## LEGEND - PROPOSED ITEMS

(1) FLEXIBLE PAVEMENT OPTION USING:
ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN (SHT.43)
ITEM 407 - NON-TRACKING TACK COAT (RATE OF 0.06 GAL/SY USED FOR ESTIMATING)
ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN (SHT.43)
ITEM 407 - NON-TRACKING TACK COAT (RATE OF 0.09 GAL/SY USED FOR ESTIMATING)
ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-44 (1st LIFT)
ITEM 407 - NON-TRACKING TACK COAT (RATE OF 0.09 GAL/SY USED FOR ESTIMATING)
ITEM 302 - 4" ASPHALT CONCRETE BASE, PG64-44 (2nd LIFT)

-OR-

RIGID PAVEMENT OPTION USING:
ITEM 452 - 13" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 WITH QC/QA

(2) ITEM 407 - NON-TRACKING TACK COAT (RATE OF 0.06 GAL/SY USED FOR ESTIMATING)

(3) ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(6) ITEM 304 - 6" AGGREGATE BASE, AS PER PLAN (SHT.43)

(7) ITEM 204 - SUBGRADE COMPACTION

(8) ITEM 204 - PROOF ROLLING

(9) ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
ITEM 206 - CEMENT
ITEM 206 - CURING COAT
ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOIL

(10) ITEM 302 - 9" ASPHALT CONCRETE BASE (2 LIFTS)

(11) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"

(12) ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (SHT.43)

(13) ITEM 442 - 1½" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B

(14) ITEM 452 - 11" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(15) ITEM 609 - CURB, TYPE 6, AS PER PLAN (SHT.42)

(16) ITEM 608 - 6" CONCRETE WALK

(17) ITEM 605 - 6" SHALLOW PIPE UNDERDRAIN W/ GEOTEXTILE FABRIC

(18) ITEM 605 - 6" BASE PIPE UNDERDRAIN W/ GEOTEXTILE FABRIC

(19) ITEM 606 - GUARDRAIL, TYPE MGS

(20) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1

(21) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

(22) ITEM 609 - CURB, TYPE 4-C, AS PER PLAN (SHT.42)

(23) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15")

(24) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")

(25) ITEM 659 - SEEDING AND MULCHING

(26) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN (SHT.18 )

(27) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C

(28) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1

(29) ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(30) ITEM 302 - 6" ASPHALT CONCRETE BASE

(31) ITEM 442 - 2 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B

(32) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN (SHT.42)

(33) ITEM 304 - 8" AGGREGATE BASE, AS PER PLAN (SHT.43)

(34) ITEM 441 - 2 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (2 LIFTS) AS PER PLAN (SHT.43)

(35) ITEM 452 - 13" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P

(36) LONGITUDINAL JOINT AS PER BP-2.1

(37) ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - EMBANKMENT

(38) ITEM 618 - RUMBLE STRIPS (SHT.23)

