CITY OF MERIDEN UPGRADE OF EXISTING GUIDERAIL-VARIOUS LOCATIONS **PROJECT No. 79-243** FINAL DESIGN FEBRUARY 2020 SITE 3-WESTFIELD ROAD



MAYOR:

CITY MANAGER:

DIRECTOR OF PUBLIC WORKS:



BASE BID - SITE 1& 2: PRESTON AVENUE STA 64+00 LT TO 80+50 LT, 81+00 LT TO 84+00 LT BASE BID - SITE 3: WESTFIELD ROAD 131+50 RT TO 150+50 RT ALTERNATE A - SITE 4: SOUTH CURTIS STREET STA 10+00 LT TO STA 18+40 LT ALTERNATE B - SITE 5: THORPE AVENUE STA 21+03 RT TO 29+50 RT MERIDEN, CONNECTICUT

NOTE: THE CITY OF MERIDEN SHALL BE RESPONSIBLE FOR FUTURE MAINTENAN

North Arrow	Limit Of Marsh Stone Wall	Chain Link Fence	Riprap & Hedge Row XXXXXX Tree Line (XXX)
Edge Of Road Concrete Pavement Dirt Road B.C.L.C. Granite Curb Guide Rail Concrete Median Barrier	Ledge Outcrop III = III = III Inland Wetland Limits STATE LINE Power Line Swamp Swamp Indiang Transmission Tower	Pipe Fence Board Fence Water Edge Water Edge Stream Ditch TOWN LINE Easement Line	Shrub Evergreen Tree Deciduous Tree Retaining Wall Highway Line Street Line Property Line Lot Line Z
Railroad Tracks	Sanitary Sewer Water Line 100 Year Flood Line FTNAI RFV	Sediment Control System - F SCS Gas Line G /TFW	ilter Fabric Fence System

STANDARD CONVENTIONS

CE			Cr.	•••	5/19/20	
		SUBMITTED BY:	EMILE PIÉRIDES, PE ASSOCI	ATE CITY ENGINEER	DATE: 5/18/20	
		APPROVED BY:	HOWARD WEISSBERG, PE DI	RECTOR OF PUBLIC WOR	KS DATE:	
	REVISED	DE	CITY OF MERID PARTMENT OF PUBL	EN IC WORKS		DATE: FEB
			COVER SH	IEET		DESIGN: JAG
		DRAWING PREPARED BY	FUSS & O'NE Disciplines to Deliver	ILL		DRAWN: LSS
		860.	148 HARTFORD RCAD, MANCHESTER, CT 08 546.2469	6040 www.FandO.com		SCALE:
		H Burfa	U OF FN(GINEERIN	G	N. I. S.
		ROOM 19		CITY HAL	L	20170572A10_COVC
		ME	RIDEN, CONNI	ECTICUT		of 29

