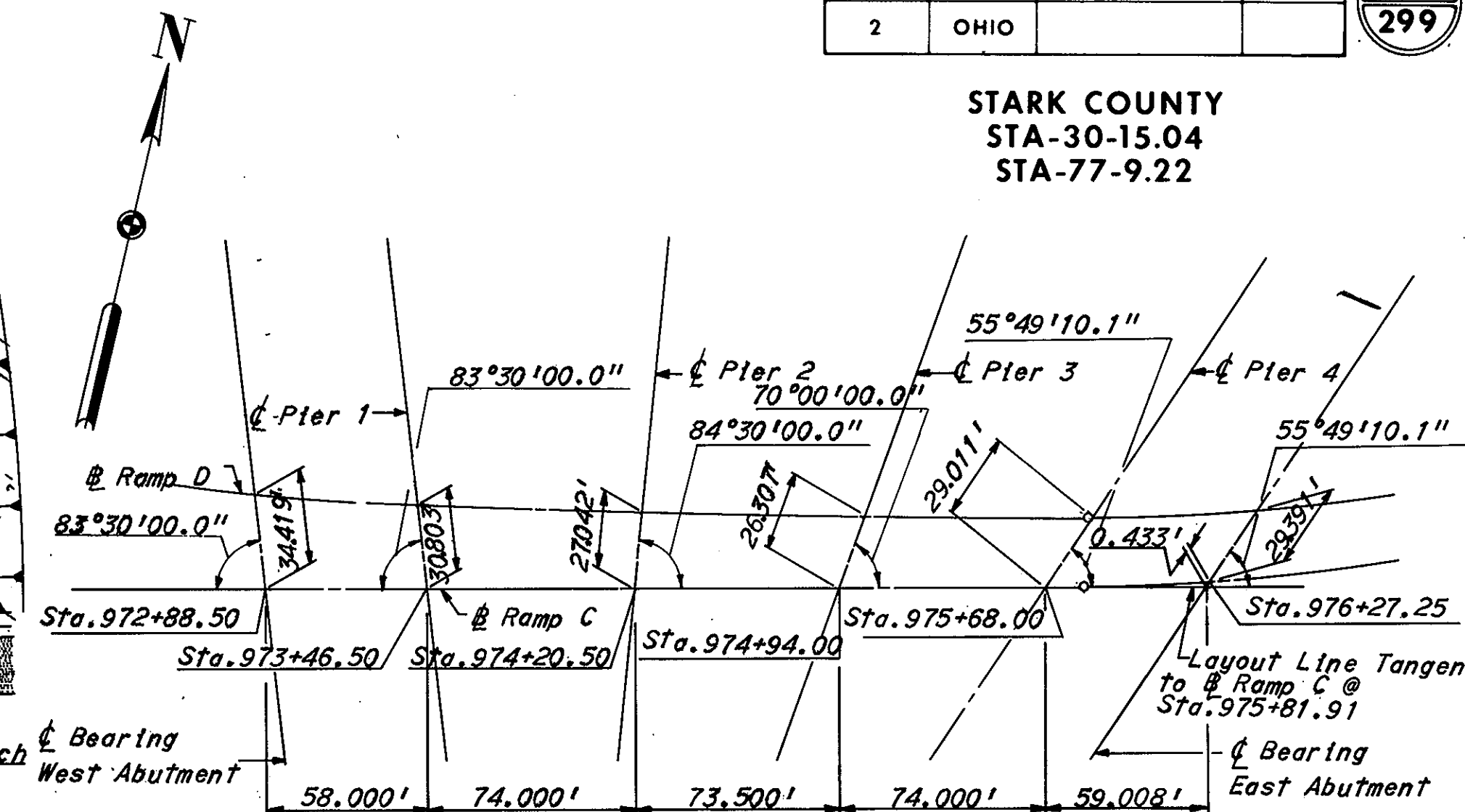
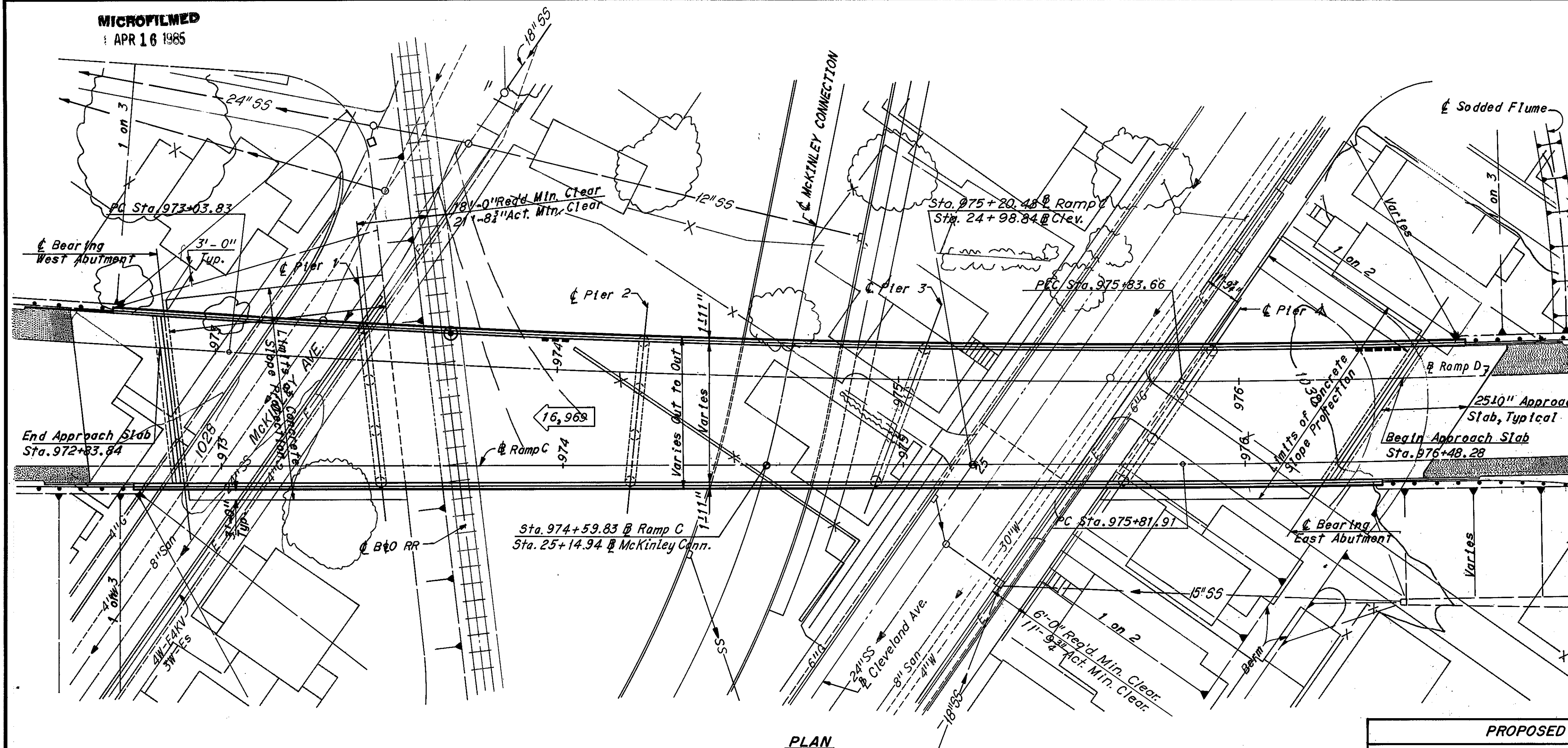


MICROFILMED
APR 16 1985

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	TYPE FUNDS
2	OHIO		

256
299

STARK COUNTY
STA-30-15.04
STA-77-9.22



LAYOUT SKETCH

CURVE DATA TABLE			
P.I.	Sta. 974+43.789 @ D	Sta. 976+87.182 @ D	Sta. 976+86.308 @ C
Δ	3°42'29.9" Lt.	4°10'27.1" Lt.	4°10'27.1" Lt.
D	1°19'30.7"	2°01'00.8"	2°00'00.0"
R	4323.565	2840.789	2864.789
T	139.964	103.527	104.401
L	279.830	206.961	208.709

Note:
The following items are not included in the bridge plans.
See roadway plans for details.
1. Relocation or removal of existing utilities.
2. Approach grading, pavements and slabs.
3. Guardrails.
Denotes one way 1995 average daily traffic.
Earthwork limits shown are schematic. Actual slopes shall conform to plan cross-sections.
Denotes point of minimum vertical clearance.
Denotes Standard scupper
All piles shall be 12" φ cast-in-place concrete with an estimated average pay length of 70'-0" for East and West Abutments. These estimates are based on boring data and are approximate only. The contractor shall assume full responsibility for the length of pile selected for driving.
For Lighting Details see Lighting Plans.
For Table of Quantities see Sheet 201.

PROPOSED STRUCTURE

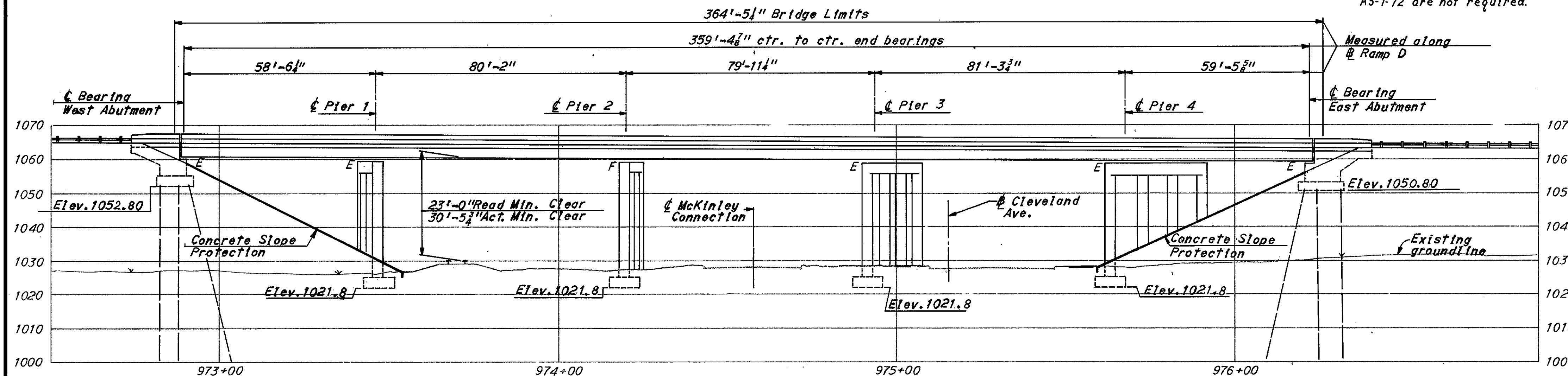
Type: Continuous rolled beam with reinforced concrete slab and substructure
Spans: 58'-6 1/4", 80'-2", 79'-11 1/4", 81'-3 3/4", 59'-5 3/4"
359'-4 1/2" ctr. to ctr. end bearings along @ Ramp D
Roadway: Varies face to face of parapets
Loading: HS20-44, Case I and the Alternate Military Loading
Skew: 34°10'49.9" from Layout Line to @ Cleveland Ave.
Wearing Surface: 2 1/2" Asphalt Concrete
Approach Slab: A5-1-72 (25' long) (Modified)

Modify Std. Drawing AS-1-72 by providing 3" clear over the top rebars instead of the 2" shown on the Standard Drawing. The jacking holes as called for on Std. Drawing AS-1-72 are not required.

PLAN

PT Sta. 972+00
Elev. 1065.62

PROFILE GRADE - RAMP D



ELEVATION

UTILITY LEGEND

- G--- Gas
- W--- Water
- SS--- Storm Sewer
- San--- Sanitary Sewer
- T--- Telephone
- E--- Power Lines
- 4W-EAKV 4 Wire, Primary 4 Kilovolt
- 3W-Es 3 Wires, Secondary
- Manhole
- Catch Basin
- ⊕ Pole, Telephone

H.N.T.B. BRIDGE NO. 12 Revised 11-12-75 By T.D.V.

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SITE PLAN

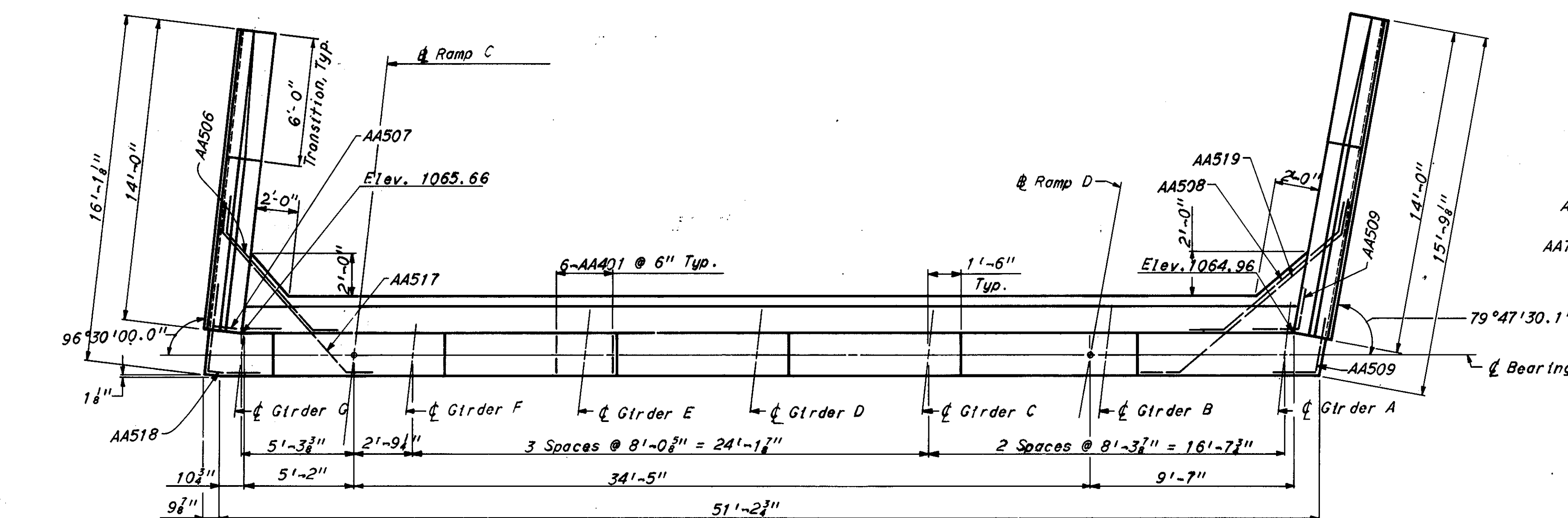
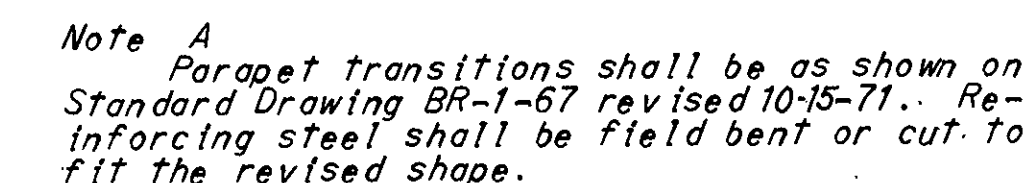
RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.
BR. NO. STA-30-1513 STA. 972+83.84
SCALE: 1"=20' STA. 976+48.28
RELOCATED U.S. 30
CANTON STARK COUNTY OHIO

