

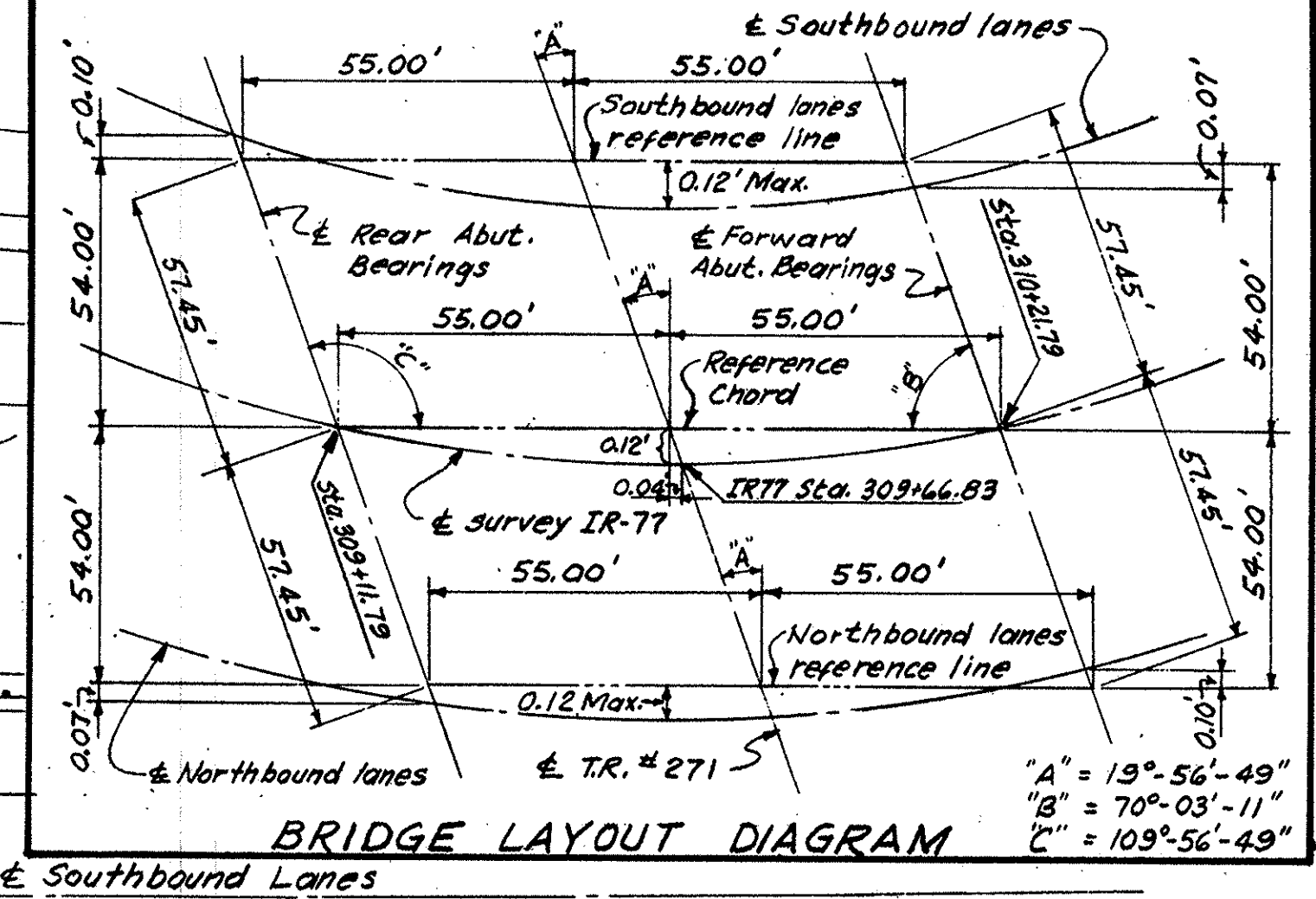
FED. RD.	STATE	PROJECT
2	OHIO	I-77-4(22)102

111
149

STARK COUNTY
STA-IR77-500
2.3± Miles South of Canton

Curve Data Survey

P.I. Sta. 312+25.94
Δ = 13°-17'-39"
D = 0°-28'-00"
R = 12,277.67'
T = 1,976.91'
L = 3,920.18'
E = 158.14'



Foundation Soundings

Foundation design and foundation quantities are based on a study of rod soundings and soil sampling soundings made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.

Steel Layout

The reference lines for steel layout shall be parallel to a reference chord established at the survey of IR-77.

Proposed Structure

Type: Continuous steel beam with reinforced concrete deck and sub structure.
Skew: 19°-56'-49" to reference chord.
Spans: 32'-0"-46'-0"-32'-0" & 1/2 bearings.
Roadway: 42'-0" F/F Parapets
Load Frequency: CF 2000 (57) Adequate for AASHTO
Wearing Surface: 1" monolithic alternate loading
Approach Slabs: AS-1-54 (25' long)
Alignment: 0°-28'-00" curve left (structures on tangent)
Superelevation: None
Slope Protection: F10, 12" Crushed aggregate
A.D.T.: 1975 - 1020

