### Mobilization
- **Lump Sum = 1**

### Contractor Furnished Surveying and Staking
- **Lump Sum = 1**

### Additional Mobilization for Seeding
- **4 Each**

### Clearing and Grubbing
<table>
<thead>
<tr>
<th>Location</th>
<th>Clearing and Grubbing</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route B</td>
<td>0.53</td>
<td>Felled trees may be present within the project limits, to be included in clearing and grubbing.</td>
</tr>
</tbody>
</table>

### Removal of Improvements
<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location</th>
<th>Side</th>
<th>Description of Removal</th>
</tr>
</thead>
<tbody>
<tr>
<td>625+28.82</td>
<td>625+70.12 R2</td>
<td>Route B</td>
<td>Both</td>
<td>102 SY EX. PAVEMENT</td>
</tr>
<tr>
<td>625+64.80 R2</td>
<td>625+64.80 R2</td>
<td>Route B</td>
<td>RT</td>
<td>EX. &quot;OSAGE FORK RIVER&quot; SIGN</td>
</tr>
<tr>
<td>625+69.09 R2</td>
<td>625+69.09 R2</td>
<td>Route B</td>
<td>LT</td>
<td>OBJECT MARKER</td>
</tr>
<tr>
<td>629+94.10 R2</td>
<td>629+94.10 R2</td>
<td>Route B</td>
<td>LT</td>
<td>OBJECT MARKER</td>
</tr>
<tr>
<td>629+93.29 R2</td>
<td>629+93.29 R2</td>
<td>Route B</td>
<td>Both</td>
<td>103 SY EX. PAVEMENT</td>
</tr>
<tr>
<td>629+94.35 R2</td>
<td>629+94.35 R2</td>
<td>Route B</td>
<td>RT</td>
<td>OBJECT MARKER</td>
</tr>
<tr>
<td>629+98.49 R2</td>
<td>629+98.49 R2</td>
<td>Route B</td>
<td>LT</td>
<td>EX. &quot;OSAGE FORK RIVER&quot; SIGN</td>
</tr>
</tbody>
</table>

**Total = 1 LUMP SUM**

### Pavement Marking
<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location</th>
<th>Waterborne Paint with Type P Beads</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>625+28.82</td>
<td>625+70.12 R2</td>
<td>Route B</td>
<td>4&quot; White</td>
<td>1046 ft</td>
</tr>
<tr>
<td>625+64.80 R2</td>
<td>630+43.29 R2</td>
<td>Route B</td>
<td>4&quot; Yellow</td>
<td>131 ft</td>
</tr>
</tbody>
</table>

**Totals = 1046 ft 131 ft**

### Seeding and Mulching
<table>
<thead>
<tr>
<th>Location</th>
<th>Seeding - Cool Season Mixtures</th>
<th>Mulching</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route B</td>
<td>0.5</td>
<td>0.5</td>
<td></td>
</tr>
</tbody>
</table>

**Totals = 0.5 0.5**

### Earthwork
<table>
<thead>
<tr>
<th>Station</th>
<th>Station</th>
<th>Location</th>
<th>Class A Excavation</th>
<th>Compact NG Embankment</th>
<th>Embankment in Place</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>624+02.77</td>
<td>625+70.12 R2</td>
<td>Route B</td>
<td>24.5</td>
<td>24.5</td>
<td>111.8</td>
<td></td>
</tr>
<tr>
<td>629+93.29 R2</td>
<td>631+44.04 R2</td>
<td>Route B</td>
<td>11.6</td>
<td>11.6</td>
<td>264.6</td>
<td></td>
</tr>
</tbody>
</table>

