

ECMS Highway Construction

Contract: 13242

Professional Construction Contractors Inc. XX-XXXXXXX

Bethlehem

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610-250-0919 (fax)

brianfederico@rcn.com

Prime Business Partner

BucksCounty

SR 2103, Section 01B

Pineville Road over Pidcock Creek

Location

P-0021030701B-0610-323-2

WBS Element

September 13, 2012

Bid Opening

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Contract

Addendum issued subsequent to the printed proposal have been incorporated into the text of this contract and the modified portions are annotated in the contract - e.g., A1, A2 etc.

Incorporated Addenda are As follows:

- Addendum No. 1, A1, dated 08/13/2012
 - Addendum No. 2, A2, dated 08/16/2012
 - Addendum No. 3, A3, dated 08/20/2012
 - Addendum No. 4, A4, dated 09/10/2012
-

THIS AGREEMENT, Made this 11 day of October A.D. 2012, between the Commonwealth of Pennsylvania by the Secretary of Transportation, hereinafter called the Commonwealth and *Professional Construction Contractors Inc.* his, hers, its or their executors, administrators, successors, or assigns, hereinafter called the Contractor.

WITNESSETH:

1. That the Contractor, for and in consideration of the payment or payments herein specified and agreed to by the Commonwealth, hereby covenants and agrees to furnish and deliver all the materials and to do and perform all the work and labor in the improvement of a certain section of highway at the unit prices bid by said Contractor for the respective estimated quantities aggregating approximately the sum of \$683,552.94 and such other items as are mentioned in the Contractor's original proposal, which proposal and prices named, together with Publication 408/2011-1 - Specifications (as specified in the proposal), are made a part of this contract and accepted as such, also the drawings of the project, prepared and/or approved by the Department of Transportation, which drawings are also agreed by each party as being a part hereof.

2. The location and description being situated as follows:
The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF(0.095 miles) as indicated on the approved drawings included in the bid package.

3. The Contractor further covenants and agrees that all work shall be performed in the best and most workmanlike manner. He also agrees that all materials furnished and labor performed shall be in strict and complete conformity, in every respect, with all parts of this contract and shall be subject to the inspection and acceptance of authorized representatives of the Department of Transportation. In the event that any portion of work (including materials supplied pursuant thereto) performed by the Contractor is rejected by the Department's authorized representatives as defective, unsuitable, or unacceptable, the Contractor agrees to

remove and replace all such rejected portions of work in conformance with this contract and to the satisfaction of and at no expense to the Department. The Contractor further covenants that prompt payment will be made in full for all labor and materials used in the performance of work on this project.

4. The Contractor covenants and agrees that all work (including, but not limited to, all labor performed and all materials supplied) on this project shall be performed and completed to the satisfaction of the Chief Highway Engineer of the Department of Transportation on or before the expiration date of 06/14/2013. If, for any reason, except as provided in the contract, the Contractor fails to complete all work on this project to the satisfaction of the Chief Highway Engineer within the aforementioned time allowed, the Department shall deduct from any sums due or which may become due the Contractor the amount indicated in the Specifications for each calendar day used in excess of the aforementioned number of days allowed, or, in case a completion date is fixed, for each calendar day elapsing between that completion date and the actual date of completion. If no sums are due the Contractor, the Contractor agrees to remit to the Department the aforementioned sum for each day used in excess of the time allowed for completion of the contract. The amounts deducted or remitted under this paragraph are liquidated damages and not penalties.

5. The Contractor further covenants and warrants that the Contractor has had sufficient time to examine and has examined the site of the contract work to ascertain for itself those conditions such as may be determined by inspection, investigation, and inquiry, including the location, accessibility, and general character of the site.

6. The Contractor further covenants that he has not relied upon any information provided by the Department, including information contained in the Special Provisions, concerning the time within which publicly or privately-owned facilities below, at or above the ground are expected to be installed, removed, repaired, replaced, and/ or relocated; that he has not relied upon any information provided by the Department concerning the location or existence of all such facilities that might be below, at or above the ground; that he has contacted or will contact all owner of such facilities to verify the location and position of all such facilities and the time within which work on such facilities will be performed; and that he is aware delays might be incurred in the performance of work on this project as a result of work being performed or that will be performed on such facilities by their owners. It is understood further that, notwithstanding assistance of any kind and extent that might be provided by the Department, the Contractor, in every instance, bears the ultimate responsibility of resolving all disputes of every kind with the owners of such facilities. The Contractor agrees to save and hold the Department harmless from liability for all delays, interference and interruptions that might arise during the performance of work on this project as a result of work being or that will be performed on such publicly or privately-owned facilities.

7. The Contractor further covenants and warrants that he has read, is completely familiar with and understands thoroughly the General Conditions; the Specifications of the Commonwealth of Pennsylvania, Department of Transportation, currently in effect; the Supplements, Special Provisions and/or Conditions; and any other addenda or requirements, contained in the governing the performance of work under this contract, whether attached hereto and made a part hereof, or incorporated herein by reference.

8. It is distinctly understood and agreed that the Contractor shall not do any work (including, but not limited to, the supply of labor and/or materials) not covered by the specifications and the contract, unless such work has been authorized in writing as provided in the Specifications. In no event shall the Contractor incur any liability by reason of refusing to obey any verbal directions or instructions that he might be given to perform additional or extra work. Likewise, the Department will not be liable for any work performed as additional or extra work, unless such work is required of the Contractor in writing as provided in the Specifications. All such work which might have been performed by the Contractor without such written order first being given shall be at the Contractor's risk, cost, and expense, and the Contractor hereby covenants and agrees that, without such written order, he shall make no claim for compensation for such unauthorized work.

9. It is further distinctly agreed that the Contractor shall not assign this contract, nor any part thereof, nor any right to any sums to be paid him hereunder, nor shall any part of the work to be done or material furnished under this contract be sublet, without the consent in writing of the Secretary of Transportation.

10. It is also agreed and understood that the acceptance of the final payment by the Contractor shall be considered as a release in full of all claims against the Commonwealth of Pennsylvania arising out of, or by reason of, the work done and materials furnished under this contract.

11. The Contractor shall accept, insofar as the work covered by the contract is concerned, the provisions of the Workmens Compensation Act of 1915, and any supplements or amendments thereto, and shall insure his liability thereunder or file with the Department of Transportation a certificate of exemption from insurance from the Bureau of Workers' Compensation of the Department of Labor and Industry.

12. In order to secure proper and complete compliance with the terms and provisions of this contract, the Contractor shall provide a bond in a sum equal to one hundred percent (100%) of the total contract price of the work to be done. The Contractor shall also secure an additional bond in the same amount for the prompt payment in full for all labor and materials supplied in performing work on this project. Both bonds are attached to and made a part of this contract.

13. Conditioned upon compliance by the Contractor with all pertinent conditions and procedures contained in the contract, claims for damages or extra costs in excess of three hundred dollars (\$300.00) arising out of disputes pertaining to this contract shall be referred to the Board of Claims pursuant to Section 1724(a) of the Commonwealth Procurement Code, 62 Pa. C.S. § 1724(a).

