LEE COUNTY BOARD OF COUNTY COMMISSIONERS
PUBLIC WORKS ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
CONTRACT PLANS
PLANS OF PROPOSED
ORTIZ AVENUE (CR 865)
COUNTY PROJECT NO. 4072
STRUCTURE PLANS

90% SUBMITTAL
6/16/08

LEE COUNTY PROJECT MANAGER : EYRA CASH, P.E.
GENERAL NOTES

GENERAL SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SHOP EDITION AS ADOPTED BY CONTRACT DOCUMENTS.

DESIGN SPECIFICATIONS:
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
NATIONAL HIGHWAY BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION 2000,
AND APPROVED INTERIM REVISIONS THEREOF.
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), STRUCTURES DESIGN OFFICE, STRUCTURES SECTION, JANUARY 2000.

DESIGN LOADS:
LIVE LOADS:
1-93 VEHICLE (USDOT)
PEDESTRIAN BARRIER AND RAILING: O-395 KLF
REASSESS LOADS USING 0-395 KLF.
EARTH SURFACE: O-395 KLF
SOD/IW: O-395 KLF
METAL: O-395 KLF

DESIGN METHOD:
LOAD RESISTANCE FACTOR DESIGN METHODOLOGY (LRFD).

LIVE LOAD DISTRIBUTION FACTORS:
FOR MOMENT AND SHEAR-EQUIVALENT STRIP WIDTH = YM/1.8 (OR MORE LAMES LOADED)
YM = live lane loads

CONCRETE:
ALL CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 346
MINIMUM 30-DAY AGE LOCATION OF CONCRETE
MINIMUM 30-DAY AGE LOCATION OF CONCRETE
STRENGTH (PSI) STRUCTURE
I II GIRDERS DECKS
C 4,000 APPROACH SLABS
D 6,000 TRAFFIC RAILING BARRIERS,
CAST-IN-PLACE FOOTINGS,
BRIDGE STRUCTURE & UNDERWATERS

POLUTION CONTROL:
THE CONTRACTOR MUST ADMIRE ALL REQUIREMENTS
FOR POLLUTION CONTROL STIPULATED IN THE PERMITS.

REINFORCING STEEL:
1. ALL REINFORCING STEEL MUST BE ASTM A-615, GRADE 60.
2. ALL DIMENSIONS REFERENCING TO LOCATION OF REINFORCEMENT ARE TO CENTERLINE OF BARS EXCEPT WHERE THE CLEAR DIMENSION IS SHOWN TO FACE OF CONCRETE.
3. REINFORCEMENT DETAIL DIMENSIONS ARE OUT-TO-OUT OF BARS.
4. TYPICAL REINFORCING BARS ARE DESIGNATED THROUGH QUANTITY __ NAME __ SIZE

ENVIRONMENT:
LOCATION = COASTAL
SUPERSTRUCTURE: MILDLY AGGRESSIVE
SUBSTRUCTURE: MODERATELY AGGRESSIVE

PLAN DIMENSIONS:
ALL DIMENSIONS IN THESE PLANS ARE GIVEN EITHER HORIZONTALLY OR VERTICALLY, UNLESS OTHERWISE NOTED. DECK JOINT OPENINGS ARE GIVEN FOR A MEAN TEMPERATURE OF 70°F.

ELEVATIONS:
ELEVATIONS ARE ACCORDING TO NATIONAL GEODETIC VERTICAL DATUM (NVD) OF 1988.

COVER:
CONCRETE OTHER THAN SHOWN IN THE PLANS DOES NOT INCLUDE REINFORCEMENT PLACEMENT AND FABRICATION TOLERANCES UNLESS SHOWN AS "MINIMUM COVER." SEE FIRST STANDARD SPECIFICATIONS FOR ALLOWABLE REINFORCEMENT PLACEMENT TOLERANCES, UNLESS OTHERWISE SHOWN IN THE PLANS. THE FOLLOWING CONCRETE COVER SIZES SHALL BE USED:
CIP BRIDGE 6" CIP SUBSTRUCTURE 6" (TOP OF FOOTING)

JONTS IN CONCRETE:
CONSTRUCTION JOINTS WILL BE PERMITTED ONLY AT LOCATIONS INDICATED ON THE PLANS. ADDITIONAL CONSTRUCTION JOINTS OR ALTERATIONS TO THESE SHOWN WILL REQUIRE APPROVAL OF THE ENGINEER.

