LEGEND:

DETOUR ROUTE

TYPE 3 BARRICADE

DESIGNATED DETOUR

TYPE 3 BARRICADE

PROJECT

10 — 12'-0" — W12-2-36

1 — ROAD CLOSED LOCAL TRAFFIC ONLY — R11-3-66

2 — DETOUR — M4-10R-48 — WORDEN RD. — D1-1c-48

3 — DETOUR — M4-10L-48 — WORDEN RD. — D1-1c-48

4 — END DETOUR — M4-8A-24

5 — DETOUR — M4-8-24 — WORDEN RD. — D1-1c-48 — M6-3-30

6 — ROAD CLOSED — R11-2-48

7 — DETOUR AHEAD — W20-2-36

8 — DETOUR — M4-8-24 — WORDEN RD. — D1-1c-48 — M5-1-30

9 — DETOUR — M4-8-24 — WORDEN RD. — D1-1c-48 — M5-1-30

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: 0, 250, 500, 1000

CALCULATED JJR · CHECKED ALL

DETOUR MAP
SOUTHBOUND · WORDEN RD.

LAK-2-1.05 L&R

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S:\LAK\13484_LAK-002-01.05\Design\MOT\Sheets\13484_MD002.dgn Sheet | 12/30/2020 9:50:18 AM Josh_Rognon

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
14	110	111	112	113	204	230							01/BRO/BR						
																		ROADWAY	
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

CALCULATED XXX
CHECKED XXX

GENERAL SUMMARY

LAK-2-1.05 L&R

SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE
14	15	16	110	112	113	114	229		232	233		01/BRO/BR		EXT	TOTAL			SHEET NO.
																	EROSION CONTROL	
										50		50	601	21060	50	SY	TIED CONCRETE BLOCK MAT, TYPE 2	
2												2	659	00100	2	EACH	SOIL ANALYSIS TEST	
734						180						914	659	00300	914	CY	TOPSOIL	
6,611												6,611	659	00510	6,611	SY	SEEDING AND MULCHING, CLASS 2	
331												331	659	14000	331	SY	REPAIR SEEDING AND MULCHING	
331												331	659	15000	331	SY	INTER-SEEDING	
0.92												0.92	659	20000	0.92	TON	COMMERCIAL FERTILIZER	
1.37												1.37	659	31000	1.37	ACRE	LIME	
37												37	659	35000	37	MGAL	WATER	
										668		668	670	00700	668	SY	DITCH EROSION PROTECTION	
						LS						LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
						LS						LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
						LS						LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
						30,000						30,000	832	30000	30,000	EACH	EROSION CONTROL	
																	DRAINAGE	
							0.31					0.31	602	20000	0.31	CY	CONCRETE MASONRY	
									8,458			8,458	605	14000	8,458	FT	6" BASE PIPE UNDERDRAINS	
									336			336	611	00510	336	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
	250											250	611	00511	250	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS, AS PER PLAN	15
							389					389	611	05900	389	FT	15" CONDUIT, TYPE B	
							80					80	611	05900	80	FT	15" CONDUIT, TYPE B, 706.02	
							17					17	611	07400	17	FT	18" CONDUIT, TYPE B, 706.02	
							28					28	611	07600	28	FT	18" CONDUIT, TYPE C, 706.02	
							16					16	611	10400	16	FT	24" CONDUIT, TYPE B, 706.02	
							30					30	611	13400	30	FT	30" CONDUIT, TYPE B, 706.02	
							15					15	611	99101	15	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN	21
							3					3	611	99575	3	EACH	MANHOLE, NO. 3, AS PER PLAN	21
																	PAVEMENT	
		2,030	292									2,322	252	01500	2,322	FT	FULL DEPTH PAVEMENT SAWING	
			63,194									63,194	254	01000	63,194	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	
			6,269									6,269	254	01000	6,269	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (2.5")	
			6,607									6,607	254	01001	6,607	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, (3.25")	14
			5,019									5,019	301	46000	5,019	CY	ASPHALT CONCRETE BASE, PG64-22	
			3,371									3,371	304	20000	3,371	CY	AGGREGATE BASE	
			9,370									9,370	407	20000	9,370	GAL	NON-TRACKING TACK COAT	
			276									276	441	50000	276	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
			322									322	441	50300	322	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
					127							127	441	50701	127	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (UNDER GUARDRAIL), AS PER PLAN	15
			1,384									1,384	442	10100	1,384	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
			3,707									3,707	442	10300	3,707	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
							150					150	452	19001	150	SY	VARIABLE THICKNESS NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	21
			610	57								667	613	41200	667	CY	LOW STRENGTH MORTAR BACKFILL	