14. If for any reason the Commonwealth Procurement Code is inoperative or the Board of Claims cannot function, such claims shall be referred and decided by a panel consisting of the Secretary of Transportation and the General Counsel or their respective deputy or deputies.

15. The Contractor hereby further agrees to receive and the Commonwealth agrees to pay the prices set forth in the linked bid items as full compensation for furnishing all the materials and labor which may be required in the prosecution and completion of all work to be done under this contract, and in all respects to complete the contract to the satisfaction of the Secretary of Transportation.

16. The Contractor certified in his, her, its or their bid submission (covering federal aid projects only) to the disclosure of lobbying activities and, if applicable, completed the disclosure form and by said certification understands that Public Law 101-121, Section 319, prohibits federal funds from being expended by recipient or any lower tier sub-recipients of a federal contract, grant, loan or cooperative agreement to pay any person for influencing or attempting to influence a federal agency or Congress in connection with the awarding of any federal contract, the making of any federal grant or loan, or the entering into of any cooperative agreement.

17. If federal funds are involved, the Contractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract. Contractor shall carry out applicable requirements of 49 C.F.R. Part 26 - DATED OCTOBER 16, 2001 in the award and administration of United States Department of Transportation assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Pennsylvania Department of Transportation deems appropriate. Contractor must include this assurance in each subcontract that it signs with a subcontractor.

Fiscal Information:

Recorded Number: 13242
Certified Fund Available Under Activity Program: 323
Symbol: 010-008-10916-12-1
Amount: \$683,552.94

Contract Workflow Status

Status	Name	Disposition	Date/Time
Draft	Delores A Ritzman/PennDOT	Award	09/19/2012 12:18:11 PM
Contractor Review	Brian F Federico/PennDOT BP-001699	Sign	09/28/2012 07:55:38 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	10/10/2012 02:11:10 PM
BOD Director Review	R. Wayne Willey/PennDOT	Sign	10/11/2012 06:51:45 AM
Chief Counsel Preliminary Review	Bradley J Billet/PennDOT	Accept	10/11/2012 10:51:27 AM
Chief Counsel Final Review	Bradley J Billet/PennDOT	Accept	10/11/2012 10:51:33 AM
Comptroller Review	Matthew P Eng/PennDOT	Accept	10/11/2012 01:19:00 PM
CMD Execute	Becki G Mescher-Vuxta/ PennDOT	Submit	10/11/2012 04:32:35 PM

Addenda

Addendum: 1

Description:

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF(0.095 miles) as indicated on the approved drawings included in the bid package.

Estimated Project: \$802,793.70
Federal Project Status: Non - Federal (100% State)
MBE/WBE: 3.00% / 3.00%
Structure Work: 62.00%
Wage Rates: Yes
Project Type: Standard
State Type of Work: BRIDGE REPLACEMENT
Prequalification Required: Yes
Pre-Bid Meeting: None
Scheduled Let: 09/13/2012 11:00:00 AM
New Let:
Let Date Move:
Anticipated NTP: 11/13/2012
Required Completion: 05/10/2013

Additional Information

This is an ECMS project. All Addenda will be electronically posted. Place for delivery of diskette bid before 11:00 a.m. prevailing local time on the scheduled let date: PENNDOT CONTRACT AWARDS ROOM, 7TH FLOOR; COMMONWEALTH KEYSTONE BUILDING; 400 NORTH STREET; HARRISBURG PA 17120

Item and Quantity

Special Provision

Other

Modify the following attachment(s):
(1) Pre-Bid Construction Schedule

Addendum: 2

Description:

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF(0.095 miles) as indicated on the approved drawings included in the bid package.

Estimated Project: \$802,793.70
Federal Project Status: Non - Federal (100% State)
MBE/WBE: 3.00% / 3.00%
Structure Work: 62.00%
Wage Rates: Yes
Project Type: Standard
State Type of Work: BRIDGE REPLACEMENT
Prequalification Required: Yes
Pre-Bid Meeting: None
Scheduled Let: 09/13/2012 11:00:00 AM
New Let:
Let Date Move:
Anticipated NTP: 11/13/2012
Required Completion: 05/10/2013

Additional Information

This is an ECMS project. All Addenda will be electronically posted. Place for delivery of diskette bid before 11:00 a.m. prevailing local time on the scheduled let date: PENNDOT CONTRACT AWARDS ROOM, 7TH FLOOR; COMMONWEALTH KEYSTONE BUILDING; 400 NORTH STREET; HARRISBURG PA 17120

Item and Quantity

Special Provision

Other

Note(s):
(1) Sheet 22 of Structure Plan - 2012-1-20 has been replaced.

Addendum: 3

Description:

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF(0.095 miles) as indicated on the approved drawings included in the bid package.

Estimated Project: \$802,793.70
Federal Project Status: Non - Federal (100% State)
MBE/WBE: 3.00% / 3.00%
Structure Work: 62.00%
Wage Rates: Yes
Project Type: Standard
State Type of Work: BRIDGE REPLACEMENT
Prequalification Required: Yes
Pre-Bid Meeting: None
Scheduled Let: 09/13/2012 11:00:00 AM
New Let:
Let Date Move:
Anticipated NTP: 11/13/2012
Required Completion: 06/14/2013

Additional Information

This is an ECMS project. All Addenda will be electronically posted. Place for delivery of diskette bid before 11:00 a.m. prevailing local time on the scheduled let date: PENNDOT CONTRACT AWARDS ROOM, 7TH FLOOR; COMMONWEALTH KEYSTONE BUILDING; 400 NORTH STREET; HARRISBURG PA 17120

Item and Quantity

Special Provision

Other

Modify the following attachment(s):
(1) Pre-Bid Construction Schedule

Note(s):
(1) Required completion date has been changed to 06/14/2013.

Addendum: 4

Description:

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF(0.095 miles) as indicated on the approved drawings included in the bid package.

Estimated Project: \$759,525.70
Federal Project Status: Non - Federal (100% State)
MBE/WBE: 3.00% / 3.00%
Structure Work: 66.00%
Wage Rates: Yes
Project Type: Standard
State Type of Work: BRIDGE REPLACEMENT
Prequalification Required: Yes
Pre-Bid Meeting: None
Scheduled Let: 09/13/2012 11:00:00 AM
New Let:
Let Date Move:
Anticipated NTP: 11/13/2012
Required Completion: 06/14/2013

Additional Information

This is an ECMS project. All Addenda will be electronically posted. Place for delivery of diskette bid before 11:00 a.m. prevailing local time on the scheduled let date: PENNDOT CONTRACT AWARDS ROOM, 7TH FLOOR; COMMONWEALTH KEYSTONE BUILDING; 400 NORTH STREET; HARRISBURG PA 17120

Item and Quantity

REMOVED THE FOLLOWING ITEM(S):
9000-0028 EROSION AND SEDIMENT POLLUTION CONTROL SUPERVISOR(S)

Special Provision

REMOVED THE FOLLOWING SPECIAL PROVISION(S):
00 - ITEM 9000-0028 - EROSION AND SEDIMENT POLLUTION CONTROL SUPERVISOR(S)

Other

Revised Plan sheets will be provided to the successful bidder.