**Totals = 36.1 36.1 376.4**

**Pay Totals = 37 37 377**
### PERMANENT EROSION CONTROL

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>SIDE</th>
<th>FURNISHING TYPE 2 ROCK BLANKET</th>
<th>PLACING TYPE 2 ROCK BLANKET</th>
<th>FURNISHING ROCK FILL</th>
<th>PLACING ROCK FILL</th>
<th>PERMANENT EROSION CONTROL GEOTEXTILE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>624+17.77</td>
<td>625+70.12 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>58.0</td>
<td>58.0</td>
<td>529</td>
<td>587</td>
<td></td>
<td>1126</td>
</tr>
<tr>
<td>625+70.12 R2</td>
<td>626+70.37 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>352.5</td>
<td>352.5</td>
<td>529</td>
<td>587</td>
<td></td>
<td>1126</td>
</tr>
<tr>
<td>626+88.78 R2</td>
<td>629+93.31 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>398.1</td>
<td>398.1</td>
<td>529</td>
<td>587</td>
<td></td>
<td>1126</td>
</tr>
<tr>
<td>629+93.31 R2</td>
<td>631+44.06 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>102.0</td>
<td>102.0</td>
<td>529</td>
<td>587</td>
<td></td>
<td>1126</td>
</tr>
</tbody>
</table>

**TOTALS:** 750.6 750.6 160.0 160.0 1126

**PAY TOTAL:** 751 751 160 160 1126

### TEMPORARY EROSION CONTROL

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>SIDE</th>
<th>SILT FENCE</th>
<th>TYPE C BERIM</th>
<th>ROCK DITCH CHECK</th>
<th>SEDIMENT TRAP EXCAVATION</th>
<th>SEDIMENT TRAP ROCK</th>
<th>SEDIMENT TRAP REMOVAL</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>624+02.77</td>
<td>626+66.03 R2</td>
<td>ROUTE B</td>
<td>RT</td>
<td>93</td>
<td>144</td>
<td>0.7</td>
<td>0.7</td>
<td>20.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>624+30.17</td>
<td>626+69.57 R2</td>
<td>ROUTE B</td>
<td>LT</td>
<td>240</td>
<td>95</td>
<td>1.2</td>
<td>1.2</td>
<td>18.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>626+63.16 R2</td>
<td>626+73.08 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>62</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>626+67.60 R2</td>
<td>626+67.58 R2</td>
<td>ROUTE B</td>
<td>BOTH</td>
<td>58</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>626+88.76 R2</td>
<td>626+90.08 R2</td>
<td>ROUTE B</td>
<td>LT</td>
<td>64</td>
<td>24</td>
<td>0.3</td>
<td>0.3</td>
<td>14.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>629+03.17 R2</td>
<td>631+44.09 R2</td>
<td>ROUTE B</td>
<td>RT</td>
<td>243</td>
<td>24</td>
<td>2.2</td>
<td>2.2</td>
<td>54.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS:** 640 120 264 2.2 2.2 54.3

**PAY TOTAL:** 640 120 264 2.2 2.2 54

### GUARDRAIL

<table>
<thead>
<tr>
<th>STATION</th>
<th>STATION</th>
<th>LOCATION</th>
<th>SIDE</th>
<th>MGS GUARDRAIL</th>
<th>MGS BRIDGE APPROACH TRANSITION SECTION (REGULAR/NO CURB)</th>
<th>MGS BRIDGE APPROACH TRANSITION SECTION (WITH MODIFIED TERMINAL CONNECTION)</th>
<th>TYPE A CRASHWORTHY END TERMINAL (MASH)</th>
<th>MGS END ANCHOR</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>624+27.77</td>
<td>625+70.12 R2</td>
<td>ROUTE B</td>
<td>RT</td>
<td>62.5</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>624+52.77</td>
<td>625+70.12 R2</td>
<td>ROUTE B</td>
<td>LT</td>
<td>37.5</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>629+93.29 R2</td>
<td>630+60.36 R2</td>
<td>ROUTE B</td>
<td>LT</td>
<td>75</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>629+93.29 R2</td>
<td>631+19.04 R2</td>
<td>ROUTE B</td>
<td>RT</td>
<td>37.5</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS:** 212.5 2 2 3 1

**PAY TOTALS:** 212.5 2 2 3 1
STA. 624+52.77 TO 625+70.12 R2 E ROUTE B LT.
BUILD MCS BRIDGE APPROACH TRANSITION,
37.35' MCS GUARDRAIL, AND
TYPE A CRASHWORTHY END TERMINAL (MASH)

STA. 629+93.29 R2 TO 630+90.06 R2 E ROUTE B LT.
BUILD MCS BRIDGE APPROACH TRANSITION,
75' MCS GUARDRAIL, AND MCS END ANCHOR

GENERAL NOTES:
1. ALL BEARINGS BASED ON MODIFIED STATE PLANE
COORDINATES CONTRAUX ZONE
2. ANY WORK INDICATED ON THE PLANS THAT EXTENDS
BEYOND THE PROJECT LIMITS IS CONSIDERED INCIDENTAL TO AND PART OF THE CONSTRUCTION OF THIS PROJECT.
3. OPTIONAL PAVEMENT TO BE CONSTRUCTED TO MATCH
EXISTING PAVEMENT AND NEW BRIDGE DECK.

