

DEPARTMENT OF TRANSPORTATION

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**** WARNING ** WARNING ** WARNING ** WARNING ****
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March 13, 2002

04-SM-84-R41.9/R47.1
04-015114

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN MATEO COUNTY IN MENLO PARK FROM MARSH ROAD TO THE DUMBARTON BRIDGE.

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 April 3, 2002, instead of March 20, 2002.

This addendum is being issued to set a new bid opening date as shown herein and revise the Project Plans, the Notice to Contractors and Special Provisions and the Proposal and Contract.

Project Plan Sheets 2, 3, 4, 7, 8, 15, 16, 19, 39, 64, 65, 66, 69, 128, 140, 141, 168, 173, 178, 227, 229, 230, 232, 248 and 267 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

Project Plan Sheet 295A is added. This sheet is to follow Project Plan Sheet 295. Half-sized copies of the added sheet is attached for addition to the project plans.

In the Special Provisions, "IMPORTANT SPECIAL NOTICES," the following is added after the third paragraph:

"Escrow of Bid Documentation
The bidder's attention is directed to "Escrow of Bid Documentation" of the Special Provisions."

In the Special Provisions, "A + B BIDDING SPECIAL NOTICE," is added as attached.

In the Special Provisions, Section 2-1.01, "GENERAL," the following paragraph is added after the first paragraph:

"The proposal shall set forth the unit prices, item totals, TOTAL BID (A), the number of working days bid for completion of all the work, the product of the working days bid times the cost per day shown on the Engineer's Estimate (TOTAL BID (B)), and the "Total Basis for Comparison of Bids (A+B)," all in clearly legible figures, in the respective spaces provided, and shall be signed by the bidder, who shall fill out all blanks in the proposal form as therein required."

In the Special Provisions, Section 2-1.01, "GENERAL," the third paragraph is revised as follows:

"The Bidder's Bond form mentioned in the last paragraph in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications will be found following the signature page of the Proposal. The amount of the bidder's security required in Section 2-1.07, "Proposal Guaranty," of the Standard Specifications shall be based on the "TOTAL BID (A)" set forth on the proposal form."

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In the Special Provisions, Section 3, "AWARD AND EXECUTION OF CONTRACT," the following paragraphs are added after the second paragraph:

"The bidder shall bid the number of working days for it to complete this contract. Bids in which the number of working days bid for completion of all the work exceed 555 days will be considered non-responsive and will be rejected.

All bids will be compared on the basis of the Engineer's Estimate of the quantities of work to be done (TOTAL BID (A)), plus the product of the number of working days bid for completion of all the work and the cost per day shown on the Engineer's Estimate (TOTAL BID (B)).

The apparent lowest bid will be determined on the basis of the "Total Basis for Comparison of Bids (A + B)" set forth in the Engineer's Estimate. The contract price for the awarded contract will be the "TOTAL BID (A)" set forth in the proposal.

The contract shall be signed by the successful bidder and shall be received with contract bonds by the Office of Office Engineer within 4 days, not including Saturdays, Sundays and legal holidays, after the contract has been awarded. Failure to do so shall be just cause for forfeiture of the proposal guaranty.

It is expected that within 2 days, not including Saturdays, Sundays and legal holidays, of return of the executed contract and bonds, the Department will notify the successful bidder of either approval of the contract by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation, or disapproval of the submittal."

In the Special Provisions, Section 4, "BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES," is revised as attached.

In the Special Provisions, Section 8-1.03, "STATE-FURNISHED MATERIALS," is revised as attached

In the Special Provisions, Section 8-1.04, "ENGINEERING FABRICS," is added as follows:

"8-1.04 ENGINEERING FABRICS

Engineering fabrics shall conform to the provisions in Section 88, "Engineering Fabrics," of the Standard Specifications and these special provisions."

In the Special Provisions, Section 10-1.36, "EXISTING HIGHWAY FACILITIES," the subsection "COLD PLANE ASPHALT CONCRETE PAVEMENT," the first sentence in the seventh paragraph is revised as follows:

"Asphalt concrete for temporary tapers shall conform to Asphalt Concrete Section 39 of the Standard Specifications and may be spread and compacted by any method that will produce a smooth riding surface."

