

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

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*Serious Drought.
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September 15, 2016

03-Sac-51, 160-4.0/4.3, R44.4/47.0

03-0H11U4

Project ID 0316000035

ACNH-P160(025)

Addendum No. 2

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN SACRAMENTO COUNTY IN SACRAMENTO FROM AMERICAN RIVER BRIDGE TO 0.3 MILE NORTH OF ARDEN WAY UNDERCROSSING to revise the project plans, the *Notice to Bidders and Special Provisions*, the *Bid* book and the Federal Minimum Wages with Modification Number 10 dated 08/26/2016.

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, September 20, 2016.

Project plan sheets 1, 87, 95 and 108 are replaced and attached for substitution for the like-numbered sheets.

Project plan sheets 66A, 83A, 83B, 83C, 83D, 83E, 104A, 107A, 108A, 108B and 112A are added as attached.

In the *Notice to Bidders and Special Provisions*, in the "STANDARD PLANS LIST," the following Standard Plans are added as follows:

"ES-7O, RSP A77N1, RSP A77U1, RSP A77U2, RSP A77U3, RSP A77V1, RSP A77V2, RSP ES-4A, RSP ES-6F, RSP ES-7M, RSP ES-7N and RSP ES-14B."

In the Special Provisions, Section 1-1.01 is replaced as attached.

In the Special Provisions, Section 12-8, "TEMPORARY PAVEMENT DELINEATION," is replaced as attached.

In the Special Provisions, DIVISION V "BITUMINOUS SEALS," Section 37-5.02 is deleted.

In the Special Provisions, DIVISION V "BITUMINOUS SEALS," Section 37-6.02 is added as attached.

In the Special Provisions, Section 39-2 is replaced as attached.

In the Special Provisions, Section 39-4 is replaced as follows:

"Add to section 39-4.02C of the RSS for section 39:

For HMA-O, the grade of asphalt binder must be PG 64-16.

For RHMA-O, the grade of asphalt binder must be PG 64-16."

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In the Special Provisions, Section 83-1.02C(3) is replaced as attached.

In the Special Provisions, Section 86.2 is replaced as attached.

In the *Bid* book, in the "Bid Item List," Item 64 is replaced.

To *Bid* book holders:

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*.

Submit the *Bid* book as described in the *Electronic Bidding Guide* at the Bidders' Exchange website.

http://www.dot.ca.gov/hq/esc/oe/electronic_bidding/electronic_bidding.html

Inform subcontractors and suppliers as necessary.

This addendum, EBS addendum file, 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/03/03-0H11U4

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,


AMARJEET BENIPAL
District Director

Attachments

**Add to section 1-1.01:
Bid Items and Applicable Sections**

Item code	Item description	Applicable section
031484	REMOVED FENCE GLARE SCREEN	15
045353	BONDED JOINT SEAL (MR 2")	51
031485	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	56
031486	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	56
031487	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	56
031488	RETROREFLECTIVE SHEETING (TYPE XI)	56
031489	CONCRETE BARRIER DELINEATOR (16 INCH)	81
031490	MODULAR GLARE SCREEN	83
031491	ALTERNATIVE CRASH CUSHION	83
031492	4" PERMANENT TAPE TRAFFIC STRIPE	84
031493	8" PERMANENT TAPE TRAFFIC STRIPE	84
031494	8" PERMANENT TAPE TRAFFIC STRIPE (BROKEN 12-3)	84
031495	4" PERMANENT TAPE TRAFFIC STRIPE (BROKEN 36-12)	84
031496	4" PERMENANT TAPE TRAFFIC STRIPE (BROKEN 17-7)	84
031497	MODIFYING EXISTING ELECTRICAL SYSTEM	86
031498	REMOVING EXISTING ELECTRICAL SYSTEM	86

Replace "Reserved" in section 12-8 with:

12-8.01 GENERAL

Section 12-8 includes specifications for placing, applying, maintaining, and removing temporary pavement delineation.

