



City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

ENGINEERING DIVISION

MAIN 209.831.6400
FAX 209.831.6439
www.cityoftracy.org

March 19, 2024

Plan Holders of:

Interstate 580/Patterson Pass Road/International Parkway Diverging Diamond Interchange Improvements Project, CIP 73147, Federal Project Number: ACSB11M-580-1(982)E

Subject: Addendum No. 3

Attached is Addendum No. 3 for the above referenced project.

If you have any questions regarding this addendum, please contact me at (209) 831-6455.

Sincerely,

A handwritten signature in blue ink that reads "Anju Pillai". The signature is written in a cursive, flowing style.

Anju Pillai
Senior Civil Engineer

Attachment

cc: Project File

ADDENDUM NO. 3

Date: March 19, 2024

Plan Holders of: **Interstate 580/Patterson Pass Road/International Parkway Diverging Diamond Interchange Improvements Project, CIP 73147, Federal Project Number: ACSB1IM-580-1(982) E**

All prospective bidders are hereby notified that modification and/or changes are to be made to the specifications, plans and proposal documents for this project, as entitled above.

The following items indicate additions and/or deletions to the above referenced project's documents and are hereby made a part thereof and are subject to all applicable requirements there under as if originally shown and/or specified. This addendum modifies the Bidding Documents and is hereby made part of the Contract Documents for this project to the extent as though it were originally included therein.

This addendum shall be acknowledged either by 1) acknowledging on the Signature of Bidder page of the Bid Proposal or 2) signing the last page of this addendum and submitting it with the bid. Any proposal not in compliance with this requirement may be rejected.

The documents of this project are hereby changed as follows:

Q3.01 Plan Sheet SC-1 CONSTRUCT THIS STAGE #11 states Construct 18" Temporary Culvert. We are unable to locate details or plans for this work. It does not appear on the Summary of Quantities or the Drainage Plans. We request the City provide details and plans for this work, along with the associated pay item(s).

A3.01 The notes referring to construct 18" Temporary Culverts are removed from the stage construction sheets.

Q3.02 The Drainage Profile for DS 43 does not match the Drainage Plan for DS 43. There is also no Drainage Profile for DS 45. We request that the City confirm the Drainage System Plans and Profiles.

A3.02 On Drainage Profile Sheet DP-9, the Drainage System 43 profile is relabeled to Drainage System 45 to match the details shown on Drainage Plan Sheet D-3. Drainage System 43 shown on Drainage Plan Sheet D-9 is an overside drain that profiles are not provided for. Details for the overside drains are shown on Drainage Details Sheet DD-4.

Q3.03 Summary of Quantity Sheet Q-1 in the Roadway table shows the same quantities for Cold Plane AC Pavement for I-580 and for Base Bond Breaker. We request the City confirm the quantities for these items.

A3.03 The quantity for Bid Item #51 "Base Bond Breaker" is revised to 42,000 SQYD. Please refer to revised Bid Schedule (Attachment A).

Q3.04 Summary of Quantity Sheet Q-1 in the Roadway table shows 16 tons of HMA for the Place HMA Dike. This appears to the Place HMA Misc Area quantity from DQ-1. The Place HMA Dike table on sheet Q-1 shows a quantity of 104 tons. We request the City confirm the quantities for these items.

A3.04 The HMA Dike quantity in the Roadway quantity table on Sheet Q-1 is revised to 104 Ton. The HMA quantity from the drainage plans is revised to 16 Ton. The total quantity for Bid Item #53 "Hot Mix Asphalt (Type A)" is 18,100 Ton per Bid Addendum No. 2.

Q3.05 Summary of Quantity Sheet Q-1 in the Roadway table shows 8,080 tons of HMA for the Temporary Pavement from SCQ-1. Sheet SCQ-1 shows a quantity of 10,137 tons of HMA. We request the City confirm the quantities for these items.

A3.05 The existing median shoulders on I-580 are now proposed to remain in Stage 1 with sliver widenings with temporary pavement required. The temporary pavement quantities on Sheet SCQ-1 have been updated to reflect maintaining the existing median shoulders in Stage 1. The temporary pavement added as sliver widening in the median of I-580 will remain. The temporary pavement quantities have been carried forward to Sheet Q-1. The quantity for Bid Item #49 "Class 2 Aggregate Base (CY)" is revised to 13,800 CY. The quantity for Bid Item #52 "Hot Mix Asphalt (Type A)" is revised to 14,400 Ton. The quantity for Bid Item #54 "Tack Coat" is revised to 24 Ton. Please refer to revised Bid Schedule (Attachment A).

