GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE GOVERNED BY THE ROAD DESIGN MANUAL, ROAD AND BRIDGE STANDARDS ISSUED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT), AND THE CITY OF ALEXANDRIA DESIGN AND CONSTRUCTION STANDARDS.

2. BASE MAPPING WAS PREPARED FROM GIS DATA PROVIDED BY THE CITY OF ALEXANDRIA. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO ORDERING MATERIALS FOR CONSTRUCTION. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, ANY DISCREPANCIES SHALL BE REPORTED TO THE CITY ENGINEER PRIOR TO BEGINNING WORK. PROPOSED PAVEMENT MARKINGS AND SIGNS MAY BE ADJUSTED AS DIRECTED BY THE CITY ENGINEER.

3. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS INFILL PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

4. THE CONTRACTOR SHALL TAKE REASONABLE PRECAUTION TO PROTECT ALL WALKS, GRADING, SIDEWALKS AND FEATURES OUTSIDE THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE CITY ENGINEER ANY OTHER DAMAGE SO CAUSED.

5. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR WORK TO BE PERFORMED WITHIN THE CITY OF ALEXANDRIA RIGHT OF WAY.

SIGNING AND PAVEMENT MARKINGS

6. ALL PAVEMENT MARKINGS AND SIGN WORK SHALL MEET ALL APPLICABLE VDOT, AND CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS, AND 2009 MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) REQUIREMENTS.

7. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.

8. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE EMASculated.

9. PARKING ZONE PAVEMENT MARKINGS: 4" SOLID WHITE TRANSVERSE PARKING LINES SHALL MATCH PARKING REGULATION SIGNS, WHERE PRESENT. IF NO SIGNS ARE PRESENT, LINES SHALL BE LOCATED ACCORDING TO CITY OF ALEXANDRIA PARKING REGULATIONS, OR AS DIRECTED BY THE CITY ENGINEER.

10. DRIVEWAYS – NOT ALL DRIVEWAYS HAVE BEEN LOCATED FOR THIS PAVEMENT MARKINGS PLAN. FIELD VERIFY DRIVEWAY LOCATIONS BEFORE APPLYING PAVEMENT MARKINGS.


12. PROPOSED SIGNS SHALL BE INSTALLED SO THAT NO PORTION OF THE SIGN PANEL OVERHANGS ADJACENT ROADWAY PAVEMENT. IE. SHALL NOT EXTEND BEYOND FACE OF CURB.

13. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND ANY ADJACENT FACE OF CURB. IF LOCATED IN OR ADJACENT TO SIDEWALKS, A 32" MINIMUM CLEAN AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS SHALL BE MAINTAINED. A 3' CLEAR WIDTH SHALL BE MAINTAINED ALONG ALL SIDEWALKS.

14. PROPOSED SIGNS AT NEW LOCATIONS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY EXISTING SIGNS OR SIGNALS.

15. PROPOSED SIGNS AND POSTS SHALL BE CLEAR OF EXISTING FIRE HYDRANTS, SURFACE UTILITY, AND OVERHEAD UTILITY EQUIPMENT A MINIMUM OF 10 FEET.

16. FOR NEW POST INSTALLATION, THE CONTRACTOR SHALL VERIFY THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES.

17. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL OR UTILITY POLES SHALL BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES SHALL NOT BE DRILLED DIRECTLY. THE CONTRACTOR SHALL SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE CITY ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.

18. IF SIGN INSTALLATION IS SHOWN ON A POLE THAT IS NOT OWNED BY THE CITY, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER (UTILITY COMPANY OR PROPERTY OWNER). THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED PERMISSION.

19. ALL SIGN LOCATIONS SHOWN ON THE PLANS ARE SCHEMATIC AND MAY NOT REFLECT ACTUAL FIELD LOCATIONS. THE CONTRACTOR SHALL VERIFY EACH LOCATION PRIOR TO INSTALLING A SIGN. IF AT ANY POINT THE CONTRACTOR FINDS A CONFLICT, THE CONTRACTOR SHALL CONTACT THE CITY ENGINEER PRIOR TO INSTALLING THE PROPOSED SIGN. PROPOSED SIGN LOCATIONS CAN BE ADJUSTED AS APPROVED BY THE CITY ENGINEER.

MAINTENANCE OF TRAFFIC

20. MUTCD, VDOT AND CITY OF ALEXANDRIA STANDARD DETAILS AND PROCEDURES FOR MAINTENANCE OF TRAFFIC SHALL BE USED FOR INSTALLATION PROPOSED WORK.