PHASING OF WORK:
WORK Phasings and Progression of the Work shall conform to the Traffic Control Plans located in the roadway plans and the notes shall be made with details of the construction sequence drawings.

UTILITIES:
THE UTILITIES SHOWN IN THE BRIDGE PLANS ARE AT APPROXIMATE LOCATIONS. FOR LOCATION OF EXISTING UTILITIES SEE THE UTILITY PLANS.
IN ACCORDANCE WITH STATE STATUTE 255 THE CONTRACTOR WILL CALL SUNSHINE STATE ONE NUMBER AT 1-800-432-4770, 48 HOURS PRIOR TO COMMENCING WORK.

REMOVAL OF EXISTING STRUCTURE:
REMOVAL OF EXISTING STRUCTURE IS LIMITED TO THE TRAFFIC RAILING BARRIERS AND ASPHALT OVERLAY ONLY. SEE PLAN SHEET FOR DETAILS.

BID ITEM NOTES:
1. PAYMENT FOR REMOVAL AND DISPOSAL OF EXISTING BRIDGE TRAFFIC RAILING BARRIERS SHALL BE PAID FOR UNDER ITEM 80-020-3. THE TOTAL PLAN AREA OF STRUCTURES TO BE REMOVED IS 195 SF.
2. FOR TRAFFIC CONTROL NOTES SEE ROADWAY PLANS.
3. PAYMENT FOR INCIDENTAL ITEMS NOT SPECIFICALLY COVERED IN THE INDIVIDUAL BID ITEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE BID ITEMS.
4. THE APPROACH SLAB SHEETS ARE INCLUDED WITH THE BRIDGE PLANS, ALL QUANTITIES THAT ARE ASSOCIATED WITH THE INDIVIDUAL APPROACH SLABS ARE INCLUDED WITH THE QUANTITIES THAT ARE INCLUDED IN THE ROADWAY QUANTITIES.

LIST OF FREQUENTLY USED ABBREVIATIONS:
MOT = AVERAGE DAILY TRAFFIC
ADD = AVERAGE OPENING SIZE
G = BOTTOM
E = SPREADS
CIP = CAST-IN-PLACE
CIP = CLEAR
CJ = CONSTRUCTION JOINT
DJS = DECK JOINT SEAL
EB = END BEAT
EF = EACH FACE
ELEV = ELEVATION
ESP = EDGE OF PREVENT
ES = EACH SIDE
EH = EACH WAY
EXP = EXPANSION
FE = FIELD EDGE
FF = FAR FACE
FFAS = FRONT FACE OF APPROACH SLAB
FFRM = FRONT FACE OF RETAINING WALL
FGC = FIBER OPTIC CABLE
GM = GAS MAIN
HT = HIGH TELL
WT = WATER
IF = INDOOR FACE
JT = JOINT
LWE = LOW MEMBER ELEVATION
LP = LENGTH OF VERTICAL CURVE
NF = NEAR FACE
OF = OUTSIDE FACE
OPR = OWNER FURNISHED MATERIAL
PS = PROFILE GRADE
PSL = PROFILE GRADE LINE
PSG = PROFILE GRADE SCOPE
PSO = PRECASTERED CONCRETE
PRM = ROADMARK
PSH = SHOULDERS
S = SHORT LEG OUT
T = TOP
TYP = TYPICAL
UW = UNLESS NOTED OTHERWISE
W = BACK
WHT = WIDTH
LT = LEFT
RT = RIGHT
RED = REQUIRED

ENGINEERING CHANGE PROPOSAL (ECP):
THE CONTRACTOR MAY ELECT TO UTILIZE A PRECAST CONCRETE SECTION TO WORK THE EXISTING BRIDGE AS PART OF A YEAR.
THIS SHALL BE PERMITTED PROVIDED THAT DETAILED SHOP DRAWINGS ARE SUBMITTED AND ACKNOWLEDGED BY AN ENGINEER REGISTRED IN THE STATE OF FLORIDA.

