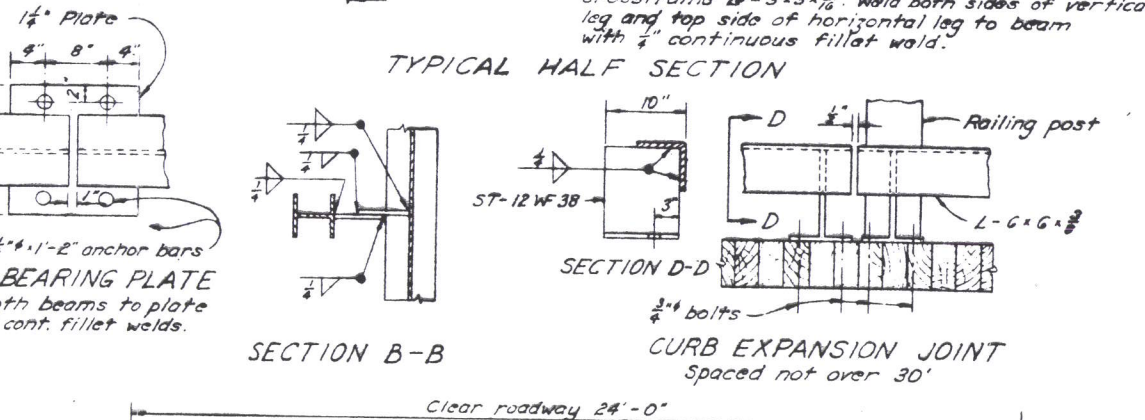
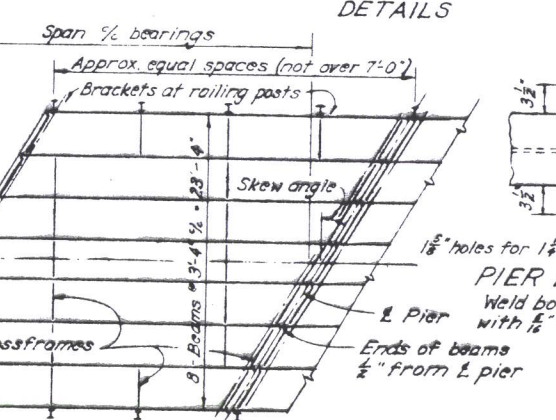
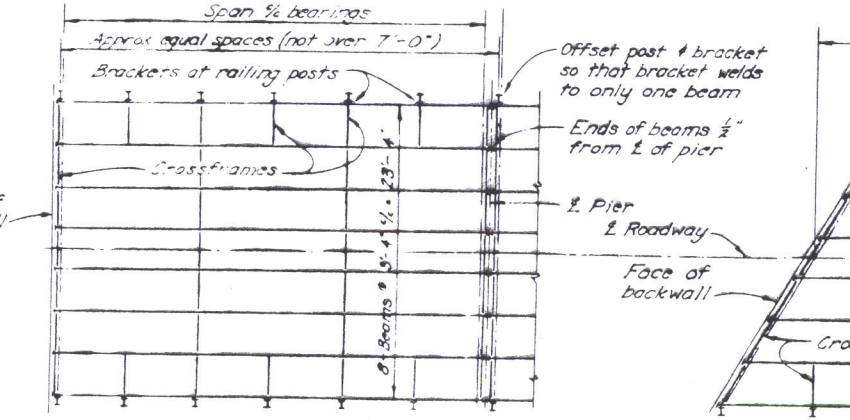
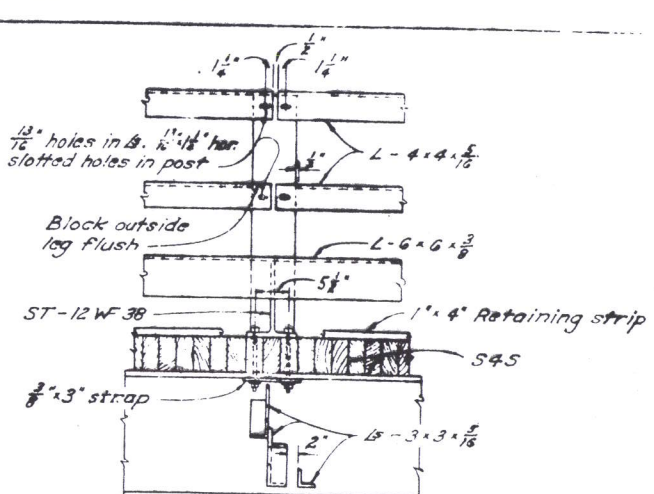
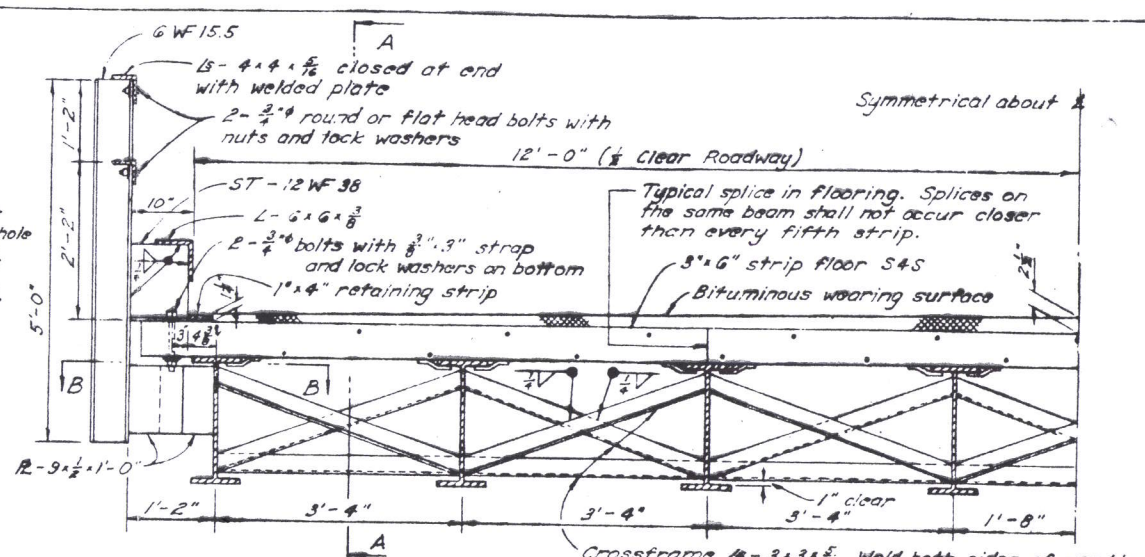
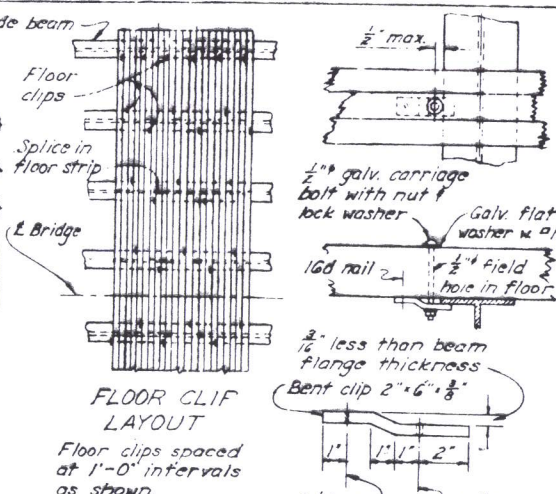
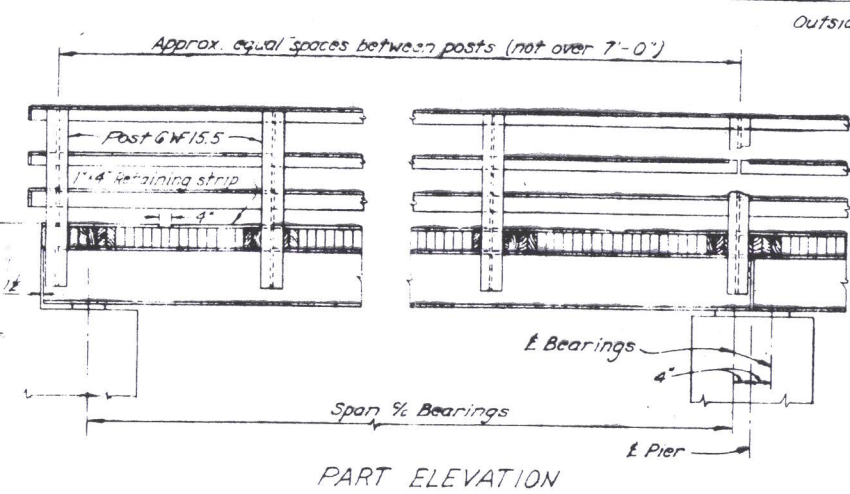




NOTES

THIS DRAWING is intended both as a guide to the designer in the preparation of plans for an individual bridge and as a construction drawing to show details not set forth on the project plans.

WELDING shall be Class "A".

HARDWARE: All bolts (except in railing), washers, nails, spikes and floor clips shall be considered hardware. All other steel, including beams, crossframes, bearing plates, railing and connections, and curbs and connections shall be considered structural steel. All hardware shall be galvanized.

PAINTING STEEL: Shop paint shall be as provided in the specifications except that tops of beams shall be given two coats. Field paint shall be aluminum for railing posts, curbs and curb supports and black graphite for all other steel.

