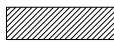


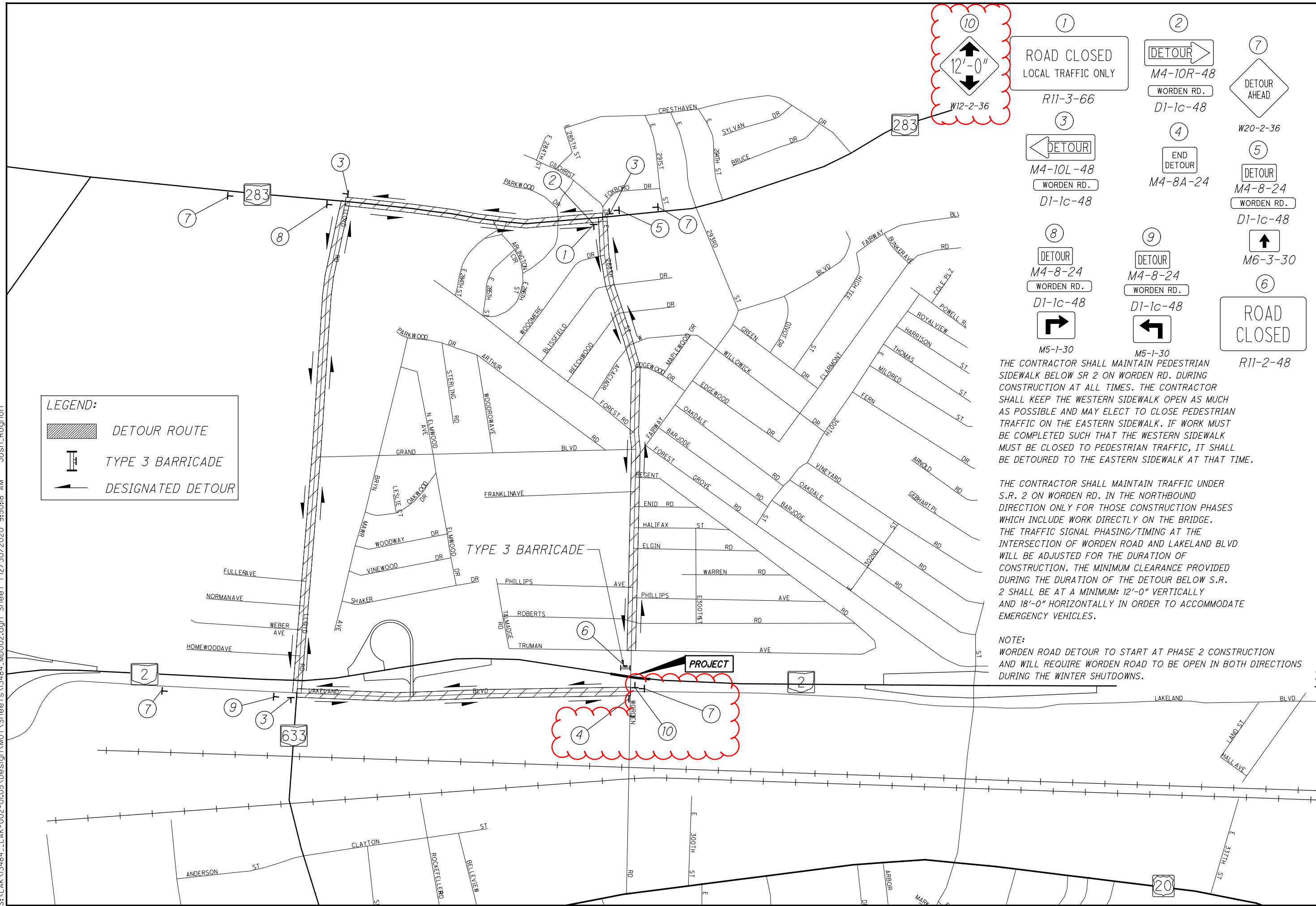


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**LEGEND:**

-  DETOUR ROUTE
-  TYPE 3 BARRICADE
-  DESIGNATED DETOUR



10  
12'-0"  
W12-2-36

<p>① ROAD CLOSED LOCAL TRAFFIC ONLY R11-3-66</p> <p>③ ← DETOUR M4-10L-48 WORDEN RD. D1-1c-48</p> <p>⑧ DETOUR M4-8-24 WORDEN RD. D1-1c-48</p> <p>⑧ → DETOUR M5-1-30</p>	<p>② → DETOUR M4-10R-48 WORDEN RD. D1-1c-48</p> <p>④ END DETOUR M4-8A-24</p> <p>⑨ DETOUR M4-8-24 WORDEN RD. D1-1c-48</p> <p>⑨ ← DETOUR M5-1-30</p>	<p>⑦ DETOUR AHEAD W20-2-36</p> <p>⑤ DETOUR M4-8-24 WORDEN RD. D1-1c-48</p> <p>⑥ ROAD CLOSED R11-2-48</p>
--	--	--

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN SIDEWALK BELOW SR 2 ON WORDEN RD. DURING CONSTRUCTION AT ALL TIMES. THE CONTRACTOR SHALL KEEP THE WESTERN SIDEWALK OPEN AS MUCH AS POSSIBLE AND MAY ELECT TO CLOSE PEDESTRIAN TRAFFIC ON THE EASTERN SIDEWALK. IF WORK MUST BE COMPLETED SUCH THAT THE WESTERN SIDEWALK MUST BE CLOSED TO PEDESTRIAN TRAFFIC, IT SHALL BE DETOURED TO THE EASTERN SIDEWALK AT THAT TIME.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC UNDER S.R. 2 ON WORDEN RD. IN THE NORTHBOUND DIRECTION ONLY FOR THOSE CONSTRUCTION PHASES WHICH INCLUDE WORK DIRECTLY ON THE BRIDGE. THE TRAFFIC SIGNAL PHASING/TIMING AT THE INTERSECTION OF WORDEN ROAD AND LAKELAND BLVD WILL BE ADJUSTED FOR THE DURATION OF CONSTRUCTION. THE MINIMUM CLEARANCE PROVIDED DURING THE DURATION OF THE DETOUR BELOW S.R. 2 SHALL BE AT A MINIMUM: 12'-0" VERTICALLY AND 18'-0" HORIZONTALLY IN ORDER TO ACCOMMODATE EMERGENCY VEHICLES.

