



**MOT QUANTITIES**

- ITEM 622 - PORTABLE CONCRETE BARRIER, 32" = 712 FT (INCLUDES 400 FT. FOR ROBERTSON AVE. AND 312 FT. FOR I-71)
- ITEM 614 - WORK ZONE EDGE LINE = 1,200 FT
- ITEM 614 - WORK ZONE CENTER LINE = 600 FT
- ITEM 614 - WORK ZONE IMPACT ATTENUATOR = 4 EACH (INCLUDES 2 FOR ROBERTSON AVE. AND 2 FOR I-71)
- ITEM 614 - OBJECT MARKER, TWO-WAY = 18 EACH
- ITEM 614 - BARRIER REFLECTOR = 48 EACH
- ITEM 614 - WORK ZONE LIGHTING SYSTEM = 1 EACH
- ITEM 614 - DETOUR SIGNING = LUMP SUM

DESIGN AGENCY



DESIGNER

CAH

REVIEWER

GTF MM-DD-YY

PROJECT ID

115355

SHEET

TOTAL

6 | 22

ITEM SPECIAL STRUCTURES: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONT'D)

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL STRUCTURES: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS:

UPON APPROVAL OF CONSULTANT ..... 20%  
PROGRESSIVE EQUIVALENT PAYMENTS ..... 50%  
UPON SUBMISSION OF FINAL REPORT ..... 30%

THE TECHNICIAN SHALL HAVE THE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

ITEM 607 - VANDAL PROTECTION FENCE REMOVED AND RESET

THIS ITEM INCLUDES TEMPORARY REMOVAL OF VANDAL FENCE POSTS, FABRIC, BASE PLATES ETC. AS NEEDED TO PERFORM STRUCTURE REPAIRS. THESE DISMANLED ITEMS SHALL BE STORED FOR RE-USE OFF OF THE GROUND AND PROTECTED FROM THEFT. ONCE REPAIRS ARE COMPLETED, THE VANDAL FENCE SHALL BE RE-ERECTED. EXISTING BASE PLATES SHALL BE RESET USING NEW ANCHOR BOLTS THAT ARE DRILLED AND DOWELED INTO THE NEW CONCRETE PARAPET PER CMS 510. SECTIONS OF FENCE FABRIC SHALL BE WEAVED BACK TOGETHER USING WIRE MATERIAL THAT MATCHES EXISTING. EXISTING POST SPACING SHALL BE MAINTAINED. EXISTING VANDAL FENCE BASE PLATE ANCHOR BOLTS LOCATED IN AN EXISTING UNDAMAGED SECTION OF CONCRETE PARAPET MAY BE RE-USED IF DETERMINED TO BE IN SATISFACTORY CONDITION AND ANCHORED IN SOUND CONCRETE OTHERWISE THEY SHALL BE REPLACED WITH NEW GROUTED ANCHOR BOLTS. NEW ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE BID PRICE PER FOOT.

ITEM 517 - RAILING, MISC.: BRIDGE RAILING REMOVED AND RESET

THIS ITEM INCLUDES TEMPORARY REMOVAL OF EXISTING PARAPET RAILING AND RAILING POSTS AS NEEDED TO PERFORM STRUCTURE REPAIRS. THESE DISMANLED ITEMS SHALL BE STORED FOR RE-USE OFF OF THE GROUND AND PROTECTED FROM THEFT. ONCE REPAIRS ARE COMPLETED, THE RAILING SHALL BE RE-ERECTED. EXISTING RAILING POSTS SHALL BE RESET USING NEW ANCHOR BOLTS THAT ARE DRILLED AND DOWELED INTO THE NEW CONCRETE PARAPET PER CMS 510. EXISTING RAIL POST ANCHOR BOLTS LOCATED IN AN EXISTING UNDAMAGED SECTION OF CONCRETE PARAPET MAY BE RE-USED IF DETERMINED TO BE IN SATISFACTORY CONDITION AND ANCHORED IN SOUND CONCRETE OTHERWISE THEY SHALL BE REPLACED WITH NEW GROUTED ANCHOR BOLTS. NEW ANCHOR BOLTS SHALL BE CONSIDERED INCIDENTAL TO THIS WORK.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE BID PRICE PER FOOT.



