If sulfates are present on the project, add a "bubble" note to each concrete pay item showing required cementitious material per 901-S-701.01. If using concrete pilings for prestressed bridge use pay item S-803-C.
### BOX BRIDGE SCHEDULE

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Station</th>
<th>Size</th>
<th>Length</th>
<th>State</th>
<th>Standards</th>
<th>Length</th>
<th>Lanes</th>
<th>&quot;SB&quot;</th>
<th>Rear</th>
<th>&quot;T&quot;1</th>
<th>&quot;V&quot;1</th>
<th>&quot;T&quot;2</th>
<th>&quot;V&quot;2</th>
<th>&quot;Z&quot;</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>222498.00</td>
<td>7005</td>
<td>231.37</td>
<td>32.59</td>
<td>10.5</td>
<td>3.5</td>
<td>22.0</td>
<td>3:1</td>
<td>Wings</td>
<td>50' Lt. Pct</td>
<td>7118, 7119, 7120</td>
<td>231.37</td>
<td>32.59</td>
<td></td>
<td>10' MAX COVER</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7186, 7188, 7190, 7191, 7192</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CONC. PAVED DITCH SCHEDULE

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Station - Station</th>
<th>Side</th>
<th>Width</th>
<th>Length</th>
<th>Toe Wall</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>222400.00 - 224400.00</td>
<td>FT</td>
<td>8.0</td>
<td>100.0</td>
<td>0.90</td>
<td>8.41</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>UNITS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>cubic yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### CULVERT HYDRAULIC DESIGN SUMMARY

<table>
<thead>
<tr>
<th>SN. NO.</th>
<th>STATION</th>
<th>D. A.</th>
<th>SIZE</th>
<th>UPSTREAM</th>
<th>DESIGN STORM (Q25)</th>
<th>BASE STORM (Q100)</th>
<th>STORM OF RECORD</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### PIPE SCHEDULE

<table>
<thead>
<tr>
<th>STATION</th>
<th>SHEET</th>
<th>CONC. PIPE, CLASS</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>273+40.00</td>
<td>4</td>
<td>32</td>
<td>SIDEWALK RT.</td>
</tr>
</tbody>
</table>

### SOLID SOD SCHEDULE

<table>
<thead>
<tr>
<th>Sheet No.</th>
<th>Station - Station</th>
<th>Side</th>
<th>Width</th>
<th>Length</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>222400.00 - 224400.00</td>
<td>FT</td>
<td>4.5</td>
<td>100.0</td>
<td>44.40</td>
</tr>
<tr>
<td>4</td>
<td>273+40.00 - 273+40.00</td>
<td>FT</td>
<td>6.0</td>
<td>300.0</td>
<td>33.45</td>
</tr>
<tr>
<td>4</td>
<td>273+40.00 - 273+40.00</td>
<td>FT</td>
<td>6.0</td>
<td>300.0</td>
<td>33.45</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>UNITS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>square yard</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### BASE AND SURFACING SCHEDULE

<table>
<thead>
<tr>
<th>Area</th>
<th>Granular Material</th>
<th>Portland Cement</th>
<th>Soil-Cement Water Mixing</th>
<th>Surfacing Area</th>
<th>Emulified Asphalt</th>
<th>Cover Aggregate</th>
<th>Cover Aggregate</th>
<th>Skimmer Remover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>3.045</td>
<td>1.029</td>
<td>3.040</td>
<td>2787</td>
<td>2093</td>
<td>53.7</td>
<td>28.8</td>
<td>1</td>
</tr>
<tr>
<td>Hiways (1)</td>
<td>16</td>
<td>0</td>
<td>14</td>
<td>14</td>
<td>16</td>
<td>0.3</td>
<td>0.1</td>
<td>0</td>
</tr>
<tr>
<td>Bridge Approaches</td>
<td>32.1</td>
<td>0</td>
<td>25</td>
<td>25</td>
<td>0.9</td>
<td>0.3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Project Total</td>
<td>3.942</td>
<td>1.042</td>
<td>7.07</td>
<td>2,828</td>
<td>2,118</td>
<td>54.5</td>
<td>27.1</td>
<td>1</td>
</tr>
<tr>
<td>Cuts</td>
<td>cubic yard</td>
<td></td>
<td>cubic yard</td>
<td>cubic yard</td>
<td>cubic yard</td>
<td>cubic yard</td>
<td>cubic yard</td>
<td>cubic yard</td>
</tr>
</tbody>
</table>
SITE "A"

