

**DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL**

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	80 EACH
ITEM 614, OBJECT MARKER, ONE-WAY	80 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

**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 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) MAY 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).

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

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING 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)

"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, 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 THEIR SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THEIR SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF THEIR 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 THEIR SHIFT.

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

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 1760 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**MEDIAN CROSSOVER CONSTRUCTION**

THE CONTRACTOR SHALL CONSTRUCT THE MEDIAN CROSSOVERS VIA THE FOLLOWING SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE ENGINEER:

1. REMOVE EX. MEDIAN BARRIER AND PAVEMENT FOR LIMITS DETAILED IN THE PLANS. CARE SHALL BE TAKEN TO NOT DAMAGE ANY EX. CONDUITS WITHIN THE MEDIAN BARRIER. ANY CONDUITS THAT ARE ENCOUNTERED SHALL BE RELOCATED BENEATH THE PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. CONSTRUCT TEMPORARY PAVEMENT AND DRAINAGE INCLUDING BUT NOT LIMITED TO TEMPORARY PAVEMENT, TRENCH DRAIN, EX. INLET RECONSTRUCTION, PROP. CATCH BASINS AND PROP. CONDUIT. ALL CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS, C&MS SECTIONS 611, 614 AND 615, SS839/939 AND AS DIRECTED BY THE ENGINEER.
3. AFTER ALL PHASES OF CONSTRUCTION THAT UTILIZE THE CROSSOVERS ARE COMPLETE, ABANDON OR REMOVE ALL TEMPORARY FACILITIES, AS DIRECTED BY THE ENGINEER.
4. RECONSTRUCT THE MEDIAN PAVEMENT, BARRIER AND INLET(S). PAVEMENT BUILD-UP SHALL MATCH THE PROPOSED FULL-DEPTH ASPHALT BUILD-UP AS DETAILED IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE ENGINEER. THE MEDIAN BARRIER SHALL BE RECONSTRUCTED WITH A SINGLE SLOPE. USE 20' TRANSITIONS TO MATCH THE HEIGHT, WIDTH AND SHAPE OF THE ADJACENT EX. MEDIAN BARRIER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - 15" CONDUIT, TYPE B	890 FT
ITEM 611 - CATCH BASIN, NO.6, AS PER PLAN	9 EACH
ITEM 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN (TWO INLETS EACH IN PRE-PHASE AND PHASE 5)	4 EACH
ITEM 839 - TRENCH DRAIN, TYPE A WITH STANDARD GRATE	1635 FT

**CONCRETE MEDIAN BARRIER REPLACEMENT**

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IN A CONTINUOUS OPERATION SHALL BE LIMITED TO 1000 LINEAR FEET AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

THROUGHOUT THE DURATION OF THE PROJECT, 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 TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	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.

**ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN**

THE CONTRACTOR SHALL MILL AND FILL THE EXISTING RUMBLE STRIPS IN AREAS WHERE LANES ARE SHIFTED ONTO EXISTING SHOULDERS. MILLING SHALL BE TO A SUFFICIENT DEPTH AS DIRECTED BY THE ENGINEER. REPLACEMENT PAVEMENT SHALL MATCH THE SURFACE COURSE AS DETAILED IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE ENGINEER. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