DRAWN	TRACED	CHECKED	REVIEWED
DATE 8-19-70	DATE 9-23-70	DATE 9-23-70	DATE 11-24-71

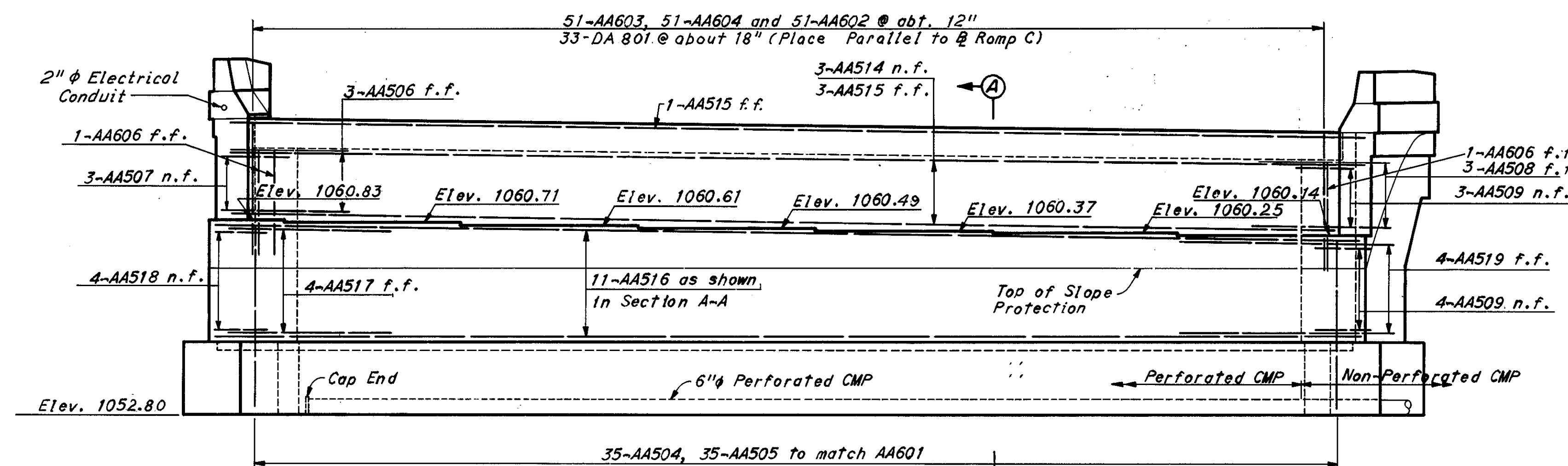
1668

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APR 16 1985

STARK COUNTY
STA-30-15.04
STA-77-9.22

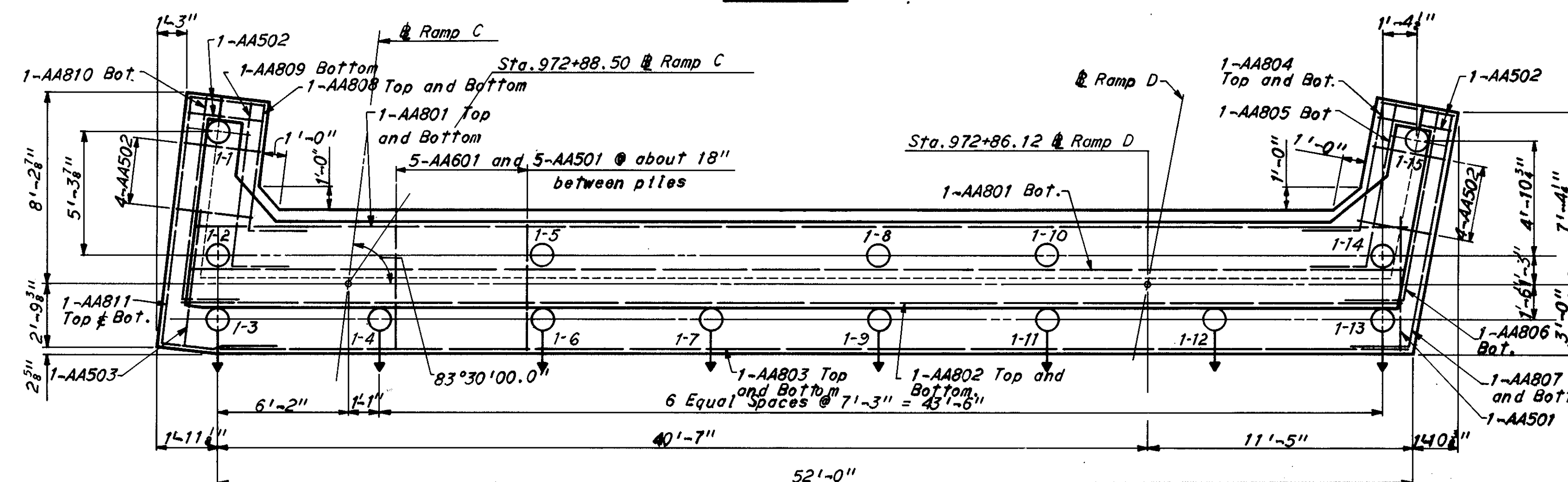


PLAN

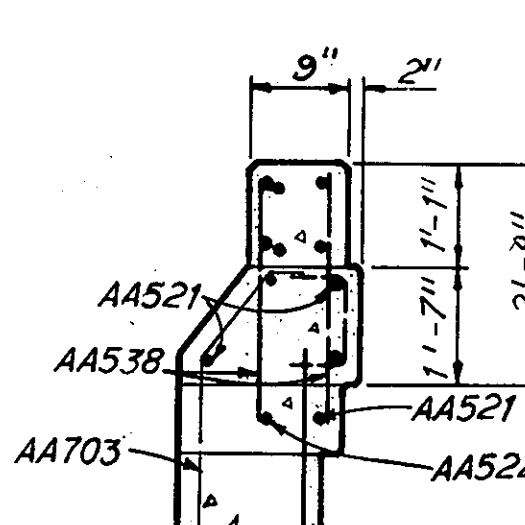


ELEVATION

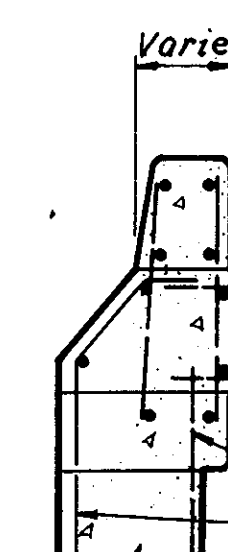
Note:
Piles not shown in elevation



FOOTING PLAN

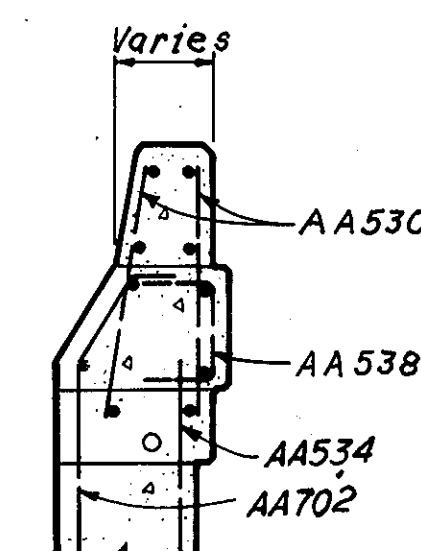


1" SECTION E-E



SECTION D-D

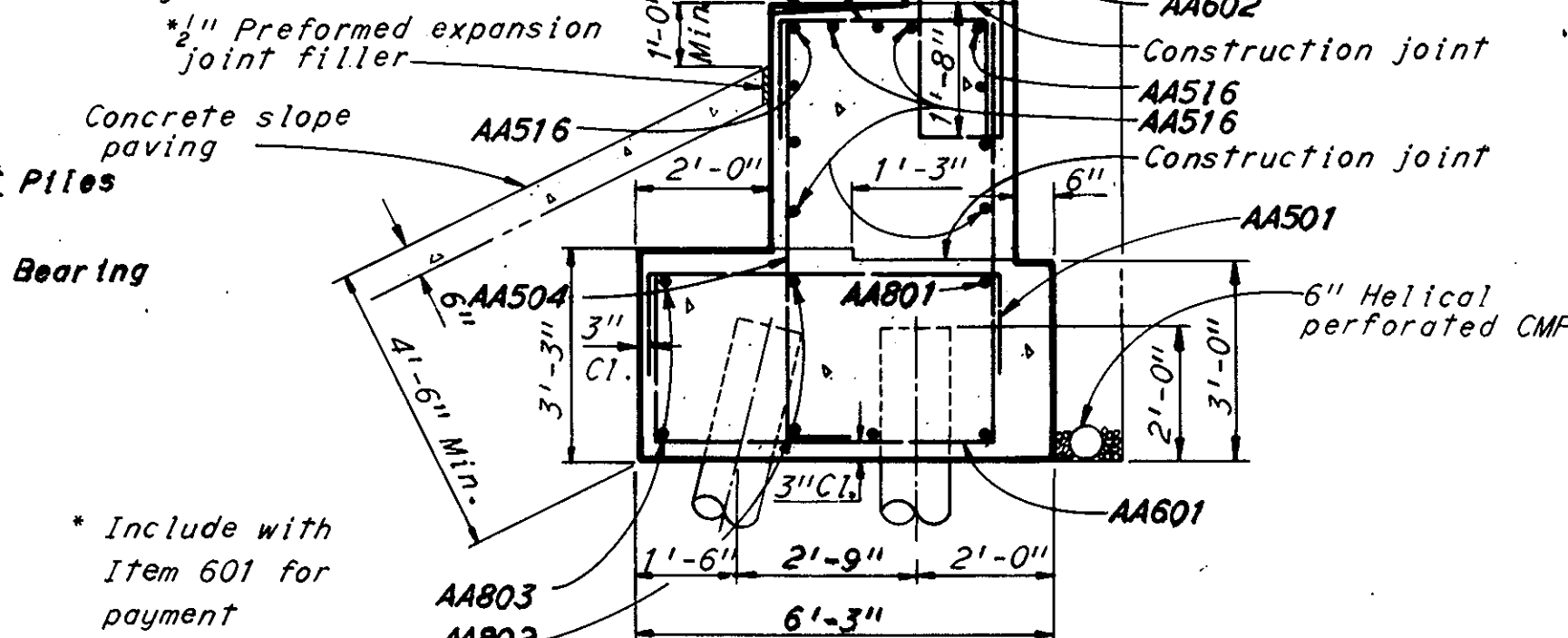
Backwall Concrete:
In addition to the provisions of 511.08, backwall concrete or backwall concrete above the optional construction joint at the approach slab seat shall not be placed until after the deck concrete in the span adjacent to the abutment has been placed.



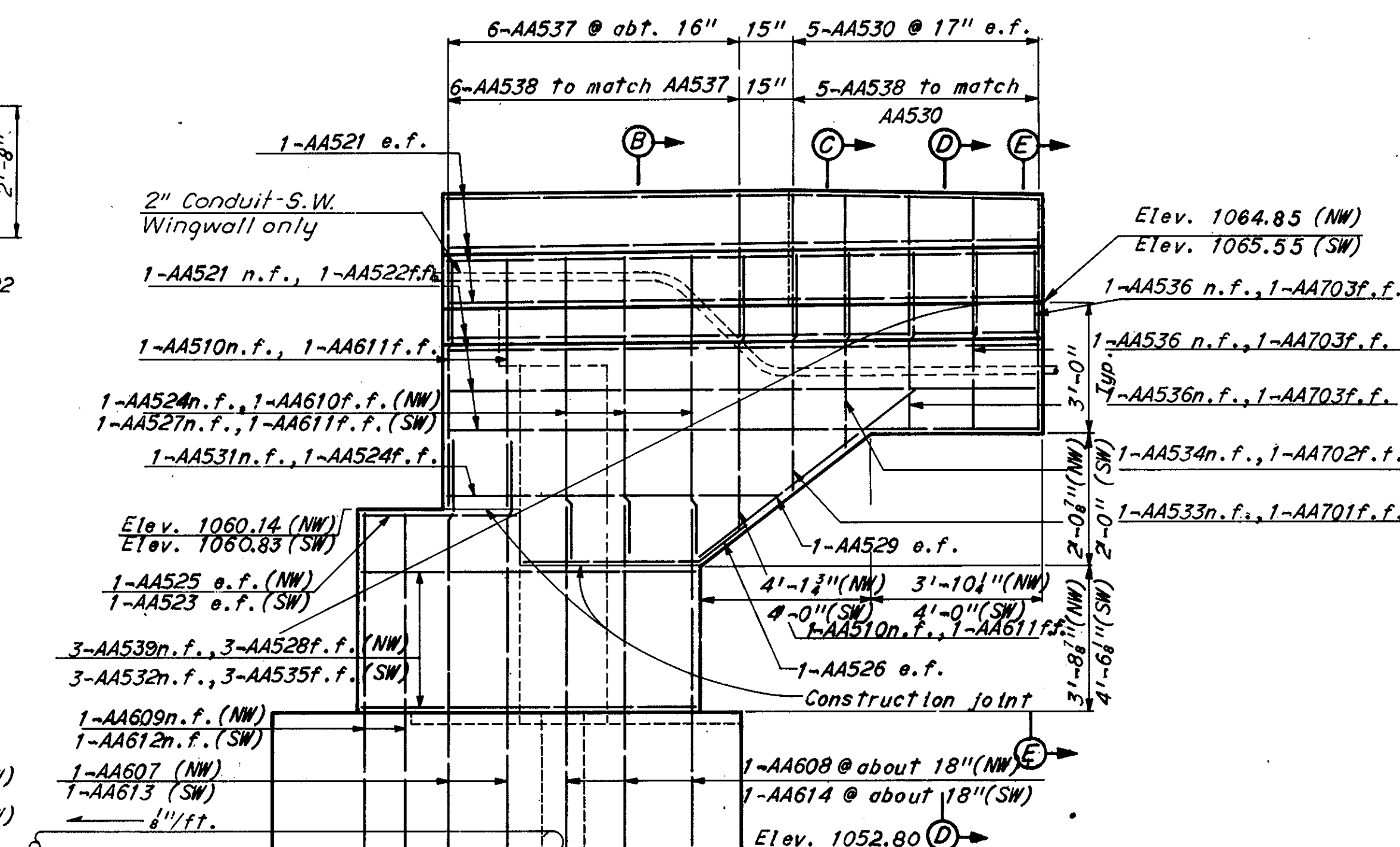
SECTION C-C

Optional Construction Joint — *of backwall*
AA515
AA603
AA514
AA505

Slope bridge seat 3" between bearing areas to drain.



SECTION A-A



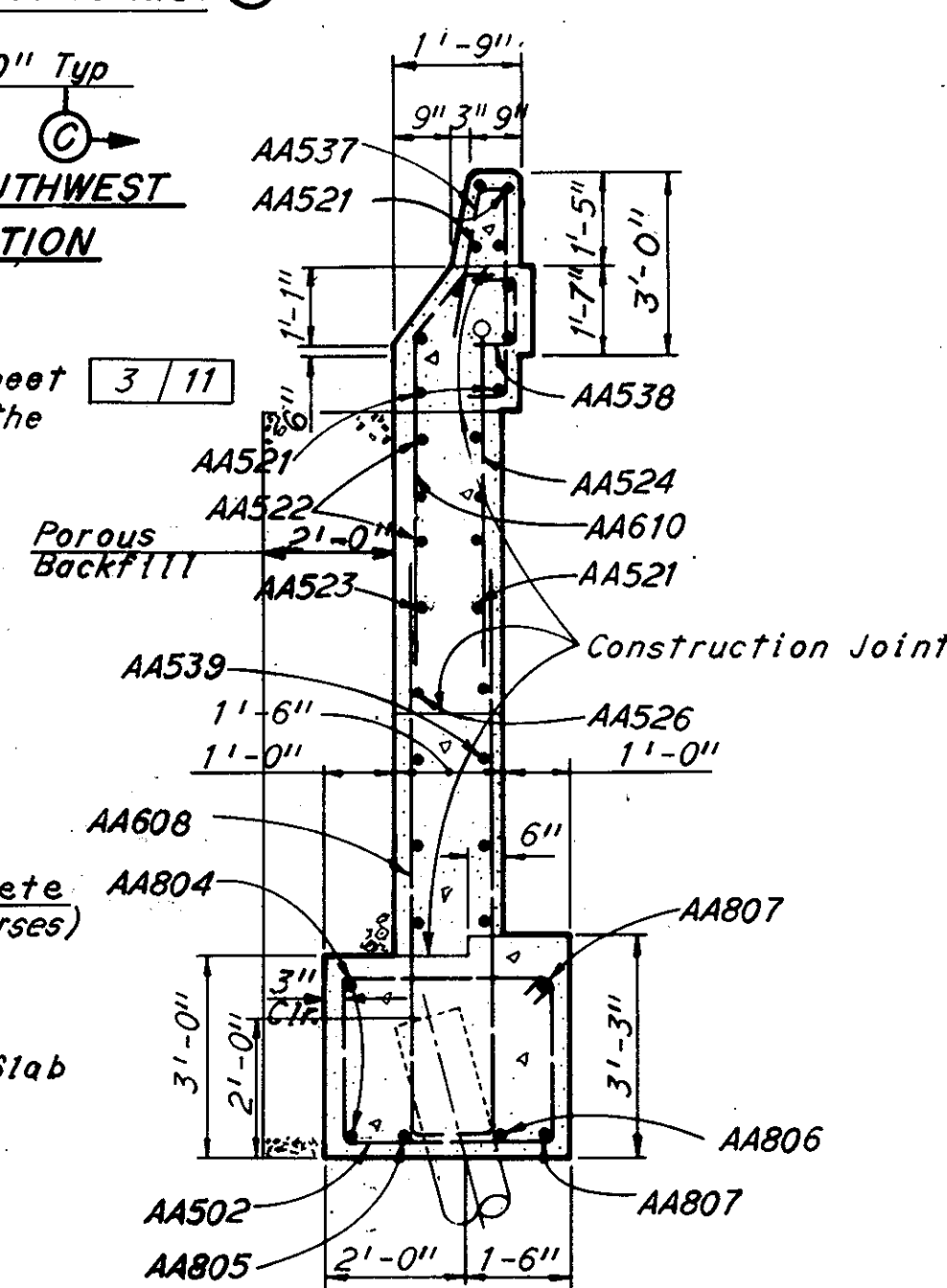
NORTHWEST AND SOUTHWEST
WINGWALL ELEVATION

Notes:

For additional notes see Sheet 3 11

For method of terminating the

6" CMP see Sheet 204. 4



SECTION B-B

Reinforcing bars shown are for NW wingwall
SW wingwall similar except as shown.

H.N.T.B. BRIDGE NO. 12	Revised 11-13-75	By T.D.
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WEST ABUTMENT

RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.

