

TRAFFIC CONTROL

ITEM 630 - SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY

FUNCTIONAL REQUIREMENTS:

FURNISH SOLAR-POWERED UNITS.

EACH SYSTEM SHALL BE ACTIVATED BY ADA COMPLIANT PUSHBUTTONS.

THE SYSTEM SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PREDETERMINED TIME LIMIT (BASED ON ODOT PROCEDURES).

EACH REMOTE SYSTEM SHALL BE WIRELESSLY ACTIVATED.

WHEN ACTIVATED, THE SYSTEM SHALL FLASH IN A RAPIDLY ALTERNATING FLASHING SEQUENCE.

ALL SYSTEM LIGHT INDICATIONS SHALL BE WIRELESSLY SYNCHRONIZED (ALL LIGHTS WILL TURN ON WITHIN 120 MSEC AND REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE).

EACH OF THE SYSTEM'S LED LIGHTS SHALL FLASH AT 50 TO 60 FLASHES PER MINUTE.

THE UNIT SHALL BE LOW CURRENT/HIGH OUTPUT INCLUDING AUTOMATIC DIMMING CAPABILITIES FOR DAY AND NIGHT VISIBILITY. DO NOT DIM OUTPUT DURING DAYTIME HOURS. PROVIDE UNITS CAPABLE OF DIMMING DURING NIGHT-TIME OPERATION; HOWEVER, PROGRAM UNITS TO DISPLAY AT FULL POWER FOR ALL TIME INTERVALS UNLESS THE MAINTAINING AGENCY REQUESTS NIGHT-TIME DIMMING IN WRITING AND THE REQUEST IS APPROVED BY THE ENGINEER.

THE UNIT SHALL BE CAPABLE OF RUNNING UP TO 30 DAYS WITHOUT SUNLIGHT.

FOR ANY GIVEN 12-HOUR PERIOD IN DECEMBER, THE BATTERY ONLY RUN-TIME IS REQUIRED TO HAVE A 50% DUTY CYCLE.

MATERIALS:

ACCEPTABLE SYSTEM MANUFACTURER SHALL BE ELTEC "SOLAR LED FLASHING BEACON", TAPCO "BLINKERBEACON SOLAR FLASHING LED BEACON", CARMANAH "SOLAR LED CROSSWALK FLASHING BEACON OR APPROVED EQUAL.

FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS, AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.). THE ASSEMBLY INCLUDES THE FOLLOWING ITEMS:

1. LED LIGHT

- a) EACH LED LIGHT PANEL SHALL BE A MINIMUM SIZE OF 24" x 4".
- b) THE LED LIGHT PANEL SHALL BE INSTALLED BELOW THE PEDESTRIAN SIGN AND ABOVE THE ARROW SIGN.
- c) EACH LED LIGHT SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VANDAL.

2. SIGNS

- a) ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN TO FIXTURE.
- b) PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON TO TURN ON WARNING LIGHTS". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON.
- c) TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR VIEW FROM EACH APPROACH.

ITEM 630 - SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY (CONTINUED)

MATERIALS:

ACCEPTABLE SYSTEM MANUFACTURER SHALL BE ELTEC "SOLAR LED FLASHING BEACON", TAPCO "BLINKERBEACON SOLAR FLASHING LED BEACON", CARMANAH "SOLAR LED CROSSWALK FLASHING BEACON OR APPROVED EQUAL.

FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS, AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.). THE ASSEMBLY INCLUDES THE FOLLOWING ITEMS:

3. CONTROL CIRCUIT

- a) WHEN ACTIVATED, THE TWO YELLOW LED LIGHTS SHALL FLASH IN A RAPIDLY ALTERNATING FLASHING SEQUENCE.
- b) THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP TO TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.
- c) THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

4. BATTERY AND SOLAR PANELS

- a) BATTERY UNIT SHALL BE A 12VDC, 40 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.
- b) THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 55 WATTS PEAK TOTAL OUTPUT.
- c) PROVIDE SOLAR POWER CALCULATIONS IN WRITING.
- d) MOUNT SOLAR PANEL TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES- 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.
- e) USE ANTI-VANDAL FASTENERS FOR ALL CONNECTIONS.
- f) THE BATTERY ONLY RUN-TIME IS REQUIRED TO BE 2 WEEKS.

5. WIRELESS RADIO

- a) RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.
- b) RADIO SHALL INTEGRATE COMMUNICATION OF THE CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.
- c) THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE LED LIGHTS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.
- d) RADIO SYSTEMS SHALL OPERATE FROM: 3VDC TO 15VDC.

6. PUSHBUTTON

- a) THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF -30 DEGREES F TO +165 DEGREES F.
- b) PUSHBUTTON SHALL BE ADA COMPLIANT.

ITEM 630 - SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY (CONTINUED)

7. PEDESTAL SHAFT AND BASE - MOUNT ON A STANDARD 4.5-INCH OD ALUMINUM PEDESTAL POLE WITH BREAKAWAY BASE. A 14 FOOT POLE SHALL BE PROVIDED AND FIELD ADJUSTED TO MAINTAIN THE PROPER SIGN MOUNTING HEIGHTS, UNLESS SPECIFIED OTHERWISE IN THE PLANS. POLE AND BASE MANUFACTURER SHALL BE LISTED ON ODOT'S QUALIFIED PRODUCTS LIST.

CONSTRUCTION:

THE SYSTEM SHALL BE ASSEMBLED AND CONSTRUCTED BY THE CONTRACTOR AS SHOWN AND SPECIFIED ON THE PLANS.

WARRANTY:

WARRANTY SHALL BE TWO YEARS FROM THE DATE OF FINAL ACCEPTANCE.

MEASUREMENT:

THE DEPARTMENT WILL MEASURE THE ITEM COMPLETE IN PLACE, INCLUDING ALL MATERIALS, TESTING, LABOR AND SOFTWARE FOR A FULLY FUNCTIONAL UNIT.

PAYMENT:

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 630 - "SIGNING MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY.

ITEM 632 - DETECTOR LOOP, AS PER PLAN

ALTHOUGH REPLACEMENT TRAFFIC SIGNAL DETECTOR LOOPS ARE TO BE INSTALLED TOWARD THE END OF CONSTRUCTION, A PLAN SHOWING THE SIZE AND LOCATION OF THE VARIOUS LOOPS HAS NOT BEEN INCLUDED IN THE CONTRACT PLANS. IN LIEU OF A TRAFFIC SIGNAL PLAN, THE CONTRACTOR SHALL, PRIOR TO THE START OF CONSTRUCTION, PREPARE AN INVENTORY AND LOG OF ANY AND ALL EXISTING VISIBLE DETECTOR LOOPS, FOR USE IN RESTORING THEM AT THE END OF CONSTRUCTION. HE/SHE SHALL DELIVER TWO COPIES OF THE INVENTORY AND LOG TO THE ENGINEER BEFORE BEGINNING ANY PAVEMENT REMOVALS.

ANY EXISTING LOOP DETECTORS THAT ARE NOT VISIBLE PRIOR TO CONSTRUCTION (BUT ARE DISTURBED DURING THE PAVEMENT PLANING / REMOVAL OPERATIONS), SHALL BE ADDED TO THE INITIAL INVENTORY AND LOG FOR INSTALLATION INTO THE INTERMEDIATE COURSE.

