

THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 12 SNMT  
ESTIMATING 4 DSL SIGN ASSEMBLIES FOR 3 MONTHS

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PLANS AND PROPOSAL:

WINDOW CONTRACT TABLE				
DESCRIPTION OF CRITICAL WORK	CALENDER DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW START	WORK WINDOW END
CLOSURE OF ROADWAY FOR WORK AT ALL-309-4.86	45	PER C&MS 108.07	4/1/2026	10/31/2026
CLOSURE OF ROADWAY FOR WORK AT DEF-66-4.44	45	\$8,000	7/1/2026*	10/31/2026*
CLOSURE OF LANE FOR WORK AT HAN-68-13.02L	45	\$10,000	4/1/2026	10/31/2026
CLOSURE OF LANE FOR WORK AT HAN-68-13.02R	45	\$10,000	4/1/2026	10/31/2026
CLOSURE OF LANE FOR WORK AT WYA-30-11.29	45	\$10,000	4/1/2026	10/31/2026
CLOSURE OF ROADWAY FOR WORK AT WYA-199-0.23	45	PER C&MS 108.07	4/1/2026	10/31/2026
TOTAL	180	PER C&MS 108.07	4/1/2026	10/31/2026

\* WORK ON DEF-66-4.44 MUST BE COMPLETED IN CONCURRENCE WITH THE 90 DAY CLOSURE FOR PID 119861. THE CLOSURE IS EXPECTED SOMETIME BETWEEN 7/1/2026 AND 10/31/2026

ITEM 622 PORTABLE BARRIER, UNANCHORED

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT HAN-68-13.02 LT/RT AND WYA-30-11.29 LOCATIONS AS DIRECTED BY THE ENGINEER AND THE STANDARD CONSTRUCTION DRAWINGS.

ITEM 614, CRASH ATTENUATOR = 6 EACH  
ITEM 622, PORTABLE BARRIER, UNANCHORED = 3,852 FT

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 873, TYPE I = 7.55 MILE  
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 873, TYPE I = 8,920 FT

REMOVAL OF PAVEMENT MARKINGS

AS PER C&MS SECTION 614.11.G., THE CONTRACTOR SHALL REMOVE AND COVER CONFLICTING PAVEMENT MARKINGS WITHIN THE WORK ZONES. THE CONTRACTOR SHALL COVER CONFLICTING MARKINGS PER C&MS 614.11.G.1.b. USING REMOVABLE BLACKOUT TAPE TO THE SATISFACTION OF THE PROJECT ENGINEER. PAYMENT TO REMOVE/COVER CONFLICTING MARKINGS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) = 77 EACH  
ITEM 614, OBJECT MARKER, ONE-WAY = 77 EACH  
ITEM 614, INCREASED BARRIER DELINEATION = 600 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

MAINTAINING TRAFFIC NEAR RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE. THE RUMBLE STRIPS SHALL BE FILLED OR ELIMINATED BY PLANING AND PAVING TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER. ONCE TRAFFIC IS RETURNED TO ITS FINAL CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED SHALL BE RESTORED TO THE PRECONSTRUCTION CONDITION TO THE SATISFACTION OF THE PROJECT ENGINEER.

THE FOLLOWING ARE ESTIMATED LOCATIONS AND LENGTHS OF RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ACTUAL LENGTHS MAY VARY.

LOCATION: HAN-68-13.02R; EB OUTSIDE SHOULDER = 2,860 FT (AT WORK ZONE TAPERS. TRAFFIC CAN STRADDLE RUMBLE STRIPS IN BETWEEN TAPERS)

LOCATION: HAN-68-13.02L; WB OUTSIDE SHOULDER = 2,860 FT (AT WORK ZONE TAPERS. TRAFFIC CAN STRADDLE RUMBLE STRIPS IN BETWEEN TAPERS)

LOCATION: HAN-68-13.02R; EB INSIDE SHOULDER = 3,380 FT (ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: HAN-68-13.02L; WB INSIDE SHOULDER = 2,860 FT (ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: WYA-30-11.29; WB INSIDE SHOULDER = 2,520 FT (ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

LOCATION: WYA-30-11.29; WB OUTSIDE SHOULDER = 3,360 FT (ENTIRE LENGTH OF WORK ZONE, INCLUDING TAPERS. NO STRADDLING)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS THAT MAY REQUIRE RUMBLE STRIP REMOVAL AND REPLACEMENT. THE ESTIMATED QUANTITIES ARE BASED ON AN AVERAGE WIDTH OF 3 FEET.


ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" = 5,947 SY  
ITEM 407 - NON-TRACKING TACK COAT = 476 GAL  
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1 1/2") = 248 CY  
ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) = 17,840 FT





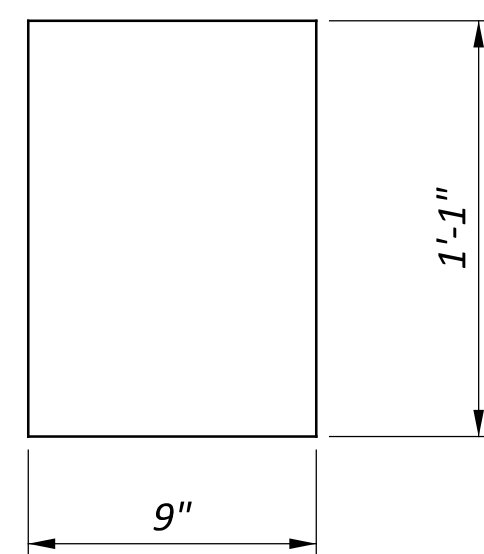
SHEET NUMBER										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	6	17	20	01/STR/47	02/NHS/47	03/S50/47										
										LS	LS		848	50100	LS		<b>STRUCTURE REPAIR (HAN-68-13.02LT)</b>	
										584	584		848	50320	584	SY	TEST SLAB EXISTING CONCRETE OVERLAY REMOVED (T=2.00")	
																	<b>STRUCTURE REPAIR (HAN-68-13.02RT)</b>	
										92	92		516	31010	92	FT	2" DEEP JOINT SEALER	
										63	63	SPECIAL	51822300	63	FT	STEEL DRIP STRIP	18	
										85	85		519	11101	85	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	18
										68	68		843	50000	68	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
										635	635		848	10100	635	SY	LATEX MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (T=3.00")	
										635	635		848	20000	635	SY	SURFACE PREPARATION USING HYDRODEMOLITION (T=1.00")	
										7	7		848	30100	7	CY	LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
										13	13		848	50000	13	SY	HAND CHIPPING	
										LS	LS		848	50100	LS		TEST SLAB	
										635	635		848	50320	635	SY	EXISTING CONCRETE OVERLAY REMOVED (T=2.00")	
																	<b>STRUCTURE REPAIR (WYA-30-11.29)</b>	
										LS	LS		202	11200	LS		PORTIONS OF STRUCTURE REMOVED	
										94	94		512	10301	94	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	19
										51	51		516	01301	51	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN	19
										5	5		516	44100	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (9" x 13" x 2.29" WITH A 11.25" x 15" x 1.5" LOAD PLATE)	
										LS	LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	19
										173	173		519	11101	173	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	18
										149	149		843	50000	149	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
										1,449	1,449		848	10100	1,449	SY	LATEX MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (T=1.25")	
										1,449	1,449		848	20000	1,449	SY	SURFACE PREPARATION USING HYDRODEMOLITION (T=1.25")	
										25	25		848	30100	25	CY	LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
										44	44		848	50000	44	SY	HAND CHIPPING	
										LS	LS		848	50100	LS		TEST SLAB	
										1	1		848	50200	1	CY	FULL-DEPTH REPAIR	
										100	100		848	50320	100	SY	EXISTING CONCRETE OVERLAY REMOVED (T=1.00")	
																	<b>STRUCTURE REPAIR (WYA-199-0.23)</b>	
										2	2		512	10101	2	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	18
										61	61		516	14600	61	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902	18
										486	486		517	72750	486	FT	RAILING (THRIE BEAM RETROFIT)	
										11	11		519	11101	11	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	18
										11	11		843	50000	11	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
										728	728		848	10100	728	SY	LATEX MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (T=1.25")	
										728	728		848	20000	728	SY	SURFACE PREPARATION USING HYDRODEMOLITION (T=1")	
										17	17		848	30100	17	CY	LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
										31	31		848	50000	31	SY	HAND CHIPPING	
										LS	LS		848	50100	LS		TEST SLAB	
										4	4		848	50200	4	CY	FULL-DEPTH REPAIR	
										728	728		848	50320	728	SY	EXISTING CONCRETE OVERLAY REMOVED (T=1.25")	
																	<b>MAINTENANCE OF TRAFFIC</b>	
	60									20	30	10	253	02000	60	CY	PAVEMENT REPAIR	
					5,947						5,947		254	01000	5,947	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"	
	60									20	30	10	407	10000	60	GAL	TACK COAT	
					476						476		407	20000	476	GAL	NON-TRACKING TACK COAT	
					248						248		441	50000	248	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (1 1/2")	
										10	15	5	441	70000	30	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
	30										56		614	11110	56	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	56										600		614	11630	600	FT	INCREASED BARRIER DELINEATION	
					600						6		614	12380	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
											77		614	13310	77	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
					77						77		614	13350	77	EACH	OBJECT MARKER, ONE WAY	
										2	8	2	614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
					0.81					0.2	0.61		614	21400	0.81	MILE	WORK ZONE CENTER LINE, CLASS II	
					7.55						7.55		614	22326	7.55	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 873	
					8,920						8,920		614	24122	8,920	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 873	

