BOARD OF LEGISLATORS COUNTY OF WESTCHESTER

Your Committee is in receipt of a transmittal from the County Attorney, pursuant to Section 158.11(5) of the Westchester County Charter for the adoption of an Act which, if adopted by this Board, would authorize the Westchester County Attorney to settle the claims of E.E. Cruz & Company, Inc. ("Cruz") against the County of Westchester (the "County") for additional compensation under Contract No. 11-503-REV (the "Contract") for Rehabilitation of the Fulton Avenue Bridge over Hutchinson River (BIN 3348220), City of Mount Vernon and Village of Pelham Manor (the "Project").

By a resolution approved on May 12, 2016, the Board of Acquisition and Contract awarded the Contract for the Project to Cruz for the sum of \$14,816,000.00. The scope of work for the Project included the removal and replacement of the steel bridge deck, stringers and bracing, sidewalk panels and various secondary members of the Fulton Avenue Bridge (the "Bridge"), a bascule movable bridge over the Hutchinson River.

On or about February 2, 2020, Cruz submitted to the Commissioner of the Department of Public Works and Transportation (the "Commissioner") a verified statement in the form of a "Final Application for Payment," along with accompanying materials for this consideration, listing the following two (2) separate claims for additional compensation with respect to work performed by Cruz on the Project seeking additional payment under Contract Item Nos. 589.01, 800.23 and 800.34 for the total sum of \$1,744,719.00 (the "Claims"):

1. Removal of Existing Steel - Contract Item 589.01.

This claim concerns the removal of existing steel from the Bridge. For Contract Item 589.01, the County's engineering consultant, Henningson, Durham & Richardson Architecture and Engineering, in association with HDR Engineering Inc. ("HDR"), provided the approximate

quantity of 178,684 pounds of existing steel to be removed from the Bridge with the "Pay Unit" being measured in pounds. In its bid for the Project, Cruz provided a "Unit Bid Price" of \$8.00 per pound resulting in an "Amount Bid" of \$1,429,472.00 for the removal of existing steel from the Bridge. To date, Cruz has been paid \$1,429,472.00 for the removal of 178,684 pounds of steel; however, Cruz seeks an additional payment of \$1,292,000.00 from the County, claiming that it removed a total of 340,184 pounds of existing steel from the Bridge, or 161,500 pounds over and above the amount approximated by HDR.

2. Floorbeam 5 Interferences -- Item Nos. 800.23 and 800.34.

This claim concerns in-field modifications along the upper and lower flanges of the Bridge's Floorbeam 5. The in-field modifications were required when the upper and lower flanges made contact with separate joints during test operations on November 13, 2017 and February 15, 2018, respectively. Cruz claims that the interferences were the result of errors in the design documents prepared by HDR, and claims that it is entitled to additional compensation in the total sum of \$452,718.00 for the resulting in-field modifications.

Your committee has been informed that the Commissioner issued a determination (the "Determination") with respect to the Claims for additional compensation under Contract Item No. 589.01, 800.23 and 800.34 on August 27, 2020, finding as follows:

1. <u>Removal of Existing Steel - Item 589.01</u>.

The total amount of existing steel Cruz removed from the Bridge was 311,402.2 total pounds—an overrun of 132,718.2 pounds from the original estimate provided by HDR. Applying the \$8.00 per pound figure bid by Cruz, Cruz is entitled to additional payment of \$1,061,745.60 for the removal of existing steel from the Bridge pursuant to the terms of the Contract.

2. Floorbeam 5 Interferences – Item Nos. 800.23 and 800.34.

Cruz is not entitled to additional compensation for the in-field modifications performed by Cruz with respect to Contract Item Nos. 800.23 and 800.34.

3. Disincentive Assessment – Item No. 698.93940015.

Under Contract Item No. 698.93940015, substantial completion of the project was required on or before November 22, 2017. The work was not substantially complete until May 24, 2018— 183 days beyond the substantial completion date. Accordingly, pursuant to a Special Notice annexed to the Project's bid specification, a disincentive assessment of \$2,000.00 per day must be applied, reducing the sum due Cruz under Contract Item No. 589.01 to \$695,745.60 (183 days x \$2,000/day).

Cruz, thereafter, advised that it disagrees with the Commissioner's determination and intends to challenge the determination via an Article 78 proceeding.

The Department of Law, the Department of Public Works, and the principals of Cruz have engaged in negotiations in order to avoid the potential additional expense of litigation. These negotiations have resulted in a proposed agreement (the "Settlement Agreement") to settle Cruz's Claims, conditioned on this Honorable Board's approval. Pursuant to the proposed Settlement Agreement, the County is to pay Cruz the sum of \$850,000.00 in full and final satisfaction of its Claims. The County's engineer for the Project, HDR, is to contribute \$154,254.40 to the \$850,000.00 settlement amount with Cruz via direct payment to the County pursuant to a separate agreement with the County, which is the subject of separate legislation being submitted to your Honorable Board for approval simultaneously with this legislative package. In consideration of the \$850,000.00 payment to Cruz, Cruz and the County will release each other from all claims related to Cruz's Claims, and the County will rescind and retract the disincentive assessment made within the Commissioner's Determination, identified as Item No. 698.93940015.

Your Committee has come to the determination that entering into the Settlement Agreement, without incurring the potential additional expense of further litigation, hearing, or adjudication of any issues of fact or law, is in the best interest of the County.

Your Committee recommends that this Board approve the accompanying Act authorizing the County to settle the Claims of Cruz.

An affirmative vote of a majority of the Board is required to pass this legislation.

Dated: White Plains, New York March 15, 2021

Benjanin

H-ughed

Committee On Law? Major Contracts

Budget & appropriations

Dated: March 15, 2021 White Plains, New York

The following members attended the meeting remotely, as per Governor Cuomo's Executive Order 202.1 and approved this item out of Committee with an affirmative vote. Their electronic signature was authorized and is below.

Committee(s) on:

Law & Major Contracts Janey E Ban Many Jane Shimske Colin O. Velat ! fre A

Budget & Appropriations

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FISCAL IMPACT STATEMENT

SUBJECT:	COW v EE Cruz	NO FISCAL IMPACT PROJECTED
<u> </u>	OPERATING BUDGE To Be Completed by Submitting Departm	T IMPACT ent and Reviewed by Budget
	SECTION A - FU	IND
X GENERAL FUN		SPECIAL DISTRICTS FUND
	SECTION B - EXPENSES A	ND REVENUES
otal Current Year	Expense \$ 850,000	_
otal Current Year	Revenue	-
ource of Funds (ci	heck one): X Current Appropriation	Transfer of Existing Appropriations
Additional App	propriations	Other (explain)
dentify Accounts:	366-46-RB2UU-00-6210 : \$296,00 366-46-RB03S-01-6210: \$281,00 101-46-6000-4310: \$273,00	00; 00; 00
otential Related	Operating Budget Expenses:	Annual Amount
Describe:		
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-2021

AN ACT authorizing the County Attorney to settle on behalf of the County of Westchester the claims of E.E. Cruz & Company, Inc. against the County for additional compensation under Contract No. 11-503-REV for Rehabilitation of the Fulton Avenue Bridge over Hutchinson River (BIN 3348220), City of Mount Vernon and Village of Pelham Manor, New York.

BE IT ENACTED by the Board of Legislators of the County of Westchester as follows:

Section 1. The County Attorney is hereby authorized to settle the claims of E.E. Cruz & Company, Inc. for additional compensation under Contract No. 11-503-REV for Rehabilitation of the Fulton Avenue Bridge over Hutchinson River (BIN 3348220), City of Mount Vernon and Village of Pelham Manor, New York, (the "Contract") alleged by Cruz in its verified statement in the form of a "Final Application for Payment," dated February 2, 2020, revised July 2, 2020, with respect to Contract Item Nos. 589.01, 800.23 and 800.34 (the "Claims"), by the payment of \$850,000.00 in full and final satisfaction of the Claims, with the County's engineer for the Project, Henningson, Durham & Richardson Architecture and Engineering, in association with HDR Engineering, Inc., contributing \$154,254.40 of the \$850,000.000 payment, and Cruz and the County releasing each other from all claims related to Cruz's Claims, and the County rescinding and retracting the disincentive assessment made in the Commissioner of Public Works and Transportation's Determination, dated August 27, 2020, identified as Item No. 698.93940015.

§2. The County Attorney, or his designee, is hereby authorized to execute and deliver all documents and take such actions as the he deems necessary and desirable to accomplish the purposes hereof.

§3. This Act shall take effect immediately.

-----X

In the Matter of the Claim of:

E.E. Cruz & Company, Inc. for Additional Compensation under Westchester County Contract No. 11-503-REV for Rehabilitation of the Fulton Avenue Bridge Over Hutchinson River (BIN 3348220), City of Mount Vernon and Village of Pelham Manor, New York.

COMMISSIONER'S DETERMINATION

I. AUTHORITY

....X

By a resolution duly approved on May 12, 2016, the Westchester County Board of Acquisition and Contract (the "County Board") awarded Contract No. 11-503-Rev. for Rehabilitation of the Fulton Avenue Bridge over Hutchinson River (BIN 3348220), City of Mount Vernon and Village of Pelham Manor, New York, to E.E. Cruz & Company, Inc. in the sum of \$14,816,000.00.

Pursuant to the May 12th Resolution, the County of Westchester (the "County") executed Contract 11-503-REV with E.E. Cruz & Company, Inc., which included the following: (i) the Agreement, dated May 12, 2016 (the "Agreement"), (ii) Information for Bidders, (iii) General Clauses, (iv) Special Clauses, (v) Specifications, (vi) Itemized Proposal, and (vii) Plans and issued Addenda (collectively referred to as the "Contract").

As a condition precedent to receiving final payment under the Contract, the Contractor is required to submit a supplementary verified statement that includes all claims that accrued between substantial completion and final completion of the project. *Information for Bidders*, \S 22(B). Only claims particularly identified on the Contractor's supplementary verified statement would be preserved; all other claims of whatever nature would be deemed waived and released. *Id.*

The Contractor submitted a Contractor's Certificate for Final Application for Payment, sworn to on February 2, 2020, along with accompanying materials, in support of its final claim for payment ("Final Application for Payment"). A copy of the Final Application for Payment is annexed as Exhibit "A." In paragraph 4 of the Final Application for Payment, the Contractor listed the following unpaid bills and liabilities:

<u>Claims No.</u>	<u>Name of Claimant</u>	Purposes	<u>Amount</u>
1. – –	E.E. Cruz	589.01-Removal of existing steel	\$1,292,000.
2.	E.E. Cruz	FB 5 Interferences	\$452,718.
3.	E.E. Cruz	Final Retainage Release	\$148,160.
		TOTAL	\$1,892,878.

Accompanying the Final Application for Payment, the Contractor submitted the following materials in support of Claim Nos. (1) and (2):

- 1. Letter Log No L-022, dated February 12, 2020, re: Contract No. 11-503-REV, Rehabilitation of Fulton Avenue Bridge over Hutchinson River Item 589.01-Removal of Existing Steel- Additional Quantities, a copy of which is annexed as Exhibit "B" ("Letter Log No. L-022").
- Letter Log No. L-23, dated February 12, 2020, re: Contract No. 11-503-REV, Rehabilitation of Fulton Avenue Bridge over Hutchinson River- 800.23 – Floor Beam 5 Upper Flange Interference and 800.34 – Floor Beam 5 Bottom Flange Interference, a copy of which is annexed as Exhibit "C" ("Letter Log No. L-23").

The Commissioner of the Department of Public Works and Transportation (the "Commissioner") is authorized to render a full and final determination as to any and all disputes pursuant the following provision in the Contract:

"[S]hould any dispute arise respecting the true construction, interpretation or meaning of the Contract plans, specifications or conditions herein, or the measurement for the payment thereunder, same shall be referred to and decided by the said Commissioner and his decision hereon shall be final and conclusive upon the parties hereto and may not be challenged except in a proceeding commenced pursuant to Article 78 of the Civil Practice Law and Rules. This provision shall also apply to the true value of any duly authorized extra work or any work permitted by agreement in case any work shall be ordered performed, or any work called for shall be so omitted under and upon the direction of said Commissioner."

Agreement, p. 8 (emphasis added).

In accordance with the authority granted to the Commissioner pursuant to the Contract, I have fully reviewed the claims submitted by E.E. Cruz & Company, Inc. (the "Contractor"). After careful consideration, the following constitutes my full and final determination with respect to the Contractor's Claim Nos. 1 and 2; a separate determination shall be rendered with respect to the Contractor's Claim No. 3.

II. <u>FACTS</u>

By the May 12th Resolution, the County Board awarded the Contract to the Contractor for the sum of \$14,816,000.00. The scope of work for the rehabilitation of the Fulton Avenue bridge (the "Bridge"), a bascule movable bridge, over the Hutchinson River (the "Project") included the removal and replacement of the Bridge's "steel bridge deck, stringers and bracing, sidewalk panels and various secondary members...[and] both approach spans...." *General Requirements to the Contract, para. 1.*

Upon its submission of the Contractor's Final Application for Payment and Letter Log Nos. L-022 and L-023, the Contractor seeks an additional payment under Contract Item Nos. 589.01 (Claim No.1), as well as 800.23 and 800.34 (Claim No. 2) for the total sum of \$1,744,718.30.

a. <u>Claim No. 1 - Item No. 589.01 - Removal of Existing Steel</u>.

Item No. 589.01 concerns the removal of existing steel from the Bridge. For Item No. 589.01, the County provided the "approximate" quantity of 178,684 pounds of existing steel with the "Pay Unit" being measured in pounds. In its bid for the Project, the Contractor provided a "Unit Bid Price" of \$8.00 per pound resulting in an "Amount Bid" of \$1,429,472.00 for the removal of the 178,684 pounds of existing steel approximated by the County's engineering consultant, HDR Engineering Inc. (the "Engineer").

To date, the Contractor has been paid \$1,429,472.00 for the removal of 178,684 pounds of steel.

The Contractor seeks an additional payment of \$1,292,000.00 from the County for the removal of existing steel under Item No. 589.01 and seeks a determination with respect to same by submission of Letter Log No. L-022. Specifically, the Contractor claims that it removed a total of 340,184 pounds of existing steel from the Bridge, or 161,500 pounds over and above that which was approximated by the Engineer. Notwithstanding its estimation, the Contractor claims that the County acknowledged a total existing steel removal quantity of 320,263 pounds and requests a minimum payment of \$1,132,632.00 under Item No. 589.01, calculated as an additional 141,579 pounds at the Unit Price of \$8.00/pound. The Contractor has not annexed any support for its 340,184 pound estimation, or any support for its claim that the County has acknowledged and agreed that 320,263 pounds of steel were removed, to its application for additional payment under Item No. 589.01.

The County, in turn, does not deny that at the point in time the 178,684 pounds of steel was removed that amount represented only part of the amount of the steel that needed to be removed, and the removal of the existing steel had not been completed. However, the County disputes the quantity of additional existing steel the Contractor claims it removed.

The Engineer calculates that the Contractor removed a total of 311,402.2 total pounds of steel from the Bridge—an overrun of 132,718.2 pounds from the original estimate provided by the County. The County furthermore claims that it never acknowledged and/or agreed that 320,263 pounds of steel were removed from the Bridge. Rather, the County agrees that it discussed the 320,263 quantity number with the Contractor, but that this was done prior to the Engineer fully examining the item in detail and analyzing each component of the quantity of steel involved. The County refers to a September 16, 2019 email to the Contractor, a copy of which is annexed as Exhibit "D", in which the Project Engineer provides the basis for its calculation that the total quantity of steel removed was 311,402.2 pounds. The County claims that the 311,402.2 poundage was determined by using balancing calculations provided by the Contractor, and then deducting quantities not payable per the Project specifications (i.e.,

concrete, welds, bolts, etc.). The County, by the Engineer, offers a detailed estimation resulting in the quantity alleged, a copy of which is annexed hereto as Exhibit "E".

b. <u>Claim No. 2 - Item Nos. 800.23 and 800.34 – Floor Beam 5. Upper and Bottom Flange Interference</u>.

Item Nos. 800.23 and 800.34 concern in-field modifications along the upper and lower flanges of the Bridge's Floorbeam 5 for which the Contractor claims it is due payment under the Contract. Upon its submission of Letter Log No. L-023, the Contractor seeks payment under Item Nos. 800.23 and 800.34 of \$61,280.03 and \$391,438.27, respectively.

i. Item No. 800.23 - Floor Beam 5 - Upper Flange Interference.

This claim concerns a constructability interference, which occurred when the Contractor attempted to raise the Bridge to prepare for an incoming barge on November 13, 2017. Specifically, upon attempting to raise the Bridge, it was discovered that a floor beam flange on both the East and West spans of the Bridge were coming into contact with a joint requiring the Contractor to cut the floor beam flange to enable the Bridge to continue to raise. The Contractor claims that the design documents of the Engineer were not clear on the measurements and are the cause of the interference, and subsequent additional work required. The County, however, claims that the Contractor is at fault because the Contractor was required to conduct contractually required surveys and confirm all measurements prior to fabricating the replacement portions of the Bridge and attempting to raise the Bridge. The County claims that if the Contractor conducted the required survey(s) and confirmed the measurements in advance as required, it would have discovered the issue, it could have requested prior clarification, and it could have avoided any costs associated with the interference.

ii. Item No. 800.34 - Floor Beam 5 - Bottom Flange Interference.

This claim concerns a constructability interference, which occurred during a test operation of the Bridge on February 15, 2018. Specifically, the bottom flange of Floorbeam 5 on both the East and West spans of the Bridge interfered with the counter-weight slab armor joint, preventing same from opening to its predetermined seventy (70) degree mark; thus, requiring the Contractor to cut three (3) inches of steel from each corresponding flange as both the Pelham Manor span and Mount Vernon Span of the Bridge were affected. This, however, affected the integrity of the flange as a whole, requiring the Contractor to drill steel on the other side of the flange in order to reinforce the flange and the beam. The Contractor again claims that the interference stems from a flaw in the designs provided by the Engineer. The County again claims that the Contractor is at fault because the Contractor was required to conduct contractually required surveys and confirm all measurements prior to fabricating the replacement portions of the Bridge and attempting to raise the Bridge, which would have thus discovered the issue in advance, could have requested prior clarification, and avoided the subsequent costs associated with the interference claimed by the Contractor.

c. Item No. 698.93940015 - Disincentive Assessment.

There is another Item No. that affects the County's ability to make any payments to the Contractor under the Contract that that must be analyzed.

Item No. 698.93940015 concerns "incentive payments/disincentive assessments for work subject to the Special Note 'Incentive/Disincentive Clause." *Itemized Proposal, p. 6.*

The Contract provides that "[l]ate completion of I/D work will result in a disincentive assessment which will be deducted from money due to the contractor." *Special Notice*, p. 2.

I/D Work is defined to include "all work relating to the closure of the Fulton Avenue Bridge to two-way vehicular and pedestrian traffic as detailed in the reference contract plans" (the "I/D Work"). *Id.*

The Contract provides for an assessment in the sum of 2,000.00 per day (the "Daily Cost") beginning the calendar day subsequent to Wednesday November 22, 2017 and continuing each day thereafter until the I/D Work is substantially completed to the satisfaction of the Engineer. *Id. at p.1.* Substantial completion is defined as the date upon which the Bridge is "successfully opened 9 out of 10 times, under normal operating conditions from the new operator's house, within a 4-hour window." *Id. at p. 2-3.* The Engineer is the sole authority in determining when the work is substantially complete. *Id. at p. 3.*

Moreover, the Contract provides:

"Failure to substantially complete any I/D work within the number of consecutive calendar days specified will result in the daily cost specified for that work in the special note "DESCRIPTION OF I/D WORK" being assessed for every calendar day in excess of the number of consecutive calendar days specified, up to the time when the work is substantially complete. THERE IS NO LIMIT ON THE AMOUNT OF DISINCENTIVE ASSESSMENT."

Id. at p. 3 (emphasis in the original).

III. DISCUSSION

The Commissioner's determination is ultimately guided by the terms of the Contract itself, which includes the drawings, plans and specifications.

a. <u>Claim No. 1 - Item No. 589.01 – Removal of Existing Steel</u>.

The general rule is that unit price contracts entitle a contractor to payment for work completed, at the agreed-upon unit price, even in circumstances in which the amount of work is considerably in excess of the estimates. In such a case, the contractor is entitled to the unit price bid, but not to any unforeseen damages, lost profit or additional costs or materials. Here, the Contract is subject to the Contractor's "Itemized Proposal" with unit prices bid for each work item. As such, it is a unit price contract subject to the following covenants as set forth in the Contract:

The County covenants and agrees with the said Contractor, in consideration of the covenants and agreements herein being strictly and in all respects complied with by the said Contractor as specified, that it will well and truly pay unto said Contractor the unit prices set forth in the Proposal for the various items included in the Contract. *Agreement*, p. 2.

The Contractor will accept the unit prices named in the proposal for all additions to or deductions from the original quantities as given in the specifications. It is agreed that the Commissioner will make estimates of the value for the work completed as provided in the specifications and the final estimate will be made accordingly. *Agreement*, p. 4.

If the various parts of the work have been divided into classes and/or items to enable the bidder to bid for different portions of the work in accordance with its estimate of their costs, in the event of any increase or decrease in the quantity will be paid for at the price bid for that particular item. The sum of the amount for each class or item, obtained by multiplying the approximate quantity by the unit price, shall constitute the total sum bid. *Information to Bidders*, § 13.

Pursuant to the terms of the Contract, the Contractor is entitled to payment for the removal of quantities of steel over and above the approximate quantity provided by the County under Item 589.01 at the "Unit Bid Price" of \$8.00 per pound.

Notwithstanding the foregoing, the Contractor failed to provide any support whatsoever in its application for additional payment to substantiate its claim that it removed 340,184 pounds of steel. Nor has the Contractor provided any support for its claim that the County acknowledged a quantity of 320,263. Indeed, the only support annexed to its application for payment were excerpts of Contract provisions supporting its claim for additional payment at the Unit Bid Price of \$8.00/pound; nothing to support the actual estimate that it alleges.

The County, on the other hand, supports its claim with a communication to the Contractor advising of its 311,402.2 estimation as well as a detailed analysis of how it reached said estimation. As such, it is my determination that the Contractor is entitled to additional payment of \$1,061,745.60 under Item 589.01, calculated as an additional 132,718.2 pounds of steel removed at a Unit Bid Price of \$8.00/pound.

b. <u>Claim No. 2 - Item Nos. 800.23 and 800.34 – Floor Beam 5 – Upper and Bottom</u> <u>Flange Interference</u>.

The terms of the Contract are clear; to wit: the relevant terms of the Contract are as follows:

Agreement, p. 2:

The Contractor acknowledges receipt of the "Information for Bidders, General and Special Clauses, Specification, Proposal and Plans" relating to this Contract, as well as all issued Addenda thereto, all of which are expressly incorporated in this Contract as if fully set forth herein.

Agreement, p. 9:

The Contractor by the submitting of bids and execution of this Contract hereby covenants and agrees that he has examined the plans, specifications and the site work, as to local conditions, difficulties and accuracy of approximate estimate quantities and does hereby further covenant and agree that he will not make any claim for damages by reason of any such local conditions, difficulties or variation of approximate estimate of quantities.

Special Clauses, para. 34:

The detail plans and specifications for the contract have been prepared with care and intended to show as clearly as is practicable the work required to be done. The contractor must realize however, that construction details cannot always be accurately anticipated and that in executing the work, field conditions may require reasonable modifications in the details of the plans and quantities of work involved. Work under all items in the contract must be carried out to meet these field conditions to the satisfaction of the Engineer and in accordance with his instructions and the contract specifications.

Drawing No. S-03, Sheet No. 14 of 159, Note 16 (emphasis added):

These contract documents have been prepared based on field inspections and original contract plans. <u>Actual field conditions may require modifications to construction details and work quantities. The Contractor shall perform work in accordance with field conditions</u>. Bidders shall visit the site of the Project before submitting a proposal to ascertain the work extents.

Drawing No. G-03, Sheet No. 3 of 159, Notes 3 and 4 (emphasis added):

Note 3: The <u>Contractor shall verify dimensions</u> necessary for the proper fit of concrete and steel elements <u>prior to the fabrication</u> of the steel. The cost of field verifying dimensions shall be included in the price bid for structural steel items.

Note 4: Horizontal, vertical, and detail dimensions and elevations shown on these plans have been obtained from the available drawings of the existing structures, and from other sources. The Contractor shall perform a field survey to establish base lines and control points and to verify all existing dimensions affecting fabrication and construction. Submit this field survey to the Engineer before shop and construction drawings are started. The Contractor shall fabricate all materials

in accordance with their own measurements and be responsible for proper fit of <u>all work</u>. The Engineer's approval of shop drawings shall not relieve the Contractor of this responsibility.

In accordance with the unambiguous terms of the Contract cited above, the Contractor's claims for additional compensation under Item Nos. 800.23 and 800.34, respectively, is without merit.

As described above, the primary guide in determining whether a contractor is entitled to receive additional compensation is the contract itself. Here, the Contractor agreed that the Contract, and its obligations pursuant to same, consisted of its adherence to the terms and conditions stated in all specifications and plans. Pursuant to the Project plans and specifications eited above, it was incumbent upon the Contractor to verify all dimensions prior to fabrication; it was furthermore incumbent upon the Contractor to include the cost of same in the Amount Bid, and to conduct all necessary and proper surveys to verify field conditions. These Contract provisions clearly and unambiguously establish that the parties intended for the Contractor to rely upon its own personal investigation, which included verifying conditions and dimensions which affect the Project. It necessarily follows then that the interferences to the upper and lower flange of Floorbeam 5 occurring during on November 13, 2017 and February 15, 2018 were either known or should have been known by the Contractor.

As such, the Contractor's claim for additional compensation under Item Nos. 800.23 and 800.34 is denied.

c. <u>Item No. 698.93940015 – Disincentive Assessment</u>.

Under Item No. 698.93940015, substantial completion of all I/D Work was required on or before November 22, 2017. The work was not substantially complete until May 24, 2018 -183 days beyond the required substantial completion date. Therefore, pursuant to the Special Notice section of the Contract, a disincentive assessment in the sum of \$366,000.00 (183 days x \$2,000/day) must be deducted from money due to the Contractor. The County offers the email, dated May 25, 2018, attached hereto as Exhibit "G" in support of the May 24, 2018 substantial completion date.

IV. CONCLUSION

Claim No. 1. - Deducting the \$366,000.00 disincentive assessment under Item No. 698.93940015 from the sum of \$1,061,745.60 due the Contractor under Item 589.01, it is the final determination of the Commissioner that the Contractor is entitled to a payment of \$695,745.60 under and pursuant to the terms of the Contract for Claim No. 1.

Claim No. 2 - It is the determination of the Commissioner that the Contractor is due no payment under Claim No. 2 - Item Nos. 800.23 and 800.34.

Dated: White Plains, New York August <u>27</u> 2020

<u>a/</u> Hugh J. Greechan, Jr., P.E.

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Commissioner Department of Public Works and Transportation

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EXHIBIT A

DEPARTMENT OF PUBLIC WORKS - DIV. OF ENGINEERING COUNTY OF WESTCHESTER

CONTRACTOR'S CERTIFICATE Final Application for Payment

	t. Paul Marino		Treasurer
	(Name of Officer or I	Principal)	(Title)
of	EE Cruz Co. Inc.		
32	Avenue of Americas, 13th	(Contra) Floor, New Yo	ctor) rk, NY 10013
Unde	r Contract No. 11-503 Rev	(Address of C	ontractor) Rehabilitation of the Fulton
Ave	nue Bridge over Hutchinsor	n River	(Title of Contract)
	V		
-	10100		and a second
said C hereby Final I funcor	Contract having been made betw y certify and state with respect t Estimate No24	een the said Cor o work perform	atractor and the County of Westchester, do ed under said Contract through and including datedOctober 28, 2019
(moon)	Paradon of respected as readows	34	
1.	That pursuant to Section 220- that the names and addresses Contract are as follows:	a, 220-b, 220-c of all approved s	of the Labor Law, I do hereby certify and state subcontractors who performed work under this
	See attached list		

I further state that all of the above said subcontractors have been paid in full except for those listed in No. 2 below.