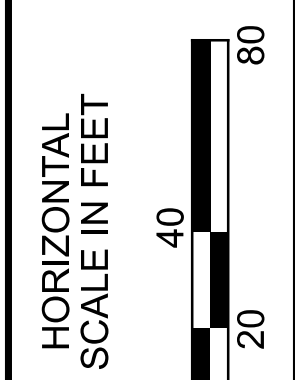
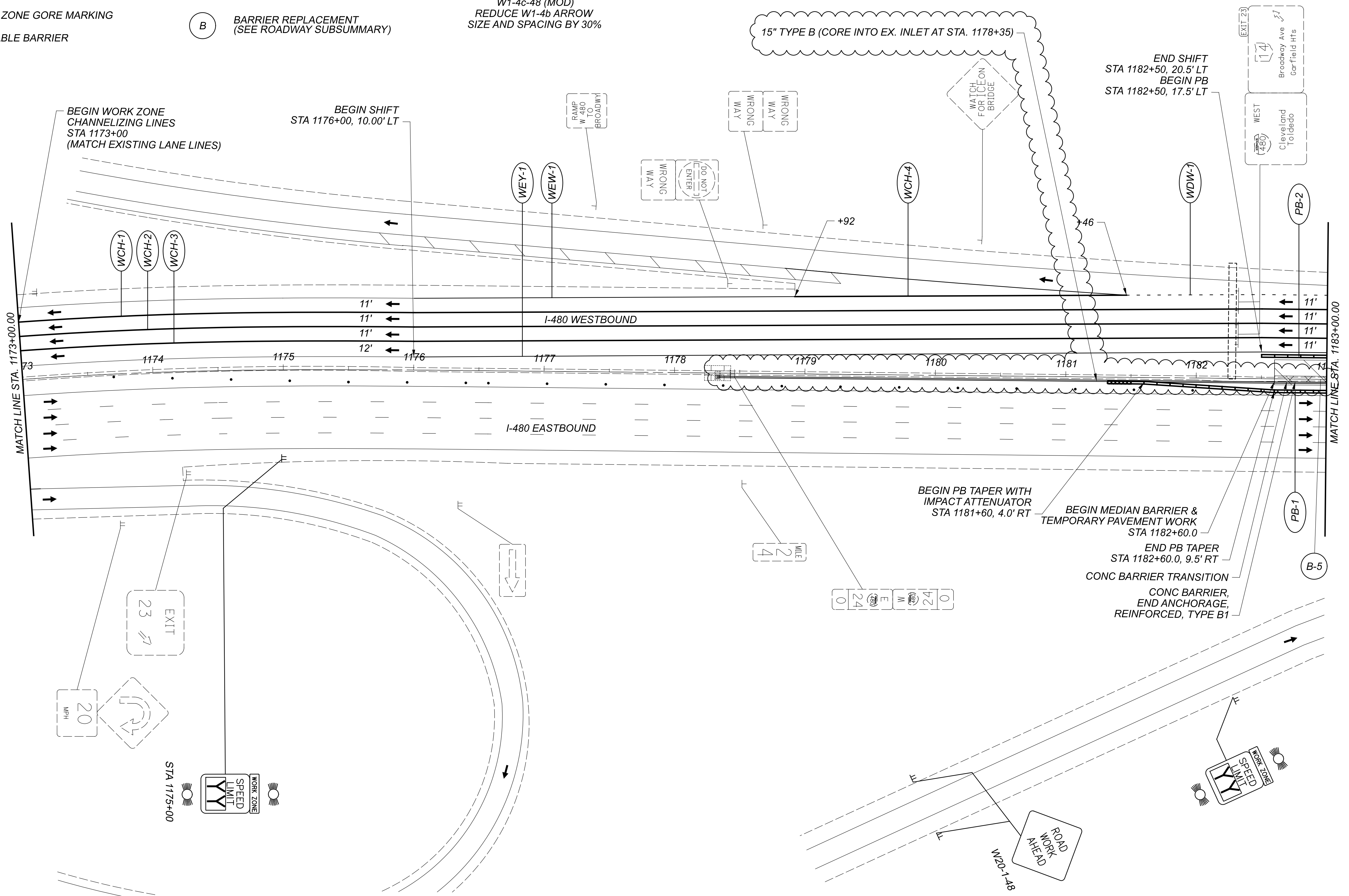
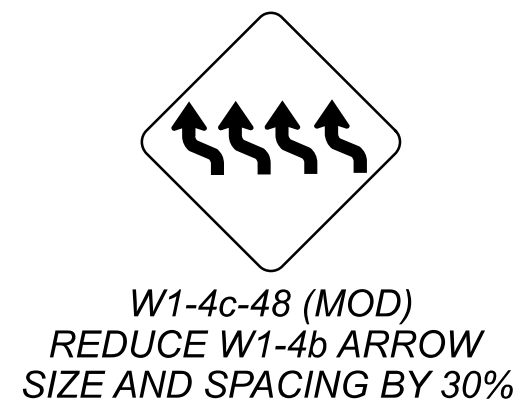
ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	4.50 MILE
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MAINTENANCE OF TRAFFIC LEGEND

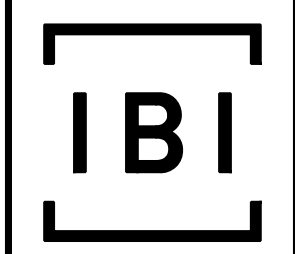
- WLL WORK ZONE LANE LINE
  - WEW WORK ZONE EDGE LINE, WHITE
  - WEY WORK ZONE EDGE LINE, YELLOW
  - WCH WORK ZONE CHANNELIZING LINE
  - WDW WORK ZONE DOTTED LINE, WHITE
  - WGM WORK ZONE GORE MARKING
  - PB PORTABLE BARRIER
- DIRECTION OF TRAVEL
  - PORTABLE BARRIER
  - TEMPORARY PAVEMENT
  - TEMPORARY PAVEMENT
  - REMOVE CONFLICTING MARKINGS
  - B BARRIER REPLACEMENT (SEE ROADWAY SUBSUMMARY)