Kevin Scarpati Timothy Coon

Howard Weissberg, PE

| | 10ez | Con Con | COOPERATION OF THE PARTY OF THE | 001E12 | £0061c2 | P1106122 | 1305007
 | ³⁷⁰³⁰¹²⁴
 | P020102 | 20E0105 | 1997193 | ³⁹ 2503 | ²⁹¹²⁵⁰⁰
 | P | ₽
39500056 | ²⁹⁵⁰⁰⁷³⁴ | 13690604 | 201000
 | | 101200 ² | 1001100 ¹⁰⁰¹ | P COORIE | ¹⁹⁸⁰⁰⁰¹⁴
 | P (50055) | 1408091 | / |
|---|---|--|--|---
--|---|--
--
---	---	--	--	---
---	---	--	---	
--	---	--	--	---
	<u>ه</u>			
 | STEM . | ш |
 | ASH) C | ASH
(5)
 | , PE II | all 6 | SUIDE | <u> </u> | | TING | FFICE
 | RMED | | ECT |
 | | (1) | | | ſ |
| | RUBBIN | NO | NOIT | | CONTR
 | SVS TOS | REGAT |
 | - (R-B M | - (R-B M
 | AGE-TY | 3EAM R | CABLE (| PLACIN | MENT | OL MAT |
 | (UNIFO | UD
TRAFFI | ID PROJ |
 | | STAKING | SIGNS | TTION
UTIAL) | |
| ITEM | AND GI | AVATIO | XCAVA | FILL | TER F
 | CONTR | D AGG | RAP
 | M RAIL | M RAIL
 | ICHOR | ETAL B | HREE | G AND | BLISH | ONTRO | TION F
 | RSON | VCE AN | ON AN | ONE
 | MUX | SILION | TION | TENUA | |
| | KING / | IH EXO | E LL | NULAR | MENTA
TEM FIL
 | MENT | CESSE | IFIED F
 | AL BEA | AL BEA
 | END AN | OVE MI | OVE TH
NG | VIISHIN | ESTA | SION C | STRUC
 | FICPE
GER) | TENAN | LIZATI | FIC CC
 | FIC DF | STRUC | STRUC | CT ATT
EM (TJ | |
| | | EARI | TEST | GRAI | SEDI
SYST
SYST
 | SEDI
AT C | PROG | MOD
 | MET/ | META
 | R-B E | REM | REM | FURN | TURF | EROS | CONS
 | FLAG | PRO | CLOS | TRAF
 | TRAF | CON | CONCON | IMPA | |
| PRESTON AVENUE | 1.8. | C.y. | ea. | C.y. | I.I.
 | ea. | C.y. | c.y.
 | LI. | 61.
 | ea. | Ld. | Lal. | s.y. | S.y. | S.y. | mo.
 | nr | 1.8. | 1.8. | ea.
 | ea. | 1.8. | 5.1. | ea. | |
| STA. 81+00 LT TO 84+00 LT | 0 | 195 | 0 | 13 | 1590
 | 0 | 87 | 26
 | 1229 | 188
 | 1 | 1688 | 0 | 922 | 922 | 1352 | 0
 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 3 | |
| BASE BID | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| STA.131+50 RT TO 150+50 RT | 0 | 256 | 0 | 11 | 1948
 | 0 | 103 | 21
 | 1150 | 375
 | 2 | 0 | 1692 | 1289 | 1289 | 0 | 0
 | 0 | 0 | 0 | 0
 | 0 | 0 | 0 | 2 | |
| | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| SUBTOTAL | l.s. | 451 | 0 | 24 | 3538
 | 0 | 190 | 47
 | 2379 | 563
 | 3 | 1688 | 1692 | 2211 | 2211 | 1352 | 0
 | 0 | l.s. | l.s. | 0
 | 0 | l.s. | 0 | 5 | _ |
| BASE BID TOTAL | 1 | 456 | 1 | 30 | 32
 | 2 | 190 | 60
 | 2390 | 580
 | 3 | 12 | 8 | 2250 | 2250 | 18 | 4
 | 360 | 1 | 1 | 30
 | 30 | 1 | 287 | 5 | |
| | | | | |
 | | |
 | |
 | | | | | | |
 | | | |
 | | | | | |
| | P St | · P _ & | P | P/8 | P &
 | P | P S | P . 3
 | P 8 | P &
 | P | P 8 | P 8 | P 8 | P 5 | 'Р <u>5</u> | · P / 8
 | · P & | P Z | FP/ 8 | P S
 | P & | , P , 5 | · P & | P | P |
| ITEM NUMBER | 65070 | | - 00 ⁰⁰ | 92731 | 65130
 | 65130 | 03020 | 0000
 | 0 ⁶ 703 | 08 ¹⁰³
 | 00119 | 001235 | 00 ¹²³ | 00440 | 0.9200 | 003500 | 0000
 | 00100 | 60,160 | 68130 | 88
 | | 0000 | | 18030 | |
| | <u>ں</u> | | | | FENCE
 | STEM | ш |
 | (HSH) | ASH
(5
 | PE II | AIL | SUIDE | õ | | DNIL | FFICE
 | RMED | 0 | IECT | | |
 | | 0 | | | |
| | _ <u>∠</u> | | | |
 | | |
 | 5 | ≤≌
 | ~ | 2 | 0 | ≤ | | | 0
 | ō | Ĕ | 2 |
 | | | | | |
| | UBB | z | NO | | ONTR
BRIC
 | JL SY(| EGAT |
 | R-B1 | (R-B I
ACIN
 | GE-T | AM F | /BLE | LAC | L | W | ELD
 | LIN L | SAFI | PRC |
 | | AKIN | GNS | ION | |
| ITEM | ID GRUBB | VATION | AVATION | E | ION CONTR
 | DNTROL SY | AGGREGAT | RAP
 | RAIL (R-B I | RAIL (R-B I
IST SPACIN
 | HORAGE-T | TAL BEAM F | LEE CABLE | AND PLAC | ISHMENT | NTROL MA | ON FIELD
 | SON (UNIF | E AND
OF TRAFI | N AND PRO | щ
 | W | ON STAKIN | ON SIGNS | INUATION | |
| ITEM | NG AND GRUBB | EXCAVATION | IT EXCAVATION | LAR FILL | ENTATION CONTR
M FILTER FABRIC
 | ENT CONTROL SY | SSED AGGREGAT | ED RIPRAP
 | BEAM RAIL (R-B I | BEAM RAIL (R-B I
ER POST SPACIN
 | D ANCHORAGE-T | E METAL BEAM F | E THREE CABLE | HING AND PLAC | STABLISHMENT | ON CONTROL MA | RUCTION FIELD
 | CPERSON (UNIF
ER) | ENANCE AND
CTION OF TRAFI | ZATION AND PRO | C CONE
 | C DRUM | RUCTION STAKIN | RUCTION SIGNS | - ATTENUATION
M (TANGENTIAL) | |
| ITEM | LEARING AND GRUBB | ARTH EXCAVATION | EST PIT EXCAVATION | SRANULAR FILL | SEDIMENTATION CONTR
SYSTEM FILTER FABRIC
SYSTEM
 | SEDIMENT CONTROL SY | ROCESSED AGGREGAT | AODIFIED RIPRAP
 | AETAL BEAM RAIL (R-B I | AETAL BEAM RAIL (R-B I
QUARTER POST SPACIN
 | R-B END ANCHORAGE-T | REMOVE METAL BEAM R | REMOVE THREE CABLE | URNISHING AND PLAC | URF ESTABLISHMENT | EROSION CONTROL MA | CONSTRUCTION FIELD
 | RAFFICPERSON (UNIF
LAGGER) | AAINTENANCE AND
PROTECTION OF TRAFI | AOBILIZATION AND PRO | RAFFIC CONE
 | RAFFIC DRUM | CONSTRUCTION STAKIN | CONSTRUCTION SIGNS | MPACT ATTENUATION
SYSTEM (TANGENTIAL) | |
| ITEM | | S EARTH EXCAVATION | B TEST PIT EXCAVATION | S GRANULAR FILL | SEDIMENTATION CONTR
55 SYSTEM FILTER FABRIC
SYSTEM
 | BEDIMENT CONTROL SY | s, PROCESSED AGGREGAT |
 | 두 METAL BEAM RAIL (R-B I | METAL BEAM RAIL (R-B I
 | 8 R-B END ANCHORAGE-T | 두 REMOVE METAL BEAM F | REMOVE THREE CABLE | 6 FURNISHING AND PLAC | S TURF ESTABLISHMENT | .v.s. | GONSTRUCTION FIELD
 | TRAFFICPERSON (UNIF | MAINTENANCE AND | MOBILIZATION AND PRC | B TRAFFIC CONE
 | ea
TRAFFIC DRUM | is CONSTRUCTION STAKIN | | m IMPACT ATTENUATION
B SYSTEM (TANGENTIAL) | |
| UNIT
SOUTH CURTIS STREET | GLEARING AND GRUBB | 6.9 EARTH EXCAVATION | B TEST PIT EXCAVATION | S. GRANULAR FILL | SEDIMENTATION CONTR
J. SYSTEM FILTER FABRIC
SYSTEM
 | BEDIMENT CONTROL SY | S PROCESSED AGGREGAT | C. WODIFIED RIPRAP
 | 두 METAL BEAM RAIL (R-B I | METAL BEAM RAIL (R-B I
 | 8 R-B END ANCHORAGE-T | FEMOVE METAL BEAM R | F REMOVE THREE CABLE | 6 FURNISHING AND PLAC | s
YURF ESTABLISHMENT | .v.s
EROSION CONTROL MA | CONSTRUCTION FIELD
 | TRAFFICPERSON (UNIF | MAINTENANCE AND | MOBILIZATION AND PRC | pa TRAFFIC CONE
 | B TRAFFIC DRUM | is CONSTRUCTION STAKIN | t. | m IMPACT ATTENUATION
SYSTEM (TANGENTIAL) | |
| UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT | O GLEARING AND GRUBB | c.y. | e
B
TEST PIT EXCAVATION | o
6
0 | SEDIMENTATION CONTR
SYSTEM FILTER FABRIC
SYSTEM
 | 0
BEDIMENT CONTROL SY:
B AT CATCH BASIN | c.y. | o
.; MODIFIED RIPRAP
 | 988
1.1 METAL BEAM RAIL (R-B I | METAL BEAM RAIL (R-B I
"J QUARTER POST SPACIN
 | © R-B END ANCHORAGE-T | 0
.F. REMOVE METAL BEAM R | 1.1. REMOVE THREE CABLE | s.
52
67
70PSOIL | LURF ESTABLISHMENT | 0 | o
SMALL
 | o
FLAGGER) | O
PROTECTION OF TRAFI | o
CLOSEOUT | b
b
b
b
b
b
b
b
b
b
b
b
b
b
b
b
b
b
b
 | ea.
0 | 0
SCONSTRUCTION STAKIN | CONSTRUCTION SIGNS | a iMPACT ATTENUATION
B SYSTEM (TANGENTIAL) | |
| UNIT
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL | .s. CLEARING AND GRUBB | c.y. | 0
0 | 0
0 | 2662
26018
26018
26018
26018
26018
26018
26018
26018
2602
2602
2602
2602
2602
2602
2602
260
 | 0 0 SEDIMENT CONTROL SY | LKOCESSED AGGREGAT | o
o
 | 388
388 | METAL BEAM RAIL (R-B I
"I" QUARTER POST SPACIN
881
 | o 8 R-B END ANCHORAGE-T | 0
0 | 1.1.
LEWOVE THREE CABLE | s. 2001
672
672 | S.Y.
672 | 0
0 | 0
0
0
0
0
0
0
 | o 3
FLAGGER) | is not contraction of trafi | .s.
CLOSEOUT | o
0
 | 0
0 | .s. CONSTRUCTION STAKIN | 0 | 2
SYSTEM (TANGENTIAL) | |
| ITEM
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED | 0
I.s.
1 | NOLLANATION
c.y.
120
120
0 | 0
0
0 | 0
0
0
0 | 260 SEDIMENTATION CONTR
SYSTEM FILTER FABRIC
262
262
263
264
264
264
264
264
264
264
264
264
264
 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
38
38
2 | ODIFIED RIPRAP
 | 1 8-9 1 WETAL BEAM RAIL (R-B 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | METAL BEAM RAIL (R-B I
METAL BEAM RAIL (R-B I
19
19
19
10
10
10
10
10
10
10
10
10
10
10
10
10
 | 0
0
0 | 0
0
0 | LEE CABLE
LEE CABLE
1.f.
1.f.
261
261
261
261 | 672
8
8
8
8
8
8
8 | 672
672
8 | 0
0
0 | 0
0
0
0
0
 | 0
0
0
0
0
0 | 0
Inside the second strate second second strate second str | 0
I.s.
1 | b
b
b
b
b
b
b
b
c
c
c
c
c
c
c
c
c
c
c
c | ea
0
0
0 | 0
I.s.
1
 | 0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0 | |
| ITEM
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED
ALTERNATE A TOTAL | 0
I.s.
1
1 | NOLLEY
C.Y.
120
120
0
120 | ea.
0
0
0
0
0 | C.y.
c.y.
0
0
0
0 |
2000
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015
2015 | 0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
38
38
2
40 | ODIFIED RIPRAP
 | 18-BI WEARIL (R-BI USE NOT CONTROL OF CONTRO | I METAL BEAM RAIL (R-BI
METAL BEAM RAIL (R-BI
I.f.
188
188
188
12
200
 | 0
0
0 | 0
0
0
0 | LEWOVE THREE CABLE
I.f.
162
261
9
270 | 672
672
672
8
680 | LINE ESTABLISHMENT | 0
0
0 | o
SMALL
0
0
 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
I.s.
PROTECTION OF TRAFI | 0
I.s.
1
1 | a.
bs TRAFFIC CONE
0
0
0
 | ea.
0
0
0
0 | 0
I.s.
1
1 | CONSTRUCTION SIGNS
s.f.
0
0
0
0 | c
c
c
c
c
c
c
c
c
c
c
c
c
c
c
c
c
c
c | |
| ITEM
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED
ALTERNATE A TOTAL | 0
I.s.
1
1 | NOLLAY ATTON
C.Y.
120
120
0
120 | 0
0
0
0 | C.Y.
C.Y.
O
O
O
O
O |
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
200
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2000
2 | 0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
38
38
2
40 | O O O O O O O O O O O O O O O O O O O
 | 18-BI
I.f.
388
388
12
400
 | I BEAM RAIL (R-BI
I.f.
188
188
12
200
200 | 0
0
0
0 | 0
0
0
0 | LEWOVE THREE CABLE
I.f.
261
9
270 | 672
672
672
8
680 | 672
672
8
680 | 0
0
0
0
 | 0
0
0
0
0
0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
I.s.
I
BROTECTION OF TRAFI | 0
I.s.
CCOSEOUT
 | o
0
0
0
0 | ea.
0
0
0
0 | 0
I.s.
I.s.
I.s.
1
1
1 | 0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
 | |
| ITEM
UNIT
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED
ALTERNATE A TOTAL
ALTERNATE A TOTAL | 0
I.s.
1
1
0 | NOLLAYATION
c.y.
120
120
0
120
58 | ea.
0
0
0
0
0 | C.V.
C.V.
O
O
O
O
O
O
O
O | 2000
1.1.
2.5.2.TEM FILTER FABRIC
2.1.
2.5.2.TEM
2.1.
2.5.2.TEM
2.1.
2.5.2.TEM
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.
2.1.2.2.
2.1.2.2.
2.1.2.2.
2.1.2.2.2.
2.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2
 | 2
SEDIMENT CONTROL SY
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
38
38
2
40
32 | ODIFIED RIPRAP
0
0
0
0
0
0
 | 18-BI WEALAL BEAM RAIL (R-BI METAL BEAM RAIL | 188
188
188
188
12
200
004KTER POST SPACIN | 0
0
0
0
0
0
0 | 0
0
0
0
0
0
0 | 261
261
9
270
678
 | 672
672
672
8
680
303 | ATTERNET STABLISHMENT S.Y. 672
672
672
8
680
303 | 0
0
0
0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | 0
I.s.
BROTECTION OF TRAFI | USECOLT
O
O
O
O
O
O
O
O | ea.
0
0
0
0
0
0
0
0
0 | ea.
0
0
0
0
0
0 | 0
I.s.
1
1
1
0
 | ONSIGNS
S.f.
0
0
0
0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM
UNIT
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED
ALTERNATE A TOTAL
ALTERNATE A TOTAL
ALTERNATE B | 0
I.s.
1
1
1
0
0 | NOLLYNYJION
c.y.
120
120
0
120
58 | 0
0
0
0 | C.Y.
C.Y.
CBANULAR FILL
0
0
0
0 | 2000
2000
2000
2000
2000
2000
2000
200
 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LEGEREGAT
C.y.
38
38
2
40
32
32 | O O O O O O O O O O O O O O O O O O O
 | I 8-91
I.f.
388
388
12
400
463 | I BEAM RAIL (R-BI
I.f.
188
188
12
200
0
0
0
 | 0
0
0
0
0 | 0
0
0
0
0 | LILING
LILING
261
9
270
678
678 | s.y.
672
672
8
680
303 | S.Y.
672
672
8
680
303 | 0
0
0
0
0 | 0
0
0
0
0
0
0
0
 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
I.s.
0
0
0 | 0
I.s.
1
1
1
0
0
0 | a.
b.
b.
b.
b.
b.
c.
c.
c.
c.
c.
c.
c.
c.
c.
c.
c.
c.
c.
 | ea.
0
0
0
0
0
0
0
0
0 | I.s.
I.s.
0
I.s.
1
1
1
1
0 | 0
0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM
UNIT
UNIT
SOUTH CURTIS STREET
STA. 10+00 LT to 18+40 LT
ALTERNATE A
SUBTOTAL
UNASSIGNED
ALTERNATE A TOTAL
ALTERNATE A TOTAL
ALTERNATE B
SUBTOTAL
SUBTOTAL
UNASSIGNED | O
I.s.
0
I.s.
1
0
I.s.
1
1
1
1
1
1
1
1
1 | NOLLEVATORIAL EXCAVATION
c.y.
120
120
0
120
58
58
58
2 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.V.
C.V.
O
O
O
O
O
O
O
O
O
O
O | 797
797
797
797
797
797
3
800
660
660
0
 | e
BEDIMENT CONTROL SY
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LEVER SEARCH SEA | VODIFIED RIPRAP
 | 463
463
17 | UNARTER POST SPACIN
188
188
188
12
200
0
0
0
0
0
0
0
0 | B END ANCHORAGE-T
B R-B END ANCHORAGE-T
0
0
0
0
0
0
0
0 | I.f.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIFE CABLE
261
261
9
270
678
678
678
2
 | Control of the second s | ESTABLISHMENT
S.y.
672
672
8
672
8
672
8
672
8
672
8
672
8
303
303
7 | Ny
s.y.
0
0
0
0
0
0
0
0
0
0
0
0 | o
SWALL
CONSTRUCTION FIELD
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1 | I.s.
I.s.
I.s.
I
I.s.
I
I
I.s.
I
I
I
I
I
 | USECOLT
USECOLT
USECOLT
USECOLT
USECOLT
USECOLT | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.s.
0
I.s.
1
1
1
1
1
1
1
1
1
1
1
1
1 | CONSTRUCTION SIGNS
s.f.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL | I.S.
0
I.S.
1
0
I.S.
1
1
1
1
1
1
1
1
1
1
1
1 | NOLLAY VATION
C.y.
120
120
120
0
120
58
58
58
2
60 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
C.y.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 797
797
797
797
797
797
3
800
660
660
0
660
0
660
 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
C.y.
38
38
2
40
40
32
32
8
8
40 | O
O
O
O
O
O
O
O
O
O
O
O
O
O
O
O
O
O
O
 | 463
463
17
480 | I RETAL BEAM RAIL (R-BI
I.f.
188
