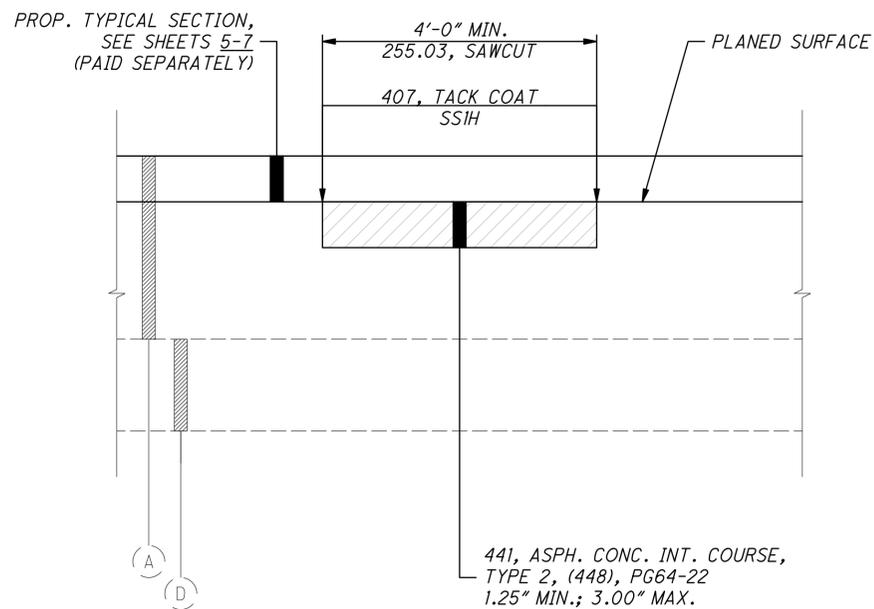
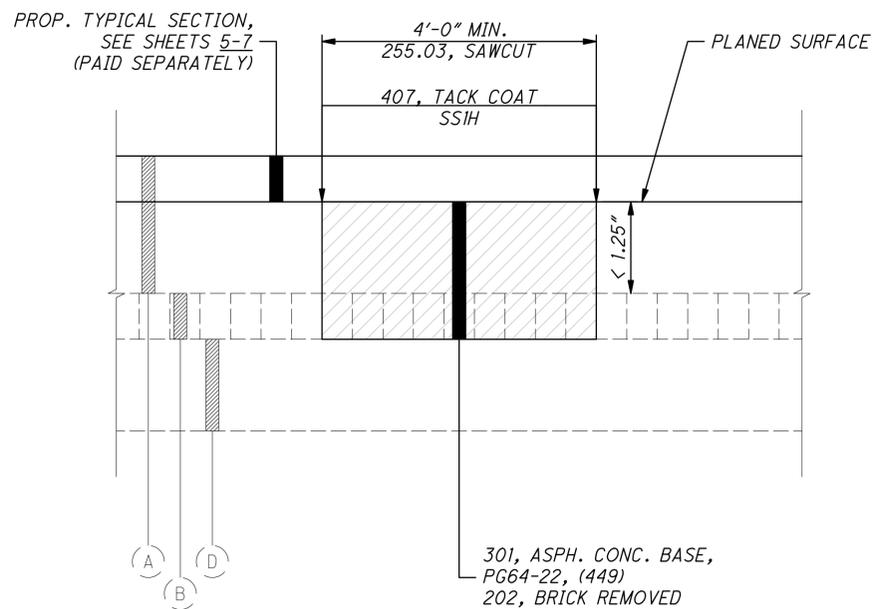