Q3.06 The Cover Sheet of the Plans states "to be supplemented by Standard Plans Dated 2022". Several of the Retaining Wall Drawings reference Revised Standard Plans (RSP B3-1A, RSP B0-3/3-1, RSP B0-3/3-2). Caltrans has not revised these Standard Plans for 2022. Please provide/clarify.

A3.06 The "RSP" reference to these standard plans (B3-1A, B0-3/3-1, and B0-3/3-2) is removed from the retaining wall plans.

Q3.07 Retaining Wall No. 3 dimensions are not adding up. Elevation is showing length of 214.50' but stationing is showing length of 230' (0+00.00 to 2+30.00). Please comment/revise.

A3.07 Retaining Wall No. 3 length is 230'.

Q3.08 Retaining Wall shown on Sheet 195 does not match Wall shown on Sheet 194 (length = 101.38'). Please clarify.

A3.08 Retaining wall No. 3 length shown on Sheet R-4 revised to 96' to match length shown on Sheet R-3.

Q3.09 Is the portion of the Box Culvert shown on Sheet 195 called out as “Special RCB (Pay Limit of RW3)” paid with Retaining Wall or Culvert? This drawing is not consistent with Culvert dimensions on DD-7 (Sheet 99). Please reconcile.

A3.09 The limits of the special RCB section shown on Sheet R-5 is being paid as part of Retaining Wall 3. The details on Sheet R-5 are correct and the culvert details on Sheet DD-7 will be revised to match Sheet R-5.

Q3.10 Exhibit 15-H Good Faith Effort is due within five (5) business days from bid opening. Please confirm that Exhibit 15-G DBE Commitment is also due within five (5) business days from bid opening.

A3.10 Exhibit 15-G can be due within 5 business days from bid opening.

Q3.11 Per Addendum #2, with the addition of the new Grading Sheets for the earthwork, the lack of earthwork cross sections, and previous questions which are still unanswered regarding quantity discrepancies, we request that the bid opening date be extended at least 2 weeks.

A3.11 Bid Opening cannot be extended.

Q3.12 Per addendum #2, it is showing only to remove the existing surfacing on the existing on/off ramps and leave the existing dirt from the ramps in place. Is this correct?

A3.12 Correct where portions of the existing ramps are not impacted by new construction.

Q3.13 Per addendum #2, Question #Q2.14, it was asked about the lack of K-Rail to perform the widening in the median on I-580 (except for work at the Patterson Pass Road Overcrossing). The City will need to revise the quantity of additional Temporary Barrier System and Temporary Crash Cushion Modules to account for this work.

A3.13 The quantity for Bid Item #8 “Channelizer (Surface Mounted)” is revised to 572 EA. The quantity for Bid Item #11 “Temporary Barrier System” is revised to 33,200 LF. The quantity for Bid Item #14 “Temporary Crash Cushion Array” is revised to 182 EA. Please refer to revised Bid Schedule (Attachment A).

Q3.14 Per Section 19-7.02C of the Project Specifications, it states “Imported Borrow placed within 4 feet of the finished grade must have an R-Value of at least 20.” However, in the Geotechnical Design and Materials Report, by Geocon Consultants, Inc., dated August 5, 2022, States per Section 9. MATERIALS SOURCES, “Imported Borrow for use within the top four feet of roadway subgrade should have an R-Value of at least 20 and a plasticity index of 12 or less.” Which specification shall govern the Import Material?