INSTALL NEW MCS GUARDRAIL COMPONENTS
(1) MCS BRIDGE APPROACH TRANSITION
(2) MCS GUARDRAIL 6' POST
(3) TYPE A CRASHWORTHY END TERMINAL (MASH)
(4) MCS END ANCHOR
(5) MCS BRIDGE APPROACH TRANSITION (WITH MODIFIED TERMINAL CONNECTION)
(6) BRIDGE PLANS SHEET 10

CONSERVATION, COMMISSION OF THE STATE OF MISSOURI
NO TAKING

SLOPE LIMITS

EX. ROW

BEGIN PROJECT STA. 624+02.77
BUILD MCS BRIDGE APPROACH TRANSITION,
62.5' MCS GUARDRAIL, AND
TYPE A CRASHWORTHY END TERMINAL (MASH)

END PROJECT STA. 631+44.04 R2
BUILD MCS BRIDGE APPROACH TRANSITION,
37.35' MCS GUARDRAIL, AND
TYPE A CRASHWORTHY END TERMINAL (MASH)

FULL DEPTH
OPTIONAL PAVEMENT

TYPE 2 ROCK BLANKET

ROCK FILL

GRAVEL (A)
ALL PROJECT COORDINATES HAVE BEEN PROJECTED FROM THE MISSOURI STATE PLANE COORDINATE (SPC) SYSTEM OF 1983 USING AN AVERAGE PROJECTION (GRID TO GROUND) FACTOR. TO GET BACK TO STATE PLANE COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN IN THE "REFERENCE CONTROL INFORMATION" PORTION OF THIS TABLE.

PROJECT COORDINATE INFORMATION

EXAMPLE OF PROJECT COORDINATE TO S.P.C

PROJECT NORthing X AVERAGE GRID FACTOR = STATE PLANE NORthing
PROJECT EASTING X AVERAGE GRID FACTOR = STATE PLANE EASTING

EXAMPLE CONTROL POINT 801
N 639576.2017 X 5.99488688 E 1636130.4630

EXAMPLE OF PROJECT COORDINATE TO S.P.C
1 METER = 3.2808333 US SURVEY FEET (USFT)

<table>
<thead>
<tr>
<th>SHEET NO</th>
<th>STATION</th>
<th>LOCATION</th>
<th>OFFSET (USFT)</th>
<th>NORTHING (US SURVEY FT)</th>
<th>EASTING (US SURVEY FT)</th>
<th>ELEVATION (US SURVEY FT)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>619+21.52</td>
<td>RTE B</td>
<td>10.0' RI</td>
<td>639767.2017</td>
<td>1625904.6433</td>
<td>1025.17</td>
<td>801</td>
</tr>
<tr>
<td>4</td>
<td>620+70.64</td>
<td>RTE B</td>
<td>14.7' LT</td>
<td>639189.5873</td>
<td>1636220.5099</td>
<td>999.49</td>
<td>BML 22</td>
</tr>
<tr>
<td>4</td>
<td>621+23.81</td>
<td>RTE B</td>
<td>13.5' LT</td>
<td>638691.1124</td>
<td>1636460.3392</td>
<td>998.38</td>
<td>802</td>
</tr>
</tbody>
</table>