**NOTE:**  
WORDEN ROAD DETOUR TO START AT PHASE 2 CONSTRUCTION AND WILL REQUIRE WORDEN ROAD TO BE OPEN IN BOTH DIRECTIONS DURING THE WINTER SHUTDOWNS.

HORIZONTAL SCALE IN FEET

CALCULATED JJR CHECKED ALL

**DETOUR MAP**  
**SOUTHBOUND · WORDEN RD.**

**LAK-2-1.05 L&R**

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	CHECKED
14	110	111	112	113	204	230					01/BRO/BR	EXT	TOTAL				XXX	XXX	
LS											LS	201	11000	LS		CLEARING AND GRUBBING			
						1					1	202	20010	1	EACH	HEADWALL REMOVED			
	13,776										13,776	202	23000	13,776	SY	PAVEMENT REMOVED			
			4,334								4,334	202	30000	4,334	SF	WALK REMOVED			
			9,315								9,315	202	30700	9,315	FT	CONCRETE BARRIER REMOVED			
			228			339					567	202	35100	567	FT	PIPE REMOVED, 24" AND UNDER			
						30					30	202	35200	30	FT	PIPE REMOVED, OVER 24"			
			2,653								2,653	202	38000	2,653	FT	GUARDRAIL REMOVED			
			1								1	202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E			
			1								1	202	42040	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T			
			8								8	202	47000	8	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED			
						1					1	202	58000	1	EACH	MANHOLE REMOVED			
			2			11					13	202	58100	13	EACH	CATCH BASIN REMOVED			
			160								160	202	75000	160	FT	FENCE REMOVED			
LS											LS	202	98000	LS		REMOVAL MISC.: POTTED PLANTS REMOVED AND DELIVERED		14	
					6,597						6,597	203	10000	6,597	CY	EXCAVATION			
					4,080						4,080	203	20000	4,080	CY	EMBANKMENT			
	20,301										20,301	204	10000	20,301	SY	SUBGRADE COMPACTION			
	2,056										2,056	204	13000	2,056	CY	EXCAVATION OF SUBGRADE			
	2,056										2,056	204	30020	2,056	CY	GRANULAR MATERIAL, TYPE C			
	6,168										6,168	204	50000	6,168	SY	GEOTEXTILE FABRIC			
				2,681							2,681	606	15050	2,681	FT	GUARDRAIL, TYPE MGS			
				1							1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016		15	
				1							1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T			
				4							4	606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1			
				4							4	606	35102	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2			
				116							116	607	23000	116	FT	FENCE, TYPE CLT			
			4,334								4,334	608	10000	4,334	SF	4" CONCRETE WALK			
	3,587										3,587	622	10100	3,587	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1			
				40							40	622	10160	40	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D			
			2								2	622	10200	2	EACH	BARRIER TRANSITION		234	
				4							4	622	25000	4	EACH	CONCRETE BARRIER END SECTION, TYPE D			
		22									22	622	25006	22	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1			
		1									1	622	25007	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN , A		235	
		1									1	622	25007	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, B		235	
		3									3	622	25007	3	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, C		236	
		2									2	622	25007	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, D		236	
		3									3	622	25007	3	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, E		237	

GENERAL SUMMARY

LAK-2-1.05 L&R



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STATION TO STATION	SIDE	LENGTH L FT.	AVERAGE WIDTH W FT.	SURFACE AREA A A = L x W SQ. YD.	AREA BY COMPUTER SQ. YD.	442	442	442	301	304	407	407	204	254	254	441	441	252	202	204	204	204
						1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447) CU.YD.	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446) CU.YD.	VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446) CU.YD.	9" ASPHALT CONCRETE BASE, PG64-22 CU.YD.	6" AGGREGATE BASE CU.YD.	NON-TRACKING TACK COAT @ 0.055 GAL./S.Y. GAL.	NON-TRACKING TACK COAT @ 0.085 GAL./S.Y. GAL.	SUBGRADE COMPACTION SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (2.5") SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (1.5") SQ. YD.	1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 CU.YD.	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) CU.YD.	FULL DEPTH PAVEMENT SAWING FT.	PAVEMENT REMOVED SQ. YD.	EXCAVATION OF SUBGRADE CU.YD.	GRANULAR MATERIAL TYPE C CU.YD.	GEOTEXTILE FABRIC SQ. YD.
EASTBOUND LANES																						
125+00.00 - 129+11.52±	RT.	411.50	56.00	2560.44		106.69						217.64		2560.44								
130+71.4± - 132+44.7	RT.	173.30	53.85	1036.91		43.20					88.14			1036.91								
132+44.7 - 139+02.9	RT.	658.20	54.50	3985.77		166.07					338.79			3985.77								
139+02.9 - 148+00.00	RT.	897.10	44.50	4435.66		184.82					377.03			4435.66								
139+02.9 - 148+00.00	RT.	897.10	VAR.		3054	127.25					259.59			3054								
148+00.00 - 150+00+00	RT.	200.00	64.08	1424.00		59.33	107			78.32	121.04		1424.00									
150+00.00 - 153+14.50	RT.	314.50	39.65	1385.55		57.73	67.35	346.39	230.93	152.41		1385.55				40	1385.55					
153+14.50 - 155+18.4±	RT.	203.90	36.00	815.60		33.98	39.65	203.90	135.93	89.72		815.60				36	815.60					
157+03.3± - 162+00.00	RT.	496.70	36.00	1986.80		82.78	96.58	496.70	331.13	218.55		1986.80				72	1986.80	662.27	662.27	1986.80		
162+00.00 - 165+00.00	RT.	300.00	54.50	1816.67		75.69	121			99.92	154.42		1816.67									
165+00.00 - 174+57.0±	RT.	957.00	54.50	5795.17		241.47					492.59			5795.17								
174+57.0± - 178+70.00	RT.	413.00	44.50	2042.06		85.09					173.58			2042.06								
178+70.00 - 183+45.8	RT.	475.80	46.00	2431.87		101.33					206.71			2431.87								
183+45.8 - 184+20.00	RT.	74.20	56.00	461.69		19.24					39.24			461.69								
174+57.00 - 183+45.8	RT.	888.80	VAR.		4961	206.71					421.69			4961								
SUB-TOTALS							203.58	228.00			638.92	2,890.46										
<b>SUB-TOTALS (CARRIED TO SHEET 110 )</b>						1,591.38	431.58	1,046.99	697.99	3,529.38	4,187.95	3,240.67	30,764.57			148.00	4,187.95	662.27	662.27	1,986.80		