188
188
12
200
0
0
0
0
0
0
0
0
0
0
0
0
0
 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LHEE CABLE
1.f.
261
261
9
270
678
678
678
2
678
2
680 | S.y.
672
672
8
680
303
303
7
310 | LINE ESTABLISHMENT
s.y.
672
672
8
672
8
672
8
672
8
672
672
8
672
7
303
7
303
7
310 | United with a straight of the | o
construction Field
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | nlik
nr
nr
nr
nr
LRAFFICPERSON (UNIF
0
0
0
0
0
0
0
0
0
0
0
0
0
 | 0
I.s.
1
0
I.s.
1
1
1
1
1
1
1
1
1
1
1
1 | USECOLT
UND PRO
I.s.
0
1
1
1
0
0
1.s.
1
1
1
1
1 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.s.
I.s.
0
I.s.
1
1
1
0
I.s.
1
1
1
1
1
1
1
1
1
1
1
1
1
 | CONSTRUCTION SIGNS
s.f.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL | O
I.s.
1
1
0
I.s.
1
1
0
I.s.
1
1
1
1
1
1 | NOLLAY VALUE
LIST C.Y.
120
120
0
120
58
58
58
2
60
120 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
C.y.
C.y.
C.y.
C.y.
C.y.
C.y.
C.y. | 797
797
797
3
800
660
660
0
660
0
660
 | ea.
0
0
0
0
0
0
0
0
0
2
2
0
2
0
2
0
2
0
2
0
2
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
C.y.
38
38
2
40
32
32
32
8
40 | AVAIN C. y.
C. y.
0
0
0
0
0
0
0
0
0
0
0
0
0
 | I R-BI
I K-BI
I.f.
388
388
12
400
463
463
17
480 | I READ RAIL (R-BI
I.f.
188
188
12
200
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | BEND ANCHORAGE-T | | 261
261
261
9
270
678
678
2
678
2
680 | CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2
CFT2 | 672
672
672
8
680
303
7
310 | United and a control where a c | o
construction Field
0
0
0
0
0
0
0
0
0
0
0
0
0 | nlik
n
n
LIAAFFICPERSON (UNIF
0
0
0
0
0
0
0
0
0
0
0
0
0
 | I.S. UNITENANCE AND U | USE OUT
USE | LIVELEIC CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | UKAFFIC DRUM | I.s.
I.s.
0
I.s.
1
1
1
0
I.s.
1
1
1
1
1
1
1
1
1
1 | CONSTRUCTION SIGNS
s.f.
0
0
0
0
0
0
0
0
0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
 | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED | I.S.
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | NOLLWYYYYY
C.y.
120
120
0
120
0
120
58
58
58
2
60 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.Y.
C.Y.
C.Y.
C.Y.
C.Y.
C.Y.
C.Y.
C.Y. | 797
797
797
797
3
800
660
660
660
0
660
 | ea.
0
0
0
0
0
0
0
0
2
2
2
0
2
0
2
2
0
2
0 | C.y.
38
38
2
40
32
32
8
40
40 | AVAINAL C.Y.
O
O
O
O
O
O
O
O
O
O
O
O
O
 | I R-BI
I I.f.
388
388
12
400
463
463
17
480 | I REALER POST SPACIN
I.f.
188
188
12
200
0
0
0
0
0
0
0
0
0
0
0
0
0
 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 261
261
261
9
270
678
678
678
2
680 | S.y.
672
672
8
680
303
303
7
310 | ESTABLISHMENT
S.y.
672
672
8
672
8
672
8
672
8
672
8
672
7
303
7
303
7
303
7
310 | UNDERSTAND
S.y.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | o
construction Field
0
0
0
0
0
0
0
0
0
0
0
0
0
0
 | nlik
n
n
n
n
n
n
n
n
n
n
n
n
n | I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I
I | USE OUT
USE | LIMAFFIC CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | UKAFFIC DRUM | I.s.
I.s.
0
I.s.
1
1
1
0
I.s.
1
1
1
1
1
1
1
1
1
1
1
 | CONSTRUCTION SIGNS
s.f.
0
0
0
0
0
0
0
0
0
0
0
0
0 | 2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED TOTAL PROJECT PROPOSAL ESTIMATE UNASSIGNED UNASSIGNED | USAND GRUBB
I.s.
0
I.s.
1
1
1
0
I.s.
1
1
1
1
1
1
1
1
1
1
1
1 | NOLEVYCY
HLWE
C.V.
120
0
120
0
120
58
58
58
58
2
60
58
58
2
60
58
58
2
60 | Real BIT EXCAVATION
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.Y.
C.Y.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | AVERAGE AND CONTR
1.f.
797
797
3
800
660
660
660
0
660
0
660
0
660
0
660
35
4995
35
 | ea.
0
0
0
0
0
0
0
0
0
0
2
2
2
0
2
2
0
2
2
0
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | 2600
10 | dyalia Go 0 13
 | 463
463
463
17
480
3230
40 | Image: Second state of the second s | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 261
261
261
9
270
678
678
270
678
270
678
270
270
 | CPTH ON DIVININANT S.Y.
672
672
672
8
680
303
7
310
310
3186
54 | LINHWHSI
S.y.
672
672
8
680
303
303
7
310
310
3186
3186 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1352 18 | mo. | ILVALELIC
NINIE
Nr
0
0
0
0
0
0
0
0
0
0
0
0
0
 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | USECOLL
UND BKG
I.s.
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I | HAPPEIC CONE
ea.
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | WINKI C DKINK
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
0
I.S.
1
1
1
1
1
1
1
1
1
1
1
1
1
 | SNOTION NOILDINALS S.f. 0 | INCLUSION
BALENNATION
BALENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENNATION
CONTRACTATTENTION
CONTRACTATTENT | | | | | | | | | | | | | | | | | | | | | | | | | |
| ITEM UNIT UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED INTAL | Image: second | NOLLWY YOUND HEAVER IN C.Y.
C.Y.
120
120
0
120
58
58
58
2
60
629
7
636 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | C.y.
C.y.
C.y.
C.y.
C.y.
C.y.
C.y.
C.y. | APPENDIC CONTR
Participation Contra
Participation Contra
Partic | ea.
0
0
0
0
0
0
0
2
2
0
2
2
0
2
2
0
2
2
2
2
2
2
2
2
2
2
2
2
2 | Base of the second seco | dVala Gilia | IR-BI
IR-BI
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F.
II-F. | LIF.
INTERPOST SPACIN
I.f.
INTERPOST SPACIN
0
0
0
0
0
0
0
0
0
0
0
0
0 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | ВЕЧИ Н | LEGONE THREE CABLE
261
261
261
9
270
678
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
770
770
770
770
770
770
770
7 | CVILIC ON LINE | LINHWENT
S.y.
672
672
8
680
303
303
7
303
7
310
310
3186
3186
54
3240 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 0 0 1352 18 1370 | mo.
mo.
CONSTRUCTION FIELD
mo.
CONSTRUCTION FIELD
mo.
CONSTRUCTION FIELD
mo.
4
4 | ILVATELICSERSON (UNIF
hr
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | UND PRO
I.s.
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I
I | HUNCOONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | WINK
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | SIGNS NOILON SIGNS | ACCLUSION
Provide ALTENNATION
Provide ALTENNAT | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL P = FEDERAL AID PARTICIPAT NP = FEDERAL AID PARTICIPAT NT A LEGAL DEFINITION | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I | NOLLYNYDY
HLWY
c.y.
120
120
0
120
0
120
58
58
2
60
58
2
60
60
629
7
636 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: c.y. 0 | APPENDIX CONTR
I.f.
797
797
3
800
660
660
660
660
0
660
0
660
3
5030 | ea.
0
0
0
0
0
0
2
2
0
2
0
2
2
0
2
2
2
2
2
2
2
2
2
2
2
2
2 | 260
10
270 | dyala C.y. 0 13 60 | IR-BIN KYII (K-BI
I.f.
388
388
12
400
463
463
17
480
463
17
480
3230
40
3230 | LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPACIN
LISPAC | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | 261
261
261
9
270
678
678
270
678
270
678
270
678
270
678
270
678
270
678
270
678
270
2650 | CYTHI CHARACTER CONTROL CONTRO | LINHWHSI
S.y.
672
672
8
680
303
303
7
303
7
310
310
3186
3186
54
3240 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 1352 18 1370 | mo.
Montrian Second Se | ILVELEEKSON (INIL
hr
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | USECOLT
UNDERCONTONAND PRO
I.s.
1
1
1
0
1.s.
1
1
1
1
1
1
1
1
1
1
1
1
1
1
1 | Image: Constant of the section of t | WINN ea. 0 | I.S.
I.S.
O
I.S.
1
1
1
0
I.S.
1
1
1
1
1
1
1
1
1
1
1
1
1 | SISINOLICITION SIGNS
NOTICITION SIGNS
S.f.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | ACCENTIAL OF CONTRACT OF CONTR | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED P = FEDERAL AID PARTICIPAT NP = FEDERAL | I.S.
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I | NOLLWYCYXHUUYAC
C.y.
120
120
0
120
58
58
2
60
58
2
60
60
629
7
636 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: C.y. 0 | APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPEND | ea.
0
0
0
0
0
0
0
0
2
2
2
0
2
2
0
2
2
2
2 | 260
10
270
 | dyalia Q 0 13 60
 | IR-BI
ILF.
388
388
12
400
463
463
17
480
3230
40
3230
40
3270 | LIF.
IRR
IRR
IRR
IRR
IRR
IRR
IRR
IR | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIST CABLE C | OPILI ON PUILININAL IIIOS AOLI s.y. 672 672 672 8 680 303 303 7 310 3186 54 3240
 | LINE ESTABLISHMENT
S.y.
672
672
8
680
303
303
7
303
303
7
310
310
3186
54
3186
54
3240 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 1352 18 1370 | mo.
mo.
mo.
mo.
mo.
mo.
mo.
mo. | ILVALEICDEXSON (UNIF
hr
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 |
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I | USECOLL
UND BKG
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I
I | HUNCO DI HALLE CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | WINKI
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 |
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I | SNOISIONS IGNS IGNS IGNS IGNS IGNS IGNS IGNS IG | INDURATION
ea.
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL UNASSIGNED ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED P = FEDERAL AID PARTICIPAT NP | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | NOLLWYCYXHURY
C.Y.
120
120
0
120
58
58
2
60
58
2
60
629
7
636 | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | Image: C.y. 0 | APPENDIX CONTR
TOTAL SEDIMENTATION CONTR
TOTAL SASSIEM
TOTAL SASSIEM | ea.
0
0
0
0
0
0
2
2
2
0
2
2
1
2
2
4
2
4 | LES BUSSED DAGCEGAT
C.y.
38
38
2
40
32
32
8
40
260
10
260
10
270 | dPXdIX III COM 0 <tr< td=""><td>R/DRAFTER:</td><td>Image: Second system Image: Second system</td><td>ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0</td><td>LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0</td><td>LIST CABLE C</td><td>OVILI ON DIVINIVALUA
S.Y.
672
672
8
680
303
303
7
310
310
3186
54
3240</td><td>LINE ESTABLISHMENT
S.Y.
672
672
8
680
303
303
303
7
303
303
303
303
303
303</td><td>W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 1352 18 1370</td><td>mo.
Marchine left D
mo.
CONSTRUCTION FIELD
CONSTRUCTION FIELD
CONSTRUCTION FIELD
Mo.
CONSTRUCTION FIELD
MO.
CONSTRUCTION
MO.
CONSTRUCTION
FIELD
MO.
CONSTRUCT</td><td>ILVALEICOEKSON (UNIF
hr
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0</td><td>I.S.
I.S.
I
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I</td><td>I.S.
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I</td><td>HAPPEIC CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0</td><td>WINKI
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0</td><td>I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.</td><td>OJECT TITLE</td><td>I PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION</td><td></td></tr<> | R/DRAFTER: | Image: Second system | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIST CABLE C | OVILI ON DIVINIVALUA
S.Y.
672
672
8
680
303
303
7
310
310
3186
54
3240 | LINE ESTABLISHMENT
S.Y.
672
672
8
680
303
303
303
7
303
303
303
303
303
303 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 0 1352 18 1370 | mo.
Marchine left D
mo.
CONSTRUCTION FIELD
CONSTRUCTION FIELD
CONSTRUCTION FIELD
Mo.
CONSTRUCTION FIELD
MO.
CONSTRUCTION
MO.
CONSTRUCTION
FIELD
MO.
CONSTRUCT | ILVALEICOEKSON (UNIF
hr
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | I.S.
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | HAPPEIC CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | WINKI
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S. | OJECT TITLE | I PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION
PARTERNATION | |
| ITEM UNIT UNIT SOUTH CURTIS STREET STA. 10+00 LT to 18+40 LT ALTERNATE A SUBTOTAL UNASSIGNED ALTERNATE A TOTAL ALTERNATE A TOTAL ALTERNATE B SUBTOTAL UNASSIGNED ALTERNATE B TOTAL UNASSIGNED ALTERNATE B TOTAL SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED SUBTOTAL UNASSIGNED P = FEDERAL AID PARTICIPATION P = FEDERAL AID PARTICIPATION NOT A LEGAL DEFINITION | I.S.
I.S.
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | NOLLWYCYCH
HLWP
C.y.
120
0
120
0
120
58
58
2
60
58
2
60
629
7
636 | LEST PARTION
LEST PARTION
CO
CO
CO
CO
CO
CO
CO
CO
CO
CO | Image: C.y. 0 | APPENDIX
SASTEM
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
APPENDIX
 | ea.
0
0
0
0
0
0
2
2
2
0
2
2
0
2
2
2
2
2
2
2
2
2
2
2
2
2 | LES BUSSED YOURS SED YOURS | dyalia Giana Image: C.y. Image: C.y. Image: C.y. Image: C.y. Image: One Image: One Image: One Image:
 | R-H IR-H IR-H IIF. IIF. 388 388 12 400 463 17 480 3230 40 3230 40 3270 | LSS | ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 | LIF.
0
0
0
0
0
0
0
0
0
0
0
0
0 | LEWOVE THREE CABLE
261
261
9
270
678
678
270
678
270
678
270
678
201
19
2631
19
2650
 | OVILIOSOU
S.y.
672
672
8
680
303
7
303
7
310
3186
54
3240 | LINE ESTABLISHMENT
S.Y.
672
672
8
680
303
303
7
303
7
310
310
3186
54
3240 | W NO S.y. 0 0 0 0 0 0 0 0 0 0 1352 18 1370 | mo.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
Mol.
M | ILVALENCION
(INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE
INIE | I.S.
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | I.S.
I.S.
I.S.
I
I.S.
I
I
I
I
I
I
I
I
I
I
I
I
I | HAFFIC CONE
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0 |
WINU
ea.
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
I.S.
PR | OJECT TITLE | NULLENNATION
ea.
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2
2 | |