21. ALL EXISTING RESIDENTIAL AND COMMERCIAL DRIVEWAYS AND PUBLIC ALLEY ENTRANCES SHALL REMAIN OPEN AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

22. FOR LOCATIONS WHERE THE WORK WILL BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRIERS, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR SHORT-TERM STATIONARY WORK AND MOBILE WORK.

23. TEMPORARY "MOBILE" LANE CLOSURES UTILIZING VEHICLES WITH WARNING LIGHTS AND SIGNS PER MUTCD WILL BE ALLOWED FOR LANE PROGRAMS WHERE THE WORK WILL BE COMPLETE WITHIN ONE WORKING DAY. FOR LOCATIONS WHERE THE WORK WILL NOT BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRIERS, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR INTERMEDIATE-TERM STATIONARY WORK.

24. THE SIDEWALKS AND CROSSWALKS MUST REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

25. SIGNS SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF WORK AND REMOVED IMMEDIATELY AFTER COMPLETION OF ACTIVITIES.

26. FULL VIEW OF ADVANCE WARNING SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE.

27. THE CONTRACTOR SHALL OBTAIN THE NECESSARY PERMIT FOR WEEKEND AND NIGHT-TIME WORK.

28. ALL AFFECTED TRAVEL LANES SHALL MAINTAIN A 10-FOOT MINIMUM WIDTH UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
DEMOIATION NOTES

1. THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS AND AS DIRECTED BY CITY INSPECTOR.

2. INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.

3. DEMOLITION DETAILS AND NOTES ARE INTENDED TO DEPICT GENERAL DEMOLITION AND UTILITY WORK AND ARE NOT INTENDED TO IDENTIFY EACH ELEMENT OF DEMOLITION OR RELOCATION. CONTRACTOR SHALL COORDINATE WITH THE CITY OF ALEXANDRIA AND APPROPRIATE UTILITY COMPANIES PRIOR TO WORK.

11. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING CONCRETE CURBS, POSTS, SIGNS, AND OTHER ELEMENTS TO REMAIN DURING DEMOLITION, ANY DAMAGE TO PROPERTY CAUSED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

12. ALL MATERIALS REMOVED UNDER CLEANING/DEMOLITION WORK, NOT TO BE RELOCATED OR TO BE TURNED OVER TO THE CITY, SHALL BE REMOVED AS DIRECTED BY THE CITY AND THE CONTRACTOR SHALL LEGALLY DISPOSE OF ALL DEBRIS FROM THE SITE.

13. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACES.

14. THE CONTRACTOR SHALL NOTIFY THE CITY OF ALEXANDRIA AND THE CITY OF ALEXANDRIA 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION OPERATIONS. CERTAIN UTILITIES WITHIN THE VICINITY OF THIS PROJECT AREA ARE SHOWN ON THE PLANS. THE UTILITIES SHOWN ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATELY LOCATED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND LIGHTING SYSTEMS BEFORE PROCEEDING WITH WORK.

15. ASPHALT OR CONCRETE TO BE REMOVED SHALL BE SAW CUT AND CAREFULLY REMOVED TO AVOID DAMAGE TO EXISTING PAVEMENT TO BE REMOVED. ASPHALT SHALL BE REMOVED ONLY WHEN WORK IS TO PROCEED IMMEDIATELY TO AVOID SLOUGHING OF THE ADJACENT PAVEMENT BASE MATERIAL.

16. WHERE NEW CONCRETE CURB IS CALLED OUT, CONTRACTOR SHALL PROVIDE A SMOOTH AND UNIFORM EDGE AND CAUSE MINIMAL DISTURBANCE TO EXISTING ASPHALT TO REMAIN.

DETAIL OF PAVEMENT MARKINGS (IF SHOWN)

ROADWAY

1. APPROACH LANE LINES TO A SIGNALIZED INTERSECTION.
   a. FOUR INCH WIDE, SOLID WHITE LINES. BEGIN AT STOP LINE AND CONTINUE FOR NINETY FEET UNLESS OTHERWISE NOTED.

2. BROKEN LINES
   a. FOUR INCHES WIDE, TEN FEET LONG, SKIP SPACES THIRTY FEET LONG. THE LAST DASH LINE OF EACH BLOCK WILL VARY IN LENGTH, IF IT IS SHORTER THAN TEN FEET, CONNECT TO NEXT TO LAST DASH LINE.
   b. DASH LINES START ONE FOOT BEFORE CROWDWALK BACK EDGE LINE.

3. DASHED LINES
   a. SINGLE DASHED WHITE LINE. FOUR INCHES WIDE, TWO FEET LONG SOLID WHITE; SKIP SPACES FOUR FEET LONG.
   b. DOUBLE YELLOW LINE. FOUR INCHES WIDE, LOCATED FOUR INCHES APART; SKIP SPACES, FOUR FEET LONG.

