

October 13, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7565516

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2017-CB-070

FEDERAL-AID PROJECT NO. FAP Nos: BRO-472(001), STP-RESF(360)

Horton Farm Bridge No. 472

Horton Farm Road Bridge No. 472

CITY/TOWN OF East Providence

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 1 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. General Provisions - Contract Specific

1. Page CS-146

Insert page CS-146 attached to this Addendum No. 1 to the end of the Contract Specific specifications. Appendix "E" PRELIMINARY RIDEABILITY REPORT has been added.

B. Specifications - Job Specific

1. Page JS-29A

Insert page JS-29A attached to this Addendum No. 1. Section 401.9901 PAY ADJUSTMENTS has been added.

2. Pages JS-30 thru JS-33

Delete pages JS-30 thru JS-33 in their entirety and replace with revised pages JS-30 (R-1) thru JS-33 (R-1) attached to this Addendum No. 1. Section 402.9901 FRICTION COURSE has been revised.

3. Page JS-101

Delete page JS-101 in its entirety and replace it with revised page JS-101 (R-1) attached to this Addendum No. 1. Section 929 has been replaced Section 929.0110 FIELD OFFICES AND MATERIALS LABORATORY.

4. Page JS-104

Remove page JS-104 in its entirety and replace with revised page JS-104 (R-4) attached to this Addendum No. 1. The number of training hours has revised.

C. Distribution of Quantities

1. Index Pages 1 thru 4

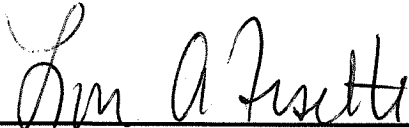
Remove and replace index pages 1 thru 4 in their entirety with revised index pages 1(R-1) thru 4(R-1) attached to this Addendum No. 1. The index has been revised and any added or updated items are indicated in bold.

2. Page 91

Remove and replace page 91 in its entirety with revised page 91(R-1) attached to this Addendum No. 1. Item Code 108.9901 has been added.

3. Page 92

Insert page 92 attached to this Addendum No. 1. Item Code 108.9901 has been added.



