

June 15, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION
RHODE ISLAND CONTRACT NO.2012-CH-067
FEDERAL-AID PROJECT NO. FAP Nos: STP-RESF(239)

Improvements to Route 216

Route 3 (Main Street) to Route 91 (Alton Bradford Road)
CITY/TOWN OF Hopkinton
COUNTY OF WASHINGTON

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 2 Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Specification Change/Addition

1. CS Pages

a. Page CS-2

Remove Page CS-2 in its entirety and replace it with revised Page CS-2 (R-1) attached to this Addendum No. 2. The last sentence of the Utility and Municipal Notification and Coordination has been revised.

b. Page CS-8

Remove Page CS-8 in its entirety and replace it with revised Page CS-8 (R-1) attached to this Addendum No. 2. The survey requirements have been revised.

2. JS Pages

a. Page JS-i

Remove Index Page JS-i (R-1) in its entirety and replace it with revised Page JS-i (R-2) attached to this Addendum No. 2. The index has been revised.

b. Page JS-15A

Remove Page JS-15A and replace it with revised Page JS-15A (R-1) attached to this Addendum No. 2. The specification name has been changed from "401.9905 Class 4.75 with Pay Factors for Driveways" to "401.9906 Class 4.75 for Driveways."

c. Pages JS-16 through JS-19

Remove Pages JS-16 through JS-19 in their entirety and replace them with revised Pages JS-16 (R-1) through JS-19 (R-1) attached to this Addendum No. 2. The specification "406.9901 Full-Depth Reclamation (Pavement Rehabilitation/Recycling)" text has been revised.

d. Pages JS-20 through JS-22

Remove Pages JS-20 through JS-22 in their entirety and replace them with revised Pages JS-20 (R-1) through JS-22 (R-1) attached to this Addendum No. 2. The specification "413 Rideability" text has been revised.

e. Page JS-30

Remove Page JS-30 in its entirety and replace it with revised Page JS-30 (R-1) attached to this Addendum No. 2. The price adjustments have been revised.

B. Drawings/Plans - Change

1. Sheet 74 - Miscellaneous Details Sheet 1

Remove Sheet 74 (R-1) in its entirety and replace it with revised Sheet 74 (R-2) attached to this Addendum No. 2. The driveway paving detail and note have been revised.

C. Distribution of Quantities

1. Index Pages 1 and 2

Remove Index Pages 1 (R-1) and 2 (R-1) in their entirety and replace them with revised Index Pages 1 (R-2) and 2 (R-2) attached to this Addendum No. 2. The Table of Contents has been revised.

2. Pages 7 and 7a

Remove Page 7 in its entirety and replace it with revised Page 7 (R-1) and add Page 7a attached to this Addendum No. 2. Item Codes "202.0100 Earth Excavation" and "204.0100 Trimming and Fine Grading" have been revised.

3. Pages 10 and 10a

Remove Page 10 (R-1) in its entirety and replace it with revised Page 10 (R-2) and add Page 10a attached to this Addendum No. 2. Item Code "302.0100 Gravel Borrow Subbase Course" has been revised.

4. Page 16

Remove Page 16 in its entirety and replace it with revised Page 16 (R-1) attached to this Addendum No. 2. Item Code "403.0300 Asphalt Emulsion Tack Coat" has been revised.

5. Pages 52 through 57

Remove Pages 52 through 55 in their entirety and replace them with revised Pages 52 (R-1) through 55 (R-1) and add Pages 56 and 57 attached to this Addendum No. 2. Item Code "401.9905 Class 4.75 with Pay Factors for Driveways," has been removed and Item Code "401.9906 Class 4.75 for Driveways" has been added.

for: 
RI Department of Transportation
Chief Engineer

3. UTILITY AND MUNICIPAL NOTIFICATION AND COORDINATION

The Contractor shall schedule his construction to allow for a coordinated highway and utility effort. Upon award, the Contractor shall notify the lead utility relative to his anticipated highway construction start date. Immediately following the Pre-construction Conference, the Contractor shall initiate any survey layout required for utilities. Additional action required by the Contractor is described within these General Provisions under the section entitled, "Sequence of Construction." The following utility companies have indicated that they own facilities within the project area:

Name of Utility Company	Contact Person	Estimated Working Time
Verizon	Anthony Filomeno (401) 727-9543	Not applicable
National Grid (Electric)	Thomas Capobianco (401) 784-7248	Not applicable
National Grid (Gas)	Jim Paulette (781) 907-2841	Not applicable
Cox Communications	David Velilla (401) 615-1284	Not applicable
Hopkinton Fire Department	Michael Williams, Chief (401) 377-4549	Not applicable
Hopkinton Public Works	Tim Tefft, Director (401) 377-7790	Not applicable

No utility relocations are proposed for this project. Utility involvement will be limited to coordination for the verification of existing utility locations, which will be carried out by the Contractor.