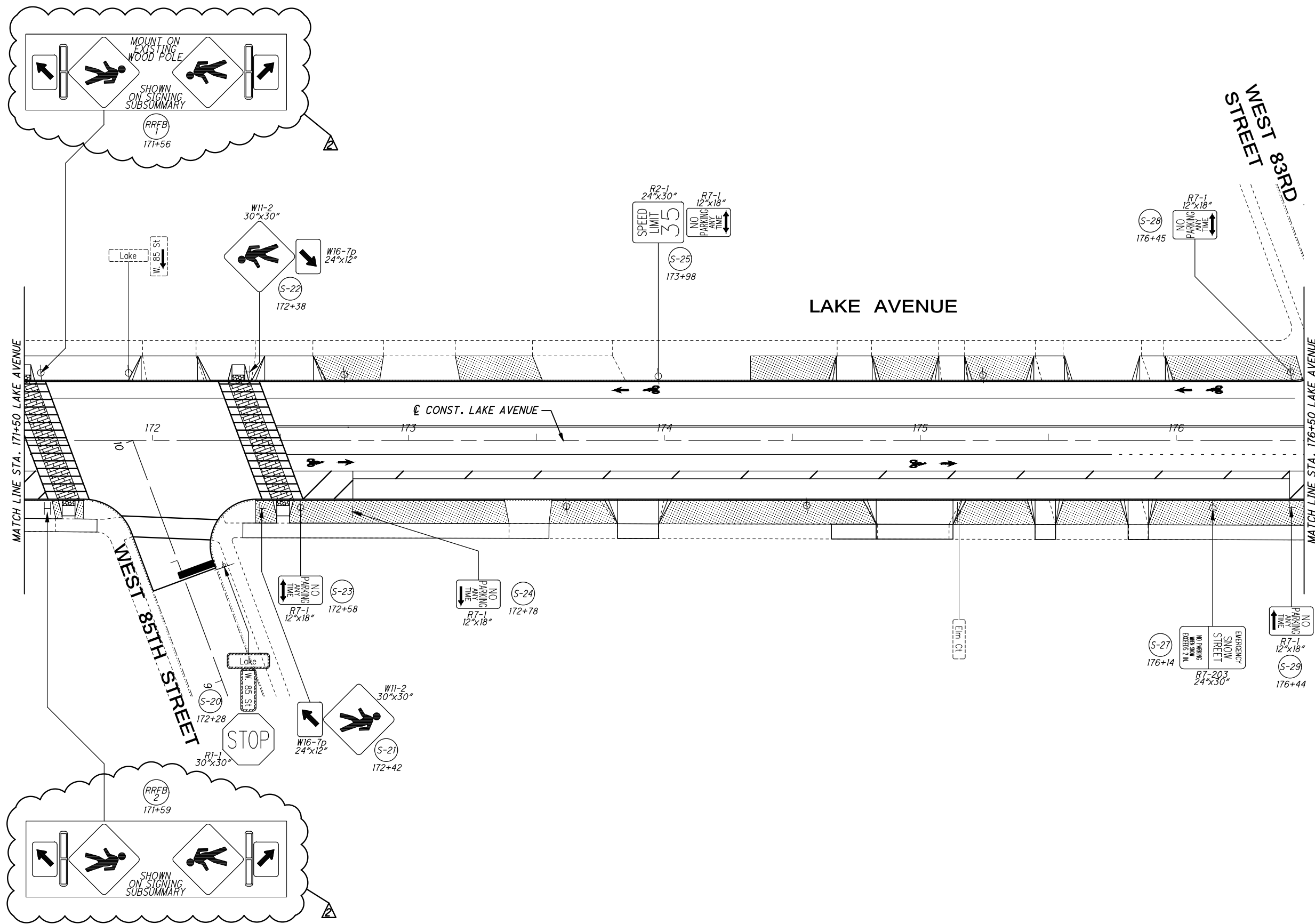
THE INSTALLATION OF POURED EPOXY INSULATED SPLICES BETWEEN THE LOOP DETECTOR WIRES AND THE EXISTING LOOP DETECTOR LEAD IN CABLE SHALL BE CONSIDERED AS INCIDENTAL TO THIS ITEM OF WORK. NO SEPARATE PAYMENT FOR THESE SPLICES WILL BE MADE.

THE FOLLOWING ESTIMATED QUANTITY IS CARRIED TO THE GENERAL SUMMARY AS A CONTINGENCY QUANTITY WHICH IS INCLUDED FOR USE ONLY AND IN AMOUNTS AS DIRECTED BY THE ENGINEER. THE PROVISIONS OF SECTION 104.02 WILL APPLY TO THIS ITEM. THE AMOUNT OF THIS ITEM AND THE LOCATIONS WHERE USED SHALL BE RECORDED AS USED, AND PAYMENT WILL BE BASED ON FINAL MEASUREMENTS.

ITEM 632 - DETECTOR LOOP, AS PER PLAN 12 EACH

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SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN (STORED) TO BE REERECTED
- PROPOSED SIGN
- SINGLE POST GROUND MOUNTED
- DOUBLE POST GROUND MOUNTED
- POLE MOUNTED
- PROPOSED SIGN

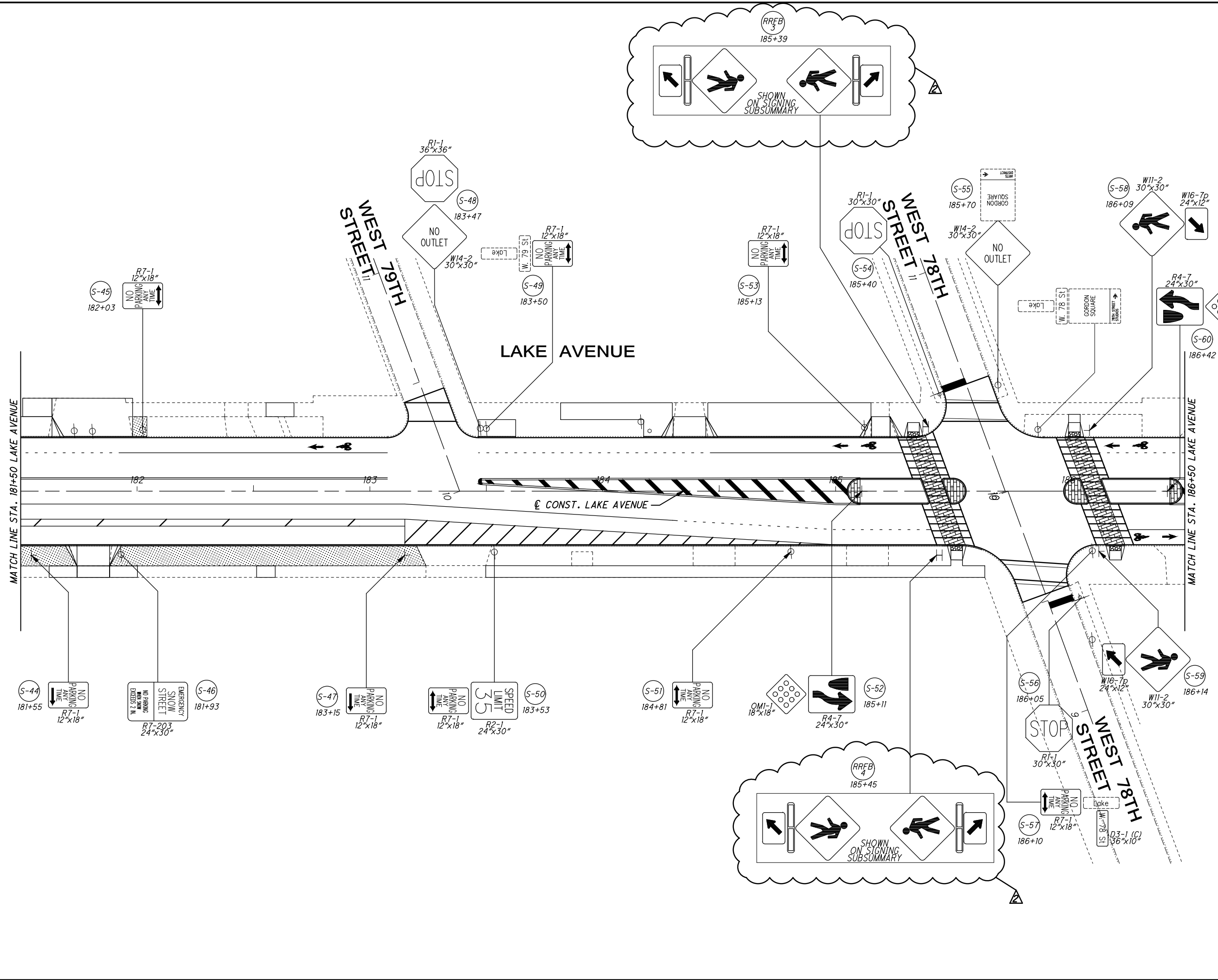
CALCULATED JTS CHECKED EAF

0 20 40
HORIZONTAL SCALE IN FEET

**PROPOSED SIGNING PLAN
STA. 171+50 TO STA. 176+50**

CUY-LAKE AVENUE

FOR PAVEMENT MARKING QUANTITIES SEE SHEETS 74-77.
FOR SIGNING QUANTITIES SEE SHEETS 84-86.