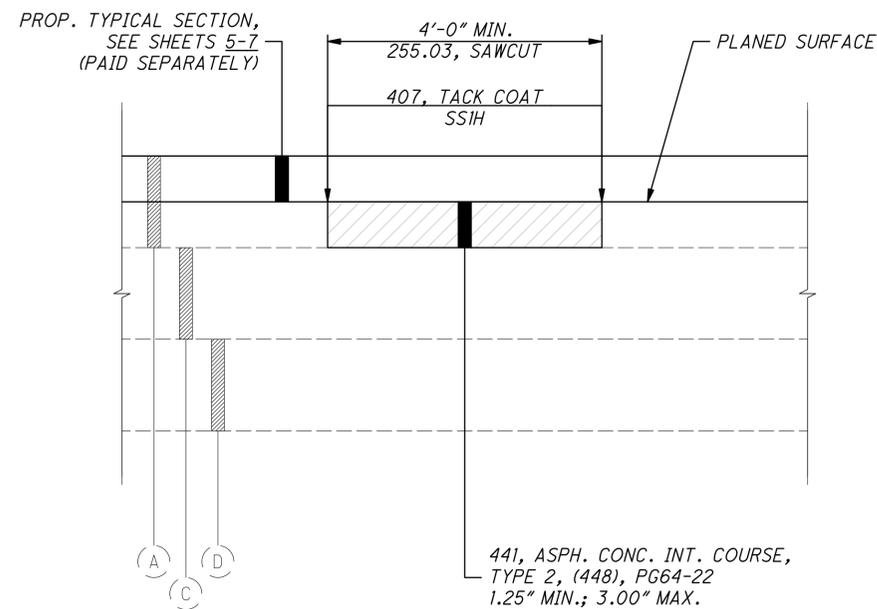
FOR TYPICAL SECTIONS & BALLOON LEGENDS, SEE SHEETS 5-7
 FOR GENERAL NOTES, SEE SHEETS 12



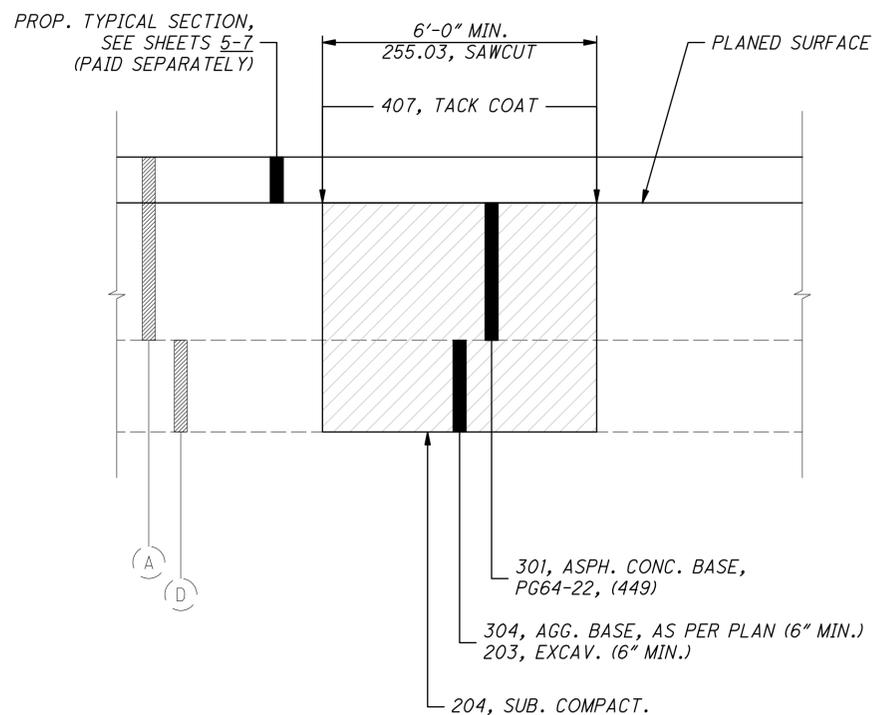
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441).
AS PER PLAN
 ASPHALT CONCRETE