Existing utilities have been shown on the Plans using the best available information. The Contractor shall check and verify the location of all existing utilities both underground and overhead in accordance with the "Dig Safe Program Law" enacted by Rhode Island Legislation. The Contractor should be aware that not all utilities subscribe to the Dig Safe program. It is the Contractor's responsibility to ensure that all utility companies have been notified and all utilities have been marked prior to commencing work. Any damage to existing utilities caused by the Contractor shall be replaced or repaired to the satisfaction of the Engineer at no additional cost to the State.

20. SURVEY

In addition to the survey requirements from Section 934 of the Specifications, the contractor shall be responsible for the following survey items:

1. As-built elevations of the graded reclaimed base prior to placement of the Class 19.0 pavement. Elevations shall be provided for all of the point locations shown on the Grade Plans in Excel format that includes a separate column for the point number and elevation. The point number shall correspond to the same point number on the Plans. The Contractor shall submit the Excel file to the Engineer and Crossman Engineering (151 Centerville Road, Warwick, RI 02886; 401-738-5660) at the same time. The elevations will be reviewed within 7 business days of the submission.

The Contractor shall not commence with the placement of the Class 19.0 pavement until the reclaimed base grades are approved by the Engineer. This survey shall be considered as construction layout and shall conform to Section 934 of the Specifications.

2. As-built elevations of the final pavement grade. Elevations shall be provided for all of the point locations shown on the Grade Plans. This survey shall be considered as construction layout and shall conform to Section 934 of the Specifications.
3. The existing inverts of the pipes and end sections shall be verified for all existing pipes that are being removed and replaced. This survey shall be considered as construction layout and shall conform to Section 934 of the Specifications.
4. As-built inverts of all new pipes and end sections. This survey shall be considered as construction layout and shall conform to Section 934 of the Specifications.

21. DROP-OFFS

The Contractor shall be aware that pavement drop-offs will occur as a result of the paving operations. Pavement drop-offs shall conform to Section 401.03.17 of the Specifications.

INDEX
SPECIFICATIONS - JOB SPECIFIC

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CODE 401.9906 CLASS 4.75 FOR DRIVEWAYS

DESCRIPTION:

Class 4.75 shall conform to the requirements of the Specifications with the following exceptions and modifications:

MATERIALS:

1. Aggregate

The aggregate shall conform to the 3 to <10 million ESAL requirements of Table 5 in AASHTO M 323. No more than 20% of the aggregate shall be natural sand. All aggregate properties of Section M.03 shall apply.

2. Performance Graded Binder

The binder shall meet the requirements of PG 64-28, Grade S as specified in AASHTO M 320 and MP 19.

3. Mix Design

HMA mixes shall conform to AASHTO M 323, "Standard Specification for Superpave Volumetric Mix Design". The design procedure shall follow AASHTO R 35 "Standard Practice for Superpave Volumetric Design for Hot-Mix Asphalt (HMA)". The design specifications found in AASHTO M 323 shall supersede those found in the Standard Specifications for Road and Bridge Construction. A mix design using PG64-28 Grade S shall be used to determine the design binder content. The VMA and VMA_{effective} shall be calculated for each asphalt content during the mix design process. The following specific requirements and exceptions to AASHTO M 323 shall apply.

- a. N_{initial} shall be 6, N_{design} shall be 50 and N_{max} shall be 75 gyrations.
- b. A moisture susceptibility test will not be required.
- c. The mix shall be designed at 4% voids.
- d. The VMA shall be greater than or equal to 17.5.
- e. The VFA shall be 70 to 80 percent.
- f. The mix shall be coarse graded as defined in Section 6.1.3 of AASHTO M 323.
- g. The dust to binder ratio ($P_{0.075}/P_{be}$) shall be 0.5 – 1.0. The design effective binder content shall be used to calculate this ratio.