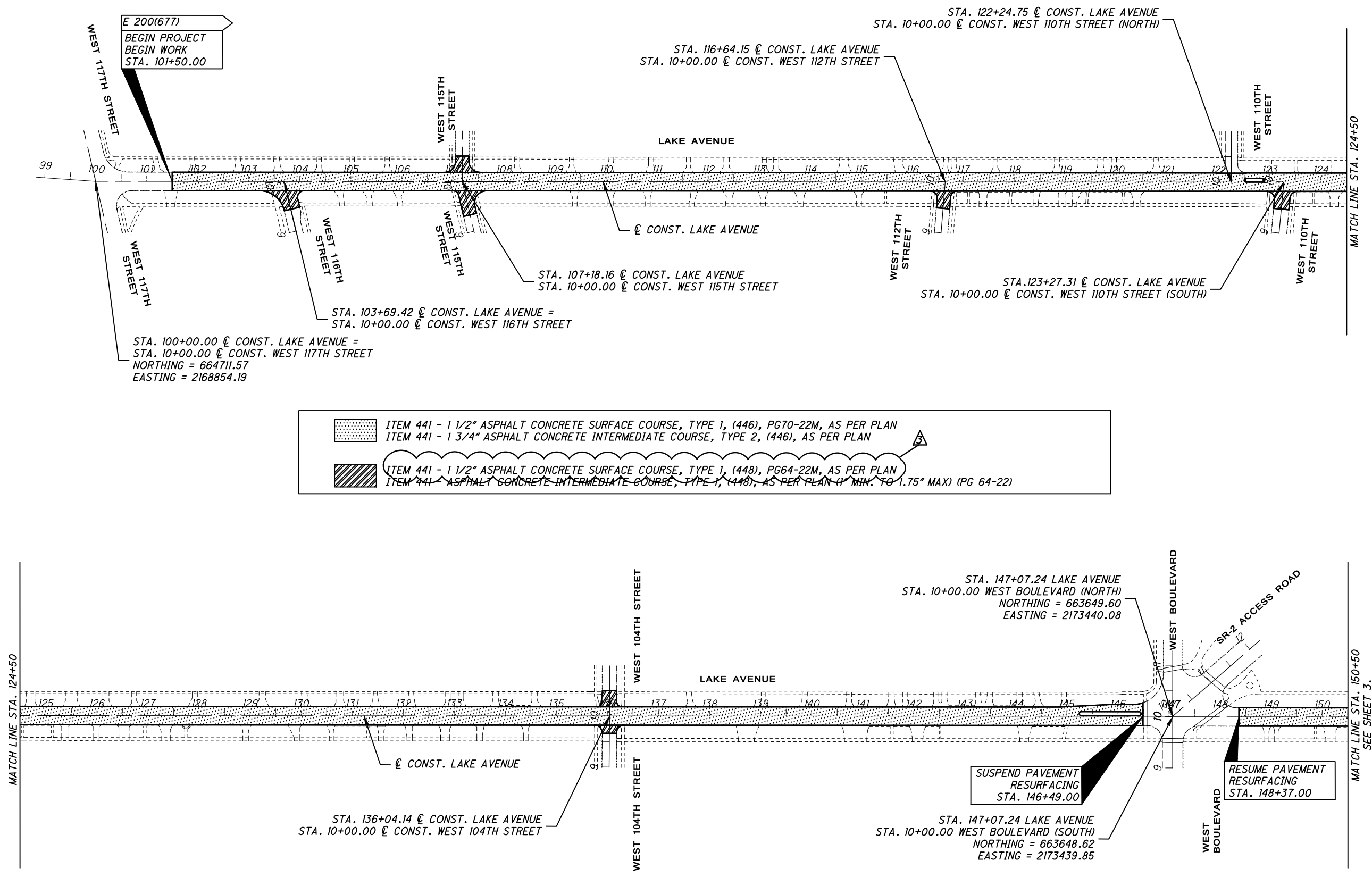
- SIGNING LEGEND**
- EXISTING SIGN TO REMAIN
 - EXISTING SIGN (STORED) TO BE REERECTED
 - PROPOSED SIGN
 - SINGLE POST GROUND MOUNTED
 - DOUBLE POST GROUND MOUNTED
 - POLE MOUNTED
 - PROPOSED SIGN



**PROPOSED SIGNING PLAN
STA. 181+50 TO STA. 186+50**

CUY-LAKE AVENUE

FOR PAVEMENT MARKING QUANTITIES SEE SHEETS 74-77.
FOR SIGNING QUANTITIES SEE SHEETS 84-86.



E 200(677)
 BEGIN PROJECT
 BEGIN WORK
 STA. 101+50.00





STA. 100+00.00 @ CONST. LAKE AVENUE =
 STA. 10+00.00 @ CONST. WEST 117TH STREET
 NORTHING = 664711.57
 EASTING = 2168854.19

STA. 116+64.15 @ CONST. LAKE AVENUE
 STA. 10+00.00 @ CONST. WEST 112TH STREET

STA. 122+24.75 @ CONST. LAKE AVENUE
 STA. 10+00.00 @ CONST. WEST 110TH STREET (NORTH)

STA. 107+18.16 @ CONST. LAKE AVENUE
 STA. 10+00.00 @ CONST. WEST 115TH STREET

STA. 123+27.31 @ CONST. LAKE AVENUE
 STA. 10+00.00 @ CONST. WEST 110TH STREET (SOUTH)

-  ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
-  ITEM 441 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN
-  ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22M, AS PER PLAN
-  ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (4" MIN. TO 1.75" MAX) (PG 64-22)

STA. 136+04.14 @ CONST. LAKE AVENUE
 STA. 10+00.00 @ CONST. WEST 104TH STREET

STA. 147+07.24 LAKE AVENUE
 STA. 10+00.00 WEST BOULEVARD (NORTH)
 NORTHING = 663649.60
 EASTING = 2173440.08

SUSPEND PAVEMENT
 RESURFACING
 STA. 146+49.00

STA. 147+07.24 LAKE AVENUE
 STA. 10+00.00 WEST BOULEVARD (SOUTH)
 NORTHING = 663648.62
 EASTING = 2173439.85

RESUME PAVEMENT
 RESURFACING
 STA. 148+37.00

CALCULATED JTS CHECKED EAF

0 50 100 200
 HORIZONTAL SCALE IN FEET

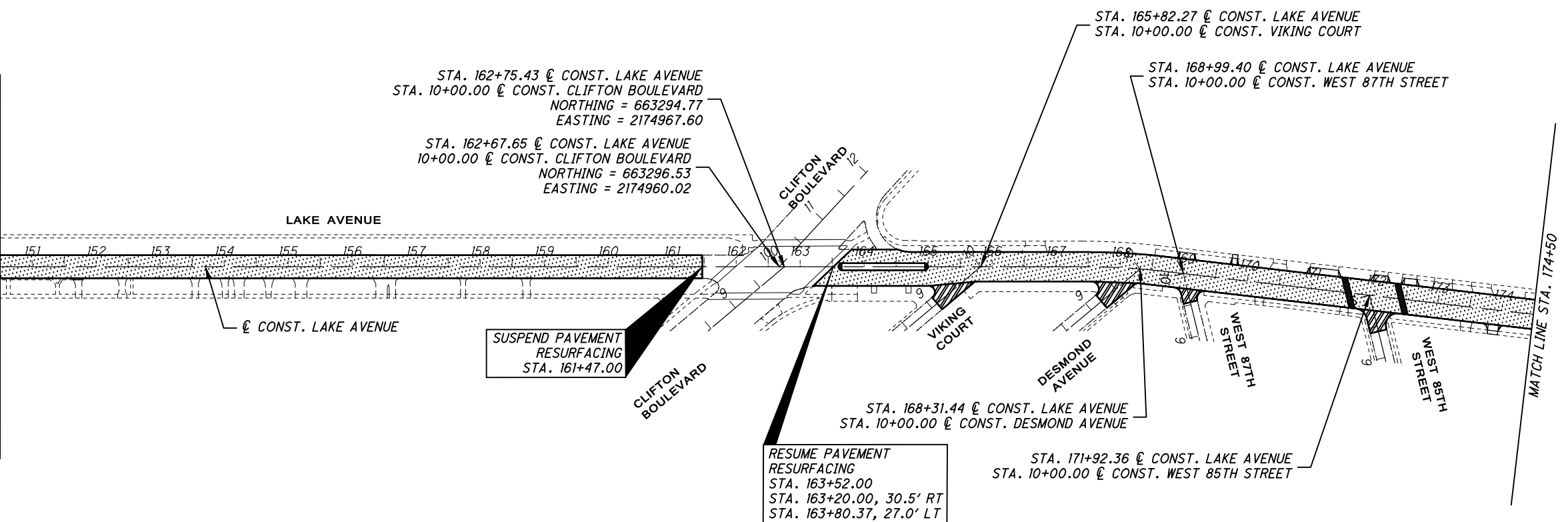
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