## LEGEND - EXISTING ITEMS

(A) 3" ± ASPHALT CONCRETE

(AA) 7" ± ASPHALT CONCRETE

(AB) 1" ± ASPHALT CONCRETE

(AC) 4 1/2" ± ASPHALT CONCRETE

(AD) 5 1/4" ± ASPHALT CONCRETE

(B) 9" ± PLAIN CONCRETE PAVEMENT

(BA) 9" ± REINFORCED CONCRETE PAVEMENT

(BB) VARIABLE DEPTH PLAIN CONCRETE PAVEMENT

(BC) 11" ± REINFORCED CONCRETE PAVEMENT

(C) 6" ± SUBBASE

(CA) 3" ± WATERPROOFED AGGREGATE BASE

(CB) 4" ± AGGREGATE BASE

(D) 3" TO 6" ± STABILIZED CRUSHED AGGREGATE

(DA) 7" ± STABILIZED CRUSHED AGGREGATE

(E) PIPE UNDERDRAIN

(F) CONCRETE BARRIER, TYPE B-50

(FA) CONCRETE BARRIER, TYPE D

(G) GUARDRAIL

(H) CURB

(HA) CURB AND GUTTER

(I) WALK

(J) 6" ± ASPHALT CONCRETE BASE

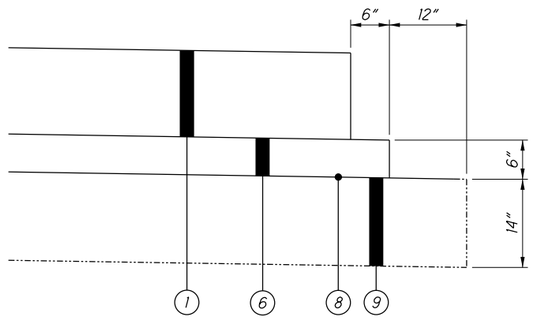
(JA) 3" ± ASPHALT CONCRETE BASE

(JB) 10" ± ASPHALT CONCRETE BASE

(K) 15" ± REINFORCED CONCRETE APPROACH SLAB

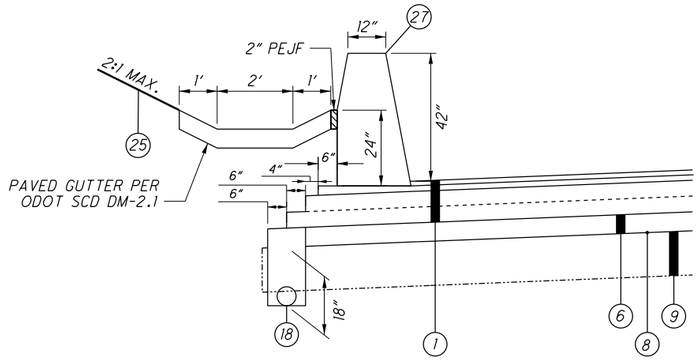
# TYPICAL SECTIONS - LEGEND

SUM-76/77/8
10.99/11.54/0.00




1 PAVEMENT "STEP" DETAIL

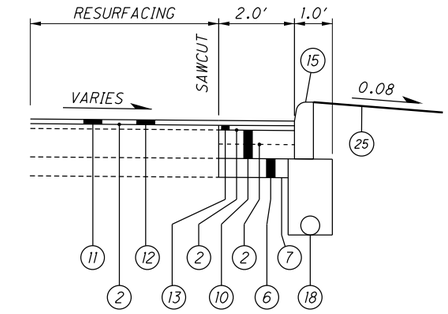
RIGID PAVEMENT OPTION




ITEM 622-CONCRETE BARRIER, TYPE C, AS PER PLAN

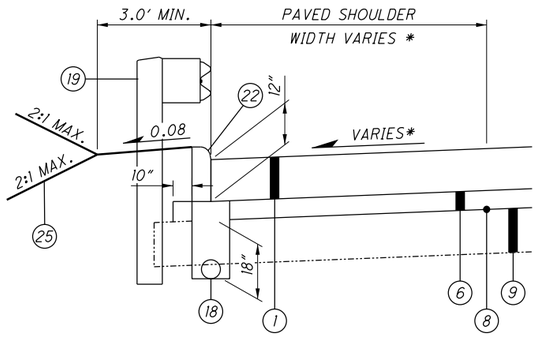
5 SHOWN FOR FLEXIBLE PAVEMENT OPTION

CONSTRUCT BARRIER PER THIS DETAIL. PAYMENT SHALL BE MADE PER LINEAR FOOT OF BARRIER CONSTRUCTED AND SHALL INCLUDE PAVED GUTTER AND PEJF



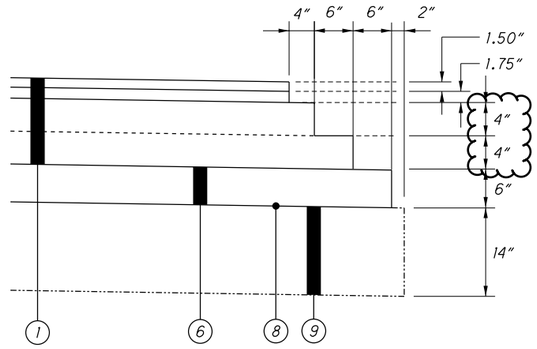

CURB REPLACEMENT W/ RESURFACING

6 (FOR SIDE ROADS AND DRIVES)




CURB AND GUARDRAIL DETAIL

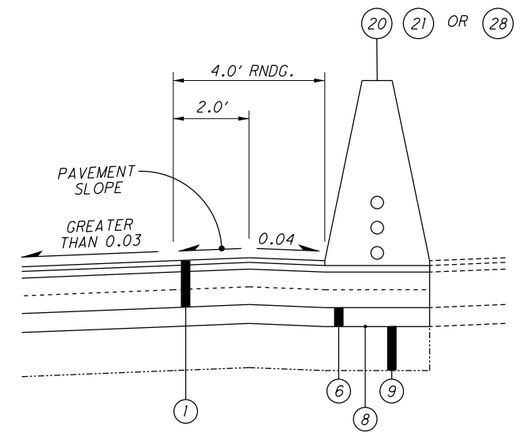
2 (FOR MAINLINE AND RAMPS)