BR. NO. STA-30-1513	STA. 972 + 83.84
SCALE: 1/4" = 1'-0"	STA. 976 + 48.28

RELOCATED U.S. 30

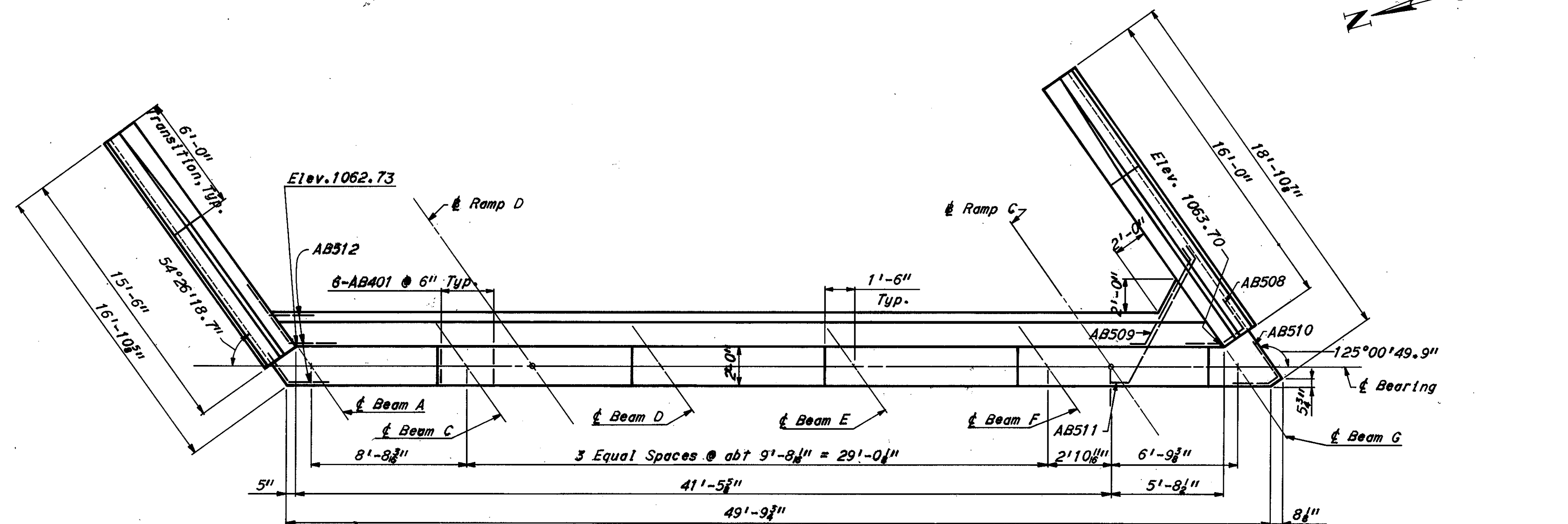
CANTON		STARK COUNTY		OHIO	
DRAWN <u>ELH</u>	TRACED	CHECKED <u>BM</u>	REVIEWED <u>HJK</u>	REVISED	
DATE <u>8-5-70</u>	DATE	DATE <u>8-26-70</u>	DATE <u>11-24-71</u>	166	

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APR 16 1985

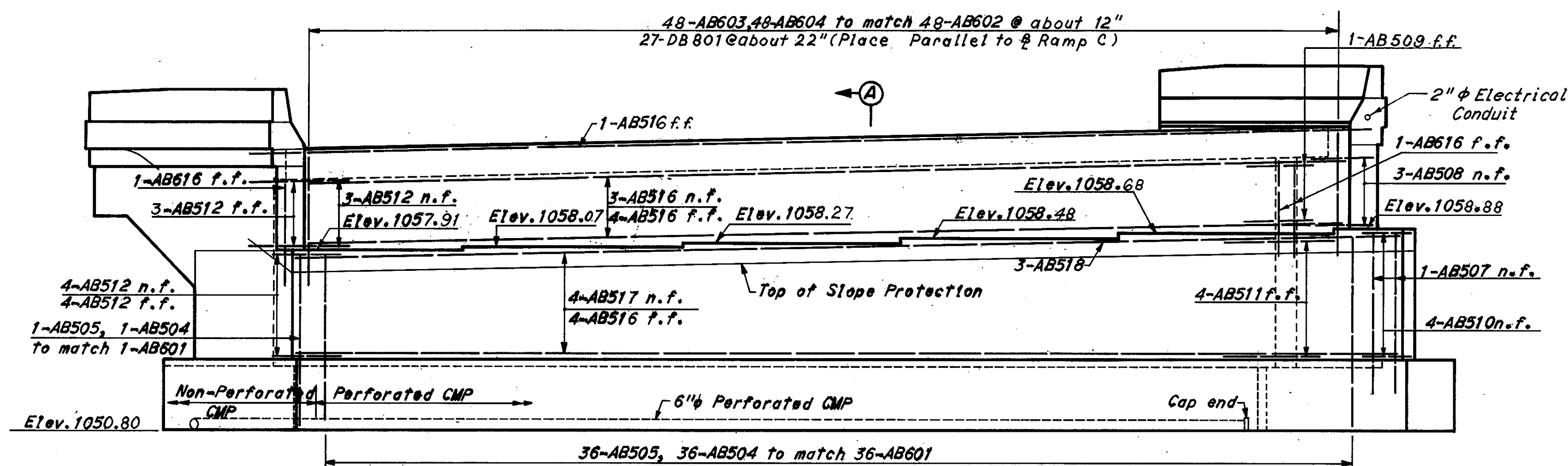
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	TYPE FUNDS
2	OHIO		

258
299

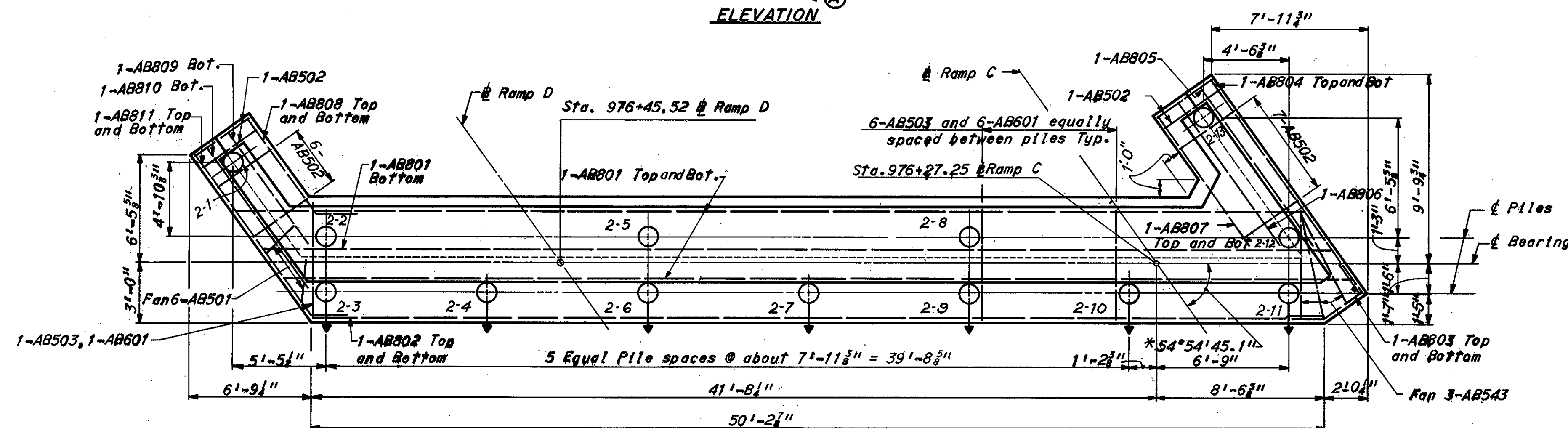
STARK COUNTY
STA-30-15.04
STA-77-9.22



PLAN



ELEVATION



FOOTING PLAN

Notes:
For roadway end dam details see Ohio Standard Drawing SD-1-69, Sheets 1 and 2 of 4, and sheet 203.
AB401 bars shall be placed 2 1/2" below top of bridge seat.
n.f. denotes near face, f.f. denotes far face, and e.f. denotes each face.
For reinforcement schedule see Sheet 10/11
All battered piles are battered 3 in 12.
Pile dimensions are measured along bottom of footing.
All piles are 12" ϕ cast-in-place concrete.
○ Denotes battered piles.
For abutment and wingwall details see Sheet 4/11
Piles not shown in elevation.
Bearings shall be set in line with beams.
See Sheet 6/11 for intersection angles between centerline of abutment and beams.

H.N.T.B. BRIDGE NO. 12 Revised 11-13-75 By TDV
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EAST ABUTMENT

RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.
BR. NO. STA-30-1513 STA. 972+83.84
SCALE: 1/4"=1'-0" STA. 976+48.28

RELOCATED U.S. 30

CANTON STARK COUNTY OHIO

DRAWN BY DATE CHECKED BY DATE REVIEWED BY DATE
DATE 6-18-70 DATE 8-17-70 DATE 11-24-71

FED ROAD DIV NO	STATE	FEDERAL AID PROJECT NO	TYPE FUNDS
2	OHIO		

259

299

[illegible]

7-AB520 to match 7-AB519 17" @ abt. 17" 5-AB520 to match 5-AB533 @ abt. 17" 1-AB534 e.f. 2" ϕ Electrical Conduit 1-AB534n.f., 1-AB535f.f. 3-AB534n.f., 3-AB535f.f. 1-AB541n.f., 1-AB612f.f. 1-AB526n.f., 1-AB606f.f. 1-AB513n.f., 1-AB536f.f. Elev. 1058.88 1-AB613n.f. 1-AB537e.f. 4-AB539n.f., 4-AB540f.f. 1-AB614 Construction Joint 1-AB506n.f., 1-AB606f.f. 1-AB538e.f. 5'-6" 2'-6" 4'-1 1/2" 17" 17" 1-AB615 @ abt. 17" Elev. 1050.80 1-AB522n.f., 1-AB701f.f. 1-AB522n.f., 1-AB701f.f. 1-AB542e.f. 1-AB523n.f., 1-AB703f.f. 1-AB524n.f., 1-AB704f.f. 1-AB541n.f., 1-AB706f.f. Elev. 1063.42

[illegible]

Technical drawing of a vertical pipe assembly, likely a manhole or access point, showing various components and dimensions. The drawing is oriented vertically.

Dimensions:

- Top section: 1'-9"
- Section below top: 9" 3/4"
- Section below: 1'-7" 1/2"
- Section below: 3'-0"
- Section below: 1'-1"
- Section below: 6"
- Section below: 1'-6"
- Section below: 1'-0"
- Section below: 6"
- Section below: 3'-0"
- Section below: 2'-0"
- Section below: 3'-3"
- Section below: 2'-0"
- Section below: 1'-6"
- Section below: 3'-6"

Components and Labels:

- AB519
- AB534
- 2" ϕ Electrical Conduit
- AB520
- AB526
- AB606
- 2'-0" Porous Backfill
- AB538
- Construction Joint
- AB539
- AB540
- AB615
- AB807
- AB804
- AB805
- AB804
- AB502
- AB806

Diagram illustrating a vertical assembly with the following components labeled:

- AB 533**: Points to the upper section of the assembly.
- AB 520**: Points to the middle section of the assembly.
- 2" ϕ Electrical Conduit**: Points to the lower section of the assembly.
- AB 704**: Points to the base of the assembly.

Technical drawing of a vertical assembly. The top section is labeled "Varies". Below it, a rectangular frame is shown with four screws. The right side of the frame is labeled "AB 520". The bottom right corner of the frame is labeled "AB522". The bottom left corner of the frame is labeled "AB701". The bottom left corner of the entire assembly is labeled "A".

Note: Parapet transitions shall be as shown on Standard Drawing BR-1-67 revised 10-15-71. Reinforcing steel shall be field bent or cut to fit the revised shape.

For notes see Sheet 3/11
For method of terminating the
6" CMP see Sheet 204.

H.N.T.B. BRIDGE NO. 12 Revised 11-14-75 By T D V

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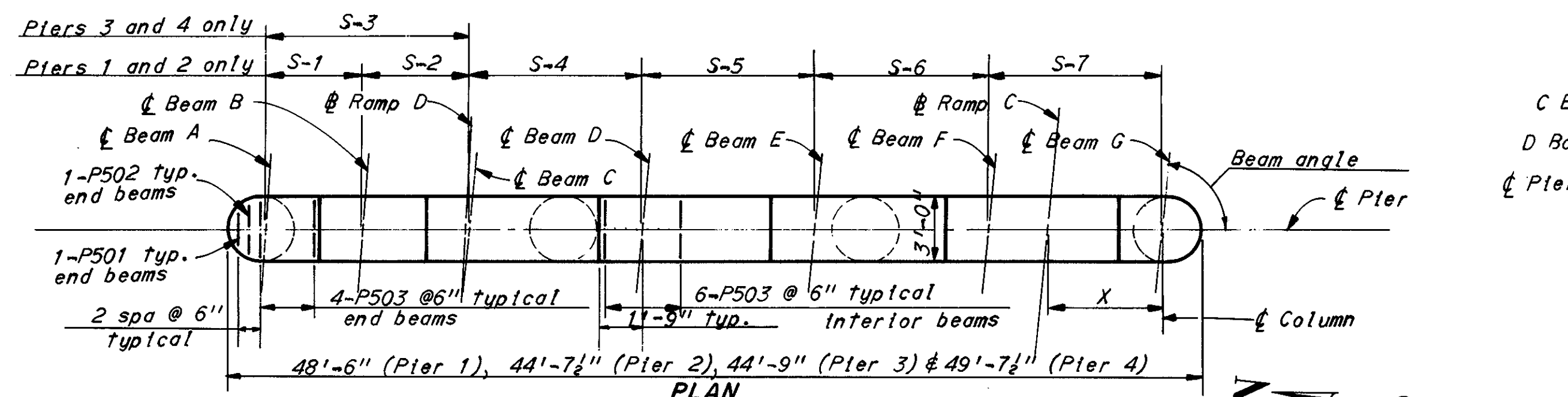
KANSAS CITY CLEVELAND NEW YORK

RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.
BR. NO. STA-30-1513 STA. 972 + 83.84
SCALE: NO SCALE STA. 976 + 48.28

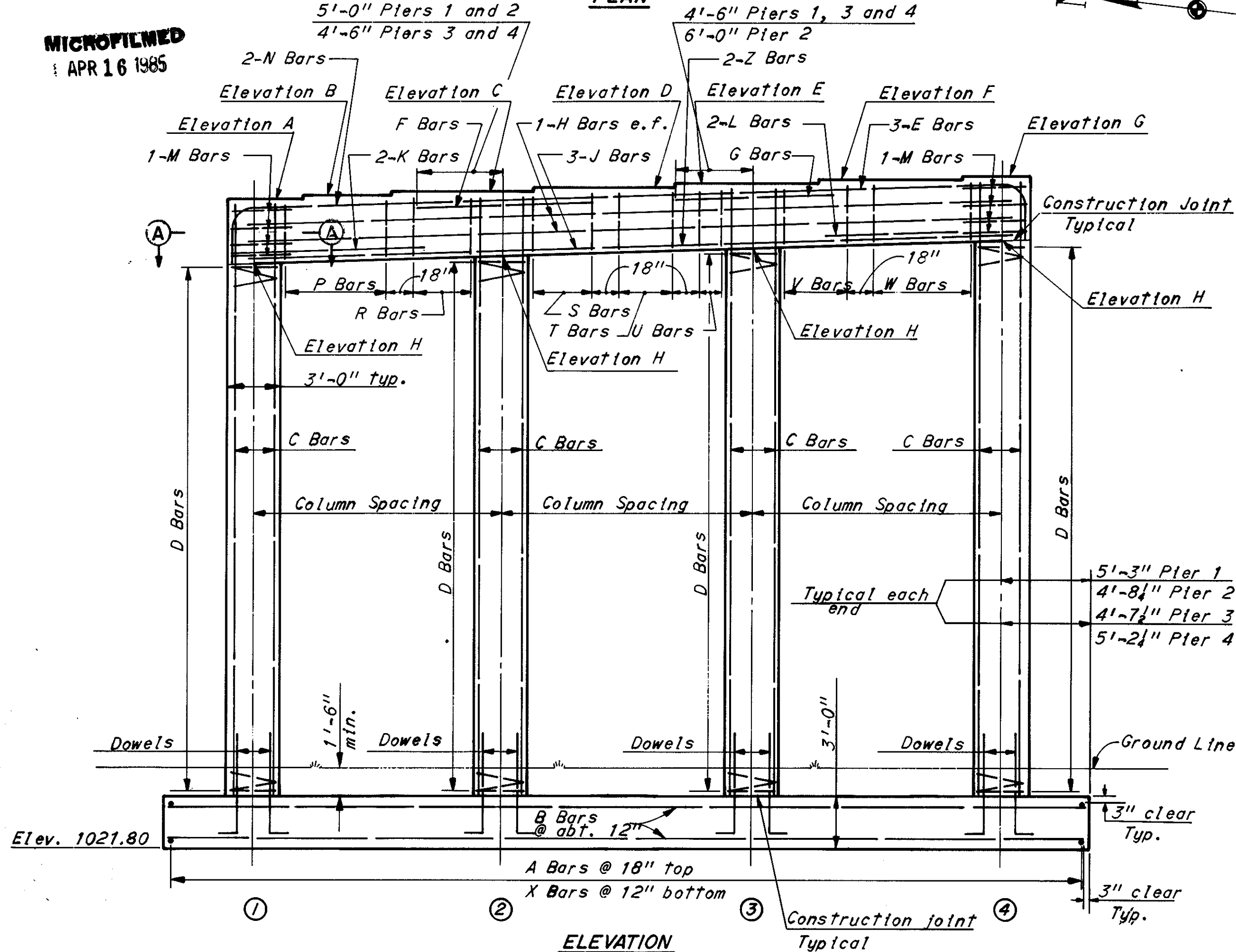
RELOCATED U.S. 30

DRAWN <i>ELH</i>	TRACED	CHECKED <i>BM</i>	REVIEWED <i>MJK</i>	REVISED
DATE <i>8-7-70</i>	DATE	DATE <i>8-17-70</i>	DATE <i>11-24-71</i>	<i>1668</i>