In the Special Provisions, Section 10-1.38, "EARTHWORK," the first sentence in the third paragraph is revised as follows:

"The Contractor shall be limited in the length of the roadway excavation made to that which can be prepared and backfilled up to the bottom of the structural section by the end of three consecutive shifts or within 72 hours, which ever is less."

In the Special Provisions, Section 10-1.38, "EARTHWORK," the second sentence in the sixth paragraph is revised as follows:

"Selected materials shall be temporarily stockpiled and then spread over all contour graded areas as shown on the plans."

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In the Special Provisions, Section 10-1.39, "RESTRICTED MATERIAL EXCAVATION," the second sentence in the sixth paragraph is revised as follows:

"The removal of stockpiles shall begin within 30 days of accumulating 100 Kg of restricted material."

In the Special Provisions, Section 10-1.39, "RESTRICTED MATERIAL EXCAVATION," the seventh paragraph is deleted.

In the Special Provisions, Section 10-1.40, "SHOULDER BACKING," the second paragraph 19-mm Sieve Size, "Plasticity Index of 10 min." is replaced with "Plasticity Index of 1 Min ."

In the Special Provisions, Section 10-1.41, "IMPORTED BORROW (LIGHTWEIGHT FILL)," is revised as attached.

In the Special Provisions, Section 10-1.42, "SUBGRADE ENHANCEMENT FABRIC," the third paragraph is revised as follows:

"Subgrade enhancement fabric shall conform to the following:

Serviceability Class	1
Grab Tensile Strength, ASTM Designation: D4632	0.9 KN
Elongation at Break ASTM Designation: D4632	> 50%
Maximum Apparent Opening Size ASTM Designation: D4751	0.3 mm
Minimum Permittivity ASTM Designation: D4491"	0.1 sec-1

In the Special Provisions, Section 10-1.56, "ASPHALT CONCRETE," the second paragraph is revised as follows:

"The aggregate for Type A asphalt concrete and Type A (Leveling) asphalt concrete shall conform to the 12.5-mm maximum, coarse and 12.5-mm maximum, medium grading specified in Section 39-2.02, "Aggregate," in Section 11-1, "Quality Control / Quality Assurance," of these special provisions."

In the Special Provisions, Section 10-1.89, "REPLACE ASPHALT CONCRETE SURFACING," is added as attached.

In the Special Provisions, Section 10-3.185, "STATE-FURNISHED BATTERY BACK-UP SYSTEM," is added as attached.

In the Proposal and Contract, on page 1, the fourth paragraph is revised as follows:

"Bids are to be submitted for the entire work. The amount of the bid for comparison purposes will be the total of the following: the total of all items; and, the product of the number of calendar days bid to complete the project and the cost per day shown on the proposal form. Said amount shall be set forth as the "Total Basis for Comparison of Bids."

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In the Proposal and Contract, on page 2, the following paragraphs are added after the third paragraph:

"The bidder shall also set forth the number of working days bid to completely open the roadway to public traffic and the product of the number of working days and the cost per day shown on the proposal form, all in clearly legible figures in the respective spaces provided for that purpose.

In the case of a discrepancy between the number of working days and said product, the number of working days shall prevail, except that if the number of working days is unreadable or otherwise unclear, or is omitted, or is the same amount as the entry for said product, then the amount set forth as the product shall prevail and shall be divided by the cost per day shown and the number thus obtained shall be the number of working days."

In the Proposal and Contract, on page 2, the fourth paragraph is revised as follows:

"If this proposal shall be accepted and the undersigned shall fail to enter into the contract and furnish the 2 bonds in the sums required by the State Contract Act, with surety satisfactory to the Department of Transportation, within 4 days, not including Saturdays, Sundays and legal holidays, after the contract has been awarded, the Department of Transportation may, at its option, determine that the bidder has abandoned the contract, and thereupon this proposal and the acceptance thereof shall be null and void and the forfeiture of the security accompanying this proposal shall operate and the same shall be the property of the State of California."

In the Proposal and Contract, the Engineer's Estimate Items 98, 105, 109, 110, 156, 160, 161, 162, 165, 167, and 169 are revised. Items 205, 206, 207, and 208 are added and Items 101, 102, 103, 104, and 204 are deleted as attached.

