

ALIGNMENT AND PROFILE

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

SCOPE OF WORK

THIS PROJECT CONSISTS OF PLANING 2 INCHES OF ASPHALT AND RESURFACING THE ROADWAY WITH THE FOLLOWING COMPOSITION:

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64–22 (448) – 2 INCHES, PLACED IN 2 LIFTS

THE PROJECT ALSO INCLUDES REPAIRING DETERIORATED PAVEMENT SECTIONS IN VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER, ADJUSTMENT OF UTILITY CASTINGS, AND OTHER INCIDENTAL ITEMS INCLUDED IN THE CONTRACT. PARTIAL DEPTH ASPHALT PAVEMENT REPAIR WILL BE CONDUCTED IN A MINIMUM WIDTH OF 4’ AND A DEPTH UP TO 4”.

PAVEMENT PLANING

THE ACTUAL DEPTH OF THE PLANING SHALL BE 2 INCHES WHICH SHALL CONSIST OF 2 INCHES OF ASPHALT. ALL GRINDINGS SHALL BE REMOVED AND DISPOSED OF AT THE CONTRACTOR’S EXPENSE. THE GRINDINGS SHALL NOT BE THE PROPERTY OF THE CITY OF MORAINE. IN VARIOUS LOCATIONS, THE CURB MAY BE OVERLAYED WITH ASPHALT. CAUTION WILL BE TAKEN DURING PLANING OPERATIONS. ANY CURB DAMAGED AS A RESULT OF PLANING SHALL BE REPLACED AT THE CONTRACTOR’S EXPENSE. .

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORROBORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER THE APPLICABLE CONSTRUCTION DRAWINGS WITH THE CITY OF MORAINE AND ODOT.

NO PERMANENT PAVEMENT MARKINGS OR RAISED PAVEMENT MARKERS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

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

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

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

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

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

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN = 200 SQ YD

ITEM 254 – PATCHING PLANED SURFACE, AS PER PLAN

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

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

ITEM 254 – PATCHING PLANED SURFACE, AS PER PLAN = 200 SQ YD

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER–OPERATED CONSTRUCTION–TYPE DEVICES BETWEEN THE HOURS OF 8:00PM AND 8:00AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TRAFFIC CONTROL DEVICES REQUIRED BY THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" LATEST EDITION, SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OF OUTSIDE THESE WORK LIMITS.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

OHIO UTILITIES PROTECTION SERVICE (OUPS) 12467 MAHONING AVE NORTH JACKSON, OH 44451 800–362–2764

AES OHIO 1900 DRYDEN RD. DAYTON, OHIO 45439 937–331–4860

MONTGOMERY COUNTY (SANITARY/WATER) 1850 SPAULDING ROAD KETTERING, OHIO 45432–3732 937–781–2500 (INSPECTION) 1–800–362–2764 (LOCATES)

AT&T 3233 WOODMAN DR. KETTERING, OH 45420 937–296–3825

CHARTER 3691 TURNER RD DAYTON, OHIO 45415 JACOB HOUDESHHELL 937–396–8372

ALL OTHER AGENCIES WHICH MIGHT HAVE UNDERGROUND UTILITIES INVOLVING THIS PROJECT AND ARE NON–MEMBERS OF OUPS

QTY OF MORAINE (STORM/FIBER/TRAFFIC SIGNALS) CITY ENGINEER 4200 DRYDEN ROAD MORAINE, OHIO 45439 937–535–1031

CENTERPOINT ENERGY 6500 CLYO RD. CENTERVILLE, OHIO 45459 937–312–2530

UTILITY NOTIFICATION

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES. THE CONTRACTOR SHALL NOTIFY THE OHIO UTILITY PROTECTION SERVICE (OUPS).

THE OWNER OF THE UNDERGROUND UTILITY FACILITY SHALL, WITHIN FORTY–EIGHT HOURS, EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS, AFTER NOTICE RECEIVED, STAKE, MARK OR OTHERWISE DESIGNATE THE LOCATION OF THE UNDERGROUND UTILITIES FACILITY IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF PLANNED CONSTRUCTION.

