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*Flex your power!
Be energy efficient!*

November 10, 2010

07-LA-5-R59.7/R73.7
07-252504
Project ID 0700000450
SARRA-IM-005-3(043)E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN LOS ANGELES COUNTY IN VALENCIA AND CASTAIC FROM 0.2 MILE NORTH OF LAKE HUGHES ROAD UNDERCROSSING TO 0.7 MILE SOUTH OF VISTA DEL LAGO ROAD OVERCROSSING.

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 Thursday, November 18, 2010.

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 14 dated 10/08/10.

Project Plan Sheets 2, 3 and 16 are revised. Copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.27, "HOT MIX ASPHALT AGGREGATE LIME TREATMENT - SLURRY METHOD," subsection "GENERAL," subheading, "Summary," the second paragraph is revised as follows:

"Treat aggregate for Hot Mix Asphalt (Type C) and Rubberized Hot Mix Asphalt (Gap Graded) with lime slurry."

In the Special Provisions, Section 10-1.28, "HOT MIX ASPHALT AGGREGATE LIME TREATMENT - DRY LIME METHOD," subsection "GENERAL," subheading, "Summary," the second paragraph is revised as follows:

"Treat aggregate for Hot Mix Asphalt (Type C) and Rubberized Hot Mix Asphalt (Gap Graded) with dry lime."

In the Special Provisions, Section 10-1.30, "HOT MIX ASPHALT (TYPE C)," is replaced as attached.

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In the Bid book, in the "Bid Item List," Items 11, 19 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.

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/07/07-252504

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,



MICHAEL MILES
District Director

Attachments

10-1.30 HOT MIX ASPHALT (TYPE C)

GENERAL

Summary

This work includes producing and placing hot mix asphalt (HMA) Type C using the QC / QA process. Comply with the specifications for HMA Type A under 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 untreated HMA
3. California Test 371 tensile strength ratio results for treated HMA if untreated HMA tensile strength ratio is below 70

At project start-up and once during production, submit samples split from your HMA production sample for California Test 371 to the Engineer and the Transportation Laboratory, Attention: Moisture Test.

With the JMF submittal, at project start-up, and each 5,000 tons, submit the California Test 371 test results for mix design and production to the Engineer and electronically to:

Moisture_Tests@dot.ca.gov

Data Cores

Three business days before starting coring, submit proposed methods and materials for backfilling data core holes. Submit to the Engineer and electronically to Coring@dot.ca.gov:

1. A summary of data cores taken
2. A photograph of each data core

For each data core, the summary must include:

1. Project identification number
2. Date cored
3. Core identification number
4. Type of materials recovered
5. Type and approximate thickness of unstabilized material not recovered
6. Total core thickness
7. Thickness of each individual material to within:

- 7.1 For recovered material, 1/2 inch
- 7.2 For unstabilized material, 1.0 inch

8. Location including:

- 8.1. County
- 8.2. Route
- 8.3. Post mile
- 8.4. Lane number
- 8.5. Lane direction
- 8.6. Station

Each data core digital photograph must include a ruler laid next to the data core. Each photograph must include:

1. The core
2. Project identification number
3. Core identification number
4. Date cored
5. County
6. Route
7. Post mile
8. Lane number
9. Lane direction

After data core summary and photograph submittal, dispose of cores under Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Quality Control and Assurance

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 Lab Procedures for Mix Design

Antistrip Treatment	Lab Procedure
Plasticity index from 4 to 10 ^a	
Dry hydrated lime with marination	LP-6
Lime slurry with marination	LP-7
Plasticity index less than 4	
Liquid	LP-5
Dry hydrated lime without marination	LP-6
Dry hydrated lime with marination	LP-6
Lime slurry with marination	LP-7

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 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 HMA under California Test 371.
3. Treat to a minimum tensile strength ratio of 70.

On the first production day and at least every 5,000 tons, sample HMA and test under California Test 371.

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

Take 3 density cores for every 250 tons of HMA Type C from random locations the Engineer designates.

