## ADDENDUM No. 1

# RFP No. 21-20

# E. Medical Center Drive Bridge Rehabilitation and Widening Project

## Due: July 6, 2021 at 2:00 P.M. (local time)

The information contained herein shall take precedence over the original documents and all previous addenda (if any) and is appended thereto. This Addendum includes three (3) pages and nineteen (19) plan sheets.

The Proposer is to acknowledge receipt of this Addendum No. 1, including all attachments in its Proposal by so indicating in the proposal that the addendum has been received. Proposals submitted without acknowledgement of receipt of this addendum may be considered non-conforming.

The following forms provided within the RFP Document should be included in submitted proposal:

- Attachment C City of Ann Arbor Non-Discrimination Declaration of Compliance
- Attachment D City of Ann Arbor Living Wage Declaration of Compliance
- Attachment E Vendor Conflict of Interest Disclosure Form of the RFP
   Document

<u>Proposals that fail to provide these completed forms listed above upon proposal opening</u> <u>may be rejected as non-responsive and may not be considered for award.</u>

### I. CORRECTIONS/ADDITIONS/DELETIONS

Changes to the RFP documents which are outlined below are referenced to a page or Section in which they appear conspicuously. Offerors are to take note in its review of the documents and include these changes as they may affect work or details in other areas not specifically referenced here.

Section/Page(s) Change

All mentions As provided in RFP No. 21-20 Document: Proposal Due Date: July 6, 2021 at 2:00 p.m.

Proposal Due Date remains July 6, 2021 at 2:00 p.m.

Comment: The Due Date and Time for responses to this RFP has **NOT BEEN** revised. Also, all other dates within the RFP remain unchanged.

Attachment A We are providing a set of the record drawings (18 sheets) that exist for the E. Medical Center Drive Bridge over the Wolverine Line to assist prospective proposers better understand the existing configuration of the bridge. These plans represent the best available information for this structure.

Attachment A We are providing a drawing (1 sheet) that represents the currently envisioned layout of the Non-motorized Path Network surrounding the E. Medical Center Drive Bridge over the Wolverine Line. Note, the design of these paths **is not** being requested at this time. The City only desires to widen the existing, non-motorized, path area to 14' wide under the E. Medical Center Drive bridge as part of this project's work. Finally, although the concept drawing depicts a roundabout at the Fuller Road/Maiden Lane/E. Medical Center Drive intersection, the installation of a roundabout **is no longer** being actively considered at this intersection. The roundabout was a previously considered option.

### **II. QUESTIONS AND ANSWERS**

The following Questions have been received by the City. Responses are being provided in accordance with the terms of the RFP. Respondents are directed to take note in its review of the documents of the following questions and City responses as they affect work or details in other areas not specifically referenced here.

Question 1: Can we get a copy of the existing bridge plans?

Answer 1: A set of the currently available record drawings for the E. Medical Center Drive Bridge over the Wolverine Line are being provided as part of this Addendum No. 1 and are attached thereto.

Question 2: Are there any geotechnical reports available to share?

Answer 2: No. The City does not have any other dedicated geotechnical reports associated with the E. Medical Center Drive Bridge. The selected Consultant will be responsible to develop all geotechnical information needed for this project.

Question 3: Does the City have a budget for this project?

Answer 3: The preliminary budget for this project is estimated to be about \$9.5M dollars based on values developed in the T, S, and L Study that is contained within the RFP document. An important component of the design process will be to develop reliable cost estimates based on the developed plans and input from Engineering Professionals and reputable Contractors.

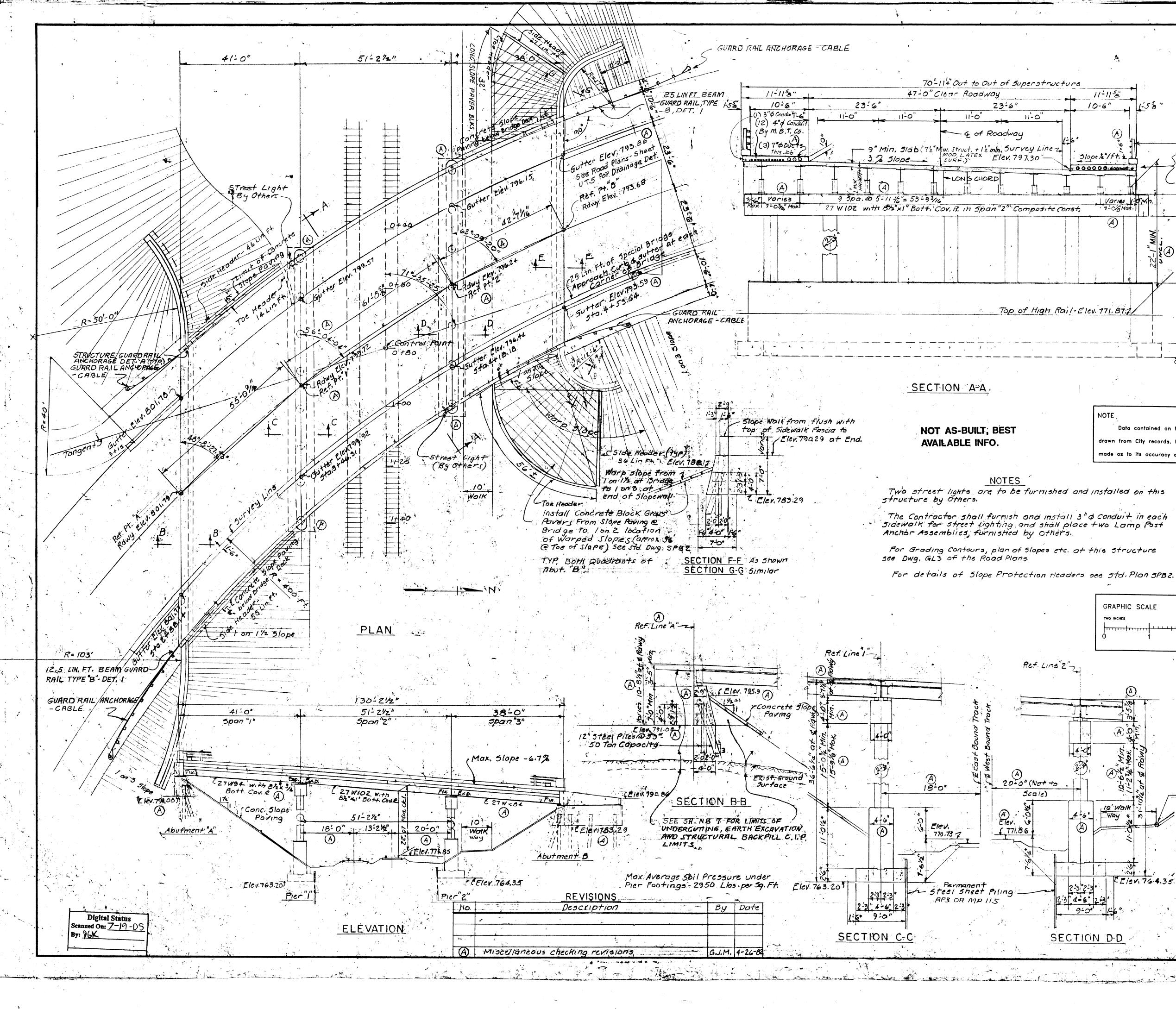
Question 4: Are there any definite/set plans (e.g., which side of the bridge) for widening the bridge, or would it be determined during the design?

Answer 4: It is desired to widen the bridge as conceptualized within the T, S, and L Study. This is the basis on which the current project and budget is based. Currently, it is believed that widening the west side of the bridge will be the most practicable from a constructability standpoint. It also it believed that there are fewer fiber optic communications cables to manage on the west side of the bridge. However, current measurements indicate that the under clearance over the existing railroad tracks are slightly less on the west side of the bridge (due to the combination of skew, curvature, and vertical profile.) Consequently, these assumptions need to be studied in further detail and a recommendation made as to the widening that will be most appropriate over the life time of the structure. The effects of widening E. Medical Center Drive to a five-lane cross-section within the University Medical Campus needs to be considered as part of the overall bridge widening strategy as well.

Question 5: Can we get a copy of the preliminary plan layout of the path network (border to border) referenced in the RFP?

Answer 5: Attached as part of this addendum is a preliminary layout of the Non-motorized Path network that is currently envisioned for the area under, and around, the E. Medical Center Drive, Maiden Lane, and Fuller Road bridges. As stated in the RFP, the design of those paths is not a component of this project but is being provided to help to inform the selected Consultant of the future conditions of the area surrounding the bridge. Additionally, although the concept drawing depicts a roundabout at the Fuller Road/Maiden Lane/E. Medical Center Drive intersection, the installation of a roundabout **is no longer** being actively considered at this intersection. The roundabout was a previously considered option.

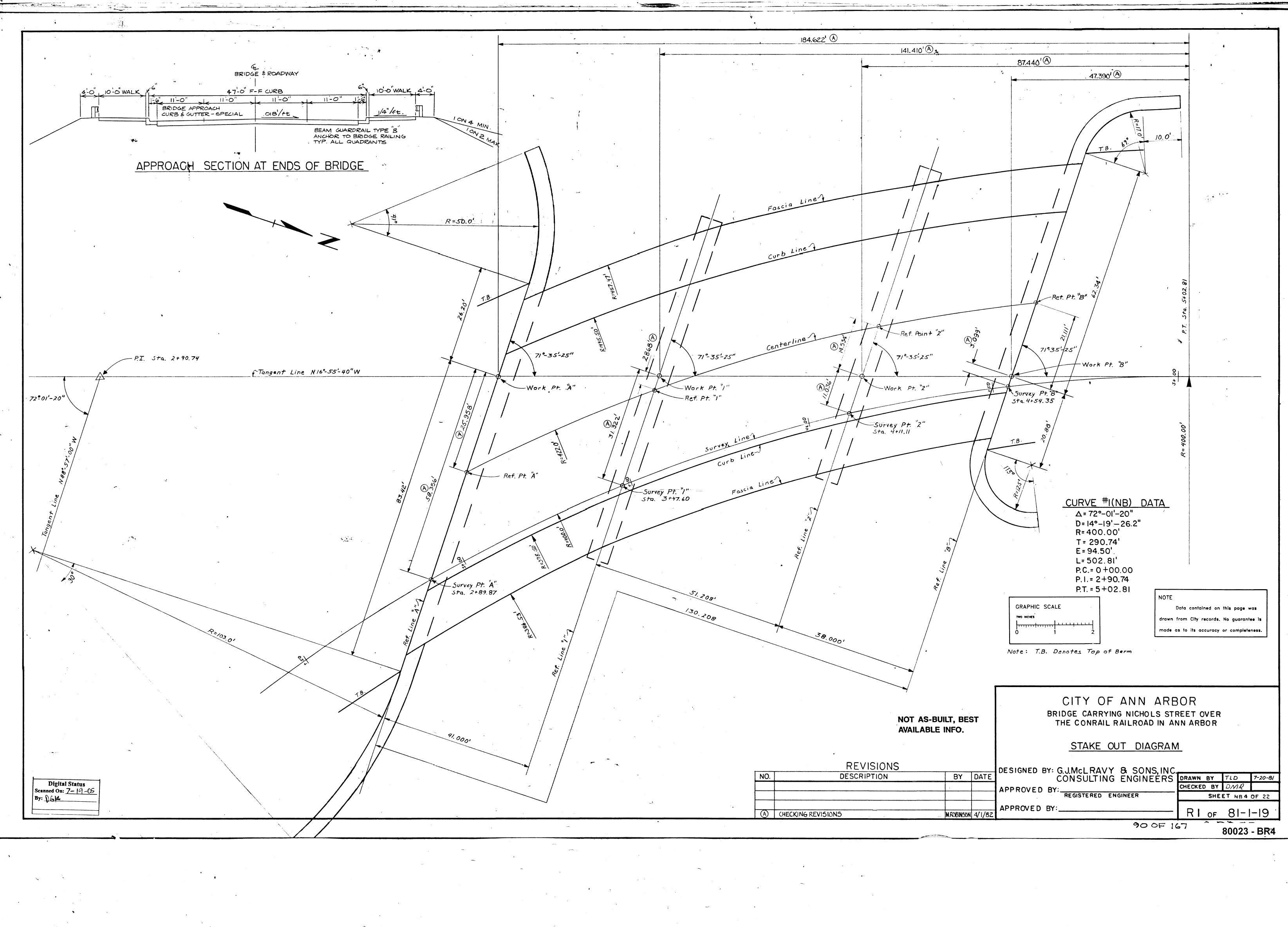
Offerors are responsible for any conclusions that they may draw from the information contained in the Addendum.