Bid Items

Item	Description	Quantity	Unit Price	Item Total	Addendum
0201-0001	CLEARING AND GRUBBING	1.000	\$12,900.00	\$12,900.00	
0203-0001	CLASS 1 EXCAVATION	120.000	\$20.00	\$2,400.00	
4204-0100	CLASS 3 EXCAVATION (MODIFIED)	7.000	\$345.00	\$2,415.00	
0309-0422	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BASE COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 25.0 MM MIX, 4" DEPTH	452.000	\$24.42	\$11,037.84	
0350-0106	SUBBASE 6" DEPTH (NO. 2A)	609.000	\$10.50	\$6,394.50	
0409-0485	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, 1 1/2" DEPTH, SRL-L	452.000	\$10.80	\$4,881.60	
0409-1495	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA WEARING COURSE (LEVELING), PG 64-22, 0.3 TO < 3 MILLION ESALS, 9.5 MM MIX, SRL-L	63.000	\$128.50	\$8,095.50	
0409-6450	SUPERPAVE ASPHALT MIXTURE DESIGN, HMA BINDER COURSE, PG 64-22, 0.3 TO < 3 MILLION ESALS, 19.0 MM MIX, 2 1/2" DEPTH	452.000	\$15.15	\$6,847.80	
0460-0001	BITUMINOUS TACK COAT	642.000	\$2.40	\$1,540.80	
0491-0012	MILLING OF BITUMINOUS PAVEMENT SURFACE, 1 1/2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	642.000	\$3.90	\$2,503.80	
0608-0001	MOBILIZATION	1.000	\$10,900.00	\$10,900.00	
0609-0007	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE B	1.000	\$18,000.00	\$18,000.00	
0609-0009	EQUIPMENT PACKAGE	1.000	\$5,000.00	\$5,000.00	
4619-0470	PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT) (MODIFIED)	2.000	\$3,732.00	\$7,464.00	
4620-0012	THREE-BEAM TO PA TYPE 10M BRIDGE BARRIER TRANSITION WITHOUT INLET PLACEMENT (MODIFIED)	4.000	\$3,445.00	\$13,780.00	
0620-0503	REMOVE EXISTING GUIDE RAIL (CONTRACTOR'S PROPERTY)	100.000	\$2.00	\$200.00	
4620-0862	TYPE 2-S POST ANCHORAGE (MODIFIED)	2.000	\$1,164.00	\$2,328.00	
4620-1075	TYPE 2-S GUIDE RAIL (MODIFIED)	225.000	\$29.90	\$6,727.50	
0686-0050	CONSTRUCTION SURVEYING, TYPE D	1.000	\$15,000.00	\$15,000.00	
0689-0001	NARRATIVE SCHEDULE	1.000	\$2,500.00	\$2,500.00	
0803-0001	PLACING STOCKPILED TOPSOIL	40.000	\$23.00	\$920.00	
0804-0013	SEEDING AND SOIL SUPPLEMENTS - FORMULA D	45.000	\$28.00	\$1,260.00	
0804-0014	SEEDING - FORMULA E	22.000	\$25.00	\$550.00	
0805-0022	MULCHING - STRAW	3.000	\$370.00	\$1,110.00	
0806-0060	EROSION CONTROL AND REVEGETATION MAT	1,070.000	\$4.60	\$4,922.00	
0845-0001	UNFORESEEN WATER POLLUTION CONTROL	2,500.000	\$1.00	\$2,500.00	
0850-0035	ROCK, CLASS R-7	236.000	\$72.00	\$16,992.00	
0855-0003	PUMPED WATER FILTER BAG	3.000	\$1,000.00	\$3,000.00	
0861-0001	CLEANING SEDIMENTATION STRUCTURES	7.000	\$36.00	\$252.00	
0865-0001	SILT BARRIER FENCE, 18" HEIGHT	364.000	\$3.90	\$1,419.60	
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	1.000	\$9,925.00	\$9,925.00	
0931-0001	POST MOUNTED SIGNS, TYPE B	62.000	\$31.20	\$1,934.40	
0937-0114	GUIDE RAIL MOUNTED DELINEATOR TYPE D, (W/W)	16.000	\$3.90	\$62.40	
0962-1005	4" YELLOW WATERBORNE PAVEMENT MARKINGS	894.000	\$3.90	\$3,486.60	
0971-0001	REMOVE POST MOUNTED SIGNS, TYPE B	6.000	\$45.50	\$273.00	
1001-0020	CLASS C CEMENT CONCRETE	7.000	\$280.00	\$1,960.00	
1002-0001	REINFORCEMENT BARS	5,553.000	\$1.60	\$8,884.80	
1002-0053	REINFORCEMENT BARS, EPOXY COATED	22,437.000	\$2.00	\$44,874.00	
1018-0001	REMOVAL OF EXISTING BRIDGE	1.000	\$15,000.00	\$15,000.00	
1091-0335	EPOXY INJECTION CRACK SEAL	2,500.000	\$1.00	\$2,500.00	
8030-0002	BRIDGE STRUCTURE AS DESIGNED, S-30871	1.000	\$397,115.00	\$397,115.00	
9309-0001	SAWCUT EXISTING PAVEMENT	246.000	\$3.80	\$934.80	
9627-0001	TEMPORARY DIVERSION DEVICE	122.000	\$110.00	\$13,420.00	

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9628-0001	RESET TEMPORARY DIVERSION DEVICE	122.000	\$50.00	\$6,100.00
9849-0001	ROCK CONSTRUCTION ENTRANCE	1.000	\$2,200.00	\$2,200.00
9936-0001	INSTALLATION OF THE PINEVILLE BRIDGE MILE MARKER	1.000	\$1,041.00	\$1,041.00

Contract Total: \$683,552.94

Bid Total: \$683,552.94

Special Provisions

G2A - a00002 PUBLIC BID OPENING LOCATION

Addendum:

Associated Item(s):

Header:

PUBLIC BID OPENING LOCATION

Provision Body:

The location of the public bid opening is the Commonwealth Keystone Building, 7th Floor, Contract Awards Room, 400 North Street, Harrisburg. Allow sufficient time before the bid opening to obtain a visitor pass on the 5th Floor and to be escorted to the 7th Floor Contract Awards Room.

G101B - a00101 GOVERNING SPECIFICATIONS AND APPLICABLE DESIGNATED SPECIAL PROVISIONS

Addendum:

Associated Item(s):

Header:

GOVERNING SPECIFICATIONS AND APPLICABLE DESIGNATED SPECIAL PROVISIONS

Provision Body:

I. GOVERNING SPECIFICATIONS. This bid proposal is made under, subject to, and governed by:

Specifications 408/2011, Change No.2, effective date of April 6, 2012 of the Pennsylvania Department of Transportation. Within these Specifications where dual measurement and tabular options are presented "English" standards apply.