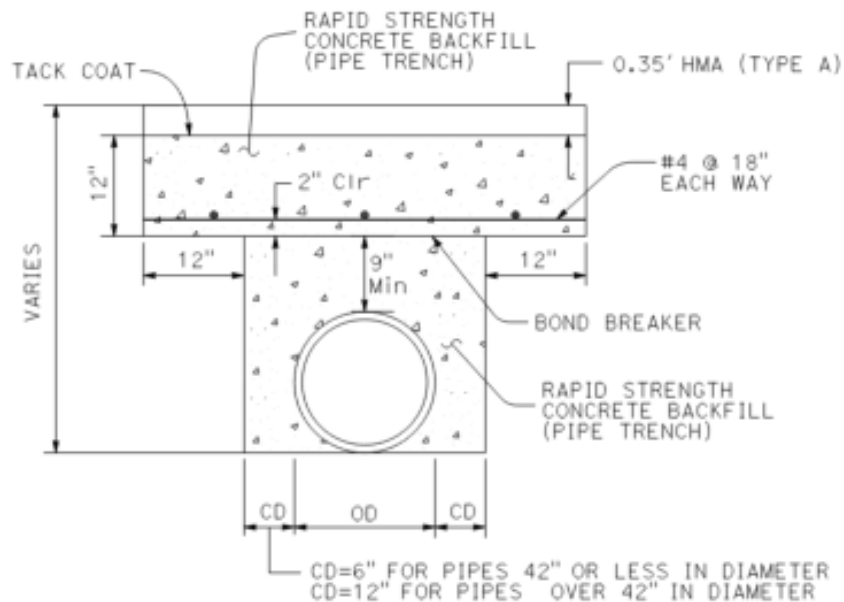
A3.14 The Geotechnical Design and Materials Report with more stringent requirements shall govern for imported borrow placed within 4-feet of the finished grade.

Q3.15 Drainage Quantity DQ-1 shows a quantity of 18" pipe for DS 22 segment "r". However, Drainage Plan D-6 does not have a segment "r" for DS22. Please confirm the location of DS 22 "r"

A3.15 Drainage Profile Sheet DP-7 shows the location of segment "r" that is 2.3' of 18" RCP as shown on Drainage Quantities Sheet DQ-4.

Q3.16 Drainage Plan D-3 shows DS 45 "b" is 18" RCP crossing both existing Eastbound 580 lanes and Off ramp. The plans do not specify bore & jack installation. We request the City confirm this is an open-cut installation. If it is open cut installation, the existing structural section E-1 shows 5 different materials (RHMA-G, AC, Cracked PCC, CTB, AS) in the existing structural section. We request a detail for the structural section replacement after open-cut installation of this pipe.

A3.16 Installation of the 18" RCP across the lanes of I-580 can be undertaken per the following detail using rapid strength concrete backfill and following the lane closure charts for allowable temporary closure of lanes on I-580. A new Bid Item #72 "Concrete Backfill (Pipe Trench) (Rapid Strength Concrete)" is added for 24 CY. Please refer to revised Bid Schedule (Attachment A).



Q3.17 Eastbound and Westbound 580 both receive widenings that are classified as "Temporary Pavement". This Temporary pavement is not shown to be removed. We request the City confirm that this "Temporary Pavement" does not require removal and is permanent.

A3.17 The existing median shoulders on I-580 are now proposed to remain in Stage 1 with sliver widenings with temporary pavement required. The temporary pavement quantities on Sheet SCQ-1 have been updated to reflect maintaining the existing median shoulders in Stage 1. The temporary pavement added as sliver widening in the median of I-580 will remain. The

temporary pavement quantities have been carried forward to Sheet Q-1. The quantity for Bid Item #49 "Class 2 Aggregate Base (CY)" is revised to 13,800 CY. The quantity for Bid Item #52 "Hot Mix Asphalt (Type A)" is revised to 14,400 Ton. The quantity for Bid Item #54 "Tack Coat" is revised to 24 Ton. Please refer to revised Bid Schedule (Attachment A).

Q3.18 Per Addendum #2, please provide undated summary of quantities for all items effected by this addendum.

A3.18 The Bid Schedule shows any revisions to bid items.

Q3.19 Per a requirement by our bonding company, please provide a "rough" dollar value of the project.

A3.19 The Engineers Estimate is \$40 million.

Q3.20 Please consider changing the Lean Concrete Base to Hot Mix Asphalt under the Jointed Plain Concrete Pavement.

A3.20 The proposed pavement section shown on the plans shall remain.

Q3.21 Per Addendum #2, please provide undated summary of quantities for all items effected by this addendum. In addition, please also include new plans sheets.

A3.21 The Bid Schedule shows any revisions to bid items. Plan sheets will be revised as needed at the end of the bid period based on bidder questions received.

Q3.22 Per Section 7.9 Worksite Conditions and Maintenance, (A) Air Emissions and Noise Control: It states that loud vibrating-sound devices will be limited to operations on regular work days between the hours of 8:00 am to 4:30pm. However, due to heavy truck through-out the day, we would like to have this required waived, and be able work, outside of this time period.