RI Department of Transportation
Administrator, Division of Project Management

APPENDIX “E”
PRELIMINARY RIDEABILITY REPORT

I-195 EASTBOUND from Broadway Ave to Massachusetts State Line																
Distance = 0 at bridge joint at east abutment of bridge over Broadway Ave. Omitted first 25' from Broadway bridge joint and last 25' before cut & match at Mass line. Omitted 30' sections for utility structures in lane. Omitted section for bridge over Warren Ave + 25' before & after bridge joints. Included 825' lane shift under Pawtucket Ave overpass, highlighted in gray below.																
Lane 1 (High Speed)					Lane 2					Lane 3 (Low Speed)						
Start Distance (ft)	Stop Distance (ft)	Length (ft)	Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Wheel Path - IRI (in/mi)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Wheel Path - IRI (in/mi)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	132	112	25.00	553.00	528.00	111	111	111	25.00	553.00	528.00	115	115	100
553.00	1081.00	528.00	92	84	553.00	1081.00	528.00	64	64	84	553.00	1081.00	528.00	91	91	107
1081.00	1609.00	528.00	103	82	1081.00	1609.00	528.00	68	68	90	1081.00	1609.00	528.00	81	81	101
1609.00	2137.00	528.00	106	107	1609.00	2137.00	528.00	126	126	115	1609.00	2137.00	528.00	119	119	136
2137.00	2665.00	528.00	89	95	2137.00	2665.00	528.00	61	61	58	2137.00	2665.00	528.00	92	92	88
2665.00	2788.00	123.00	55	73	2665.00	2770.00	105.00	122	122	88	2665.00	2753.00	88.00	98	98	88
2788.00	3101.00	313.00	145	122	2770.00	3298.00	528.00	152	152	105	2753.00	3281.00	528.00	100	100	103
3131.00	3144.00	13.00	264	146	3298.00	3595.00	297.00	108	108	89	3281.00	3578.00	297.00	124	124	103
3174.00	3192.00	18.00	171	91	3595.00	4123.00	528.00	96	96	91	3578.00	4106.00	528.00	118	118	131
3222.00	3613.00	391.00	144	95	4123.00	4651.00	528.00	79	79	73	4106.00	4634.00	528.00	81	81	82
3613.00	4141.00	528.00	88	95	4651.00	5179.00	528.00	133	133	121	4634.00	4844.00	210.00	110	110	131
4141.00	4669.00	528.00	87	88	5179.00	5707.00	528.00	104	104	94	4874.00	5084.00	210.00	225	225	151
4669.00	5197.00	528.00	87	94	5707.00	6235.00	528.00	87	87	93	5114.00	5591.00	477.00	139	139	98
5197.00	5725.00	528.00	69	88	6235.00	6763.00	528.00	81	81	104	5621.00	5846.00	225.00	119	119	85
5725.00	6253.00	528.00	72	95	6763.00	7291.00	528.00	69	69	104	5876.00	6404.00	528.00	118	118	101
6253.00	6781.00	528.00	67	63	7291.00	7819.00	528.00	77	77	81	6404.00	6932.00	528.00	131	131	91
6781.00	7309.00	528.00	63	70	7819.00	7967.00	148.00	106	106	102	6932.00	7460.00	528.00	103	103	70
7309.00	7837.00	528.00	68	68	7967.00	8159.50	192.50	Bridge - Warren Ave	Bridge - Warren Ave		7460.00	7954.00	494.00	119	119	79
7837.00	7981.50	144.50	85	101	8159.50	8687.50	528.00	106	106	98	7954.00	8149.00	195.00	Bridge - Warren Ave	Bridge - Warren Ave	
7981.50	8171.50	190.00	Bridge - Warren Ave		8687.50	8920.33	232.83	104	104	97	8149.00	8677.00	528.00	171	171	130
8171.50	8699.50	528.00	83	74							8677.00	8917.00	240.00	163	163	113
8699.50	8928.92	229.42	64	78												

I-195 WESTBOUND from Massachusetts State Line to Broadway Ave														
Distance = 0 at cut & match at or near Mass line. Omitted first 25' from cut & match at Mass line and last 25' before first Broadway Ave bridge joint. Omitted 30' sections for utility structures in lane. Omitted section for bridge over Warren Ave + 25' before & after bridge joints.														
Lane 1 (High Speed)					Lane 2					Lane 3 (Low Speed)				
Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
25.00	553.00	528.00	98	81	25.00	553.00	528.00	122	132	25.00	134.00	109.00	213	273
553.00	755.00	202.00	101	121	553.00	746.00	193.00	116	131	164.00	692.00	528.00	153	130
755.00	951.00	196.00	Bridge - Warren Ave		746.00	943.00	197.00	Bridge - Warren Ave		692.00	738.00	46.00	172	122
951.00	1479.00	528.00	95	118	943.00	1471.00	528.00	155	130	738.00	935.00	197.00	Bridge - Warren Ave	
1479.00	2007.00	528.00	74	79	1471.00	1999.00	528.00	116	84	935.00	1463.00	528.00	150	125
2007.00	2535.00	528.00	85	90	1999.00	2527.00	528.00	122	109	1463.00	1991.00	528.00	137	82
2535.00	3063.00	528.00	59	76	2527.00	3055.00	528.00	115	120	1991.00	2519.00	528.00	148	87
3063.00	3591.00	528.00	71	84	3055.00	3583.00	528.00	101	99	2519.00	3047.00	528.00	149	84
3591.00	4119.00	528.00	96	96	3583.00	4111.00	528.00	123	111	3047.00	3575.00	528.00	144	90
4119.00	4647.00	528.00	69	81	4111.00	4639.00	528.00	121	80	3575.00	3596.50	21.50	343	153
4647.00	5175.00	528.00	80	97	4639.00	5167.00	528.00	107	126	3626.50	3860.50	234.00	205	110
5175.00	5703.00	528.00	96	110	5167.00	5695.00	528.00	114	117	3890.50	4418.50	528.00	176	184
5703.00	6231.00	528.00	93	107	5695.00	6223.00	528.00	121	84	4418.50	4946.50	528.00	82	72
6231.00	6759.00	528.00	68	79	6223.00	6751.00	528.00	103	83	4946.50	5474.50	528.00	96	114
6759.00	7287.00	528.00	76	84	6751.00	7279.00	528.00	93	64	5474.50	6002.50	528.00	100	85
7287.00	7815.00	528.00	70	94	7279.00	7807.00	528.00	89	77	6002.50	6530.50	528.00	98	87
7815.00	8343.00	528.00	90	106	7807.00	8335.00	528.00	91	77	6530.50	7058.50	528.00	76	77
8343.00	8871.00	528.00	109	131	8335.00	8863.00	528.00	101	79	7058.50	7586.50	528.00	69	59
8871.00	8950.58	79.58	100	90	8863.00	8952.17	89.17	85	60	7586.50	8114.50	528.00	96	91
										8114.50	8642.50	528.00	97	110
										8642.50	8959.83	317.33	130	91