STRUCTURE NOTES - 3  
BRIDGE No: HAM-71-6.75 & HAM-71-7.31  
EDMONSON RD. & ROBERTSON AVE. OVER I-71

SFN  
3114813/3114902

DESIGN AGENCY



DESIGNER CHECKER  
CAH GTF

REVIEWER  
XXX MM-DD-YY

PROJECT ID  
115355

SUBSET TOTAL  
3 3

SHEET TOTAL  
12 22


| ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-6.75 |           |       |       |  | (100% 01/IMS/BR FUNDING) |       |                |         |
|---|-----------|-------|-------|--|--------------------------|-------|----------------|---------|
| ITEM  | EXTENSION | TOTAL | UNIT  | DESCRIPTION  | ABUTMENT                 | PIERS | SUPERSTRUCTURE | GENERAL |
| 514   | 10000     | 1     | EACH  | FINAL INSPECTION REPAIR  |                          |       | 1              |         |
| 514   | 20001     | 4     | SF    | FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (TWO COAT) |                          |       | 4              |         |
| 849   | 10000     | LS    | LUMP  | DAMAGE ASSESSMENT  |                          |       | LUMP           |         |
| 849   | 10500     | LS    | LUMP  | SURFACE PREPARATION  |                          |       | LUMP           |         |
| 849   | 10600     | 2     | HOURS | REPAIRING DAMAGED MEMBER BY GRINDING                               |                          |       | 2              |         |
| 849   | 10700     | LS    | LUMP  | STRAIGHTENING DAMAGED MEMBER                                       |                          |       | LUMP           |         |

| ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-6.75 (REPAIR NOT ASSOCIATED WITH THE BRIDGE HIT) |           |       |       |  | (100% 02/IMS/BR FUNDING) |       |                |         |
|---|-----------|-------|-------|--|--------------------------|-------|----------------|---------|
| ITEM  | EXTENSION | TOTAL | UNIT  | DESCRIPTION  | ABUTMENT                 | PIERS | SUPERSTRUCTURE | GENERAL |
| 514   | 10000     | 1     | EACH  | FINAL INSPECTION REPAIR  |                          |       | 1              |         |
| 514   | 20001     | 4     | SF    | FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (TWO COAT) |                          |       | 4              |         |
| 849   | 10000     | LS    | LUMP  | DAMAGE ASSESSMENT  |                          |       | LUMP           |         |
| 849   | 10500     | LS    | LUMP  | SURFACE PREPARATION  |                          |       | LUMP           |         |
| 849   | 10600     | 2     | HOURS | REPAIRING DAMAGED MEMBER BY GRINDING                               |                          |       | 2              |         |