SIGN MOD DETAIL



MAINTENANCE OF TRAFFIC PLAN  
PRE-PHASE & PHASE 5

DESIGN AGENCY



DESIGNER

BSS

REVIEWER

JMB 02-25-22

PROJECT ID

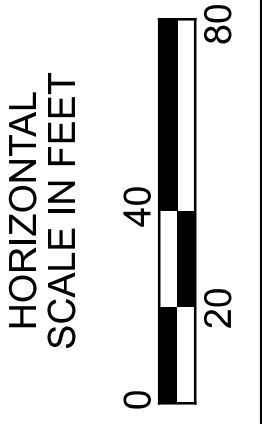
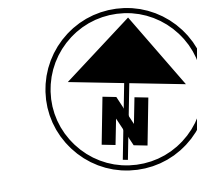
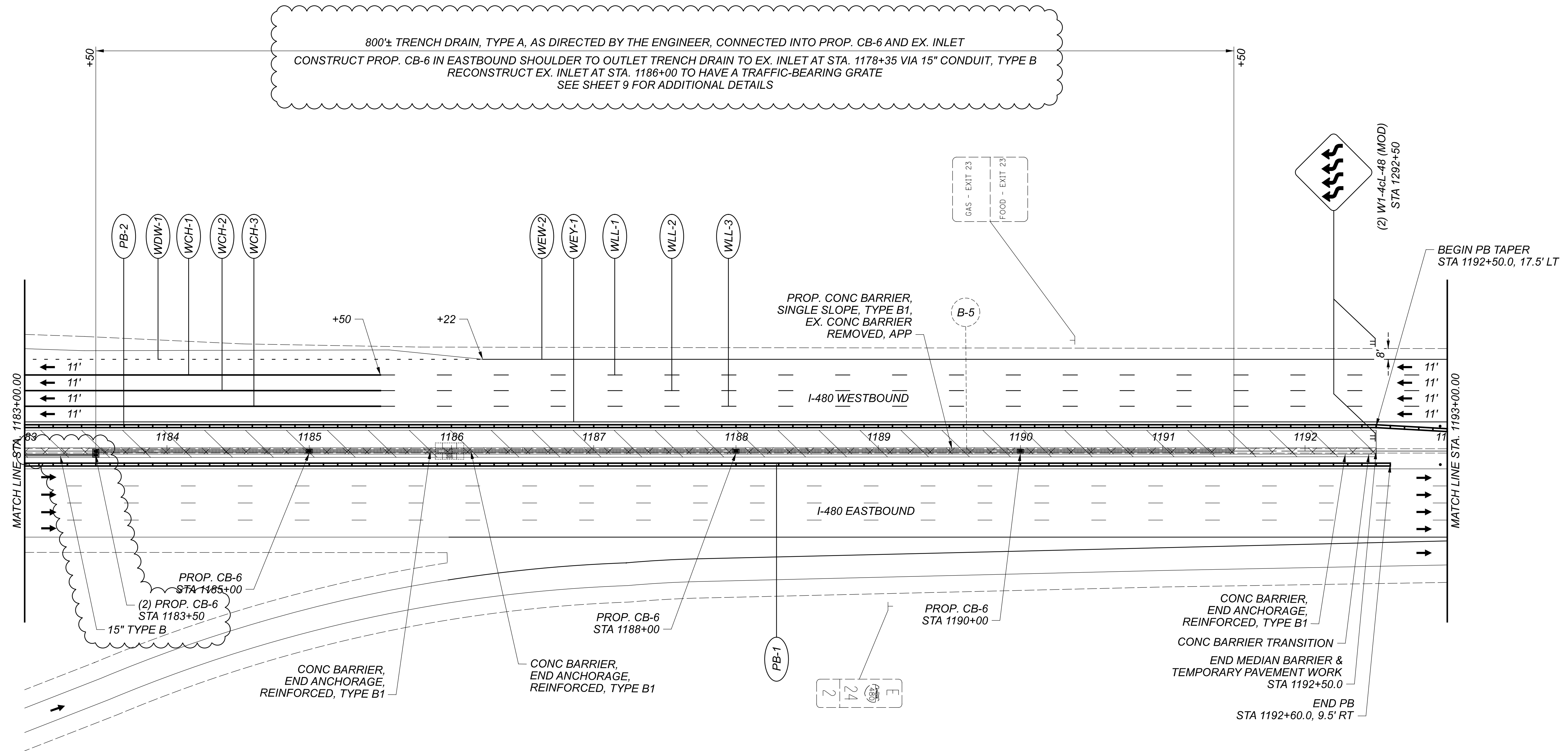
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SHEET TOTAL

25 133

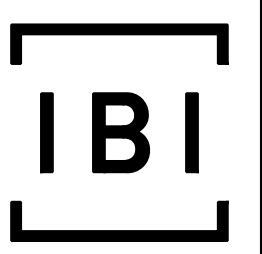
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MAINTENANCE OF TRAFFIC PLAN  
PRE-PHASE & PHASE 5