Lanes Over Bridge No. 472, East Shore Expressway Northbound/Horton Farm Road to I-195 Westbound									
Distance = 0 noted for each lane. Omitted section for Bridge No. 472 over I-195 EB & WB, + 25' before & after bridge joints.									
Lane 1 (Lt) from E Shore Expy NB into I-195 WB Lane 4					Lane 2 from E Shore Expy NB to End of Lane				
Distance = 0 at 200' before (south of) Bridge No. 472. Omitted 30' sections for utility structures in lane. Omitted last 25' before bridge joint at Broadway Ave.					Distance = 0 at 200' before (south of) Bridge No. 472. Omitted 30' sections for utility structures in lane.				
Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)	Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	175.00	175.00	145	101	0.00	175.00	175.00	95	164
175.00	502.00	327.00	Bridge No. 472		175.00	495.00	320.00	Bridge No. 472	
502.00	1030.00	528.00	211	212	495.00	1023.00	528.00	223	224
1030.00	1124.00	94.00	215	218	1023.00	1551.00	528.00	146	286
1154.00	1682.00	528.00	200	252	1551.00	1970.00	419.00	204	183
1682.00	2201.00	519.00	127	163	2000.00	2220.00	220.00	200	157
2231.00	2634.00	403.00	187	185	2250.00	2262.75	12.75	266	275
2664.00	3192.00	528.00	134	106					
3192.00	3396.00	204.00	121	69					
3426.00	3954.00	528.00	105	83					
3954.00	4482.00	528.00	98	76					
4482.00	5010.00	528.00	114	86					
5010.00	5503.00	493.00	192	151					
5533.00	5553.00	20.00	86	156					

Ramp from Warren Ave to End of Lane on Horton Farm Rd				
Distance = 0 at existing cut & match just after crosswalk.				
Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	528.00	528.00	217	331
528.00	774.00	246.00	282	329
774.00	1087.75	313.75	Bridge No. 472	
1087.75	1390.67	302.08	183	165

On-Ramp to I-195 WB from Pawtucket Avenue				
Distance = 0 at recent cut & match. Omitted 30' sections for utility structures in lane.				
Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	332.50	332.50	193	211
362.50	577.00	214.50	205	143
607.00	815.50	208.50	116	134
845.50	1373.50	528.00	110	105
1373.50	1461.25	87.75	77	118

401.9901
PAY ADJUSTMENTS

401.01 DESCRIPTION. This specification provides a mechanism for the payment of performance incentives (positive pay adjustments) for binder content, voids, in-place density and rideability.

401.02 MATERIALS. N/A.

401.03 CONSTRUCTION METHODS. N/A.

401.04 METHOD OF MEASUREMENT. Pay adjustments will be measured using the “Method of Measurement” sections of the applicable HMA and rideability specifications.

401.05 BASIS OF PAYMENT. Pay adjustments will be paid using the respective contract unit price for HMA as listed in the proposal in conjunction with the pay adjustment requirements in the HMA and rideability specifications.