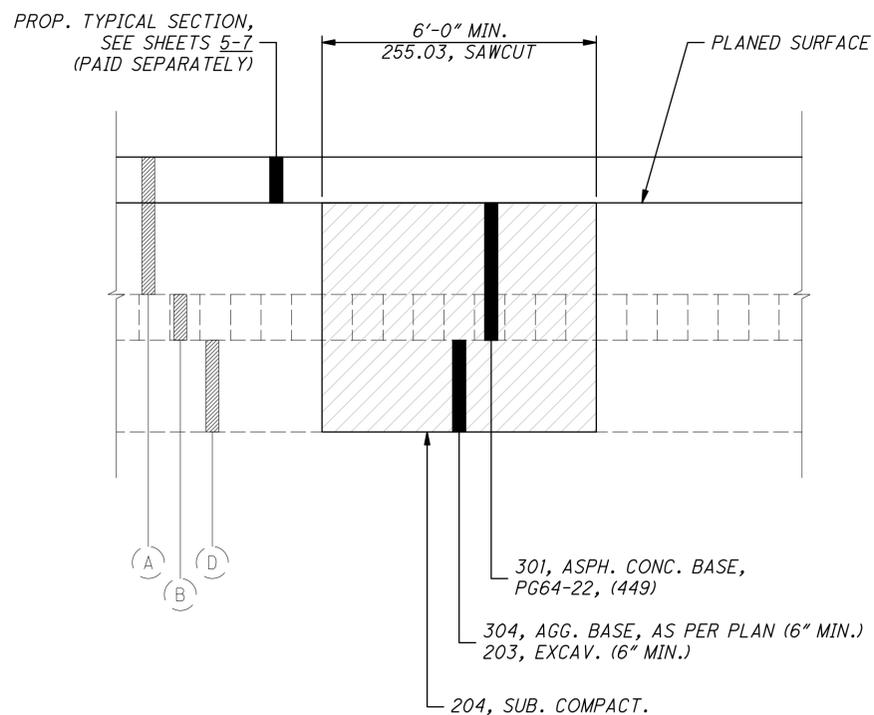
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441).
AS PER PLAN
 ASPHALT CONCRETE WITH BRICK BASE



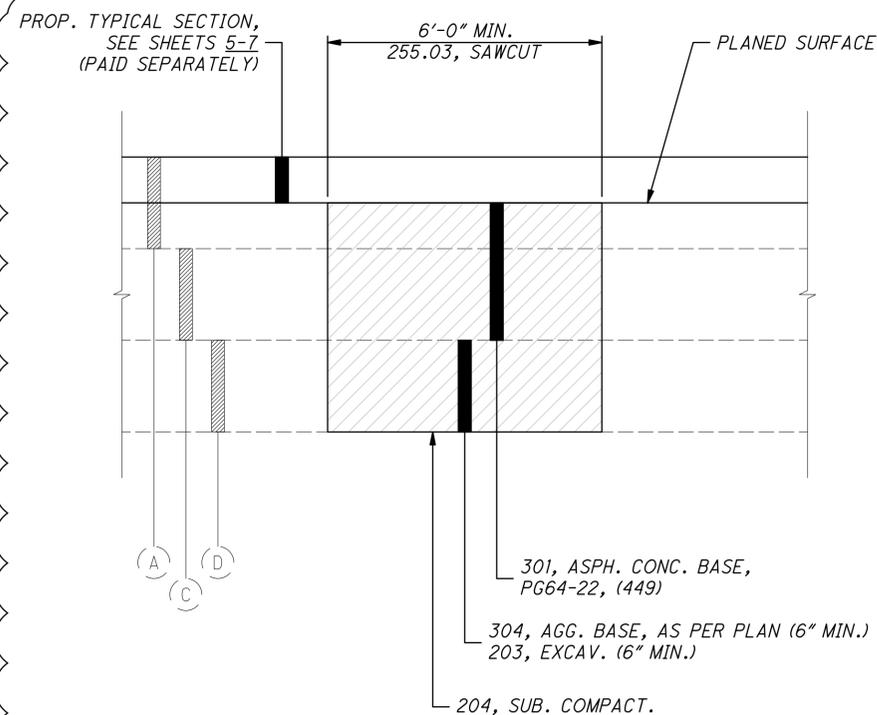
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441).
AS PER PLAN
 ASPHALT CONCRETE WITH CONCRETE BASE