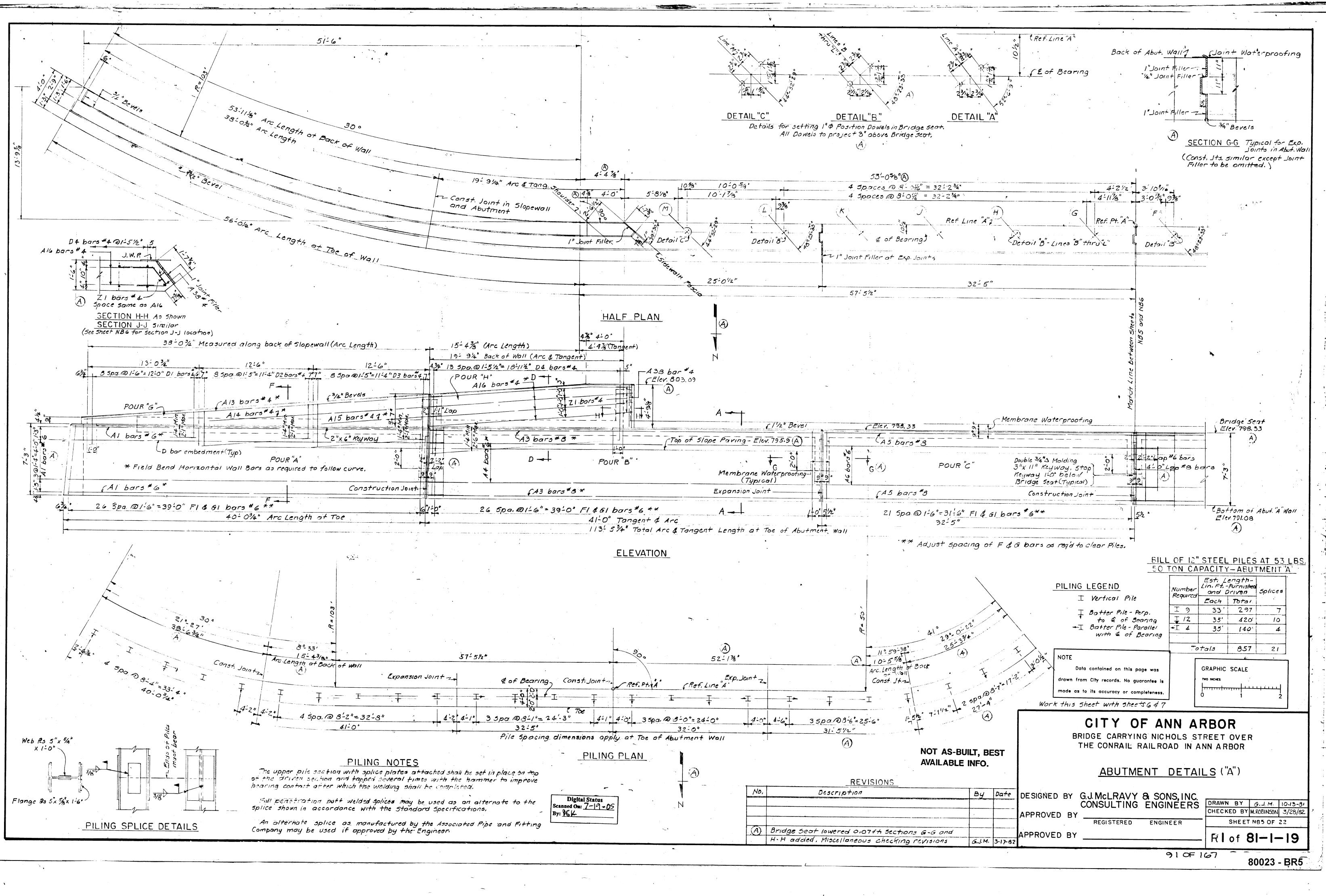


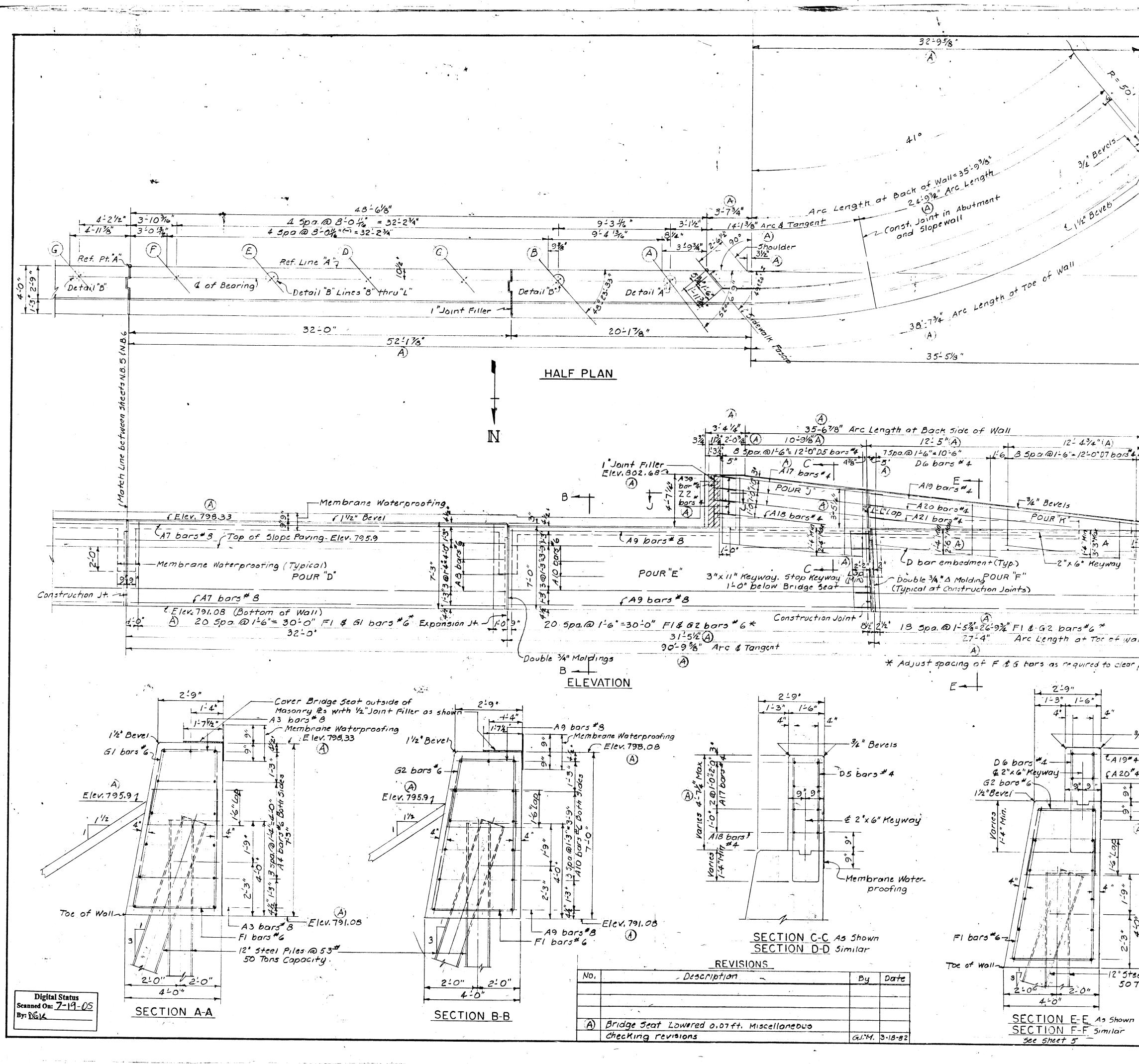
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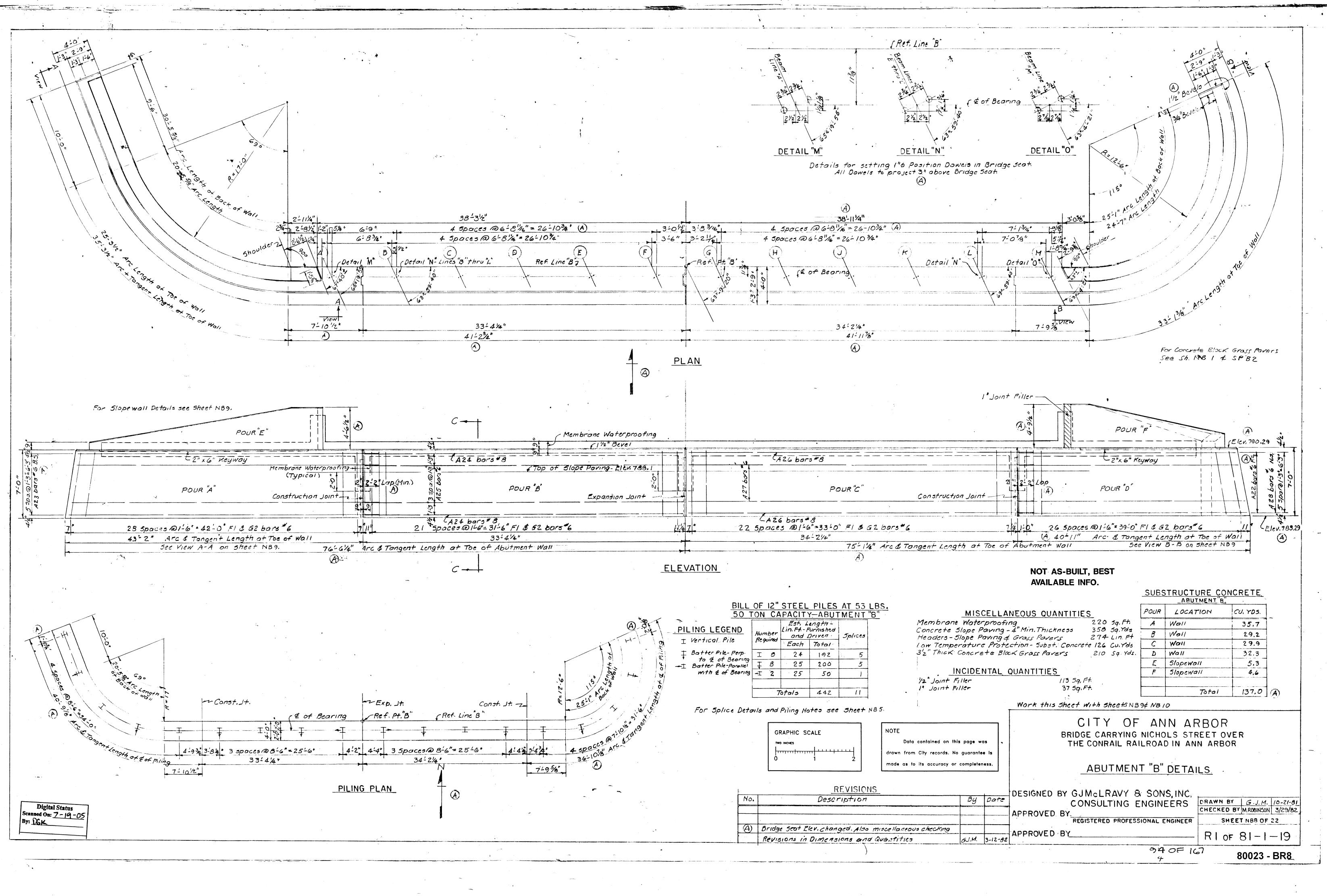
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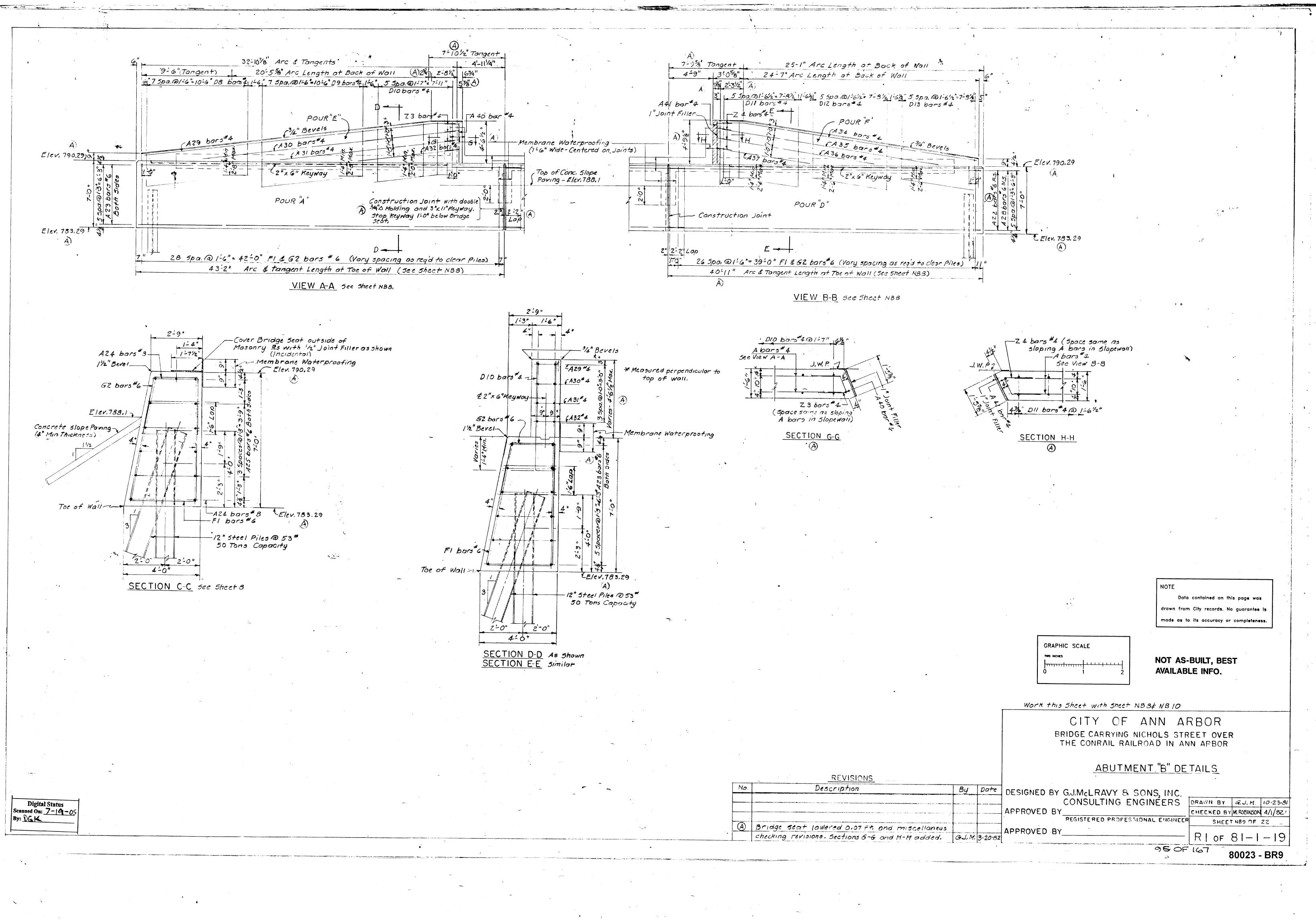


