

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 – ASPHALT CONCRETE BASE, (449), PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH. THE DEPTH SHALL BE 4 INCHES MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PARTICIPATION 1 = 01/S<2 = 450 SY  
LOG-117-SLM 0.00 TO 2.02 = 450 SY

PARTICIPATION 2 = 02/STR = 750 SY  
LOG-117-SLM 2.02 TO 5.83 = 500 SY  
LOG-245-SLM 2.11 TO 5.13 = 250 SY

PARTICIPATION 3 = 03/NFA = 2650 SY  
LOG-287-SLM 0.00 TO 10.98 = 2500 SY  
LOG-638-SLM 0.00 TO 2.25 = 150 SY

TOTAL = 3850 SY

ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND ONE HALF INCH (1 1/2”) AS SHOWN ON THE TYPICAL SECTIONS.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING WILL VARY FROM 24.5’ TO 39.0’.

NO MILLED SURFACE SHALL BE EXPOSED FOR MORE THAN 72 HOURS UNLESS APPROVED BY THE ENGINEER.

THERE ARE THIRTY SEVEN (37) INTERSECTIONS WITHIN THE LIMITS OF THE PAVEMENT PLANING. THERE ARE FORTY NINE (49) STREETS THAT THE PROJECT WILL TIE INTO AT THESE THIRTY SEVEN (37) INTERSECTIONS.

ITEM 254 – PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED 2 INCHES (2”) IN DEPTH AND PATCHED PER 254.04.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

(PART 1 = 25 SY) (PART 2 = 75 SY) (PART 3 = 200 SY)  
TOTAL = 300 SY

ASPHALT SAFETY EDGES

ASPHALT SAFETY EDGES SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-3.2 AT THE FOLLOWING LOCATIONS:

PARTICIPATION 1 = 01/S<2  
LOG-117-SLM 0.00 TO 2.02 = 2.02 MILE

PARTICIPATION 2 = 02/STR  
LOG-117-SLM 2.02 TO 5.83 = 3.81 MILE  
LOG-245-SLM 2.11 TO 5.13 = 3.02 MILE  
CHP-245-SLM 10.72 TO 10.76 = 0.04 MILE

PARTICIPATION 3 = 03/NFA  
LOG-287-SLM 0.00 TO 10.98 = 10.98 MILE  
LOG-638-SLM 0.00 TO 2.25 = 2.25 MILE

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO CONSTRUCT THE SAFETY EDGES:

PARTICIPATION 1

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 4.04 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,  
TYPE 1 (448), PG70-22M = 11 CY

PARTICIPATION 2

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 13.74 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,  
TYPE 1 (448), PG70-22M = 37 CY

PARTICIPATION 3

ITEM 209 PREPARING SUBGRADE FOR SHOULDER PAVING = 26.46 MILE

ITEM 441 ASPHALT CONCRETE SURFACE COURSE,  
TYPE 1 (448), PG70-22M = 70 CY

ITEM 301 – ASPHALT CONCRETE BASE, PG 64-22, (449), AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATING OF MATERIAL FROM ALL EXISTING STONE DRIVEWAYS AND MAILBOX APPROACHES TO A DEPTH OF FOUR INCHES (4”) BELOW THE EXISTING PAVEMENT ELEVATION. ALL DRIVEWAY AND MAILBOX APPROACHES SHALL BE CONSTRUCTED AS PER TYPICAL SHOWN IN THE PLAN. EXCAVATED MATERIAL SHALL BE USED TO BACKUP THE NEW PAVEMENT OR REMOVED FROM THE PROJECT SITE AS DIRECTED BY THE PROJECT ENGINEER.

ANY PREVIOUSLY SEEDED AND MULCHED AREAS WITH ESTABLISHED GRASS DISTURBED BY THE REMOVAL AND REPLACEMENT OF THE MAILBOX APPROACHES THROUGHOUT THE LIMITS OF THE PROJECT WILL NEED REPAIRED ACCORDING TO ITEM 659 AND ARE CONSIDERED INCIDENTAL TO ITEM 301 – ASPHALT CONCRETE BASE, AS PER PLAN.

A QUANTITY OF ITEM 301 – ASPHALT CONCRETE BASE, PG 64-22 (449), AS PER PLAN HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED IN THOSE AREAS EXCAVATED FOR DRIVEWAY AND MAILBOX APPROACHES AND THE CURVE LOCATIONS SPECIFIED.

ALL WORK, MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE PLACEMENT AND INCLUDED IN THE COST OF ITEM 301 – ASPHALT CONCRETE BASE, (449), PG 64-22, AS PER PLAN.