CALCULATED XXX
CHECKED XXX

GENERAL SUMMARY

LAK-2-1.05 L&R

STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	AREA BY COMPUTER	442 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	442 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	442 VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	301 9" ASPHALT CONCRETE BASE, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT @ 0.055 GAL./S.Y.	407 NON-TRACKING TACK COAT @ 0.085 GAL./S.Y.	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE (2.5")	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	441 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	252 FULL DEPTH PAVEMENT SAWING	202 PAVEMENT REMOVED		204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL TYPE C	204 GEOTEXTILE FABRIC
		FT.	FT.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	GAL.	GAL.	SQ. YD.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	FT.	SQ. YD.		CU.YD.	CU.YD.	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		662.27	662.27	1986.80
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				
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											
SUB-TOTALS (CARRIED TO SHEET 110)						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
CHECKED ALL

PAVEMENT CALCULATIONS

LAK-2-1.05 L&R

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S:\LAK\3484_LAK-002-01.05\Design\Roadway\Sheets\3484_GC001.dgn Sheet1 1/4/2021 9:46:31 AM Josh_Rognon

STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	AREA BY COMPUTER	442 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	442 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	442 VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	301 9" ASPHALT CONCRETE BASE, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT @ 0.055 GAL./S.Y.	407 NON-TRACKING TACK COAT @ 0.085 GAL./S.Y.	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE (2.5")	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	441 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	252 FULL DEPTH PAVEMENT SAWING	202 PAVEMENT REMOVED		204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL TYPE C	204 GEOTEXTILE FABRIC
		FT.	FT.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	GAL.	GAL.	SQ. YD.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	FT.	SQ. YD.		CU.YD.	CU.YD.	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											
SUB-TOTALS (CARRIED SHEET 110)						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

