

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

1727 30th Street MS-43

P.O. BOX 168041

SACRAMENTO, CA 95816-8041

FAX (916) 227-6214

TTY 711

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October 7, 2011

02-Sha,Teh-5-0.0/0.9, R27.1/42.1

02-3E8104

Project ID 0200020181

ACIM-0058(346)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN TEHAMA AND SHASTA COUNTIES IN AND NEAR RED BLUFF FROM 0.4 MILE SOUTH OF ADOBE ROAD OVERCROSSING TO FOURTH STREET OVERCROSSING.

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 Wednesday, November 9, 2011.

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 32 dated 09/30/11.

Project Plan Sheets 146A, 146B and 146C are added. Copies of the added sheets are attached for addition to the project plans.

In the Notice to Bidders, the fourteenth paragraph is revised as follows:

"A mandatory prebid meeting is scheduled for 1:00 p.m., October 12, 2011, at Lassen Training Room, 1031 Butte Street, Redding, CA 96001. The purpose of the prebid meeting is to provide:

1. Small businesses the opportunity to meet and interact with prospective bidders and increase participation in the performance of contracts
2. Prospective bidders with information on the special hot mix asphalt requirements for this project.
3. Answers to bidder's technical inquiries."

In the Special Provisions, Section 2.1-01, "MANDATORY PREBID MEETING," is revised as follows:

2-1.01 MANDATORY PREBID MEETING

The Department will conduct a mandatory prebid meeting for this contract. The purpose of the meeting is to provide:

1. Small businesses the opportunity to meet and interact with prospective bidders and increase participation in the performance of contracts.
2. Prospective bidders with information on the special hot mix asphalt requirements for this project.
3. Answers to bidder's technical inquiries relating to the special hot mix asphalt requirements for this project.

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Inquiries to be addressed at the mandatory prebid meeting must be submitted no later than 5 business days prior to the meeting. Bidder inquiries submitted after that date will not be addressed at the mandatory prebid meeting, but responses will be provided in accordance with the Notice to Bidders.

To the extent feasible and at the discretion of the Department, an oral response will be provided to each bidder inquiry. The Department's final written response to each question will be made available to all bidders in accordance with the Notice to Bidders. Bidders are cautioned that oral responses given at the meeting are not binding on the Department.

Prospective bidders must attend the mandatory prebid meeting in person at 1031 Butte Street, Redding, California. The bidder's representative must be a company officer, project superintendent, or project estimator. For a joint venture, one of the parties must attend the mandatory prebid meeting. The Department will not accept bids from bidders who do not attend the mandatory prebid meeting.

A sign-up sheet will be used to identify all prospective bidders including name and title of the company representative attending the mandatory prebid meeting. The Department may hold a single prebid meeting for more than one contract. Make sure you sign the sign-up sheet for the contract you intend to bid on. If bidding multiple contracts, sign each sign-up sheet for each contract you intend to bid on.

Your proposed subcontractors, hot mix asphalt suppliers, and hot mix asphalt laboratories may attend this meeting remotely via the internet. To obtain log-in information, you may contact the Department at (530) 229-0561.

The successful bidder will be required to report small businesses hired to work on this contract as a result of the mandatory prebid meeting.

In the Special Provisions, Section 5-1.10, "AREAS FOR CONTRACTOR'S USE," the fifth paragraph is revised as follows:

"The following established pull-outs, in addition to any paved areas, meet environmental compliance for construction parking and material stockpiling:"

County	Route	PM	Side	Description
Teh	36	41.2	EB	Large paved/earthen pull-out south of Dibble Creek and adjacent to Main Street
Teh	5	36.7	NB	Earthen area at the south end of the NB on-ramp
Teh	5	38.71	NB	Earthen area at the northeast corner of the NB off-ramp
Teh	5	41.3/41.6	SB	Northwest and southwest earthen quadrants of Bowman Road interchange

In the Special Provisions, Section 10-1.45, "HOT MIX ASPHALT (LONG LIFE)," the section heading is revised as follows:

"10-1.46 HOT MIX ASPHALT (LONG LIFE)"

