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 80 EACH ITEM 614, OBJECT MARKER, ONE-WAY

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.

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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:

	\sim
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	A EACH
(TWO INLETS EACH IN PRE-PHASE AND PHASE 5)	
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.

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.

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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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

NOTIFICATION TIME TABLE

		NOTICE DUE TO
	DURATION OF CLOSURE	PERMITS & PIO
		21 CALENDAR DAYS
	>- 2 WEEKS	PRIOR TO CLOSURE
RAIVIP &		14 CALENDAR DAYS
RUAD	> 12 HOOK3 & < 2 WEEK3	PRIOR TO CLOSURE
CLUSURES		4 BUSINESS DAYS
	< 12 HOOKS	PRIOR TO CLOSURE
		14 CALENDAR DAYS
LANE CLOSUDES 8	>- 2 WEERS	PRIOR TO CLOSURE
CLUSURES &		5 BUSINESS DAYS
RESTRICTIONS	< 2 WEEKS	PRIOR TO CLOSURE
START OF		
CONSTRUCTION		14 CALENDAR DAYS
& TRAFFIC	N/A	PRIOR TO
PATTERN		IMPLEMENTATION
CHANGES		

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

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

DESIGN AGENCY								
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DESIGNER								
MEP								
REVIE	WER							
DEB 02	2-25-22							
PROJECT ID								
114516								
SHEET	TOTAL							
9	133							

MAINTENANCE OF TRAFFIC LEGEND (WLL)WORK ZONE LANE LINE DIRECTION OF TRAVEL \rightarrow (WEW) WORK ZONE EDGE LINE, WHITE PORTABLE BARRIER (WEY) WORK ZONE EDGE LINE, YELLOW **TEMPORARY PAVEMENT** • • TEMPORARY PAVEMENT (WCH) WORK ZONE CHANNELIZING LINE REMOVE CONFLICTING MARKINGS (WDW) WORK ZONE DOTTED LINE, WHITE (WGM) WORK ZONE GORE MARKING BARRIER REPLACEMENT (SEE ROADWAY SUBSUMMARY) B PB PORTABLE BARRIER BEGIN SHIFT BEGIN WORK ZONE STA 1176+00, 10.00' LT CHANNELIZING LINES STA 1173+00 (MATCH EXISTING LANE LINES) WCH-WCH-11' 🗲 -11' 🔶 -11' 🔶 -12' 🔶 1176 + 1174 ------٠ ٠ ٠ \rightarrow \sim EXIT \bigtriangledown 1/1

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NUMBER Numer Numer Numer <td>SER: \400-</td> <td></td> <td></td> <td>1,000</td> <td></td> <td></td> <td></td> <td>1,055</td> <td>039</td> <td>29000</td> <td>1,000</td> <td></td> <td></td>	SER: \400-			1,000				1,055	039	29000	1,000		
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629 629 302 5600 629 CY ASPHALT CONCRETE BASE, PG64-22, (449) 459 459 459 CY ASGREGATE BASE 781 9.781 407 2000 9.781 GAL NON-TRACKING TACK COAT 11 NON-TRACKING TACK COAT 4.719 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 4.719 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 4.719 4.719 4.719 4.719	16 A ets/11	111,330						111,330	254	01000	111,330	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"
459 459 459 304 2000 459 CY AGGREGATE BASE 9,781 9,781 9,781 407 2000 9,781 GAL NONTRACKING TACK COAT 11 11 441 70800 11 CY ASPHAIT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL) 4,719 4,719 442 20200 94 CY ASPHAIT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 94 94 94 422 20200 94 CY ASPHAIT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 94 94 422 20200 94 CY ASPHAIT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 94 94 422 20200 94 CY ASPHAIT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 94 36	11:37 orkse	629						629	302	56000	629	CY	ASPHALT CONCRETE BASE, PG64-22, (449)
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11 11 441 70800 11 CY ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL) 4,719 1 4,719 442 10001 4,719 CY ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M 94 1 1 442 20200 94 CY ASPHALT CONCRETE INTERMEDIATE COURSE, 19.5 MM, TYPE A (448) 94 36 36 609 24510 36 FT CURB, TYPE 4-C 11 11 609 2600 321 FT CURB, TYPE 6 11 11 625 618 40600 5 MILE RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 11 11 625 00450 11 EACH CONNECTION, FUSED PULL APART 11 11 625 00450 11 EACH CONNECTION, UNFUSED PULL APART 11 11 625 00450 11 EACH CONNECTION, UNFUSED PULL APART 11 11 625 00450 11 EACH CONNECTION, UNFUSED PULL APART 11 11 625 00450	3 TII ductio	9,781						9,781	407	20000	9,781	GAL	NON-TRACKING TACK COAT
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Minor Minor <th< td=""><td>2022 22/7 0</td><td><u>⊿</u>710</td><td></td><td></td><td></td><td></td><td></td><td><u>/</u> 710</td><td><u>/</u>//?</td><td>10001</td><td><u>⊿</u>710</td><td>CV</td><td>ASPHALT CONCRETE SURFACE COURSE 12.5 MM TYPE & (446) AS PER PLAN PC76-22M</td></th<>	2022 22/7 0	<u>⊿</u> 710						<u>/</u> 710	<u>/</u> //?	10001	<u>⊿</u> 710	CV	ASPHALT CONCRETE SURFACE COURSE 12.5 MM TYPE & (446) AS PER PLAN PC76-22M
A marked backbox A marked backbox <th< td=""><td>ATE: I-FY2</td><td><u>94</u></td><td> </td><td> </td><td>ļ</td><td></td><td></td><td><u>94</u></td><td>442</td><td>20200</td><td><u>94</u></td><td>CY</td><td>ASPHALT CONCRETE INTERMEDIATE COURSE 19 MM TYPE A (448)</td></th<>	ATE: I-FY2	<u>94</u>			ļ			<u>94</u>	442	20200	<u>94</u>	CY	ASPHALT CONCRETE INTERMEDIATE COURSE 19 MM TYPE A (448)
No 321 321 609 2600 321 FT CURB, TYPE 6 No 1 5 618 40600 5 MILe RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) No 1) D 12-BH				36			36	609	24510	36	FT	CURB, TYPE 4-C
No boot with the second of	2 (in				321			321	609	26000	321	FT	CURB, TYPE 6
No	34x2 2705							5	618	40600	5	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
No. 4 No. 4 No. 4 No. 4 No. 10	SIZE: /CN/1												
No. 1 No. 1 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>11</td><td>11</td><td>675</td><td>00450</td><td>11</td><td></td><td>LIGHTING</td></th<>							11	11	675	00450	11		LIGHTING
Open signation Open	et P/						11	11	625	00400	11	FACH	CONNECTION, UNFUSED PULL APART
Image: Second	Shet Shet			1			9	9	625	14307	9	EACH	MEDIAN LIGHT POLE FOUNDATION. 10' DEEP. AS PER PLAN
→ P # 1,998 1,998 1,998 625 23400 1,998 FT NO. 10 AWG POLE AND BRACKET CABLE			1				4,390	4,390	625	23200	4,390	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE
	J Mo Nus						1,998	1,998	625	23400	1,998	FT	NO. 10 AWG POLE AND BRACKET CABLE

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