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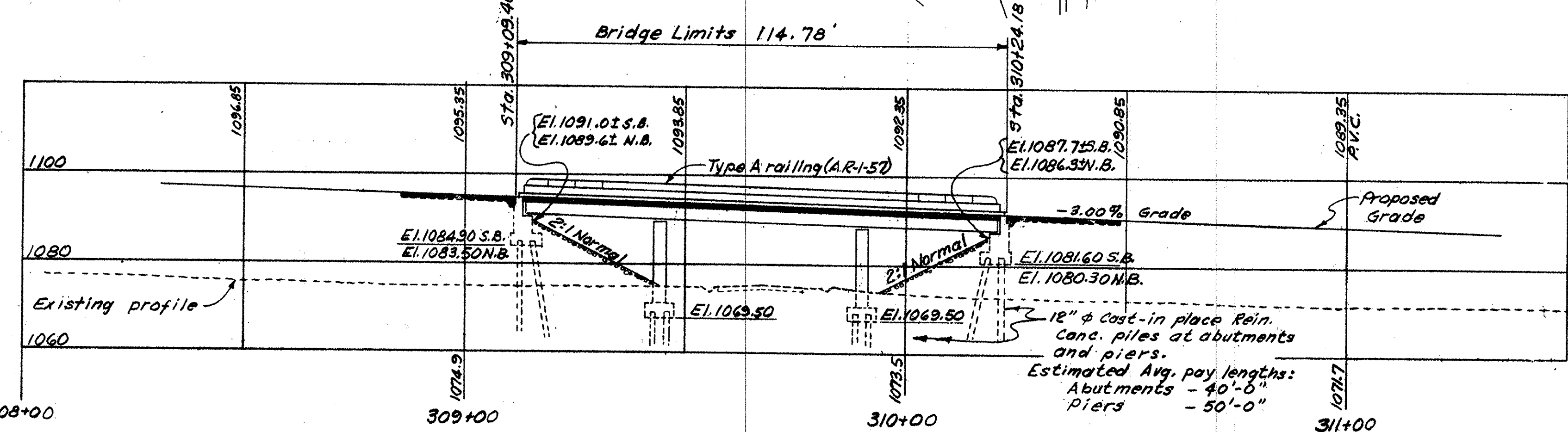
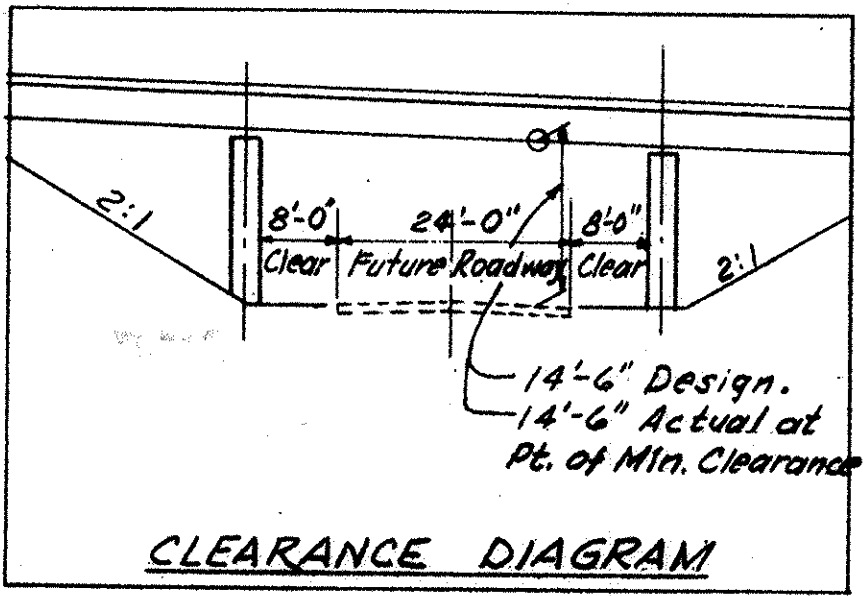
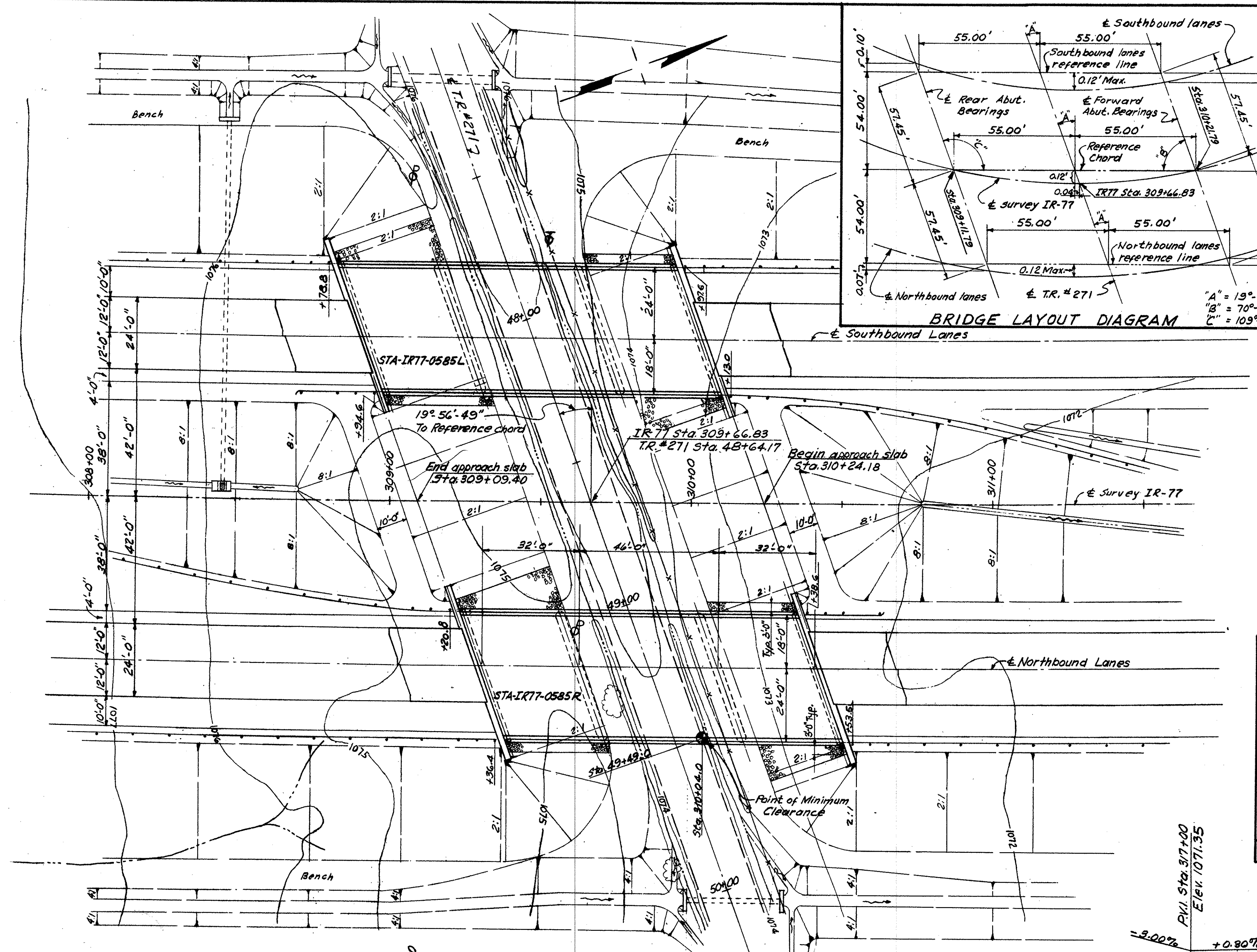
STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES
BEISWENGER & HOCH, Consulting Engineers
AKRON, OHIO

SITE PLAN

BRIDGE No. STA-IR77-0585 L&R
IR-77 OVER T.R. No. 271

STARK COUNTY
SCALE: 1"=20'
DESIGNED: EAH
CHECKED: STY
DATE: 11/7

REVIEWED: DATE: REVISION: 1



STARK COUNTY
STA-IR77-5.00

GENERAL NOTES

REFERENCE shall be made to Standard Drawings AS-1-54 revised 7-5-62, AR-1-57 revised 4-2-62, FS8-1-62 revised 1-15-63, and CSB-2-56 Sheet Nos. 2 of 6 & 3 of 6 revised 2-2-59, and to Supplemental Specifications 8101 revised 7-12-62.

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

EXCAVATION QUANTITY includes the removal of fill material required for construction of the abutments and piers.

PILES shall be driven to a minimum bearing capacity of 35 tons per pile for the abutments and 38 tons per pile for the piers.

WELDING of structural steel shall be Class "A" except as otherwise shown. Welds shown as field welds may, at the option of the contractor be made in the shop.

FIRST TEST PILE: Item S-16 in Estimating Quantities may be driven either at STA-IR77-0585L or STA-IR77-0585R.

REFERENCE shall be made to Supplemental Specification S-307 revised 10-1-64.

CONCRETE DECK PLACING: In order to facilitate water curing of the concrete of the deck slab, the placing of concrete shall progress upgrade. The slab may be placed in sections, between transverse construction joints which are parallel to transverse reinforcing steel and are located near the center of any span.

SURFACE FINISH OF CONCRETE: The requirements of S-1.22, Rubbed Finish, shall apply to the following exposed concrete surfaces:

- The entire superstructure except the top & bottom surfaces of roadway.
- The entire surface of piers and abutments except bridge seats, backwalls and the face of abutments between outside beams.

MACHINE FINISH: The concrete bridge deck shall be finished by the use of a finishing machine.

UTILITY LINES: All expense involved in relocating the affected utility lines shall be borne by the owner. The contractor and owner are requested to cooperate by arranging their work in such a manner that inconvenience to either will be held to a minimum.

MAINTENANCE AND PROTECTION OF TRAFFIC: Two lanes of traffic with a minimum horizontal width of 26'-0" shall be maintained on T.R. 271 at all times. The Contractor shall safeguard the traveling public by providing platforms, nets or other suitable protection above the traveled lanes. A minimum vertical clearance of 12'-9" shall be provided at all times.

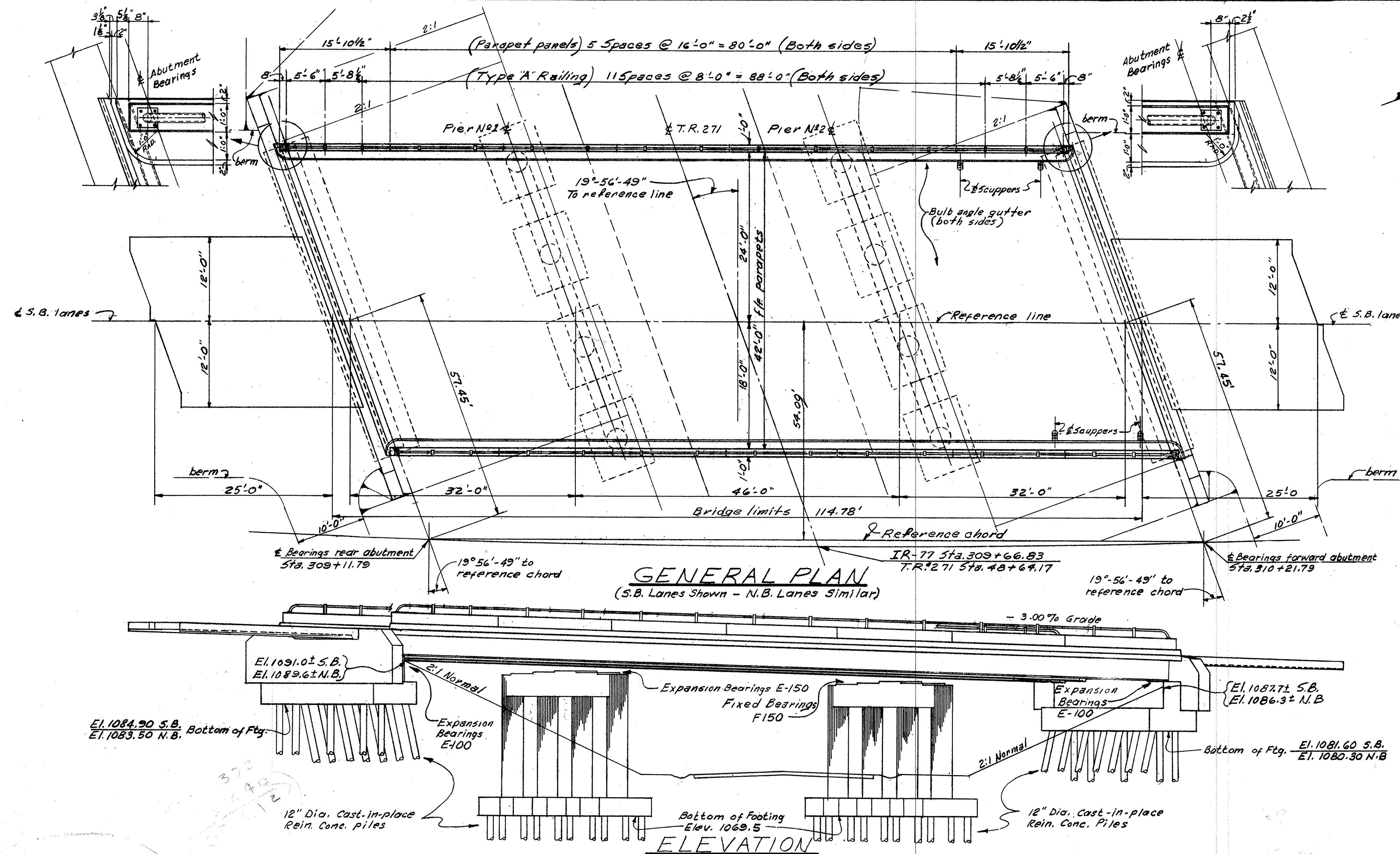
See sheet No. 113
for additional
General Notes.