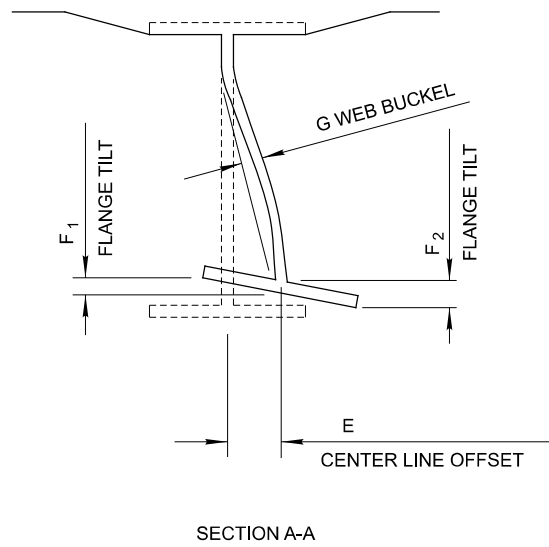
| ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-7.31 |           |       |       |  | (100% 01/IMS/BR FUNDING) |       |                |         |
|---|-----------|-------|-------|--|--------------------------|-------|----------------|---------|
| ITEM  | EXTENSION | TOTAL | UNIT  | DESCRIPTION  | ABUTMENT                 | PIERS | SUPERSTRUCTURE | GENERAL |
| 202   | 11203     | LS    | LUMP  | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN                                  |                          |       | LUMP           |         |
| 202   | 11501     | 1     | EACH  | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (MAIN MEMBERS)                                      |                          |       | 1              |         |
| 202   | 11501     | 23    | EACH  | PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)                                 |                          |       | 23             |         |
| 509   | 10000     | 5940  | POUND | EPOXY COATED REINFORCING STEEL   |                          |       | 5,940          |         |
| 510   | 10000     | 338   | EACH  | DOWEL HOLES WITH NON-SHRINK, NON-METALIC GROUT   |                          |       | 338            |         |
| 511   | 21522     | 27    | CY    | CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE  |                          |       | 27             |         |
| 512   | 10300     | 12    | SY    | SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN  |                          |       | 12             |         |
| 512   | 74500     | 1200  | FT    | REMOVAL OF EXISTING PAVEMENT MARKING   |                          |       | 1200           |         |
| 513   | 10200     | 1700  | LB    | STRUCTURAL STEEL MEMBERS, LEVEL UF   |                          |       | 1700           |         |
| 513   | 10280     | 11550 | LB    | STRUCTURAL STEEL MEMBERS, LEVEL 4  |                          |       | 11550          |         |
| 513   | 95000     | 46    | FT    | STRUCTURAL STEEL MISC.: REPAIR OF MAIN AND SECONDARY MEMBERS, FILLET WELDING                   |                          |       | 46             |         |
| 514   | 10000     | 1     | EACH  | FINAL INSPECTION REPAIR  |                          |       | 1              |         |
| 514   | 20001     | 826   | SF    | FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (TWO COAT)                             |                          |       | 826            |         |
| 516   | 47001     | LS    | LUMP  | JACKING AND TEMPORARY SUPPORT OF STRUCTURE, AS PER PLAN  |                          |       | LUMP           |         |
| 517   | 76300     | 75    | FT    | RAILING, MISC.: BRIDGE RAILING REMOVED AND RESET   |                          |       | 75             |         |
| 690   | 98400     | LS    | LUMP  | SPECIAL - STRUCTURES: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION |                          |       | LUMP           |         |
| 849   | 10000     | LS    | LUMP  | DAMAGE ASSESSMENT  |                          |       | LUMP           |         |
| 849   | 10500     | LS    | LUMP  | SURFACE PREPARATION  |                          |       | LUMP           |         |
| 849   | 10600     | 10    | HOURS | REPAIRING DAMAGED MEMBER BY GRINDING   |                          |       | 10             |         |
| 849   | 10700     | LS    | LUMP  | STRAIGHTENING DAMAGED MEMBER   |                          |       | LUMP           |         |
| ITEMS CARRIED TO GENERAL SUMMARY                  |           |       |       |  |                          |       |                |         |
| 202   | -----     | 75    | FT    | VANDAL PROTECTION FENCE REMOVED AND RESET  |                          |       | 75             |         |
| 202   | -----     | 348   | FT    | REMOVAL, MISC: ASBESTOS TELECOM CONDUITS   |                          |       | 348            |         |
| 607   | -----     | 400   | FT    | TEMPORARY VANDAL FENCE, TYPE B   |                          |       | 400            |         |
| 625   | -----     | 348   | FT    | CONDUIT, 3 1/2", 625.04  |                          |       | 348            |         |

STRUCTURE QUANTITIES  
 BRIDGE No.: HAM-71-6.75 & HAM-71-7.31  
 EDMONSON RD. & ROBERTSON AVE. OVER I-71

SFN  
 3114813/3114902  
 DESIGN AGENCY

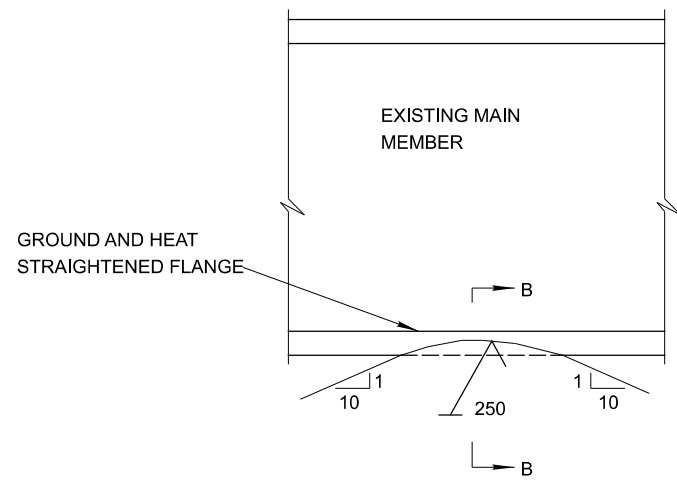
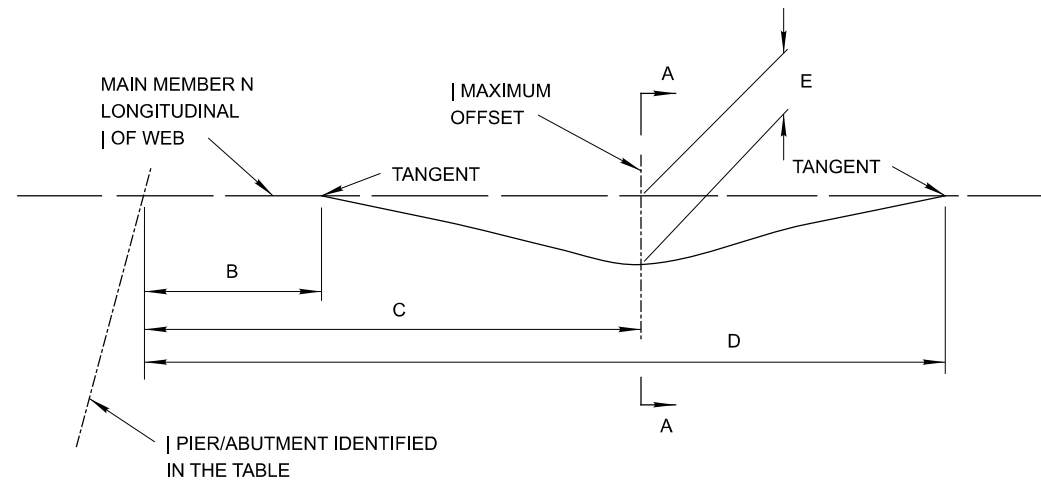


