

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
TTY 711



*Flex your power!
Be energy efficient!*

September 28, 2010

02-Sha-5-R44.0/58.0
02-2C4504
Project ID 0200000579
ACIM-005-8(341)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SHASTA COUNTY NEAR LAKEHEAD FROM 1.5 MILES SOUTH OF DOG CREEK BRIDGE TO 0.6 MILE NORTH OF SIMS ROAD UNDERCROSSING.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on Tuesday, October 12, 2010.

This addendum is being issued to revise the Project Plans, the Notice to Bidders and Special Provisions, the Bid book, and the Federal Minimum Wages with Modification Number 7 dated 9/24/10.

Project Plan Sheets 3, 40, 41, 42, 43, 44, 46, 72, 73, 134, 136, 137, and 139 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheets 139A and 139B are added. These sheets are to follow Project Plan Sheet 139. Copies of the added sheets are attached for addition to the project plans.

In the Special Provisions, Section 5-1.11, "PAYMENTS," item "A." in the first paragraph is revised as follows:

"A. Joint Seals and Joint Seal Assemblies."

In the Special Provisions, Section 10-1.13, "MAINTAINING TRAFFIC," the twentieth paragraph is revised as follows:

"At multilane locations, a minimum of one paved traffic lane, not less than 12 feet wide plus a 2 foot inside and 2 foot outside paved shoulder (equivalent of 16 feet of paved horizontal clearance), shall be open for use by public traffic in each direction of travel."

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In the Special Provisions, Section 10-1.19, "TRAFFIC CONTROL SURVEILLANCE," the third paragraph is revised as follows:

"When a lane closure is present during the times shown in the following table, the Contractor shall provide traffic control surveillance until traffic is moving at a free flow condition (traffic backup has dissipated), which may be as many as 2 hours past the times shown."

In the Special Provisions, Section 10-1.44, "CONCRETE STRUCTURES," the following heading and paragraph is added after the second paragraph.

"CONCRETE

Concrete for joint reconstruction work shall either:

1. Cure for not less than 5 days before opening to public traffic, or
2. Conform to "Rapid Strength Concrete for Structures" of these special provisions."

In the Special Provisions, Section 10-1.50, "POLYESTER CONCRETE OVERLAY," subsection "CONSTRUCTION," the third paragraph, item 1 is revised as follows:

1. Have automatic grade control capabilities, or have the capability to travel on graded screed rails.

In the Special Provisions, Section 10-1.27, "EXISTING HIGHWAY FACILITIES," subsection "REMOVE ASPHALT CONCRETE DIKE," is added as attached after subsection "REMOVE DRAINAGE FACILITY." Subsections "BRIDGE REMOVAL (PORTION)," and "REMOVE CONCRETE DECK SURFACE," are added as attached after subsection "COLD PLANE ASPHALT CONCRETE PAVEMENT."

In the Special Provisions, Section 10-1.492, "JOINT SEAL ASSEMBLIES (MOVEMENT RATING EXCEEDING 4 INCHES)," is added as attached after Section 10-1.49, "SEALING JOINTS."

In the Special Provisions, Section 10-1.522, "CLEAN AND PAINT JOINT SEAL ASSEMBLIES," is added as attached after Section 10-1.52, "REINFORCEMENT."

In the Bid book, in the "Bid Item List," Items 12, 13, 14, 15, 18, 19, 20, 24, 25, 26, 35, 37, 50, 62, 65 and 66 are revised, Items 107, 108, 109, 110, and 111 are added. Item 106 is deleted as attached.

To Bid book holders:

Replace pages 3, 4, 5, 6, and 8 of the "Bid Item List" in the Bid book with the attached revised pages 3, 4, 5, 6, and 8 of the Bid Item List. The revised Bid Item List is to be used in the bid.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the Notice to Bidders section of the Notice to Bidders and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the Bid book.

Submit bids in the Bid book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

Addendum No. 1
Page 3
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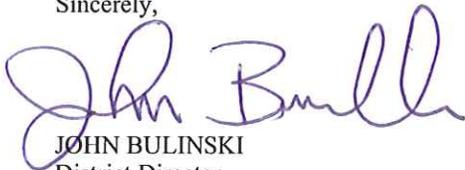
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This addendum, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/02/02-2C4504

If you are not a Bid book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Bulinski". The signature is fluid and cursive, with the first name "John" and last name "Bulinski" clearly distinguishable.