STARK COUNTY
STA-30-15.04
STA-77-9.22



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APR 16 1985



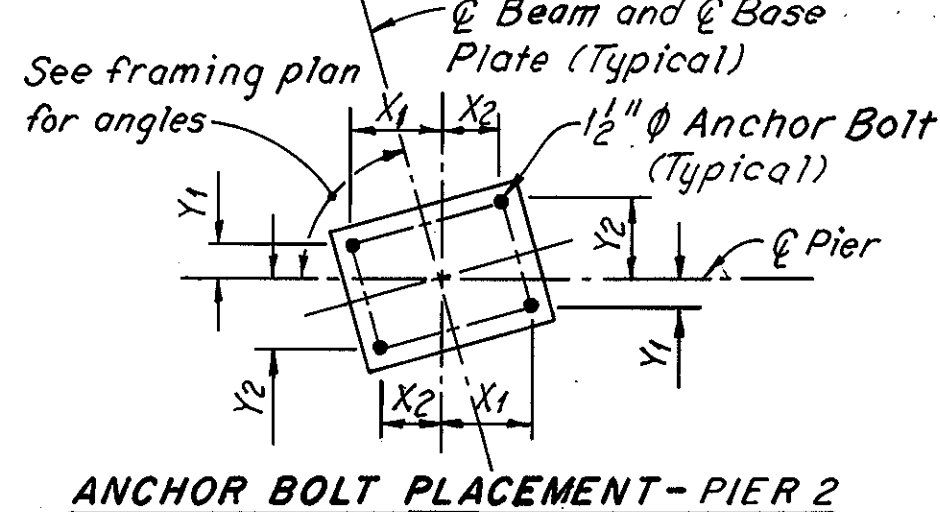
COLUMN DATA					
Pier No.	Column	Elevation H	Reinforcing Steel		
1	1	1055.73	C Bars	D Bars	Dowels
	2	1055.93	8-PA1001	1-SPA401	8-PA1005
	3	1056.13	8-PA1002	1-SPA402	8-PA1005
	4	1056.33	8-PA1003	1-SPA403	8-PA1005
2	1	1055.19	8-PA1004	1-SPA404	8-PA1005
	2	1055.37	18-PB1101	1-SPB401	18-PB1105
	3	1055.55	18-PB1102	1-SPB402	18-PB1105
	4	1055.73	18-PB1103	1-SPB403	18-PB1105
3	1	1054.61	8-PC1001	1-SPC401	8-PC1005
	2	1054.83	8-PC1002	1-SPC402	8-PC1005
	3	1055.05	8-PC1003	1-SPC403	8-PC1005
	4	1055.27	8-PC1004	1-SPC404	8-PC1005
4	1	1054.09	10-PD1001	1-SPD401	10-PD1005
	2	1054.35	8-PD1002	1-SPD402	8-PD1005
	3	1054.61	8-PD1003	1-SPD403	8-PD1005
	4	1054.87	10-PD1004	1-SPD404	10-PD1005

FOOTING DATA						
Pier No.	Column spacing	Width	Length	Reinforcing steel		
1	15'-2"	9'-0"	56'-0"	A Bars	B Bars	X Bars
	13'-10 1/2"	9'-0"	51'-0"	38-PA603	9-PA1101	57-PA701
	13'-11"	9'-0"	51'-0"	35-PB603	9-PB1106	52-PB701
	15'-6 1/2"	9'-0"	57'-0"	39-PD603	9-PD1101	58-PD701

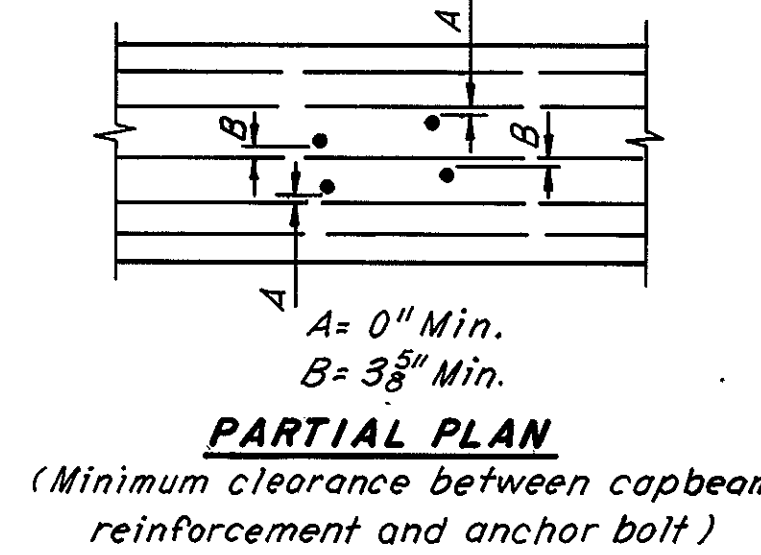
PIER CAP LAYOUT DATA				
Pier No.	1	2	3	4
Cap Sta.	973+46.50	974+20.50	974+94.00	975+68.00
x	5'-3 3/8"	5'-3 3/8"	5'-7 1/8"	6'-4 1/8"
Beam	A	A	A	A
Elevation A	1059.27	1058.75	1058.25	1057.75
S-1	6'-10 1/2"	4'-5 3/8"		
Beam	B	B	B	B
Elevation B	1059.36	1058.85		
S-2	6'-10 1/2"	4'-11 1/4"		
Beam	C	C	C	C
Elevation C	1059.45	1058.90	1058.38	1057.90
S-3			7'-7"	7'-10 3/4"
Beam	D	D	D	D
Elevation D	1059.57	1059.04	1058.53	1058.09
S-4	8'-0 3/4"	8'-0 3/4"	8'-6 3/8"	9'-8 1/8"
Beam	E	E	E	E
Elevation E	1059.68	1059.17	1058.69	1058.27
S-5	8'-0 3/4"	8'-0 3/4"	8'-6 3/8"	9'-8 1/8"
Beam	F	F	F	F
Elevation F	1059.80	1059.30	1058.83	1058.44
S-6	8'-0 3/4"	8'-0 3/4"	8'-6 3/8"	9'-8 1/8"
Beam	G	G	G	G
Elevation G	1059.91	1059.43	1058.97	1058.59
S-7	8'-0 3/4"	8'-0 3/4"	8'-6 3/8"	9'-8 1/8"

Notes:
Special care shall be taken when placing reinforcing steel so as not to interfere with anchor bolt setting. Pier 2 only.
P-501, P-502 and P-503 Bars shall be placed 2 1/2" below top of capbeam.
For reinforcement schedule see Sheet 10/11.
e.f. denotes each face.
All stirrups within 4 feet of column shall be placed with hooks in the bottom of cap. All others shall be placed with hooks in the top.
Bearings shall be set in line with beams. See Sheet 6/11 for intersection angles between centerline of piers and beams.

CAPBEAM REINFORCING STEEL															
Pier No.	E Bars	F Bars	G Bars	H Bars	J Bars	K Bars	L Bars	M Bars	N Bars	Z Bars	P Bars	R Bars	S Bars	T Bars	U Bars
1	PA1006	5-PA1007	2-PA1008	PA601	PA1009	PA1010	PA1011	PA602	PA1012	PA1013	7-PA504 @ 18"	6 sets of 2-PA505 @ 4"	9-PA504 @ 9"		4-PA504 @ 18"
2	PB1001	4-PB1002	3-PB1003	PB601	PB1004	PB1005		PB602	PB1006	PB1007	5-PA504 @ 18"	7 sets of 2-PB505 @ 7"	6 sets of 2-PB505 @ 8"	3-PB504 @ 17"	4 sets of 2-PB505 @ 7"
3	PC1006	4-PC1007	3-PC1008	PC601	PC1009			PC602	PC1010	PC1011	4-PC504 @ 18"	11-PC504 @ 6"	5 sets of 2-PC505 @ 6"	3-PC504 @ 18"	5 sets of 2-PC505 @ 8"
4	PD1006	4-PD1007	2-PD1008	PD601	PD1009	PD1010		PD602	PD1011	PD1012	4-PD504 @ 18"	6-PD504 @ 12"	4 sets of 2-PD505 @ 6"	4-PD504 @ 18"	5 sets of 2-PD505 @ 10"



ANCHOR BOLT PLACEMENT				
PIER 2				
Girder	X1	X2	Y1	Y2
A	10 3/8"	9 3/8"	5 3/8"	6 3/8"
B	10 3/8"	9 3/8"	5 3/8"	6 3/8"
C thru G	10 3/8"	9 3/8"	5"	6 3/8"



Note:
Anchor bolts are 1 1/2" x 2'-1" swedge anchor bolts set 1'-6" into concrete and threaded 5".

H.N.T.B. BRIDGE NO. 12 Revised 11-14-75 By TDV

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CONSULTING ENGINEERS
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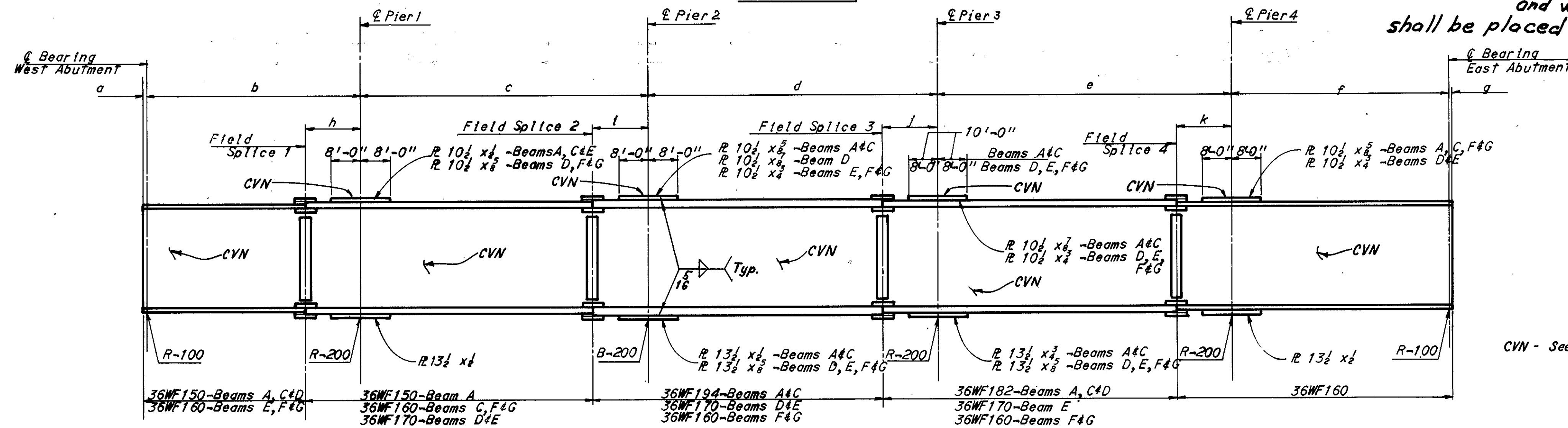
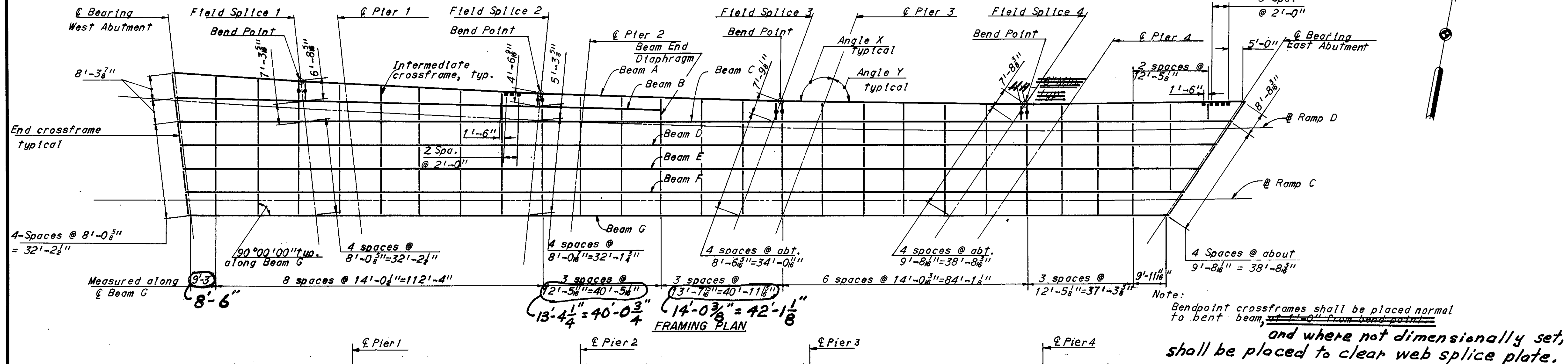
PIERS 1,2,3 AND 4
RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.
BR. NO. STA-30-1513 STA. 972+83.84
SCALE: 3/16"=1'-0" STA. 976+48.28

RELOCATED U.S. 30
CANTON STARK COUNTY OHIO

DRAWN: JDL	TRACED	CHECKED: JSS	REVIEWED: JJK	REVISED
DATE: 6-2-70	DATE	DATE: 7-23-70	DATE: 11-24-71	

1668

STARK COUNTY
STA-30-15.04
STA-77-9.22



Notes:

For details of roadway end dam, see Ohio Standard Drawing SD-1-69 Sheet 1 of 4, and sheet 203.

For end crossframe details see Ohio Standard Drawing SD-1-69, Sheet 1 of 4.

For field splice details see Sheet **8/11**

For beam and diaphragm see Sheet **8/11**

For intermediate crossframe details see Sheet **7/11**

For details of rockers and bolsters see Ohio Standard Drawing RB-1-55.

Dimensions to scuppers are measured along centerline of beam.

For details of Standard scupper see Ohio Drawing SD-1-69, Sheet 3 of 4.

The allowance to be made in screed settings to compensate for dead load deflections due to concrete and wearing course shall be made above or below the top of pavement elevations as required. Screeds may require further adjustment due to irregularities of the fabricated steel.

■ Denotes Standard scupper.

For bend point crossframe details see Sheet **7/11**

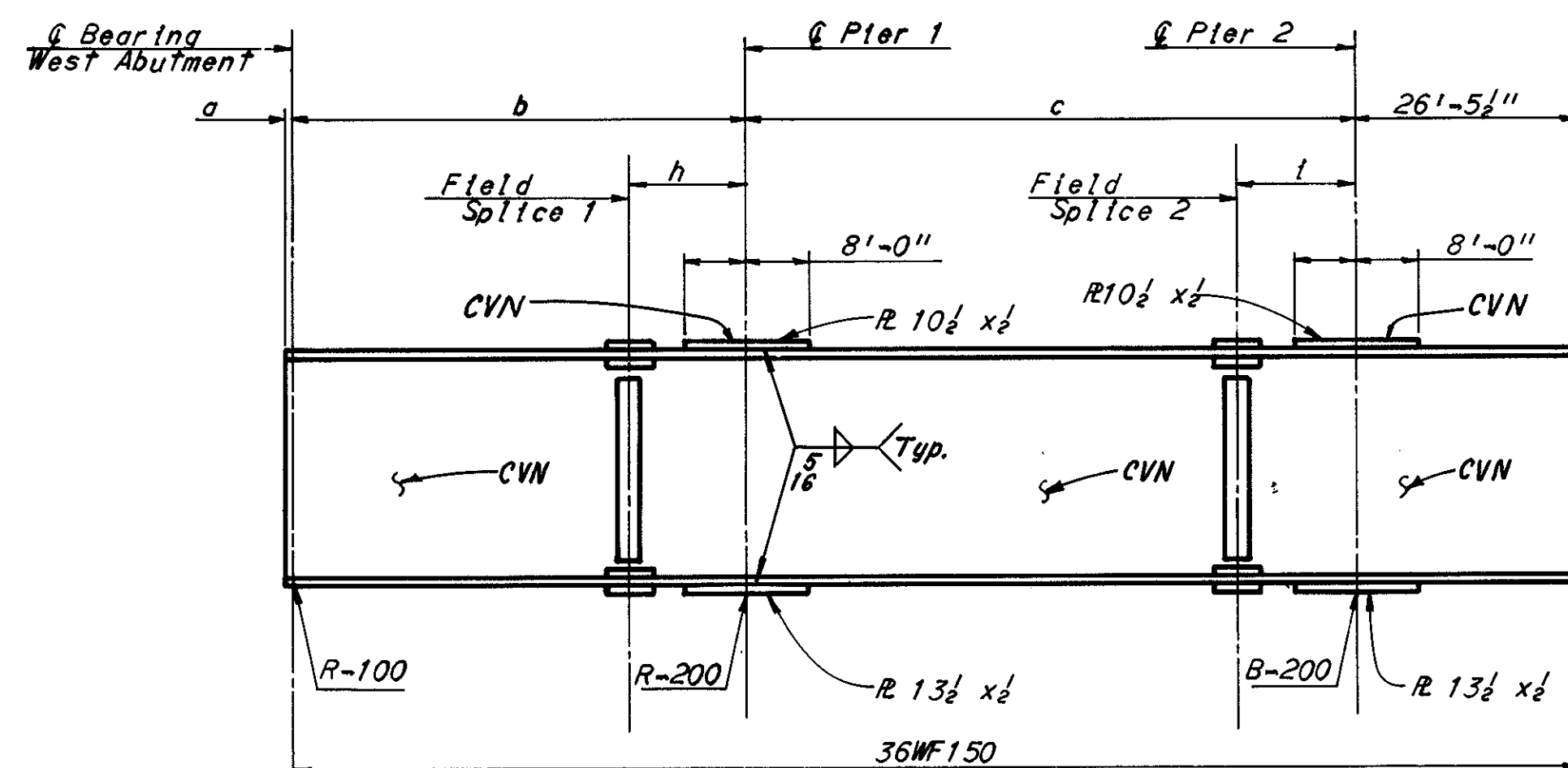
— Denotes bend point crossframe.