With the minimum quality control testing for the specified construction process, perform sampling and testing at the specified frequency for the following quality characteristics:

Minimum Quality Control

Quality Characteristic	Test Method	Minimum Sampling and Testing Frequency	Requirement	
Asphalt binder content (%)	CT 379 or 382	1 per 750 tons and any remaining part	JMF ± 0.40	
Stabilometer Value ^{a,b} (min.)	CT 366	1 per 4,000 tons or 1 per 2 business days, whichever is more	37 ^c (Modified) 35 ^d	
Air voids content (%) ^{a,c}	CT 367		Design ± 2	
Percent of crushed particles ^f Coarse aggregate (% min.) 2 fractured faces	CT 205	1 per 5,000 tons or 1 per 5 business days, whichever is more	95	
Fine aggregate (Passing No. 4 sieve and retained on No. 8 sieve) (% min.) One fractured face			90	
Fine aggregate angularity ^{f,g} (% min.)			AASHTO T 304 Method A	45
Los Angeles Rattler ^f Loss at 100 rev. (% max.) Loss at 500 rev. (% max.)	CT 211	As necessary and designated in the QCP. At least once per project	12	
Flat and elongated particles ^f (% max. by weight @ 5:1)	ASTM D 4791		40	
Design air void content			4.0	5.0
Percent of maximum theoretical density (%) ^{h,i,j}	CT 375	1 per 750 tons or any single location, whichever is less	92 - 97	91 - 96
Voids in mineral aggregate (% min.) 1/2" grading 3/4" grading 1" grading ^k with NMAS = 1" with NMAS = 3/4"	LP-2	1 per 4,000 tons or 1 per 2 business days, whichever is more	14	15
			13	14
			12	13
			13	14
Voids filled with asphalt (%) 1/2" grading 3/4" grading 1" grading	LP-3		65 - 75	60 - 70
			65 - 75	60 - 70
			65 - 75	60 - 70
Dust proportion ^l (P200/Pbe)	LP-4	1 per 4,000 tons or 1 per 2 business days, whichever is more (Report Only)	0.6 - 1.3	0.6 - 1.3

Notes:

^a Report the average of 3 tests from a single split sample.

^b If the stability range is more than 12 points, prepare and test new briquettes.

^c Follow CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply 12,600 lb. leveling load; and perform stabilometer test at 140 °F.

^d Modify CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply additional 500 tamps at 500 psi tamping pressure and 140 °F compaction temperature; apply 12,600 lb. leveling load; and perform stabilometer test at 140 °F.

^e Determine the bulk specific gravity of each lab-compacted briquette under CT 308, Method A. Determine theoretical maximum specific gravity under CT 309. Calculate the air voids content of each specimen using CT 309 and LP 1. Modify CT 367, Paragraph C5, to use the design air voids content specified under "Hot Mix Asphalt Type C Mixture."

^f Aggregate must comply with the quality specifications before it is treated with lime. During lime treatment except for dry lime on damp aggregate treatment at continuous mixing plants, sample coarse and fine aggregate from individual stockpiles. Combine aggregate in the JMF proportions. Prepare and test 3 samples from a single split sample for aggregate quality at the frequency specified during lime treatment and report test results as the average of the 3 tests.

^g Void if HMA contains less than 10 percent of nonmanufactured sand by weight of total aggregate. Manufactured sand is fine aggregate produced by crushing rock or gravel.

^h Required if the specified paved thickness is at least 0.15 foot.

ⁱ Determine maximum theoretical density (California Test 309) at the frequency specified for Test Maximum Density under California Test 375, Part 5.D.

^j For Standard process, take and average 3 cores per 250 tons of HMA placed

^k Minimum VMA dependent upon NMA of JMF. NMA is defined as one sieve size larger than the first sieve to retain more than 10 percent.

^l Asphalt content based on dry weight of aggregate.

With the acceptance testing for the specified construction process, the Engineer samples and tests the following quality characteristics:

HMA Type C Acceptance			
Quality Characteristic	Test Method	Requirement	
Asphalt binder content (%)	CT 379 or 382	JMF \pm 0.40	
Stabilometer Value ^{a,b} (min.)	CT 366	37 ^c (Modified) 35 ^d	
Air voids content (%) ^{a,c}	CT 367	Design \pm 2	
Percent of crushed particles ^f Coarse aggregate (% min.) Two fractured faces	CT 205	95	
Fine aggregate (Passing No. 4 sieve and retained on No. 8 sieve) (% min.) One fractured face		90	
Fine aggregate angularity ^{f,g} (% min.)	AASHTO T 304 Method A	45	
Los Angeles Rattler ^f Loss at 100 rev. (% max.)	CT 211	12	
Loss at 500 rev. (% max.)		40	
Flat and elongated particles ^f (% max. by weight @ 5:1)	ASTM D 4791	10	
	Design air void content	4.0	5.0
Percent of maximum theoretical density (%) ^{h,i,j}	CT 375	92 - 97	91 - 96
Voids in mineral aggregate (% min.)	LP-2		
1/2" grading		14	15
3/4" grading		13	14
1" grading ^k		12	13
with NMAS = 1" with NMAS = 3/4"		13	14
Voids filled with asphalt (%)	LP-3		
1/2" grading		65 - 75	60 - 70
3/4" grading		65 - 75	60 - 70
1" grading	65 - 75	60 - 70	
Dust proportion ^l (P200/Pbe)	LP-4	0.6 - 1.3 Report Only	
Notes:			
^a The Engineer reports the average of 3 tests from a single split sample.			
^b If the stability range is more than 12 points, the Engineer prepares and tests new briquettes.			
^c The Engineer follows CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply 12,600 lb. leveling load; and perform stabilometer test at 140 °F.			
^d Modify CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply additional 500 tamps at 500 psi tamping pressure and 140 °F compaction temperature; apply 12,600 lb. leveling load; and perform stabilometer test at 140 °F.			