II. APPLICABLE DESIGNATED SPECIAL PROVISIONS. The following Designated Special Provisions are found in Appendix C to the above Governing Specifications. Those that apply to this bid proposal are preceded with a check (i.e., "X"). Goals, minimum levels of participation, or other project specific requirements associated with these documents are also established where applicable:

DSP1. Offset Provision for Commonwealth Contracts.

DSP2. Contractor Responsibility Provisions.

DSP3. Provisions for Commonwealth Contracts Concerning the Americans with Disabilities Act.

DSP4. Minority Business and Women Business Enterprise Participation Requirements. This is used on 100% State projects requiring Prequalification. The minimum levels of participation for this project are:

MBE WBE

3% 3%

DSP5. Minority Business and Women Business Enterprise Program. This is used only on 100% State projects over \$100,000 requiring Prequalification and where DSP4 does not apply.

DSP6. Minority Business and Women Business Enterprise Utilization Requirements. This is used on State projects without Prequalification requirements. Minimum participation levels of 5% for MBE and 3% for WBE of the dollar amount of the bid have been established for this project.

DSP7. Disadvantaged Business Enterprise Requirements. This is used on Federal - aid projects only. In conjunction with this contract a goal of (**fill in**) % of the original contract amount has been established.

DSP9. Special Supplement - Anti-Pollution Measures - August 26, 1999.

DSP10. Nondiscrimination/Sexual Harassment Clause.

DSP11. Contractor Integrity Provisions.

DSP12. Executive Order 11246, with Appendix A and B.

G113B - a00113 CONTRACT PROVISIONS - RIGHT-TO-KNOW LAW

Addendum:

Associated Item(s):

Header:

CONTRACT PROVISIONS - RIGHT TO KNOW LAW

Provision Body:

I. Contract Provisions – Right to Know Law 8-K-1532

- a. The Pennsylvania Right-to-Know Law (RTKL), 65 P.S. §§ 67.101-3104, applies to this Contract.
- b. If the Department needs assistance in any matter arising out of the RTKL related to this Contract, the Department will notify the Contractor using the legal contact information provided in this Contract. The Contractor, at any time, may designate a different contact for such purpose upon reasonable prior written notice to the Department.
- c. Upon written notification from the Department that it requires assistance in responding to a request under the RTKL for information related to this Contract that may be in the Contractor's possession, constituting, or alleged to constitute, a public record in accordance with the RTKL ("Requested Information"), the Contractor will:
 - 1. Provide the Department, within 10 calendar days after receipt of written notification, access to, and copies of, any document or information in the Contractor's possession arising out of this Contract that the Department reasonably believes is Requested Information and may be a public record under the RTKL; and
 - 2. Provide such other assistance as the Department may reasonably request, in order to comply with the RTKL with respect to this Contract.
- d. If the Contractor considers the Requested Information to include a request for a Trade Secret or Confidential Proprietary Information, as those terms are defined by the RTKL, or other information that the Contractor considers exempt from production under the RTKL, notify the Department and provide, within 7 calendar days of receiving the written notification, a written statement signed by a representative of the Contractor explaining why the requested material is exempt from public disclosure under the RTKL.
- e. The Department will rely upon the written statement from the Contractor in denying a RTKL request for the Requested Information unless the Department determines that the Requested Information is clearly not protected from disclosure under the RTKL. Should the Department determine that the Requested Information is clearly not exempt from disclosure, provide the Requested Information within 7 calendar days of receipt of written notification of the Department's determination.

f. Failing to provide the Requested Information within the time period required by these provisions, indemnify and hold the Department harmless for any damages, penalties, costs, detriment or harm that the Department may incur as a result of this failure, including any statutory damages assessed against the Department.

g. The Department will reimburse the Contractor for any costs associated with complying with these provisions only to the extent allowed under the fee schedule established by the Office of Open Records or as otherwise provided by the RTKL if the fee schedule is inapplicable.

h. The Contractor may file a legal challenge to any Department decision to release a record to the public with the Office of Open Records, or in the Pennsylvania Courts, however, indemnify the Department for any legal expenses incurred by the Department as a result of such a challenge and hold the Department harmless for any damages, penalties, costs, detriment or harm that the Department may incur as a result of the failure, including any statutory damages assessed against the Department, regardless of the outcome of such legal challenge. As between the parties, agree to waive all rights or remedies that may be available as a result of the Department's disclosure of Requested information pursuant to the RTKL.

i. The Contractor's duties relating to the RTKL are continuing duties that survive the expiration of this Contract and continue as long as the Requested Information remains in the Contractor's possession.

G401A - a00401 ADVANCE NOTICE OF TRAFFIC RESTRICTIONS

Addendum:

Associated Item(s):

Header:

ADVANCE NOTICE OF TRAFFIC RESTRICTIONS

Provision Body:

Notify the Engineer at least 4 calendar days in advance of the start of any operation which will affect the flow of traffic and provide the Engineer with details of the work to be done. After notification, the District Office will advise the public of these traffic restrictions and possible delays.

G501A - a00501 AIR POLLUTION CONTROL IN AIR BASINS

Addendum:

Associated Item(s):

Header:

AIR POLLUTION CONTROL IN AIR BASINS

Provision Body:

No burning will be permitted on this project except that the Department of Environmental Protection will permit the operation of an air curtain destructor, (open pit incinerator) as defined in Title 25, Section 129.14, of the Rules and Regulations of the Department of Environmental Protection, for the destruction of wood waste generated by clearing and grubbing operations, provided that the incinerators are properly designed, located, and operated. Permission may be granted for units both within and outside the air basin areas defined in Title 25, Section 121.1 of Chapter 121 of the Rules and Regulations of the Department of Environmental Protection, but each proposal is required to be reviewed on an individual basis by the appropriate Regional Air Pollution Control Engineer.

If an air pollution problem is subsequently created by the operation of such a unit the Department of Environmental Protection will notify the Contractor and will take appropriate enforcement action if necessary.

G901B - a00901 ALTERNATE EROSION AND SEDIMENT POLLUTION CONTROL PLAN

Addendum:

Associated Item(s):

Header:

ALTERNATE EROSION AND SEDIMENT POLLUTION CONTROL PLAN

Provision Body:

Comply with these requirements when submitting an alternate plan for accomplishing equal or better temporary and permanent erosion and sediment pollution control. Do not start work until the alternate erosion and sediment pollution control plan, schedules, and operation methods have been approved by the Department and the Department of Environmental Protection, or by the Department and the County Conservation District, as applicable.

Apply for any earth disturbance permits or permit amendments not included in the proposal documents that are required because of the nature of the contemplated construction procedures.

Prepare and furnish, with the applications, plans and documents that are required by the Department of Environmental Protection or the County Conservation District.

Provide simultaneously to the District Executive a copy of all plans and documents that affect the construction requirements.

Provide immediately to the District Executive any modifications that are made to the plans and documents that are required by the Department of Environmental Protection or the County Conservation District.