For Camber and Deflection Tables see Sheet **7/11**

For details of curb plates at concrete bridge railing see Ohio Standard Drawing SD-1-69, Sheet 2 of 4 and Sheet 203.

All structural steel shall be ASTM A-36.

Scuppers shall be in accordance with Std. Dwg. SD-1-69 except that scupper pipes shall extend 8" below the bottom of the beams instead of 2" and the top of scupper shall be 4" below asphalt concrete wearing course.



DIMENSIONS (Measured Along C Beam)											
Beam	a	b	c	d	e	f	g	h	i	j	k
A	9' 8"	58' 1-5/8"	82' 1-3/8"	82' 1-4/8"	84' 1-3/8"	59' 1-5/8"	10' 8"	15' 1-1/4"	14' 1-11/8"	14' 1-11/8"	15' 1-1/8"
B	9' 8"	58' 1-2/8"	80' 1-10/8"	-	-	-	-	15' 1-0/8"	14' 1-11/8"	-	-
C	9' 8"	58' 1-0"	79' 1-7/8"	80' 1-7/8"	82' 1-5/8"	59' 1-0/8"	10' 8"	15' 1-0"	15' 1-0"	15' 1-0"	15' 1-0"
D	9' 8"	58' 1-0"	77' 1-11/8"	78' 1-6/8"	79' 1-10/8"	59' 1-0/8"	10' 8"	15' 1-0"	15' 1-0"	15' 1-0"	15' 1-0"
E	9' 8"	58' 1-0"	76' 1-3/8"	76' 1-4/8"	77' 1-4/8"	59' 1-0/8"	10' 8"	15' 1-0"	15' 1-0"	15' 1-0"	15' 1-0"
F	9' 8"	58' 1-0"	74' 1-6/8"	74' 1-2/8"	74' 1-10/8"	59' 1-0/8"	10' 8"	15' 1-0"	15' 1-0"	15' 1-0"	15' 1-0"
G	9' 8"	58' 1-0"	72' 1-10/8"	72' 1-1/8"	72' 1-4/8"	59' 1-0/8"	10' 8"	15' 1-0"	15' 1-0"	15' 1-0"	15' 1-0"

TABLE OF BEAM ANGLES											
Beam	Angle	C Brg. W. Abut.	Field Splice 1	Pier 1	Field Splice 2	Pier 2	Field Splice 3	Pier 3	Field Splice 4	Pier 4	C Brg. E. Abut.
A	x	-	79°59'13"	80°39'24"	92°39'24"	93°45'23"	108°15'23"	109°22'11"	123°33'00"	124°48'30"	124°48'29"
	y	10°00'47"	99°20'36"	99°20'36"	86°14'37"	86°14'37"	70°37'49"	70°37'49"	55°11'30"	55°11'30"	-
B	x	-	82°07'04"	82°07'04"	94°07'04"	94°07'04"	-	-	-	-	-
	y	97°52'56"	97°52'56"	97°52'56"	85°52'56"	85°52'56"	-	-	-	-	-
C	x	-	83°30'00"	83°30'00"	95°30'00"	95°30'00"	110°00'00"	110°00'00"	124°10'49"	124°10'49"	124°10'49"
	y	96°30'00"	96°30'00"	96°30'00"	84°30'00"	84°30'00"	70°00'00"	70°00'00"	55°49'11"	55°49'11"	-
D	x	-	83°30'00"	83°30'00"	95°30'00"	95°30'00"	110°00'00"	110°00'00"	124°10'49"	124°10'49"	124°10'49"
	y	96°30'00"	96°30'00"	96°30'00"	84°30'00"	84°30'00"	70°00'00"	70°00'00"	55°49'11"	55°49'11"	-
E	x	-	83°30'00"	83°30'00"	95°30'00"	95°30'00"	110°00'00"	110°00'00"	124°10'49"	124°10'49"	124°10'49"
	y	96°30'00"	96°30'00"	96°30'00"	84°30'00"	84°30'00"	70°00'00"	70°00'00"	55°49'11"	55°49'11"	-
F	x	-	83°30'00"	83°30'00"	95°30'00"	95°30'00"	110°00'00"	110°00'00"	124°10'49"	124°10'49"	124°10'49"
	y	96°30'00"	96°30'00"	96°30'00"	84°30'00"	84°30'00"	70°00'00"	70°00'00"	55°49'11"	55°49'11"	-
G	x	-	83°30'00"	83°30'00"	95°30'00"	95°30'00"	110°00'00"	110°00'00"	124°10'49"	124°10'49"	124°10'49"
	y	96°30'00"	96°30'00"	96°30'00"	84°30'00"	84°30'00"	70°00'00"	70°00'00"	55°49'11"	55°49'11"	-

H.N.T.B. BRIDGE NO. 12 Revised 11-14-75 By T.D.V.

HOWARD, NEEDLES, TAMMEN & BERGENDOFF 6/11
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

FRAMING PLAN

RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.

BR. NO. STA-30-1513 STA. 972+83.84
SCALE: 1"=20'-0" STA. 976+48.28

RELOCATED U.S. 30

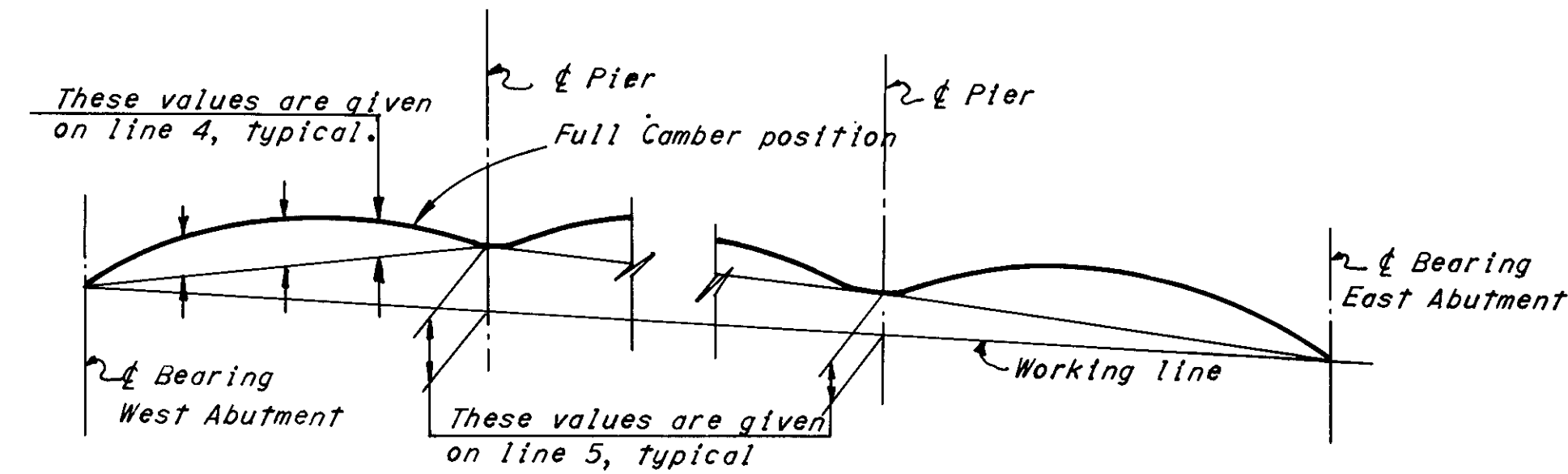
CANTON STARK COUNTY OHIO

DRAWN B.M. TRACED CHECKED K.S.S. REVIEWED M.J.H. REVISION 5.11.78
DATE 7/1/70 DATE DATE DATE DATE

1668

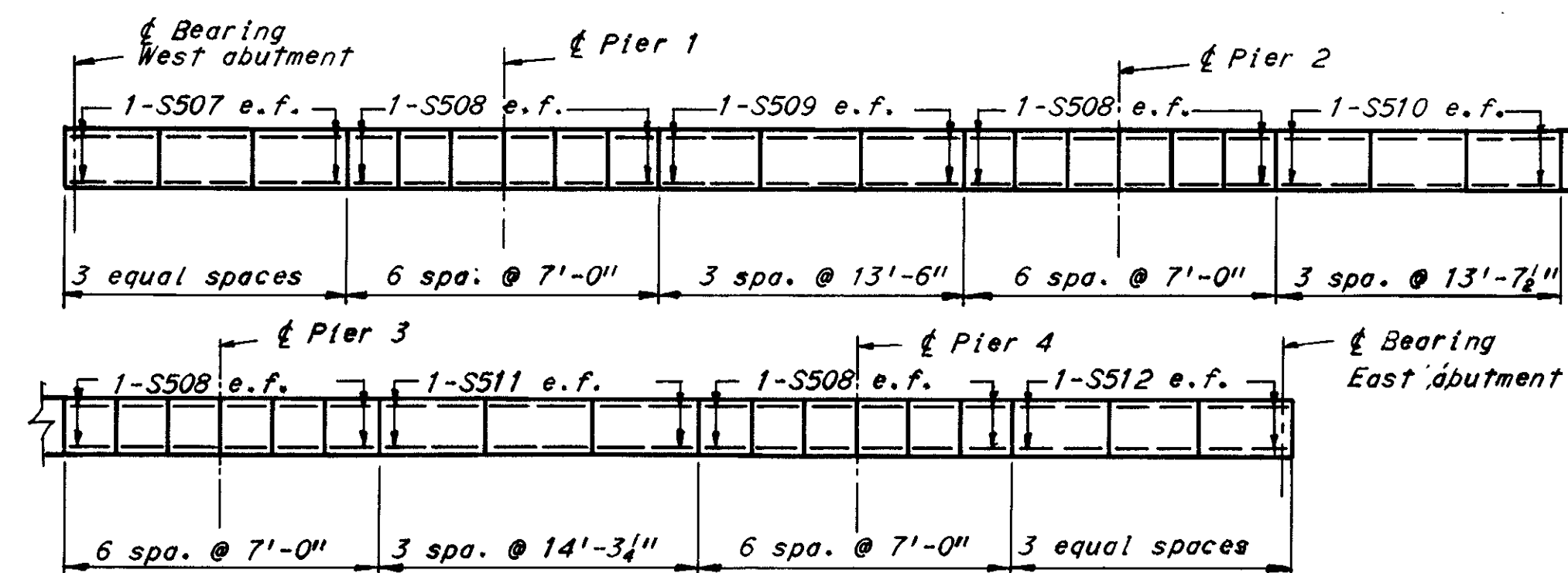
STARK COUNTY
STA-30-15.04
STA-77-9.22

DEFLECTION AND CAMBER																							
		W. Abut.	.25	.50	F.S.	Pier 1	.25	.50	F.S.	Pier 2	.25	.50	F.S.	Pier 3	.25	.50	F.S.	Pier 4	.25	.50	.75	E. Abut.	
Beam A	1	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$	0	
	2	↑	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	↑	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$	↑	
	3		0	0	0		0	0	0	0	0	0	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	↑	
	5		—	—	—		—	—	—	$\frac{1}{16}$	—	—	—	$\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	0
Beam B	1		$\frac{1}{16}$	$\frac{1}{16}$	0		$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	0	—	—	—	—	—	—	—	—	—	—	—
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	0	—	—	—	—	—	—	—	—	—	—	
	3		0	0	0	↓	0	$-\frac{1}{16}$	0	0	0	0	—	—	—	—	—	—	—	—	—	—	
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	0	—	—	—	—	—	—	—	—	—	—	
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	—	—	—	—	—	—	—	—	
Beam C	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$	0	
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	↑	
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	0	$\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	
Beam D	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	0	$\frac{1}{16}$	0	0		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	
Beam E	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	
Beam F	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	
Beam G	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	5		—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	
	1		$\frac{1}{16}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	0	$\frac{1}{16}$	$\frac{1}{16}$		
	2		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	3		0	0	0	0	0	$-\frac{1}{16}$	0	0	0	$-\frac{1}{16}$	0	0	$-\frac{1}{16}$	$-\frac{1}{16}$	$-\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	4		$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{1}{16}$	0	$\frac{1}{16}$	$\frac{1}{16}$	$\frac{1}{16}$		
	5	0	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	$-\frac{1}{16}$	—	—	—	—	0

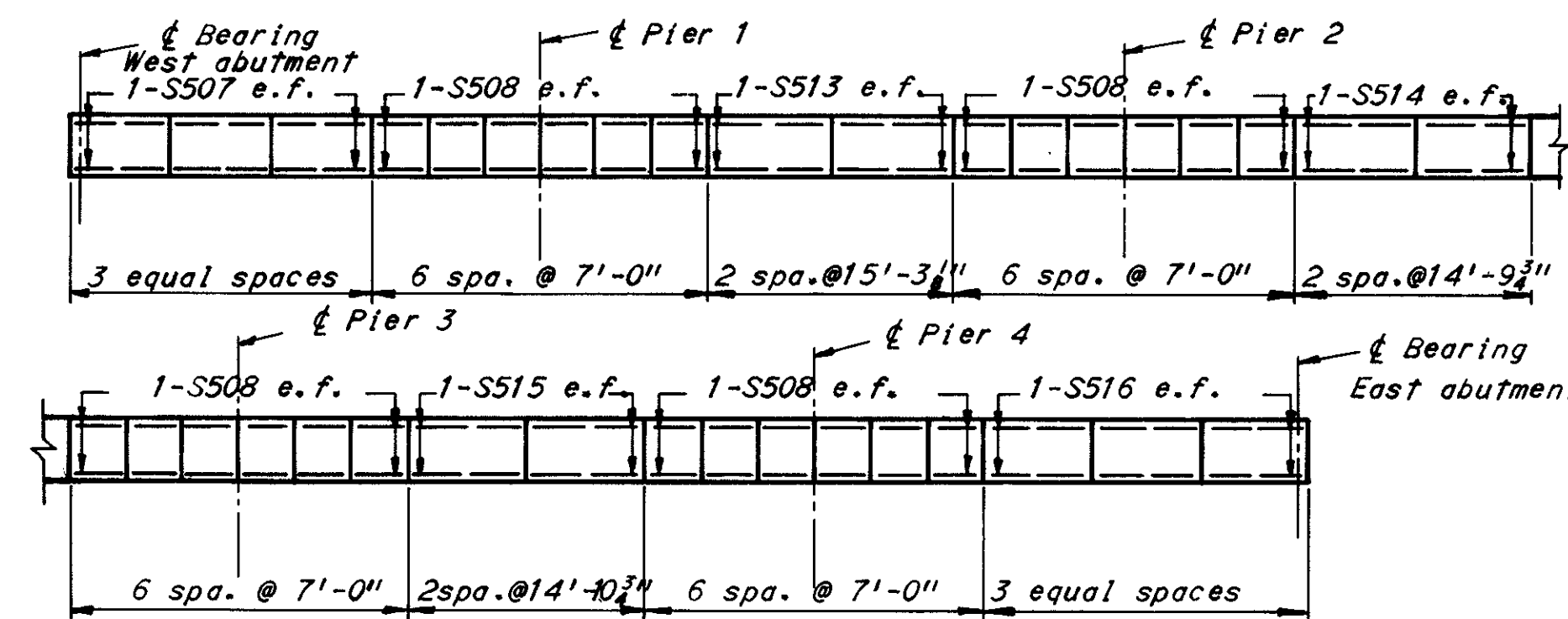


SCHEMATIC DETAIL

- Notes:
- * Denotes end of Beam B.
 - Line 1. Deflection due to weight of steel
 - Line 2. Deflection due to remaining dead load.
 - Line 3. Adjustment required for superelevation.
 - Line 4. Required shop camber.
 - Line 5. Vertical offsets
 - Values given in table are to nearest 1/16 inch.
 - Negative deflections indicate upward deflections.
 - F.S. Denotes field splice.
 - Negative vertical offsets indicate below the working line.



NORTH PARAPET



SOUTH PARAPET

RAILING DETAILS

All dimensions are measured along outside face of parapet.