GENERAL SUMMARY

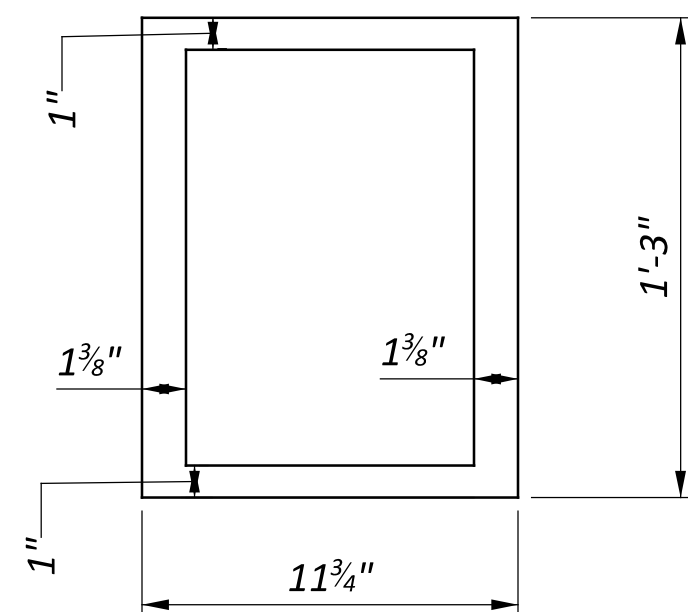
DESIGN AGENCY  
  
 DESIGNER  
 CRS  
 REVIEWER  
 XXX MM-DD-YY  
 PROJECT ID  
 119052  
 SHEET TOTAL  
 P.9 31