JOHN BULINSKI
District Director
For AADD projects from Districts 2

Attachments

REMOVE ASPHALT CONCRETE DIKE

Existing asphalt concrete dike, where shown on the plans to be removed, shall be removed.

Prior to removing the dike, the outside edge of the asphalt concrete to remain in place shall be cut on a neat line to a minimum depth of 0.17-foot.

The dike shall be removed in such a manner that the surfacing which is to remain in place is not damaged.

The dike shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13 of the Standard Specifications.

BRIDGE REMOVAL (PORTION)

Removing portions of bridges shall conform to the provisions in Section 15-4, "Bridge Removal," of the Standard Specifications and these special provisions.

Bridge removal (portion) shall consist of removing the existing joint seal assembly and its blockout within the limits as shown on the plans titled:

Sacramento River Bridge B.O.H (LOCATION A)
(Bridge No. 06-0193L)

Removed materials that are not to be salvaged or used in the reconstruction shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

REMOVE CONCRETE DECK SURFACE

This work includes removing a portion of the portland cement concrete deck surface by grinding or cold milling.

Construction

Remove tapered concrete from the deck by grinding under Section 42-2, "Grinding," of the Standard Specifications. Cold milling equipment must be able to:

1. Remove concrete a minimum depth of 1/4 inch
2. Provide a surface relief of at most 1/4 inch
3. Provide a 5/32-inch grade tolerance

Cold milling equipment must have the following features:

1. 3 or 4 riding tracks
2. Automatic grade control system with electronic averaging having 3 sensors on each side of the equipment
3. Conveyer system that leaves no debris on the bridge
4. Drum that operates in an up-milling direction
5. Bullet tooth tools with tungsten carbide steel cutting tips
6. Maximum tool spacing of 1/4 inch
7. Maximum operating weight of 66,000 pounds
8. Maximum track unit weight of 6,000 pounds per foot
9. New tooth tools at the start of the job

Provide personnel on each side of the milling drum to monitor milling activities. Maintain constant radio communication with the operator during milling activities.

Sweep the deck surface. Blow the deck clean with high-pressure air. Remove 0 to 3/4 inch of deck surface.

Coarse aggregate remaining above the removal depth must be firmly embedded.

Dispose of removed materials under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Measurement and Payment

Remove concrete deck surface will be measured by the square foot of concrete deck surface removed based on plan dimensions.

The contract price paid per square foot for remove concrete deck surface includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in removing concrete deck surface, except removing unsound concrete, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

10-1.495 JOINT SEAL ASSEMBLIES (MOVEMENT RATING EXCEEDING 4 INCHES)

Joint seal assemblies with movement ratings greater than 4 inches shall consist of a metal frame system, supporting rails, and support bars with intervening neoprene glands and shall conform to the details shown on the plans, the provisions in Section 51, "Concrete Structures," of the Standard Specifications, and these special provisions.

Joint seal assemblies will not be considered for approval without satisfactory evidence that the assemblies have had at least one year of satisfactory service under conditions similar to this application.

A qualified representative of the manufacturer shall be present during installation of the first assembly and shall be available for advice during any remaining installations.

The Contractor shall submit complete working drawings for each joint seal assembly to the Offices of Structure Design (OSD) in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications. The working drawings shall show complete details of the joint seal assembly and anchorage components and the method of installation to be followed, including concrete blockout details and any additions or rearrangements of the reinforcing steel from that shown on the plans. For initial review, 5 sets of drawings shall be submitted. After review, between 6 and 12 sets, as requested by the Engineer, shall be submitted to OSD for final approval and use during construction.

The working drawings shall be supplemented with complete calculations for the particular joint seal assembly, when requested by the Engineer. Working drawings shall be either 11" x 17" in size and each drawing and calculation sheet shall include the State assigned designations for the contract number, bridge number, full name of the structure as shown on the contract plans, and District-County-Route-Post mile. The design firm's name, address, and phone number shall be shown on the working drawings. Each sheet shall be numbered in the lower right hand corner and shall contain a blank space in the upper right hand corner for future contract sheet numbers.