BRIDGE NO. 16008

GENERAL NOTES (1 of 2)
ORTZ AVENUE (CR 869)
BRIDGE OVER BILLY'S CREEK
CONCRETE SURFACE FINISH:
FINISH ALL CONCRETE IN ACCORDANCE WITH THE SPECIFICATIONS
UNLESS OTHERWISE SPECIFIED.

1. ALL EXPOSED SURFACES OF THE TRAFFIC RAILING BARRIERS AND
   THE VERTICAL EXTENSION EDGE OF THE RAISED SIDEWALKS, APPROACH
   SLADS AND BRIDGE CULVERT SHALL RECEIVE A CLASS 5 APPLIED FINISH
   COATING IN ACCORDANCE WITH THE SPECIFICATIONS.

2. THE SIDEWALKS SHALL RECEIVE A CLASS 4 DECK FINISH IN
   ACCORDANCE WITH THE SPECIFICATIONS.

SOWN EXPANSION JOINT DATA TABLE
INDEX NO. 21110

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DIM. &quot;A&quot; @ 70°F</th>
<th>TOTAL DESIGN MOVEMENT</th>
<th>DIM. &quot;A&quot; ADJUSTMENT PER 10°F</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEGIN BRIDGE</td>
<td>1&quot;</td>
<td>0.0&quot;</td>
<td>M/A</td>
</tr>
<tr>
<td>END BRIDGE</td>
<td>1&quot;</td>
<td>0.0&quot;</td>
<td>M/A</td>
</tr>
</tbody>
</table>

NOTE: Dim. "A" adjustment per 10°F shown is measured perpendicular to §
Expansion Joint. Work this table with Design Standards Index No. 21110.

NOTE: THE FILTER FABRIC SHALL BE TYPE D-2, SEE DESIGN STANDARD INDEX 199.
INSTALL IN ACCORDANCE WITH SECTION 314 OF THE SPECIFICATIONS.

GENERAL NOTES (2 OF 2)
ORTIZ AVENUE (CR 865)
BRIDGE OVER BILLY'S CREEK
LOCATION

Bridge No. 12408
LEGEND

EXISTING TO BE REMOVED

PHASE I

1. PLACE TYPE K TEMPORARY BARRIER AND DEMOLISH EXISTING BARRIER, AND ASPHALT OVERLAY BEHIND TEMPORARY BARRIER.
2. MAINTAIN TRAFFIC ON EXISTING BRIDGE CULVERT.
3. CONSTRUCT WIDENING INDICATED TO INCLUDE: BRIDGE STRUCTURE, RAISED SIDEWALK AND PEDESTRIAN BARRIER.

TYPICAL SECTION - PHASE I
TYPICAL SECTION - PHASE II

PHASE II

1. SHIFT TYPE K TEMPORARY BARRIER TO NEW CONSTRUCTION AS INDICATED.
2. SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC TO WIDENED PORTION OF BRIDGE.
3. DEMOLISH PORTION OF EXISTING BRIDGE INDICATED.
4. CONSTRUCT RIGHT SIDE RAISED SIDEWALK, PEDESTRIAN BARRIER, RAISED MEDIAN AND ASPHALT OVERLAY.

