

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 1

CONTRACT NO. 39-12-02
WESTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 164.82 TO MILEPOST 169.74
CUYAHOGA COUNTY, OHIO

OPENING DATE: ***EXTENDED*** to 2:00 P.M. (E.S.T.), ~~FEBRUARY 23~~ ***MARCH 1***, 2012

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M., FEBRUARY 21, 2012

MODIFICATIONS TO THE CONTRACT DOCUMENTS

COVER SHEET AND NOTICE TO BIDDERS PAGE NB-1


MODIFICATIONS TO THE BID FORM

Pages OTC-BF-6 and BF-7

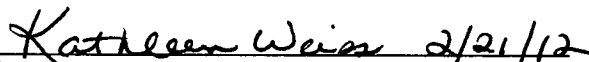
MODIFICATIONS TO THE PLAN SHEETS

Plan Sheets 9, 10, 14, 17, 37, 38, 51, 52 and 70 of 128

Issued by the Ohio Turnpike Commission February 21, 2012. Issuance authorized by Richard Hodges, Executive Director and Kathleen Weiss, General Counsel.


Richard Hodges

2/21/12
Date


Kathleen Weiss
Date

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 1
CONTRACT NO. 39-12-02**

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M., FEBRUARY 21, 2012

Q#1 Ref. 53- 8" Conduit, Type F, APP: Please provide some type of description as to a trench detail (typical sections do not show any detail) so we can figure trench widths, trench depths, and their respective removals and restorations.

A#1 *The trench shall be excavated a minimum of eighteen (18) inches wide, and the top of the eight (8) inch conduit shall be installed below the subgrade. This conduit and the associated trench drain will remain in place permanently.*

Q#2 Ref. 32 "Sediment Basins and Dams"- plan sheets 62 and 65 show proposed locations and volumes. However, in both cases plans show these being built behind guardrail and around fiber optic lines. While the attached ODOT standard drawing does give parameters, the SWPPP plans give nothing more than a location and a footprint. Are these footprint areas meant to be used as limits of the tops of the basins? If the basins are behind guardrail and on slopes can these basins be safely built as to not cause slippage? Please provide more details for these basin sizes and limitations.

A#2 *An answer to this question will be provided in Addendum #2.*

Q#3 Ref. 162 and 163: the plan sheet 9 SP304 note says "all excess material shall be the property of the commission and shall be stockpiled at a location within the limits of the project as directed by the Chief Engineer". The physical jobsite (MP 164.82 to 169.74) limits have very limited areas for storing materials. Will the OTC please consider making available areas within the IR 71/US 42 and IR 77/SR 21 interchanges for crushing and stockpiling?

A#3 *The Commission has identified two (2) areas within the Turnpike right-of-way that are near the Project site. Exhibit A (attached) identifies Allowable Areas for Material Crushing and Stockpiles, and lists requirements for the use of these areas.*

Q#4 Plan sheets 37 and 38 show level 2 signs which are 108" x 96" that call out "WEST I-80 and I-90 ALL LANES". Please note that I-90 is not part of the Turnpike in this section. Assuming that the OTC will revise the signs in an addendum, will this affect the size of the signs?

A#4 *The I-90 Symbol will be eliminated from the sign but this will not affect the size of the sign. The size of sign shall remain as one hundred eight (108) inches by ninety-six (96) inches per current Plans. (See changes outlined below in this Addendum No. 1 and the attached replacement Plan Sheets 37 and 38 of 128).*

Q#5 Ref. 68,70,71: Plan sheet 9 note calls these for being performed at the direction of the engineer. For Ref. 68- what assumed depth of repair are we to assume? Could this be performed in WB and EB sections?

A#5 Ref. No. 68, Item 251 – Partial Depth Pavement Repair is intended to repair deteriorated areas of the surface course only. Therefore, repair depths should not exceed approximately two (2) inches. There are no locations currently identified as being in need of partial depth repairs. This contingency quantity will be used if the need arises on either the Eastbound or Westbound roadways. Asphalt Concrete Surface Course material approved for use on this Project or as approved by ODOT for use on other nearby interstates may be used to accomplish these repairs.

Q#6 For Ref. 70,71- Are we to assume that these will occur only on the EB side prior to shifting traffic only or are there areas on the WB side set up for repairs as well?