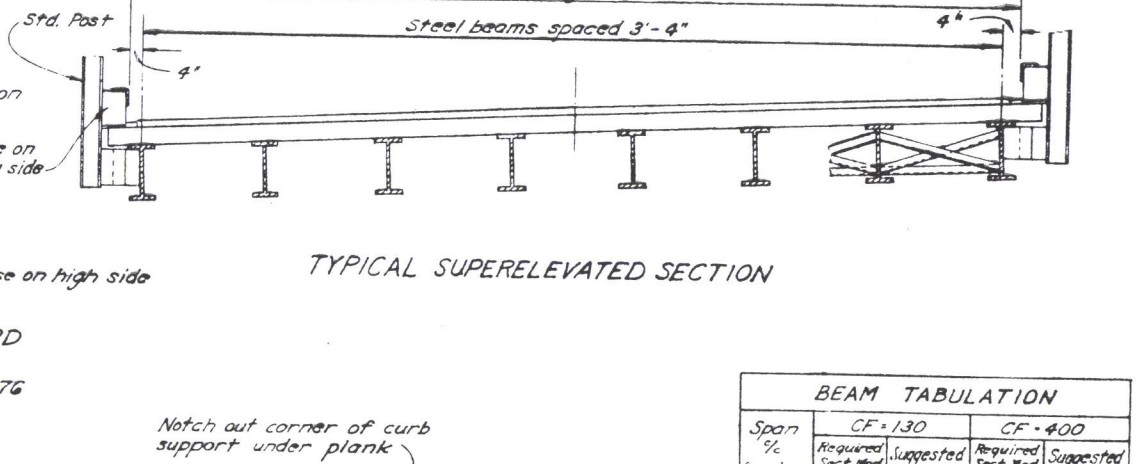
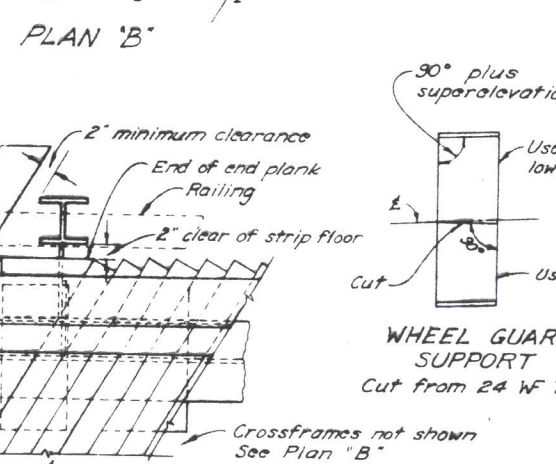
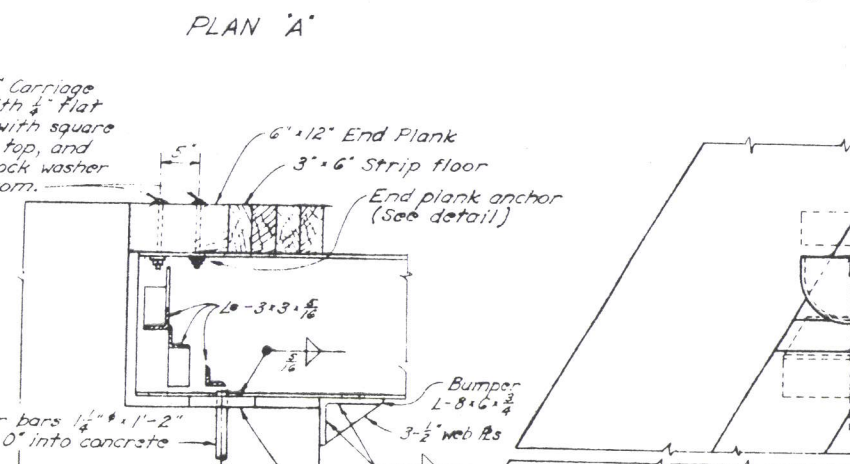
STRIP FLOOR: Unless otherwise shown on the plans, floor timber shall be S4S, Dense Structural 65 Southern Yellow Pine or Select Structural Douglas Fir and shall be crosscut. Each strip shall be nailed to adjacent strip at 12" centers with 60d spikes. Special tools shall be used to firmly seat each strip to beams before nailing.

OUTSIDE BEAM on bridges with cantilevered sidewalk over 3'-0" wide should be investigated and its size increased over that shown in table if necessary.

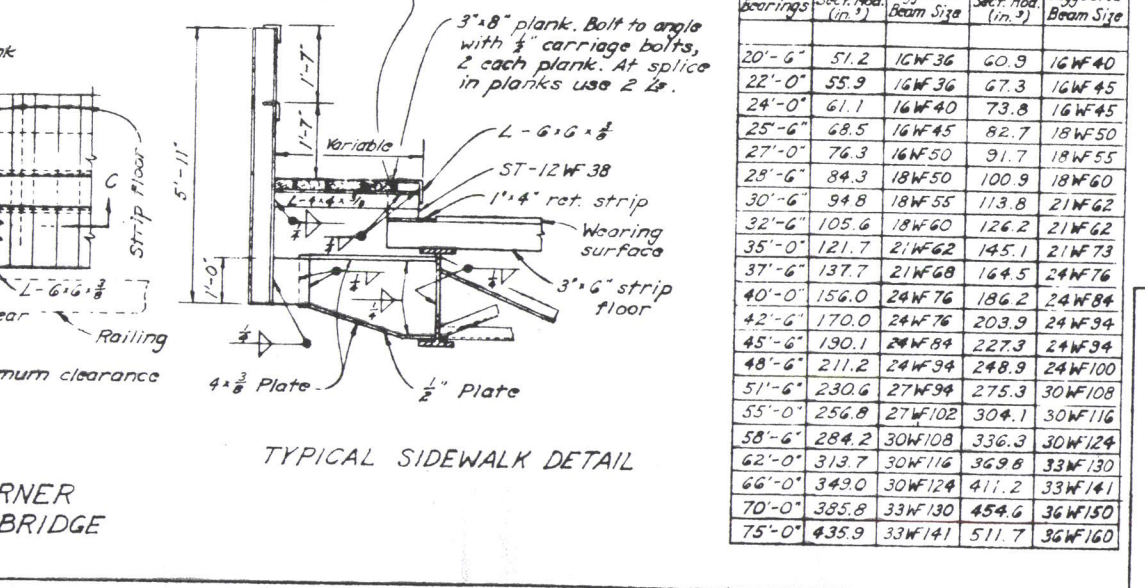
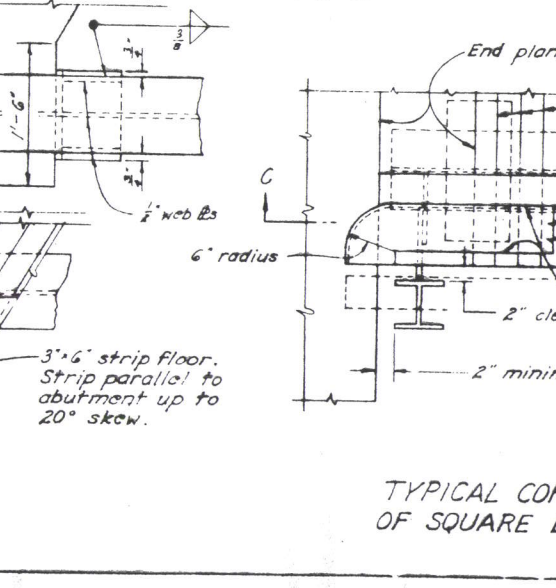
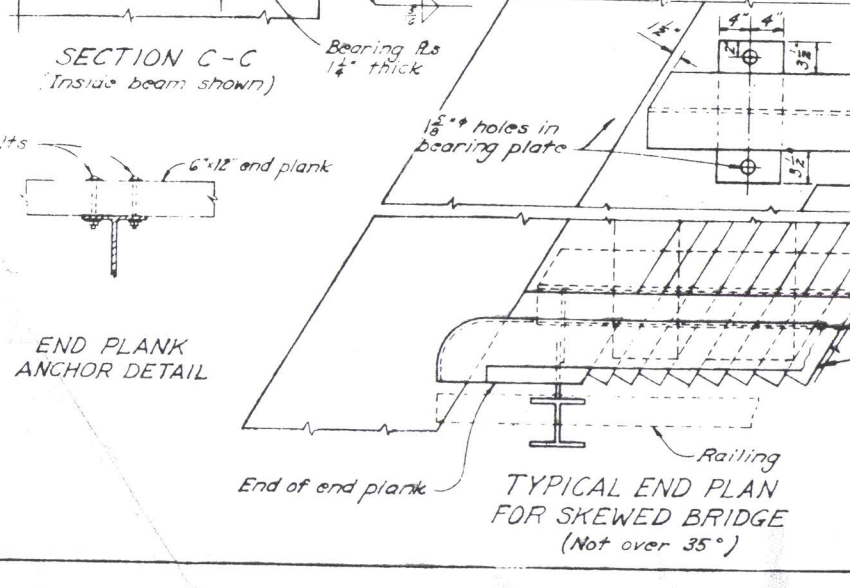
STEEL LAYOUT shall be as shown in Plan "A" and Plan "B". For skew of more than 35° special design will be required. Crossframes shall extend full width at ends of span and at intermediate points as shown on project plans.

RETAINING STRIP: Provide 4" drainage opening at middle of each railing panel. Drainage openings are not required on high side of super-elevated bridge or on a bridge with a gradient of more than 1.5%. Nail strip to floor with 12d nails 12" ctrs. near each edge of strip.

BUMPER ANGLES shall be used only if called for on the project plans.