DESIGNER: CAH  
 CHECKER: GTF  
 REVIEWER: XXX MM-DD-YY  
 PROJECT ID: 115355  
 SUBSET: 1 TOTAL: 1  
 SHEET: 13 TOTAL: 22

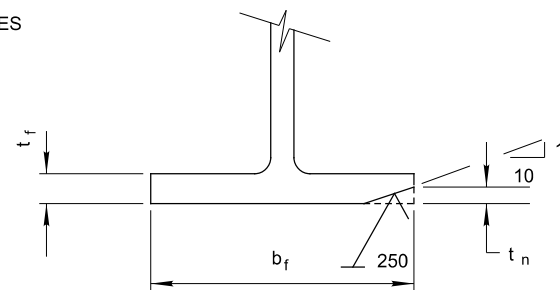


SECTION A-A  
 NEGATIVE E VALUES ARE BENT LEFT  
 NEGATIVE F VALUES ARE BENT DOWN  
 NEGATIVE G VALUES ARE BENT LEFT

| DAMAGE AREA No. | MEMBER LINE No. A | PIER OR ABUT. | B      | C      | D      | E | F <sub>1</sub> | F <sub>2</sub> | G | H | J | K | L |
|-----------------|-------------------|---------------|--------|--------|--------|---|----------------|----------------|---|---|---|---|---|
| D.A. #1         | B7                | PIER 2        | 50.13' | 50.88' | 51.63' | 0 | -1"            | 1"             | 0 |   |   |   |   |
|                 |                   |               |        |        |        |   |                |                |   |   |   |   |   |
|                 |                   |               |        |        |        |   |                |                |   |   |   |   |   |
|                 |                   |               |        |        |        |   |                |                |   |   |   |   |   |



COLLISION REPAIR FC2-2  
 IF AREA (t<sub>n</sub>, b<sub>n</sub>) AFTER GRINDING ≤ 98% OF AREA (t, b) NOTE #3 APPLIES



SECTION B-B  
 SEE NOTE 3

**NOTES:**

1. DETERMINE IF IMPACT NOTCH IS CRACKED USING MAGNETIC PARTICLE INSPECTION
2. IF CRACK DOES NOT EXTEND THROUGH THE FLANGE. DETERMINE DEPTH OF CRACK BY GRINDING
3. IF NOTCH OR PARTIAL DEPTH CRACK CAN BE REMOVED BY GRINDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849, REPAIR DAMAGED MEMBERS. PERFORM GRINDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849 AND AS ILLUSTRATED IN DETAIL FC2-2
4. IF NOTCH OR PARTIAL DEPTH CRACK MUST BE REPAIRED BY WELDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849 REPAIRING DAMAGED MEMBERS, AS ILLUSTRATED IN DETAIL FC2-3. PERFORM COMPLETE PENETRATION WELDING ACCORDING TO C&MS 513.21 BY ATTACHING RUN OFF TABS AND GRIND ALL WELDED SURFACES SMOOTH ACCORDING TO ANS B46.1 OR 250 mil
5. PERFORM NDT TESTING ACCORDING TO C&MS 513.25A. MAGNETIC PARTICLE TESTING WILL BE ACCEPTED IN LIEU OF RADIOGRAPHIC TESTING.

| DAMAGED AREA No. | MEMBER LINE No. A | PIER OR ABUTMENT | DIM. C  | REPAIR DETAIL TYPE | DRILLING HOLES (EACH) | COPE HOLES (EACH) | STEEL MEMBER LEVEL UP (POUNDS) | CP WELD (FEET) | FILLET WELD (FEET) |
|------------------|-------------------|------------------|---------|--------------------|-----------------------|-------------------|--------------------------------|----------------|--------------------|
| D.A. #1          | BEAM 7            | PIER 2           | 50.88'  | FC2                |                       |                   |                                |                |                    |
| D.A. #2          | BEAM 7            | PIER 2           | 49'.00' | FC2                |                       |                   |                                |                |                    |
|                  |                   |                  |         |                    |                       |                   |                                |                |                    |
|                  |                   |                  |         |                    |                       |                   |                                |                |                    |