Obtain the approval of the Department and the permit from the Department of Environmental Protection prior to beginning any work when a permit is required, and the approval of the Department and the County Conservation District when a permit is not required.

Acquire areas outside of the right-of-way that are necessary for erosion and sediment pollution control. Proceed with the agreement procedure described in Section 105.14 (Borrow Areas and Waste Areas).

G1001B - a01001 CONSTRUCTION PROCEDURES - EROSION AND SEDIMENT POLLUTION CONTROL

Addendum:

Associated Item(s):

Header:

CONSTRUCTION PROCEDURES - EROSION AND SEDIMENT POLLUTION CONTROL

Provision Body:

I. Observe the following applicable procedures, as ordered during the contract life:

(a) Conduct operations as shown or specified in the approved Erosion and Sediment Pollution Control Plan. Do not discharge water containing sediments or pollutants into streams.

(b) Direct flowing water away from project construction areas.

(c) Do not enter streams, construct rock crossings, causeways or cofferdams unless authorized by provisions of the Department of Environmental Protection Water Obstruction and Encroachment Permit or by General Permit BDWM-GP-8.

(d) If authorized, limit movement of equipment through stream beds in accordance with the approved plan to prevent siltation or disturbance. Permit equipment to cross flowing channels only on rock roadways or bridges.

(e) Unless otherwise stipulated in the Permit, construct rock crossings, causeways or cofferdams with rock having a minimum size of 75 mm (3 inches) or larger. The surface may be choked with stone aggregate having a minimum size of 9.5 mm (3/8-inch). When constructing crossings, causeways or cofferdams, do not use earth or other materials that may cause sediment pollution, unless lined with geotextiles as indicated or specified.

(f) Seed or stabilize stream banks immediately upon completion of grading.

(g) Seed and mulch finished slopes in increments of approximately 4.5 m (15 feet). If permanent seeding is not placed where indicated within 20 days after completion of earthwork, place temporary seeding (Annual Ryegrass) and mulching on disturbed areas.

(h) Control grading areas by placing erosion and sediment pollution control devices in advance of performing earthwork activities. Place stabilization devices as earthwork activity progresses.

(i) If excavated material is stockpiled more than 20 days, take interim stabilization measures to minimize erosion of stockpile slopes.

(j) Clean sedimentation structures as specified in Section 861.

(k) Separate water originating outside of the project from that originating within.

(l) Be responsible for maintenance of erosion and sediment pollution control devices.

(m) Seed and mulch borrow and waste areas as specified in Section 105.14.

II. Stage, sequence and schedule earthmoving activities to meet the requirements found in the Project Specific Details.

G1401A - a01401 EQUAL EMPLOYMENT OPPORTUNITY WITH PREQUALIFICATION

Addendum:

Associated Item(s):

Header:

EQUAL EMPLOYMENT OPPORTUNITY WITH PREQUALIFICATION.

Provision Body:

I. The Contractor's Prequalification Statement together with any approved revisions or amendments will constitute an approved Affirmative Action Program and is hereby incorporated in this contract by reference.

II. Insert all advertisements for employees in connection with this contract in newspapers having a large circulation in the area of the construction work among minority groups. Include, but do not limit to, such newspapers as listed below:

- Philadelphia Afro-American, 427 S. Broad St., Philadelphia, PA 19147
- Philadelphia Tribune, 522 S. 16th St., Philadelphia, PA 19146
- Pittsburgh Courier, 315 E. Carson St., Pittsburgh, PA 15219

III. Conduct and direct systematic recruitment of employees in connection with this contract through public and private employee referral sources likely to yield qualified minority group applicants, including but not limited to the schools, colleges, and minority group organizations listed below:

- Cheyney University, Chester & Creek Roads, Cheyney, PA 19319
- Lincoln University, Oxford, PA 19352
- California University, California, PA 15419
- West Chester University, West Chester, PA
- NAACP, Labor and Industry Committees
- Community Action Centers
- O.I.C. Technical and Vocational Schools
- Black Community Centers
- Black Ministers
- CORE

G3401A - a03401 PREVAILING WAGE ACT

Addendum:

Associated Item(s):

Header:

PREVAILING WAGE ACT

Provision Body:

Submit bids on this project in compliance with the Pennsylvania Prevailing Wage Act, as specified in Section 107.22. If that Act or any portion thereof is finally determined by a court to be invalid and unenforceable, any savings realized by the Contractor as a result of such invalidation accrue to the benefit of the Department or its designee. The prospective bidder agrees, by submitting this bid, to make payroll records available for audit by the Department. In the event that the bidder fails to afford the Department or its designee the benefit of any savings realized under this paragraph the Department will have the right to withhold payments from this or any other contract in an amount equal to the savings realized plus interest.

G3501B - a03501 RECIPROCAL LIMITATIONS ACT REQUIREMENTS FOR CONSTRUCTION

Addendum:

Associated Item(s):

Header:

RECIPROCAL LIMITATIONS ACT REQUIREMENTS FOR CONSTRUCTION

Provision Body:

I. REQUIREMENTS AND DISCRIMINATING STATES -

(a) States Which Apply Preference Favoring In-State Bidders. The Reciprocal Limitations Act, Act 146 of 1986, requires the Commonwealth agencies to give resident bidders a preference against a nonresident bidder from any state that gives or requires a preference to bidders from that state. The amount of the preference will be equal to the amount of the preference applied by the state of the nonresident bidder. The following is a list of the states which have been found by the Commonwealth agencies to have applied a preference for in-state bidders and the amount of the preference:

STATE PREFERENCE

1. Arizona 5% (construction materials from Arizona resident dealers only)
2. Montana 3%
3. Wyoming 5%

(b) States Which Prohibit Use of Out-of-State Goods, Supplies, Equipment, or Materials. The Reciprocal Limitations Act also requires that the Commonwealth agencies not specify, use, or purchase any goods, supplies, equipment, or materials which are produced, manufactured, mined, or grown in any state that prohibits the specification, use, or purchase of such items in or on its public buildings or other works, when such items are not produced, manufactured, mined, or grown in that state. The following is a list of the states which have been found by the Commonwealth agencies to have prohibited the use of out-of-state goods, supplies, equipment, materials, or bidders and the type of prohibition:

STATE PROHIBITION

1. Georgia Forest Products Only
2. New Mexico Construction
3. New Jersey Chain Link Fence, Portable Sanitation Units, Storage Batteries, Hardware Supplies, Fasteners, Lumber, Building Supplies

If a bid discloses that the bidder is offering to supply the above listed products from the states listed above, it will be rejected. Contractors are prohibited from supplying these items from these states.

II. CALCULATION OF PREFERENCE -

In calculating the preference, the amount of a bid submitted by a Pennsylvania resident bidder will be reduced by the percentage preference which would be given to a nonresident bidder by its state of residency, only for the purpose of determining the apparent low bidder.

III. FOREST OR LUMBER PRODUCTS -

If the project requires the Contractor to provide forest or lumber products for the construction of the project, certify that the lumber or forest products which will be provided were not grown or harvested in a state or foreign country listed in paragraph I.(b) above. Failure to certify, may result in the rejection of the bid.