REV. DATE

	SIGNATURE/ BLOCK:	GUIDERAIL UP	GRADE
Filename: J:\DWG\P2017\0572\A10\Civil\Plan\20170572A10_IND03.dwg			

DETAILED ESTIMATE

ROJECT NO. 79-243 DRAWING NO. DET-01 SHEET NO. 2

CITY OF MERIDEN

FINAL DESIGN REVIEW

DRAWING TITLE:





DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	D
DET-01	DETAILED ESTIMATE		
HWY-01	INDEX OF DRAWINGS		
MDS-01	MISCELLANEOUS DETAILS		
EXC-01 TO EXC-04	GUIDERAIL REMOVAL PLANS		
HPN-01 TO HPN-04	GUIDERAIL UPGRADE PLANS		
	STANDARD HIGHWAY DETAILS		
A-1	EVERSOURCE ELECTRIC UTILITY SHEET		
B-1 TO B-4	FRONTIER UTILITY SHEETS		

						DESIGNER/DRAFTER:
						JAG/L9
						CHECKED BY:
						MEG
				Diattad Data	2/26/2019	-
KEV.	DATE	REVISION DESCRIPTION	SHEET NU.	Plotted Date:	2/20/2019	

"SUBSET #3" - "HIGHWAY" INDEX OF DRAWINGS

SS		SIGNATURE/ BLOCK:	PROJECT TITLE:
			GUID
	Filename: J:\DWG\P2017\0572\A10\Civil\Plan\20170572A10 IND03.dwg		

	HIGHWAY INDEX OF DRAWINGS	SHEET NO. 3
ERAIL UPGRADE	CITY OF MERIDEN DRAWING TITLE:	79-243 DRAWING NO. HWY-01
		PROJECT NO.
RAWING TITLE		



TOP OF PAVEMENT		
EDGE OF PAVEMENT	'LANS AND TURF ESTABLISHMENT ← MEET EXISTING	
SECTION VIEW NO CURB APPLICATION GUIDERAIL TURN-DOWN END ANCHOR GRADING		
	AL DESIGN REVIEW	
SS BLOCK:	CITY OF MERIDEN	79-243 DRAWING NO.
CALE Filename: J:\DWG\P2017\0572\A10\Civil\Plan\20170572A10_MDS01.dwg	G TITLE: MISCELLANEOUS DETAILS	MDS-01 SHEET NO. 4

ilename: 1.\DWG\P2017\0572\A10\CI\/II \PLAN\20170572A10	EXC01	DWG

PRESTON A

OC: 71+67.16 4 755000.562	PT: 73+01.00 FT: 73+01.00 E 999436.681	
$A = \frac{12'46'48''}{R = 1200.00''}$ $T = \frac{134.39'}{L = 267.67'}$ $SNET + 282 - 0$ $T = \frac{12'46'48''}{R = 1200.00''}$	$\frac{1}{72+00}$	
 	12TUU M H H H H H H H H H H H H H H H H H H	
PT: 82+26.91 N 756859.125 E 999440.970	MIT OF CONSTRUCTION 757079-002 999478/695	
- 180-LA EXISTING METAL BEAM-GO	$\frac{10}{9} = 10$	
AETAL		
F	INAL DESIGN REVIEW	
JPGRADE	FINAL DESIGN REVIEW CITY: CITY OF MERIDEN DRAWING TITLE:	ECT NO. 9-243 VING NO. XC-01

THAT THE UNDERGROUND UTILITIES H HE DOES DECLARE THAT THEY TION AVAILABLE. THE ENGINEER UTILITIES.	ARE DEPICTED AS			
			697941.200 69218.200 697941.200	
WOOD GUIDE RAIL	REE-WIRE			
	$ = 22^{\circ}55'09'' $			
	L = 600.02 ⁻			1369 GUIDE
	137+00/	UESTFIELD ROAD	<u>G</u> <u>B</u>	
			280	
	/ /			
		100 Y	R FLOOD LINE	
	WESTFIE STA.131+50 RT	TO 142+00 RT		
//>				
			I I I I I I I I I I I I I I I I I I I	
			22-3-000 23-1-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2	
46+37.74 5573.870			NN7636974	
	REMOVE THREE-WIRE			
	320 = 1013 $R = 2250$ $CL&P + 374$ $T = 20$	4'37" 0.00" 1.67' 2.26' 		151+00
	148+00	149+00	Image: Second state 150+00 Image: Second state Image: Second state Image: Second state Image: Second state Image: Second state Image: Second state	
		WOOD GUIDE RAHL	1376 SI	
			#925 BIT PARKING LOT	
		`		
	WESTFIE STA.142+00 R1	LD ROAD TO 150+50 RT	BASE BID	
	SIG BLC	NATURE/ ICK:		
			WESTFIEL	.D ROA

<u>MAP REFERENCE NOTE</u>

_ _ _ .

BASE MAP INFORMATION PROVIDED BY THE CITY OF MERIDEN GIS DEPARTMENT AND

FIELD VERIFIED BY FUSS & O'NEILL ON 12-7-2017 AND 12-13-2017.

CITY OF MERIDEN

GUIDERAIL REMOVAL

PLAN

OJECT NO. 79-243 DRAWING NO. EXC-02 HEET NO. 6

RAWING TITLE:

	SIGNATURE/ BLOCK:	GUIDERAIL UPGRADE
Filename: J:\DWG\P2017\0572\A10\CIVIL\PLAN\20170572A10_EXC01.DWG		SUUTT CORTS STREET

DD YR FLOOD LINE	LIMIT OF CONSTRUCTION STA: 18+40.00 N 747879.795 E 986384.373	
		s - @

<u>MAP REFERENCE NOTE</u>

BASE MAP INFORMATION PROVIDED BY THE CITY OF MERIDEN GIS DEPARTMENT AND FIELD VERIFIED BY FUSS & O'NEILL ON 12-7-2017 AND 12-13-2017.

<u>UNDERGROUND UTILITY NOTE</u>

THE UNDERGROUND UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATION OF VISIBLE FEATURES, MAPS AND PLANS OF RECORD, UTILITY MAPPING OR OTHER SOURCES OF INFORMATION. THE ENGINEER MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES DECLARE THAT THEY ARE DEPICTED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE ENGINEER HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

FINAL DESIGN REVIEW

DRAWING TITLE:

CITY OF MERIDEN

GUIDERAIL REMOVAL

PLAN

EXCEPTION OF THE VIEW OF THE V	POND STATE WILDLIFE AREA	
	MAP REFERENCE M BASE MAP INFORM FIELD VERIFIED BY UNDERGROUND UT THE UNDERGROUND UT UNDERGROUND UT IN SERVICE OF AB UNDERGROUND UT IN SERVICE OF AB UNDERGROUND UT HE DOES DECLARE UNDERGROUND UT	POTE A TION PROVIDED BY THE CITY OF MERIDEN GIS DEPARTMENT AND FUSS & O'NEILL ON 12-7-2017 AND 12-13-2017. LITY NOTE UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATION OF MAPS AND PLANS OF RECORD, UTILITY MAPPING OR OTHER WATION. THE ENGINEER MAKES NO GUARANTEE THAT THE LITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER ANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE LITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH THAT THEY ARE DEPICTED AS ACCURATELY AS POSSIBLE FROM LABLE. THE ENGINEER HAS NOT PHYSICALLY LOCATED THE LITIES. FINAL DESIGN REVIEW CITY: CITY OF MERIDEN DRAWING TITLE: GUIDERAIL REMOVAL PLAN

ROADWAY NOTES: POSTED SPEED LIMIT: 35 MPH 2013 ADT: 4100 FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL CLEAR ZONE: NEG SHELF 1:6 OR FLATTER: 12FT 37.5' CONVERT EXISTING METAL BEAM RAIL (TYPE R-I TO TYPE R-I SYSTEM 2) METAL BEAM RAIL SEE DETAIL HW-910_09b - 28.125' TRANSITION TYPE R-B350 TO METAL BEAM RAIL (R-B MASH) SEE DETAIL HW-910_25 33.33 8.858 9.017 EROSION CONTROL MATTING (7 725' - METAL BEAM RAI (R-B MASH) NO CURB APPLICATION SEE DETAIL HW-910_21 68+00 PRESTON AVENUE SEE DETAIL HW-910 21 POSTS ARE OBSTRUCTED DUE TO CULVERT **1 POST SPAN SECTION** RELOCATE UTILITY POLE (BY OTHERS) **PRESTON AVENUE** STA. 64+00 LT TO 80+50 LT EROSION CONTROL MATTING (TYP.) - BEGIN MODIFIED RIPRAP (1' DEPTH) END MODIFIED RIPRAP - APPROX. SLOPE LIMIT – 25' - METAL BEAM RAIL (R-B MASH) - NO CURB APPLICATION ∆ = 12**°**20'01" SEE DETAIL HW-910_21 R = 2000.00" T = 216.10L = 430.53' _SNET 1297 *8*1+00 3.33'-+39.12+40.78 +62.79 RELOCATE 2 UTILITY POLES (BY OTHERS) 373.19 - IMPACT ATTENUATION SYSTEM (TANGENTIAL) SEE DETAIL HW-1800 01 RELOCATE UTILITY POLE (BY OTHERS) - RELOCATE UTILITY POLE (BY OTHERS) – 62.5' - METAL BEAM RAIL (R-B MASH QUARTER POST SPACING) **PRESTON AVENUE** STA. 81+00 LT TO 84+00 LT

