GENERAL TRAFFIC CONTROL NOTES

1. ALL WORK SHALL BE PERFORMED IN A MANNER THAT WILL MINIMIZE THE POTENTIAL OBSTRUCTION TO TRAFFIC CAUSED BY SAFETY TRAFFIC CONTROL DEVICES. WORK ENCLOSED BY TRAFFIC CONTROL DEVICES SHALL BE INCLUDE IN THE CONTRACT PRICE. ANY ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO FACILITATE WORK PERFORMANCE OR TO PROTECT WORKERS OR THE PUBLIC, INCLUDING, BUT NOT LIMITED TO, ADDITIONAL WORKERS OR SPOTTERS, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO FACILITATE WORK PERFORMANCE OR TO PROTECT WORKERS OR THE PUBLIC, INCLUDING, BUT NOT LIMITED TO, ADDITIONAL WORKERS OR SPOTTERS, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR Coordinating his WORK WITH OTHER CONTRACTORS IN THE AREA.

3. THE CONTRACTOR WILL BE RESPONSIBLE FOR NOTIFYING THE LOCAL INDOOR PROJECT MANAGER AND THE SEVERAL PUBLIC INFORMATION CENTER OF ALL ROAD AND LANE CLOSURES OR RELOCATIONS OF TRAFFIC CONTROL DEVICES NECESSARY TO PROVIDE SAFETY TO THE PUBLIC. THE CONTRACTOR SHALL INCLUDE THE ABOVE NOTICING REQUIREMENTS IN HIS ALTERNATIVE SPECIFICATIONS.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESTRUCTION OF UNIVERSITY WORK AREA TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION FOR DURATION OF USE.


6. REPAIR OR REPLACEMENT OF WARNING SIGNS SHOULDS BE SHORTLY AFTER WORK OCCURS ON THE PROJECT. SEE THE SPECIFICATIONS FOR MORE INFORMATION ON THE INSTALLATION OF TEMPORARY WARNING SIGNS.

7. TEMPORARY WARNING SIGNS SHALL BE USE AS DIRECTED BY THE INDOOR PROJECT MANAGER AND MAINTAINED IN GOOD CONDITION UNTIL THE WORK IS COMPLETED. ANY ABANDONED OR REMOVED TRAFFIC CONTROL DEVICES SHALL BE COLOGVATED AT THE END OF THE WORK PERIOD.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESTRUCTION OF UNIVERSITY WORK AREA TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION FOR DURATION OF USE.


7. TEMPORARY WARNING SIGNS SHALL BE SHORTLY AFTER WORK OCCURS ON THE PROJECT. SEE THE SPECIFICATIONS FOR MORE INFORMATION ON THE INSTALLATION OF TEMPORARY WARNING SIGNS.

8. TEMPORARY WARNING SIGNS SHALL BE USE AS DIRECTED BY THE INDOOR PROJECT MANAGER AND MAINTAINED IN GOOD CONDITION UNTIL THE WORK IS COMPLETED. ANY ABANDONED OR REMOVED TRAFFIC CONTROL DEVICES SHALL BE COLOGVATED AT THE END OF THE WORK PERIOD.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESTRUCTION OF UNIVERSITY WORK AREA TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION FOR DURATION OF USE.


11. TEMPORARY WARNING SIGNS SHALL BE SHORTLY AFTER WORK OCCURS ON THE PROJECT. SEE THE SPECIFICATIONS FOR MORE INFORMATION ON THE INSTALLATION OF TEMPORARY WARNING SIGNS.

12. TEMPORARY WARNING SIGNS SHALL BE USE AS DIRECTED BY THE INDOOR PROJECT MANAGER AND MAINTAINED IN GOOD CONDITION UNTIL THE WORK IS COMPLETED. ANY ABANDONED OR REMOVED TRAFFIC CONTROL DEVICES SHALL BE COLOGVATED AT THE END OF THE WORK PERIOD.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESTRUCTION OF UNIVERSITY WORK AREA TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES OR UV OR REFLECTIVE CONSTRUCTION DAYTIME TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED IN GOOD CONDITION FOR DURATION OF USE.


15. TEMPORARY WARNING SIGNS SHALL BE SHORTLY AFTER WORK OCCURS ON THE PROJECT. SEE THE SPECIFICATIONS FOR MORE INFORMATION ON THE INSTALLATION OF TEMPORARY WARNING SIGNS.

16. TEMPORARY WARNING SIGNS SHALL BE USE AS DIRECTED BY THE INDOOR PROJECT MANAGER AND MAINTAINED IN GOOD CONDITION UNTIL THE WORK IS COMPLETED. ANY ABANDONED OR REMOVED TRAFFIC CONTROL DEVICES SHALL BE COLOGVATED AT THE END OF THE WORK PERIOD.
MOT CONSTRUCTION SEQUENCE LEGEND

- 4 INCH WHITE TEMPORARY PAVEMENT MARKINGS
- 4 INCH YELLOW TEMPORARY PAVEMENT MARKINGS
- 12 INCH WHITE TEMPORARY PAVEMENT MARKINGS
- 16 INCH WHITE TEMPORARY PAVEMENT MARKINGS
- 4 INCH WHITE TEMPORARY PAVEMENT MARKING TAPE
- 4 INCH YELLOW TEMPORARY PAVEMENT MARKING TAPE
- SIGN
- BAND FILLED PLASTIC BARRELS
- FLOW ARROW
- TYPE 3 BARRICADE
- TYPE 8 RED FLASHING LIGHT
- ARROW PANEL

NOTE: IN AND 16 IN TEMPORARY MARKINGS ARE PAIRED AS 4 IN TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
SEQUENCE OF CONSTRUCTION

1. INSTALL TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC ON RAMP E TO BE IN THE TYPICAL CONSTRUCTION LANE.
2. INSTALL PORTABLE CONCRETE SAFETY BARRIER.
3. RECONSTRUCT RIGHT SIDE OF RAMP E AS SHOWN.

NOTE: 12 IN AND 16 IN TEMPORARY MARKINGS ARE PAID AS 4 IN TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
CONSTRUCTION PHASING, MOT AND EROSION CONTROL
PHASE 1 TCP-03

REHABILITATION OF BRIDGE
NOS. A 1 715, 1 715A, 1 715D
ON SR 273 OVER I-95

SEQUENCE OF CONSTRUCTION

1. PLACE ADVANCE WARNING SIGNS AS SHOWN.
2. PLACE HORIZONTAL SURFACE MARKINGS TO INDICATE APPROACH TO WORK ZONE IN ACCORDANCE WITH 230-2 OF THE MISSISSIPPI MANUAL OF TRAFFIC CONTROL.
3. PLACE PORTABLE CONCRETE SAFETY BARRIERS.
4. PLACE BAND FILLED PLASTIC BARRELS USUALLY AROUND CURB EDGE.
5. PLACE FLOW ARROW PANELS OR TYPE B RED FLASHING LIGHTS.

NOTE: U IN AND 16 IN TEMPORARY MARKINGS ARE PAID AS 8 IN TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
CONSTRUCTION PHASING, MOT AND EROSION CONTROL
PHASE 2 TCP-05

THE PAYMENT RECONSTRUCTION FROM STATION 2 TO STATION 6850
SHALL BE COMPLETED IN THE END OF PHASE 2 TO MAXIMIZE THE
TIME AVAILABLE TO COMPLETE THE REMAINING WORK IN PHASE 3.
THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER IN EXECUTING THIS WORK.