To Proposal and Contract book holders:

Replace pages 7, 8, 10, 11, and 13 of the Engineer's Estimate in the Proposal with the attached revised pages 7, 8, 10, 11, and 13 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

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

Submit bids in the Proposal and Contract 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 office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it.

If you are not a Proposal and Contract 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,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

* * * * *

A + B BIDDING SPECIAL NOTICE

* * * * *

This project includes, but is not limited to, the following special requirements:

The bidder's attention is directed to Section 2, "Proposal Requirements and Conditions," Section 3, "Award and Execution of Contract," and Section 4, "Beginning of Work, Time of Completion and Liquidated Damages," in the special provisions. In addition to the item prices and totals, the proposal shall set forth the number of working days bid to complete all the work. Working days are defined in Section 4. All bids will be compared on the basis of the sum of the Engineer's Estimate of the quantities of work to be done (TOTAL BID (A)), plus the product of the number of working days bid to complete all the work and the cost per day shown on the Engineer's Estimate (TOTAL BID (B)). The lowest bid will be determined on the basis of the "Total Basis for Comparison of Bids" set forth in the Engineer's Estimate.

Bids in which the number of working days bid exceed 555 will be considered non-responsive and will be rejected.

The bidder's attention is also directed to the provisions in Section 4 of the special provisions regarding liquidated damages.

No incentive payments will be paid nor will disincentive deductions be charged on this project.

For purposes of determining liquidated damages, all work must be completed and the contract accepted by the Director, as specified in Section 7-1.17, "Acceptance of Contract," of the Standard Specifications.

Examples of determining liquidated damages are as follows:

Completing all the work, at 11:55 p.m. on day 500 shall be deemed completing all the work shown on the project plans on day 500.

Completing all the work, at 12:05 a.m. on day 501 shall be deemed completing all the work shown on the project plans on day 501.

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in Section 8-1.03, "Beginning of Work," in Section 8-1.06, "Time of Completion," and in Section 8-1.07, "Liquidated Damages," of the Standard Specifications and these special provisions.

The total number of working days to complete all work in the contract shall be the number of working days bid.

Said work shall be diligently prosecuted to completion before the expiration of the number of working days bid, beginning at 12:01 a.m. on the day after the day of contract award.

The Contractor shall pay to the State of California the sum of \$14,000 per day, for each and every calendar day's delay in finishing the work in excess of the number of working days bid.

Delays due to actions required by the Engineer performing normal inspection, testing and review duties shall be considered as included in the number of working days bid for completion of the contract and no extensions of time will be allowed for such actions in determining liquidated damages.

Full compensation for any additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

No incentive payments will be paid nor will disincentive deductions be charged on this project.

8-1.03 STATE-FURNISHED MATERIALS

Attention is directed to Section 6-1.02, "State-Furnished Materials," of the Standard Specifications and these special provisions.

The following materials will be furnished to the Contractor:

- A. Sign panels for roadside signs and overhead sign structures.
- B. Interpretive signs, frames, and pedestals.

Padlocks for the backflow preventer assembly enclosures, walk gates, and irrigation controller enclosure cabinets will be furnished to the Contractor.

Bay Trail sign plates will be furnished to the Contractor.

- C. LED modules for vehicular traffic signal units and Type A pedestrian signals.
- D. Model 170 controller assemblies, including controller unit, completely wired controller cabinet, and inductive loop detector sensor units.

Completely wired controller cabinets, with auxiliary equipment but without controller unit, will be furnished to the Contractor at the Caltrans Maintenance Station, 30 Rickard Street, San Francisco, CA 94134.

- E. Battery Back -Up System for Model 170 controller assemblies.

The Contractor shall notify the Engineer not less than 48 hours before State-furnished material is to be picked up by the Contractor. A full description of the material and the time the material will be picked up shall be provided.

The Interpretive sign, frame, and pedestal will be available to the Contractor at one of the following locations. The Engineer will notify the Contractor which of the following vendors will be supplying the interpretive sign and frame 48 hours in advance of pick up.

WinsorFireform
312 Columbia St. NW
Olympia, Washington 98501
Telephone: 1-800-824-7506

Sea Reach Ltd.
PO Box 112
Rose Lodge, OR 97372
Telephone: (541) 994-6903

10-1.41 IMPORTED BORROW (LIGHTWEIGHT FILL)

Imported borrow (lightweight aggregate) shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

Imported borrow (lightweight aggregate) shall consist of a rotary kiln expanded shale aggregate of the extruded type or a processed, naturally-occurring volcanic aggregate.

