INDEX OF SHEETS

1. TITLE SHEET
2. INDEX OF SHEETS
3. PROJECT TYPICAL SHEETS 1-4
4. BRIDGE DETAIL SHEET
5. GUARDRAIL APPROACH SECTION DETAIL SHEETS 1 & 2
6. MAINTENANCE DETAILS FOR DRIVES
7. QUANTITY SHEETS 1-5
8. ITEM DETAIL SUMMARY SHEETS 1-3
9. DITCH CLEANING DETAIL SHEET
10. PROJECT LAYOUT SHEETS 1-16
11. MISCELLANEOUS DETAIL SHEET
12. CONSTRUCTION APPROACH SINGING SHEET
13. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.10
14. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.20
15. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.30
16. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.40
17. INDEX OF SHEETS

INDEX OF SHEETS

1. TITLE SHEET
2. INDEX OF SHEETS
3. PROJECT TYPICAL SHEETS 1-4
4. BRIDGE DETAIL SHEET
5. GUARDRAIL APPROACH SECTION DETAIL SHEETS 1 & 2
6. MAINTENANCE DETAILS FOR DRIVES
7. QUANTITY SHEETS 1-5
8. ITEM DETAIL SUMMARY SHEETS 1-3
9. DITCH CLEANING DETAIL SHEET
10. PROJECT LAYOUT SHEETS 1-16
11. MISCELLANEOUS DETAIL SHEET
12. CONSTRUCTION APPROACH SINGING SHEET
13. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.10
14. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.20
15. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.30
16. BRIDGE JOINT ASPHALTIC PLUG - STRUCTURES DETAIL SD-516.40
**Project Paving Limits**

<table>
<thead>
<tr>
<th>TOWN AND ROUTE</th>
<th>STATION</th>
<th>END STATION</th>
<th>LANE TYPICAL</th>
<th>HEADING</th>
<th>LEVELING</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAMBRIDGE</td>
<td>0+00.00</td>
<td>363+26.40</td>
<td>4'-11'-11'-4'</td>
<td>1/2'</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>FAIRFAX</td>
<td>0+00.00</td>
<td>363+26.40</td>
<td>4'-11'-11'-8'</td>
<td>1/2'</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>327+00.00</td>
<td>363+26.40</td>
<td>6'-11'-11'-6'</td>
<td>1/2'</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>328+00.00</td>
<td>363+26.40</td>
<td>3'-11'-11'-3'</td>
<td>1/2'</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>282+45.00</td>
<td>363+26.40</td>
<td>6'-11'-11'-6'</td>
<td>1/2'</td>
<td>1'-3&quot;</td>
<td>TYPE IVS</td>
</tr>
<tr>
<td></td>
<td>234+25.00</td>
<td>314+40.00</td>
<td>6'-11'-11'-6'</td>
<td>1/2'</td>
<td>3'-3&quot;</td>
<td>TYPE IVS</td>
</tr>
<tr>
<td></td>
<td>234+25.00</td>
<td>314+40.00</td>
<td>6'-11'-11'-6'</td>
<td>1/2'</td>
<td>2'-3&quot;</td>
<td>TYPE IVS</td>
</tr>
</tbody>
</table>

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**

---

**Approach Area Detail (Begin/End Project)**

- **COLD PLANE 2", LEVEL, 1 " TYPE IVS**
- **LEVEL, 1 " TYPE IVS**
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #3)
- **COLD PLANE 1", 1 " TYPE IVS** (BRIDGE #9)