2. That pursuant to Section 220-a, 220-b, 220-c of the Labor Law, I do hereby certify and state that the following subcontractors who performed work under this final estimate number and who have not been paid in full are:

Name	Amount
Verde Electric	In discussion with subcontractor

I further state that all of the above subcontractors will be paid under this final estimate.

Contract No. <u>11-503 Rev</u> Estimate No. <u>24</u>

3. That the following is a complete list of all amounts now due and owing from said Contractor to any and all laborers for daily or weekly wages or supplements on account of said contract through and including this final estimate.

Name	Amount
N/A	0

4. That the following is a full and true statement of all unpaid bills and liabilities incurred on this contract covering work performed up to and including the above described final estimate.

Name of Claimant	Purposes	Amount
EE Cruz	589.01-Removal of existing steel	\$1,292,000
EE Cruz	FB5 Interferences	\$452,718
EE Cruz	Final Retainage release	\$148,160
	-	TOTAL: \$1,892,878

5. That the Contractor submits this Certificate and accompanying material in support of his final claim for payment and the Contractor states that it has no other outstanding claims against the County in regard to the above-captioned contract.

Theasurer	of the
Paul Marino	being duly sworn, deposes and says that he is the
STATE OF NEW YORK) COUNTY OF WESTCHESTER) ss.: CITY OF New York)	
TITLE: _	Treasurer
SIGNATURE:	Part Marent
CONTRACTOR FIRM NAME:	EE Cruz Co. Inc.

(Title)

Contractor named in the foregoing Certificate and Statement and the person who executed the same; that he is duly authorized to execute said Certificate and Statement on behalf of said Contractor; that (s)he has read such Certificate and Statement subscribed by him (her) and knows the contents thereof; and that the same is true of his (her) own knowledge.

Subscribed and sworn to before me day of February This 200-2020 Notary Public, Westchester County ANN B. WIELAND NOTARY PUBLIC, STATE OF NEW YORK Registration No. 01WI6289849 Qualified in Westchester County Commission Expires September 30, 2021

Rehabilitation of the Fulton Ave Bridge over Hutchinson River

Contract No. 11-503

Firm Name
50 STATES
ABATEMENT UNLTD
CHAMPION PAINTING
CUSTOM EXTERIOR
CUSTOM MARINE
GIBRALTER
GRESHAM
JC MACHINE WORKS
M&H CONTRACTING
MENGLER
VERDE ELECTRIC

EXHIBIT B

7



February 12, 2020 Letter Log No L-022

Mr. Hugh J. Greechan, Jr. P.E. County of Westchester Department of Public Works and Transportation 148 Martine Ave., Rm. 518 White Plains, NY 10601

Re: Contract No. 11-503-REV, Rehabilitation of the Fulton Avenue Bridge Over Hutchinson River Item 589.01 – Removal of Existing Steel – Additional Quantities

Dear Mr. Greechan:

Further to our numerous meetings on this subject and in connection with the referenced contract, E.E. Cruz & Company, Inc. ("E.E. Cruz") disputes the County of Westchester's refusal to issue payment for additional quantities of item 589.01 – Removal of Existing Steel at the unit price indicated in E.E. Cruz's proposal. Pursuant to the contract executed between the County of Westchester and E.E. Cruz on May 12, 2016, the County explicitly agreed to issue payment at the unit prices set forth in the proposal for all additions to the original quantities. Moreover, E.E. Cruz is required to accept such unit prices for additional quantities. Specific reference is made to page four of the contract (Exhibit 1) which states;

"....between the parties to this Contract that the Contractor will accept the unit prices named in the proposal for all additions to or deductions from the original quantities as given in the specifications. It is agreed that the Commissioner will make estimates of the value for the work completed as provided in the specifications and the final estimate will be made accordingly."

Furthermore, paragraph 10 of the Proposal Requirements (Exhibit 2) states;

"...undersigned does hereby agree to accept their indicated lump sum price for the total work and/or their indicated unit prices for various items of the work as the sole basis in determination of the value of addition to, or deduction from the specified scope of contract work"

Information for Bidders, Article 19 – Increase or Decrease of Quantities: Elimination of Items (Exhibit 3) states;

"...the Contractor agrees that quantities shown on the Proposal Pages opposite items of the work for which unit prices have been requested are approximate estimated quantities, and during the progress of work the County may find it advisable and shall have the right to ...increase and decrease the shown approximate estimated quantities...

The Contractor shall make no claim for anticipated profits or loss of profits, because of any difference between the quantities of various classes of work actually done..."

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E.E. Cruz is merely seeking exactly what the contract requires: payment of additional quantities at the unit price bid. There simply is no contractual basis for denying payment of the additional quantities under item 589.01 at the unit prices set forth in E.E. Cruz's proposal.

It has been over 2 years since EE Cruz have removed existing steel identified on contract drawings and requested payment under 589.01 – Removal of Existing Steel bid item. Contract quantity for this bid item is 178,684 lbs and Westchester County has paid EE Cruz up to this bid quantity.

EE Cruz removed 340,184 lbs of existing steel and requested an additional payment under the referenced bid item for 161,500 lbs @ \$2,292,000. Westchester County has acknowledged total existing steel removal quantity as 320,263 lbs, but only paid EE Cruz up to the contract quantity.

Pursuant to the contract requirements stated above, we hereby request immediate payment for this bid item at a minimum up to the undisputed quantity of 320,263 lbs as acknowledged by Westchester County for a total of \$1,132,632

EE Cruz reserves all of its rights not only to payment for additional quantities under this bid item, but also for the interest charges for over two years for monies withheld unfairly despite crystal clear contract language.

If you have any questions regarding our request herein, please do not hesitate to call Kadir Ozbek at 917-335 2388.

Very truly yours,

Paul Marino Treasurer E.E. Cruz and Company, Inc.

CC: R. Donnelly, K. Roseman (WC) JohnPaul Cunningham (HDR) J. Sheehan, Bill Riley (EEC) P. Monte, J. Egan, Esq.

EXHIBIT C



February 12, 2020 Letter Log No L-023

Mr. Hugh J. Greechan, Jr. P.E. County of Westchester Department of Public Works and Transportation 148 Martine Ave., Rm. 518 White Plains, NY 10601

 Re: Contract No. 11-503-REV, Rehabilitation of the Fulton Avenue Bridge Over Hutchinson River -800.23 - Floor Beam 5 Upper Flange Interference
 800.34 - Floor Beam 5 Bottom Flange Interference

Dear Mr. Greechan:

Further to our numerous meetings on this subject and in connection with the referenced contract, E.E. Cruz & Company, Inc. ("EEC") disputes the County of Westchester's (WC) refusal to issue payment for additional cost incurred due to in-field modifications required along the top and bottom flanges of Floorbeam 5 (FB5). Below we remind you of the time line of events on this subject and the fact that WC was given due notice as detailed on the attached Exhibits.

Time line of events:

- 11/13/2017 EEC discovered multiple constructability interferences during the operation of the bridge.
- 11/16/2017 EEC put HDR/WC on notice regarding constructability interferences related to FB5 and requested a change order (Exhibit 1).
- 11/22 thru 12/07/17 EEC incurred costs with respect to these interferences and remedy work that was necessary to make the bridge operational for barge traffic. These additional costs were documented on T&M sheets and submitted to WC.
- 12/7/2017 EEC submitted its letter L-016 and informed HDR/WC of costs it had incurred between 11/22 and 12/07 and requested compensation (Exhibit 2)
- On 02/15/2018 via an email, EEC informed HDR/WC of further interferences related to FB5 stating "...during final balancing of the Mount Vernon Leaf (West Side) we noticed that at 53 degrees the bottom flange of FB5W was bidding against the top flange of counter weight slab armored joint. We couldn't raise the leaf any further in order to reach the 70 degree required per spec..." (Exhibit 3)
- On or about 4/9/2018, HDR issued a DRAFT drawing showing Upper Flange Interference (previously removed between 11/22 and 12/7) and contemplated removal of the bottom flange to address recent interference issue (Exhibit 4).
- 4/11/2018 EEC submitted its letter L-018 and informed HDR/WC of the direct and indirect (time related) costs of this FB5 bottom flange interference (Exhibit 5).
- 6/4/2018 HDR issued its findings related to FB5 interference (Exhibit 6). These findings can be summarized as follows:

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- Referred to the complicated nature of the problem and several site visits and surveys conducted by 50 States (EEC's survey sub), M.J. Engineering (HDR sub) and HDR itself
- o Acknowledged the FB5 interference and the necessity to cut bottom flange by 3 7/8"
- HDR was able to confirm that the top of deck at the trunnion location is approximately 2' $-6\frac{1}{2}$ " above the centerline of trunnion, which HDR claimed to be consistent with the trunnion location identified in the 1971 as-built plans and the dimension HDR utilized in the original design plans.
- HDR provided a model depicting how the leaf would have cleared FB5 based on these dimensions (which they believed are to be correct)
- HDR concluded its letter by putting blame on EEC for not performing condition surveys in two stages and contemplated that this issue would have been recognized and mitigated ahead of time
- 6/12/2018 EEC issued a detailed response to HDR's letter (Exhibit 7):
 - Compared As-Built drawings and Contract drawings and clearly and unarguably showed that HDR's new design reduced available distance between existing FB5 and newly constructed fixed edge of the deck joint by 2 9/16"
 - o Pointed out to two issues represented on HDR's letter:
 - 1. HDR's model used the deck joint at the location shown on the current contract drawings, which is not the case as proven by as-built drawings
 - 2. HDR's flawed model still only yielded to a 1/8" clearance between FB5 bottom flange and fixed end joint which by no means is adequate or practical for a moveable bridge
 - Pointed out that per contract requirements FB5, FB6 and main girder trunnions were to remain as per original contract scope of work.
 - o Concluded that:
 - 1. During the design, HDR changed the location of the entire deck joint assembly, which led to the interference between FB5 and the fixed part of deck joint
 - 2. There were no contractual requirements for pre and post survey of existing members
 - 3. HDR should have performed these surveys during the design phase considering that HDR had changed the location of deck joint,
- 6/13/2018 HDR replied to EEC's letter, but instead of providing explanation on the reasons behind moving the entire joint assembly, restated positions from their original letter dated 6/4/2018. Furthermore directed EEC to keep T&M forms tracking cost (Exhibit 8)
- 6/15/2018 EEC replied to HDR's letter stating that work will be performed under protest and EEC will keep daily T&M sheets (Exhibit 9).
- 6/18 thru 6/29/18 EEC proceed with clearing out the interference as per details provided by HDR. These additional costs were documented on T&M sheets and submitted to WC.
- Throughout 2018 and 2019, EEC, HDR and WC conducted several technical and change order negotiation meetings for FB5 interference issue. At the end of these meetings, HDR/WC agreed with EEC's position that HDR's new design moved the joint closer to the operation of the bascule span and EEC is entitled for compensation. However, HDR/WC insisted on their position that pre deck demolition and post deck demolition as-built surveys would have caught this problem ahead of time and resulted in a more cost efficient fix.



Conclusion

Pursuant to the contract executed between the WC and EEC on May 12, 2016, both parties agreed that EEC was to provide the final product exactly as it was laid out in the plans, specifications and drawings that had been previously reviewed and approved by WC.

Page one of the contract (Exhibit 10) explicitly states:

"Said Contractor, shall and will... provide all manner and kind of materials... necessary for the due and proper performance of this Contract...in conformity with said plans and specification without any alteration, deviation, additions, or omissions therefrom except upon due request and under the written direction of said Commissioner."

In other words, EEC was contractually obligated to construct the bridge according to the information provided by the WC. Thus, EEC is not responsible for extra costs resulting from inherent flaws with, or discrepancies between, the as-built condition and proposed design.

FB5 interference issues are a direct result of relocation of the joint assembly (moving it closer to the swing of the bascule span) during the design phase.

Contract had no pre deck demolition and post deck demolition survey provisions

Even if EEC had performed these pre and post deck demolition surveys, it would have still followed the contract documents and constructed the deck joint exactly as shown on the contract drawings. EEC would have no reason to doubt that HDR had a design mistake with the location of the deck joint.

Only a pre-construction <u>full design review</u> of contract drawings would have allowed the project team to identify this design mistake ahead of time. A full design review was not a contract requirement.

EEC cannot be held responsible for time and cost implications of FB5 interference.

Quantum:

EEC submitted its associated cost to WC for values of \$53,570.80 and \$415,000.00 for modifications required along the top and bottom flanges of FB5 respectively. Upon a more detailed review of the work required and backup information subsequently submitted by EEC's subcontractors, EEC hereby revises its proposals for change order 800.23 to \$61,280.03 for modifications to the top flange of FB5 (Exhibit 11), and for change order 800.34 to \$391,438.27 for modifications to the bottom flange of FB5 (Exhibit 12).

We hereby request a fair evaluation of these outstanding change orders and an expedited payment for this work totaling <u>\$452,718.3</u>

EEC reserves all of its rights for the interest charges for over two years for monies withheld unfairly despite crystal clear contract language.



If you have any questions regarding our request herein, please do not hesitate to call Kadir Ozbek at 917-335 2388.

Very truly yours,

Paul Marino Treasurer E.E. Cruz and Company, Inc.

CC: R. Donnelly, K. Roseman (WC) JohnPaul Cunningham (HDR)J. Sheehan, Bill Riley (EEC)P. Monte, J. Egan, Esq.

Attachments: Exhibits 1 thru 12

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From: Cunningham, JohnPaul Sent: Monday, September 16, 2019 11:39 AM To: Ozbek, Kadir <<u>KOzbek@eecruz.com</u>> Cc: Roseman, Kevin <<u>kmr5@westchestergov.com</u>>; Hajjeh, Khaled <<u>Khaled.Hajjeh@hdrinc.com</u>> Subject: Item 589.01 (Steel Removal) quantity total

Kadir,

I just wanted to let you know that we further investigated the Steel Removal (Item 589.01) and checked our calculation numbers from a couple of different angles.

One of the ways we did this was by using the balancing calculations that you provided. We took the tables and deducted out the quantities that were not payable per the specification. With these deductions the payment quantities for the two bascule spans are 132,667.1 on the Mount Vernon spreadsheet and 133,824.7 on Pelham Manor spreadsheet. For your information the largest of the deductions was for Concrete that was included in the calculation. As an example, 43,377.4 lbs were deducted (from the original 187,902.3) for the concrete weight on the Mount Vernon spreadsheet. Other deductions included welds, bolts, etc. Utilizing these numbers, a total of 266,491.8 pounds were removed on the Bascule spans.

As for the counterweight spans, we utilized the project plans and confirmed our previous estimate (including reviewing photos, emails and previous spreadsheets) of 44,910.4 lbs. Please note that the steel removed at the counterweight spans was significantly lighter than the steel that was subsequently installed.

Therefore, the total quantity for item 589.01 to be paid is 266,491.8 lbs plus 44,910.4 lbs or 311,402.2 lbs. With the original contract value of 178,684 lbs this represents an overrun of 132,718.2 lbs.

t

John Paul

John Paul Cunningham Jr., PE, CCM Hudson Valley Area Manoger

HDR 711 Westchester Ave. Suite 103 White Plains, NY 10604 D 914.993.2004 M 914.290.3108 johnpaul.cunningham@hdrinc.com

hdrinc.com/follow-us

EXHIBIT E

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EXHIBIT E

ITEM 589.01 Total Quantity Removed (Ibs)

Mount Vernon	132,667.1 lbs
Pelham Manor	133,824.7 lbs
Counterweight Spans (Both)	44,910.4 lbs
Total Steel Removed	311,402.2 lbs
Contract Quantity	178,684.0 lbs

132,718.2 lbs

Overrun

ı,

DETAILED FULTON A Leaf: Date:	ANALYSIS OF BA VE. BASCULE BE Mount Verno 06/01/20 2:27 DM	ALANCE PROGRESS RIDGE nn (West)												
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	HDR Weight (ib)	Gresham Welght	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-ib)	Wz (ft-ib)
1 REMOV	ALS													
	1.1 BASCULE S	TEEL 14 Roy 2 Stool (ER1 to E R 2)												
	1.1	Changels Compart Dista	Girden	FB1-FB2	1 1		171.8	171.8	52.584	3.994	0.000	9,035.9	686.3	0.0
		Beveller Fil Plate	Girdens	FB1-FB2	- 1		204.1	204.1	52.584	4.039	0.000	10,730.1	824.2	0.0
		5/16" Weld	Girdens	FB1-FB2	1			13,5	52.584	3.994	0.000	0.0	0.0	0.0
		Sidewelk Stringers 12WF31	Stringers	FB1-FB2	- 1		1,038.5	1,038.5	52.584	3.413	0.000	54,608.5	3,544.4	0.0
		7/18" Shims	Sinngers	F81;F82	1		29.0	29.0	52.584	2.895	0.000	1,526.5	84.0	0.0
		Bolts in Bottom Flance	Sempers	FB1-FB2	1			6.5	52.584	2.895	0.000	0.0	0.0	0.0
		Roadway Shingers	Stringers	FB1-FB2	1		4,690.0	4,690.0	52,584	2.272	1.000	246,619.0	10,655.7	4,690.0
		Cope in Top Flange	Stringers	FB1-FB2	1		-57.8	-57.8	52.584	3.005	1.000	-3,041.8	-1/3.8	0.16-
		Cope in Web	Stringers	FB1-FB2	1		-23,8	-23.8	52.584	2.841	1.000	-1,292.9	-01.1	-23.0 200 P
		SX3 Connection Angles	Skringers	FB1-FB2	1		300.8	300.8	02.004 50.504	2.109	1.000	00	0.0	000.0
		7/8" Bolts	Singers	FB1-FB2	1		30212	1 10.0	57 584	2.105	-1 600	154 136 9	6 659 8	-4.690.0
		Roedway Stragers and international	Stringers (IR&S)	RB1FFB2			2,931.3	-36.2	52 584	3 005	-1.600	-1.901.2	-108.6	57.8
		Cope in Top Flange	Stringers ((RAS.)				-30.2	-14.9	52 584	2.841	-1.600	-782.8	-42.3	23,8
		Cope in Web	Stringers ((R&S))	FDI-FDZ	1		188.0	188.0	52.584	2.189	-1.600	9,885.8	411.5	-300.8
		3 X 3 Connection Angles	Stringers (IRAS)		1			72.9	52.584	2.189	-1.600	0.0	0.0	0.0
		7/8 BOIS	Sulligers (INUS)/	EB1-EB2	i i			-1,758.8	52.584	2.272	0.000	0.0	0.0	0.0
		Roadway Stripper 35, 35, 315	Stringers To Remain	FB1-FB2	1			21.7	52.584	3.005	0.000	0.0	0.0	0.0
		Construited	Stringers To Remain	FB1-FB2	1			8.9	52.584	2.841	0.000	0.0	0.0	0.0
		3 X3 Connection/Attalent	Stringers To Remain	FB1-FB2	1			-112.8	52.584	2.189	0.000	0.0	0.0	0.0
		7/8-Bolts	Stringers To Remain	FB1-FB2	1		Ĩ.	-43.7	52.584	2,189	0.000	0.0	0.0	0.0
		Channel 10 C 25	Sidewalk Channels	FB1-FB2	1		841.7	841.7	52.584	3.439	0.000	44,257.3	2,894.4	0.0
		7/8* Bolts	Sidewalk Channels	FB1;FB2	1			55.1	52.584	3.022	0.000	0.0	0.0	0.0
		Bracing Type 1(Under Sidewalk)	Lateral Bracing	FB1;FB2	.0		430.2	430.2	52.584	1.422	0.000	0.0	0.0	0.0
		Brising Type 2 (Stringer S3-5, S11-13)	Lateral Bracing	FB1-FB2	(0)		360.8	360.8	52.584	1,422	0.000	0.0	0.0	0.0
		Bracing Type 3 (Stringer S5-8,S8-11)	Lateral Bracing	FB1-FB2	0,		464.3	464.3	52.584	1,422	0.000	0.0	0.0 -	0.0
		Gusset Plate at Main Girders	Type 1 Bracing	FB1-FB2	. 0		75.6	70.0	52.384	1.007	0.000	0.0	0,0	0.0
		4xx1x1/2/Angle	Type 1 Brecing	158/14782	0 0		38.4	30.4	52,564	1.422	0.000	0.0	0.0	0.0
		Bolia in Angle	Type I Bracing	FB1+B2	** U		20.4	9.7	52.504	1.422	0.000	0.0	0.0	0.0
		Plate 9x4x1/2	Type 1 Bracing	FB1-FB2	U.		20,4	0.7	52.504	1 422	0.000	0.0	0.0	0.0
		Bolts in Plate	Type Tierecing					45.4	52 584	1.507	0.000	0.0	0.0	0.0
		Bots in Bracing Type 1	(type/(ibitice))	CD1-CD2	0		229.7	229.7	52,584	1.507	0.000	0.0	0.0	0.0
		Gusser Finterintenor ((253;53;513))	Tune 12 2 Distant	EB1-EB2	i i i i i i i i i i i i i i i i i i i			58.3	52.584	1,507	0.000	0.0	0.0	0.0
		Borts In Gusset Plate	Tune 3 Bracing	FB1.FR2	0		153.1	153.1	52.584	1.507	0.000	0.0	0.0	0.0
		Susser mare and the couple of	Type 3 Bracing	FB1-FB2	Ŏ		76.8	76.8	52.584	1.422	0.000	0.0	0.0	0.0
		Politicia Guerral Plate	Type 3 Bracing	FB1-FB2	0			77.8	52.584	1.507	0.000	0.0	0.0	0.0
		Main Bars	Roadway Grid	FB1-FB2	1		7,934.3	7,934.3	52.584	3.204	0.000	417,216.4	25,421.4	0.0
		Cross Bars	Roedway Grid	FB1-FB2	1		5,556.9	5,556.9	52.584	3.356	0,000	292,206.6	18,649,1	0.0

Page 1 of 10

DETAILED ANALYSIS OF BALANCE PROGRESS FULTON AVE. BASCULE BRIDGE Leaf: Mount Vernon (West) Date: 06/01/20

Louis C.	00101120
Time:	3:37 PM

Group	

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roup	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed Date 1=Yes 0=No Installed	HDR Weight (Ib)	Wolght	X (ft) Horiz. Arm	Y (ft) Vert. Агт	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
		Supplemental Bars	Roadway Grid	FB1-FB2		1,168.7	1,168.7	52,584	3.397	0.000	61,452.3	3,969.9	0.0
		Diaconal Bars	Roadway Grid	FB1*FB2		3,203.9	3,203.9	52.584	3.397	0.000	168,471.5	10,883.5	0.0
		Edge Bars at Curbs	Roadway Grid	FB1-FB2	1	61.3	61.3	52.584	3.356	0.000	3,224.3	205.8	0.0
		Opening in Main Bars at Cross Bars	Roadway Grid	FB1-FB2	1	-305.1	-305.1	52.584	3.356	0.000	-16,042.7	-1.023.9	0.0
		Opening in Cross Bars at Main Bars	- Roedway Grid	FB1-FB2		-152.5	-152.5	52.584	3.397	0.000	-8,021.4	-518.2	0.0
		Opening in Cross Bars at Suco Bars	Roadway Grid	FB1-FB2	1	-73.5	-73.5	52.584	3.397	0.000	-3,867.4	-249.8	0.0
		Welding	Roadway Grid	FB1-FB2			869.7	52,584	3.356	0.000	0.0	0.0	0,0
		M Bara	Sowk Panels L: AH	FB1-FB2		755.1	755.1	59.154	4,142	0.000	44,667.8	3,127.7	0.0
		C Bara	Sdwk Panels L. AH	FB1-FB2	1	53.6	53.6	59.154	4.252	0.000	3,171.4	228.0	0.0
		Bolidown Plate bd/34	Sowk Panels L. AH	FB1-FB2	1	60.2	60.2	59.154	3.994	0.000	3,560.2	240.4	0.0
		Bothe in holo34	Sowk Panels L. AH	FB1-FB2			6.5	59.154	3.990	0.000	0.0	0.0	0.0
		Boltown Plate bdp2	Sowk Panels L. AH	FB1-FB2	1	129.2	129.2	59.154	3.994	0.000	7,640.8	515.9	0.0
		Bolts in brin?	Sowk Panels L. AH	FB1-FB2	1		6.5	59.154	3.994	0.000	0.0	0.0	0.0
		Boltriown Plate bring	Sowk Panels L. AH	FB1-FB2		75.3	75.3	59.154	3.990	0.000	4,457.1	300.6	0.0
		Both to bond the state	SdwkiPanels L.AH	FB1-FB2			6.5	59.154	3.990	0.000	0.0	0.0	0.0
		Diale	Sowk Panels L. AH-	FB1-FB2	- j	607.1	607.1	59.154	4.278	0.000	35,910.5	2,597.0	0.0
		Weld M Bars to Plate of	Sowk Panels L-AH	FB1-FB2	· (]		3.9	59.154	4.267	0.000	0.0	0.0	0.0
		Trim Bach1	Srive Panels L. AH	FB1-FB2	1	36.0	36.0	61.250	4.145	0.000	2,202.4	149.0	0.0
		Trim Bar b8	Sdwk Panels L-AH	FB1-FB2		21.5	21.5	59.154	4,142	0.000	1,273.5	89.2	0.0
		Trim Par b23	Stora Panels L. AH	FB1-FB2		20.1	20.1	59.154	4.142	0.000	1,186.7	83.1	0.0
		Wald at M Bars with Trim Bars	Sow Panels I-AH	FB1-FB2			2.6	59.154	4.142	0.000	0.0	0.0	0.0
		Cubic Distant	Schult Panels I - AH	FB1-FB2	1	-1.7	-1.7	61.000	4.278	0.000	-101.9	-7,1	0.0
		Cutatriate p1	Schurk Panels K AG	EB1-EB2		755.1	755.1	55.104	4.132	0.000	41,609.6	3,120.1	0,0
		C Date	Sowie Panels K: AG	FB1-FB2	1	53.6	53.6	55,104	4.242	0.000	2,954.2	227.4	0.0
		C Data Doliticum Distant Indo32 (hdo33)	Sdwk Panels K-AG	FB1-FB2		62.9	62.9	55.104	3.994	0.000	3,465.8	251.2	0.0
		Dolutininininininininininininininininininin	Sowk Panels K-AG	FB1-FB2			6.5	55,104	3.994	0.000	0.0	0.0	0.0
		Dolla III Dopoz, Dopos	Sdie Panels K AG	FB1-FB2		129.2	129.2	55.104	3.984	0.000	7,117.7	514.6	0.0
		Dollarin Faite Solp2	Srive Panels K AG	FB1-FB2			6.6	55.104	3.984	0.000	0.0	0.0	0.0
		Bolidours Dista Info0	Sowk Panels K-AG	FB1-FB2		75.3	75.3	55.104	3.980	0.000	4,152.0	299.9	0.0
		Dolution in take dope	Stive Panels K-AG	EB1-EB2			6.5	55.104	3.980	0.000	0.0	0.0	0.0
		Dora in cope a	Stwk Panale K AG	FB1-FB2	1	607.1	607.1	55,104	4.268	0.000	33,451.9	2,591.0	0.0
		Weld M Barris Plate ok	Stivik Panels K-AG	FB14FB2			3.9	55.104	4.257	0.000	0.0	0.0	0.0
		Tree Packs	Schuk Panels K AG	FB1-FB2		21.5	21.5	55.104	4.132	0.000	1,186.3	89.0	0.0
		Molded & Rom utb Tom Bars	Sdw/ Panels K AG	EB1-EB2			2.6	55.104	4.132	0.000	0.0	0.0	0.0
		Trans Developed and the second s	Stuk Panels K-AG	FB1-FB2		21.0	21.0	55.104	4.132	0.000	1,155.3	86.6	0.0
		CTITIC Data DC1, UZZ	Sduk Penels K: AG	FB1-FB2	1	-1.7	-1.7	55.104	4.268	0.000	-92.1	-7.1	0.0
		Curstmale per	Schult Panals (LAE	FB1-FB2	1	755.1	755.1	51.052	4.114	0.000	38,549.9	3,106.5	0.0
		M Dars	Soluk Danale 1 AF	EB1-FB2		53.6	53.6	51.052	4.224	0.000	2,737.0	226.5	0.0
		C Data	Sduk Panels II. AF	FB1-FB2	1000	62.9	62.9	51.052	3.976	0.000	3,211.0	250.1	0.0
		Bottown Hauss, oopoz, oopoz	Colure Connels 1, AL	EB1-EB2	1		6.5	51.052	3.976	0.000	0.0	0.0	0.0
		Borts In BOD32, DOD33	Court Danale 1. AL	FR1:FR2		129.2	129.2	51.052	3.966	0.000	6,594.3	512.3	0.0
		Bondown Hate Dop2	Chuk Danala J. AC	E81.502			6.5	51.052	3.966	0.000	0.0	0.0	0.0
		Bours in Doda	OUWN FRIEND J. AF.	[D]-CDZ									