DESIGN AGENCY



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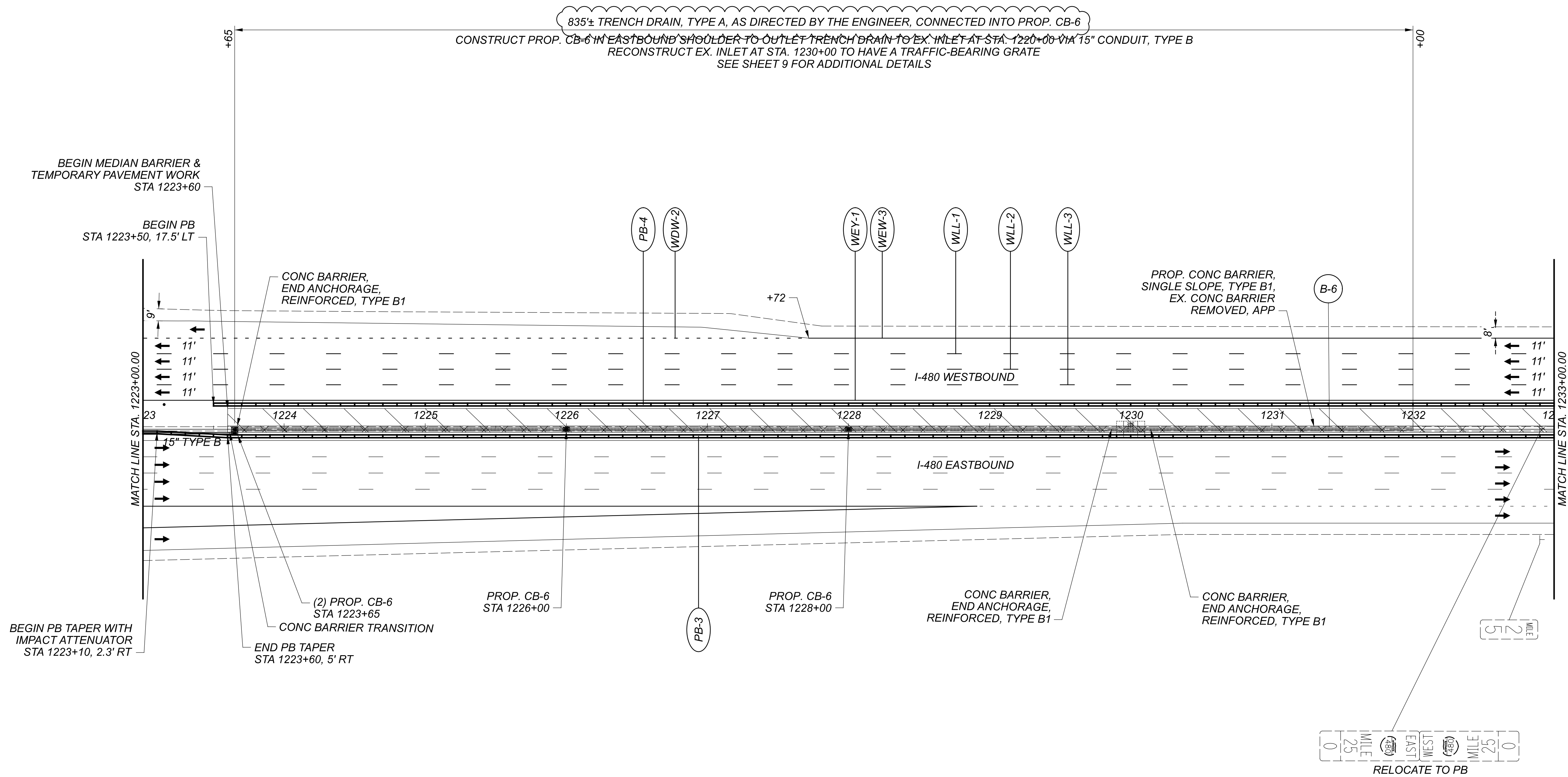
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JMB 02-25-22

PROJECT ID  
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NOTE:  
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

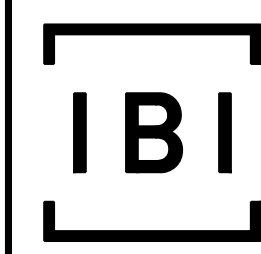




NOTE:  
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN  
 PRE-PHASE & PHASE 5