G4301D - a04301 UTILITIES--THE REQUIREMENT TO LIST INFORMATION

Addendum:

Associated Item(s):

Header:

UTILITIES--THE REQUIREMENT TO LIST INFORMATION

Provision Body:

I. Cooperate with the public utility companies and local authorities in the placement, replacement, relocation, adjustment, or reconstruction of their structures and facilities during construction. Contact all utility representatives at least 15 calendar days before starting operations.

PRIOR	Anticipated completion before the Notice to Proceed is issued. Use actual or anticipated completion date shown.
RESTRICTIVE	To be completed by the utility or string of utilities before operating without restriction. Number of calendar days will start from the actual notice to proceed that is issued to the contractor.
CONCURRENT	Simultaneous with, but not restricting, operations. Number of calendar days required.
COORDINATED	Phasing with specific construction operations. Number of calendar days required after completion of specific construction operations.
NOT AFFECTED	Identifies utility with facilities in the construction area not anticipated to be affected. Specific information may be provided by the utility.
INCORPORATED	Utility relocation work to be incorporated into the prime highway construction contract.
CONDITIONAL RESTRICTIONS AND TIME REQUIREMENTS	Identify conditions affecting the utility's ability to perform a certain type of utility relocation work, i. e., certain times of the day, week, or year that a facility cannot be shut down, acquisition of Right-of-Way by the state, or demolition of buildings.

Verizon Pennsylvania Inc.

CONTACT: Vince Pawlicki at 215-591-6306 two (2) weeks prior to construction.

COORDINATED: (aerial) S.R. 2103 from stations 13+02 LT/RT to 15+12 LT/RT – Contractor to clear and grub all affected vegetation, and stakeout right-of-way, curb, and guiderail. Verizon will perform the following pole relocations:

- | Distance From | Distance |
|--|------------------------------|
| Station C/L to Facility / Facility to R/W Line | Behind Guiderail Pole Number |
| 13+02 RT | 17' 0' 5' 46 |
| 15+12 LT | 16' 0' 5' 47-1 |
| 15+12 RT | 18' 0' 5' 47 |

Six (6) calendar days required.

PECO Energy Co. – Electric

CONTACT: Dave Shaner at 215-956-3105 twelve (12) weeks prior to construction with written notice.

COORDINATED: (aerial) S.R. 2103 from stations 13+02 LT/RT to 15+12 LT/RT – Contractor to clear and grub all affected vegetation, and stakeout right-of-way, curb, and guiderail. Verizon to install new poles.

PECO to transfer cable to new Verizon poles.

G4802A - a04802 INDEX PRICE FOR DIESEL FUEL

Addendum:

Associated Item(s):

Header:

Index Price for Diesel Fuel

Provision Body:

The index price for diesel fuel (FB), as determined by the Department, is \$3.05 per Gallon. Use this index price in accordance with Section 110.12 PRICE ADJUSTMENT FOR DIESEL FUEL COST FLUCTUATIONS.

G4901A - a04901 PRICE INDEX FOR ASPHALT CEMENT

Addendum:

Associated Item(s):

Header:

PRICE INDEX FOR ASPHALT CEMENT

Provision Body:

The price index for asphalt cement (PG 64-22), as determined by the Department is \$594.00 per Ton. Use this price index in accordance with Section 110.04 PRICE ADJUSTMENT OF BITUMINOUS MATERIALS.

G4902C - a04902 PRICE ADJUSTMENT FOR STEEL COST FLUCTUATIONS

Addendum:

Associated Item(s):

Header:

PRICE ADJUSTMENT FOR STEEL COST FLUCTUATIONS

Provision Body:

These requirements provide for a price adjustment, in the form of a payment to the Contractor or a rebate to the Department, for fluctuations in the cost of the steel used in the applicable materials placed as part of the construction work specified in Sections 620, 621, 948, 1002, 1005, 1050, 1056, 1080, and 1085.

(a) General. These price adjustment provisions apply to items in the contract Schedule of Prices, as specified above, including any modified standard or non-standard item where the work to be performed includes incorporation of one or more of the applicable steel materials specified in the above Sections and addressed herein. Additionally, items in the Component Item Schedule (CIS) for an "as-designed" or alternate design structure, as well as work performed under a design-build contract, will be included when applying the specified price adjustment requirements, provided the work to be performed includes incorporation of one or more of the applicable steel materials specified in the above Sections and addressed herein. Terminal sections, end treatments, transitions, and transition treatments associated with guide rail and metal median barrier work; as well as mechanical splice systems, pile tip reinforcement, high load multi-rotational bearings, shear connectors, and scuppers; will not be subject to the price adjustment criteria and conditions specified herein.

To elect to have these price adjustment provisions apply to one or more of the steel product categories identified herein, when planned for incorporation into a specific project, advance notification must be submitted to the Department. The apparent low bidder is required to submit the Steel Escalation Option form attached to the proposal, via fax, to (717) 705-1504, or email to steeloptions@pa.gov by 3:00 pm prevailing local time within 7 calendar days after the bid opening. When the seventh calendar day after the bid opening falls on a day PENNDOT offices are closed, submit the Steel Escalation Option form by 3:00 pm prevailing local time on the next business day. If a properly completed Steel Escalation Option form is not provided by the apparent low bidder within the time specified, the Department will consider the option to apply these price adjustment provisions to the project to be declined. Furthermore, if a Steel Escalation Option form, when provided within the specified time, has been completed such that the Department is unable to ascertain the bidder's intention with regard to the inclusion of any one of the applicable steel product categories, the Department will consider the option to apply these price adjustment provisions to that product category to be declined. No further opportunity to elect steel escalation for the project or an individual steel product category will be made available. In the event the apparent low bid is rejected, the next lowest bidder will be notified to submit the Steel Escalation Option form by 3:00 pm prevailing local time within 7 calendar days after notification.

The Department posts a monthly index price for steel (\$ per ton) based on data obtained from the U.S. Department of Labor (USDOL), Bureau of Labor Statistics, which publishes monthly Producer Price Index (PPI) values for various commodities. The statewide index price for steel will be based on the PPI value posted by USDOL for "Semi-finished Steel Mill Products" (Series ID: WPU101702). The Department will post its monthly index price for steel after the USDOL lists the PPI value on which it is based as final.

The "base / benchmark" index price, SB, will be the steel index price posted by the Department, determined as specified above, for the month in which project letting occurred.

The "invoice" index price, SI, will be the steel index price posted by the Department, determined as specified above, for the month in which applicable steel material is invoiced.

Steel material will be considered invoiced as of the date when an invoice from the steel mill providing the necessary raw material is sent to the Contractor or to a subcontractor, fabricator, manufacturer, or supplier. The steel price adjustment provisions specified herein are not applicable to raw steel material having a mill invoice date that precedes the project letting date. On a quarterly basis, provide documentation of the invoice date for applicable steel material incorporated into the work during the prior 3-month period. Documentation is to be in the form of a tabulation that lists all material invoiced during the period, in chronological order by invoice date; the quantity invoiced; and the applicable contract item(s) and corresponding project location(s) where the invoiced quantity or portion thereof was incorporated, along with copies of supporting invoices. Have a representative of the Contractor, authorized to make such statements, certify that the information provided in the tabulation is complete and accurate and may be relied upon by the Department.