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES
BEISWENGER & HOCH, Consulting Engineers
AKRON, OHIO

GENERAL PLAN, ELEVATION,
NOTES AND ESTIMATED QUANTITIES
BRIDGE No. STA-IR77-0585 L&R
IR-77 over T.R. No. 271

STARK COUNTY
Sec. STA-IR77-5.00
Sta. 309+09.40
To Sta. 310+24.18

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EAH	RUP		STY			

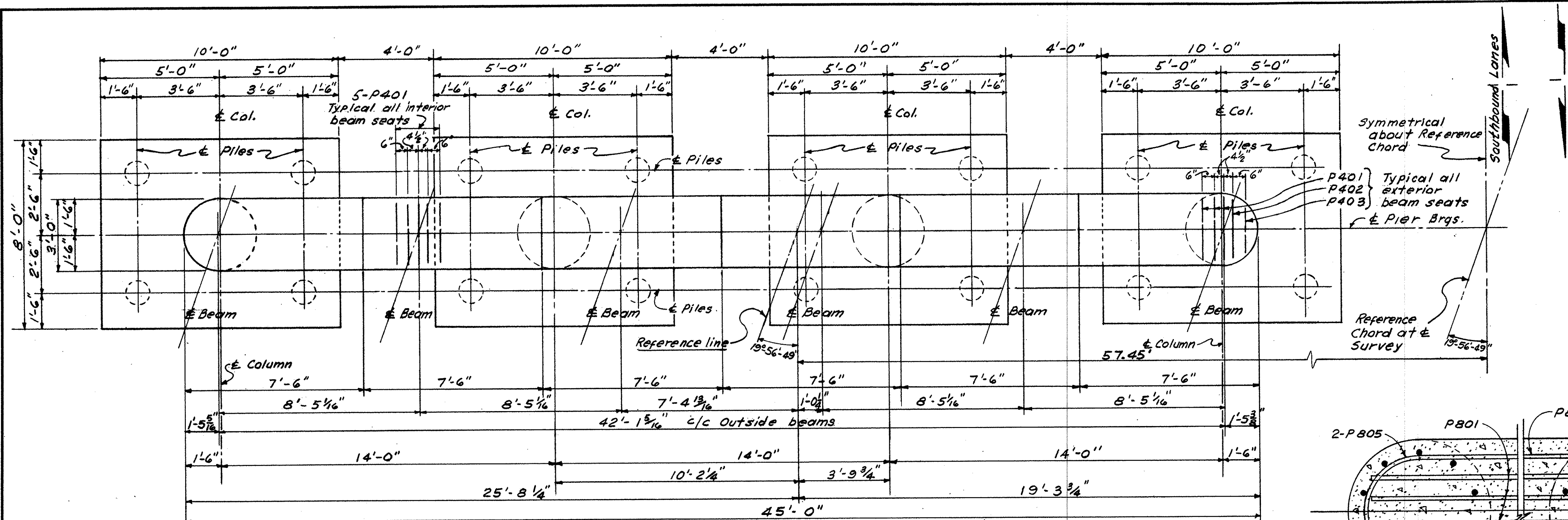


ESTIMATED QUANTITIES (2 BRIDGES)					
Item	Total	Unit	Description	Super. Abut.	Piers Gen'l.
E-2	865	Cu. Yd.	Unclassified Excavation	492	373
S-1	303	Cu. Yd.	Class "C" concrete, superstructure	303	
S-1	127	Cu. Yd.	Class "C" concrete pier caps and columns		127
S-1	178	Cu. Yd.	Class "E" concrete abutments above footings	178	
S-1	255	Cu. Yd.	Class "E" concrete footings	136	119
S-4	151,218	Lbs	Reinforcing steel	90,992	17,349 42,877
S-7	209,600	Lbs	Structural steel	209,600	
S-8	209,600	Lbs	Field painting of structural steel	209,600	
S-14	447.00	Lin. Ft.	Railing (Type "A" aluminum rail and supports and concrete parapet)	447.00	
S-16	Lump sum		First test pile		Lump

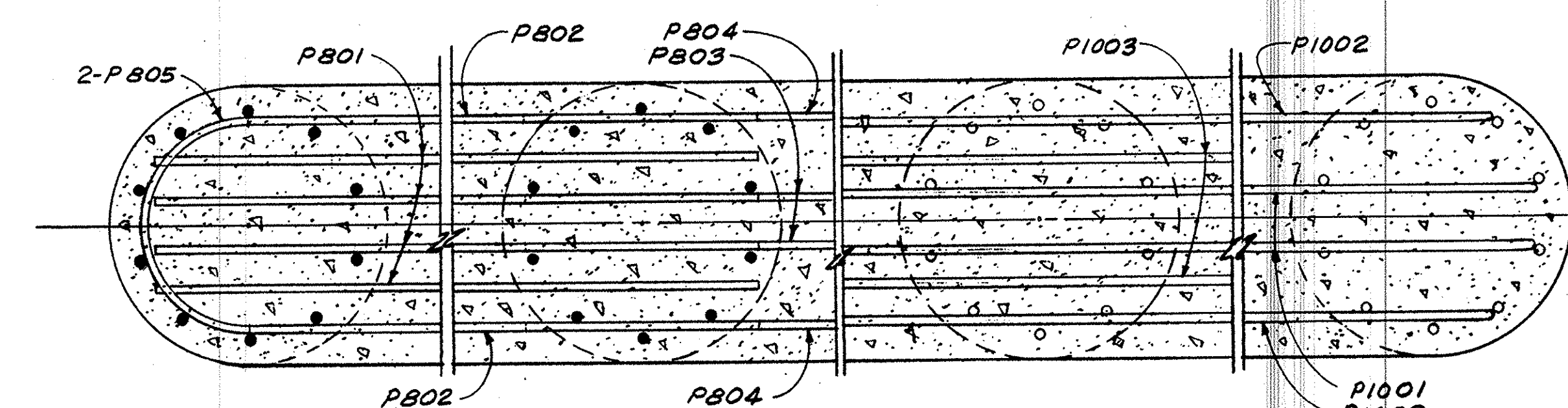
Item	Total	Unit	Description	Super. Abut.	Piers Gen'l.
S-18	5120	Lin. Ft.	12" dia. cast-in-place reinforced concrete piles	1,920	3,200
S-29	62	Cu. Yd.	Porous backfill	62	
S-29	8	each	Scuppers, including supports	8	
I-10	847	Sq. Yd.	Crushed aggregate slope protection		847
S-101	303	each	Water-reducing, set retarding admixture	303	