SIGNATURE/ BLOCK:	PROJECT TITLE:
	GUIDERAIL U PRESTON A

- IMPACT ATTENUATION SYSTEM (TANGENTIAL) SEE DETAIL HW-1800_01 - 62.5' - METAL BEAM RAIL (R-B MASH QUARTER POST SPACING) - 87.5'- METAL BEAM RAIL 🗕 62.5' - METAL BEAM RAIL (R-B MASH) (R-B MASH QUARTER POST SPACING S>7.50 48' 42"E+79.9413.7 116.8886, = 13°18'52"-WESTFIELD ROAD -R = 500.00" T = 58.36' _L = 116.19' - SLOPE STEEPENS 1.3:1 - BEGIN MODIFIED RIPRAP (1' DEPTH) - RELOCATE UTILITY POLE - RELOCATE UTILITY POLE (BY OTHERS (BY OTHERS) ND MODIFIED **RESTORATION NOTE** 1) ALL DISTURBED AREAS THAT ARE NOT RESTORED WITH PROCESS AGGREGATE SHALL RECEIVE TURF ESTABLISHMENT. 2) CONTRACTOR TO FURNISH AND PLACE TOPSOIL AND PROVIDE TURF ESTABLISHMENT FROM FACE OF CURB/ROAD EDGE TO SEDIMENTATION CONTROL SYSTEM FILTER FABRIC FENCE SYSTEM. **GUIDERAIL NOTES:** 1) CONTRACTOR TO FOLLOW ALL GRADING REQUIREMENTS AND LIMITS PER CONNECTICUT DEPARTMENT OF TRANSPORTATION'S STANDARD DETAILS. 2) CONTRACTOR TO CONTACT CONNECTICUT CALL BEFORE YOU DIG 1-800-922-4455 PRIOR TO ALL EXCAVATION AND INSTALLATION OF GUIDERAIL. 3) CONTRACTOR TO CONFIRM THE INSTALLATION OF GUIDERAIL SHALL NOT DAMAGE DRAINAGE PIPE OR OTHER UTILITIES. 4) CONTRACTOR TO COORDINATE ALL UTILITY CONFLICTS AND RELOCATIONS WITH THE ASSOCIATED UTILITY OWNER(S). 5) CONTRACTOR SHALL REMOVE ALL TREES WITHIN THE GUIDERAIL DEFLECTION ZONE 87.5' - METAL BEAM RAI (R-B MASH) - 7:1 TAPER – 525' - METAL BEAM RAIL (R-B MASH) N65 53' 33"E 144+00 145+00 693.1133' RKING AREA 146+00 WESTFIELD ROAD PROPOSED CONTOUR – APPROX. SLOPE LIMIT R-B END ANCHORAGE TYPE II NO CURB APPLICATION SEE DETAILS HW-911_01 AND HW-911_04 SEE DETAIL HW-910_2 **DEFLECTION ZONE: POST SPACING** DEFLECTION STANDARD (6-3") 4'-3" HALF POST (3'-1 1/2") 2'-8" QUARTER POST (1'-10") 1'-10" SUGGESTED GRADING: SEE DETAIL JAG/LSS MEG SCALE IN FEET 2. 1. SCALE 1"=40' REV. DATE REVISION DESCRIPTION SHEET NO. Plotted: 2/26/202

G) / G2.5' - METAL BEAM	RAIL	
62.5' - METAL BI (R-B MASH)	EAM RAIL	
75' (R-	- METAL BEAM RAIL B MASH)	
	142 IAA R	
	GRAVEL SE	
CE 7:1 TAPER =	288 288 284	
SLOPE STEEPE	NS	
R-B END ANCHORAGE TY SEE DETAILS HW-91	URS	
ROADWAY NOTES1)POSTED SPEED2)2013 ADT: N/A	EIMIT: 30 MPH	
 FUNCTIONAL CL CLEAR ZONE: NE 	ASSIFICATION: URBAN LOCAL EG SHELF 1:6 OR FLATTER: 12FT	
330		
152+0	0 WESTFIELD ROAD 153+00	
	#975 ENTRANCE	
	BIT DRIVE WAT LITT	
BIT PARKING LOT		
200		
	CITY:	PROJECT NO.
JPGRADE D ROAD	DRAWING TITLE:	79-243 DRAWING NO. HPN-02
	GUIDERAIL UPGRADE PLAN	SHEET NO. 10

DEFLECTION

	SIGNATURE/ BLOCK:	PROJECT TITLE:
		GUIDERAIL UPGRADE
		SOUTH CURTIS STREET
Filename: J:\DWG\P2017\0572\A10\CIVIL\PLAN\20170572A10_HPN01.DWG		

E 986384.373
5/16-7-35553 200
$\frac{18+00}{18+00} = \frac{18+40}{18+40}$
PACT ATTENUATION STEM (TANGENTIAL) E DETAIL HW-1800_01

RESTORATION NOTE: 1) ALL DISTURBED AREAS THAT ARE NOT RESTORED WITH PROCESS AGGREGATE SHALL RECEIVE TURF ESTABLISHMENT 2) CONTRACTOR TO FURNISH AND PLACE TOPSOIL AND PROVIDE TURF ESTABLISHMENT FROM FACE OF CURB/ROAD EDGE TO SEDIMENTATION CONTROL SYSTEM FILTER FABRIC FENCE SYSTEM.

SUGGESTED GRADING: SEE DETAIL

GUIDERAIL NOTES:

1) CONTRACTOR TO FOLLOW ALL GRADING REQUIREMENTS AND LIMITS PER CONNECTICUT DEPARTMENT OF TRANSPORTATION'S STANDARD DETAILS. 2) CONTRACTOR TO CONTACT CONNECTICUT CALL BEFORE YOU DIG 1-800-922-4455

PRIOR TO ALL EXCAVATION AND INSTALLATION OF GUIDERAIL. 3) CONTRACTOR TO CONFIRM THE INSTALLATION OF GUIDERAIL SHALL NOT DAMAGE DRAINAGE PIPE OR OTHER UTILITIES.

4) CONTRACTOR TO COORDINATE ALL UTILITY CONFLICTS AND RELOCATIONS WITH THE ASSOCIATED UTILITY OWNER(S).

5) CONTRACTOR SHALL REMOVE ALL TREES WITHIN THE GUIDERAIL DEFLECTION ZONE.

ROADWAY NOTES:

- **POSTED SPEED LIMIT: 30 MPH** 1)
- 2) 2013 ADT: 2600
- 3) FUNCTIONAL CLASSIFICATION: URBAN COLLECTOR
- 4) CLEAR ZONE: NEG SHELF 1:6 OR FLATTER: 12FT

UNDERGROUND UTILITY NOTE

THE UNDERGROUND UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATION OF VISIBLE FEATURES, MAPS AND PLANS OF RECORD, UTILITY MAPPING OR OTHER SOURCES OF INFORMATION. THE ENGINEER MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES DECLARE THAT THEY ARE DEPICTED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE ENGINEER HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

* UTILITY POLE OFFSETS ARE FOR REVIEW PURPOSES ONLY.

RAWING TITLE

FINAL REVIEW

CITY OF MERIDEN

GUIDERAIL UPGRADE

PLAN

OJECT NO. 79-243 DRAWING NO. HPN-03 SHEET NO. **11**

REDCCITE UTILITY FOLS (NO OTHERS) SISTEMATION CONTROL SISTEMATION CON	MPACT ATTENUATION SYSTEM (TANGENTIA SEE DETAIL HW-1800 (#43 #43 #43 #43 #43 #43 #43 #43 #43 #43	N L) D1 6 SNET 2380 28+00 S 28+00 S 28+00 S 28+00 S 28+00 S 28+00 S 28+00 S 28+00 S SNET 2380 S SNET 2380 S S SNET 2380 S SNET 2380 S S SNET 2380 S SNET 2380 S S SNET 2380 S S SNET 2380 S S SNET 2380 S S SNET 2380 S SNET 2380 SNET 2380 SN	THAT ARE NOT RESTORED WITH PROCESS IN THAT ARE NOT RESTORED WITH PROCESS IN THAT ARE NOT RESTORED WITH PROVIDE TURF
DEFL POS STA HAL QUA	<u>ECTION ZONE:</u> T SPACING DEFLECTION NDARD (6-3") 4'-3" F POST (3'-1 1/2") 2'-8" RTER POST (1'-10") 1'-10"	ESTABLISHMENT FROM FA CONTROL SYSTEM FILTER SUG GUIDERAIL NOTES: 1) CONTRACTOR TO FOLLO CONNECTICUT DEPARTMEN 2) CONTRACTOR TO CONTA PRIOR TO ALL EXCAVATION 3) CONTRACTOR TO CONFI DRAINAGE PIPE OR OTHER 4) CONTRACTOR TO COORI ASSOCIATED UTILITY OWN 5) CONTRACTOR SHALL RE ROADWAY NO 1) POSTED SPE 2) 2013 ADT: 5 3) FUNCTIONA 4) CLEAR ZONE <i>UNDERGROUND UTILITY NOTE</i> <i>THE UNDERGROUND UTILITIES</i> <i>FEATURES, MAPS AND PLAN</i>	ACE OF CURB/ROAD EDGE TO SEDIMENTATION FABRIC FENCE SYSTEM. GESTED GRADING: SEE DETAIL W ALL GRADING REQUIREMENTS AND LIMITS PER IT OF TRANSPORTATION'S STANDARD DETAILS. ACT CONNECTICUT CALL BEFORE YOU DIG 1-800-922 N AND INSTALLATION OF GUIDERAIL. RM THE INSTALLATION OF GUIDERAIL SHALL NOT E UTILITIES. DINATE ALL UTILITY CONFLICTS AND RELOCATIONS IER(S). MOVE ALL TREES WITHIN THE GUIDERAIL DEFLECTION TES: ED LIMIT: 25 MPH 550 L CLASSIFICATION: URBAN COLLECTO E: NEG SHELF 1:6 OR FLATTER: 7FT E S DEPICTED HEREON ARE BASED ON FIELD LOCATION OF IS OF RECORD, UTILITY MAPPING OR OTHER SOURCES OF
Designer/ORAFTER: JAG/LSS Image: Designer/ORAFTER: JAG/LSS CHECKE DBY: CHECKE DBY: MEG SCALE IN FEET 1. SCALE IN FEET 0 SCALE I "=40"	ALTERNATE B PROJECT TITLE: GUIDERAIL UF THORPE AVI	THE ENGINEER MAKES NO G SUCH UTILITIES IN THE ARE NOT WARRANT THAT THE UN ALTHOUGH HE DOES DECLAN INFORMATION AVAILABLE. UTILITIES. * UTILITY POLE OFFSETS PGRADE ENUE	UARANTEE THAT THE UNDERGROUND UTILITIES SHOWN CO A, EITHER IN SERVICE OR ABANDONED. THE ENGINEER H NDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCA RE THAT THEY ARE DEPICTED AS ACCURATELY AS POSSI THE ENGINEER HAS NOT PHYSICALLY LOCATED THE UNDE S ARE FOR REVIEW PURPOSES ONLY. FINAL DESIGN REVIEW CITY: CITY OF MERIDEN DRAWING TITLE: GUIDERAIL UPGRADE PLAN

S PER 800-922-4455 L NOT DAMAGE ATIONS WITH THE

FLECTION ZONE.