In the Special Provisions, Section 10-1.46, "HOT MIX ASPHALT (LONG LIFE)," subsection "Prepaving Conference," the first paragraph is revised as follows:

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"Prepaving Conference

No more than 30 days following approval of this contract, meet with the Engineer at a prepaving conference at a mutually agreed time and place. Discuss mix design, quality control and acceptance testing, and HMA production and placement. The following must attend the meeting:

1. Project manager
2. Project engineer
3. Superintendent
4. Foreman
5. HMA producer
6. HMA paver
7. Quality control managers
8. Laboratory supervisors from all testing firms performing mix design, performance testing and quality control testing
9. Laboratory supervisor for the laboratory conducting performance testing during mix design may attend by teleconference. You must make arrangements for the teleconference."

In the Special Provisions, Section 10-1.46, "HOT MIX ASPHALT (LONG LIFE)," subsection "Material Transfer Vehicle," is revised as follows:

"Material Transfer Vehicle

When the atmospheric temperature during paving is below 70 °F or when the time from discharge to truck at the HMA plant until transfer to the paver's hopper is 90 minutes or greater, use a material transfer vehicle (MTV). The MTV must:

1. Either receive HMA directly from the truck or use a pickup head to load it from a windrow that can be deposited on the roadway surface for a maximum of 100 feet in length
2. Remix the HMA, with augurs, before loading the paver
3. Transfer HMA directly into the paver's receiving hopper or feed system
4. Have sufficient capacity to prevent stopping the paver"

In the Special Provisions, Section 10-1.48, "HOT MIX ASPHALT," subsection "Material Transfer Vehicle," is revised as follows:

"Material Transfer Vehicle

When the atmospheric temperature during paving is below 70 °F or when the time from discharge to truck at the HMA plant until transfer to the paver's hopper is 90 minutes or greater, use a material transfer vehicle (MTV). The MTV must:

1. Either receive HMA directly from the truck or use a pickup head to load it from a windrow that can be deposited on the roadway surface for a maximum of 100 feet in length
2. Remix the HMA, with augurs, before loading the paver
3. Transfer HMA directly into the paver's receiving hopper or feed system
4. Have sufficient capacity to prevent stopping the paver"

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In the Special Provisions, Section 10-1.49, "RUBBERIZED HOT MIX ASPHALT (OPEN GRADED HIGH BINDER)," subsection "Material Transfer Vehicle," is revised as follows:

"Material Transfer Vehicle"

When the atmospheric temperature during paving is below 70 °F or when the time from discharge to truck at the HMA plant until transfer to the paver's hopper is 90 minutes or greater, use a material transfer vehicle (MTV). The MTV must:

1. Either receive HMA directly from the truck or use a pickup head to load it from a windrow that can be deposited on the roadway surface for a maximum of 100 feet in length
2. Remix the HMA, with augurs, before loading the paver
3. Transfer HMA directly into the paver's receiving hopper or feed system
4. Have sufficient capacity to prevent stopping the paver"

In the Special Provisions, Section 10-3.14, "LUMINAIRES," is revised as attached.

In the Bid book, in the "Bid Item List," Items 130 and 131 are added, and item 129 is deleted as attached.

To Bid book holders:

Replace page 9 of the "Bid Item List" in the Bid book with the attached revised page 9 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.

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/02/02-3E8104

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,



JOHN BULINSKI
District Director

Attachments

10-3.14 LIGHT EMITTING DIODE LUMINAIRE

GENERAL

Definitions

CALiPER: Commercially Available light emitting diode (LED) Product Evaluation and Reporting. A United States Department of Energy (US DOE) program for the testing and monitoring of commercially available LED luminaires and lights.

Correlated color temperature: The absolute temperature (in kelvin) of a blackbody whose chromaticity most nearly resembles that of the light source.

Houseside lumens: Lumens from luminaire directed to light up areas between fixture and the pole: e.g. as sidewalks at intersection, or areas off of the shoulders on freeways.

IP Code: Enclosure protection rating that delineates the level at which foreign objects and water can intrude inside a device.