A#6 There are no locations currently identified as being in need of full depth repairs. This contingency quantity will be used if the need arises on either the Eastbound or Westbound roadways.

Q#7 In all cases of pavement repairs, what type of lane restrictions are we to assume?

A#7 The type of lane restrictions cannot be determined until, and if, the need for pavement repairs arises. Maintenance of Traffic costs incurred by the Contractor for these currently unknown and undefined pavement repairs will be compensated on a time and materials basis. Therefore, unit prices bid for Bid Ref. No. 68, 70 and 71 shall not include Maintenance of Traffic costs. The Plan Note on Sheet 9 has been revised to clarify this point. (See changes outlined below in this Addendum No. 1 and the attached replacement Plan Sheet 9 of 128).

Q#8 Bid Items 73 and 74: SP 304 Aggregates- in both cases, the summary sheets do not include any aggregate base (sheet 57) under the proposed approach slabs (sheet 53). Please review and revise the quantities if the OTC concurs.

A#8 The quantities are correct as stated in the Contract Documents. The aggregate thickness under the mainline approach slabs and shoulder approach slabs is six (6) inches. The aggregate under the entire proposed approach slab area is calculated as part of the six (6) inch aggregate base as shown on Plan Sheet 57 and is included in the quantity listed for Bid Ref. No. 73.

Q#9 Ref. 70 & 71: Assuming that the 255 bid items are meant to correspond to one another, the full depth sawing quantity does not proportionately match up with the rigid repair quantity. Either the sawing is understated given the repair quantity, or the repair quantity is overstated for the sawing quantity. Please review and revise one or the other in an addendum.

A#9 Bid Ref. No. 70 and 71 are contingency quantities for Work that is currently unknown and undefined. Therefore, no changes will be made.

Q#10 The quantities for references 131 and 132 appear to be in error; see plan sheet 14 as it appears that 44,346' of 4" White Edge Line appears to be mistakenly put in the column for the 4" Yellow Edge Line. The apparent quantity error translates into approximately 8.40 miles worth on each bid item. Please review and revise in an addendum.

A#10 Pavement marking quantities have been revised. (See changes outlined below in this Addendum No. 1 and the attached replacement Bid Form page BF-6 and Plan Sheets 14, 17 and 52 of 128).

Q#11 On sheet 8 of the plans under ITEM SP304 – 10" RECYCLED AGGREGATE BASE, AS PER PLAN it states "all excess material shall be the property of the commission and shall be stockpiled at a location within the limits of the project". Will this area be available for crushing/processing the broken concrete or will the material need to be crushed offsite and then returned to the project?

A#11 See answer #3 above, and the attached Exhibit A.

Q #12 Are there any other turnpike property areas for concrete plant and/or crushing operations available to the contractor within the project limits or close to the project? If so, where are these locations? Will City or Township zoning be required on turnpike property or is it exempt from local zoning regulations?

A#12 See answer #3 above, and the attached Exhibit A. The Commission is not exempt from local zoning regulations, as stated in the Contract Documents, General Provisions, Section 1.1.3: "The Contractor shall comply with all applicable federal, state and local codes, statutes, ordinances and regulations in the performance of the Work on the Project, including without limitation any environmental regulations or policies adopted by ODOT."

Q#13 Where is the area that has been designated for stockpiling the excess crushed concrete if the alternate is accepted?

A#13 See answer #3 above, and the attached Exhibit A.

Q#14 Ref. 159- Mainline Excavation Alternate- this appears to be missing the 61 cy worth of excavation shown on plan sheets 53/76 that has been included in the base bid excavation (ref. 10) quantity. Please review and revise in an addendum.

A#14 Quantities have been revised. (See changes outlined below in this Addendum No. 1 and the attached replacement Bid Form page BF-7 and Plan Sheet 51 of 128).

Q#15 Plan sheet 8 gives calculations for the base bid and alternate bid excavation items. It appears that the incorrect depths are being used on the shoulder excavation (based on depth of new materials in place less milling depth of existing). Please review and revise quantities in an addendum.

A#15 An answer to this question will be provided in Addendum #2.

