

MAINTENANCE OF TRAFFIC

CONSTRUCTION PHASING:

PHASE 1: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE WESTBOUND LANES WHILE THE EASTBOUND LANES ARE CONSTRUCTED. PEDESTRIANS ARE DETOURED TO THE WESTBOUND LANES.

PHASE 2: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE EASTBOUND LANES WHILE THE WESTBOUND LANES ARE CONSTRUCTED. PEDESTRIANS ARE DETOURED TO THE EASTBOUND LANES.

PHASE 3: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE WESTBOUND LANES WHILE THE FINAL STRIP SEAL IS INSTALLED. PEDESTRIANS ARE DETOURED TO THE WESTBOUND LANES. TRAFFIC IS RESTORED TO THE RECONSTRUCTED BRIDGE.

TEMPORARY TRAFFIC CONTROL NOTES:

1. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT USING ITEMS 410 AND 614.

2. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

3. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
	=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSURES	> 12 HOURS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

4. LONG TERM TRAFFIC ZONES ARE ONLY PERMITTED FROM MARCH 15 TO NOVEMBER 15. ALL TRAFFIC LANES AND SIDEWALKS SHALL BE OPEN FROM NOVEMBER 16 TO MARCH 14.

THE FOLLOWING ITEMS ARE CARRIED TO THE GENERAL SUMMARY IN ORDER TO RESOTRE THE EXISTING PAVEMENT MARKINGS OVER THE WINTER SHUTDOWN:

ITEM 614 WORK ZONE LANE LINE, CLASS I, 4"	0.95 MILE
ITEM 614 WORK ZONE CENTER LINE, CLASS I, DOUBLE SOLID	0.47 MILE
ITEM 614 WORK ZONE CHANNELIZING LINES, CLASS I, 8"	100 FT
ITEM 614 WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	40 FT
ITEM 614 WORK ZONE STOP LINE, CLASS I	112 FT
ITEM 614 WORK ZONE CROSSWALK LINE, CLASS I, 12"	196 FT
ITEM 614 WORK ZONE ARROW, CLASS I	1 EACH
ITEM 614 WORK ZONE WORD ON PAVEMENT, 72", CLASS I	1 EACH

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PETROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF: THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER. THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, TREATMENT IN ACCORDANCE WITH MT-101.90 AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE: 24 HOURS
THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ITEM 614, WORK ZONE MARKINGS AND SIGNS
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN
THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.



MAINTENANCE OF TRAFFIC

CONSTRUCTION PHASING:

PHASE 1: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE SOUTHBOUND LANES WHILE THE NORTHBOUND LANES ARE CONSTRUCTED. PEDESTRIANS ARE DETOURED TO THE SOUTHBOUND LANES.

PHASE 2: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE NORTHBOUND LANES WHILE THE SOUTHBOUND LANES ARE CONSTRUCTED. PEDESTRIANS ARE DETOURED TO THE NORTHBOUND LANES.

PHASE 3: ONE LANE OF TRAFFIC MAINTAINED IN EACH DIRECTION ON THE SOUTHBOUND LANES WHILE THE FINAL STRIP SEAL IS INSTALLED. PEDESTRIANS ARE DETOURED TO THE SOUTHBOUND LANES. TRAFFIC IS RESTORED TO THE RECONSTRUCTED BRIDGE.

TEMPORARY TRAFFIC CONTROL NOTES:

1. A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT USING ITEMS 410 AND 614.

2. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

3. NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE

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THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

4. LONG TERM TRAFFIC ZONES ARE ONLY PERMITTED FROM MARCH 15 TO NOVEMBER 15. ALL TRAFFIC LANES AND SIDEWALKS SHALL BE OPEN FROM NOVEMBER 16 TO MARCH 14.

THE FOLLOWING ITEMS ARE CARRIED TO THE GENERAL SUMMARY IN ORDER TO RESOTRE THE EXISTING PAVEMENT MARKINGS OVER THE WINTER SHUTDOWN:

ITEM 614 WORK ZONE LANE LINE, CLASS I, 4"	0.84 MILE
ITEM 614 WORK ZONE CENTER LINE, CLASS I, DOUBLE SOLID	0.42 MILE
ITEM 614 WORK ZONE CHANNELING LINES, CLASS I, 8"	470 FT
ITEM 614 WORK ZONE STOP LINE, CLASS I	174 FT
ITEM 614 WORK ZONE CROSSWALK LINE, CLASS I, 12"	720 FT
WORK ZONE ARROW, CLASS I	4 EACH
ITEM WORK ZONE WORD ON PAVEMENT, 72", CLASS I	2 EACH

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PETROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

CUY-8/10-02-26/08.69

MODEL: Sheet PAPER: 17x11 (in.) DATE: 3/24/2023 TIME: 10:11:10 AM USER: cmoradiya
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SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	5	7	15	17	26							01/NHS/47	EXT	TOTAL				
ROADWAY																		
LS												LS	201	11000	LS		CLEARING AND GRUBBING	
					6							6	202	32000	6	FT	CURB REMOVED	
					935							935	608	10000	935	SF	4" CONCRETE WALK	
					221							221	608	13000	221	SF	6" CONCRETE WALK	
					6							6	609	16000	6	FT	CURB, TYPE 2-B	
EROSION CONTROL																		
												1,000	832	30000	1,000	EACH	EROSION CONTROL	
MAINTENANCE OF TRAFFIC																		
	24		24									48	614	11110	48	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		6		6								12	614	12380	12	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	6, 16
				2								2	SPECIAL	61412760	2	EACH	FLASHING ARROW PANEL	
												10	614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
		92		117								209	614	13310	209	EACH	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	
		90		116								206	614	13360	206	EACH	OBJECT MARKER, TWO WAY	
	0.95		0.84									1.79	614	20000	1.79	MILE	WORK ZONE LANE LINE, CLASS I, 4"	
	0.47	1.31	0.42	1.36								3.56	614	21000	3.56	MILE	WORK ZONE CENTER LINE, CLASS I, DOUBLE SOLID	
		1.11		1.22								2.33	614	22000	2.33	MILE	WORK ZONE EDGE LINE, CLASS I, 4", WHITE	
	100		470	1,349								1,919	614	23000	1,919	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
		1,396		1,159								2,555	614	24000	2,555	FT	WORK ZONE DOTTED LINE, CLASS I	
	40	288		192								520	614	25000	520	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
	112		174									286	614	26000	286	FT	WORK ZONE STOP LINE, CLASS I	
	196		720									916	614	27010	916	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	
	1		4	18								23	614	30000	23	EACH	WORK ZONE ARROW, CLASS I	
	1		2									3	614	31000	3	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I	
	4,375		5,666									10,041	622	41011	10,041	FT	PORTABLE BARRIER, 50", AS PER PLAN	5, 15
STRUCTURE OVER 20 FOOT SPAN (CUY-10-0869)																		
FOR ESTIMATED QUANTITIES, SEE STRUCTURE PLANS																		
STRUCTURE OVER 20 FOOT SPAN (CUY-8-0226)																		
FOR ESTIMATED QUANTITIES, SEE STRUCTURE PLANS																		
INCIDENTALS																		
												614	11000	LS			MAINTAINING TRAFFIC	
												619	16010	15	MNTH		FIELD OFFICE, TYPE B	
												623	10000	LS			CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												624	10000	LS			MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY	DLZ
DESIGNER	JG
REVIEWER	MJL 10/24/22
PROJECT ID	113674
SHEET	25
TOTAL	82