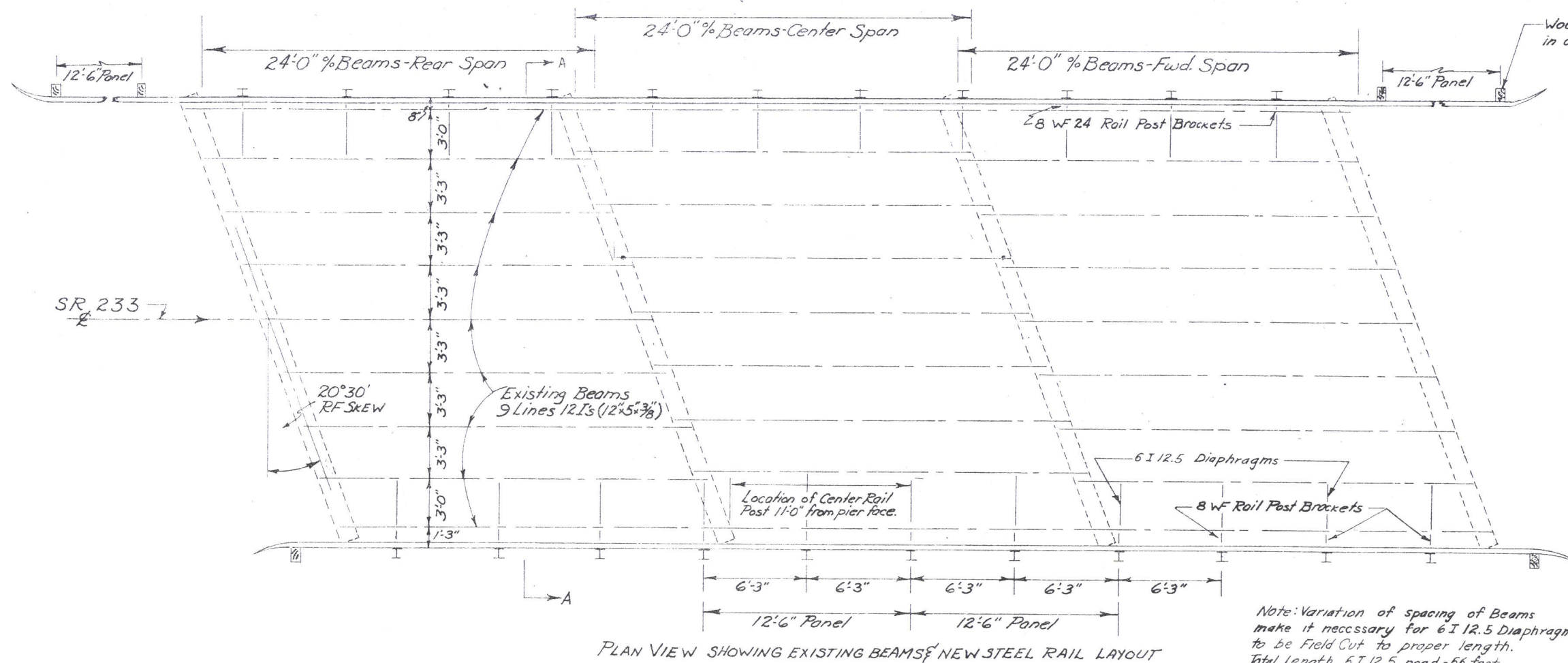


Span % bearings	CF-130		CF-400	
	Required Sect. Mod. (in. ³)	Suggested Beam Size	Required Sect. Mod. (in. ³)	Suggested Beam Size
20'-0"	51.2	16WF36	60.9	16WF40
22'-0"	55.9	16WF36	67.3	16WF45
24'-0"	61.1	16WF40	73.8	16WF45
25'-0"	68.5	16WF45	82.7	18WF50
27'-0"	76.3	16WF50	91.7	18WF55
28'-0"	84.3	18WF50	100.9	18WF60
30'-0"	94.8	18WF55	113.8	21WF62
32'-0"	105.6	18WF60	126.2	21WF62
35'-0"	121.7	21WF62	145.1	21WF73
37'-0"	137.7	21WF68	164.5	24WF76
40'-0"	156.0	24WF76	186.2	24WF84
42'-0"	170.0	24WF76	203.9	24WF94
45'-0"	190.1	24WF84	227.3	24WF94
48'-0"	211.2	24WF94	248.9	24WF100
51'-0"	230.6	27WF94	275.3	30WF108
55'-0"	256.8	27WF102	304.1	30WF116
58'-0"	284.2	30WF108	336.3	30WF124
62'-0"	313.7	30WF116	369.8	33WF130
66'-0"	349.0	30WF124	411.2	33WF141
70'-0"	385.8	33WF130	454.6	36WF150
75'-0"	435.9	33WF141	511.7	36WF160



REVISIONS		STATE OF OHIO DEPARTMENT OF HIGHWAYS DIVISION OF DESIGN AND CONSTRUCTION BUREAU OF BRIDGES	
STANDARD TIMBER SUPERSTRUCTURE WITH STEEL BEAMS LOAD FREQUENCY CF-130, CF-400		APPROVED: <i>W. H. H. H.</i> DATE: <i>1934</i> PREPARED BY: <i>JVP</i>	
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GAL-233-0.00
PROPOSAL No: VIII



SUMMARY OF QUANTITIES	
15333	Lbs. Structural Steel, including painting
175	Lin. Ft. Steel Beam Rail (Type I-15.13 inc. posts.)
Lump	Removal existing wheel guard & plank rail.
Lump	Raise existing floor & clip to beams after plating.

CONSTRUCTION NOTES

Existing strip floor to be raised to a height that will allow 1/2"x6" steel plates to be welded to the top of existing beams. Steel beams to be cut loose from caps, plated on bottom, and welded back to caps. Top of steel plates to be given one coat of prime paint and one coat of black graphite paint before floor is lowered back in place.

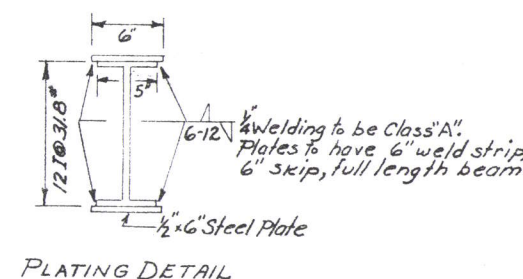
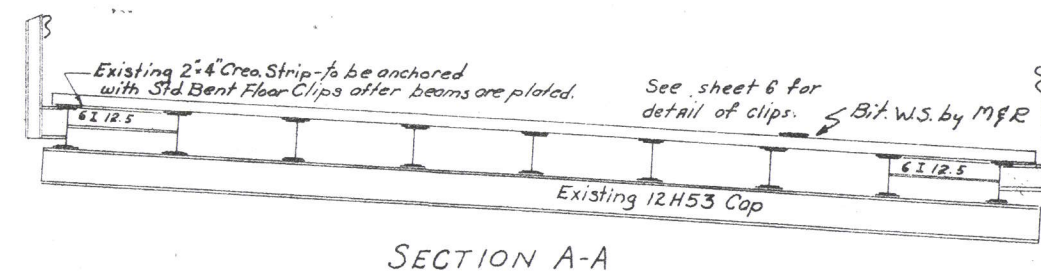
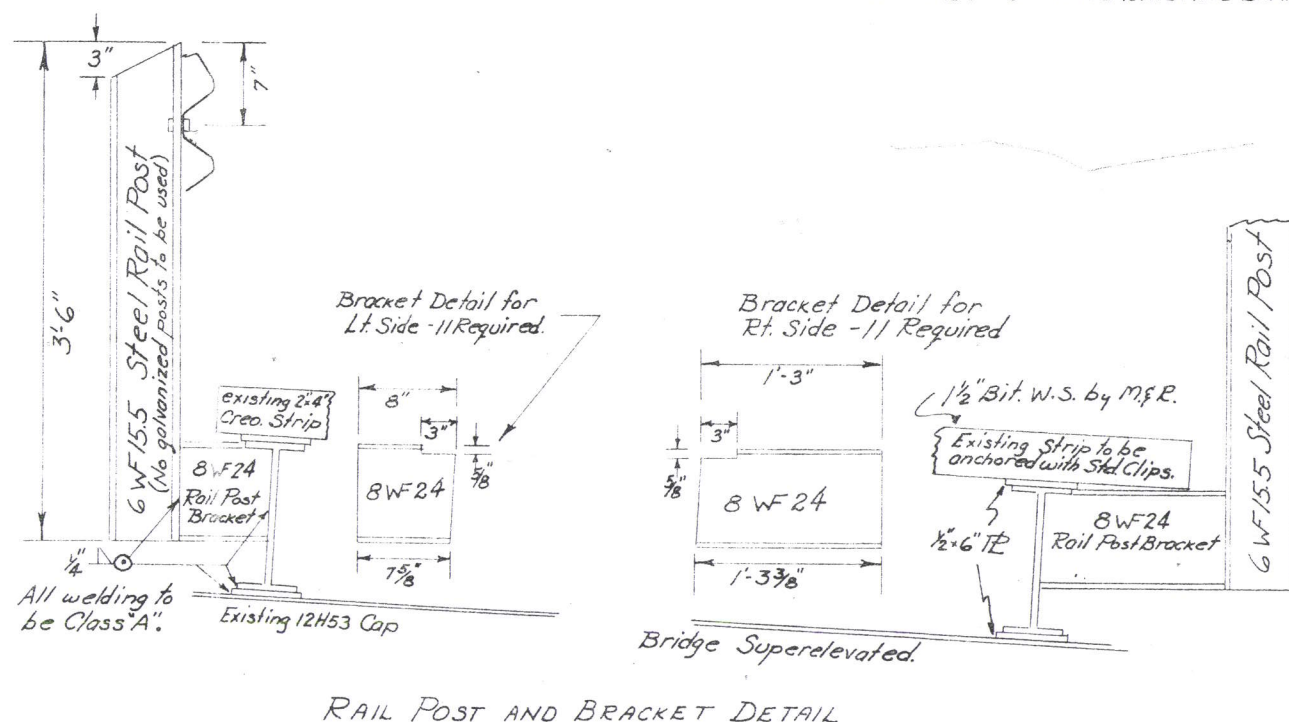
Standard bent floor clips to be used in anchoring the strip floor back in place.