Calculations, when requested, and working drawings shall be stamped and signed by an engineer who is registered as a Civil Engineer. The Contractor shall allow the Engineer 30 days to review the drawings after a complete set has been received.

Within 20 days after final approval, one set of corrected 11" x 17" prints on 20-pound (minimum) bond paper of all working drawings prepared by the Contractor for each joint seal assembly shall be furnished to the Engineer.

Each shipment of joint seal assembly materials shall be accompanied by a Certificate of Compliance in conformance with the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications. The certificate shall state that the materials and fabrication involved comply in all respects to the specifications and data submitted in obtaining approval.

The neoprene glands shall conform to the requirements in Table 1 of ASTM Designation: D 2628 and the following, except that no recovery tests or compression-deflection tests will be required:

Property	Requirement	ASTM Test Method
Hardness, Type A Durometer, points	55-70	D 2240 (Modified)
Compression set, 70 hours at 212°F maximum, percent	40	D 395 Method B (Modified)

All metal parts of the joint seal assembly shall conform to the provisions in Section 75-1.03, "Miscellaneous Bridge Metal," of the Standard Specifications. Bolts, nuts, and washers shall conform to the provisions for high-strength steel fastener assemblies in Section 75-1.02, "Miscellaneous Iron and Steel," of the Standard Specifications. At the Contractor's option, metal parts may conform to the requirements of ASTM Designation: A 572/A 572M.

At the Contractor's option, cleaning and painting of all new metal surfaces of the joint seal assembly, except stainless steel and anchorages embedded in concrete, may be substituted for galvanizing. Cleaning and painting shall be in conformance with the provisions in "Clean and Paint Joint Seal Assemblies" of these special provisions.

If the assembly consists of more than one component, the design of the assembly shall be such that the external components can be removed and reinstalled at any position, within the larger one-half of the movement rating shown on the plans, to permit the inspection of the internal components of the assembly.

Except for components in contact with the tires, the assembly and its components shall be designed to support the AASHTO HS20-44 loading with 100 percent impact. Each component in contact with the tires shall support a minimum of 80 percent of the AASHTO HS20-44 loading with 100 percent impact. The tire contact area used to distribute the tire loads shall be 9.6 inches, measured normal to the longitudinal axis of the assembly, by 20 inches wide. The assembly shall provide a smooth riding joint without slapping of components or wheel tire rumble.

The movement rating of the assembly shall be measured normal to the longitudinal axis of the assembly. The dimensions for positioning the assembly within the movement rating during installation shall be measured normal to the longitudinal axis, disregarding any skew of the deck expansion joint. The assembly shall be capable of adjustment to the "a" dimension shown on the plans.

The maximum width of unsupported or yielding components or grooves in the roadway surface of the assembly, measured in the direction of vehicular traffic, shall be 3 inches.

The assembly shall have cast-in-place anchorage components forming a mechanical connection between the joint components and the concrete deck.

The bridge deck surface shall conform to the provisions in Section 51-1.17 "Finishing Bridge Decks," of the Standard Specifications prior to placing joint seal assemblies and anchorages.

The assembly shall be completely shop-assembled and placed in a blocked out recess in the concrete deck surface. The depth and width of the recess shall permit the installation of the assembly anchorage components or anchorage bearing surface to the planned line and grade.

The maximum depth and width of the recess shall be such that the primary reinforcement to provide the necessary strength of the structural members is outside the recess. The maximum depth of the recess at abutments and at hinges shall be 15 inches. The maximum width of recess on each side of the expansion joint shall be 24 inches.

All reinforcement other than primary reinforcement shall continue through the recess construction joint into the recess and engage the anchorage components of the assembly.

The vertical expansion joint in barrier shall be available for inspection after placement of the recess concrete around the anchorage components of the assembly.

The assembly shall make a watertight, continuous return 6 inches up into the barrier at the low side of the deck joint. Neoprene glands shall be continuous without field splices or joints, including the return up into the barrier.

Full compensation for any additional materials or work required because of application of the optional cleaning and painting shall be considered as included in the contract price paid per linear foot for the joint seal assembly involved, and no additional compensation will be allowed therefor.

10-1.525 CLEAN AND PAINT JOINT SEAL

Joint seal assemblies shall be cleaned and painted with a single coat of inorganic zinc in conformance with the provisions in Sections 59-2, "Painting Structural Steel," 59-3, "Painting Galvanized Surfaces," and 91, "Paint," of the Standard Specifications and these special provisions.