Painted traffic stripe used for temporary delineation must comply with section 84-3. Apply 1 or 2 coats.

Temporary signing for no-passing zones must comply with section 12-3.06.

12-8.02 MATERIALS

12-8.02A General

Not Used

12-8.02B Temporary Lane Line and Centerline Delineation

Temporary pavement markers must be the same color as the lane line or centerline markers being replaced.

Temporary pavement markers must be on the Authorized Material List for signing and delineation materials for short-term day or night use, 14 days or less, or long-term day or night use, 180 days or less.

12-8.02C Temporary Edge Line Delineation

Temporary, removable, construction-grade striping and pavement marking tape must be on the Authorized Material List for signing and delineation materials. Apply temporary, removable, construction-grade striping and pavement marking tape under the manufacturer's instructions.

12-8.03 CONSTRUCTION

12-8.03A General

Whenever work activities obliterate pavement delineation, place temporary or permanent pavement delineation before opening the traveled way to traffic. Place lane line and centerline pavement delineation for traveled ways open to traffic. On multilane roadways, freeways, and expressways, place edge line delineation for traveled ways open to traffic.

Establish the alignment for temporary pavement delineation, including required lines or markers. Surfaces to receive an application of paint or removable traffic tape must be dry and free of dirt and loose material. Do not apply temporary pavement delineation over existing pavement delineation or other temporary pavement delineation. Maintain temporary pavement delineation until it is superseded or you replace it with a new striping detail of temporary pavement delineation or permanent pavement delineation.

Place temporary pavement delineation on or adjacent to lanes open to traffic for a maximum of 14 days. Before the end of the 14 days, place the permanent pavement delineation. If the permanent pavement delineation is not placed within the 14 days, replace the temporary pavement markers with additional temporary pavement delineation equivalent to the striping detail specified for the permanent pavement delineation for the area. The Department does not pay for the additional temporary pavement delineation.

When the Engineer determines the temporary pavement delineation is no longer required for the direction of traffic, remove the temporary pavement delineation, including any underlying adhesive for temporary pavement markers, from the final layer of surfacing and from the pavement to remain in place. Remove temporary pavement delineation that conflicts with any subsequent or new traffic pattern for the area.

12-8.03B Temporary Lane Line and Centerline Delineation

Whenever lane lines or centerlines are obliterated, the minimum lane line and centerline delineation must consist of temporary pavement markers placed longitudinally at intervals not exceeding 24 feet. The temporary pavement markers must be on the Authorized Material List for signing and delineation materials for short-term day or night use, 14 days or less, or long-term day or night use, 180 days or less. Place temporary pavement markers under the manufacturer's instructions. Cement the markers to the surfacing with the adhesive recommended by the manufacturer, except do not use epoxy adhesive to place pavement markers in areas where removal of the markers will be required.

For temporary lane line or centerline delineation consisting entirely of temporary pavement markers, place the markers longitudinally at intervals not exceeding 24 feet.

Where no-passing centerline pavement delineation is obliterated, install the following temporary no-passing zone signs before opening lanes to traffic. Install a W20-1, "Road Work Ahead," sign from 1,000 to 2,000 feet in advance of a no-passing zone. Install a R4-1, "Do Not Pass," sign at the beginning of a no-passing zone and at 2,000-foot intervals within the no-passing zone. For continuous zones longer than 2 miles, install a W7-3a or W71(CA), "Next ___ Miles," sign beneath the W20-1 sign. Install a R4-2, "Pass With Care," sign at the end of the no-passing zone. The Engineer determines the exact location of temporary no-passing zone signs. Maintain the temporary no-passing zone signs in place until you place the permanent no-passing centerline pavement delineation. Remove the temporary no-passing zone signs when the Engineer determines they are no longer required for the direction of traffic.