Existing wheel guard to be removed. Existing guard rail to be replaced with steel beam type railing on steel rail posts. No galvanized rail posts to be used.

Any damaged paint on existing steel to be given one coat of prime paint & one coat of black graphite.

Bituminous W.S. to be replaced by M&R Forces.

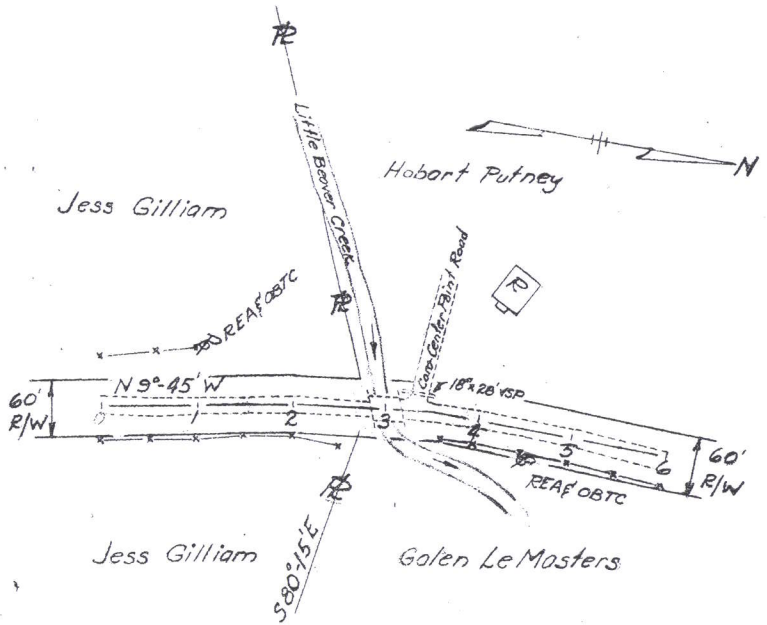
EXISTING STRUCTURE	
Bridge No:	GAL-233-0166
Span:	3 @ 24' 0" Bearing
Roadway:	24'-0" 1/4" G.R.
Skew:	20°30' RF
Type:	Steel Beam
Posting:	30%
PROPOSED STRUCTURE	
Bridge No:	GAL-233-0166
Type:	Steel Beam
Span:	3 @ 24' 0" Bearing
Roadway:	26'-0" 1/4" G.R.
Load Frequency:	CF 130-51
Skew:	20°30' RF
Wearing Surface:	Asph. conc.
Approach Slab:	None
Alignment:	Tangent



GENERAL PLAN & ELEVATION
BRIDGE No: GAL-233-0166
GALLIA COUNTY

Designed	Drawn	Checked	Rev'd Date	Revised
LM	LM	D.E.H.		

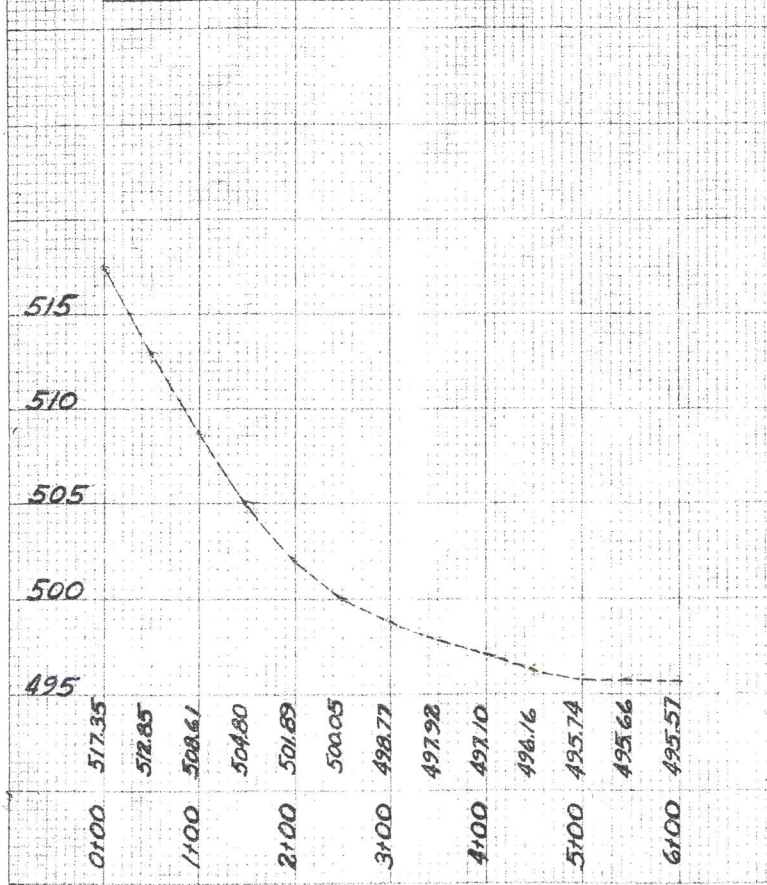
BRIDGE No: GAL-325-0337
PROPOSAL No: V



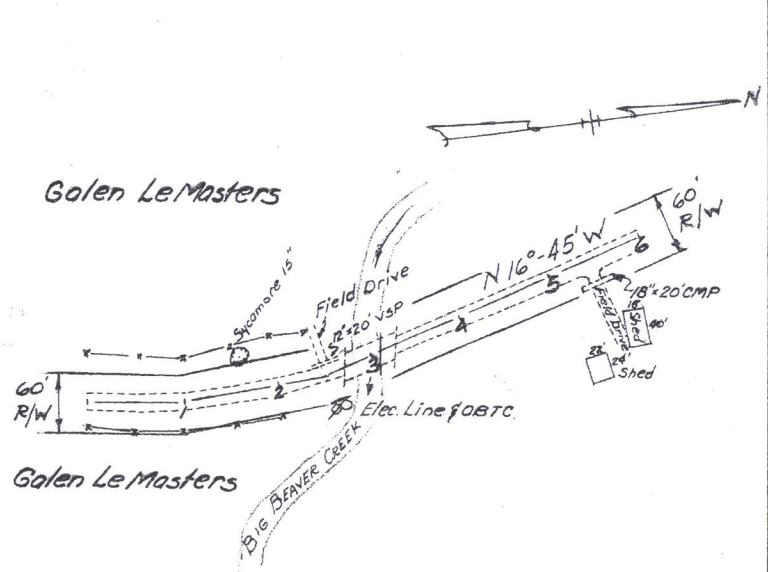
Existing Bridge Data:
GAL-325-0337
Span - 30' clear
Rdwy - 24'
Floor - Wood
Beams - 9 Lines 16" Is
Railing - Wood
Skew - 15° 30' R/F
Posting - 2.5%
Type - Steel Beam

PROPOSED STRUCTURE
Bridge No: GAL-325-0337
Span: 30' clear
Roadway: 26' f/f Guard Rail
Floor: Crea. Strip on Steel Beams
Railing: Steel Beam on Steel Posts
Load Frequency: CF-130(51)
Type - Steel Beam
Length: 32' 3/4" Floor