ITEM 253 - PAVEMENT REPAIR.
AS PER PLAN
 ASPHALT CONCRETE WITH ASPHALT BASE



ITEM 253 - PAVEMENT REPAIR.
AS PER PLAN
 ASPHALT CONCRETE WITH BRICK BASE



ITEM 253 - PAVEMENT REPAIR.
AS PER PLAN
 ASPHALT CONCRETE WITH CONCRETE BASE

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DRAINAGE

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND SHALL BE USED FOR THE REPLACEMENT OF ANY UNDERDRAIN. THE LOCATION OF THE UNDERDRAIN WILL BE CONSISTENT WITH LOCATIONS OF CURB REMOVAL AND REPLACEMENT. NOTE THAT THE UNDERDRAIN REPLACEMENT QUANTITY MAY NOT BE CONTIGUOUS. UNDERDRAIN REPLACEMENT SHALL EXTEND FROM EXISTING JOINTS WITH A MINIMUM LENGTH OF 6'. COST FOR SAW CUTTING IS INCLUDED IN THE UNIT PRICE BID FOR ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

605, 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC 1,525 FT

**ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN
ITEM 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN
ITEM 638 - SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2" IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES SUCH AS TELECOMMUNICATION MANHOLE CASTINGS) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

611, CATCH BASIN ADJUSTED TO GRADE 77 EACH
SPECIAL, MISCELLANEOUS METAL 31,200 LB

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

611, CATCH BASIN RECONSTRUCTED TO GRADE 9 EACH
SPECIAL, MISCELLANEOUS METAL 3,200 LB

**ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2" IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES SUCH AS TELECOMMUNICATION MANHOLE CASTINGS) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

THE FOLLOWING ADJUSTED/RECONSTRUCTED BREAKDOWN SHALL BE USED FOR ESTIMATING PURPOSES:

MANHOLES: 75% ADJUSTED / 25% RECONSTRUCTED

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

611, MANHOLE ADJUSTED TO GRADE, 54 EACH
AS PER PLAN
611, MANHOLE RECONSTRUCTED TO GRADE, 18 EACH
AS PER PLAN

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. FURNISH MATERIALS PER 611 WITH PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL, MISCELLANEOUS METAL 41,950 LB

REPLACE EXISTING CASTINGS DAMAGED BY CONTRACTOR NEGLIGENCE, AS DETERMINED BY THE ENGINEER, AT THE EXPENSE OF THE CONTRACTOR.

PAVEMENT

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH A UNIFORM THICKNESS OF 3" INCHES AS SHOWN ON THE TYPICAL SECTIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED TO THE POINT OF CURVATURE OF THE RETURN RADII, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE OR WITH THE MAINLINE PAVEMENT IF THIS CAN BE ACCOMPLISHED WITHOUT CHANGING THE VELOCITY AND DIRECTION OF THE PAVER. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE ASPHALT SURFACE COURSE.

DRIVEWAYS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK. A QUANTITY OF MAINLINE SURFACE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS WORK.

IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1"-2" OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

FIELD DRIVEWAYS

THIS ITEM WILL CONSIST OF PLACING ITEM 411, STABILIZED CRUSHED AGGREGATE. THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING FIELD DRIVEWAYS. FIELD DRIVES WILL BE PLACED AFTER THE COMPLETION OF THE SURFACE COURSE AND SHALL HAVE AN AVERAGE 2 INCH THICKNESS. ALL GRADING TOOLS, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE FIELD DRIVES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 411, AGGREGATE BASE.

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PAVEMENT (CONT'D)

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 4'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR (441) 2,472 SY

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12% 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE.