Imported borrow (lightweight aggregate) grading shall be as specified in these special provisions.

Imported borrow (lightweight aggregate) material, when deposited in place, shall conform to the following grading and quality requirements:

Grading Requirements

Sieve Sizes	Percentage Passing
37.5-mm	100
25-mm	95 - 100
19-mm	90 - 100
9.5-mm	15 - 85
75-µm	0 - 9

Grading will be determined in conformance with the requirements of California Test 202, except shaking in the sieves shall be limited to 5 minutes.

Quality Requirements

Test	Requirement
Resistance (R-Value)	50 min
Durability Index	35 min

At locations directed by the Engineer, the material used to backfill the outer 0.6-m portion of structure backfill adjacent to pipe and culvert inlets and outlets shall be a compacted impervious material, conforming to the provisions in Section 19-3.06, "Structure Backfill," of the Standard Specifications.

Imported borrow (lightweight aggregate) shall have a maximum calculated saturated surface dry unit weight of 960 kg/m³. The saturated surface dry unit weight shall be calculated using the dry loose unit weight and the absorption of the coarse and fine aggregates. Dry loose unit weight shall be determined in conformance with the requirements in California Test Method 212, using test procedure (b) Compaction Method (by jiggling). Absorption of the coarse and fine aggregates shall be determined in conformance with the requirements in California Test Methods 206 and 207, except that the samples shall be oven dry before soaking and shall be soaked for 24 hours plus or minus 30 minutes. Saturated surface dry unit weight shall be calculated as follows:

1. multiply the percent coarse aggregate by the absorption of the coarse aggregate;
2. multiply the percent fine aggregate by the absorption of the fine aggregate;
3. add the two values from 1. and 2. and divide by 10000;
4. add one (1) to the result from 3. and multiply by the dry loose unit weight.

Imported borrow (lightweight aggregate) shall be placed and compacted to the designated dimensions in conformance with the provisions in Sections 19-1.03, "Grade Tolerance," and 19-6, "Embankment Construction," of the Standard Specifications. The provisions in Section 19-5, "Compaction," of the Standard Specifications shall not apply.

Initial layers of imported borrow (lightweight aggregate) may be placed by end dumping from trucks, or by any other method approved by the Engineer.

Imported borrow (lightweight aggregate) shall be spread or placed in such manner that will prevent bulking of the material and minimize particle breakdown. Imported borrow (lightweight aggregate) shall be compacted in uniform layers not to exceed 0.2-m thickness before compaction. Compaction shall be obtained by a minimum of 3 complete coverage passes using smooth drum steel roller compaction equipment imposing contact force of 1,000 kg per-meter-width of the roller face. Track type equipment which imposes the equivalent contact pressure as that specified for steel drum rollers, as determined by the Engineer, may be used provided the 3 complete coverages of the tracks of the track type equipment are achieved. Sufficient moisture treatment shall be made to aid the compactive effort. Compaction using pneumatic-tired equipment or compaction within trenches or other limited-access areas, or compaction in areas of low confining pressure, shall be by a method approved by the Engineer.

When alternative compaction equipment and methods of compaction (including use of pneumatic-tired equipment in trenches, in limited-access areas, and areas of low confining pressure) are proposed by the Contractor, a test site placing and compacting lightweight aggregate material shall be constructed. The alternative compaction equipment and methods of compaction shall not be used until, evaluation of the test site by the Engineer and the alternative methods and equipment have been approved by the Engineer.

Quantities of imported borrow (lightweight aggregate) shall be paid for by the cubic meter calculated on the basis of the mass, measured in place in conformance with the provisions in Section 9-1.01, "Measurement of Quantities," of the Standard Specifications divided by the 95 percent of the dry unit weight measured in conformance with the requirements in California Test Method 212, using test procedure (b) Compaction Method (by jiggling).

The contract price paid per cubic meter for imported borrow (lightweight aggregate) shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in constructing imported borrow (lightweight aggregate), complete in place (including constructing and removing any test sites required), as shown on the plans, as specified in these special provisions, and as directed by the Engineer.