STARK COUNTY
STA-IR77-5.00

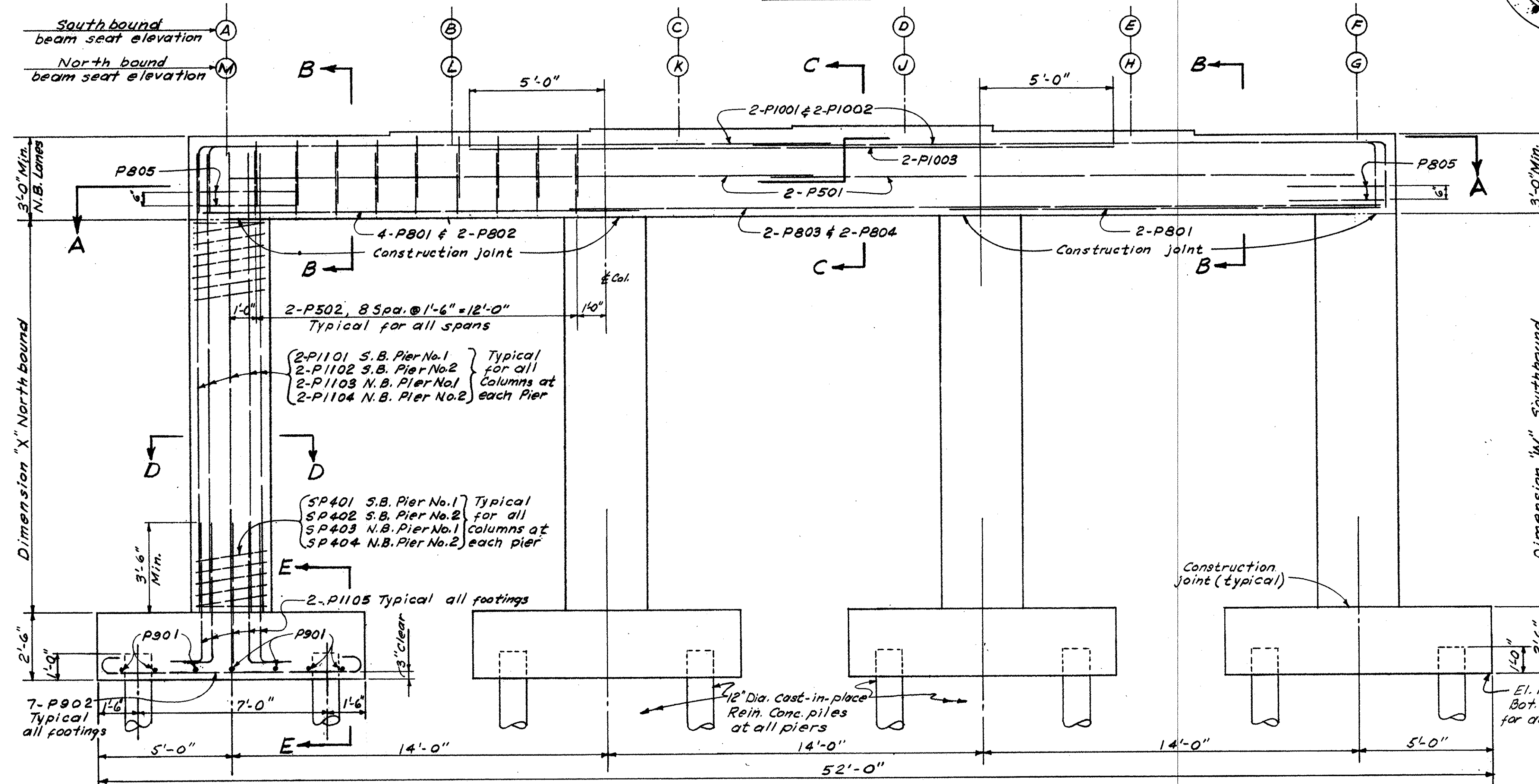
DIMENSION and ELEVATION TABLE					
Mark	Southbound Lanes		Mark	Northbound Lanes	
	Pier No.1	Pier No.2		Pier No.1	Pier No.2
A	1091.34	1089.74	G	1090.18	1088.60
B	1091.37	1089.78	H	1090.22	1088.63
C	1091.41	1089.82	J	1090.26	1088.67
D	1091.42	1089.82	K	1090.08	1088.50
E	1091.21	1089.61	L	1089.87	1088.29
F	1090.99	1089.40	M	1089.66	1088.08
Dim. "W"	16'-0"	14'-4 1/2"	Dim. "X"	14'-8"	13'-1"