LEGEND

EXISTING TO BE REMOVED

CONSTRUCTION SEQUENCE (2 OF 3)
ORTIZ AVENUE (CR 865)
BRIDGE OVER BILLY’S CREEK
PHASE III

1. REMOVE TYPE K TEMPORARY BARRIER AND SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC TO THE FINAL CONFIGURATION SHOWN ABOVE.
FOUNDATION LAYOUT

ORTIZ AVENUE (CR 869)
BRIDGE OVER BILLY'S CREEK

LENGEND:
- APPROXIMATE BORING LOCATION
- DRAINAGE STRUCTURE

NOTES:
1. THE SPREAD FOOTING CONCRETE SHALL NOT BE POURED UNTIL IT HAS BEEN VERIFIED THAT THE SOIL HAS ACHIEVED THE REQUIRED DENSITY AS SPECIFIED IN THE TECHNICAL SPECIAL PROVISIONS.
2. SEE THE UTILITY ADJUSTMENT SHEETS IN THE ROADWAY PLANS FOR THE DISPOSITION OF THE EXISTING UTILITIES.

BRIDGE NO. 12409

DRAWN BY: THOMAS J. SHARP, P.E.
PUBLIC WORKS
SOUTHWEST FLORIDA
DEPARTMENT OF TRANSPORTATION

REVIEWED - CERTIFICATION

Klingner Carrino & Associates Corp.
3235 S. Labs Avenue, Suite 1200
Tampa, Florida 33617
Telephone: 727-771-3500
Fax: 727-771-3505
Remote Certificate of Authorization No. 160197

SHEET E-11
**PLAN**
(SOUTH FOOTING SHOWN, NORTH FOOTING SIMILAR)

**ELEVATION**
(SOUTH FOOTING SHOWN, NORTH FOOTING SIMILAR)

**ESTIMATED QUANTITIES**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>#Concrete (Querits)</td>
<td>CY</td>
<td>83.6</td>
</tr>
<tr>
<td>#Reinforcing Steel (Crossbar)</td>
<td>L</td>
<td>139.32</td>
</tr>
</tbody>
</table>

**DETAIL "A"**

**NOTES:**
1. WORK THIS SHEET WITH SHEETS B-13 AND B-14.
PLAN
(SOUTH FOOTING SHOWN, NORTH FOOTING SIMILAR)
(BOTTOM REINFORCING ONLY)

PLAN
(SOUTH FOOTING SHOWN, NORTH FOOTING SIMILAR)
(TOP REINFORCING ONLY)

NOTES:
1. WORK THIS SHEET WITH SHEETS B-12 AND B-14.
2. ADJUST LAP OF BARS 4FG TO MAINTAIN MINIMUM COVER AT NOTCH IN FOOTING FOR EXISTING WING WALL.

BROWN NO. 124031

SPREAD FOOTING (2 OF 2)
ORTIZ AVENUE (CR 869)
BRIDGE OVER BILLY'S CREEK
NOTES:
1. WORK THIS SHEET WITH SHEETS B-12 AND B-13.
NOTES:

1. WORK THIS SHEET WITH SHEETS B-15 AND B-17.
2. SEE SHEETS B-13 AND B-14 FOR SPREAD FOOTING REINFORCING DETAILS.

CULVERT TYPICAL SECTION

DOWEL DETAIL

BRIDGE NO. 1294081

CULVERT TYPICAL SECTION
ORTEZ AVENUE (CR 869)
BRIDGE OVER BILLY'S CREEK

existing structure

6509

3/8" x 1"-1/4" hole

2'-0"

1'-0"

6508
WINGWALL ELEVATION
(SOUTHWEST WINGWALL SHOWN, NORTHWEST WINGWALL OPPOSITE HAND)

NOTES:
1. WORK THIS SHEET WITH SHEETS B-15 AND B-16.
2. BARS 5508 LAP WITH 5503 IN BRIDGE CULVERT.
   SIDEWALLS AND SW03 IN WINGWALLS.
3. SEE SHEETS B-13 AND B-14 FOR SPREAD FOOTING
   REINFORCING DETAILS.
NOTES:
1. WORK THIS SHEET WITH SHEET B-15.
2. SEE STANDARD INDEX NO. 423 FOR BARRIERS
   REINFORCING AND DETAILS.
3. BARS 5X1 AND 5X1 SUBSTITUTED FOR BARS 5X
   AND 5X1, RESPECTIVELY, FOR BARRIER PLACED
   ON EXISTING STRUCTURE. SEE INDEX 423 FOR
   REINFORCING SPACING AND DETAILS. SEE RE-
   INFORCING BAR LIST FOR BAR DIMENSIONS.
4. SLAB THICKNESS OF 8" ACCOMMODATES
   ASPHALT OVERLAY ON BRIDGE CURVET AND
   APPROACH SLABS.