CALCULATED	JJR
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<b>PAVEMENT CALCULATIONS</b>	
<b>LAK-2-1.05 L&amp;R</b>	
104	322

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STATION TO STATION	SIDE	LENGTH L FT.	AVERAGE WIDTH W FT.	SURFACE AREA A A = L x W SQ. YD.	AREA BY COMPUTER SQ. YD.	442	442	442	301	304	407	407	204	254	254	441	441	252	202	204	204	204			
						1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447) CU.YD.	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446) CU.YD.	VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446) CU.YD.	9" ASPHALT CONCRETE BASE, PG64-22 CU.YD.	6" AGGREGATE BASE CU.YD.	NON-TRACKING TACK COAT @ 0.055 GAL./S.Y. GAL.	NON-TRACKING TACK COAT @ 0.085 GAL./S.Y. GAL.	SUBGRADE COMPACTION SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (2.5") SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (1.5") SQ. YD.	1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 CU.YD.	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) CU.YD.	FULL DEPTH PAVEMENT SAWING FT.	PAVEMENT REMOVED SQ. YD.	EXCAVATION OF SUBGRADE CU.YD.	GRANULAR MATERIAL TYPE C CU.YD.	GEOTEXTILE FABRIC SQ. YD.			
WESTBOUND LANES																									
127+60.00 - 129+21.6±	LT.	161.60	68.00	1220.98		50.87						103.78			1220.98										
130+83.7 - 132+76.1	LT.	192.40	65.50	1400.24		58.34						119.02			1400.24										
132+76.1 - 133+94.0	LT.	117.90	60.50	792.55		33.02						67.37			792.55										
133+94.0 - 148+00.00	LT.	1406.00	54.50	8514.11		354.75						723.70			8514.11										
148+00.00 - 150+00.00	LT.	200.00	54.50	1211.11		50.46		104				66.61	102.94		1211.11										
150+00.00 - 155+11.1±	LT.	511.10	36.00	2044.40		85.18	99.38		511.10	340.73	224.88		2044.40				72	2044.40							
156+98.4± - 162+00.00	LT.	501.60	36.00	2006.40		83.60	97.53		501.60	334.40	220.70		2006.40				72	2006.40		668.80	668.80	2006.40			
162+00.00 - 165+00.00	LT.	300.00	54.50	1816.67		75.69		81			99.92	154.42		1816.67											
165+00.00 - 170+07.8	LT.	507.80	54.50	3075.01		128.13						261.38			3075.01										
170+07.8 - 178+70.00	LT.	862.20	44.50	4263.10		177.63						362.36			4263.10										
178+70.00 - 185+57.0	LT.	687.00	46.00	3511.33		146.31						298.46			3511.33										
185+57.0 - 193+70.00	LT.	813.00	56.00	5058.67		210.78						429.99			5058.67										
170+07.8 - 185+57.0	LT.	1549.20	VAR.		4593	191.38						390.41			4593										
SUB-TOTALS							196.91	185.00			612.11	3,013.83													
<b>SUB-TOTALS (CARRIED SHEET 110 )</b>						1,646.14	381.91		1,012.70	675.13	3,625.94	4,050.80	3,027.78	32,428.99				144.00	4,050.80		668.80	668.80	2006.40		

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<b>PAVEMENT CALCULATIONS</b>	
<b>LAK-2-1.05 L&amp;R</b>	
106 322	



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STATION TO STATION	SIDE	LENGTH L FT.	AVERAGE WIDTH W FT.	SURFACE AREA A A=LxW SQ. YD.	AREA BY COMPUTER SQ. YD.	442	442	442	301	304	407	407	204	254		441	441	252	202		204	204	204	
						1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	9" ASPHALT CONCRETE BASE, PG64-22	6" AGGREGATE BASE	NON-TRACKING TACK COAT @ 0.055 GAL./S.Y.	NON-TRACKING TACK COAT @ 0.085 GAL./S.Y.	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE (2.5')	1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	FULL DEPTH PAVEMENT SAWING	PAVEMENT REMOVED		EXCAVATION OF SUBGRADE	GRANULAR MATERIAL TYPE C	GEOTEXTILE FABRIC	CU.YD.	CU.YD.
MEDIAN																								
130+76.71 - 132+44.7±	℄	167.99 167.99	23.09 3.00	430.99 56.00					107.75	71.83	47.41		430.99			17.96	20.95		56.00					
132+44.7± - 135+27.79	℄	283.09 283.09	19.00 3.00	597.63 94.36					149.40	99.61	65.74		597.63			24.90	29.05		94.36					
135+27.79 - 148+00.00	℄	1272.21 1272.21	19.00 3.00	2685.78 424.07					671.45	447.63	295.44		2685.78			111.91	130.56		424.07					
148+00.00 - 150+00.00	℄	200.00 200.00 200.00	19.00 3.00 16.19	422.22 66.67 359.78			20.52		105.56	70.37	46.44		422.22						66.67					
150+00.00 - 155+08.53	℄	508.53 508.53	16.00 13.19	904.05 745.28					226.01	150.67	99.44		904.05											
155+08.53 - 155+16.59	℄	8.06 8.06	16.00 12.68	14.33 11.36					3.59	2.39	1.58		14.33											
150+00.00 - 155+16.59	℄	516.59	VAR.		1060														1060					
156+99.36 - 157+05.11	℄	5.75 5.75	16.00 12.68	10.22 8.10					2.56	1.70	1.12		10.22											
157+05.11 - 162+00.00	℄	494.89 494.89	16.00 13.19	879.80 725.29					219.95	146.63	96.78		879.80								293.27	293.27	879.80	
156+99.36 - 162+00.00	℄	500.64	VAR.		1026														1026					
162+00.00 - 165+00.00	℄	300.00 300.00 300.00	19.00 3.00 16.19	633.33 100.00 539.67					158.33	105.56	69.67		633.33						100.00					
165+00.00 - 176+00.00	℄	1100.00	19.00 3.00	2322.22 366.67					580.56	387.04	255.44		2322.22			96.76	112.84		366.67					
176+00.00 - 178+70.00	℄	270.00	19.00 3.00	570.00 90.00					142.50	95.00	62.70		570.00			23.75	27.71		90.00					
<b>SUB-TOTALS (CARRIED TO SHEET 110 )</b>						99.56	139.23		2,367.66	1,578.43	1,041.76		9,470.57			275.28	321.11		3,283.77		293.27	293.27	879.80	