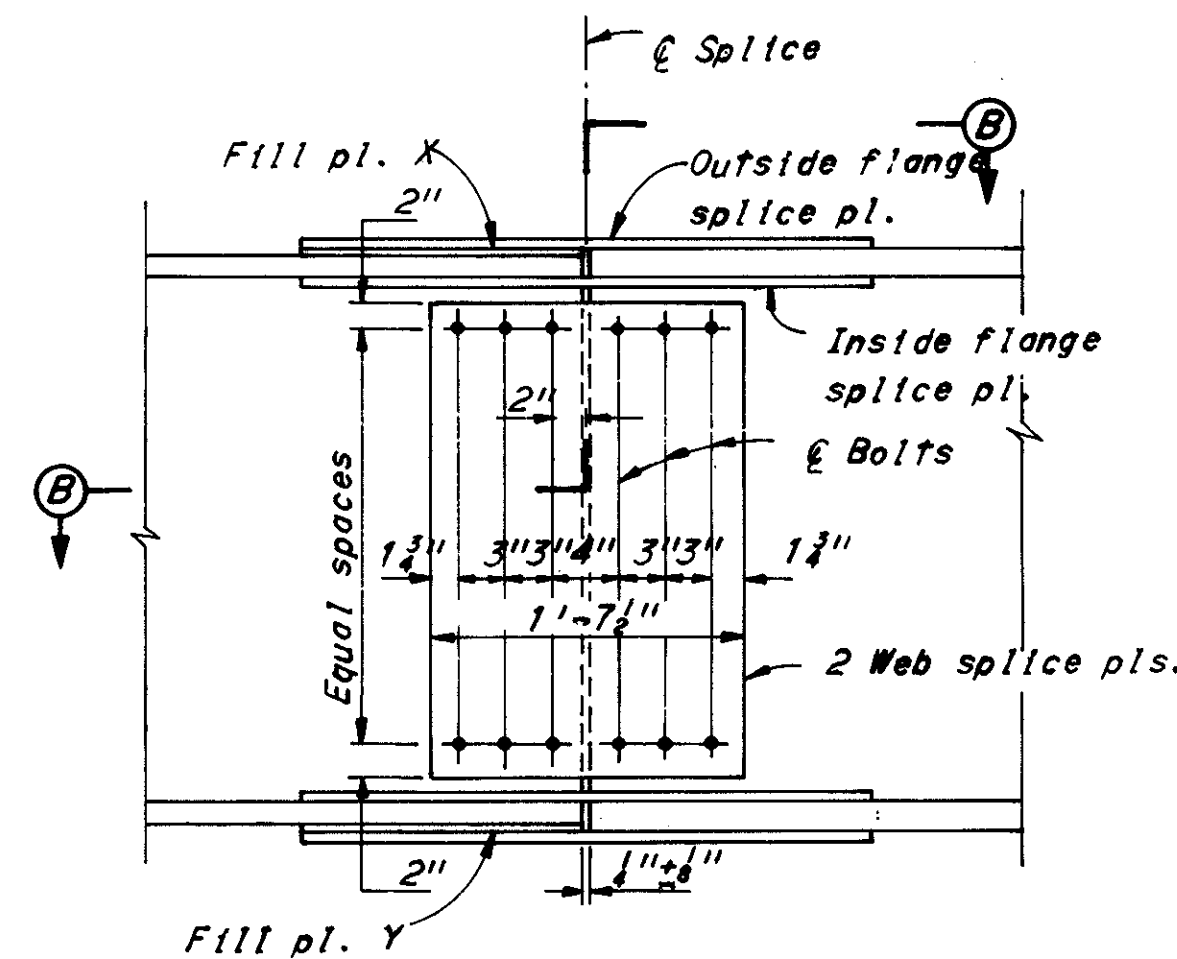
H.N.T.B. BRIDGE NO. 12		Revised 11-14-75		By TDV	
HOWARD, NEEDLES, TAMMEN & BERGENDOFF CONSULTING ENGINEERS KANSAS CITY CLEVELAND NEW YORK					
7/11					
DEFLECTION AND CAMBER					
RAMP C AND RAMP D OVER CLEVELAND AVE AND B. & O. R.R.					
BR. NO. STA-30-1513			STA. 972+83.84		
SCALE: NONE			STA. 976+48.28		
RELOCATED U.S. 30					
CANTON		STARK COUNTY		OHIO	
DRAWN DAP	TRACED	CHECKED	REVIEWED	REVISED	
DATE 10-20-70	DATE	DATE 10-2-71	DATE 11-24-71		
					1668

STARK COUNTY
STA-30-15.04
STA-77-9.22

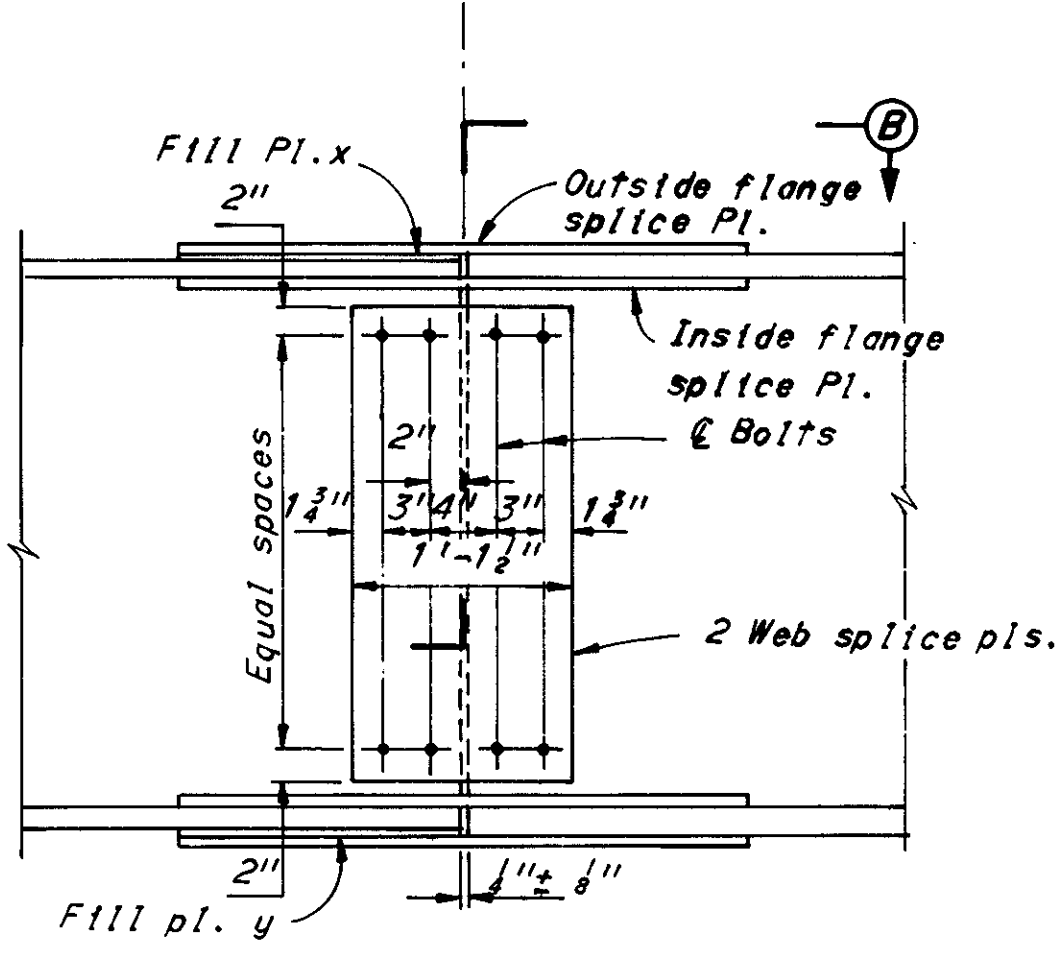
DETAILS OF BEAM SPLICES

CONNECTION	WEB SPLICES				FLANGE SPLICES									
	Type	WEB PLATES	WEB BOLTS	FILL PLS.	Type	FLANGE PLATES		FILL PLATES		FLANGE BOLTS				
						Outside	Inside	Thickness (Inches)		No.	Spa	Dimensions (Inches)		
								X	Y			N	Pitch	A
2 Required	4 Required													
36 WF 150 to 150	A	13½x8x2'-7"	40	-	A	11x8x2'-4½"	4½x8x2'-4½"	-	-	32	3	3½	2½	7
150 to 160	A	↑	↑	-	↑	↑	↑	-	-	↑	↑	↑	↑	↑
150 to 170	A	↑	↑	-	↑	↑	↑	½	½					
150 to 194	A	13½x8x2'-7"	40	-		11x8x2'-4½"		½	½					
160 to 160	B	19½x8x2'-7"	48	-		11x8x2'-4½"		-	-					
160 to 170	↑	↑	↑	-		↑	↓	½	½					
160 to 182								½	½	↓	↓			
160 to 194				-		11x8x2'-4½"	4½x8x2'-4½"	½	½	32	3			
170 to 170				-		11x8x2'-11½"	4½x8x2'-11½"	-	-	40	4			
170 to 182	↓		↓	-	↓	11x8x2'-11½"	4½x8x2'-11½"	-	-	40	4	↓	2½	↓
36 WF 182 to 194	B	19½x8x2'-7"	48	-	A	11x8x2'-11½"	4½x8x2'-11½"	-	-	40	4	3½	2½	7

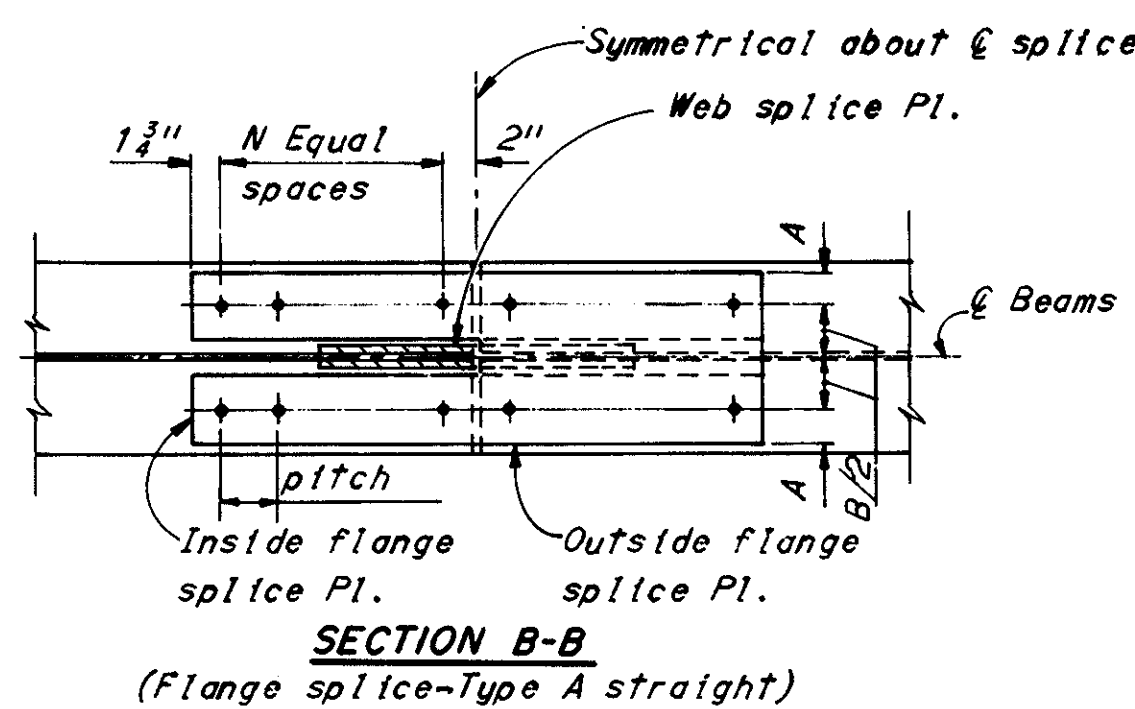
MICROFILMED
APR 16 1985



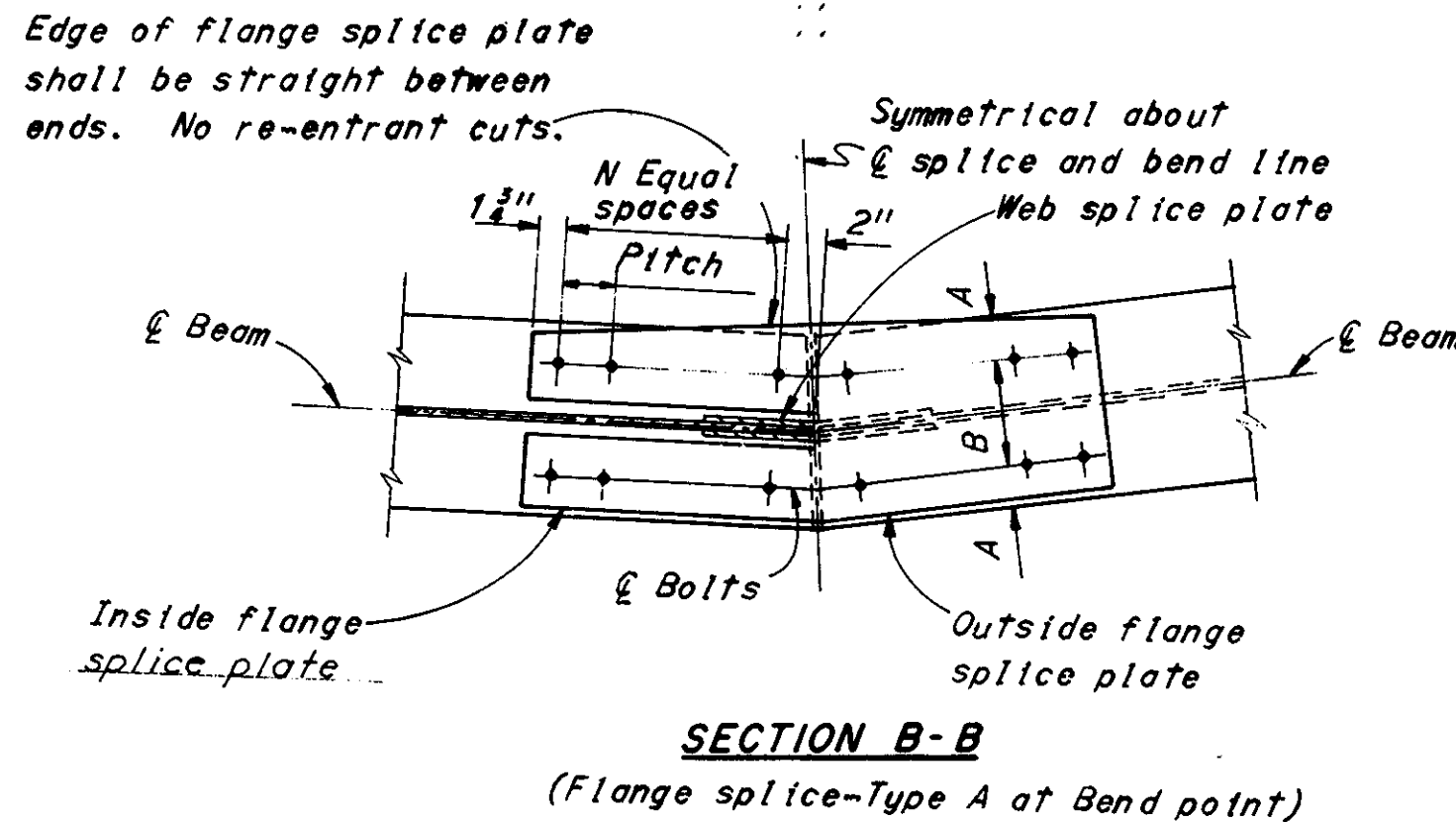
BEAM SPLICE DETAIL 1
(Web splice-Type B)



BEAM SPLICE DETAIL 2
(Web splice-Type A)



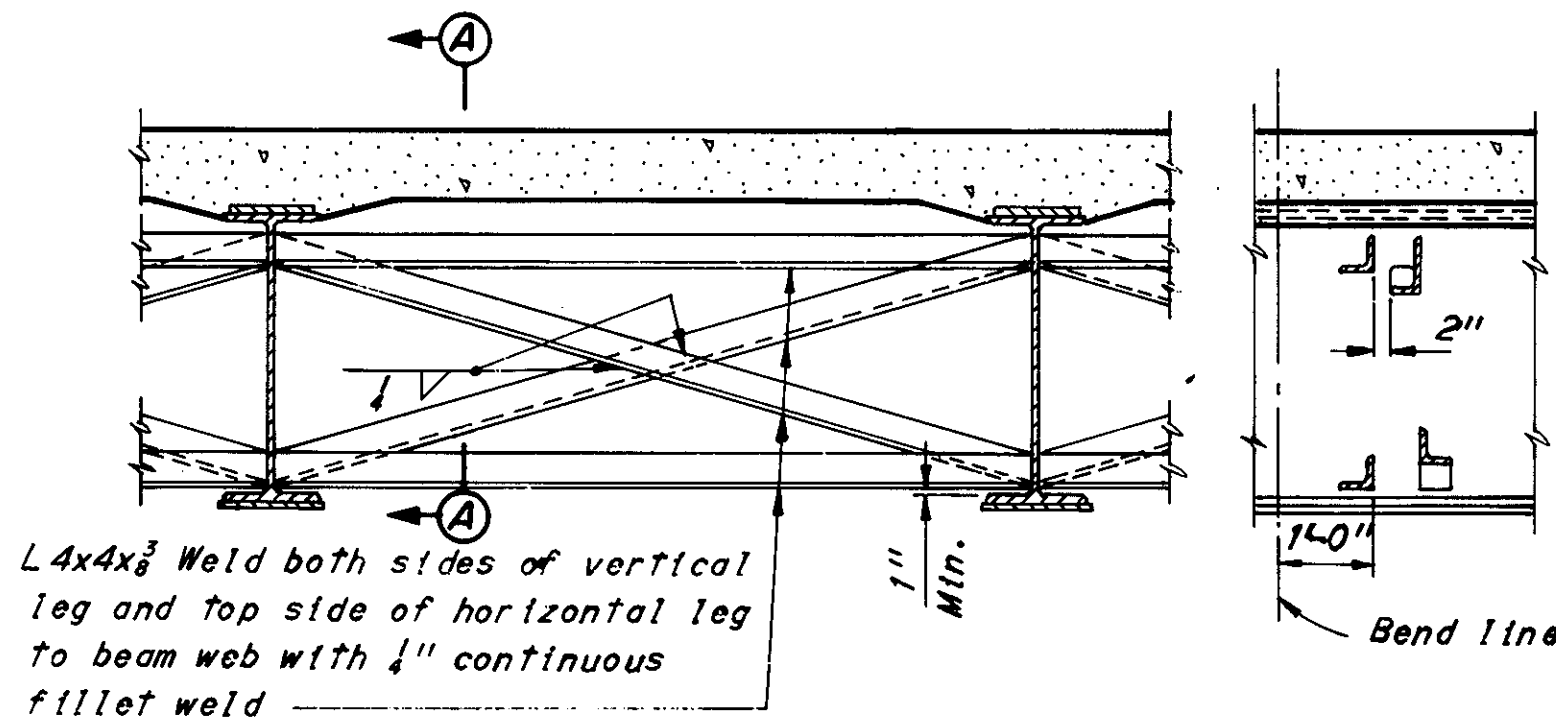
SECTION B-B
(Flange splice-Type A straight)