CALCULATED JJR
CHECKED ALL

PAVEMENT CALCULATIONS

LAK-2-1.05 L&R

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STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	AREA BY COMPUTER	442 1.50" ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	442 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	442 VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)	301 9" ASPHALT CONCRETE BASE, PG64-22	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT @ 0.055 GAL./S.Y.	407 NON-TRACKING TACK COAT @ 0.085 GAL./S.Y.	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE (2.5")		441 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	252 FULL DEPTH PAVEMENT SAWING	202 PAVEMENT REMOVED		204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL TYPE C	204 GEOTEXTILE FABRIC
		FT.	FT.	SQ. YD.	SQ. YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.	GAL.	GAL.	SQ. YD.	SQ. YD.		CU.YD.	CU.YD.	FT.	SQ. YD.		CU.YD.	CU.YD.	SQ. YD.
MEDIAN																							
130+76.71 - 132+44.7±	℄	167.99	23.09	430.99					107.75	71.83	47.41		430.99			17.96	20.95						
		167.99	3.00	56.00															56.00				
132+44.7± - 135+27.79	℄	283.09	19.00	597.63					149.40	99.61	65.74		597.63			24.90	29.05						
		283.09	3.00	94.36															94.36				
135+27.79 - 148+00.00	℄	1272.21	19.00	2685.78					671.45	447.63	295.44		2685.78			111.91	130.56						
		1272.21	3.00	424.07															424.07				
148+00.00 - 150+00.00	℄	200.00	19.00	422.22			20.52		105.56	70.37	46.44		422.22										
		200.00	3.00	66.67															66.67				
		200.00	16.19	359.78		14.99																	
150+00.00 - 155+08.53	℄	508.53	16.00	904.05			43.95		226.01	150.67	99.44		904.05										
		508.53	13.19	745.28		31.05																	
155+08.53 - 155+16.59	℄	8.06	16.00	14.33			0.70		3.59	2.39	1.58		14.33										
		8.06	12.68	11.36		0.47																	
150+00.00 - 155+16.59	℄	516.59	VAR.		1060														1060				
156+99.36 - 157+05.11	℄	5.75	16.00	10.22			0.50		2.56	1.70	1.12		10.22										
		5.75	12.68	8.10		0.34																	
157+05.11 - 162+00.00	℄	494.89	16.00	879.80			42.77		219.95	146.63	96.78		879.80								293.27	293.27	879.80
		494.89	13.19	725.29		30.22																	
156+99.36 - 162+00.00		500.64	VAR.		1026														1026				
162+00.00 - 165+00.00	℄	300.00	19.00	633.33			30.79		158.33	105.56	69.67		633.33										
		300.00	3.00	100.00															100.00				
		300.00	16.19	539.67		22.49																	
165+00.00 - 176+00.00	℄	1100.00	19.00	2322.22					580.56	387.04	255.44		2322.22			96.76	112.84						
			3.00	366.67															366.67				
176+00.00 - 178+70.00	℄	270.00	19.00	570.00					142.50	95.00	62.70		570.00			23.75	27.71						
			3.00	90.00															90.00				
SUB-TOTALS (CARRIED TO SHEET 110)						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 JJR
CHECKED ALL

PAVEMENT CALCULATIONS

LAF-2-1.05 L&R

STATION TO STATION	SIDE	LENGTH L	AVERAGE WIDTH W	SURFACE AREA A A=LxW	AREA BY COMPUTER	442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (447)	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM TYPE A (446)		301 ASPHALT CONCRETE BASE, PG64-22	304 AGGREGATE BASE	407 NON-TRACKING TACK COAT	254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (3.25")	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE (2.5")	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	613 LOW STRENGTH MORTAR BACKFILL (18" DEEP)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	252 FULL DEPTH PAVEMENT SAWING	202 PAVEMENT REMOVED	204 EXCAVATION OF SUBGRADE	204 GRANULAR MATERIAL TYPE C	204 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							
TOTALS (CARRIED TO GENERAL SUMMARY)						3,707	1,384		5,019	3,371	9,370	6,607	20,301	6,269	63,194	610	276	322	292	13,775.74	2,056	2,056	6,168

PAVEMENT CALCULATIONS

CALCULATED JJR
CHECKED ALL

LAK-2-1.05 L&R

STATION TO STATION	SIDE				622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	622 BARRIER TRANSITION	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN A	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN B	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN C	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN D	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN E										
					FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH										
130+79.6 - 134+00.00	℄				277	1	1															
(DEDUCT 24' FOR LIGHT POLE FOUNDATIONS)																						
134+00.00 - 139+00.00	℄				434	1					1											
(DEDUCT 20' FOR CATCH BASINS)																						
(DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)																						
139+00.00 - 144+00.00	℄				242	7				1		2										
(DEDUCT 100' FOR CATCH BASINS)																						
(DEDUCT 8' FOR LIGHT POLE FOUNDATIONS)																						
144+00.00 - 149+00.00	℄				418	2																
(DEDUCT 20' FOR CATCH BASINS)																						
(DEDUCT 32' FOR LIGHT POLE FOUNDATIONS)																						
149+00.00 - 154+00.00	℄				476																	
(DEDUCT 24' FOR LIGHT POLE FOUNDATIONS)																						
154+00.00 - 155+16.98	℄				93.4	1		1														
156+99.36 - 159+00.00	℄				176				1													
(DEDUCT 8' FOR LIGHT POLE FOUNDATIONS)																						
159+00.00 - 164+00.00	℄				449	1				1												
(DEDUCT 20' FOR CATCH BASINS)																						
(DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)																						
164+00.00 - 169+00.00	℄				220	6					1	1										
(DEDUCT 80' FOR CATCH BASINS)																						
169+00.00 - 174+00.00	℄				399	2				1												
(DEDUCT 40' FOR CATCH BASINS)																						
(DEDUCT 16' FOR LIGHT POLE FOUNDATIONS)																						
174+00.00 - 178+70.00	℄				403	1	1															
(DEDUCT 32' FOR LIGHT POLE FOUNDATIONS)																						
TOTALS (CARRIED TO GENERAL SUMMARY)					**3,587**	**22**	**2**	**1**	**1**	**3**	**2**	**3**										