**Transition Area for Side Roads in Millfill Areas**

- **SUPERPAVE BITUMINOUS CONCRETE PAVEMENT, TYPE IVS**
- **CONCRETE PAVEMENT, TYPE IVS**

**Transition Area for Side Roads in Level/Overlay Areas**

- **AREA TO BE COLD PLANED FOR GRAVEL SIDE ROADS**
- **AREA TO BE COLD PLANED FOR GRAVED SIDE ROADS**

**Notes**

- VARIOUS WIDTHS
- VARIOUS LEVELS
- VARIOUS TYPES

**Temporary Pavement Wedge**

- **NOT TO SCALE**
FAIRFAX BRIDGE #3

COLD PLANE AND PAVE

NOT TO SCALE

NOTE: CONTRACTOR TO VERIFY ASPHALT DEPTHS ON BRIDGE DECK PRIOR TO COLD LEVELING. THIS SHALL BE CONSIDERED INCIDENTAL TO ITEM 210.10 "COLD PLANE 2" WEARING COURSE, TYPE IVS COLD PLANE 2" LEVELING COURSE, TYPE IVS 1" WEARING COURSE, TYPE IVS 1" COLD PLANE DEPTH WITH EXISTING CONCRETE PAVEMENT/PATCH TYPE IVS

FAIRFAX BRIDGE #9

COLD PLANE AND PAVE

NOTE: CONTRACTOR TO VERIFY ASPHALT DEPTHS ON BRIDGE DECK PRIOR TO COLD LEVELING. THIS SHALL BE CONSIDERED INCIDENTAL TO ITEM 210.10 "COLD PLANE 2" WEARING COURSE, TYPE IVS COLD PLANE 2" LEVELING COURSE, TYPE IVS 1" WEARING COURSE, TYPE IVS 1" COLD PLANE DEPTH WITH EXISTING CONCRETE PAVEMENT/PATCH TYPE IVS

TYPICAL TRANSITION DETAIL

NOT TO SCALE
EXISTING BRIDGE POST
EXISTING BRIDGE RAIL
EXISTING SHELF BRACKET
FACE OF CURB

PLAN

ELEVATION

GUARDRAIL APPROACH SECTION DETAIL

NOT TO SCALE
NOTES:
1. REFER TO STANDARD D-4 FOR ADDITIONAL RAIL DETAILS.
2. ALL POSTS FOR HEAVY DUTY STEEL BEAM GUARDRAIL SHALL BE STEEL IN ACCORDANCE WITH SECTION 728 "GUARDRAIL, GUARDPOSTS AND BARRELS" UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.
3. APPROACH RAIL SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
4. ANCHORAGE CONNECTOR AND ANCHORAGE PLATE SHALL BE ASMT M 270/M 270, GRADE 250 GALVANIZED TO ASMT M 235 AFTER FABRICATION.
5. ALL BOLTS, NUTS AND WASHERS SHALL BE ASMT M 235 GALVANIZED TO ASMT M 235 AFTER FABRICATION.
6. STRUCTURAL TUBING OFFSET BLOCK SHALL BE ASMT M 235 GALVANIZED TO ASMT M 235 AFTER FABRICATION.
7. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 50'-0" FROM THE C TO AASHTO M 111 AFTER FABRICATION.
8. ALLOWABLE DIMENSIONAL TOLERANCE FOR BENT SECTIONS IS ±3/4".
9. THE UNIT PRICE BID FOR THE GUARDRAIL APPROACH SECTION SHALL INCLUDE ANCHORAGE CONNECTOR, ANCHORAGE PLATE, HEAVY DUTY STEEL BEAM GUARDRAIL, POSTS, OFFSET BLOCKS, BLOCKING, BOLTS, AND ALL NECESSARY HARDWARE.

ANCHORAGE CONNECTOR DETAIL
(SEE NOTE 81)

ANCHORAGE PLATE DETAIL

STRUCTURAL TUBING OFFSET BLOCK DETAILS
(OCCURS AT POST #1 WHEN USING APPROACH RAIL, EXCEPT STEEL POSTS)

NOT TO SCALE
### SUMMARY OF ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>NO.</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>62. TWEENING AND TWEENING FOR SIGNS</td>
<td>204.44</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>62. COMMON EXCAVATION</td>
<td>203.16</td>
<td>0.1</td>
</tr>
<tr>
<td>3</td>
<td>62. SOLID ROCK EXCAVATION</td>
<td>203.16</td>
<td>0.1</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### BRIDGE

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ROUNDING</td>
<td>203.30</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>EARTH BORROW</td>
<td>203.3</td>
<td>-</td>
</tr>
</tbody>
</table>