12-8.03C Temporary Edge Line Delineation

Whenever edge lines are obliterated on multilane roadways, freeways, and expressways, place edge line delineation for that area adjacent to lanes open to traffic consisting of (1) solid, 4-inch wide traffic stripe tape of the same color as the stripe being replaced, (2) traffic cones, (3) portable delineators or channelizers placed longitudinally at intervals not exceeding 100 feet. You may apply temporary painted traffic stripe where removal of the 4-inch wide traffic stripe will not be required.

The Engineer determines the lateral offset for traffic cones, portable delineators, and channelizers used for temporary edge line delineation. If traffic cones or portable delineators are used for temporary pavement delineation for edge lines, maintain the cones or delineators during hours of the day when the cones or delineators are being used for temporary edge line delineation.

Channelizers used for temporary edge line delineation must be an orange surface-mounted type. Cement channelizer bases to the pavement as specified in section 85 for cementing pavement markers to pavement except do not use epoxy adhesive to place channelizers on the top layer of the pavement. Channelizers must be one of the 36-inch, surface-mounted types on the Authorized Material List for signing and delineation materials.

Remove the temporary edge line delineation when the Engineer determines it is no longer required for the direction of traffic.

12-8.04 PAYMENT

Not Used

Add to section 37-6.02 of the RSS for section 37:

Crack treatment material must be Type 3.

Crack treatment must be hot-applied.

Add to section 37-6.03 of the RSS for section 37:

Construct the reservoir 1/2 inches wide by 1/2 inches deep.

Replace the 2nd sentence of the 8th paragraph of section 37-6.03 of the RSS for section 37 with:

Fill the crack recessed 1/4 inch.

Replace the paragraphs in section 39-2.01C(2) of the RSS for section 39 with:

The JMF must be based on the Superpave HMA mix design system as described in the MS-2 Asphalt Mix Design Methods by the Asphalt Institute.

For a Type A HMA mixture using RAP substitution greater than 15 percent of the aggregate blend, the asphalt binder grade from the HMA mixture must comply with the binder grade specified in section 39-2.02C. The HMA mixture binder grade must not be stiffer than the PG binder grade specified and must be determined by blending charts for high, intermediate, and low critical temperatures. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the HMA mixture binder grade using blending charts.

Add to section 39-2.01C(3) of the RSS for section 39:

For RAP substitution greater than 15 percent of the aggregate blend, submit blending calculation sheets and blending charts for high, intermediate, and low critical temperatures. The blending calculation sheets and blending charts must be based on the MS-2 Asphalt Mix Design Methods by the Asphalt Institute. You may use critical temperatures of virgin binder or the maximum theoretical critical temperature of the PG grade of the virgin binder. Critical temperatures must be in whole degree. The calculation sheets must be sealed and signed by an engineer who is registered as a civil engineer in the State or by the AMRL-AASHTO-accredited laboratory manager responsible for the calculations and blending charts.

Add between the heading and the 1st paragraph of section 39-2.01D(2)(c) of the RSS for section 39:

39-2.01D(2)(c)(i) General

Section 39-2.01D(2)(c) applies to Type A HMA mixtures using RAP substitution greater than 15 percent of the aggregate blend.

39-2.01D(2)(c)(ii) Reclaimed Asphalt Pavement Stockpiles

Add to section 39-2.01D(2)(c) of the RSS for section 39:

39-2.01D(2)(c)(iii) Virgin and Recovered Reclaimed Asphalt Pavement Binder

Perform solvent extraction of RAP binder under AASHTO T 164, Method A, and recovery under AASHTO R 59 or ASTM D1856. Test the quality characteristics of the recovered RAP binder under the test methods and frequencies shown in the following table:

Quality characteristic	Test method	Minimum testing frequency
Critical temperatures of RAP binder	AASHTO T 315 and AASHTO T 313	1 per project if RAP is not augmented or 1 per 500 tons of augmented RAP

If you use critical temperature of virgin binder in blending charts, test the quality characteristics of the virgin binder under the test methods and frequencies shown in the following table:

Quality characteristic	Test method	Minimum testing frequency
Critical temperatures of virgin binder	AASHTO T 315 and AASHTO T 313	1 per 5 paving days or 1 per project, whichever is greater

Determine the blended binder grade using blending charts under the MS-2 Asphalt Mix Design Methods by the Asphalt Institute each time the critical temperatures are determined.