4. ARROW OR TEXT MARKINGS
   a. SPACED THIRTY-TWO FEET APART, UNLESS OTHERWISE NOTED. SPACED FIFTEEN FEET FROM CROWDWALK.

BKE LANES

1. ADJACENT TO PARKING LANE - SOLID WHITE LINE, 4 INCHES WIDE UNLESS OTHERWISE NOTED.

2. ADJACENT TO TRAVEL LANE - SOLID WHITE LINE, 8 INCHES WIDE UNLESS OTHERWISE NOTED.

STOP LINES

1. ONE FOOT WIDE (UNLESS OTHERWISE NOTED), LOCATED FIVE FEET BEFORE CROWDWALK.

CROWDWALKS

2. PEDESTRIAN CROWDWALK - TEN FEET WIDE, UNLESS OTHERWISE NOTED.
   a. EDGE LINES ONLY 1 (1") - SOLID WHITE LINES, SIX INCHES WIDE.
   b. STRIPED CROWDWALK - HIGH VISIBILITY CROWDWALKS (HVCRW) - ONE FOOT WIDE WHITE STRIPES WITH THREE FOOT WIDE SPACING AND NO EDGE LINES. MAKE STRIPES 4" TO CURB LINE OF STREET.
   c. HIGH VISIBILITY SCHOOL ZONE CROWDWALKS (HVSCW) - TWO FOOT WIDE WHITE STRIPES WITH TWO FOOT WIDE SPACING, MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
   d. ALL HANDICAP RAMPS MUST BE LOCATED WITHIN A CROWDWALK, INCLUDING SIDE FLARES OF RAMPS. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROWDWALK IF CROWDWALK WIDTH IS GREATER THAN FIFTEEN FEET. MAXIMUM WIDTH OF CROWDWALK IS TWENTY FEET.

PARKING STALLS

1. SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.

NO PARKING ZONES/BUFFER

1. OUTSIDE BUFFER/PARKING AISLE EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, UNLESS OTHERWISE NOTED.

2. INNER BUFFER EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.

3. DIAGONAL OR CHEVRON BUFFER - SINGLE SOLID WHITE LINE, SIX INCHES WIDE, FORTY-FIVE DEGREE ANGLE, FIVE FOOT ON CENTER SPACING, UNLESS OTHERWISE NOTED.

4. PARKING RESTRICTED 10 FEET FROM CENTER OF FIRE HYDRANTS IN BOTH LONGITUDINAL DIRECTIONS.

REPAIRING

1. REPAIRS OF CORRIDORS WITHIN THIS PLAN SET ARE ASSUMED TO BE REPAIRED TO THE EXTENT OF THE POINT OF CURVATURE OF THE CROSS STREET. IF PROPOSED MARKINGS DO NOT MEET THE LIMITS OF REPAIRING, CONTRACTOR TO EXTEND PROPOSED MARKING TO MATCH THE EXISTING MARKINGS TIE-IN POINT.
SHARED LANE SYMBOL PLACEMENT NOTES:

IN LOCATIONS WITH ON-STREET PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE A MINIMUM OF 11 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IN LOCATIONS WITHOUT PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE 4 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IF LOCATED IN A TURN LANE, SHARED LANE MARKING SYMBOLS SHALL BE CENTERED IN THE LANE UNLESS OTHERWISE NOTED ON THE PLAN SHEETS.

DO NOT PLACE SYMBOLS ON LANE LINES.

SEE PLAN SHEETS FOR SYMBOL LOCATIONS.

NOTES:

1. LATERAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO EXISTING OR PROPOSED PAVEMENT MARKING CROSSWALK OR STOP LINES, CURB RADIUS PCS AND PFTS, OR PERPENDICULAR FACES OF CURB AS SHOWN IN THE DRAWINGS.

NEIGHBORHOOD BIKEWAYS SYMBOL PLACEMENT

TYPICAL LONGITUDINAL STRIPING DIMENSIONS MEASURE TO POINTS

TYPICAL LATERAL STRIPING DIMENSIONS MEASURE TO POINTS

THÉMÖPLASTIC PAVEMENT MARKING, VDOT TYPE B, CLASS 1: CHEVRON SYMBOL - SEE DETAIL ABOVE

THERMOPLASTIC PAVEMENT MARKING, VDOT TYPE B, CLASS 1: CYCLIST SYMBOL - SEE DETAIL ABOVE

REFER TO MUTCD/STANDARD HIGHWAY SIGN BOOK R15-8 FOR ARROW

REFER TO MUTCD/STANDARD HIGHWAY SIGN BOOK R15-8 FOR TEXT - INCREASE TEXT HEIGHT BY 1.5 SCALE OF SHS SIZE AS SHOWN.
NOTES:
1. The intersections herein shall be provided by truncated cones.
2. Inlet boxes shall be placed 1 ft. from the edge of the curb.
3. The inlet boxes shall be provided with a curb cut at the sidewalk.
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Erosion and Sediment Control Plan: Route 1