^e The Engineer determines the bulk specific gravity of each lab-compacted briquette under CT 308, Method A. The Engineer determines theoretical maximum specific gravity under CT 309. The Engineer calculates the air voids content of each specimen using CT 309 and LP 1. The Engineer modifies CT 367, Paragraph C5, to use the design air voids content specified under "Hot Mix Asphalt Type C Mixture."
^f Aggregate must comply with the quality specifications before it is treated with lime. During lime treatment, except for dry lime on damp aggregate treatment at continuous mixing plants; the Engineer samples coarse and fine aggregate from individual stockpiles, combines aggregate in the JMF proportions, and prepares and tests 3 samples from a single split sample for aggregate quality at the frequency specified during lime treatment and report test results as the average of the 3 tests.
^g Void if HMA contains less than 10 percent of nonmanufactured sand by weight of total aggregate. Manufactured sand is fine aggregate produced by crushing rock or gravel.
^h Required if the specified paved thickness is at least 0.15 foot.
ⁱ Determine maximum theoretical density (California Test 309) at the frequency specified for Test Maximum Density under California Test 375, Part 5.D.
^j For Standard process, take and average 3 cores per 250 tons of HMA placed.
^k Minimum VMA dependent upon NMAAS of JMF. NMAAS is defined as one sieve size larger than the first sieve to retain more than 10 percent.
^l Asphalt content based on dry weight of aggregate.

The Engineer tests the 3 density cores you take from each 250 tons of HMA production. The Engineer determines the percent of maximum theoretical density for each density core by determining the density core's density and dividing by the maximum theoretical density. The Engineer determines the percent of maximum theoretical density for each 250 tons of HMA production by determining the average of the 3 density cores.

If the specified total paved thickness is at least 0.15 foot and any layer is less than 0.15 foot, the Engineer determines the percent of maximum theoretical density from density cores taken from the final layer measured the full depth of the total paved HMA.

For each 250 tons of HMA production, the Engineer determines a deduction for percent of maximum theoretical density for each average of 3 density cores if it is outside the specifications, as follows:

Reduced Payment Factors for Percent of Maximum Theoretical Density

HMA Type A and B and RHMA-G Percent of Maximum Theoretical Density	Reduced Payment Factor	HMA Type A and B and RHMA-G Percent of Maximum Theoretical Density	Reduced Payment Factor
91.0	0.0000	96.0	0.0000
90.9	0.0125	96.1	0.0125
90.8	0.0250	96.2	0.0250
90.7	0.0375	96.3	0.0375
90.6	0.0500	96.4	0.0500
90.5	0.0625	96.5	0.0625
90.4	0.0750	96.6	0.0750
90.3	0.0875	96.7	0.0875
90.2	0.1000	96.8	0.1000
90.1	0.1125	96.9	0.1125
90.0	0.1250	97.0	0.1250
89.9	0.1375	97.1	0.1375
89.8	0.1500	97.2	0.1500
89.7	0.1625	97.3	0.1625
89.6	0.1750	97.4	0.1750
89.5	0.1875	97.5	0.1875
89.4	0.2000	97.6	0.2000
89.3	0.2125	97.7	0.2125
89.2	0.2250	97.8	0.2250
89.1	0.2375	97.9	0.2375
89.0	0.2500	98.0	0.2500
< 89.0	Remove and Replace	> 98.0	Remove and Replace

MATERIALS**Asphalt Binder**

The grade of asphalt binder mixed with aggregate for HMA Type C must be PG 64-16.

Aggregate

The aggregate for HMA Type C must comply with the 1/2 - inch grading.