#### ROADWAY

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)</td>
<td>204.22</td>
<td>CY</td>
</tr>
<tr>
<td>4</td>
<td>LIGHT DENSITY PAY ADJUSTMENT (N.A.B.I.)</td>
<td>402.13</td>
<td>CY</td>
</tr>
<tr>
<td>5</td>
<td>POWER GRADER RENTAL</td>
<td>608.15</td>
<td>EA</td>
</tr>
</tbody>
</table>

#### COLD PLANING - BITUMINOUS PAVEMENT

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>POWER BROOM RENTAL, TYPE II</td>
<td>616.41</td>
<td>LF</td>
</tr>
<tr>
<td>7</td>
<td>ALL PURPOSE EXCAVATOR RENTAL, TYPE I</td>
<td>616.4</td>
<td>LF</td>
</tr>
<tr>
<td>8</td>
<td>TRUCK RENTAL</td>
<td>616.47</td>
<td>LF</td>
</tr>
</tbody>
</table>

#### SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (TYPE IVS)

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>POWER BROOM RENTAL, TYPE I</td>
<td>616.4</td>
<td>LF</td>
</tr>
<tr>
<td>10</td>
<td>ALL PURPOSE EXCAVATOR RENTAL, TYPE II</td>
<td>616.45</td>
<td>LF</td>
</tr>
<tr>
<td>11</td>
<td>TRUCK RENTAL</td>
<td>616.47</td>
<td>LF</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### ROUNDING

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>BRIDGE EXPANSION JOINT, ASBESTIC FLEX</td>
<td>540.28</td>
<td>H</td>
</tr>
<tr>
<td>13</td>
<td>REMOVAL OF EXISTING RAILING</td>
<td>513.36</td>
<td>-</td>
</tr>
<tr>
<td>14</td>
<td>BRIDGE RAILING REPAIR, TYPE I1</td>
<td>580.2</td>
<td>-</td>
</tr>
<tr>
<td>15</td>
<td>REMOVAL OF EXISTING CURB</td>
<td>513.35</td>
<td>-</td>
</tr>
<tr>
<td>16</td>
<td>RAMP SETTING CONCRETE FILL MATERIAL WITH</td>
<td>540.28</td>
<td>-</td>
</tr>
<tr>
<td>17</td>
<td>REH. DROP INLETS, CATCH BASINS, OR MANHOLES,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>REH. DROP INLETS, CATCH BASINS, OR MANHOLES,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>POWER SHOVEL RENTAL, TYPE II</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>20</td>
<td>POWER SHOVEL RENTAL, TYPE II</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>21</td>
<td>POWER SHOVEL RENTAL, TYPE II</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>22</td>
<td>POWER SHOVEL RENTAL, TYPE II</td>
<td>608.31</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### SUBBASE OF CRUSHED GRAVEL, FINE GRADED

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>24</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>25</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>26</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### SPOT LEVELING

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>28</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>29</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>30</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### BITUMINOUS CONCRETE CURB, TYPE A

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>32</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>33</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>34</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### SUBBASE OF CRUSHED GRAVEL, FINE GRADED

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>36</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>37</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
<tr>
<td>38</td>
<td>DRAINAGE, TREATMENT, CLASS II,</td>
<td>604.415</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### SPOT LEVELING

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>39</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>40</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>41</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>42</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### BITUMINOUS CONCRETE CURB, TYPE A

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>44</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>45</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>46</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### SPOT LEVELING

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>47</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>48</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>49</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
<tr>
<td>50</td>
<td>COLD PLANING, BITUMINOUS PAVEMENT PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)</td>
<td>520.37</td>
<td>-</td>
</tr>
</tbody>
</table>

### QUANTITIES

#### BITUMINOUS CONCRETE CURB, TYPE A

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>52</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>53</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
<tr>
<td>54</td>
<td>POWER SHOVEL RENTAL, TYPE I</td>
<td>608.31</td>
<td>-</td>
</tr>
</tbody>
</table>
### QUANTITY SHEET 2