DESIGN AGENCY

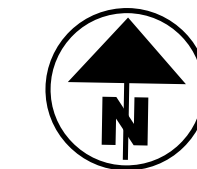


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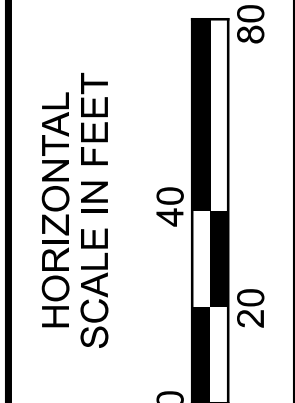
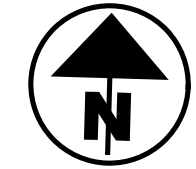
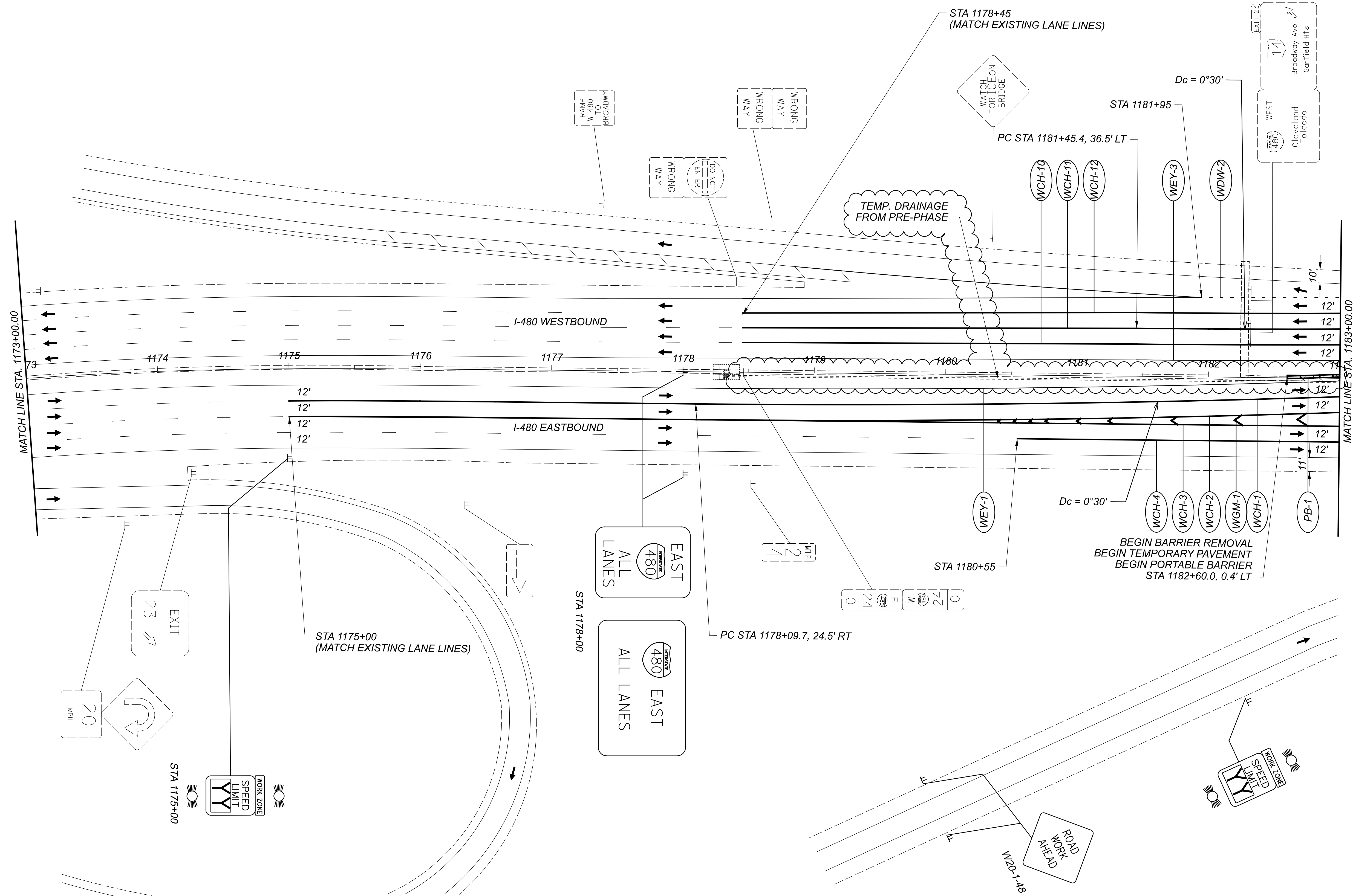
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PROJECT ID  
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SHEET	TOTAL
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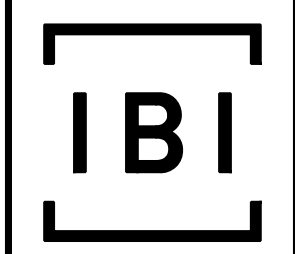