CALCULATED	JUR	CHECKED	ALL
<b>PAVEMENT CALCULATIONS</b>			
<b>LAF-2-1.05 L&amp;R</b>			
108		322	

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STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A = L x W	AREA BY COMPUTER	442	442	301	304	407	254	204	254	254	613	441	441	252	202	204	204	204	
						ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	NON-TRACKING TACK COAT	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25')	SUBGRADE COMPACTION	PAVEMENT PLANING, ASPHALT CONCRETE (2.5')	PAVEMENT PLANING, ASPHALT CONCRETE (1.5')	LOW STRENGTH MORTAR BACKFILL (18" DEEP)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	FULL DEPTH PAVEMENT SAWING	PAVEMENT REMOVED	EXCAVATION OF SUBGRADE	GRANULAR MATERIAL TYPE C	GEOTEXTILE FABRIC	
		FT.	FT.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	GAL.	SQ. YD.	SQ. YD.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	CU.YD.	FT.	SQ. YD.	CU.YD.	CU.YD.	SQ. YD.	
SUB-TOTALS FROM SHEET 104						1,591.38	431.58	1,046.99	697.99	3,529.38		4,187.95	3,240.67	30,764.57				148.00	4,187.95	662.27	662.27	1,986.80	
SUB-TOTALS FROM SHEET 105						47.04	54.89	296.29	210.03	124.19		1,298.35								1,129.00	213.86	213.86	641.59
SUB-TOTALS FROM SHEET 106						1,646.14	381.91	1,012.70	675.13	3,625.94		4,050.80	3,027.78	32,428.99				144.00	4,050.80	668.80	668.80	2006.40	
SUB-TOTALS FROM SHEET 107						46.84	54.65	294.98	209.11	123.67		1,292.85								1,124.22	217.62	217.62	652.87
SUB-TOTALS FROM SHEET 108						99.56	139.23	2,367.66	1,578.43	1,041.76		9,470.57					275.28	321.11		3,283.77	293.27	293.27	879.80
SUB-TOTALS FROM SHEET 109						275.28	321.15			924.92	6,606.62					610							
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>						<b>3,707</b>	<b>1,384</b>	<b>5,019</b>	<b>3,371</b>	<b>9,370</b>	<b>6,607</b>	<b>20,301</b>	<b>6,269</b>	<b>63,194</b>	<b>610</b>	<b>276</b>	<b>322</b>	<b>292</b>	<b>13,775.74</b>	<b>2,056</b>	<b>2,056</b>	<b>6,168</b>	

PAVEMENT CALCULATIONS

LAK-2-1.05 L&R

CALCULATED  
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STATION TO STATION	SIDE	622	622	622	622	622	622	622	622	622											
		CONCRETE BARRIER, SINGLE SLOPE, TYPE BI	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI	BARRIER TRANSITION	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN A	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN B	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN C	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN E												
		FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH											
130+79.6 - 134+00.00 (DEDUCT 24' FOR LIGHT POLE FOUNDATIONS)	℄	277	1	1																	
134+00.00 - 139+00.00 (DEDUCT 20' FOR CATCH BASINS) (DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)	℄	434	1							1											
139+00.00 - 144+00.00 (DEDUCT 100' FOR CATCH BASINS) (DEDUCT 8' FOR LIGHT POLE FOUNDATIONS)	℄	242	7							1			2								
144+00.00 - 149+00.00 (DEDUCT 20' FOR CATCH BASINS) (DEDUCT 32' FOR LIGHT POLE FOUNDATIONS)	℄	418	2																		
149+00.00 - 154+00.00 (DEDUCT 24' FOR LIGHT POLE FOUNDATIONS)	℄	476																			
154+00.00 - 155+16.98	℄	93.4	1		1																
156+99.36 - 159+00.00 (DEDUCT 8' FOR LIGHT POLE FOUNDATIONS)	℄	176						1													
159+00.00 - 164+00.00 (DEDUCT 20' FOR CATCH BASINS) (DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)	℄	449	1							1											
164+00.00 - 169+00.00 (DEDUCT 80' FOR CATCH BASINS)	℄	220	6								1	1									
169+00.00 - 174+00.00 (DEDUCT 40' FOR CATCH BASINS) (DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)	℄	399	2							1											
174+00.00 - 178+70.00 (DEDUCT 32' FOR LIGHT POLE FOUNDATIONS)	℄	403	1	1																	
<b>TOTALS (CARRIED TO GENERAL SUMMARY)</b>		<b>3,587</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>												

CALCULATED	JJR
	CHECKED
ALL	
<b>PAVEMENT CALCULATIONS</b>	
<b>LAK-2-1.05 L&amp;R</b>	
111	
322	



**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

**ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN**

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING THE EXISTING SUPERSTRUCTURE WHILE CONSTRUCTING PROPOSED ELEMENTS AS DEFINED IN THE PROJECT PLANS. THE DESIGN SHOWN IN THE PLANS FOR TEMPORARY SUPPORT OF THE EXISTING SUPERSTRUCTURE IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN IN THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE EXISTING SUPERSTRUCTURE. SUBMIT ALTERNATE TEMPORARY SUPPORT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE OPERATIONS AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL AREAS OF THE DECK THAT SEPARATE FROM THE TEMPORARY SLAB SUPPORT SYSTEM FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

**ITEM 518 - SCUPPER, MISC.: TEMPORARY SCUPPERS**

TEMPORARY SCUPPERS WILL BE REQUIRED IN THE PROPOSED RIGHT BRIDGE DECK DURING PHASE 4 MAINTENANCE OF TRAFFIC AND SHALL BE INSTALLED PRIOR TO ALLOWING TRAFFIC. THE TEMPORARY SCUPPERS SHALL BE PLUGGED BEFORE THE RIGHT BRIDGE IS OPENED TO TRAFFIC IN ITS FINAL CONDITION. THE LOCATION OF THE TEMPORARY SCUPPERS IS SHOWN IN THE PLANS. REMOVAL OF THE TEMPORARY SCUPPERS SHALL CONSIST OF CUTTING THE SCUPPER TUBE FLUSH WITH THE DECK SLAB ON THE TOP AND BOTTOM OF THE DECK, REPAIRING THE SCUPPER COATING AND FILLING IN THE REMAINING SCUPPER AND THE DECK OPENING WITH CLASS QC2 CONCRETE. ALL MATERIALS AND FASTENERS SHALL BE FURNISHED ACCORDING TO STANDARD DRAWING GSD-1-19, EXCEPT THE STRUCTURAL TUBING SHALL BE 12" x 12" x 3/8" AS PER THIS PLAN.

ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH TEMPORARY SCUPPER. THIS PRICE SHALL INCLUDE THE COSTS OF ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO INSTALL AND REMOVE THE TEMPORARY SCUPPERS, INCLUDING REPAIR OF THE SCUPPER COATING, AND TO REPAIR THE BRIDGE DECK. PAYMENT WILL BE INCLUDED WITH ITEM 518, SCUPPER, MISC.: TEMPORARY SCUPPERS

**ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING**

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING STRUCTURES.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
  - A. IDENTIFICATION OF SEISMOGRAPH.
  - B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
  - C. START TIME AND DURATION OF PILE DRIVING.
  - D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

**ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING (CONTINUED)**

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

**ABBREVIATION LEGEND:**

ABUT. - ABUTMENT	MISC - MISCELLANEOUS
ADT - AVERAGE DAILY TRAFFIC	M.O.T. - MAINTENANCE OF TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC	N/A - NOT APPLICABLE
A.S. - APPROACH SLAB	NB - NORTHBOUND
Ⓟ - BASELINE	NF - NEAR FACE
BM - BENCH MARK	NO. - NUMBER
BOT. - BOTTOM	O/O - OUT TO OUT
BRG. - BEARING	O.C. - ON CENTER
BTA - BRIDGE TERMINAL ASSEMBLY	OD - OUTSIDE DIAMETER
C/C - CENTER TO CENTER	OH - OVERHEAD
CB - CATCH BASIN	PC - POINT OF CURVE
CIP - CAST IN PLACE	PT - POINT OF TANGENT
C.J. - CONSTRUCTION JOINT	PVMT - PAVEMENT JOINT FILLER
Ⓞ - CENTERLINE	PEJF - PREFORMED EXPANSION JOINT FILLER
CLR. - CLEARANCE	PGL - PROFILE GRADE LINE
CONST. - CONSTRUCTION	PROP. - PROPOSED
DELAM. - DELAMINATION	PT. - POINT
DIA. - DIAMETER	RA - REAR ABUTMENT
DIM. - DIMENSION	RD - ROAD
DND - DO NOT DISTURB	REF. - REFERENCE
EF - EACH FACE	REQ'D - REQUIRED
E/P - EDGE OF PAVEMENT	RT - RIGHT
E/S - EDGE OF SHOULDER	SB - SOUTHBOUND
EL. - ELEVATION	SER. - SERIES
EQ. - EQUAL	SHLD - SHOULDER
EST. - ESTIMATED	SPA. - SPACES
EX. - EXISTING	SRS - SOLUABLE REACTIVE SILICATE
EXP. - EXPANSION	ST - STREET
FA - FORWARD ABUTMENT	STA. - STATION
FOC - FIBER OPTIC CABLE	SCD - STANDARD CONSTRUCTION DRAWING
F/F - FACE TO FACE	STD - STANDARD
FF - FAR FACE	SUPER. - SUPERSTRUCTURE
FTG - FOOTING	TEMP. - TEMPORARY
FWD. - FORWARD	T/S - TOE OF SLOPE
GR - GUARDRAIL	T/T - TOE TO TOE
HMMW - HIGH MOLECULAR WEIGHT METHACRYLATE	TYP. - TYPICAL
INCR. - INCREMENT	UNO - UNLESS NOTED OTHERWISE
INT. - INTEGRAL	VC - VERTICAL CURVE
I.R. - INTERSTATE ROUTE	VERT - VERTICAL
LT - LEFT	W/ - WITH
MAX. - MAXIMUM	
MECH. CONN. - MECHANICAL CONNECTOR	
MIN. - MINIMUM	

**GENERAL NOTES**

BRIDGE NO. LAK-002-0105 L&R OVER WORDEN ROAD

**LAK-2-1.05 L&R**  
PID No. 13484

5 / 52

275  
322

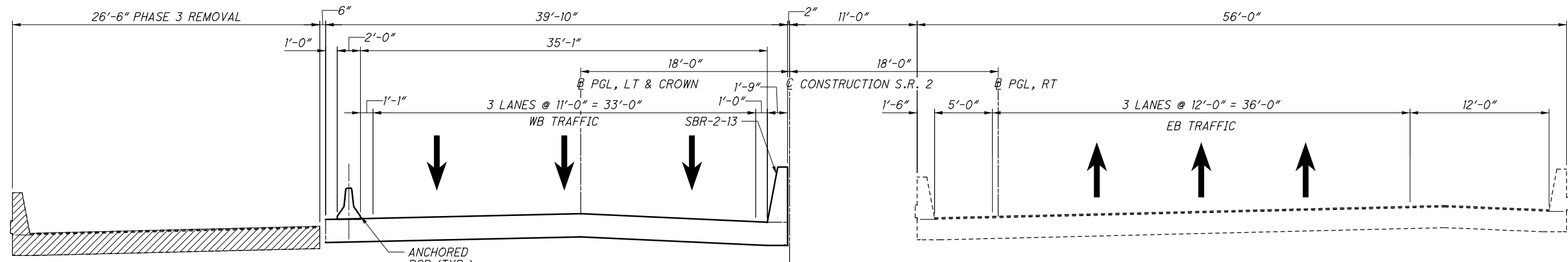
DESIGN AGENCY  
**ZLMN**  
2475 Sugar Grove Rd., SE  
Lancaster, Ohio 43150  
Phone (740) 667-5542  
www.zlmm.com

REVIEWED DATE 5/22/20  
MUR STRUCTURE FILE NUMBER 4300157/4300181

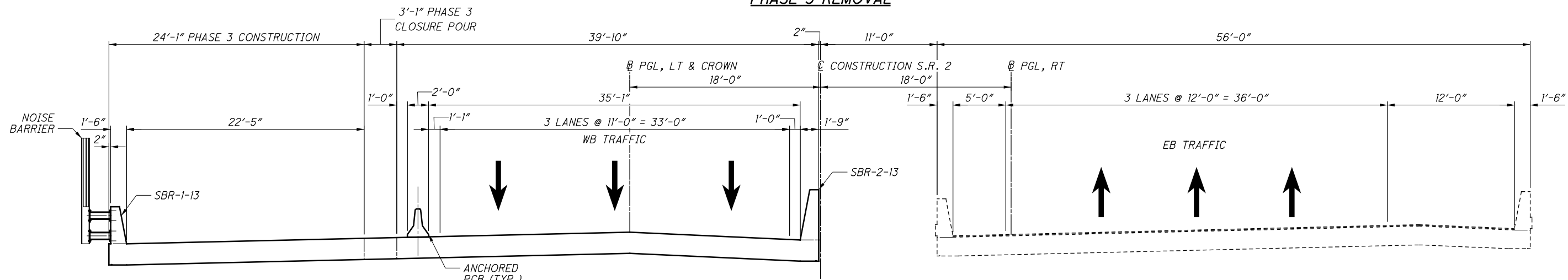
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MAK REVISED