SEE PARTIAL FRAMING PLAN FOR DIMENSION C





**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 50'-0", 83'-6", 82'-0", 49'-0"

ROADWAY: 48'-0" TOE/TOE OF 5'-0" WIDE SIDEWALKS

LOADING: CF 400 (57)

SKEW: 16°45'30" L.F.

WEARING SURFACE: 1.75" MICROSILICA CONCRETE OVERLAY

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

ALIGNMENT: 8°45'00" CURVE LEFT

CROWN: NORMAL 0.0156 FT/FT

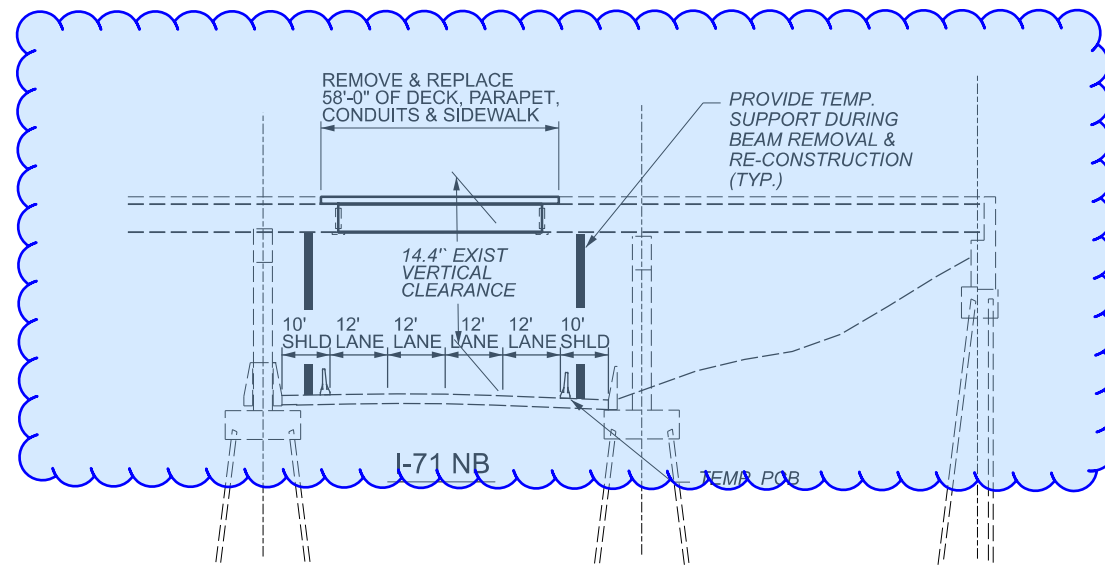
STRUCTURE FILE NUMBER: 3114092

DATE BUILT: 1968

DISPOSITION: REPAIR BRIDGE HIT

DECK AREA: 12,927 SF

COORDINATES: LATITUDE N39°9'23"  
 LONGITUDE W84°26'22"