ITEM 301 – ASPHALT CONCRETE BASE, PG 64-22, (449), AS PER PLAN  
TOTAL = 69 CY  
(PART 1 = 6 CY) (PART 2 = 15 CY) (PART 3 = 48 CY)

ESTIMATED APPROACHES:

1 MAILBOX APPROACH - LOG-117-SLM 0.79 LT = 6 CY  
1 MAILBOX APPROACH - LOG-117-SLM 3.94 RT = 6 CY  
1 MAILBOX APPROACH - LOG-117-SLM 4.08 RT = 3 CY  
1 MAILBOX APPROACH - LOG-117-SLM 4.09 RT = 3 CY  
1 MAILBOX APPROACH - LOG-117-SLM 4.18 RT = 3 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 2.37 LT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 2.42 LT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 4.17 LT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 6.85 RT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 7.17 RT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 7.68 RT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 9.98 RT = 6 CY  
1 DRIVE/MB APPROACH - LOG-287-SLM 10.30 RT = 6 CY

APPROACHES SHOWN WITH 3 CY OF 301 ARE LOCATIONS THAT JUST NEED TO BE WIDENED OR LENGTHENED. ALL 301 QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 690 – SPECIAL, MAILBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF REMOVING AND RESETTING EXISTING MAILBOX SUPPORTS. THE CONTRACTOR SHALL TAKE GREAT CARE IN REMOVING AND RESETTING MAILBOX SUPPORTS TO THE CORRECT DISTANCE FROM THE EDGE OF PAVEMENT AS SHOWN ON THE APPROACH TYPICAL SHEET OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OR REPLACEMENT FOR DAMAGED OR IMPROPER HANDLING ON THEIR PART AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POSTMASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO BE REMOVED AND RESET. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10.

MAILBOXES REMOVED AND RESET SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR’S OPERATION OF CONSTRUCTING THE ASPHALT CONCRETE APPROACH IN JUDGMENT OF THE ENGINEER SHALL NOT BE PAID FOR.

PAYMENT SHALL BE FOR FINAL PERMANENT INSTALLATIONS ONLY. ALL LABOR, MATERIAL AND EQUIPMENT NEEDED TO COMPLETE THEIR WORK SHALL BE INCLUDED IN ITEM 690 – SPECIAL, MAILBOX REMOVED AND RESET. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 690 – SPECIAL – MAILBOX REMOVED AND RESET, 13 EACH  
(PART 1 = 1 EACH) (PART 2 = 4 EACH) (PART 3 = 8 EACH)

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

BJA MM-DD-YY

PROJECT ID

107443

SHEET

P.4

TOTAL

12



SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
				4	5	8	10	11	12		01/S<2	02/STR	03/NFA						
																		ROADWAY	
				44.24							4.04	13.74	26.46	209	72050	44.24	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
				13							1	4	8	SPECIAL	69050350	13	EACH	MAILBOX REMOVED AND RESET	4
				3,850							450	750	2,650	251	01041	3,850	SY	PAVEMENT	4
						363,034					37,425	118,024	207,585	254	01000	363,034	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 ½" Depth	
				300							25	75	200	254	01601	300	SY	PATCHING PLANED SURFACE, AS PER PLAN	4
				69							6	15	48	301	56001	69	CY	ASPHALT CONCRETE BASE, (449), AS PER PLAN, PG64-22	4
						30,863					3,182	10,036	17,645	407	20000	30,863	GAL	NON-TRACKING TACK COAT	
				118		15,126					1,571	4,954	8,719	441	50100	15,244	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
						1,441					132	446	863	617	10100	1,441	CY	COMPACTED AGGREGATE	
					8.56						2.64	5.92		618	41000	8.56	MILE	RUMBLE STRIPES, EDGE LINE (ASPHALT CONCRETE)	
					6.53						1.32	2.96	2.25	618	43000	6.53	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
					6.53						1.32	2.96	2.25	874	21000	6.53	MILE	LONGITUDINAL JOINT PREPARATION	
																		TRAFFIC CONTROL	
								2,258			140	503	1,615	621	00100	2,258	EACH	RPM	
								3,958			140	503	3,315	621	54000	3,958	EACH	RAISED PAVEMENT MARKER REMOVED	
							44.32				4.04	13.82	26.46	642	00104	44.32	MILE	EDGE LINE, 6", TYPE 1	
							22.12				2.02	6.87	13.23	642	00300	22.12	MILE	CENTER LINE, TYPE 1	
							273				31	88	154	644	00500	273	FT	STOP LINE	
									91		91			516	31001	91	FT	STRUCTURE REPAIR (LOG-117-0126)	12
																		STRUCTURE REPAIR (LOG-287-0068)	
								74					74	516	31001	74	FT	JOINT SEALER, AS PER PLAN	12
																		STRUCTURE REPAIR (LOG-287-0885)	
								68					68	516	31001	68	FT	JOINT SEALER, AS PER PLAN	12
																		STRUCTURE REPAIR (LOG-287-1058)	
									67				67	516	31001	67	FT	JOINT SEALER, AS PER PLAN	12
																		MAINTENANCE OF TRAFFIC	
							143				16	39	88	614	12460	143	EACH	WORK ZONE MARKING SIGN	
							44.24				4.04	13.74	26.46	614	21100	44.24	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
							546				62	176	308	614	26610	546	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
																		INCIDENTALS	
											LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
											LS	LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

TMK

REVIEWER

BJA MM-DD-YY

PROJECT ID

107443

SHEET

P.7

TOTAL

12