DESIGNED MAK CHECKED  
MAK CHECKED JAH

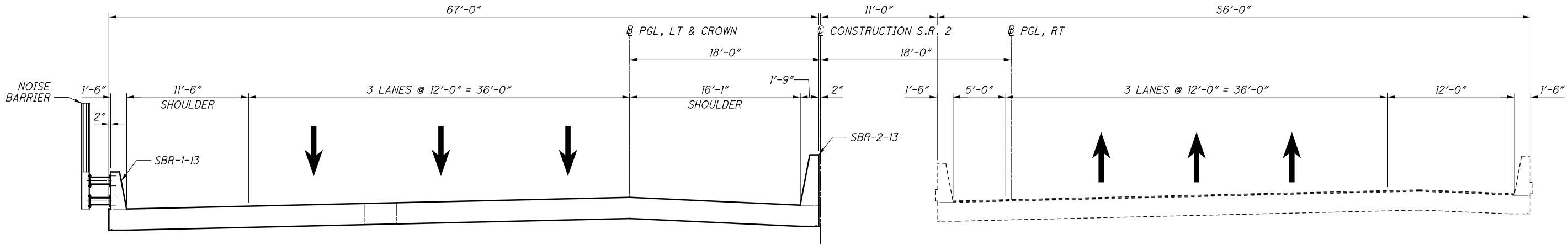
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**PHASE 3 REMOVAL**



**PHASE 3 CONSTRUCTION**



**WINTER SHUTDOWN #2**

**NOTES:**

1. ALL EXISTING DIMENSIONS ARE ±.
2. PROVIDE TEMPORARY SUPPORT FOR DETERIORATED SLAB AT ABUTMENT WHEN UNDER TRAFFIC LOADS. A TEMPORARY SUPPORT PLAN IS PROVIDED ON SHEET 12/52.
3. REFER TO MAINTENANCE OF TRAFFIC PLANS AND TO THE DETOUR MAP FOR ADDITIONAL DETAILS. ONE NORTHBOUND VEHICULAR LANE AND THE WESTERN PEDESTRIAN WALKWAY ALONG WORDEN ROAD SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

**SUGGESTED SEQUENCE OF CONSTRUCTION:**

- PHASE 3 - REMOVAL:**
1. INSTALL PCB AND SHIFT WB TRAFFIC RIGHT OF PCB ON WB BRIDGE. RESTORE EB BRIDGE TO NORMAL CONFIGURATION.
  2. REMOVE EXISTING DECK & PARAPETS AS SHOWN ON WB BRIDGE.
- PHASE 3 - CONSTRUCTION:**
1. CONSTRUCT THE DECK SLAB, NOISE BARRIER & PARAPETS AS SHOWN.
  2. CONSTRUCT CLOSURE POUR.
  3. FINISH BY WINTER 2022 AND RESTORE WB BRIDGE TO NORMAL TRAFFIC CONFIGURATION FOR WINTER.

**LEGEND:**

 - EXISTING PORTION TO BE REMOVED

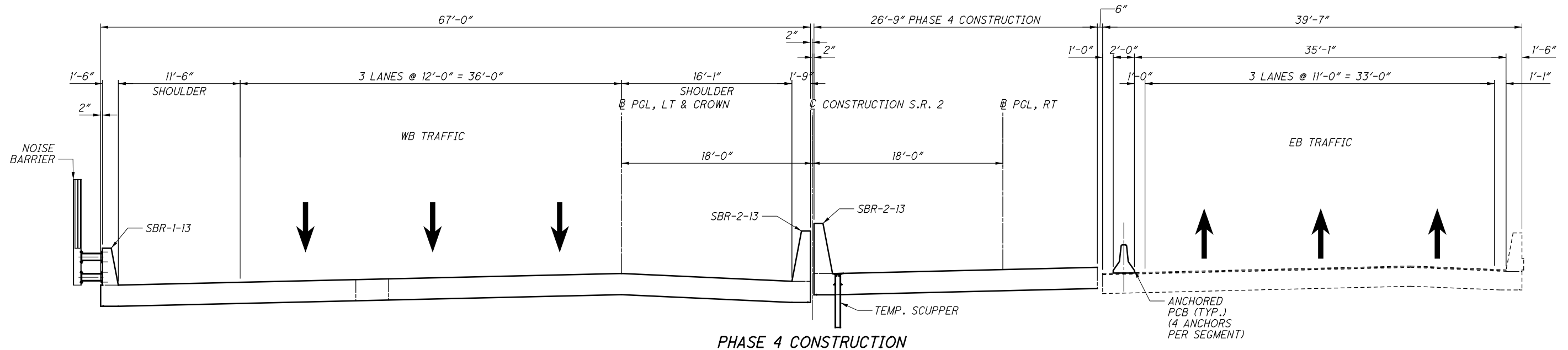
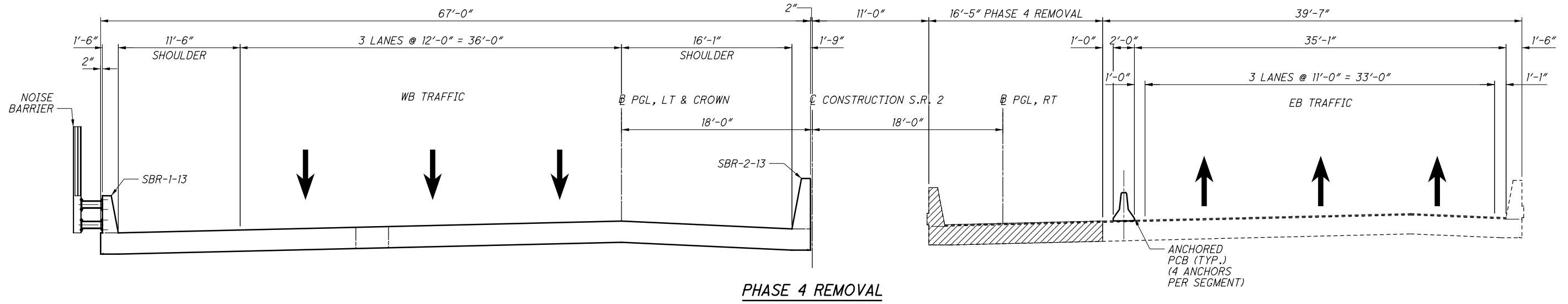
DESIGN AGENCY <b>ZLMN</b> 2475 Sugar Grove Rd., SE Lancaster, Ohio 43150	DATE 8/24/20	DESIGNED MAK	DRAWN MAK	REVIEWED MUR
STRUCTURE FILE NUMBER 4300157/4300181	STRUCTURE FILE NUMBER 4300157/4300181	CHECKED JAH	REVISIONS	
<b>PHASE 3 CONSTRUCTION DETAILS</b>				
BRIDGE NO. LAK-002-0105 L&R OVER WORDEN ROAD				
<b>LAK-2-1.05 L&amp;R</b> PID No. 13484				
9 / 52				
(279) 322				