DOWEL NOTES:
1. SHIFT DOWEL HOLES TO CLEAR IF EXISTING
   REINFORCEMENT IS ENCOUNTERED.
2. PROVIDE AND INSTALL AN ADHESIVE BONDING
   MATERIAL SYSTEM IN ACCORDANCE WITH
   SECTIONS 416 AND 9.37 OF THE SPECIFICATIONS
3. HOLE DIAMETER TO MEET
   ADHESIVE BONDING MATERIAL
   SYSTEM MANUFACTURER'S
   REQUIREMENTS

BRENNY NO. 12408

CULVERT DETAILS (2 OF 2)
ORTIZ AVENUE (CR 863)
BRIDGE OVER BILLY'S CREEK

PUBLIC WORKS DEPARTMENT
LIFE COUNTY
3301 SOUTHWEST 15TH STREET
FORT MYERS, FLORIDA 33901
PHONE: 239-938-5818
FAX: 239-938-4318
Www.LeeCountyFL.gov/Transportation

OWNER:
THOMAS J. SHAW, P.E.
ROBERT W. HOUGEN, P.E.

Kleinein Company & Associates Corp.
5320 N. Lake Avenue, Suite 1030
Tampa, Florida 33607
Telephone: (813) 271-0871
Fax: (813) 271-0861
Florida Corporation & Authorization No. 02317
NOTES:
1. SURFACE TREATMENT: APPT CLAS M FINISH TO SIDEWALK AREAS.
   THE TOP SURFACE OF THE APPROACH SLAB CONCRETE SHALL BE NAKED
   IN PREPARATION FOR AN ESPALY BUILD-UP.
2. IF A CONTINUOUS CONSTRUCTION JOINT IS UTILIZED, THE TRANSVERSE STEEL
   SHALL BE EXTENDED AS SHOWN IN THE CONTINUOUS CONSTRUCTION JOINT DETAIL.
   THE PREFERRED LOCATION OF THE CONTINUOUS JOINT IS AT A LANE LINE.
3. PARAPETS SHALL BE INCLUDED IN THE PARAPET DETAIL.
   SHOWN IN THE PLANS. PARAPETS
   SHALL BE INCLUDED IN THE PARAPET DETAIL.
4. SEE ADDITIONAL APPROACH SLAB SHEETS FOR SIDEWALK AND OTHER PERTINENT
   DETAILS.

CROSS REFERENCES:

FOR SECTION B-1, CONTINUOUS CONSTRUCTION JOINT DETAIL.
ESTIMATED QUANTITIES AND APPROACH SLAB DETAIL SEE
APPROACH SLAB 12 OF 21.

SECTION A-6

4" DOWELS @ 1'-0" MAX. (TOP OF SLAB)
ALTERNATE WITH TOP LAYER S8 BARS
BARS S8 @ 1'-0" MAX. (TOP OF SLAB)
BARS S8 @ 1'-0" MAX. (BOTTOM OF SLAB)

SECTION A-6

SEE STANDARD INDEX NO. 36A FOR JOINT
DETAILS

SECTION C-C DOWEL DETAIL

NO. 6D DOWEL (TOP)

SECTION C-C DOWEL DETAIL

NO. 6D DOWEL (TOP)

WIDENED APPROACH SLAB

EXISTING APPROACH SLAB

1/4" X 1"-0" HOLE
SECTION B-B
APPROACH SLAB WITH RAISED SIDEWALK

RAISED SIDEWALK (GEOMETRY & REINFORCEMENT TO MATCH SUPERSTRUCTURE SHEETS)

TRAFFIC RAILING BARRIER (138° VERTICAL SHAPE WITH PEDESTRIAN RAILING)

CONJ. JOINT REQUIRED

BARS 5B EXTEND 2'-0" MIN.