Junction temperature: The temperature of the electronic junction of the LED device. The junction temperature is critical in determining photometric performance, estimating operational life, and preventing catastrophic failure of the LED.

L70: The extrapolated life in hours of the luminaire when the luminous output depreciates 30 percent from initial values.

LM-79: A test method from the Illumination Engineering Society of North America (IESNA) specifying test conditions, measurements and report format for testing solid state lighting devices including LED luminaires.

LM-80: A test method from the IESNA specifying test conditions, measurements and report format for testing and estimating the long term performance of LEDs for general lighting purposes.

NVLAP: National Voluntary Laboratory Accreditation Program under the US DOE to accredit independent testing laboratories to qualify.

Power factor: Ratio of the real power component to the complex power component.

Streetside lumens: Lumens from luminaire directed to light up areas between fixture and the roadway: e.g. the traveled ways, freeway lanes.

Surge protection device (SPD): A subsystem or component that can protect the unit against short duration voltage and current surges.

Total harmonic distortion: The ratio of the root-mean-square (rms) value of the sum of the squared individual harmonic amplitudes to the rms value of the fundamental; frequency of a complex waveform.

Submittals

Submit sample luminaire for testing to the Transportation Laboratory after the manufacturer's testing is completed. Include the manufacturer's testing data.

Product submittals must include the following:

1. LED Luminaire Checklist
2. Product specification sheets:
 - 2.1. Maximum power in watts
 - 2.2. Maximum designed junction temperature
 - 2.3. Heat sink area in square inches
 - 2.4. Designed junction to ambient thermal resistance calculation with thermal resistance components clearly defined
 - 2.5. L70 in hours when extrapolated for the average nighttime operating temperature
3. IES LM-79 and IES LM-80 compliant test reports from a CALiPER-qualified or NVLAP-approved testing laboratory for the specific model submitted.
4. Photometric file (IES) based on LM-79 test report.
5. Initial and depreciated isofootcandle charts showing the specified minimum illuminance curve for that particular application. The charts must be calibrated to feet and show a 40 by 40 foot grid. The charts must be calibrated to the mounting height specified for that particular application. The depreciated isofootcandle curve must be calculated at the minimum operational life.

6. Test report showing surge protection device (SPD) performance as tested under ANSI/IEEE C62.41.2 and ANSI/IEEE C62.45.
7. Test report showing mechanical vibration test results as tested under California Test 611 or equal.
8. Datasheets from the LED manufacturer that includes information on life expectancy based on junction temperature.
9. Datasheets from power supply manufacturer that includes life expectancy information.

Quality Control and Assurance

Production quality assurance must be performed by the luminaire manufacturer and must include statistically-controlled routine tests to ensure minimum performance levels of the modules built to meet this specification and a documented process for resolving problems. The manufacturer must keep the process and test results documentation on file for a minimum of 7 years.

The Department may perform random sample testing on all shipments. Testing will be completed within 30 days after delivery to the Transportation Laboratory. Luminaires will be tested under California Test No. 678 and as specified. All parameters of the specification may be tested on the shipment sample. When testing is complete, you will be notified. You must pick up equipment from the test site and deliver to the job site.

One sample luminaire must be fitted with temperature sensor (either thermistor or thermo-couple). A temperature sensor must be mounted on the LED solder pad as close to the LED as possible. Another temperature sensor must be mounted on the power supply (driver) case. Light bar or modular systems must have one sensor for each module, mounted as close to the center of the module. Other configurations must have at least 5 sensors per luminaire. Contact the Department's Transportation Laboratory for advice on sensor location. Thermocouples must be either Type K or Type C. Thermistors must be negative temperature coefficient (NTC) type with a nominal resistance of 20 k Ω . The appropriate thermocouple wire must be used. The leads must be a minimum of 6 ft. Documentation must accompany the test unit that details the type of sensor used.

The sample luminaires must be energized for a minimum of 24 hours, at 100 percent on-time duty cycle, at a temperature of +70°F before performing any testing.