**PROJECT NAME:** CAMBRIDGE-FARFAAX  
**PROJECT NUMBER:** STP 271511

**STATE OF VERMONT**  
**AGENCY OF TRANSPORTATION**

#### SUMMARY OF ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED</td>
<td>EA</td>
<td>130</td>
</tr>
<tr>
<td>2</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED, ARCH</td>
<td>EA</td>
<td>9500</td>
</tr>
<tr>
<td>3</td>
<td>MANUFACTURED TERMINAL SECTION, Flared</td>
<td>EA</td>
<td>116</td>
</tr>
<tr>
<td>4</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED, ANCHOR</td>
<td>EA</td>
<td>470</td>
</tr>
</tbody>
</table>

**QUANTITIES**

**DETAILED SUMMARY OF QUANTITIES**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED</td>
<td>EA</td>
<td>130</td>
</tr>
<tr>
<td>2</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED, ARCH</td>
<td>EA</td>
<td>9500</td>
</tr>
<tr>
<td>3</td>
<td>MANUFACTURED TERMINAL SECTION, Flared</td>
<td>EA</td>
<td>116</td>
</tr>
<tr>
<td>4</td>
<td>STEEL BEAM GUARDRAIL, GALVANIZED, ANCHOR</td>
<td>EA</td>
<td>470</td>
</tr>
</tbody>
</table>

**SUMMARY OF ESTIMATED QUANTITIES**

- **BRIDGE ROADWAY NON-FEDERAL PARTICIPATING**
- **FULL ROUNDING**

---

**DESIGNED BY:**  
**DRAWN BY:**  
**CHECKED BY:**  
**FILE NAME:** p07B182.dgn

**CHECK DATE:** 2014-12-29  
**PLOT DATE:** 2014-12-29  
**QUANTITY SHEET #:** 2
## Quantity Sheet 3

### Detailed Summary of Quantities

<table>
<thead>
<tr>
<th>QUANTITIES</th>
<th>ITEM DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>646.492</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>646.493</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>646.494</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>646.495</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>646.496</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>646.497</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>646.498</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>646.499</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>646.500</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Items

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>66</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>67</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>68</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>69</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>70</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>71</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>72</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>73</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Quantities

<table>
<thead>
<tr>
<th>QUANTITIES</th>
<th>ITEM DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>646.492</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>646.493</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>646.494</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>646.495</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>646.496</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>646.497</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>646.498</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>646.499</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>646.500</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Estimated Quantities

<table>
<thead>
<tr>
<th>QUANTITIES</th>
<th>ITEM DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>646.492</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>646.493</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>646.494</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>646.495</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>646.496</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>646.497</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>646.498</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>646.499</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>646.500</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Temporary Erosion Mattings

<table>
<thead>
<tr>
<th>QUANTITIES</th>
<th>ITEM DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>646.492</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>646.493</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>646.494</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>646.495</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>646.496</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>646.497</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>646.498</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>646.499</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>646.500</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Special Provisions

<table>
<thead>
<tr>
<th>QUANTITIES</th>
<th>ITEM DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>646.492</td>
<td>Temporary 4 inch white line, paint</td>
</tr>
<tr>
<td>646.493</td>
<td>Temporary 4 inch yellow line, paint</td>
</tr>
<tr>
<td>646.494</td>
<td>Temporary 4 inch orange line, paint</td>
</tr>
<tr>
<td>646.495</td>
<td>Temporary 4 inch red line, paint</td>
</tr>
<tr>
<td>646.496</td>
<td>Temporary 4 inch blue line, paint</td>
</tr>
<tr>
<td>646.497</td>
<td>Temporary 4 inch green line, paint</td>
</tr>
<tr>
<td>646.498</td>
<td>Temporary 4 inch black line, paint</td>
</tr>
<tr>
<td>646.499</td>
<td>Temporary 4 inch purple line, paint</td>
</tr>
<tr>
<td>646.500</td>
<td>Temporary 4 inch brown line, paint</td>
</tr>
</tbody>
</table>

### Additional Details

- **Project Name**: Cambridge-Fairfax
- **Project Number**: STP 2715(B)
- **State of Vermont Agency of Transportation**
### Item Detail Summary Sheet 1

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concrete</strong></td>
<td><strong>Cy</strong></td>
<td><strong>1158</strong></td>
</tr>
<tr>
<td><strong>Gravel</strong></td>
<td><strong>Cy</strong></td>
<td><strong>12</strong></td>
</tr>
</tbody>
</table>

**Remarks**
- The quantities listed are not to be used as legal documents.
- All materials are for non-federal participation.
- The quantities are provided for general reference only.
- The details are subject to change based on the project's requirements.