Replace "If RAP is used" in item 2 in the list of the paragraph of section 39-2.01D(5) of the RSS for section 39 with:

For RAP substitution greater than 15 percent of the aggregate blend

Replace the row for moisture susceptibility, dry strength, in the table in item 3 in the list of the paragraph of section 39-2.01D(5) of the RSS for section 39 with:

Moisture susceptibility (psi, dry strength)	AASHTO T 283	100–300
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Add to the list of the paragraph of section 39-2.01D(5) of the RSS for section 39 with:

4. For RAP substitution greater than 15 percent of the aggregate blend, the asphalt binder grade must comply with the specified binder grade. A tolerance of +2 degrees C may be applied to the critical high and low temperatures of the blended binder. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the PG binder grade using blending charts.

Replace the row for moisture susceptibility, dry strength, in the 1st paragraph of section 39-2.02B of the RSS for section 39 with:

Moisture susceptibility, dry strength (psi)	AASHTO T 283	100–300
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Replace the row for moisture susceptibility, dry strength, in the 1st paragraph of section 39-2.02B of the RSS for section 39 with:

Moisture susceptibility, dry strength (psi)	AASHTO T 283	100–300
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Replace the 3rd and 4th paragraphs in section 39-2.02B of the RSS for section 39 with:

For a Type A HMA mixture using RAP substitution greater than 15 percent of the aggregate blend, the mix design blended binder grade must comply with the specified binder grade. The mix design blended binder grade must be determined using blending charts as described in the MS-2 Asphalt Mix Design Methods by the Asphalt Institute. Original binder requirements, ductility requirements, and footnote d in the table in the 1st paragraph in section 92-1.02B do not apply in the determination of the HMA mixture binder grade using blending charts.

Replace "Reserved" in section 39-2.02C of the RSS for section 39 with:

The grade of asphalt binder for Type A HMA must be PG 64-16.

For Type A HMA using RAP substitution of greater than 15 percent of the aggregate blend, the HMA mixture binder grade must comply with the PG binder grade specified above.

For Type A HMA using RAP substitution of 15 percent or less of the aggregate blend, the grade of the virgin binder must comply with the PG binder grade specified above.

Replace the 2nd sentence of 2nd paragraph in section 39-2.02F of the RSS for section 39 with:

For RAP substitution of 15 percent or less, RAP must be within ± 3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 15 percent. For RAP substitution of greater than 15 percent, RAP must be within ± 3 of RAP percentage shown in your Contractor Job Mix Formula Proposal form without exceeding 25 percent.

Replace section 83-1.02C(3) with:

83-1.02C(3) Alternative Flared Terminal System

Alternative flared terminal system must be furnished and installed as shown on the plans and under these special provisions.

Obtain the Department-authorized manufacturer's drawing and the manufacturer's check list for the assembly and installation of the alternative flared terminal system from the manufacturer's representative or distributor. Notify the Engineer of the type of alternative flared terminal system to be installed at each location before starting installation activities. Complete, sign, and date the check list for each installed terminal system and submit a copy of the completed and signed check list for each installed location. The Engineer signs and dates the completed check lists, verifying the terminal system at each location was assembled and installed under the manufacturer's instructions and as described.

The allowable alternatives for a flared terminal system must consist of one of the following or a Department-authorized equal.

