63	1017.73	1017.77	1017.81	1017.85
CROWN				1017.75	1017.80	1017.86	1017.94	1018.04	1018.14	1018.25	1018.29	1018.33	
PROFILE GR.												1018.17	
MEDIAN CURB			1017.45	1017.48	1017.53	1017.59	1017.68	1017.78	1017.88	1017.98	1018.09		
MEDIAN CURB			1017.45	1017.48	1017.53	1017.59	1017.68	1017.78	1017.88	1017.98	1018.09		
PROFILE GR.												1018.16	
CROWN		1017.69	1017.71	1017.75	1017.80	1017.86	1017.94	1018.04	1018.14	1018.25			
SOUTH CURB	1017.18	1017.18	1017.20	1017.23	1017.28	1017.35	1017.43	1017.59	1017.77				

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER, HOCH & ARNOLD
Consulting Engineers Akron, Ohio

SLAB DETAILS
BRIDGE NO. SUM-277-0259
OVER WATERLOO ROAD
I-277 SUMMIT COUNTY
STA 119+91.47 TO STA 122+11.81

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
R.D.H.	J.W.S.		C.S.	R.D.H.	3-18-45	

SUM - 277-0.46

MARK	NO. REQ'D	LENGTH	TYPE	DIMENSIONS					WEIGHT LBS.	MARK	NO. REQ'D	LENGTH	TYPE	DIMENSIONS					WEIGHT LBS.
				A	B	C	D	E						A	B	C	D	E	
ABUTMENT 1 & 2																			
A-501	83	8'-1"	1	6"	7'-8"				700	S-501	328	5'-7"	5	8"	2'-2"	5"		1910	
A-502	128	8'-4"	1	6"	7'-11"			1113	S-502	346	2'-3"	3	1'-6"	6"			813		
A-503	207	8'-2"	3	3'-5"	2'-6"			1763	S-503	346	4'-8"	18	1'-4"	1'-6"	6"		1685		
A-504	11	24'-0"	ST					333	S-504	173	2'-6"	3	1'-9"	6"			451		
A-505	7	32'-2"	ST					232	S-505	173	4'-3"	18	1'-0"	1'-9"	6"		768		
A-506	8	26'-10"	ST					224	S-506	175	4'-0"	3	3'-3"	6"			730		
A-507	7	30'-0"	ST					219	S-507	175	5'-9"	18	1'-0"	3'-3"	6"		1050		
A-508	6	29'-7"	ST					185	S-508	2	7'-0"	ST					15		
A-509	2	30'-2"	ST					63	S-509	16	5'-0"	ST					83		
A-510	5	30'-9"	ST					160	S-521	4	11'-8"	19	2'-0"	2'-0"	2'-9"	2'-10"	49		
A-511	1	27'-5"	ST					29	S-601	552	37'-6"	ST					31,091		
A-512	1	28'-0"	ST					29	S-602	878	27'-10"	ST					36,706		
A-513	6	28'-6"	ST					178	S-603	292	29'-4"	ST					12,864		
A-514	148	23'-2"	ST					3576	S-604	162	32'-0"	ST					7,786		
A-515	5	14'-0"	ST					73	S-605	1-SET OF 32 BARS VARIES 9'-2" TO 28'-6" @ INCR 7 1/2"	ST						905		
A-516	1	19'-6"	ST					20	S-606	2-SETS OF 47 BARS VARIES 5'-0" TO 32'-9" @ INCR 7 1/2"	ST						2,736		
A-517	1	17'-6"	ST					18	S-607	2-SETS OF 32 BARS VARIES 6'-5" TO 25'-10" @ INCR 7 1/2"	ST						1,550		
A-518	2	11'-4"	ST					24	S-608	1-SET OF 47 BARS VARIES 4'-2" TO 32'-11" @ INCR 7 1/2"	ST						1,309		
A-519	2	13'-6"	ST					28	S-609	2	9'-0"	ST					27		
A-520	5	31'-9"	ST					166	S-610	1-SET OF 47 BARS VARIES 1'-8" TO 23'-5" @ INCR 7 1/2"	ST						1,208		
A-521	1	31'-2"	ST					33	S-611	1-SET OF 30 BARS VARIES 9'-2" TO 27'-3" @ INCR 7 1/2"	ST						820		
A-522	4	30'-6"	ST					88	S-621	24	5'-6"	ST					198		
A-523	3	28'-3"	ST					28	S-622	8	3'-11"	14	2'-10"	2'-0"	4"		119		
A-524	3	27'-0"	ST					84	S-701	576	37'-8"	ST					44,347		
A-525	1	10'-2"	ST					10	S-702	878	28'-0"	ST					50,249		
A-526	1	16'-10"	ST					18	S-703	292	29'-6"	ST					17,608		
A-527	1	14'-9"	ST					16	S-704	1-SET OF 32 BARS VARIES 9'-5" TO 28'-9" @ INCR 7 1/2"	ST						1,247		
A-528	44	5'-7"	5	8"	2'-2"	5"		256	S-705	2-SETS OF 47 BARS VARIES 5'-0" TO 29'-9" @ INCR 7 1/2"	ST						3,722		
A-529	32	3'-1"	3	1'-4"	1'-0"			104	S-706	2-SETS OF 32 BARS VARIES 6'-8" TO 26'-1" @ INCR 7 1/2"	ST						2,142		
A-530	32	2'-11"	16	1'-4"	1'-0"	10"		97	S-707	1-SET OF 47 BARS VARIES 4'-2" TO 32'-11" @ INCR 7 1/2"	ST						1,781		
A-531	9	16'-4"	ST					153	S-709	1-SET OF 47 BARS VARIES 1'-8" TO 23'-5" @ INCR 7 1/2"	ST						1,641		
A-532	4	17'-0"	15	9'-6"				71	S-710	1-SET OF 30 BARS VARIES 9'-5" TO 27'-1" @ INCR 7 1/2"	ST						1,132		
A-533	68	3'-6"	ST					248											
A-534	102	4'-8"	ST					496											
A-535	4	18'-6"	ST					77											
A-536	10	11'-6"	ST					120											
A-537	10	9'-6"	ST					99											
A-538	14	5'-0"	ST					73											
A-540	2	14'-6"	ST					30											
A-541	2	12'-8"	ST					26											
A-542	10	4'-0"	12	2'-0"	2'-0"	1'-5"		42											
A-543	6	3'-9"	ST					23											
A-544	4	11'-0"	ST					46											
A-545	4	10'-1"	15	2'-7"				42											
A-546	4	13'-9"	ST					57											
A-547	4	10'-5"	ST					44											
A-548	10	7'-11"	ST					82											
A-549	4	4'-4"	17	5"				77											
A-550	2	5'-3"	17	1'-4"				11											
A-551	2	10'-9"	ST					22											
A-552	2	5'-6"	ST					11											
A-553	4	6'-3"	12	2'-0"	4'-4"	1'-5 1/2"		26											
A-554	4	5'-5"	12	2'-0"	3'-6"	1'-6 3/4"		23											
SUPERSTRUCTURE TOTAL 228,746																			
PIERS 1 & 2																			
A-601	34	26'-6"	ST					1,350	P-501	448	7'-9"	3	2'-8"	2'-8"			3,621		
A-602	3	28'-3"	ST					127											
A-603	2	30'-0"	ST					90											
A-604	2	31'-6"	ST					95											
A-605	1	24'-4"	ST					36											
A-606	1	26'-2"	ST					40											
A-607	2	27'-10"	ST					84											
A-608	2	29'-4"	ST					88											
A-609	80	12'-11"	1	5'-4"	7'-8"			1,610	P-601	16	21'-6"						517		
A-610	128	13'-2"	1	5'-4"	7'-11"			2,531	P-602	8	32'-5"						390		
A-611	96	13'-9"	3	1'-5"	6'-3"			1,983											
A-612	206	15'-6"	7	4'-11"	1'-5"	6'-3"	11"	4,798	P-901	24	19'-1"	ST					1,557		
A-613	1	30'-4"	ST					46	P-902	24	23'-7"	ST					1,924		
A-614	40	20'-9"	3	1'-2"	9'-11"			1,247	P-903	24	16'-1"	ST					1,312		
A-615	14	19'-6"	4	10'-10"	1'-2"	7'-9"		410	P-904	24	22'-1"	ST					1,802		
ABUTMENT 1 & 2 TOTAL 26,404																			