CALCULATED JJR
CHECKED ALL

PAVEMENT CALCULATIONS

LAK-2-1.05 L&R

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

DESIGN AGENCY
2LMN
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2475 Sugar Grove Rd., SE
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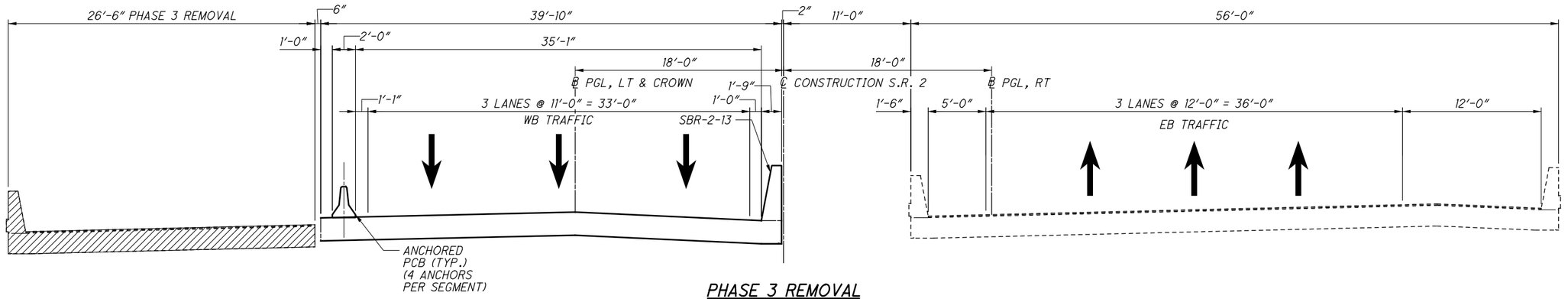
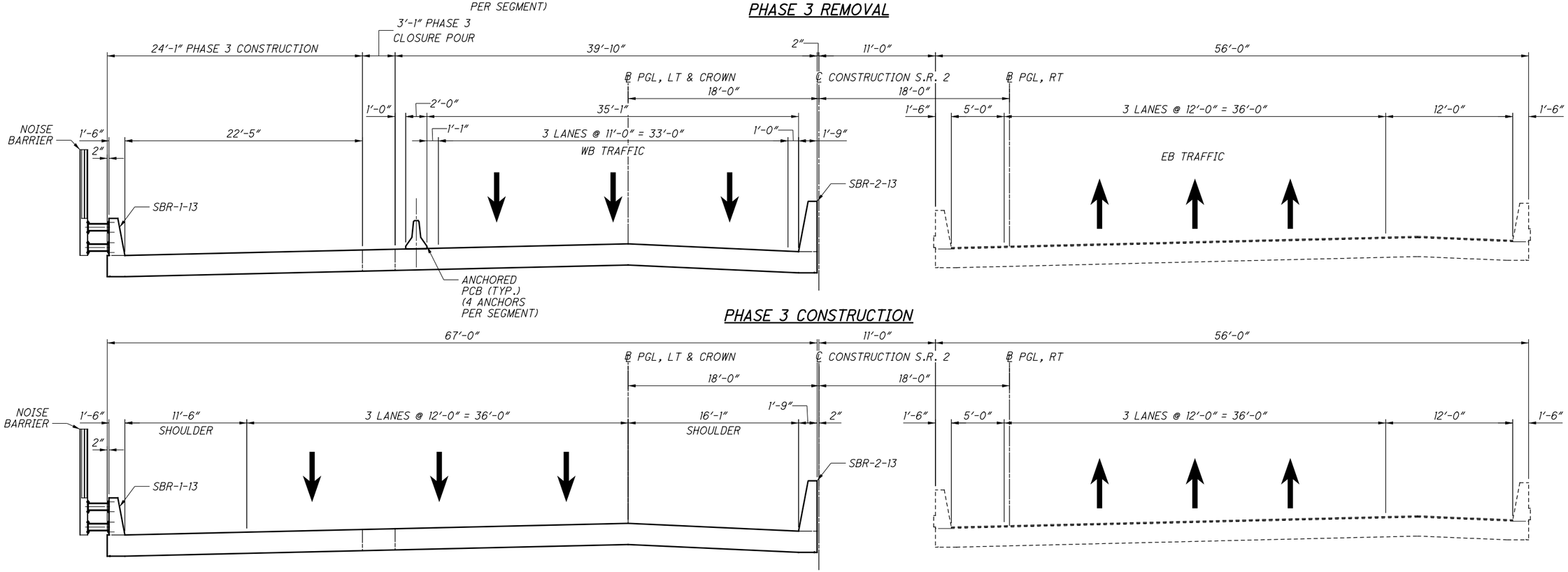
DESIGNED	DRAWN	REVIEWED	DATE
MAK	MAK	MJR	5/22/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JAH		4300157/4300181	