**CODE 406.9901 FULL-DEPTH RECLAMATION
(PAVEMENT REHABILITATION/RECYCLING)**

DESCRIPTION:

This work consists of the rehabilitation of an existing pavement structure into a processed asphalt stabilized base (recycled) course. The existing asphalt pavement is to be pulverized and mixed with the existing gravel base to the depth specified. This pulverized asphalt pavement and gravel is to be sprayed with calcium chloride, processed, reshaped, rolled, compacted, trimmed and fine graded to the cross sections and/or grades indicated on the Plans or as directed by the Engineer all in accordance with these Specifications.

MATERIALS:

1. Reclaimed Base

The processed asphalt stabilized base material shall conform to the following gradation:

Sieve Designation	% Passing by Weight
3"	95 - 100
No. 200	0 -15

The maximum dimension of any stone, rock, asphalt-bound material, or cobble shall be not more than 4 inches.

Should additional material be required, the Contractor shall add material from an outside source which shall be thoroughly worked and mixed in with the pulverized asphalt pavement and existing gravel base.

2. Liquid Calcium Chloride

The calcium chloride solution shall be provided by the manufacturer as a true solution and shall not be reconstituted from flake calcium chloride. The calcium shall meet AASHTO M 144 and as follows:

Calcium Chloride	35% +/- 1%
Alkali Chloride as NaCl	2% max.
Magnesium as MgCl	0.1% max.

METHOD OF CONSTRUCTION:

406.03.1 Equipment.

1. Reclaimer

Reclamation will be by means of a traveling rotary reclaimer or equivalent machine capable of cutting through existing asphalt and gravel at depths up to 12 inches with one pass and which can effectively pulverize, crush, mix and blend the recyclable materials so as to form a homogeneous mixture of processed base material which will bond together when compacted. The machine shall be self-propelled and equipped with an adjustable grading blade so as to leave its path generally smooth for traffic.

2. Calcium Pressure Distributor

The distributor for calcium chloride shall be capable of applying liquid calcium chloride in measured quantities at any rate between 0.1 to 2.0 gallons per square yard of roadway surface, at any length of spray bar up to 20 feet. The distributor shall be capable of maintaining a uniform rate of distribution of material regardless of change in grade, width or direction of the road. The distributor shall be equipped with a digital volumetric accumulator meter capable of measuring gallons applied and distance traveled. The volume and measuring device shall be equipped with a power unit for the pump so that application is by pressure, not gravity. The spray nozzles and pressure system shall provide a sufficient and uniform fan-shaped spray of material throughout the entire length of the spray bar at all times while operating, and shall be adjustable laterally and vertically. The spray shall completely cover the roadway surface receiving the treatment.

3. Rollers

At least one vibratory roller shall be used, and shall have a compacting width of not less than five feet. Each roller shall have a gross weight of not less than 15 tons.

4. Grader

A motorized grader shall be used for shaping and finishing the surface of the reclaimed base, in accordance with the lines, grades and typical cross sections shown on the plans.

It is the responsibility of the Contractor to insure that the equipment/construction methods he intends to use are capable of complying with project specifications.

406.03.2 Procedure.

The existing asphalt pavement shall be pulverized and mixed in situ with the uppermost portion of the underlying gravel base layer. The depth of pavement, including the existing gravel base, to be incorporated in the rehabilitation process will be 8" \pm 1/2".

The pulverization shall blend the asphalt and base material into a homogeneous mixture. After the first pulverization, one application of calcium chloride solution shall be applied at a rate of 0.75 gallon minimum per square yard to the reclaimed base. The reclaimed base shall then be re-pulverized and re-mixed to ensure complete blending of pulverized asphalt material, underlying gravel, additional material if any, and calcium chloride throughout its depth of 8" \pm 1/2".

The reclaimed base course shall be fine graded in accordance with the lines, grades, and typical cross sections shown on the plans. Any excess material to be removed shall be legally disposed of by the Contractor and is incidental to the work.

It shall be compacted to a uniform density of not less than 95 percent of maximum density as determined by AASHTO T180, Method D.

The finished reclaimed base course surface shall have a tolerance of 1/2 inch plus or minus to the grades shown on the Plans or as directed by the Engineer.

The finished reclaimed base course surface shall receive an application of calcium chloride solution at a rate of 0.25 gallons minimum per square yard.

The work shall be constructed on no more than 1/2 the roadway width at any time to allow for the passage of through traffic. Access to properties within the project limits is to be provided at all times. Maintenance and protection of traffic, dust control and daily clean-up throughout the project area shall be the responsibility of the Contractor.