Q#16 Ref. 91- Pressure relief joint, type A: sheet 9 note calls for these to be built per ODOT BP-2.3. What type of reinforcing steel (R501, R502) bars are required- epoxy coated or plain?

A#16 Epoxy coated reinforcing steel shall be used.

Q#17 Ref. 160- Bituminous Aggregate Base Alternate- the proposal states that this would replace ref. 85 (12" NRCP). Would this item also replace ref. 84 (15" NRCP) or will ref. 84 be performed as is either way?

A#17 Bid Ref. No. 84, Item 452 - 15" Non-reinforced Concrete Pavement (T = 15") will be performed regardless of which pavement alternative is selected. This is the area of full depth concrete pavement between the approach slabs for Royalton Rd. and York Rd., as shown on Sheet 70 of 128. (See changes outlined below in this Addendum No. 1 and the attached replacement Plan Sheet 70 of 128).

Q#18 Plan sheet 116, SS848.26 - .27 notes that "all westbound vehicular traffic shall be diverted into the contraflow on the eastbound roadway during these operation". The way this note is interpreted means that the westbound service plaza will be shut down given the MOT schematic and that OTC traffic will be one lane only during peak traffic periods in the summer months. Furthermore, the note states "all traffic zones and lane closures shall be in accordance with SP 104", which does address in general single lane closures but is without specifics for this situation. Finally, there is nothing in the MOT plan sheets indicating how the contractor is to shut off the access to the non-contraflow westbound lane as well as the off-ramp to the service plaza. Please review this situation and provide details in an addendum.

A#18 The Maintenance of Traffic Plans for this operation will be revised and issued in Addendum #2.

Q#19 Will the joint fabric as detailed on page 5 of the plans be required for the longitudinal joint in the new pavement if the asphalt option is selected?

A#19 Item Special – Asphalt Pavement Reinforcement currently shown on the Plans over the center/right lane longitudinal joint will be deleted from this Project, regardless of which base pavement alternate is selected. Further clarification on this item will be issued in Addendum #2.

Q#20 Will the Turnpike consider allowing the contractor to use existing PCB wall owned by the Turnpike for Temporary Portable barrier without glare shield item? If this is acceptable please indicate location where it is available.

A#20 No, the Commission will not provide portable concrete barrier wall.

Q#21 What is the depth for the partial depth repair item?

A#21 See Answer #5 above.

Q#22 In the general conditions section, there are two different policies mentioned; 12.1.4 Contractors Pollution Liability and 12.2.1 Builders Risk Insurance. Will these policies be required for this repair?

A#22 Contractors Pollution Liability is required for this Project due to activities that could result in or give rise to a contamination or pollution incident. Builders Risk Insurance is not required for this Project.

Q#23 Bid Item #70 – Full Depth Pavement Removal and Rigid Replacement. What are the average dimensions for the above repair?

A#23 There are no locations currently identified as being in need of full depth repairs and, therefore, dimensions of a currently unknown and undefined repair are also unknown.

Q#24 Bid Item #70 – Full Depth Pavement Removal and Rigid Replacement. Is concrete being placed to the top of existing or do we need to patch with asphalt? If patching is required please indicate how we are to be compensated.

A#24 Bid Ref. No. 70, Item 255 - Full Depth Pavement Removal and Rigid Replacement is intended to replace the deteriorated pavement with full depth concrete to match the surface of the surrounding pavement.

Q#25 Plan sheet pg. 120 shows areas of full depth repair and joint armor replacement, please clarify what is required.

A#25 The removal and replacement details are provided on Plan Sheet 128 of 128 (Item SP533H). The limits for Items SP533G and SP533H are shown in the Transverse Section provided on Plan Sheet 119 of 128. Furthermore, Special Provisions SP 202 and SP 533H, as well as OTC Standard Construction Drawing DJ-1, provide additional Specifications and details for the removal and replacement of the concrete and expansion joint. Please note that Plan Sheet 123 of 128 contains similar repairs to those questioned on Plan Sheet 120.

Q#26 Reference number 26, temporary concrete barrier wall, also shown on plan sheet 90 of 128, calls for 152 LF of temporary concrete barrier. Plan sheet 90 indicates this work is performed to restore the cross over. Does the Commission keep this wall? If so, does this wall have to be new wall?