BARS 5A-

BARS 5B

LONGITUDINAL CONSTRUCTION JOINT DETAIL

LONGITUDINAL JOINT

CONJ. JOINT REQUIRED

APPROACH SLAB WITH RAISED SIDEWALK

RAISED SIDEWALK (GEOMETRY & REINFORCEMENT TO MATCH SUPERSTRUCTURE SHEETS)

TRAFFIC RAILING BARRIER (138° VERTICAL SHAPE WITH PEDESTRIAN RAILING)

EDGE OF APPROACH SLAB (CONJ. JOINT)

APPROACH SLAB WITH WINGWALL DETAILS

SECTION THRU APPROACH SLAB AND WINGWALL

VIEW C-C AT BEGIN OR END BRIDGE

BRAKE SYSTEM

APPROACH SLAB

PEDESTRIAN RAILING ON RAISED SIDEWALK

BEGIN OR END BRIDGE CULVERT

APPROACH SLAB

CULVERT

WINGWALL

CORBEL

FOOTNOTE:

ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>REINFORCING STEEL (LB.)</th>
<th>CLASS II CONCRETE (CU. YARDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEGIN BRIDGE</td>
<td>7999</td>
<td>41.2</td>
</tr>
<tr>
<td>END BRIDGE</td>
<td>7999</td>
<td>41.2</td>
</tr>
</tbody>
</table>

**QUANTITIES SHOWN ARE FOR APPROACH SLABS ONLY. QUANTITIES DO NOT INCLUDE SIDEWALKS, TRAFFIC RAILING BARRIERS OR PEDESTRIAN RAILINGS. FOR SIDEWALK, TRAFFIC RAILING BARRIER AND PEDESTRIAN RAILING QUANTITIES SEE BIG ITEM LIST.**
| MARK | LENGTH | NO. | TYPE | A | B | C | D | E | F | H | I | J | K | N | S |
|------|--------|-----|------|---|---|---|---|---|---|---|---|---|---|---|---|---|
|      |        |     |      | **FT** | **IN** | **BAR#** | **BAR A** | **BAR B** | **BAR C** | **BAR D** | **BAR E** | **BAR F** | **BAR H** | **BAR I** | **BAR J** | **BAR K** | **BAR N** | **BAR S** |
| 5 F01 | 8-6    | 428 | 10   | 4-11 | 3-7 |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 5 F02 | 19-6   | 3-10 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 5 F03 | 20-11  | 3-1 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 5 F04 | 6-2    | 77  | 10   | 2-7 | 3-7 |       |       |       |       |       |       |       |       |       |       |       |       |
| 5 F05 | 37-5   | 6-2 |       | 1-9 | 75-8 |       |       |       |       |       |       |       |       |       |       |       |
| 5 F06 | 60-0   | 3-1 |       | 60-0 |       |       |       |       |       |       |       |       |       |       |       |       |
| 4 F07 | 6-9    | 2-11 |       | 4-10 | 0-11 | 0-11 |       |       |       |       |       |       |       |       |       |
| 4 F08 | 10-7   | 70-11 |       | 6-9 | 0-11 | 0-11 |       |       |       |       |       |       |       |       |       |
| 4 F09 | 21-9   | 12-11 |       | 15-1 | 0-11 | 0-11 |       |       |       |       |       |       |       |       |       |
| 4 F10 | 77-1   | 11-2 |       | 1-5 | 75-8 |       |       |       |       |       |       |       |       |       |       |
| 4 F11 | 6-4    | 13-11 |       | 4-6 | 0-11 |    |       |       |       |       |       |       |       |       |       |
| 5 F12 | 16-11  | 6-10 |       | 13-9 | 3-7 |       |       |       |       |       |       |       |       |       |       |
| 5 F13 | 3-0    | 11-1 |       | 3-0 |       |       |       |       |       |       |       |       |       |       |       |       |