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

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



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

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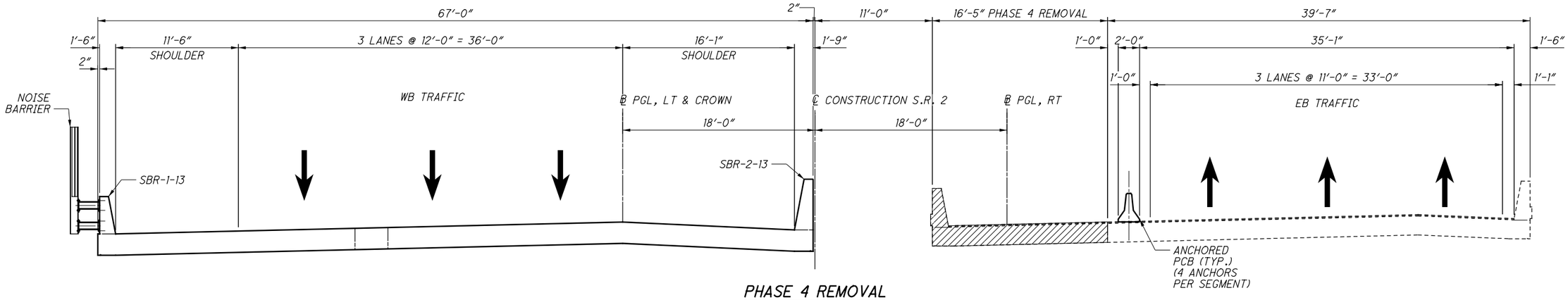
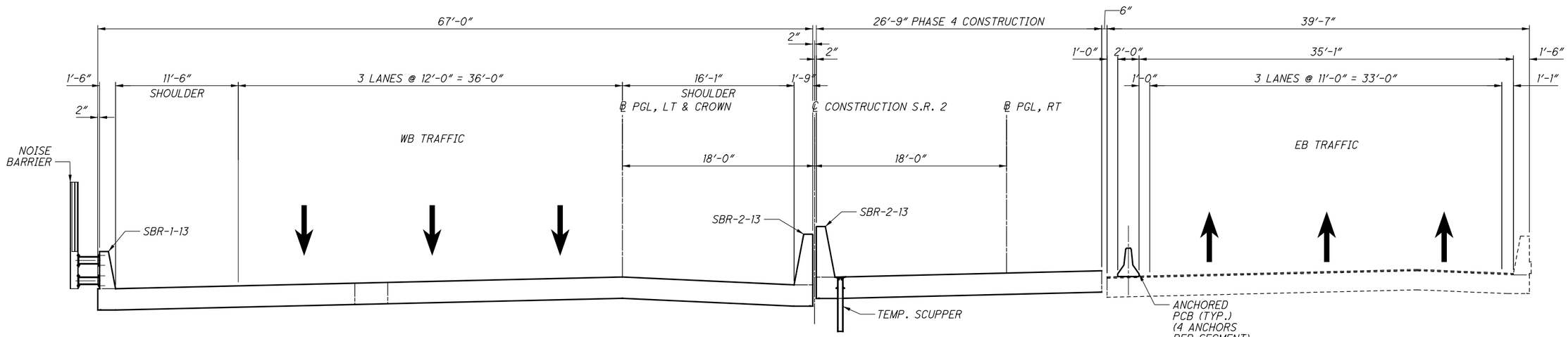
DESIGNED	DRAWN	REVIEWED	DATE
MAK	MAK	MJR	8/24/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JAH		4300157/4300181	

