

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

OFFICE ENGINEER

1727 30th Street MS-43

P.O. BOX 168041

SACRAMENTO, CA 95816-8041

FAX (916) 227-6214

TTY 711

*Flex your power!
Be energy efficient!*

October 12, 2011

06-Ker-99-R28.4/R44.3

06-0L6404

Project ID 0600020132

ACNH-P099(551)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN KERN COUNTY IN BAKERSFIELD FROM BEARDSLEY CANAL BRIDGE TO ROUTE 46/99 SEPARATION.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on Wednesday, November 2, 2011.

This addendum is being issued to revise the Project Plans, the Notice to Bidders and Special Provisions, the Bid book and the Federal Minimum Wages with Modification Number 30 dated 09/30/2011.

Project Plan Sheet 19 is revised. A copy of the revised sheet is attached for substitution for the like-numbered sheet.

In the Special Provisions, Section 10-1.33, "HOT MIX ASPHALT," is revised as attached.

In the Special Provisions, Section 10-1.37.5, "LIQUID ANTISTRIP TREATMENT," is added as attached.

In the Special Provisions, Section 10-1.40, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT," subsection "MATERIALS," sub subsection "Transverse Bar Assembly," is revised as follows:

"You may use transverse bar assemblies to support longitudinal reinforcement instead of transverse reinforcement and other support devices. Transverse bar assemblies must comply with the following:

1. Minimum W5 wire size number under ASTM A 82/A 82M for clips
2. Minimum W2 wire size number under ASTM A 82/A 82M for chairs
3. Welded under Section 7.4 of ASTM A 185/A 185M

You may request to use plastic chairs to support the placing of reinforcement instead of or in addition to metal chairs. Plastic chairs will only be considered for support under the transverse bars. Your request to use plastic chairs must include a sample of the plastic chair, the manufacturer's written recommendations for the applicable use and load capacity, chair spacing, and your calculation for the load on a chair for the area of rebar sitting on it. Use the proposed plastic chairs for construction of the test strip. Vertical and lateral stability of the bar reinforcement and plastic chairs must be demonstrated during construction of the trial strip. Obtain authorization from the Engineer before using the proposed plastic chairs for work after the test strip is accepted."

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In the Special Provisions, Section 10-1.40.5, "CONCRETE PAVEMENT SMOOTHNESS," is added as attached.

In the Special Provisions, Section 10-1.41, "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)," subsection "MATERIALS," sub subsection "Transverse Bar Assembly," is revised as follows:

"You may use transverse bar assemblies to support longitudinal reinforcement instead of transverse reinforcement and other support devices. Transverse bar assemblies must comply with the following:

1. Minimum W5 wire size number under ASTM A 82/A 82M for clips
2. Minimum W2 wire size number under ASTM A 82/A 82M for chairs
3. Welded under Section 7.4 of ASTM A 185/A 185M
4. Coated or uncoated in compliance with the following:
 - 4.1 If coated, coating must comply with ASTM A 884/A 884M, Class A, Type 2 epoxy coating. Epoxy coating must be purple or gray and handled at the manufacturing plant and job site under ASTM D 3963/D 3963M and Section 52-1.02B, "Epoxy-coated Reinforcement," of the Standard Specifications.
 - 4.2 If uncoated, transverse bar assemblies must comply with ASTM A 1035/A 1035M.

You may request to use plastic chairs to support the placing of reinforcement instead of or in addition to metal chairs. Plastic chairs will only be considered for support under the transverse bars. Your request to use plastic chairs must include a sample of the plastic chair, the manufacturer's written recommendations for the applicable use and load capacity, chair spacing, and your calculation for the load on a chair for the area of rebar sitting on it. Use the proposed plastic chairs for construction of the test strip. Vertical and lateral stability of the bar reinforcement and plastic chairs must be demonstrated during construction of the trial strip. Obtain authorization from the Engineer before using the proposed plastic chairs for work after the test strip is accepted."

