

# QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY 91S	TRAINING	EROSION CONTROL	BRIDGE 43S	FULL C.E. ITEMS	ROADWAY 91N	BRIDGE 43N	ROADWAY RT 5	ROADWAY COMMON		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
1										1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10				<b>TRAFFIC CONTROL (I-91 NORTHBOUND)</b>
550					600		1410			2560		CY	COMMON EXCAVATION	203.15				288 SF TRAFFIC SIGNS, TYPE A
							240			240		CY	SOLID ROCK EXCAVATION	203.16				540 LF SQUARE TUBE SIGN POST AND ANCHOR
300										300		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.28				1700 LF TEMPORARY 6 INCH WHITE LINE
							70			70		CY	SAND BORROW	203.31				1350 LF TEMPORARY 6 INCH YELLOW LINE
710					630		430			1770		CY	GRANULAR BORROW	203.32				2700 LF PAVEMENT MARKING MASK
					25					25		CY	TRENCH EXCAVATION OF EARTH	204.20				110 TON TEMPORARY PAVEMENT
10					12					22		CY	TRENCH EXCAVATION OF ROCK	204.21				250 CY COMMON EXCAVATION
1										1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				225 CY SUBBASE OF DENSE GRADED CRUSHED STONE
						731.2				731.2		CY	STRUCTURE EXCAVATION (ABUTMENT #4)	204.25				370 LF GRANITE SLOPE EDGING
			1517.7			433.6				1951.3		CY	STRUCTURE EXCAVATION (ABUTMENTS #1-#3)	204.25				5 EA DELINEATOR WITH STEEL POST
			1305.4		15	1058.7				2379.1		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30				5 EA REMOVAL OF EXISTING DELINEATOR
1000					800		8260			10060		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10				<b>TRAFFIC CONTROL (I-91 SOUTHBOUND)</b>
190					700					890		LF	MILLED RUMBLE STRIPS	213.10				900 SF TRAFFIC SIGNS, TYPE A
960					1050		230			2240		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35				1450 LF SQUARE TUBE SIGN POST AND ANCHOR
50					85					135		CY	AGGREGATE SHOULDERS, IN PLACE	402.10				<b>TRAFFIC CONTROL (US RT 5)</b>
16					13		60			89		CWT	EMULSIFIED ASPHALT	404.65				260 SF TRAFFIC SIGNS, TYPE A
								1		1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50				570 LF SQUARE TUBE SIGN POST AND ANCHOR
820					670		1000			2490		TON	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	490.30				3200 LF TEMPORARY 4 INCH WHITE LINE
								1		1		LU	AIR VOIDS PAY ADJUSTMENT (N.A.B.I.)	490.31				2625 LF TEMPORARY 4 INCH YELLOW LINE
								1		1		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	490.32				560 LF TEMPORARY 8 INCH WHITE LINE
			193			177				370		CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33				150 LF TEMPORARY 24 INCH STOP BAR
			800			695				1495		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34				26 EA TEMPORARY LETTER OR SYMBOL
						34682				34682		LB	STRUCTURAL STEEL, ROLLED BEAM (W30x90 DIAPHRAGM)	506.50				850 LF REMOVAL OF EXISTING PAVEMENT MARKINGS
			45832							45832		LB	STRUCTURAL STEEL, ROLLED BEAM (W40 x 149 DIAPHRAGM)	506.50				
			229060			139240				368300		LB	STRUCTURAL STEEL, PLATE GIRDER	506.55				
			73436			60744				134180		LB	REINFORCING STEEL, LEVEL I	507.11				
			63317			60310				123627		LB	REINFORCING STEEL, LEVEL III	507.13				
						144				144		LF	DRILLING AND GROUTING DOWELS	507.16				
						100				200		EACH	MECHANICAL BAR CONNECTOR	507.19				
						1				1		LS	SHEAR CONNECTORS (2634 EA. - 7/8" X 7")(BRIDGE 43S)	508.15				
						1				1		LS	SHEAR CONNECTORS (3072 EA. - 7/8" X 7")(BRIDGE 43N)	508.15				
			686			656				1342		SY	LONGITUDINAL DECK GROOVING	509.10				
			96			99				195		GAL	WATER REPELLENT, SLANE	514.10				
			100			95				195		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.10				
			100			95				195		LF	JOINT SEALER, HOT Poured	524.11				
			277			277				554		LF	BRIDGE RAILING, CONCRETE F-SHAPE	525.70				
						1				1		EACH	PARTIAL REMOVAL OF STRUCTURE (SUBSTRUCTURE 43N)	529.20				
					1					1		EACH	PARTIAL REMOVAL OF STRUCTURE (SUBSTRUCTURE 43S)	529.20				
						1				1		EACH	PARTIAL REMOVAL OF STRUCTURE (SUPERSTRUCTURE 43N)	529.20				

PROJECT NAME: HARTFORD  
 PROJECT NUMBER: IM 091-2(79)  
 FILE NAME: s12a132qs.dgn PLOT DATE: 15-DEC-2014  
 PROJECT LEADER: K. HIGGINS DRAWN BY: K. FRIEDLAND  
 DESIGNED BY: W. LAMMER CHECKED BY: J. SALVATORI  
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