4" Skip Yellow
4" Continuous White

SITE "B"

4" Skip Yellow
4" Continuous White

STRIPPING DETAIL
35 Percentile Speed = 55 MPH
Minimum Passing Sight Distance = 900 Ft.

TRAFFIC SIGNS REQ'D

<table>
<thead>
<tr>
<th>Station</th>
<th>Type</th>
<th>Remarks</th>
<th>Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>267+89.00</td>
<td>OM-3L</td>
<td>Object Marker</td>
<td>LL</td>
</tr>
<tr>
<td>267+89.00</td>
<td>OM-3R</td>
<td>Object Marker</td>
<td>RL</td>
</tr>
<tr>
<td>259+51.00</td>
<td>OM-3R</td>
<td>Object Marker</td>
<td>LL</td>
</tr>
<tr>
<td>269+51.00</td>
<td>OM-3L</td>
<td>Object Marker</td>
<td>RL</td>
</tr>
</tbody>
</table>

Total Signs
4 Object Markers Req'd.

NOTE: All Bridges Shall Be Striped

SITE "A"
Skip Yellow = 0.038 Mi.
Continuous White = 0.076 Mi.

SITE "B"
Skip Yellow = 0.208 Mi.
Continuous White = 0.417 Mi.

TOTALS
Skip Yellow = 0.246 Mi.
Continuous White = 0.493 Mi.
THE SUPPLEMENTAL PLATE SHOULD BEAR THE POSTED ROAD NAME OR NUMBER - IF POSTED. IF NOT POSTED, USE THE ROAD NAME AS IT IS LOCALLY KNOWN. IN SOME CASES, YOU WOULD SUBSTITUTE "TO NAME OF TOWN" FOR ROAD NAME: IF THE ROAD NAME IS POSTED BY NAME OR NUMBER AT THE POINT OF DETOUR, WHERE M4-10 SIGNS ARE LOCATED, THE SUPPLEMENTAL NAME PLATES MAY BE DELETED AT THE LOCATIONS WHERE THE M4-10 SIGNS ARE USED.

IN SOME CASES, YOU MAY WANT TO CALL FOR R11-3 (MODIFIED), THIS MODIFIED SIGN WOULD READ "BRIDGE CLOSED AHEAD LOCAL TRAFFIC ONLY". THIS WOULD ALLOW THE CONTRACTOR TO USE THE SAME SIGN FOR BOTH PHASES WITHOUT CHANGING THE DISTANCE ON THE SIGN.

A MARKED OFF-SITE DETOUR IS REQUIRED IF THE CURRENT ADT IS GREATER THAN 400 VPD.

ON-SITE DETOURS, RATHER THAN AN OFF-SITE DETOUR AS SHOWN HERE, SHOULD BE PROVIDED ONLY WHEN DETERMINED TO BE NECESSARY BY THE DISTRICT ENGINEER AND COUNTY ENGINEER.

THE SUPPLEMENTAL PLATE SHOULD BEAR THE POSTED ROAD NAME OR NUMBER - IF POSTED. IF NOT POSTED, USE THE ROAD NAME AS IT IS LOCALLY KNOWN. IN SOME CASES, YOU WOULD SUBSTITUTE "TO NAME OF TOWN" FOR ROAD NAME.

IF THE ROAD NAME IS POSTED BY NAME OR NUMBER AT THE POINT OF DETOUR, WHERE M4-10 SIGNS ARE LOCATED, THE SUPPLEMENTAL NAME PLATES MAY BE DELETED AT THE LOCATIONS WHERE THE M4-10 SIGNS ARE USED.