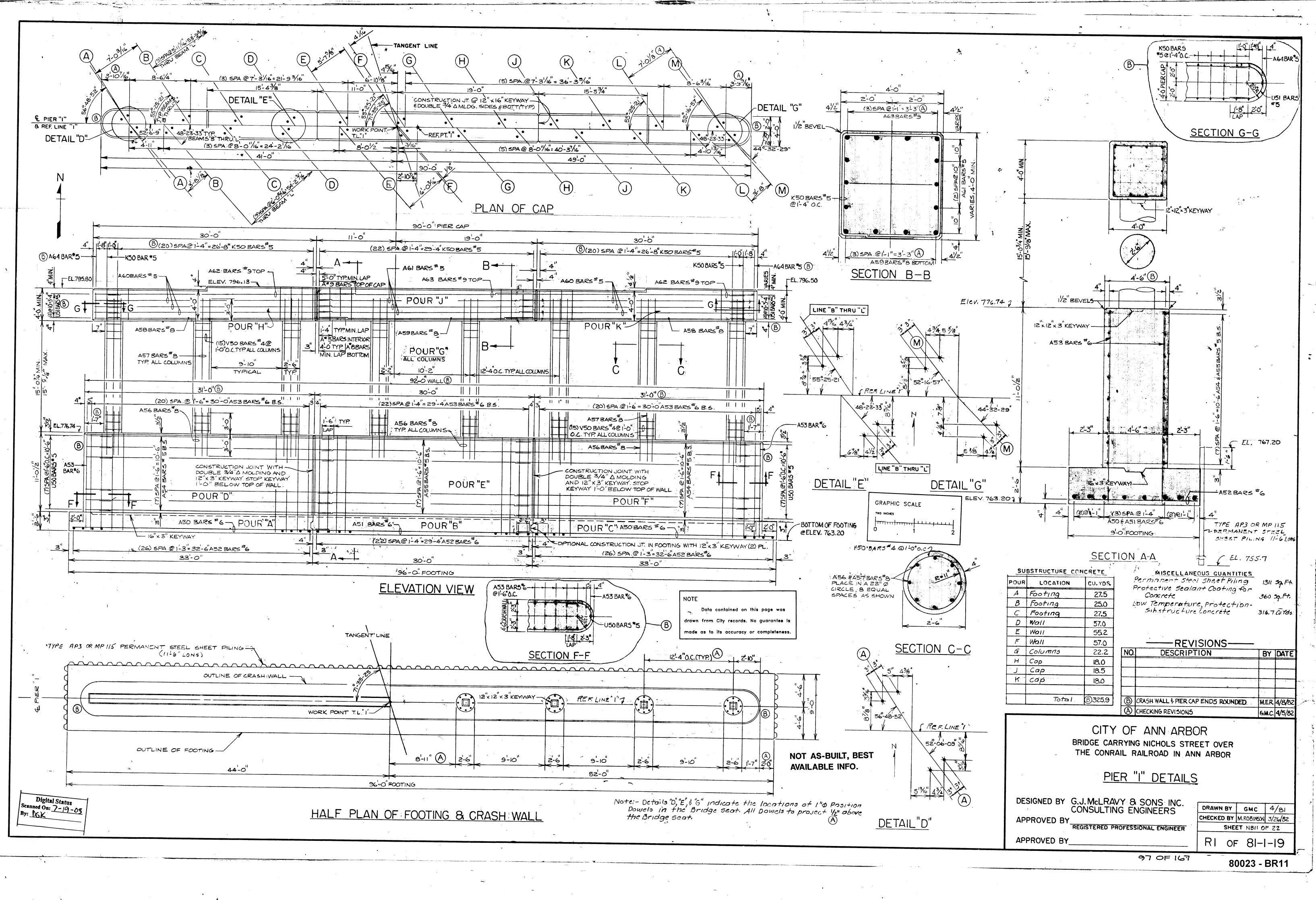


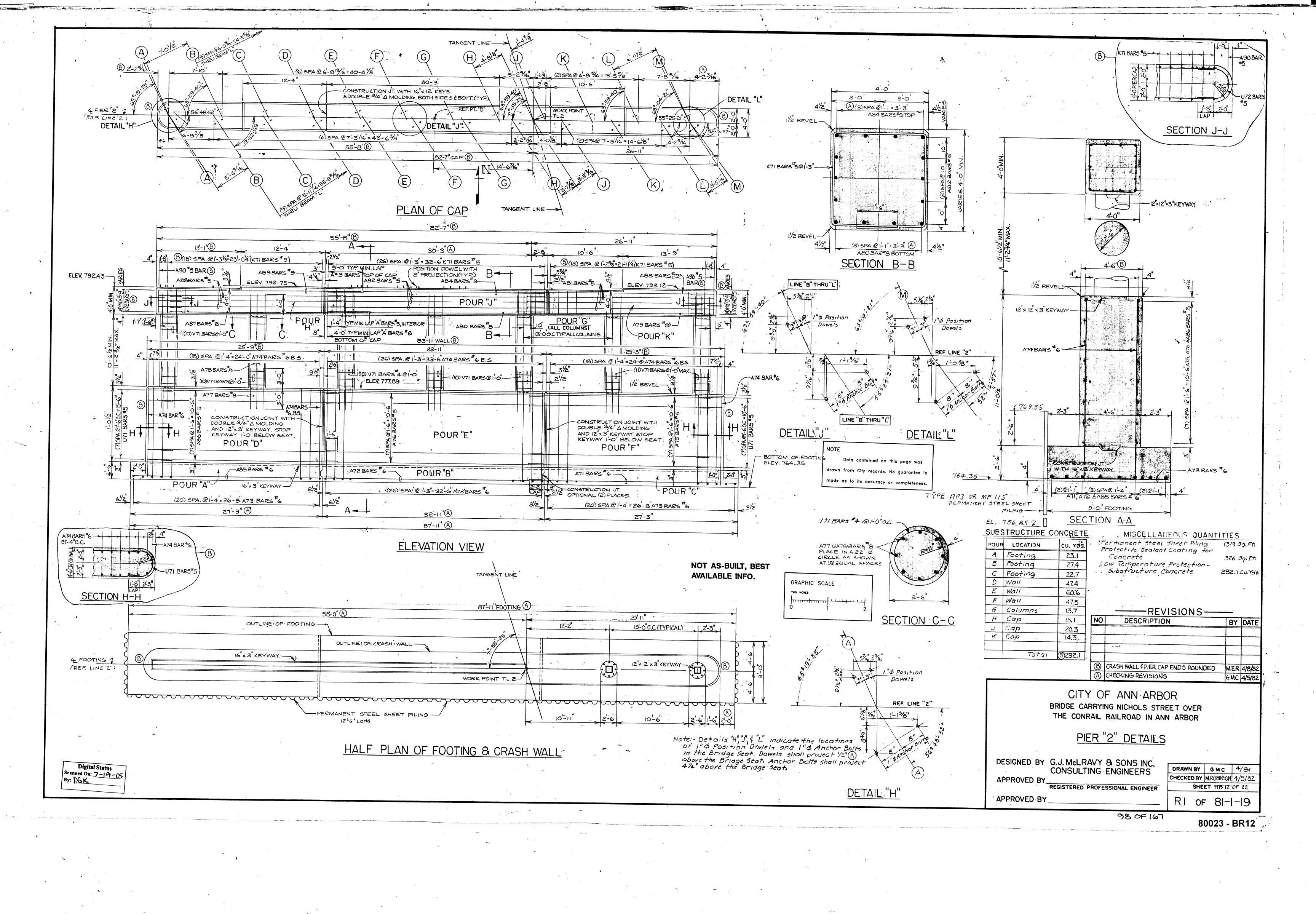


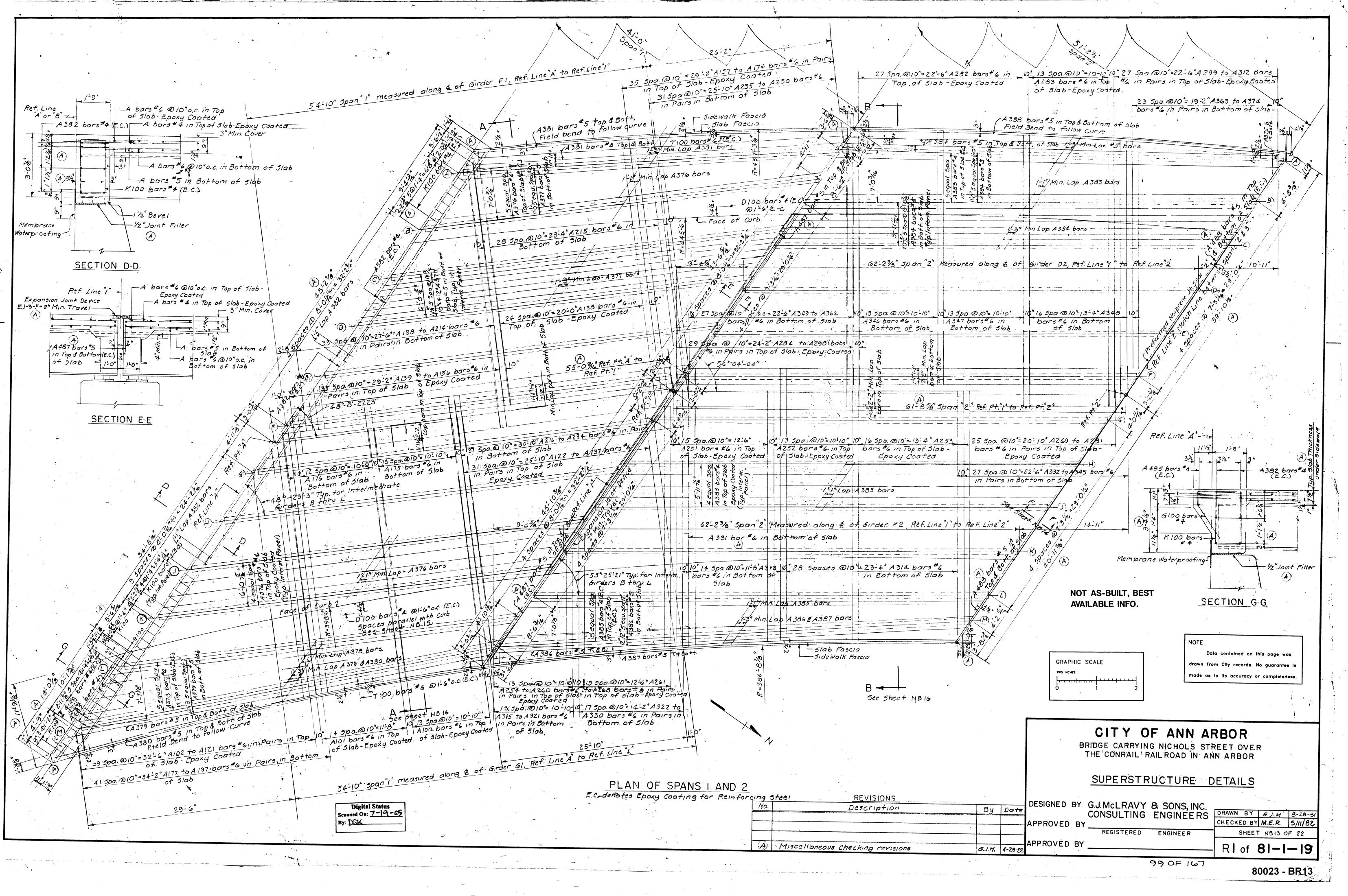
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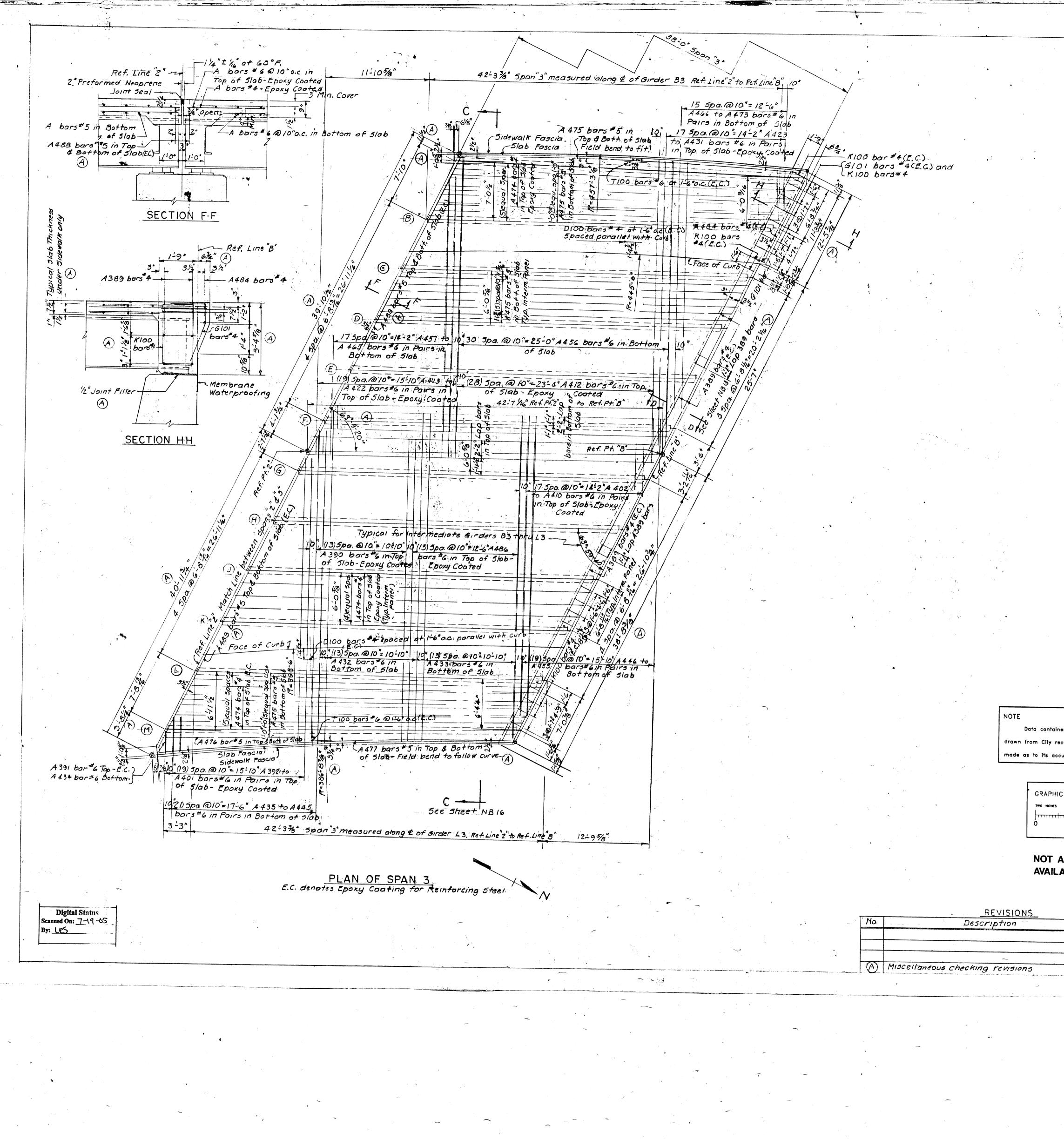