A3.22 City will be open to working outside of this time on certain situations pending no disturbance to commute traffic. This can be finalized during the review of traffic control plan.

Q3.23 In the Summary of Quantities (Q-1 & Q-2) it does not show locations and/or quantities for Bid Item #91 – Minor Concrete (Gutter)(LF) – 550 LF. Please provide.

A3.23 Minor Concrete (Gutter) is placed behind the retaining wall along the eastbound off-ramp from I-580 and the quantity is summarized on Retaining Wall Summary of Quantities Sheet R-8.

Q3.24 Per Caltrans and most other industry standards, the DBE Documentation is always due on the 5th day after bid date because the amount of time necessary to compile all the DBE

documentation and to avoid bid protest. Can Exhibits 12-B, 15-G, 15-H, and other DBE Good Faith documentation be submitted on the 5th day after bid opening date?

A3.24 Yes, the listed exhibits can be submitted by the 5th day after bid opening.

Q3.25 With regards to the Temporary Pavement Sections show on plan sheet SC-4, plan sheet #121 – (0.75' HMA over 1.50' Cl.2 AB). This work is mainly on I-580 Inside Shoulders, please add K-Rail to protect the work area. This work is very slow, with “NO” K-Rail and opening it to traffic every night is not practical and will cost the city' a fortune.

A3.25 The existing median shoulders on I-580 are now proposed to remain in Stage 1 with sliver widenings with temporary pavement required. The temporary pavement quantities on Sheet SCQ-1 have been updated to reflect maintaining the existing median shoulders in Stage 1. The temporary pavement added as sliver widening in the median of I-580 will remain. The temporary pavement quantities have been carried forward to Sheet Q-1. The quantity for Bid Item #49 “Class 2 Aggregate Base (CY)” is revised to 13,800 CY. The quantity for Bid Item #52 “Hot Mix Asphalt (Type A)” is revised to 14,400 Ton. The quantity for Bid Item #54 “Tack Coat” is revised to 24 Ton. Please refer to revised Bid Schedule (Attachment A).

Q3.26 With same regards to the Temporary Pavement Sections. The existing (6'W) Inside Shoulder pavement section already at 2.44' thick. Why remove and replace with 2.30' thick? AC Leveling can be done over existing (6'W) shoulder if you just want to change the cross slopes to ship the traffic onto it.

A3.26 The existing median shoulders on I-580 are now proposed to remain in Stage 1 with sliver widenings with temporary pavement required. The temporary pavement added as sliver widening in the median of I-580 will remain.

Q3.27 Please postpone this project at least 2-weeks from the original bid date so Contractors and Subcontractors have enough time to analyze the bid more intelligently seen some large Caltrans projects are bidding same day.

A3.27 Bid opening date cannot be changed.

Q3.28 Subsection 4.3 (A) (2) of General Conditions state Builder's Risk Insurance is needed. Subsection 4.3 (E) states that Contractors must ensure that each subcontractor is required to maintain same insurance coverage under section 4.3. I am inquiring if fence subcontractors doing the fence and gates scope of work will require to furnish Builder's risk insurance. This type of insurance is typically not required for fence subcontractors to procure and is very costly. Please advise and verify. Thank you.

A3.28 Builder's risk insurance is not required for fence subcontractors.

Q3.29 On plan sheet C-26 Driveway A, there is a swing gate to be relocated. However, there is not a bid item for relocating an existing swing gate. Please verify which bid item this will go under or create a new bid item.

A3.29 The note and designation on the "GATE" summary table on Sheet Q-2 "[N] Represents Non-Payable Item" is deleted. Bid Item #99 "Relocate DWR Swing Gate" for 1 EA is added to the Bid Schedule (Attachment A).

Q3.30 Plan sheet C-33 shows a DWR swing pipe gate, is this the swing gate on driveway A (sheet C-26) that is to be relocated? Please advise.

A3.30 Yes

Q3.31 Plan sheet C-32 shows a standard DWR fencing. I am inquiring what is this construction detail used for? I don't see any 8' high chain link fence with three strands of barbed wire on top included on the bid item list. This type of fence is not called out on the plans. Please advise and clarify.

A3.31 The 8-ft high chain link fencing along the DWR right of way is removed from the project. Sheet C-32 will not be used. DWR woven wire fence will be per the details on Sheet C-30.