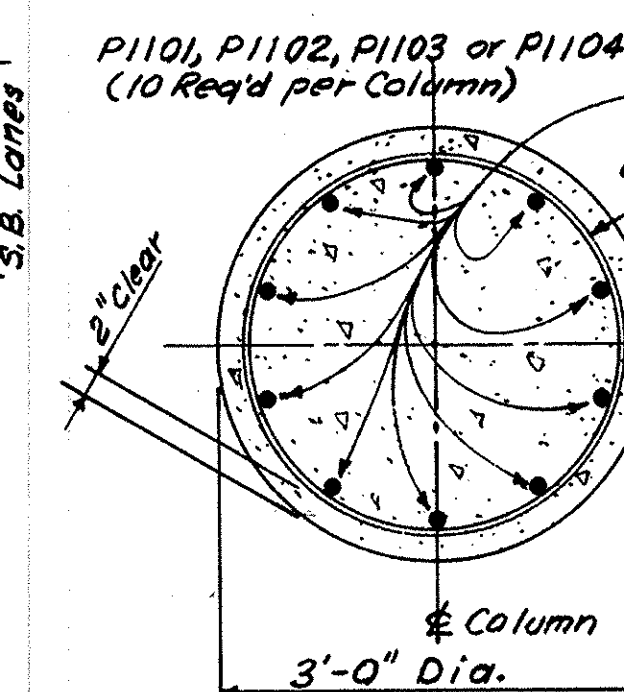
PLAN



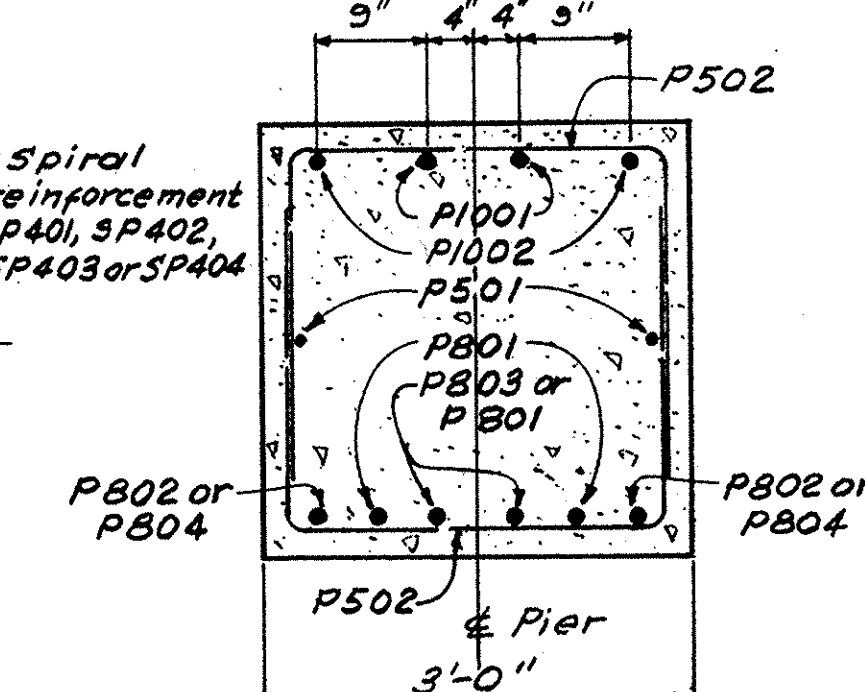
SECTIONAL PLAN A-A



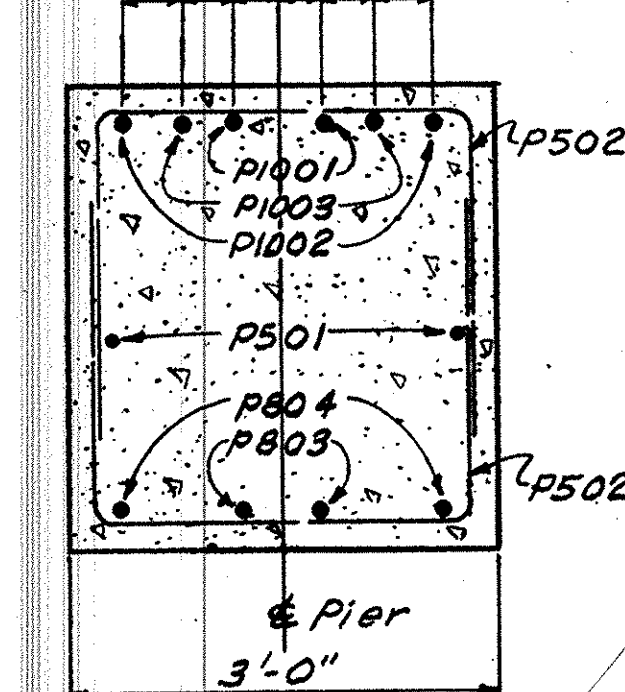
ELEVATION



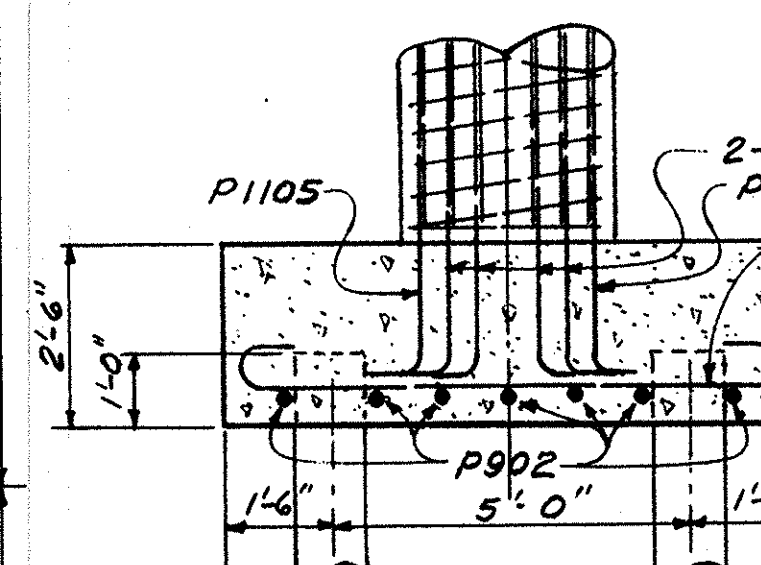
SECTION D-D



SECTION B-B



SECTION C-C



SECTION E-E

CONCRETE shall be Class "C" for Pier caps and columns, and Class "E" for footings.

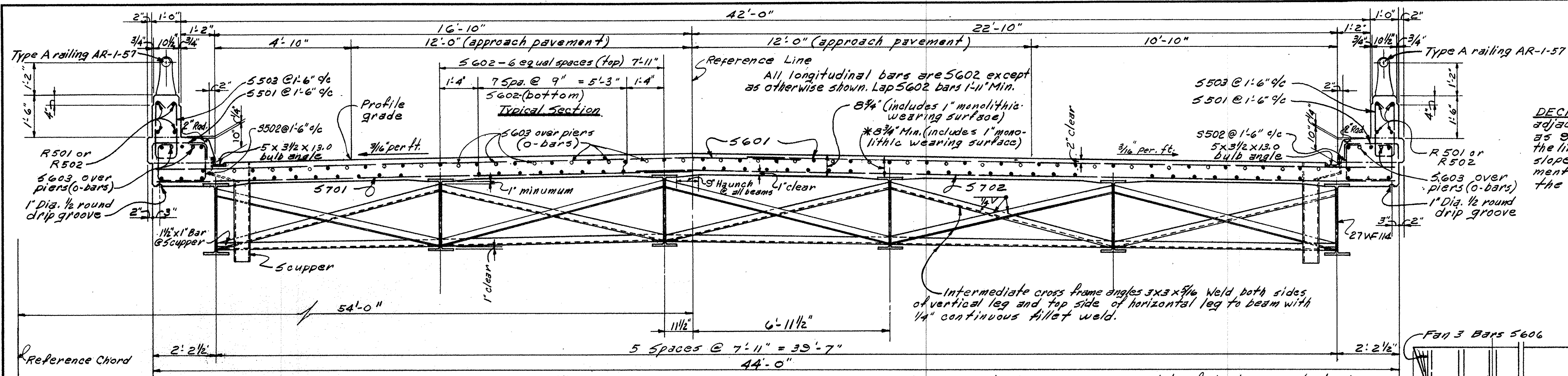
BRIDGE SEAT REINFORCING: Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bar holes.

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STATE OF OHIO DEPARTMENT OF HIGHWAYS BUREAU OF BRIDGES					
BEISWENGER & HOCH, Consulting Engineers AKRON, OHIO					
PIER DETAILS					
BRIDGE No. STA-IR77-0585 L&R IR-77 OVER T.R. 271					
STARK COUNTY SEC. STA-IR77-5.00			Sta. 309+09.40 To Sta. 310+24.18		
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
EAH	EAH		STY		

Stark County
STA-IR77-5.00

DECK SLAB HAUNCH: The haunch in the deck slab adjacent to the top of steel beams, which is shown as 9" wide, may vary from this dimension between the limits of 6" and 12" except that the maximum slope shall not exceed 3 inches per foot. Payment for deck slab concrete shall be based on the 9" width.