ITEM 614 – MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC ZONES SHALL BE KEPT TO A MINIMUM CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTION OF THE SPECIFICATIONS, AS WELL ASS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 809 – STOP–BAR RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A STOP BAR DETECTION UNIT CAPABLE OF INTERSECTION DETECTION CONTROL UTILIZING ABOVE GROUND DIGITAL WAVE RADAR TECHNOLOGIES. THE UNIT SHALL BE NON–INTRUSIVE AND SHALL DETECT VEHICLES FROM 6 FEET UP TO 140 FEET FOR A 90 DEGREE FIELD OF VIEW FROM THE UNIT. THE UNIT SHALL PROVIDE REAL–TIME PRESENCE DATA FOR AT LEAST 10 LANES. THE UNIT SHALL PROVIDE AT LEAST 16 DETECTION ZONES SIMULTANEOUSLY FOR INTERSECTION CONTROL. ONE UNIT SHALL BE PROVIDED PER APPROACH, WHERE SPECIFIED IN THE PLANS, COVERING MULTIPLE LANES WHERE STOP BAR DETECTION IS REQUIRED. THE EQUIPMENT SUPPLIED SHALL MEET SUPPLEMENTAL SPECIFICATION 809. THE DETECTION UNIT MUST BE ON THE ODOT QPL LIST.

ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.

THE MANUFACTURER’S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATIONS AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION, AND MAINTENANCE OF THE UNIT.

THE UNIT SHALL COME WITH A 2–YEAR MANUFACTURER SUPPLIED WARRANTY.

PAYMENT FOR ITEM 809 STOP BAR DETECTION RADAR SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE FULLY FUNCTIONING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

STOP–BAR RADAR DETECTION WILL BE INSTALLED AT THE INTERSECTIONS OF S DIXIE DR AND HOYLE PLACE, AND S DIXIE DR AND BIG HILL RD.

642–58 NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, A MINIMUM OF ONE LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	≥2 WEEKS > 12 HOURS & < 2 WEEKS ≤ 12 HOURS	21 CALENDAR DAYS PRIOR TO CLOSURE 14 CALENDAR DAYS PRIOR TO CLOSURE 4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	≥2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE 5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

CALCULATED BY AMB	PID 121588
CHECKED BY AMB	MOT-SOUTH DIXIE DR RESURFACING - PHASE 2

GENERAL NOTES

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

CRITERIA

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES 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, 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.

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 SHIFT. 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                      10 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGNER NOTE: SEE SECTION 640-19 FOR ADDITIONAL INFORMATION. THE PLANS SHALL CLEARLY SPECIFY WHEN AND WHERE THE LEO IS TO BE UTILIZED. THIS NOTE SHOULD BE EDITED TO CONFORM TO THE PROJECT REQUIREMENTS.

LAW ENFORCEMENT AGENCIES VARY WITH REGARDS TO MINIMUM NUMBER OF PAID HOURS REQUIRED FOR LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE SERVICES. FOR ESTIMATING PURPOSES, ASSUME EACH LAW ENFORCEMENT OFFICER PER DAY INCURS AN 8-HOUR MINIMUM WHEN THE APPLICABLE AGENCY(IES) MINIMUM IS UNKNOWN.

GENERAL SUMMARY							
		ITEM	ITEM EXTENSION	QUANTITY 01/NHS	UNIT	DESCRIPTION	SHEET NO
						DRAINAGE	
		611	99654	10	EACH	MANHOLE - ADJUSTED TO GRADE	
						PAVEMENT	
		251	01001	200	SY	PARTIAL DEPTH ASPHALT PAVEMENT REPAIR, AS PER PLAN	3
		254	01000	14000	SY	PAVEMENT PLANING, 2", ASPHALT,	
		254	01601	200	SY	PATCHING PLANED SURFACE, AS PER PLAN	
		407	20000	1400	GAL	NON-TRACKING TACK COAT (0.1 GAL/SY)	
		441	50000	810	CY	ASPHALT CONC. SURFACE COURSE, PG64-22 (448), 2" THICK, PLACED IN 2 LIFTS	
						WATER WORK	
		638	10800	10	EACH	VALVE BOX ADJUSTED TO GRADE	
						TRAFFIC CONTROL	
		621	00100	38	EACH	RPM	
		621	54000	38	EACH	RAISED PAVEMENT MARKER REMOVED	
		644	00200	0.8	MILE	LANE LINE, 4"	
		644	00300	0.1	MILE	CENTERLINE	
		644	00400	2990	LF	CHANNELIZING LINE, 8"	
		644	00500	160	LF	STOP LINE	
		644	00620	875	LF	CROSSWALK LINE, 12"	
		644	01300	36	EACH	LANE ARROW	
						TRAFFIC SIGNALS	
		809	69101	4	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	3
						MAINTENANCE OF TRAFFIC	
		614	11110	10	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	4
		614	20560	0.8	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
		614	21550	0.1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
		614	23680	2990	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
		614	26610	160	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		614	30650	36	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
						INCIDENTALS	
		614	11000	1	LS	MAINTENANCE OF TRAFFIC	
		623	10000	1	LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		624	10000	1	LS	MOBILIZATION	