PROPOSED FORWARD ABUTMENT BEARINGS

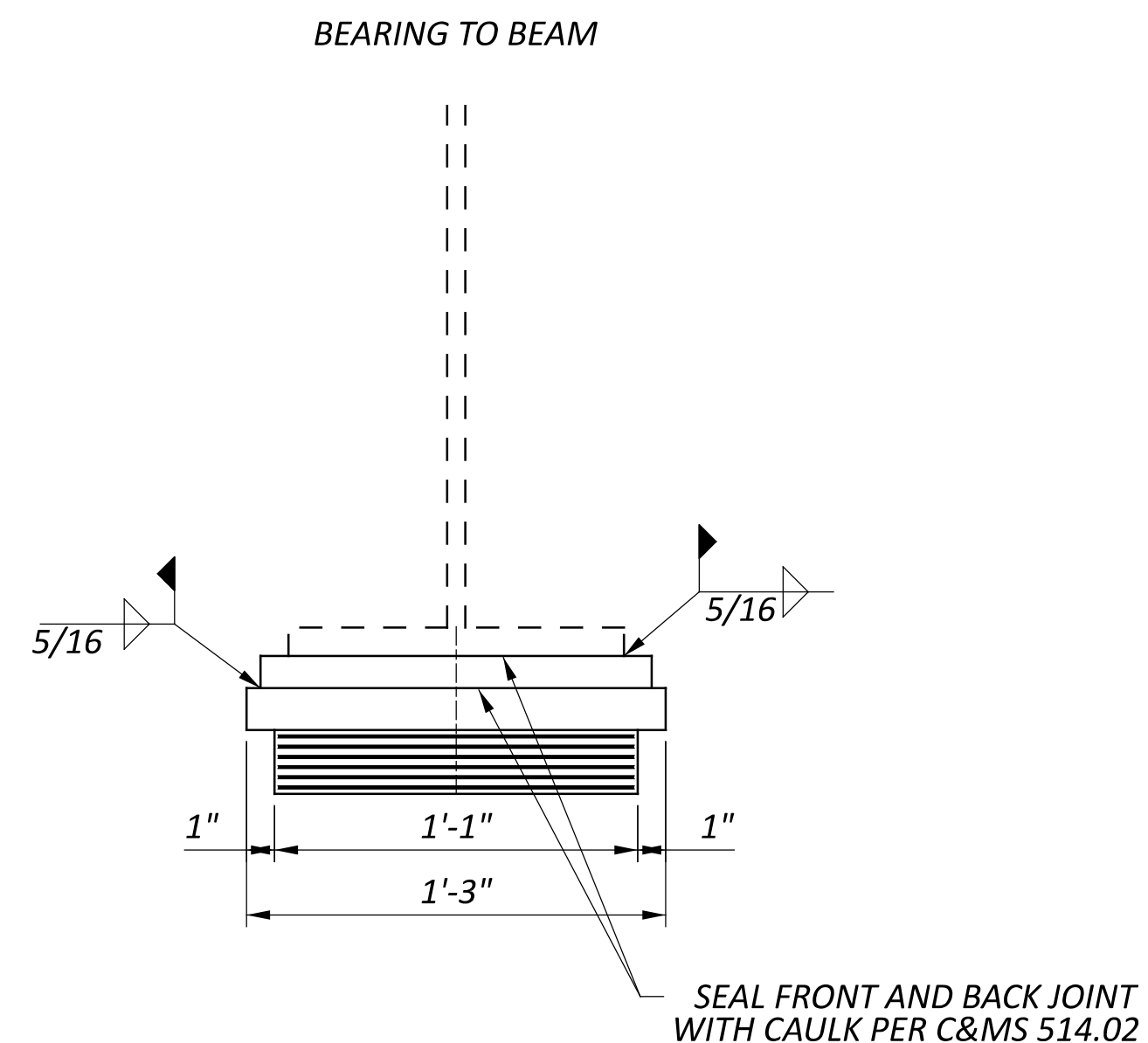
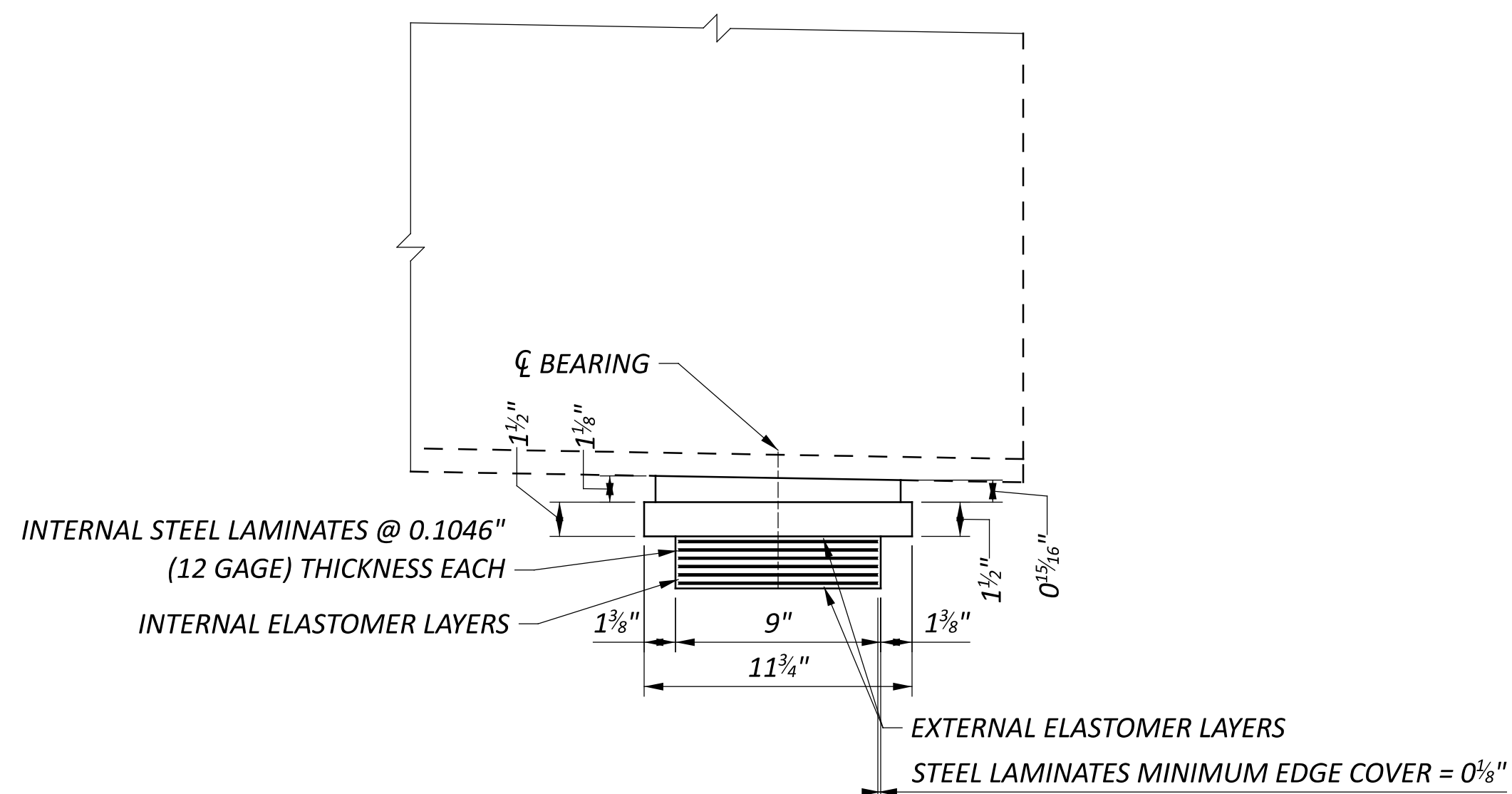
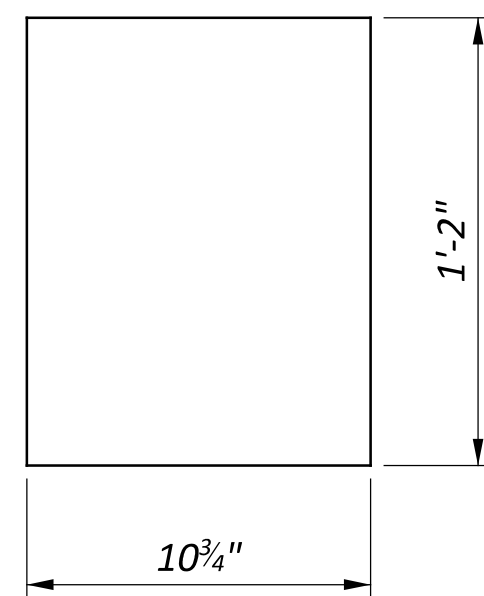
LAMINATED ELASTOMERIC EXPANSION BEARING