The transverse limits of the work as well as adjacent roadways, side streets, and driveways shall be sawcut or cut and matched.

METHOD OF MEASUREMENT:

Item Code 406.9901 “Full-Depth Reclamation (Pavement Rehabilitation/Recycling)” shall be measured by the number of square yards actually placed in accordance with the Contract Documents and/or as directed by the Engineer.

BASIS OF PAYMENT:

The accepted quantity of Item Code 406.9901 “Full-Depth Reclamation (Pavement Rehabilitation/Recycling)” will be paid at the contract unit price per square yard as listed in the Proposal. The prices so-stated shall constitute full and complete compensation for all labor, materials, tools, and equipment, and for all other incidentals required to complete the work as described in these Special Provisions and elsewhere in the Contract Documents, complete and in place and accepted by the Engineer.

CODE 413 RIDEABILITY

DESCRIPTION:

This specification covers pavement rideability as determined by the Engineer and unit price adjustments in accordance with the rating scale based on final rideability determination.

SURFACE TOLERANCES:

Pavement rideability will be determined by the engineer using a profiler on all lanes. The profiler will meet all requirements of ASTM E 950 for a Class 1 profiler. ASTM E950 may be purchased by the contractor at <http://www.astm.org/Standards/E950.htm>. A 10-foot straightedge will be used to test intersections, transition lanes and pavement within 20 feet of bridge approach slabs.

The surface course ride quality acceptance will be based on the average International Roughness Index (IRI) for each 0.1-mile section tested in accordance with ASTM E950, conducted by the Engineer and reported for each travel lane.

ACCEPTANCE:

An IRI number in inches per mile will be established using software supplied by the profiler manufacturer for each 0.1-mile long section for each wheel path in each travel lane. The surface course of each 0.1 mile section of travel lane will be considered a subplot. A lot will be the total of all the sublots. The sections before and after a bridge, and the section at the end of the paving limit will be added to the previous subplot if they are less than 0.05 miles or will be considered a full subplot if they are greater than or equal to 0.05 miles.

Areas excluded from testing by the profiler may, at the Engineer's discretion, be tested using a 10-foot maximum straightedge. The variation of the surface between any two contacts along the straightedge shall not be more than 1/8 inch. Humps and depressions exceeding the specified tolerances shall be subject to correction as directed by the Engineer, at no additional cost to the State.

Table 1 provides the contract unit price adjustment and corrective action criteria based upon the IRI established for each subplot. The IRI for each subplot will be determined by taking the average of the two IRI's (one in each wheel path) if each IRI is 70 or less, or by using the greater of the two numbers if either is greater than 70.

Table 1	
IRI	Contract Unit Price Adjustment
(Inches Per Mile)	(Percent Pavement Unit Price)
45.0 and Under	105
45.1 - 55.0	103
55.1 - 70.0	100
70.1 - 80.0	90
80.1 - 90.0	80
90.1 - 100.0	70
100.1 – 120.0	50
Over 120.0	Corrective Action Required

The incentive (contract unit price adjustment) will be based on the following:

- 1) The IRI of the lot must be less than or equal to 70, and
- 2) The price adjustments will be applied to the unit price of the Modified Class 9.5 HMA for the theoretical tonnage for each subplot. The theoretical tonnage is obtained by taking the measured length, multiplied by the measured width, multiplied by the measured thickness, multiplied by the unit weight derived from the average of the theoretical maximum densities obtained at the plant. The price adjustments will not exceed the dollar amounts listed on Table 1.

When corrections to the pavement surface are required, the Engineer will approve the Contractor's method of correction. In order to produce a uniform cross section, the Engineer may require corrections to the adjoining lanes and shoulders. Corrections to the pavement surface and adjoining traffic lanes and shoulders shall be at no cost to the State.

Where corrections are made after the official Department test, the pavement will be retested by the Engineer to verify that corrections have produced the acceptable ride surface. No incentives will be provided for sections on which corrective actions are performed. In the event the corrective action(s) do not result in an IRI of less than 100 in each wheel path, the Contractor will be assessed an adjustment based on Table 2.

IRI After Completion	Contract Unit Price Adjustment
(Inches Per Mile)	(Percent Pavement Unit Price)
100.1 – 120.0	60
120.1 - 140.0	40
140.1 - 160.0	20
Over 160.0	0

Pay adjustments will be applied to the theoretical tonnage of the bituminous material for the subplot affected, as described above.