The luminaire lighting performance must be depreciated for the minimum operating life by using the LED manufacturer's data or the data from the LM-80 test report, whichever results in a higher lumen depreciation.

Failure of the luminaire that renders the unit non-compliant with the specification will be cause for rejection. If unit is rejected, you must allow 30 days for retesting. Retesting period starts when replacement luminaire is delivered to test site. You must pay for all retesting costs. Delays resulting from submittal of non-compliant materials do not relieve you from executing the contract within the allotted time.

If luminaire submitted for testing does not comply with specifications, remove the unit form the Transportation Laboratory with 5 business days after notification that it is rejected. If the unit is not removed within that period, it may be shipped to you at your expense.

You must pay for all shipping, handling, and transportation costs related with testing and retesting

Warranty

The manufacturer must provide a written warranty against defects in materials and workmanship for the luminaires for a minimum period of 84 months after installation. Replacement luminaire must be provided within 7 days after receipt of failed luminaire at your expense. The State pays for shipping the failed modules to you. All warranty documentation must be submitted to the Engineer before installation. Replacement luminaire must be delivered to Department Maintenance Electrical Shop at 5065 Mountain Lakes Boulevard, Redding, CA 96003.

MATERIALS

General

The luminaire consists of an assembly that uses LEDs as the light source. In addition, a complete luminaire consists of a housing, an LED array, and an electronic driver (power supply). The luminaire must comply with the following requirements:

1. UL listed under UL 1598 for luminaires in wet locations or an equivalent standard from a recognized testing laboratory
2. Have a minimum operational life of 63,000 hours
3. Expected to operate at an average operating time of 11.5 hours per night
4. Designed to operate at an average nighttime operating temperature of 70°F
5. Have an operating temperature range from -40°F to +130°F.
6. Defined by the following application:

Application	Typically Replaces
Roadway 1	200 Watt HPS mounted at 34 ft
Roadway 2	310 Watt HPS mounted at 40 ft.
Roadway 3	310 Watt HPS mounted at 40 ft. with back side control
Roadway 4	400 Watt HPS mounted at 40 ft.

The individual LEDs must be connected such that a catastrophic loss or a failure of one LED will not result in the loss of more than 20 percent of the luminous output of the luminaire.

Luminaire Identification

Each luminaire must have the following identification permanently marked inside the unit and outside of its packaging box:

1. Manufacturer's name
2. Trademark
3. Model number
4. Serial number
5. Date of manufacture (month-year)
6. Lot number
7. Project/Contract number
8. Rated voltage
9. Rated wattage
10. Rated power in VA

Electrical

The luminaire must operate from a 60 ± 3 Hz AC line over a minimum voltage range of 95 to 250 V(ac). The fluctuations of line voltage must have no visible effect on the luminous output. The standard operating voltages are 120 V(ac) and 240 V(ac). The power factor of the luminaire must be 0.90 or greater. Total harmonic distortion (current and voltage) induced into an AC power line by a luminaire must not exceed 20 percent. The maximum power consumption allowed for the luminaire depends on the application and is as shown in the following table:

Application	Max Wattage
Roadway 1	165
Roadway 2	235
Roadway 3	235
Roadway 4	300

Surge Suppression and Electromagnetic Interference

The luminaire on-board circuitry must include an SPD to withstand high repetition noise transients because of utility line switching, nearby lightning strikes, and other interference. The SPD must protect the luminaire from damage and failure for transient voltages and currents as defined in ANSI/IEEE C64.41.2 (Tables 1 and 4) for Location Category C-High. SPD must conform to UL 1449 depending on the components used in the design. SPD performance must be tested under ANSI/IEEE C62.45 based on ANSI/IEEE C62.41.2 definitions for standard and optional waveforms for Location Category C-High.

The luminaires and associated on-board circuitry must meet Class A emission limits under FCC Title 47, Subpart B, Section 15 regulations concerning the emission of electronic noise.

Compatibility

The luminaire must be operationally compatible with currently used lighting control systems and photoelectric controls.