MARK	NO. REQ'D	LENGTH	TYPE	A	B	C	D	E	WEIGHT LBS.
P-909	28	32'-5"	ST						3086
P-910	24	20'-1"	ST						1,639
P-911	12	21'-7"	ST						880
P-912	12	18'-1"	ST						778
P-1001	80	11'-4"	2	1'-5"	8'-6"				3082
P-1101	12	20'-3"	1	1'-0"	19'-7"				1,291
P-1102	12	24'-6"	1	1'-0"	23'-10"				1,562
P-1103	12	17'-3"	1	1'-0"	16'-7"				1,100
P-1104	12	23'-3"	1	1'-0"	22'-7"				1,482
P-1105	96	7'-0"	1	1'-0"	6'-3"				3,570
P-1106	28	13'-8"	1	3'-2"	10'-9"				2,030
P-1107	28	21'-2"	ST						3,150
P-1108	20	17'-6"	ST						1,858
P-1109	28	32'-5"	ST						4,822
P-1110	24	20'-8"	ST						2,635
P-1111	12	22'-2"	ST						1,413
P-1112	12	18'-8"	ST						1,190
PIERS 1 & 2 TOTAL 64,996									
RAILING*									
R-501	16	12'-9"	ST						
R-502	96	15'-6"	ST						
R-503	12	4'-2"	ST						
R-504	8	5'-9"	ST						
R-521	4	11'-8"	19	2'-0"	2'-0"	2'-3"	2'-10"		
R-522	4	11'-4 3/8"	19	3'-0"	8"	3'-9"	11 1/2"		
R505	8	16'-2"	ST						
R506	8	10'-8"	ST						
REPLACEMENT BARS									
RE-401	1	5'-3"							
RE-501	2	5'-6"							
RE-601	6	6'-0"							
RE-701	7	6'-3"							
RE-801		6'-6"							