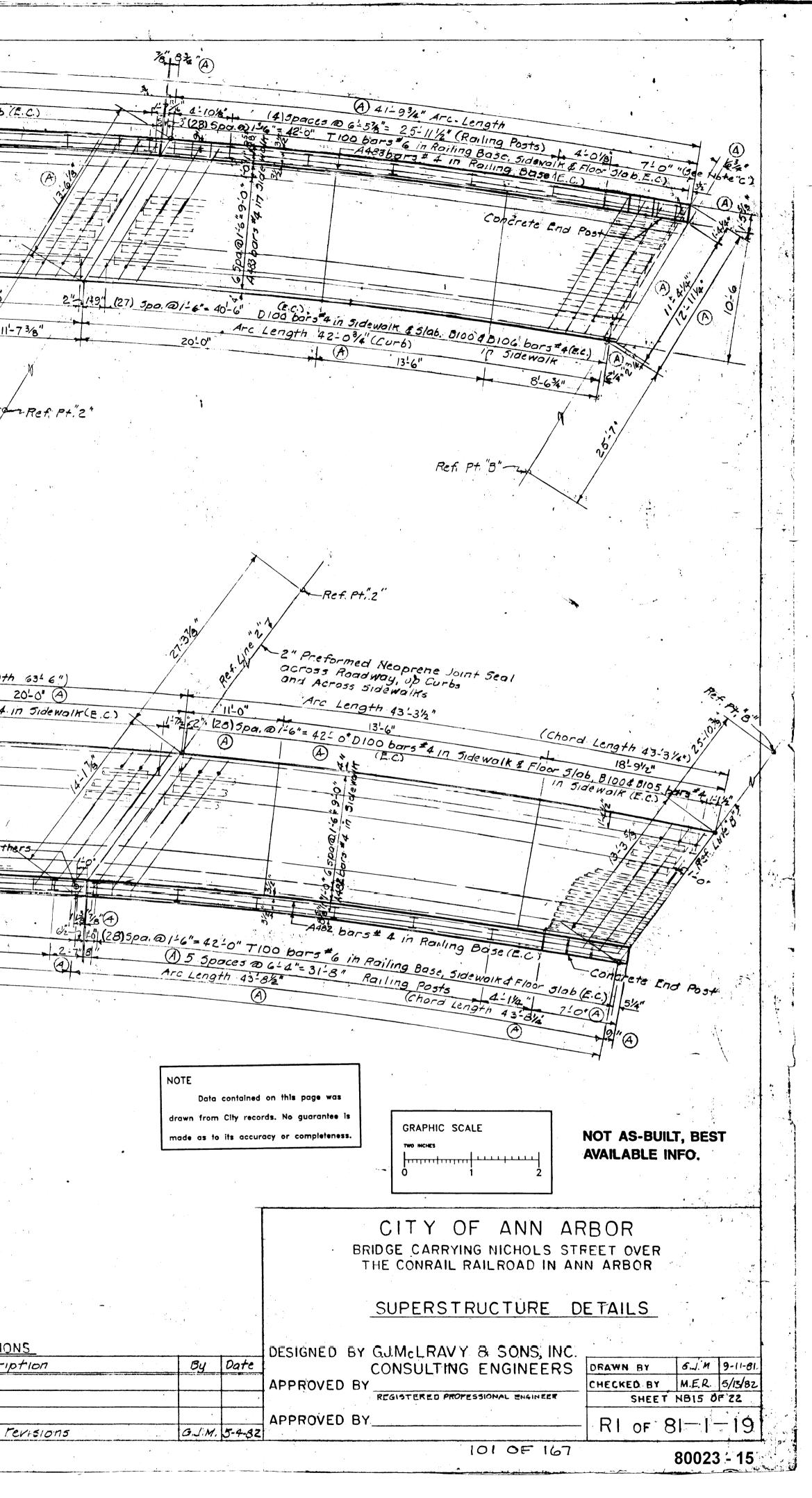


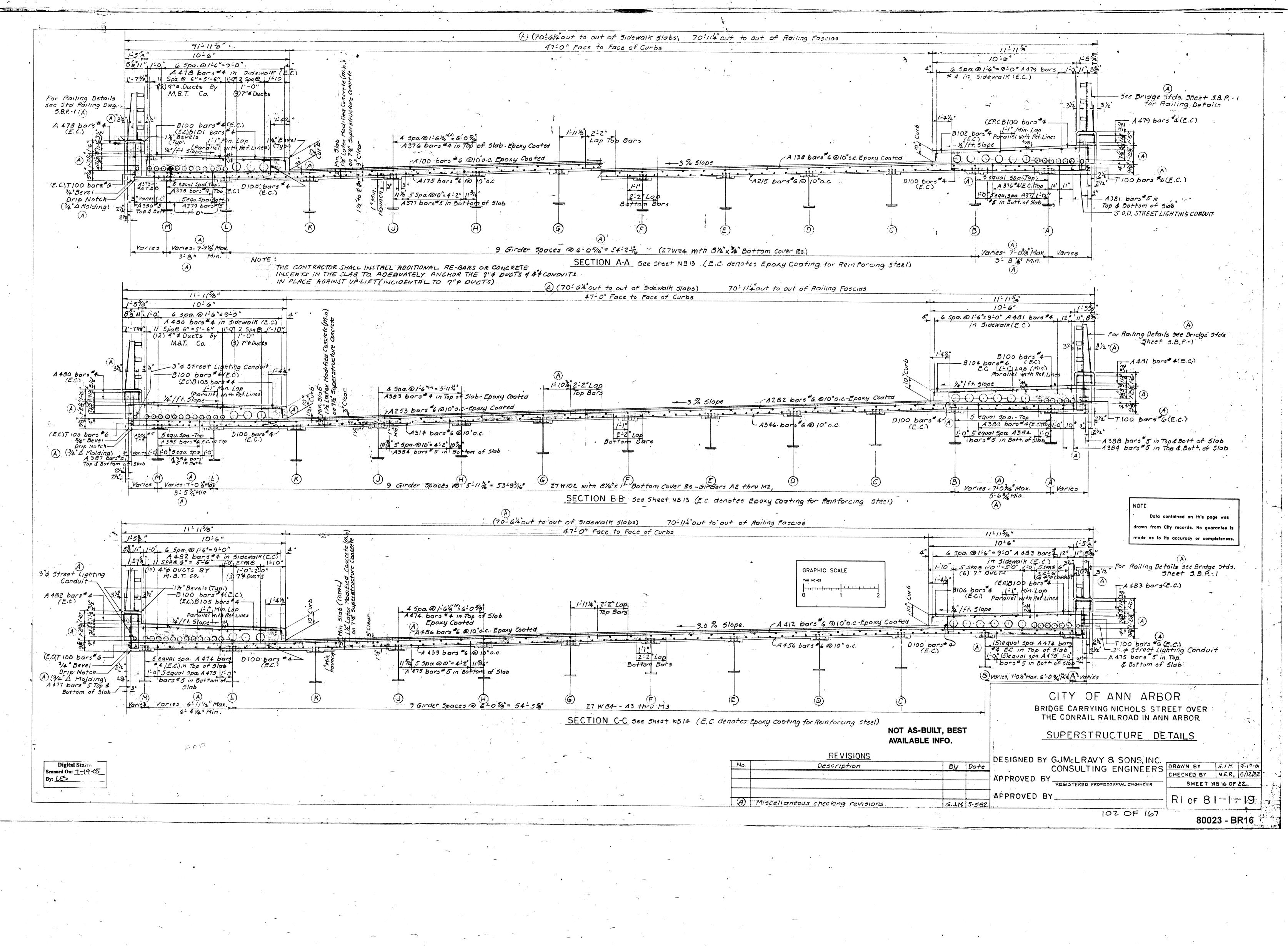
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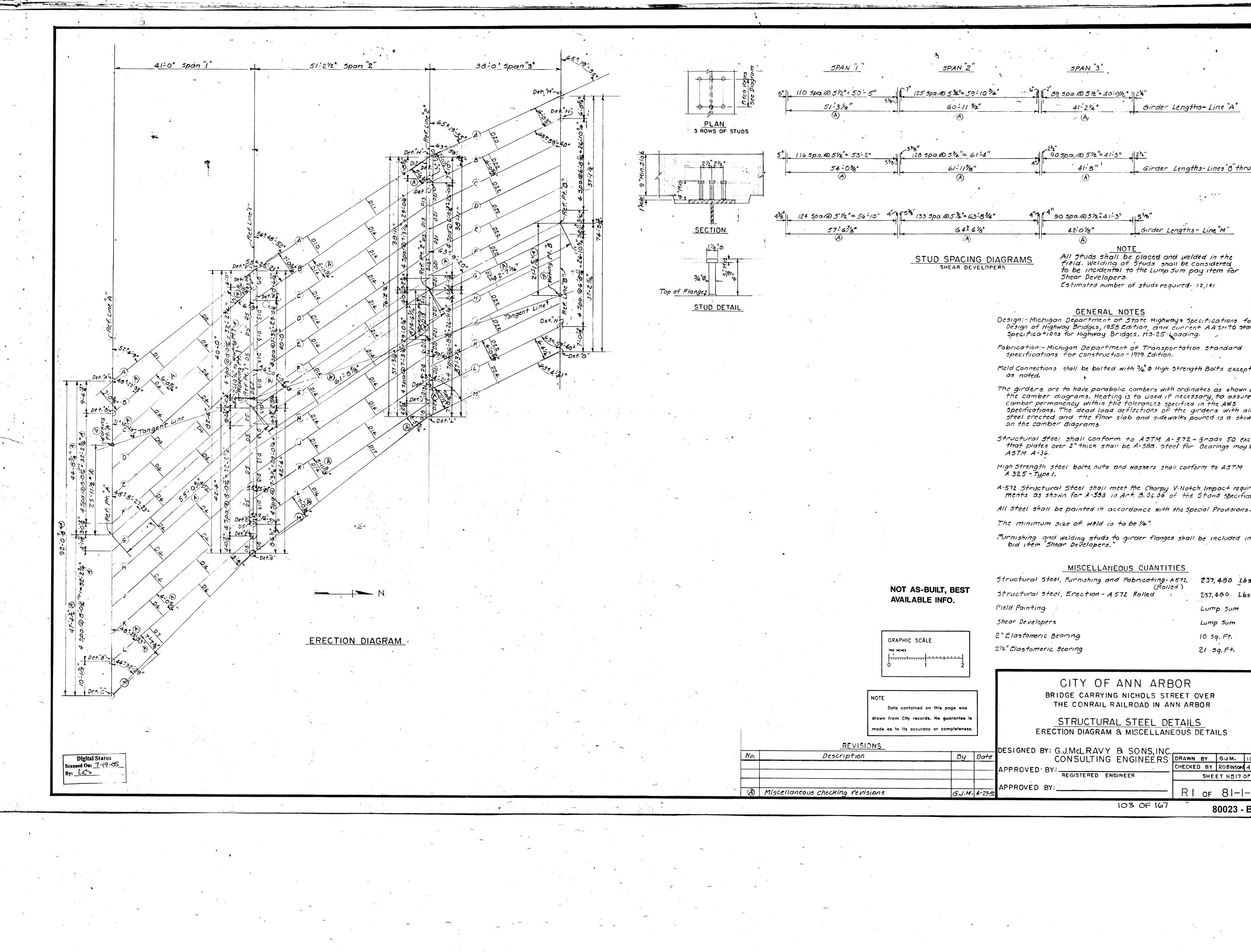
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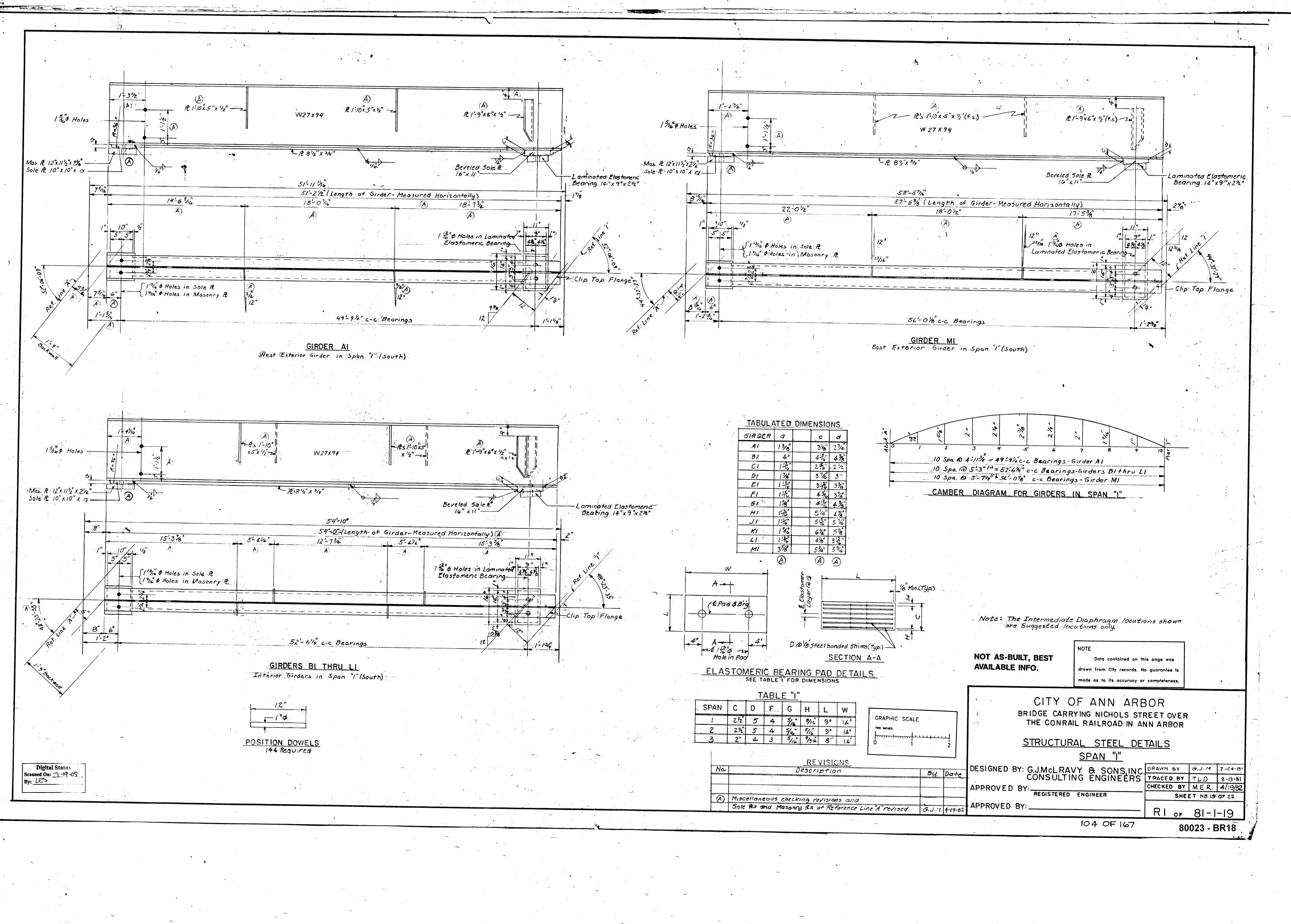