Photometric Requirements

The luminaire must maintain a minimum illuminance level throughout the minimum operating life. The illuminance must not decrease by more than 30 percent over the minimum operating life or L70 must be at least the minimum operating life. The measurements must be calibrated to standard photopic calibrations. The minimum maintained illuminance is listed in the table below and is measured as a point:

Application	Mounting Height (ft)	Minimum Maintained Illuminance (fc)	Light Pattern Figure (iso-footcandle curve)
Roadway 1	34	0.15	Pattern defined by ellipse with equation : $\frac{x^2}{(82)^2} + \frac{(y - 20)^2}{(52)^2} = 1$ where: x =direction is longitudinal to the roadway, y =direction is transverse to roadway, luminaire is offset from center of pattern by 20 feet to the "houseside" of pattern.
Roadway 2	40	0.2	Pattern defined by ellipse with equation : $\frac{x^2}{(82)^2} + \frac{(y - 20)^2}{(52)^2} = 1$ where: x =direction is longitudinal to the roadway, y =direction is transverse to roadway, luminaire is offset from center of pattern by 20 feet to the "houseside" of pattern.

Roadway 3	40	0.2	Pattern defined by ellipse with equation : $\frac{x^2}{(92)^2} + \frac{(y - 23)^2}{(55)^2} = 1$ for $y \geq 0$ (street side) where: x = direction is longitudinal to the roadway y = direction is transverse to roadway, luminaire is offset from center of pattern by 23feet to the "houseside" of pattern.
Roadway 4	40	0.2	Pattern defined by ellipse with equation : $\frac{x^2}{(92)^2} + \frac{(y - 23)^2}{(55)^2} = 1$ where: x = direction is longitudinal to the roadway y = direction is transverse to roadway, luminaire is offset from center of pattern by 23 feet to the "houseside" of pattern.

The luminaire must have a correlated color temperature range of 3,500 to 6,500 K. The color rendering index must be 65 or greater.

The luminaire must not allow more than:

1. 10 percent of the rated lumens to project above 80 degrees from vertical
2. 2.5 percent of the rated lumens to project above 90 degrees from vertical

Thermal Management

The thermal management of the heat generated by the LEDs must be of sufficient capacity to assure proper operation of the luminaire over the minimum operation life. The LED manufacturer's maximum junction temperature for the minimum operation life must not be exceeded. The maximum allowed junction temperature is 221°F.

The junction-to-ambient thermal resistance must be 95°F per watt or less. Thermal management must be passive by design. The use of fans or other mechanical devices is not allowed. The heat sink material must be aluminum or other material of equal or lower thermal resistance.

The luminaire may contain circuitry that will automatically reduce the power to the LEDs to a level that will insure the maximum junction temperature is not exceeded, when the ambient outside air temperature is 100°F or greater.

Physical and Mechanical Requirements

The luminaire must be a single, self-contained device, not requiring on-site assembly for installation. The power supply for the luminaire is integral to the unit. The maximum weight of the luminaire must be 35 lb. The maximum effective projected area when viewed from either side or either end must be 1.4 ft². The housing must be a light to medium gray color within the Federal Standard 595B ranges of 26250 to 26500 for semi-gloss sheen, or 36250 to 36500 for flat sheen.

The housing must be fabricated from materials that are designed to withstand a 3000-hour salt spray test under ASTM B 117. All aluminum used in housings and brackets must be a marine grade alloy with less than 0.2 percent copper. All exposed aluminum must be anodized.

Each refractor or lens must be made from UV-inhibited high impact plastic (such as acrylic or polycarbonate) or heat and impact resistant glass, and be resistant to scratching. Polymeric materials of enclosures containing either the power supply or electronic components of the luminaire must be made of UL94VO flame retardant materials. The lenses of the luminaire are excluded from this requirement. Paint or powder coating of the housing must conform to the requirements of the Department's Standard Specifications and the Contract's Bid Book. A chromate conversion undercoating must be used underneath a thermoplastic polyester powder coat.