Q3.32 For bid item 95 Fence (type BW, Metal Post), what barbwire fence detail do we use?

A3.32 The details for the Caltrans standard fences are found in the Caltrans Standard Plans.

Q3.33 For bid item 97 – 12' wire mesh gate, I cannot find a detail for this gate. Please advise.

A3.33 The details for the Caltrans standard gates are found in the Caltrans Standard Plans.

Q3.34 In the Summary In the Summary of Quantities (Q-1), it shows locations to apply "BASE BOND BREAKERS". However, in Caltrans State Specifications 2022, SECTION 36-2 BASE BOND BREAKER, 36-2.01a Summary, it states "Section 36-2 includes specifications for applying a base bond breaker between a base and concrete pavement". Please clarify why there is a base bond breaker on the following areas, where there is not concrete pavement:

- | | | |
|----|----------------|-----------|
| a. | Patterson Pass | 24,636 SY |
| b. | Private Road | 5,549 SY |
| c. | Driveway A & B | 449 SY |
| | | 30,634 SY |

A3.34 The quantity for Bid Item #51 "Base Bond Breaker" is revised to 42,000 SQYD. Please refer to revised Bid Schedule (Attachment A).

Q3.35 When is the last day to receive RFIs?

A3.35 City will receive RFIs till March 28th, till 6pm. Final addendums will be issued by April 1st by 2 pm.

All other items remain unchanged.

DocuSigned by:
Koosun Kim
7A9E694E49FA4EE...
Koosun Kim
Interim City Engineer

END OF ADDENDUM NO. 3

ATTACHMENT A- UPDATED BID SCHEDULE

Bid Schedule (Revision 3, per Addendum # 3)

This Bid Schedule must be completed in ink and must be included with the sealed Bid Proposal. Pricing must be provided for each Bid Item as indicated. Items marked "(SW)" are Specialty Work that must be performed by a qualified Subcontractor. The lump sum or unit cost for each item must be inclusive of all costs, whether direct or indirect, including profit and overhead. The sum of all amounts entered in the "Extended Total Amount" column must be identical to the Base Bid price entered in Section 1 of the Bid Proposal Form.

AL = Allowance CF = Cubic Feet CY = Cubic Yard EA = Each LB = Pounds
 LF = Linear Foot LS = Lump Sum SQFT = Square Feet TON = Ton (2000 lbs)
 S = Specialty Item F= Final Pay WDAY = Working Day