1 PAVEMENT "STEP" DETAIL

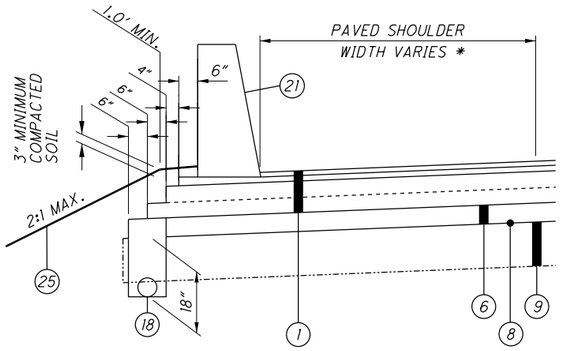
FLEXIBLE PAVEMENT OPTION

SURFACE COURSE SHALL BE PLACED AFTER ALL PHASES REQUIRING TRAFFIC SHIFTS ARE COMPLETE AND TRAFFIC RETURNED TO NORMAL LANES.



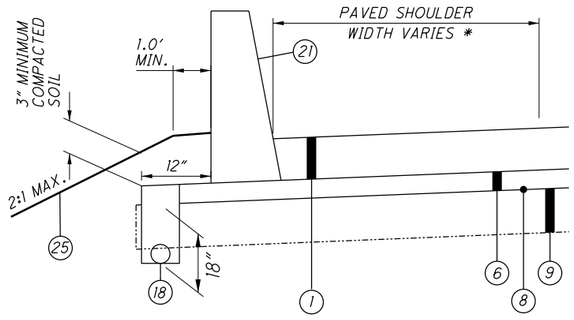

HIGH SIDE BARRIER DETAIL "A"

4 FLEXIBLE PAVEMENT OPTION



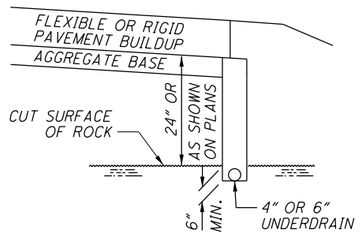

ITEM 622 - CONCRETE BARRIER, TYPE D

3 FLEXIBLE PAVEMENT OPTION




ITEM 622 - CONCRETE BARRIER, TYPE D

3 RIGID PAVEMENT OPTION




ROCK EXCAVATION DETAIL

PER CMS 204.05 ROCK, COAL OR SHALE SUBGRADE

NOTES

FOR DITCH, SIDE SLOPE GRADING AND ROUNDING DETAILS SEE SHEETS 37, 39

* SEE TYPICAL SECTIONS FOR DETAILS

SLJ = STANDARD LONGITUDINAL JOINT

SLJWT = STANDARD LONGITUDINAL JOINT WITHOUT TIEBARS

X REF. DETAIL NO., SEE PVMT. CALCS.

TYPICAL SECTIONS - DETAILS

SUM-76/77/8
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## PAVEMENT NOTES

**CONTRACTION AND/OR EXPANSION JOINTS**

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

**CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING**

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE. THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

**PHASE JOINT FOR PAVEMENT**

PER THE PHASE JOINT DETAIL, BEFORE PAVING AGAINST THE PHASE JOINT, THE CONTRACTOR SHALL MILL OUT THE UNCONSOLIDATED EDGE OF EACH PAVEMENT COURSE TO PROVIDE THE APPROPRIATE STEPS IN THE PAVEMENT JOINT, WHILE REMOVING UNCONSOLIDATED MATERIAL, PER THE DETAIL BELOW. UPON COMPLETION OF THE MILLING, THE VERTICAL FACES SHALL BE SEALED WITH SUPPLEMENTAL SPECIFICATION 875.02 HOT APPLIED ASPHALT JOINT ADHESIVE TO PROVIDE 100% COVERAGE OF THE JOINTS. THE COST FOR MILLING AND SEALING SHALL BE INCIDENTAL TO THE COST OF THE COST OF THE PAVEMENT ITEMS.