402.9901
FRICTION COURSE

DESCRIPTION: Friction Course shall be produced in accordance with the Rhode Island Standard Specifications for Road and Bridge Construction with the following exceptions:

MATERIALS:

1) Performance Graded Binder

The binder shall meet the requirements of PG 64E-28 as specified in AASHTO M 320 and R 29 and shall incorporate at least 2.0% SBS polymer. The nonrecoverable creep compliance versus percent recovery of the binder shall fall above the curve in Figure X1.1 in Appendix X1 of M 332 when plotted. Re-refined engine oil bottoms (REOB) shall not be used in the binder. The Contractor may use an approved warm mix additive (WMA) at a dosage rate recommended by the manufacturer. If a WMA is used it shall be provided at no additional cost to the State.

The mix design shall be a 50 blow Marshall mix meeting the following requirements:

2) Gradation and Asphalt Content Master Range

Sieve Size	Percent Passing
3/4"	100
1/2"	95-100
3/8"	70-100
#4	25-45
#8	20-35
#30	8-15
#50	5-12
#200	2-6
%AC	5.0-7.0
Marshall Stability	750 Minimum
%Voids	5 Minimum
Flow	8-16

3) Mix Production – Lots and Sublots

A standard subplot is 600 tons for HMA sampled at the plant for each production run. A standard lot for each mix is ten sublots. A sample will be randomly selected and tested for each subplot. At least five sublots will be used when calculating pay adjustments.

If the quantity of HMA needed to finish a production run is projected by the Contractor to be less than the standard subplot size of 600 tons, the projected tonnage may be used to select a random sample. If the projected tonnage is not produced or a random sample is unable to be taken, the

Engineer may select a sample at the end of the run or at the paver. If no sample is taken, the tonnage will be added to the previous subplot.

Additional samples may be taken at the discretion of the Engineer.

Adjustments to Lots

If less than five sublots are tested after the end of the final standard lot, they will be added to that lot. Five or more sublots tested after the end of the final standard lot will constitute a separate lot.

Plant Pay Adjustments

- (a) Pay adjustments for deviation from the optimum binder content (established by the mix design) in Table 1 will apply:

Table 1 – OBC Pay Adjustments

Deviation from Optimum Binder Content	Pay Adjustment
Less than or equal to 0.1 %	+2%
0.2%	+1%
0.3%	0%
0.4%	-5%
0.5%	-15%
0.6%	-30%
0.7%	-40%
Greater than 0.7 %	-50% or Remove and Replace*

* The decision to make 50% payment or Remove and Replace will be made by the Engineer

Note: All deviation values will be rounded to the nearest 0.1% before applying pay adjustments.

(b) Calculation of Pay Adjustments for Production Binder Content

For each test, absolute deviations will be used when determining binder content pay adjustments. Absolute deviations are the values of deviation regardless of sign (\pm).

The average of the absolute deviations from the optimum binder content of all of the sublots in each lot will be used to determine the appropriate pay adjustments for the lots. No payment will be made for any pavement that is removed.

All other tolerances shall conform to the RI Standard Specifications.

Placement.

A material transfer vehicle shall be used for the placement of friction course in all travel lanes. Spreading of the mixture shall be performed carefully and the operation shall be continuous. In the event that unforeseen circumstances cause the paving operation to cease, a minimum of three loaded trucks will be on site before paving will be allowed to resume. Particular attention shall be given to the joints and all irregularities shall be removed before compacting.

After placement, the mixture shall be completely and uniformly compacted with powered steel drum rollers. A minimum of three rollers shall be operated to handle the output of the plant. At least one shall be used in the vibratory or oscillatory mode. Rolling shall continue until all roller marks are eliminated, the surface is of uniform texture and true to grade and cross section. At least three passes must be made at all locations on the mat. Each roller shall exert a minimum average force of 150 pounds per inch along the width of each drum. At least two of the rollers must have a minimum operating weight of 20,000 pounds as published by the manufacturer. The first pass with the specified roller shall be completed when the temperature of the layer is at least 280°F.