Prior to performing any painting, the Contractor shall submit to the Engineer, in conformance with the provisions in Section 5-1.02, "Plans and Working Drawings," of the Standard Specifications, 3 copies of a separate Painting Quality Work Plan (PQWP) for each item of work for which painting is to be performed. As a minimum, each PQWP shall include the following:

- A. The name of each Contractor or subcontractor to be used.
- B. One copy each of all current ASTM and "SSPC: The Society for Protective Coatings" specifications or qualification procedures applicable to the painting or paint removal to be performed. These documents shall become the permanent property of the Department.
- C. A copy of the coating manufacturer's guidelines and recommendations for surface preparation, painting, drying, curing, handling, shipping, and storage of painted structural steel, including testing methods and maximum allowable levels for soluble salts.
- D. Proposed methods and equipment to be used for paint application.
- E. Proposed methods to control environmental conditions in accordance with the manufacturer's recommendations and these special provisions.
- F. Proposed methods to protect the coating during curing, shipping, handling, and storage.
- G. A detailed paint repair plan for the repair of damaged areas.

Certification in conformance with the requirements in SSPC-QP 1, SSPC-QP 2, and SSPC-QP 3 of the "SSPC: The Society for Protective Coatings" will not be required for cleaning and painting of joint seal assemblies.

The Engineer shall have 14 days to review the PQWP submittal after a complete plan has been received. No painting shall be performed until the PQWP for that work is approved by the Engineer. Should the Engineer fail to complete the review within this time allowance and if, in the opinion of the Engineer, the Contractor's controlling operation is delayed or interfered with by reason of the delay in reviewing the PQWP, the delay will be considered a right of way delay in conformance with the provisions in Section 8-1.09, "Right of Way Delays," of the Standard Specifications.

Fresh, potable water with a maximum chloride content of 75 ppm and a maximum sulfate content of 200 ppm shall be used for water rinsing or pressure washing operations. No continuous recycling of rinse water will be permitted. If rinse water is collected into a tank and subsequent testing determines the collected water conforms to the specified requirements, reuse may be permitted by the Engineer if no collected water is added to the tank after sample collection for determination of conformance to specified requirements.

Metal surfaces to be painted shall be dry blast cleaned in conformance with the requirements in SSPC-SP 10, "Near White Blast Cleaning," of the "SSPC: The Society for Protective Coatings." Blast cleaning shall leave surfaces with a dense, uniform, angular anchor pattern of not less than 1.5 mils nor more than 3.5 mils as measured in conformance with the requirements in ASTM Designation: D 4417.

Mineral and slag abrasives used for blast cleaning metal surfaces shall conform to the requirements for Class A, Grade 2 to 3 abrasives contained in SSPC-AB 1, "Mineral and Slag Abrasives," of the "SSPC: The Society for Protective Coatings," and shall not contain hazardous material.

Steel abrasives used for blast cleaning metal surfaces shall comply with the requirements of SSPC-AB 3, "Ferrous Metallic Abrasive," of the "SSPC: The Society for Protective Coatings." If steel abrasive is recycled through shop or field abrasive blast cleaning units, the recycled abrasive shall conform to the requirements of SSPC-AB 2, "Specification for Cleanliness of Recycled Ferrous Metallic Abrasive," of the "SSPC: The Society for Protective Coatings."

A Certificate of Compliance conforming to the provisions in Section 6-1.07, "Certificates of Compliance," of the Standard Specifications and a Material Safety Data Sheet shall be furnished prior to use for each shipment of blast cleaning material.

Abrasive blast cleaned surfaces shall be tested by the Contractor for soluble salts using a Class A or B retrieval method as described in Technology Guide 15, "Field Methods for Retrieval and Analysis of Soluble Salts on Steel and Other Nonporous Substrates," of the "SSPC: The Society for Protective Coatings," and cleaned so the maximum level of soluble salts does not exceed the lesser of the coating manufacturer's written recommendations or 10 micrograms per square centimeter. Each joint seal assembly shall be tested for soluble salts. If levels of soluble salts exceed the maximum allowed by these special provisions, the Contractor shall perform additional cleaning and testing of blast cleaned surfaces until soluble salt levels conform to these requirements.