- ECTOR Т

ATION OF VISIBLE URCES OF INFORMATION. SHOWN COMPRISE ALL VGINEER FURTHER DOES NCT LOCATION INDICATED AS POSSIBLE FROM THE UNDERGROUND

ROJECT NO. 79-243 DRAWING NO. HPN-04 SHEET NO. 12

ONLY STANDARD	SHEETS MARKED WITH AN "V" ARE IN THIS PROJECT # 79-XXX-LRARP	**REVISED		R ADDED			
√ ∗ SHEET NO.	TITLE	APPROVAL DATE**	√ ,	SHEET NO	TITLE	APPROVAI DATE**	
HW-506_01	ENDWALLS, SLOPE PAVED INLETS AND OUTLETS	1-26-12		HW-821_04a	MERRITT PARKWAY NARROW MEDIAN BARRIER	6-09-11	
HW-506_02	TYPE "D-G" & "L" ENDWALLS	7-13-12		HW-821_04b	MERRITT PARKWAY - 2' (610) WIDE MEDIAN BARRIER AND ROADSIDE BARRIER	7-24-13	
HW-506_03	ENDWALLS FOR PIPE ARCH	9-18-09		HW-821_05a	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 1	1-26-12	
HW-507_01	TYPE "C", "C-L" & DROP INLET CATCH BASIN	7-24-13		HW-821_05b	TRANSITION - 45" (1145) F-SHAPE TO 54" (1372) VERTICAL SHAPE SHEET 2	1-26-12	
HW-507_02	TYPE "C", "C-L" & DOUBLE GRATE TYPE - I	7-24-13		HW-821_06	54" (1372) VERTICAL SHAPE BARRIER	2-06-12	
HW-507_03	TYPE "C", "C-L" & DOUBLE GRATE TYPE - II	7-24-13		HW-821_07	MISCELLANOUS DETAILS FOR BARRIER TRANSITIONS	7-12-12	
HW-507_04	TYPE "C", "C-L" & ROUND PRECAST CONCRETE CB	11-10-11		HW-822_01	TEMPORARY PRECAST CONCRETE BARRIER CURB	7-24-13	
HW-507_05	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - I	11-10-11		HW-905_01	STONE WALL, FARM WALL AND WIRE FENCES	6-07-17	
HW-507_06	TYPE "C" & "C-L" PRECAST CONCRETE CB DOUBLE GRATE TYPE - II	11-10-11		HW-910_01	W-BEAM METAL BEAM RAIL HARDWARE	6-09-11	
HW-507_07	TYPE "C" & "C-L" CATCH BASIN TOPS AND CURBS	11-10-11		HW-910_02	METAL BEAM RAIL (TYPE R-B 350) GUIDERAIL	6-09-11	
HW-507_08	CATCH BASIN FRAMES AND GRATES	9-18-09		HW-910_03	METAL BEAM RAIL (TYPE MD-B 350)	6-09-11	
HW-507_09	HEAVY DUTY LOCK DOWN TOPS	7-12-12		HW-910_04	METAL BEAM RAIL (TYPE R-B 350) SYSTEMS 5, 5A, & 6	6-09-11	
HW-507_10	MANHOLE - FRAME & COVER	7-24-13		HW-910_05	METAL BEAM RAIL R-B 350 SPAN TYPE I, II, III SECTIONS	7-24-13	
HW-651_01	C.C.M. PIPE INSTALLATIONS IN FILL & ROCK SLOPES & PIPE TRENCH DETAIL	7-24-13		 HW-910_06	R-B 350 BRIDGE ATTACHMENT SAFETY SHAPE PARAPET	6-09-11	
HW-651_02	SLOTTED DRAIN PIPE 12"- 15"-18"-24"-30" (305-381-457-610-762)	7-12-12		HW-910_07	R-B 350 BRIDGE ATTACHMENT VERTICAL SHAPE PARAPET	6-09-11	
HW-652_01	PIPE ENDS	7-24-13		 HW-910_08	R-B 350 BRIDGE ATTACHMENT TRAILING END	6-09-11	
HW-751_01	UNDERDRAINS AND UNDERDRAIN OUTLETS	7-12-12		 HW-910_09a	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 1	1-26-12	
HW-803_01a	PAVED APRONS	6-07-17		/ HW-910_09b	MISCELLANEOUS GUIDERAIL TRANSITIONS SHEET 2	7-25-12	
HW-803_01b	PAVED DITCHES AND PAVED CHANNELS	6-07-17		 HW-910_10	METAL BEAM RAIL 8" (203) X 6" (152) BOX BEAM	7-24-13	
HW-811_01	CONCRETE CURBING	6-07-17		 HW-910_11	1 CURVED GUIDERAIL TREATMENT DETAIL		
HW-813_01	GRANITE STONE TRANSITION CURBING	7-24-13		 HW-910_12a	MERRITT PARKWAY GUIDERAIL ATTACHMENT - SYSTEM 2 & 3	7-24-13	
HW-813_02	STONE CURBING	6-07-17		 │ HW-910_12b	MERRITT PARKWAY GUIDERAIL	7-24-13	
HW-815_01	BITUMINOUS CONCRETE CURBING	6-07-17		 │ HW-910_12c	MERRITT PARKWAY GUIDERAIL TRAILING END ATTACHMENTS	7-24-13	
HW-821_01a	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12		 HW-910_12d	MERRITT PARKWAY MEDIAN GUIDERAIL AND END ANCHOR	6-09-11	
HW-821_01b	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10		 HW-910_13a	THRIE-BEAM METAL BEAM RAIL HARDWARE	7-24-13	
HW-821_01c	TRANSITION - 45" (1145) F-SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	1-26-12		HW-910_13b	THRIE-BEAM TRANSITIONS	7-24-13	
HW-821_02a	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 1	7-24-13		 │ HW-910_14a	THRIE-BEAM 350 BRIDGE ATTACHMENT	6-09-11	
HW-821_02b	45" (1145) F-SHAPE PRECAST CONCRETE BARRIER CURB SHEET 2	7-24-13		 │ HW-910_14b	THRIE-BEAM 350 GUIDERAIL TRANSITION TO R-B 350 GUIDERAIL	6-09-11	
HW-821_03a	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 1	1-26-12		 HW-910_15	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE I	6-09-11	
HW-821_03b	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 2	10-18-10		 │ HW-910_16	MD-B 350 MEDIAN BARRIER SAFETY SHAPE ATTACHMENT TYPE II	6-09-11	
HW-821_03c	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 3	10-18-10		 HW-910_17	R-B TERMINAL SECTION	7-24-13	
HW-821_03d	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) VERTICAL SHAPE SHEET 4	10-18-10		HW-910 18	METAL BEAM RAIL (TYPE MD-I)	10-18-10	
HW-821_03e	TRANSITION - 32" (813) JERSEY SHAPE TO 45" (1145) E-SHAPE	7-24-13		HW-910 19a	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE I	7-24-13	
 	- THE INFORMATION, INCLUDING ESTIMATED QUANTITUES OF WORK, SHOWN ON THESE - SHEETS IS BASED ON LIMITED - INVESTIGATIONS BY THE STATE AND IS NOT TO SCALE DEDADTMENT OF T	ONNECTICUT			STANDARD SHEET TITLE: CTDOT STANDARD SHEET STANDARD SHEET INDE>	STANDARD S	
	- OF WORK WHICH WILL BE REQUIRED.	NANJFUKIAI.				1	

10.:

NX

1 of 2

*ONLY STA	ANDARD	SHEETS MARKED WITH AN "V" ARE IN THIS PROJECT # 79-XXX-LRAF	RP ** REVISED	OR ADDED	
	T NO.	TITLE	APPROVAL DATE**	√ ∗ SHEET NO.	TITLE
HW-91	10_19b	METAL BEAM RAIL (MODIFIED TYPE R-I) AND END ANCHORAGE TYPE II	7-24-13		
HW-91	10_19c	METAL BEAM RAIL (MODIFIED TYPE R-I) SYSTEMS 2 AND 3	7-24-13		
W-91	10_20	MASH W-BEAM HARDWARE	9-15-17		
W-91	10_21	METAL BEAM RAIL (R-B MASH) GUIDERAIL	9-15-17		
HW-91	10_22	METAL BEAM RAIL (MD-B MASH) GUIDERAIL	9-15-17		
W-91	10_23	METAL BEAM RAIL (R-B MASH) HALF AND QUARTER POST SPACING	9-15-17		
W-91	10_24	METAL BEAM RAIL SPAN SECTION TYPES II AND III	9-15-17		
W-91	10_25	METAL BEAM RAIL TRANSITION 350 TO MASH	9-15-17		
W-91	11_01	R-B END ANCHORAGE TYPE I AND II	9-15-17		
HW-91	11_02	MD-B END ANCHORAGE TYPE I	9-15-17		
HW-91	11_03	ANCHOR IN EARTH CUT SLOPE & ANCHOR IN ROCK CUT SLOPE	10-18-10		
HW-91	11_05	MERRITT PARKWAY GUIDERAIL END ANCHORS	7-24-13		
HW-91	13_01	CHAIN LINK FENCE	7-12-12		
HW-91	18_01a	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 1	7-24-13		
HW-91	18_01b	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 2	1-26-12		
HW-91	18_01c	THREE CABLE GUIDERAIL (I-BEAM POSTS) SHEET 3	7-24-13		
HW-92	21_01	DRIVEWAY RAMPS AND SIDEWALKS	6-07-17		
HW-94	49_01	PLANTING DETAILS FOR TREES	7-12-12		
HW-94	49_02	PLANTING DETAILS FOR SHRUBS	7-12-12		
 -16	800_01	GRADING PLAN FOR TYPE B IMPACT ATTENUATION SYSTEM (FLARED)	6-20-11		
HW-18	800_02	GRADING PLAN FOR TYPE B IMPACT ATTENUATION SYSTEM (MEDIAN/GORE)	6-09-11		
HW 18	800_03	TYPE B IMPACT ATTENUATION SYSTEM (TANGENTIAL)	9-15-17		
W-18	800_01	GRADING PLAN FOR IMPACE ATTENUATION SYSTEMS (FLARED AND TANGENTIAL)	1-24-19		
W HW-91	11_04	TYPICAL GRADING PLAN FOR W-BEAM GUIDERAIL TURN-DOWN END ANCHOR	6-09-11		
<u> </u>				<u> </u>	
 		- THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE	CONN		CTDOT
			OF CONNECTICUT	TRAISE DN	STANDARD SHEET

Filename: CTDOT_HIGHWAY_STD (9-13-17 to be postedel(1)2dgnHW-INX_2

Plotted Date: 9/20/2017

REVISION DESCRIPTION

REV. DATE

OFFICE OF ENGINEERING

ARD SHEET TITLE: STAND	HIGHWAY Dard Sheet I	INDEX	STANDARD SHEET NO.: HW_INX 2 of 2
		APPF DA	ROVAL TE**

A \$20033 D	SUBMITTED BY:	NAME/DATE/TIME:	
STATE OF CONNECTICUT	Jea France	Digitally signed by Leo Fontaine DN: c=U5, st=Connecticut, I=Newington, ou=Department of Transportation, email=Leo Fontaine@ct.gov, o=State of Connecticut, cn=Leo Fontaine Date: 2011.05.18 11:56:08 -04'00'	CTDOT Standard sheet
DEPARTMENT OF TRANSPORTATION	APPROVED BY:	NAME/DATE/TIME:	STANDARD SHEET
	Still	James H. Norman 2011.06.09 15:14:46 -04'00'	OFFICE OF ENGINEERIN
Filename: CIDOI_HIGHWAY_SID_JUNE2011.dgn Model: 42 - HW-910_07			

1. THIS R-B 350 GUIDERAIL TRANSITION IS APPROPRIATE FOR CONNECTION AT THE FOLLOWING LOCATIONS: (A) WHEN ANY SAFETY SHAPE (F-SHAPED OR JERSEY SHAPE) PARAPET HAS AN ELECTRICAL JUNCTION BOX WITHIN 8' (2438) OF THE END OF THE PARAPET, THE END OF THE PARAPET SHALL BE MODIFIED OR TRANSFORMED TO A VERTICAL SHAPE PRIOR TO GUIDERAIL ATTACHMENT. (B) VERTICAL WALL OR ABUTMENT FACE. (C) VERTICAL CONCRETE PARAPET WITH SIDEWALK. (D) VERTICAL FACE FOR LEADING AND TRAILING ENDS ON DUAL DIRECTION ROADWAYS. 2. POSTS 1 AND 2 ARE W8 x 13(W200x19), 7'-6" (2286) LONG. ALL OTHER POSTS IN TRANSITION ARE W6 x 8.5(W150x14), 6'(1829) LONG. 3. POSTS 1 THROUGH 5 REQUIRE AN ÁDDITIONAL HOLE TO ATTACH LOWER BLOCKOUTS AND/OR LOWER RUBRAIL.

