

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
101	MOBILIZATION	L.S.	1
102	CLEARING AND GRUBBING	S.Y.	3000
103	UNCLASSIFIED EXCAVATION	C.Y.	1000
104	BORROW	C.Y.	500
105	REMOVE EXISTING ASPHALT PAVEMENT	S.Y.	150
106	REMOVE EXISTING ASPHALT PAVEMENT (4" DEPTH) BY MILLING	S.Y.	30
107	INSTALL NEW 4" ASPHALT PAVEMENT	S.Y.	170
108	SAWCUT EXISTING PAVEMENT (FULL DEPTH)	L.F.	122
109	SAWCUT EXISTING PAVEMENT (4" DEPTH)	L.F.	122
110	CONCRETE STREET HEADER AT RAILROAD	L.F.	122
111	8" REINFORCED CONCRETE PAVEMENT (EARLY HIGH-STRENGTH, MIN. 3600 PSI)	S.Y.	150
112	3" DIAMETER GALVANIZED CONDUIT	L.F.	15
113	SHIFT EXISTING RAILROAD TRACKAGE INCLUDING ALL RAILROAD APPURTENANCES	L.F.	1769
114	CONSTRUCT NEW 11525 WELDED TRACKAGE COMPLETE	L.F.	131
115	RESERVED		
116	RUBBER GRADE CROSSING (OMNI FULL-DEPTH HEAVY DUTY OR APPROVED EQUAL)	L.S.	1
117	RESERVED		
118	RAILROAD FLAGMAN	DAY	50
119	4" PERFORATED PVC UNDERDRAIN	L.F.	132
120	4" NON-PERFORATED PVC UNDERDRAIN W/FITTINGS	L.F.	31
121	2'-0" WIDE PETRO-MAT FABRIC (OR APPROVED EQUAL)	L.F.	122
122	PLACE TEMPORARY TYPE "D" COLD MIX LIMESTONE ROCK ASPHALT PAVEMENT (CLASS A)	C.Y.	20
123	BITUMINOUS BASE	S.Y.	65
124	TYPE I C-4 BUTTONS	EA.	300
125	TYPE C-4 BUTTONS	EA.	1205
126	TYPE II AA-4 BUTTONS	EA.	430
127	TYPE A-4 BUTTONS	EA.	1300
128	STOP BAR	L.F.	150
129	ELONGATED ARROWS	EA.	5

BUTTON AND PAVEMENT MARKING NOTES

- CONTRACTOR SHALL INSTALL NEW BUTTONS IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEETS 2A AND 2B AT THE FOLLOWING LOCATIONS:
 - A) ADDISON ROAD FROM THE RAILROAD IMPROVEMENTS CONTAINED HEREIN TO AIRPORT PARKWAY;
 - B) FROM ADDISON ROAD WESTBOUND ON AIRPORT PARKWAY A DISTANCE OF 180 FEET;
 - C) FROM ADDISON ROAD WESTBOUND ON LINDBERG DRIVE A DISTANCE OF 1400 FEET;
- CONTRACTOR SHALL INSTALL PAVEMENT MARKINGS AS DIRECTED BY THE TOWN OF ADDISON. THESE MARKINGS SHALL BE INSTALLED WITH THE BUTTON LIMITS DESCRIBED IN NOTE 1.

SUGGESTED CONSTRUCTION SEQUENCING

UNLESS OTHERWISE APPROVED BY THE TOWN OF ADDISON, THE CONTRACTOR SHALL EXECUTE THE WORK IN ACCORDANCE WITH THE FOLLOWING SEQUENCING:

- PHASE 1
 BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 P.M. SUNDAY ON WEEKEND 1, THE CONTRACTOR SHALL CLOSE ADDISON ROAD AND REMOVE EXISTING RAILROAD TRACKAGE AND APPURTENANCES FROM STATION -0+97± TRACK 1 TO EXISTING TURNOUT T-5 AND INSTALL NEW WELDED TRACK WITH RUBBERIZED CROSSING. FILL REMAINING VOID AREA ON WEST SIDE OF ADDISON ROAD BETWEEN EXISTING PAVEMENT EDGE AND NEW CROSSING BALLAST WITH TEMPORARY COLD MIX ASPHALT (NO SEPARATE PAY).
- PHASE 2
 BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 P.M. SUNDAY ON WEEKEND 2, THE CONTRACTOR SHALL REMOVE ALL REMAINING AFFECTED TRACKAGE ON TRACK 1 AND INSTALL TURNOUT T-4 AND T-5.
- PHASE 3
 BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 P.M. SUNDAY ON WEEKEND 3, THE CONTRACTOR SHALL CLOSE ADDISON ROAD AND INSTALL NEW ADDISON ROAD PAVEMENT ON THE NORTH SIDE OF TRACK 1.
- PHASE 4
 BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 P.M. SUNDAY ON WEEKEND 4, THE CONTRACTOR SHALL CLOSE ADDISON ROAD AND INSTALL NEW ADDISON ROAD PAVEMENT ON THE SOUTH SIDE OF TRACK 1.
- PHASE 5
 THE CONTRACTOR SHALL COMPLETE ALL REMAINING TRACK RELOCATION WORK AND COMPLETE PROJECT CLEANUP.