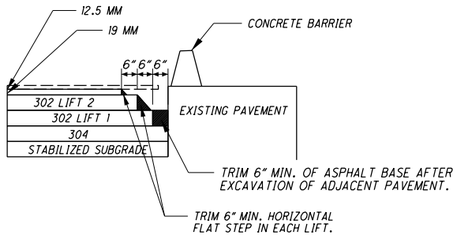
THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR THE WORK NOTED ABOVE:

RIGID PAVEMENT OPTION

| | |
|---|---|
| ITEM 442 - 1 3/4" ASPH. CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) | XXX CU. YD. |
| ITEM 302 - 10" ASPH. CONCRETE BASE, PG64-22 | XXX CU. YD |
| ITEM 407 - NON-TRACKING TACK COAT | XXX GAL. |
| ITEM 442 - ANTI-SEGREGATION EQUIPMENT | XXX CU. YD. |

FLEXIBLE PAVEMENT OPTION

| | |
|---|---|
| ITEM 442 - 1 3/4" ASPH. CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) | 140 CU. YD. |
| ITEM 302 - 10" ASPH. CONCRETE BASE, PG64-22 | 380 CU. YD. |
| ITEM 407 - NON-TRACKING TACK COAT | 110 GAL. |
| ITEM 442 - ANTI-SEGREGATION EQUIPMENT | 95 CU. YD. |




**PHASING JOINT DETAIL**

**INTERSECTIONS**

INTERSECTIONS WILL BE RESURFACED 2 FT. BEYOND THE EDGE LINE, 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.

**BUTT JOINTS**

AT THE START OR END OF ALL FULL-DEPTH PAVEMENT SECTIONS SHOWN IN THE PLANS, CONTRACTOR SHALL PROVIDE A BUTT JOINT PER SCD BP-3.1.

**UNDERDRAIN CONNECTIONS AT SAWCUTS**

AT THE START, END OR WIDENING OF ALL FULL-DEPTH PAVEMENT SECTIONS SHOWN IN THE PLANS, CONTRACTOR SHALL CONNECT PROPOSED UNDERDRAINS TO EXISTING AND ENSURE POSITIVE DRAINAGE IS MAINTAINED.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)**

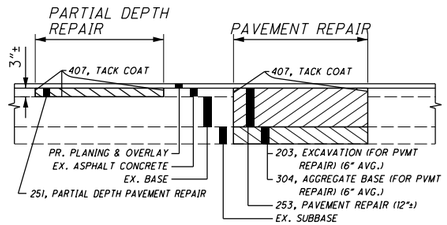
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE 1 PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANNING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANNING. PAVEMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. SEE DETAIL BELOW. THE FOLLOWING ESTIMATED QUANTITY HAD BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (442), 250 SQ. YD.

**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. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. 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 SOUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. SEE DETAIL BELOW. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253, PAVEMENT REPAIR, 250 SQ YD




**PAVEMENT REPAIR DETAIL**

**PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS**

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 302 - ASPHALT CONCRETE BASE, PG64-22 15 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 8 INCHES AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

**PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS**

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 302, ASPHALT CONCRETE BASE, PG64-22 10 CU. YDS.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 8 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

**ITEM 304 - AGGREGATE BASE, AS PER PLAN**

GRANULATED SLAG (GS) SHALL NOT BE PERMITIED FOR THIS ITEM. ALL OTHER REQUIREMENTS OF SECTIONS 304 AND 703.17 OF THE CONSTRUCTION

**ITEM 441 & 442 - ASPHALT CONCRETE SURFACE COURSE, AS PER PLAN**

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 442 - ANTI-SEGREGATION EQUIPMENT**

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH CMS 401.12. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 442 - ANTI-SEGREGATION EQUIPMENT 3,186 CY

**ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, AS PER PLAN**

ON THIS PROJECT SUPPLY A 19MM INTERMEDIATE COURSE MEETING THE REQUIREMENTS OF 442 EXCEPT AS MODIFIED BELOW. MODIFY TABLE 442.02-2 AS FOLLOWS:

| Sieve Size | | 9.5 mm mix | 12.5 mm mix | 19 mm mix |
|---|---|---|---|---|
| | | Total Percent Passing | | |
| 1 1/2 inch | (38 mm) | - | - | 100 |
| 3/4 inch | (19 mm) | - | 100 | 95 to 100 |
| 1/2 inch | (12.5 mm) | 100 | 95 to 100 | 90 to 100 |
| 3/8 inch | (9.5 mm) | 90 to 100 | 96 max | 96 max |
| No. 4 | (4.75 mm) | 70 max | 52 to 65 | 60 max |
| No. 8 | (2.36 mm) | 34 to 52 | 34 to 45 | 34 to 45 |
| No. 200 | (75 µm) | 2 to 8 | 2 to 8 | 2 to 8 |

MODIFY TABLE 442.02-3 AS FOLLOWS:
- APPLY 14.0 FOR A VMA (PERCENT MINIMUM) FOR A 19MM MIX.
- APPLY 5.3 PERCENT FOR THE MINIMUM TOTAL ASPHALT BINDER CONTENT FOR A 19MM MIX.