SEQUENCE OF CONSTRUCTION
1. PLACE ADVISORY SIGNS AT HVM
2. INSTALL TRAFFIC CONTROL DEVICES AND DIVERT TRAFFIC ON RAMP E
3. CONTINUE RECONSTRUCTION OF RAMP E FROM STATION 2 TO STATION 6850
CONSTRUCTION PHASING, MOT AND EROSION CONTROL
PHASE 2 - TCP-06

REHABILITATION OF BRIDGE
NOS. A 1 715, 1 715A, 1 715D
ON SR 273 OVER I-95

NOTE: MATCHLINE AND CENTERLINE ARE BASED ON DRAWING WHEREAS PROJECT CONTRACTOR VARY BY CIVIL, ELECTRICAL, AND MECHANICAL TRADES.

SECTION A - A'
SR 273 - PHASE 2A
NOT TO SCALE

SECTION A - A'
SR 273 - PHASE 2B
NOT TO SCALE

SECTION B - B'
RAMP F
NOT TO SCALE

SEQUENCE OF CONSTRUCTION
1. INSTALL SECTIONS AND STRIPING ON RAMPS A AND B AS SHOWN.
2. BULK TRENCH DRAINAGE BARRIERS IN 48 AND 70 FT. AS SHOWN ACCORDING TO SPECIFICATION 100-786-3. PERMANENT TRENCH DRAINAGE SECTIONS AND MAINTENANCE REQUIREMENTS.
3. INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN.
4. CONTINUE RECONSTRUCTION OF RAMPS E, D AND C AS SHOWN.
5. CONTINUE BRIDGE RECONSTRUCTION WORK ON WEST HALF OF BRIDGE 774A AND 774B.
6. INSTALL ALL MEASURES PER SPECIFICATION 100-786-3 AND PERMA-NET BARRIERS.
7. REMOVE AND REPLACE APPROACH JUMPS AND APPOINTMENT LANE CONCRETE OVERHEAD.
8. PHASE VI - SHERWOOD ROAD - MOW CONSTRUCTION
   a. INSTALL DRAINAGE AND SEDIMENT CONTROL MEASURES AS SHOWN.
   b. INSTALL TEMPORARY PAVEMENT MARKINGS AND STRIPES FOR DETOUR.
   c. INCREASE RAMPS E AND D TO COMPLETE PEAK TRAFFIC.
   d. INSTALL PEAK TRAFFIC SHORTENING ON SR 273 WITHIN THE LIMITS OF SECTION B, TO ACCOMMODATE PEAK TRAFFIC SHORTENING AND SHORTENING ON SR 273.
   e. INSTALL PEAK TRAFFIC SHORTENING ON SR 273 AND SHORTENING ON SR 273 TO ALLOW TWO LANE OPERATION ON SR 273.
   f. INSTALL CABLE GUARD RAILS ON RAMPS E AND D ON 774A AND 774B.
   g. INSTALL IMPORTED EQUIPMENT AS SHOWN.
   h. INSTALL DRAINAGE SYSTEMS.
   i. INSTALL PIPE DRAINAGE SYSTEMS.
   j. INSTALL DRAINAGE SYSTEMS.
   k. INSTALL DRAINAGE SYSTEMS.
   l. INSTALL DRAINAGE SYSTEMS.
   m. INSTALL DRAINAGE SYSTEMS.
   n. INSTALL DRAINAGE SYSTEMS.
   o. INSTALL DRAINAGE SYSTEMS.
   p. INSTALL DRAINAGE SYSTEMS.
   q. INSTALL DRAINAGE SYSTEMS.
   r. INSTALL DRAINAGE SYSTEMS.
   s. INSTALL DRAINAGE SYSTEMS.
   t. INSTALL DRAINAGE SYSTEMS.
   u. INSTALL DRAINAGE SYSTEMS.
   v. INSTALL DRAINAGE SYSTEMS.
   w. INSTALL DRAINAGE SYSTEMS.
   x. INSTALL DRAINAGE SYSTEMS.
   y. INSTALL DRAINAGE SYSTEMS.
   z. INSTALL DRAINAGE SYSTEMS.

MATCHLINE - SEE SHEET TCP 07
MATCHLINE - SEE SHEET TCP 06
CONSTRUCTION PHASING, MOT AND EROSION CONTROL
PHASE 3 TCP-09

REHABILITATION OF BRIDGE
NOS. A 1 715, 1 715A, 1 715D
ON SR 273 OVER I-95

SEQUENCE OF CONSTRUCTION

1. RESET TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC ON RAMP E TO THE SHARPER SIDE
2. INSTALL EROSION AND SEQUENCE CONTROL MEASURES AS SHOWN
3. RECONSTRUCT LEFT SIDE OF RAMP E AS SHOWN

NOTE: 12 IN. AND 18 IN. TEMPERARY MARKINGS ARE PAID AS 4 IN. TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
CONSTRUCTION PHASING,
MOT AND EROSION CONTROL
PHASE 4 TCP-13

REHABILITATION OF BRIDGE
NOS. A 1 715, 1 715A, 1 715D
ON SR 273 OVER I-95

CONTACT
COUNTY
FLW MIN
SHOP AID MIN

REVISIONS

NEW TRAFFIC PATTERN AHEAD

MATCHLINE
SEE SHEET TCP-14

SEQUENCE OF CONSTRUCTION
1. REMOVE TRAFFIC CONTROL SIGNS AND "MOT AND EROSION CONTROL" SIGNS ON SR 715 AND SR 273 AND RESTORE TRAFFIC TO ALL LANES.
2. INSTALL NEW TRAFFIC PATTERN AHEAD SEE SR 715 & 273.
3. WHEN ALL OTHER WORK HAS BEEN PERFORMED, PLACE FINAL SURFACE COURSE AND REMOVE TRAFFIC CONTROL SIGNS.

NOTE: 12 IN AND 16 IN TEMPORARY MARKINGS ARE PAVED AS 4 IN TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
SEQUENCE OF CONSTRUCTION
1. IMPORT TRAFFIC COUNTER, DEVICES, AND SIGNAGE IN PROPOSED WORK AREA – THIS PHASE
2. RECONSTRUCT ROADWAY AS SHOWN IN PHASE 1, OR AT 42\(\in\) OF THE ROADWAY
3. RECONSTRUCT ROADWAY AS SHOWN IN PHASE 1, OR AT A 42\(\in\) OF THE ROADWAY
4. INSTALL SAFETY BARRIERS
5. INSTALL PORTABLE CONCRETE SAFETY BARRIERS
6. INSTALL TEMPORARY PAVEMENT MARKINGS
7. INSTALL TEMPORARY PAVEMENT MARKINGS TAPE
8. INSTALL PLASTIC DRUM
9. INSTALL SAND FILLED PLASTIC BARRELS
10. INSTALL TYPE 3 BARRICADE
11. INSTALL ARROW PANEL
12. INSTALL FLOW ARROW
13. INSTALL TYPE 2 RED FLASHING LIGHT
14. INSTALL 4\(\in\) WHITE TEMPORARY PAVEMENT MARKINGS
15. INSTALL 4\(\in\) YELLOW TEMPORARY PAVEMENT MARKINGS
16. INSTALL 12\(\in\) WHITE TEMPORARY PAVEMENT MARKINGS
17. INSTALL 16\(\in\) WHITE TEMPORARY PAVEMENT MARKINGS
18. INSTALL 4\(\in\) YELLOW TEMPORARY PAVEMENT MARKINGS TAPE
19. INSTALL 4\(\in\) INCH WHITE PAVEMENT MARKINGS TAPE

FOR PHASE 2, REMOVE ALL TEMPORARY PAVEMENT MARKINGS, POLICE, AND OTHER TRAFFIC CONTROL DEVICES, AND RECONSTRUCT ROADWAY AS SHOWN IN PHASE 2.