PHASE 3 CONSTRUCTION DETAILS
BRIDGE NO. LAK-002-0105 L&R
OVER WORDEN ROAD

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



PHASE 4 REMOVAL



PHASE 4 CONSTRUCTION

NOTES:

1. ALL EXISTING DIMENSIONS ARE ±.
2. PROVIDE TEMPORARY SUPPORT FOR DETERIORATED SLAB AT ABUTMENT 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.
4. 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.

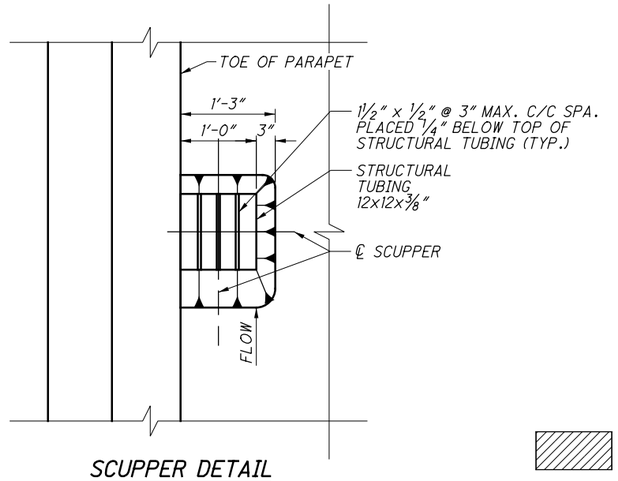
SUGGESTED SEQUENCE OF CONSTRUCTION:

PHASE 4 - REMOVAL:

1. BEGIN CONSTRUCTION SEASON 2023.
2. INSTALL PCB AND SHIFT EB TRAFFIC RIGHT OF PCB ON EB BRIDGE.
3. REMOVE EXISTING DECK & PARAPETS AS SHOWN.

PHASE 4 - CONSTRUCTION:

1. CONSTRUCT THE DECK SLAB, TEMPORARY SCUPPER & PARAPETS AS SHOWN ON EB BRIDGE.



SCUPPER DETAIL

LEGEND:

- EXISTING PORTION TO BE REMOVED

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

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

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

MARK	NUMBER REAR	NUMBER FORWARD	NUMBER TOTAL	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
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								

MARK	NUMBER REAR	NUMBER FORWARD	NUMBER TOTAL	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
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								

LEGEND:

* W/ MECH. CONN.

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.
5. R505, R604, S503, S504, S505, S506, S601, S602, S603, S604, S803, AND S804 NOT USED IN THE RIGHT BRIDGE.
6. S402, S507, S508, S509, S605, S606, S607, S805 AND S806 NOT USED IN THE LEFT BRIDGE.

DESIGN AGENCY
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DESIGNED HHH | DRAWN HHH | CHECKED JAH | REVIEWED MUR | DATE 8/24/20 | REVISED | STRUCTURE FILE NUMBER 4300157/4300181

REINFORCING STEEL LIST

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

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