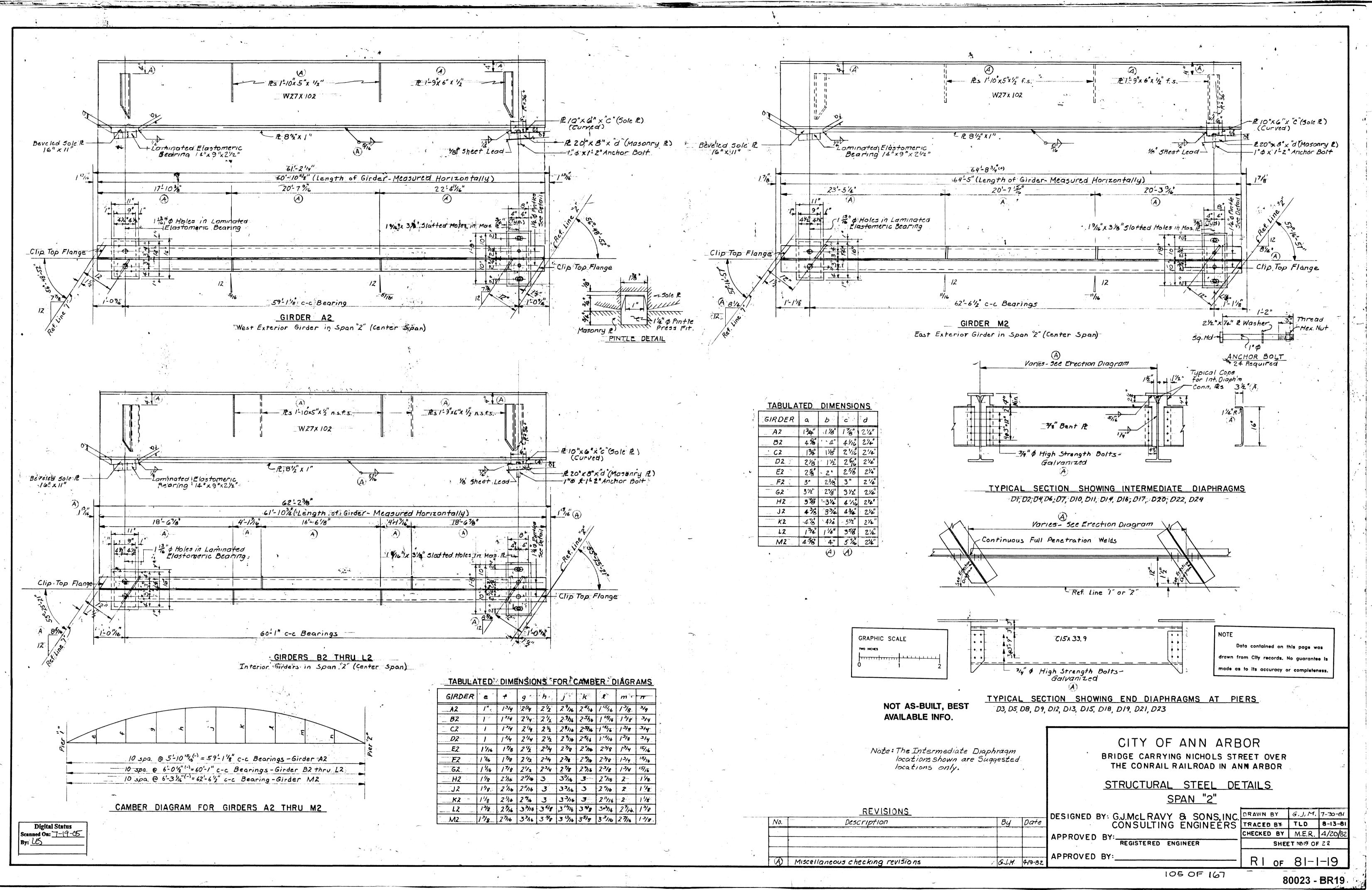




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<u> </u>	<b>**</b>	41 212		Lengtins- Line A	
4					
م	· · ·		:		
spa @ 5 1/4"= 61-4		905pa, @ 51/2"= 41-	3" 212"		
61-11718"	аÐ	41-8"	11	Lengths-Lines"B" thru"L	
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3 5po. @5 1/4"= 63-8	3/4" 4"3	90 spa. @ 51/2 = 41-	-3" 5'8"		
641618		42-01/8"	Girder	Lengths - Line "M"	
Â		· (A)	NOTE		
TUD SPACING	DIAGRAMS	All studs sho	Il be placed a	nd welded in the	
SHEAR DEVELO		to be incident	tal to the Lump	sum pay item for	
		Shear Develop	ers. aber of studs re	10	
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	•	GENERAL	NOTES		
	Design: - Mic	higon Department	of State Highi	vays specifications for	·
	Design of	Highway Bridges, 195 +10ns for Highway E	58 Edition, and	current AASHTO standan	đ
	• •		•	portation standard	
	specifica	tions for construct	10n - 1979 Editio	n	 ,
	Field Connect as noted,		d with 3/4" \$ High	strength Bolts except	
		•			
	the came	per diagrams, Heati	ing is to used 1	th ordinates as shown on f necessary, to assure	
	comber pe Specificati	ermonency within t	he tolerances s	pecified in the AWS	
	-	ond, the acad loga	detlections of	- the girders with all	
	steel erec	ted and the floor	slab and side	the girders with all walks poured is a shown	
	on the ca	ted and the floor mber diagrams.	slab and side	walks poured is a shown	
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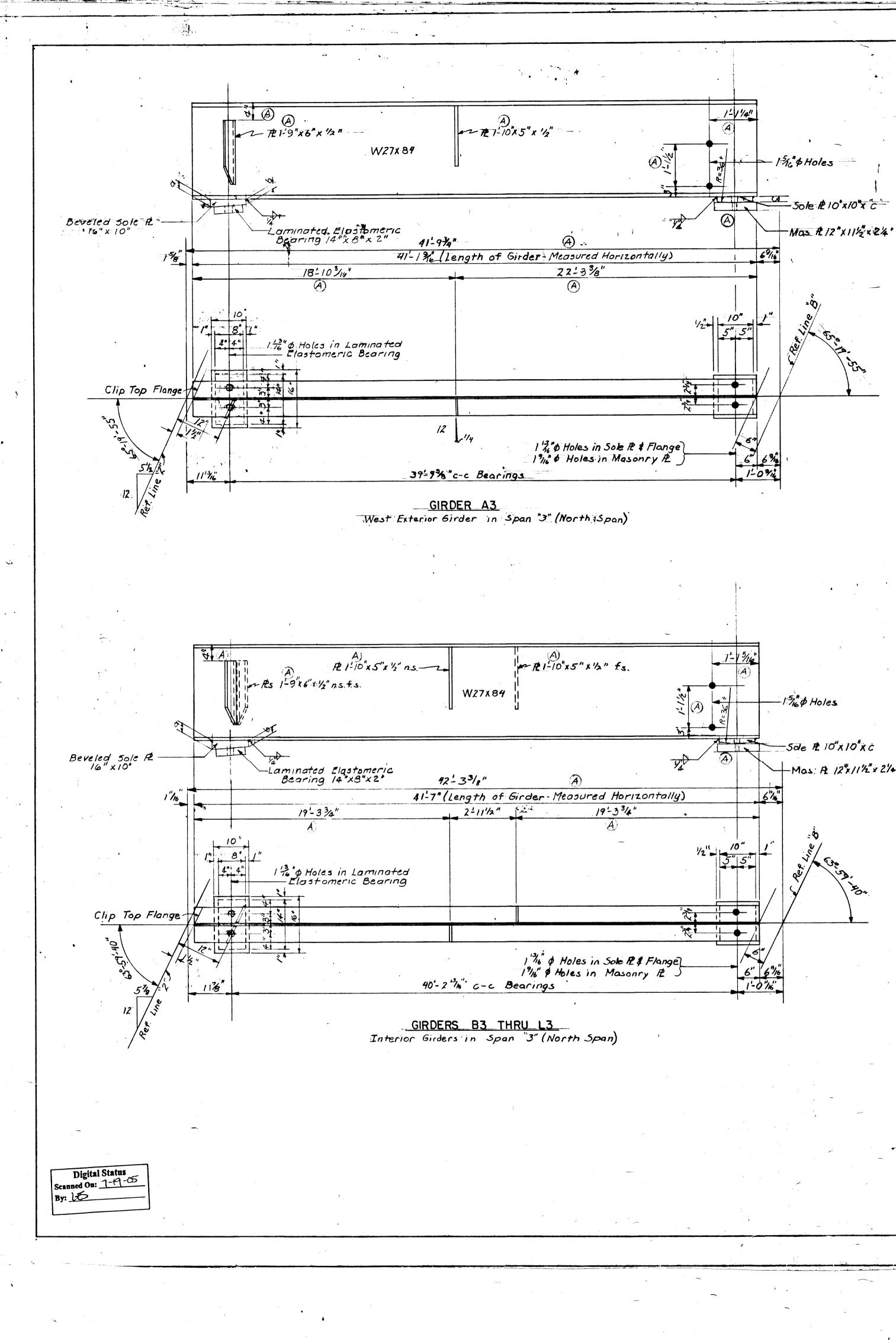