SCHEMATIC PLAN
 BEGIN TO STA. 150+50

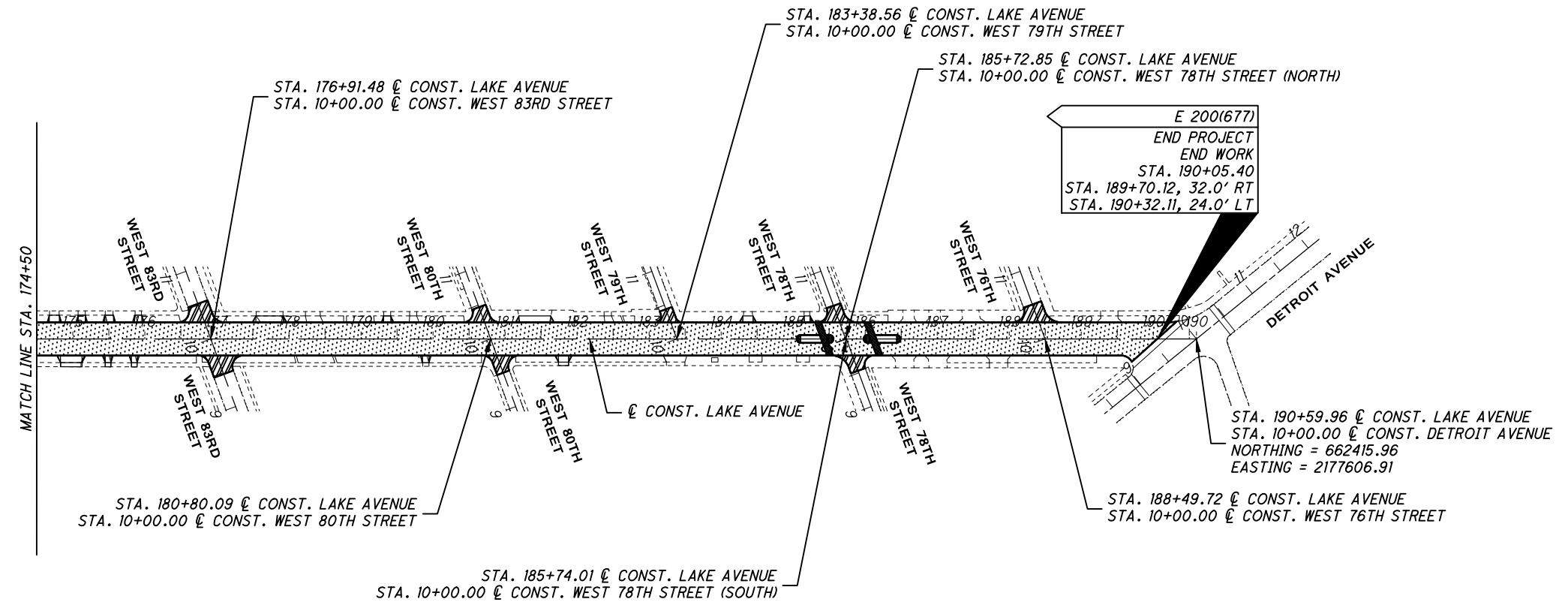
CUY-LAKE AVENUE

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MATCH LINE STA. 150+50
SEE SHEET 2.



-  ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
-  ITEM 441 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN
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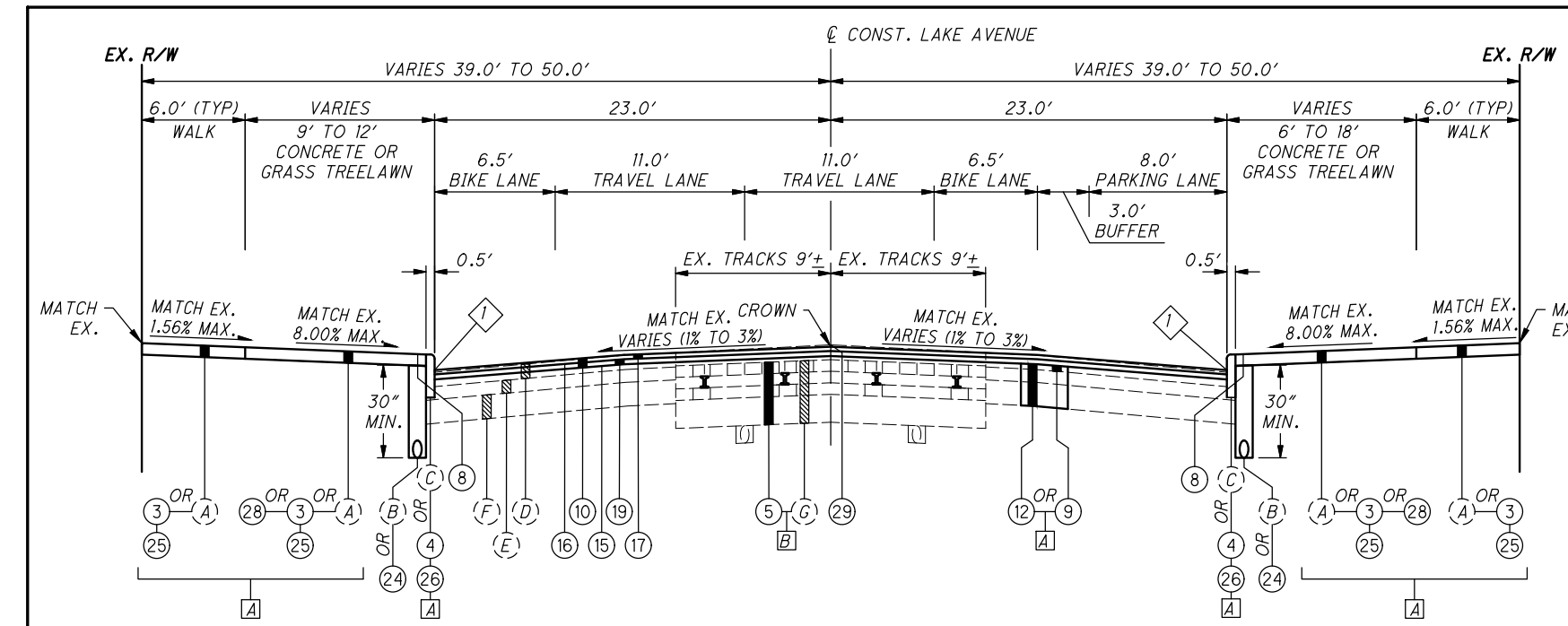