This rideability specification does not relieve the Contractor from responsibility concerning workmanship in accordance with the requirements of the Specifications, and other contract requirements.

METHOD OF MEASUREMENT:

There will be no separate measurement for this item.

BASIS OF PAYMENT:

Rideability will be paid as an adjustment to the unit bid price for Code 401.9904 Modified Class 9.5 with Pay Factors as determined from Tables 1 and 2 of this specification.

CODE 938.1000 PRICE ADJUSTMENTS

DESCRIPTION:

a. Liquid Asphalt Cement.* The Base Price of Liquid Asphalt Cement as required to implement **Subsection 938.03.1** of the Specifications is \$637.50 per ton (as of 6/1/2012).

* In the case of modified asphalt binder, this price adjustment provision shall only apply to the neat liquid asphalt component. This provision shall not apply to the modifier component, manufacture, storage, transportation, or other associated costs.

b. Diesel Fuel. The Base Price of \$2.8999 per gallon (as of 6/1/2012).

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Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

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R.I. Contract No. - 2012-CH-067

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
012	202.0100 Cont.	FROM ITEM CODE 920.0055 (192 SY X 26"/36")		198.00	0005	01
		FROM ITEM CODE 920.0055 (192 SY X 26"/36")		139.00	0005	01
		FROM ITEM CODE L01.0102 (11,371 SY X 1"/36")		313.00	0005	01
		FROM ITEM CODE L01.0102 (11,371 SY X 1"/36")		316.00	0005	01
Item 202.0100 Total:				592.00		
013	204.0100	TRIMMING AND FINE GRADING	SY			
		ROUTE 216				
		109+74 - 110+14 RT		19.00	0005	01
		25+54 - 25+98 RT		26.00	0005	01
		83+38 - 83+52 LT		9.00	0005	01
		89+71 - 89+89 LT		12.00	0005	01
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		FROM ITEM CODE 711.0110		46.00	0005	01
		FROM ITEM CODE 920.0055		274.00	0005	01
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		FROM ITEM CODE L01.0102		11,371.00	0005	01
Item 204.0100 Total:				11,688.00		
014	206.9901	18-INCH COMPOST FILTER SOCK	LF			
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		0+84 - 2+58 RT		176.00	0005	01
		0+85 - 1+41 LT		57.00	0005	01
		1+64 - 7+90 LT		622.00	0005	01
		10+21 - 10+63 LT		42.00	0005	01
		10+70 - 25+53 RT		1,491.00	0005	01
		10+84 - 13+18 LT		245.00	0005	01
		100+44 - 103+80 LT		336.00	0005	01
		102+63 - 104+72 RT		210.00	0005	01