4. RUBRAIL BLOCKOUTS FOR POSTS 1 THROUGH 4 ARE ATTACHED TO POST AND RAIL WITH A $\frac{5}{8}$ " (16) BUTTONHEAD BOLTS (SEE CHART FOR BOLT LENGTH). RUBRAIL ONLY IS ATTACHED TO POST 5 WITH A $\frac{5}{8}$ " x $1\frac{1}{4}$ " (16 x 32) BUTTONHEAD BOLT. 5. THE RUBRAIL MAY BE SHOP BENT IN THE LAST 3' (914) TO FACILITATE INSTALLATION. DO NOT ATTACH RUBRAIL TO BACK OF POST 6.

6. USE CLASS B (10 GAUGE) TYPE II W-BEAM RAIL ELEMENTS FOR INSTALLATIONS ON EXPRESSWAYS AND RAMPS. 7. FOR THIS APPLICATION WHEN CURBING IS USED, R-B 350 RAIL HEIGHT MUST BE

MEASURED FROM THE TOP OF CURBING TO THE TOP OF RAIL SEE DETAIL D FOR HEIGHT TRANSITION.

8. FOR NEW CONSTRUCTION WHERE CURBING IS NEEDED, USE EITHER 4" (102) BITUMINOUS CONCRETE PARK CURBING OR PRECAST CONCRETE TRANSITION CURBING SET WITH A 4" (102) REVEAL. THE PREFERRED CURBING FOR HIGH SPEED ROADWAYS (>45 MPH (72kph) IS 4" (102). HOWEVER, ON LOW SPEED ROADWAYS (<45 MPH (72kPH)) A 6" (152) CURBING MAY BE USED. ADJUST RAIL HEIGHT AS REQUIRED. 9. ANCHORAGE:

(A) AT EXISTING PARAPETS EACH W-BEAM TERMINAL CONNECTOR SHALL BE ANCHORED USING FOUR 7/8" x 12" (22 x 305) CHEMICALLY ANCHORED BOLTS WITH WASHERS OR AS DETAILED ON STRUCTURE SHEETS, MAXIMUM BOLT PROJECTION BEYOND THE NUT SHALL BE $\frac{1}{2}$ " (13). THE 12" (305) MINIMUM LENGTH OF CHEMICALLY ANCHORED BOLTS SHALL INCLUDE A MINIMUM EMBEDMENT DEPTH OF 10" (254) INTO SUITABLY REINFORCED CONCRETE OR AS RECOMMENDED BY THE MANUFACTURER OF BONDING MATERIAL. (B) FOR NEW PARAPETS OR BARRIERS, THE W-BEAM TERMINAL CONNECTORS SHALL BE ANCHORED AS DETAILED ON THE STRUCTURE SHEETS.

10. ADDITIONAL BLOCKOUTS WITH POSTS 1 THROUGH 6 SHOULD BE AVOIDED. 11. FOR SINGLE DIRECTION ROADWAY:

INSTALL W-BEAM TERMINAL CONNECTOR BETWEEN NESTED GUIDERAIL ELEMENTS. FOR DUAL DIRECTION ROADWAY FOR APPROACHING TRAFFIC: INSTALL W-BEAM TERMINAL CONNECTOR BETWEEN NESTED GUIDERAIL ELEMENTS. FOR TRAILING END:

INSTALL W-BEAM TERMINAL CONNECTOR OUTSIDE OF THE NESTED GUIDERAIL ELEMENTS.

12. MINIMUM RAIL HEIGHT FOR NEW CONSTRUCTION SHALL BE 29" (737) + 1" (25). PAY LIMIT MBR TYPE (R-B 350) PAY LIMIT R-B 350 BRIDGE ATTACHMENT-VERTICAL 6'-3'' 6'-3'' SHAPE PARAPET (1905)(1905) TOP OF DIRECTION - END CURB PAVEMENT OF TRAFFIC MOUNTING HEIGHT TRANSITION 12'-6" (3810) DETAIL D **HEIGHT TRANSITION** NEUTRAL AXIS - \oplus -/+-- \oplus 2'-6'' (86)(762) 30'' (762) 1' -10³/₄'' (578) 4" 4" $8\frac{1}{2}$ " $4\frac{1}{4}$ " $4\frac{1}{4}$ " (102)(102) (216) (108) (108) (51) 3¹/₂'' (89) $-\frac{3}{4}$ " x 2 $\frac{1}{2}$ "(19x64) POST BOLT SLOT OPTIONAL (83) 1"(25) DIA.-HOLES TYP. - ²⁹/₃₂ "x 3"(23x76) SLOTS TYP. **DETAIL C W-BEAM TERMINAL CONNECTOR CLASS B TYPE II** SEE NOTE 11 ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED. IDARD SHEFT ANDARD SHEET NO. **R-B 350 BRIDGE ATTACHMENT** HW-910_07 **VERTICAL SHAPE PARAPET**

- 1. POST PLACEMENT WITHIN THE LIMITS OF THE TRANSITION SHOULD BE ADJUSTED TO ACCOMMODATE THE INTRODUCTION
- OF THE BLOCKOUT WHILE MAINTAINING A SMOOTH RAIL LINE. 2. LATERAL PLACEMENT OF RAIL IN MEDIAN SHALL BE AS SHOWN ON THE PLANS.
- 3. CROSS SECTION GRADE IN MEDIAN THRU TRANSITION AREA SHALL NOT EXCEED 10:1. AVOID PLACEMENTF RAIL ON CROSS SLOPES STEEPER THAN 6:1. AJUST RAIL HEIGHT WHEN RAIL IS GREATER THAN 2'FROM EDGE OF ROAD.
- 4. PLACEMENT OF R-B 350 OR APPROPRIATE SYSTEMS ARE BASED ON DEFLECTION REQUIREMENTS FOR FIXED OBJECT. SEE STANDARD SHEET HW-910_04.

RA	FF	IC

MBR (TYPE MD-B 350) -

NDARD SHEET TITLE

1 50

TANDARD SHEET NO.:

ALL METRIC DEMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

16

HW-910_09b

MISCELLANEOUS				
GUIDERAIL TRANSITIONS				
SHEET 2				

REV. DATE

REVISION DESCRIPTION

Plotted Date: 9/13/2017

CONTECT/C	SUBMITTED BY:	NAME/DATE/TIME:	
STATE OF CONNECTICUT	Jus Filann	Leo Fontaine, P.E. 2017.09.13 11:42:32-04'00'	CTDOT
	APPROVED BY:	NAME/DATE/TIME:	STANDARD SP
DEPARTMENT OF TRANSPORTATION			
	Coffing W.)-	Gregory M. Dorosh, P.E.	OFFTCE OF ENGIN
Filename: HW-910_20.dgn Model: CT_Civil_2D_Sheet		2017.09.15 14.10.21-04 00	STILL OF LINGIN

GENERAL NOTES:

- 1. W6 x 9 POSTS MAY BE USED IN PLACE OF W6 x 8.5 POSTS.
- 2. W-BEAM GUIDERAIL SHALL USE CLASS A (12 GAUGE), TYPE II W-BEAM RAIL ELEMENTS.
- 3. SEVEN FOOT LONG STEEL POSTS (W6 X 8.5) ARE TO BE INSTALLED WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 4. ALL DIMENSIONS SUBJECT TO MANUFACTURING TOLERANCES

W-BEAM DELINEATOR INSTALLATION NOTES:

- 1. INSTALL W-BEAM DELINEATORS ON RAIL THAT IS PARALLEL TO AND NOT GREATER THAN 8' FROM THE EDGE OF THE ROADWAY. A MINIMUM OF THREE W-BEAM DELINEATORS SHALL BE INSTALLED ON ANY LENGTH OF GUIDERAIL.
- 2. THE SPACING OF W-BEAM DELINEATORS IS 50 FEET, INSTALLED AT RAIL SPLICE LOCATIONS. SPACING IS 25 FEET ON RADII LESS THAN 300 FEET.
- 3. NO W-BEAM DELINEATORS ARE PERMITTED WITHIN 75 FEET OF THE IMPACT HEAD OF ANY TANGENTIAL OR FLARED IMPACT ATTENUATION SYSTEM.
- 4. RETROREFLECTIVE SHEETING SHALL BE WHITE EXCEPT ON THE LEFT SIDE OF DIVIDED STREETS, HIGHWAYS, RAMPS, AND ONE WAY ROADS IN THE DIRECTION OF TRAVEL WHERE IT SHALL BE YELLOW.

W- BEAM RAIL ELEMENT - SPLICE BOLT W-BEAM DELINEATOR INSTALLATION

HEET	STANDARD SHEET TITLE:	W-BEAM	HARDWARE	STANDARD SHEET NO.: HW-910_20
EERING				

A SHEED	SUBMITTED BY:	NAME/DATE/TIME:	
STATE OF CONNECTICUT	Jui Enfance	Leo Fontaine, P.E. 2017.09.13 11:51:51-04'00'	
DEPARTMENT OF TRANSPORTATION	APPROVED BY:	NAME/DATE/TIME:	STANDARD SI
Filename: HW-910 23.dan Model: CT Civil 2D Sheet	(Gregory M. Dorosh, P.E. 2017.09.15 14:11:47-04'00'	OFFICE OF ENGIN

- 1. SEE SHEET HW-910_20 FOR HARDWARE AND W-BEAM DELINEATOR DETAILS.
- 2. W-BEAM DELINEATOR MAY BE INSTALLED AT POST BOLT CONNECTION TO MAINTAIN APPROPRIATE DELINEATOR SPACING.

DESIGN DEFLE	стіо	N –		_	- Af	REA	OF	CON	CERN
EDGE OF ROAD	Ţ	T	<u>, / ////</u> T + T		Ī	Ĭ	-		

POST SPACING	DESIGN DEFLECTION
STANDARD (6' - 3")	4' - 3"
HALF POST $(3' - 1\frac{1}{2}")$	2' - 8"
QUARTER POST $(1' - 6^3/4")$	1' - 10"

TABLE 1

METAL BEAM RAIL SPAN SECTION TYPE II

		THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES	NOT TO SCALE	STATE OF CONNECTICUT		APPROVED BY:	NAME/DATE/TIME: Leo Fontaine, P.E. 2017.09.13 11:52:25-04'00' NAME/DATE/TIME:	, CTDOT STANDARD SHEET						
REV. DATE	REVISION DESCRIPTION	Plotted Date: 9/13/2017							-	Filename: HW-910_24.dgn Model: CT_Civ	/il_2D_Sheet	(Amy u.)-(Gregory M. Dorosh, P.E. 2017.09.15 14:12:17-04'00'	OFFICE OF ENGINEERING

6' CRT POST

SECTION

METAL BEAM RAIL SPAN SECTION TYPE III

GENERAL NOTES:

- 1. THIS SYSTEM IS NOT FOR USE IN-CONJUNCTION WITH ANY CURB TYPE.
- 2. INSTALL SYSTEM TANGENTIALLY.
- 3. FINISHED GRADE TO BE WITHIN 2" FROM THE TOP OF THE HEADWALL.
- 4. LAP W-BEAM RAIL SECTIONS IN ACCORDANCE WITH HW-910_21.

