NOTES:
- Mammoet Area to set-up trailers/equipment to be cleared and leveled by others.
- Temporary supports to be engineered, manufactured, installed and removed by others.
- Time frame to execute this project shall not include time required by others to remove temporary exist support for span1 and to clear the path for the trailers.
- Temporary supports shall have same configuration and dimensions (width, ground to bridge-seals, clearance etc.) as permanent abutments and pier.
- Concrete slope piers at abutments/pier to be engineered, manufactured and installed by others.
- Path to be cleared, leveled and compacted by others.
- All bearing plates on top of abutments/pier to be engineered, manufactured and installed by others.
- Bearing plates with girders to be fastened to abutments/pier by others after girders be in-place and complete superstructure be jacked-down by trailers.
- Starting height of barrier/divider not to exceed 1.22m (4'0'), existing barrier/divider to be removed by others where indicated.
- Plywood shall be used between any metal to metal contact.
- When moving gateways, trailers should move in diagonal (as shown In sheet 9/10).
- Unless noted otherwise, all chains be 1/2" Grade 70.
- Mammoet Supervisor may make minor changes during operation.

PROCEDURE:
1. Jack-up Span1 using trailers/jacks.
2. Temporary East Support for Span1 to be removed by others and path to be cleared by others.
3. Earth ramp to be built (by others) in travel path.
4. Move bridge onto t-30E by driving forward and reverse with steering,
5. Transport and Set of Span1 on top of bearing plates (abutments/pier).
6. Drive trailers back to Staging Area (BSA#2).
7. Span2 to be jack-up using trailers/jacks and hardwood.
8. Beating of the (6) girders to be removed on BSA#2 (by others) 30 min. approx.
9. Trailers to go reverse towards BSA #1.
10. Transport and Set of Span2 on top of bearing plates (abutments/pier).
11. Disassemble equipment and load onto trailer for shipment.
Weight of each span/superstructure: 1189 Te [2622 Kips]

EQUIPMENT LIST

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>1</td>
</tr>
<tr>
<td>Y</td>
<td>1</td>
</tr>
<tr>
<td>Z</td>
<td>1</td>
</tr>
<tr>
<td>A</td>
<td>1</td>
</tr>
<tr>
<td>B</td>
<td>1</td>
</tr>
<tr>
<td>C</td>
<td>1</td>
</tr>
<tr>
<td>D</td>
<td>1</td>
</tr>
<tr>
<td>E</td>
<td>1</td>
</tr>
<tr>
<td>F</td>
<td>1</td>
</tr>
<tr>
<td>G</td>
<td>1</td>
</tr>
</tbody>
</table>

St. Paul Maryland Ave. Bridge Transport
Transport of two Superstructures to Abutments and Pier
(2) Double 22-Line Trailers
Weight of each span/superstructure: 1189.4kN [2622 kips]
Weight of each span/superstructure: 1189 Te [2622 Kips]

SPAN 2 moving from BSA #2 to BSA #1

SPAN 2 moving to BSA #1
NOTE:
- Only one half of assembly shown in plan view.
- When moving sideward, tractors should move as shown to reduce the idle loads.