MODIFY THE 442 INTERMEDIATE COURSE REQUIREMENTS OF TABLES 401.04-1 AND 401.04-2 AS FOLLOWS:
- APPLY 3.5 PERCENT FOR THE TOTAL VIRGIN ASPHALT BINDER CONTENT, MINIMUM.
- USE A PG 64-22 IF USING 25 PERCENT OR LESS RAP. USE PG 64-28 IF USING GREATER THAN 25 PERCENT RAP.

## DRAINAGE NOTES

**ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT**

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING CONDUIT(S) AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

**CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES**

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

**REVIEW OF DRAINAGE FACILITIES**

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING ALONG WITH PHOTOS BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

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

CALCULATED TK
CHECKED MRT

# GENERAL NOTES

SUM-76/77/8
10.99/11.54/0.00

| SHEET NUM. | | | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | 44 | 51 | 56 | 61 | 72 | 207 | 530 | 536 | 951 | OFFICE CALC | | 09/IMS/ PV | 10/NHS/ PV | | | | | | |
| | | | | | | | | | | | | | | | | | | ROADWAY | |
| LS | | | | | | | | | | | | LS | | 201 | 11000 | LS | | CLEARING AND GRUBBING | |
| | | | | | | | | | | 95,119 | | 95,119 | | 202 | 23000 | 95,119 | SY | PAVEMENT REMOVED | |
| | | | | | | | | | | 5,546 | | 5,546 | | 202 | 23010 | 5,546 | SY | PAVEMENT REMOVED, ASPHALT | |
| | | 8,294 | | | | | | | | | | 8,294 | | 202 | 30000 | 8,294 | SF | WALK REMOVED | |
| | | 7,427 | | | | | | | | | | 7,427 | | 202 | 30700 | 7,427 | FT | CONCRETE BARRIER REMOVED | |
| | | | | | | | | | | | | | | | | | | | |
| | | 10,409 | | | | | | | | | | 10,409 | | 202 | 32000 | 10,409 | FT | CURB REMOVED | |
| | | | 2,843 | | | | 49 | | | | | 2,892 | | 202 | 35100 | 2,892 | FT | PIPE REMOVED, 24" AND UNDER | |
| | | | 619 | | | | | | | | | 619 | | 202 | 35200 | 619 | FT | PIPE REMOVED, OVER 24" | |
| | | 16,675 | | | | | | | | | | 15,895 | 780 | 202 | 38000 | 16,675 | FT | GUARDRAIL REMOVED | |
| | | 92 | | | | | | | | | | 92 | | 202 | 38300 | 92 | FT | GUARDRAIL REMOVED, BARRIER DESIGN | |
| | | | | | | | | | | | | | | | | | | | |
| | | | 5 | | | | | | | | | 5 | | 202 | 58000 | 5 | EACH | MANHOLE REMOVED | |
| | | | 41 | | | | | | | | | 41 | | 202 | 58100 | 41 | EACH | CATCH BASIN REMOVED | |
| | | | 7 | | | | | | | | | 7 | | 202 | 58200 | 7 | EACH | INLET REMOVED | |
| | | | 1,789 | | | | | | | | | 1,789 | | SPECIAL | 20270000 | 1,789 | FT | FILL AND PLUG EXISTING CONDUIT | 43 |
| | | | | | | | | | 13,314 | | | 13,314 | | 202 | 75000 | 13,314 | FT | FENCE REMOVED | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | 1 | | | 1 | | 202 | 75250 | 1 | EACH | GATE REMOVED | |
| | 12 | | | | | | | | | | | 12 | | 202 | 98100 | 12 | EACH | REMOVAL MISC.:INSPECTION WELL | 42 |
| | 700 | | | | | | | | | | | 700 | | 202 | 98200 | 700 | FT | REMOVAL MISC.:CONDUIT | 42 |
| | | | | | | 41,377 | | | | | | 41,377 | | 203 | 10000 | 41,377 | CY | EXCAVATION | |
| | | | | | | 112,840 | | | | | | 112,840 | | 203 | 20001 | 112,840 | CY | EMBANKMENT, AS PER PLAN | 41 |
| | | | | | | | | | | | | | | | | | | | |
| | 60 | | | | | | | | | | | 60 | | 203 | 20001 | 60 | CY | EMBANKMENT, AS PER PLAN, FOR DRAINAGE | 44 |
| | | | | | | | | | | 15,049 | | 15,049 | | 204 | 10000 | 15,049 | SY | SUBGRADE COMPACTION | |
| | | | | | 9,860 | | | | | | | 9,860 | | 204 | 13000 | 9,860 | CY | EXCAVATION OF SUBGRADE, BEDROCK | |
| | | | | | 10,335 | | | | | | | 10,335 | | 204 | 20000 | 10,335 | CY | EMBANKMENT | |
| 55 | | | | | | | | | | | | 55 | | 204 | 45000 | 55 | HOUR | PROOF ROLLING | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 2,877 | | 2,877 | | 206 | 10500 | 2,877 | TON | CEMENT | |