Corners shall be chamfered to remove sharp edges.

Thermal cut edges (TCEs) to be painted shall be conditioned before blast cleaning by shallow grinding or other method approved by the Engineer to remove the thin, hardened layer of material resulting from resolidification during cooling.

Visually evident base metal surface irregularities and defects shall be removed in accordance with ASTM Designation: A 6 or AASHTO Designation: M 160 prior to blast cleaning steel. When material defects exposed by blast cleaning are removed, the blast profile shall be restored by either blast cleaning or by using mechanical tools in accordance with SSPC-SP 11, "Power Tool Cleaning to Bare Metal," of the "SSPC: The Society for Protective Coatings."

Blast cleaned surfaces shall receive a single undercoat, and a final coat where specified, consisting of an inorganic zinc coating conforming to the requirements in AASHTO Designation: M 300, Type I or Type II, except that:

1. The first 3 sentences of Section 5.6, "Primer Field Performance Requirements," shall not apply for Type II coatings, and
2. The entire Section 5.6.1 shall not apply for either type of inorganic zinc coating.

If the Contractor proposes to use a Type I coating, the Contractor shall furnish to the Engineer for review documentation as required in Section 5.6 of AASHTO Designation: M 300. The Contractor shall allow the Engineer 14 days to review the proposal.

If the Contractor proposes to use a Type II coating, the coating shall be selected from the qualified products list, which may be obtained from the Transportation Laboratory.

The color of the inorganic zinc coating shall match Federal Standard 595B, No. 36373.

Inorganic zinc coating shall be used within 12 hours of initial mixing.

Application of inorganic zinc coating shall conform to the provisions for applying zinc-rich coating in Section 59-2.13, "Application of Zinc-Rich Primer," of the Standard Specifications.

The single coat of inorganic zinc coating shall be applied to the required dry film thickness in 2 or more applications within 8 hours of the start of blast cleaning. Abrasive blast cleaned steel shall not be exposed to relative humidity exceeding 85 percent prior to application of inorganic zinc.

The total dry film thickness of all applications of inorganic zinc, including the surfaces of outside existing members within the grip under bolt heads, nuts, and washers, shall be not less than 4 mils nor more than 8 mils, except that the total dry film thickness on each faying (contact) surface of high strength bolted connections shall be between one mil and the maximum allowable dry film thickness for Class B coatings as determined by certified testing in conformance with Appendix A of the "Specification for Structural Joints Using ASTM A325 or A490 Bolts" of the Research Council on Structural Connections (RCSC Specification). Unless otherwise stated, all inorganic zinc coatings used on faying surfaces shall meet the slip coefficient requirements for a Class B coating on blast-cleaned steel, as specified in the RCSC Specification. The Contractor shall provide results of certified testing showing the maximum allowable dry film thickness for the Class B coating from the qualifying tests for the coating chosen, and shall maintain the coating thickness on actual faying surfaces of the structure at or below this maximum allowable coating thickness.

Areas where mudcracking occurs in the inorganic zinc coating shall be blast cleaned and repainted with inorganic zinc coating to the specified thickness.

Metal surfaces coated with Type II inorganic zinc coating shall be protected from conditions that may cause the coating film to dissolve. The Contractor, at the Contractor's expense, shall repair areas where the coating has dissolved by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

Dry spray, or overspray, as defined in the Steel Structures Painting Manual, Volume 1, "Good Painting Practice," of the "SSPC: The Society for Protective Coatings," shall be removed prior to application of subsequent coats or final acceptance. Removal of dry spray shall be by screening or other methods that minimize polishing of the inorganic zinc surface. The dry film thickness of the coating after removal of dry spray shall be in conformance with the provisions for applying the single undercoat, as specified herein.

The Contractor shall test the inorganic zinc coating at locations determined by the Engineer. The Contractor shall determine the sequence of the testing operations. The testing for adhesion and hardness shall be performed no sooner than 72 hours after application of the inorganic zinc coating. Satisfactory access shall be provided to allow the Engineer to determine the location of the tests.