Each housing must be provided with a slip fitter capable of mounting on a 2 inch pipe tenon. This slip fitter must fit on mast arms from 1-5/8 to 2-3/8 inch (O.D.). The slip fitter must be capable of being adjusted a minimum of ± 5 degrees from the axis of the tenon in a minimum of five steps: +5, +2.5, 0, -2.5, -5. The clamping brackets of the slip fitter must not bottom out on the housing bosses when adjusted within the designed angular range. No part of the slip fitter mounting brackets on the luminaires must develop a permanent set in excess of 1/32 inch when the 2 or 4, 3/8 inch. diameter cap screws used for mounting are tightened to 10 ft-lb. Two sets of cap screws may be supplied to allow the slip fitter to be mounted on the pipe tenon in the acceptable range without the cap screws bottoming out in the threaded holes. The cap screws and the clamping brackets must be made of corrosion resistant materials or treated to prevent galvanic reactions, and be compatible with the luminaire housing and the mast-arm.

The assembly and manufacturing process for the LED luminaire must be designed to assure internal components are adequately supported to withstand mechanical shock and vibration from high winds and other sources. Luminaires to be mounted on horizontal mast arms, when tested under California Test 611 (as modified below) must be capable of withstanding the following cyclic loadings in units of acceleration of gravity(G):

1. Vertical plane at a minimum peak acceleration level of 3.0 G peak-to-peak sinusoidal loading (same as 1.5 G peak) with the power supply installed, for a minimum of 2 million cycles without failure of luminaire parts
2. Horizontal plane perpendicular to the direction of the mast arm at a minimum peak acceleration level of 1.5 G peak-to-peak sinusoidal loading (same as 0.75 G peak) with the power supply installed, for a minimum of 2 million cycles without failure of luminaire parts

The housing must be designed to prevent the buildup of water on the top of the housing. Exposed heat sink fins must be oriented to allow the water to freely run off the luminaire and carry dust and other accumulated debris away from the unit. The optical assembly of the luminaire must be protected against dust and moisture intrusion to at least IP-66. The power supply enclosure must be protected to at least IP-43.

Each mounted luminaire may be furnished with or without a photoelectric unit receptacle. If a photoelectric unit receptacle is included, a rain tight shorting cap must be provided and installed. The receptacle must comply with Section 86-6.08, "Types" of the Standard Specifications. If the luminaire housing is provided with a hole for the receptacle, the hole must be closed, covered, and permanently sealed with weatherproof material.

When the components are mounted on a down-opening door, the door must be hinged and secured to the luminaire housing separately from the refractor or flat lens frame. The door must be secured to the housing in a manner to prevent its accidental opening. A safety cable must mechanically connect the door to the housing.

Field wires connected to the luminaire must terminate on a barrier type terminal block secured to the housing. The terminal screws must be captive and equipped with wire grips for conductors up to No. 6. Each terminal position must be clearly identified.

The power supply must be rated for outdoor operation and have a minimum IP rating of IP65.

The power supply must be rated for a minimum operational life equal to the minimum operation life of the luminaire, or greater.

The power supply case temperature must have a self rise of 77 degrees F or less above ambient temperature in free air with no additional heat sinks.

Conductors and terminals must be identified.

PAYMENT

Full compensation for light emitting diode luminaire is included in the contract lump sum prices paid for lighting and modify lighting and no additional compensation will be allowed therefor.

BID ITEM LIST
02-3E8104

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
121	840584	8" TWO-COMPONENT PAINT TRAFFIC STRIPE	LF	17,200		
122	840661	TWO-COMPONENT PAINT PAVEMENT MARKING	SQFT	7,080		
123	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	9,710		
124	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
125	860401	LIGHTING	LS	LUMP SUM	LUMP SUM	
126	860889	MODIFY TRAFFIC MONITORING STATION	LS	LUMP SUM	LUMP SUM	
127	860990	CLOSED CIRCUIT TELEVISION SYSTEM	LS	LUMP SUM	LUMP SUM	
128	021825	MODIFY HIGH SPEED WEIGH-IN-MOTION SYSTEM	LS	LUMP SUM	LUMP SUM	
129		BLANK				
130	861503	MODIFY LIGHTING	LS	LUMP SUM		
131	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID:

\$ _____