| | | | | | | | | | | 95,518 | | 95,518 | | 206 | 11000 | 95,518 | SY | CURING COAT | |
| | | | | | | | | | | 95,518 | | 95,518 | | 206 | 15020 | 95,518 | SY | CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP | |
| LS | | | | | | | | | | | | LS | | 206 | 30000 | LS | | MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS | |
| | | | | 15,674 | | | | | | | | 14,449 | 1,225 | 606 | 15050 | 15,674 | FT | GUARDRAIL, TYPE MGS | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | 2 | | 606 | 20050 | 2 | EACH | ROUNDED END SECTION | |
| | | | | 17 | | | | | | | | 16 | 1 | 606 | 26150 | 17 | EACH | ANCHOR ASSEMBLY, MGS TYPE E | |
| | | | | 13 | | | | | | | | 12 | 1 | 606 | 26550 | 13 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | 16 | | | | | | | | 15 | 1 | 606 | 35002 | 16 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | | 17 | | | | | | | | 16 | 1 | 606 | 35102 | 17 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | 3 | | | | | | | | 3 | | 606 | 60022 | 3 | EACH | IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) | |
| | | | | | | | | | 9,828 | | | 9,828 | | 607 | 23001 | 9,828 | FT | FENCE, TYPE CLT, AS PER PLAN | 42 |
| | | | | | | | | | 4 | | | 4 | | 607 | 61201 | 4 | EACH | GATE, TYPE CLT, AS PER PLAN | 42 |
| | | | | 2,739 | | | | | | | | 2,739 | | 608 | 13000 | 2,739 | SF | 6" CONCRETE WALK | |
| | | | | 893 | | | | | | | | 893 | | 608 | 52000 | 893 | SF | CURB RAMP | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 2,183 | | | | 2,183 | | 622 | 10100 | 2,183 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | |
| | | | | | | | | 69 | | | | 69 | | 622 | 10120 | 69 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C | |
| | | | | | | | | 1,248 | | | | 1,248 | | 622 | 10121 | 1,248 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN | 18 |
| | | | | | | | | 1,112 | | | | 1,112 | | 622 | 10140 | 1,112 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | |
| | | | | | | | | 5,763 | | | | 5,763 | | 622 | 10160 | 5,763 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE D | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | 1 | | 622 | 24840 | 1 | EACH | CONCRETE BARRIER END SECTION, TYPE B | |
| | | | | | | | | 1 | | | | 1 | | 622 | 24841 | 1 | EACH | CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 18 |
| | | | | | | | | 13 | | | | 13 | | 622 | 25000 | 13 | EACH | CONCRETE BARRIER END SECTION, TYPE D | |
| | | | | | | | | 56 | | | | 56 | | 622 | 25006 | 56 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | |
| | | | | | | | | 1 | | | | 1 | | 622 | 25008 | 1 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 8 | | | | 8 | | 622 | 25009 | 8 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN | 18 |
| | | | | | | | | 37 | | | | 37 | | 622 | 25014 | 37 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 | |
| | | | | | | | | 65 | | | | 65 | | 622 | 25050 | 65 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D | |
| | | | | 6 | | | | | | | | 6 | | SPECIAL | 69050600 | 6 | EACH | BOLLARD (PER RM-5.1) | |
| 5 | | | | | | | | | | | | 5 | | 690 | 98000 | 5 | EACH | SPECIAL -VERTICAL CLEARANCE | 42 |
| | | | | | | | | | | | | | | | | | | | |
| | 1,000 | | | | | | | | | | | 1,000 | | 690 | 98100 | 1,000 | FT | SPECIAL -PIPE CLEANOUT, 24" AND UNDER | 44 |
| | 500 | | | | | | | | | | | 500 | | 690 | 98100 | 500 | FT | SPECIAL -PIPE CLEANOUT, 27" TO 48" | 44 |
| | 500 | | | | | | | | | | | 500 | | 690 | 98100 | 500 | FT | SPECIAL -PIPE CLEANOUT, OVER 48" | 44 |
| | 1,500 | | | | | | | | | | | 1,500 | | 690 | 99400 | 1,500 | LB | SPECIAL -MISCELLANEOUS METAL | 44 |

QUANTITITIES FOR EXCAVATION AND EMBANKMENT ARE BASED ON PAVEMENT BUILD-UP PRIOR TO ADDENDUM 4 THAT CHANGED THE ASPHALT CONCRETE BASE DEPTH.