B.M. Spike in 16" Ash 40' Lt. of
Sta 2+60. Assumed Elev. 500.00



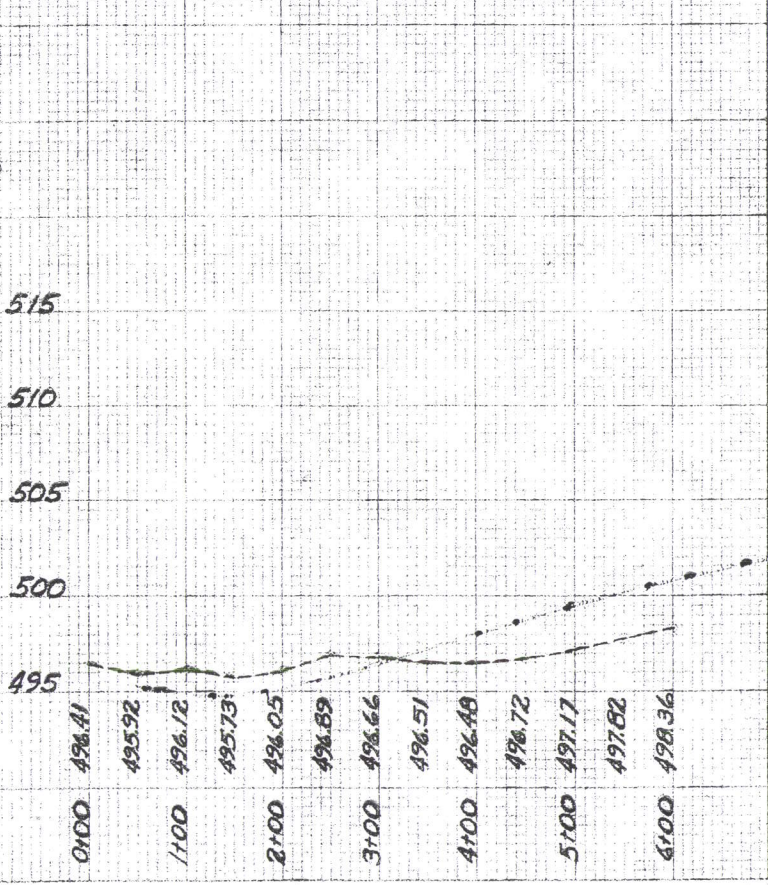
BRIDGE No: GAL-325-0379
PROPOSAL No: VI



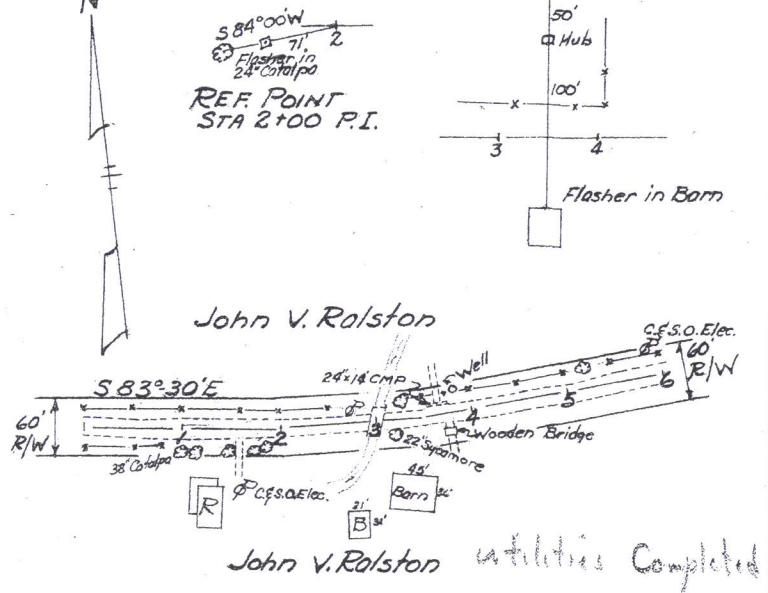
EXISTING BRIDGE DATA:
GAL-325-0379
Span - 58'
Rdwy - 24'
Floor - Wood
Beams - 9 Lines 24" Is
Skew - 24° 15' L/F
Posting - 2.5%
Type - Steel Beam

PROPOSED STRUCTURE
Bridge No: GAL-325-0379
Span: 10' 40" 10' 18"
Rdwy: 26' f/f Guard Rail
Floor: Creosote Strip
Skew: 24° 15'
Posting: 0%
Load Frequency: CF-(130)51
Type: Steel Beam
Length: 60'-0" % Floor

B.M. Spike in 15" Sycamore 35' Lt. of
Sta 1+62. Assumed Elev. 500.00



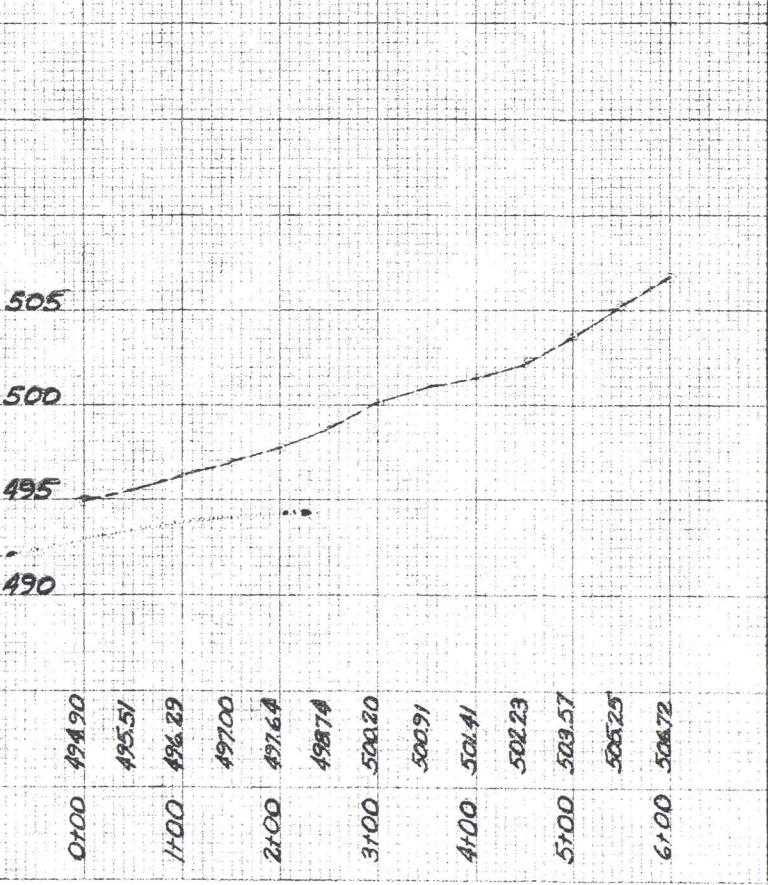
BRIDGE No: GAL-554-1181
PROPOSAL No: VII



EXISTING BRIDGE DATA:
GAL-554-1181
Span - 12'-2"
Rdwy - 15'-10"
Floor - Conc.
Beams - 7 Lines 10" Is
2 Lines 10" Channels
Skew - 0°
Posting - 0%
Type - Steel Beam

PROPOSED STRUCTURE
Bridge No: GAL-554-1181
(Sec. Plate Pipe 1'-3'-5'-3'-4'-0")
Roadway: 26'-0"
Skew: 15° L/F
Posting: 0%
Loading: CF-(130)51

B.M. Spike in N.E. Corner of Barn
50' Rt. Sta 3+20. Assumed Elev. 500.00

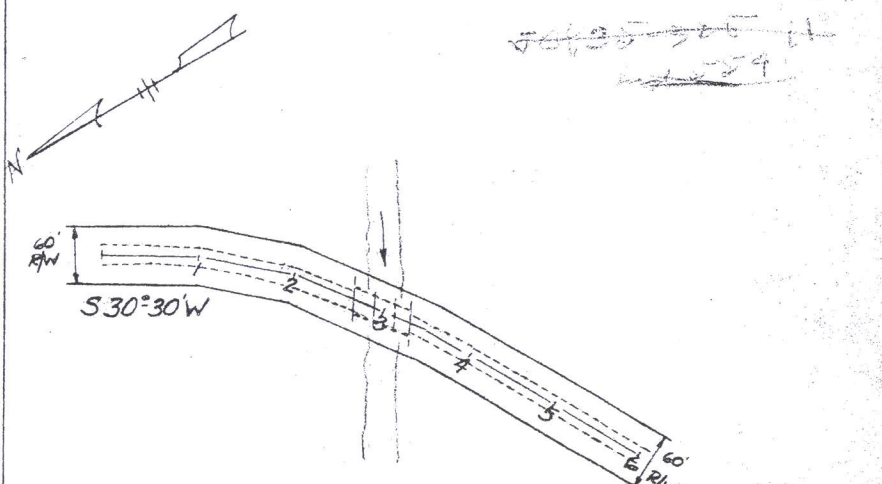


June 27

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

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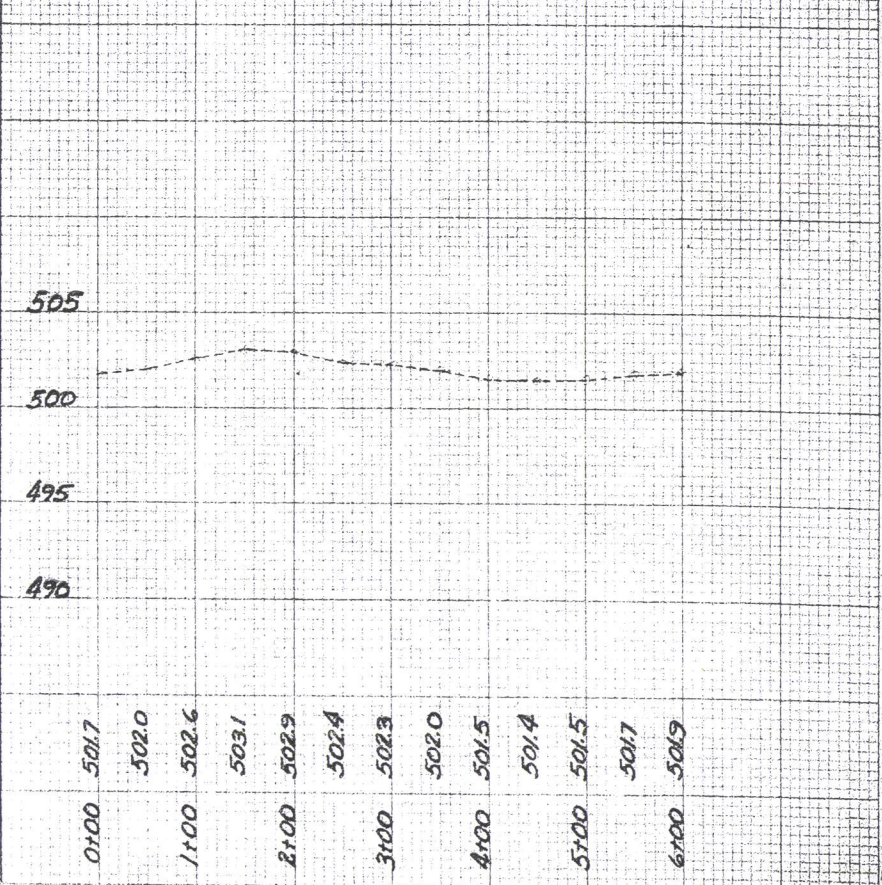
BRIDGE No: GAL-233-0166
PROPOSAL No: VIII



EXISTING BRIDGE
Bridge No: GAL-233-0166
Span: 20' 2'-6" 10' 22'-6" clear
Rdwy: 26'
Floor: 4" Strip
Posting: 30%
Type: Steel Beam