NOTE:  
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 24



MAINTENANCE OF TRAFFIC PLAN  
PHASE 1

DESIGN AGENCY

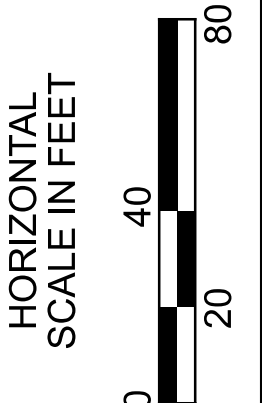
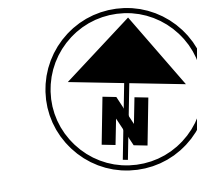
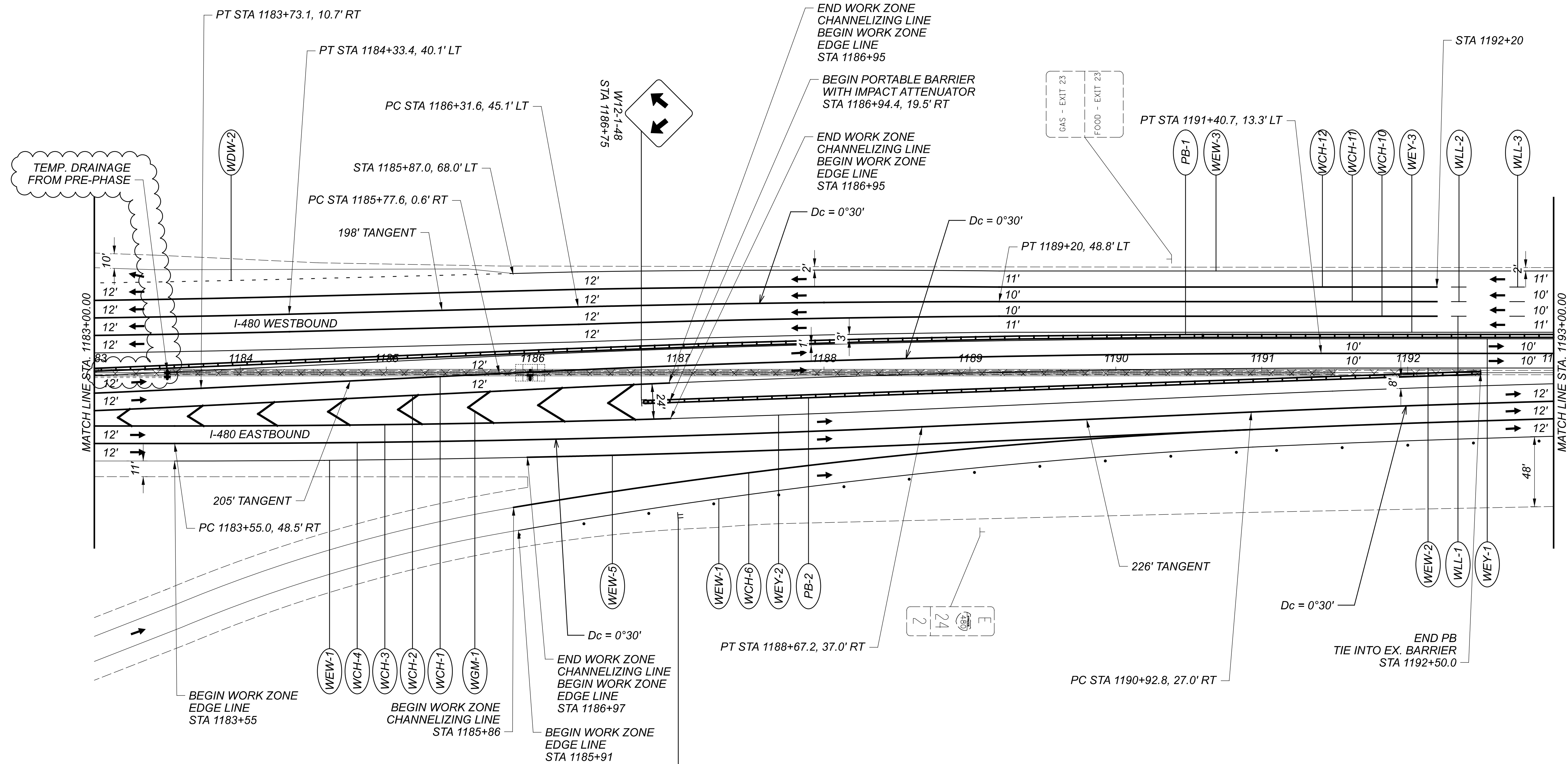


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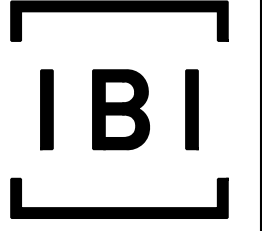
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SHEET	TOTAL
36	133



MAINTENANCE OF TRAFFIC PLAN  
PHASE 1

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PROJECT ID

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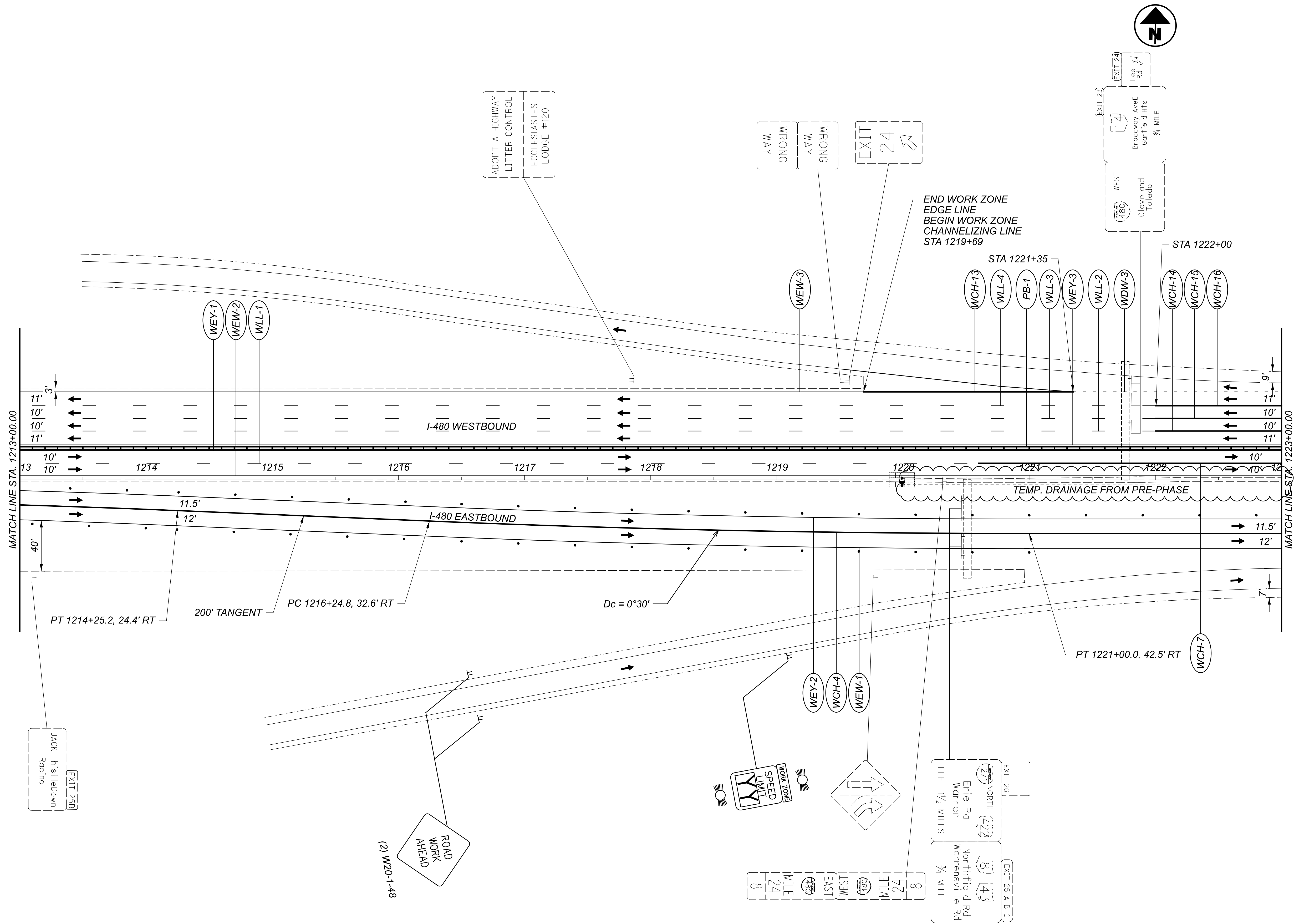
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37