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DESIGNED	MAK	CHECKED	JAH
DRAWN	MAK	REVISED	
REVIEWED	MJR	STRUCTURE FILE NUMBER	4300157/4300181
DATE	8/24/20		

**PHASE 4 CONSTRUCTION DETAILS**  
 BRIDGE NO. LAK-002-0105 L&R  
 OVER WORDEN ROAD

LAK-2-1.05 L&R	PID No. 13484
10/52	280 322

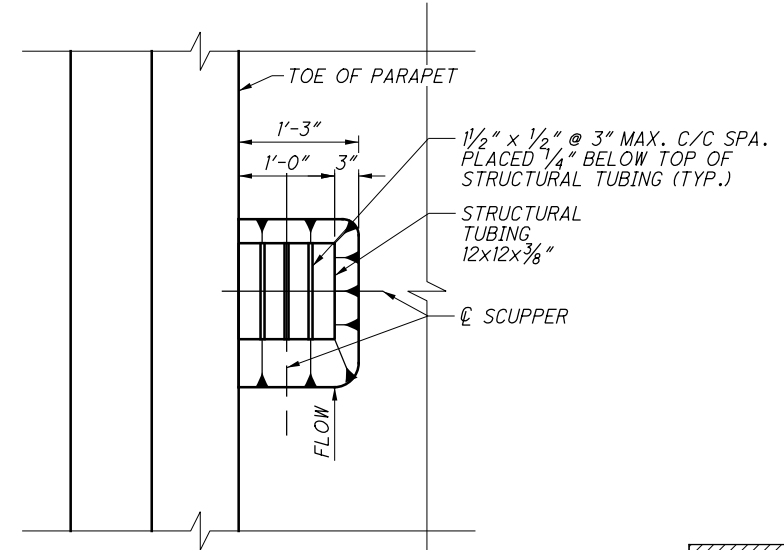


**NOTES:**

- ALL EXISTING DIMENSIONS ARE ±.
- PROVIDE TEMPORARY SUPPORT FOR DETERIORATED SLAB AT ABUTMENT UNDER TRAFFIC LOADS. A TEMPORARY SUPPORT PLAN IS PROVIDED ON SHEET 12/52.
- REFER TO MAINTENANCE OF TRAFFIC PLANS AND TO THE DETOUR MAP FOR ADDITIONAL DETAILS. ONE NORTHBOUND VEHICULAR LANE AND THE WESTERN PEDESTRIAN WALKWAY ALONG WORDEN ROAD SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- SCUPPERS ARE FOR USE DURING PHASE 4 CONSTRUCTION ONLY AND SHALL BE PLUGGED IN THE FINAL CONDITION. SCUPPERS ARE PAID FOR UNDER ITEM 518, SCUPPER MISC.: TEMPORARY SCUPPER. SEE SHEET 3/52, 32/52, & 33/52 FOR DECK PLAN LOCATION OF SCUPPERS.

**SUGGESTED SEQUENCE OF CONSTRUCTION:**

- PHASE 4 - REMOVAL:
- BEGIN CONSTRUCTION SEASON 2023.
  - INSTALL PCB AND SHIFT EB TRAFFIC RIGHT OF PCB ON EB BRIDGE.
  - REMOVE EXISTING DECK & PARAPETS AS SHOWN.
- PHASE 4 - CONSTRUCTION:
- CONSTRUCT THE DECK SLAB, TEMPORARY SCUPPER & PARAPETS AS SHOWN ON EB BRIDGE.