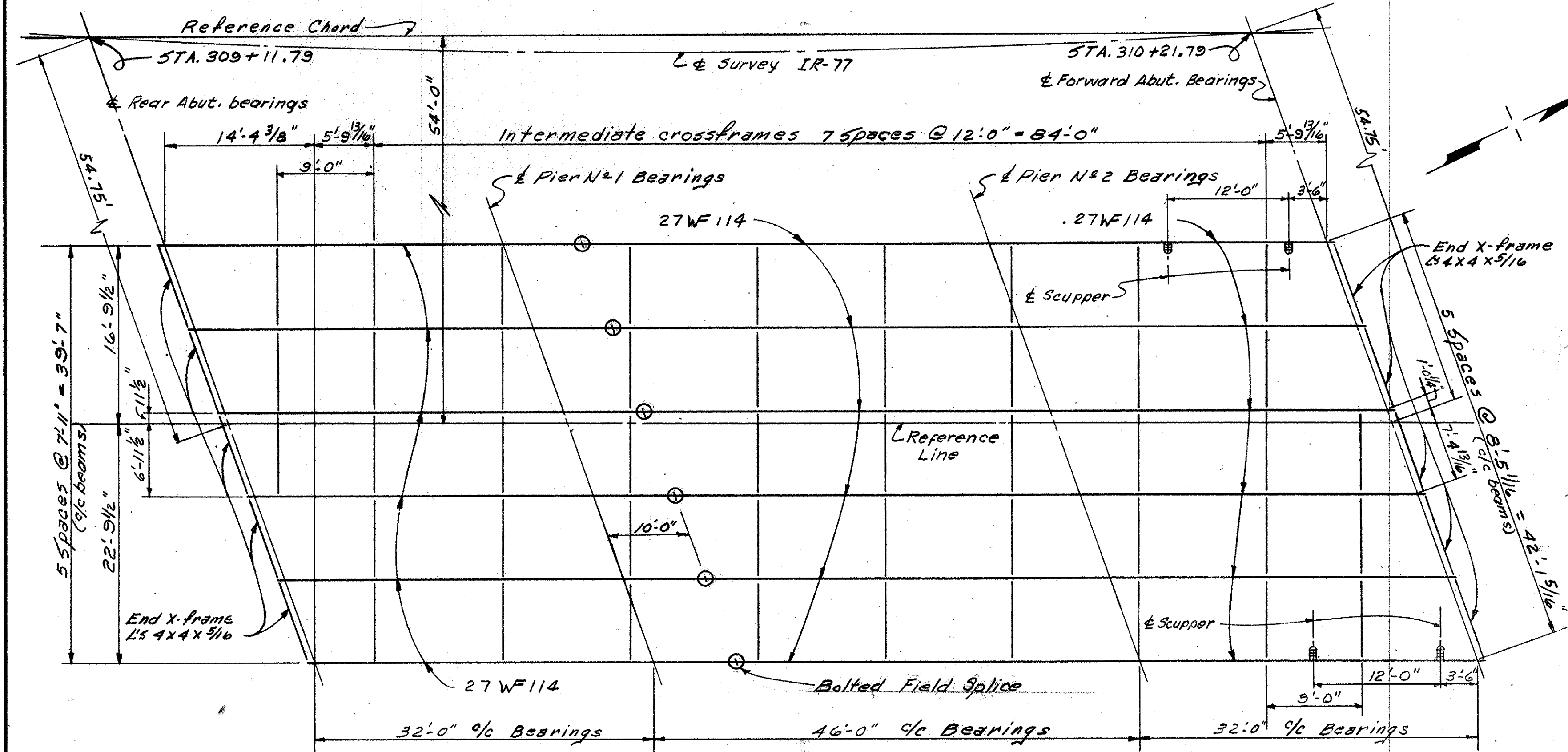
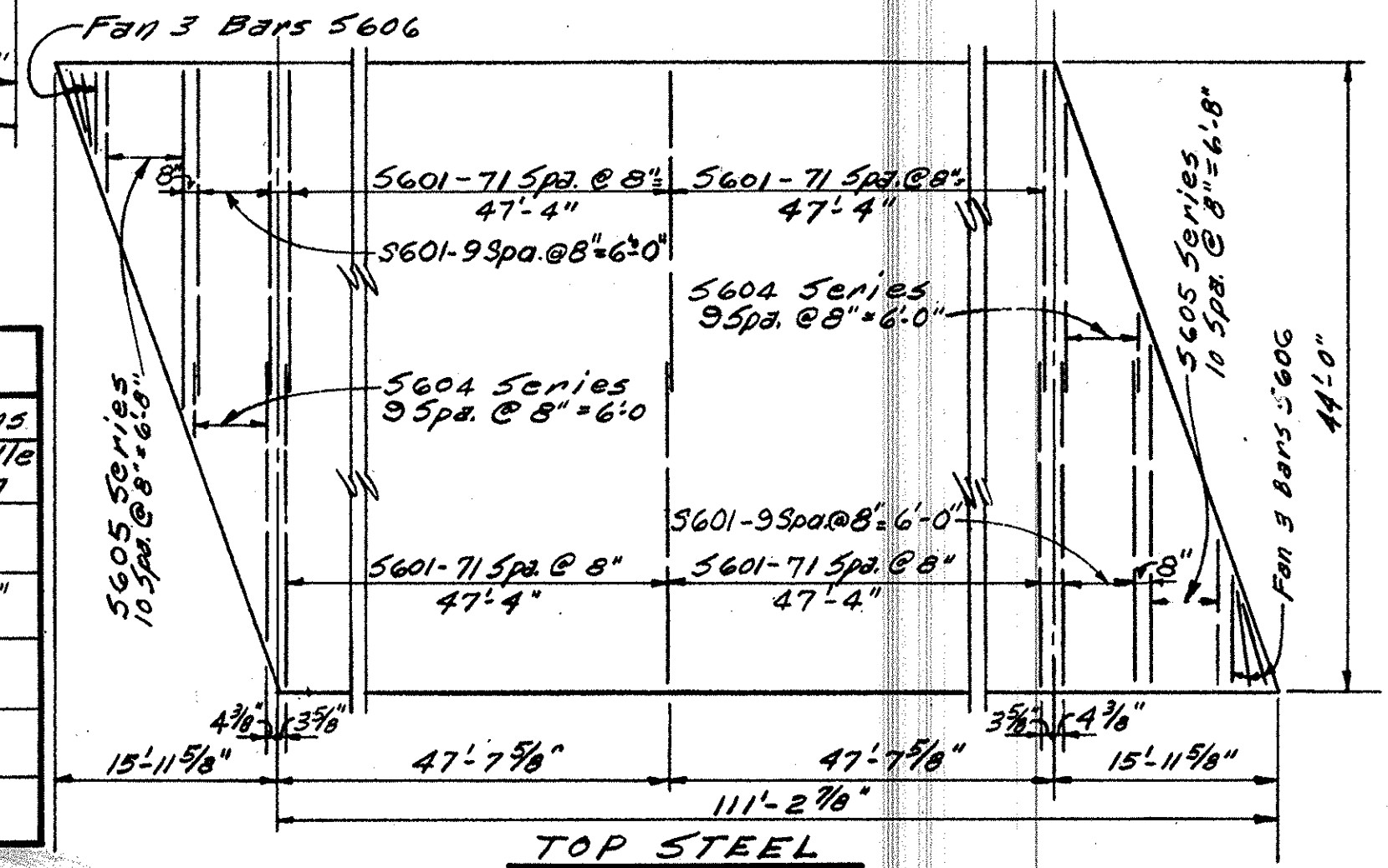


TRANSVERSE SECTION

(N.B. Lanes shown - S.B. Lanes Opp. Hand)

* This is a nominal 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 finished grade.

Location	DEFLECTION & CAMBER			
	Exterior beams end span	Interior beams middle span	Interior beams end span	Interior beams middle span
Deflection due to weight of steel	0	0	0	0
Deflection due to remaining dead load	0	1/8"	0	1/4"
Convexity required for vertical curve	0	0	0	0
Sum of deflection and convexity	0	1/8"	0	1/4"
Required Camber	0	0	0	0



STEEL FRAMING PLAN

(N.B. Lanes shown - S.B. Lanes Similar)