HDR Gresham

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DETAILED ANALYSIS OF BALANCE PROGRESS

FULTON AVE. BASCULE BRIDGE Mount Vernon (West) 06/01/20 3:37 PM Leaf:

Date:

Time:

							HDR	Gresham						
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	Weight (Ib)	Weight	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans, Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
		Boltdown Plate bdp9	Sdwk Panels J, AF	FB1-FB2	1		75.3	75.3	51.052	3.962	0.000	3,846.7	298.5	0.0
		Bolts in bdp9	Sdwk Panels J, AF	FB1-FB2	1	cti di		6.5	51.052	3.962	0.000	0.0	0.0	0.0
		Plate pk	Sdwk Panels J, AF	FB1-FB2	1		607.1	607.1	51.052	4.250	0.000	30,992.0	2,580.0	0.0
		Weld M Bars to Plate pk	Sdwk Panels J, AF	FB1-FB2	1 /			3.9	51.052	4.239	0.000	0.0	0.0	0.0
		Trim/Bar.b8	Sdwk Panels J, AF	FB1-FB2	1		21.5	21.5	51.052	4.114	0.000	1,099.0	88.6	0.0
		Weld at M Bars with Trim Bars	Sdwk Panels J, AF	FB1-FB2	1			2.6	51.052	4.114	0.000	0.0	0.0	0.0
		Trim Bars b21, b22	Sowk Panels J, AF	FB1-FB2	1.		21.0	21.0	51.052	4.114	0.000	1,070.3	86.3	0.0
		Cut in Plate pk	SowkiPanels J, AF	FB1-FB2	1		-1.7	-1.7	51.052	4.250	0.000	-85,3	-7.1	0.0
		MBars	Sowk Panels C3, C9	FB1-FB2	1		755.1	755.1	47.000	4.089	0.000	35,490.2	3,087.6	0.0
		CBars	Sowk Panels C3, C9	FB1-FB2	- 1		53.6	53.6	47.000	4.199	0.000	2,519.8	225.1	0.0
		Boltdown Plates; bdp32; bdp33	Sdwk Panels C3, C9	FB1-FB2	1		62.9	62.9	47.000	3.951	0.000	2,956.1	248.5	0.0
		Bolts in bdp32, bdp33	Sowk Panels C3, C9	FB1-FB2	1			6.5	47.000	3.951	0.000	0.0	0.0	0.0
		Boltdown Plate bdp2	Sdwk Panels C3, C9	FB1:FB2	1		129.2	129.2	47,000	3.941	0.000	6,070.9	509.1	0.0
		Bolts in bdp2	Sdwk Panels C3, C9	F81-F82	1			6.5	47.000	3.941	0.000	0.0	0.0	0.0
		Boltdown Plate bdp9	Sowk Ranels C3; C9;	FB1-FB2	-11		75.3	75.3	47.000	3.937	0.000	3,541.4	296.6	0.0
		Bolts in bdp9	Sowik Panels C3; C9;	FB1-FB2	1			6.5	47.000	3.937	0.000	0.0	0.0	0.0
		Platepk	Sowk Panels C3, C9	FB1-FB2	ĩ		607,1	607.1	47.000	4.225	0.000	28,532.2	2,564.9	0.0
		Weid M Bars to Plate pk	Sowk Panels C3, C9	FB1-FB2	1			3.9	47.000	4.214	0.000	0.0	0.0	0.0
		(Trim Bar,b8	Sowk Panels C3, C9	FB1-FB2	1		21.5	21.5	47.000	4,089	0.000	1,011.8	88.0	0.0
		Weld at M Bars with Trim Bars	Sowk Panels C3, C9	FB1-EB2	1			2.6	47.000	4.089	0.000	0.0	0.0	0.0
		Trim/Bars 021, b22	Sowk Panels C3, C9	FB1-FB2	1		21.0	21.0	47,000	4.089	0.000	985.4	85.7	0.0
		10 Roadway Grid Stub	At FB1	FB1-FB2	1		-1,125.5	-1,125.5	60,688	3.249	0.000	-68,304.3	-3,656.7	0.0
		10" Stringer Stubs	ALEB1	FB1-FB2	1		-262.5	-262.5	60.583	2.228	0.000	-15,903.0	-584.9	0.0
		Cope In Top Flange	At/F81	FB1-FB2	1		-72.3	72.3	60.583	3.005	0.000	-4,380.7	-217.3	0.0
		Cope in Web	ALFB1	FB1-FB2	1		-29.8	29.8	60.583	2.841	0.000	-1,803.7	-84.6	0.0
		10" Roedwey Grid Stub	AI FB2	FB1-FB2	1		-900.4	-900.4	44.583	3.171	0.000	-40,142.5	-2,855.2	0.0
		10" Stringer Stube	ALFB2	FB1-FB2	1		-262.5	-262.5	44.583	2.150	0.000	-11,703.0	-564.4	0.0
		Cope In iTop Flange	ALFB2	FB1-FB2	1		-72.3	72.3	44.583	3.005	0.000	-3,223.8	-217.3	0.0
		Cope in Web	At FB2	FB1-FB2	1		-29.8	29.8	44.583	2.841	0.000	-1,327.4	-84.6	0.0
	Subtotal	Bay 3 Steel (FB1 to FB2)					33,681.7	33,644.5	49,748	3.083	0.000	1,675,581.6	103,842.9	0.0
	1.1	2 Bay 2 Steel (FB2 to FB3)												
		Sidewalk Support Plate	Girdens	FB2-FB3			171.8	171.8	35.751	3.847	0.000	6,143.3	661.1	0.0
		Bevelled Fill Plate	Girders	FB2-FB3			204.1	204.1	35.751	3.893	0.000	7,295.2	794.4	D.0
		5/16" Weld	Girders	FB2-FB3,	1			13.5	35.751	3.847	0.000	0.0	0.0	0.0
		Sidewalk Stringent	Stringers	-H82-F83	1		1,038.5	1,038.5	35.751	3.267	0.000	37,127.4	3,392,8	0.0
		7/16" Shims	Stringers	FB2-FB3	1		29.0	29.0	35.751	2.767	0.000	1,037.9	80.3	0.0
		Bolts In Bottom Flange	Stringers	FB2-FB3	1			6.5	35.751	2.767	0.000	0.0	0.0	0.0
		Roadway Stringers W 18 B 35	Stringers	FB2-FB3	1		5,862.5	5,862.5	35.751	2.126	0.800	209,590.2	12,463.7	4,690.0
		Cope In/Top Flange	Stringers	FB2-FB3	1		-72.3	-72.3	35.751	2.858	0.800	-2,585.1	-206.7	-57.8
		Cope In Web	Stringers	FB2-FB3	1		-29,8	-29.8	35.571	2.695	0.800	-1,059.1	-80.2	-23.8
		3X3 Connection Angles	Stringers	FB2-FB3	1	the factor of	376.0	376.0	35.571	2.043	0.800	13,374.7	768.2	300.8

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DETAILED ANALYSIS OF BALANCE PROGRESS FULTON AVE. BASCULE BRIDGE

Mount Vernon (West) 06/01/20 3:37 PM Leaf: Date:

Time:

Time:	3:37 PM						HDR	Gresham						
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	installed 1=Yes 0=No	Date Installed	Weight (lb)	Weight	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-ib)	Wz (ft-lb)
		7/8" Bolts	Stringens	-FB2-FB3	di na			48.6	35.571	2.043	0.800	0.0	0.0	0.0
		Roadway Stringers W 18 B 35	Stringers (R&S)	F82-F83	1	hatur -	1,758.8	1,758.8	35.751	2.126	-2.667	62,877.1	3,739.1	-4,690.6
		Cope in Top Flange	Stringers (R&S)	FB2-FB3	1		-21.7	-21.7	35.751	2.858	-2.667	-775.5	-62.0	57,9
		Cope in Web	Stringers (R&S)	FB2-FB3	1 -		-8.9	-8.9	35.571	2.695	-2.667	-317.7	-24.1	23.8
		3 X 3 Connection Angles	Stringers (R & S)	FB2-FB3	1		112.8	112.8	35.571	2.043	-2.667	4,012.4	230.5	-300.8
		7/8 Bolts	Stringers (R&S)	FB2-F_B3	1			14.6	35.571	2.043	-2.667	0.0	0.0	0.0
		Roadway Stringers S3, S8, S13	Stringers To Remain	FB2-FB3	1			-1,758.8	35.751	2.126	0.000	0.0	0.0	0.0
		Cope in Top Flange	Stringers To Remain	FB2-FB3	1			21.7	35.751	2,858	0.000	0.0	0.0	0.0
		Cope in Web	Stringers To Remain	FB2-FB3	1			8.9	35.571	2.695	0.000	0.0	0.0	0,0
		3 X 3 Connection Angles	Stringers To Remain.	.FB2-FB3	1			-112.8	35.571	2.043	0.000	0.0	0.0	0.0
		7/8" Bolta	Stringers To Remain	FB2-FB3	1			-14.6	35.571	2.043	0.000	0.0	0.0	0.0
		Channel 10 C 25	Sklewalk Channels	FB2-FB3	in the set		841,7	841.7	35.751	3.293	0.000	30,089.8	2,771.6	0.0
		7/8" Bolts	Sidewalk Channels	FB2-FB3	1,			55.1	35.751	2.876	0.000	0.0	0.0	0.0
		Bracing Type 1 (Under Sidewalk)	Leteral Bracing	FB2-FB3	0. 0 .		430.2	430.2	35.751	1.276	0.000	0.0	0.0	0.0
		Bracing Type 2 (Stringer/S3-5,S11-13)	Lateral Bracing	FB2-FB3	. 0		360.8	360.8	35.751	1.276	0.000	0.0	0.0	0.0
		Bracing Type 3 (Stringer S5-8, S8-11)	Lateral Bracing	FB2-FB3	0,		464.3	464.3	35.751	1.276	0.000	0.0	0.0	0.0
		Gussel Plate at Main Girders	Type II Bracing	FB2-FB3	0		76.6	76.6	35.751	1,361	0.000	0.0	0.0	0.0
		4 x 4 x 1/2 Angle	Type (IBracing)	FB2-FB3	0,		35.4	38.4	35.751	1.276	0.000	0.0	0.0	0.0
		Bolta in Angle	Type 1 Bracing	FB2-FB3	10,			9.7	35.751	1.276	0.000	0.0	0.0	0.0
		Plate 9 x 4 x 1/2	Type II Bracing	FB2-FB3	.0.		20.4	20.4	35.751	1.276	0.000	0.0	0.0	0.0
		Bota in Plate	Type 1 Bracing	F82-F83	-04			9.7	35.751	1.275	0.000	0.0	0.0	0.0
		Bolts in Bracing Type 1	Type 1 Bracing	F82-FB3	0	est Kontensorie		45.4	35.751	1.361	0.000	0.0	0.0	0.0
		Gusset Plate-Interior (@S3, 58, S13)	Type 1 & 2 Brecing	FB2-FB3	10		229.7	229.7	30.101	1.001	0.000	0.0	0.0	0.0
		Bolts in Gusset Plate	Type 1 & 2 Bracing	HB2-FB3	U C		452.4	06.3	35.751	1.301	0.000	0.0	0.0	0.0
		Gusset Plate at (B1, FB2((055,511)	Type 3 Bracing	FBZ-FB3	U	anterative for a 280.	153.1	103.1	33.731	1.076	0.000	0.0	0.0	0.0
		4 x:4 Support/Angles	Type 3 Bracing	HBZ-FB3	U		10.8	76,8	33.151	1.2/0	0.000	0.0	0.0	0.0
		Bolts in Gusset Plate	Type 3 Bracing	FBZ-FB3	U I		7024.2	7 094 9	35.751	2,059	0.000	202 660 6	0.0	0.0
		Main Bars	Roadway Grid	FBZ-FB3			7,934.3	7,934.3	35.731	3.000	0.000	106 714 0	17 660 6	0.0
		Cross Bars	Roadway Grid	FD2-FD3	and stand and so the		3,302.4	3,302.4	25.751	3.210	0.000	130,714.5 44 780 A	3 700 3	0.0
		Supplemental Bars	Roadway Grid	FD2-FD3	1		3 203 0	3 203 0	35.751	3 251	0.000	114 541 0	10 415 7	0.0
		Olegonal Ban	Roedway Gild		41		5,203.9	5,203.5	35.751	3 210	0.000	2 170 7	10,413.7	0.0
			Roedway Grid	FD2-FD3	1		-205.1	-305 1	35.751	3.210	0.000	-10 007 2	-070 3	0.0
		Opening in Main Bars at Cross Bars	Roedway Gild	FD2-FD3	1 4		-152.5	-152.5	35 751	3 251	0.000	-5 453 6	-405.0	0.0
		Opening in Cross Bars at Main Dars	Roadway Ghu	F02 C02	1. * 1		-132.5	-132.5	35 751	3.251	0.000	-2 629 4	-930.5	0.0
		Opening in Cross Bars at Supp Bars	Roadway Grid	FD2-FD3	4		-73.5	-73.5	35.751	3 210	0.000	-2,028.4	-239.1	0.0
		weiding	Roadwey Gilu	ED2-ED2			765.1	755 1	42 048	4 055	0.000	32 430 5	3 062 0	0.0
		M,Dars	SUWK Fallers H, AC	CD2-CD3			53.6	52.6	42.340	4 165	0.000	2 302 5	223.3	0.0
			South Danala LL AE	CD2-CD3	4		62.0	67.0	47 948	3 917	0,000	2,002.0	248 A	0.0
		Bondown Halles, Dop32, Dop33	South Papels II, AE	CD7-CD3	M CANNEL AND SOLONY		66	65	42.040 42 04P	3.917	0.000	2,701.0	25.5	0.0
		Bons in DOD32, DOD33	Couver Papers II, AE	CO3 CP3	tan sun inne Prins in S Brinn an an Santa	Constantion of the	120.2	120.2	42.040 A2 0AP	3,917	0.000	5 547 5	504.7	0.0
			Count Panels II, AE	CD2-CD3			163.6	65	42.540 A2 04P	3 907	0.000	0.0	0.0	0.0
		DOILS'IN DODZ			aa ang dy®onn na	1.1941.011111111111111111111111111111111	3	0.0	42.040	0.001	0.000	0.0	0.0	0.0

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DETAILED ANALYSIS OF BALANCE PROGRESS FULTON AVE, BASCULE BRIDGE Leaf: Mount Vernon (West) Date: 06/01/20 Time: 3:37 PM

Lime:	3:37 680						HDR	Gresham						
Group	Subgroup	Element Description	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	Weight (ib)	Weight	X (ft) Horiz, Arm	Y (ft) Vert. Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
		Rolidown Diste bring	Sdwk Panels H. AE	FB2-FB3			75.3	75.3	42.948	3.903	0.000	3,236.0	294.1	0.0
		Bolte in Indo0	Sdwk Panels H AE	FB2-FB3				6.5	42,948	3.903	0.000	0.0	0.0	0.0
		Dista ak	Srivik Panels H. AE	FB2-FB3		diament as	607.1	607.1	42.948	4.191	0.000	26,072.4	2,544.2	0.0
		Weld M Bars to Plate nk	Sdwk Papels H AE	FB2-FB3				3.9	42.948	4.180	0.000	0.0	0.0	0.0
		Trim Bar b8	Sdwk Panels H. AE	FB2-FB3	1		21.5	21.5	42.948	4.055	0.000	924.6	87.3	0.0
		Weld at Millars with Trim Bars	Sowk Panels H. AE	FB2-FB3	1		1	2.6	42.948	4.055	0.000	0.0	0.0	0.0
		Telm Barr b21/b22	Sdvik Panels H. AE	FB2-FB3	1		21.0	21.0	42.948	4.055	0.000	900.4	85.0	0.0
		Cut in Plate nit	Sdwk Panels H. AE	FB2-FB3	1		-1.7	-1.7	42.948	4,191	0.000	-71.8	-7.0	0.0
		M Rers	Sdwk Panels G, AD	FB2-FB3	1		755.1	755.1	38.896	4.014	0.000	29,370.8	3,031.0	0.0
		CBars	Sdwk Panels G, AD	FB2:FB3	1		53.6	53.6	38.896	4.124	0.000	2,085.3	221.1	0.0
		Bolkicen Plates bdo32 bdb33	Sdwk Panels G. AD	FB2-FB3	1	98-01-05-04	62.9	62.9	38.896	3.876	0.000	2,446.4	243.8	0.0
		Bolis in bdp32 bdp33	Sdwk Panels G. AD	F82-F83	1		I	6.5	38.896	3.876	0.000	0.0	0.0	0.0
		Boltclown Plate bdp2	Sowk Panels G, AD	FB2-FB3	1		129.2	129.2	38.896	3.866	0.000	5,024.1	499.4	0.0
		Bolts in brin2	Sdwk Panels G, AD	FB2-FB3	1			6.5	38.895	3.866	0.000	0.0	0.0	0.0
		Bottiown Plate bdp9	Sdwk Panels G; AD	FB2-FB3	1		75.3	75.3	38.896	3.862	0.000	2,930.7	291.0	0.0
		Bolts in bring	Sdwk Panels G, AD	FB2-FB3	1			6.5	38.896	3.862	0.000	0.0	0.0	0.0
		Plate pk	Sowk Panels G, AD	F82-F83	1.		607.1	607.1	38.896	4.150	0.000	23,612.5	2,519.3	0.0
		Weld M Bars to Plate ok	Sowk Panels G, AD,	FB2-FB3	1			3.9	38.8 9 6	4.139	0.000	0.0	0.0	0.0
		Trim Bar b8	Sdwk Panela G; AD,	F82-FB3	1		21.5	21.5	38.896	4.014	0.000	837.4	86.4	0.0
		Weld at M Bars with Trim Bars	Sdwk Panels G, AD	FB2-FB3	1			2.6	38.896	4.014	0.000	0.0	0.0	0.0
		Trim Bars b21, b22	Sowk Panels G. AD	FB2-FB3	1		21.0	21.0	38.896	4.014	0.000	815.5	84.2	0.0
		Cut'in Plate pk	Sdwk Panels G, AD	FB2-FB3	1		-1.7	-1.7	38.896	4.150	0.000	-65.0	-6.9	0,0
		M Bara	Sowk Panels F, AC	FB2-FB3	1:		755.1	755.1	34.844	3.964	0.000	26,311.1	2,993.3	0.0
		C Bars	Sowk Panels F, AC	FB2-FB3	1		53.6	53.6	34.844	4.074	0.000	1,868.1	218.4	0.0
		Boltdown Plates, bdp32, bdp33	Sdwk Panels F, AC	FB2-FB3	1		62.9	62.9	34.844	3.826	0.000	2,191.5	240.6	0.0
		Bolts in bdp32, bdp33	Sdwk Panels F, AC	FB2-FB3				6.5	34.844	3.826	0.000	0.0	0.0	0.0
		Bolldown Plate bdp2	Sdwk Panels F, AC	FB2-FB3	1		129.2	129.2	34.844	3.816	0.000	4,500.7	492.9	0.0
		Bolts in bdp2	Sdwk Panels F, AC	FB2-FB3	1		Ň	6.5	34.844	3.816	0.000	0.0	0.0	0.0
		Boltdown Plate bdp9	Sdwk Ranels F, AC	FB2-FB3	1		75.3	75.3	34,844	3.812	0.000	2,625.4	207.2	0.0
		Bolts in bdp9	Sdwk Panels F, AC	FB2-FB3	1			6.5	34.844	3.812	0.000	0,0	0.0	0.0
		Plate pk	Sowk Panels F, AC	FB2-FB3	1-		607.1	607.1	34.844	4.100	0.000	21,152.7	2,409.0	0.0
		Weld M Bars to Plate pk	Sdwik Panels F, AC	FB2-FB3	1			3,9	34.844	4.089	0.000	0.0	0.0	0.0
		Trim Ber b8	Sdwk Panels F. AC	FB2-FB3	5 1		21.5	21.5	34.844	3.964	0.000	750.1	00.0	0.0
		Weld at M Bars with Trim Bars	Sowk Panels F, AC	FB2-FB3	1			2.6	34.844	3.964	0.000	720 5	0.0	0.0
		Trim Bars b21, b22	Sdwk Panels F, AC	FB2-FB3	1		21.0	21.0	34.844	3.904	0.000	730.5	63.1	0.0
		Cut In Plate pk	Sowk Panels F, AC	FB2-FB3	1		-1.7	-1.7	34.844	4,100	0.000	-30.2	-0.9	0.0
		M Bars	Sdwk Panels C2, C8	FB2-FB3	1		755.1	755.1	30.792	3.907	0.000	23,231.3	2,930.2	0.0
		CBars	Sdwk Panels C2, C8	FB2-FB3	1		53.6	53.6	30.792	4.017	0.000	1,000.8	210.4	0,0
		Boltdown Plates, bdp32, bdp33	Sdwk Panels C2, C8	FB2-FB3	1		62.9	62.9	30,792	3.769	0.000	1,930.7	237.1	0.0
		Bolts In bdp32, bdp33	Sdwk Panels C2, C8	FB2-FB3	1			6,5	30.792	3.769	0.000	0,0	0.0 495 E	0.0
		Boltdown Plate bdp2	Sdwk Panels C2, C8	FB2-FB3	1	terre da de la	129.2	129,2	30.792	3.759	0.000	3,911.3	460.0	0.0
		Bolts in bdp2	Sdwk Panels C2, C8	FB2-FB3	<u>1</u>	State and the		6.5	30.792	3,759	0.000	0.0	v .0	0.0

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Page 5 of 10

DETAILED AN	ALYSIS OF	BALANCI	PROGRESS
FULTON AVE.	BASCULE	BRIDGE	

Leaf:	Mount Vernon (West)
Date:	06/01/20
Time:	3:37 PM

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•••••							HDR	Gresham						
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	Weight (Ib)	Weight	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans, Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
		Boltdown Plate bdp9	Sowk Panels C2, C8	FB2-FB3;	1		75.3	75.3	30.792	3.755	0.000	2,320.1	282.9	0.0
		Bolts in bdp9	Sdwk Panels C2, C8	FB2-FB3	1			6.5	30.792	3.755	0.000	0.0	0.0	0.0
		Plate pk	Sdwk Panels C2, C8	FB2-FB3	1		607.1	607.1	30.792	4.043	0.000	18,692.8	2,454.4	0.0
		Weld MiBars to Plate pk	Sdwk Panels C2, C8	FB2-FB3	1			3.9	30.792	4.032	0.000	0.0	0.0	0.0
		Trim Bar b8	Sdwk Panels C2, C8	FB2-FB3	1		21.5	21.5	30,792	3.907	0.000	662.9	84.1	0.0
		Weld at M Bars with Trim Bars,	Sowk Panels C2, C8	FB2-FB3	1			2.6	30.792	3.907	0.000	0.0	0.0	0.0
		Trim Bars b21, b22	Sowk Panels C2, C8	FB2-FB3	1		21.0	21.0	30.792	3.907	0.000	645.6	81.9	0.0
		10" Roedway Grid Stub	AtiFB2	FB2-FB3	1		-900.4	-900.4	43.749	3.171	0.000	-39,391.6	-2,855.2	0,0
		10" Stringer Stubs	ALEB2	FB2-FB3	1		-262.5	-262.5	43.749	2.150	0.000	-11,484.1	-564.4	0.0
		Cope In Top Flange	AL FB2	FB2-FB3	1		-72.3	72.3	43.749	2.858	0.000	-3,163.4	-206.7	0.0
		CopelinWeb	ALFB2	FB2-FB3	1		-29.8	29.8	43,749	2.695	0.000	-1,302.5	-80.2	0,0
		10" Roadway Grid Stub	AL FB3	(FB2-FB3)	1		-900.4	-900.4	27.750	2.956	0.000	-24,986.1	-2,661.6	0.0
		10" Stringer Stubs	ALFB3	FB2-FB3	. 1		-262.5	-262.5	27.750	2.956	0.000	-7,284.4	-776.0	0.0
		Cope In Top Flange	ALIFB3	FB2-FB3			-72.3	72.3	27,750	2.858	0.000	-2,006.6	-206.7	0.0
		Cope in Web	ALIFB3	TFB2-FB3	1		-29.8	29.8	27.750	2.695	0,000	-826.2	-80.2	0.0
	Subtotal	Bay 2 Steel (FB2 to FB3)					33,825.7	33,682.1	34.022	2.939	0.000	1,150,830.7	99,427.9	-0.6
	1.1	.3 Main Girder Top Flange Plates												
		Steel Plates			1		1	10,373.0	-11.420	6.830	0,000	0.0	0.0	0.0
	Subtotal	Main Girder Top Flange Plates					0.0	10,373.0	0.000	0.000	0.000	0.0	0.0	0.0
	1.1	.4 Bay 1 Steel (FB3 to FB4)		an history and a second state										
		Sidewalk Support Plate	Girdens	FB3-FB4	1	in a sur	171.8	171.8	18.917	3.501	0.000	3,250.6	601.6	0.0
		Bevelled Fill Plate	Girders	FB3-FB4	1		204.1	204.1	18.917	3.546	0.000	3,860.1	723.6	0.0
		5/16" Weld	Girdens	FB3-FB4	1			13.5	18.917	3.501	0.000	0.0	0.0	0,0
		9/16"/Stiffeners at FB4	Gindens	FB4	1		244.0	244.0	10.500	3.040	0.000	2,562.5	741.9	0.0
		Sidewalk:Stringers	Stringers	FB3-FB4	1		1,038.5	1,038.5	18.917	2.983	0.000	19,645.3	3,097.8	0.0
		7/16" Shims	Stringers	FB3-FB4	1		29.0	29.0	18,917	2.483	0.000	549.2	72.1	0.0
		Bolts in Bottom Flange	Stringers	FB3-FB4	1			6.5	18.917	2.483	0.000	0.0	0.0	0.0
		Roadway Stringers W 18 B 35	Stringers	FB3-FB4	- 1	10,120-0-1-0	5,862.5	5,862.5	18.917	1.842	4.000	110,900.9	10,798.7	23,450.0
		Cope in Top Flange	Stringers	FB3-FB4	1		-72.3	-72.3	18,917	2.574	4.000	-1,367.9	-186.1	-289.2
		CopelinWeb	Stringers	FB3-FB4	-1		-29.8	-29.8	18.917	2.411	4.000	-563.2	-71.8	-119,1
		3 X 3 Connection Angles	Stringers	FB3-FB4	1		376.0	376.0	18.917	1.759	4.000	7,112.8	661.4	1,504.0
		7/8 Bolts	Stringers	FB3-FB4	1:			145.8	18.917	1.759	4.000	0.0	0.0	0.0
		Roadway Stringers W 18 B 35	Stringers (R & S)	F83-F84	1		1,758.8	1,758.8	18.917	1.842	-13.333	33,270.3	3,239.6	-23,449.4
		Cope in Top Flange	Stringens (R&S)	FB3-FB4	1		-21.7	-21.7	18.917	2,574	-13.333	-410.4	-55.8	289.2
		Cope In Web	Stringers (R & S)	FB3-FB4	ſ		-8.9	-8.9	18.917	2.411	-13.333	-169.0	-21.5	119.1
		3 X 3 Connection Angles	Stringers (R&S)	FB3-F84	1		112.8	112.8	18.917	1.759	-13.333	2,133.8	198.4	-1,504.0
		7/8" Bolts	Stripgers (R & S)	FB3 FB4	1			43.7	18.917	1.759	-13.333	0.0	0.0	0.0
		Channel 10 C 25	Sidewalk Channels	FB3 FB4	1		841.7	841.7	18.917	3.009	0.000	15,921.5	2,532.5	0.0
		7/8" Bolts	Skiewalk Channels	FB3-FB4	1			55.1	18,917	2.592	0.000	0,0	0.0	0.0
		Bracing Type 1/Under Sidewalk)	Lateral Bracing	FB3-FB4		The second	430.2	430.2	18,917	0.992	0.000	8,138,1	426.8	0.0