The inorganic zinc coating shall pass the following tests:

- A. The inorganic zinc coating shall have a minimum adhesion to steel of 600 psi when measured using a self-aligning adhesion tester in conformance with the requirements in ASTM Designation: D 4541. The Engineer shall select 2 locations per assembly for adhesion testing. If either of the locations tested fails to meet adhesion requirements, the assembly will be rejected. The Contractor, at the Contractor's expense, shall repair the rejected item by blast cleaning and repainting with inorganic zinc to the specified thickness. Test locations for areas of inorganic zinc meeting adhesion testing requirements shall be repaired by application of organic zinc primer as specified in Section 91-1.04, "Materials," of the Standard Specifications to the specified minimum dry film thickness.
- B. The inorganic zinc coating shall exhibit a solid, hard, and polished metal surface when firmly scraped with the knurled edge of a quarter. Inorganic zinc coating that is powdery, soft, or does not exhibit a polished metal surface shall be repaired by the Contractor, at the Contractor's expense, by blast cleaning and repainting with inorganic zinc coating to the specified thickness.
- C. Dry to solvent insolubility for inorganic zinc primers shall be determined in conformance with the requirements in ASTM Designation: D 4752, except that water shall be the solvent used for testing of water borne inorganic zinc primers. The resistance rating shall be not less than 4. Each assembly shall be tested for dry to solvent insolubility. Inorganic zinc coating that does not meet the solvent insolubility requirements shall be repaired by the Contractor, at the Contractor's expense, by blast cleaning and repainting with inorganic zinc coating to the specified thickness.
- D. Surface hardness of inorganic zinc shall be a minimum 2H when measured in conformance with the requirements in ASTM Designation: D 3363. Each assembly shall be tested for surface hardness. Inorganic zinc coating that fails to meet the surface hardness requirements shall be repaired by the Contractor, at the Contractor's expense, by blast cleaning and repainting with inorganic zinc coating to the specified thickness.

The Contractor, at the Contractor's expense, shall retest all rejected areas of inorganic zinc coating after repairs have been completed.

Full compensation for cleaning and painting of joint seal assemblies shall be considered as included in the contract unit price paid for per linear foot for joint seal assemblies, and no separate payment will be made therefor.

BID ITEM LIST
02-2C4504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	LUMP SUM	
2	070013	SMALL BUSINESS UTILIZATION REPORT	EA	6	250.00	1,500.00
3	070018	TIME-RELATED OVERHEAD	WDAY	300		
4	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
5	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	
6	074028	TEMPORARY FIBER ROLL	LF	1,000		
7	074029	TEMPORARY SILT FENCE	LF	1,000		
8	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
9	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
10	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
11	120102	TRAFFIC CONTROL SURVEILLANCE	LS	LUMP SUM	LUMP SUM	
12	120151	TEMPORARY TRAFFIC STRIPE (TAPE)	LF	93,400		
13	120152	TEMPORARY PAVEMENT MARKING (TAPE)	SQFT	3,120		
14	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	567,000		
15	120165	CHANNELIZER (SURFACE MOUNTED)	EA	14,100		
16	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	
17	019408	PORTABLE RADAR TRAILER	LS	LUMP SUM	LUMP SUM	
18	129000	TEMPORARY RAILING (TYPE K)	LF	27,700		
19	129100	TEMPORARY CRASH CUSHION MODULE	EA	340		
20	141103	REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	32,100		

BID ITEM LIST
02-2C4504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	150615	REMOVE ENTRANCE TAPER	EA	8		
22	150630	REMOVE MARKER	EA	120		
23	150662	REMOVE METAL BEAM GUARD RAILING	LF	33,300		
24	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	31,100		
25	153237	REMOVE CHIP SEAL	SQFT	91,673		
26	150722	REMOVE PAVEMENT MARKER	EA	1,070		
27	150742	REMOVE ROADSIDE SIGN	EA	15		
28	150805	REMOVE CULVERT	LF	21		
29	150820	REMOVE INLET	EA	3		
30	151224	REMOVE DELINEATOR	EA	660		
31	019409	RELOCATE TURNABLE ROADSIDE SIGN	EA	4		
32	019410	FLUSH EXISTING EDGE DRAIN	LF	148,000		
33	152430	ADJUST INLET	EA	31		
34	152555	ADJUST SLOTTED DRAIN TO GRADE	LF	690		
35	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	665,000		
36	153223	REMOVE UNSOUND CONCRETE	CF	1,549		
37	153225	PREPARE CONCRETE BRIDGE DECK SURFACE	SQFT	300,150		
38	153246	REMOVE CONCRETE (MISCELLANEOUS)	CY	6		
39	170101	DEVELOP WATER SUPPLY	LS	LUMP SUM	LUMP SUM	
40	190101	ROADWAY EXCAVATION	CY	18,100		