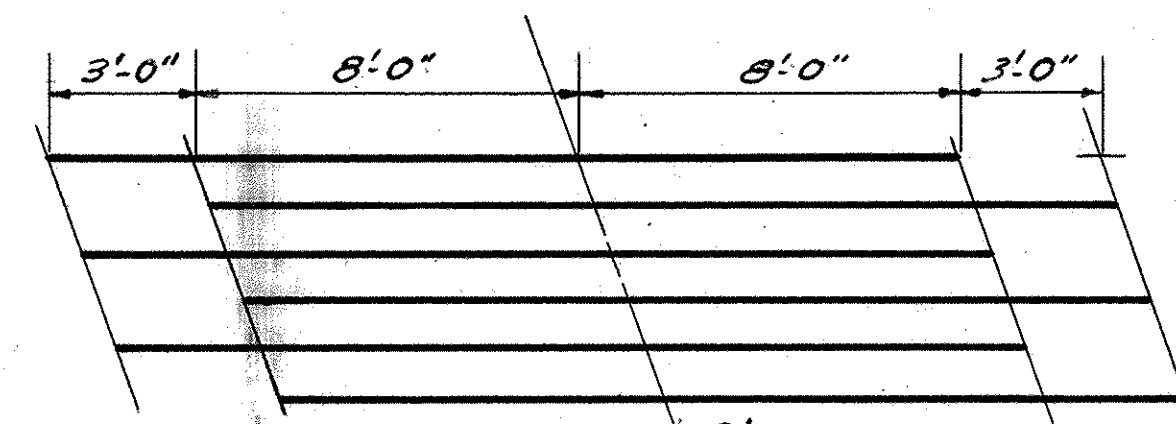
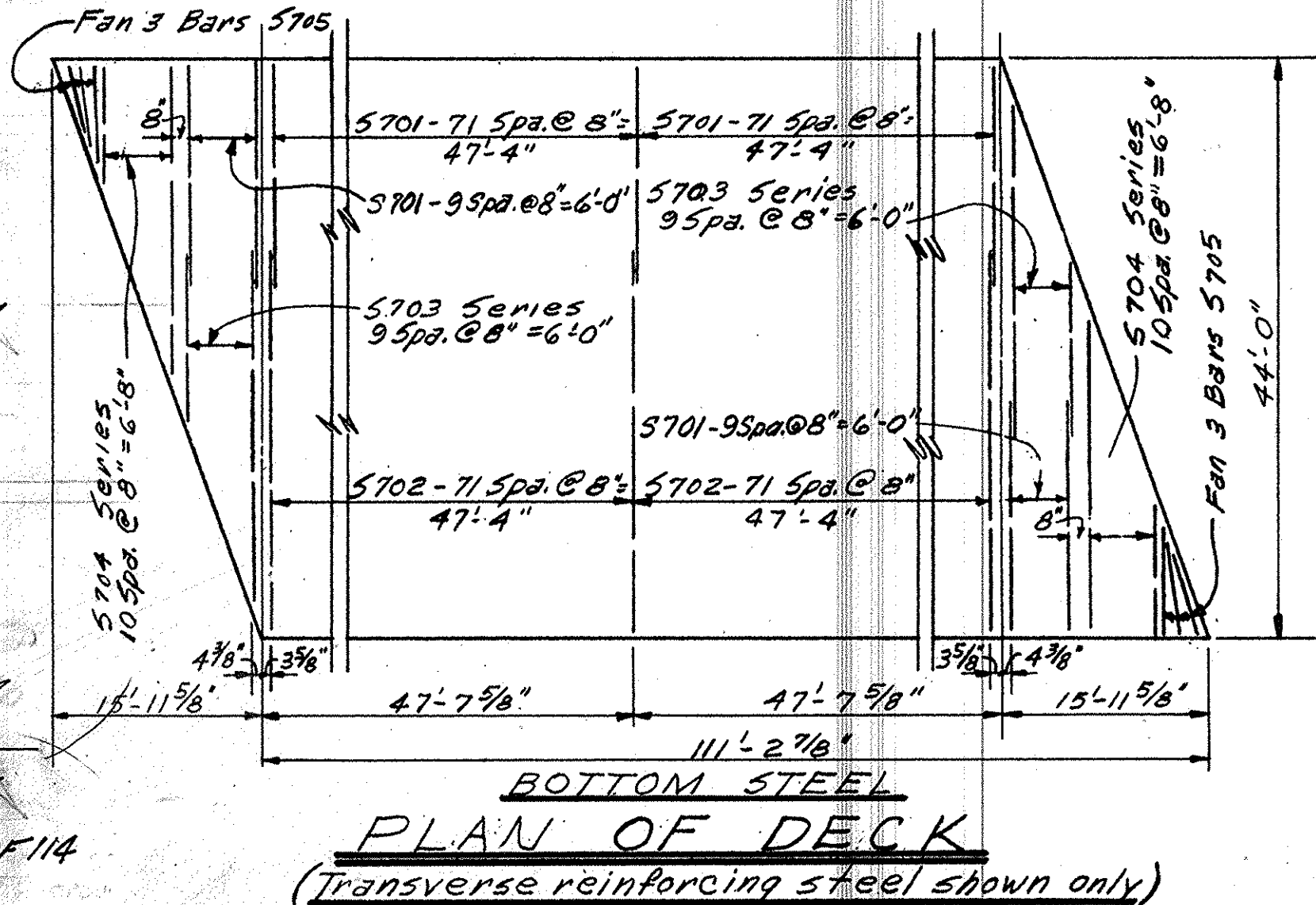
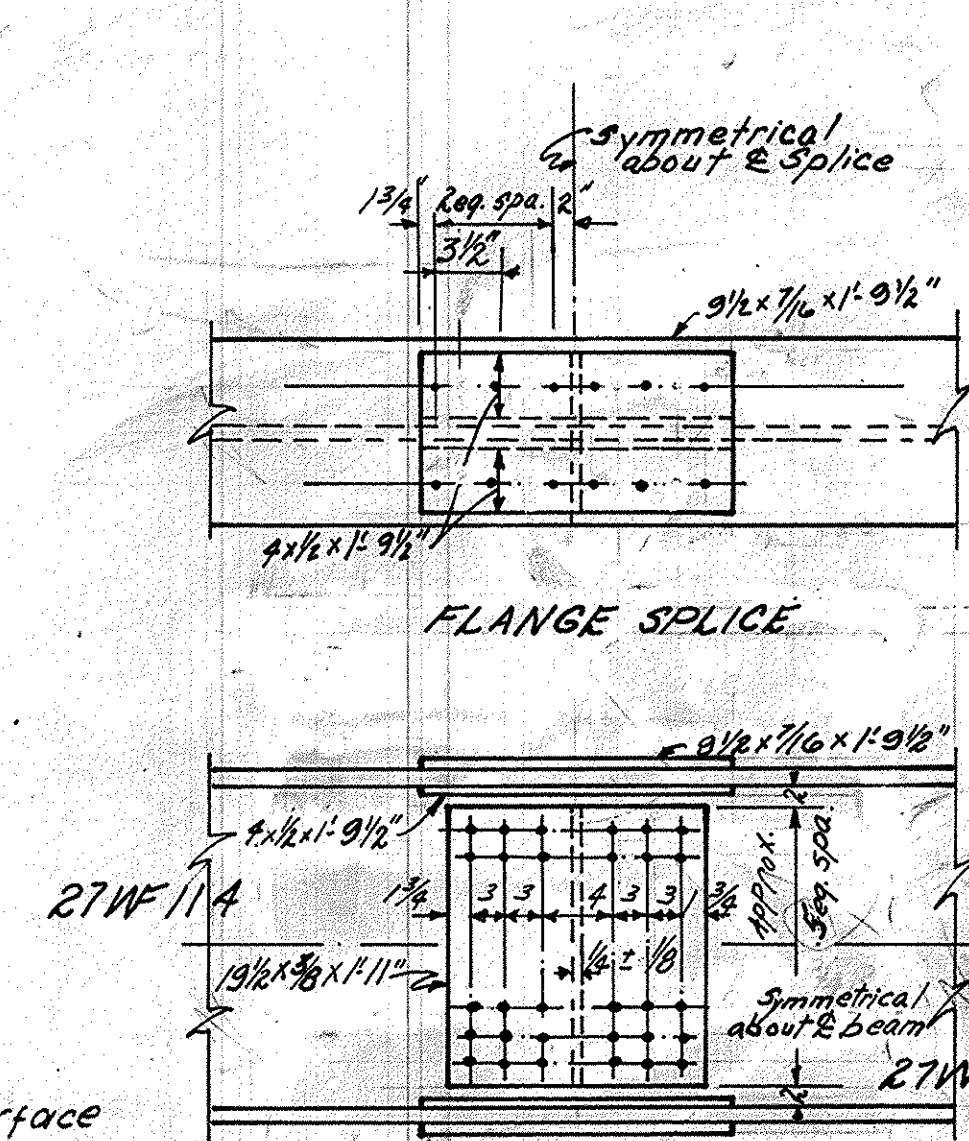
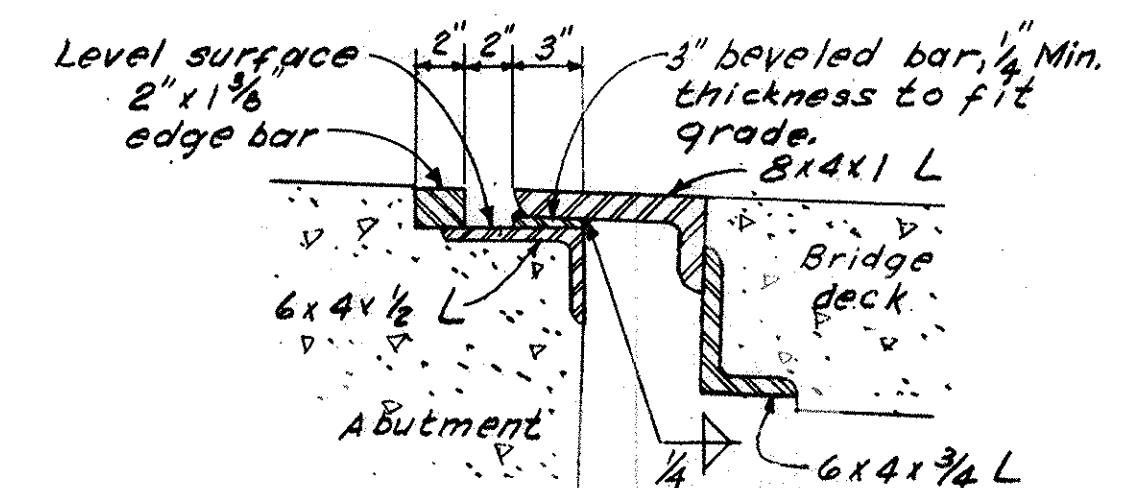


DIAGRAM SHOWING 5603 BARS
STAGGERED OVER PIERS



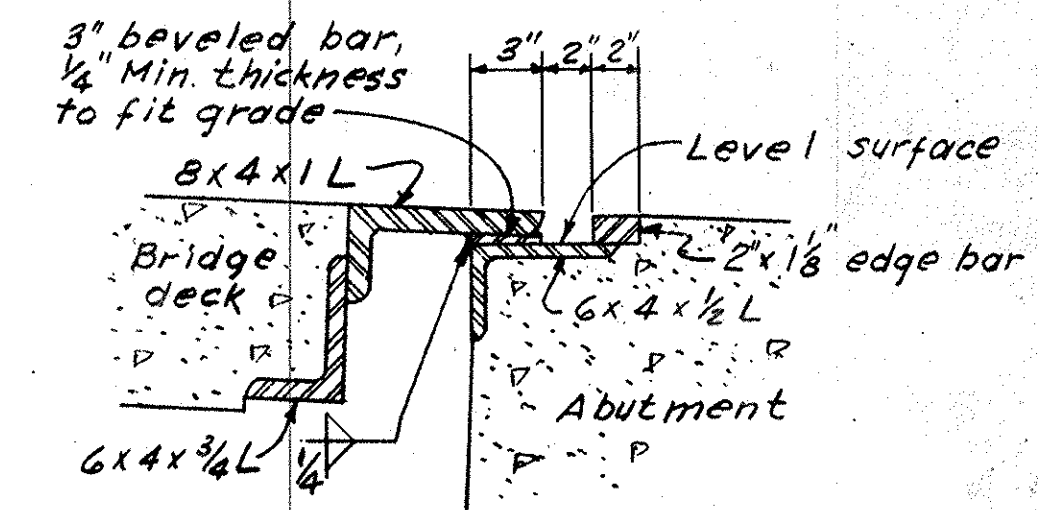
PLAN OF DECK

(Transverse reinforcing steel shown only)