**LOCATION** BRIDGE CULVERT

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NO. REQUIRED = 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 S01</td>
<td>22-0 445-0 12-5 9-7</td>
</tr>
<tr>
<td>6 S02</td>
<td>14-2 224-10 12-2 2-0</td>
</tr>
<tr>
<td>6 S03</td>
<td>76-4 16-2 2-6 33-10</td>
</tr>
<tr>
<td>6 S04</td>
<td>33-9 223-13 17-8 12-0 8-0 8-0 4-9</td>
</tr>
<tr>
<td>6 S05</td>
<td>33-8 112-1 33-8</td>
</tr>
<tr>
<td>4 S06</td>
<td>6-9 446-25 6-2 1 0-9 2-1 3-0</td>
</tr>
<tr>
<td>6 S07</td>
<td>1-6 48 1 1-6</td>
</tr>
<tr>
<td>6 S08</td>
<td>5-0 48 1 1-9 3-3</td>
</tr>
<tr>
<td>6 S09</td>
<td>3-0 55 1 3-0</td>
</tr>
</tbody>
</table>

**LOCATION** WINDWALLS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NO. REQUIRED = 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 W01</td>
<td>11-5 50 1 11-5</td>
</tr>
<tr>
<td>6 W02</td>
<td>1-6 15 1 1-6</td>
</tr>
<tr>
<td>6 W03</td>
<td>14-8 24 1 14-8</td>
</tr>
</tbody>
</table>

**LOCATION** APPROACH SLABS

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NO. REQUIRED = 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 A1</td>
<td>14-6 75 1 14-6</td>
</tr>
<tr>
<td>8 A2</td>
<td>14-6 100 1 14-6</td>
</tr>
<tr>
<td>5 B</td>
<td>75-10 37 2 2-2 75-8</td>
</tr>
<tr>
<td>6 D</td>
<td>2-6 15 1 2-6</td>
</tr>
<tr>
<td>SIZE</td>
<td>DES</td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Location Raised Sidewalk on Bridge Culvert Left</td>
<td>No. Required</td>
</tr>
<tr>
<td>4</td>
<td>S10</td>
</tr>
<tr>
<td>4</td>
<td>S11</td>
</tr>
<tr>
<td>4</td>
<td>S12</td>
</tr>
<tr>
<td>4</td>
<td>S14</td>
</tr>
<tr>
<td>Location Raised Sidewalk on Bridge Culvert Right</td>
<td>No. Required</td>
</tr>
<tr>
<td>4</td>
<td>S12</td>
</tr>
<tr>
<td>4</td>
<td>S13</td>
</tr>
<tr>
<td>4</td>
<td>S14</td>
</tr>
<tr>
<td>5</td>
<td>T1</td>
</tr>
<tr>
<td>5</td>
<td>T2</td>
</tr>
<tr>
<td>5</td>
<td>X2</td>
</tr>
<tr>
<td>Location Raised Sidewalk on Approach Slab Left</td>
<td>No. Required</td>
</tr>
<tr>
<td>4</td>
<td>S10</td>
</tr>
<tr>
<td>4</td>
<td>S11</td>
</tr>
<tr>
<td>4</td>
<td>S12</td>
</tr>
<tr>
<td>4</td>
<td>S14</td>
</tr>
<tr>
<td>Location Raised Sidewalk on Approach Slab Right</td>
<td>No. Required</td>
</tr>
<tr>
<td>4</td>
<td>S12</td>
</tr>
<tr>
<td>4</td>
<td>S13</td>
</tr>
<tr>
<td>4</td>
<td>S14</td>
</tr>
<tr>
<td>5</td>
<td>T2</td>
</tr>
<tr>
<td>5</td>
<td>X2</td>
</tr>
</tbody>
</table>

END OF LIST