A#26 Yes, the concrete temporary portable barrier wall will remain the property of the Commission and the wall provided must be new material.

MODIFICATIONS TO THE CONTRACT DOCUMENTS

The following changes are made to the Contract Documents for Contract No. 39-12-02:

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text.

(Bidders are advised to utilize the attached replacement Cover Sheet, Notice to Bidders page OTC-NB-1, and Bid Form pages OTC-BF-6 and OTC-BF-7).

Modifications to the Cover Sheet and Notice to Bidders Via Addendum No. 1

Cover Sheet and Notice to Bidders Page OTC-NB-1: The Bid Opening date has been extended from 2:00 P.M. (E.S.T.) ~~February 23, 2012~~, to 2:00 P.M. (E.S.T.), **March 1, 2012**.

Modifications to the Bid Form Via Addendum No. 1

Page BF-6: Under Ref. No. 131, Item 614 – WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" – WHITE), the Approx. Quantity has been revised from ~~4.07~~ MILE to **12.47** MILE.

Under Ref. No. 132, Item 614 – WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" – YELLOW), the Approx. Quantity has been revised from ~~24.49~~ MILE to **12.79** MILE.

Page BF-7: Under Ref. No. 159, Item 203 - EXCAVATION (replaces Ref. No. 10), the Approx. Quantity has been revised from ~~24,420~~ CU YD to **24,481** CU YD.

MODIFICATIONS TO THE PLAN SHEETS VIA ADDENDUM NO. 1

(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PLAN SHEETS 9, 10, 14, 17, 37, 38, 51, 52 and 70 of 128).

The following changes are made in Contract No. 39-12-02:

Changes to the Plan Sheets:

Additions and deletions are indicated with a cloud and revision triangle thus:



Plan Sheet 9 of 128: The Plan Note "PAVEMENT REPAIRS" has been revised.

Plan Sheet 10 of 128: The Plan Note "**ASPHALT SURFACE COURSE PAVING WITH MATERIAL TRANSFER DEVICE**" has been added.

Plan Sheet 14 of 128: The quantity of **44,346** FT. for Sheets 24-32 of ELW FROM STATION 605+00 TO STATION 840+00 LT/RT has been added under ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE), and deleted from ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW). These revised quantities also caused revisions to the SUB-TOTALS CARRIED TO SHEET 17 for ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE) from ~~8486~~ FT to **52,532** FT, and ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW) from ~~97178~~ FT to **52,832** FT.

Plan Sheet 17 of 128:

ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE) quantity for SUB-TOTALS CARRIED FROM SHEET 14 revised from ~~8486~~ FT to **52,532** FT; quantity for TOTALS revised from ~~24,498~~ FT to **65,844** FT; and quantity for TOTALS CARRIED TO GENERAL SUMMARY SHEETS 50-52 revised from ~~4.07~~ MILE to **12.47** MILE.

ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW) quantity for SUB-TOTALS CARRIED FROM SHEET 14 revised from ~~97,178~~ FT to **52,832** FT; quantity for TOTALS revised from ~~444,865~~ FT to **67,519** FT; and quantity for TOTALS CARRIED TO GENERAL SUMMARY SHEETS 50-52 revised from ~~24.49~~ MILE to **12.79** MILE.

Plan Sheet 37 of 128: Sign at STA. 938+50 revised to delete the I-90 Chevron.

Plan Sheet 38 of 128: Sign at STA. 987+10 revised to delete the I-90 Chevron.

Plan Sheet 51 of 128: ITEM 203 – EXCAVATION, the quantity for SHEET NUMBER 54 has been added in the amount of **61** CU YD, and the quantity for GRAND TOTAL has been revised from ~~24420~~ CU YD to **24481** CU YD.

Plan Sheet 52 of 128:

ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE) quantity for SHEET NUMBER 17 revised from ~~4.07~~ MILE to **12.47** MILE, and quantity for GRAND TOTAL revised from ~~4.07~~ MILE to **12.47** MILE.

ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW) quantity for SHEET NUMBER 17 revised from ~~24.49~~ MILE to **12.79** MILE, and quantity for GRAND TOTAL revised from ~~24.49~~ MILE to **12.79** MILE.