Choose a sieve size target value (TV) within each target value limit presented in the following table:

Aggregate Gradation
(Percentage Passing)
HMA Type C

1-inch HMA Type C

Sieve Sizes	Target Value Limits	Allowable Tolerance
1"	100	—
3/4"	88 - 93	TV ±5
1/2"	72 - 85	TV ±6
3/8"	55 - 70	TV ±6
No. 4	35 - 52	TV ±7
No. 8	22 - 40	TV ±5
No. 30	8 - 24	TV ±4
No. 50	5 - 18	TV ±4
No. 200	3 - 7	TV ±2

3/4-inch HMA Type C

Sieve Sizes	Target Value Limits	Allowable Tolerance
1"	100	—
3/4"	90 - 95	TV ±5
1/2"	60 - 75	TV ±6
No. 4	35 - 52	TV ±7
No. 8	22 - 36	TV ±5
No. 30	8 - 18	TV ±4
No. 200	3 - 7	TV ±2

1/2-inch HMA Type C

Sieve Sizes	Target Value Limits	Allowable Tolerance
3/4"	100	—
1/2"	90 - 98	TV ±6
3/8"	64 - 84	TV ±6
No. 4	42 - 57	TV ±7
No. 8	29 - 39	TV ±5
No. 30	13 - 19	TV ±4
No. 200	3 - 7	TV ±2

Before the addition of asphalt binder and lime treatment, aggregate must comply with:

Aggregate Quality

Quality Characteristic	Test Method	Requirement
Percent of crushed particles ^a Coarse aggregate (% min.) Two fractured faces	CT 205	95
Fine aggregate (Passing No. 4 sieve and retained on No. 8 sieve.) (% min.) One fractured face		90
Los Angeles Rattler (% Max.) ^a Loss at 100 rev.	CT 211	12
Loss at 500 rev.		40
Sand equivalent ^{a, b} (min.)	CT 217	47
Fine aggregate angularity (% min.) ^a	AASHTO T 304 Method A	45
Flat and elongated particles (% max. by weight @ 5:1.) ^a	ASTM D 4791	10

Note:

^a During lime treatment except for dry lime on damp aggregate treatment at continuous mixing plants, sample coarse and fine aggregate from individual stockpiles. Combine aggregate in the JMF proportions.

^b Reported value must be the average of 3 tests from a single sample.

Hot Mix Asphalt Type C Mixture

During mix design, determine the optimum binder content (OBC) at 5 percent air voids content. Determine the proposed JMF from a mix design that complies with:

Hot Mix Asphalt Mix Design Requirements

Quality Characteristic	Test Method or Lab Procedure	Requirement	
Design air voids content (%)		4.0	5.0
Air voids content ^a (%)	CT 367	4.0	5.0
Voids in mineral aggregate (% min.) ^b	LP-2		
1/2" grading		14.0	15.0
3/4" grading		13.0	14.0
1" grading			
with NMAS = 1"		12	13
with NMAS = 3/4"		13	14
Voids filled with asphalt (%)	LP-3		
1/2" grading		65.0 – 75.0	60.0 – 70.0
3/4" grading		65.0 – 75.0	60.0 – 70.0
1" grading		65.0 – 75.0	60.0 – 70.0
Dust proportion ^c (P200/Pbe)	LP-4	0.6 – 1.3	0.6 – 1.3
Stabilometer value (min.) ^d	CT 366	37 ^e (Modified) 35 ^f	37 ^e (Modified) 35 ^f

Notes:

^a Calculate the air voids content of each specimen using CT 309 and LP-1. Modify CT 367, Paragraph C5, to use the exact air voids content specified in the selection of OBC.

^b Minimum VMA is dependent upon NMAS of JMF. NMAS is defined as one sieve size larger than the first sieve to retain more than 10 percent.

^c Asphalt content based on dry weight of aggregate

^d Modify CT 304, Part 2.B.2.c: "After compaction in the compactor, cool to 140 °± 5 °F by allowing the briquettes to cool at room temperature for 0.5-hour, then place the briquettes in the oven at 140 °F for a minimum of 2 hours and not more than 3 hours."

^e Follow CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply 12,600 lb leveling load; and perform stabilometer test at 140 °F.

^f Modify CT 366: 150 tamps at 500 psi tamping pressure and 230 °F compaction temperature; cool specimens to 140 °F; apply additional 500 tamps at 500 psi; apply 12,600 lb leveling load; and perform stabilometer test at 140 °F.

CONSTRUCTION

Pave HMA Type C in maximum 0.20-foot thick compacted layers.