SECTION B-B
(Flange splice-Type A at Bend point)

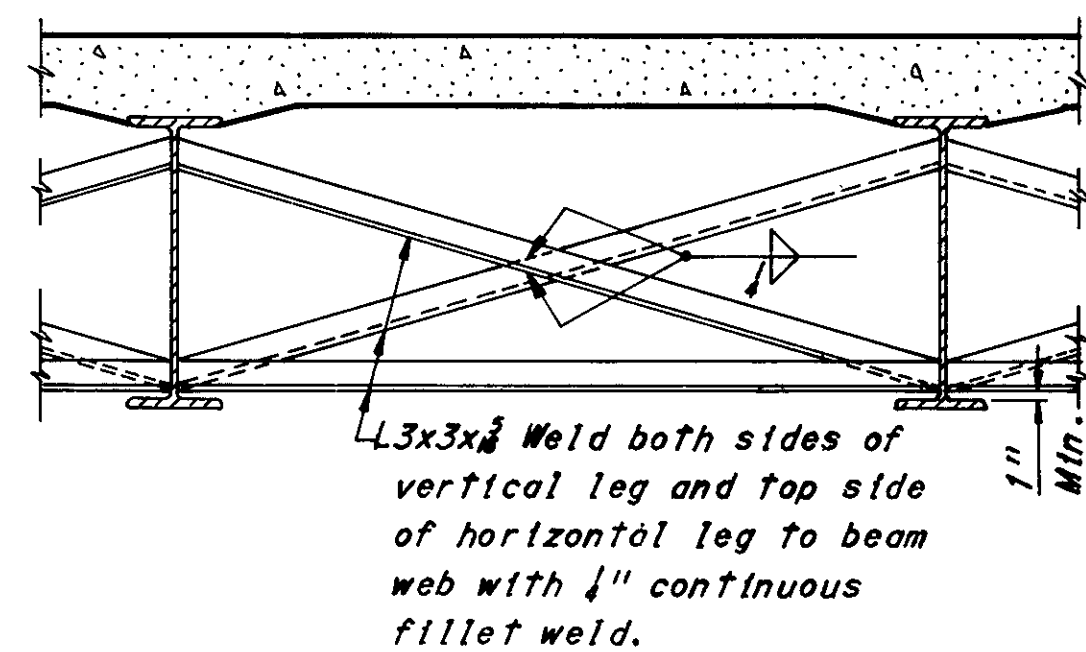
Note:
For notes and other details of beam splices see Ohio Standard Drawing SD-1-69, Sheet 4 of 4.
All fasteners shall be 1" ϕ high strength bolts for beam splices.

All splice plates, except fill plates, shall be (CVN).

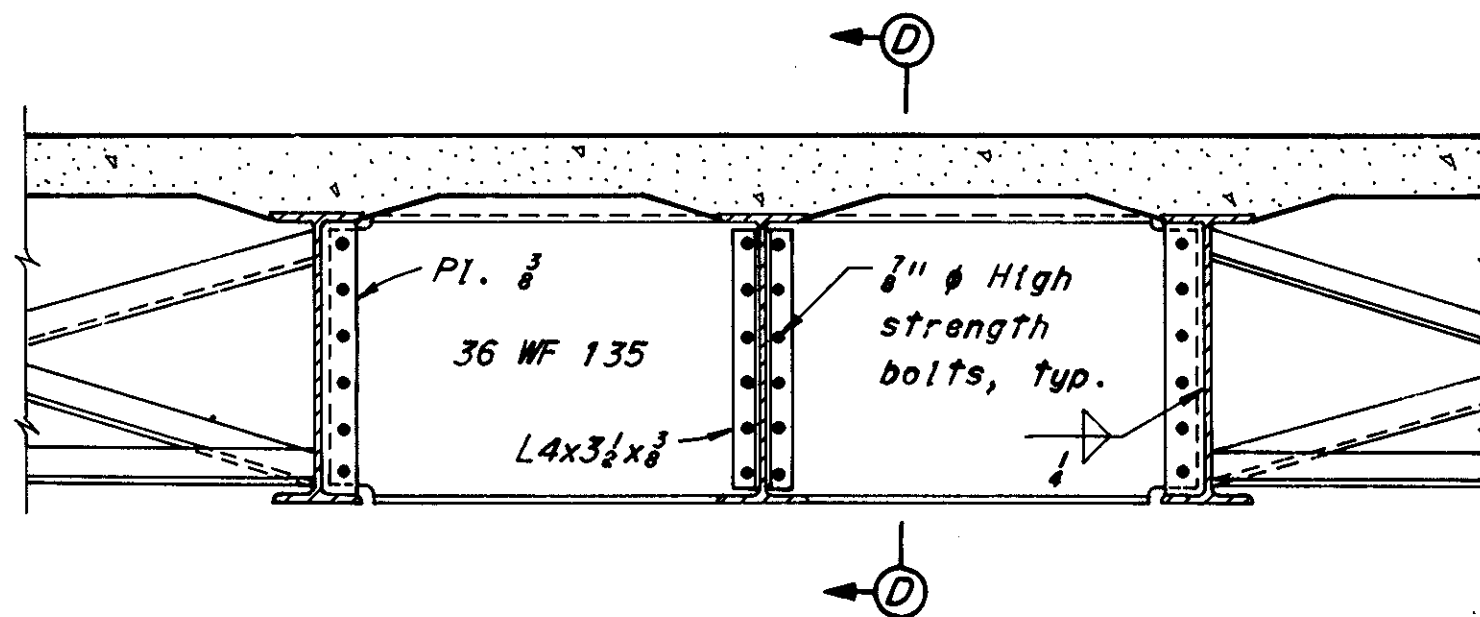


BEND POINT CROSSFRAME

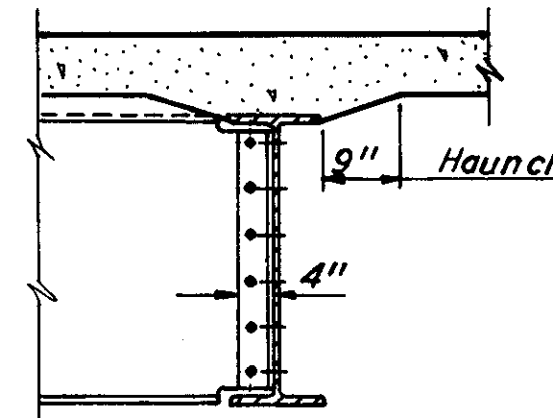
SECTION A-A



INTERMEDIATE CROSSFRAME



BEAM END DIAPHRAGM
(Asphalt concrete wearing course not shown, typical)



SECTION D-D

MICROFILMED
APR 18 1985

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	TYPE FUNDS
2	OHIO		

264
299

STARK COUNTY
STA-30-15.04
STA-77-9.22

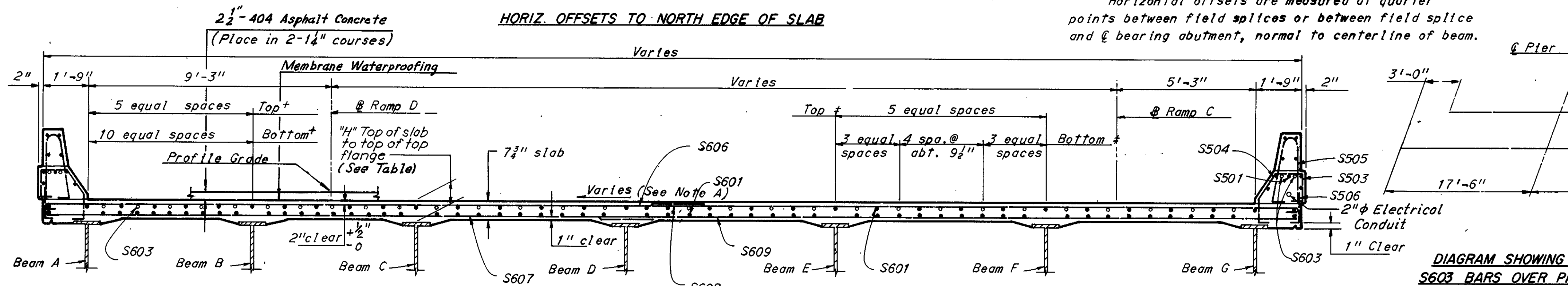
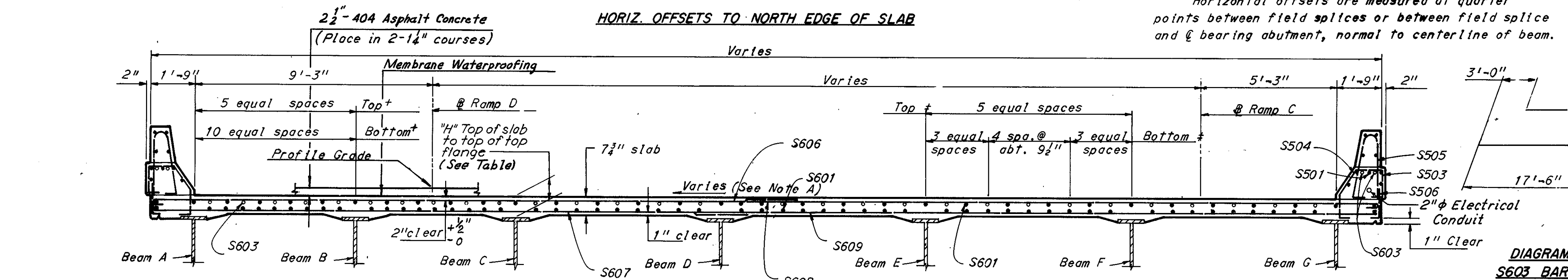
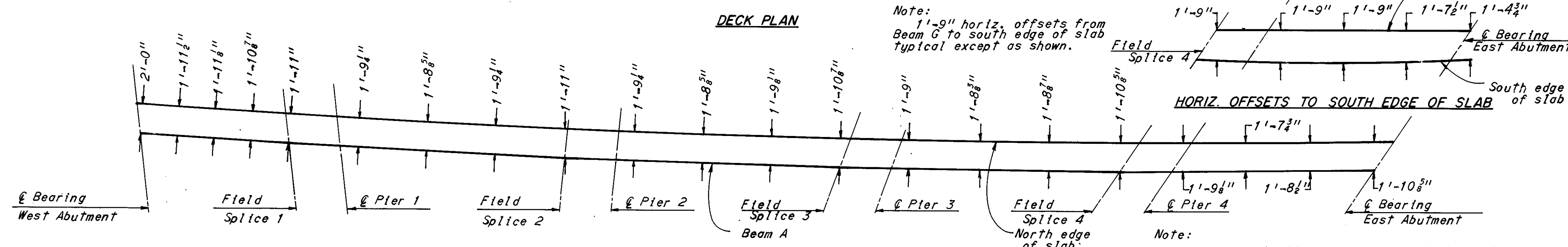
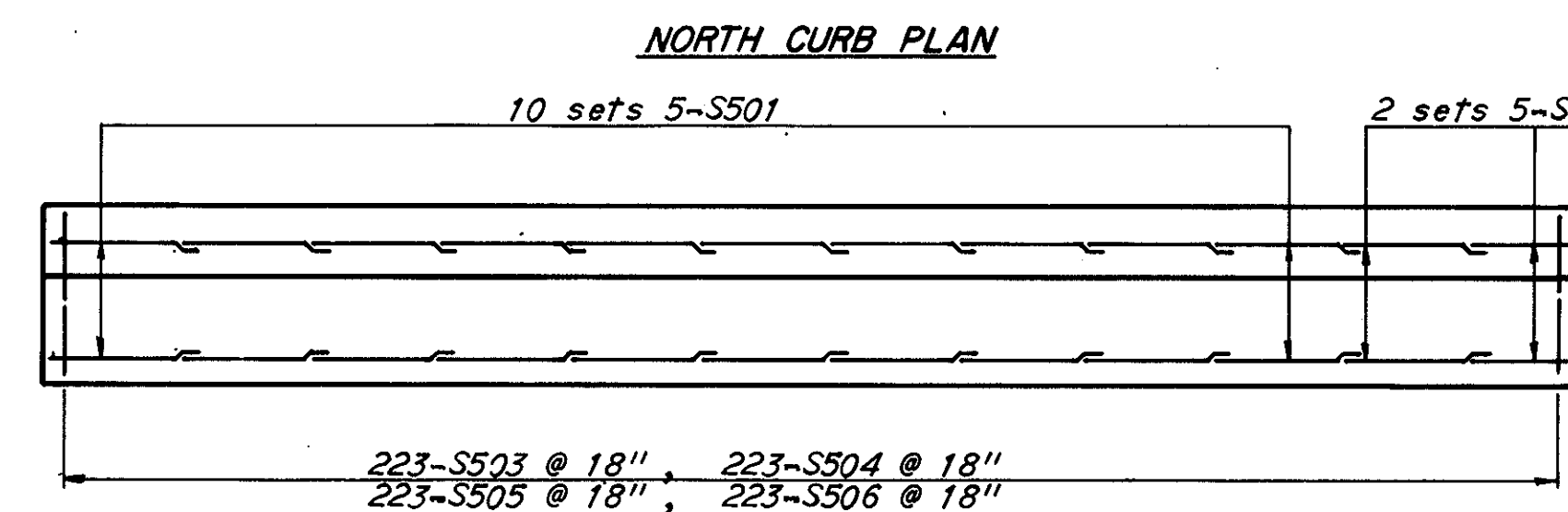
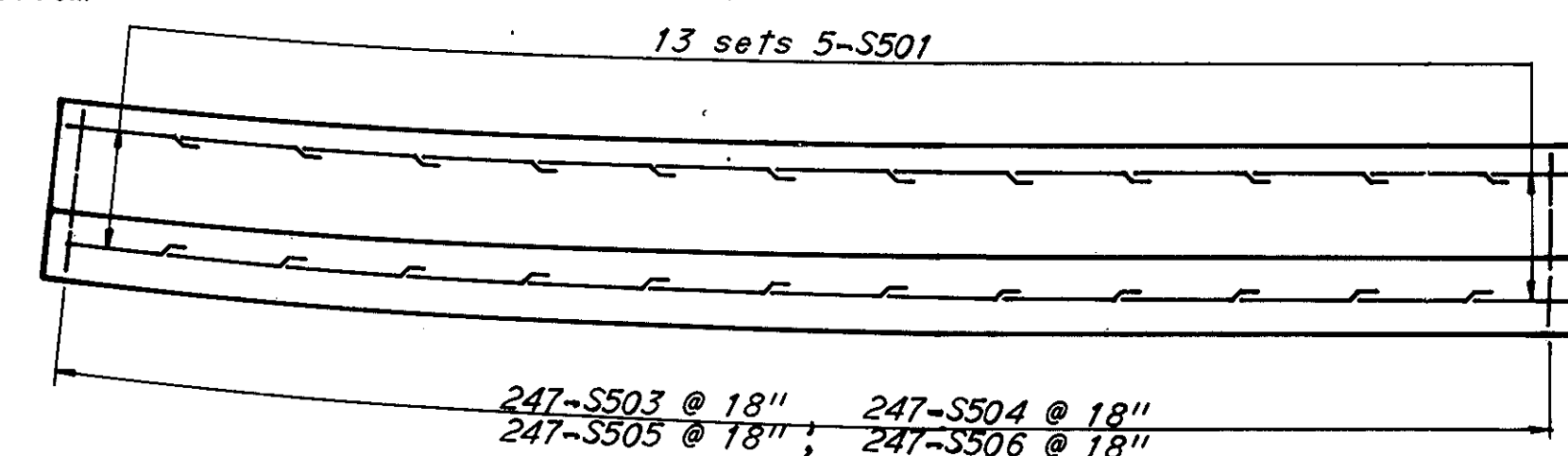
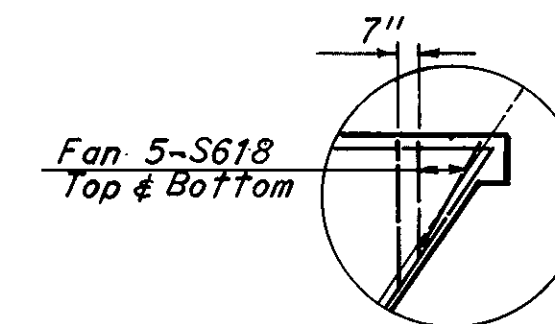
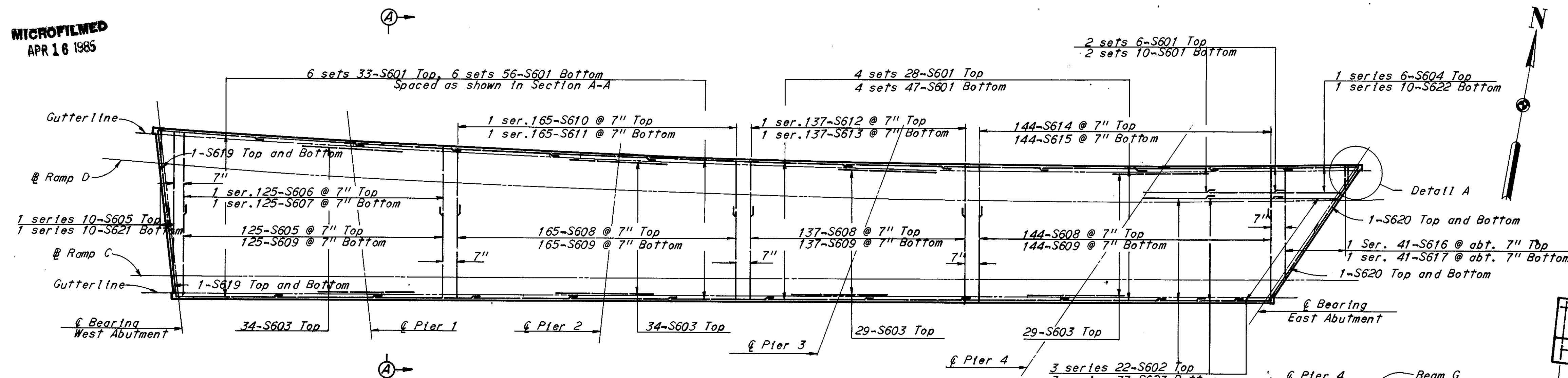


DIAGRAM SHOWING STAGGER OF
S603 BARS OVER PIERS 1, 2, 3 & 4

Notes:
Reinforcing steel shall be adjusted as required to clear scuppers.
A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

For concrete railing details see Sheet 203.
For deflection joint details see Sheet 203.
For curb and parapet dimensions see Sheet 203.
F.S.1 denotes field splice 1.