CALCULATED JTS CHECKED EAF

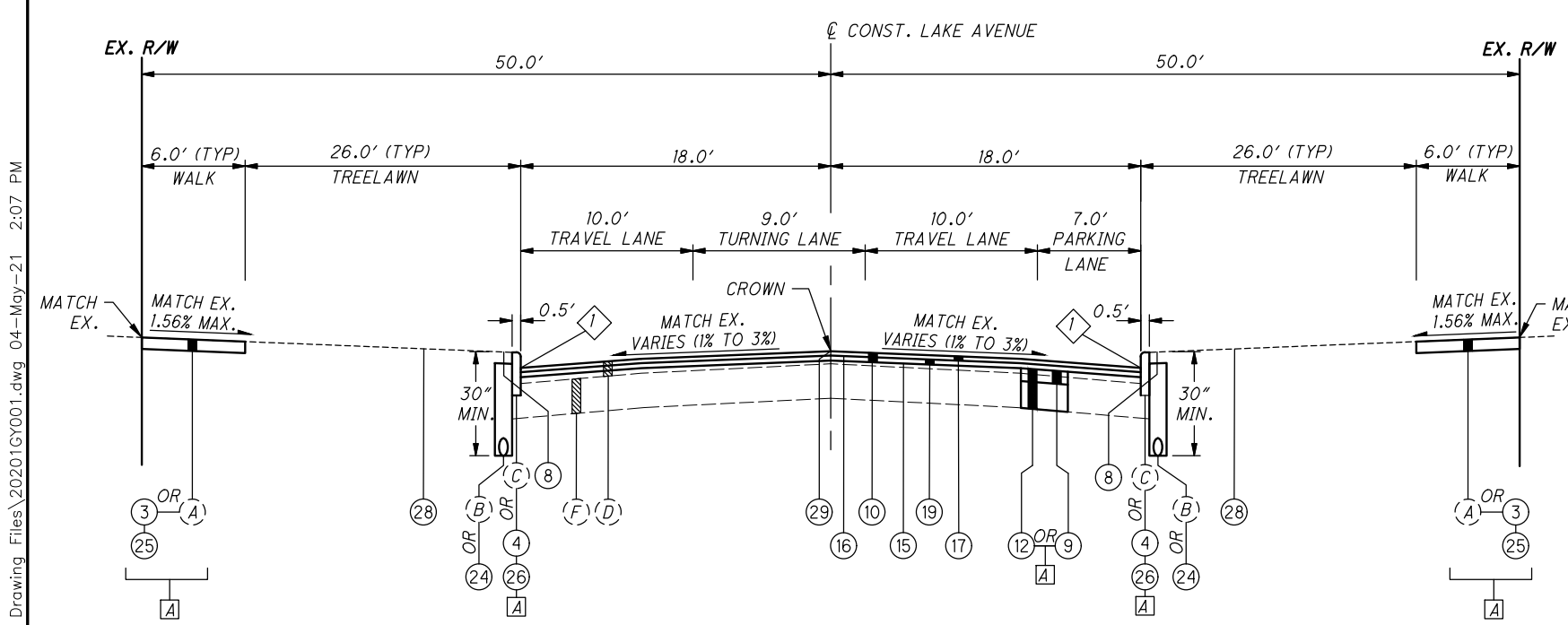
HORIZONTAL SCALE IN FEET

SCHEMATIC PLAN
STA. 150+50 TO END

CUY-LAKE AVENUE



LAKE AVENUE (RESURFACING)
SECTION APPLIES:
STA. 163+52.00 TO STA. 190+05.40 = 2,653.40'
TOTAL = 2,653.40'



LAKE AVENUE (RESURFACING)
SECTION APPLIES:
STA. 101+50.00 TO STA. 146+49.00 = 4,499.00'
STA. 146+49.00 TO STA. 148+37.00 = WEST BOULEVARD INTERSECTION (NO WORK)
STA. 148+37.00 TO STA. 161+47.00 = 1,310.00'
STA. 161+47.00 TO STA. 163+52.00 = CLIFTON BOULEVARD INTERSECTION (NO WORK)
TOTAL = 5,809.00'

- EXISTING LEGEND:**
- (A) EX. CONCRETE WALK
 - (B) EX. UNDERDRAIN
 - (C) EX. CONCRETE CURB
 - (D) EX. ASPHALT WEARING COURSE (T=VARIES, 5" TYP.)
 - (E) EX. GRANITE/BRICK PAVERS (T=VARIES, 5" TYP., INCLUDING GROUT LAYER)
 - (F) EX. ASPHALT OR CONCRETE BASE (T=VARIES, 6" TYP.)
 - (G) EX. BURIED STREETCAR TRACKS

- PROPOSED LEGEND:**
- (1) ITEM 202 - REMOVAL MISC.: PAVEMENT REMOVED FOR DRIVEWAYS
 - (2) ITEM 202 - PAVEMENT REMOVED, AS PER PLAN
 - (3) ITEM 202 - WALK REMOVED, AS PER PLAN
 - (4) ITEM 202 - CURB REMOVED, AS PER PLAN
 - (5) ITEM 202 - REMOVAL MISC.: TRACK REMOVED
 - (6) ITEM 203 - EXCAVATION
 - (7) ITEM 204 - SUBGRADE COMPACTION
 - (8) ITEM 209 - LINEAR GRADING, AS PER PLAN
 - (9) ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN
 - (10) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (3/4" UNIFORM) AS PER PLAN
 - (11) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, (2" TO 3/4" VARIABLE DEPTH PLANING) AS PER PLAN
 - (12) ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN
 - (13) ITEM 304 - AGGREGATE BASE, AS PER PLAN (6" MIN.)
 - (14) ITEM 305 - CONCRETE BASE, MISC.: 9" CONCRETE BASE, CLASS QC 3 SPECIAL
 - (15) ITEM 407 - TACK COAT, 702.13
 - (16) ITEM 407 - NON-TRACKING TACK COAT
 - (17) ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN
 - (18) ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN
 - (19) ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN
 - (20) ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG 64-22)
 - (21) ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL
 - (22) ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL
 - (23) ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: COLORED AND STAMPED CROSSWALK
 - (24) ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC
 - (25) ITEM 608 - 4" CONCRETE WALK, AS PER PLAN -OR- ITEM 608 - 6" CONCRETE WALK, AS PER PLAN -OR- ITEM 608 - 8" CONCRETE WALK, AS PER PLAN
 - (26) ITEM 609 - CURB, TYPE 6, AS PER PLAN
 - (27) ITEM 609 - 4" CONCRETE TRAFFIC ISLAND, AS PER PLAN
 - (28) ITEM 659 - SEEDING, MISC.: SEEDING AND MULCHING, CLASS I (HIGH QUALITY) (AT LOCATIONS SHOWN ON PLANS)
 - (29) ITEM 872 - VOID REDUCING ASPHALT MEMBRANE (VRAM)

- NOTES:**
- FOR CONCRETE TRAFFIC ISLAND DETAILS, SEE SHEET 6.
 - (1) HOT APPLIED CRACK SEALANT PER ODOT CMS 423 AND 705.04 (4" WIDE)
 - (A) PAVEMENT, WALK, AND CURB WILL BE REPLACED ALONG THE CORRIDOR AS INDICATED ON THE PLAN SHEETS AND AS DIRECTED BY THE ENGINEER. REPAIR DETAILS ARE SHOWN ON SHEETS 5 - 8.
 - (B) IT IS LIKELY THAT EX. BURIED STREETCAR TRACK WILL BE ENCOUNTERED AND SPORADICALLY REMOVED FROM CLIFTON BOULEVARD TO DETROIT AVENUE. PAVEMENT CORINGS INDICATE THAT THE DEPTH OF THE EX. ASPHALT DEPTH OVER THE TRACKS VARIES 3.25" TO 6". FOR TRACK REMOVAL AND PAVEMENT REPLACEMENT DETAIL INCLUDING THE NUMBER OF TRACKS AND LOCATIONS, SEE SHEET 8.

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PAVEMENT (CONTINUED)

ITEM 441 - ASPHALT CONCRETE

ASPHALT CONCRETE SHALL COMPLY WITH ODOT ITEM 441 UNLESS SPECIFIED DIFFERENT ON THE BID FORM, PLANS OR SUPPLEMENT SPECIFICATIONS.

RECYCLED MATERIAL SHALL BE LIMITED TO 10% MAXIMUM IN THE WEARING COURSE, 20% MAXIMUM IN THE INTERMEDIATE COURSE, AND 30% MAXIMUM IN THE BITUMINOUS BASE COURSE. THE USE OF GRAVEL IS PROHIBITED IN THE SURFACE COURSE.

ITEM 441 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN

THE COURSE VIRGIN AGGREGATE FOR THIS ITEM SHALL CONSIST OF A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. THE BINDER FOR THIS ITEM SHALL BE PG70-22M.

RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

**ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN
ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG64-22)**

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

RECYCLED MATERIAL IN THE ASPHALT COURSES SHALL BE LIMITED TO A MAXIMUM OF 20%. THE BINDER FOR THIS ITEM SHALL BE PG64-22.