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014	206.9901 Cont.	104+59 - 111+28 LT		666.00	0005	01
		105+19 - 106+67 RT		149.00	0005	01
		107+03 - 108+47 RT		146.00	0005	01
		108+95 - 109+78 RT		84.00	0005	01
		110+43 - 112+21 RT		178.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
014	206.9901 Cont.	Item 206.9901 Total:		22,017.00		
015	208.0100	DEWATERING BASIN STANDARD 9.7.0	SF			
		ROUTE 216				
		AS REQUIRED		1,400.00	0005	01
		Item 208.0100 Total:		1,400.00		
016	212.2000	CLEANING AND MAINTENANCE OF	LS			
		EROSION CONTROLS				
		ROUTE 216				
		AS REQUIRED		1.00	0005	01
		Item 212.2000 Total:		1.00		
017	302.0100	GRAVEL BORROW SUBBASE COURSE	CY			
		ROUTE 216				
		109+74 - 110+14		4.00	0005	01
		25+54 - 25+98 RT		6.00	0005	01
		83+38 - 83+52 LT		2.00	0005	01
		89+71 - 89+89 LT		3.00	0005	01
		FROM ITEM CODE 701.0512		98.00	0005	01
		(176' X 5' X 3' X CY/27)				
		FROM ITEM CODE 701.0518 (41'		25.00	0005	01
		X 5.5' X 3' X CY/27)				
		FROM ITEM CODE 704.0100 (19		3.00	0005	01
		EA X 1 SY/EA X 4"/36")				
		RECLAMATION AREA IF REQUIRED		318.00	0005	01
		Item 302.0100 Total:		459.00		
018	401.9901	CLASS 19.0 WITH PAY FACTORS AND WMA TON				
		ROUTE 216				
		0+85 - 5+50 LT/RT		270.00	0005	01
		104+25 - 110+75 LT/RT		402.00	0005	01
		11+25 - 16+75 LT/RT		319.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
018	401.9901 Cont.	110+75 - 116+75 LT/RT		371.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
020	403.0300 Cont.	80+46 - 80+64 RT		11.00	0005	01
		81+35 - 81+55 RT		9.00	0005	01
		81+46 - 83+52 LT		134.00	0005	01
		82+21 - 82+38 RT		10.00	0005	01
		83+38 - 83+52 LT		9.00	0005	01
		83+52 - 83+88 RT		21.00	0005	01
		83+99 - 84+33 LT		21.00	0005	01
		84+63 - 84+93 RT		16.00	0005	01
		85+06 - 85+65 LT		37.00	0005	01
		85+07 - 85+35 RT		17.00	0005	01
		86+19 - 86+42 LT		13.00	0005	01
		86+85 - 86+97 LT		8.00	0005	01
		86+94 - 87+09 RT		10.00	0005	01
		87+13 - 87+32 LT		11.00	0005	01
		87+92 - 88+24 RT		20.00	0005	01
		88+50 - 88+70 RT		13.00	0005	01
		89+18 - 89+37 LT		12.00	0005	01
		89+45 - 89+88 RT		27.00	0005	01
		89+71 - 89+89 LT		12.00	0005	01
		9+05 - 9+31 RT		17.00	0005	01
		9+98 - 10+18 LT		12.00	0005	01
		91+35 - 91+73 RT		21.00	0005	01
		92+96 - 93+13 RT		10.00	0005	01
		93+30 - 93+56 RT		15.00	0005	01
		94+20 - 94+46 RT		14.00	0005	01
		96+83 - 97+09 RT		16.00	0005	01
		98+45 - 98+90 RT		30.00	0005	01
		FROM ITEM CODE 406.9901		46,121.00	0005	01
		FROM ITEM CODE 906.0602		818.00	0005	01
		(6542' X 1.125' X SY/9)				
Item 403.0300 Total:				48,191.00		

021 406.9901 FULL-DEPTH RECLAMATION (PAVEMENT SY

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
076	401.9903 Cont.	SIDEROADS		181.00	0005	01
Item 401.9903 Total:				7,486.00		
077	401.9904	MODIFIED CLASS 9.5 WITH PAY FACTORS TON				
		ROUTE 216				
		0+85 - 5+50 LT/RT		184.00	0005	01
		104+25 - 110+75 LT/RT		256.00	0005	01
		11+25 - 16+75 LT/RT		217.00	0005	01
		110+75 - 116+75 LT/RT		237.00	0005	01
		116+75 - 122+07 LT/RT		229.00	0005	01
		16+75 - 22+75 LT/RT		237.00	0005	01
		22+75 - 28+25 LT/RT		217.00	0005	01
		28+25 - 34+25 LT/RT		237.00	0005	01
		34+25 - 40+25 LT/RT		237.00	0005	01
		40+25 - 46+25 LT/RT		237.00	0005	01
		46+25 - 52+25 LT/RT		237.00	0005	01
		5+50 - 11+25 LT/RT		227.00	0005	01
		52+25 - 58+25 LT/RT		237.00	0005	01
		58+25 - 64+25 LT/RT		237.00	0005	01
		64+25 - 70+25 LT/RT		237.00	0005	01
		70+25 - 76+00 LT/RT		237.00	0005	01
		76+00 - 81+50 LT/RT		234.00	0005	01
		81+50 - 87+25 LT/RT		227.00	0005	01
		87+25 - 93+00 LT/RT		227.00	0005	01
		93+00 - 98+75 LT/RT		227.00	0005	01
		98+75 - 104+25 LT/RT		217.00	0005	01
		FROM ITEM CODE 906.0602		137.00	0005	01
		(6560 LF X 1' X SY/9 X				
		0.18678)				
		SIDEROADS		117.00	0005	01
Item 401.9904 Total:				5,086.00		
078	401.9905	CLASS 4.75 WITH PAY FACTORS FOR	TON			