Plan Sheet 70 of 128: Identified area of "**15" NON-REINFORCED CONCRETE PAVEMENT**" between the approach slabs for Royaltown Rd. and York Rd.

Receipt of Addendum No. 1 to Contract No. 39-12-02 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

EXHIBIT A ALLOWABLE AREAS for MATERIAL CRUSHING & STOCKPILES

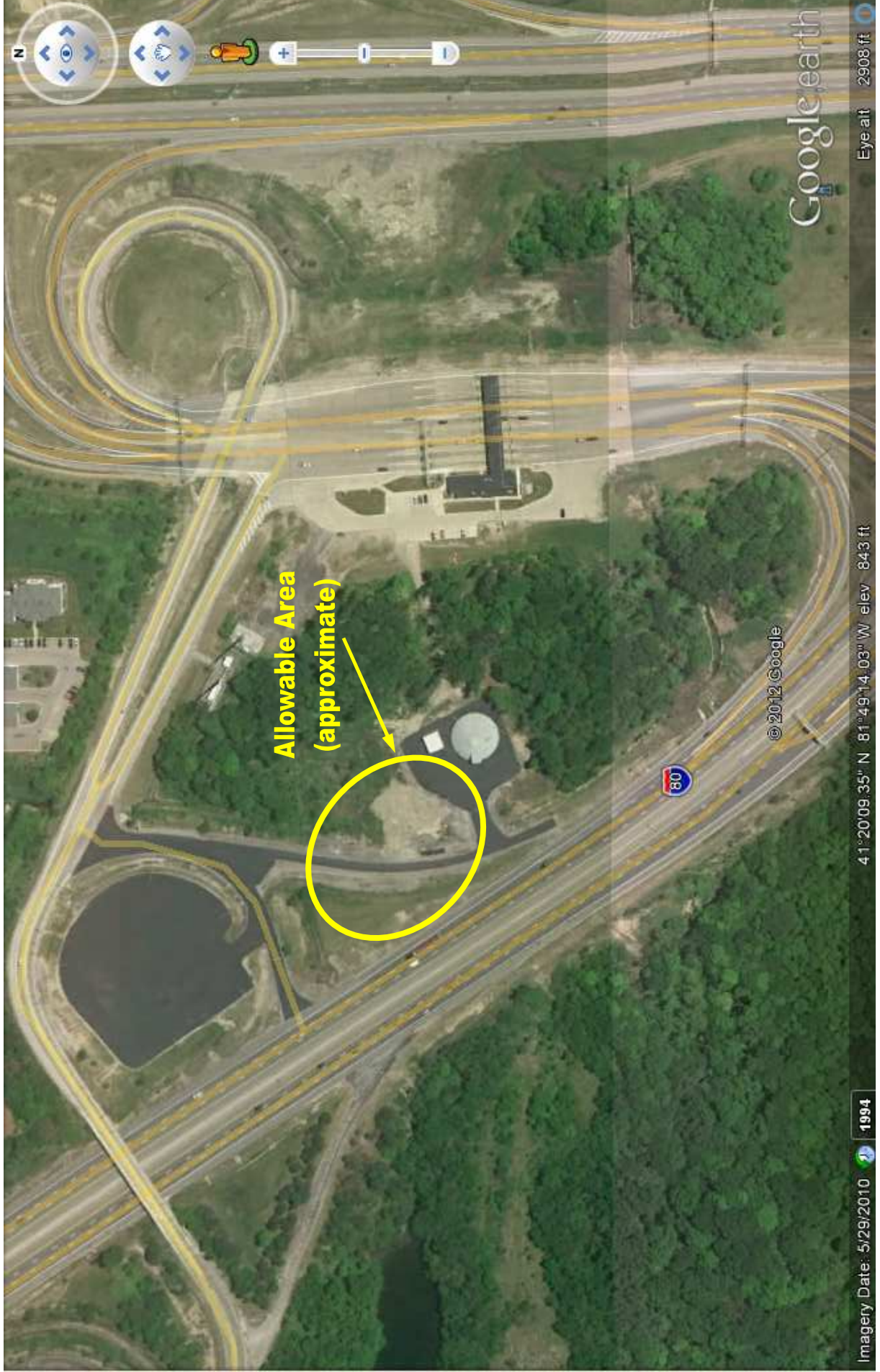
Requirements for Use of Allowable Areas:

- **Temporary Access Credit is not required for use of these areas**
- **All work and costs associated with the use of these areas are the Contractor's sole responsibility**
- **Approximate limits of Allowable Areas are outlined in yellow on the following pages**
- **Area(s) used by Contractor must be restored to original condition upon Project completion**
- **Contractor must adhere to all applicable (Local and Turnpike) vehicle weight limits**
- **Contractor must adhere to all applicable local laws and ordinances**
- **After Contract is awarded, Contractor must submit a comprehensive plan for use of Allowable Area(s) prior to construction and subject to the approval of the Chief Engineer.**

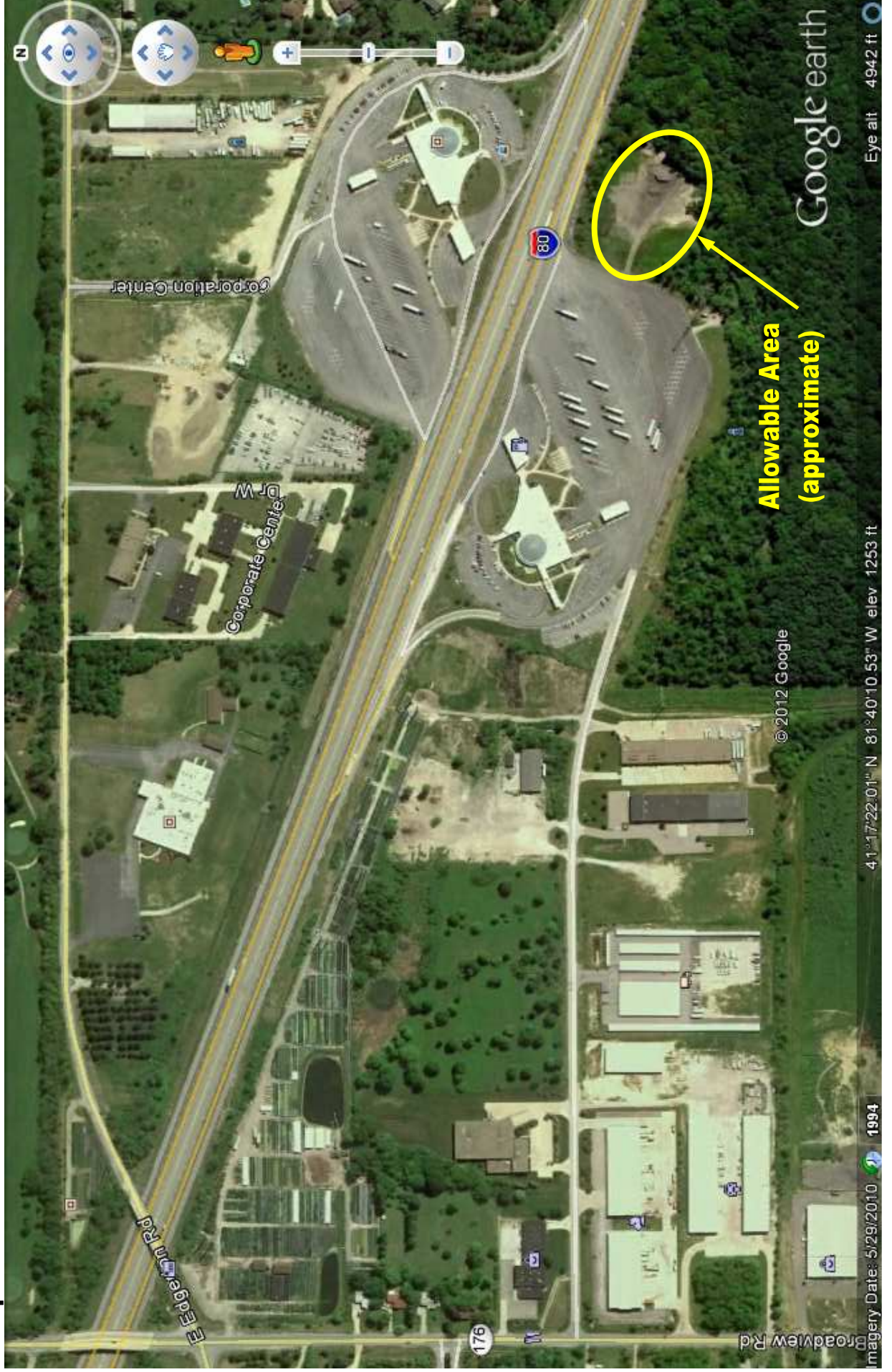
Plan shall include, at a minimum:

- **drainage modifications**
- **dust control procedures**
- **ingress/egress routes**
- **location of flaggers**
- **approximate locations and dimensions of stationary equipment**
- **approximate locations and dimensions of stockpiles**

Exit 161



Towpath Service Plaza



**Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017**

CONTRACT NO. 39-12-02

**WESTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 164.82 TO MILEPOST 169.74
CUYAHOGA COUNTY, OHIO**

OPENING DATE: 2:00 P.M. (E.S.T.), ~~FEBRUARY 23~~ MARCH 1, 2012

Submitted By:

Company Name: _____

Contact Name: _____

Street Address: _____

City: _____

State: _____ Zip Code: _____

Telephone Number: _____

Fax Number: _____

Email: _____

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OHIO TURNPIKE COMMISSION

682 Prospect Street
Berea, Ohio 44017

NOTICE TO BIDDERS

Sealed Bids will be received by the Ohio Turnpike Commission (“Commission”) at 682 Prospect Street, Berea, Ohio 44017 for the following Project:

CONTRACT NO. 39-12-02

WESTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 164.82 TO MILEPOST 169.74
CUYAHOGA COUNTY, OHIO

Bids are to be submitted in accordance with the Contract Documents prepared by the Commission.

Prevailing Wage Rates and Equal Employment Opportunity requirements are applicable to this Project.

All Bidders entering into a Contract on a Commission-administered Project and their Subcontractors will be required to be enrolled, and in good standing in a “Drug-Free Safety Program” approved by the Ohio Bureau of Workers’ Compensation.

Bids will be received for:

Complete removal of the center and right lanes and right shoulder of the westbound roadway including approach slabs, reconstruction of the lanes and shoulder and approach slabs within the Project limits as shown on the Plans, replacement of drainage structures, installation of an asphalt curb, installation of raised pavement markers and pavement striping and/or other pavement markings, installation of Sonic Nap Alert Patterns (“SNAPs”), various bridge maintenance items and temporary traffic control. All Work is to be performed as per the Plans, Specifications, Special Provisions, and other Contract Documents for Contract No. 39-12-02.

Bids will be accepted until ~~February 23~~ **March 1, 2012, at 2:00 P.M (E.S.T.)**, when all Bids will be opened and read aloud. To avoid a potential extension of the Bid Opening date and/or a potential rejection of all Bids, it is imperative that Bidders submit all questions in a timely manner and no later than seven (7) days prior to Bid Opening.

Contract Documents are available by contacting the Commission’s Procurement Department, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081.