ITEM 441 - 0" MIN. ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN

THE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PLACE 0" MIN. ASPHALT CONCRETE AND TACK COAT IN AREAS WHERE ASPHALT CONCRETE SURFACE AND INTERMEDIATE COURSE IS NOT OF SUFFICIENT DEPTH TO ACHIEVE A MINIMUM CROSS SLOPE OR AS OTHERWISE DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

**ITEM 441 - 0" MIN. ASPHALT CONCRETE INTERMEDIATE COURSE,
TYPE 1, (448), PG64-22, AS PER PLAN 150 CY**

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN

AFTER THE EXISTING ASPHALT PAVEMENT HAS BEEN REMOVED BY THE PLANING OPERATION, THE ENGINEER WILL INSPECT THE CONDITION OF THE EXISTING BASE. ANY DEFECTIVE AREAS SHALL BE REMOVED AND REPLACED PER THE DETAILS IN THE PLANS, AT THE DIRECTION OF THE ENGINEER, AFTER HIS/HER APPROVAL. ALL APPLICABLE PROVISIONS OF ITEM 255 AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS SHALL APPLY EXCEPT WHERE MODIFIED IN THESE GENERAL NOTES:

255.02 - MATERIALS:

THE CONCRETE USED FOR THE RIGID REPLACEMENT (255) SHALL BE PROVIDED IN ACCORDANCE WITH THE ODOT CMS, EXCEPT AS FOLLOWS:

REQUIREMENT	DESCRIPTION
MINIMUM COMPRESSIVE STRENGTH	400 PSI MODULUS OF RUPTURE AS PER ASTM C-78 IN 24 HOURS. THE RESULTS OF THE 24 HOUR BEAM TEST SHALL BE FURNISHED IN ADDITION TO THE RESULTS OF THE TWENTY-EIGHT (28) DAY CYLINDER TESTS.

MINIMUM CEMENT CONTENT	800 LBS.; FLY ASH OR A ADDITIONAL AGGREGATE SHALL NOT BE USED AS A SUBSTITUTE FOR THE CEMENT.
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WATER CEMENT RATIO	0.43 MAXIMUM
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CALCIUM CHLORIDE SHALL NOT BE USED IN THIS DESIGN MIX.

AGGREGATE BASE PAID FOR UNDER ITEM 255 SHALL MEET THE REQUIREMENTS SET FORTH IN CMS 304 AND NOTES FOUND IN THESE PLANS.

255.04 - CORRECTION OF DISTURBED SUBBASE AND SUBGRADE:

SUITABLE SUBBASE DISTURBED IN AREAS WHERE CONCRETE PAVEMENT IS REMOVED SHALL BE SHAPED AND RECOMPACTED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST. UNSUITABLE SUBBASE, AS DETERMINED BY THE ENGINEER, SHALL BE REMOVED AND REPLACED WITH ITEM 304 AGGREGATE BASE, AS PER PLAN TO THE DEPTH OF ADJACENT SUBBASE SIX (6) INCHES MINIMUM. WHERE UNSUITABLE SUBGRADE MATERIAL IS ENCOUNTERED, IT SHALL BE REMOVED TO THE DEPTH DETERMINED BY THE ENGINEER, AND REPLACED IN THE FOUR (4) INCH LIFTS (LOOSE DEPTH). NO ADDITIONAL PAYMENT WILL BE MADE FOR ITEM 304 - AGGREGATE BASE, AS PER PLAN.

MECHANICALLY COMPACTED LAYERS:

SUITABLE EMBANKMENT MATERIAL (204.02) REQUIRED TO REPLACE THE UNDERCUT SUBGRADE SHALL, TO THE EXTENT POSSIBLE, EXHIBIT THE SAME PHYSICAL PROPERTIES AS THE ADJACENT SOUND SUBGRADE MATERIALS. HOWEVER, USE OF GRANULATED SLAG, IN ANY FORM, IS NOT PERMITTED. GRANULAR EMBANKMENT MATERIAL SHALL BE LIMITED TO CRUSHED CARBONATE STONE. ALL EXPOSED OR RECONSTRUCTED SUBGRADE SOILS SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER. REMOVAL AND DISPOSAL OF THE UNSUITABLE SUBBASE OR SUBGRADE MATERIAL SHALL BE CONSIDERED INCIDENTAL TO ITEM 255 AND NO SEPARATE PAYMENT WILL BE MADE.

255.09 - METHOD OF MEASUREMENT:

UNSUITABLE SUBGRADE SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH ITEM 204 - EXCAVATION OF SUBGRADE. THE REPLACEMENT MATERIAL FOR UNSUITABLE SUBBASE SHALL BE FURNISHED, IN ACCORDANCE WITH ITEM 204 - EMBANKMENT, AS PER PLAN OR ITEM 204 - GRANULAR EMBANKMENT. NO ADDITIONAL PAYMENT WILL BE MADE FOR ITEM 304 OR ITEM 204 AND WILL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR ITEM 255.

255.10 - BASIS OF PAYMENT:

PAYMENT FOR ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN IS FULL COMPENSATION FOR FURNISHING ALL MATERIALS AND LABOR PER 255.10 AND SPECIFIED HEREIN, INCLUDING BUT NOT LIMITED TO FULL DEPTH PAVEMENT SAWING, PAVEMENT REMOVAL INCLUDING CONCRETE AND BRICK BASE, SUBBASE/SUBGRADE CORRECTION AND/OR REMOVAL, AS NECESSARY, PLACEMENT OF NEW ITEM - 304 AGGREGATE BASE, AS PER PLAN AS NECESSARY, FURNISHING AND PLACING DOWELS, TIE BARS, MESH AND CONCRETE FOR BOTH ITEM 255 AND ITEM 305 CONCRETE BASE TO REPLACE BRICK BASE AS REQUIRED.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN (CONTINUED)

RECORD DRAWINGS AND PAVEMENT CORES INDICATE THAT BRICK, GRANITE, AND CONCRETE BASE IS LOCATED UNDER THE EXISTING ASPHALT WEARING COURSE. CONTRACTOR SHALL REFER TO THE FULL DEPTH PAVEMENT REPAIR DETAILS INCLUDED IN THE PLANS THAT INCLUDE TYPICAL REPAIR OPERATIONS FOR FULL DEPTH PAVEMENT REPAIR WITH BRICK/GRAVITE BASE AND FULL DEPTH PAVEMENT REPAIR WITH CONCRETE BASE.

THE CONTINGENCY ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. PAYMENT FOR COMPLETED AND ACCEPTED QUANTITIES SHALL BE MADE AT THE CONTRACT UNIT BID PRICE FOR ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN 5,810 SY

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

PLANE THE ASPHALT SURFACE PAVEMENT ACCORDING TO C&MS ITEM 254, IN AREAS WHERE THERE IS LESS THAN 3.25" OF EXISTING ASPHALT THICKNESS, THE CONTRACTOR SHALL PLANE INTO THE EXISTING BASE. IN AREAS WHERE THERE IS GREATER THAN 3.25" OF EXISTING ASPHALT, THE CONTRACTOR SHALL PLANE A MAXIMUM OF 3.25". THE PAVEMENT PLANING DEPTH CAN VARY AT SIDE STREETS DEPENDING ON EXISTING PAVEMENT COMPOSITION. IN ADDITION TO ODOT ITEM 254 - THIS ITEM SHALL INCLUDE THE REMOVAL OF EXISTING PAVEMENT FABRIC PRESENT WITHIN ASPHALT LAYERS. PAVEMENT CORE INFORMATION IS AVAILABLE ON SHEET 4.

- ITEM 305 - CONCRETE BASE, MISC.: 9" CONCRETE BASE, CLASS QC 3 SPECIAL**
- ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL**
- ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL**

IN ADDITION TO THE REQUIREMENTS OF 452, ALL CONCRETE FOR DRIVES AND WALKS SHALL HAVE RETRACED PICTURE FRAME TOOLED EDGE JOINTS OR AS DIRECTED BY THE ENGINEER FOR PARTIAL APRON REPLACEMENTS.

CAST-IN-PLACE CONCRETE SHALL BE PROVIDED IN ACCORDANCE WITH THE ODOT CMS, EXCEPT THE MINIMUM CEMENT CONTENT OF THE MIX SHALL BE 650 LBS. PER CUBIC YARD.