1. TYPE FLEAT-SP-MGS for steel or FLEAT-W-MGS for wood TERMINAL SYSTEM - Type FLEAT-MGS terminal system must be a Flared Energy Absorbing Terminal 350, system length 37'-6", manufactured by Road Systems, Inc., located in Big Spring, Texas, and must include items detailed for Type FLEAT-MGS terminal system shown on the plans. The Flared Energy Absorbing Terminal 350 can be obtained from the distributor, Universal Industrial Sales, P.O. Box 699, Pleasant Grove, UT 84062, telephone (801) 785-0505 or from the distributor, Gregory Industries, Inc., 4100 13th Street, S.W., Canton, OH 44708, telephone (330) 477-4800.
2. TYPE X-LITE - Type X-Lite terminal system must be a 31" X-Lite Guard Rail End Terminal as manufactured by Barrier Systems, Inc., located in Vacaville, CA, and must include items detailed for Type 31" X-Lite terminal system shown on the plans. The 31" X-Lite Guard Rail End Terminal can be obtained from the distributor, Statewide Safety and Signs, Inc., 130 Grobric Court, Fairfield, CA 94533, telephone (800) 770-2644.
3. TYPE 31" X-TENSION - Type 31" X-Tension terminal system must be a 31" X-Tension Guard Rail End Terminal as manufactured by Barrier Systems, Inc., located in Vacaville, CA, and must include items detailed for Type 31" X-Tension terminal system shown on the plans. The 31" X-Tension Guard Rail End Terminal can be obtained from the distributor, Statewide Safety and Signs, Inc., 130 Grobric Court, Fairfield, CA 94533, telephone (800) 770-2644.

Submit a certificate of compliance for terminal systems.

Terminal systems must be installed under the manufacturer's installation instructions and these specifications. Each terminal system installed must be identified by painting the type of terminal system in neat black letters and figures 2 inches high on the backside of the rail element between system posts numbers 4 and 5. Paint must be metallic acrylic resin type spray paint. Before applying terminal system identification, the surface to receive terminal system identification must be removed of all dirt, grease, oil, salt, or other contaminants by washing the surface with detergent or other suitable cleaner. Rinse thoroughly with fresh water and allow to fully dry.

For Type 31" X-Lite terminal system, two 13'-6 1/2" rail elements must be connected between Post 7 and the Midwest Guardrail System. All crimped posts and line posts must be W6 x 8.5 or W6 x 9 steel posts. All posts, must be, at the Contractor's option, either driven or placed in drilled holes. Space around the crimped posts, Post 2 with attached soil plate and lines posts must be backfilled with selected earth, free of rock, placed in layers approximately 4 inches thick and each layer must be moistened and thoroughly compacted. All blocks must be wood or plastic.

For Type FLEAT-SP-MGS terminal system, install the soil tube with soil plate attached at Post 1, hinged breakaway post at Post 2, and 6'-0" W6 x 9 steel posts at Posts 3 through 7. Use a W6 x 15 steel post at Post 1. The soil tube with soil plate must be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes must be backfilled with selected earth, free of rock, placed in layers approximately 4 inches thick and each layer must be moistened and thoroughly compacted.

For Type FLEAT-W-MGS terminal system, install the soil tubes with soil plate attached at Posts 1 and 2, breakaway cable terminal posts at Posts 1 and 2, and controlled release terminal posts at Posts 3 through 6. The soil tubes with soil plates must be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel foundation tubes must be backfilled with selected earth, free of rock, placed in layers approximately 4 inches thick and each layer must be moistened and thoroughly compacted. The breakaway cable terminal posts must be inserted into the steel foundation tubes by hand and must not be driven.

For Type 31" X-Tension terminal system, the steel post and soil anchor must be, at the Contractor's option, driven with or without pilot holes, or placed in drilled holes. Space around the steel post and soil anchor must be backfilled with selected earth, free of rock, placed in layers approximately 4 inches thick and each layer must be moistened and thoroughly compacted. The wood terminal posts must be inserted into the drilled holes by hand and backfilled in the same manner as the steel post and soil anchor. Wood terminal posts must not be driven. All blocks must be wood or plastic.