---

**STATE OF VERMONT**

**AGENCY OF TRANSPORTATION**

**Project Number:** STP 2713

**Plot Date:** [Plot Date]

**Drawn By:** [Drawn By]

**Redrawn By:** [Redrawn By]

**Plot Revision:** [Plot Revision]
INSTALL 12'-6" LONG, 16' RADIUS WITH anchor @ STA. 145+91.5 AND STA. 136+52 AND FLARED MTS @ STA. 145+14.5 INSTALL FLARED MTS @ STA. 136+22.5 AND 35' LESS OF 621.205

INSTALL FLARED MTS @ STA. 133+72.5 AND 12'-6" LONG, 16' RADIUS WITH anchor @ STA. 136+22.5 AND 35' LESS OF 621.205

INSTALL FLARED MTS @ STA. 90+20 AND INSTALL 12'-6" LONG, 16' RADIUS WITH anchor @ STA. 87+12 AND 35' MORE OF 621.215

INSTALL FLARED MTS @ STA. 30+18.5 AND 30' LESS OF 621.215

INSTALL FLARED MTS @ STA. 24+34.5 AND 30' LESS OF 621.215 FOR DOUBLE SPACING
<table>
<thead>
<tr>
<th>LENGTH</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>INSTALL FLARED MTS @ STA. 184+16</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 190+32</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 195+88.5</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 259+57.5</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 268+02.5</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 271+41.5</td>
</tr>
<tr>
<td>50</td>
<td>INSTALL FLARED MTS @ STA. 289+22</td>
</tr>
<tr>
<td>30</td>
<td>INSTALL FLARED MTS @ STA. 291+52.5</td>
</tr>
<tr>
<td>10</td>
<td>INSTALL FLARED MTS @ STA. 193+54</td>
</tr>
<tr>
<td>2</td>
<td>INSTALL FLARED MTS @ STA. 185+03.5</td>
</tr>
<tr>
<td>1</td>
<td>INSTALL FLARED MTS @ STA. 180+00</td>
</tr>
</tbody>
</table>

**REMARKS**

- Remove guardrail and reconstruct new rail type I, Example 1.
- From standard railing (c.2.01), see table on miscellaneous steel rails for item and summary.
<table>
<thead>
<tr>
<th>Location</th>
<th>Feet of Ditching</th>
<th>Misc. Items</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Feet of Ditching</td>
<td>Misc. Items</td>
<td>Remarks</td>
</tr>
<tr>
<td>Location</td>
<td>Feet of Ditching</td>
<td>Misc. Items</td>
<td>Remarks</td>
</tr>
<tr>
<td>Location</td>
<td>Feet of Ditching</td>
<td>Misc. Items</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

**NOT TO SCALE**

**DITCH CLEANING DETAIL SHEET**

**PROJECT NAME**: CAMBRIDGE-FAIRFAX

**MISC. ITEMS**: STONE FILL

**REMARKS**: GEOTEXTILE UNDER STONE FILL

**LOCATION**: EXIST. DITCH

**WIDTH VARIES (GENERAL 4 FT)**

**VARIATIONS**

**DITCH DETAIL < 2.5 PERCENT**

**NOT TO SCALE**

**LOCATION**: EXIST. DITCH

**WIDTH VARIES (GENERAL 4 FT)**

**VARIATIONS**

**DITCH DETAIL > 2.5 PERCENT**

**NOT TO SCALE**
TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 79+25 - STA. 86+50 (SOLID LT & RT)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 72+49.5 - STA. 85+27 LT, CENTERLINE
STA. 74+00 - STA. 85+27 LT, CENTERLINE
STA. 76+48 - STA. 85+27 LT, CENTERLINE
STA. 84+48 - STA. 85+27 LT, CENTERLINE
STA. 85+27 - STA. 86+50 LT, CENTERLINE