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
1		LEAD COMPLIANCE PLAN	LS	1	\$	\$
2		LEVEL 2 CRITICAL PATH METHOD SCHEDULE	LS	1	\$	\$
3		TIME-RELATED OVERHEAD	WDAY	300	\$	\$
4		DEVELOP WATER SUPPLY	LS	1	\$	\$
5		CONSTRUCTION AREA SIGNS	LS	1	\$	\$
6		TRAFFIC CONTROL SYSTEM	LS	1	\$	\$
7		TEMPORARY TRAFFIC STRIPE (PAINT)	LF	64,800	\$	\$
8		CHANNELIZER (SURFACE MOUNTED)	EA	705 572	\$	\$
9		PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEM DAY	EA	300	\$	\$
10		TEMPORARY PAVEMENT MARKER	EA	1,210	\$	\$
11		TEMPORARY BARRIER SYSTEM	LF	23,300 33,200	\$	\$
12		PORTABLE CHANGEABLE MESSAGE SIGN (LS)	LS	1	\$	\$
13		TEMPORARY AUTOMATED END OF QUEUE WARNING SYSTEM (TYPE 1) DAY	EA	300	\$	\$
14		TEMPORARY CRASH CUSHION MODULE	EA	244 182	\$	\$
15		ALTERNATIVE TEMPORARY CRASH CUSHION TL-3	EA	6 5	\$	\$
16		TEMPORARY RADAR SPEED FEEDBACK SIGN SYSTEM	EA	4	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
17		JOB SITE MANAGEMENT	LS	1	\$	\$
18		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$	\$
19		RAIN EVENT ACTION PLAN	EA	33	\$	\$
20		STORM WATER ANNUAL REPORT	EA	3	\$	\$
21		TEMPORARY EROSION CONTROL BLANKET	SQYD	18,500	\$	\$
22		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	4	\$	\$
23		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	45,600	\$	\$
24		TEMPORARY DRAINAGE INLET PROTECTION	EA	32	\$	\$
25		TEMPORARY FIBER ROLL	LF	34,600	\$	\$
26		TEMPORARY SILT FENCE	LF	15,400	\$	\$
27		TEMPORARY CONSTRUCTION ENTRANCE	EA	11	\$	\$
28		STREET SWEEPING	LS	1	\$	\$
29		TEMPORARY CONCRETE WASHOUT	LS	1	\$	\$
30		ASBESTOS COMPLIANCE PLAN	LS	1	\$	\$
31		HEALTH AND SAFETY PLAN	LS	1	\$	\$
32		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	19,710	\$	\$
33		TREATED WOOD WASTE	LB	1,300 8,400	\$	\$
34		INVASIVE SPECIES CONTROL	LS	1	\$	\$
35		DUST CONTROL PLAN	LS	1	\$	\$
36		REMOVE CONCRETE (CY)	CY	1,180	\$	\$
37		TEMPORARY HIGH-VISIBILITY FENCE	LF	330	\$	\$
38		CLEARING AND GRUBBING (LS)	LS	1	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
39		ROADWAY EXCAVATION	CY	32,500 36,400	\$	\$
40	F	STRUCTURE EXCAVATION (RETAINING WALL)	CY	5,692 19,318	\$	\$
41	F	STRUCTURE BACKFILL (RETAINING WALL)	CY	5,808 19,025	\$	\$
42		IMPORTED BORROW (CY)	CY	112,900 119,300	\$	\$
43		8" CORRUGATED HIGH DENSITY POLYETHYLENE PIPE CONDUIT	LF	170	\$	\$
44		BONDED FIBER MATRIX (SQFT)	SQFT	830,000	\$	\$
45		FIBER ROLLS	LF	10,600	\$	\$
46		HYDROSEED	SQFT	830,000	\$	\$
47		COMPOST (CY)	CY	4,100	\$	\$
48		CLASS 2 AGGREGATE SUBBASE	CY	9,800	\$	\$
49		CLASS 2 AGGREGATE BASE (CY)	CY	11,000 13,800	\$	\$
50		LEAN CONCRETE BASE	CY	4,900	\$	\$
51		BASE BOND BREAKER	SQYD	97,800 42,000	\$	\$
52		HOT MIX ASPHALT (TYPE A)	TON	17,300 14,400	\$	\$
53		RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	50 3,300	\$	\$
54		TACK COAT	TON	33 24	\$	\$
55		PLACE HOT MIX ASPHALT DIKE (TYPE A)	LF	3,400	\$	\$
56		PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	1,160	\$	\$
57		PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)	SQYD	50 116	\$	\$
58		REMOVE ASPHALT CONCRETE DIKE	LF	3,000	\$	\$
58		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	44,300	\$	\$
60 59		JOINTED PLAIN CONCRETE PAVEMENT	CY	16,300	\$	\$
61 60		SEAL PAVEMENT JOINT	LF	47,200	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
62 61		SEAL ISOLATION JOINT	LF	9,190	\$	\$
63 62		54" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	LF	14	\$	\$