STEEL LOAD PLATE WITH LAMINATED ELASTOMERIC EXPANSION BEARING VULCANIZED TO STEEL PLATE



BEVELED STEEL INTERMEDIATE PLATE



NOTES:

**BASIS OF PAYMENT:** THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS (INCLUDING BEVELED STEEL INTERMEDIATE PLATE, CAULKING AND PAINT), LABOR (INCLUDING PAINTED EXPOSED STRUCTURAL STEEL), AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, ELASTOMERIC BEARINGS.

**ELASTOMERIC BEARINGS:** THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DURAMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

**WELDING** SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

THE STEEL LOAD PLATES SHALL BE ASTM A709, GRADE 50 STEEL AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS.

LOAD PLATES SHALL BE PAINTED TO MATCH EXISTING STRUCTURAL STEEL PAINT COLOR.

REMOVAL OF EXISTING LOAD BEARINGS WILL BE PAID UNDER ITEM 202 PORTIONS OF STRUCTURE REMOVED

THE NUMBER OF STEEL PLATES IS OPTIONAL AND THE CONTRACTOR MAY CHOOSE TO PROVIDE A BEARING WITH A SINGLE LOAD PLATE INSTEAD OF THE SHOWN LOAD PLATE WITH AN INTERMEDIATE PLATE.

ITEM 202 PORTIONS OF STRUCTURE REMOVED - IS FOR REMOVAL OF THE EXISTING FORWARD ABUTMENT BEARINGS AT THIS LOCATION

Proposed Bearing Pad Build-Up Summary	No. Req.	Thickness (in)	Total Thickness (in)
(internal elastomers)	5	0.2600	1.3
(external elastomers)	2	0.18	0.36
(steel laminates)	6	0.1046	0.6276

TOTAL BEARING PAD THICKNESS = 2.2876 INCHES ~ 2.29 INCHES

LOADS FROM ORIGINAL PLANS

DEAD LOAD REACTION = 48.9 KIPS  
LIVE LOAD REACTION = 78.4 KIPS  
MAXIMUM DESIGN LOAD = 127.3 KIPS

REAR ABUTMENT BEARINGS ARE TO REMAIN.  
ALL 5 FORWARD ABUTMENT BEARINGS ARE TO BE REPLACED BEFORE OVERLAY IS POURED.