IN SOME CASES, YOU MAY WANT TO CALL FOR R11-3 (MODIFIED), THIS MODIFIED SIGN WOULD READ "BRIDGE CLOSED AHEAD LOCAL TRAFFIC ONLY". THIS WOULD ALLOW THE CONTRACTOR TO USE THE SAME SIGN FOR BOTH PHASES WITHOUT CHANGING THE DISTANCE ON THE SIGN.

A MARKED OFF-SITE DETOUR IS REQUIRED IF THE CURRENT ADT IS GREATER THAN 400 VPD.

ON-SITE DETOURS, RATHER THAN AN OFF-SITE DETOUR AS SHOWN HERE, SHOULD BE PROVIDED ONLY WHEN DETERMINED TO BE NECESSARY BY THE DISTRICT ENGINEER AND COUNTY ENGINEER.
THE SUPPLEMENTAL PLATE SHOULD BEAR THE POSTED ROAD NAME OR NUMBER - IF POSTED, IF NOT POSTED, USE THE ROAD NAME AS IT IS LOCALLY KNOWN. IN SOME CASES, YOU WOULD SUBSTITUTE THE NAME OF THE ROAD NAME IF IT IS POSTED NAME OR NUMBER AT THE POINT OF DETOUR. WHERE M4-10 SIGNS ARE LOCATED, THE SUPPLEMENTAL NAME PLATES MAY BE DELETED AT THE LOCATION WHERE THE M4-10 SIGNS ARE USED.

IN SOME CASES, YOU MAY WANT TO CALL FOR R11-3b (MODIFIED), WHICH WOULD READ "BRIDGE CLOSED AHEAD LOCAL TRAFFIC ONLY". THIS WOULD ALLOW THE CONTRACTOR TO USE THE SAME SIGN FOR BOTH PHASES WITHOUT CHANGING THE DISTANCE ON THE SIGN.

MARKED OFF-SITE DETOUR IS REQUIRED IF THE CURRENT ADT IS GREATER THAN 400 VPD. ON-SITE DETOURS, INSTEAD OF AN OFF-SITE DETOUR AS SHOWN HERE, SHOULD BE PROVIDED ONLY WHEN DETERMINED TO BE NECESSARY BY THE DISTRICT ENGINEER AND COUNTY ENGINEER.

THE SUPPLEMENTAL PLATE SHOULD BEAR THE POSTED ROAD NAME OR NUMBER - IF POSTED, IF NOT POSTED, USE THE ROAD NAME AS IT IS LOCALLY KNOWN. IN SOME CASES, YOU WOULD SUBSTITUTE THE NAME OF THE ROAD NAME IF IT IS POSTED NAME OR NUMBER AT THE POINT OF DETOUR. WHERE M4-10 SIGNS ARE LOCATED, THE SUPPLEMENTAL NAME PLATES MAY BE DELETED AT THE LOCATION WHERE THE M4-10 SIGNS ARE USED.

IN SOME CASES, YOU MAY WANT TO CALL FOR R11-3b (MODIFIED), WHICH WOULD READ "BRIDGE CLOSED AHEAD LOCAL TRAFFIC ONLY". THIS WOULD ALLOW THE CONTRACTOR TO USE THE SAME SIGN FOR BOTH PHASES WITHOUT CHANGING THE DISTANCE ON THE SIGN.

MARKED OFF-SITE DETOUR IS REQUIRED IF THE CURRENT ADT IS GREATER THAN 400 VPD. ON-SITE DETOURS, INSTEAD OF AN OFF-SITE DETOUR AS SHOWN HERE, SHOULD BE PROVIDED ONLY WHEN DETERMINED TO BE NECESSARY BY THE DISTRICT ENGINEER AND COUNTY ENGINEER.
You may choose to open the project to all traffic at some stage of construction after the bridges and guardrails are constructed. In this event, a Phase III would be required with the appropriate signs shown.