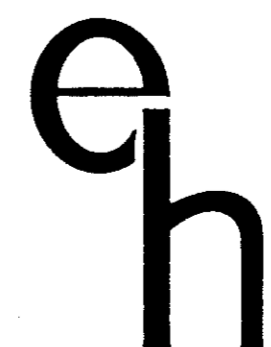
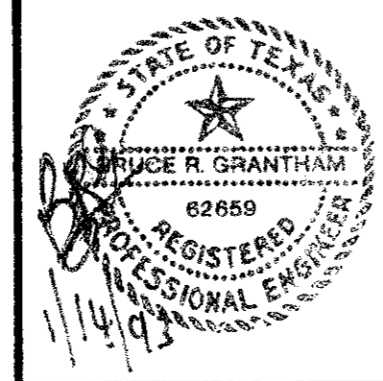
- GENERAL SEQUENCING
- THE MAIN TRACK (TRACK 1) SHALL REMAIN OPEN AT ALL TIMES EXCEPT AS NOTED BETWEEN THE HOURS OF 9:00 P.M. FRIDAY AND 6:00 P.M. SUNDAY ON WEEKENDS 1 THROUGH 4. NO TRAINS OPERATE ON THIS TRACK DURING THESE HOURS.
 - THE CONTRACTOR MAY PERFORM THE WORK OUTLINED IN PHASES 1 THROUGH 4 SIMULTANEOUSLY, PROVIDED THE TIME RESTRICTIONS OF NOTE 1 ARE MET.
 - THE WORK OUTLINED IN PHASE 5 SHOULD PROCEED ON AN ONGOING BASIS IN ACCORDANCE WITH THE RAILROAD TRAIN SCHEDULE AFTER THE WORK IN PHASE 1 IS COMPLETED. CONTRACTOR SHALL COORDINATE WITH THE RAILROAD ON ITS TRAIN SCHEDULE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUBLIC SAFETY DURING CONSTRUCTION AND WILL PROVIDE NECESSARY TRAFFIC BARRICADES, WARNING SIGNAGE AND TEMPORARY PAVEMENT MARKINGS TO PROTECT THE CONSTRUCTION SITE. CONSTRUCTION BARRICADES, SIGNAGE AND MARKINGS SHALL BE IN CONFORMANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. IN AREAS WHERE LONG TERM NIGHTTIME BARRICADES ARE USED, BARRICADES SHOULD INCLUDE HIGH INTENSITY REFLECTIVE SHEETING (NO SEPARATE PAY ITEM).
 - THE CONTRACTOR SHALL CONTACT THE RAILROAD TO COORDINATE THE SIGNAL RELOCATION WORK WHICH THE RAILROAD WILL PERFORM AND DRILL HOLES AND CUT RAIL AS REQUIRED BY THE RAILROAD (NO SEPARATE PAY ITEM).