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DETAILED ANALYSIS OF BALANCE PROGRESS FULTON AVE. BASCULE BRIDGE Leaf: Mount Vernon (West)

Date:	06/01/20	
Time:	3:37 PM	

Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	HDR Weight (Ib)	Gresham Weight	X (ft) Horiz. Arm	Y (ft) Vert, Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
		Bracing Type 2 (Stringer S3-5 S11-13)	Lateral Bracing	FB3-FB4	1		360.8	360.8	18.917	0,992	0.000	6,825.4	357.9	0.0
		Bracing Type 3 (Stringer S5-8,S8-11)	Lateral Bracing	FB3-FB4	1		464.3	464.3	18.917	0.992	0.000	8,783.9	460.6	0.0
		Gusset Plate at Main Girders	Type 1 Bracing	FB3-F84	A-	telle ches	76.6	76.6	18.917	1.077	0.000	1,448.3	82.5	0.0
		4 x 4 x 1/2 Angle	Type 1 Bracing	FB3 FB4	1		38,4	38.4	18.917	0.992	0.000	726.4	38.1	0.0
		Bolts in Angle	Type 1 Bracing	FB3-FB4	1			9.7	18.917	0.992	0.000	0.0	0.0	0.0
		Plate 9 x 4 x 1/2	Type 1 Bracing	FB3-FB4	1	Call in the topological	20,4	20.4	18.917	0,992	0.000	386.2	20.3	0.0
		Bolts in Plate	Type 1 Bracing	FB3-FB4	6494-2 9 64-89			9.7	18.917	0,992	0.000	0.0	0.0	0.0
		Bolts in Bracing Type 1	Type 1 Bracing	FB3-FB4	1.000			45.4	18.917	1.077	0.000	0.0	0.0	0.0
		Gusset Plate-Interior (@S3, S8, S13)	Type 1 & 2 Bracing	FB3-FB4	1	10-25-40.3	229,7	229.7	18.917	1.077	0.000	4,345.0	247.4	0.0
		Bolts in Gussel Plate	Type 1/& 2 Bracing	FB3-F84	din Alexandra	No. Contraction		58.3	18.917	1,077	0.000	0.0	0.0	0.0
		Gusset Plate at FB1, FB2 (@S5,S11)	Type 3 Bracing	FB3-FB4	1	Service.	153.1	153.1	18.917	1.077	0.000	2,896.7	164.9	0.0
		4 x 4 Support Angles	Type 3 Bracing	FB3-FB4	1		76.8	76.8	18.917	0.992	0.000	1,452.8	76.2	0.0
		Bolts in Gussel Plate	Type 3 Bracing	FB3-FB4	1	La Laber .		77.8	18.917	1.077	0.000	0.0	0.0	0.0
		Main Bers	Roadway Grid	FB3-FB4	1		7,934.3	7,934.3	18,917	2.774	0.000	150,092.9	22,009.7	0.0
		Cross Bars	Roadway Grid	FB3-FB4	1		5,556.9	5,556.9	18.917	2,926	0.000	105,120.8	16,259.6	0.0
		Supplemental Bars	Roadway Grid	FB3-FB4	_1		1,168.7	1,168.7	18.917	2.967	0.000	22,107.4	3,467.4	0.0
		Diagonal Bars	Roadway Grid	FB3 FB4	1		3,203.9	3,203.9	18.917	2.967	0.000	60,607.3	9,505.8	0.0
		Edge Bars at Curbs	Roadway Grid	FB3-FB4	1		61.3	61.3	18.917	2.926	0.000	1,160.0	179.4	0.0
		Opening in Main Bars at Cross Bars	Roadway Grid	FB3-FB4	1		-305.1	-305.1	18.917	2.926	0.000	-5,771.3	-892.7	0.0
		Opening in Cross Bars at Main Bars	Roadway Grid	FB3 FB4	- 1		-152.5	-152.5	18.917	2,967	0.000	-2,885.7	-452.6	0.0
		Opening in Cross Bars at Supp Bars	Roadway Grid	FB3-FB4	1		-73.5	-73.5	18.917	2.967	0.000	-1,391.3	-218.2	0.0
		Welding	Roadway Grid	FB3-FB4	- 1			869.7	18.917	2.926	0.000	0.0	0.0	0.0
		M Bars	Sdwk Panels E; AB	FB3-FB4	1		755.1	755.1	26.740	3.841	0.000	20,191.6	2,900.4	0,0
		CBars	Sowk Panels E, AB	FB3-FB4	1		53.6	53.6	26.740	3.951	0.000	1,433.6	211.8	0.0
		Boltdown Plates, bdp32, bdp33	Sdwk Panels E, AB	FB3-FB4	1		62.9	62.9	26.740	3.703	0.000	1,681.8	232.9	0.0
		Bolts in bdp32, bdp33	Sowk Panels E. AB,	FB3-FB4	1			6.5	26.740	3.703	0.000	0.0	0.0	0 .0
		Bolldown Plate bdp2	Sdwk Panels E, AB	FB3-FB4	1		129.2	129.2	26.740	3.693	0.000	3,454.0	477.0	0.0
		Bolts in bdp2	Sdwk Panels E, AB,	FB3-FB4;	1			6.5	26.740	3.693	0.000	0.0	0.0	0,0
		Boltdown Plate bdp9	Sowk Panels E, AB	FB3-FB4	1		75.3	75.3	26.740	3.689	0.000	2,014.8	278.0	0.0
		Bolts In bdp9	Sdwk Panels E, AB	FB3-FB4				6.5	26.740	3.689	0.000	0.0	0.0	0.0
		Plate pk	Sowk Panels E, AB	FB3-FB4	1		607.1	607.1	26.740	3,977	0.000	16,233.0	2,414.3	0.0
		Weld M Bars to Ptate pk	Sowk Panels E, AB	(FB3-FB4)	1			3.9	26.740	3.966	0.000	0.0	0.0	0,0
		Trim Bar b8	Sdwk Panels E, AB	FB3-FB4	1		21.5	21.5	26.740	3.841	0.000	575.7	82.7	0.0
		Weld at M Bars with Trim Bars	Sowk Panels E-AB	FB3-FB4	1			2.6	26.740	3.841	0.000	0.0	0.0	0.0
		Trim Bars b21, b22	Sdwk Panels E, AB	FB3-FB4			21.0	21.0	26.740	3.841	0.000	560.6	80.5	0.0
		Cut in Plate pk	Sowk Panels E, AB	FB3-FB4			-1.7	-1.7	26.740	3.977	0.000	-44.7	-6.6	0.0
		M Bars	Sowk Panels D, AA	FB3-FB4	1	· · · · · · · · · · · · · · · · · · ·	755.1	755.1	22.688	3.767	0.000	17,131.9	2,844.5	0.0
		CBars	Sdwk Panels D, AA	F83-F84	1.00	n	53.6	53.6	22.688	3.877	0.000	1,216.3	207.9	0.0
		Boltdown Plates, bdp32, bdp33	Sdwk Panels D. AA	FB3-FB4	1		62.9	62.9	22.688	3.629	0.000	1,427.0	228.2	0.0
		Bolts in bdp32, bdp33	Sdwk Panels D, AA	FB3-FB4	1			6.5	22.688	3.629	0.000	0.0	0.0	0.0
		Boltdown Plate bdp2	Sowk Panels D, AA	FB3-FB4	i di d		129.2	129.2	22.688	3.619	0.000	2,930.6	467.5	0.0
		Bolts In bdp2	Sowk Panels D, AA	FB3-FB4	1		1	6.5	22.688	3.619	0.000	0.0	0.0	0.0

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DETAILED ANALYSIS OF BALANCE PROGRESS FULTON AVE. BASCULE BRIDGE Leaf: Mount Vernon (West) Date: 06/01/20 Time: 3:37 PM

Budgerup Element Description Mark Location Portegerup Profestor	Date: Time:	3:37 PM						Upp	Carthere						
Backwin Hein Synd Saw Parini D, M Filts Piels 7.3	Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	Weight (ib)	Weight	X (ft) Horiz, Arm	Y (ft) Vert, Arm	Z (ft) Trans, Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-lb)
Dots in toppe Souck Plane T1, M T37-F4 1 6.5 22,888 3,585 0,000 1,000<			Boltdown Plate bdp9	Sdwk Panels D, AA	FB3-FB4	1		75.3	75.3	22.688	3.615	0.000	1,709.5	272.4	0.0
Image DA Soluk Free Party T B07.1			Bolts in bdp9	Sdwk Panels D, AA	FB3-FB4	1			6.5	22.688	3.615	0.000	0.0	0.0	0.0
Weint Barn Pricing M Schw Frank D/A FDS-FH4 Si Si< Si			Plate pk	Sdwk Panels D, AA	FB3-FB4	1 ^r		607.1	607.1	22.688	3.903	0.000	13,773.2	2,369.4	0.0
Tim Bar, Soc. Shuke Tambe D, AA TBS-TR4 1 21.5 21.5 22.68 3.707 5.000 448.4 81.1 0.0 Mek L Marg, MB, Tim Bar, 12.1 (32.7) Sock Parake D, AA TBS-TR4 1 26.6 22.688 3.707 5.000 47.57 7.9.0 0.00 Guin Para Sock Parake D, TAA TBS-TR4 1 755.1 755.1 755.8 0.00 47.57 7.9.0 0.00 Guin Para Sock Parake D, TAA TBS-TR4 1 755.1 755.1 158.63 3.568 1.400 1.407.22 2.7.83.3 0.00 Gara M Para Sock Parake D, TAT TBS-TR4 1 755.1 755.1 158.63 3.584 0.00 1.407.2 2.7.83.3 0.00 0.00 1.17.01 0.00 0.01 Baldown Piels, ph323 Sock Parake C, TGT TBS-TR4 1 75.3 15.83 3.584 0.000 1.404.2 28.0 0.00 1.404.2 28.0 0.00 1.404.2 28.0 0.00 1.404.2 28.0 0.00 1.404.2 28.0 0.00 1.4			Weld M Bars to Plate pk	Sdwk Panels D, AA	FB3-FB4	1			3.9	22,668	3.892	0.000	0.0	0.0	0.0
Weik af Warg, with Time Barth. Souke Failed () AAF FBS-FB4 1 2,6 22,68 3,707 0,00 0,00 0,0 <td></td> <td></td> <td>Trim Bar, b8</td> <td>Sdwk Panels D, AA</td> <td>FB3-FB4</td> <td>1</td> <td>4 (M) 4</td> <td>21.5</td> <td>21.5</td> <td>22.688</td> <td>3.767</td> <td>0.000</td> <td>488.4</td> <td>81.1</td> <td>0.0</td>			Trim Bar, b8	Sdwk Panels D, AA	FB3-FB4	1	4 (M) 4	21.5	21.5	22.688	3.767	0.000	488.4	81.1	0.0
Time, Barey Carl, Molar Die, Zall Siewe Parales D. A.M. PES-FPA 1 21.0 21.0 21.0 21.0 3.075 0.000 47.77 79.0 0.00 Cur, M. Pales D. A.M. Paranes D. G.Y. PES-FPA 1 22.08 3.076 0.000 47.57 79.0 0.00 Gur, M. Pales D. M.M. Paranes D. G.Y. PES-FPA 1 22.08 3.076 0.000 47.72 2.080 0.00 47.72 2.080 0.00 47.72 2.035 0.00 Boha Tripholiz, JogA3 Sokke Paranes D. C.Y. PES-FPA 1 1 20.00 61.05 16.858 3.548 0.000 0.00			Weld at M Bars with Trim Bars	Sdwk Panels D, AA	FB3-FB4	1			2.6	22.688	3.767	0.000	0.0	0.0	0.0
Carl breas poly Stavk Parase (C AV Pa			Trim Bars b21, b22	Sdwk Panels D, AA	FB3-FB4	1		21.0	21.0	22,688	3,767	0.000	475.7	79.0	0,0
M Bain Stack Parein C1 C7 FUS-F144 1 755.1 </td <td></td> <td></td> <td>Cut in Plate pk</td> <td>Sdwk Panels D, AA</td> <td>FB3-FB4</td> <td>1,</td> <td></td> <td>-1.7</td> <td>-1.7</td> <td>22.688</td> <td>3,903</td> <td>0,000</td> <td>-37.9</td> <td>-6.5</td> <td>0.0</td>			Cut in Plate pk	Sdwk Panels D, AA	FB3-FB4	1,		-1.7	-1.7	22.688	3,903	0,000	-37.9	-6.5	0.0
C Bars Stack Famils C1 C7 FB3-FP4 1 S5.6 53.0 16.55 3.746 0.000 999.1 20.35 0.00 Distore PLais 1052/ 0533 Sock Famils C1 C7 FB3-FP4 1 55.6 55.0 16.55 3.548 0.000 1.712 22.3 0.00 Distore PLais 1052 Sokk Famils C1 C7 FB3-FP4 1 6.5 16.85 3.548 0.000 0.00			M Bars	Sdwk Panels C1, C7.	FB3-FB4	1		755.1	755.1	18.636	3.686	0,000	14,072.2	2,783.3	0.0
Backbown Peries, bylg2 (bp33) Skiwe Pariek C1 C7 FE34F14 1 62.9 62.9 62.9 8.636 3.546 0.00 1.712.1 222.2 0.0 Bolta burb/2 Skiwe Pariek C1 C7 FE33F14 1 1 1.52 129.2 18.636 3.538 0.00 0.0 0.0 0.0 0.0 Bolta burb/2 Skiwe Pariek C1 C7 FE33F14 1 5.5 18.636 3.534 0.00 1.404.2 26.0 0.0 <td></td> <td></td> <td>CBars</td> <td>Sdwk Panels C1, C7</td> <td>FB3-FB4</td> <td>1</td> <td></td> <td>53.6</td> <td>53.6</td> <td>18,636</td> <td>3,796</td> <td>0,000</td> <td>999.1</td> <td>203.5</td> <td>0.0</td>			CBars	Sdwk Panels C1, C7	FB3-FB4	1		53.6	53.6	18,636	3,796	0,000	999.1	203.5	0.0
Boils no posi2, pipel3 Boild Paried 51; C7 FB3-FP4 1 122 16.050 35.48 0.000 0.0			Boltdown Plates, bdp32, bdp33	Sdwk Panels C1, C7	FB3-FB4			62.9	62.9	18.636	3,548	0.000	1,172.1	223.2	0.0
Boldsom Plate bd/2 Solvk Panels (1:07 P53:FP4 1 129.2 129.2 129.2 18.036 3.538 0.000 2.072 457.0 0.0 Boldsom Plate bd/2 Solvk Panels (1:07 F53:FP4 1 6.5 18.056 3.538 0.000 0.0			Bolts in bdp32, bdp33	Sdwk Panels C1, C7	FB3-FB4	1		1	6.5	18.636	3,548	0.000	0.0	0.0	0.0
Both in bolo? Stark Parents C1, C7, FR3-FR4 1 6.5 18.630 3.538 0.000 1.0.0 0.0			Boltdown Plate bdp2	Sdwk Panels C1, C7	FB3-FB4	1	The second of the	129.2	129.2	18.636	3.538	0.000	2,407.2	457.0	0.0
Boldown Plate bdg0 Sdwk Parenie C1 (7 FB3/FB4 75.3			Bolts in bdp2	Sdwk Panels C1; C7	FB3-FB4	1			6.5	18.636	3,538	0.000	0.0	0.0	0.0
Boha in Logie Soluk Parela C1: C7 FB3/FB4 1 6.5 18.65 3.534 0.00 0.0 0.0 0.0 0.0 Weik M Bar to Plain pk Soluk Parels C1: C7 FB3/FB4 1 3.9 18.656 3.221 0.000 0.0 0.0 0.0 0.0 0.0 0.0 Weik M Bar to Plain pk Soluk Parels C1: C7 FB3/FB4 1 3.9 18.656 3.811 0.000 0.0 0.0 0.0 0.0 0.0 0.0 Weik M Bar to Plain b21/122 Soluk Parels C1: C7 FB3/FB4 1 21.5 21.5 18.656 3.686 0.000 0.0			Boltdown Plate bdp9	Sdwk Panels C1, C7	FB3-FB4	مشلب بنول استبدر المتنا		75.3	75.3	18.636	3,534	0.000	1,404.2	266.3	0.0
Piete pk Schwk Panies C1: C7 FB3-FB4 1 607.1			Bolts in bdp9	Sdwk Panels C1, C7	FB3:FB4	1		1	6.5	18.636	3.534	0.000	0.0	0.0	0.0
Weided Bars to Plains pik Soluk Pareis C1 (77 FB3-FB4 1 3.9 18.636 3.811 0.000 0.0 0.0 0.0 0.0 Weided M Bars (WEIT) Tim Bars Soluk Pareis C1 (77 FB3-FB4 1 21.5 18.636 3.868 0.000 0.0 <			Plate pk	Sdwk Panels C1; C7	FB3-FB4	1		607.1	607.1	18.636	3,822	0.000	11,313.3	2,320.2	0.0
Thim Bar, 30 Solw Pranis C1, C7, FP3-FP4 1 21.5 21.5 21.5 86.86 0.000 401.2 79.4 0.0 Web at MEar, webt Trim Bari Solw Parels C1, C7, FP3-FP4 1 26 16.836 3.686 0.000 401.2 79.4 0.0 M Bari Solw Parels D2, C7, FP3-FP4 1 26 16.836 3.686 0.000 390.7 77.3 0.0 Deborn Parels, b0232, b033 Solw Parels B, Z, FP3-FP4 1 755.1 755.1 14.594 3.598 0.000 11.012.5 2.715.4 0.0 Borborn Parels, b0232, b033 Solw Parels B, Z, FP3-FP4 1 65.5 14.594 3.448 0.000 19.93.2 40.0 0.0 Borborn Parels, b022 Solw Parels B, Z, FP3-FP4 1 6.5 14.594 3.448 0.000 1.83.8 446.4 0.0 Borborn Parels b022 Solw Parels B, Z, FP3-FP4 1 6.5 14.594 3.448 0.000 1.09.5 55.6 0.0 Borborn Parels b022 Solw Parels B, Z, FP3-FP4 1 1 75.3 75.3 14.594			Weld M Bars to Plate pk	Sdwk Panels C1, C7	FB3-FB4				3.9	18.636	3.811	0.000	0.0	0.0	0.0
Weid al M.Bars with Trim Bars Solvk Panels C1 (7 FB3-FB4 1 2.6 16.839 3.680 0.00 0.0 0.0 0.0 Imm Bars D21 b22 Solvk Panels D.7 FB3-FB4 1 755.1 755.1 14.584 3.596 0.00 10.0 0.0	-		Trim Bar b8	Sdwk Panels C1, C7	FB3-FB4	1		21.5	21.5	18.636	3.686	0.000	401.2	79.4	0.0
Time Bar's b21 (b22 Stock Panels (1): C7 FB3-FB4 1 21.0 18.53 3.686 0.000 390.7 77.3 0.0 N Bars Sdwk Panels B.2 FB3-FB4 1 755.1 755.1 755.1 45.64 3.596 0.000 110.12.5 2.715.4 0.0 Bothom: Plets jdp32, bdp33 Sdwk Panels B.2 FB3-FB4 1 62.9 62.9 14.564 3.458 0.000 917.3 21.7 0.0 Bothom: Plets jdp22 Sdwk Panels B.2 FB3-FB4 1 62.9 62.9 14.564 3.458 0.000 90.0 0.0			Weld at M Bars with Trim Bars	Sdwk Panels C1, C7	FB3-FB4	শ			2.6	18.636	3.686	0.000	0.0	0.0	0.0
M Ban C Same Schwir Panels By Z FB3-FB4 1 755.1 755.1 14.584 3.596 0.000 11,01.25 2.715.4 0.0 Boltown Pales (bg2) bdp33 Schwir Panels B, Z FB3-FB4 1 63.6 53.6 54.584 3.706 0.000 781.9 198.7 0.0 Bolts in bdp32, bdp33 Schwir Panels B, Z FB3-FB4 1 65.9 14.584 3.468 0.000 91.9 198.7 0.0 Bolts in bdp32, bdp33 Schwir Panels B, Z FB3-FB4 1 65.9 14.584 3.484 0.000 1.08.38 445.4 0.00 Bolts in bdp2 Schwir Panels B, Z FB3-FB4 1 65.9 14.584 3.444 0.000 1.08.38 40.0 0.0			Trim Bars b21, b22	Sdwk Panels C1, C7	FB3-FB4	1	1144110月	21.0	21.0	18.636	3.686	0.000	390.7	77.3	0.0
C Bairs Schik Parels B; Z FB3-FB4 1 53.6 53.6 14.584 3.705 0.00 781.9 198.7 0.0 Bold Subwer Parels Dig 22; Edg 33 Schik Parels B; Z FB3-FB4 1 62.9 64.584 3.458 0.000 917.3 217.5 0.0 Bold Sub Dig 22; Edg 33 Schik Parels B; Z FB3-FB4 1 6.5 14.584 3.448 0.000 0.0 0			M,Bars	Sowk Panels B, Z	FB3-FB4	1		755.1	755.1	14.584	3.596	0.000	11,012.5	2,715.4	0.0
Boitdown Prates biolog2, bdp33 Solwk Panels B, Z FB3-FB4 1 62.9 62.9 14.584 3.458 0.000 917.3 217.5 0.0 Boits in Vsig22, bdp33 Solwk Panels B, Z FB3-FB4 1 6.5 14.584 3.458 0.000 0.0 <t< td=""><td></td><td></td><td>C Bars and a second second second</td><td>Sdwk Panels B, Z</td><td>FB3-FB4</td><td>1</td><td></td><td>53.6</td><td>53.6</td><td>14.584</td><td>3.706</td><td>0.000</td><td>781.9</td><td>198.7</td><td>0.0</td></t<>			C Bars and a second second second	Sdwk Panels B, Z	FB3-FB4	1		53.6	53.6	14.584	3.706	0.000	781.9	198.7	0.0
boits in büg22 jold 33 Söwk Panels B, Z FB3-FB4 1 6.5 14.584 3.458 0.000 0.0 0.0 0.0 0.0 Boits in bög2 Söwk Panels B, Z FB3-FB4 1 129.2 14.584 3.448 0.000 1.883.8 445.4 0.0 Boits in bög2 Söwk Panels B, Z FB3-FB4 1 5.5 14.584 3.448 0.000 1.083.8 445.4 0.0 Boits in bög2 Söwk Panels B, Z FB3-FB4 1 6.5 14.584 3.448 0.000 1.098.9 259.5 0.0 Boits in bög2 Söwk Panels B, Z FB3-FB4 1 6.5 14.584 3.721 0.000 8.65.5 2.265.6 0.0 Weid M Bars to Piste pk Söwk Panels B, Z FB3-FB4 1 21.0 21.5 14.584 3.721 0.000 0.0 0.0 0.0 0.0 Weid M Bars to Piste pk Söwk Panels B, Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 314.0 77.4 0.0 Weid a'th Bars with Trim Bars Söwk Panels			Boltdown Plates, bdp32, bdp33	Sowk Panels B, Z	FB3-FB4	1		62.9	62.9	14.584	3.458	0.000	917.3	217.5	0.0
Bottdown Plate bdp2 Sdwk Panels B,Z FB3-FB4 1 129.2 14.584 3.448 0.000 1,883.8 445.4 0.0 Botts in bdp2 Sdwk Panels B,Z FB3-FB4 1 6.5 14.584 3.448 0.000 0.0 0.0 0.0 0.0 Botts in bdp2 Sdwk Panels B,Z FB3-FB4 1 6.5 14.584 3.448 0.000 1,098.9 259.5 0.0 Botts in bdp4 Sdwk Panels B,Z FB3-FB4 1 6.5 14.584 3.444 0.000 1,098.9 259.5 0.0 Plate pk Sdwk Panels B,Z FB3-FB4 1 6.5 14.584 3.732 0.000 8.633.5 2.265.6 0.0 Weid M Ears to Plate pk Sdwk Panels B,Z FB3-FB4 1 3.9 14.584 3.596 0.000 3.0.0 7.4 0.0 Weid M Bars with Trim Bars Sdwk Panels B,Z FB3-FB4 1 2.6 14.584 3.596 0.000 305.6 7.5.4 0.0 Git in Plate pk Sdwk Panels B,Z FB3-FB4 1 1 2.6 <td></td> <td></td> <td>Bolts in bdp32, bdp33</td> <td>Sowk Panels B, Z</td> <td>FB3-FB4</td> <td>1</td> <td></td> <td></td> <td>6.5</td> <td>14.584</td> <td>3.458</td> <td>0.000</td> <td>0.0</td> <td>0.0</td> <td>0.0</td>			Bolts in bdp32, bdp33	Sowk Panels B, Z	FB3-FB4	1			6.5	14.584	3.458	0.000	0.0	0.0	0.0
Botts in bdp2 Sdwk Panels B/Z FB3-FB4 1 6.5 14.594 3.448 0.000 0.0			Boltdown Plate bdp2	Sowk Panels B, Z	FB3-FB4			129.2	129.2	14.584	3,448	0.000	1,883.8	445.4	0.0
Bottown Plate bdp? Schwik Panels B, Z FB3-FB4 1 75.3 75.3 14.584 3.444 0.000 1,098.9 259.5 0.0 Botta in bdp6 Schwik Panels B, Z FB3-FB4 1 6.5 14.584 3.444 0.000 1,098.9 259.5 0.0 Weid M Bars to Plate pik Schwik Panels B, Z FB3-FB4 1 6.5 14.584 3.742 0.000 0.			Bolts in bdp2	Sdwk Panels B, Z	FB3-FB4				6.5	14.584	3.448	0.000	0.0	0.0	0,0
Borts in bdp9 Scruk Panels B, Z FB3-FB4 1 6.5 14.584 3.444 0.00 0.0 0.0 0.0 0.0 Plate pk Sdwk Panels B, Z FB3-FB4 1 607.1 607.1 607.1 14.584 3.732 0.000 8,853.5 2,265.6 0.0 Weid M Bars to Plate pk Sdwk Panels B, Z FB3-FB4 1 3.9 14.584 3.732 0.000 8,853.5 2,265.6 0.0 Weid M Bars with Trim Bars Sdwk Panels B, Z FB3-FB4 1 21.5 21.0 14.584 3.596 0.000 0.			Boltdown Plate bdp9	Sdwk Panels B, Z	FB3-FB4	1		75.3	75.3	14.584	3.444	0.000	1,098.9	259.5	0.0
Plate pk. Sowk Panels B, Z FB3-FB4 1 607.1 607.1 14.584 3.732 0.000 8,853.5 2,265.6 0.0 Weid M Bars to Plate pk. Sowk Panels B, Z FB3-FB4 1 3.9 14.584 3.721 0.000 0.0			Bolts in bdp9	Sdwk Panels B, Z	FB3-FB4	ndiray 1 minis			6.5	14.584	3.444	0.000	0.0	0.0	0.0
Weid M Bers to Plate pix Sowk Panels B,Z FB3-FB4 1 3.9 14.584 3.721 0.000 0.0 0.0 0.0 I'rim Bar b0 Sowk Panels B,Z FB3-FB4 1 21.5 21.5 14.584 3.596 0.000 314.0 77.4 0.0 Weid at M Bars b21; b22 Sowk Panels B,Z FB3-FB4 1 26. 14.584 3.596 0.000 305.8 75.4 0.0 Cut in Plate pix Sowk Panels B,Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 305.8 75.4 0.0 M Bars Sowk Panels B,Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 305.8 75.4 0.0 Chi n Plate pix Sowk Panels A, Y FB3-FB4 1 50.3 503.4 51.1 6.000 56.61 1,770.0 0.0 C Bars Sowk Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3.66 0.000 463.8 139.5 0.00 Bottown Plate bdp1 Sowk Panels A, Y FB3-FB4			Plate pk	Sowk Panels B, Z	FB3-FB4	1.		607.1	607.1	14.584	3.732	0.000	8,853.5	2,265.6	0.0
Trim Bar b6. Solvik Panels B, Z FB3-FB4 1 21.5 21.5 14.584 3.596 0.000 314.0 77.4 0.0 Weid at Will Bars with Trim Bars Solvik Panels B, Z FB3-FB4 1 26 14.584 3.596 0.000 305.8 75.4 0.0 Imm Bars b21; b22 Solvik Panels B, Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 305.8 75.4 0.0 Cut in Plate pk Solvik Panels B, Z FB3-FB4 1 1 1.17 -1.7 14.584 3.732 0.000 -24.4 -6.2 0.0 M Bars Solvik Panels A, Y FB3-FB4 1 503.4 503.4 516 0.000 5636.1 1,770.0 0.0 C Bars Solvik Panels A, Y FB3-FB4 1 35.3 31.196 3.626 0.000 365.5 128.1 0.0 Boldown Plates bdp92; bdp17 Solvik Panels A, Y FB3-FB4 1 4.9 11.196 3.368 0.000 0.0 0.0 0.0 Boldown Plate bdp1 Solvik Panels A, Y <td></td> <td></td> <td>Weld M Bars to Plate pk</td> <td>Sowk Panels B, Z</td> <td>FB3-FB4</td> <td>1</td> <td></td> <td></td> <td>3.9</td> <td>14.584</td> <td>3,721</td> <td>0.000</td> <td>0.0</td> <td>0.0</td> <td>0.0</td>			Weld M Bars to Plate pk	Sowk Panels B, Z	FB3-FB4	1			3.9	14.584	3,721	0.000	0.0	0.0	0.0
Weid at Weight Strawth Trim Bars Solve Panels B; Z FB3-FB4 1 2.6 14.584 3.596 0.000 0.0 0.0 0.0 If min Bars b21; b22 Solve Panels B; Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 305.8 75.4 0.00 Cut in Plate pk Solve Panels B; Z FB3-FB4 1 21.0 21.0 14.584 3.596 0.000 305.8 75.4 0.00 M Bars Solve Panels A; Y FB3-FB4 1 503.4 503.4 51.1 63.516 0.000 563.61 1,770.0 0.0 C Bars Solve Panels A; Y FB3-FB4 1 35.3 35.3 11.196 3.626 0.000 395.5 128.1 0.0 Botdown Plates bdp92, bdp17 Solve Panels A; Y FB3-FB4 1 4.9 11.196 3.368 0.000 0.0			Trim Bar b8	Sowic Panela B, Z	FB3-FB4	1		21.5	21.5	14.584	3,596	0.000	314.0	77.4	0.0
Trim Bars b21, b22 Scivic Panels B,Z FB3-FB4 1 21.0 21.0 14,684 3,596 0.000 305.8 75.4 0.0 Cut in Pale pk Scivic Panels B,Z FB3-FB4 1 -1.7 -1.7 14,584 3,732 0.000 -24.4 -6.2 0.0 M Bars Scivic Panels A, Y FB3-FB4 1 503.4 503.4 503.4 1.196 3,516 0.000 563.61 1,770.0 0.0 C Bars Scivic Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3,626 0.000 395.5 128.1 0.0 Boldown Plates, bdp92, bdp17 Scivic Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3,686 0.000 403.8 139.5 0.0 Boldown Plate bdp1 Scivic Panels A, Y FB3-FB4 1 4.9 11.196 3,368 0.000 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0			Weld at M Bars with Trim Bars	Sdwk Panels B, Z	FB3-FB4			ļ	2.6	14.584	3.596	0.000	0.0	0.0	0.0
Cut in Plate pk Sciwic Panels B/Z FB3-FB4 1 -1.7 -1.7 14.584 3.732 0.000 -24.4 -6.2 0.0 M Bars Solwic Panels A, Y FB3-FB4 1 503.4 503.4 503.4 1.196 3.516 0.000 5,636.1 1,770.0 0.0 C Bars Sdwk Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3.626 0.000 395.5 128.1 0.0 Boltdown Plates, bdp92, bdp17 Sdwk Panels A, Y FB3-FB4 1 41.4 41.4 11.196 3.686 0.000 463.8 139.5 0.0 Boltdown Plate bdp1 Sdwk Panels A, Y FB3-FB4 1 4.9 11.196 3.368 0.000 0.0 <td></td> <td></td> <td>Trim Bars b21, b22</td> <td>Sdwk Panels B, Z</td> <td>FB3-FB4</td> <td></td> <td></td> <td>21.0</td> <td>21.0</td> <td>14.584</td> <td>3.596</td> <td>0.000</td> <td>305.8</td> <td>75.4</td> <td>0.0</td>			Trim Bars b21, b22	Sdwk Panels B, Z	FB3-FB4			21.0	21.0	14.584	3.596	0.000	305.8	75.4	0.0
M Bars Sowk Panels A.Y FB3-FB4 1 503.4 503.4 11.196 3.516 0.000 5,636.1 1,770.0 0.0 C Bars Sdwk Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3.626 0.000 395.5 128.1 0.0 Boltdown Plates, bdp92, bdp17 Sdwk Panels A, Y FB3-FB4 1 41.4 41.4 11.196 3.368 0.000 463.8 139.5 0.0 Boltdown Plates bdp92, bdp17 Sdwk Panels A, Y FB3-FB4 1 49 11.196 3.368 0.000 0.0 0.0 0.0 Boltdown Plate bdp1 Sdwk Panels A, Y FB3-FB4 1 49 11.196 3.368 0.000 0.0 0.0 0.0 Boltdown Plate bdp1 Sdwk Panels A, Y FB3-FB4 1 65. 11.196 3.368 0.000 0.0 0.0 0.0 Boltdown Plate bdp7 Sdwk Panels A, Y FB3-FB4 1 50.3 50.3 11.196 3.364 0.000			Cut in Plate pk	Sdwk Panels B, Z	FB3-FB4	1		-1.7	-1.7	14.584	3.732	0.000	-24.4	-6.2	0.0
C Bars Sdivk Panels A, Y FB3-FB4 1 35.3 35.3 11.196 3.626 0.000 395.5 128.1 0.0 Boltdown Pales, bdp92, bdp17 Sdivk Panels A, Y FB3-FB4 1 41.4 41.4 11.196 3.368 0.000 463.8 139.5 0.0 Boltdown Plake, bdp92, bdp17 Sdivk Panels A, Y FB3-FB4 1 49 11.196 3.368 0.000 40.0 0.0			M Bars	Sdwk Panels A. Y	FB3-FB4			503.4	503.4	11.196	3.516	0.000	5,636.1	1,770.0	0,0
Boltdown Plates, bdp92, bdp17 Sdivk Panels A, Y FB3-FB4 1 41.4 41.4 11.196 3.368 0.000 463.8 139.5 0.0 Bolts in bdp92, bdp17 Sdivk Panels A, Y FB3-FB4 1 4.9 11.196 3.368 0.000 463.8 139.5 0.0 Boltdown Plate bdp1 Sdivk Panels A, Y FB3-FB4 1 4.9 11.196 3.368 0.000 0.0 0.0 0.0 Boltdown Plate bdp1 Sdivk Panels A, Y FB3-FB4 1 6.5 11.196 3.368 0.000 955.3 290.4 0.0 Boltdown Plate bdp7 Sdivk Panels A, Y FB3-FB4 1 50.3 50.3 11.196 3.364 0.000 0.0 0.0 0.0			C Bars	Sowk Panels A, Y	FB3-FB4	1		35.3	35.3	11.196	3.626	0.000	395.5	128.1	0.0
Bots in bdp92, bdp17 Sdirk Panels A, Y FB3-FB4 1 4,9 11.196 3.368 0.000 0.0			Boldown Plates, bdp92, bdp17	Sowk Panels A, Y	FB3-FB4	1		41.4	41.4	11.196	3.368	0.000	463.8	139.5	0.0
Boltdown Plate Edg1 Schiek Panels A, Y FB3-FB4 1 86.2 86.2 11.196 3.368 0.000 965.3 290.4 0.0 Bolts in Edp1 Schiek Panels A, Y FB3-FB4 1 5.5 11.196 3.368 0.000 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Boltdown Plate Edp7 Schiek Panels A, Y FB3-FB4 1 50.3 50.3 11.196 3.364 0.000 563.1 169.2 0.0			Bolts in bdp92, bdp17	Sdwk Panels A, Y	FB3-FB4	1 - 1 - 1			4,9	11.196	3.368	0.000	0.0	0.0	0.0
Bondown Plate bdp7 Sowk Panels A: Y FB3:FB4 1 50.3 50.3 50.3 11.196 3.368 0.000 0.0 0.0 0.0 0.0 Bondown Plate bdp7 Sowk Panels A: Y FB3:FB4 1 50.3 50.3 11.196 3.364 0.000 563.1 169.2 0.0			Boltdown Plate bdp1	Sdwk Panels A, Y	FB3-FB4	1		86.2	86,2	11.196	3.368	0.000	965.3	290.4	0.0
Boldown Plate 5dp7 2 2004 Panels A: Y FB3-FB4 1 50.3 50.3 11.196 3.364 0.000 563.1 169.2 0.0			Bolts in 6dp1	Sdwk Panels A, Y	FB3-FB4	1. 1		l	6.5	11.196	3.368	0.000	0.0	0.0	0.0
			Boltdown Plate bdp7	Sowk Panels A, Y	FB3-FB4			50.3	50,3	11.196	3.364	0.000	563.1	169.2	0.0