10-1.89 REPLACE ASPHALT CONCRETE SURFACING

This work shall consist of removing existing asphalt concrete surfacing and underlying base and replacing the removed surfacing and base with new asphalt concrete in conformance with these special provisions.

Prior to pavement construction the Engineer will mark the pavement for the areas to be removed and replaced with new asphalt concrete.

Existing asphalt concrete surfacing and underlying base material removed during a work period shall be replaced before the time the lane is to be opened to public traffic as designated in "Maintaining Traffic" of these special provisions.

The outline of the asphalt concrete surfacing to be removed shall be cut with a power-driven saw to a depth of not less than 46 mm before removing the surfacing. Surfacing and base shall be removed without damage to surfacing that is to remain in place. Damage to pavement which is to remain in place shall be repaired to a condition satisfactory to the Engineer or the damaged pavement shall be removed and replaced with new asphalt concrete if ordered by the Engineer. Repairing or removing and replacing pavement damaged outside the limits of pavement to be replaced shall be at the Contractor's expense and will not be measured or paid for.

Removed materials shall be disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The material remaining in place, after removing asphalt concrete surfacing and base to the required depth, shall be graded to a plane, watered, and compacted. The finished surface of the remaining material shall not extend above the grade established by the Engineer.

Areas of the base material which are low as a result of over excavation shall be filled, at the Contractor's expense, with asphalt concrete.

Asphalt concrete used for replace asphalt concrete surfacing shall conform to the provisions in Section 39, "Asphalt Concrete," of the Standard Specifications.

At the Contractor's option, asphalt concrete used for replace asphalt concrete surfacing may be produced in conformance with the provisions for asphalt concrete placed on the traveled way in Section 11-1, "Quality Control / Quality Assurance," of these special provisions.

Replace asphalt concrete surfacing will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.

10-3.185 STATE-FURNISHED BATTERY BACK-UP SYSTEM

General

The State-furnished battery back-up system (BBS) shall include, but not be limited to the following: inverter/charger, power transfer relay, batteries and a separate manually operated non-electronic bypass switch (See Figure 1 – BBS Block Diagram on the plans). All necessary hardware and interconnect wiring not supplied as State-furnished, to the Contractor, shall be Contractor furnished for proper installation and operation. The BBS shall provide reliable emergency power to a traffic signal in the event of a power failure or interruption.

The State-furnished BBS will be capable of providing power for full run-time operation for an “LED-only” intersection (all colors red, yellow, and green) or flashing mode operation for an intersection using Red LED’s. The State-furnished BBS will be designed for outdoor applications and to be installed inside the State-furnished cabinet, in accordance with the Caltrans Transportation Electrical Equipment Specifications (TEES), dated November 19, 1999, Chapter 1, Section 8 requirements.

Mounting and Configuration

Inverter and charger unit, power transfer relay and manual bypass switch shall be mounted on the Model 332 cabinet standard EIA-310 rack cage as shown on Figure 2 – Mounting Diagram of the BBS electrical details on the plans.

All interconnect wiring provided between power transfer relay, manual bypass switch and cabinet terminal service block shall be no less than 2 meters of No. 10 AWG wire.

Relay contact wiring provided for each set of NO/NC relay contact closure terminals shall be 2 meters of No. 18 AWG wire.

A minimum of 6 bolts and fasteners shall be used to secure swing-trays to the Model 332 cabinet standard EIA 482.6 mm rack. All bolts, fasteners and washers shall meet the following requirements:

Screw type	Pan Head Phillips machine screw.
Size and Thread pitch	10-32.
Material	18-8 stainless steel (Type 316 stainless steel is acceptable as an alternate).
Washer	Use one flat washer (18-8 stainless steel) under the head of each 10-32 screw (provided that the screws are properly tightened, lock washers are unnecessary.)
Number of screws per swivel bracket, minimum	6 screws (minimum) per swivel bracket. Spaced evenly along bracket, with one screw near each end.

Complete BBS, including batteries, shall fit inside a typical, fully equipped Model 332 Cabinet that includes one Model 170 or 2070 controller.

A listing of conductor terminations for the State-furnished BBS, in the State-furnished controller cabinet, will be furnished free of charge to the Contractor at the site of the work.

Batteries shall be swing-tray mounted below the Model 170 or 2070 controller unit supports as shown on Figure 2 – Mounting Diagram of the BBS electrical details on the plans.