GENERAL NOTES

- ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCG) SPECIFICATIONS AND TOWN OF ADDISON STANDARDS AND SPECIFICATIONS, EXCEPT AS NOTED.
- ALL RAILROAD CONSTRUCTION SHALL CONFORM TO THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SPECIFICATIONS FOR CONSTRUCTION OF INDUSTRY TRACK SYSTEM.
- ALL LOCATIONS OF UNDERGROUND UTILITY LINES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL NOTIFY ALL APPLICABLE UTILITY COMPANIES 48 HOURS PRIOR TO CONSTRUCTION SO THAT UNDERGROUND LINES CAN BE MARKED.
- VERIFY LOCATIONS OF UNDERGROUND ELECTRIC, GAS, PETROLEUM, TELEPHONE FACILITIES AND RAILROAD SIGNAL CABLES PRIOR TO BEGINNING EXCAVATION. IF NECESSARY, DIG TEST DITCHES TO DETERMINE ACTUAL FIELD CONDITIONS. SEE PLAN VIEW FOR WARNING NOTES AND TELEPHONE NUMBERS.
- THE CONTRACTOR SHALL NOT PLACE FILL OR WASTE MATERIAL ON ANY PRIVATE PROPERTY WITHOUT A PRIOR WRITTEN AGREEMENT WITH THE PROPERTY OWNER. IF THE CONTRACTOR PLACES EXCESS MATERIAL IN AREAS WITHOUT WRITTEN PERMISSION, HE WILL BE RESPONSIBLE FOR ALL DAMAGE RESULTING FROM SUCH FILL AND HE SHALL REMOVE THE MATERIAL AT HIS OWN EXPENSE.
- NO TREES SHALL BE CUT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUBLIC SAFETY DURING CONSTRUCTION AND WILL PROVIDE THE NECESSARY TRAFFIC BARRICADES AND WARNING SIGNAGE TO PROTECT THE CONSTRUCTION SITE. ALL BARRICADES, WARNING SIGNS, LIGHTS, DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF TRAFFIC AND PEDESTRIANS MUST CONFORM TO THE 1980 TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AS CURRENTLY AMENDED, BY THE TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION. (NO SEPARATE PAY ITEM)
- ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,600 PSI AT 24 HOURS, UNLESS OTHERWISE NOTED.
- ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.
- THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM THE CONSTRUCTION.
- HAND FINISHING OF CONCRETE PAVEMENT SHALL NOT BE A SEPARATE PAY ITEM ON THIS PROJECT.
- THE CONTRACTOR SHALL MAINTAIN ADEQUATE SANITARY FACILITIES FOR USE BY THE WORKERS THROUGHOUT CONSTRUCTION.
- NO PERSON SHALL OPEN, TURN OFF, INTERFERE WITH, ATTACH ANY PIPE OR HOSE TO OR TAP ANY WATER MAIN BELONGING TO THE TOWN UNLESS DULY AUTHORIZED TO DO SO BY THE TOWN OF ADDISON WATER DEPARTMENT (450-2879). ARRANGEMENTS FOR CONSTRUCTION WATER SHALL BE MADE THROUGH THE TOWN OF ADDISON.
- ALL PAVING TO BE REMOVED SHALL BE SAWCUT (FULL DEPTH) TO A NEAT LINE AND THEN REMOVED.
- NO TRAFFIC SIGNS ARE TO BE RELOCATED OR REMOVED WITHOUT PRIOR APPROVAL BY THE TOWN.
- NO RAILROAD SIGNS, WARNING LIGHTS, SIGNAL WIRES OR OTHER SIGNAL EQUIPMENT ARE TO BE RELOCATED OR REMOVED WITHOUT PRIOR APPROVAL BY SOUTHERN PACIFIC TRANSPORTATION COMPANY.
- NO UTILITY MARKERS OR SIGNS ARE TO BE RELOCATED OR REMOVED WITHOUT PRIOR APPROVAL OF THE UTILITY COMPANY.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION. NO FEES WILL BE REQUIRED BY THE TOWN OF ADDISON.
- ALL UTILITIES (i.e. VALVE BOXES, METER BOXES) LOCATED UNDER THE PROPOSED PAVEMENT SHALL BE RAISED OR LOWERED AS REQUIRED AND RESET TO MATCH PROPOSED ELEVATION (NO SEPARATE ITEM).
- CONTRACTOR SHALL INSURE POSITIVE SURFACE DRAINAGE RESULTS FROM ALL GRADING WORK.
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING FACILITIES RESULTING FROM CONSTRUCTION WORK SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL NOT DISTURB OR COME WITHIN 15' OF ANY RAIL OR TRACK STRUCTURE WITHOUT PRIOR AUTHORIZATION IN WRITING FROM SOUTHERN PACIFIC TRANSPORTATION COMPANY. CONTACT SOUTHERN PACIFIC TRANSPORTATION COMPANY AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- A RAILROAD FLAGMAN WILL BE REQUIRED WHENEVER WORK IS TO BE PERFORMED WITHIN 15' OF ANY TRACK.
- ALL SIGNAL RELOCATION WORK SHALL BE PERFORMED BY THE SOUTHERN PACIFIC TRANSPORTATION COMPANY (RAILROAD).
- CONTRACTOR SHALL EXCAVATE EXISTING SUBGRADE FROM RELOCATED TRACKS 2, 3, 4, AND 5 FOR USE IN BUILDING SUBGRADE FOR THE NEW TRACK ALIGNMENTS. EXISTING SUBGRADE SHALL BE EXCAVATED TO MATCH THE ELEVATION OF THE ADJACENT UNDISTURBED GROUND. ADDITIONAL SUBGRADE MATERIAL WHICH IS REQUIRED SHALL BE OBTAINED FROM A SOURCE APPROVED BY THE TOWN OF ADDISON AND HAVE A P.I. LESS THAN 15.
- CONTRACTOR SHALL OBTAIN A FIRE PERMIT FROM THE TOWN OF ADDISON FIRE DEPARTMENT. CONTACT 450-7201.

NO.	REVISION	BY	DATE

DESIGNED BY: J. WALDBAUER
 DRAWN BY: EH&A
 CHECKED BY: B. GRANTHAM
 SCALE: NO SCALE
 DATE: JULY 1992
 FILE: ADDR\ QUANTITY



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QUANTITY SUMMARY/GENERAL NOTES
 RAILROAD CROSSING IMPROVEMENTS AND TRACK REALIGNMENT FOR ADDISON ROAD
 for THE TOWN OF ADDISON

SHEET NO. 2
 OF 15 SHEETS
 JOB NO. 14163