In the Bid book, in the "Bid Item List," Items 18 and 21 are revised as attached.

To Bid book holders:

Replace pages 3 and 4 of the "Bid Item List" in the Bid book with the attached revised pages 3 and 4 of the Bid Item List. The revised Bid Item List is to be used in the bid.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the Notice to Bidders section of the Notice to Bidders and Special Provisions.

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

Submit bids in the Bid book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

Addendum No. 1
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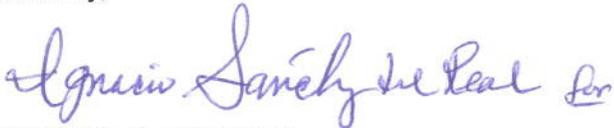
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This addendum, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/06/06-0L6404

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,



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

Attachments

10-1.33 HOT MIX ASPHALT

GENERAL

Summary

This work includes producing and placing hot mix asphalt (HMA) Type A using the Quality Control/Quality Assurance process.

Comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications.

Submittals

Quality Control / Quality Assurance Projects

With the job mix formula (JMF) submittal, submit:

1. California Test 204 plasticity index results
2. California Test 371 tensile strength ratio results for plant produced untreated HMA
3. California Test 371 tensile strength ratio results for treated plant produced HMA if untreated HMA tensile strength ratio is below 70
4. AASHTO T 324 (Modified) using plant produced HMA

At project start-up, submit samples split from your HMA production sample for California Test 371 and AASHTO T324 (Modified) test to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

You will submit test results for each 5,000 tons of HMA produced. Submit the California Test 371 test results and AASHTO T324 (Modified) test results for mix design and production to the Engineer and electronically to:

Moisture_Tests@dot.ca.gov

MATERIALS

Asphalt Binder

The grade of asphalt binder mixed with aggregate for HMA Type A must be PG 70-10.

Aggregate

Before the addition of asphalt binder and lime treatment, aggregate must comply with the following additional quality characteristics:

Quality Characteristic	Test Method	Requirement
Coarse Durability Index, D _c (min.)	CT 229	65
Fine Durability Index, D _f (min.)	CT 229	50

The aggregate for HMA Type A must comply with the 3/4-inch grading.

Hot Mix Asphalt Mix Design

Quality Control/Quality Assurance Projects

For the mix design, determine the plasticity index of the aggregate blend under California Test 204. Choose an antistrip treatment and use the corresponding laboratory procedure for the mix design in compliance with:

Antistrip Treatment for HMA

Antistrip Treatment
Plasticity index from 4 to 10 ^a
Dry hydrated lime with marination
Lime slurry with marination
Plasticity index less than 4
Liquid
Dry hydrated lime without marination
Dry hydrated lime with marination
Lime slurry with marination

Notes:

^a If the plasticity index is greater than 10, do not use that aggregate blend

For the mix design, determine tensile strength ratio under California Test 371 on plant produced untreated HMA. If the tensile strength ratio is less than 70:

1. Choose from the antistrip treatments specified based on plasticity index.
2. Test treated plant produced HMA.
3. Treat to a minimum tensile strength ratio of 70.

For the mix design, determine AASHTO T 324 (Modified) on plant produced untreated HMA.

AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

1. Target air voids = 7± 1%
2. Number of test specimens = 4
3. Test specimen= 6" gyratory compacted specimen
4. Test temperature = 122 °F ± 2 °F
5. Measurements: Impression at every 100 passes
6. Inflection point¹
7. Testing shut off = 20,000 passes

¹The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

If the Hamburg Wheel Track results do not meet the requirements of Table 1:

Table 1
Hot Mix Asphalt Requirements

PG Binder Grade	Minimum # Passes @ 0.5" Average Rut Depth, tested at 122 °F+/-2 °F	Inflection Point Minimum # Passes
PG 64 or lower	10,000	5,000
PG 70	15,000	7,500
PG 76 or higher	20,000	10,000

1. Choose from the antistrip treatments specified based on plasticity index.
2. Test treated plant produced HMA.
3. Treat to the minimum values in Table 1.