Functional Testing

Upon the completion of the installation and connection of the BBS, the order of functional testing shall be as follows:

1. Perform functional testing as outlined in Section 86-2.14C, "Functional Testing," of the Standard Specifications.
2. Perform functional testing with BBS only. Functional testing shall consist of not less than 30 minutes of continuous, satisfactory operation in the presence of the Engineer. If unsatisfactory performance of the BBS develops, the condition shall be corrected by the Contractor and the test shall be repeated until the 30 minutes of continuous, satisfactory operation is obtained.

Full compensation for functional testing and mounting hardware shall be considered as included in the contract lump sum price paid for signal and lighting at said location and no additional compensation will be allowed therefor.

**ENGINEER'S ESTIMATE
04-015114**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
81	202018	COMMERCIAL FERTILIZER	KG	6730		
82 (S)	023086	EROSION CONTROL (NETTING)	M2	3730		
83 (S)	203003	STRAW (EROSION CONTROL)	TONN	47		
84 (S)	203014	FIBER (EROSION CONTROL)	KG	8470		
85 (S)	203024	COMPOST (EROSION CONTROL)	KG	24 900		
86 (S)	203026	MOVE IN/MOVE OUT (EROSION CONTROL)	EA	3		
87 (S)	023087	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	3		
88 (S)	023088	PURE LIVE SEED (TYPE 2)	KG	64		
89 (S)	203045	PURE LIVE SEED (EROSION CONTROL)	KG	680		
90 (S)	023089	PURE LIVE SEED (TYPE 1)	KG	180		
91 (S)	203061	STABILIZING EMULSION (EROSION CONTROL)	KG	1670		
92 (S)	204099	PLANT ESTABLISHMENT WORK	LS	LUMP SUM	LUMP SUM	
93 (S)	208000	IRRIGATION SYSTEM	LS	LUMP SUM	LUMP SUM	
94	208304	WATER METER	EA	1		
95	208908	EXTEND 150 MM CONDUIT	M	11		
96	208909	EXTEND 200 MM CONDUIT	M	45		
97	023090	EXTEND IRRIGATION CROSSOVERS	M	45		
98	250401	CLASS 4 AGGREGATE SUBBASE	M3	7560		
99 (F)	260210	AGGREGATE BASE (APPROACH SLAB)	M3	2		
100	260301	CLASS 3 AGGREGATE BASE	M3	1650		

**ENGINEER'S ESTIMATE
04-015114**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
101	BLANK					
102	BLANK					
103	BLANK					
104	BLANK					
105	390155	ASPHALT CONCRETE (TYPE A)	TONN	108 000		
106	394040	PLACE ASPHALT CONCRETE DIKE (TYPE A)	M	590		
107	394046	PLACE ASPHALT CONCRETE DIKE (TYPE D)	M	620		
108	394048	PLACE ASPHALT CONCRETE DIKE (TYPE E)	M	1800		
109	395001	LIQUID ASPHALT, SC-70 (PRIME COAT)	TONN	4		
110	397001	ASPHALTIC EMULSION (PAINT BINDER)	TONN	170		
111 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	102		
112 (F)	510060	STRUCTURAL CONCRETE, RETAINING WALL	M3	160		
113 (F)	510086	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	M3	60		
114 (F)	510087	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	M3	25		
115	510217	CLASS 3 CONCRETE	M3	60		
116 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	68		
117	510526	MINOR CONCRETE (BACKFILL)	M3	10		
118 (F)	511106	DRILL AND BOND DOWEL	M	90		
119	515020	REFINISH BRIDGE DECK	M2	31		
120 (S)	519117	JOINT SEAL (MR 30 MM)	M	32		