Data Cores

Take data cores that include the completed HMA pavement, underlying base, and subbase material. Protect data cores and surrounding pavement from damage.

Take 4-inch or 6-inch diameter data cores:

1. At the beginning, end, and every 1/2 mile within the paving limits of each route on the project
2. After all paving is complete
3. From the center of the specified lane

On a 2-lane roadway, take data cores from either lane. On a 4-lane roadway, take data cores from each direction in the outermost lane. On a roadway with more than 4 lanes, take data cores from the median lane and the outermost lane in each direction.

Each core must include the stabilized materials encountered. You may choose not to recover unstabilized material but you must identify the material. Unstabilized material includes:

1. Granular material
2. Crumbled or cracked stabilized material
3. Sandy or clayey soil

PAYMENT

The contract lump sum price paid for data core includes full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in data coring, complete in place, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

BID ITEM LIST

07-252504

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	070013	SMALL BUSINESS UTILIZATION REPORT	EA	4	250.00	1,000.00
3	070018	TIME-RELATED OVERHEAD	WDAY	180		
4	074016	CONSTRUCTION SITE MANAGEMENT	LS	LUMP SUM	LUMP SUM	
5	074017	PREPARE WATER POLLUTION CONTROL PROGRAM	LS	LUMP SUM	LUMP SUM	
6	074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)	LS	LUMP SUM	LUMP SUM	
7	120090	CONSTRUCTION AREA SIGNS	LS	LUMP SUM	LUMP SUM	
8	120100	TRAFFIC CONTROL SYSTEM	LS	LUMP SUM	LUMP SUM	
9	150771	REMOVE ASPHALT CONCRETE DIKE	LF	800		
10	152430	ADJUST INLET	EA	43		
11	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	964,000		
12	153239	REMOVE CONCRETE (CURB, GUTTER AND SIDEWALK)	CY	25		
13	190101	ROADWAY EXCAVATION	CY	550		
14	190110	LEAD COMPLIANCE PLAN	LS	LUMP SUM	LUMP SUM	
15	260301	CLASS 3 AGGREGATE BASE	CY	60		
16	019549	LEAN CONCRETE BASE (RAPID SETTING)	CY	1,760		
17	370120	ASPHALT-RUBBER BINDER	TON	2,000		
18	375030	SCREENINGS (HOT-APPLIED)	TON	13,600		
19	390129	HOT MIX ASPHALT (TYPE C)	TON	15,100		
20	390133	HOT MIX ASPHALT (TYPE B)	TON	1,400		

BID ITEM LIST
07-252504

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	390140	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	123,000		
22	394060	DATA CORE	LS	LUMP SUM	LUMP SUM	
23	397005	TACK COAT	TON	890		
24	019550	RAMP TERMINI (RAPID STRENGTH CONCRETE)	CY	240		
25	401108	REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	CY	3,210		
26	404092	SEAL PAVEMENT JOINT	LF	19,700		
27	404093	SEAL ISOLATION JOINT	LF	15,800		
28	406001	TIE BAR	EA	3,540		
29	019551	DOWEL BAR	EA	10,800		
30	019552	GRIND EXISTING AND REPLACEMENT CONCRETE PAVEMENT (RSC)	SQYD	53,600		
31	731504	MINOR CONCRETE (CURB AND GUTTER)	CY	25		
32	731623	MINOR CONCRETE (CURB RAMP)	CY	25		
33	840656	PAINT TRAFFIC STRIPE (2-COAT)	LF	685,000		
34	840666	PAINT PAVEMENT MARKING (2-COAT)	SQFT	1,000		
35	850122	PAVEMENT MARKER (RETROREFLECTIVE-RECESSED)	EA	6,210		
36	860090	MAINTAINING EXISTING TRAFFIC MANAGEMENT SYSTEM ELEMENTS DURING CONSTRUCTION	LS	LUMP SUM	LUMP SUM	
37	019553	MODIFY ROADWAY WEATHER INFORMATION SYSTEM	LS	LUMP SUM	LUMP SUM	
38	861088	MODIFY RAMP METERING SYSTEM	LS	LUMP SUM	LUMP SUM	
39	019554	CLOSED CIRCUIT TELEVISION CAMERA SYSTEM (LOCATION GS 677)	LS	LUMP SUM	LUMP SUM	
40	019555	CLOSED CIRCUIT TELEVISION CAMERA SYSTEM (LOCATION GS 736)	LS	LUMP SUM	LUMP SUM	