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
078	401.9905	Cont. DRIVEWAYS				
		ROUTE 216				
		1+45 - 1+60 LT		2.00	0005	01
		10+35 - 10+67 RT		5.00	0005	01
		10+64 - 10+82 LT		2.00	0005	01
		100+03 - 100+46 LT		6.00	0005	01
		102+35 - 102+61 RT		3.00	0005	01
		104+69 - 105+21 RT		7.00	0005	01
		106+63 - 107+03 RT		5.00	0005	01
		108+49 - 108+77 RT		4.00	0005	01
		108+78 - 108+97 RT		2.00	0005	01
		109+74 - 110+14 RT		4.00	0005	01
		110+15 - 110+41 RT		4.00	0005	01
		111+29 - 111+52 LT		3.00	0005	01
		112+22 - 112+60 RT		8.00	0005	01
		114+59 - 114+82 RT		3.00	0005	01
		114+97 - 115+20 RT		3.00	0005	01
		115+27 - 115+46 LT		2.00	0005	01
		115+95 - 116+19 RT		3.00	0005	01
		117+14 - 117+36 RT		3.00	0005	01
		118+09 - 118+45 RT		4.00	0005	01
		118+27 - 118+64 LT		4.00	0005	01
		119+07 - 119+43 RT		4.00	0005	01
		119+29 - 119+67 LT		5.00	0005	01
		120+08 - 120+29 LT		3.00	0005	01
		13+20 - 13+39 LT		3.00	0005	01
		2+62 - 2+84 RT		3.00	0005	01
		25+54 - 25+98 RT		6.00	0005	01
		26+32 - 26+65 LT		4.00	0005	01
		26+80 - 27+14 RT		4.00	0005	01
		36+49 - 36+83 LT		5.00	0005	01
		41+48 - 41+81 LT		4.00	0005	01
		44+16 - 44+41 LT		4.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
078	401.9905 Cont.	53+00 - 53+61 LT		9.00	0005	01
		6+92 - 7+13 RT		3.00	0005	01
		61+43 - 61+54 LT		2.00	0005	01
		68+93 - 69-17 LT		2.00	0005	01
		7+93 - 8+20 LT		4.00	0005	01
		70+62 - 70+89 RT		4.00	0005	01
		71+70 - 71+94 LT		4.00	0005	01
		71+86 - 72+13 RT		4.00	0005	01
		74+99 - 48+18 LT		3.00	0005	01
		78+98 - 79+25 LT		3.00	0005	01
		79+83 - 80+11 RT		3.00	0005	01
		8+67 - 8+82 LT		2.00	0005	01
		80+16 - 80+36 RT		3.00	0005	01
		80+46 - 80+64 RT		3.00	0005	01
		81+35 - 81+55 RT		2.00	0005	01
		81+46 - 83+52 LT		32.00	0005	01
		82+21 - 82+38 RT		2.00	0005	01
		83+38 - 83+52 LT		2.00	0005	01
		83+52 - 83+88 RT		5.00	0005	01
		83+99 - 84+33 LT		5.00	0005	01
		84+63 - 84+93 RT		4.00	0005	01
		85+06 - 85+65 LT		9.00	0005	01
		85+07 - 85+35 RT		4.00	0005	01
		86+19 - 86+42 LT		3.00	0005	01
		86+85 - 86+97 LT		2.00	0005	01
		86+94 - 87+09 RT		3.00	0005	01
		87+13 - 87+32 LT		3.00	0005	01
		87+92 - 88+24 RT		5.00	0005	01
		88+50 - 88+70 RT		3.00	0005	01
		89+18 - 89+37 LT		3.00	0005	01
		89+45 - 89+88 RT		6.00	0005	01
		89+71 - 89+89 LT		3.00	0005	01
		9+05 - 9+31 RT		4.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
078	401.9905 Cont.	9+98 - 10+18 LT		3.00	0005	01
		91+35 - 91+73 RT		5.00	0005	01
		92+96 - 93+13 RT		3.00	0005	01
		93+30 - 93+56 RT		4.00	0005	01
		94+20 - 94+46 RT		3.00	0005	01
		96+83 - 97+09 RT		4.00	0005	01
		98+45 - 98+90 RT		7.00	0005	01
Item 401.9905 Total:				**DELETED**		
079	936.0110	MOBILIZATION	LS			
		ROUTE 216				
		AS REQUIRED		1.00	0005	01
Item 936.0110 Total:				1.00		
080	401.9906	CLASS 4.75 FOR DRIVEWAYS	TON			
		ROUTE 216				
		1+45 - 1+60 LT		2.00	0005	01
		10+35 - 10+67 RT		5.00	0005	01
		10+64 - 10+82 LT		2.00	0005	01
		100+03 - 100+46 LT		6.00	0005	01
		102+35 - 102+61 RT		3.00	0005	01
		104+69 - 105+21 RT		7.00	0005	01
		106+63 - 107+03 RT		5.00	0005	01
		108+49 - 108+77 RT		4.00	0005	01
		108+78 - 108+97 RT		2.00	0005	01
		109+74 - 110+14 RT		4.00	0005	01
		110+15 - 110+41 RT		4.00	0005	01
		111+29 - 111+52 LT		3.00	0005	01
		112+22 - 112+60 RT		8.00	0005	01
		114+59 - 114+82 RT		3.00	0005	01
		114+97 - 115+20 RT		3.00	0005	01
		115+27 - 115+46 LT		2.00	0005	01
		115+95 - 116+19 RT		3.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
080	401.9906 Cont.	117+14 - 117+36 RT		3.00	0005	01
		118+09 - 118+45 RT		4.00	0005	01
		118+27 - 118+64 LT		4.00	0005	01
		119+07 - 119+43 RT		4.00	0005	01
		119+29 - 119+67 LT		5.00	0005	01
		120+08 - 120+29 LT		3.00	0005	01
		13+20 - 13+39 LT		3.00	0005	01
		2+62 - 2+84 RT		3.00	0005	01
		25+54 - 25+98 RT		6.00	0005	01
		26+32 - 26+65 LT		4.00	0005	01
		26+80 - 27+14 RT		4.00	0005	01
		36+49 - 36+83 LT		5.00	0005	01
		41+48 - 41+81 LT		4.00	0005	01
		44+16 - 44+41 LT		4.00	0005	01
		53+00 - 53+61 LT		9.00	0005	01
		6+92 - 7+13 RT		3.00	0005	01
		61+43 - 61+54 LT		2.00	0005	01
		68+93 - 69-17 LT		2.00	0005	01
		7+93 - 8+20 LT		4.00	0005	01
		70+62 - 70+89 RT		4.00	0005	01
		71+70 - 71+94 LT		4.00	0005	01
		71+86 - 72+13 RT		4.00	0005	01
		74+99 - 48+18 LT		3.00	0005	01
		78+98 - 79+25 LT		3.00	0005	01
		79+83 - 80+11 RT		3.00	0005	01
		8+67 - 8+82 LT		2.00	0005	01
		80+16 - 80+36 RT		3.00	0005	01
		80+46 - 80+64 RT		3.00	0005	01
		81+35 - 81+55 RT		2.00	0005	01
		81+46 - 83+52 LT		32.00	0005	01
		82+21 - 82+38 RT		2.00	0005	01
		83+38 - 83+52 LT		2.00	0005	01
		83+52 - 83+88 RT		5.00	0005	01