CALCULATED WKA
CHECKED DSS

# GENERAL SUMMARY

SUM-76/77/8
10.99/11.54/0.00

| SHEET NUM. | | | | | | | | | | | | PART. | | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 | 44 | 45 | 61 | 65 | 426 | 530 | 641 | OFFICE CALC | | | | 09/IMS/ PV | 10/NHS/ PV | | | | | | |
| | | | | 4 | | | | | | | | 4 | | 611 | 99575 | 4 | EACH | MANHOLE, NO. 3, AS PER PLAN | 44 |
| | | | | 2 | | | | | | | | 2 | | 611 | 99654 | 2 | EACH | MANHOLE ADJUSTED TO GRADE | |
| | | | | 2 | | | | | | | | 2 | | 611 | 99655 | 2 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN | 44 |
| | | | | 10 | | | | | | | | 10 | | 611 | 99660 | 10 | EACH | MANHOLE RECONSTRUCTED TO GRADE | |
| | | | | 3 | | | | | | | | 3 | | 611 | 99661 | 3 | EACH | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN | 45 |
| | | 10 | | | 7 | | | | | | | 17 | | 611 | 99710 | 17 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | 10 | | | | | | | | | | | 10 | | 611 | 99720 | 10 | EACH | INSPECTION WELL | |
| | | | | 24 | | | | | | | | 24 | | 638 | 06712 | 24 | FT | 30" STEEL PIPE ENCASEMENT, OPEN CUT | |
| | | | | 27 | | | | | | | | 27 | | 899 | 10000 | 27 | FT | CURED-IN-PLACE PIPE LINER, 48" DIAMETER | 45 |
| | | | | | | | | | | | | | | | | | | PAVEMENT | |
| 250 | | | | | | | | | | | | 250 | | 251 | 01020 | 250 | SY | PARTIAL DEPTH PAVEMENT REPAIR (442) | |
| 250 | | | | | | | | | | | | 250 | | 253 | 01000 | 250 | SY | PAVEMENT REPAIR | |
| | | | | | | | | 39,636 | | | | 8,832 | 30,804 | 254 | 01000 | 39,636 | SY | PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" | |
| 405 | | | | | | | | 17 | | | | 422 | | 302 | 46000 | 422 | CY | ASPHALT CONCRETE BASE, PG64-22 | |
| | | | | | | | | 554 | | | | 554 | | 304 | 20001 | 554 | CY | AGGREGATE BASE, AS PER PLAN | 43 |
| 110 | | | | | | | | 27,752 | | | | 26,014 | 1,848 | 407 | 20000 | 27,862 | GAL | NON-TRACKING TACK COAT | |
| 140 | | | | | | | | | | | | 140 | | 442 | 10100 | 140 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | |
| | | | | | | | | 1,651 | | | | 367 | 1,284 | 442 | 10301 | 1,651 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN | 43 |
| | | | | | | | | 269 | | | | 269 | | 442 | 10351 | 269 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE B (447), AS PER PLAN | 43 |
| | | | | | | | | 6 | | | | 6 | | 442 | 20250 | 6 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE B (448) | |
| | | | | | | | | 1,741 | | | | 1,741 | | 452 | 13010 | 1,741 | SY | 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | 5,328 | | | | | | | | | 5,328 | | 609 | 24511 | 5,328 | FT | CURB, TYPE 4-C, AS PER PLAN | 42 |
| | | | 1,817 | | | | | | | | | 1,817 | | 609 | 26001 | 1,817 | FT | CURB, TYPE 6, AS PER PLAN | 42 |
| | | | | | | | | | | | | | | | | | | PAVEMENT DESIGN - OPTION A (FLEXIBLE) | |
| | | | | | | | | 29,350 | | | | 29,350 | | 302 | 46000 | 29,350 | CY | ASPHALT CONCRETE BASE, PG64-22 | |
| | | | | | | | | 18,526 | | | | 18,526 | | 304 | 20001 | 18,526 | CY | AGGREGATE BASE, AS PER PLAN | 43 |