CONSTRUCTION PHASING, PAT AND EROSION CONTROL
PHASE 4 TCP-16
REHABILITATION OF BRIDGE
NOS. A 1 715, 1 715A, 1 715B
ON SR 273 OVER I-95

MATCHLINE - SEE SHEET TCP-14
MATCHLINE - SEE THIS SHEET

MATCHLINE - SEE THIS SHEET

NOTE: 12\(\in\) IN AND 16\(\in\) IN TEMPORARY MARKINGS ARE PAID AS 6\(\in\) IN TEMPORARY MARKINGS WITH THE QUANTITY INCREASED DEPENDING ON THE WIDTH.
SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1
1. REMOVE EXISTING REMOVAL JOINT SYSTEM AND INSTALL NEW STRIP SEAL ASSEMBLY OR SILICONE SEALANT AT THE NORTH APPROACH PALMEN, SOUTH ABUTMENT AND PIERS 1, 2 AND 3.
2. REMOVE AND RECONSTRUCT THE CONCRETE ENDSPI at the EAST SIDE OF THE SOUTH ABUTMENT.
3. REPAIR THE DETERIORATED CONCRETE IN THE EAST PARAPET WITHIN SPANS 1, 2 AND 3.
4. INSTALL A NEW GUARDRAIL TO BARRIER CONNECTION AT THE EAST SIDE OF THE SOUTH ABUTMENT.

PHASE 2
1. REMOVE EXISTING REMOVAL JOINT SYSTEM AND INSTALL NEW STRIP SEAL ASSEMBLY OR SILICONE SEALANT AT THE NORTH APPROACH PALMEN, NORTH ABUTMENT AND PIERS 4 AND 5.
2. REMOVE AND RECONSTRUCT THE CONCRETE ENDSPI at the EAST SIDE OF THE NORTH ABUTMENT.
4. INSTALL A NEW GUARDRAIL TO BARRIER CONNECTION AT THE EAST SIDE OF THE NORTH ABUTMENT.

PHASE 3
EB SR 273
1. REMOVE EXISTING REMOVAL JOINT SYSTEM AND INSTALL NEW STRIP SEAL ASSEMBLY OR SILICONE SEALANT AT THE NORTH AND SOUTH APPROACH PALMEN, NORTH AND SOUTH ABUTMENTS AND PIERS 1 THROUGH 5.
2. REMOVE AND RECONSTRUCT THE CONCRETE ENDSPI at the EAST SIDE OF THE NORTH AND SOUTH ABUTMENTS.
4. INSTALL A NEW GUARDRAIL TO BARRIER CONNECTION AT THE WEST SIDE OF THE NORTH AND SOUTH ABUTMENTS.

EB SR 273
1. REMOVE EXISTING REMOVAL JOINT SYSTEM AND INSTALL NEW STRIP SEAL ASSEMBLY OR SILICONE SEALANT AT THE NORTH AND SOUTH APPROACH PALMEN, NORTH AND SOUTH ABUTMENTS AND PIERS 1 THROUGH 5.
2. INSTALL NEW CONTINUOUS STRIP SEAL IN JOINT SPOKES UPON COMPLETION OF THE JOINT ASSEMBLY INSTALLATION USING BOLTS BETWEEN TYPICAL TRAFFIC CONTROL CASES.

PHASE 4
1. REMOVE EXISTING REMOVAL JOINT SYSTEM AND INSTALL NEW STRIP SEAL ASSEMBLY OR SILICONE SEALANT AT THE NORTH AND SOUTH APPROACH PALMEN, NORTH AND SOUTH ABUTMENTS AND PIERS 1 THROUGH 5.
2. REPAIR THE DETERIORATED CONCRETE IN THE MEDIAN BARRIER WITHIN SPANS 1 THROUGH 6.
3. INSTALL NEW CONTINUOUS STRIP SEAL IN JOINT SPOKES UPON COMPLETION OF THE JOINT ASSEMBLY INSTALLATION USING BOLTS BETWEEN TYPICAL TRAFFIC CONTROL CASES.

NOTE:
ALL OTHER BRIDGE REPAIR ITEMS FOR BRIDGE NOS. 1-715-1 NOT SPECIFICALLY INCLUDED IN THIS SUGGESTED SEQUENCE OF CONSTRUCTION CAN BE COMPLETED IN CONCERT WITH THE SPECIFIED MAINTENANCE OF TRAFFIC OPERATIONS USING BOLTS BETWEEN TYPICAL TRAFFIC CONTROL CASES.

NOTES:
A. TYPICAL SECTIONS TAKEN LOOKING STATIONS EAST OF ROADWAY JOINTS.
B. LIMITS OF ROADWAY JOINT RECONSTRUCTION DURING RESPECTIVE RAMP CliUSURES (SEE NOTE E1).
C. LIMITS OF ROADWAY JOINT RECONSTRUCTION FOR RESPECTIVE PHASE.
D. THE TEMPORARY CONCRETE BARRIER SHALL NOT BE BOLTED TO THE EXISTING CONCRETE DECK.
E. TEMPORARY LANE CLOSURES ON SR 273 WILL BE RESTRICTED TO THE HOURS BETWEEN 5:00 A.M. AND 5:00 A.M. SATURDAY THROUGH THE DAY OF COMPLETION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL OTHER TIMES ARE CONSIDERED TO BE UNSTABLE FOR LANE CLOSURES.
SUBSTRCTURE REPAIRS –
NORTH ABUTMENT

EXISTING APPROACH SLAB TO REMAIN

PROPOSED CONCRETE ENHANCE (1-TYP)

C BEARING

BEAM SEAT PLAN

SCALE 1" = 1'-0"

PROPOSED CONCRETE ENHANCE (1-TYP)

ELEVATION

SCALE 1" = 1'-0"

NOTES:
1. REPAIR SHALLOW SPALL – ITEM 60251.
2. REPAIR DEEP SPALL – ITEM 60251.
3. SEAL VERTICAL AND HORIZONTAL CRACKS BY EXPAND TRACTION – ITEM 60251.

REPAIR LEGEND

NOTES:
1. DEPTH OF CONCRETE SPALLS SHOWN GRAPHICALLY. REPAIR AREAS ARE OVERLAPS ON SCREEN FOR DRILLING, SEE REMEDY PLAN. REPAIR AREAS ARE SHOWN IN SHEAR WALLS.
2. LENGTH OF CONCRETE SPALLS SHOWN GRAPHICALLY. REPAIR AREAS ARE OVERLAPS ON SCREEN FOR DRILLING, SEE REMEDY PLAN. REPAIR AREAS ARE SHOWN IN SHEAR WALLS. THE LENGTH OF CONCRETE ENHANCEMENT IS ShOWN IN THE DETAIL SHEET.