ALIGNMENTS

<table>
<thead>
<tr>
<th>SHEET NO</th>
<th>STATION</th>
<th>LOCATION</th>
<th>OFFSET (USFT)</th>
<th>NORTHING (US SURVEY FT)</th>
<th>EASTING (US SURVEY FT)</th>
<th>ELEVATION (US SURVEY FT)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>624+02.77</td>
<td>RTE B</td>
<td>0.00</td>
<td>639341.8400</td>
<td>1636130.4630</td>
<td>BEGIN PROJECT</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>625+50.60 BK = 625+42.20</td>
<td>RTE A</td>
<td>0.00</td>
<td>639208.7739</td>
<td>1636194.8612</td>
<td>STATION EQUATION</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>631+44.04</td>
<td>RTE B</td>
<td>0.00</td>
<td>638667.0402</td>
<td>1636457.0368</td>
<td>END PROJECT</td>
<td></td>
</tr>
</tbody>
</table>

STOP SIGN

CONTROL #802
BURIED REBAR W/ CAP
SITE BENCHMARK
NORTHING: 638591.1124
EASTING: 1636460.3392
ELEVATION: 998.38

STOP SIGN

CONTROL #801
BURIED REBAR WITH CAP
SITE BENCHMARK
NORTHING: 639767.2017
EASTING: 1635904.6433
ELEVATION: 1025.17

...FINAL_005_1551844odoxy.jpg 3/16/20 3/15/2023
TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- XX CLOSED ROAD/BRIDGE
- DETOUR ROUTE
- TYPE III MOBILE BARRICADE
- CHANGEABLE MESSAGE BOARD
GENERAL NOTES:

1. PERMANENT EROSION CONTROL GEOTEXTILE SHALL BE PLACED
   BELOW TYPE 2 ROCK BLANKET.
STA 625+50.00 R2

STATION EQUATION
STA 625+50.00 BK = STA 625+52.00 R2 AH
PART ELEVATION OF INTERIOR BEAM SHOWING COVER PLATE INSTALLATION
SPAN (1-2) AND SPAN (5-6)

PART ELEVATION OF INTERIOR & EXTERIOR BEAM SHOWING COVER PLATE INSTALLATION
SPAN (2-3), SPAN (3-4) AND SPAN (4-5)

Notes:
1. Drill holes in cover plate and flange.
2. Clean facing surfaces, (see Special Provisions)
3. Install and tighten bolts.
4. Weld cover plate to flange.

Fabricated Structural Steel shall be ASTM A36 Grade 36, except as noted.

Payment for 3,962 pounds of new cover plates, complete in place, will be considered completely covered by the contract lump sum price for Strengthening Existing Beams.

Notch toughness is required for all cover plates.

TYPICAL DETAIL OF THE ENDS OF COVER PLATES (BOTTOM VIEW)

STRENGTHENING EXISTING BEAMS

Note: This drawing is not to scale. Follow dimensions.
Sheet No. 3 of 11
VERTICAL DRAIN AT END BENT NO. 1

General Notes:

All drain pipe shall be sloped 1 to 2 percent.

Drain pipe may be either 6-inch diameter corrugated high-density polyethylene pipe, non-pressure, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at full face of end bent and below face of embankment. The pipe shall slope to lowest grade of ground line, as included on the plans, at bottom of end bent by standard methods of installation.

Perforated pipe shall be placed at full face and below face of embankment, at the bottom of end bent, and shall be connected to vertical drain pipe by standard methods to the exit at ground line.

Cost of furnishing and installing Perforated Basketfill shall be considered completely at contract. No direct payment will be made.

Note: This drawing is not to scale. Follow dimensions.
GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 10 feet. A complete joint section ground welded splice shall be required. Welds shall be ground flush to create a smooth surface. The expansion joint system shall be fabricated and installed to the trim and grade of the roadway.

The strip seal glazing shall be installed in joints to one continuous plane without interjoins; factory setting will be permitted for joints.

Structural steel for the expansion joint system shall be ASTM A920 Grade 50 except the steel arm shall be ASTM A920 Grade 50. Anchors for the expansion joint system shall be in accordance with NCHRP Report 113a, 113b, 113c.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer to provide a thermal break and moisture barrier. Strips shall be hot-dip galvanized or painted to be in accordance with ASTM A792. Anchors need not be protected from the atmosphere.

Longitudinal reinforcing steel shall be placed so that ends shall be free of the vertical leg of the steel arm at the expansion joint system.

Concrete shall be mix under and around steel arm and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

MDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel arm may also be referred to as extrusion or seal.