REMOVAL AND DISPOSAL OF GUARDRAIL
STA. 78+87 - STA. 79+24.5 LT
STA. 79+24.5 - STA. 86+50 LT

MANUFACTURED TERMINAL SECTION, FLARED
STA. 82+50 - STA. 86+50 (SOLID LT & RT)
STA. 86+50 - STA. 92+93 LT
STA. 86+50 - STA. 92+93 (DASHED LT, SOLID RT, CENTERLINE)
STA. 86+50 - STA. 100+75 (SOLID LT & RT)

MANUFACTURED TERMINAL SECTION, FLARED
STA. 90+57.5 - STA. 100+75 LT
STA. 90+57.5 - STA. 100+75 RT

MANUFACTURED TERMINAL SECTION, FLARED
STA. 86+50 - STA. 87+75.5 RT

MANUFACTURED TERMINAL SECTION, FLARED
STA. 86+50 - STA. 92+93 (DASHED LT, SOLID RT, CENTERLINE)

MANUFACTURED TERMINAL SECTION, FLARED
STA. 72+49.5 - STA. 85+27 LT, CENTERLINE
STA. 74+00 - STA. 85+27 LT, CENTERLINE
STA. 76+48 - STA. 85+27 LT, CENTERLINE
STA. 84+48 - STA. 85+27 LT, CENTERLINE
STA. 85+27 - STA. 86+50 LT, CENTERLINE

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 86+50 - STA. 97+00 LT, CENTERLINE
STA. 87+15 - STA. 97+00 LT, CENTERLINE
STA. 87+15 - STA. 97+00 LT

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 86+50 - STA. 100+75 LT, CENTERLINE
STA. 86+50 - STA. 100+75 RT, CENTERLINE
STA. 86+50 - STA. 100+75 LT, CENTERLINE

CAMBRIDGE - FAIRFAX
PROJECT NUMBER: STP 271310
PROJECT NAME: CAMBRIDGE - FAIRFAX
DRAWN BY: SJA
CHECKED BY: SJA
DATE: 29-DEC-2014 13:46
PLOT DATE: PROOF-DRAWN DATE:
FILE NAME: p07B182_25.i
PLOT REDUCTION: N/A
HORIZONTAL N/A
VERTICAL N/A
NOT TO SCALE
SHEET 7 OF 36

LEGEND
MAILBOX
HYDRANT
WATER VALVE
CATCH BASIN / DROP INLET
SIGN

EXISTING PAVEMENT WIDTH 30'

REDUCE GUARDRAIL POST SPACING + 15'

SHAPE EXISTING GRAVEL PULL OFF
SEE DETAIL ON SHEET 4

AT UTILITY POLE SEE DETAIL ON SHEET 6

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 68+50 - STA. 97+00 LT, CENTERLINE
STA. 69+00 - STA. 97+00 LT, CENTERLINE
STA. 69+00 - STA. 97+00 LT

PROJECT LAYOUT
SHEET 7
CAMBRIDGE - FAIRFAX
PROJECT NUMBER: STP 271310
DRAWN BY: SJA
CHECKED BY: SJA
DATE: 29-DEC-2014 13:46
PLOT DATE: PROOF-DRAWN DATE:
FILE NAME: p07B182_25.i
PLOT REDUCTION: N/A
HORIZONTAL N/A
VERTICAL N/A
NOT TO SCALE
DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 100+75 - STA. 115+50 (SOLID LT & RT)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 100+75 - STA. 102+48 (SOLID LT & RT, CENTERLINE)
STA. 102+48 - STA. 110+48 (SOLID LT, DASHED RT, CENTERLINE)
STA. 110+48 - STA. 115+50 (DASHED LT, SOLID RT, CENTERLINE)

TEMPORARY 4 INCH WHITE LINE, PAINT
STA. 100+75 - STA. 115+50 (SOLID LT & RT)

TEMPORARY 4 INCH YELLOW LINE, PAINT
STA. 100+75 - STA. 110+48 (SOLID LT, DASHED RT, CENTERLINE)
STA. 110+48 - STA. 115+50 (DASHED LT, SOLID RT, CENTERLINE)