SECTION D-D

SCALE 1" = 1'-0"

NOTE:
APPROACH SLAB NOT SHOWN FOR CLARITY.

LEGEND

DEEP SPALL

BEARING

RESCREW RETAIN

CONCRETE REPAIR
SUBSTRUCTURE REPAIRS - WINGWALLS

REHABILITATION OF BRIDGE
NOS. 1-715, 1-715A, & 1-715D
ON SR 273 OVER I-95

REVISIONS

REPAIR LEGEND
1. REPAIR ISOLATED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.
2. REPAIR SHALLOW SLEEPS - ITEM B25551.
3. REPAIR ISOLATED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.

NOTES:
1. REPAIRS ARE IDENTIFIED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.
2. REPAIRS ARE IDENTIFIED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.
3. REPAIRS ARE IDENTIFIED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.

SOUTHWEST WINGWALL - ELEVATION
SCALE 1/1"=1'-0"

SOUTHEAST WINGWALL - ELEVATION
SCALE 1/1"=1'-0"

NORTHWEST WINGWALL - ELEVATION
SCALE 1/1"=1'-0"

NORTHEAST WINGWALL - ELEVATION
SCALE 1/1"=1'-0"

5. LENGTH OF CONCRETE CRACKS SHOWN GRAPHICALLY, REPAIR LENGTHS ARE BASED ON FIELD INSPECTION ORIGINATION, AND J OINTS, JOINTS, AND OR SHALLOW CRACKS ARE REPORTED BY ITEMS B25551.
6. REPAIR ISOLATED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.
7. REPAIR ISOLATED CONCRETE AND/OR SHALLOW SLEEPS - ITEM B25551.
9. TWO-STAND FAILURE NOT SHOWN FOR CLARITY.
ELEVATION - PIER

Scale: 1" = 1'-0"

Area of deteriorated concrete to be repaired, see respective pier details on sheets 5& 6 for approximate limits (see note 6)

Section X-X

Scale: 1" = 1'-0"

Existing pier cap

Reconstruct to match existing surfaces

Section 1

Section 2

4'-0"
REHABILITATION OF BRIDGE
NOS. 1-715, 1-715A, & 1-715D
ON SR 273 OVER I-95

SUBSTRUCTURE REPAIRS - PIER 3 (SOUTH ELEVATION)

NOTES:
1. Pier spall repair locations shown graphically. All repair areas are based on field inspection observations.
2. Backfill material should be placed and compacted per the requirements of the Engineer.
3. Sealing of joints, expansion cracks, and other cracks shall be provided at all times during construction.
4. For spall repair details, see Sheet 5B.
5. If any repair is not completed at a depth of 6", all removal operations shall stop and the engineer shall be notified immediately.

REPAIR LEGEND
1. Repair deterioration concrete and/or spall small - Item 625101.
2. Repair spall small - Item 625111.
3. Repair deep spall - Item 625112.
4. Seal vertical and/or diagonal cracks by epoxy injection - Item 625116.
5. Apply concrete coating to all exposed surfaces of the pier cap and columns. Payment for this work will be made under Item No. 20 - Anti-Chipoff Coating.

SCALE: 3" = 1'-0"
**REHABILITATION OF BRIDGE**

**NOS. 1-715, 1-715A, & 1-715D**

**ON SR 273 OVER I-95**

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**SUBSTRUCTURE REPAIRS - PIER 4 (SOUTH ELEVATION)**

**BR.1-715 018**

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**NOTES:**

1. All repairs shall be performed in accordance with the approved Plans and Specifications. The Contractor shall submit a progress report every Friday to the Engineer prior to the beginning of each work week. These reports shall contain a detailed description of work performed during the week.

2. Repair shall be performed using commercial repair materials in accordance with the approved Plans and Specifications. The Contractor shall submit evidence of the materials used and the results of their use.

3. Any changes in the Plans and Specifications shall be made in writing and approved by the Engineer prior to performance.

4. It is the responsibility of the Contractor to maintain the work area in a safe and orderly condition at all times, and to ensure that all work is performed in accordance with applicable laws and regulations.

5. The Contractor shall provide all necessary labor, materials, equipment, and facilities for the performance of the work.

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**REPAIR LEGEND:**

1. Repair Shallow Spall - Item 60202.
2. Repair Deep Spall - Item 60203.
3. Repair Reinforcement - Item 60204.
4. Repair Concrete and/or Shallow Spall - Item 60205.

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**LEGEND:**

- **Standard Repair**
- **Reinforced Concrete Repair**
- **Steel Plate Shear Repair**

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For further details, see Sheet 53.
SUPERSTRUCTURE TYPICAL SECTION

1. APPLY ANTI-SERIF COATING TO EXPOSED SURFACE OF DECK FACING AND PARAPET, SEE SHEET 80 FOR DETAILS.
2. REMOVE PORION OF EXISTING CONCRETE DECK AND PARAPET AT EXISTING RAILWAY JOINTS AND INSTALL NEW CONCRETE DECK AND STIRRUP SEAL ASSEMBLY, SEE SHEETS TO SHEET 76 FOR DETAILS (FIG. 3).
3. BREAK POINT
4. REPAIR LOCALIZED AREAS OF DETERIORATED CONCRETE IN EXISTING CONCRETE DECK, SEE SHEET 77 FOR DETAILS (FIG. 4).

NOTE:
COST OF RESETTING THREE STRAND RAILING AND POSTS IS NOT INCLUDE IN ITEM 2017-1. RECOMMEND 1-8 IN. RAILING, 5' UNCLE-UNCLED LANE SHIELD, PARAPET.

SUPERSTRUCTURE TYPICAL SECTION

LOOKING STATION AHEAD

SCALE 1/5" = 1'-0"

NOTE:
COST OF RESETTING THREE STRAND RAILING AND POSTS IS NOT INCLUDE IN ITEM 2017-1. RECOMMEND 1-8 IN. RAILING, 5' UNCLE-UNCLED LANE SHIELD, PARAPET.
NOTES:

1. DECK SOFFIT REPAIR LOCATIONS SHOWN GRAPHICALLY LOOKING DOWN ON STRUCTURE. REPAIR AREAS ARE BASED ON FIELD INSPECTION OBSERVATIONS TAKEN BY THE CONTRACTOR. THE CONCRETE REPAIR QUANTITY FOR THIS BIDDER'S CONTRACT, AS SHOWN ON THE QUANTITY SUMMARY SHEET, HAS BEEN INCREASED BY 5% TO ACCOUNT FOR LATENT DEFECTS THAT MAY HAVE OCCURRED SINCE THE SLIGHT INSPECTION. ALL PROPOSED REPAIR LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO BEGINNING ANY WORK. THE EXISTING CONCRETE, INCLUDING THE EXISTING SURFACE, THE BELT, AND THE UNDERLAYMENT, SHALL BE ADHERED TO THE REPAIR MATERIAL AT THE END OF THE REPAIRS. THE ACTUAL LIMITS OF THE REPAIRS SHALL BE DEFINED AND DESIGNATED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.