The Department does not use California Test 371 test results for JMF verification and production to determine specification compliance.

The Department does use AASHTO T 324 (Modified) test results for JMF verification and production to determine specification compliance.

CONTRACTOR QUALITY CONTROL

Quality Control/Quality Assurance Projects

Perform sampling and testing at the specified frequency and location for the following additional quality characteristics:

Minimum Quality Control – QC/QA

Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	Location of Sampling	Maximum Reporting Time Allowance
Coarse durability index (D _c) (min)	CT 229	1 per 3,000 tons during production but not less than 1 per paving day	65	Stockpile See CT 125 ^a	48 hours
Fine durability index (D _f) (min)	CT 229		50		
Tensile Strength Ratio	CT 371	First production day and at least every 5,000 tons	Report only for treated HMA	Loose Mix Behind the Paver See CT125	10 working days
Hamburg Wheel Test ^b	AASHTO T 324 (Modified)		Table 1		48 hours ^c

Note:

^a Before lime treatment.

^b AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

1. Target air voids = 7± 1%
2. Number of test specimens = 4
3. Test specimen= 6" gyratory compacted specimen
4. Test temperature = 122 °F ± 2 °F
5. Measurements: Impression at every 100 passes
6. Inflection point¹
7. Testing shut off = 20,000 passes

¹ The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

^c Submit to the Engineer within 48 hours of sampling, 2 test specimens and data for AASHTO T 324 (Modified).

ENGINEERS ACCEPTANCE

Quality Control/Quality Assurance Projects

The Engineer samples aggregate for acceptance testing and tests for the following additional quality characteristics:

HMA Acceptance – QC/QA

Quality Characteristic	Test Method	Requirement	Sampling Location
Coarse durability index (D_c) (min)	CT 229	65	Stockpile See CT 125 ^a
Fine durability index (D_f) (min)	CT 229	50	
Hamburg Wheel Test ^b	AASHTO T 324 (Modified)	Table 1	Loose Mix Behind the Paver See CT125

Note:

^a Before lime treatment.

^b AASHTO T 324 (Modified) is AASHTO T 324 "Hamburg Wheel-Track Testing of Compacted Hot Mix Asphalt (HMA)" with the following parameters:

1. Target air voids = $7 \pm 1\%$
2. Number of test specimens = 4
3. Test specimen = 6" gyratory compacted specimen
4. Test temperature = $122 \text{ }^\circ\text{F} \pm 2 \text{ }^\circ\text{F}$
5. Measurements: Impression at every 100 passes
6. Inflection point¹
7. Testing shut off = 20,000 passes

¹ The inflection point is defined as: The number of wheel passes at the intersection of the creep slope and the stripping slope.

CONSTRUCTION

Rumble Strips

Construct rumble strips in the top layer of new HMA surfacing.

Vertical Joints

Before opening the lane to public traffic, pave shoulders and median borders adjacent to a lane being paved. Do not leave a vertical joint more than 0.15 foot high between adjacent lanes open to public traffic.

Widening

If widening existing pavement, construct new structural section of the existing pavement to match the elevation of the existing pavement's edge.

10-1.37.5 LIQUID ANTISTRIP TREATMENT

GENERAL

Summary

This work includes treating asphalt binder with liquid antistrip (LAS) treatment to bond the asphalt binder to aggregate in hot mix asphalt (HMA).

Submittals

For LAS, submit with the proposed job mix formula (JMF) submittal under Section 39, "Hot Mix Asphalt," of the Standard Specifications:

1. Materials Safety Data Sheet (MSDS)
2. One 1-pint sample
3. Infrared analysis including copy of absorption spectra

Submit a certified copy of test results and a MSDS for each LAS lot.