Page 8 of 10

DETAILED ANALYSIS OF BALANCE PROGRESS

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FULTON AVE.	BASCULE BRIDGE
Leaf:	Mount Vernon (West)
Date:	06/01/20
Time:	3:37 PM

Time:	3:37 PM						HDR	Gresham						
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Installed	Weight (lb)	Weight	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-ib)
		Bolls to bdo7	Sdwk Panels A. Y	FB3-FB4	1	Contrast of the	×	6.5	11.196	3.364	0.000	0.0	0.0	0.0
		Plate na	Sdwk Panels A. Y	FB3-FB4	1		408.4	408.4	11.196	3.652	0.000	4,572.4	1,491.5	0.0
		Weld M Bars to Plate pa	Sdwk Panels A. Y	FB3-684	1	100		2.6	11.196	3.641	0.000	0.0	0.0	0.0
		Trim Bar h1	Sowk Panels A: Y	FB3-FB4	1		36.0	36.0	9.834	3.483	0.000	353.6	125.2	0.0
		Trim Bare 621 622	Sdwk Papels A Y	FB3-FB4	1	1247-12	13.8	13.8	11.196	3.516	0.000	154.6	48.5	0.0
		Wold at M Barr with Trim Bars	Schuk Panels A Y	FB3-FB4	1		1	1.8	11.196	3.516	0.000	0.0	0.0	0.0
		Tem Barn bd	Schuk Panels A .Y	EB3-EB4	1		14.4	14.4	11.196	3.516	0.000	160.9	50.5	0.0
		Cut la Plate an	Schuk Panele A Y	EB3-EB4	1		-1.7	-1.7	11,196	3.652	0.000	-18.7	-6.1	0.0
		40" Preducty Cited Shift	ALERS	FB3-FB4	1		-900.4	-900.4	26.916	2.956	0.000	-24,235.2	-2,661.6	0.0
		10" Rolaway Girk Sub	ALEB3	FR3-FB4	1		-262.5	-262.5	26.916	1.935	0.000	-7,065.5	-507.9	0.0
		Cone In Ton Hanne	AT EBS	FB3-FB4	4	1.79	-72.3	72.3	26.916	2.574	0.000	-1,946.3	-186.1	0.0
		Coperint op mange	ALEB3	FB3-FB4	1		-29.8	29.8	26.916	2.411	0.000	-801.4	-71.8	0.0
	Subtotal	Bay 1 Steel (FB3 to FB4)	741,00		<u>مەرە ئەتىمىلىكىكەتىمىيە بەرىمىدە تەت</u>		36,571.0	38,236.7	18.661	2.754	0.000	682,456.0	100,717.9	0.6
	1.1.	5 Floor Beam FB-4W												
		Floorbeam 36WF300		FB4	1		18,387.5	18,387.5	10.500	0.739	0.000	193,068.8	13,588.4	0.0
		Cut in Flance at Girder Connection		FB4	1		-317.4	-317.4	10.500	0.739	0.000	-3,332.4	-234.5	0.0
		Top Cover Plate		. FB4	1		5,145.0	5,145.0	10.500	2.342	0.000	54,022.5	12.049.6 **	0.0
		Bottom Cover Plate		FB4	1		4,501.9	4,501.9	10.500	-0.719	0.000	47,269.7	-3,236.8	0.0
		Haunch at FB4		FB4	1			10,897.4	8.333	2.499	0.000	0.0	0.0	0.0
		Concrete Deck EB4 to EB5		FB4	1			27,840.0	6.833	2.424	0.000	0.0	0.0	0.0
		Haunch at FB5		FB4	1	1	1	4,640.0	4.333	1.850	0,000	0.0	0.0	0.0
	Subtotal	Floor Beam FB-4W		anan an an an Anna Anna Anna Anna Anna			27,717.0	71,094.4	10.500	0.800	0.000	291,028.6	22,166.6	0.0
	SUBTOTAL	BASCULE STEEL					131,795.4	187,030.6	28.832	2.475	0.000	3,799,896.9	326,155.3	0.0

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DETAILED / FULTON AV Leaf: Date: Time:	ANALYSIS OF BA /E. BASCULE BRI Mount Vernor 06/01/20 3:37 PM	LANCE PROGRESS DGE 1 (West)					цре	Gratham						
Group	Subgroup	Element Description Design Drawings	Mark Shop drawings	Location	Installed 1=Yes 0=No	Date Instailed	Weight (ib)	Weight	X (ft) Horiz. Arm	Y (ft) Vert. Arm	Z (ft) Trans. Arm	Wx (ft-lb)	Wy (ft-lb)	Wz (ft-Ib)
	1.2 SPAN LOCKS													
	1.2.1	Span Lock Machinery			*	en serveret (
		Operator with Lock Bar	Roadway Center Line		, O	The state of T			59.313	1.790	-0.083	0.0	0.0	0.0
		Receiver Support Plate	Girder		0				61.667	2.978	0.000	0,0	0.0	0.0
		Bolts in Support Plate	Girder		0	1000			61.667	2.978	0.000	0.0	0.0	0.0
		1/2" Shims	Girder		0				61.667	2.978	0.000	0.0	0.0	0.0
		1/2" Backer Plate	Girder		0				61.667	2,978	0.000	0.0	0.0	0,0
		Vertical Plate	Girder		0	manth.			61.667	2.978	0.000	0.0	0.0	0.0
		Sufferiers	Girder		0				61.667	2.978	0.000	0.0	0.0	0.0
		Guide Shoe	Girder		0				61.667	2,978	0.000	0.0	0.0	0.0
		Guide Support Plate	Roadway Center Line		0	st the state			61.667	1.790	-0.750	0.0	0.0	0.0
		Bolts in Support Plate	Roadway Center Line		0				61.667	1,790	-0.750	0.0	0.0	0,0
		1/2" Shims	Roadway Center Line		0	C. Hennesser			61.667	1,790	-0.750	0.0	0.0	0.0
		Vertical Plate	Roadway Center, Line		0				61.667	1.790	-0.750	0.0	0.0	0.0
		Stiffeners	Roadway Center, Line		0				61.667	1.790	-0.750	0.0	0.0	0.0
		Guide Shoe	Roadway Center Line		0	a line of the			61.667	1.790	-0.750	0.0	0.0	0.0
	Subtotal	Span Lock Machinery					0.0	0,9	0.000	0.000	0.000	0.0	0.0	0.0
	1.2.3	2 Platform												
		Short'Angle	Roadway Center Line		1		38.8	38.8	54.083	0.186	-2.000	2,096.9	7.2	-77.5
		Bolts In Angle	Roadway Center Line		1		3.2	3.2	54.083	0.186	-2.000	175.2	0.6	-6,5
		Long Angle	Roadway Center Line		1.00		136.9	136.9	57.500	0.186	-2.000	7,873.4	25.5	-273.9
		Angle Posts	Roadway Center, Line	he curnin a	1		87.3	87.3	57.500	0.666	-2.000	5,017.7	58.1	-174.5
		Bolts in Angle	Roadway Center Line		hers the second protocol of		25. 9	25.9	57.500	0.666	-2,000	1,490.4	17.3	-51.8
		Clip Anole	Roadway Center Line		1		41.2	41.2	57.500	1.249	-2,000	2,369.0	51,5	-82.4
		Angle Bracket	Roadway Center Line		1		41.1	41.1	54.083	1,186	-2.000	2,224.4	48.8	-82.3
		Bolts in Anole	Roadway Center Line		Bou miteret		6:5	6.5	54.083	1.186	-2.000	350.5	7.7	-13.0
		Steel Grating	Roadway Center Line		1		468.3	468.3	57.500	0.186	-2,000	26,925.2	87,1	-936.5
		Connection Plates for Angle B	rackets Roadway Center, Line		1		22.5	22.5	54.083	1.186	-2,000	1,216.9	26.7	-45.0
	Subtotal	Platform	an ann aig an an Anna a				871.7	871.7	57,060	0.379	-2.000	49,739.5	330.4	-1,743.4
	SUBTOTAL	SPAN LOCKS					871.7	871.7	57.060	0.379	-2.000	49,739.5	330.4	-1,743.4
SUBTOTAL	1 REMOVAL	.S					132,667.1	187,902.3	29.017	2.461	-0.013	3,849,636.4	326,485.7	-1,743.4

DETAILED ANALYSIS OF BALANCE PROGRESS

FULTON AVE. BASCULE BRIDGE

Leaf:	Pelham Manor (East)
Date:	06/01/20
Time:	3:45 PM

Group	Subgroup	Element Description	Mark Chan danuisee	Location	Installed	Date	HDR Weight (Ib)	X (ft) Horiz Am	Y (ft) Vert Arm	Z (ft) Trans Arm	Wx (ft-ib)	Wy (ft-lb)	Wz (ft-lb)
	18	Design Drawings	Shop drawings		1-169 0-110	materieu							
1 1	.1 BASCULE STEEL												
	1	L.1.1 Bay 4 Steel (FB1 to FB2)											
		Sidewalk Support Plate	Girders	FB1-FB2	1		171.8	52.584	3.994	0.000	9,035.9	686.3	0.0
		Bevelled Fill Plate	Girders	FB1-FB2	1		204.1	52.584	4.039	0.000	10,730.1	824.2	0.0
		5/16",Weld	Grders	FB1-FB2	1			52.584	3.994	0.000	0.0	0.0	0.0
		Sidewalk Stringers 12WF31	Stringers	FB1-FB2	1		1,038.5	52.584	3.413	0.000	54,608.5	3,544.4	0.0
		7/16" Shims:	Stringers	FB1:FB2	1		29.0	52.584	2.895	0.000	1,526.5	84.0	0.0
		Bolts in Bottom Flange	Stringers	FB1-FB2	1			52.584	2.895	0.000	0.0	10.0	0.0
		Roadway Stringers 18 8 35	Stringers	FB1-FB2	1		4,690.0	52.584	2.272	-0,500	246,619.0	10,655.7	-2,345.0
		Cope in Top Flange	Stringers	FB1-FB2	1		-57.8	52.584	3,005	-0.500	-3,041.8	-1/3.8	28.9
		Cope in Web	Skringers	FB1+FB2	1		-23.8	52.584	2.841	-0.500	-1,232.3	-07.7 EE0 E	11.5
		3 X-3 Connection Angles	Stringers	FB1-FB2	1		300.8	52.584	2.169	-0.500	10,017.5	000.0	-130.4
		7/8" Bolts	Stringers	FB1-FB2				52.584	2.189	-0.500	154 176 0	0.0 c cco g	2 245 0
		Roadway Stringers 18 B 35	Stringera (R/&S)	FB1-FB2	1		2,931,3	52.584	2.272	0.800	1001 3	0,059.0	2,345.0
		Cope In Top Flange	Stringers (R/& S)	FB1-F82	1		-36.2	52.584	3.005	0.000	-1,901.2	-100.0	-20.9
		Cope in Web	Stringers (R'&S)	FB1-FB2	1		-14.9	52.584	2.041	0.000	~/02.0	-42.3	150 4
		3 X 3 Connection Angles	Stringers (R&S)	FB1-FB2	1		168.0	52.364	2.109	0.000	9,665.6 A A	411.5	0.0
		7/8" Bolls	Stringers (R'& S)	FB1-FB2	1			52,004	2.109	0,000	0.0	0.0	0.0
		Roedwey Stringers S3, S8, S13	Stringers To Remain	FB1-FB2				02.004 62.694	2.272	0,000	0.0	0.0	0.0
		Cope in Top Flange	Stringers To Remain					52.304	2 8/1	0.000	0.0	0.0	0.0
		Cope In Web	Stringers To Remain	FB1-FB2	1			52.364	2.041	0.000	0.0	0.0	0.0
		3 X-3 Connection Angles	Stringers To Remain	FB1-FB2	1			52.064	2.103	0.000	0.0	0.0	0.0
		7/8" Bolts	Stringers To Remain	FB1-FB2	1		0417	52.564	2.109	0.000	AA 257 3	2 894 4	0.0
		Channel 10 C 25	Sklewalk Channels	FB1-FB2	1		u 041.7	52.564	3,439	0.000	0.0	2,004.4 0.0	0.0
		7/8" Bolts	Sidewalk Channels	- F81-F62	1		420.2	52.504	1 4 2 2	0.000	0.0	0.0	0.0
		Bracing Type 1 (Under Sidewalk)	Lateral Bracing	FD1-FD2	U Ö		4JU.Z	52.504	1 4 9 2	0.000	0.0	0.0	0.0
		Briscing Type 2 (Stringer S3-5, S11-13)	Lateral Bracing	FD1-FDZ	Ŭ		464.3	52 584	1 422	0.000	0.0	0.0	0.0
		Bracing Type 3 (Stringer S5-8,S8-11)	Lateral Bracing	CD4 CD2	0 ÍÖ		76.6	52 584	1 507	0.000	0.0	0.0	0.0
		Gusset Plate at Main Girders	Type in Bracing		(U) (D)		38.4	52 584	1 422	0.000	0.0	0.0	0.0
		4 x 4 x 1/2 Angle	Type: Bracing		0		30.4	52 584	1.422	0.000	0.0	0.0	0.0
		Bolts in Angle	Type I Brecho	CD1 CD2	, j		20.4	52 584	1 422	0.000	0.0	0.0	0.0
		Plate 9 X 4 X 1/2	Type://bracing		U Ov		20.7	52 584	1 422	0.000	0.0	0.0	0.0
		Bots in Hate	Type (Braching	ED1 ED2	0 O			52 584	1 507	0.000	0.0	0.0	0.0
		Bolts in Bracing Lype 1		EB1 500	ñ		229.7	52 584	1.507	0.000	0.0	0.0	0.0
		Gusset Plate-Interior (@53, 58, 513)		ED1 CD2	ñ	an of the second light	LLG.I	52 584	1.507	0.000	0.0	0.0	0.0
		Bolts In Gussel Hale	Type I & 2 DiaCing	CDI-FDZ	Ň	an at .	153.1	52.584	1.507	0.000	0.0	0.0	0.0
		GUSSET Plate at HD1; HB2 (1255,511)	Tune 2 Reseire	CD1-1DZ	Ä		76.8	52,584	1.422	0.000	0.0	0.0	0.0
		4 x 4 Support Angles	Tupo 2 Dracing	EB1:ED2	ал (<u>У</u>		10.0	52 584	1.507	0.000	0.0	0.0	0.0
		Bolts In Gussel Plate	1 YDE 3 BRACING	LD I-LDZ	U		3	92,004	1.007	0.000	0.0	~.~	