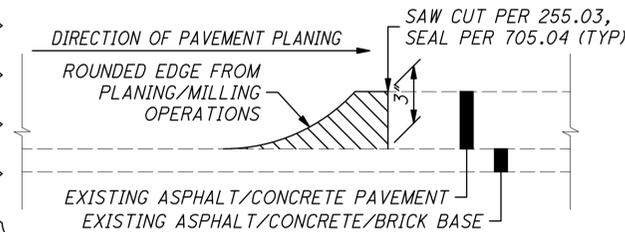
IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

252, FULL DEPTH PAVEMENT SAWING 1,030 FT
253, PAVEMENT REPAIR 2,472 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED IN CONFORMANCE WITH ITEM 254 IN THE CMS EXCEPT THE DEPTH SHALL VARY FROM 3" TO THE TOP OF THE ADJACENT BRICK WHICHEVER IS FIRST. THIS WORK SHALL BE PERFORMED SO THAT THE BRICK BASE IS NOT DISTURBED. THE CONTRACTOR IS ADVISED TO TAKE GREAT CARE IN IDENTIFYING CASTINGS, VALVES AND ALL OTHER OBSTRUCTIONS THAT WILL HINDER THE PLANING OPERATION. ALL EQUIPMENT, LABOR, TOOLS, AND OTHER INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 254 PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN.



ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIRS)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 420 CY

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG70-22M)

703.05 DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO INSTALL ANY TYPE 2 COMBINATION CURB AND GUTTER. THE LOCATION OF THE CURB AND GUTTER WILL BE AS DETERMINED BY THE PROJECT ENGINEER. NOTE THAT THE INSTALLED CURB AND GUTTER QUANTITY MAY NOT BE CONTIGUOUS. CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL EXTEND FROM EXISTING JOINTS WITH A MINIMUM LENGTH OF 6 FEET.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

609, COMBINATION CURB AND GUTTER, TYPE 2 875 FT

ITEM 609 - CURB, TYPE 6

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO INSTALL ANY TYPE 6 CURBING. THE LOCATION OF THE CURB WILL BE AS DETERMINED BY THE PROJECT ENGINEER. NOTE THAT THE INSTALLED CURB QUANTITY MAY NOT BE CONTIGUOUS. CURB REMOVAL AND REPLACEMENT SHALL EXTEND FROM EXISTING JOINTS WITH A MINIMUM LENGTH OF 6 FEET.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

609, CURB, TYPE 6 640 FT

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1-1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

INCIDENTALS

ITEM SPECIAL - PRE-CONSTRUCTION VIDEO

THE CONTRACTOR SHALL SUBMIT A DVD RECORDING OF THE CONSTRUCTION LIMITS TO THE CITY OF BARBERTON PRIOR TO ANY WORK PERFORMED. THE RECORDING SHALL TAKE SPECIAL NOTE OF ALL SURFACE FEATURES INCLUDING DRIVEWAYS, TREES, FENCES, LANDSCAPING FEATURES AND PLANTERS. THE RECORDING WILL BE USED TO ASSIST THE ENGINEER IN THE CASE THAT PROPERTY OWNERS CLAIM DAMAGE HAS BEEN DONE TO THE PROPERTY BY THE CONTRACTOR DURING CONSTRUCTION. AREAS THAT HAVE BEEN DAMAGED DUE TO CONTRACTOR NEGLIGENCE AS DETERMINED BY THE ENGINEER SHALL BE RESTORED TO IT'S ORIGINAL CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY OR TO THE PROPERTY OWNER.