Submit a Certificate of Compliance under Section 6-1.07, "Certificates of Compliance," of the Standard Specifications for each LAS shipment. With each certificate also submit:

1. Your signature and printed name
2. Shipment number
3. Material type
4. Material specific gravity
5. Refinery
6. Consignee
7. Destination
8. Quantity
9. Contact or purchase order number
10. Shipment Date

Submit proportions for LAS as part of the JMF submittal specified in Section 39-1.03, "Hot Mix Asphalt Mix Design Requirements," of the Standard Specifications. If you change the brand or type of LAS, submit a new JMF.

For each job site delivery of LAS, submit one 1/2-pint sample to the Transportation Laboratory. Submit shipping documents to the Engineer. Label each LAS sampling container with:

1. LAS type
2. Application rate
3. Sample date
4. Contract number

At the end of each day's production shift, submit production data in electronic and printed media. Present data on electronic media in tab delimited format. Use line feed carriage return with one separate record per line for each production data set. Allow sufficient fields for the specified data. Include data titles at least once per report. For each mixing operation type, submit in order:

1. Batch Mixing:
 - 1.1. Production date
 - 1.2. Time of batch completion
 - 1.3. Mix size and type
 - 1.4. Each ingredient's weight
 - 1.5. Asphalt binder content as percentage of dry aggregate weight
 - 1.6. LAS content as percentage of asphalt binder weight

2. Continuous Mixing:

- 2.1. Production date
- 2.2. Data capture time
- 2.3. Mix size and type
- 2.4. Flow rate of wet aggregate collected directly from the aggregate weigh belt
- 2.5. Aggregate moisture content as percentage of dry aggregate weight
- 2.6. Flow rate of asphalt binder collected from the asphalt binder meter
- 2.7. Flow rate of LAS collected from the LAS meter
- 2.8. Asphalt binder content as percentage of dry aggregate weight calculated from:
 - 2.8.1. Aggregate weigh belt output
 - 2.8.2. Aggregate moisture input
 - 2.8.3. Asphalt binder meter output
- 2.9. LAS content as percentage of asphalt binder weight calculated from:
 - 2.9.1. Asphalt binder meter output
 - 2.9.2. LAS meter output

Quality Control and Assurance

For continuous mixing and batch mixing operations, sample asphalt binder before adding LAS. For continuous mixing operations, sample combined asphalt binder and LAS after the static mixer.

The Engineer orders proportioning operations stopped for any of the following if you:

1. Do not submit data
2. Submit incomplete, untimely, or incorrectly formatted data
3. Do not take corrective actions
4. Take late or unsuccessful corrective actions
5. Do not stop production when proportioning tolerances are exceeded
6. Use malfunctioning or failed proportioning devices

If you stop production, notify the Engineer of any corrective actions taken before resuming.

MATERIALS

LAS-treated asphalt binder must comply with Section 39, "Hot Mix Asphalt," of the Standard Specifications. LAS does not substitute for asphalt binder.

LAS total amine value must be 325 minimum when tested under ASTM D 2074.

Use only 1 LAS type or brand at a time. Do not mix LAS types or brands.

Store and mix LAS under the manufacturer's recommendations.

CONSTRUCTION

LAS must be between 0.5 and 1.0 percent by weight of asphalt binder.

If 3 consecutive sets of recorded production data show actual delivered LAS weight is more than ± 1 percent of the approved mix design LAS weight, stop production and take corrective action.

If a set of recorded production data shows actual delivered LAS weight is more than ± 2 percent of the approved mix design LAS weight, stop production. If the LAS weight exceeds 1.2 percent of the asphalt binder weight, do not use the HMA represented by that data.

The continuous mixing plant controller proportioning the HMA must produce a production data log. The log consists of a series of data sets captured at 10-minute intervals throughout daily production. The data must be a production activity register and not a summation. The material represented by the data is the amount produced 5 minutes before and 5 minutes after the capture time. For the duration of the contract, collected data must be stored by the plant controller or a computer's memory at the plant.