Construction Notes:

1. This project will be constructed under three phases. The box bridge at STA 222+518.00 will be constructed under Phase I. The bridge at STA 397+439.60 will be constructed under Phase II as the road work and surface level will be completed. The north end of the project will be completed after Phase II. Why the construction of the bridges will be under Phase I and Phase II.

2. After all construction is complete, including the installation of guardrails, complete in-place, but prior to stripping, the entire project shall be opened to all traffic.

3. Temporary raised pavement markings. Whenever pavement construction has progressed sufficiently to form a section of the project to traffic movement that is unrestricted by channeling or other traffic control means, temporary raised pavement markings shall be installed as necessary. These markings shall be installed at the end of the day's work or prior to nightly. Why the markings are required and how they will be maintained after each lift. The temporary raised pavement markings shall be installed in a lane manner. Why the temporary raised pavement markings will be installed in this manner. Why the temporary raised pavement markings will be installed at the end of the day's work or prior to nightly. Why is this required. Why is this necessary. Why is this important.

4. Prior to opening a section of the project to traffic, P+R-2: "Pass with care" signs shall be installed on the right hand side of the road at the stop and stop in accordance with the permanent channeling schedule in the plans. The work is not a separate pay item but will be considered included in the lump sum payment for pay item 5-080-4, "Maintenance of Traffic".

During stripping operations:

1. A shadow vehicle shall be positioned approximately 300 feet in front of and behind marking operations.

2. The shadow vehicle shall carry a sign "Roadway Stripping Ahead." Bottom of sign shall be a minimum of 60 inches above pavement.

3. A flashing yellow light shall be installed above top of marking signs.

4. A flashing yellow light shall be installed on all vehicles used in the marking operations.

See sheet 2-1 for general notes.
Note: Modify notes 6 & 7 to indicate how you want the contractor to handle riprap on a project by project basis.
Note: Modify this note as required by conditions for Negligible, Moderate, or Severe Sulfates.

*Headwater elevation values shown on these plans are theoretical and may vary from actual conditions.

Note: Modify this note as required and submit seismic worksheet with PS&E Plans.

GENERAL NOTES:

- Foundation data, current, detailed specifications for foundation, and design conditions shall be provided.
- Vegetation clearing shall include necessary vegetation clearing, including tree cutting, brush clearing, and any other required operations.
- Foundation materials shall be placed in accordance with Section 5.04.01.19 of the specifications.
- All concrete shall be Type A-Concrete.
- All steel shall be Grade 50, conforming to AISC 360, and shall be provided by the contractor.
- All supplemental materials shall be approved by the designer or architect.

FOUN DATION PLAN

- All structures shown shall be designed in accordance with the applicable codes and standards.
- All materials shall be furnished by the contractor and shall be approved by the designer or architect.
- All work shall be performed in accordance with the contract documents.

SUMMARY OF HYDRAULIC DESIGN DATA

- Flood elevation shall be determined in accordance with the applicable codes and standards.
- All designs shall be reviewed and approved by the designer or architect.

BRIDGE QUANTITIES

- All quantities shall be determined in accordance with the applicable codes and standards.
- All work shall be performed in accordance with the contract documents.

Note: All dimensions and elevations shown on these plans are theoretical and may vary from actual conditions.
Riprap Calculations: For Information Only -- Not Required On Plans.

Area For Top Wall: 4.5 x 3.5 x 0.3 = 4.57 Sq. Ft.
Total Area = 1308.00 Sq. Ft.

Riprap = 1308.00 Sq. Ft. x 150 Lbs./Sq. Ft. = 2000 Lbs./Ton = 78.49 Tons

Note: Show ground elevation on the boring log.
INSERT YOUR OWN SHRINKAGE FACTORS.

FEDERAL PARTICIPATING LENGTH IS FOR MINIMUM TIE-IN.

METHOD VARIES BASED ON DRAINAGE AREA. Delta Region and Urban Basin use 1991 Method.
Use current Length of Need (Table 9-6) to determine values for A, B, C, & D.

Federal Participating Length is for minimum tie-in.


Your own shrinkage factors can be inserted here.