PROPOSED STRUCTURE
Bridge No: GAL-233-0166
Span: 20' 2'-6" 10' 22'-6" clear
Rdwy: 26'
Floor: 4" Strip
Posting: 0%
Load Frequency: CF-130(51)
Type: Steel Beam
Length: 72'-0" % Floor

B.M. Spike in 30" Poplar 30' Rt.
Sta 3+50. Assumed Elev. 500.00



PROPOSED WORK

THIS PROJECT SHALL INCLUDE REMOVAL OF PORTIONS OF EXISTING SUPER STRUCTURES AND BACKWALLS, REPAIR OF EXISTING ABUTMENTS AND WINGWALLS, REPLACING AND REPOSITIONING NEW AND EXISTING STEEL BEAMS, AND INSTALLING NEW PORTIONS OF SUPERSTRUCTURES COMPRISED OF GLUED LAMINATED TIMBER DECKS AT TWO LOCATIONS. ALSO INCLUDED IN THE PROJECT IS THE PLACING OF A BITUMINOUS WEARING SURFACE, STEEL BEAM BRIDGE RAILING, AND APPROACH GUARD-RAIL. • ON PART 2 THE HIGHWAY WILL REMAIN OPEN AT ALL TIMES BY TWO PHASE CONSTRUCTION, MAINTAINING TRAFFIC ON HALF THE BRIDGE WHILE WORK PROCEEDS ON THE OTHER HALF. • ON PART 1 THE HIGHWAY WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 ORC.

UTILITIES NOTIFICATION

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, THE REGISTERED UTILITY PROTECTION SERVICE AND THE OWNERS OF EACH UNDERGROUND UTILITY FACILITY SHOWN IN THE PLANS.

THE OWNER OF THE UNDERGROUND UTILITY FACILITY SHALL, WITHIN FORTY-EIGHT HOURS, EXCLUDING SATURDAYS, SUNDAYS, AND LEGAL HOLIDAYS, AFTER NOTICE IS RECEIVED, STAKE, MARK OR OTHERWISE DESIGNATE THE LOCATION OF THE UNDERGROUND UTILITY FACILITIES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE CO-ORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF THE PLANNED CONSTRUCTION.

ESTIMATED QUANTITIES

SPECIFIC LOCATIONS AND USAGE OF ESTIMATED QUANTITIES SET UP ON THIS PLAN TO BE USED AS DIRECTED BY THE ENGINEER SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT. ESTIMATED QUANTITIES OF MATERIALS SHALL NOT BE ORDERED FOR DELIVERY TO THE PROJECT UNLESS AUTHORIZED BY THE ENGINEER.

LOCATION OF GUARDRAIL

THE LOCATIONS OF GUARDRAIL RUNS, AS SHOWN IN THESE PLANS ARE SUBJECT TO ADJUSTMENT TO ASSURE THAT THE PLANNED INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

PORTIONS OF STRUCTURES REMOVED

GAL-233-0166: THIS ITEM SHALL INCLUDE REMOVAL OF THE EXISTING ASPHALT,

TIMBER DECK, PORTIONS OF THE TIMBER BACKING, RAILING, AND STEEL BEAMS. STEEL BEAM PORTIONS SHALL BE CAREFULLY REMOVED AND STORED AT THE SITE FOR REMOVAL BY STATE FORCES. REMOVAL OF POST BRACKETS AND DIAPHRAGMS FROM BEAMS TO BE SALVAGED MAY BE ACCOMPLISHED BY FLAME CUTTING.

VIN-327-1036: THIS ITEM SHALL INCLUDE REMOVAL OF DECK ASPHALT, TIMBER DECK, PORTIONS OF BACKING AND DISMANTLING AND REPOSITIONING EXISTING STEEL BEAMS HALF WIDTH AT A TIME. ALL LABOR, MATERIAL, EQUIPMENT AND INCIDENTALS NECESSARY TO REPOSITION EXISTING BEAMS INCLUDING REMOVING EXISTING POST BRACKETS, DIAPHRAGMS, ETC. AND GRINDING RESULTING IRREGULARITIES TO A SMOOTH FINISH SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 202 - PORTIONS OF STRUCTURES REMOVED.

MAINTENANCE OF TRAFFIC & TEMPORARY GUARDRAIL

STRUCTURE WORK ON V-327-1036 SHALL BE CONSTRUCTED IN TWO STAGES WITH ONE WAY TRAFFIC MAINTAINED AT ALL TIMES. IN THE FIRST STAGE THE EXISTING DECK SHALL BE REMOVED TO A POINT JUST BEYOND THE CENTER BEAM AND TEMPORARY BEAM RAIL ATTACHED TO DRUMS INSTALLED ON THE REMAINING CANTILEVERED PORTION OF THE EXISTING DECK SO THAT ALL WORK CAN BE COMPLETED ON THE CENTER LONGITUDINAL BEAM AND THE HALF WIDTH LAMINATED PANELS CAN BE ERECTED TO THE CENTER OF THE CENTERLINE BEAM. AN ADDITIONAL RUN OF TEMPORARY RAIL IS ESTABLISHED FOR THE SECOND STAGE CONSTRUCTION. A MINIMUM 10' CLEAR ROADWAY WIDTH MUST BE MAINTAINED DURING BOTH STAGES OF CONSTRUCTION. IT WILL BE NECESSARY TO UTILIZE THE BERM AREAS FOR MAINTENANCE OF TRAFFIC; THEREFORE, ADDITIONAL QUANTITIES HAVE BEEN ESTABLISHED FOR ITEM 411 WHICH SHALL BE PLACED AND MAINTAINED IN A MANNER SATISFACTORY TO THE ENGINEER.

IN ADDITION TO REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT ADDITION, SEE THE ATTACHED SHEET "SIGNALIZED CLOSING ONE LANE OF A TWO LANE HIGHWAY".

ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE HEREIN DESCRIBED METHODS SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC, ITEM 614, UNLESS OTHERWISE NOTED.

FIELD PAINTING OF EXISTING STEEL

THE TOP SURFACE OF THE EXISTING BEAMS SHALL BE CLEANED AND PAINTED PRIOR TO PLACING THE DECK.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO COMPLY WITH POLLUTION CONTROL LAWS, RULES OR REGULATIONS OF FEDERAL, STATE, OR LOCAL AGENCIES. THE CONTRACTOR SHALL COLLECT, REMOVE AND DISPOSE OF ALL BUCKETS, RAGS, OR OTHER DISCARDED MATERIALS.

FINISH PAINT SHALL CONFORM TO 708.09 (CORROSION RESISTANT GREEN) OF THE 1983 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE COMPLETION DATE OF THE FINISHED COAT OF PAINT (MONTH AND YEAR, E.G. 9-78) SHALL BE STENCILED ON THE STRUCTURE IN A CONTRASTING COLOR ON THE OUTSIDE BEAM AT THE RIGHT REAR CORNER.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 514, FIELD PAINTING OF EXISTING STEEL - COMPLETE COAT FINISH.

DESIGN DATA

DESIGN LOADING - HS 20-44 DECK AND SUPERSTRUCTURE
CONCRETE CLASS C - UNIT STRESS 1333 PSI
REINFORCING STEEL - ASTM A616, A616 OR A617 - UNIT STRESS 20,000 PSI (GRADE 40)
STRUCTURE STEEL - ASTM A36 - UNIT STRESS 20,000 PSI
HIGH STRENGTH BOLTS - ASTM A325 - 13,500 PSI SHEAR
DECK PROTECTION METHOD - TYPE "D" WATERPROOFING AND ASPHALT CONCRETE OVERLAY

NOTE: RADIOGRAPHIC WELD INSPECTION NOT REQUIRED EXCEPT AS NOTED.

PRESERVATIVE TREATMENT OF STRUCTURAL GLUED LAMINATED MEMBERS

THE WOOD PRESERVATIVE TREATMENT OF ALL LAMINATED WOOD MEMBERS SHALL BE ACCOMPLISHED AFTER LAMINATING AND ALL FABRICATION IS COMPLETED. IT SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION 712.06 OF THE 1983 CONSTRUCTION AND MATERIALS SPECIFICATIONS AND 028-79 OF THE AMERICAN WOOD PRESERVERS ASSOCIATION (AWPA) STANDARDS; EXCEPT THAT INCISING OF COAST REGION DOUGLASS FIR SHALL NOT BE WAIVED.

THE TYPE OF PRESERVATIVE SHALL BE 5% PENTACHLOROPHENOL IN TYPE "A" P9 OIL. IMMEDIATELY AFTER TREATMENT THE COLOR OF THE TREATED SURFACE SHALL BE EQUAL TO NO. 7, OR LIGHTER, IN ACCORDANCE WITH THE COLOR CHART USED BY EITHER CLEVELAND ELECTRIC ILLUMINATING CO., CLEVELAND, OHIO; OR COMMONWEALTH EDISON CO., CHICAGO, ILLINOIS. THIS COLOR CHART IS AVAILABLE FROM MERRILL DAVID, INC., CLEVELAND, OHIO, UNDER THE NAME OF "POLE COLOR CHART".

THE RETENTION SHALL BE 0.6 POUNDS PER CUBIC FOOT OF WOOD.

EXCESSIVE EXUDATION OF THE PRESERVATIVE OR OILS FROM THE LAMINATED PANELS IS AN UNACCEPTABLE CONDITION AND MAY BE CAUSE FOR REJECTION OF THE MATERIAL AT THE JOB SITE. THE TREATED PANELS SHALL BE VACUUMED OF ANY EXCESS PRESERVATIVE OR OILS PRIOR TO SHIPMENT.