2. LIMITS OF REPAIR ARE SHOWN IN A GRAPHICALLY. REPAIR AREAS ARE BASED ON FIELD INSPECTION OBSERVATIONS TAKEN BY THE CONTRACTOR. THE CONCRETE REPAIR QUANTITY FOR THIS BIDDER'S CONTRACT, AS SHOWN ON THE QUANTITY SUMMARY SHEET, HAS BEEN INCREASED BY 5% TO ACCOUNT FOR LATENT DEFECTS THAT MAY HAVE OCCURRED SINCE THE SLIGHT INSPECTION. ALL PROPOSED REPAIR AREAS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO BEGINNING ANY WORK. THE EXISTING CONCRETE, INCLUDING THE EXISTING SURFACE, THE BELT, AND THE UNDERLAYMENT, SHALL BE ADHERED TO THE REPAIR MATERIAL AT THE END OF THE REPAIRS. THE ACTUAL LIMITS OF THE REPAIRS SHALL BE DEFINED AND DESIGNATED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.

3. LIMITS OF REPAIR ARE SHOWN IN A GRAPHICALLY. REPAIR AREAS ARE BASED ON FIELD INSPECTION OBSERVATIONS TAKEN BY THE CONTRACTOR. THE CONCRETE REPAIR QUANTITY FOR THIS BIDDER'S CONTRACT, AS SHOWN ON THE QUANTITY SUMMARY SHEET, HAS BEEN INCREASED BY 5% TO ACCOUNT FOR LATENT DEFECTS THAT MAY HAVE OCCURRED SINCE THE SLIGHT INSPECTION. ALL PROPOSED REPAIR AREAS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO BEGINNING ANY WORK. THE EXISTING CONCRETE, INCLUDING THE EXISTING SURFACE, THE BELT, AND THE UNDERLAYMENT, SHALL BE ADHERED TO THE REPAIR MATERIAL AT THE END OF THE REPAIRS. THE ACTUAL LIMITS OF THE REPAIRS SHALL BE DEFINED AND DESIGNATED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.


5. LIMITS OF REPAIR ARE SHOWN IN A GRAPHICALLY. REPAIR AREAS ARE BASED ON FIELD INSPECTION OBSERVATIONS TAKEN BY THE CONTRACTOR. THE CONCRETE REPAIR QUANTITY FOR THIS BIDDER'S CONTRACT, AS SHOWN ON THE QUANTITY SUMMARY SHEET, HAS BEEN INCREASED BY 5% TO ACCOUNT FOR LATENT DEFECTS THAT MAY HAVE OCCURRED SINCE THE SLIGHT INSPECTION. ALL PROPOSED REPAIR AREAS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO BEGINNING ANY WORK. THE EXISTING CONCRETE, INCLUDING THE EXISTING SURFACE, THE BELT, AND THE UNDERLAYMENT, SHALL BE ADHERED TO THE REPAIR MATERIAL AT THE END OF THE REPAIRS. THE ACTUAL LIMITS OF THE REPAIRS SHALL BE DEFINED AND DESIGNATED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.

6. ALL DIMENSIONS ARE APPROXIMATE.

REPAIR LEGEND:

1. REPAIR: REPAIRED CONCRETE AND OR SHALLOW SPALL - ITEM 6025.
2. REPAIR: REPAIRED CONCRETE AND OR SHALLOW SPALL - ITEM 6025.
3. REPAIR: REPAIRED CONCRETE AND OR SHALLOW SPALL - ITEM 6025.
4. REPAIR: REPAIRED CONCRETE AND OR SHALLOW SPALL - ITEM 6025.
5. REPAIR: REPAIRED CONCRETE AND OR SHALLOW SPALL - ITEM 6025.
SUPERSTRUCTURE - PAINTING LIMITS

REHABILITATION OF BRIDGE
NOS. 1-715, 1-716A, & 1-715D
ON SR 273 OVER I-95

BR.1-715 018

EXTerior GIRder

EXISTING GIRDERR

LIMITS OF ITEM 6G0552 - CLEANING OF STRUCTURAL STEEL STRUCTURES - NON-HAZARDOUS BASE AND ITEM 6G0552 - URETHANE PAINT SYSTEM, EXISTING STEEL

SECTION N-N
SCALE: 1"=1'-0"

LIMITS OF ZONE CLEANING AND PAINTING (SEE NOTES 1 AND 2)

LIMITS OF ZONE EXTERIOR GIRDERS (SEE NOTES 1 AND 2)

LIMITS OF ZONE INTERIOR GIRDERS (SEE NOTES 1 AND 2)

GIRDER ELEVATION
NOT TO SCALE

NOTES:
1. ZONE CLEANING AND PAINTING SHALL INCLUDE BEARINGS, END DIAPHRAGMS AND CROSS FRAMES WITHIN 10'-0" OF THE E BEARING.
2. NO INTERMEDIATE CROSS FRAMES SHALL BE EXTERIORIZED BEYOND 10'-0" OF THE E BEARING.
3. THE COATING WARRANTY WILL ONLY BE IN EFFECT FOR THOSE AREAS OF THE STRUCTURAL STEEL THAT ARE TO BE CLEANED AND PAINTED PER REQUIREMENTS OF ITEM 6G0552 - CLEANING EXISTING STEEL STRUCTURES; NON-HAZARDOUS BASE; AND ITEM 6G0552 - URETHANE PAINT SYSTEM, EXISTING STEEL.
JOINT REPAIR LAYOUT - ABUTMENTS

BR.1-715 01B

REHABILITATION OF BRIDGE NO. 1-715, 1-715A, & 1-750
ON SR 273 OVER I-95

NOTES:
1. BASED ON THE EXISTING PLANS, IT IS DETERMINED THAT THE APPROACH SLAB EXTENDS BENEATH THE MEDIAN BARRIER. THE MEDIAN BARRIER IS ERECTED ON A UPRIGHT, STAND-ALONE PC SERIES SUPPORT (EACH SUPPORT IS 9.15M IN LENGTH)
2. PC SUPPORTING WALLS (BETWEEN THE MEDIAN BARRIERS) AND THE MEDIAN BARRIER IS EXTENDED TO THE NUMBERS BARRIERS. IN THE EVENT THAT THE MEDIAN BARRIER IS CAST ON A SEPARATE FOUNDATION, THE MEDIAN BARRIER EXTENDED TO THE NUMBERS BARRIERS MUST BE TRANSFERRED TO TRAFFIC. IT SHALL BE FIXED OR TOUCHED UP WITH EPOXY PAINT IN ORDER TO MAINTAIN THE APPEARANCE OF THE MEDIAN BARRIER AND THE REPAIR SUPPORT CONCRETE. THE PAINTING WILL BE MADE FOR WHICH OTHER METHOD OF CONSTRUCTION IS REQUIRED.
3. Coping Completion of the Post Tensioning System and Joint 1 & 2 of the Post Tensioning System.
4. THE MEDIAN BARRIER TO THE EXTENT THAT THE MEDIAN BARRIER IS CAST ON A SEPARATE FOUNDATION, THE MEDIAN BARRIER EXTENDED TO THE NUMBERS BARRIERS MUST BE TRANSFERRED TO TRAFFIC. IT SHALL BE FIXED OR TOUCHED UP WITH EPOXY PAINT IN ORDER TO MAINTAIN THE APPEARANCE OF THE MEDIAN BARRIER AND THE REPAIR SUPPORT CONCRETE. THE PAINTING WILL BE MADE FOR WHICH OTHER METHOD OF CONSTRUCTION IS REQUIRED.
5. TO COMPLETE THE CAPPING POST TENSIONING SYSTEM AND Joint 1 & 2 of the Post Tensioning System.