Each lane may be paved so that a longitudinal drop-off remains until the next paving session. Unless otherwise permitted by the Engineer, each subsequent paving operation shall proceed adjacent to the previous. A 12" notched wedge joint maker shall be used. Notched wedge joints shall be sprayed with tack coat at a rate of 0.12 +0.02/-0.00 gallons per square yard. Transverse joints shall be manually brushed with tack coat. Signs conforming to the MUTCD shall be placed in advance of longitudinal drop offs.

The tack coat shall be RS-1 or RS-1h and shall be uniformly applied at a rate of 0.08 +0.02/-0.00 gallons per square yard to the underlying surface to be paved.

Weather Limitations: Friction course shall not be placed on a wet or damp surface or when the temperature of the surface to be paved, in the shade, is less than 55° F, measured prior to placement. It shall only be placed when the air temperature, in the shade, is at least 55° F. If a WMA (warm mix additive) is used both the air and surface temperature in the shade shall be 45° F or greater.

If the Contractor mobilizes and the Weather Limitations come into effect the Contractor shall bear all costs associated with the stopping, delaying or canceling of operations.

METHOD OF MEASUREMENT:

Tolerance Limitation. Pavement will be considered acceptable when meeting the specifications. Pavement that is not accepted will be excluded from the tolerance allowance. When delivery tickets are directly collected by the Engineer from each truck prior to placing in the hopper, the delivery tickets may be used in the determination of total tonnage delivered and placed. Delivery tickets not collected directly by the Engineer prior to placing in the hopper will not be used to determine tonnage.

When delivery tickets are not used to determine tonnage, the accepted total tonnage delivered and placed will be calculated according to the following formula: [final surface course width] x [project length] x [specified pavement thickness] x [the average unit weight of all acceptance density cores] = contract tonnage. If density cores are not required then 96% of the average unit weight of the plant produced Marshall or Gyratory cores shall be used.

Payment will be made at full contract unit bid prices with pay adjustments for all accepted HMA up to 105% of the contract quantity tonnage. Accepted HMA quantities above 105% and up to 110% of the contract quantity tonnage will be paid at 50% of the contract unit bid prices with additional pay adjustments as applicable.

BASIS OF PAYMENT:

The accepted quantity of the HMA will be paid for at its respective contract unit price per ton as listed in the Proposal. The price so-stated constitutes full and complete compensation for all labor, materials and equipment, and for all incidentals required to finish the work, complete and accepted by the Engineer.

Positive pay adjustments for binder content will be applied to the unit bid price for the applicable item code using Section 401.9901. Negative pay adjustments for binder content will be applied to the unit bid price for the applicable item code using a Report of Change.

SECTION 929.0110

FIELD OFFICES AND MATERIALS LABORATORY

Add the following in its entirety to **Para. C. of Subsection 929.03.5 Special Requirements for Field Office**, page 9-55 of the RI Standard Specifications for Road and Bridge Construction (Amended April 2016):

- Four (4) new Microsoft Surface Pro 5 tablet computers with an i7 processor (minimum); 1 TB Solid State Drive (SSD) (minimum); 12.3" touch screen display 2736 x 1824 (267 PPI) (minimum); 16GB of RAM (minimum); Intel® Iris™ graphics; External USB DVD±RW/CD-RW Drive; IEEE 802.11 a/b/g/n compatible; two AC/DC power adaptors; and carrying bag. Installed software shall include the minimum of: Microsoft Windows 10 Pro with the latest service packs and security updates, Microsoft Office Professional (2016 version) with latest service packs, Adobe Acrobat Pro DC (or newer), and Symantec Endpoint Protection 12.1.6 (or better) with subscription support for the life of the project. All installation CDs, licenses, registration codes and user manuals/documentation shall be provided to the Engineer.
- Four (4) Microsoft Surface Pro 5 type covers with North American Layout (color to be determined by the engineer). Each tablet shall be equipped with a screen protector to resist scratches made of tempered glass that does not adversely affect touch sensitivity of the tablet. Each tablet shall also be equipped with a protective case that meets military drop-test standards (MIL STD 810G 516.6) when used with Microsoft Type Cover keyboard, is Compatible with Microsoft Type Cover Keyboard, and has built in Surface Pen storage (color to be determined by the engineer).