Main Sur. Papabor (Grd. Eff-Fiz 1 Constraints 7.04.3 85.284 3.204 0.00 417,214 25.421.4 0.0 Support Figs. Fig. Fig. 2 1											
Oran Sark FRuchwarg Grad FPI + T22 1 Scate 5,556.9 95.26.9 3.366 0000 252,205.8 18,640.1 0.0 Sagateminal Bars Roadwarg Grid FFI FR2 1 66.3 3.20.9 52,844 3.397 0.000 168,471.5 1,083.5 0.00 Sagateminal Bars Roadwarg Grid FFI FR2 1 -205.1 52,844 3.385 0.000 -15,042.7 -1,023.9 0.00 -16,042.7 -1,023.9 0.00 -16,042.7 -1,023.9 0.00 -16,042.7 -1,023.9 0.00 -16,042.7 -1,023.9 0.00 -3,067.4 -249.8 0.00 0.00 0.0	Main Bars	Roadway Grid	F81-F82	1	7,934.3	52.584	3.204	0.000	417,216.4	25,421,4	0.0
Spacements Bars. Process Ord. PF-P12 1. 1.088-7 52.884 3.997 0.000 61.43.3.3 3.989.9 0.0 Disponsibular. Readwarg Ord. PFI-P12 1 32.00 61.3.8 52.684 3.307 0.000 3.224.3 205.8 0.00 Opwing In Costs Bars of Supp Bars Readwarg Ord. PFI-P12 1 -192.5 52.844 3.307 0.000 4.021.4 -518.2 0.00 -3.024.7 -1.022.7 0.00 Opwing In Costs Bars of Supp Bars Readwarg Ord. PFI P12 1 -773.5 52.844 3.307 0.000 -3.024.7 -0.02 Opwing In Costs Bars of Supp Bars Readwarg Ord. PFI P12 1 -773.5 52.844 3.307 0.000 3.071.4 -234.0 0.00 Opwing In Costs Bars of Supp Bars Readwarg Ord. PFI P12 1 -775.5 52.844 3.307 0.000 3.071.4 234.0 0.00 3.071.4 234.0 0.00 3.071.4 234.0 0.00 3.0	Cross Bars	Roadway Grid	EB1-FB2	1	5.556.9	52.584	3,356	0.000	292,206.6	18.649.1	0.0
Diagoni filter Processor (1) Process	Supplemental Bars	Boadway Gdd	EB1-FB2		1.168.7	52.584	3,397	0.000	61.452.3	3.969.9	0.0
Experiment in Martin Barris Constant Reakeway Grid PH FP2 1 Phate Phate <td>Olegonal Part</td> <td>Roadway Grid</td> <td>FR1 FR2</td> <td></td> <td>3 203 9</td> <td>52 584</td> <td>3 397</td> <td>0.000</td> <td>168 471 5</td> <td>10 883 5</td> <td>0.0</td>	Olegonal Part	Roadway Grid	FR1 FR2		3 203 9	52 584	3 397	0.000	168 471 5	10 883 5	0.0
Opening in Main Bars & Choss Bars Toolway One 101 HB2 1 4005 3 259 3259 0000 +15,02.7 -1,02.9 000 Opening in Cores Bars Nackwy One F11 HD2 1 -125 52.54 3.397 0.000 -3,667.4 -518.2 0.00 Wedrig F0,0000 One F11 HD2 1 -753 52.544 3.397 0.000 -3,667.4 518.2 0.00 M Sars Souk Penins M, AJ F11 HD2 1 753 92.544 3.356 0.000 3,667.4 248.3 0.00 0.0 0	Erice Permet Cultur	Roadway Orid	EB1:EB2		81 3	52 584	3 356	0.000	3 774 3	205.8	0.0
Operang in Carab Bara in Labara Country of Carab Bara in Labara Country Eara Country of Carab Bara in Labara </td <td>Cuge Date at Culue</td> <td>Roadway Gild</td> <td>CONCOS</td> <td></td> <td>205 1</td> <td>52 584</td> <td>3 356</td> <td>0.000</td> <td>-16 042 7</td> <td>.1 023 0</td> <td>0.0</td>	Cuge Date at Culue	Roadway Gild	CONCOS		205 1	52 584	3 356	0.000	-16 042 7	.1 023 0	0.0
Charray in Cross Barr & Supe Barr Recovery Carl P102-0 P100-0 P102-0 P102-0 <	Opening in Main Bars at Cross Bars	Roadway Grid	FDI-FDZ		-303.1	52.304	2 207	0.000	-10,042.7	-1,023.5	0.0
Opening in Crass Bars (1992) Bars Hockway (and FE) FB2 1 7/3.5 8.2.84 3.336 0.000 -1,40/A -2,49.3 0.00 M Sare Stade Paniels M, AJ FB1-FB2 1 52.84 3.336 0.000 3,127.7 0.0 Biddown Plais Tobp3 Stade Paniels M, AJ FB1-FB2 1 52.84 3.336 0.000 3,127.7 0.0 Bidsom Plais Tobp3 Stade Paniels M, AJ FB1-FB2 1 69.2 59.154 3.994 0.000 3,552.2 240.4 0.0 Bidsom Plais Tobp3 Stade Paniels M, AJ FB1-FB2 1 122.2 59.154 3.994 0.000 0.0 <t< td=""><td>Opening in Cross Bars at Main Bars</td><td>Roadway Grid</td><td>FDI-FDZ</td><td></td><td>-132.3</td><td>52.564</td><td>3.397</td><td>0.000</td><td>-8,021.4</td><td>-510.2</td><td>0.0</td></t<>	Opening in Cross Bars at Main Bars	Roadway Grid	FDI-FDZ		-132.3	52.564	3.397	0.000	-8,021.4	-510.2	0.0
Warding FoodWard of the Harle 22 FoodWard of the Harle 22 FoodWard Constraints (A) FoodWard (A) FoodWard Constraints (A) FoodWard Constraints (A) FoodWard Constraints (A) FoodWard (A) FoodWard (A) FoodWard (A) FoodWard (A)	Opening in Gross Bars at Supp Bars	Roadway Grid	F81-F82		-73.5	52.364	3.397	0.000	-3,807.4	≁Z49.8	0.0
M Bare Sowk Parent A/d Heit H2/E T For Print Print Pr	Welding	Roadway, Grid	FB1-FB2	1		52.584	3.350	0.000	0.0	0.0	0.0
C Bars Solve Pares M, AJ PH FB2	M Bars	Sdwk Panels M, AJ	FB1-FB2	1	755.1	59.154	4.142	0.000	44,667.8	3,127.7	0.0
Bottown Plats pops4. Stawk Paretrik M, AU FB1 FB2 1 60 to 100 3,560.2 240.4 0.0 Bottown Plats bop3 Stawk Paretrik M, AU FB1 FB2 1 122 56,154 3.994 0.000 0.0 0.0 0.0 Bottown Plats bop3 Stawk Paretrik M, AU FB1 FB2 1 122 56,154 3.994 0.000 0.0 0.0 0.0 0.0 Dotto in both3 Stawk Paretrik M, AU FB1 FB2 1 123 56,154 3.990 0.000 4,457.3 300.6 0.0 Dottown Plats bot3 Stawk Paretrik M, AU FB1 FB2 1 75.3 56,154 4,267 0.000 0.0	C Bars	Sdwk Panels M, AJ	FB1-FB2	1	53.6	59.154	4.252	0.000	3,171.4	228.0	0.0
Bots in b054 Solver Parents M, A0 FB1 FB2 1 55.154 3.890 0.000 0.0 0.0 0.0 Bottown Finite bigs Solver Parents M, A1 FB1 FB2 1 122.2 55.154 3.994 0.000 7.60.8 515.9 0.0 Detextm Finite bigs Solver Parents M, A1 FB1 FB2 1 55.154 3.990 0.000 7.60.8 515.9 0.0 Detextm Finite bigs Solver Parents M, A1 FB1 FB2 1 55.154 3.990 0.00 4.457.1 30.06 0.0 Botts in b060 Solver Parents M, A1 FB1 FB2 1 60.11 55.154 3.990 0.00 0.0	Boltdown Plate, bdp34	Sdwk Panels M, AJ	FB1-FB2	1	60.2	59.154	3.994	0.000	3,560.2	240.4	0.0
Botasmin Plana Eugli2 Stake Plane B M / Al PB1 FE2 1 PB1 E P22 51.154 3.994 0.000 7,640.8 51.59 0.0 Bota in borgo Solvin Plane M / Al FB1 FB2 1 75.3 59.154 3.994 0.000 4,457.1 300.6 0.00 Gora in borgo Solvin Planes M / Al FB1 FB2 1 69.154 3.994 0.000 4,457.1 300.6 0.00 Prate p1 Solvin Planes M / Al FB1 FB2 1 69.154 3.994 0.000 2,597.0 0.00 Weld M Bars to Pete p1 Solvin Planes M / Al FB1 FB2 1 36.0 61.250 41.45 0.000 2,022 5,97.0 0.0 Trim Bar D3 Solvin Pares M / Al FB1 FB2 1 36.0 61.250 41.45 0.000 1,016.7 83.1 0.0 Trim Bar D3 Solvin Pares M / Al FB1 FB2 1 -1.7 61.150 41.42 0.000 1,016.7 83.1 0.0 Gola in bin Solp0	Bolts in bdp34	Sdwk Panels M, AJ	FB1-FB2			59.154	3.990	0.000	0.0	0.0	0.0
Boils in blog2 Souke Panes M / AU FB1 FB2 1 59.154 3.994 0.000 0.0 0.0 0.0 0.0 0.0 Dorksom Preis boils Souke Panes M / AU FB1 FB2 1 59.154 3.990 0.000 4.07.1 300.6 0.00	Boltdown Plate bdp2	Sdwk Panels M, AJ	FB1-FB2	1	129.2	59,154	3.994	0.000	7,640.8	515.9	0.0
benchwin Pfeits börjö Schwk Parese M, Au FB1-FB2 1 75.3 59.154 3.990 0.000 4,457.1 300.5 0.0 Borts in börjö Sokw Parese M, Au FB1-FB2 1 59.154 3.990 0.000 4,457.1 300.5 0.0<	Bolts in bdp2	Sowk Panels M, AJ	FB1-FB2			59.154	3.994	0.000	0.0	0.0	0.0
Dote in bd/0 Sdaw Pareis M. Au F81-FB2 1 58,154 3.990 0.00 0.0 0.0 0.0 Prate (M, Bars to Pate p1 Sow Pares M, AJ F81-FB2 1 59,154 4.267 0.000 35,910.5 2,757.0 0.0 Wate M, Bars to Pate p1 Sow Pares M, AJ F91-FB2 1 59,154 4.267 0.000 2,722.4 149.0 0.0 Trim Bar, b1 Sow Pares M, AJ F91-FB2 1 21.5 59,154 4.142 0.000 1,773.5 89.2 0.00 Weak L M Bars W1 Time Bare Sow Pares M, AJ F91-FB2 1 -1.7 51,164 4.142 0.000 1,217.5 89.2 0.00 Gain Sow Pareis M, AJ F91-FB2 1 -1.7 51,104 4.142 0.000 1,217.5 89.2 0.00 Gain Sow Pareis M, AJ F91-FB2 1 -1.7 51,004 4,232 0.000 4,146.0 0.00 0.0 0.0 0.0 0.0 0.0	Bokdown Plate bdp9	Sdwk Panels M; AJ	FB1-FB2		75.3	59.154	3.990	0.000	4,457.1	300.6	0.0
Pres p1 Solve Pares M. Al. PB1-FB2 1 607.1 59.164 4.278 0.000 35,910.5 2,597.0 0.0 Weit M. Bars to Pate p1 Solve Panes M. Al. PB1-FB2 1 36.0 61.26 4.467 0.000 0.00 0.0	Bolts in bdp9	Sdwk Panels M; Ad	FB1-FB2			59.154	3.990	0.000	0.0	0.0	0.0
Weak M Bars to Preis p1 Scher Panels M, AJ PB1 FB2 1 59,154 4.207 0.00 0.0 0.0 0.0 Trim Bar, D1 Scher Panels M, AJ PB1 FB2 1 36.0 51,554 4,145 0.000 2,202.4 149.0 0.0 Trim Bar, D5 Scher Panels M, AJ PB1 FB2 1 21.5 59,154 4,142 0.000 1,273.5 89.2 0.0 Weak al.M Bars W1, Tim Bars Scher Panels M, AJ PB1 FB2 1 21.5 59,154 4,142 0.000 1,273.5 89.2 0.0 </td <td>Plate p1</td> <td>Sdwk Panels M. Al</td> <td>FB1-FB2</td> <td>1</td> <td>607.1</td> <td>59.154</td> <td>4.278</td> <td>0.000</td> <td>35,910.5</td> <td>2,597.0</td> <td>0.0</td>	Plate p1	Sdwk Panels M. Al	FB1-FB2	1	607.1	59.154	4.278	0.000	35,910.5	2,597.0	0.0
Tran Ban, D1 (Trim Bar, D5 SdW, Panel, M, AU FB1 FB2 1 36.0 61.250 4.145 0.000 2,202.4 149.0 0.0 Trim Bar, D5 SdW, Fanels M, AU FB1 FB2 1 21.5 591.64 4.142 0.000 1,273.5 89.2 0.0 Wold al.M Bars Whi Tim Pan, Cut in Teals p1 SdW, Panels M, AU FB1 FB2 1 591.54 4.142 0.000 1,01.9 7.1 0.0 Cut in Teals p1 SdW, Panels M, AK FB1 FB2 1 7.6 61.000 4.278 0.000 .00.0 0.0 0.0 G Daris SdW, Panels M, AK FB1 FB2 1 7.51 55.104 4.192 0.000 2,954.2 227.4 0.00 Bolts in bigGS, bigGS, bigGS SdW, Panels N, AK FB1 FB2 1 53.6 55.104 3.994 0.000 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.00 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.00 0.0 <td>Weld M Bars to Plate p1</td> <td>Sdwk Panels M. AJ</td> <td>FB1=FB2</td> <td>1</td> <td></td> <td>59.154</td> <td>4.267</td> <td>0.000</td> <td>0.0</td> <td>0.0</td> <td>0.0</td>	Weld M Bars to Plate p1	Sdwk Panels M. AJ	FB1=FB2	1		59.154	4.267	0.000	0.0	0.0	0.0
Thm Bar L09 Schw Panels M, AU FB1-FB2 1 21.5 69.154 4.142 0.000 1.273.5 89.2 0.0 Vield al. M Bars with (Tim Bars Solw Panels M, AU FB1-FB2 1 50.154 4.142 0.000 1.273.5 89.2 0.0 C Lit in Plais p1 Solw Panels M, AU FB1-FB2 1 51.54 4.142 0.000 1.166.7 83.1 0.00 C Bars Solw Panels N, AK FB1-FB2 1 1.7 61.000 4.278 0.000 1.01.9 -7.1 0.0 Boldtown Plates Jb(58,0 bb)37 Solw Panels N, AK FB1-FB2 1 1.7 65.104 4.324 0.000 1.99.1 1.44.8 0.0 Boldtown Plates Jb(58,0 bb)37 Solw Panels N, AK FB1-FB2 1 75.9 55.104 3.994 0.000 4.184.0 303.3 0.0 Boldtown Plate Jo(26 Solw Panels N, AK FB1-FB2 1 75.9 55.104 3.994 0.000 4.152.0 29.9 0.0	(Trim Bar b1)	Sdwk Panels M. All	FB1-FB2		36.0	61,250	4,145	0.000	2,202.4	149.0	0.0
Trim Bach223 Sowk Parkes M/AJ FB1+FB2 1 59.154 4.142 0.000 1,186.7 83.1 0.0 Viek ef M Bars with Tim Bars Sowk Parkes M/AJ FB1+FB2 1 59.154 4.142 0.000 1,186.7 83.1 0.0 Cu hr Plate 1 Solwk Parkes M/AJ FB1+FB2 1 -1.7 61.000 41,609.5 3,120.1 0.0 Cu hr Plate 1 Solwk Parkes M/AJ FB1+FB2 1 -75.5 55.104 4.142 0.000 41,609.5 3,120.1 0.0 Borthown Flate 190,50: bdp37 Solwk Parker N/AK FB1+FB2 1 55.104 3.994 0.000 4,184.0 303.3 0.0 Bolt in bdp2 Solwk Parker N/AK FB1+FB2 1 55.104 3.994 0.000 4,184.0 303.3 0.0 Bolt in bdp2 Solwk Parker N/AK FB1+FB2 1 75.3 55.104 3.990 0.000 4,182.0 299.9 0.0 Bolt in bdp2 Solwk Parker N/AK FP1+FB2 1	Trim Bar b8	Sdwk Panels M Al	EB1-EB2		21.5	59,154	4.142	0.000	1.273.5	89.2	0.0
Weid af M Bars with (Fm Bars) Solv, Panels M-AJ FB1-FB2 1 59,154 4.142 0.000 0.0 0.0 Cut in Plate p1 Solv, Panels M, AJ FB1-FB2 1 -1.7 61,000 4.278 0.000 -101.9 -7.1 0.0 M Bars Solv, Panels N, AK FB1-FB2 1 -1.6 51,004 4.132 0.000 41,699,6 3,120.1 0.0 Dedition Plate bid p36 Solv, Panels N, AK FB1-FB2 1 55,104 4.242 0.000 4,146.8 0.0 <td>Tim Barb23</td> <td>Shuk Panels M.A.I.</td> <td>EB1-FB2</td> <td></td> <td>20.1</td> <td>59,154</td> <td>4.142</td> <td>0.000</td> <td>1.186.7</td> <td>83.1</td> <td>0.0</td>	Tim Barb23	Shuk Panels M.A.I.	EB1-FB2		20.1	59,154	4.142	0.000	1.186.7	83.1	0.0
Cit in Plate p1 Solvk Panels M./AJ FB1+FB2 1 -1.7 61.00 4.278 0.000 -101.9 -7.1 0.0 M Bara Solvk Panels N./AK FB1+FB2 1 755.1 55.104 4.122 0.000 -101.9 -7.1 0.0 C Gars Solvk Panels N./AK FB1+FB2 1 755.1 55.104 4.122 0.000 2,954.2 227.4 0.0 Boltiown Plate jb260 bdp37 Solvk Panels N./AK FB1+FB2 1 55.104 3.944 0.000 0.0 </td <td>Weld at M Bars with Tom Bars</td> <td>Schuk Danels M /A'l</td> <td>FB1-FB2</td> <td></td> <td></td> <td>59.154</td> <td>4.142</td> <td>0.000</td> <td>0.0</td> <td>0.0</td> <td>0.0</td>	Weld at M Bars with Tom Bars	Schuk Danels M /A'l	FB1-FB2			59.154	4.142	0.000	0.0	0.0	0.0
M Bars Sdwk Panels N, AK PB1FB2 1 75.1 51.04 4.132 0.000 41,600	Addie Diete of	Sduk Panels M. Al	FB1-FB2		-17	61.000	4 278	0.000	-101.9	-7.1	0.0
Trian 1 Solvik Parels N, AK FB1-FB2 1 50.10 4.122 0.000 2,05.42 27.27 0.00 Bortdown Plates, bdp36, bdp37, Solvik Parels N, AK FB1-FB2 1 36.3 56.104 3,994 0.000 1,998.1 144.8 0.0 Bortdown Plates, bdp36, bdp37, Solvik Parels N, AK FB1-FB2 1 55.104 3,994 0.000 0.0	Guiler name pro	Sduki Panele Mi AK	EB1:EB2		755 1	55 104	4 132	0.000	41 609 6	3 120 1	0.0
Option Divervalues (Verv Pariels N, AK FB1-FB2 1 53.3 55.104 3.994 0.000 1.98.1 1.44.8 0.00 Boltiown Plates (bip35, bdp37) Schwk Pariels N, AK FB1-FB2 1 55.104 3.994 0.000 0.00 <td>M Dela</td> <td>Suwk Faikes N, AK</td> <td>ED4-592</td> <td></td> <td>53.6</td> <td>55 104</td> <td>1 249</td> <td>0.000</td> <td>7 954 2</td> <td>227 4</td> <td>0.0</td>	M Dela	Suwk Faikes N, AK	ED4-592		53.6	55 104	1 249	0.000	7 954 2	227 4	0.0
Dortice in place application Down Place application	C Dars	Suwk Painels N; AN	1.01-602		26.3	55 104	2 004	0.000	1 008 1	144.8	0.0
Instruction State Panels N, AK Panels N, AK PB1FB2 1 State Panels N, AK PB1FB2 1 Boltown Plate bdp9 Stwk Panels N, AK PB1FB2 1 75.9 55.104 3.984 0.000 4,184.0 30.3 0.0 Boltown Plate bdp9 Stwk Panels N, AK PB1FB2 1 75.3 55.104 3.984 0.000 4,184.0 30.0 0.0 <td< td=""><td>Boltown Hates, odp36, oup37</td><td>SOWA Paciets N, AK</td><td>FD1-FD2</td><td></td><td>30.5</td><td>55 404</td><td>3.534</td><td>0.000</td><td>1,558.1</td><td>144.0</td><td>0.0</td></td<>	Boltown Hates, odp36, oup37	SOWA Paciets N, AK	FD1-FD2		30.5	55 404	3.534	0.000	1,558.1	144.0	0.0
Bolts in bdp2 Sdwk Panels N, Ak FB1-FB2 1 FB1-FB2	Bons in Dop30, Dop37	SOWK Pallela N; AK	FD4 FD2		75.0	55.104	2 004	0.000	4 194 0	20.0	0.0
Boits in bdp2 Sowk Panels N, AK FB1-FB2 1 55.104 3.944 0.000 0.0 0.0 0.0 0.0 Boits in bdp2 Sdwk Panels N, AK FB1-FB2 1 75.3 55.104 3.980 0.000 4,152.0 29.9 0.0 Boits in bdp2 Sdwk Panels N, AK FB1-FB2 1 75.3 55.104 3.980 0.000 4,152.0 29.9 0.0 Weid M Bars to Plate pk Sdwk Panels N, AK FB1-FB2 1 55.104 4.268 0.000 33,451.9 2,591.0 0.0 Weid M Bars to Plate pk Sdwk Panels N, AK FB1-FB2 1 55.104 4.132 0.000 1,155.3 86.6 0.0 Weid at M Bars with Tom Bars Sdwk Panels N, AK FB1-FB2 1 21.0 55.104 4.132 0.000 1,155.3 86.6 0.0 Cut in Plate pk Sdwk Panels N, AK FB1-FB2 1 -1.7 55.104 4.132 0.000 -92.1 -7.1 0.0 Cut in Plate pk Sdwk Panels N, AK FB1-FB2 1 -1.7 55.104 4.268 </td <td>Boldown Patte Dope4</td> <td>SOWK Panels N, AK</td> <td>FD1+FD2</td> <td></td> <td>15.9</td> <td>55.104</td> <td>0.994</td> <td>0.000</td> <td>4,104.0</td> <td>303.3</td> <td>0.0</td>	Boldown Patte Dope4	SOWK Panels N, AK	FD1+FD2		15.9	55.104	0.994	0.000	4,104.0	303.3	0.0
Boldown Plate bopd Sdwk Panels N, AK FB1-FB2 1 75.3 35.104 3.980 0.000 4,152.0 2.95.9 0.0 Boldown Plate bopd Sdwk Panels N, AK FB1-FB2 1 55.104 3.980 0.000 0.0	Bolts in Dop2	SOWK Panes N, AN	FD1-FB2		75 0	55.104	2.904	0.000	4 152 0	200.0	0.0
Boths in bdpu Sowk (Panels N, AK, FB1-FB2 1 55.104 3.860 0.000 0.0 0.0 0.0 Palas pk Sowk Panels N, AK FB1-FB2 1 55.104 4.268 0.000 3.451.9 2,591.0 0.0 Weld M Bars to Plate pk Sowk Panels N, AK FB1-FB2 1 55.104 4.268 0.000 13,451.9 2,591.0 0.0 Weld M Bars to Plate pk Sowk Panels N, AK FB1-FB2 1 21.5 55.104 4.132 0.000 1,186.3 89.0 0.0 Weld at M Bars with Trim Bars Sowk Panels N, AK FB1-FB2 1 21.0 55.104 4.132 0.000 1,155.3 86.6 0.0 Cut in Plate pk Sowk Panels N, AK FB1-FB2 1 21.0 55.104 4.132 0.000 -15.3 86.6 0.0 Cut in Plate pk Sowk Panels N, AK FB1-FB2 1 -1.7 55.104 4.132 0.000 -8.271.4 -620.3 0.0 Cut in Plate ph Sowk Panel	Boldown Plats bdp9	SOWK PARAS N, AK	FD1-P02		10.3	33,104	3,900	0.000	4,152.0	299.9	0.0
Plais pk Sowk Panels N, AK FB1+FB2 1 607.1 55.104 4.268 0.000 33,451.9 2,591.0 0.0 Weid M Bars to Plate pk Sdwk Panels N, AK FB1+FB2 1 55.104 4.257 0.000 0.0 0.0 0.0 0.0 Trim Barb8 Sdwk Panels N, AK FB1+FB2 1 21.5 55.104 4.132 0.000 1,186.3 89.0 0.0 Weid at M Bars with Thim Bars Sdwk Panels N, AK FB1+FB2 1 21.5 55.104 4.132 0.000 0.0 0.0 0.0 Cut in Plate pk Sdwk Panels N, AK FB1+FB2 1 21.0 55.104 4.132 0.000 0.1,155.3 86.6 0.0 Cut in Plate pk Sdwk Panels N, AK FB1+FB2 1 -1.7 55.104 4.132 0.000 -8,272.4 -620.3 0.0 Cut in C Bars Sdwk Panels N, AK FB1+FB2 1 -113.2 55.104 4.268 0.000 -541.8 -41.7 0.0 Cut in C Bars Sdwk Panels N, AK FB1+FB2 1 -113.2 <td< td=""><td>Bolts in bdp9</td><td>Sdwk Panels N, AK</td><td>FB1+FB2</td><td>1</td><td></td><td>55,104</td><td>3,980</td><td>0.000</td><td>0.0</td><td>0.0</td><td>0.0</td></td<>	Bolts in bdp9	Sdwk Panels N, AK	FB1+FB2	1		55,104	3,980	0.000	0.0	0.0	0.0
Weid M Bars to Plate pk Sowk Panels N: AK FB1-FB2 1 55.104 4.257 0.000 0.0 0.0 0.0 Trim Bar; b8 Sdwk Panels N; AK FB1-FB2 1 21.5 55.104 4.132 0.000 1,186.3 89.0 0.0 Weid at M Bars with Tim Bars Sdwk Panels N; AK FB1-FB2 1 55.104 4.132 0.000 1,186.3 89.0 0.0 Out in Pais b21; b22 Sdwk Panels N; AK FB1-FB2 1 55.104 4.132 0.000 1,155.3 86.6 0.0 Out in Plate pk Sdwk Panels N; AK FB1-FB2 1 -1.7 55.104 4.132 0.000 -92.1 -7.1 0.0 Cut in Clarin Sdwk Panels N; AK FB1-FB2 1 -150.1 55.104 4.268 0.000 -82.72.4 -620.3 0.0 Cut in Plate ph Sdwk Panels N; AK FB1-FB2 1 -113.2 55.104 4.268 0.000 -54.1.8 -41.7 0.0 Cut in Plate ph <	Plate pk	Sowk Panels N, AK	FB1HB2		607.1	55.104	4,268	0.000	33,451.9	7,291.0	0.0
Trim Barb8 Sdwk Panels N, AK FB1+EB2 1 21.5 55.104 4.132 0.000 1,186.3 89.0 0.0 Weid at M Bars, with Trim Bars Sdwk Panels N, AK FB1+EB2 1 55.104 4.132 0.000 1,05.3 86.6 0.0 Trim Bars b21, b22 Sdwk Panels N, AK FB1+EB2 1 55.104 4.132 0.000 1,05.3 86.6 0.0 Cut in Bars Sdwk Panels N, AK FB1+EB2 1 55.104 4.132 0.000 1,05.3 86.6 0.0 Cut in C Bars Sdwk Panels N, AK FB1+EB2 1 -1.7 55.104 4.268 0.000 -92.1 -7.1 0.0 Cut in C Bars Sdwk Panels N, AK FB1+EB2 1 -9.8 55.104 4.268 0.000 -541.8 -41.7 0.0 Cut in C Bars Sdwk Panels N, AK FB1+EB2 1 -9.8 55.104 4.268 0.000 -541.8 -41.7 0.0 Cut in C Bars Sdwk Panels P, AL FB1+EB2 1 -9.8 55.104 4.268 0.000 2,737.0<	Weld M Bars to Plate pk	Sdwk Panels N, AK	FB1-FB2			55.104	4.257	0.000	0.0	0.0	0.0
Weid ist M Bars with Trm Bars Sdwk Panels N, AK FB1+EB2 1 55.104 4.132 0.000 0.0 0.0 0.0 0.0 0.0 0.0 Trim Bars b21, b22 Sdwk Panels N, AK FB1+EB2 1 21.0 55.104 4.132 0.000 1,155.3 86.6 0.0 Cutin Plate pk Sdwk Panels N, AK FB1+EB2 1 -1.7 55.104 4.268 0.000 -8,272.4 -620.3 0.0 Cutin Plate pk Sdwk Panels N, AK FB1+EB2 1 -1.7 55.104 4.268 0.000 -8,272.4 -620.3 0.0 Cutin Plate ph Sdwk Panels N, AK FB1+EB2 1 -113.2 55.104 4.268 0.000 -541.8 41.7 0.0 Cutin Plate ph Sdwk Panels N, AK FB1+EB2 1 -113.2 55.104 4.268 0.000 -6,238.1 -483.2 0.0 Cutin Plate ph Sdwk Panels P, AL FB1+EB2 1 755.1 51.052 4.114 0.000 2,737.0	Trim Bar, b8	Sowk Panels N, AK	FB1-FB2		21.5	55,104	4.132	0.000	1,186.3	89.0	0.0
Trim Bars b21/b22 Sowk Panels N AK FB1-FB2 1 21.0 55.104 4.132 0.000 1,155.3 86.6 0.0 Cut in Plate pk Sdwk Panels N AK FB1-FB2 1 -1.7 55.104 4.288 0.000 -92.1 -7.1 0.0 Cut in M Bars Sdwk Panels N AK FB1-FB2 1 -1.7 55.104 4.288 0.000 -8,272.4 -620.3 0.0 Cut in C Bars Sdwk Panels N AK FB1-FB2 1 -9.8 55.104 4.242 0.000 -541.8 -41.7 0.0 Cut in Plate ph Sdwk Panels N AK FB1-FB2 1 -11.2 55.104 4.224 0.000 -541.8 -41.7 0.0 Cut in Plate ph Sdwk Panels N, AK FB1-FB2 1 -113.2 55.104 4.268 0.000 -6,238.1 -483.2 0.0 Cut in Plate ph Sdwk Panels P, AL FB1-FB2 1 -113.2 53.6 51.052 4.114 0.000 2,737.0 226.5 0.0 C Bars Sdwk Panels P, AL FB1-FB2 1 41.7	Weldiat M Bars with Trim Bars	Sdwk Panels N, AK	FB1-FB2	1		55.104	4.132	0.000	0.0	0.0	0.0
Cirt In Paise pic Sowic Panels N/AK FB1-FB2 1 -1.7 55.104 4.268 0.000 -92.1 -7.1 0.0 Cut in Paise pic Sdwk Panels N/AK FB1-FB2 1 -150.1 55.104 4.132 0.000 -8,272.4 -620.3 0.0 Cut in C Bare Stwik Panels N/AK FB1-FB2 1 -9.8 55.104 4.288 0.000 -541.8 -41.7 0.0 Cut in C Bare Stwik Panels N/AK FB1-FB2 1 -9.8 55.104 4.242 0.000 -541.8 -41.7 0.0 Cut in C Bare Stwik Panels N/AK FB1-FB2 1 -9.8 55.104 4.242 0.000 -541.8 -41.7 0.0 M Bars Stwik Panels P, AL FB1-FB2 1 -755.1 51.052 4.114 0.000 38,549.9 3,106.5 0.00 C Bars Stwik Panels P, AL FB1-FB2 1 53.6 51.052 4.216 0.000 2,173.0 226.5 0.00	Trim Bars 521, 522	Sowk Panels N, AK	FB1-FB2		21.0	55.104	4.132	0.000	1,155.3	86.6	0.0
Currin M Bars Sdwk Panels N/AK FB1/FB2 1 -150.1 55.104 4.132 0.00 -8,272.4 -620.3 0.0 Currin M Bars Sdwk Panels N/AK FB1/FB2 1 -9.8 55.104 4.242 0.00 -541.8 -41.7 0.0 Currin Pala prin Sdwk Panels N/AK FB1/FB2 1 -9.8 55.104 4.242 0.00 -541.8 -41.7 0.0 M Bars Sdwk Panels P, AL FB1/FB2 1 -755.1 51.052 4.114 0.000 38,549.9 3,106.5 0.0 C Bars Sdwk Panels P, AL FB1/FB2 1 -755.1 51.052 4.24 0.000 2,737.0 226.5 0.0 Boltdown Plates, bdp38, bdp39 Sdwk Panels P, AL FB1/FB2 1 41.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Boltdown Plates, bdp38, bdp39 Sdwk Panels P, AL FB1/FB2 1 41.7 51.052 4.216 0.000 0.0 0.0 0.0 <td>Cut in Plate pk</td> <td>Sowk Panels N, AK</td> <td>FB1-FB2</td> <td></td> <td>-1.7</td> <td>55.104</td> <td>4.268</td> <td>0.000</td> <td>-92.1</td> <td>-7.1</td> <td>0.0</td>	Cut in Plate pk	Sowk Panels N, AK	FB1-FB2		-1.7	55.104	4.268	0.000	-92.1	-7.1	0.0
Cutin Clars Sdwk Panels N, AK FB1-FB2 1 -9.8 55.104 4.242 0.00 -541.8 -41.7 0.0 Cutin Plate pn Sdwk Panels N, AK FB1-FB2 1 -113.2 55.104 4.242 0.000 -541.8 -41.7 0.0 M Bars Sdwk Panels P, AL FB1-FB2 1 -113.2 55.104 4.268 0.000 -6,238.1 -483.2 0.0 K Bars Sdwk Panels P, AL FB1-FB2 1 -113.2 55.104 4.268 0.000 2,737.0 226.5 0.0 Boldown Plates bdp38; bdp39 Sdwk Panels P, AL FB1-FB2 1 -11.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Boltown Plate bdp38; bdp39 Sdwk Panels P, AL FB1-FB2 1 -11.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Boltown Plate bdp35 Sdwk Panels P, AL FB1-FB2 1 -11.7 51.052 4.216 0.000 0.0 0.0 0.0	Cut in M Bers	Sowk Panels N, AK	FB1:FB2	1	-150.1	55.104	4.132	0.000	-8,272.4	-620.3	0.0
Cutifi Plate ph. Sdwk Panels N: AK FB1-FB2 1 -113.2 55.104 4.268 0.000 -6,238.1 -483.2 0.0 M Bars Sdwk Panels P. AL FB1-FB2 1 755.1 51.052 4.114 0.000 38,549.9 3,106.5 0.0 C Bars Sdwk Panels P. AL FB1-FB2 1 755.1 51.052 4.114 0.000 2,737.0 226.5 0.0 Boltdown Plates, bdp38, bdp39 Sdwk Panels P. AL FB1-FB2 1 41.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Boltdown Plates, bdp38, bdp39 Sdwk Panels P. AL FB1-FB2 1 51.052 4.216 0.000 2,127.9 175.7 0.0 Boltdown Plates bdp95 Sdwk IPanels P. AL FB1-FB2 1 51.052 4.216 0.000 4,028.3 365.7 0.0 Boltdown Plates bdp95 Sdwk IPanels P. AL FB1-FB2 1 51.052 4.216 0.000 4,428.3 365.7 0.0 Boltdown Pl	Cut in C Bars	Sowk Panels N, AK	F81-F82		-9.8	55.104	4,242	0.000	-541.8	-41.7	0.0
M Bars Sdwk Panels P, AL FB1-FB2 1 755.1 51.052 4.114 0.000 38,549.9 3,106.5 0.0 C Bars Sdwk Panels P, AL FB1-FB2 1 755.1 51.052 4.24 0.000 2,737.0 226.5 0.0 Boltdown Plates, bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 41.7 51.052 4.24 0.000 2,127.9 175.7 0.0 Bolts in bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 41.7 51.052 4.216 0.000 0.0 0.0 0.0 0.0 Bolts in bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 86.7 51.052 4.216 0.000 0.0 0.0 0.0 Bolts in bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 86.7 51.052 4.216 0.000 4.428.3 365.7 0.0 Bolts own Plate bdp95 Sdwk Panels P, AL FB1-FB2 1 86.7 51.052 4.216 0.000 4.428.3 365.7	Cut in Plate ph	Sdwk Panels N; AK	FB1-FB2		-113.2	55.104	4,268	0.000	-6,238.1	-483.2	0.0
C.Bare Sdwk/Panels P.AL FB1+B2 1 FB1+B2 53.6 51.052 4.224 0.00 2,737.0 226.5 0.0 Boldown Plates, bdp38, bdp39 Sdwk/Panels P.AL FB1+FB2 1 41.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Bolts in bdp38, bdp39 Sdwk/Panels P.AL FB1+FB2 1 51.052 4.216 0.000 0.0 0.0 0.0 Boltdown Plates bdp38, bdp39 Sdwk/Panels P.AL FB1+FB2 1 51.052 4.216 0.000 0.0 0.0 0.0 Boltdown Plates bdp95 Sdwk/Panels P.AL FB1+FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0 Boltdown Plates bdp95 Sdwk/Panels P.AL FB1+FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0 Boltdown Plates bdp95 Sdwk/Panels P.AL FB1+FB2 1 51.052 4.216 0.000 0.0 0.0	M Bars Market Market	Sowk Panels P. AL	FB1-FB2	1	755.1	51.052	4,114	0.000	38,549.9	3,106.5	0.0
Boltdown Piates, bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 41.7 51.052 4.216 0.000 2,127.9 175.7 0.0 Bolts in bdp38, bdp39 Sdwk Panels P, AL FB1-FB2 1 51.052 4.216 0.000 0.0	C Bara	Sdwk Panels P, AL	FB14582	1	53.6	51.052	4.224	0.000	2,737.0	226.5	0.0
Bolts in bd038; bd039 Schwit/Panels F, AL FB1-FB2 1 51.052 4.216 0.000 0.0 0.0 0.0 Bolts in bd038; bd039 Schwit/Panels F, AL FB1-FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0 Bolts in bd038; bd095; Schwit/Panels F, AL FB1-FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0 Bolts in bd039; is bd095; Schwit/Panels F, AL FB1-FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0 Bolts in bd038; is bd095; Schwit Panels F, AL FB1-FB2 1 51.052 4.216 0.000 4.428.3 365.7 0.0	Boltdown Plates (bdo38) bdo39	Sdwk Panels P. Al	FB1-FB2	î li	41.7	51.052	4.216	0.000	2,127.9	175.7	0.0
Boltdown Plate bdp95; Sdwk Panels P. AL (E01-FB2 1) 86.7 51.052 4.216 0.000 4,428.3 365.7 0.0	Bolts in bdn38 brin39	Schuk Panels P. Al	FB1-EB2	1		51.052	4.216	0.000	0.0	0.0	0.0
	Bolitiown Plata bdo95	Schuk Panels P AI	FB1-EB2	1	86.7	51.052	4.216	0.000	4,428.3	365.7	0.0
	Balle in band5	Schuk Panele P Al	FB1LEB2	1		51.052	4.216	0.000	0.0	0.0	0.0