BAR SCHEDULE

<table>
<thead>
<tr>
<th>Label</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3 (LR)</th>
<th>Phase 4</th>
<th>Phase 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>S450DE</td>
<td>S450DE</td>
<td>S450DE</td>
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<tr>
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<td>NS450E</td>
<td>NS450E</td>
<td>NS450E</td>
<td>NS450E</td>
<td>NS450E</td>
</tr>
</tbody>
</table>

NOTE:
- SOUTH ABUTMENT SHOWN NORTH ABUTMENT SIMILAR, BUT OPPOSITE HAND.
TEMPORARY STEEL PLATE DETAILS

STIFFENED STEEL PLATE DETAIL

UNSTIFFENED STEEL PLATE DETAIL

NOTES:
1. The details shown on this sheet shall be used at the locations of roadway joint reconstructions where maintenance of two travel lanes during peak hours is required.
2. The stiffened steel plate detail shall be used for work areas that result in a clear opening of greater than 1'-0". Since the joint angles and traffic configurations vary, the stiffened steel plate detail may not be the final solution. The contractor shall, prior to beginning the work, submit a plan showing the location and type of steel plate to be used, along with a plan showing how the steel plate shall be installed. The plan shall be designed to support the temporary steel plate without resulting in excessive deflection of the steel plate prior to engaging the joint wedge.
3. The unstiffened steel plate detail shall be used for work areas that result in a clear opening less than or equal to 1'-0".
4. The bituminous material shall be compacted to form ramps having a minimum slope of 0.50 with a maximum 1'-0" taper to cover all edges of the steel plate.
5. Stages shall be positioned such that they are located at the specified clear distance to restrain the plate from sliding in the direction parallel to traffic.
6. The steel plates and stiffeners shall conform to ASTM A 500, Grade 50, 5% cold-formed steel. Steel may be used in lieu of Grade 50 steel at no additional cost to the department.
7. The temporary steel plates shall not remain in service for more than 48 hours. Any changes in this specification, or in the design or construction of the protective system, shall be made by the department, and the contractor shall be responsible for complying with these changes.
8. The contractor shall submit working drawings or plans, along with the plans for the temporary steel plates, to the department for review and approval. The contractor shall be responsible for the design and installation of the temporary steel plates.
9. The cost for working drawings, submittals, and furnishing, installing, and maintaining the temporary steel plates, stiffeners, and stages shall be included in Item No. 7518, Prefabricated Expansion Joint System, 25'.
<table>
<thead>
<tr>
<th>SPECIFICATIONS</th>
<th>BEND DIMENSIONS</th>
<th>SPECIFICATIONS</th>
<th>BENDING DIMENSIONS</th>
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<td>LENGTH</td>
<td>MARK TYPE</td>
<td>A</td>
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<tr>
<td>21</td>
<td>4-05</td>
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<td>0503</td>
</tr>
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<td>3</td>
<td>0506</td>
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<td>4</td>
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<td>21-08</td>
<td>5</td>
<td>APS #6</td>
</tr>
<tr>
<td>4</td>
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<td></td>
</tr>
<tr>
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<td>END FOR MECHANICAL SPLICLEGS</td>
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<td></td>
</tr>
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<td>END FOR MECHANICAL SPLICLEGS</td>
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<td></td>
</tr>
<tr>
<td>16</td>
<td>END FOR MECHANICAL SPLICLEGS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

- Heights in bold denote the type of bar used. (e.g., 1-3/16 for 1/2" bars)
- Dimensions are shown to the nearest 1/6 of an inch, except for the 1/2" bars which are shown to the nearest 1/8 of an inch.
- "B" dimensions are shown only where necessary to avoid confusion. However, standard dimensions are shown on the drawing.
- "E" and "H" dimensions are shown only where necessary to avoid confusion. However, standard dimensions are shown on the drawing.
- "C" dimensions should be kept equal to the clearance between the bars.
- "D" dimensions should be kept equal to the clearance between the bars minus 1/8 of an inch.
- "F" dimensions should be kept equal to the clearance between the bars minus 1/4 of an inch.
- Any dimensioning not shown should be interpreted in the context of standard practices.
- All bends are shown where necessary to avoid confusion or conflict with other structures.
- Bending dimensions are shown for bending where required.
- Figures in circles show bend types.

---

**STANDARD BAR BENDS:**

- **Bendra**
- **Bend C**
- **Bend D**
- **Bend E**
- **Bend F**
- **Bend G**
- **Bend H**
- **Bend J**

---

*Denotes average length*
REHABILITATION OF BRIDGE
NOS. 1-715, 1-715A, & 1-715D
ON SR 273 OVER I-95

BR. 1-715A 6048

SUBSTRUCTURE REPAIRS - NORTH ABUTMENT

ELEVATION
SCALE: 1/4"=1'-0"

REPAIR LEGEND
1. REPAIR DELETERIOUS CONCRETE AND/OR SHALLON SPALL - ITEM 400001
2. REPAIR SHALLOW SPALL - ITEM 400001
3. REPAIR DEEP SPALL - ITEM 400001
4. SEAL JOINTS, AND/OR DIAGONAL CRACKS BY EPOXY INJECTIONS - ITEM 400001

NOTES:
1. ALL REPAIRS SHOULD BE DIAGRAMMED. REPAIR AREAS ARE BASED ON FIELD INSPECTION OF REPAIR AREAS. REPAIR AREAS ARE DEFINED AS DELTERTIOUS CONCRETE OR SPALLING AND ARE MARKED ON THE WORK DRAWING. WORK DRAWING IS BASED ON WORK PERFORMER'S ESTIMATE. ALL REPAIR AREAS SHOULD BE GIVEN TO THE CONTRACTOR TO DETERMINE THE PROPER MATERIALS AND METHODS OF REPAIR. THE WORK PERFORMER SHOULD BE ADVISED THAT THE CONTRACTOR WILL PROVIDE ACCESS TO THE REPAIR AREAS AT THE TIMES DURING CONSTRUCTION.
2. IF REQUIRED, REPAIR ERRORS SHOULD BE DISCUSSED WITH THE CONTRACTOR PRIOR TO WORK BEGGINING. REPAIR AREAS ARE BASED ON WORK PERFORMER'S ESTIMATE AND SHOULD BE CONFIRMED BY THE CONTRACTOR PRIOR TO WORK BEGGINING. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT THE TIMES DURING CONSTRUCTION.
3. ALL REPAIRS SHOULD BE MADE AND COMPLETED PRIOR TO THE END OF WORK PERMIT. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT THE TIMES DURING CONSTRUCTION.
4. REPAIRS SHALL BE TESTED AND DOCUMENTED FOR QUALITY. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT THE TIMES DURING CONSTRUCTION.

ELEVATION
SCALE: 1/4"=1'-0"

NOTE:
TOP OF APPROACH SLAB NOT SHOWN FOR CLARITY IN SECTION D-D.
CIRDER AND DECK SOFFIT REPAIRS - PLAN

SCALE: 1"=20'-0"

NOTES:
1. DECK SOFFIT REPAIR LOCATIONS SHOWN GRAPHICALLY LOOKING DOWN ON STRUCTURE. REPAIR AREAS ARE BASED ON FIELD INSPECTION OBSERVATIONS TAKEN SITE.
   DEFECT REPORTS ARE BASED ON FIELD INSPECTION REPORTS AND SUMMER SHEET. HAS BEEN INCREASED BY 1/2" TO ACCOUNT FOR LATENT DEFECTS THAT MAY HAVE OCCURRED DUE TO IMPROPER WORK. ALL REPORTED DEFECTS ARE SHOWN IN RED. LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO EXECUTING ANY WORK. ANY ADDITIONAL WORK REQUIRED TO COMPLETE THE REPAIR SHALL BE SOFTENED AND DOCUMENTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.