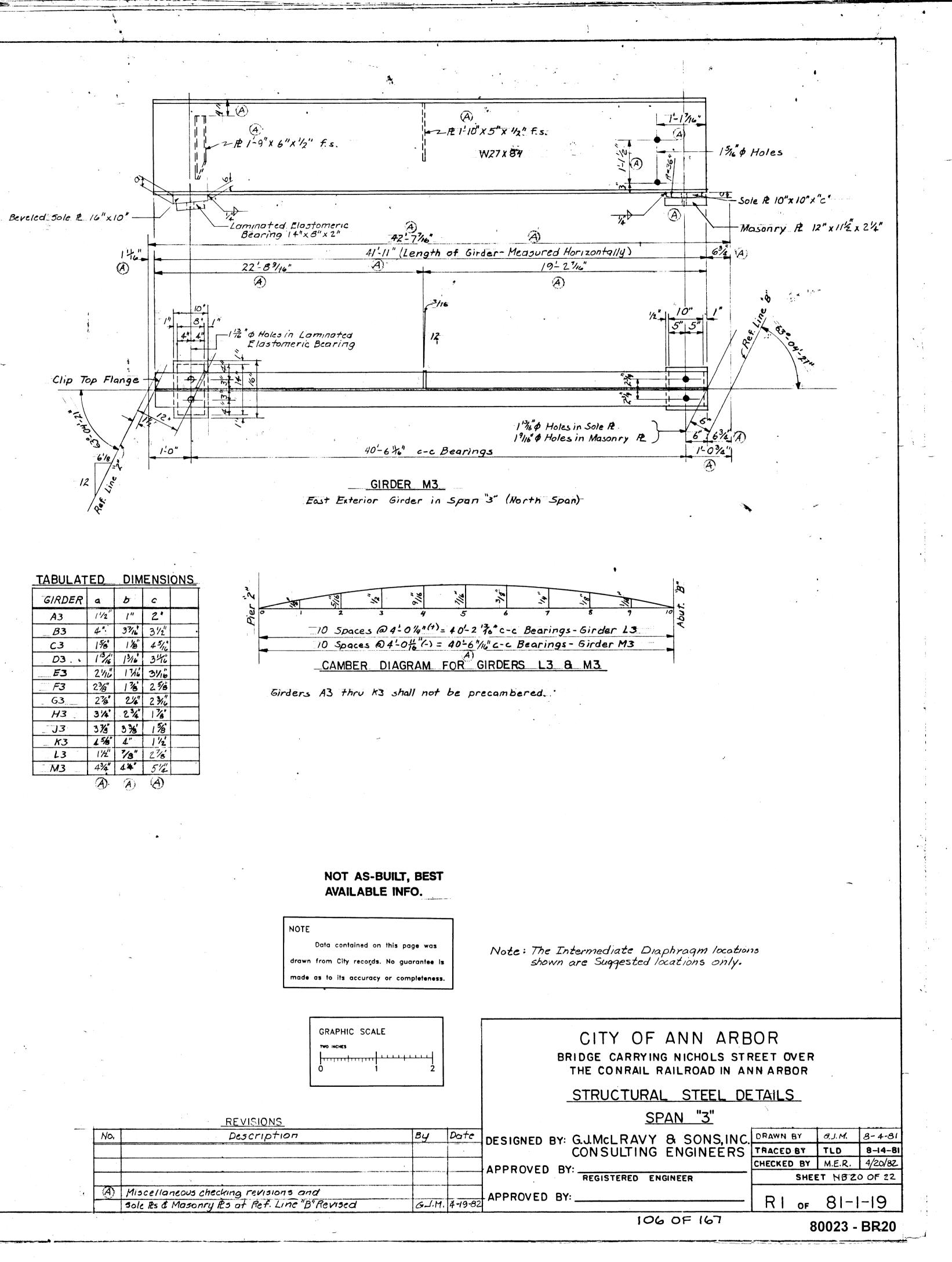
TABULA"	TED	<b>MENSIONS</b>	FORCAME	BER DIAGRAMS
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BZ	$\mathbb{Z}^{\ast}$	1314	214-	21/2	2.9716	2546	1 15/16	1318	314
CZ		1314	214	23	2 116	25116	1'51	1318	314
DZ	1.	13/4	214	23	29116	2546	1:15/16	13/8	314
E2	11/16	17/8	21/2	23/4	2718	2"10	278	13/4	15/16
EZ	1 1/16	1748	21/2	234	27/8	2 1/10	2-3/8	13/4	15416
G2	1 1/16	1718	21/2	23/4	2748	2 35	2318	13/4	15/16
H2	11/8	2'16	2"/10	3	33/16	3	2"/16	2-	148
J2 .	1/18:	2'116	2"116	3	33/16	3	2"116	2	11/8
KZ	1'18	21/10	234	3	33/16	3	2"116	- 2	1/18
L2	13/8	27/16	32/10	3518	3 13/16	349	3-3716	27/2	13/8
M2	13/2	27/16	33/16	3 3/8	3 3/10	3518	3-3/16	27/16	13/8.
			-	• •					

			-	нт ж		
•	TABULA	TED	DIME	INSIC	NS	
	GIRDER	a	Ь	Ċ	ð	
1	A2	13/4"	1 18	1%"	21/4"	4.
	<b>B</b> 2	4%	' " 4"	4416	21/4"	
	· C2	13/4"	11/8"	21/6	2'14"	
-	D2 /	2/8	* 15	25%	2'14"	
	E2	25	* 2*	25/8	21/4"	
	_ F2	3″	23/6	3"	21/4	Ŀ
	G2	3 1/2"	27/8"	31/2"	21/4	
1	H2	3%	-314	41/16	244"	i
	J2	4%	33/4	4 <sup>3</sup> /4	214	L
	K2	.4%	4/4	- 51/2"	21/4"	l i
	12	134	<sup>1</sup> ⁄4 <sup>#</sup>	35/8	21/4	
	MZ	4 %	4"	5 1/10	21/4"	,
	•	į	Ð	Ð		
	•					

	REVISIONS
No.	Description
A	Miscellaneous checking revisions

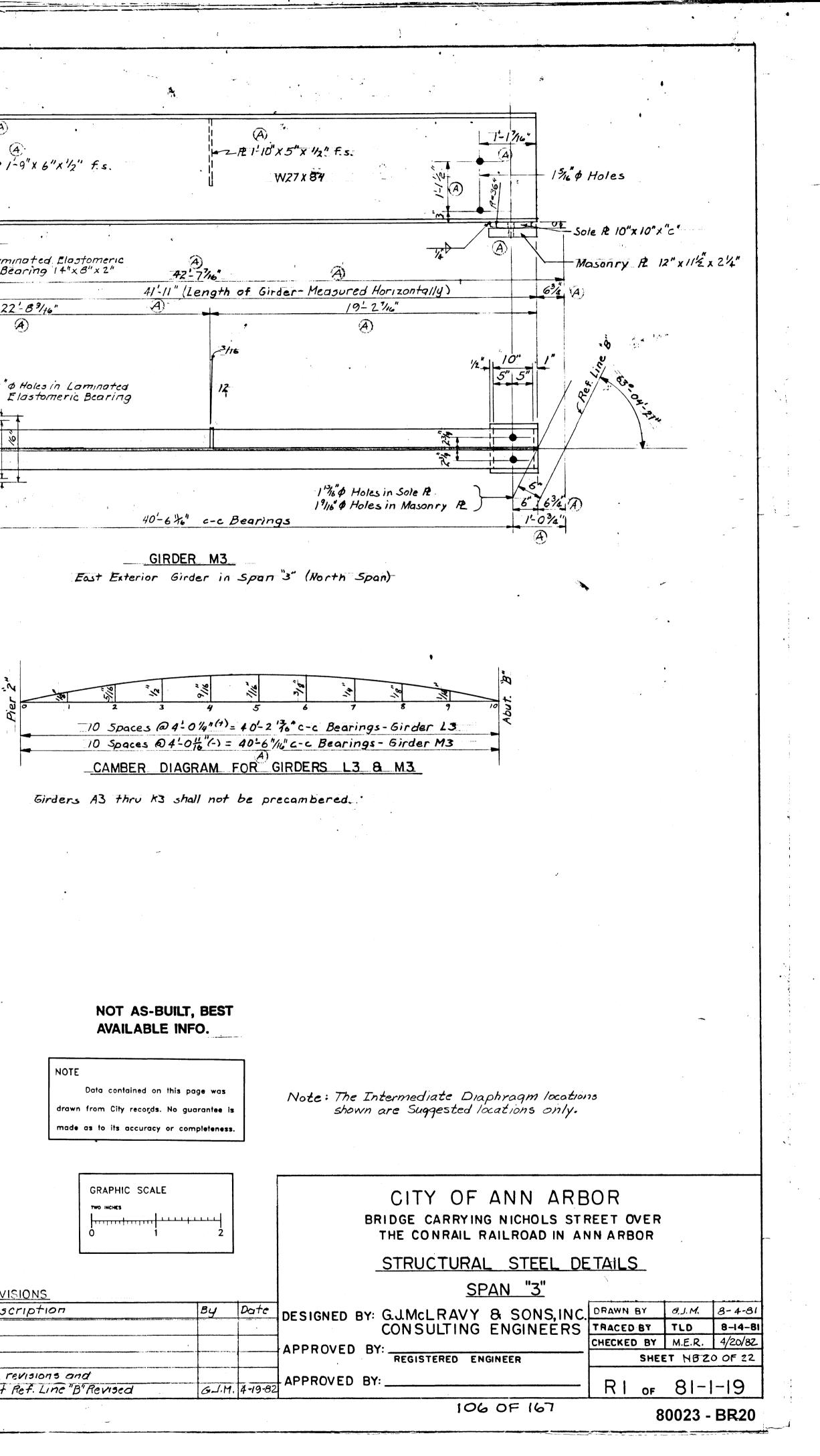




-Mas: A 12 x /11/2 x 2/4"

· · ·

TABULAT	ED	DIM	ENSI	<u>ONS</u>
GIRDER	a	Б	G	
A3	11/2"	1"	2'	
B3	4".	37/16	31/2"	•
C3	15%	1%	45/1	
D3. •	1'3/16	13/16	34	
E3	2110	17/6	31/16	
F3	23/6"	1%	2.5/8	
63	278	214	23/16	
H3	314	23/4	175	
]3	3%	3 36	1%	
K3	4 5/8"	4"	11/2	
L3	11/2"	7/3"	27/8	
M3	43/4"	44"	514	.2
	A.	(A)	Ð	