*The distance shown from top of deck slab to top of steel beam is the design dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finish grade.

For reinforcement schedule see Sheet 11/11.
For subdrainage details, see sheet 204A.

HAUNCH DEPTHS	
Beam	11/11"
36 WF 150	8 1/2"
36 WF 160	8 1/2"
36 WF 170	8 3/4"
36 WF 182	8 1/2"
36 WF 194	8 3/4"

H.N.T.B. BRIDGE NO. 12
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

DECK PLAN

RAMP C AND RAMP D OVER
CLEVELAND AVE AND B. & O. R.R.
BR. NO. STA-30-1513 STA. 972+83.84
SCALE: 1"=20'-0" STA. 976+48.28

RELOCATED U.S. 30

CANTON STARK COUNTY OHIO
DRAWN BY M. J. TRACED DATE 7/1/70
CHECKED BY S. S. DATE 7/20/70
REVIEWED BY J. K. DATE 11-24-71
1668

TOP OF PORTLAND CEMENT CONCRETE ELEVATION																					
Beam	Brig. W. Abut.	.25	.50	F.S.1	€ Pier 1	.25	.50	F.S.2	€ Pier 2	.25	.50 ^b	F.S.3	€ Pier 3	.25	.50	F.S. 4	€ Pier 4	.25	.50	.75	Brig. E. Abut.
A	1064.77	1064.68	1064.59	1064.51	1064.42	1064.29	1064.17	1064.02	1063.93	1063.81	1063.69	1063.54	1063.45	1063.32	1063.20	1063.01	1062.90	1062.81	1062.72	1062.63	1062.55
B	1064.89	1064.79	1064.70	1064.61	1064.51	1064.38	1064.25	1064.09	1064.00	-	1063.84	-	-	-	-	-	-	-	-	-	-
C	1065.00	1064.90	1064.80	1064.71	1064.61	1064.47	1064.34	1064.18	1064.08	1063.95	1063.82	1063.66	1063.57	1063.44	1063.32	1063.16	1063.08	1062.97	1062.88	1062.79	1062.71
D	1065.12	1065.02	1064.92	1064.83	1064.72	1064.59	1064.46	1064.31	1064.21	1064.08	1063.96	1063.81	1063.71	1063.59	1063.47	1063.33	1063.25	1063.17	1063.08	1062.99	1062.91
E	1065.23	1065.13	1065.03	1064.94	1064.84	1064.71	1064.59	1064.43	1064.34	1064.21	1064.09	1063.95	1063.85	1063.74	1063.62	1063.49	1063.42	1063.36	1063.28	1063.19	1063.11
F	1065.35	1065.25	1065.15	1065.06	1064.95	1064.83	1064.71	1064.56	1064.46	1064.35	1064.23	1064.09	1064.00	1063.88	1063.77	1063.65	1063.59	1063.54	1063.48	1063.39	1063.31
G	1065.47	1065.37	1065.27	1065.17	1065.07	1064.95	1064.83	1064.69	1064.59	1064.48	1064.36	1064.23	1064.14	1064.03	1063.92	1063.79	1063.75	1063.71	1063.67	1063.60	1063.51

^bEnd of beam B

TOP OF PORTLAND CEMENT CONCRETE ELEVATIONS AT GUTTERLINE																					
	£ Brg. W. Abut.	.25	.50	.75	£ Pier 1	.25	.50	.75	£ Pier 2	.25	.50	.75	£ Pier 3	.25	.50	.75	£ Pier 4	.25	.50	.75	£ Brg. E. Abut
North	1064.76	1064.69	1064.61	1064.51	1064.42	1064.31	1064.21	1064.07	1063.93	1063.83	1063.73	1063.59	1063.44	1063.34	1063.24	1063.08	1062.90	1062.81	1062.73	1062.63	1062.54
South	1065.47	1065.38	1065.29	1065.18	1065.07	1064.96	1064.85	1064.92	1064.59	1064.49	1064.39	1064.26	1064.14	1064.04	1063.94	1063.82	1063.75	1063.72	1063.69	1063.62	1063.51

Note: The gutterline elevations shown have been adjusted for the dead load deflections caused by the weight of concrete and wearing course and are the elevations required before the concrete deck is placed. No concrete shall be placed until the screed rails have been set for the entire bridge.

MARK	NUMBER	LENGTH	TYPE	DIMENSIONS			SERIES INCRE.	WEIGHT POUNDS
				A	B	C		
WEST ABUTMENT								
AA401	42	3'-5"	105	1'-0"	1'-8"			96
AA501	36	8'-4"	105	1'-7"	5'-5"			313
AA502	12	11'-6"	109	3'-0"	2'-6"			144
AA503	1	11'-1"	105	2'-8"	6'-0"			11
AA504	35	7'-10"	104	6'-11"	1'-0"			286
AA505	35	7'-10"	105	2'-4"	3'-5"			286
AA506	3	9'-2"	117	6'-0"	4'-7"	1'-4"		29
AA507	3	4'-7"	118	1'-7"	1'-5"	1'-4"		15
AA508	3	10'-2"	117	7'-0"	4'-6"	1'-4"		32
AA509	7	3'-2"	108	1'-7"	1'-7"	1'-6 1/2"		23
AA510	4	4'-10"	Str					20
AA511	3	6'-0"	Str					19
AA513	3	9'-0"	Str					28
AA514	3	51'-6"	Str					162
AA515	4	51'-0"	Str					213
AA516	11	52'-0"	Str					597
AA517	4	11'-8"	117	8'-6"	6'-6"	1'-4"		490
AA518	4	3'-10"	118	1'-7"	8"	1'-4"		17
AA519	4	13'-0"	117	9'-10"	6'-5"	1'-4"		54
AA520	2	3'-4"	Str					7
AA521	24	13'-8"	Str					342
AA522	8	11'-9"	Str					98
AA523	2	3'-1"	Str					6
AA524	5	5'-4"	Str					28
AA525	2	3'-0"	Str					6
AA526	4	5'-7"	108	4'-0"	1'-7"	10"		23
AA527	3	7'-7"	Str					24
AA528	3	3'-9"	Str					11
AA529	4	6'-3"	Str					26
AA530	20	3'-5"	Str					71
AA531	2	6'-8"	Str					15
AA532	4	7'-5"	Str					30
AA533	1	4'-10"	Str					5
AA534	1	4'-4"	Str					5
AA535	3	4'-0"	Str					12
AA536	3	4'-1"	Str					13
AA537	12	6'-10"	114	3'-5"				86
AA538	22	2'-4"	105	7 1/2"	1'-4"			53
AA539	3	7'-3"	Str					23
AA601		14'-8"	106	5'-5"	6'-11"	2'-8"		770
AA602	51	11'-2"	105	5'-0"	1'-5"			855
AA603	51	4'-2"	105	1'-6"	1'-5"			319
AA604	51	6'-4"	105	2'-6"	11"			485
AA606	3	5'-0"	Str					23
AA607	2	18'-10"	105	9'-0"	1'-2"			56
AA608	3	18'-4"	105	8'-9"	1'-2"			83
AA609	2	7'-0"	Str					21
AA610	3	7'-2"	115	5'-4"	9"	9"		32
AA611	3	6'-8"	115	4'-11"	9"	9"		30
AA612	2	7'-9"	Str					23
AA613	2	20'-10"	105	10'-0"	1'-2"			63
AA614	3	20'-2"	105	9'-8"	1'-2"			90
AA701	2	6'-0"	115	4'-4"	9"	7 1/2"		25
AA702	2	5'-3"	115	3'-7"	9"	7 1/2"		22
AA703	6	5'-0"	115	3'-4"	9"	7 1/2"		61
AA801	3	53'-9"	Str					456
AA802	2	53'-3"	Str					286
AA803	2	52'-0"	Str					278
AA804	2	8'-0"	108	5'-8"	2'-6"	2'-5"		43
AA805	1	9'-4"	108	7'-0"	2'-6"	2'-5"		24
AA806	1	10'-7"	108	8'-3"	2'-6"	2'-5"		28
AA807	2	12'-7"	108	10'-3"	2'-6"	2'-5"		67
AA808	2	7'-8"	157	5'-4"	2'-6"	2'-5"		40
AA809	1	9'-7"	157	7'-3"	2'-6"	2'-5"		26
AA810	1	11'-4"	157	9'-0"	2'-6"	2'-5"		30

MARK	NUMBER	LENGTH	TYPE	DIMENSIONS			SERIES INCRE.	WEIGHT POUNDS
				A	B	C		
AA811	2	15'-0"	142	2'-0"	3"	10'-9"		80
DA801	33	5'-2"	141	3'-1"				455
Total 8490								
EAST ABUTMENT								
AB401	36	3'-5"	105	1'-0"	1'-8"			82
AB501	6	7'-9"	105	2'-8"	2'-8"			48
AB502	17	11'-0"	109	3'-2"	2'-2"			195
AB503	37	8'-4"	105	1'-7"	5'-5"			321
AB504	37	7'-7"	104	6'-9"	1'-0"			292
AB505	37	8'-4"	105	3'-5"	2'-7"			321
AB506	1	5'-10"	Str.					6
AB507	2	6'-6"	Str.					14
AB508	3	4'-4"	118	1'-7"	1'-4"	1'-3 1/2"		14
AB509	2	8'-2"	117	5'-0"	4'-4"	9"		17
AB510	4	3'-8"	118	1'-7"	6"	1'-3 1/2"		15
AB511	4	10'-2"	117	7'-0"	6'-5"	9"		43
AB512	14	4'-0"	108	2'-0"	2'-0"	1'-8"		58
AB516	12	47'-6"	Str.					595
AB517	4	50'-6"	Str.					211
AB518	3	50'-9"	Str.					159
AB519	14	6'-11"	114	3'-5"				101
AB520	24	2'-4"	105	7 1/2"	1'-4"			58
AB521	16	15'-0"	Str.					250
AB522	4	4'-1"	Str.					17
AB523	1	4'-4"	Str.					5
AB524	2	4'-7"	Str.					10
AB525	1	4'-7"	Str.					5
AB526	4	6'-4"	Str.					38
AB527	2	7'-6"	Str.					16
AB528	2	6'-10"	108	5'-3"	1'-7"	10"		14
AB529	4	6'-7"	Str.					27
AB530	5	8'-9"	Str.					46
AB531	3	7'-3"	Str.					22
AB532	2	5'-3"	Str.					11
AB533	20	3'-1"	Str.					64
AB534	12	15'-8"	Str.					196
AB535	4	13'-10"	Str.					57
AB536	1	7'-9"	Str.					8
AB537	2	4'-4"	Str.					9
AB538	2	7'-7"	108	6'-0"	1'-7"	7"		16
AB539	4	10'-6"	Str.					44
AB540	4	5'-9"	Str.					24
AB541	4	5'-4"	Str.					22
AB542	2	7'-6"	Str.					16
AB543	3	12'-5"	105	5'-0"	2'-8"			39
AB544	3	6'-0"	Str.					19
AB601	37	14'-6"	106	5'-5"	6'-9"	2'-8"		806
AB602	48	11'-1"	105	5'-0"	1'-5"			799
AB603	48	4'-1"	105	1'-6"	1'-5"			294
AB604	48	5'-7"	105	2'-6"	11"			403
AB606	5	7'-5"	115	5'-7"	9"	9"		56
AB607	4	7'-8"	115	5'-8"	9"	9"		45
AB608	3	6'-11"	115	5'-1"	9"	9"		31
AB609	2	18'-10"	105	9'-0"	1'-2"			56
AB610	3	17'-4"	105	8'-3"	1'-2"			78
AB611	1	6'-9"	Str.					10
AB612	2	6'-8"	115	4'-10"	9"	9"		20
AB613	2	7'-10"	Str.					24
AB614	2	20'-10"	105	10'-0"	1'-2"			63
AB615	4	18'-10"	105	9'-0"	1'-2"			114
AB616	3	5'-0"	Str.					23
AB701	4	5'-2"	115	3'-6"	9"	7 1/2"		42
AB703	1	5'-0"	115	3'-4"	9"	7 1/2"		10
AB704	1	5'-9"	115	4'-1"	9"	7 1/2"		12
AB705	1	6'-3"	115	4'-7"	9"	7 1/2"		13

MARK	NUMBER	LENGTH	TYPE	DIMENSIONS			SERIES INCRE.	WEIGHT POUNDS
				A	B	C		
AB706	1	6'-6"	115	4'-10"	9"	7 1/2"		13
AB707	1	5'-9"	115	4'-1"	9"	7 1/2"		12
AB708	1	5'-3"	115	3'-7"	9"	7 1/2"		11
AB801	5	52'-0"	Str.					695
AB802	2	50'-0"	Str.					267
AB803	2	6'-9"	118	2'-6"	2'-0"	2'-0 1/2"		36
AB804	2	13'-6"	Str.					72
AB805	1	10'-3"	Str.					27
AB806	1	9'-3"	Str.					25
AB807	2	8'-3"	Str.					44
AB808	2	9'-9"	108	7'-0"	2'-9"	2'-3"		52
AB809	1	8'-3"	Str.					22
AB810	1	10'-3"	Str.					27
AB811	2	14'-0"	108	11'-3"	2'-9"	2'-3"		75
DB801	27	5'-6"	141	3'-5"				396
							Total	8198
PIER 1								
SPA401	1	702'-7"	112	85.1	30'-11"	2'-8"		568
SPA402	1	706'-3"	112	85.6	31'-1"	2'-8"		571
SPA403	1	711'-9"	112	86.2	31'-4"	2'-8"		576
SPA404	1	715'-5"	112	86.7	31'-6"	2'-8"		579
PA501	2	3'-1"	105	1'-0"	1'-4"			6
PA502	2	4'-0"	105	1'-0"	2'-3"			8
PA503	38	4'-5"	105	1'-0"	2'-8"			175
PA504	33	12'-2"	109	2'-8"	3'-2"			418
PA505	12	10'-10"	109	2'-0"	3'-2"			136
PA601	4	45'-6"	Str.					274
PA602	8	8'-0"	113	1'-11"	4'-2"	2'-8"		96
PA603	38	8'-6"	Str.					485
PA701	57	8'-6"	Str.					990
PA1001	8	34'-0"	Str.					1,170
PA1002	8	34'-3"	Str.					1,180
PA1003	8	34'-7"	Str.					1,190
PA1004	8	34'-9"	Str.					1,200
PA1005	32	6'-9"	104	5'-11 1/2"	1'-1"			931
PA1006	3	53'-2"	155	45'-0"	1'-9"			686
PA1007	5	10'-0"	Str.					215
PA1008	2	9'-0"	Str.					78
PA1009	3	47'-6"	Str.					613
PA1010	2	11'-9"	Str.					101
PA1011	2	11'-6"	Str.					99
PA1012	2	50'-8"	155	42'-6"	1'-9"			436
PA1013	2	45'-9"	Str.					396
PA1101	18	55'-6"	Str.					5,310
							Total	18,487
PIER 2								
SPB401	1	689'-9"	112	83.6	30'-4"	2'-8"		558
SPB402	1	695'-3"	112	84.2	30'-7"	2'-8"		562
SPB403	1	698'-11"	112	84.7	30'-9"	2'-8"		565
SPB404	1	702'-7"	112	85.1	30'-11"	2'-8"		568
P. 501	2	3'-1"	105	1'-0"	1'-4"			6
P. 502	2	4'-0"	105	1'-0"	2'-3"			8
P. 503	38	4'-5"	105	1'-0"	2'-8"			176
PB504	19	12'-2"	109	2'-8"	3'-2"			242
PB505	34	11'-4"	109	2'-0"	3'-2"			