TOTAL

133

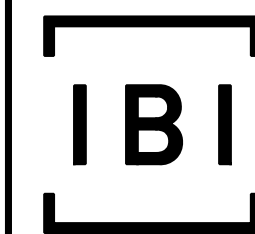
NOTE:  
FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25



NOTE:  
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN  
 PHASE 1

DESIGN AGENCY



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PROJECT ID

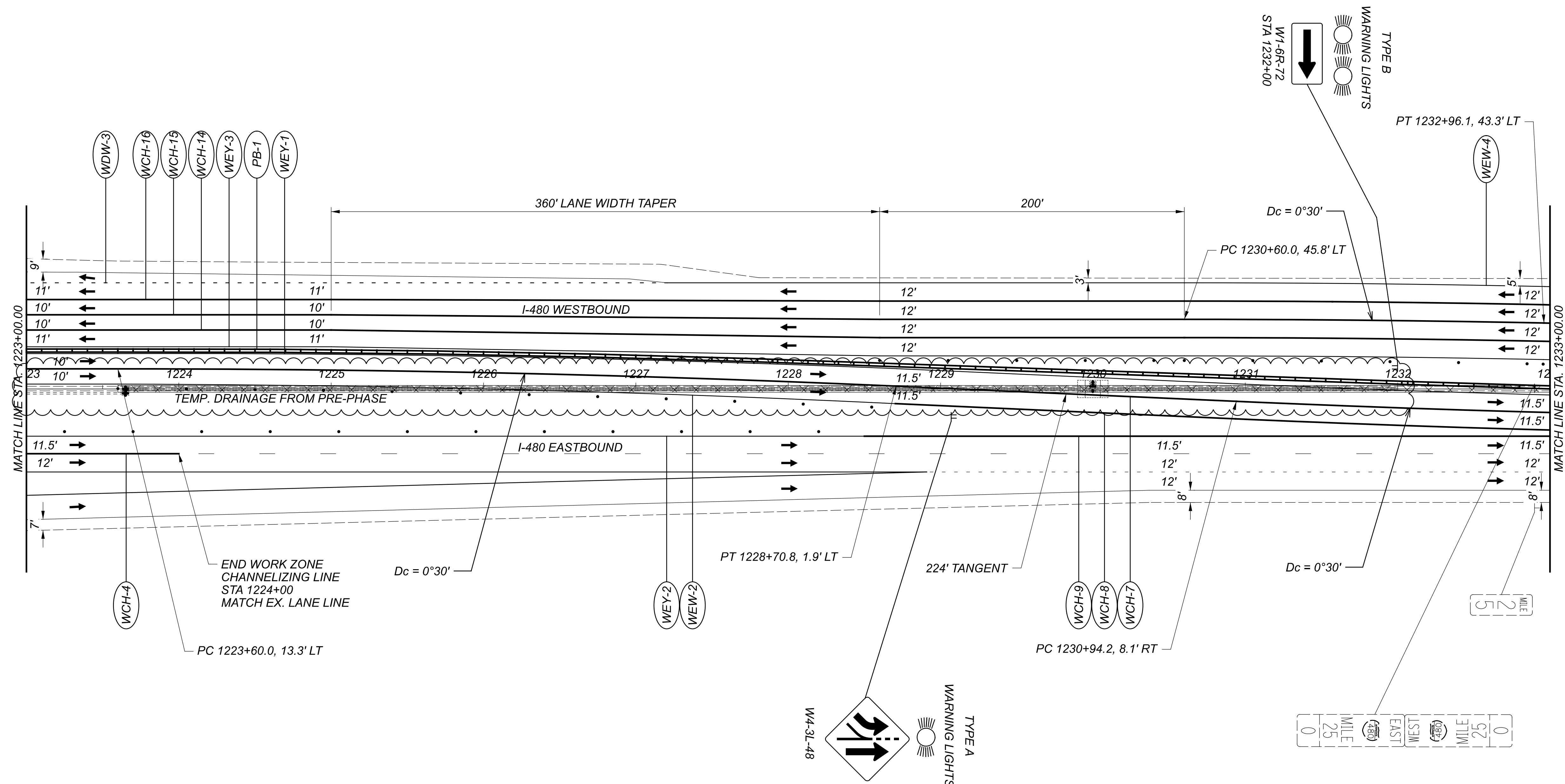
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SHEET