MEASUREMENT AND PAYMENT

Full compensation for LAS is included in the contract price paid per ton for HMA as designated in the Engineer's Estimate and no separate payment will be made therefor.

10-1.40.5 CONCRETE PAVEMENT SMOOTHNESS

GENERAL

Summary

This work includes measuring the top layer of concrete pavement for smoothness with an inertial profiler.

Smoothness measured with an inertial profiler is reported as International Roughness Index (IRI) and Mean Roughness Index (MRI) for information only. The Department makes payments and corrections for concrete pavement smoothness based on 12-foot straightedge and California Profilograph measurements, reported as Profile Index (PI₀) under Section 40-1.03 using an automated profilograph under CT 526.

Definitions

Traffic lane: Area of roadway for a single line of vehicles numbered beginning from left to right in the direction of travel.

Wheel path: Three feet right of the left lane line or 3 feet left of the right lane line of the final roadway alignment. Referred to as right or left relative to the direction of travel.

Submittals

At least 5 business days prior to the initial profiling, submit to the Engineer:

1. Certification of inertial profiler within the last year by Texas Transportation Institute (TTI)
2. Operator certification by TTI
3. Inertial profiler verification test results performed on project test section.

Within 2 business days after the initial profiling of new or corrected sections, submit to the Engineer and by electronic mail to :

1. Profile traces and an electronic file in ERD or ProVal 3.0 software acceptable format of the raw profile data
2. For each 0.1-mi section, a Microsoft Excel table showing each IRI or MRI in ProVal 3.0 software report format for:
 - 2.1. The left wheel path
 - 2.2. The right wheel path
 - 2.3. The average of the two wheel paths
3. For each test section trace, cross correlation repeatability agreement score

Submitted profile traces and electronic data become the Department's property.

Label each profile trace with the following information:

1. Project number (District-EA or Project ID)
2. District-County-Route number
3. Post Miles (with GPS coordinates)
4. Stationing
5. Operator's name
6. Test date and time
7. Test number
8. Traffic direction
9. Traffic lane
10. Test wheel path
11. Test direction
12. Paving direction
13. Filter Setting
14. Short wavelength cutoff length
15. Long wavelength cutoff length
16. Test speed
17. Weather conditions (air temperature, humidity, and cloud cover)

Quality Control and Assurance

For tangents and horizontal curves having a centerline radius of curvature 2,000 feet or more, the PI_0 must be at most 2.5 inches per 0.1-mile section.

Equipment Quality Control and Assurance

At the time of testing, your inertial profiler equipment shall be certified by the Texas Transportation Institute within the last year. Display a current decal on the inertial profiler equipment with the certification expiration date.

Perform inertial profiler verification testing in the Engineer's presence at least 10 days before inertial profiling operations begin. Give the Engineer 2 business days notice before verification testing.

Operate the inertial profiler according to the manufacturer's recommendations and AASHTO R 57-10. Verify the inertial profiler at least once prior to performing testing by running the inertial profiler equipment 5 times on a test section provided by the Department at the project location. The test section must be on an existing concrete pavement surface at least 0.1 mile long. Calculate a cross correlation to determine the repeatability of your device under Section 8.3.1.2 of AASHTO R 56-10. The cross correlation shall be a minimum of 0.92 or the equipment must be recalibrated and the test section rerun until verification is obtained.

The Department may perform independent inertial profiler testing. If your inertial profiler test results vary significantly from the Department's, the Engineer may order you to recalibrate your inertial profiler equipment and perform a retest. If your test results are inaccurate due to operator error, the Engineer may disqualify your inertial profiler operator.

CONSTRUCTION

General

Determine the IRI and MRI for 0.1 mile sections of the traffic lane to be profiled. Profile each traffic lane's left and right wheel path and report the IRI. Report each lane's MRI in a section as the average of the IRI values for the right and left wheel paths of the lane within that section. Adjust the IRI for a partial section to reflect a full section based on the proportion of a section paved.