Boltdown Plate bdp9	Sdwk Panels P, AL	FB1-FB2			75.3	51.052	3.962	0.000	3,846.7	298.5	0.0
Bolts in bdp9	Sdwk Panels P, AL	FB1-FB2	.			51.052	3.962	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels P, AL	FB1-FB2		No. of the second	607.1	51.052	4.250	0.000	30,992.0	2,580.0	0.0
Weld M Bars to Plate pk	Sdwk Panels P, AL	FB1-FB2	5 m 1	C. Cara		51.052	4.239	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels P, AL	FB1-FB2	1	192 1 7	21.5	51.052	4.114	0.000	1,099.0	88.6	0.0
Weld at M Bars with Trim Bars	Sdwk Panels P, AL	FB1-FB2		10 1-44 PM		51.052	4.114	0.000	0.0	0.0	0.0
Trim Bars b21, b22	Sdwk Panels P, AL	FB1:FB2	Karat	Photo shares	21.0	51.052	4.114	0.000	1,070.3	86.3	0.0
Cut in Plate pk	Sdwk Panels P, AL	FB1-FB2	1	millio de 24 d	-1.7	51.052	4,250	0.000	-85.3	-7.1	0.0
Cut in M Bars	Sdwk Panels P, AL	FB1-FB2	1		-116.8	51.052	4.114	0.000	-5,950.9	-480.4	0.0
Cut in C Bars	Sdwk Panels P, AL	FB1-FB2	1		-8.3	51.052	4.224	0.000	-423.7	-35.1	0.0
Cut in Plate po	Sdwk Panels P, AL	FB1-FB2	1		-86,9	51.052	4.250	0.000	-4,434.9	-369.2	0.0
M Bars	Sdwk Panels C4, C10	FB1-FB2	1	10000	755.1	47.000	4.089	0.000	35,490.2	3,087.6	0.0
CBars	Sdwk Panels C4, C10	FB1-FB2	1	des la segur	53.6	47.000	4.199	0.000	2,519.8	225.1	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels C4: C10	FB1-FB2	1		62.9	47.000	3.951	0.000	2,956.1	248.5	0.0
Bolts in bdp32 (bdp33	Sdwk Panels C4, C10	FB1-FB2	1			47,000	3.951	0.000	0.0	0.0	0.0
Boltdown Plate bdn2	Sdwk Panels C4, C10	EB1-FB2	1		129.2	47,000	3.941	0.000	6,070.9	509.1	0.0
Bolts in brin2	Sdwk Panels C4 C10	EB1-FB2	1			47.000	3.941	0.000	0.0	0.0	0.0
Bolidown Plate bring	Sdwk Panela C4 C10	EB1-EB2	1		75.3	47.000	3,937	0.000	3.541.4	296.6	0.0
Bolte in bdp9	Sdwk Panels C4, C10	FB1-FB2	1			47.000	3.937	0.000	0.0	0.0	0.0
Didte of	Sdwk Panels C4, C10	EB1-FB2	1		607.1	47.000	4.225	0.000	28.532.2	2.564.9	0.0
Weld M Parelta Phate ok	Stut Pagels C4, C10	EB1-FB2	Î		, ,	47.000	4,214	0.000	0.0	0.0	0.0
Tide Bar ba	Sthuk Panels C4, C10	FR1-FR2	1	Period	21.5	47.000	4.089	0.000	1.011.8	88.0	0.0
Mald at M Pars with Televines	Sduk Papels C4, C10	ER1-ER2	1		21.0	47 000	4 089	0.000	0.0	00	0.0
Tem Barn bars with finit bars	Sduk Panals C4, C10	CB1:CB2	4		21.0	47.000	4 089	0.000	985.4	85.7	0.0
Trimibars 021;022	Suwk Pallela C4, C10	CO1 CO2	4		144.2	53.078	3 906	0.000	7 651 7	562 1	0.0
Angle 5x4x1/2	HaultA	CD1-CD2			79	53.078	3.006	0.000	A12.5	20.4	0.0
Angle axa	Hatch X	FB1-FB2		E Children Child	10.0	53.070	4.052	0.000	413.5	75 4	0.0
Bevered Spacer, BS1	Halch X	FDI-FDZ			10.0	53.070	4.052	0.000	717.0	70.4 E4 9	0.0
Spacer, SP1	Hatch X	FBI-FBZ			10.0	53.070	9,002	0,000	C CE7 9	34.0 A77 C	0.0
Beam, W1	Halch X	FB1-FB2			125.0	53.076	3.002	0.000	0,007.8	477.0	0.0
Bolts	Hatch X	HB1-HB2	1	制的時间可	469.0	53.076	4.032	0.000	0.0	1.020.9	0.0
Bico Door	Hatch X	FB1-FB2			402.0	33.078	-4.177	0.000	24,522.0	1,929.8	0.0
10" Roadway Grid Stub	ALFB1	FB1-FB2			-1,125.5	60.688	3.249	0.000	-68,304.3	-3,050./	0.0
10 Stringer Stubs	At FB1	FB1-FB2	1		-262.5	60.583	2.228	0.000	-15,903.0	-584.9	0.0
Cope in Top Flange	At FB1	FB1+FB2	d de la companya de la		-72.3	60.583	3.005	0.000	-4,380.7	-217.3	0.0
Cope In Web	At FB1	FB1-FB2	1		-29.8	60.583	2.841	0.000	-1,803.7	-84.6	0.0
10" Roedway Grid Stub	At FB2	FB1-FB2	1.		-900.4	44.583	3.171	0.000	-40,142.5	-2,855.2	0,0
10, Stringer Stubs	AL FB2	FB1-F82	1		-262.5	44.583	2.150	0.000	-11,703.0	-564.4	0.0
Cope In Top Flange	ALFB2	FB1-FB2	1		-72.3	44.583	3.005	0.000	-3,223.8	-217.3	0.0
Cope in Web	AL FB2	FB1-FB2	o		-29.8	44.583	2.841	0.000	-1,327.4	-84.6	0.0
Bay 4 Steei (FB1 to FB2)					33,824.8	49.757	3.087	0.000	1,683,020.4	104,405.6	0.0
2 Ray 5 Steel (FR2 to FR3)											
Shewalk Support Plate	Girden	FB2-FB3	1		171.8	35.751	3.847	0.000	6,143.3	661.1	0.0
Revolted Sill Dista	Girders	FB2-FB3	enera s <u>e</u> coma T	Contraction of the second of	204.1	35,751	3.893	0.000	7.295.2	794.4	0.0
5/16" Wald	Girdare	FR2.FR9				35,751	3.847	0.000	0.0	0.0	0.0
	Cidoose	CB2-CB2			1 038 5	35 751	3 267	0.000	37.127.4	3 392 8	0.0
SHEWAIK SUINGERS	Sideatore	EB2_EB2		Million Hereit	29.0	35 751	2 767	0.000	1.037.9	80.3	0.0
1110 STIMS	Sungers	F04-F03			20.0	33.131	2.001	0.000	2,000,0	00.0	0.0

1.1.11

Subtotal

1.1.

Pelle In Bellem Elense	Stripgers	FB2-FB3	1	formation, a		35.751	2.767	0.000	0.0	0.0	0.0
Dendumu Chinesen M/19 B 35	Stringers	FR2-FR3	11		7.035.0	35,751	2.126	0.800	251,508.3	14,956.4	5,628.0
Cone to Lon Linner	Stringers	FB2-FB3		a claud of the	-86.B	35.751	2.858	0.800	-3,102.2	-248.0	-69.4
Cope instop it ange	Stringers	F82-F83			-35.7	35.571	2,695	0.800	-1,270.9	-96.3	-28.6
3 V/2 Connection Angles	Stringers	FB2-FB3	1		451.2	35.571	2.043	0.800	16,049.6	921.8	361.0
7/2* Role	Sirincers	FB2-FB3	4			35.571	2.043	0.800	0.0	0.0	0.0
Postuny Stringers W/18 B'35	Stringers (B & S)	FB2-FB3	10		586.3	35.751	2.126	0.000	20,959.0	1,246.4	0.0
Cone In Ton Flance	Stringers (R&S)	F82-F83	1		-7.2	35.751	2.858	0.000	-258.5	-20.7	0.0
Cone in Web	Stringers (R'8 S)	FB2-FB3			-3.0	35.571	2.695	0.000	-105.9	-8.0	0.0
3 X 3 Connection Angles	Stringers (R&/S)	FB2-FB3		C CHARLES	37.6	35.571	2.043	0.000	1,337.5	76.8	0.0
7/8" Rote	Stringers (R'&'S)	FB2-FB3	1			35.571	2.043	0.000	0.0	0.0	0.0
Roadway Stringers S3 S8(S13)	Stringers To Remain	FB2-FB3	1			35.751	2.126	0.000	0.0	0.0	0.0
Come in Ton Flance	Stringers To Remain	FB2-FB3	1			35,751	2.858	0.000	0.0	0.0	0.0
Cope in Web	Stringers To Remain	FB2-FB3	1	447 (1)		35.571	2.695	0.000	0.0	0.0	0.0
2 Y/2 Connection Angles	Stringers To Remain	EB2-FB3	1			35.571	2.043	0.000	0.0	0.0	0.0
7/8" Dolte	Strippers To Remain	FB2-FB3	1			35.571	2.043	0.000	0.0	0.0	0.0
Channel 10 C 25	Sidewalk Channels	EB2-EB3	1		841.7	35.751	3.293	0.000	30,089.8	2,771.6	0.0
Citaline III Cita	Sidewalk Channels	FB2-FB3	1			35.751	2.876	0.000	0.0	0.0	0.0
Produce Type (4/ Jodan Skiewski)	Lateral Bracino	FB2-FB3	Ô		430.2	35.751	1.276	0.000	0.0	0.0	0.0
Product Time 2/(Stringer S3-5 S11.4	3) Esteral Bracing	FB2-FB3	0		360.8	35,751	1.276	0.000	0.0	0.0	0.0
Protect Type 2 (Chinger Co. 8) A	I ateral Bracing	FB2-FB3	Ó		464.3	35.751	1.276	0.000	0.0	0.0	0.0
Elacing Type O'Counger Co-Count	Type 1 Bracing	FB2-FB3	Ó	Surfrage Ser	76.6	35.751	1.361	0.000	0.0	0.0	0.0
Cused rise at mail Ciliceus	Type 1 Bracing	EB2-EB3	Ô	a mineta	38.4	35.751	1.276	0.000	0.0	0.0	0.0
4X4X1/2/Algo	Type 1 Bracing	FB2-FB3	0			35.751	1,276	0.000	0.0	0.0	0.0
	Type ()Bracing	FB2-FB3	Ď		20.4	35.751	1.276	0.000	0.0	0.0	0.0
Palle in Pinte	Type 1 Bracing	EB2-EB3	Ő			35.751	1.276	0.000	0.0	0.0	0.0
DOUS II FRAD	Type 1 Bracing	E82-E83	Ō	a belleringen		35.751	1.361	0.000	0.0	0.0	0.0
Curran Diric Interior (#S3, S8, S1)	Type 1 & 2 Bracing	EB2-EB3	Ô		229.7	35.751	1.361	0.000	0.0	0.0	0.0
Balta Gusset Plate	Type 1 & 2 Bracing	FB2-FB3	Ō			35.751	1.361	0.000	0.0	0.0	0.0
Gueset Distant EB1 EB2 (@S5 S1:	() Type 3 Bracing	FB2-FB3	(O)		153.1	35.751	1.361	0.000	0.0	0.0	0.0
A v/A Support Angles	Type 3 Bracing	FB2-FB3	Ö		76.8	35.751	1.276	0.000	0.0	0.0	0.0
Polite in Guerret Plate	Type 3 Bracing	FB2-FB3	0			35.751	1.361	0.000	0.0	0.0	0.0
Main Bart	Roadway Grid	FB2-FB3	1		7,934.3	35.751	3.058	0.000	283,658.6	24,263.0	0.0
Coss Bas	Roadway Grid	FB2-FB3	1		5,502.4	35.751	3.210	0.000	196,714.9	17,662.6	0.0
Supplemental Bart	Roadway Grid	FB2-FB3	1		1,168.7	35.751	3.251	0.000	41,780.4	3,799.3	0.0
Diagonal Bars	Roadway Grid	FB2-FB3	1	La salation	3,203.9	35.751	3.251	0.000	114,541.0	10,415.7	0.0
Edge Barriel Curbs	Roedway Grid	FB2-FB3	1		60.7	35.751	3.210	0.000	2,170.7	194.9	0.0
Opening in Main Bara at Cross/Bara	Roadway Grid	IFB2-FB3	1		-305.1	35,751	3.210	0.000	-10,907.2	-979.3	0.0
Opening in Cross Bars al Main Bar	Roadway God	FB2-FB3			-152.5	35.751	3.251	0.000	-5,453.6	-495.9	0.0
Opening in Cross Bars at Slipp Bar	Roadway Grid	FB2-FB3	1		-73.5	35.751	3.251	0.000	-2,629.4	-239.1	0.0
Welding	Roadway Grid	FB2-FB3	1			35.751	3.210	0.000	0.0	0.0	0.0
M Bare	Sdwk Panels H / AE	FB2-FB3	1		755.1	42.948	4.055	0.000	32,430.5	3,062.0	0.0
CBan	Sdwk Panels H AF	EB2-EB3	ourie 1 8 mili		53.6	42.948	4.165	0.000	2,302.5	223.3	0.0
Boltious Plates (brin32) brin33	Sdwk Panels H! AF	EB2-FB3	2001 (10) (10) 1 :		62.9	42.948	3.917	0.000	2,701.3	246.4	0.0
Builte in Min32 Infn33	Sdwk Panels H. AF	FB2-FB3				42.948	3.917	0.000	0.0	0.0	0.0
Bolidown Plate bdn2	Sdwk Panels H. AE	FB2-FB3	1 . 1	1000	129.2	42.948	3.907	0.000	5,547.5	504.7	0.0
Bolls in bdp2	Sdwk Panels H, AE	FB2-FB3	1	Contraction (Dates)		42.948	3.907	0.000	0.0	0.0	0.0
				and the second							

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Boltdown Plate bdp9	Sdwk Panels H, AE	FB2-FB3	1	75.3	42.948	3.903	0.000	3,236.0	294.1	0.0
Bolts'in 6dp9	Sowk Panels H, AE	FB2-FB3	1		42.948	3.903	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels H, AE	FB2-FB3	1	607.1	42,948	4.191	0.000	26,072.4	2,544.2	0.0
Weld M Bars to Plate pk	Sdwk Panels H, AE	FB2-FB3	1	F	42.948	4.180	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels H, AE	FB2-FB3	1	21.5	42.948	4.055	0.000	924,6	87.3	0.0
Weld at M Bars with Trim Bars	Sdwk Panels H, AE	FB2-FB3	1		42.948	4.055	0.000	0.0	0.0	0.0
Trim Bars b21: b22	Sowk Panels H, AE	FB2-FB3	1	21.0	42.948	4.055	0.000	900.4	85.0	0.0
Cut in Plate ok	Sdwk Panels H, AE	FB2 ¹ FB3	1	-1.7	42,948	4.191	0.000	-71.8	-7.0	0.0
MBars	Sdwk Panels G, AD	FB2-FB3	1	755,1	38.896	4.014	0.000	29,370.8	3,031.0	0.0
CBars	Sdwk Panels G, AD	FB2-FB3	1	53.6	38,896	4.124	0.000	2,085.3	221.1	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels G, AD	FB2-FB3	1	62.9	38.896	3.876	0.000	2,446.4	243.8	0.0
Bolta in bdp32./bdp33	Sdwk Panels G; AD	FB2 FB3	1	i noti n	38.896	3.876	0.000	0.0	0.0	0.0
Bolldown Plate bdp2	Sdwk Panels G, AD	FB2-FB3	1	129.2	38.895	3.866	0.000	5,024.1	499.4	0.0
Bolts in bdp2	Sdwk Panels G, AD	FB2-FB3	1		38.896	3.866	0.000	0.0	0.0	0.0
Boltdown Plate bdo9	Sdwk Panels G. AD	FB2-FB3	1	75.3	38.896	3.862	0.000	2,930.7	291.0	0.0
Bolts in bdog	Sdwk Panels G AD	FB2-FB3	1		38.896	3.862	0.000	0.0	0.0	0.0
Plate ok	Sdwk Panels G. AD	FB2-FB3		607.1	38.896	4.150	0.000	23,612.5	2,519.3	0.0
Weld M Bers to Plate ok	Sdwk Panels G. AD	FB2-FB3	1	100	38.896	4.139	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels G, AD	FB2-FB3	1	21.5	38.896	4.014	0.000	837.4	86.4	0.0
Weld at M Bark with Trim Bars	Sdwk Panels G: AD.	FB2-FB3			38.896	4.014	0.000	0.0	0.0	0.0
Trim Bars b21: b22	Sdwx Panels G, AD	FB2-FB3	1	21.0	38.896	4.014	0.000	815.5	84.2	0.0
Cut in Plate pk	Sowk Panels G, AD	FB2-FB3		-1.7	38.896	4.150	0.000	-65.0	-6.9	0.0
M Bars	Sdwk Panels F, AC	F82-F83		755.1	34.844	3.964	0.000	26,311.1	2,993.3	0.0
CIBars	Sdwk Panels F, AC	FB2-FB3		53,6	34.844	4.074	0.000	1,868.1	218.4	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels F, AC	FB2-FB3		62.9	34.844	3.826	0.000	2,191.5	240.6	0.0
Bolts in bdp32, bdp33	Sdwk Panels F, AC	FB2-FB3	1		34.844	3.826	0.000	0.0	0.0	0.0
Boltdown Plate bdp2	Sdwk Panels F, AC	FB24FB3		129.2	34.844	3.816	0.000	4,500.7	492.9	0.0
Bolts in bdp2	Sdwk Panels F, AC	FB2-FB3			34.844	3.816	0.000	0.0	0.0	0.0
Boltdown Plate bdp9	Sdwk Panels F, AC	FB2-FB3		75.3	34.844	3.812	0.000	2,625.4	287.2	0.0
Bolts in bdp9	Sdwk Panels F, AC	FB2-FB3	1	Karhi	34.844	3.812	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels F, AC	FB2-FB3	1	607.1	34.844	4.100	0.000	21,152.7	2,489.0	0.0
Weld M Bars to Plate pk	Sdwk Panels F, AC	FB2-FB3	1		34.844	4.089	0.000	0.0	0.0	0.0
Trim Bar, b8	Sdwk Panels F, AC	FB2 ² FB3		21.5	34.844	3.964	0.000	750.1	85.3	0.0
Weld at M Bars with Trim Bars	Sdwk Panels F, AC	FB2-FB3	1000		34.844	3.964	0.000	0.0	0.0	0.0
Trim Bars b21, b22	Sdwk Panels F, AC	FB2-FB3		21.0	34.844	3.964	0.000	730.5	83.1	0.0
Cut in Plate pk	Sdwk Panels F, AC	FB2 FB3		-1.7	34.844	4.100	0.000	-58.2	-6.9	0.0
M Bars	Sdwk Panels C2, C8	FB2-FB3	1	755.1	30.792	3.907	0.000	23,251.3	2,950.2	0.0
CBars	Sdwk Panels C2, C8	FB2-FB3	1	53.6	30.792	4.017	0.000	1,650.8	215.4	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels C2, C8	FB2-FB3	- 1	62.9	30,792	3.769	0.000	1,936.7	237.1	0.0
Bolts in bdp32, bdp33	Sdwk Panels C2, C8	FB2-FB3		2051	30,792	3.769	0.000	0.0	0.0	0.0
Boltdown Plate bdp2	Sowk Panels C2, C8	FB2-FB3		129.2	30,792	3.759	0.000	3,977.3	485.5	0.0
Bolts in bdp2	Sowk Panels C2, C8	FB2-FB3	્ત 👘		30,792	3.759	0.000	0.0	0.0	0.0
Boltdown Plate bdp9	Sdwk Panels C2, C8	FB2-FB3	1	75.3	30,792	3.755	0.000	2,320.1	282.9	0.0
Bolts in bdp9	Sdwk Panels C2, C8	FB2-FB3	1		30.792	3.755	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels C2, C8	FB2-FB3	1	607.1	30,792	4.043	0.000	18,692.8	2,454.4	0.0
Weld M Bars to Plate pk	Sdwk Panels C2, C8	FB2-FB3	1 1	riet na	30,792	4.032	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels C2, C8	FB2-FB3	1	21.5	30,792	3.907	0.000	662.9	84.1	0.0