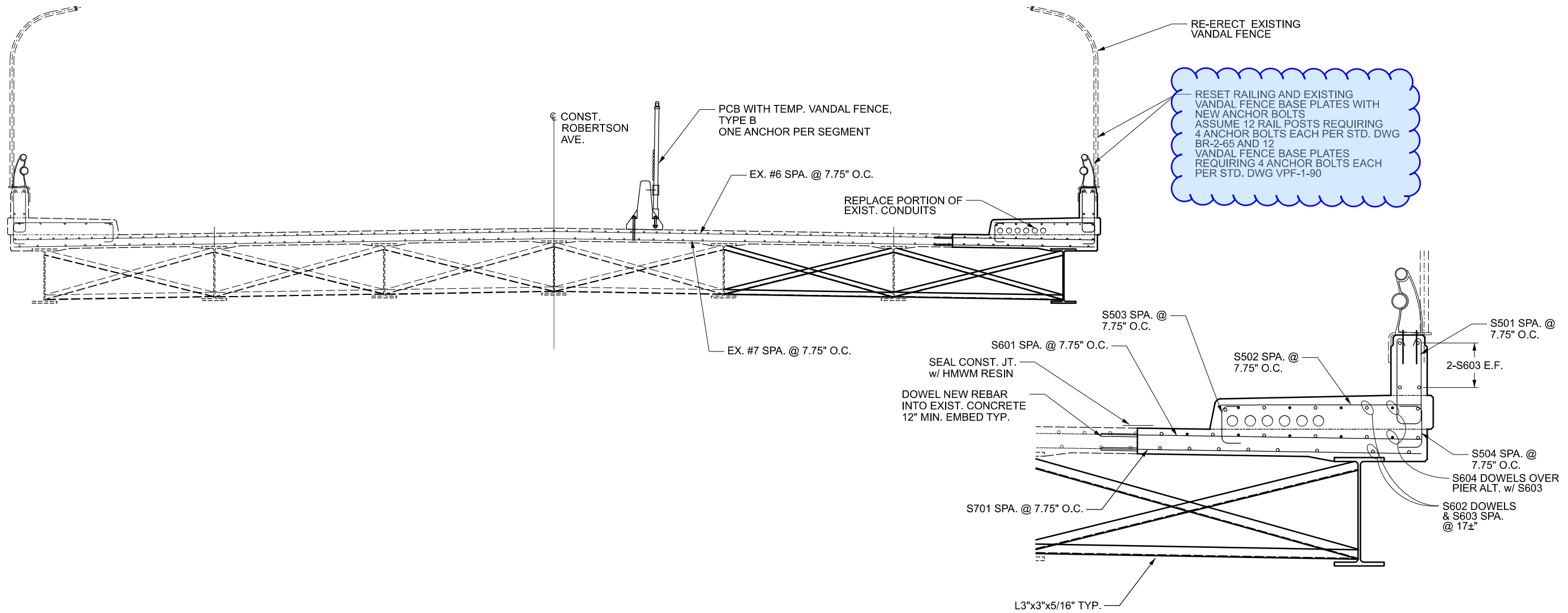
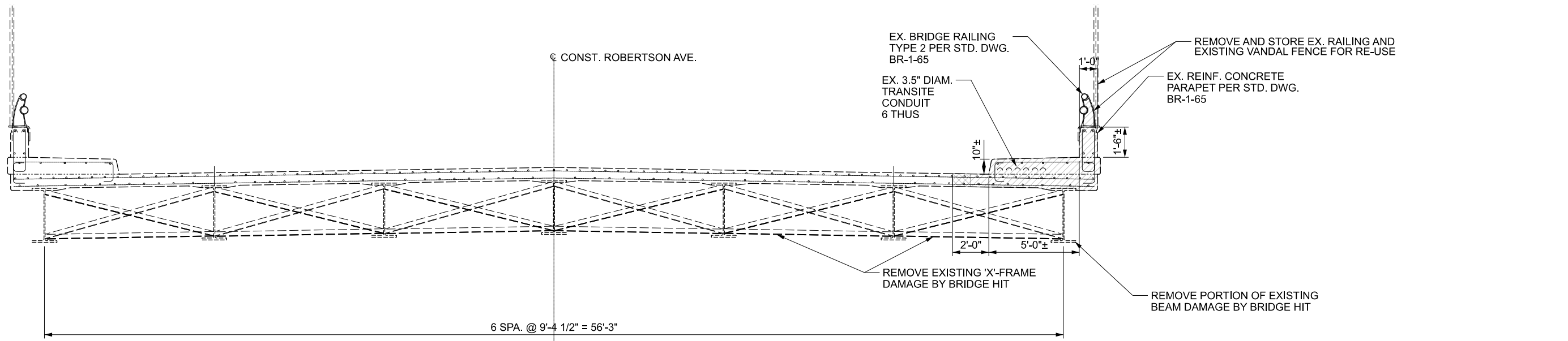


GENERAL PLAN  
 BRIDGE No: HAM-71-7.31  
 ROBERTSON AVE. OVER I-71

SFN 3114902  
 DESIGN AGENCY



|              |         |
|--------------|---------|
| DESIGNER     | CHECKER |
| CAH          | GTF     |
| REVIEWER     |         |
| XXX MM-DD-YY |         |
| PROJECT ID   |         |
| 115355       |         |
| SUBSET       | TOTAL   |
| 1            | 7       |
| SHEET        |         |
| TOTAL        |         |
| 16           | 22      |