DESIGN & MANUFACTURING SPECIFICATIONS FOR DECK

DESIGN STRESSES: (FB=1550PSI) L2 DOUGLAS FIR OR NO. 2 M.G. SOUTHERN PINE STOCK.

FASTENINGS: THE LAMINATED TIMBER PANELS SHALL BE SECURED TO THE BEAM FLANGES WITH A FLOOR CLIP AS SHOWN ON THE PLANS. THE CLIP SHALL BE BOLTED IN PLACE WITH A CARRIAGE BOLT 1/2" DIA. X 8" LONG STAGGERED ON EITHER SIDE OF THE FLANGE, AS SHOWN ON THE PLANS, PARALLEL TO THE LONGITUDINAL CENTERLINE OF THE BRIDGE. CARRIAGE BOLTS SHALL HAVE A MINIMUM OF 2" OF THREAD AND SHALL BE PROVIDED WITH A NUT AND LOCK WASHER ON THE BOTTOM AND A GALVANIZED FLAT WASHER WITH A SQUARE HOLE ON TOP.

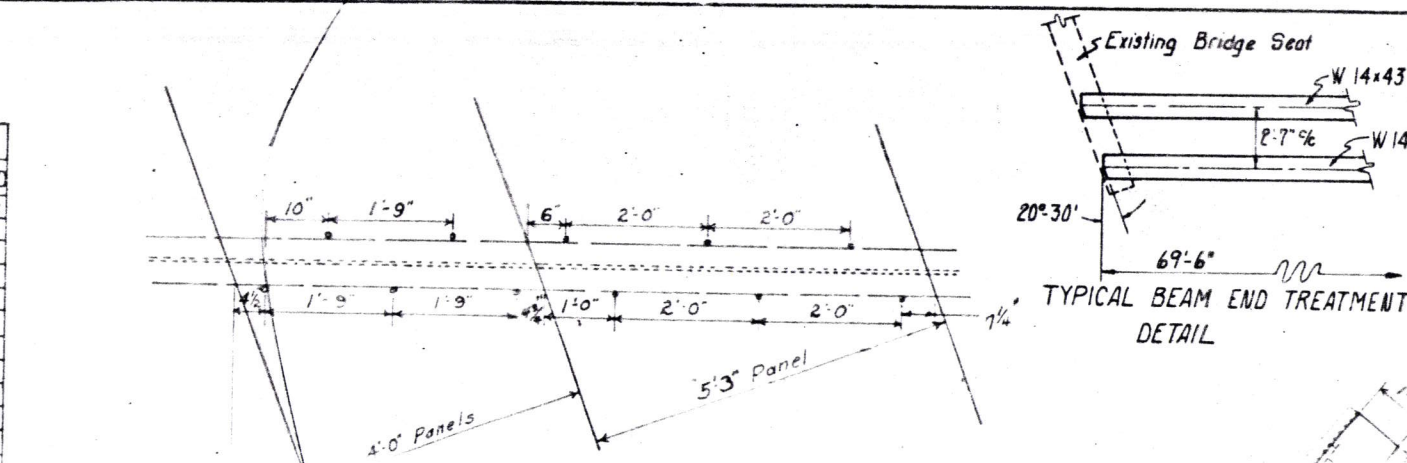
ALL HARDWARE, INCLUDING CARRIAGE BOLTS, NUTS, FLOOR CLIPS, ETC., SHALL BE GALVANIZED MILD STEEL, MINIMUM TENSILE STRENGTH 45,000PSI. WASHERS MAY BE CAST IRON OR MALLEABLE IRON. ALL HARDWARE USED IN ANCHORING GLULAM DECK TO STEEL BEAMS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL-GLUED LAMINATED TIMBER DECKING.

DECK PANEL: THE LAMINATED PANELS SHALL BE 5 1/8" IN DEPTH, WITH WIDTHS AS SHOWN ON THE PLANS, AND FABRICATED IN LENGTHS TO FACILITATE HALF WIDTH CONSTRUCTION WITH PANELS BUTT-JOINTED ON THE CENTER BEAM ON PART 2 AND FULL WIDTH ON PART 1. THE FABRICATOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL BY THE DIRECTOR PRIOR TO FABRICATION. STRUCTURAL GLUED LAMINATED TIMBER PANELS SHALL BE AS MANUFACTURED BY WEYERHAEUSER OR A PLANT APPROVED AND CERTIFIED BY THE AMERICAN INSTITUTE OF TIMBER CONSTRUCTION. WEYERHAEUSER OR OTHER COMPANIES SHALL PROVIDE A CERTIFICATE ATTESTING TO MANUFACTURE UNDER THE INSTITUTE'S QUALIFICATION CODE.

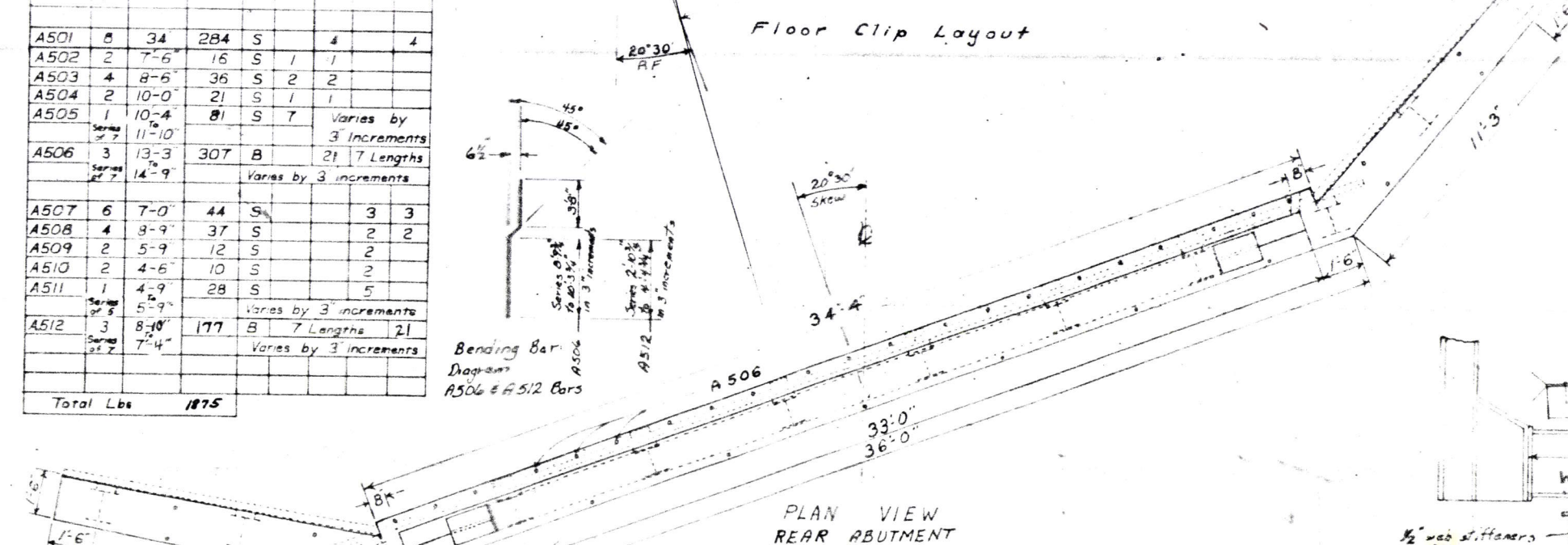
SEALER: NO SEALER SHALL BE APPLIED TO SIDES OR ENDS OF LAMINATED MEMBERS PRIOR TO PRESSURE PRESERVATIVE TREATMENT.