FIELD

STA. 115+50 - STA. 124+55 (SOLID LT, DASHED RT, CENTERLINE)
STA. 124+55 - STA. 130+50 (SOLID LT & RT, CENTERLINE)

FIELD

STA. 110+48 - STA. 115+50 (DASHED LT, SOLID RT, CENTERLINE)

DURABLE 4 INCH WHITE LINE (SEE OPTION ITEMS)
STA. 100+75 - STA. 115+50 (SOLID LT & RT)

DURABLE 4 INCH STOP BAR (SEE OPTION ITEMS)
STA. 110+48 - STA. 115+50 (SOLID LT & RT)

DURABLE LETTER OR SYMBOL (SEE OPTION ITEMS)
STA. 110+48 (LT "STOP" TM #4)

DURABLE 4 INCH YELLOW LINE (SEE OPTION ITEMS)
STA. 110+48 - STA. 115+50 (SOLID LT & RT, CENTERLINE)
WITH BREAKS AT TOWN ROADS
STA. 115+50 - STA. 124+55 (SOLID LT, DASHED RT, CENTERLINE)

TOOF RD

TOOF RD

STA. 119+57 LT (CENTERLINE TH #4)
STA. 119+45 - STA. 124+35 (SOLID LT & RT, CENTERLINE)

STA. 119+45 - STA. 124+35 (SOLID LT & RT, CENTERLINE)

STA. 115+50 - STA. 130+50 (SOLID LT & RT)

SHAPE TIRE IN TIRE

SHAPE TIRE IN TIRE

LEGEND

MAILBOX
UTILITY POLE
HYDRANT
MANHOLE
WATER VALVE
CATCH BASIN / DROP INLET
SIGN

NOTE TO SCALE

PROJECT
LAYOUT
SHEET 8

PROJECT NAME: CAMBRIDGE - FAIRFAX
PROJECT NUMBER: STP 2713

DRAWN BY: JLA
CHECKED BY: JBS
PLOT DATE: 27/3/2014
LOT SIZE: 200' X 200'
FREEWAY OFFSET:
PHYSICAL OFFSET:

PRESENTATION SHEET
NOT TO SCALE

FILE NAME: p07B182.dgn

PROJECT LIST

CAMBRIDGE - FAIRFAX

CAMBRIDGE - FAIRFAX

DATE 27/15/18

STP 2713(1)

NOT TO SCALE

VIEW: TOP / PLAN

LINEWORK / N/A

NOT TO SCALE
SIDEWALK RAMP PAY LIMIT DETAILS

NOTE:
1. THIS DETAIL IS FOR PAY LIMITS ONLY. FOR
   INDIVIDUAL RAMPS CONSTRUCTION SLOPES,
   DIMENSIONS, ETC. SEE VTRANS STANDARDS C-3A/C-3B.
2. SEE PROJECT LAYOUT SHEETS FOR LOCATIONS
   OF RAMPS TO BE RECONSTRUCTED.
3. NEW BITUMINOUS CONCRETE SIDWALK SHALL BE
   PAID UNDER ITEM 490.30 SUPERPAVE BITUMINOUS
   CONCRETE PAVEMENT INCIDENTAL TO CURB REMOVAL,
   CURB RAMP.
4. REMOVAL OF EXISTING SIDEWALK TO BE PAID
   UNDER NEW VACC SODSOIL ROCK EXCAVATION.

PEDESTRIAN RAMP QUANTITIES

FAIRFAX
532,280=80,00

BITUMINOUS CONCRETE GUTTER DETAIL

NOTE TO SCALE

PLAN

SECTION A-A

SECTION B-B

SLOPE EROSION REPAIR DETAIL

PLAN

EXCAVATION LIMIT OF EXCAVATION

NOTE:
A SIDEWALK RAMP PAY LIMIT DETAILS
A

PLAN

EXISTING SIDEWALK
EXISTING CURB

LIMIT OF EXCAVATION FOR CURB CONSTRUCTION

EXISTING CURB

LIMIT OF COMMON EXCAVATION

SUBSURFACE OF CRUSHED GRAVEL, FINE GRADES

PORTLAND CEMENT CONCRETE SIDEWALK, 5"