BID ITEM LIST
02-2C4504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
41	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
42	198001	IMPORTED BORROW	CY	80		
43	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	950		
44	198205	SUBGRADE ENHANCEMENT GEOTEXTILE	SQYD	15,300		
45	203032	EROSION CONTROL (HYDROSEED) (ACRE)	ACRE	0.9		
46	260201	CLASS 2 AGGREGATE BASE	CY	11,400		
47	260210	AGGREGATE BASE (APPROACH SLAB)	CY	49		
48	374002	ASPHALTIC EMULSION (FOG SEAL COAT)	TON	68		
49	390095	REPLACE ASPHALT CONCRETE SURFACING	CY	680		
50	390131	HOT MIX ASPHALT	TON	229,000		
51	394053	SHOULDER RUMBLE STRIP (HMA, GROUND-IN INDENTATIONS)	STA	2,740		
52	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
53	394073	PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	810		
54	394075	PLACE HOT MIX ASPHALT DIKE (TYPE D)	LF	25,700		
55	394077	PLACE HOT MIX ASPHALT DIKE (TYPE F)	LF	19,400		
56	394090	PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	1,350		
57	397005	TACK COAT	TON	500		
58	415101	CRACK EXISTING CONCRETE PAVEMENT	SQYD	58,500		
59	510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	CY	488		
60 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	38		

BID ITEM LIST
02-2C4504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
61	510800	PAVING NOTCH EXTENSION	CF	213		
62	511118	CLEAN EXPANSION JOINT	LF	752		
63	511124	RAPID SETTING CONCRETE (PATCH)	CF	1,549		
64	042850	MULTILAYER POLYMER CHIP SEAL	SQFT	26,600		
65	515041	FURNISH POLYESTER CONCRETE OVERLAY	CF	17,098		
66 (F)	515042	PLACE POLYESTER CONCRETE OVERLAY	SQFT	273,550		
67	519088	JOINT SEAL (MR 1")	LF	551		
68	519091	JOINT SEAL (MR 1 1/2")	LF	228		
69	519100	JOINT SEAL (MR 2")	LF	223		
70 (F)	560218	FURNISH SIGN STRUCTURE (TRUSS)	LB	158,873		
71 (F)	560219	INSTALL SIGN STRUCTURE (TRUSS)	LB	158,873		
72	560233	FURNISH FORMED PANEL SIGN (OVERHEAD)	SQFT	1,670		
73	560252	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	SQFT	180		
74	561014	54" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	LF	210		
75	561016	60" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	LF	88		
76	568023	INSTALL ROADSIDE SIGN (LAMINATED WOOD BOX POST)	EA	2		
77	620100	18" ALTERNATIVE PIPE CULVERT	LF	600		
78	665018	18" CORRUGATED STEEL PIPE (.109" THICK)	LF	17		
79	681103	3" PLASTIC PIPE (EDGE DRAIN)	LF	14,800		
80	681111	CLEANOUT ASSEMBLY (EDGE DRAIN)	EA	95		

BID ITEM LIST
02-2C4504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
101	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
102	860520	HIGHWAY ADVISORY RADIO SYSTEM	LS	LUMP SUM	LUMP SUM	
103	860930	TRAFFIC MONITORING STATION	LS	LUMP SUM	LUMP SUM	
104	860990	CLOSED CIRCUIT TELEVISION SYSTEM	LS	LUMP SUM	LUMP SUM	
105	019412	ROADSIDE WEATHER INFORMATION SYSTEM	LS	LUMP SUM	LUMP SUM	
106	BLANK					
107	150771	REMOVE ASPHALT CONCRETE DIKE	LF	45,100		
108	150870	REMOVE CONCRETE DECK SURFACE	SQFT	12,168		
109	157561	BRIDGE REMOVAL (PORTION) LOCATION A	LS	LUMP SUM	LUMP SUM	
110	519118	JOINT SEAL ASSEMBLY	LF	39		
111	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID:

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