CONTRACT NO. 39-12-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
MAINTENANCE OF TRAFFIC (Ref. Nos. 123 - 154)						
123	SP614	ZONE PERSON	5,000	HOURL		
124	SP614	MAINTAINING TRAFFIC	LUMP	LUMP		
125	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	100	CU YD		
126	614	REPLACEMENT SIGN	10	EACH		
127	614	WORK ZONE CROSSOVER LIGHTING SYSTEM	2	EACH		
128	614	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	720	DAY		
129	614	WORK ZONE IMPACT ATTENUATOR FOR 24" HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)	8	EACH		
130	614	FLASHING ARROW PANEL	2	EACH		
131	614	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" - WHITE)	4-07 12.47	MILE		
132	614	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" - YELLOW)	21-19 12.79	MILE		
133	614	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (6" - YELLOW)	6.96	MILE		
134	614	WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT (8" -WHITE)	3,604	FT		
135	614	WORK ZONE TRANSVERSE LINE, CLASS 1, 642 PAINT (12" -WHITE)	530	FT		
136	616	WATER	750	M GAL		
137	621	REMOVAL OF RPM REFLECTORS	50	EACH		
138	SP622A	TEMPORARY PORTABLE BARRIER (WITHOUT GLARE SHIELD)	7.01	MILE		
139	SP622A	TEMPORARY PORTABLE BARRIER (WITH GLARE SHIELD)	5.54	MILE		
140	SP626	RAISED PAVEMENT MARKER - STIMSONITE MODEL 101 LPCR (WHITE)	25	EACH		
141	SP626	REPLACEMENT PRISMATIC RETRO-REFLECTOR (WHITE)	25	EACH		
142	SP626	REPLACEMENT RAISED PAVEMENT MARKER CASTING - STIMSONITE MODEL 101 LPCR	25	EACH		
143	SP626A	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	778	EACH		
144	SP626A	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW	742	EACH		
145	630	SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	500	SQ FT		
146	SP641	4" TEMPORARY WHITE EDGE LINE	0.96	MILE		
147	SP641	4" TEMPORARY YELLOW EDGE LINE	0.96	MILE		
148	SP641	6" TEMPORARY YELLOW EDGE LINE	0.24	MILE		
149	SP641	4" TEMPORARY WHITE DOTTED LINE	1,470	FT		
150	SP641C	REMOVAL OF PAVEMENT MARKINGS	45.35	MILE		
151	SP802	BARRIER REFLECTOR, TYPE A (WHITE)	200	EACH		
152	SP802	BARRIER REFLECTOR, TYPE B (WHITE)	285	EACH		
153	SPECIAL	"SNAP" MILL AND FILL	59,250	FT		
154	SPECIAL	EXISTING CROSSOVER TO BE CLOSED / RE-OPENED, AS PER PLAN	2	EACH		
TOTAL - MAINTENANCE OF TRAFFIC						

CONTRACT NO. 39-12-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
GENERAL (Ref. Nos. 155 - 158)						
155	IB. ART.6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	LUMP	LUMP		
156	SP619	FIELD OFFICE	LUMP	LUMP		
157	SP623	CONSTRUCTION LAYOUT SURVEY	LUMP	LUMP		
158	624	MOBILIZATION	LUMP	LUMP		
TOTAL - GENERAL						

TOTAL BASE BID (REF. NO. 1 THRU REF. NO. 158)						
(Sum in words)						DOLLARS

MAINLINE AND SHOULDER PAVEMENT ALTERNATE

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
MAINLINE EXCAVATION ALTERNATE						
159	203	EXCAVATION (replaces Ref. No. 10)	24,420 24,481	CU YD		
TOTAL - EXCAVATION ALTERNATE						

MAINLINE PAVEMENT ALTERNATE						
160	SP302	BITUMINOUS AGGREGATE BASE COURSE, PG64-22 (MAINLINE)(replaces Ref. No. 85)	21,782	CU YD		
TOTAL - MAINLINE PAVEMENT ALTERNATE						

SHOULDER PAVEMENT ALTERNATE						
161	SP302	BITUMINOUS AGGREGATE BASE COURSE, PG64-22 (SHOULDER)(replaces Ref. No. 86)	5,435	CU YD		
TOTAL - SHOULDER PAVEMENT ALTERNATE						

SHOULDER AGGREGATE ALTERNATE						
162	SP304	RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER)(replaces Ref. No. 74)	6,456	CU YD		
163	SPECIAL	CRUSHED MATERIAL STOCKPILE (this additional item complements Ref. No. 162)	10,000	CU YD		
TOTAL - SHOULDER AGGREGATE ALTERNATE						

NOTE: Bidders must submit a Total Base Bid (Ref. No. 1 thru Ref. No. 158) and may submit a Bid for Mainline Excavation Alternate (Ref. No. 159), Mainline Pavement Alternate (Ref. No. 160), Shoulder Pavement Alternate (Ref. No. 161), and Shoulder Aggregate Alternate (Ref. Nos. 162 and 163). However, Bidders are advised, per IB 2.6.3, that failure to bid on the Alternate items may result in rejection of a Bid should the Commission choose the alternate(s) for which the Contractor did not submit a Bid. The low Bid will be determined based on the lowest sum total of the Base Bid submitted for Ref. No. 1 thru Ref. No. 158, or said total with the Alternate Bid(s) selected by the Commission, thereby replacing the corresponding Ref. Nos. set forth in the Base Bid.

NOTE: Bidders must complete information requested on the following page.