Upon completion of the project, the above equipment including all warranties, will become the property of the Rhode Island Department of Transportation.

CODE 943.0200

ON-THE-JOB TRAINING

This On-the-Job Training Specification conforms to the requirements of 23 U.S.C. 140(a). As part of the contractor's equal employment opportunity and affirmative action programs, training shall be provided as follows:

- A. The contractor shall provide on-the-job training aimed at developing full journey worker status in the type of trade or job classification involved.
- B. The number of training hours assigned to this contract per this specification will be 4,000 hours. The specific number of trainees shall be determined by the Contractor during the post qualification process.
- C. In the event that a contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements of this specification. The contractor shall also insure that this specification is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.
- D. The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journey workers in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the contractor shall submit to RIDOT for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the contractor shall specify the starting time for training in each of the classifications. The contractor will be credited for each trainee employed by him on the contract work that is currently enrolled or becomes enrolled in an approved program, and will be reimbursed for such trainees as provided hereinafter.

GOOD FAITH EFFORTS

Training and upgrading of minorities and women toward journey worker status is a primary objective of this Specification. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the contractor is in compliance with this Specification. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

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Estimate Name - Addendum No. 1

R.I. Contract No. - 2017-CB-070

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203.9901	CRUSHED STONE FILL ADJACENT TO STRUCTURES	15
203.9902	REINFORCED CRUSHED STONE ADJACENT TO STRUCTURES	15
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205.0240	TRENCH ROCK EXCAVATION (0-7')	17
206.0201	BALED HAY EROSION CHECK STANDARD 9.1.0	17
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206.9901	CATCH BASIN INLET PROTECTION	19
207.0202	BALED HAY DITCH EROSION CHECK STANDARD 9.4.0	19
212.2000	CLEANING AND MAINTENANCE OF EROSION CONTROLS	19
213.0100	PLACEMENT OF MILLINGS BENEATH GUARDRAIL	20
302.0100	GRAVEL BORROW SUBBASE COURSE	20
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401.9902	MODIFIED CLASS 12.5	22
403.0300	ASPHALT EMULSION TACK COAT	24
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702.0517	FRAME AND GRATE, STANDARD 6.3.2	26
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T20.2016	6 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	90
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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
167	T20.2020 Cont.	STRAIGHT, LEFT, RIGHT, OR COMBINED				
		STANDARD 20.1.0				
		I-195				
		122+50, LT		2.00	0005	01
		122+50, RT		1.00	0005	01
		123+50, LT		2.00	0005	01
		123+50, RT		1.00	0005	01
		71+32, LT		1.00	0005	01
		71+32, RT		1.00	0005	01
		82+65, LT		1.00	0005	01
		82+65, STRAIGHT/RT		1.00	0005	01
Item T20.2020 Total:				10.00		
168	T20.2022	EPOXY RESIN PAVEMENT MARKING WORD	EACH			
		"ONLY" STANDARD 20.1.0				
		I-195				
		102+55, RT		1.00	0005	01
		122+75		2.00	0005	01
		122+75 RT		1.00	0005	01
		71+68, LT		1.00	0005	01
		71+68, RT		1.00	0005	01
		82+40, LT		1.00	0005	01
		99+80, RT		1.00	0005	01
Item T20.2022 Total:				8.00		
169	T20.2054	EPOXY RESIN PAVEMENT MARKING WORD	EACH			
		"EXIT"				
		I-195				
		101+75, RT		1.00	0005	01
		99+00, RT		1.00	0005	01
Item T20.2054 Total:				2.00		
170	108.9901	ICT, HORTON FARM ROAD BRIDGE NO.	PDAY			

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
170	108.9901	Cont. 472				
		PROJECT WIDE				
		PROJECT WIDE		45.00	0005	01
		Item 108.9901 Total:		45.00		