64 63		60" CAST-IN-DRILLED-HOLE CONCRETE PILE (SIGN FOUNDATION)	LF	51	\$	\$
65 64	F	STRUCTURAL CONCRETE, RETAINING WALL	CY	1,955	\$	\$
66 65	F	STRUCTURAL CONCRETE, BOX CULVERT	CY	50	\$	\$
67 66	F	STRUCTURAL CONCRETE, MODIFIED BOX CULVERT	CY	1	\$	\$
68 67	F	STRUCTURAL CONCRETE, HEADWALL	CY	130	\$	\$
69 68	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	150	\$	\$
70 69	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	305,019	\$	\$
74 70	F	FURNISH SIGN STRUCTURE (TRUSS)	LB	59,920	\$	\$
72 71	F	INSTALL SIGN STRUCTURE (TRUSS)	LB	59,920	\$	\$
72	F	CONCRETE BACKFILL (PIPE TRENCH) (RAPID STRENGTH CONCRETE)	CY	24	\$	\$
73		18" REINFORCED CONCRETE PIPE	LF	1,680	\$	\$
74		24" REINFORCED CONCRETE PIPE	LF	2,180	\$	\$
75		30" REINFORCED CONCRETE PIPE	LF	340	\$	\$
76		78" REINFORCED CONCRETE PIPE	LF	30	\$	\$
77		18" PLASTIC PIPE DOWNDRAIN	LF	130	\$	\$
78		FLUME ANCHOR ASSEMBLY	EA	2	\$	\$
79		DRAINAGE INLET MARKER	EA	24	\$	\$
80		18" CORRUGATED STEEL PIPE RISER (.064" THICK)	LF	10	\$	\$
81		18" CONCRETE FLARED END SECTION	EA	6	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
82		24" CONCRETE FLARED END SECTION	EA	9	\$	\$
83		REMOVE OVERSIDE DRAIN	EA	16	\$	\$
84		REMOVE CULVERT (LF)	LF	80	\$	\$
85		REMOVE DOWNDRAIN (EA)	EA	6	\$	\$
86		REMOVE INLET	EA	3	\$	\$
87		REMOVE HEADWALL	EA	4	\$	\$
88		REMOVE CONCRETE FLARED END SECTION (EA)	EA	2	\$	\$
89		RELOCATE DWR SIPHON PIPE	LS	1	\$	\$
90		ROCK SLOPE PROTECTION (20 lb, Class I, METHOD B) (CY)	CY	50	\$	\$
91		GRAVEL FILTER	CY	40	\$	\$
92		MINOR CONCRETE (GUTTER) (LF)	LF	550	\$	\$
93		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	850	\$	\$
94	F	MISCELLANEOUS IRON AND STEEL	LB	12,000	\$	\$
95		FENCE (TYPE BW, METAL POST)	LF	8,400	\$	\$
96		DWR WOVEN FENCE	LF	220	\$	\$
97		12' WIRE MESH GATE	EA	2	\$	\$
98		REMOVE FENCE (TYPE BW)	LF	9,400	\$	\$
99		RELOCATE DWR SWING GATE	EA	1	\$	\$
99 100		DELINEATOR (CLASS 1)	EA	130	\$	\$
100 101		PAVEMENT MARKER (RETROREFLECTIVE)	EA	1,580	\$	\$
101 102		TREATMENT BEST MANAGEMENT PRACTICE MARKER	EA	10	\$	\$
102 103		REMOVE ROADSIDE SIGN	EA	18	\$	\$
103 104		RELOCATE ROADSIDE SIGN	EA	25	\$	\$
104 105		RELOCATE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	25	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
405 106		FURNISH LAMINATED PANEL SIGN (1"-TYPE A)	SQFT	1,070	\$	\$
406 107		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	1,170	\$	\$
407 108		METAL (BARRIER MOUNTED SIGN)	LB	420	\$	\$
408 109		ROADSIDE SIGN - ONE POST	EA	142	\$	\$
409 110		ROADSIDE SIGN - TWO POST	EA	2	\$	\$
410 111		INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	2	\$	\$
411 112		MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	1,630	\$	\$
412 113		VEGETATION CONTROL (MINOR CONCRETE)	SQYD	1,560	\$	\$
413 114		DOUBLE MIDWEST GUARDRAIL SYSTEM (STEEL POST)	LF	200	\$	\$
414 115	F	CABLE RAILING	LF	551	\$	\$
415 116	F	CONNECT GUARD RAILING TO STRUCTURE	EA	9	\$	\$
416 117		TRANSITION RAILING (TYPE WB-31)	EA	10	\$	\$
417 118		RAIL TENSIONING ASSEMBLY	EA	5	\$	\$
418 119		END ANCHOR ASSEMBLY (TYPE SPT-M)	EA	5	\$	\$
419 120		ALTERNATIVE IN-LINE TERMINAL SYSTEM	EA	11	\$	\$
420 121		CONCRETE BARRIER (TYPE 60SD)	LF	270	\$	\$
421 122		CONCRETE BARRIER (TYPE 60M)	LF	1,000	\$	\$
422 123		CONCRETE BARRIER (TYPE 60MD)	LF	440	\$	\$
423 124		CONCRETE BARRIER (TYPE 842A)	LF	1,070	\$	\$
424 125		CONCRETE BARRIER (TYPE 842B)	LF	220	\$	\$