NOTE		
	Data	contain
drawn	from	City re
made	as to	its ac
	*	
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ar	Dimen	Length	5120		Weight	Coating		Bar	Dimer	Length	5/ze	No. Rega	Weight	Conting
00		34-4"	#6	14	722	Epoxy		A178	33-9"	33-9"	56	2	101	Plain
<u>a</u> (	35'-1"	35-1	#6	15	790	h	к <b></b>	A179	32:1"	32-1"	= 6	2	96	11
52	33'-9"	33'9"		2	101	*	•	A180	30-5"	30-5"	1.2	2	. 91	۷.
03	32'-1"	32-1"	# 6	2	• 96		-	A181	23-9"	28-9"	# 6	2	86	
04	30'-5"	30'-5"		2	91	•	· · ·	AIBZ	27-0*	27-0"	#6	2	81	10
05	28-9"	28'-9'	-	Z	86			A183	25'4"	25'4"	<b>*</b> 6	2	76	"
06	27-0"	27'0'	* 6	* 2	01	*		A184	23-8"	23-8"	\$6	2	71	
27	25'-4"	25-4		2	76	•		AIB5	22:0"	22:0"	*6	2	66	ų
08	23'-8'			2	71	6		AIBL	20-4"	20'-4"		2	61	
29	22:0"	22'0'	#6	2	66	~	1 s puny	A187	18-8"	18-8*	*6	2	56	*
<u>10'</u>	-20-4"	20-4	*6	2	61	r	el.	A 198	17-0"	17-0"	* 6	2	51	*
11	18'-8"	18'-8'	-6	2	56	*		A189	15:4"	15-4"	*6	2	46	"
2	17-0"	17'-0"	*6	2	51	4		A 190	13'-8"	13-8"	"6	2	- 41	11
13	. 15-4"	15'-4"	#6	2	46	4		A191	12:0"	12:0"	* 6	2	36	4
14	. 13'-8"	13'-8"	*6	2	41	"		A 192	10-5"	10:5*	*6	2	31	*
15	12-0"		*6	2	36	,		A193	8-9*	8-9"	*6	2	26	"
6	10-5"	10-5"	*6	2	31	4		A194	7:2"	7-2"	=6	2	- 22	"
17		8'-9"	*6	2	26			A195	5'-6"	5-6"	# 6	2	17	W
18	7'2"	7'-2"	*6	2	22	. "		A196	3-11"	3-11"	* 6	2	12	17
9	5-6"	5'-6"	*6	2	7]	"		A197	2-3"	2-3"	=6	2	7	1/
20	3'-11"	, 3'-11"	#6	2	12	. V		A198	• 3-6"	3-6"	* 6	-2	11	
27	2-3"	2'-3"		2	7		- ·	A199	5-4"	5'-4"		2	16	W
2	32:3"	32'-3'		2	97	*	t t	A200	7-34	7-3"	# 6	2	22	•
3	: 30'-5"			2	91		İ	A201	9-1"	9-1"	+6	2	27	•
24	28'8	28-8	* 6	2	86	W	t	AZOZ	10-11*	10-11"	* 6	2	33	,
25	26-10"	26-10		2	81	"	t	A203	12-10"			2	39	11
26	Z5'-1''	25-1'		2,	75	11	+	A204	14-8"	14-8".	and the second second second second	2	44	L L
.7	23'-4"	23'-4'	- 6	2	70	SØ.		A205	16-6"	16-6*	* 6	2	50	"
?8	21'-6"	21-6"		2	65	1;		A206	18-5*		* 6	2	55	<i>v</i> .
29	19'-7"	19'-7"	* 6	2	59	ų		A207	20-3"	20:3"	6	2	61	. H
30	17'-9"	17!9"	- 6	2	53	•		A208	22-1"	22-1"	* 6	2	66	"
31	15-10"	15-10	<b>*</b> 6	2	48	4	*	A209	23-11"	23-11"	* 6	2	72	,
32	13-11"	13'-11'		2	42		Ī	AZIO	25:10"	25-10"	6	2	78	"
33	12'-0"	12 <u>+</u> 0"	*6	2	36	"		AZII	27-8"	27-8"	6	2	83	"
34	10'-0"	10'-0"	<b>*</b> 6	2	30	11		A212	29-6*	29:6"	6	2	89	μ
5	8'-2"	8'-2"	*6	2	25	łį		A213	31-5*	31-5"	I .\	2	· 94	"
6	6-3"	6'-3"	*.6	2	19	11		AZIA	33 '3"	33 <sup>1</sup> 3"	*6	2,	100	11.
37	4'-5"	4'-5"	- 6 /	2	13 ,	11		A215	34:6"	34-6"	6.	29	1,503	10
3.4	37-6"	37-6"	# 6	25	1,408	17		A216	35'-3"	35-3"	*6	2	106	M
39	36-2"	36-2"	+6	2	109	4		AZIT	33'-5"	33!5"	#6	2	100	74
40	34-4"	34-4"		2	103	11		AZ18	31-6"	31-6"	# 6	2	.95	
41	32'-5"	32!5"	* 6	2	97	<i>v</i>		A219	29'-8"	29'-8"	6	2	89	<i>n</i>
42	30'-7"	30'-7"	6	2	92	<u>1</u> 1		A220	27-10"	27-10"	- 6	2	84	**
3	28-8"	.28-8"	- 6	2	86	N		A221	25'-11"	25-11"		2	78	· · · · · · · · · · · · · · · · · · ·
4	26-10"	26'-10"		2	50	11		A222	24'-1"	24'-1"	-6	2	72	
-5	24-11"	24-11"		Z	75	+		A223	2Z'-3"	_2Z <b>-3</b> "	- 6	2	67	11
6	23'-1"	23'-1"		2	69	11	e.	A224	20-4"	20-4"		2	61	
7	21-3"	21'-3"	- 6	2	64	11		A225	18:6"	18 16"	*6	2	56	
8	19'-4"	19'-4"	# 6 .	2	58	11	•	A226	16-8"	16-8"	<b>*</b> 6	2	50	14
19	17'-6"	17-6"	*6	2	53	v		A227	14-9*	14:9"	- 6	2	44	
0	15'-7"	15-7"		2	47	1,		A228	12-11"	12:11"	* La	2	39	μ
51	13'-9"	13'-9"		Ζ,	41	"		A229	11-1"	11-1"	*6	2	33	<i>μ</i>
2	11-10"	11'-10"		2	36	*		A230	9-3"	9:3"	#6	٢	28	
3	10'-0"	10'-0"	" 6	2	30	v		A231	7-4"	7-4"	=6	2	22	18
4	8'-2"	8-2"	*6	2	25	17		A232	5-6"	5-6"	*6	2	17	\$1
35	6'-3"	6-3"	*6	2	19	4 .	<u>.</u>	A233	3-7"	3-7"	#6	2	(1	h
6	4'-4"	4-4"	-6	2	/3	· · · II .	-	A234	149"	1-9"	-6	2	5	11
7	35'-3"	35'-3'		2	106	11		A235	3144"	31-4"	*6	٢	.94	I/
8	33'-3"	33-3"		2	100	11		A296	29-3"	29-3"	*6	2	88	11
9	31'-3"	31-3"	*6	2	94	U ,		A237	27-3"	27 <del>'</del> 3"		2	82	P
Ö	29'-3"	2913"		2	<i>8</i> 8		-	A238	25-2"	25-2*	the second se	.2	76	\$1
1	27-3"	27-3"	*6	2	82	,		A239	23-2"	23-2"	the second s	2	10	N
2	25-3"	25'-3"		2	76	"		AZ40	21-2"	21-2"		2	. 64	
3	23'3"			2	70			A241	1911*	19±1″		2	57	v
4.	21'-3"		* 6	2	64			A242	17-1"	1741"	* 6	٤	• 51	- 40
	19'-3"	19'-3"	A	2	- 58	<i>)</i> /		A243	15'0"	15:0"	6	٤	45	34
•	17-3	17!3"	* 6	2	52	~ ~ ~	· · •	4244	15-0"		<b>*</b> 6	2	39	¥ .
7	15-2"	15-2"	6	2	46	*	· · · · ·	A245	10-11*			2	33	11
3	13'-2"	13'-2"	* 6	2	40	11		A246	8-11"			2	27	,,
)	11-2"	11-2"	*6	2	34	"	· · · ·	A247	6-11"	6-11"	*6	2	21	4
0	9'-1''	9'-1"	* 6	2	27	11		A248	4-10"	4'-10"		2	15	11
ŧ	7-1"	7-1"	= 6	2	21	14		A249	2194	2-9*		2	8	11
12	5'-1"	5'-1"	*6	2	15	+		A2 50	0-9"	0'9"	= 6	2	2	Plain
13	3-0"		46	2	9	"		A251	3429"	34-9*		16		
4	1-0"	1-0"		2	1				34-4"	34-4"		14	835	"
5		37:4"	the second s	14	785	Plain	· · · ·	A252 A253	34-4	34-0"		17	722	
5	38-0*	38'-0"		-13	742	"	T	AZD 3 AZ54	14-2*	34-0 1-2*			868 L	10
0 7	35-8"	35'8"		2	107	Ploin		4255	3-4"	3-4"		2		·····
						1634 L		1400			439L	2	10	Epony

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Digital Status Scanned On: <u>1-19-05</u> By: <u>US</u>

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Martin Martin Martin

المين المحترية. 1911 - من المحترية المحترية

	غ <sub>د.</sub>		Hannes Million of Marcola			• ••••••••••••••••••••••••••••••••••••		• • •		· ·			、	•	
	Bar	Dimen	Lenath	5120	No, Regbi	weight	Coating		Bor	Dime	Length	Size	No. Regid	Weigh+	Coating
-	A256	5-6*	5'-6"	#6	2	17	Epoxy		A334	29-2"	29-2"	# 6	2	88	Plain
-	A257	7-8"	7-8*	# 6	2	23	"		A335	26-9"	26-9"	# 6	2	80	
-	A258	9410"	9-10"		2	30	11		A336	2413*	24-3"	* 6	2	73	. بر
1	4259	12-1"		= 6	2	36	"		A337	21-10"	21-10"	* 6	2	66	4
1 1 1 1	A260	14:3"	/4-3"	<b>#</b> 6	2	43	<b>'H</b>		A338	19-5*	19-5"	* 6	2	58	,
	A261	16-5"	16-5"	*6	2	49	#		A339	17-0*	17-0*	* 6	2	51	"
+	A262	18'8"	18-8"	*6	2	56	•		A340	14-7"	14 - 7"	* 6	2	44	*
Ļ	A263	21-0*	21-0"	* 6	2	63			A341	12-2"	12-2*	# 6	2	37	"
	A264	23-3"		# 6 # 6	2	70			1342	9-91	9-9"	<b>*</b> 6	2	29	4
	A265	25-7*		* 6	2	77	"		A343 A344	7-3"	7-3*	- 6 - 6	2	22	•
i.	A266 A267	27-10* 30-2"	27-10" 30:2"	+6	2	84 91	+		A344 A345	410 <sup>*</sup> 215 <sup>*</sup>	4-10" 2-5"	# 6	2	15	
	A268	32-5"	32-5"		2	97	"		A346	34-6*	34-6"	* 6	14	725	t t
-	A269	30-101	30-10	-6	2	93.	*i *		A347	34-3"	3413"	#6	14	720	"
Ī	A270	28:5*	28-5"	·	2	85	4		A348	33'-6"	3346'	*6	17	855	11
	A271	26-0*	26-0"	* 6	2	78	h		1349	1-8",	1-8"	* 6	2	5	11
	A 272	23-74	23-7*	* 6	2	71	4	ú	A350	4-0"	4:0*	* 6	2	12	,
	A273	21-2"	2/-2*	*6	2	64			A351	6-5"	6-5"	1	2	19	P
I	A274	18-9"	and the second sec	* 6	2	56	11		A352	8-10*	8-10		2'.	27	"
	A 27.5	16-4"	16-4"	* 6	2	49	"	<b>`</b>	A353	11-2"	11-2*	* 6	2	34	4
ļ	A276	13:11"		* 6	ζ	42	•		A354	13:7*	13-7"	# 6	Z	41	v
	A277	11-6*		* 6	2	35	4	- -	A355	15-11"	13-11	* 6	2	43	"
	A278	9-1*		4 6	2	27			A356	18-4"	18:4"	<b>*</b> 6	2	55	"
	A279	6-8"	6-8"	* 6	2	20	"		A357	20-8"	20:8"	* 6	2	62	-
ļ	A280	4-3"	4-3"	* 6	2	13	11		A358	23'1"	23-1"	6	2	69	*
	A281	1-10"			2	6	"		A359	25-5"	25-5*	1.4	2	76	"
ł	A282	37-6"	37 -6"	# 6 # 6	28	/577	•		A360	27-10"	27:10"	* 6	2	84	÷ ++
+	A283			6 # 6	14	778			A361	30-2*		4	2,	91	<u>,</u> г
+	A284	2-3"	2'3" 4-7*	<b>6</b> <b>#</b> 6	2 2	7	•		A362	32-7"	32-7"	6	2	98	
ł	AZ85 AZ86	7-0"	7-0"	¥ 6	2	14		•	A363 A364	31-0" 28-5"	31'0" 28'5"	* 6	2	93	•
-	A287	9:5*		<b>#</b> 6	2	28		•	A365	25-10"	25-10	<b>*</b> 6	2	85	
ł	A288	11-9"	11:9"	* 6	2	35	"		A366	23-3"	23-3"	* 6	2	78	*
ł	A289	/4-2"			2	43	N		A367	2019"	20-9"	* 6	2	62	h
ł	A290	16-6"	16-6"	and a second s	2	50	4		A368	18-2"	13-2"	# 6	2	55	
	A291	18-11*	18-11"	* 6	2	57	•		A369	15-7"	15-7"	# 6	2	47	
	A292	21:4"	21-4"	* 6	2	64	**		A370	1340*	13-0"	F 6	2	39	/1
	A293	23'8"	23'8"	- 6	2	71	*		A371	10-5"	10:5"	* 6	2	31	"
	A294	26-1*	Z6-1"	# 6	2	78	"	•	A372	7-11"	7-11"		2	• 24	~
	A 295	28-5"	28-5"	* 6	2	85	ν		A373	5-4"	5-4"	* 6	2	16	"
+	A296	3040"	30-10"	* 6	2	93	• •		A 374	2:9"	2-9"	* 6	2	8	"
	A297	33:3"	33-3"	* 6	2	100	*		A 375	1-7"	1-7"	- 6	1	2	Plain
	A298	35-7"	35'7"	6	2	. 107	μ.		A376	27-9"	27-9"	# 4	84	1,557	Epoxy
	A299	3513*			2	106	11		A 377	27-11"	27-11"	* 5	120	3494	Plain
- <del>†</del>	A 300	32-7"		* 6	2	98		(A)	A378	29-6"	29:6"	<b>*</b> 4	10	197	Epoxy
- t-	A301	29-11"	29-11"		2	90		-	A 379	20-7"	······································	# 5	14	432	Plain
	A302	27-4"	27-4"	<b>*</b> 6 <b>*</b> 6	2 2	82	h		A380	30-6"	30-6	5	4	127	
H	A303	24-8" 22-0"	2448" 22:0"	<del>*</del> 6		74	"		A381	26-4"	264"	* 5	12	330	plain
· +	A304 A305	19-4"		*6	2	66	<i>11</i>		A382 1383	34-11"			24	560	Epoxy
	A306	16-10"		<i>6</i> <i>*</i> 6	2	58 51	** *	$\mathbf{A}$	A383	31-2"	31+2" 31-3*	<b>*</b> 4 <b>*</b> 5	84	1749	EPOKH
-	A307	14:3*	States and agental spinal states and the second	#6	2	51 43			A384	32-8"	31-3 32:8"	<u> </u>	128	4172	Plain
-	A308	14-3		×6	2	45 35	h	$\mathbf{O}$	A385 A386	32-8	and the second se	<b>*</b> 5	10 16	2/8	Epoxy
-	A309	9-2"	· · ·	# 6	2	- 30 28	11		A387	32-9"		5 * 5	16	<u> </u>	plain "
-	A310	6-8"		* 6	2	20	11		A388	30-4	30-4	# 5	4	131	Plain
	A311	4-1"	and the second state of th	* 6	Z	12	1,		A389	26-7"	26-7"	# 4	24	426	Epoky
T	A312	1-7"	1-7"	-6	2	5	Epoxy	<b>`</b>	A 390	36-7*	36-7*	#6	14	769	• "
	A313	37-8"		*6	15	849	Plain		A 391	1-6"	1-6"	- 6	1	2	"
	A314	37-0*	37-0"		२७	1612	<i>11</i>		A 392	3-4*	3-4"	.* 6	2	10	II
	A315	/ <u>_</u> Z"	1'-2"		2	4	11		A393	6-7"	6-7"	#6	2	20	11
+	A316	3-4"	3-4"	* 6	2	10	'n	an a	A394	9-11"	9-11"	*6	2	30	· · #
÷	A317	5'6"		* 6	2	17	"		A395	13-2"	13:2"	* 6	2	40	17 
	1318	7-8*	1-8	- 6	2	23	"		A396	16-6"	16-6*	<b>*</b> 6	Z	50	<i>i</i> i
- 5-	A319	9-10"		<b>*</b> 6	2	30	<i>v</i>		A 397	19-9"		* 6	2	5 <b>9</b>	"
F	A320	12-1"	10-1	* 6	2	36			A 398	23 -/"	23-1"	- 6	2	69	#
	AJZI	14-3*	14:3"		2	43			A 399	26-44	26-4"	<u>* 6</u>	2	79	,. 
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CVISIONS 51.M. 5-1082 RIOF 81-1-19	RE-3 Bar A589 A590 A591 D101 D101 D102	DIM a b-7 4-7 2-7 5xetch 5xetch	L FOR ( ensions Length " &-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7"	CONCRET 5120 NG CONCRET 5120 NG 76 Reg 76	A     Weight       B     79       B     55       B     31       B     58       B     82       159	Сран- 1 пд Ероху 11 Еросу 11	DE	•	THE <u>S</u> BY GJ CO	TEEL McLR NSUL	R AVY	EINF( supers ' & SC G ENC	DRCEI	MENT IRE IC. RS	ARE DE DRAWN	BOR TA BY ED BY	ILS G.J.M M.E.R	5/13/82
107 OF 167 80023 - BR21	RE-3 Bar A589 A590 A591 D101 D102 D103	DIM a b-7 4-7 2-7 5xetch 5xetch	L FOR ( ensions Length " &-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7"	CONCRET 5120 NG CONCRET 5120 NG 76 Reg 76	2 Weight 3 79 3 55 3 31 3 58 4 82 1 59 1 464 4	Chat- ing Epoxy " Epoxy " " s Epoxy	DE	PROVE	THE <u>S</u> BY G.J. CO BY	TEEL McLR NSUL	R AVY	EINF( supers ' & SC G ENC	DRCEI	MENT IRE IC. RS	ARE DE DRAWN	BOR TA BY ED BY	ILS G.J.M M.E.R	5/13/82
	RE-3 Bar A589 A590 A591 D101 D102 D103	57 EE Dimi d b-'7 4-'7' 2-'7' \$24 5%+ch 500 5%+ch	L FOR ( ensions Length " &-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7"	CONCRET 5120 NG CONCRET 5120 NG 76 Reg 76	A       Weight         B       79         B       55         B       55         B       58         B       58         B       58         B       59         I       159         I       464 L         By       By	Epoxy " Epoxy " Epoxy " " s Epoxy Date	DE API	PROVE	THE <u>S</u> BY G.J. CO BY	TEEL McLR NSUL	R AVY	EINF( supers ' & SC G ENC	DRCEI	MENT IRE IC. RS	ARE	BOR ETA BY ED BY SHEE	G.J.M M.E.R T NB 21 0	5/13/82 DF 22
and the second	RE-3 Bar A589 A590 A591 D101 D102 D103	57 EE Dimi d b-'7 4-'7' 2-'7' \$24 5%+ch 500 5%+ch	L FOR ( ensions Length " &-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7" " 2-7"	CONCRET 5120 NG CONCRET 5120 NG 76 Reg 76	A       Weight         B       79         B       55         B       55         B       58         B       58         B       58         B       59         I       159         I       464 L         By       By	Epoxy " Epoxy " Epoxy " " s Epoxy Date	DE API	PROVE	THE <u>S</u> BY G.J. CO BY	TEEL McLR NSUL	AVY TIN	EINF( SUPERS '& SC G ENC	DRCEI STRUCTL DNS, IN GINEEI	MENT JRE IC. RS	ARE	BOR ETA BY ED BY SHEE OF	G.J.M M.E.R T NB 21 ( 81-1	5/13/82 DF 22