**LEGEND:**

- EXISTING PORTION TO BE REMOVED

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MARK	NUMBER			LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
	REAR	FORWARD	TOTAL				A	B	C	D	E	R
RAILINGS - LEFT BRIDGE												
R501			18	14'-8"	276	STR.						
R502			32	28'-8"	957	STR.						
R503			12	13'-8"	172	STR.						
R504			48	7'-2"	359	STR.						
R505			2	12'-8"	27	STR.						
R506			152	7'-4"	1163	23	0'-11"	3'-3"	3'-0"			0'-2 3/4"
R507			146	13'-2"	2005	35	0'-8 1/2"	1'-5"	1'-0"	4'-7"		0'-3"
R508			8	5'-8"	48	STR.						
R509			8	5'-8"	48	25	1'-10"	2'-5"	1'-5"	0'-1 1/2"	0'-5"	
R510			58	13'-1"	792	35	0'-7 1/2"	1'-5"	1'-0"	4'-7"		0'-3"
R511			8	6'-10"	58	STR.						
R512			16	10'-0"	167	STR.						
R513			2	4'-7"	10	STR.						
R514			1	4'-5"	5	STR.						
R515			1	4'-8"	5	STR.						
R516			16	14'-2"	237	STR.						
R517			8	14'-4"	120	STR.						
R518			8	14'-1"	118	STR.						
R519			10	24'-7"	257	STR.						
R520			5	24'-9"	130	STR.						
R521			5	24'-5"	128	STR.						
R522			20	1'-5"	30	STR.						
R601			5	14'-8"	111	STR.						
R602			2	13'-8"	42	STR.						
R603			12	7'-2"	130	STR.						
R604			1	12'-8"	20	STR.						
R605			140	3'-3"	684	37	1'-7 1/2"	0'-11"	1'-0"			
R606			140	2'-6"	526	1	1'-0"	1'-7 1/2"				
R607			12	3'-2"	58	37	1'-6 1/2"	0'-11"	1'-0"			
R608			12	2'-5"	44	1	1'-0"	1'-6 1/2"				
R609			16	4'-0"	97	1	1'-0"	3'-1 1/2"				
			4	4'-0"				3'-1 1/2"				
R610			SER. OF	TO	292	1	1'-0"	TO				0'-1"
			11	4'-10"				3'-11 1/2"				
R611			2	4'-7"	14	STR.						
R612			4	14'-2"	86	STR.						
R613			2	24'-7"	74	STR.						
R614			2	1'-5"	5	STR.						
GFRP			116	4'-6"		STR.						
SUBTOTAL RAILINGS - LEFT BRIDGE =					9295							
DECK - LEFT BRIDGE												
S401			210	3'-10"	538	2	1'-3"	1'-6"	1'-3"			
S501			280	24'-5"	7131	STR.						
S502			140	17'-11"	2617	STR.						
S503			131	20'-6"	2801	STR.						
S504			131	10'-0"	1367	STR.						
S505			131	13'-3"	1811	STR.						
S506			131	30'-0"	4099	STR.						
S510	140	140	280	7'-1"	2069	2	3'-1"	1'-2"	3'-1"			
S511	70	70	140	6'-1"	889	3	1'-8"	1'-1"				
S601			115	21'-5"	3700	STR.						
S602			115	10'-0"	1728	STR.						
S603			115	14'-2"	2448	STR.						
S604			115	30'-0"	5182	STR.						
S801			6	46'-0"	737	STR.						
S802	10	10	20	30'-0"	1602	STR.						
S803	10	10	20	12'-4"	659	STR.						
S804	10	10	20	27'-1"	1447	STR.						
S901			280	39'-7"	37684	STR.						
S902			232	44'-2"	34839	16	42'-11"					
S903			116	53'-10"	21232	STR.						
SUBTOTAL DECK - LEFT BRIDGE =					134580							
TOTAL CARRIED TO SHEET 51/52 =					143875							

**NOTES:**

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER FOR EXAMPLE, W501 IS A NO. 5 BAR AND 01 INDICATES BAR SEQUENCE NUMBER. BAR DIMENSIONS SHOWN ARE OUT UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 5/52.
4. FOR BEND DIAGRAMS, SEE SHEET 49/52.

**LEGEND:**

\* W/ MECH. CONN.

MARK	NUMBER			LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
	REAR	FORWARD	TOTAL				A	B	C	D	E	R
RAILINGS - RIGHT BRIDGE												
R501			16	14'-8"	245	STR.						
R502			32	28'-8"	957	STR.						
R503			16	13'-8"	229	STR.						
R504			48	7'-2"	359	STR.						
R506			152	7'-4"	1163	23	0'-11"	3'-3"	3'-0"			0'-2 3/4"
R507			146	13'-2"	2005	35	0'-8 1/2"	1'-5"	1'-0"	4'-7"		0'-3"
R508			8	5'-8"	48	STR.						
R509			8	5'-8"	48	25	1'-10"	2'-5"	1'-5"	0'-1 1/2"	0'-5"	
R510			58	13'-1"	792	35	0'-7 1/2"	1'-5"	1'-0"	4'-7"		0'-3"
R511			8	6'-10"	58	STR.						
R512			16	10'-0"	167	STR.						
R513			2	4'-7"	10	STR.						
R514			1	4'-5"	5	STR.						
R515			1	4'-8"	5	STR.						
R516			16	14'-2"	237	STR.						
R517			8	14'-4"	120	STR.						
R518			8	14'-1"	118	STR.						
R519			10	24'-7"	257	STR.						
R520			5	24'-9"	130	STR.						
R521			5	24'-5"	128	STR.						
R522			20	1'-5"	30	STR.						
R601			4	14'-8"	89	STR.						
R602			4	13'-8"	83	STR.						
R603			12	7'-2"	130	STR.						
R605			140	3'-3"	684	37	1'-7 1/2"	0'-11"	1'-0"			
R606			140	2'-6"	526	1	1'-0"	1'-7 1/2"				
R607			12	3'-2"	58	37	1'-6 1/2"	0'-11"	1'-0"			
R608			12	2'-5"	44	1	1'-0"	1'-6 1/2"				
R609			16	4'-0"	97	1	1'-0"	3'-1 1/2"				
			4	4'-0"				3'-1 1/2"				
R610			SER. OF	TO	292	1	1'-0"	TO				0'-1"
			11	4'-10"				3'-11 1/2"				
R611			2	4'-7"	14	STR.						
R612			4	14'-2"	86	STR.						
R613			2	24'-7"	74	STR.						
R614			2	1'-5"	5	STR.						
GFRP			116	4'-6"		STR.						
SUBTOTAL RAILINGS - RIGHT BRIDGE =					9293							
DECK - RIGHT BRIDGE												
S401			210	3'-10"	538	2	1'-3"	1'-6"	1'-3"			
S402			32	3'-0"	65	STR.						
S501			280	24'-5"	7131	STR.						
S502			140	17'-11"	2617	STR.						
S507			131	26'-7"	3633	STR.						
S508			131	13'-8"	1868	STR.						
S509			131	30'-0"	4099	STR.						
S510	140	140	280	7'-1"	2069	2	3'-1"	1'-2"	3'-1"			
S511	70	70	140	6'-1"	889	3	1'-8"	1'-1"				
S605			115	26'-7"	4592	STR.						
S606			115	14'-6"	2505	STR.						
S607			115	30'-0"	5182	STR.						
S801			6	46'-0"	737	STR.						
S802	10	10	20	30'-0"	1602	STR.						
S805	10	10	20	12'-9"	681	STR.						
S806	10	10	20	26'-8"	1424	STR.						
S901			280	39'-7"	37684	STR.						
S902			232	44'-2"	34839	16	42'-11"					
S903			116	53'-10"	21232	STR.						
SUBTOTAL DECK - RIGHT BRIDGE =					133387							
TOTAL CARRIED TO SHEET 51/52 =					142680							

**REINFORCING STEEL LIST**

BRIDGE NO. LAK-002-0105 L&R  
OVER WORDEN ROAD

LAK-2-1.05 L&R  
PID No. 13484