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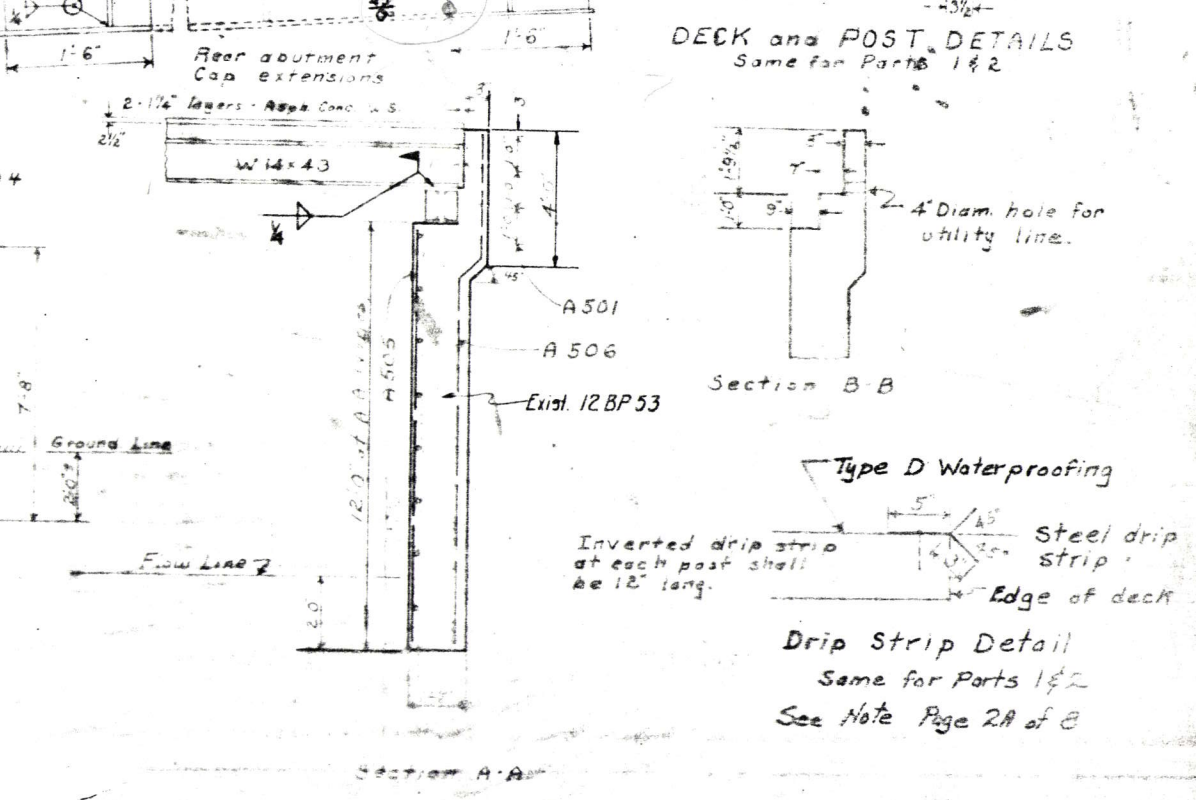
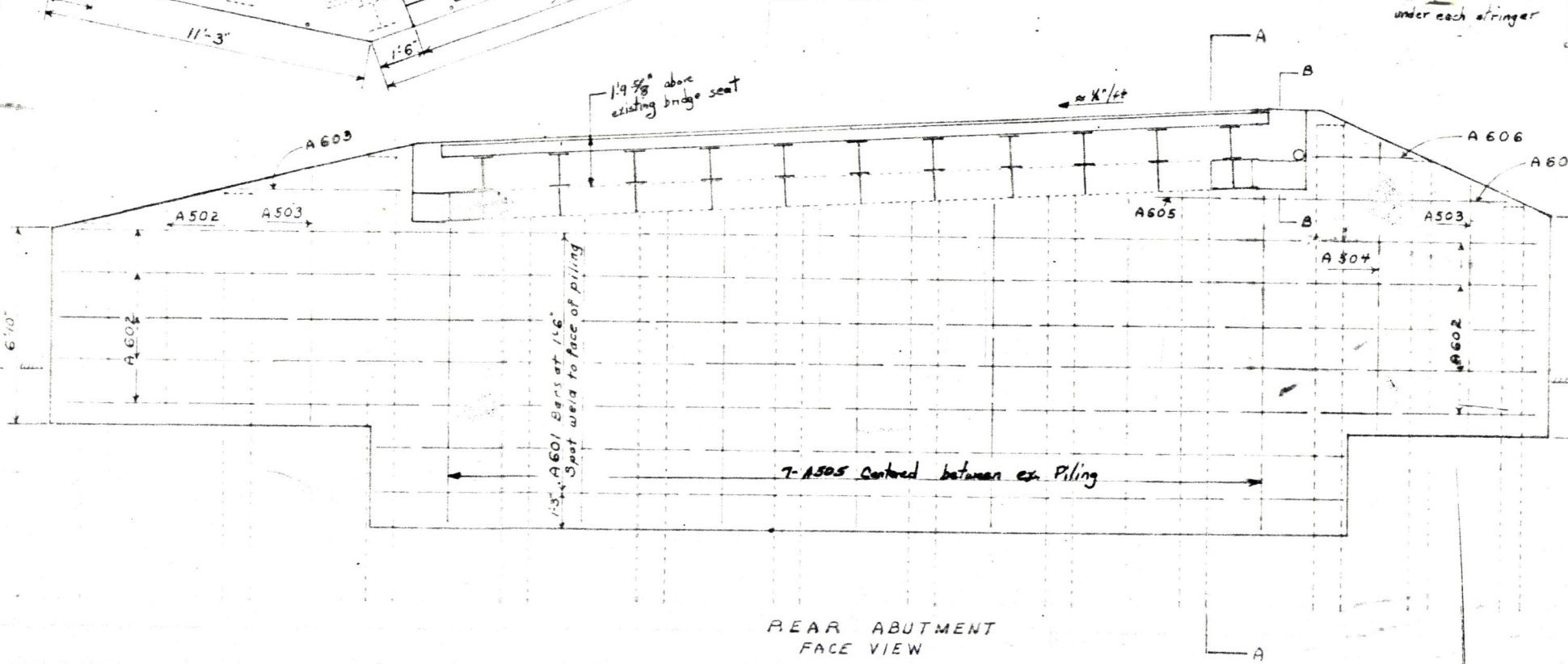
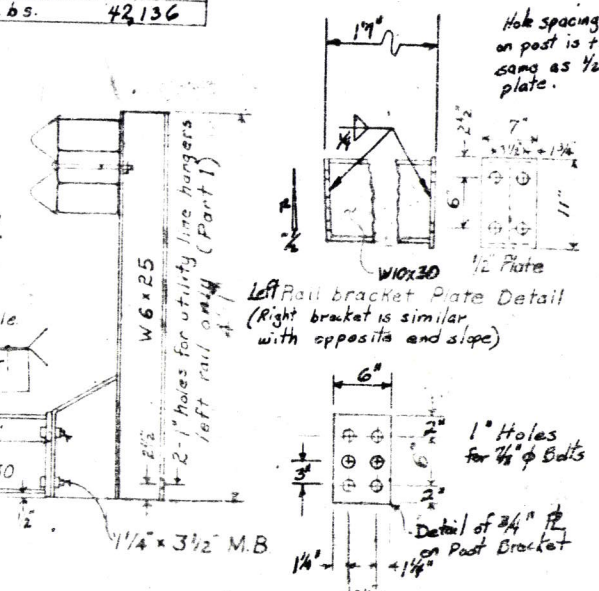
REINFORCING STEEL LIST									
ABUTMENTS					REAR		FORWARD		
Mark	No	Length	Weight	Shp	Face	Back	Face	Back	
A601	7	36	379	S	7				
A602	10	11	165	S	10				
A603	1	6	9	S	1				
A604	1	10	15	S	1				
A605	1	7	11	S	1				
A606	1	5	8	S	1				
A607	3	38'-8"	174	S				3	
A608	1	17'-6"	26	S				1	
A609	4	2'-3"	14	S				2	2
A610	4	3'-3"	20	S				2	2
A501	8	34	284	S			4		4
A502	2	7'-6"	16	S	1	1			
A503	4	8'-6"	36	S	2	2			
A504	2	10'-0"	21	S	1	1			
A505	1	10'-4" Series 2 To 11'-0"	81	S	7				
					Varies by 3 increments				
A506	3	13'-3" Series 2 To 14'-9"	307	B			21	7 Lengths	
					Varies by 3 increments				
A507	6	7'-0"	44	S				3	3
A508	4	8'-9"	37	S				2	2
A509	2	5'-9"	12	S				2	
A510	2	4'-6"	10	S				2	
A511	1	4'-9" Series 2 To 5'-9"	28	S				5	
					Varies by 3 increments				
A512	3	8'-10" Series 2 To 7'-4"	177	B			7 Lengths	21	
					Varies by 3 increments				



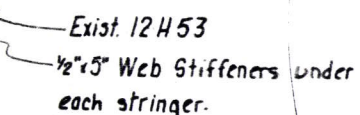
STRUCTURAL STEEL						
SIZE	No	Length	Lin Ft	Wt/Ft	Total	
Beams	W14x43	11	69'-6"	76.45	43	32,874
Caps	HP12x53	2	1'-6"	3.0	53	159
Web Stiffeners	1/4"x5"	66	0'-10 1/8"	59'-9 3/4"	8.5	508
Post Bracket	W10x30	22	15 1/4"	32'-6"	30	976
Bracket Plate	1/2"x7 FE	22	11"	20'-2"	11.9	240
Bracket Plate	3/4"x6	22	10"	18'-4"	15.3	231
Struts	W10x26	68	2'-8 7/8"	173'-7"	26	4,514
Strut Plate	3/4"x6	138	10"	115'-0"	15.3	1,761
Bolts					823	
Total Lbs.					42,136	



All 7/8" and 1 1/4" dia. bolts shall be ASTM A325 HIGH STRENGTH BOLTS with flat and lock washers. All bolts, nuts, washers, and post brackets, etc., shall be galvanized.

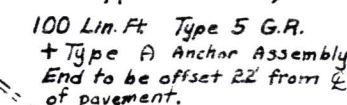


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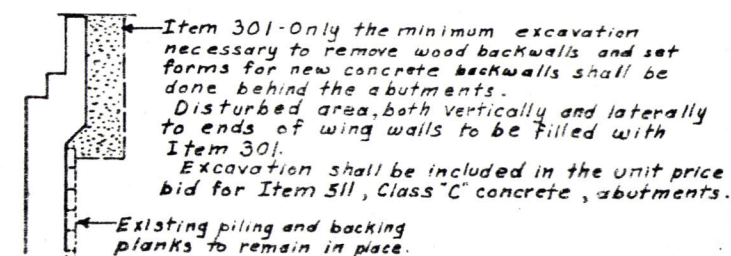
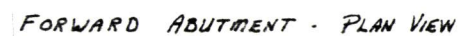


A hand-drawn cross-sectional diagram showing the burial of a cable. A horizontal dashed line represents the ground surface. Below it, a solid line shows the cable's path. The cable starts at a depth of 1' on the left, rises to 13.5', then descends to 15.5'. It then runs horizontally at 15.5' depth, labeled "Cable in 3\" pipe on roll". After this section, it ascends through depths of 17' and 15' to reach the surface. To the right of the surface, there is a label "Ohio Bell Tel. Buried Cable" and another note "30\" Deep" pointing to a vertical line. At the bottom right, a scale is given as "Scale 1\" = 50\"".

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Same for Parts 1 & 2