EXPANSION DAM DETAIL REAR ABUTMENTS

For information not shown, see standard
Drawing CSB-2-56 sheet 2 of 6



EXPANSION DAM DETAIL FORWARD ABUTMENTS

For information not shown, see standard
Drawing CSB-2-56 sheet 2 of 6

STATE OF OHIO
DEPARTMENT OF HIGHWAYS
BUREAU OF BRIDGES

BEISWENGER & HOCH, Consulting Engineers
AKRON, OHIO

**TRANSVERSE SECTION
FRAMING PLAN & DECK PLAN**
BRIDGE NO. STA-IR77-0585 L&R
IR77 OVER T.R. #271
STARK COUNTY
SEC. STA-IR77-5.00

DESIGNED: EAH
DRAWN: R.J.P.
CHECKED: STW
REVIEWED: DJT
DATE: 5/13/27
REVISED: 5/13/27

STARK COUNTY
5TA-IR77-5.00

NOTES

SPIRAL REINFORCING BARS: The "LENGTH" shown in the steel list for the spiral bars is the distance from the top of the footing to the bottom of the pier cap.
The "No. of Turns" shown is the "LENGTH" divided by the pitch, plus three turns (total number of closed coils), expressed as the nearest whole number.
Spiral reinforcing bars shall not have deformations but shall in other respects conform to Item 5.4 One and One half closed coils shall be provided at the ends of each spiral unit.
Four steel channel, tee or angle spacers, weighing approximately 0.68 lb. per lin. ft. of spacer, shall be provided for each spiral unit. They shall be equally spaced along the periphery of the coil. The number of pounds of these spacers, based on 0.68 lb. per lin. ft., will be paid for as reinforcing steel and is included in the tabulated quantity of spiral bars.

BAR SIZE is indicated in the bar mark. The first digit where three digits are used, and the first two digits where four are used, indicate the bar size number. For example, A701 is a No. 7 size bar and P101 is a No. 11 size.

* Included with railing for payment

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REINFORCING STEEL LIST					BENDING DIAGRAMS					MARK NO. LENGTH WEIGHT						
SUPERSTRUCTURE					4'-0" TYPICAL					ABUTMENTS (Cont'd)						
5701	326	18'-11"	12,605	S	Varies by 1'-10" increments	A601 5'-5" % A602 5'-4" %	2'-10" TYPICAL	1'-3" % 1'-5" % 1'-9" %	1'-1" % 1'-5" % 1'-9" %	A506	8	8'-0"	67	S		
5702	286	26'-11"	15,785	S						A507	4	7'-7"	32	B		
5703	4	from 5702 by 10 bars	91'-7" to 25'-7"	1418	S	Varies by 1'-10" increments	A508 4'-1" % A509 3'-5" % A511 5'-5" % A513 1'-5" %	2'-0" % ± 1'-8" % ± 1'-6" % ± 1'-2" % ±	1'-1" % ± 1'-3" % ± 1'-5" % ± 1'-9" % ±	A508	3	6'-10"	57	B		
5704	4	from 5703 by 11 bars	51'-7" to 23'-11"	1327	S					A509	136	9'-6"	1349	B		
5705	12	5'-0"	123	S	Varies by 1'-10" increments	A510 136	9'-2"	1300	B	A511	136	5'-10"	827	B		
5601	612	22'-10"	29,989	S						A512	4	2'-7"	11	S		
5602	664	29'-2"	29,089	S	Varies by 1'-10" increments	A513	2	6'-9"	14	B	A514	2	6'-8"	14	B	
5603	136	19'-0"	3,881	S						A515	4	15'-9"	66	S		
5604	4	from 5603 by 10 bars	5'-0" to 21'-6"	796	S	Varies by 1'-10" increments	A516	4	9'-9"	41	S	A401	120	3'-0"	240	B
5605	4	from 5604 by 11 bars	5'-7" to 23'-11"	975	S						Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	PIERS
5606	12	5'-0"	90	S	P1101	40	18'-6"	3,932	S							
5501	304	2'-7"	819	B	Varies by 1'-10" increments	A509	9'	A513	8'	A514	6'	P1102	40	16'-11"	3,595	S
5502	304	4'-8"	1,480	B								P1103	40	17'-2"	3,648	S
5503	304	5'-3"	1,665	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P1104	40	15'-7"	3,312	S		
RAILING										P1105	160	6'-11"	5,880	B		
R501	80	15'-8"	*	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P1001	16	26'-1"	1,796	B		
R502	32	15'-6"	*	S						P1002	16	25'-7"	1,761	B		
ABUTMENTS					Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P1003	8	24'-0"	826	S		
A301	56	24'-3"	3,626	S						P901	112	10'-2"	3,872	B		
A601	52	13'-11"	1,087	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P902	112	12'-2"	4,633	B		
A602	52	13'-6"	1,054	B						P801	24	16'-3"	1,041	S		
A603	52	11'-11"	931	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P802	8	15'-3"	326	S		
A604	10	7'-4"	110	S						P803	8	30'-3"	646	S		
A605	20	6'-11"	208	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P804	8	29'-3"	625	S		
A606	4	6'-9"	41	S						P805	16	8'-7"	367	B		
A607	4	6'-1"	37	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P501	16	21'-10"	364	S		
A608	4	5'-5"	33	S						P502	216	7'-3"	1,633	B		
A609	8	6'-6"	78	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P401	104	3'-6"	243	B		
A610	8	5'-10"	70	S						P402	8	3'-4"	18	B		
A611	8	5'-1"	61	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	P403	8	2'-8"	14	B		
A612	136	12'-6"	2,553	B						REPLACEMENT BARS						
A613	10	7'-6"	113	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	RE1100	2	7'-6"	*	S		
A614	4	7'-0"	42	S						RE1200	ONE	7'-2"	*	S		
A615	4	6'-4"	38	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	RE900	ONE	6'-10"	*	S		
A616	4	5'-7"	34	S						RE800	ONE	6'-6"	*	S		
A501	4	29'-9"	124	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	RE700	2	6'-2"	*	S		
A502	16	29'-6"	492	S						RE600	4	5'-11"	*	S		
A503	48	30'-10"	1,544	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	RE500	ONE	5'-7"	*	S		
A504	40	23'-3"	970	S						RE400	ONE	5'-3"	*	S		
A505	8	10'-3"	86	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	RE401	ONE	5'-3"	*	B		
RAILING										SPIRAL REINFORCING LIST						
R501	80	15'-8"	*	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	MARK	NUMBER	LENGTH	PITCH	No. OF TURNS	WEIGHT	
R502	32	15'-6"	*	S						SP401	4	32"	16'-0"	4 1/2	46	1016
ABUTMENTS					Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	SP402	4	32"	14'-4 1/2"	4 1/2	928	
A301	56	24'-3"	3,626	S						SP403	4	32"	14'-8"	4 1/2	42	928
A601	52	13'-11"	1,087	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	SP404	4	32"	13'-1"	4 1/2	840	
A602	52	13'-6"	1,054	B						SPACERS				633		
A603	52	11'-11"	931	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A604	10	7'-4"	110	S												
A605	20	6'-11"	208	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A606	4	6'-9"	41	S												
A607	4	6'-1"	37	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A608	4	5'-5"	33	S												
A609	8	6'-6"	78	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A610	8	5'-10"	70	S												
A611	8	5'-1"	61	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A612	136	12'-6"	2,553	B												
A613	10	7'-6"	113	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A614	4	7'-0"	42	S												
A615	4	6'-4"	38	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A616	4	5'-7"	34	S												
A501	4	29'-9"	124	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A502	16	29'-6"	492	S												
A503	48	30'-10"	1,544	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A504	40	23'-3"	970	S												
A505	8	10'-3"	86	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
RAILING																
R501	80	15'-8"	*	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
R502	32	15'-6"	*	S												
ABUTMENTS					Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A301	56	24'-3"	3,626	S												
A601	52	13'-11"	1,087	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A602	52	13'-6"	1,054	B												
A603	52	11'-11"	931	B	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A604	10	7'-4"	110	S												
A605	20	6'-11"	208	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A606	4	6'-9"	41	S												
A607	4	6'-1"	37	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A608	4	5'-5"	33	S												
A609	8	6'-6"	78	S	Varies by 1'-10" increments	A507 4'-6" % A508 4'-1" % A513 4'-2" % A514 4'-5" %	2'-0" ± 1'-8" ± 1'-6" ± 1'-2" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±	1'-1" ± 1'-3" ± 1'-5" ± 1'-9" ±							
A610	8	5'-10"	70	S												
A611	8	5'-1"	61	S	Varies by 1'-10" increments	A507										