General Erosion and Sediment Control Notes:

1. All erosion and sediment control measures shall be coordinated and maintained according to the
   minimum standards for erosion and sediment control as stated in the current edition of the
   Ministry of Natural Resources, Ontario, and the current edition of the Canadian Highway
   Construction Specifications, Ontario, and the minimum standards for erosion and sediment
   control as stated in the current edition of the American Society of Civil Engineers,
   Hydraulic Engineering Practice.

2. The contractor is responsible for preparing the detailed erosion and sediment control measures to
   the satisfaction of the city and the owner.

3. Measures and practices for all temporary erosion and sediment controls are horizontal to site
   requirements except those stated within the specification.

4. All erosion zones are to remain and be protected from construction activities unless otherwise
   specified in these plans.

5. All erosion and sediment control plans must be approved by the Director of Transportation and
   Environmental Services prior to any land disturbing activity greater than 2,000 square feet.

6. A "Contractor's Logbook" shall be maintained in a log book or system that is used by the
   contractor or contractors for all land disturbing activity greater than 2,000 square feet.

7. The department of transportation and environmental services, construction management and
   environmental services shall monitor the effectiveness of the erosion and sediment control measures
   before the completion of the project and before the project is declared complete.

8. All erosion and sediment control measures shall be constructed at a first step in any land
   disturbing activity and shall be maintained and protected until the land disturbance is completed.

9. All erosion and sediment control measures shall be maintained at all times.

10. A copy of the approved erosion and sediment control plan shall be maintained on the site at all
    times.

11. Prior to commencing any land disturbing activities in areas other than those indicated in the
    erosion and sediment control plan, the contractor shall submit a detailed erosion and sediment
    control plan to the City for review and approval.

12. The intent of the city is to be met by maintaining a minimum of temporary erosion control
    measures for any land disturbing activity greater than 2,000 square feet.

13. Prior to commencing any land disturbing activities in areas other than those indicated in the
    erosion and sediment control plan, the contractor shall submit a detailed erosion and sediment
    control plan to the City for review and approval.

14. All temporary erosion and sediment control measures to be maintained during site development
    until completion of permanent erosion and sediment control measures.

15. The contractor shall be responsible for ensuring that all erosion and sediment control measures
    remain in a safe condition and that the effectiveness of the erosion and sediment control measures
    shall be maintained.

16. The contractor is responsible for maintaining a minimum of temporary erosion control measures
    at all times.

17. The contractor shall be responsible for ensuring that all erosion and sediment control measures
    remain in a safe condition and that the effectiveness of the erosion and sediment control measures
    shall be maintained.

18. All temporary erosion and sediment control measures shall be maintained in a safe condition
    and that the effectiveness of the erosion and sediment control measures shall be maintained.

19. Dust control shall be accompanied by temporary traffic control and by coordination as
    necessary.

20. Construction to be completed by temporary traffic control and by coordination as necessary.

Sequence of Construction for Installation:

1. Install temporary erosion and sediment control measures as shown on this plan.

2. Install dust control at existing storm drain outlets as necessary and as shown in this plan.

3. Install temporary erosion and sediment control measures as necessary and as directed by the
   Director of Environmental Services.

4. Complete construction and construction activities in accordance with the plans.

5. Closeout of all erosion and sediment control measures is subject to final inspection by the
   Director of Transportation and Environmental Services.

6. Construction to be completed by temporary traffic control and by coordination as necessary.

7. Construction to be coordinated with the design and environmental services.

8. Construction to be completed by temporary traffic control and by coordination as necessary.

9. Construction to be completed by temporary traffic control and by coordination as necessary.

10. Construction to be completed by temporary traffic control and by coordination as necessary.

11. Construction to be completed by temporary traffic control and by coordination as necessary.

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18. Construction to be completed by temporary traffic control and by coordination as necessary.

19. Construction to be completed by temporary traffic control and by coordination as necessary.

20. Construction to be completed by temporary traffic control and by coordination as necessary.
### SUMMARY OF QUANTITIES

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PREPARED: SK  CHECKED: MIM  DATE: JUNE 5, 2014  REV: 1  SHEET no. 12  SHEET no. 21  PROJECT no. 05.10  DRAWING NUMBER Q-1