2. ALL DIMENSIONS ARE APPROXIMATE.

3. LIMITS OF DECK SOFFIT REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH THE DECK AND SOFFIT SPALL REPAIR DETAILS SHOWN ON SHEET 144. HOWEVER, PAYMENT FOR DECK SOFFIT REPAIRS WILL BE PAID FOR UNDER ITEM 6024.

REPAIR LEGEND
1. REPAIR DEEP SPALL - ITEM 60262.
2. REPAIR SHALLOW SPALL - ITEM 60261.
### Reinforcing Steel Development Length and Lap Tables

#### Case No. 1
For bars coated with epoxy with cover less than 5 times the bar diameter or clear spacing between bars less than 6 times the bar diameter.

<table>
<thead>
<tr>
<th>Bar Size</th>
<th>Location Category</th>
<th>Times Diameter</th>
<th>Times Spacing</th>
<th>Cover</th>
<th>Lap</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>1.5x</td>
<td>3</td>
<td>150</td>
</tr>
<tr>
<td>4</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>2.0x</td>
<td>4</td>
<td>100</td>
</tr>
<tr>
<td>4</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>3.0x</td>
<td>6</td>
<td>50</td>
</tr>
</tbody>
</table>

#### Case No. 2
For bars coated with epoxy not in Case No. 1.

<table>
<thead>
<tr>
<th>Bar Size</th>
<th>Location Category</th>
<th>Times Diameter</th>
<th>Times Spacing</th>
<th>Cover</th>
<th>Lap</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-1/2</td>
<td>2-1/2</td>
<td>1.0x</td>
<td>2.0x</td>
<td>1.5x</td>
<td>5</td>
<td>150</td>
</tr>
<tr>
<td>3-1/2</td>
<td>3-1/2</td>
<td>1.5x</td>
<td>3.0x</td>
<td>2.5x</td>
<td>7</td>
<td>100</td>
</tr>
<tr>
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<td>5</td>
<td>3.0x</td>
<td>4.0x</td>
<td>4.0x</td>
<td>10</td>
<td>50</td>
</tr>
</tbody>
</table>

#### Note
- Based on existing plans, the strength of the existing concrete is 3000 psi.

#### Diagram
- **Development Length Dimensions for Grade 60 Reinforcing Steel in Wood, Masonry, Concrete, Epoxy Coated Reinforcing**
- **Bar Lap Dimensions for Grade 60 Reinforcing Steel in Wood, Masonry, Concrete, Epoxy Coated Reinforcing**
REHABILITATION OF BRIDGE
NOS. 1-715, 1-715A, & 1-715D
ON SR 273 OVER I-95

REVISIONS

PLAN
SCALE 1/8" = 1'-0"

NORTH ELEVATION
SCALE 1/8" = 1'-0"

WEST ELEVATION
SCALE 1/8" = 1'-0"

SOUTH ELEVATION
SCALE 1/8" = 1'-0"

EAST ELEVATION
SCALE 1/8" = 1'-0"

NOTES:
1. FRESH SPALL REPAIR locations shown graphically. Repair areas are based on field inspection observations.
2. Interim concrete repair quantities for items noted on drawing. Repair areas based on quantity survey.
3. Repair shall be performed in accordance with specifications. Repair areas shall be set forth on submittal.
4. Repair will be performed in accordance with specifications. Notice will be provided to the Engineer for inspection.
5. Repair shall be performed as directed by the Engineer. The Contractor shall provide access to the repair areas at all times during construction.
6. Apply anti-slip coating to all exposed surfaces of the pier cap and columns. Payment for this work will be made under Item 6050 - Anti-Slip Coating
7. Use pink ink for field inspection data.
8. For spall repair details, see sheet 125.

REPAIR LEGEND
1. Repair Delaminated Concrete and/or Shallow Spall - Item 6025.
2. Repair Shallow Spall - Item 6017.
4. Seal Vertical and/or Diagonal Cracks by epoxy injection - Item 6019.
5. If sound concrete is not encountered at a depth of 6", all removal operations shall stop and the Engineer shall be notified immediately.

LEGEND
- DECK SPALL REPAIR
- CHAIN LINK
- RECOMMENDED CONCRETE REPAIR SHALLOW SPALL
- DECK REPAIR
NORTH ABUTMENT - SLOPE PROTECTION REPLACEMENT

SLOPE PROTECTION - PLAN
SCALE 1" = 1'-0"

NOTE:
PAYMENT FOR REMOVAL OF THE EXISTING CONCRETE SLOPE PROTECTION AND ANY ADDITIONAL EXCAVATION
REQUIRED UNDER THIS SPECIFICATION MAY NOT BE INCLUDED IN THE QUOTATIONS FOR THE WORK.
REPLACEMENT OF THE NEW SLOPE PROTECTION WILL BE INCLUDED IN ITEM 11000 - A/A/B, R/S.

LEGEND

SECTION L-L
SCALE 1" = 1'-0"

TOP SURFACE OF SLOPE PROTECTION TO MATCH EXISTING

EXISTING GROUND LINE

FRONT FACE OF ABUTMENT

TYPICAL EARTH WALL OR CUSHION WALL AROUND PERIMETER OF RETAINING WALL SHOWN IN PLANS. PAYMENT SHALL BE INCIDENTAL TO PAYEES BID FOR ITEM 11000.

GEOTEXTILE ITEM 71000
9'-3" ITEM 71200
4'-7" DELAMINE NO. 3
STONE ITEM 302300

FRONT FACE OF EXISTING WING WALL (TYP.)

EXISTING ABUTMENT FOOTING

LIMITS OF EXISTING AND PROPOSED SLOPE PROTECTION
**BEAM AND DECK SOFFIT REPAIRS - PLAN**

**SCALE 1"=1'-0"**

**NOTES**

1. DECK SOFFIT REPAIR LOCATIONS SHOW GRAPHICALLY LOOKING DOWN ON STRUCTURE.
   REPAIR AREAS ARE BASED ON FIELD INSPECTION REPORTING SHEET NO. 1.
   THE CONCRETE REPAIR QUANTITY, FOR ITEM 6526, AS SHOWN IN THE QUANTITY SUMMARY SHEET, HAS BEEN INCREASED BY 10% TO ACCOUNT FOR LEAKED DEFECTS THAT MAY HAVE OCCURRED SINCE THE ACID INSPECTION. ALL PROPOSED REPAIR LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER PRIOR TO BEGINNING ANY WORK. REFER TO APPLICABLE SPECIAL PROVISIONS.
   THE ACTUAL LIMITS OF THE REPAIRS SHALL BE DEFINED AND DOCUMENTED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE ACCESS TO THE REPAIR AREAS AT ALL TIMES DURING CONSTRUCTION.