For Type 31" X-Tension terminal system, the steel bottom post and I-beam post must be placed in drilled hole. The soil anchor and steel line posts must be, at the Contractor's option, either driven or placed in drilled holes. Space around the steel bottom post, steel line posts and soil anchor must be backfilled with selected earth, free of rock, placed in layers approximately 4 inches thick and each layer must be moistened and thoroughly compacted. All blocks must be plastic.

After installing the terminal system, dispose of surplus excavated material in a uniform manner along the adjacent roadway where designated by the Engineer.

Add to the beginning of section 86-2.01C(2)(c)(i) of the RSS for section 86:

Use Type 3 conduit for underground installation.

Replace the 3rd paragraph of section 86-2.01C(2)(c)(i) of the RSS for section 86 with:

Place a minimum of 2 inches of sand bedding in a trench before installing Type 2 or Type 3 conduit and 4 inches of minor concrete over the conduit before placing additional backfill material. The concrete must contain at least 421 pounds of cementitious material per cubic yard.

Replace the 1st paragraph of section 86-2.01C(6)(b)(ii) of the RSS for section 86 with:

Install a Type B loop detector lead-in cable in conduit.

Replace the 1st paragraph of section 86-2.01C(6)(c)(ii) of the RSS for section 86 with:

Use a Type 2 loop wire. Use only Type 2 loop wire for Type E loop detectors.

Replace the 2nd paragraph of section 86-2.01C(8)(b) of the RSS for section 86 with:

Use Method B to insulate a splice.

Add between the 1st and 2nd sentences in the 2nd paragraph of section 86-2.01C(22)(b) of the RSS for section 86:

Do not install loop detectors in or on the subbase layer.

Add between the 11th and 12th paragraphs of section 86-2.01C(22)(b) of the RSS for section 86:

Use elastomeric sealant or hot melt rubberized asphalt sealant to fill slots. Asphaltic emulsion sealant may be used when dense graded hot mix asphalt surfacing will be placed over installed loop conductors.

Add to the end of section 86-2.21C(3) of the RSS for section 86:

Modifying a signal includes removing, adjusting, or adding:

1. Pull boxes
2. Conduit
3. Conductors
4. Cables
5. Detectors
6. Detector handhole

Modifying a traffic monitoring station includes removing, adjusting, or adding:

1. Pull boxes
2. Cables
3. Conductors
4. Detectors
5. Detector handhole

Add to the end of section 86-2.21C(4) of the RSS for section 86:

Removing a flashing beacon system includes removing:

1. Foundations
2. Pull boxes
3. Conduit
4. Conductors
5. Standards
6. Service equipment enclosure
7. Signal heads
8. Flashing beacon control assembly

BID ITEM LIST
03-0H11U4

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
61	420201	GRIND EXISTING CONCRETE PAVEMENT	SQYD	52,800		
62	420203	GRIND EXISTING BRIDGE DECK	SQYD	384		
63	510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	CY	258		
64 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	CY	370.1		
65	510800	PAVING NOTCH EXTENSION	CF	184		
66	511118	CLEAN EXPANSION JOINT	LF	387		
67	519081	JOINT SEAL (MR 1/2")	LF	218		
68	519091	JOINT SEAL (MR 1 1/2")	LF	106		
69	519100	JOINT SEAL (MR 2")	LF	260		
70	045353	BONDED JOINT SEAL (MR 2")	LF	67		
71	560248	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	18		
72	560249	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-UNFRAMED)	SQFT	14		
73	566011	ROADSIDE SIGN - ONE POST	EA	7		
74	566012	ROADSIDE SIGN - TWO POST	EA	3		
75	568001	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	2		
76	031485	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	42		
77	031486	FURNISH SINGLE SHEET ALUMINUM SIGN (0.08" - UNFRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	32		
78	031487	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080" - FRAMED) FOR RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	75		
79	031488	RETROREFLECTIVE SHEETING (TYPE XI)	SQFT	150		
80	730020	MINOR CONCRETE (CURB) (CY)	CY	1.2		