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GENERAL NOTES

CUY-LAKE AVENUE

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REF. NO.	SHEET NUMBER								PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET	
	GEN. NOTES 9-17	MOT NOTES 18-21	42	43	68	77	86	93	01/PMO/PV	100% LOCAL							
PAVEMENT CONTINUED																	
47	125			163						288		305	17500	288	SY	CONCRETE BASE, MISC.: 9" CONCRETE BASE, CLASS QC 3 SPECIAL	15
48			3853							3853		407	13900	3853	GAL	TACK COAT, 702.13	
49			3853							3853		407	20000	3853	GAL	NON-TRACKING TACK COAT	
50			1525							1525		441	10101	1525	CY	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22, AS PER PLAN	15
51			83							83		441	50101	83	CY	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN	15
52			1779							1779		441	10201	1779	CY	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), AS PER PLAN	15
53			96							96		441	50201	96	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG 64-22)	15
54	150									150		441	50201	150	CY	0" MIN. ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN	15
55				158						158		452	19200	158	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.: 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL	15
56				337						337		452	19200	337	SY	NON-REINFORCED CONCRETE PAVEMENT, MISC.: 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 3 SPECIAL	15
57				1576						1576		452	19250	1576	SF	NON-REINFORCED CONCRETE PAVEMENT, MISC.: COLORED AND STAMPED CROSSWALK	6,16
58				4370						4370		609	26001	4370	FT	CURB, TYPE 6, AS PER PLAN	14
59				37						37		609	50001	37	SY	4" CONCRETE TRAFFIC ISLAND, AS PER PLAN	6
60			9998							9998		872	10000	9998	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
WATER WORK																	
61	5			95						100		638	10801	100	EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	13
62	5			9						14		638	10901	14	EACH	SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN	13
63	2			9						11		638	98000	11	EACH	WATER WORK, MISC.: WATER METER ADJUSTED TO GRADE	13
64	2			17						19		638	98000	19	EACH	WATER WORK, MISC.: WATER MANHOLE ADJUSTED TO GRADE	13
65	2									2		638	98000	2	EACH	WATER WORK, MISC.: WATER MANHOLE RECONSTRUCTED TO GRADE	13
TRAFFIC CONTROL																	
66					390.0					395.0		630	03100	785.0	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
67										13.0		630	08004	13.0	FT	ONE WAY SUPPORT, NO. 3 POST	
68					6					10		630	08600	16	EACH	SIGN POST REFLECTOR	
69					93					52		630	79500	145	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
70					388.0					337.4		630	80100	725.4	SF	SIGN, FLAT SHEET	
71										5		630	80500	5	EACH	SIGN, DOUBLE FACED, STREET NAME	
72					59					59		630	84900	59	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
73										2		630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
74					37					37		630	86002	37	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
75					166					166		630	87500	166	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
76										4		630	97700	4	EACH	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	17
77					0.74	1.53				2.27		644	00100	2.27	MILE	EDGE LINE, 4"	
78					1.74	0.45				2.19		644	00300	2.19	MILE	CENTER LINE	
79					346	90				436		644	00400	436	FT	CHANNELIZING LINE, 8"	
80					105	156				261		644	00500	261	FT	STOP LINE	
81					903	1861				2764		644	00600	2764	FT	CROSSWALK LINE	
82					405	1493				1898		644	00700	1898	FT	TRANSVERSE/DIAGONAL LINE	
83					126	55				181		644	00900	181	SF	ISLAND MARKING	
84					46	4				50		644	01300	50	EACH	LANE ARROW	
85						17				17		644	01630	17	EACH	BIKE LANE SYMBOL MARKING	
86						6				6		644	19000	6	EACH	SHARED LANE MARKING	
TRAFFIC SIGNALS																	
87										3		625	32000	3	EACH	GROUND ROD	
88	12									12		632	26501	12	EACH	DETECTOR LOOP, AS PER PLAN	17
89										3		632	64020	3	EACH	PEDESTAL FOUNDATION	
LANDSCAPING																	
90										115		661	99900	115	EACH	PLANTING, MISC.: HEMEROCALIS SP. 'RUBY STELLA' - RUBY STELLA DAYLILY	93-97
91										98		661	99900	98	EACH	PLANTING, MISC.: RHUS AROMATICA 'GRO-LOW' - GRO-LOW SUMAC	93-97
92										9		661	99900	9	EACH	PLANTING, MISC.: SYRINGA RETICULATA 'IVORY SILK' - IVORY SILK JAPANESE TREE LILAC	93-97
93										40		661	99900	40	EACH	PLANTING, MISC.: ELYMUS ARENARIUS 'BLUE DUNE' - BLUE DUNE LYME GRASS	93-97

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GENERAL SUMMARY
CUY-LAKE AVENUE
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STATION TO STATION		SIDE	WORK	LENGTH (L) FT	AVERAGE PAVEMENT WIDTH (W) FT	MAINLINE SURFACE AREA (A1) *CADD		INTERSECTION MAIN ROAD SURFACE AREA (A2) *CADD	INTERSECTION CURB RETURN SURFACE AREA (A3) CADD	PAVEMENT PLANING, ASPHALT CONCRETE, (3 1/4" UNIFORM) AS PER PLAN SY	PAVEMENT PLANING, ASPHALT CONCRETE, (2" TO 3 1/4" VARIABLE DEPTH PLANING) AS PER PLAN SY	TACK COAT, 702.13 GAL	NON-TRACKING TACK COAT GAL	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG70-22M, AS PER PLAN CY	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG 64-22) CY	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN CY	VOID REDUCING ASPHALT MEMBRANE (VRAM) FT			
FROM	TO					LxW	LxW														(A1 OR A2)/9
LAKE AVENUE MAINLINE																					
101+50.00	103+20.69	LT/RT	ASPHALT	170.69	36.00	6144.84				682.76		68.28	68.28	28.45				33.19	170.69		
W. 116TH ST. INT.																					
103+20.69	104+08.55	LT/RT	ASPHALT - MAIN ROAD	87.86	36.00		3162.96			351.44		35.14	35.14	14.64				17.08	87.86		
		RT	ASPHALT - RT RETURN					1511.29			167.92	16.79	16.79		7.00	8.16			87.86		
LAKE AVENUE MAINLINE																					
104+08.55	106+83.16	LT/RT	ASPHALT	274.61	36.00	9885.96				1098.44		109.84	109.84	45.77				53.40	274.61		
W. 115TH ST. INT.																					
106+83.16	107+66.08	LT/RT	ASPHALT - MAIN ROAD	82.92	36.00		2985.12			331.68		33.17	33.17	13.82				16.12	82.92		
		LT	ASPHALT - LT RETURN					1039.73			115.53	11.55	11.55		4.81	5.62			82.92		
		RT	ASPHALT - RT RETURN					1481.94			164.66	16.47	16.47		6.86	8.00			82.92		
LAKE AVENUE MAINLINE																					
107+66.08	116+35.57	LT/RT	ASPHALT	869.49	36.00	31301.64				3477.96		347.80	347.80	144.92				169.07	869.49		
W. 112TH ST. INT.																					
116+35.57	116+87.73	LT/RT	ASPHALT - MAIN ROAD	52.16	36.00		1877.76			208.64		20.86	20.86	8.69				10.14	52.16		
		RT	ASPHALT - RT RETURN					956.12			106.24	10.62	10.62		4.43	5.16			52.16		
LAKE AVENUE MAINLINE																					
116+87.73	121+95.75	LT/RT	ASPHALT	508.02	36.00	18288.72				2032.08		203.21	203.21	84.67				98.78	508.02		
W. 110TH ST. INT.																					
121+95.75	123+54.42	LT/RT	ASPHALT - MAIN ROAD	158.67			5413.67			601.52		60.15	60.15	25.06				29.24	158.67		
		RT	ASPHALT - RT RETURN	60.25				1146.20			127.36	12.74	12.74		5.31	6.19			60.25		
LAKE AVENUE MAINLINE																					
123+54.42	135+74.92	LT/RT	ASPHALT	1220.50	36.00	43938.00				4882.00		488.20	488.20	203.42				237.32	1220.50		
W. 104TH ST. INT.																					
135+74.92	136+32.92	LT/RT	ASPHALT - MAIN ROAD	58.00	36.00		2088.00			232.00		23.20	23.20	9.67				11.28	58.00		
		RT	ASPHALT - RT RETURN					544.57			60.51	6.05	6.05		2.52	2.94			58.00		
		LT	ASPHALT - LT RETURN					972.07			108.01	10.80	10.80		4.50	5.25			58.00		
LAKE AVENUE MAINLINE																					
136+32.92	144+85.34	LT/RT	ASPHALT	852.42	36.00	30687.12				3409.68		340.97	340.97	142.07				165.75	852.42		
144+85.34	146+49.00	LT/RT	ASPHALT	163.66		5,530.49 *				614.50		61.45	61.45	25.60				29.87	163.66		
WEST BLVD. INT.																					
146+49.00	148+37.00		NO WORK																		
LAKE AVENUE MAINLINE																					
148+37.00	161+47.00	LT/RT	ASPHALT	1310.00	36.00	47160.00				5240.00		524.00	524.00	218.33				254.72	1310.00		
SUBTOTALS THIS SHEET (CARRIED TO SHEET 42)										23163	851	2402	2402	966	36	42	1126	6292			