UNITED STATES OF AMERICA

NOTE: POT HOLE REPAIR

MISCELLANEOUS

DETAIL SHEET

PROJECT NUMBER

DATA SHEET: 35
PLOT DATE: 2014/12/23
DRAWN BY: S.A.
CHECKED BY: S.B.
PLOT REDUCED TO: 35
PAGE: 25 OF 36

NOT TO SCALE
NOTES:

1. The contractor shall submit a traffic control plan to the resident engineer for their approval prior to the start of construction. The costs of preparing this plan and making changes if necessary shall not be paid separately but shall be incidental to new guard, traffic control.

2. The contractor shall include a construction site approach package for expected line closures and work zone speed reductions in compliance with the traffic control notes and part B of the work. Payment for providing this package shall be incidental to new guard, traffic control.

3. The workpiece for traffic control devices shall include all of the following as needed: approach signs and project construction signs, temporary arrow boards, barriers, delineators, cones, barricades, temporary regulatory and warning signs, and flags in accordance with MUTCD guidelines. All signs shall be removed or relocated if necessary.

4. Portable changeable message signs (PCMS) will be provided for use along this project. The placement of these units, as well as the message, will be approved by the resident engineer. These signs will be paid for under item 641.15, "Portable Changeable Message Sign". PCMS shall not replace any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

5. PCMS should consist of either one or two phases. Typically, a phase shall consist of up to three lines of eight characters per line. PCMS should not include any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

6. The contractor shall provide a construction site approach package for expected line closures and work zone speed reductions in compliance with the traffic control notes and part B of the work. Payment for providing this package shall be incidental to new guard, traffic control.

7. The contractor shall submit a traffic control plan to the resident engineer for their approval prior to the start of construction. The costs of preparing this plan and making changes if necessary shall not be paid separately but shall be incidental to new guard, traffic control.

8. The contractor shall include a construction site approach package for expected line closures and work zone speed reductions in compliance with the traffic control notes and part B of the work. Payment for providing this package shall be incidental to new guard, traffic control.

9. Construction zone signing shall be in accordance with section 6 of the MUTCD.

10. Construction zone signing shall be in accordance with section 6 of the MUTCD.

11. Construction zone signing shall be complete, temporary traffic signs shall be maintained at the job site, and all construction zone signing shall be installed as specified in the construction plan.

12. Portable changeable message signs (PCMS) will be provided for use along this project. The placement of these units, as well as the message, will be approved by the resident engineer. These signs will be paid for under item 641.15, "Portable Changeable Message Sign". PCMS shall not replace any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

13. PCMS should consist of either one or two phases. Typically, a phase shall consist of up to three lines of eight characters per line. PCMS should not include any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

14. The contractor shall include a construction site approach package for expected line closures and work zone speed reductions in compliance with the traffic control notes and part B of the work. Payment for providing this package shall be incidental to new guard, traffic control.

15. Construction zone signing shall be in accordance with section 6 of the MUTCD.

16. Construction zone signing shall be complete, temporary traffic signs shall be maintained at the job site, and all construction zone signing shall be installed as specified in the construction plan.

17. Portable changeable message signs (PCMS) will be provided for use along this project. The placement of these units, as well as the message, will be approved by the resident engineer. These signs will be paid for under item 641.15, "Portable Changeable Message Sign". PCMS shall not replace any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

18. PCMS should consist of either one or two phases. Typically, a phase shall consist of up to three lines of eight characters per line. PCMS should not include any of the signs detailed in the MUTCD and should not be used if standard traffic control devices adequately produce the information the motorists need to travel safely.

19. The contractor shall submit a traffic control plan to the resident engineer for their approval prior to the start of construction. The costs of preparing this plan and making changes if necessary shall not be paid separately but shall be incidental to new guard, traffic control.

20. The contractor shall include a construction site approach package for expected line closures and work zone speed reductions in compliance with the traffic control notes and part B of the work. Payment for providing this package shall be incidental to new guard, traffic control.