**ENGINEER'S ESTIMATE
04-015114**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
141	705338	750 MM ALTERNATIVE FLARED END SECTION	EA	1		
142	705567	750 MM AUTOMATIC DRAINAGE GATE	EA	2		
143	721009	ROCK SLOPE PROTECTION (FACING, METHOD B)	M3	23		
144	721420	CONCRETE (DITCH LINING)	M3	760		
145	721430	CONCRETE (CHANNEL LINING)	M3	1		
146	729010	ROCK SLOPE PROTECTION FABRIC	M2	170		
147	731502	MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	M3	200		
148 (S-F)	750001	MISCELLANEOUS IRON AND STEEL	KG	8270		
149 (S)	800052	FENCE (TYPE WM, WOOD POST)	M	1480		
150 (S)	800392	CHAIN LINK FENCE (TYPE CL-1.8, VINYL-CLAD)	M	36		
151	800427	CHAIN LINK FENCE (TYPE CL-3.0)	M	20		
152 (S)	801196	3.7 M WIRE MESH GATE	EA	2		
153 (S)	802585	1.2 M CHAIN LINK GATE (TYPE CL-1.8)	EA	1		
154 (S)	810116	SURVEY MONUMENT (TYPE D)	EA	6		
155	023095	CONCRETE BARRIER MARKER	EA	1770		
156 (S)	832003	METAL BEAM GUARD RAILING (WOOD POST)	M	170		
157 (S-F)	833092	METAL TUBE BRIDGE RAILING	M	50		
158 (F)	833125	CONCRETE BARRIER (TYPE 25)	M	43		
159	833126	CONCRETE BARRIER (TYPE 25A)	M	120		
160	833127	CONCRETE BARRIER (TYPE 25B)	M	30		

**ENGINEER'S ESTIMATE
04-015114**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
161 (S)	839559	TERMINAL SYSTEM (TYPE ET)	EA	4		
162 (S)	839565	TERMINAL SYSTEM (TYPE SRT)	EA	2		
163 (S)	023096	CRASH CUSHION (REACT 6CBB)	EA	8		
164 (S)	839604	CRASH CUSHION (REACT 9CBB)	EA	4		
165	839701	CONCRETE BARRIER (TYPE 60)	M	2120		
166 (F)	839702	CONCRETE BARRIER (TYPE 60A)	M	58		
167	839703	CONCRETE BARRIER (TYPE 60C)	M	3050		
168	839705	CONCRETE BARRIER (TYPE 60E)	M	22		
169	839710	CONCRETE BARRIER (TYPE 60S)	M	68		
170 (S)	840515	THERMOPLASTIC PAVEMENT MARKING	M2	1030		
171 (S)	840561	100 MM THERMOPLASTIC TRAFFIC STRIPE	M	25 300		
172 (S)	840562	150 MM THERMOPLASTIC TRAFFIC STRIPE	M	1310		
173 (S)	840563	200 MM THERMOPLASTIC TRAFFIC STRIPE	M	6930		
174 (S)	840567	100 MM THERMOPLASTIC TRAFFIC STRIPE (BROKEN 1.83 M - 0.30 M)	M	290		
175 (S)	023097	PAINT TRAFFIC STRIPE (2 COAT) 100MM	M	78 720		
176 (S)	023098	PAINT TRAFFIC STRIPE (2 COAT) 200MM	M	7180		
177 (S)	840666	PAINT PAVEMENT MARKING (2-COAT)	M2	960		
178 (S)	023099	PAVEMENT MARKER (NON-REFLECTIVE TYPE A)	EA	5470		
179 (S)	850110	PAVEMENT MARKER (RETROREFLECTIVE-SPECIAL TYPE C)	EA	38		
180 (S)	023100	PAVEMENT MARKER (RETROREFLECTIVE-SPECIAL TYPE D)	EA	430		

ENGINEER'S ESTIMATE
04-015114

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
201	023066	PUBLIC ACCESS SIGN	EA	3		
202	023067	NON-STORM WATER DISCHARGE FEES	LS	LUMP SUM	LUMP SUM	
203	994425	BENCH	EA	6		
204	BLANK					
205	390175	ASPHALT CONCRETE (LEVELING)	TONN	2000		
206	391031	PAVING ASPHALT (BINDER - PAVEMENT REINFORCING FABRIC)	TONN	130		
209	393001	PAVEMENT REINFORCING FABRIC	M2	53 000		
208	999990	MOBILIZATION	LS	LUMP SUM	LUMP SUM	

TOTAL BID (A): = _____

TOTAL BID (B):

\$ 14,000.00 x _____ = _____
 (Cost Per Day) (Working Days Bid)
 (Not To Exceed 555 Days)

BASIS FOR COMPARISON OF

BIDS: (A) + (B) = _____

Notes:

- 1. TOTAL BID (A) is the grand total of the Item Totals in the Engineer's Estimate.**