425 126		REMOVE GUARDRAIL	LF	680	\$	\$
426 127		THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	5,220	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
127 128		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 6-1)	LF	1,930	\$	\$
128 129		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 17-7)	LF	100	\$	\$
129 130		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 36-12)	LF	14,600	\$	\$
130 131		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	39,900	\$	\$
131 132		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	11,700	\$	\$
132 133		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	LF	2,970	\$	\$
133 134		12" RUMBLE STRIP (ASPHALT CONCRETE PAVEMENT)	STA	100	\$	\$
134 135	F	PIPE PIN	LB	737	\$	\$
135 136	F	STRUCTURE EXCAVATION (BRIDGE)	CY	2,184	\$	\$
136 137	F	STRUCTURE BACKFILL (BRIDGE)	CY	1,329	\$	\$
137 138	F	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	824	\$	\$
138 139	F	STRUCTURAL CONCRETE, BRIDGE	CY	455	\$	\$
139 140	F	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	CY	721	\$	\$
140 141		AGGREGATE BASE (APPROACH SLAB)	CY	3	\$	\$
141 142	F	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE EQ)	CY	68	\$	\$
142 143		STRUCTURAL CONCRETE, APPROACH SLAB (TYPE R)	CY	29	\$	\$
143 144		DRILL AND BOND DOWEL	LF	919	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
144 145		FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (30'-40')	EA	15	\$	\$
145 146		FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (40'-50')	EA	17	\$	\$
146 147		FURNISH PRECAST PRESTRESSED CONCRETE GIRDER (80'-90')	EA	30	\$	\$
147 148	F	ERECT PRECAST CONCRETE GIRDER	EA	62	\$	\$
148 149		JOINT SEAL (MR 1 1/2")	LF	179	\$	\$
149 150	F	BAR REINFORCING STEEL (BRIDGE)	LB	615,231	\$	\$
150 151	F	HEADED BAR REINFORCEMENT	EA	728	\$	\$
151 152		REMOVE CONCRETE DECK SURFACE	SQFT	4,146	\$	\$
152 153		PREPARE CONCRETE BRIDGE DECK SURFACE	SQFT	7,295	\$	\$
153 154		FURNISH POLYESTER CONCRETE OVERLAY	CF	512	\$	\$
154 155	F	PLACE POLYESTER CONCRETE OVERLAY	SQFT	5,142	\$	\$
155 156		BRIDGE REMOVAL (PORTION)	LS	1	\$	\$
156 157		FURNISH DECK OVERLAY (CONCRETE)	LS CY	34	\$	\$
157 158	F	PLACE DECK OVERLAY (CONCRETE)	LS SQYD	237	\$	\$
158 159	F	MISCELLANEOUS METAL (BRIDGE)	LS LB	308	\$	\$
159 160		CONCRETE BARRIER (TYPE 60MA)	LF	519	\$	\$
160 161	F	CONCRETE BARRIER (TYPE 836)	LF	347	\$	\$
161 162	F	CONCRETE BARRIER (TYPE 836 MODIFIED)	LF	195	\$	\$
162 163		SALVAGE METAL BRIDGE RAILING	LF	532	\$	\$
163 164		LIGHTING (CITY STREET)	LS	1	\$	\$

BID ITEM NO.	S/F	ITEM DESCRIPTION	UNIT	EST. QTY.	UNIT COST	EXTENDED TOTAL AMOUNT
164 165		MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	1	\$	\$
165 166		LOCATING AND MAPPING UNDERGROUND FACILITIES	LS	1	\$	\$
166 167		LIGHTING SYSTEM	LS	1	\$	\$
167 168		SIGNAL AND LIGHTING SYSTEM	LS	1	\$	\$
168 169		RAMP METERING SYSTEM	LS	1	\$	\$
169 170		FIBER OPTIC CABLE SYSTEM	LS	1	\$	\$
170 171		TEMPORARY SIGNAL SYSTEMS	LS	1	\$	\$
171 172		MODIFYING TRAFFIC MONITORING STATIONS	LS	1	\$	\$
172 173		REMOVING SIGNAL AND LIGHTINGS SYSTEMS	LS	1	\$	\$
173 174		MOBILIZATION	LS	1	\$	\$

TOTAL BASE BID: Items 1 through ~~173~~-174_inclusive: \$ _____

[Note: The amount entered as the "Total Base Bid" should be identical to the Base Bid amount entered in Section 1 of the Bid Proposal form.]

BIDDER NAME: _____

END OF BID SCHEDULE