| | | | | | | | | 25,204 | | | | 25,204 | | 407 | 20000 | 25,204 | GAL | NON-TRACKING TACK COAT | |
| 3,281 | | | | | | | | | | | | 3,281 | | 442 | 00100 | 3,281 | CY | ANTI-SEGREGATION EQUIPMENT | |
| | | | | | | | | 4,336 | | | | 4,336 | | 442 | 10301 | 4,336 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN | 43 |
| | | | | | | | | 5,218 | | | | 5,218 | | 442 | 10101 | 5,218 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN | 43 |
| | | | | | | | | | | | | | | | | | | PAVEMENT DESIGN - OPTION B (RIGID) | |
| | | | | | | | | | | | | | | 304 | 20001 | | CY | AGGREGATE BASE, AS PER PLAN | 43 |
| | | | | | | | | | | | | | | 452 | 16020 | | SY | 13" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA | |
| | | | | | | | | | | | | | | | | | | WATER WORK | |
| | | | | | | 35 | | | | | | 35 | | 638 | 01205 | 35 | FT | 8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS, AS PER PLAN | 531 |
| | | | | | | 1 | | | | | | 1 | | 638 | 10481 | 1 | EACH | FIRE HYDRANT REMOVED, AS PER PLAN | 532 |
| | | | | | | 9 | | | | | | 9 | | 638 | 10801 | 9 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | 531 |
| | | | | | | | | | | | | | | | | | | LIGHTING | |
| | | | | | | | | | | | | | | | | | | SEE SHEET 645 FOR LIGHTING GENERAL SUMMARY | |
| | | | | | | | | | | | | | | | | | | TRAFFIC SURVEILLANCE OPTION A | |
| | | | | | | | 995 | | | | | 995 | | 625 | 23000 | 995 | FT | NO. 4 AWG 600 VOLT DISTRIBUTION CABLE | |
| | | | | | | | 1,228 | | | | | 1,228 | | 625 | 25410 | 1,228 | FT | CONDUIT, 2", 725.052 | |
| | | | | | | | 12 | | | | | 12 | | 625 | 25504 | 12 | FT | CONDUIT, 3", 725.051 | |
| | | | | | | | 1,234 | | | | | 1,234 | | 625 | 29001 | 1,234 | FT | TRENCH, AS PER PLAN | 640 |
| | | | | | | | 10 | | | | | 10 | | 625 | 30700 | 10 | EACH | PULL BOX, 725.08, 18" | |
| | | | | | | | 2 | | | | | 2 | | 625 | 31510 | 2 | EACH | PULL BOX REMOVED | |
| | | | | | | | 2 | | | | | 2 | | 625 | 31600 | 2 | EACH | PULL BOX, MISC.: ADJUSTED TO GRADE | 640 |
| | | | | | | | 1 | | | | | 1 | | 625 | 32000 | 1 | EACH | GROUND ROD | |
| | | | | | | | 1,020 | | | | | 1,020 | | 632 | 62810 | 1,020 | FT | INTERCONNECT CABLE, MISC.: CABLE RELOCATED | 640 |
| | | | | | | | 1 | | | | | 1 | | 633 | 67100 | 1 | EACH | CABINET FOUNDATION | |
| | | | | | | | 1 | | | | | 1 | | 633 | 67200 | 1 | EACH | CONTROLLER WORK PAD | |
| | | | | | | | 1 | | | | | 1 | | 809 | 65000 | 1 | EACH | ITS CABINET - GROUND MOUNTED | |
| | | | | | | | 1 | | | | | 1 | | 809 | 65990 | 1 | EACH | ITS DEVICE, MISC.: REMOVAL OF SMART JACK | 640 |
| | | | | | | | 1 | | | | | 1 | | 809 | 65990 | 1 | EACH | ITS DEVICE, MISC.:RELOCATION OF CCTV CONTROL PANEL | 640 |
| | | | | | | | | | | | | | | | | | | TRAFFIC SURVEILLANCE OPTION B (ATC) | |
| | | | | | | | | | | | | LS | | SPECIAL | 80999000 | LS | | ITS | |

QUANTITY IS BASED ON PAVEMENT BUILD-UP PRIOR TO ADDENDUM 4 THAT CHANGED THE ASPHALT CONCRETE BASE DEPTH.

CALCULATED WKA
CHECKED DSS

# GENERAL SUMMARY

SUM-76 / 77 / 8
10.99 / 11.54 / 0.00