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PAVEMENT SUBSUMMARY			
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STATION TO STATION		SIDE	WORK	LENGTH (L) FT	AVERAGE PAVEMENT WIDTH (W) FT	MAINLINE SURFACE AREA (A1) *CADD		INTERSECTION MAIN ROAD SURFACE AREA (A2) *CADD	INTERSECTION CURB RETURN SURFACE AREA (A3) CADD	PAVEMENT PLANING, ASPHALT CONCRETE, (3 1/4" UNIFORM) AS PER PLAN SY	PAVEMENT PLANING, ASPHALT CONCRETE, (2" TO 3 1/4" VARIABLE DEPTH PLANING) AS PER PLAN SY	TACK COAT, 702.13 GAL	NON-TRACKING TACK COAT GAL	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG10-22M, AS PER PLAN CY	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG 64-22) CY	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446), AS PER PLAN CY	VOID REDUCING ASPHALT MEMBRANE (VRAM) FT			
FROM	TO					LxW	LxW														(A1 OR A2)/9
CLIFTON BLVD. INT. 161+47.00 163+52.00			NO WORK																		
LAKE AVENUE MAINLINE 163+52.00 165+00.48		LT/RT	ASPHALT	148.48		6,876.09 *				764.01		76.40	76.40	31.83			37.14	148.48			
VIKING CT. INT. 165+00.48 165+77.20		LT/RT RT	ASPHALT - MAIN ROAD ASPHALT - RT RETURN	76.72		3,694.60 *		1386.18		410.51	154.02	41.05 15.40	41.05 15.40	17.10	6.42	7.49	19.96	76.72 76.72			
LAKE AVENUE MAINLINE 165+77.20 167+55.86		LT/RT	ASPHALT	178.66	46.00	8218.36				913.15		91.32	91.32	38.05			44.39	178.66			
DESMOND AVE. INT. 167+55.86 168+32.55		LT/RT RT	ASPHALT - MAIN ROAD ASPHALT - RT RETURN	76.69	46.00	3527.74		1385.26		391.97	153.92	39.20 15.39	39.20 15.39	16.33	6.41	7.48	19.05	76.69 76.69			
LAKE AVENUE MAINLINE 168+32.55 168+87.17		LT/RT	ASPHALT	54.62	46.00	2512.52				279.17		27.92	27.92	11.63			13.57	54.62			
W. 87TH ST. INT. 168+87.17 169+36.93		LT/RT RT	ASPHALT - MAIN ROAD ASPHALT - RT RETURN	49.76	46.00	2288.96		555.44		254.33	61.72	25.43 6.17	25.43 6.17	10.60	2.57	3.00	12.36	49.76 49.76			
LAKE AVENUE MAINLINE 169+36.93 171+21.00		LT/RT	ASPHALT	184.07	46.00	8467.22				940.80		94.08	94.08	39.20			45.73	184.07			
W. 85TH ST. INT. 171+21.00 172+80.00		LT/RT RT	ASPHALT - MAIN ROAD ASPHALT - RT RETURN	159.00		6,528.86 *		1059.07		725.43	117.67	72.54 11.77	72.54 11.77	30.23	4.90	5.72	35.26	159.00 159.00			
LAKE AVENUE MAINLINE 172+80.00 176+46.34		LT/RT	ASPHALT	366.34	46.00	16851.64				1872.40		187.24	187.24	78.02			91.02	366.34			
W. 83TH ST. INT. 176+46.34 177+36.61		LT/RT LT RT	ASPHALT - MAIN ROAD ASPHALT - LT RETURN ASPHALT - RT RETURN	90.27	46.00	4152.42		918.38 909.62		461.38	102.04 101.07	46.14 10.20 10.11	46.14 10.20 10.11	19.22	4.25 4.21	4.96 4.91	22.43	90.27 90.27 90.27			
LAKE AVENUE MAINLINE 177+36.61 180+42.22		LT/RT	ASPHALT	305.61	46.00	14058.06				1562.01		156.20	156.20	65.08			75.93	305.61			
W. 80TH ST. INT. 180+42.22 181+19.76		LT/RT LT RT	ASPHALT - MAIN ROAD ASPHALT - LT RETURN ASPHALT - RT RETURN	77.54	46.00	3566.84		549.73 584.96		396.32	61.08 65.00	39.63 6.11 6.50	39.63 6.11 6.50	16.51	2.55 2.71	2.97 3.16	19.27	77.54 77.54 77.54			
SUBTOTALS THIS SHEET (CARRIED TO SHEET 42)										8972	817	979	979	374	35	40	437	2466			

441
1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN



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PAVEMENT SUBSUMMARY
CUY-LAKE AVENUE
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STATION TO STATION		SIDE	WORK	LENGTH (L) FT	AVERAGE PAVEMENT WIDTH (W) FT	MAINLINE SURFACE AREA (A1) *CADD SF	INTERSECTION MAIN ROAD SURFACE AREA (A2) *CADD SF	INTERSECTION CURB RETURN SURFACE AREA (A3) CADD	254	254	407	407	441	441	441	441	872		
FROM	TO								SY	SY	GAL	GAL	CY	CY	CY	CY	CY	CY	FT
				LxW	LxW				(A1 OR A2)/9	A3/9	(A1 OR A2 OR A3/9) *0.10	(A1 OR A2 OR A3/9) *0.10	(A1 OR A2*(1.5/12))/7	(A3*(1.5/12))/27	(A3*(1.75/12))/27	(A1 OR A2*(1.75/12))/27	L		
LAKE AVENUE MAINLINE																			
181+19.76	183+07.51	LT/RT	ASPHALT	187.75	46.00	8636.50			959.61		95.96	95.96	39.98			46.65	187.75		
W. 79TH ST. INT.																			
183+07.51	183+46.60	LT/RT	ASPHALT - MAIN ROAD	39.09	46.00		1798.14		199.79		19.98	19.98	8.32			9.71	39.09		
		LT	ASPHALT - LT RETURN					397.70		44.19	4.42	4.42		1.84	2.15				
LAKE AVENUE MAINLINE																			
183+46.60	185+05.00	LT/RT	ASPHALT	158.40	46.00	7286.40			809.60		80.96	80.96	33.73			39.36	158.40		
W. 78TH ST. INT.																			
185+05.00	186+49.00	LT/RT	ASPHALT - MAIN ROAD	144.00			5,741.72 *		637.97		63.80	63.80	26.58			31.01	144.00		
		LT	ASPHALT - LT RETURN					630.17		70.02	7.00	7.00		2.92	3.40		144.00		
		RT	ASPHALT - RT RETURN					607.81		67.53	6.75	6.75		2.81	3.28		144.00		
LAKE AVENUE MAINLINE																			
186+49.00	188+05.93	LT/RT	ASPHALT	156.93	46.00	7218.78			802.09		80.21	80.21	33.42			38.99	156.93		
W. 76TH ST. INT.																			
188+05.93	188+72.57	LT/RT	ASPHALT - MAIN ROAD	66.64	46.00		3,065.44 *		340.60		34.06	34.06	14.19			16.56	66.64		
		LT	ASPHALT - LT RETURN					850.33		94.48	9.45	9.45		3.94	4.59		66.64		
LAKE AVENUE MAINLINE																			
188+72.57	190+05.04	LT/RT	ASPHALT	132.47		6194.25			688.25		68.83	68.83	28.68			33.46	132.47		
SUBTOTALS THIS SHEET									4438	277	472	472	185	12	14	216	1240		
SUBTOTALS SHEET 40									23163	851	2402	2402	966	36	42	1126	6292		
SUBTOTALS SHEET 41									8972	817	979	979	374	35	40	437	2466		
TOTALS CARRIED TO GENERAL SUMMARY									36573	1945	3853	3853	1525	83	96	1779	9998		

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1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN
441
ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN (1" MIN. TO 1.75" MAX) (PG 64-22)

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 PAVEMENT SUBSUMMARY
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