Failure to provide the required tabulation within 10 calendar days of the end of each, applicable 3-month period will result in the Department computing a price adjustment (rebate or increase) using a value for SI that results in the greatest possible price rebate

or least possible price increase based on the monthly index prices posted by the Department, to date, since work on the project began.

(b) Price Adjustment Criteria and Conditions. The following criteria and conditions will be considered in determining a price adjustment for steel cost fluctuations.

1. No Price Adjustment. When the ratio SI/SB falls within the range of 0.95 to 1.05, no price adjustment will be made for applicable steel material having an invoice date that falls within the month for which the SI index price was posted.

2. Price Rebate. When the ratio SI/SB is calculated to be less than 0.95, the Department will receive an automatic price rebate, for applicable steel material having an invoice date that falls within the month for which the SI index price was posted, to be determined in accordance with the following formula:

$$P.R. = (0.95 - SI / SB) (SB) (ST)$$

where:

P.R. = Price Rebate

SI = Index price for the month in which applicable steel material is invoiced.

SB = Index price for the month in which project letting occurred.

ST = Quantity (tons) of applicable steel material incorporated into the work during the applicable 3-month period.*

*Computed based on the quantity paid, under applicable contract items, on current estimates processed during the 3-month period addressed in the tabulation provided by the Contractor. Not to exceed the total tonnage of applicable steel material invoiced during the month for which the SI index price was posted, as shown on the Contractor's tabulation.

3. Price Increase. When the ratio SI/SB is calculated to be greater than 1.05, the Contractor will receive a price increase, for applicable steel material having an invoice date that falls within the month for which the SI index price was posted, to be determined in accordance with the following formula:

$$P.I. = (SI / SB - 1.05) (SB) (ST)$$

where:

P.I. = Price Increase

SI = Index price for the month in which applicable steel material is invoiced.

SB = Index price for the month in which project letting occurred.

ST = Quantity (tons) of applicable steel material incorporated into the work during the applicable 3-month period.*

* Computed based on the quantity paid, under applicable contract items, on current estimates processed during the 3-month period addressed in the tabulation provided by the Contractor. Not to exceed the total tonnage of applicable steel material invoiced during the month for which the SI index price was posted, as shown on the Contractor's tabulation.

4. Equivalent Tonnage. For applicable steel material furnished under a separate contract item, under a design-bid-build contract, or under a design-build contract the equivalent steel tonnage will be computed as indicate in the following sections.

For design-build contracts, provide an itemized breakdown of the applicable steel materials addressed herein incorporated into the work and indicate the quantity of each actually installed. Indicated quantities should be based on field measurements or take-offs from the approved plans or shop drawings and be equivalent to those used to compute payments made against the Lump Sum construction item on current estimates.

4.a Guide Rail and Metal Median Barrier. For applicable guide rail and metal median barrier components (i.e. rail elements, posts, and rubbing rail) furnished under separate contract items or as part of a single contract item for guide rail / metal median barrier complete in place, the equivalent steel tonnage is computed as follows:

4.a.1 Guide Rail or Median Barrier Rail Element (Weak Post or Strong Post).

$$\text{Steel Tonnage (ST)} = 7.84 (Q) / 2000$$

where:

Q = Quantity (linear feet) of weak post or strong post guide rail element paid on current estimates processed during the applicable 3-month period

4.a.2. Type 2W Posts.

$$\text{Steel Tonnage (ST)} = 8.67 (L) (Q) / 2000$$

where:

L = Length of each post (feet) as required by the Standard Drawings or as specified

Q = Quantity (each) of Type 2W posts paid on current estimates processed during the applicable 3-month period.

4.a.3 Type 2S Posts.

$$\text{Steel Tonnage (ST)} = 9.17 (L) (Q) / 2000$$

where:

L = Length of each post (feet) as required by the Standard Drawings or as specified

Q = Quantity (each) of Type 2S posts paid on current estimates processed during the applicable 3-month period

4.a.4 Rubbing Rail.

$$\text{Steel Tonnage (ST)} = 8.56 (Q) / 2000$$

where:

Q = Quantity (linear feet) of rubbing rail paid on current estimates processed during the applicable 3-month period

4.b Reinforcement Bars. For applicable reinforcement bars furnished under a separate contract item, as a component item associated with an alternate design structure, or as a component item associated with a design-build contract, the equivalent steel tonnage is computed as follows:

$$\text{Steel Tonnage (ST)} = (Q) / 2000$$

where:

Q = Quantity (pounds) of reinforcement bars paid on current estimates processed during the applicable 3-month period.

4.c Piles. For applicable steel beam bearing piles, cast-in-place concrete bearing piles, cast-in-place concrete piles, and steel pipe piles, furnished under a separate contract item, as a component item associated with an alternate design structure, or as a component item associated with a design-build contract, the equivalent tonnage is computed as follows:

4.c.1 Steel H-Piles.

$$\text{Steel Tonnage (ST)} = (\text{UW}) (\text{Q}) / 2000$$

where:

UW= Unit Weight of the Steel Beam* (pounds per foot)

Q = Quantity (linear feet) of steel piles paid on current estimates processed during the applicable 3-month period.

* The unit weight of steel will be the second of the two numbers associated with the size designation for the beam as cited in the item description (i.e. If the item description is "Steel Beam Bearing Piles, HP12x74", the unit weight of the steel is 74 pounds per foot).

4.c.2 Cast-in-Place Concrete Piles.

$$\text{Steel Tonnage (ST)} = 2.80 (\text{D}) (\text{Q}) / 2000$$

where:

D = Diameter of the steel shell (inches)*

Q = Quantity (linear feet) of cast-in-place concrete piles paid on current estimates processed during the applicable 3-month period.

* From the approved structure Plans or field measurements. For cylindrical shells of varying diameter, a weighted average diameter will be used, computed based on the number of shells of each diameter actually installed. For tapered shells, an average diameter will be used, computed as the average of the shell diameters at the butt end and at the tip.

4.c.3 Pipe Piles.

$$\text{Steel Tonnage (ST)} = 6.70 (\text{D}) (\text{Q}) / 2000$$

where:

D = Diameter of the steel pipe (inches)*

Q = Quantity (linear feet) of pipe piles paid on current estimates processed during the applicable 3-month period.

* From the approved structure Plans or field measurements.

4.d Steel Sign Structure. For applicable steel sign structures constructed under a separate contract item, the equivalent tonnage is computed as follows:

$$\text{Steel Tonnage (ST)} = (\text{Q}) / 2000$$

where:

Q = Quantity (pounds) of steel in each sign structure, or portion thereof, paid on current estimates processed during the applicable 3-month period.*

*Not to exceed the estimated weight of each sign structure as indicated on the structure Plans.