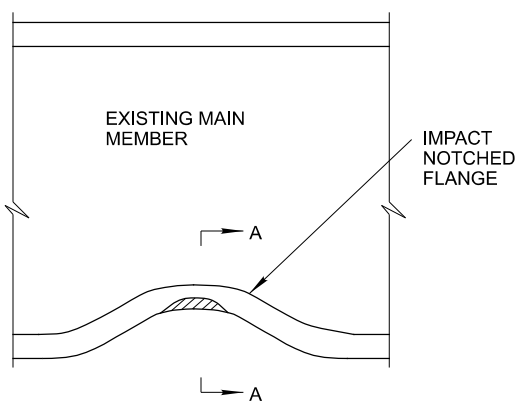


PHASE CONSTRUCTION  
 BRIDGE No: HAM-71-7.31  
 ROBERTSON AVE. OVER I-71

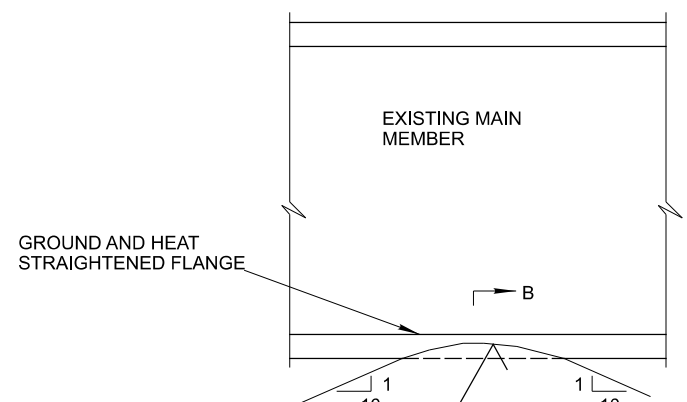
SFN 3114902  
 DESIGN AGENCY



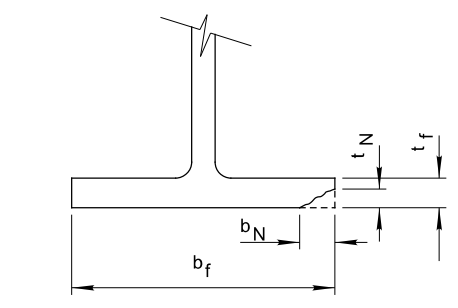
|              |         |
|--------------|---------|
| DESIGNER     | CHECKER |
| CAH          | GTF     |
| REVIEWER     |         |
| XXX MM-DD-YY |         |
| PROJECT ID   |         |
| 115355       |         |
| SUBSET       | TOTAL   |
| 2            | 7       |
| SHEET        | TOTAL   |
| 17           | 22      |



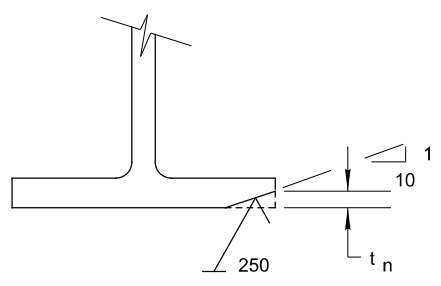
COLLISION REPAIR FC2-1  
SEE NOTE 1



COLLISION REPAIR FC2-2  
IF AREA ( $t_r b_r$ ) AFTER GRINDING  $\leq$  98% OF AREA ( $t_f b_f$ ) NOTE #3 APPLIES



SECTION A-A  
SEE NOTE 1 THROUGH 4  
FLANGE NOT SHOWN WITH BEND FOR CLARITY



SECTION B-B  
SEE NOTE 3

| CROSSFRAME BAY M | PIER/ABUT. | N | 1D    | 2D    | 3S    | 4S    |
|------------------|------------|---|-------|-------|-------|-------|
| BAY 4            | PIER 1     | 3 | 9.46' | 9.46' | 9.08' |       |
| BAY 5            | PIER 1     | 4 | 9.46' | 9.46' | 9.08' |       |
| BAY 6            | PIER 1     | 2 | 9.46' | 9.46' | 9.08' | 9.08' |
| BAY 6            | PIER 1     | 3 | 9.46' | 9.46' | 9.08' |       |
| BAY 6            | PIER 1     | 4 | 9.46' | 9.46' | 9.08' |       |
| BAY 6            | PIER 1     | 5 | 9.46' | 9.46' | 9.08' |       |
| BAY 6            | PIER 1     | 6 | 9.46' | 9.46' | 9.08' | 9.08' |