Distribution of Quantities

Project Name - Improvements to Route 216

Estimate Name - Addendum No.2

R.I. Contract No. - 2012-CH-067

FAP Nos: STP-RESF(239)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
080	401.9906 Cont.	83+99 - 84+33 LT		5.00	0005	01
		84+63 - 84+93 RT		4.00	0005	01
		85+06 - 85+65 LT		9.00	0005	01
		85+07 - 85+35 RT		4.00	0005	01
		86+19 - 86+42 LT		3.00	0005	01
		86+85 - 86+97 LT		2.00	0005	01
		86+94 - 87+09 RT		3.00	0005	01
		87+13 - 87+32 LT		3.00	0005	01
		87+92 - 88+24 RT		5.00	0005	01
		88+50 - 88+70 RT		3.00	0005	01
		89+18 - 89+37 LT		3.00	0005	01
		89+45 - 89+88 RT		6.00	0005	01
		89+71 - 89+89 LT		3.00	0005	01
		9+05 - 9+31 RT		4.00	0005	01
		9+98 - 10+18 LT		3.00	0005	01
		91+35 - 91+73 RT		5.00	0005	01
		92+96 - 93+13 RT		3.00	0005	01
		93+30 - 93+56 RT		4.00	0005	01
		94+20 - 94+46 RT		3.00	0005	01
		96+83 - 97+09 RT		4.00	0005	01
		98+45 - 98+90 RT		7.00	0005	01
Item 401.9906 Total:				300.00		