CONTROL RELEASE TIMBER (CRT) POST

METAL BEAM RAIL SPAN SECTION **TYPES II AND III**

STANDARD SHEET NO.:

HW-910_24

REV. DATE

W-BEAM	TERMINAL

A BHE	ONNECTICO	SUBMITTED BY:	NAME/DATE/TIME:	
STATE OF CO		Jes Enfance	Leo Fontaine, P.E. 2017.09.13 11:53:23-04'00'	CTDOT
		APPROVED BY:	NAME/DATE/TIME:	STANDARD S
DEPARIMENT OF I	RANSPORTATION		Createry M. Derech, D.C.	
		(fung al.)-	Gregory M. Dorosh, P.E. 2017 09 15 14:13:21-04'00'	OFFICE OF ENGIN
Filename: HW-911_01 (8-1-17).dgn	Model: CT_Civil_2D_Sheet		2017.03.13 14.13.21-04-00	Office of Englin

22

		SUBMITTED BY:	NAME/DATE/TIME:	СТРО
LE	DEPARTMENT OF TRANSPORTATION	APPROVED BY:	NAME/DATE/TIME:	STANDARD
	Filename: CTDOT HICHWAY STD [1-22-10 1 dap Model: 328 - HW-1800 01			OFFICE OF EN

	CONVERTICE.	SUBMITTED BY:	NAME/DATE/TIME:		STANDARD SHEET TITLE:	STANDARD SHEET NO .:
ALE .	STATE OF CONNECTICUT OF DEPARTMENT OF TRANSPORTATION	APPROVED BY: NAME/DATE/TIME:		CTDOT STANDARD SHEET	TYPICAL GRADING PLAN FOR W-BEAM GUIDERAIL TURN-DOWN END ANCHOR	HW-911_04
				OFFICE OF ENGINEERING		
	Filename: CTDOT_HIGHWAY_STD_JUNE2011.dgn Model: 63 - HW-911_04					1

1. THE PLACEMENT OF THE FACE OF GUIDERAIL SHALL BE AS FOLLOWS:

WITHOUT CURBING: FACE OF GUIDERAIL MAY BE PLACED BEYOND THE EDGE OF SHOULDER. REFER TO GUIDERAIL STANDARD SHEETS FOR CRITERIA OF RAIL PLACEMENT ON SLOPES AND DESIGN DEFLECTION DISTANCES.

WITH CURBING: FACE OF GUIDERAIL MUST BE PLACED FLUSH WITH FACE OF CURBING.

- 2. LEADING END TURN-DOWN END ANCHOR MUST BE INSTALLED OUTSIDE DESIGN CLEAR ZONE. FOR TRAILING END TURN-DOWN END ANCHORS ON DUAL DIRECTION ROADWAYS, THIS DISTANCE IS MEASURED FROM THE CENTER LINE. CLEAR ZONE VARIES. SEE PLANS.
- 3. FLARE RATE VARIES BASED ON DESIGN SPEED OF ROAD. SEE PLANS.
- 4. TURN-DOWN END ANCHOR OFFSET DISTANCE MAY VARY BASED ON ANCHOR TYPE INSTALLED. SEE HW-911_01 AND PLANS.

END ANCHORAGE WIT FROM LINE OF RAIL DTE 4)	ΓH (
· · · · · · · · · · · · · · · · · · ·	
ELWAY	

ALL METRIC DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE NOTED.

NOL	S			5			
10 00 00 00 00 00 00 00 00 00	FTR P3555 38" NORTH 2.0' 11+00 +81.62 510.1135	5 40-2 H <u>35"E</u> <u>13+00</u> <u>39' SOUTH CURTIS STREET</u>	FTR P665 48" NORT 554 554 554 554 554 554 554 554 554 55	100 100 </th <th>YR FLOOD LINE</th> <th>LIMIT OF CONSTRUCTION N 747879.795 E 986384.373</th> <th></th>	YR FLOOD LINE	LIMIT OF CONSTRUCTION N 747879.795 E 986384.373	
		SOUTH	CURTIS STREET				
Meriden Guardrail Project Marino Limauro - TS ONE Frontier Communications • POLE TO BE RELOCATED BY FRON	TIER	JIA. IUT			<u>RESTORATION NOTE:</u> 1) ALL DISTURBED ARE AGGREGATE SHALL REG 2) CONTRACTOR TO FU ESTABLISHMENT FROM CONTROL SYSTEM FILT <u>S</u>	AS THAT ARE NOT RESTORED WITH PROCESS CEIVE TURF ESTABLISHMENT. RNISH AND PLACE TOPSOIL AND PROVIDE TURF FACE OF CURB/ROAD EDGE TO SEDIMENTATION ER FABRIC FENCE SYSTEM. UGGESTED GRADING: SEE DETAIL	
					GUIDERAIL NOTES: 1) CONTRACTOR TO FO CONNECTICUT DEPAR 2) CONTRACTOR TO C PRIOR TO ALL EXCAVA 3) CONTRACTOR TO C DRAINAGE PIPE OR OT 4) CONTRACTOR TO C THE ASSOCIATED UTI 5) CONTRACTOR SHAL	OLLOW ALL GRADING REQUIREMENTS AND LIMITS PE TMENT OF TRANSPORTATION'S STANDARD DETAILS. ONTACT CONNECTICUT CALL BEFORE YOU DIG 1-800 ATION AND INSTALLATION OF GUIDERAIL. ONFIRM THE INSTALLATION OF GUIDERAIL SHALL N THER UTILITIES. OORDINATE ALL UTILITY CONFLICTS AND RELOCATION LITY OWNER(S). LL REMOVE ALL TREES WITHIN THE GUIDERAIL DEFLE	ER)-922-4455 IOT DAMAGE ONS WITH ECTION ZONE.
				DEFLECTION ZONE: POST SPACING DEFLECTION STANDARD (6-3") 4'-3" HALF POST (3'-1 1/2") 2'-8" QUARTER POST (1'-10") 1'-10"	ROADWAY F1)POSTED2)2013 AD3)FUNCTIO4)CLEAR ZO	NOTES: SPEED LIMIT: 30 MPH T: 2600 ONAL CLASSIFICATION: URBAN COLLEC ONE: NEG SHELF 1:6 OR FLATTER: 12F1	CTOR T
					THE UNDERGROUND UTIL FEATURES, MAPS AND F INFORMATION. THE ENGIN SHOWN COMPRISE ALL S THE ENGINEER FURTHER IN THE EXACT LOCATION AS ACCURATELY AS PO PHYSICALLY LOCATED TO * UTILITY POLE OFFS	ITIES DEPICTED HEREON ARE BASED ON FIELD LOCATION PLANS OF RECORD, UTILITY MAPPING OR OTHER SOURCES NEER MAKES NO GUARANTEE THAT THE UNDERGROUND U SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABA DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES N INDICATED ALTHOUGH HE DOES DECLARE THAT THEY AN SSIBLE FROM INFORMATION AVAILABLE. THE ENGINEER H HE UNDERGROUND UTILITIES.	OF VISIBLE 5 OF ITILITIES INDONED. 5 SHOWN ARE RE DEPICTED IAS NOT
						FINAL REVIEW	
	DESIGNER/DRAFTER: JAG/SAL CHECKED BY: MEG SCALE IN FEET 0 40 80 SCALE 1"-40'		ANS\2020-01-21 -	GUIDERAIL U SOUTH CURTIS	PGRADE STREET	TOWN: CITY OF MERIDEN DRAWING TITLE: GUIDERAIL UPGRADE PLAN	PROJECT NO. 79-243 DRAWING NO. B-1 SHEET NO. 26

		SWET 2360 SWET 2360 SWET 2360 C WATER TR P2380S 352 B" SOUTH TR P	
STA. 20+00 RT TO 29+50 F	RT REST 1) AL AGGR 2) CC	ORATION NOTE: L DISTURBED AREAS THAT ARE NOT RESTORED WITH PROCESS REGATE SHALL RECEIVE TURF ESTABLISHMENT. INTRACTOR TO FURNISH AND PLACE TOPSOIL AND PROVIDE TURF	
Meriden Guardrail Project Marino Limauro - TS ONE Frontier Communications	ESTA CONT	BLISHMENT FROM FACE OF CURB/ROAD EDGE TO SEDIMENTATION ROL SYSTEM FILTER FABRIC FENCE SYSTEM. SUGGESTED GRADING: SEE DETAIL	
POLE TO BE RELOCATED BY FRONTIER	GUIDE 1) CON CONNI 2) CON PRIOR 3) CON DRAIN 4) CON ASSOC 5) CON	RAIL NOTES: ITRACTOR TO FOLLOW ALL GRADING REQUIREMENTS AND LIMITS PER ECTICUT DEPARTMENT OF TRANSPORTATION'S STANDARD DETAILS. ITRACTOR TO CONTACT CONNECTICUT CALL BEFORE YOU DIG 1-800-9 TO ALL EXCAVATION AND INSTALLATION OF GUIDERAIL. ITRACTOR TO CONFIRM THE INSTALLATION OF GUIDERAIL SHALL NOT AGE PIPE OR OTHER UTILITIES. ITRACTOR TO COORDINATE ALL UTILITY CONFLICTS AND RELOCATION CIATED UTILITY OWNER(S). ITRACTOR SHALL REMOVE ALL TREES WITHIN THE GUIDERAIL DEFLEC	922-4455 T DAMAGE NS WITH THE CTION ZONE.
	DEFLECTION ZONE: RO POST SPACING DEFLECTION 1) STANDARD (6-3") 4'-3" 2) HALF POST (3'-1 1/2") 2'-8" 3) QUARTER POST (1'-10") 1'-10" 4)	ADWAY NOTES: POSTED SPEED LIMIT: 25 MPH 2013 ADT: 550 FUNCTIONAL CLASSIFICATION: URBAN COLLECT CLEAR ZONE: NEG SHELF 1:6 OR FLATTER: 7FT	ſOR
	UNDER THE U FEATU THE E SUCH NOT ALTHO INFOR UTILIT	REGROUND UTILITY NOTE NDERGROUND UTILITIES DEPICTED HEREON ARE BASED ON FIELD LOCATION O IRES, MAPS AND PLANS OF RECORD, UTILITY MAPPING OR OTHER SOURCES NGINEER MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOO DUGH HE DOES DECLARE THAT THEY ARE DEPICTED AS ACCURATELY AS POS MATION AVAILABLE. THE ENGINEER HAS NOT PHYSICALLY LOCATED THE UN VES.	OF VISIBLE OF INFORMATION. COMPRISE ALL R FURTHER DOES CATION INDICATED SSIBLE FROM IDERGROUND
		FINAL DESIGN REVIEW	
DESIGNER/DRAFTER: JAG/SAL CHECKED BY: SIGNATURE/ BLOCK:	PROJECT TITLE:		PROJECT NO. 79-243
SCALE IN FEET	THORPE AVENU		- B-2

L		SIGNATURE/ BLOCK:	PROJECT TITLE:
T			PF
80 0'	Filename: 1:\DWG\P2017\0572\410\ CORRESPONDENCE\SENT\UTU ITY PLANS\2020-01-21 -		