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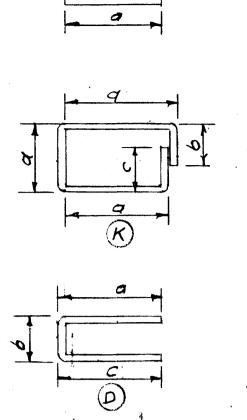
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AI	42-2"							#6	42'2"	12	760		A50	35-2"				<b></b>		 	# 6 # 6	35'-2" 29-6"	16	845
A3	40'-6"						· · · · · · · · · · · · · · · · · · ·	#8	40:6"	5	541		A51 A52	29-6" 8-6"				· · · · · · · · · · · · · · · · · · ·			#6	8-6"	77	35 983
A4	40'-6"							*6	40-6"	8	487	B		13'-0"					3	<u>+</u>	# 6	13'-0"	132	2,57
A 5	36-5"		· · · · · · · · · · · · · · · · · · ·					<b>*</b> 8	36-5"	5	486		A54	32-6"							# 5	32'-6"	32	1085
AG	34-5"							* 6	34 -5	8	414	а. 1 <b>ан</b> 10	A55	29'-6"						· · · · · · · · · · · · · · · · · · ·	* 5	29'-6"	16	492
A7	31-6		••••••••••••••••••••••••••••••••••••••	<u> </u>				* 8	31-6"	5	421		A56	6-0"				•		ļ	#3 #8	6-0	64	1,02
AB A9	31-6"		1					*6 *8	31-6"	8	379		A57	18-10" 34-0"					•		*8	18'10" 34'-0''	64	3212
A10	31-0"		۱				· •	- 4	31-0"	- 5 8	4/4 372		A58 A59	294-0							*8	29-6"	8	
A//	29-4"							# 6	29-4"	12	529		A60	31-4"		-	·		с		# 5	31-4."	12	397
<b></b>						na national de l'assemblement activités all'articles							AGI	29'-6"				· · · · · · · · · · · · · · · · · · ·	- ·		#5	29'-6"	6	185
A13	39'-1"		allere andre finderske forste skrive de se offisierte and an o	•	,			#4	39-1"	2	52		A62	35'-0"							*9	35'-0"	8	952
A14	28'-0"							* 4	28'-0"	Z	37		A63	29'-6"	1						<b>#</b> 9	29'-6"	4	40
A15	15'-0"		Manada da da angaza da sa					# 4	15-0"	2	20	B	A64	3'-7"		tang Ang ang ang ang ang ang ang ang ang ang a		· · · · ·			*5	3-7"	2	7
A16 A17	20'-0" 14'-0"			-				= 4 = 4	20'-0" 14'-0"	8	107 56								ange on the design of the state of the Design of the De					
A18	. 12'-0"		Na katalan kata					#4	12'-0"	6 2	16		<u>[</u>											
A19	24-9'			1				#4	24:9"	2	33		A71	29-5"							#6	29'-5"	8	353
A20	19:5"							- 4	19-5"	2	26		A72	32'6"		<b>1</b>		n 1 - / <b>1</b> - <b>h</b>			#6	32-6"	8	39
A21	8-6"							# 4	8:-6"	2	11	ļ	A73	8'-6"	() = () =(						* 6	8'-6"	69	88
A22	32-6"		New web share a string to react the second second				an an tha an	# 6	32-6"	6	293	B	A74	13'-0"							* 6	13'-0"	132	
A23	45'-0"							# 6	45-0"		811		A75	26-9"	1						* 5	26'-9"	16	44
A24 A25	33-0" 33-0"			-				#B #6	<u>33-0"</u> 33-0"	5 8	441		A76	32'-6"							#8	32'-6"	16	54:
A26	36-3"	1979,	Alexandre manarter de trans anagen y ser			an a		#8	36-3."	5	484		A77 A78	6:0" 14:3"		H.,		·			-0 	6-0	56	89
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A29	32-7"		-			900 97 - 9 of 1914 - 19 year Minnedding, 1914 - 1		<b>*</b> 4	32-7"	2	44	PIERS	ABI	25'-7"			an an international of the state		<b>1997 - 1999 - 1997</b> - 1997 - 1997 - 1997 - 1997 - 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1		* 5	25'-7"	.6	160
A30 A31	28'-0"			-	1 Mag 1977 / 10 March 10 - 10 - 10 March 10 - 10 - 10			4	28-0"	2	37		A82	32:-6"			a - almad aur beinge a man e a a marta Mahada	x			#5	32'-6"	6	20
4 <i>31</i> A32	20'-0'' 12'-0''					and an is a second come in additional		# 4	20'-0"	2 2	27		183	29-3"							* 9 * 9	29'-3" 32'-6"	4	39
	,								12-0		16		A84 A85	32'-6" 29'-11"	a. General						# 6	29-11"	4	360
A34	26-9			1				# 4	26'-9"	2	36		A86	27-3"							* 5	27'-3"	16	455
A35	23'0"							#4	23'-0'	2	31		A87	28'-9"						t	# 8	28'-9"	4	307
A36	16'-9"							# 4	16'-9"	2	22	2 2	A88	26'-1"							* 5	26'-1"	6	163
A37	10-6"					<u>}</u>		* 4	10'-6"	2	14		<b>68</b> 9	-'es					E States	- : 	<b>*</b> 9	29'-9"	4	40
<u>A38</u> <u>A39</u>	4-7" 4-5"				<u> </u>			* 4	4'-7" 4:5"	,	<u> </u>	ß	A90	3'-7"		· · · · · · · · · · · ·	n an				*5	3'-7"	2	
A40	4-5		Belging an					- 4 #4	4-5	·	3				n mar i a									
A41	4-6							<b>#</b> 4		1	3	B	K50	3-6	2-6	2-6"	3'-6"		n an	n de la de la de la de menor de colorismo de la propositione de la des	₩5	15'-6"	67	1,08
					1.7.								K71	3'-6"	2'-6"	2-6"	3-6			po e os em	*5	15'-6"	65	1,05
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<u>рг</u> Дз	3 <sup>1</sup> 8" 4:9"	1-0"	<u>3'8"</u> 4-9	ļ,				<b>*</b> 4 <b>*</b> 4	8-4"		50	a an				анин станик стан Галан — станик станик мана станик станик — 194			n ton sin to server Server National Server				[	
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D5	5-9"	1-0*	5-9*					# 4	12-6"	9	75		050	3-10/2	1-8	1-8	6-4 5'-4½"	1-11/2			"5 "5	9-8 B'-8/2"	16	161 91
Dé	4-7"	1-0*	4- 7"		· <u>· · · ·</u>			# 4	10'-2"	8	54							. 56						
D7	3'2"	1-0"	3-2*					4	and the state of the second	9	44	B	170	3-101/2"	1-8"	1-8"	6-4"	1-1142"	e en		*5	9'-8"	16	161
DS	3-4"	1-04	3-4*					#4	7-8	3	41		072	3-434'	1-8"	1-8	5-41/2	1-81/2"	ann ann i suis suis a Suis suis suis an ann an ann an ann an ann an ann an a		#5	8'-81/2"	10	91
09	4-9"	1-0"	4-9" c'ar					# 4	10-6"	3	56		· · · · · · · · · · · · · · · · · · ·					na se anna an an anna an an an an an an an an	ana 1940 a an 1940 a		a an an an an a'			
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DIZ	<u> </u>	1-0	<u> </u>			······································		# 4	12-10	6	41		V50 V71	5'-11" 5'-11	1-4"		· · · · · · · · · · · · · · · · · ·				*4	7-3"	120	581
D13	3-5"	1-0"	3'5'			namen kanala kaja den endjense kanajajanske		* 4	7-10		31		× ( 1	- J-11		1994 Haracenter - C		• • • • • • • • • • • • • • • • • • •	py and the second s		*4	(-3	72	349
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GI	3- 5"	3'-0"	2'_4"	0'-7"	3-31/2"	£		# 6	8'- 101/2"	97	1702									· •		•		
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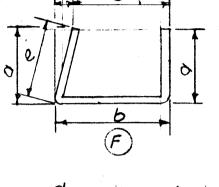
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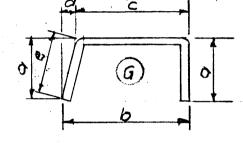
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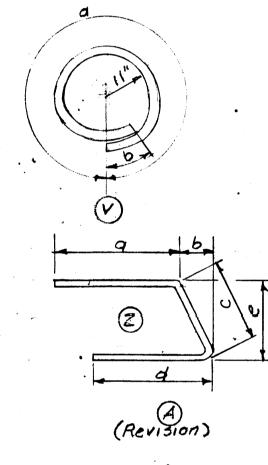
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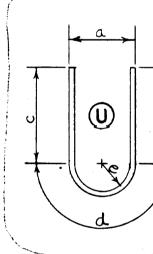
BENDING DIAGRAMS











REVISIONS Description No. B CRASH WALL & PIER CAP ENDS ROUNDED A CHECKING REVISIONS

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	DESIGNED BY GUMCLRAVY & SON CONSULTING ENGIN	EERS DRAWN BY EJ. M. 10- CHECKED BY M.E.R. 5/1	
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