The Department does not require inertial profiler testing at the following locations:

1. Within 12 feet of a transverse joint separating new pavement from a bridge deck or approach slab.
2. Local roads and collector lanes.

Each day before inertial profiler testing is performed, notify the Engineer of the start location and remove any debris or loose material from the pavement surface. Perform inertial profiler testing concurrently with California Profilograph testing.

Note stationing on the profile trace for each 0.1 mile section. Use stationing to identify localized roughness greater than 140 inches per mile. The profile trace stationing must match the project stationing.

Retest sections where corrections were made.

PAYMENT

Full compensation for certifying operators and equipment; performing inertial profiler testing and retesting, quality control, and verification testing; furnishing profile traces and providing electronic files to the Engineer is included in the contract price paid per cubic yard for Continuously Reinforced Concrete Pavement and no additional compensation will be allowed therefore.

BID ITEM LIST

06-0L6404

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1	070012	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	LUMP SUM	LUMP SUM	
2	070018	TIME-RELATED OVERHEAD	LS	LUMP SUM	LUMP SUM	
3	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
4	074019	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	LUMP SUM	LUMP SUM	
5	074028	TEMPORARY FIBER ROLL	LF	600		
6	074033	TEMPORARY CONSTRUCTION ENTRANCE	EA	10		
7	074037	MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	5		
8	074038	TEMPORARY DRAINAGE INLET PROTECTION	EA	78		
9	074041	STREET SWEEPING	LS	LUMP SUM	LUMP SUM	
10	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
11	074055	TEMPORARY SOIL BINDER	SQYD	200,000		
12	074057	STORM WATER ANNUAL REPORT	EA	4	2,000.00	8,000.00
13	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
14	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
15	120151	TEMPORARY TRAFFIC STRIPE (TAPE)	LF	326,000		
16	120152	TEMPORARY PAVEMENT MARKING (TAPE)	SQFT	760		
17	120159	TEMPORARY TRAFFIC STRIPE (PAINT)	LF	853,000		
18	120165	CHANNELIZER (SURFACE MOUNTED)	EA	4,380		
19	120300	TEMPORARY PAVEMENT MARKER	EA	34,300		
20	128650	PORTABLE CHANGEABLE MESSAGE SIGN	LS	LUMP SUM	LUMP SUM	

BID ITEM LIST

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Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	129000	TEMPORARY RAILING (TYPE K)	LF	665,000		
22	129100	TEMPORARY CRASH CUSHION MODULE	EA	450		
23	150711	REMOVE PAINTED TRAFFIC STRIPE	LF	848,000		
24	150714	REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	43,700		
25	150722	REMOVE PAVEMENT MARKER	EA	33,400		
26	150742	REMOVE ROADSIDE SIGN	EA	10		
27	150846	REMOVE CONCRETE PAVEMENT	CY	138,000		
28	151572	RECONSTRUCT METAL BEAM GUARD RAILING	LF	5,910		
29	152320	RESET ROADSIDE SIGN	EA	5		
30	021717	ADJUST INLET TO GRADE	EA	48		
31	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	26,500		
32	153221	REMOVE CONCRETE BARRIER	LF	12		
33	021718	REMOVE TRANSITION RAILING	EA	4		
34	160101	CLEARING AND GRUBBING	LS	LUMP SUM	LUMP SUM	
35	190101	ROADWAY EXCAVATION	CY	409,000		
36	190105	ROADWAY EXCAVATION (TYPE Z-2) (AERIALY DEPOSITED LEAD)	CY	44,800		
37	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
38	198007	IMPORTED MATERIAL (SHOULDER BACKING)	TON	10,800		
39	200052	PRUNE EXISTING PLANTS	LS	LUMP SUM	LUMP SUM	
40	203002	EROSION CONTROL (COMPOST BLANKET)	CY	10,700		