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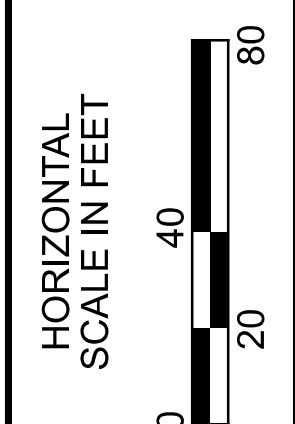
TOTAL

133



NOTE:  
 FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 25

MAINTENANCE OF TRAFFIC PLAN  
 PHASE 1



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DESIGNER	BSS
REVIEWER	JMB 02-25-22
PROJECT ID	114516
SHEET	TOTAL
41	133



SHEET NUM.						PART. 01/BRO/BR	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
CALCS	4	9	81	82	96							
<b>ROADWAY</b>												
						LS	201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	4
1,928						1,928	202	23000	1,928	SY	PAVEMENT REMOVED	
			1,533			1,533	202	30000	1,533	SF	WALK REMOVED	
			2,100			2,100	202	30701	2,100	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	4
			20			20	202	32000	20	FT	CURB REMOVED	
			300			300	202	38000	300	FT	GUARDRAIL REMOVED	
			4			4	202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				2		2	202	58200	2	EACH	INLET REMOVED	
			350			350	202	75000	350	FT	FENCE REMOVED	
	70					70	203	10000	70	CY	EXCAVATION	
	10					10	203	20000	10	CY	EMBANKMENT	
2,755						2,755	204	10000	2,755	SY	SUBGRADE COMPACTION	
	4					4	204	45000	4	HOUR	PROOF ROLLING	
			300			300	606	15050	300	FT	GUARDRAIL, TYPE MGS	
			2			2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			2			2	606	35102	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			350			350	607	15000	350	FT	FENCE, TYPE 47	
			1,533			1,533	608	10000	1,533	SF	4" CONCRETE WALK	
			1,703			1,703	622	10101	1,703	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	5
			6			6	622	10200	6	EACH	BARRIER TRANSITION	
			11			11	622	25006	11	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
			2			2	622	25007	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	5
<b>EROSION CONTROL</b>												
				2		2	601	21050	2	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
	2					2	659	00100	2	EACH	SOIL ANALYSIS TEST	
	21					21	659	00300	21	CY	TOPSOIL	
	191					191	659	00530	191	SY	SEEDING AND MULCHING, CLASS 3B	
	10					10	659	14000	10	SY	REPAIR SEEDING AND MULCHING	
	10					10	659	15000	10	SY	INTER-SEEDING	
	0.03					0.03	659	20000	0.03	TON	COMMERCIAL FERTILIZER	
	0.04					0.04	659	31000	0.04	ACRE	LIME	
	2					2	659	35000	2	MGAL	WATER	
						5,000	832	30000	5,000	EACH	EROSION CONTROL	
<b>DRAINAGE</b>												
				1,137		1,137	605	13300	1,137	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
			34			34	611	00510	34	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
		890				923	611	05900	923	FT	15" CONDUIT, TYPE B	
		9				9	611	98371	9	EACH	CATCH BASIN, NO. 6, AS PER PLAN	9
						2	611	99100	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	
		4				4	611	99155	4	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	9
				1		1	611	99710	1	EACH	PRECAST REINFORCED CONCRETE OUTLET	
		1,635				1,635	839	29000	1,635	FT	TRENCH DRAIN, TYPE A WITH STANDARD GRATE	
<b>PAVEMENT</b>												
111,330						111,330	254	01000	111,330	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
629						629	302	56000	629	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
459						459	304	20000	459	CY	AGGREGATE BASE	
9,781						9,781	407	20000	9,781	GAL	NON-TRACKING TACK COAT	
11						11	441	70800	11	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL)	
4,719						4,719	442	10001	4,719	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M	5
94						94	442	20200	94	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448)	
			36			36	609	24510	36	FT	CURB, TYPE 4-C	
			321			321	609	26000	321	FT	CURB, TYPE 6	
						5	618	40600	5	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
<b>LIGHTING</b>												
					11	11	625	00450	11	EACH	CONNECTION, FUSED PULL APART	
					11	11	625	00460	11	EACH	CONNECTION, UNFUSED PULL APART	
					9	9	625	14307	9	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN	96
					4,390	4,390	625	23200	4,390	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
					1,998	1,998	625	23400	1,998	FT	NO. 10 AWG POLE AND BRACKET CABLE	

GENERAL SUMMARY

DESIGN AGENCY	[BI]
DESIGNER	BSB
REVIEWER	DEB 02-25-22
PROJECT ID	114516
SHEET TOTAL	78   133