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Wold of M Bars with Trim Bars	Sdwk Panels C2-C8	FB2-FB3	1		30.792	3.907	0.000	0.0	0.0	0.0
Trim Bare b21 b22	Sdwk Panels C2 C8	FB2-FB3	1	21.0	30.792	3.907	0.000	645.6	81.9	0.0
10" Boodumy Gid Shib	AI FB2	EB2-FB3	1 50002	-900.4	43.749	3,171	0.000	-39,391.6	-2,855.2	0.0
10" Stringer Stube	At EB2	FB2-FB3	1	-262.5	43.749	2.150	0.000	-11,484.1	-564.4	0.0
Cone in Top Flance	At FB2	FB2-FB3	64 - 1 - 1 - 1 - 1 - 1	-72.3	43.749	2.858	0.000	-3,163.4	-206.7	0.0
Cope in Web	At FB2	FB2-FB3		-29.8	43,749	2.695	0.000	-1,302.5	-80.2	0.0
10" Roadway Gdd Stub	At FB3	FB2-FB3	ie i la constante de la constan	-900.4	27,750	2.956	0.000	-24,986.1	-2,661.6	0.0
10" Stringer Stubs	Át FB3	FB2-FB3		-262.5	27.750	2.956	0.000	-7,284.4	-776.0	0.0
Corre in Too Flance	AI FB3	FB2-FB3	1	-72.3	27.750	2.858	0.000	-2,006.6	-206.7	0.0
Cope in Veb	AL FB3	FB2-FB3	1	-29.7	27.750	2.695	0.000	-825.1	-80.1	0.0
Bay 5 Steel (FB2 to FB3)				33,819.3	34.021	2.939	0.174	1,150,552.6	99,402.6	5,891.0
Main Girder Ton Flange Plates										
Steel Plates			1		-11.420	6.830	0.000	0.0	0.0	0.0
Main Girder Top Flange Plates				0.0	0.000	0.000	0.000	0.0	0.0	0.0
Bay 6 Steel (FB3 to FB4)										
Sidewalk Support Plate	Girders	FB3-FB4	1	171.8	18.917	3.501	0.000	3,250.6	601.6	0.0
Bevelled Fill Plate	Girders	FB3-FB4	1 26-5-6	204.1	18.917	3.546	0.000	3,860.1	723.6	0.0
5/16" Weld	Girders	FB3-FB4	1 1		18.917	3.501	0.000	0.0	0.0	0.0
9/16" Sufferiers at FB4.	Girders	IFB4	1	244.0	10.500	3.040	0.000	2,562.5	741.9	0.0
Sidewalk Stringers	Stringers	FB3-FB4	1	1,038.5	18.917	2.983	0.000	19,645.3	3,097.8	0.0
7/16" Shims	Stringers	FB3-FB4		29.0	18.917	2.483	0.000	549.2	72.1	0.0
Bolts in Boltom Flange	Stringers	FB3-FB4	1		18.917	2.483	0.000	0.0	0.0	0.0
Roadway Stringers W 18 B 35	Stringers	FB3-FB4		2,931.3	18.917	1.842	-7.200	55,450.5	5,399.4	-21,105.0
Cope in Too Flance	Stringers	FB3-FB4	1 1	-36.2	18.917	2,574	-7.200	-683.9	-93.1	260.3
Cope In Web	Stringers	FB3-FB4	1	-14.9	18.917	2.411	-7.200	-281.6	-35.9	107.2
3 X 3 Connection Angles	Stringers	FB3-FB4	1 400000	188.0	18.917	1.759	-7.200	3,556.4	330.7	-1,353.6
7/8" Bolts	Stringers	FB3-FB4	1		18.917	1.759	-7.200	0.0	0.0	0.0
Roadway Stringers W 18 B 35	Stringers (R&S)	FB3-FB4	1	4,690.0	18.917	1.842	4.500	88,720.7	8,639.0	21,105.0
Cope In Top Flange	Stringers (R&S)	FB3-FB4	1 10 10 10 10	-57.8	18.917	2.574	4.500	~1,094.3	-148.9	-260.3
Cope in Web	Stringers (R&S))	FB3-FB4	1	-23.8	18.917	2.411	4.500	-450.6	~57.4	-107.2
3 X 3 Connection Angles	Stringers ((R&S))	FB3-FB4	1.	300.8	18.917	1.759	4.500	5,690.2	529.1	1,353.6
7/8" Bolts	Stringers (R&S)	FB3-FB4	1		18.917	1,759	4.500	0.0	0.0	0.0
Channel 10 C 25	Sidewalk Channels	FB3-FB4		841.7	18.917	3.009	0.000	15,921.5	2,532.5	0.0
7/8" Bolts	Sidewalk Channels	FB3-FB4			18.917	2.592	0.000	0.0	0.0	0.0
Bracing Type 1(Under Sidewalk)	Lateral Bracing	FB3-FB4		430.2	18.917	0.992	0.000	8,138.1	426.8	0.0
Bracing Type 2 (Stringer, S3-5, S11-13)	Liaterel Bracing	FB3-FB4	1	360.8	18.917	0.992	0.000	6,825.4	357.9	0.0
Bracing Type 3 (Stringer S5-8, S8-1.1)	Lateral Bracing	FB3-FB4		464.3	18.917	0.992	0.000	8,783.9	460.6	0.0
Gusset Plate at Main Girders	Type 1 Bracing	FB3-FB4	1	76.6	18.917	1.077	0.000	1,448.3	82.5	0.0
4 x 4 x 1/2 Angle	Type 1 Bracing	FB3-FB4	1 1	38.4	18.917	0.992	0.000	726.4	38.1	0.0
Bolts in Angle	Type 1 Bracing	FB3-FB4			18.917	0.992	0.000	0.0	0.0	0.0
Plate 9 x 4 x 1/2	Type 1 Brecing	FB3'FB4		20.4	18.917	0.992	0.000	386.2	20.3	0.0
Bolts in Plate	Type 1 Bracing	FB3-FB4	ণ:		18.917	0.992	0.000	0.0	0.0	0.0
Bolts in Bracing Type 1	Type 1 Bracing.	FB3-FB4	1 disting	45.4	18.917	1.077	0.000	858.1	48.9	0.0
	and the second s			0007	10 017	1 077	0.000	4 345 A	247.4	0.0
Gussel Plate-Interior (@S3, S8, S13)	Type 1 & 2 Bracing	FB3-FB4	(1)	229.7	10.917	1.077	0.000	-10-10-0		

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Subtotal

Subtotal

Gusset Plate at FB1 FB2 (@S5.S11)	Type 3 Bracing	FB3-FB4	1		153.1	18.917	1.077	0.000	2,896.7	164.9	0.0
4 x 4 Support Angles	Type 3 Bracing	FB3-FB4	1		76.8	18.917	0.992	0.000	1,452.8	76.2	0.0
Bolts in Gussel Plate	Type 3 Bracing	FB3-FB4	1	1. 1. 1. 1.		18,917	1.077	0.000	0.0	0.0	0.0
Jala Bara	Roadway Grid	EB3-FB4	1 1	de trifu	7,934.3	18.917	2.774	0.000	150,092.9	22,009.7	0.0
mer Bare	Roadway Grid	FB3-FB4	Á .		5,556.9	18.917	2.926	0.000	105,120.8	16,259.6	0.0
Cites dais	Roadway Grid	EB3-EB4	1 🕺		1,168.7	18.917	2.967	0.000	22,107.4	3,467.4	0.0
Supplemental Bars	Postway, Crid	EB3 EB4	1		3,203.9	18.917	2.967	0.000	60,607.3	9,505.8	0.0
Diagonal Bars	Readurey Grid	EB3 EB4	i .		61 3	18.917	2,926	0.000	1,160.0	179.4	0.0
Edge Bars al Curbs	Roadway Gild	1001.04			-305 1	18 917	2.925	0.000	-5.771.3	-892.7	0.0
Opening in Main Bars at Cross Bars	Roadway, Grid			the first of	-152.5	18 917	2 967	0.000	-2.885.7	-452.6	0.0
Opening in Cross Bars at Main Bars	Roadway Grid	FB3-FB4			-73 5	18 017	2 967	0.000	-1.391.3	-718.2	0.0
Opening in Cross Bars at Supp Bars	Roadway Grid	FB3-FD4			-73.3	10.317	2.307	0.000	0.0	0.0	0.0
Welding	Roadway Grid	FB3-FB4			755 4	10.917	2.920	0.000	20 101 6	7 000 4	0.0
MBars	Sdwk Panels E, AB	FB3-FB4			/55.1	20.740	3.041	0.000	20,191.0	2,300.4	0.0
C Bars	Sdwk Panels E. AB	FB3-FB4	1	Series 1	53.6	26,740	3.951	0,000	1,455.0	211.0	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels E, AB	FB3-FB4	1		62.9	26.740	3.703	0.000	1,681.8	232.9	0.0
Bolts in bdp32, bdp33	Sdwk Panels E, AB	FB3-FB4	1			26.740	3.703	0.000	0.0	0.0	0.0
Boltdown Plate bdp2	Sowk Panels E, AB	FB3-FB4	1	1000	129.2	26.740	3.693	0.000	3,454.0	477.0	0.0
Bolta in bdp2	Sdwk Panels E, AB	FB3-FB4				26.740	3.693	0.000	0.0	0.0	0.0
Boltdown Plate bdp9	Sdwk Panels E, AB	FB3-FB4	la service de la contraction de la cont	and the set	75.3	26.740	3.689	0.000	2,014.8	278.0	0.0
Bolis in bdn9	Sdwk Panels E AB	FB3-FB4	1.000	an Huger		26.740	3.689	0.000	0.0	0.0	0.0
Dista of	Sitwik Panels E AB	FB3-FB4	1		607.1	26.740	3.977	0.000	16,233.0	2,414.3	0.0
Wald M Barr In Digits pk	Struct Panels F AB	FB3-F84	- -	a distanti d		26.740	3.966	0.000	0.0	0.0	0.0
The Darks of Receipt	Schel/ Danale E /AB	EB3-EB4	1		21.5	26.740	3.841	0.000	575.7	82.7	0.0
I'rim Der Do	Child Danale E AB	EBS EB4	4			26,740	3.841	0.000	0.0	0.0	0.0
Weld at M Bars with J fill Bars	CHUR Pares L, AD	EBS EB4	1		21.6	26 740	3.841	0.000	560.6	80.5	0.0
1 nm Bars 021, 022	Suwk Panels E, AD	CB3 CB4	4		-17	26 740	3 977	0.000	-44.7	-6.6	0.0
Cutin Plate pk	Sowk Panets C, AD	FD37;D4			765 1	22 698	3 767	0.000	17,131.9	2.844.5	0.0
MBars	Sdwk Panels D, AA	FB3-FB4			F00.1	22.000	3 977	0.000	1 716 3	207.9	0.0
C Bars	Sowk Panels D, AA	FB3-FB4			33.0	22.000	3.017	0.000	1 427 0	207.2	0.0
Boltdown Plates, bdp32, bdp33	Sowk Panels D, AA	FB3-FB4	1993 - Canada		62.9	22.000	3.029	0.000	1,427.0	220.2 D.D	0.0
Bolts in bdp32, bdp33	Sowk Panels D, AA	FB3-FB4	1			22.688	3.629	0.000	0.0	0.0	0.0
Boltown Plate bdp2	Sowk Panels D, AA	FB3-FB4	1		129.2	22.688	3.619	0.000	2,930.6	407.5	0.0
Bolts in bdp2	Sdwk Panels D, AA	FB3-FB4	1	e Contra de		22.688	3.619	0.000	0.0	0.0	0.0
Boltdown Plate bdp9	Sowk Panels D, AA	FB3-FB4	1		75.3	22.688	3.615	0.000	1,709.5	272.4	0.0
Bolts in bdo9	Sowk Panels D, AA	FB3-FB4	1			22.688	3.615	0.000	0.0	0.0	0.0
Plate ok	Sdwk Panels D, AA	FB3-FB4	1		607.1	22.688	3.903	0.000	13,773.2	2,369.4	0.0
Weld M Bars to Plate ok	Sdwk Panels D; AA	FB3-FB4				22.688	3.892	0.000	0.0	0.0	0.0
Trim Bar b8	Sowk Panels D. AA	FB3-FB4	n internet 1 0 internet i de		21.5	22.688	3.767	0.000	488.4	81.1	0.0
Weld at M Bars with Trim Bars	Sdwk Panels D. AA	FB3-FB4	4			22.688	3.767	0.000	0.0	0.0	0.0
T-ter Barry h21 h22	Sdwk Papels D AA	FB3-FB4			21.0	22.688	3.767	0.000	475.7	79.0	0.0
Cutin Distant	Sdwk Panels D. AA	EB3-EB4	1		-1.7	22.688	3.903	0.000	-37.9	-6.5	0.0
Cut in Place pk	Court Danale C1 (C7	FRIERA			755.1	18.636	3.686	0.000	14,072.2	2,783.3	0.0
M Del'S	Courte Panola C1, C7	FR3.FR4	4		53.6	18.636	3,796	0.000	999.1	203.5	0.0
C Bars	Ctub Danala C4 (07	E02 ED4	4		62.9	18 636	3.548	0.000	1.172.1	223.2	0.0
Houdown Hates, pdp32, bdp33	Chuk Paulo Ct CT	CD3-CD4		ENFLORE FREE FREE	02,3	18 636	3 548	0.000	0.0	0.0	0.0
Bolts in bdp32, bdp33	Sowk Panels C1, C7	FD3-FD4		de la contra	120.2	18.636	3 529	0.000	2 407.2	457.0	0.0
Boltdown Plate bdp2	Sowk Panels C1, C7	, ros-ro4			123.2	10.000	3 539	0.000	0.0	0.0	0.0
Bolts in bdp2	Sowk Panels C1, C7	- FB3-FB4			76 0	10.030	3.330	0.000	1 404 3	766 2	0.0 n n
Boltdown Plate bring	Sdwk Panels C1: C7	FB3-FB4	1		/5.3	18.636	3.534	0.000	1,404.4	200.5	0.0

Bolts in bdp9	Sdwk Panels C1, C7	FB3-FB4	1	3	18.636	3.534	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels C1, C7	FB3-FB4	1	607.1	18.636	3.822	0.000	11,313.3	2,320.2	0.0
Weld M Bars to Plate pk	Sdwk Panels C1, C7	FB3-FB4	1		18.636	3.811	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels C1, C7	FB3-FB4	1	21.5	18.636	3.686	0.000	401.2	79.4	0.0
Weld at MiBars with Trim Bars	Sdwk Panels C1, C7	FB3-FB4	1	2	18.636	3.686	0.000	0.0	0.0	0.0
Trim Bars b21, b22	Sdwk Panels C1, C7	FB3-FB4	1	21.0	18.636	3.686	0.000	390.7	77.3	0.0
MBars	Sdwk Panels B, Z	FB3-FB4	1	755.1	14.584	3.596	0.000	11,012.5	2,715.4	0.0
CBars	Sdwk Panels B; Z	FB3-FB4.	1	53.6	14.584	3.706	0.000	781.9	198.7	0.0
Boltdown Plates, bdp32, bdp33	Sdwk Panels B, Z	FB3-FB4	1	62.9	14.584	3.458	0.000	917.3	217.5	0.0
Bolts in bdp32, bdp33	Sdwk Panels B, Z	FB3-FB4	1		14.584	3.458	0.000	0.0	0.0	0.0
Boltdown Plate bdp2	Sdwk Panels B, Z	FB3-FB4	1	129.2	14.584	3.448	0.000	1,883.8	445.4	0.0
Bolts in bdp2	Sdwk Panels B, Z	FB3'FB4	1	-	14.584	3.448	0.000	0.0	0.0	0.0
Boltdown Plate bdp9	Sdwk Panels B, Z	FB3-FB4	1	75.3	14.584	3.444	0.000	1,098.9	259.5	0.0
Bolls in bdp9	Sowk Panels B, Z	FB3-FB4	1	1	14.584	3.444	0.000	0.0	0.0	0.0
Plate pk	Sdwk Panels B, Z	FB3-FB4	1	607.1	14.584	3.732	0.000	8,853.5	2,265.6	0.0
Weld M Bars to Plate pk	Sdwk Panels B, Z	FB3-FB4	1		14.584	3.721	0.000	0.0	0.0	0.0
Trim Bar b8	Sdwk Panels B, Z	FB3-FB4	A HER G	21.5	14.584	3.596	0.000	314.0	77.4	0.0
Weld at M Bars with Trim Bars	Sdwk Panels B, Z	FB3-FB4	- A	1	14.584	3.596	0.000	0,0	0.0	0.0
Trim Bars b21, b22	Sdwk Panels B, Z	FB3-FB4	1.	21.0	14.584	3.596	0.000	305.8	75.4	0.0
Cut in Plate pk	Sowk Panels B, Z	FB3-FB4	1	-1.7	14.584	3.732	0.000	-24.4	-6.2	0.0
MBars	Sowk Panels A, Y	FB3-FB4	1	503.4	11,196	3.516	0.000	5,636.1	1,770.0	0.0
CBars	Sdwk Panels A; Y	FB3-FB4		35.3	11.196	3.626	0.000	395.5	128.1	0.0
Boltdown Plates, bdp92, bdp17	Sdwk Panels A, Y	FB3-FB4		41.4	11.196	3.368	0.000	463.8	139.5	0.0
Bolts in bdp92, bdp17	Sdwk Panels A, Y	FB3-FB4	i 1 de la companya		11.196	3.368	0.000	0.0	0.0	0.0
Boltdown Plate bdp1	Sdwk Panels A, Y	FB3-FB4	1 and a state of the	86.2	11.196	3.368	0.000	965.3	290.4	0.0
Bolts in bdp1	Sdwk Panels A; Y	FB3-FB4	1	2	11.196	3,368	0.000	0.0	0.0	0.0
Boltdown Plate bdp7	Sdwk Panels A. Y	FB3-FB4	- 1	50.3	11.196	3.364	0.000	563.1	169.2	0.0
Bolts in bdp7	Sdwk Panels A, Y	FB3-FB4			11.196	3.364	0.000	0.0	0.0	0.0
Plate pa	Sdwk Panels A, Y	FB3-FB4	1	408.4	11.196	3.652	0.000	4,572.4	1,491.5	0.0
Weld M Bars to Plate pa	Sdwk Panels A, Y	FB3-FB4	1		11.196	3.641	0,000	0.0	0.0	0.0
Trim Ber 61	Sdwk Panels A, Y	FB3-FB4		36.0	9.834	3.483	0.000	353.6	125.2	0.0
Trim Bars b21, b22	Sdwk Panels A, Y	FB3-FB4	1	13.8	11.196	3.516	0.000	154.6	48.5	0.0
Weld at M Bars with Trim Bars	Sowk Panels A, Y	FB3-FB4	1		11.196	3.516	0.000	0.0	0.0	0.0
Trim Bars b4	Sdwk Panels A, Y	FB3-FB4	1	14.4	11.196	3.516	0.000	160.9	50.5	0,0
Cut in Plate pa	Sdwk Panels A, Y	FB3-FB4	1 1	-1.7	11.196	3.652	0.000	-18.7	-6.1	0.0
10" Roadway Grid Stub	AL FB3	FB3-FB4	1	-900.4	26.916	2.956	0.000	-24,235.2	-2,661.6	0.0
10" Stringer Stubs	At FB3,	FB3-FB4	1	-262.5	26.916	1.935	0.000	-7,065.5	-507.9	0.0
Cope in Too Flange	AI FB3	FB3-FB4	1	-72.3	26.916	2,574	0.000	~1,946.3	-186.1	0.0
Cope in Web	AL FB3	FB3-FB4		-29.7	26.916	2.411	0.000	-800.3	-71.7	0.0
Bay 6 Steel (FB3 to FB4)				36,616.4	18,661	2.752	0.000	683,315.2	100,756.8	0.0
5 Floor Beam FB-4E										
Floorbeam 36WF300		FB4	1	18,387.5	10,500	0.739	0.000	193,068.8	13,588.4	0.0
Cut in Flange at Girder Connection		FB4	1	-317.4	10,500	0.739	0.000	-3,332.4	-234.5	0.0
Top Cover Plate		FB4	1	5,145.0	10.500	2.342	0.000	54,022.5	12,049.6	0.0
Bottom Cover Plate		FB4		4,501.9	10.500	-0.719	0.000	47,269.7	-3,236.8	0.0
Floor Beam FR.4F	ana ana ang ini ng manang kang banan ang ini na			27.717.0	10.500	0.800	0.000	291.028.6	22,166.6	0.0

Subtota)

Subtotal

	SUBTOTAL	BASCULE STEEL			131,977.5	28.853	2.476	0.045	3,807,916.7	326,741.6	5,891.0
1	2 SPAN LOCKS										
		1.2.1 Span Lock Machinery									
		Operator with Lock Bar	Girder			59.313	2.978	0.000	0.0	0.0	0.0
		Guide Support Plate	Girder		3	61.667	2.978	0.000	0.0	0.0	0.0
		Bolts in Support Plate	Girder		4	61.667	2.978	0.000	0.0	0.0	0.0
		1/2* Shims	Girder			61.667	2.978	0.000	0.0	0.0	0.0
		1/2" Backer, Plate	Girder			61.667	2.978	0.000	0.0	0.0	0.0
		Vertical Plate	Girder			61.667	2.978	0.000	0.0	0.0	0.0
		Stiffeners	Girder			61.667	2.978	0.000	0.0	0.0	0.0
		Guide Shoe	Girder			61.667	2.978	0.000	0.0	0.0	0.0
		Receiver Support Plate	Roadway Center Line			61.667	1.790	-0.750	0.0	0.0	0.0
		Boits in Support Plate	Roadway, Center, Line			61.667	1.790	- 0.75 0	0.0	0.0	0.0
		1/2" Shims	Roadway Center Line			61.667	1.790	-0.750	0.0	0.0	0.0
•		Vertical Plate	Roadway Center Line			61.667	1.790	-0.750	0.0	0.0	0.0
		Sliffeners	Roadway Center Line			61.667	1.790	-0.750	0.0	0.0	0.0
		Guide Shoe	Roadway Center Line			61.667	1.790	-0.750	0.0	0.0	0.0
	Subtotal	Span Lock Machinery			0,0	0.000	0.000	0.000	0.0	0.0	0.0
		1.2.2 Platform			-						
		Short Angle	Girder	10.00	67.6	52.000	0.096	0.000	3,516.2	6.5	0.0
		Bolts in Angle	Girder	1 1	6.5	52.000	0.096	0.000	337.0	0.6	0.0
		Long Angle	Girder	1	189.6	56.210	0.096	0.000	10,660.0	18.2	0.0
		Bolts in Angle	Girder	1.	3.2	56.210	0.096	0.000	182.1	0.3	0.0
		Angle Posts	Girder		177.6	56.210	1.463	0.000	9,983.5	259.8	0.0
		Bolts in Angle	Girder		13.0	56.210	1.463	0.000	728.5	19.0	0.0
		Angle Handrali	Girder		189.6	56.210	2.829	0.000	10,660.0	536.5	0.0
		Weld for Handrall	Girder		4.8	56.210	2.989	0.000	269.2	14.3	0.0
		Angle Bracket	Girder	1	66.2	52.000	2.596	0.000	3,441.1	171.8	0.0
		Bolts In Angle	Girder	al an	6.5	52.000	2.596	0.000	337.0	16.8	0.0
		Steel Grating	Girder	and 1 declared	1,076.2	56.210	0.096	0.000	60,493.9	103.3	0.0
		Connection Plates for Angle Bra	ckets Girder	1 5 21	46.4	52.000	2.596	0.000	2,412.6	120.4	0.0
	Subtotal	Platform	<u>n na sensa s</u>		1,847.3	55.770	0.686	0.000	103,021.1	1,267.6	0.0
	SUBTOTAL	SPAN LOCKS			1,847.3	55.770	0.686	0.000	103,021.1	1,267.6	0.0
SUBTOTAL	1 REMOVALS				133,824.7	29.224	2.451	0.044	3,910,937.9	328,009.2	5,891.0

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Steel Removal - Item 589.01

Åpproach Spans (Both sides included in calculations as they were the same)

Stringer Removals	Туре	#	Width (in)	Thickness (in)	Length (ft)	Unit Wt (pcf)	Wt (lbs)
Roadway Stringers	14WF68	18.00			26.00	68.00	31,824.00
						Σ	31,824.00

Diaphragm Removals	Туре	#	Width (in)	Thickness (in)	Length (ft)	Unit Wt (pcf)	Wt (lbs)
Rear Diaphragms	10C30	16.00	***		6.50	30.00	3,120.00
Intermediate Diaphragms	12816.5	16.00			6.50	16.50	1,716.00
Front Diaphragms	10WF33	16.00			6.50	33.00	3,432.00
						Σ	8,268.00

CWT Maintenance Platform Removal	Туре	#	Width (in)	Thickness (in)	Length (ft)	Unit Wt (pcf)	Wt (lbs)
Outside Stringers	8C13.5	4.00			19.00	13.50	1,026.00
Center Stringer	8B18.4	2.00			19.00	18.40	699.20
Bottom Transverse Beams	8WF17	6.00			5.50	17.00	561.00
Tall Post	L3x3x3/8	6.00			12.00	7.20	518.40
Short Post	L3x3x3/8	8.00			6.50	7.20	374.40
Hand Railing	6x3 1/2x5/10	4.00			19.00	9.80	744.80
Bottom Diagonal	L3x3x3/8	4.00			8.52	7.20	245.38
Top Diagonal	L3x3x3/8	4.00			8.84	7.20	254.59

Σ 4,423.77

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Approach Hatch Framing Removal	Туре	#	Width (in)	Thickness (in)	Length (ft)	Unit Wt (pcf)	Wt (lbs)
Outter Longitudinal Frame	10C15.3	2.00			2.67	15.30	81.60
Inner Longitudinal Frame	9C15	4.00			2.67	15.00	160.00
Transverse Frame	10C15.3	4.00			2.50	15.30	153.00
						Σ	394.60

Total Sum: 44,910.4

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EXHIBIT F

From: Roseman, Kevin <<u>kmr5@westchestergov.com</u>>

Sent: Friday, May 25, 2018 8:40 AM

ı,

To: Maffei, Raymond Jeff <<u>imaffei@eecruz.com</u>>; Nick Rahaniotis <<u>nrahaniotis@verdeelectric.com</u>>; Dupuy, Karl <<u>KDupuy@eecruz.com</u>>

Cc: Fatigate, Michael <<u>MFatigate@eecruz.com</u>>; 'Michael Sweeney' <<u>msweeney@verdeelectric.com</u>>; 'Khaled Hajjeh' <<u>Khaled.Hajjeh@hdrinc.com</u>>; 'JohnPaul Cunningham' <<u>JohnPaul.cunningham@hdrinc.com</u>>; Statini, James <<u>imsc@westchestergov.com</u>>

Subject: FAB - Fulton Ave Bridge - 5/25/18 Successful Milestone Testing

After a bumpy start last night we achieved the Milestone of operating the bridge under normal conditions on the main motor from the operators house. We went 10 out of 10 in half the allotted time.

Next week (Tuesday - Thursday Nights), Jim's staff will do training with the goal of the County assuming operations by Friday June 1. We will allow traffic in between openings to create more realistic training.

This does not constitute final acceptance testing or assumption of maintenance. Operators will not have bypass keys and if there are any issues they will call EEC or Verde for help.

Prior to Tuesday night we request operation of the control house internal 3-way light dimmer, connection of the CCTV, marine radio and if Verizon shows telephone. The issue with the hot box leak also needs to be taken care with the water turned back on.

Thank you and congratulations to everyone involved.

Kevin

------ Original Message ------From: "Maffei, Raymond Jeff" Date: Thu, May 24, 2018 2:44 PM -0400 To: Nick Rahaniotis, "Dupuy, Karl" CC: "Fatigate, Michael", 'Michael Sweeney', "Roseman, Kevin", 'Khaled Hajjeh', 'JohnPaul Cunningham' Subject: RE: Verde 5935 - Fulton Ave Bridge - 5/23/18 Successful Main Bridge Operation

Nick

On behalf of EEC great news and we all look forward to a successful operation tonight. Tonight please update us on the following:

1. Marine Radio

2. Horn, We do know it works

3. Fire Alarm-----proper phone #

4.CCTV

5. Police Phone #

Thanks Jeff

From: Nick Rahaniotis [mailto:nrahaniotis@verdeelectric.com]

Sent: Thursday, May 24, 2018 2:40 PM

To: Dupuy, Karl

Cc: Maffei, Raymond Jeff ; Fatigate, Michael ; 'Michael Sweeney' ; <u>kmr5@westchestergov.com</u>; 'Khaled Hajjeh' ; 'JohnPaul Cunningham'

Subject: Verde 5935 - Fulton Ave Bridge - 5/23/18 Successful Main Bridge Operation All,

As you all may have heard already, after last night's testing procedures the bridge is in full main operation with all interlocks working. All limit switches are set/adjusted to proper settings (cams will be adjusted to final 70 degree settings when steel interference is resolved). To address the issue of brakes, there are/were NO issues with brakes locking/binding. All the brakes were inspected and cleaned of any debris. The covers remain off for anyone to inspect during tonight's demonstrations and will be put on after. The issue was with VFD parameter settings and relay timing. The brakes now smoothly engaged and disengage. We preliminarily ran the full sequence successfully 9 consecutive times with no faults. If anyone has any questions before tonight's shift please let me know. Thank you. *Nicholas Rahaniotis*

VERDE

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