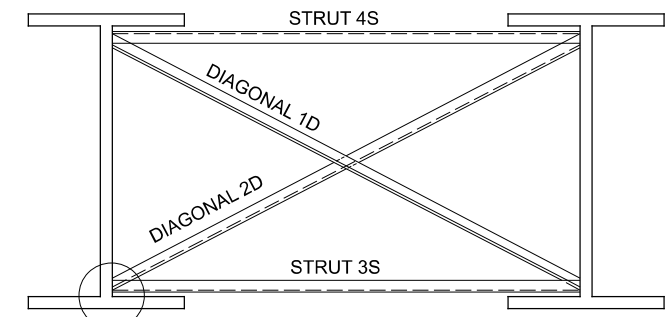
| DAMAGE AREA No. | MEMBER LINE No. A | PIER OR ABUT. | B     | C     | D     | E | F <sub>1</sub> | F <sub>2</sub> | G | H | J | K | L |
|-----------------|-------------------|---------------|-------|-------|-------|---|----------------|----------------|---|---|---|---|---|
| 1               | BEAM 6            | PIER 1        | 40.3' | 41.6' | 42.9' | — | -0.5"          | +0.5"          | — |   |   |   |   |

**NOTES:**

1. DETERMINE IF IMPACT NOTCH IS CRACKED USING MAGNETIC PARTICLE INSPECTION
2. IF CRACK DOES NOT EXTEND THROUGH THE FLANGE. DETERMINE DEPTH OF CRACK BY GRINDING
3. IF NOTCH OR PARTIAL DEPTH CRACK CAN BE REMOVED BY GRINDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849, REPAIR DAMAGED MEMBERS. PERFORM GRINDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849 AND AS ILLUSTRATED IN DETAIL FC2-2
4. IF NOTCH OR PARTIAL DEPTH CRACK MUST BE REPAIRED BY WELDING ACCORDING TO SUPPLEMENTAL SPECIFICATION 849 REPAIRING DAMAGED MEMBERS, AS ILLUSTRATED IN DETAIL FC2-3. PERFORM COMPLETE PENETRATION WELDING ACCORDING TO C&MS 513.21 BY ATTACHING RUN OFF TABS AND GRIND ALL WELDED SURFACES SMOOTH ACCORDING TO ANSI B46.1 OF 250 MIL
5. PERFORM NDT TESTING ACCORDING TO C&MS 513.25A. MAGNETIC PARTICLE TESTING WILL BE ACCEPTED IN LIEU OF RADIOGRAPHIC TESTING.

| DAMAGED AREA No. | MEMBER LINE No. A | PIER OR ABUTMENT | DIM. C | REPAIR DETAIL TYPE | DRILLING HOLES (EACH) | COPE HOLES (EACH) | STEEL MEMBER LEVEL UF (POUNDS) | CP WELD (FEET) | FILLET WELD (FEET) |
|------------------|-------------------|------------------|--------|--------------------|-----------------------|-------------------|--------------------------------|----------------|--------------------|
| 1                | BEAM 4            | PIER 1           | 25.8'  | FC2                |                       |                   |                                |                |                    |
| 2                | BEAM 5            | PIER 1           | 27.4'  | FC2                |                       |                   |                                |                |                    |
| 3                | BEAM 6            | PIER 1           | 41.6'  | FC2                |                       |                   |                                |                |                    |

SEE PARTIAL FRAMING PLAN FOR DIMENSION C

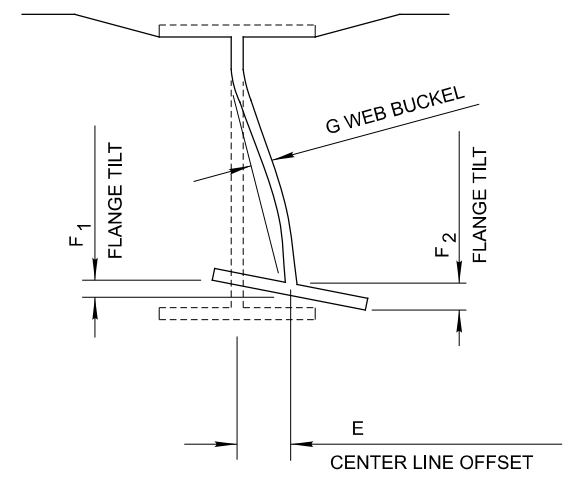


REMOVE ACCORDING TO ITEM 202-PORCTIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN. REPLACE BY MATCHING EXISTING DETAIL. SEE GSD-1-96 FOR ADDITIONAL CLARIFICATION.

MAIN AND SECONDARY MEMBER DAMAGE IS NOT SHOWN. FOR CLARITY SEE SECTION A-A

SECTION B-B  
SECONDARY MEMBER BAY No. M

N- NUMBER OF CROSSFRAME BRACES COUNTED FROM THE PIER OR ABUTMENT IDENTIFIED IN TABLE



SECTION A-A  
NEGATIVE E VALUES ARE BENT LEFT  
NEGATIVE F VALUES ARE BENT DOWN  
NEGATIVE G VALUES ARE BENT LEFT