Table of Allowed Transverse Strip Seal Expansion Joint System

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Strip Seal Expansion Joint Designation</th>
<th>Parallel to Median</th>
<th>Perpendicular to Median</th>
<th>LS x 1000 lbs</th>
<th>40°F</th>
<th>50°F</th>
<th>60°F</th>
<th>70°F</th>
<th>80°F</th>
<th>90°F</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.5 inches</td>
<td>STRIP SEAL</td>
<td>6</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>0.6 inches</td>
<td>STRIP SEAL</td>
<td>6</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
<td>0.24</td>
</tr>
</tbody>
</table>

Note: This drawing is not to scale, follow dimensions.
**General Notes:**
Contractor shall have the option to fabricate any of the slab drains. All drains shall be of one type.

Slab drain bracket assembly shall be ASTM A500 Grade B Steel.
Locate drains in slab as dimensioned shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The safety assembly shall be provided in accordance with ASTM A53.

All bolts, hardware washers and nuts shall be galvanized in accordance with ASTM A327, Grade 5.

All 1/2" bolts shall be ASTM A325, except as shown.

Shop drawings shall not be required for the slab drains and the bracket assembly.

The bolt hole for the bracket assembly attachment shall be drilled with the socket head cap screw to field drill in the existing slab.

(1) See front sheet for slab thickness.

**Notes for Steel Drain:**
Slab drains may be fabricated of either 1/4" welded sheet or ASTM A500 Grade B structural steel tubing ASTM A36 or A991.

Outside dimensions of drain are 8" x 4".

The drain shall be galvanized in accordance with ASTM A53.

**Notes for FRP Drain:**
Draik shall be fabricated from a minimum of 8 layers of 450-550 gsm E-glass, SMC, or sheet co-cured with the following exception:
Shape of drain shall be rectangular with outside nominal dimensions at 8" x 4".

Minimum reinforced wall thickness shall be 1/4".

The resins used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an existing coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard 1587). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D670 Cycle 5. The representative material tests shall be conducted on samples taken from the selected manufacturer without any physical deformation. The sample shall simulate the results of the required ultraviolet testing prior to acceptance of the slab drain.

At the contractor's option, the method of cutting for slab drains shall be recommended by the manufacturer to ensure a smooth, chip-free cut.
**General Notes:**

Concrete traffic barrier delineators shall be placed on top of the barrier as shown on Missouri Standard Plan E3610 and in accordance with Sec. 617. Delineators shall be placed with two town, four-way traffic lights at each delineator. The delineators shall be spaced at 50 ft. (15.2 m) intervals. A minimum of two delineators shall be provided per each barrier section. All delineators shall be considered as covered by the contract unit price for Type H barrier.

**Reinforcing Steel:**
Minimum reinforcement in reinforcing steel shall be 1 1/2". Use a minimum lap of 3'-6" between K7 bars and K8 bars.

**PERMISSIBLE ALTERNATE SHAPES:**
(Other K bars not shown for clarity.)
The K4-K5 and K4-K6 bar combination may be furnished by one bar as shown, at the contractor's option.
All dimensions are out to cut.
<table>
<thead>
<tr>
<th>No.</th>
<th>R.C.</th>
<th>B.</th>
<th>C.</th>
<th>D.</th>
<th>E.</th>
<th>F.</th>
<th>H.</th>
<th>K.</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>5</td>
<td>S3</td>
<td>24</td>
<td>8</td>
<td>3.0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>40</td>
</tr>
<tr>
<td>50</td>
<td>4</td>
<td>SS</td>
<td>3</td>
<td>3.02</td>
<td>3.08</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>50</td>
<td>4</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>4</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>50</td>
<td>6</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>40</td>
<td>5</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>5</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>50</td>
<td>6</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>40</td>
<td>5</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>10</td>
<td>5</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
<tr>
<td>50</td>
<td>6</td>
<td>SS</td>
<td>2</td>
<td>3.08</td>
<td>2.92</td>
<td>8</td>
<td>0.8</td>
<td>9.64</td>
<td>10</td>
</tr>
</tbody>
</table>

**Note:** This drawing is not to scale. Follow dimensions. Sheet No. 11 of 22.