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GENERAL NOTES

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SHEET NUMBER												PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	10	11	12	18	19	20	21	22	23	01/MPO/05 /BARB	02/MPO/05 /BARB								
ROADWAY																			
LS										LS		100	00300	LS		PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE	9		
LS										0.68	0.32	201	11000	LS		CLEARING AND GRUBBING	9		
						10	8		13	23	8	202	23500	31	SY	WEARING COURSE REMOVED			
6940				7418						12883	1475	202	30000	14,358	SF	WALK REMOVED	9		
640				368						847	161	202	32000	1,008	FT	CURB REMOVED	9		
875				343						1162	56	202	32500	1,218	FT	CURB AND GUTTER REMOVED			
	10									7	3	202	98100	10	EACH	REMOVAL MISC.: BARRIER REFLECTOR	10		
420										265	155	203	10000	420	CY	EXCAVATION (FOR PAVEMENT REPAIR)	9		
					1		3	5	1	7	3	209	15000	10	STA	RESHAPING UNDER GUARDRAIL	9		
					1	20	74		23	44	74	209	60200	118	STA	LINEAR GRADING	9		
	6940			2537						8440	1037	608	10000	9,477	SF	4" CONCRETE WALK	10		
				5864						5327	537	608	52000	5,864	SF	CURB RAMP			
				2						1	1	623	39501	2	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	11		
EROSION CONTROL																			
				10						10		653	10000	10	CY	4" TOPSOIL FURNISHED AND PLACED			
34				65						78	21	659	00500	99	SY	SEEDING AND MULCHING, CLASS 1			
0.01										0.004	0.006	659	20000	0.01	TON	COMMERCIAL FERTILIZER	9		
0.01										0.004	0.006	659	31000	0.01	ACRE	LIME	9		
0.2										0.08	0.12	659	35000	0.2	MGAL	WATER	9		
	25,000									17,105	7,895	832	30001	25,000	EACH	EROSION CONTROL, AS PER PLAN	10		
DRAINAGE																			
		1515		685						2009	191	605	13410	2,200	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	11		
		77								49	28	611	98631	77	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	11		
		9								6	3	611	98635	9	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	11		
		54								42	12	611	99655	54	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	11		
		18								14	4	611	99661	18	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	11		
		76,350								55,125	21,225	SPECIAL	611E99820	76,350	LB	MISCELLANEOUS METAL	11		
PAVEMENT																			
			2472							1567	905	251	01000	2,472	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	12		
			1030							670	360	252	01500	1,030	FT	FULL DEPTH PAVEMENT SAWING	12		
			2472							1567	905	253	01000	2,472	SY	PAVEMENT REPAIR	12		
					12439		18065	17314	1565	31318	18065	254	01001	49,383	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=3")	12		
				440						371	69	255	20000	440	FT	FULL DEPTH PAVEMENT SAWING			
			420							265	155	304	20000	420	CY	AGGREGATE BASE (FOR PAVEMENT REPAIRS)	12		
					1765		2544	2444	223	4432	2544	407	20000	6,976	GAL	NON-TRACKING TACK COAT			
					4	163	653		191	358	653	408	10001	1,011	GAL	PRIME COAT, AS PER PLAN	12		
						10	6		3	13	6	411	10000	19	CY	STABILIZED CRUSHED AGGREGATE			
							31		62	98	31	441	50101	129	CY	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)	12		
							8		11	1062	627	441	50101	1,689	CY	1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG70-22M)	12		
										582	853	441	50300	2,299	CY	1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (PG64-22)	12		
		875		12						866	21	609	12000	887	FT	COMBINATION CURB AND GUTTER, TYPE 2	12		
		640		132						637	135	609	26000	772	FT	CURB, TYPE 6	12		
						2	38	137	42	82	137	617	10101	219	CY	COMPACTED AGGREGATE, AS PER PLAN	12		
						709		868	1086	1795	868	875	10000	2,663	LB	LONGITUDINAL JOINT ADHESIVE			
WATER WORK																			
				56						49	7	638	10801	56	EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	11		
				1						1		638	10901	1	EACH	SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN	11		

CALCULATED	MIN/W	CHECKED	DEN
GENERAL SUMMARY			
SUM HOPOCAN/NORTON/SNYDER AVE			
16		55	