2. ALL DIMENSIONS ARE APPROXIMATE.

3. THE GAP IN THE BOTTOM PLANK SHALL BE GROUNDED DOWN TO A FINISH OF 125 MINIMUM, WITH A 1" MINIMUM GAP ALLOWED VERTICAL TO THE ORIGINAL SURFACE CONSTRUCTION, OR A SLOPE. SURFACE QUALITY SHALL CONFORM TO THE REQUIREMENTS OF BOTH A 4 & 6 NONSTRICT TESTING METHODS AS PER CANADA, AND ON THE BASIS OF THE PRESENT, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY, COSTS FOR BRIDGING THE GROUS SHALL BE STARTED WITH THE ORIGINAL LEAKING PLANK, OR AREAS TO BE REPAIRED NONSTRICT TESTING SHALL BE PERFORMED, TO THE CONTRACT, ALE OF ANY REPAIR TO MAINTENANCE OF TRAFFIC WILL BE PAID FOR UNDER THE STANDARDS STIPULATED ITEMS.

4. LIMITS OF DECK SOFFIT REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH THE DEEP AND SHALLOW SPANK ITEMS SHEET NO. 123. HOWEVER, PAYMENT FOR DECK SOFFIT REPAIRS WILL BE MADE FOR ITEMS 6526.

5. REPAIR LEGEND

   1. REPAIR DEEP SPANK - ITEM 6526.
   2. REPAIR SHALLOW SPANK - ITEM 6526.

**LEGEND**

- DEEP SPANK REPAIR
- SHALLOW SPANK
- CONCRETE REPAIR
1. Leakage of concrete cracks shown graphically. Repair length based on field inspection observations taken 4/16. The repair of concrete structure by epoxy injection for item 14, as shown on summary quantity sheet, has been increased by 25% to account for latent affects that may have occurred since the last inspection. All proposed repair locations shall be verified by the contractor in the presence of the engineer prior to beginning any work. Reference applicable special provisions in this action. Limits of repair area shall be designated by the engineer. The contractor shall provide access to the repair areas at all times during construction.

2. Control joints in parapet and metal bridge railing not shown for clarity.

3. For details of shallow and deep spall repairs, see sheet 123.

WEST PARAPET - EXTERIOR ELEVATION

WEST PARAPET - INTERIOR ELEVATION

EAST PARAPET - INTERIOR ELEVATION

EAST PARAPET - EXTERIOR ELEVATION

REPAIR LEGEND

1. Seal vertical horizontal

REHABILITATION OF BRIDGES

BR. 1-715D 6048

NOTES
LITHIUM TREATMENT LIMITS (BY DELDOT FORCES) - TYPICAL SECTION

LITHIUM TREATMENT NOTES:
1. Existing 2" bituminous overlay to be removed not shown.
2. Longitudinal limits of the lithium treatment shall extend from top of joint at the south approach to top of joint at the north approach.
3. See "Project Notes" for information regarding scheduling of lithium treatment application.

LIMITS OF ANTI-GRAFFITI COATING - TYPICAL SECTION

NOTE:
- Limits of the anti-graffiti coating shall extend from end of reconstructed concrete pavement at the south approach to end of reconstructed concrete pavement at the north approach.

EXISTING PARAPET REINFORCEMENT DETAIL - TYPICAL SECTION

PROPOSED PARAPET REINFORCEMENT DETAIL - TYPICAL SECTION
### Case No. 1
For bars coated with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

<table>
<thead>
<tr>
<th>Location Category</th>
<th>3 Times Bar Diameter</th>
<th>4 Times Bar Diameter</th>
<th>C/C Spacing</th>
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</thead>
<tbody>
<tr>
<td>1/3</td>
<td>1/3</td>
<td>1/3</td>
<td>6%</td>
</tr>
<tr>
<td>2/3</td>
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<td>12%</td>
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<tr>
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<td>18%</td>
</tr>
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### Case No. 2
For bars coated with epoxy not in Case No. 1.

<table>
<thead>
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<th>C/C Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/3</td>
<td>1/3</td>
<td>1/3</td>
<td>6%</td>
</tr>
<tr>
<td>2/3</td>
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<td>12%</td>
</tr>
<tr>
<td>3/3</td>
<td>3/3</td>
<td>3/3</td>
<td>18%</td>
</tr>
</tbody>
</table>

### Case No. 1
For bars covered with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

### Case No. 2
For bars coated with epoxy not in Case No. 1.

**Development Length Dimensions for Grade 70 Reinforcing Steel**

- **Case No. 1**: Based on existing plans, the strength of the existing concrete is 3000 psi.

### Case No. 1
For bars coated with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

<table>
<thead>
<tr>
<th>Location Category</th>
<th>3 Times Bar Diameter</th>
<th>4 Times Bar Diameter</th>
<th>C/C Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/3</td>
<td>1/3</td>
<td>1/3</td>
<td>6%</td>
</tr>
<tr>
<td>2/3</td>
<td>2/3</td>
<td>2/3</td>
<td>12%</td>
</tr>
<tr>
<td>3/3</td>
<td>3/3</td>
<td>3/3</td>
<td>18%</td>
</tr>
</tbody>
</table>

### Case No. 2
For bars coated with epoxy not in Case No. 1.

**Development Length Dimensions for Grade 70 Reinforcing Steel**

- **Case No. 1**: Based on existing plans, the strength of the existing concrete is 3000 psi.

### Case No. 1
For bars covered with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

### Case No. 2
For bars coated with epoxy not in Case No. 1.

**Development Length Dimensions for Grade 70 Reinforcing Steel**

- **Case No. 1**: Based on existing plans, the strength of the existing concrete is 3000 psi.

### Case No. 1
For bars coated with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

### Case No. 2
For bars coated with epoxy not in Case No. 1.

**Development Length Dimensions for Grade 70 Reinforcing Steel**

- **Case No. 1**: Based on existing plans, the strength of the existing concrete is 3000 psi.

### Case No. 1
For bars covered with epoxy with cover less than 3 times the bar diameter or clear spacing between bars less than 4 times the bar diameter.

### Case No. 2
For bars coated with epoxy not in Case No. 1.

**Development Length Dimensions for Grade 70 Reinforcing Steel**

- **Case No. 1**: Based on existing plans, the strength of the existing concrete is 3000 psi.
<table>
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<th>209025</th>
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**Rehabilitation of Bridge Nos. A 1 715, 1 715A, 1 715D on SR 273 over I-95**

**Legend**
- Estimated fixed quantity item
- Fixed price
| ITEM NUMBER | LF   | LF   | LF   | EA   | LF   | EA   | EA   | EA   | EA   | EA   | EA   | SY   | SY   | SY   | SY   | SY   | SY   | EA-DY | EA-DY | EA-DY | EA   | EA   |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| SHEET NO. 11 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| L020         | 0.78 | 2.56 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| SHEET NO. 12 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| L040         | 1.70 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| SHEET NO. 13 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| L040         | 1.70 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| SHEET NO. 14 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| L044         | 0.74 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| BRIDGE NO. 1-715 | |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| BRIDGE NO. 1-716 | |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| BRIDGE NO. 1-717 | |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| SHEET NO. 15 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| L044         | 0.74 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| PROPOSAL 1    |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| TOTAL         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |

**LEGEND**

- Estimated Fixed Quantity Items
- Fixed Price
## QUANTITY SUMMARY

### REHABILITATION OF BRIDGE
NOS. A 1715, 1715A, 1715D ON SR 273 OVER I-95

### REVISIONS
- *ESTIMATED FIXED QUANTITY ITEMS*
- *FIXED PRICE*

### LEGEND

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