4.e Fabricated Structural Steel. For applicable fabricated structural steel; furnished under a separate contract item, as a component item associated with an "as-designed" or alternate design structure, or as a component item associated with a design-build contract; the equivalent tonnage is computed as follows:

$$\text{Steel Tonnage (ST)} = (\text{Q}) / 2000$$

where:

Q = Quantity (pounds) of fabricated structural steel girders, rolled beams, angle, and plate paid on current estimates processed during the applicable 3-month period.

4.f Precast Reinforced Concrete Box Culverts and Prestressed Concrete Bridge Beams. For applicable precast reinforced concrete box culvert segments and prestressed concrete bridge beams; furnished under a separate contract item, as a component item associated with an "as-designed" or alternate design structure, or as a component item associated with a design-build contract; the equivalent tonnage is computed as follows:

$$\text{Steel Tonnage (ST)} = (UW)(Q)/2000$$

where:

UW= Unit Weight (pounds per foot) of reinforcing steel in a box culvert segment or of reinforcing steel and prestressing strands in a prestressed bridge beam.*

Q = Quantity (linear feet) of precast reinforced concrete box culvert segments and prestressed concrete bridge beams paid on current estimates processed during the applicable 3-month period.

* Submit documentation indicating the weight (pounds) of reinforcing steel included in and the length (feet) of each box culvert segment, and the weight (pounds) of mild reinforcing steel and prestressing strands included in and the length (feet) of each prestressed bridge beam. UW will be computed as the average of the unit weight of steel (i.e. weight of steel divided by length) in each box culvert segment, or as the average of the unit weight of steel (i.e. weight of steel divided by length) in each prestressed bridge beam. Documentation must be submitted at the time required shop drawings are submitted for approval.

5. Payment/Rebate. The price adjustment will be paid, or rebated, upon approval of a contract adjustment to be prepared on a quarterly basis as applicable work is completed. Cumulative quarterly price adjustments amounting to less than \$1,000 will be disregarded.

6. Expiration of Contract Time. When eligible materials are purchased after expiration of contract time and liquidated damages are chargeable, the value for SI used to compute the price adjustment will be either the index price for the month in which applicable steel material is invoiced or the index price at the time contract time expired, whichever is less.

7. Final Quantities. Upon completion of the work and determination of final pay quantities, a final contract adjustment may be prepared to reconcile any difference between estimated quantities previously paid and the final quantities. In this situation, the value for SI used in the price adjustment formula will be the average of all SI values previously used for computing price adjustments.

8. Inspection of Records. The Department, through the Office of Inspector General, reserves the right to inspect the records of the prime contractor and its subcontractors and material fabricators and suppliers to ascertain actual invoicing dates and quantity information for the steel material used in the performance of applicable items of work.

9. Extra Work. When applicable items of work, as specified herein, are added to the contract as Extra Work, in accordance with the provisions of Section 110.03, no price adjustment will be made for fluctuations in the cost of the steel used in manufacturing the materials placed during performance of the extra work. The current price for steel is to be used when preparing required backup data for extra work to be performed at a negotiated price. For extra work performed on a force account basis, reimbursement of actual material costs, along with the specified overhead and profit markup, will be considered to include full compensation for the current cost of steel.

G7022A - a07022 CHANGES TO SPECIFICATION: SECTION 107

Addendum:

Associated Item(s):

Header:

CHANGES TO SPECIFICATIONS: SECTION 107

Provision Body:

SECTION 107 - Legal Relations and Responsibility to the Public

- Section 107.30(a)1. Revise to read as follows:

1. Equal employment opportunity requirements not to discriminate and to take affirmative action to assure equal employment opportunity, as required by Executive Order 11246 and Executive Order 11375, are set forth in Required Contract Provisions (Form FHWA-1273, except V. 2.b. revise first sentence to read as follows: the payroll records shall contain the name; an individually identifying number [e.g., the last four digits of the employee's social security number]; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid) and these requirements; imposed pursuant to 23 U.S.C. 140, as established by Section 22 of the Federal-Aid Highway Act of 1968. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-43 and the provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. The requirements set forth herein constitute the specific affirmative action requirements for project activities under this contract and supplement the equal employment opportunity requirements set forth in the Required Contract Provisions.

G7037D - a07037 CHANGES TO SPECIFICATIONS: SECTIONS 106, 108, 514, 515, 516, 676, AND 1107

Addendum:

Associated Item(s):

Header:

Changes to Specifications: Sections 106, 108, 514, 515, 516, 676, and 1107

Provision Body:

SECTION 106—CONTROL OF MATERIAL

- **Section 106.01 General.** Revise to read as follows:

106.01 GENERAL—Use material complying with the requirements of these specifications. At the pre-construction conference, submit a list of material to be sampled and tested by the Contractor and a list of material to be sampled and tested by the Department.

Comply with the provisions of the Pennsylvania Trade Practices Act, 71 P.S. Section 773.101, et seq., concerning the purchase of aluminum and steel products produced in a foreign country. On Federal - Aid projects, also comply with the provisions specified in Section 106.10.

Comply with the provisions of the Steel Products Procurement Act, 73 P.S. Section 1881, et seq. in the performance of the contract or any subcontract.

Following contract execution, furnish to the Department a complete statement of the project construction material's origin, composition, and manufacture.

For Fabricated Structural Steel materials, as identified in Section 1105.01(a) and inspected in accordance with Section 1105.01(e), and any other fabricated aluminum, precast or prestressed concrete products inspected during manufacturing, stamped and approved for shipment by the Department's Representative, furnish Form CS-4171 to the Inspector-in-Charge. Certified mill test reports for any steel included will be reviewed by the Department's Inspector and retained by the fabricator.

For all other steel products or products containing steel that will serve a permanent functional use in the project, provide the Inspector-in-Charge the following when the product is delivered to the project site:

- For any “identifiable” steel products, certification that Section 4 of the Steel Products Procurement Act, 73 P.S. Section 1884, has been complied with. Identifiable steel products are steel products which contain permanent markings which indicate the material was both melted and manufactured in the United States.
- For all other “unidentifiable” steel products, documentation such as invoices, bills of lading, and mill certification that positively identify that the steel was melted and manufactured in the United States.

The provisions of the Steel Products Procurement Act will not be waived unless the Secretary has determined, under authority granted in Section 4(b) of the act, that a certain steel product or products is not produced in the United States in sufficient quantities to meet contract requirements. Such a determination will be set forth in a proposal for the Department’s review and response. Include with the proposal a comprehensive list of sources, including names and contact information, for verification. The Secretary does not have the authority to waive the provisions specified in Section 106.10.

Steel products are defined as products rolled, formed, shaped, drawn, extruded, forged, cast, fabricated, otherwise similarly processed, or processed by a combination of two or more of these operations from steel made in the United States by the open hearth, basic oxygen, electric furnace, Bessemer, or any other steel -producing process. Included are cast iron products and machinery and equipment as listed in United States Department of Commerce Standard Industrial Classification 25, 35, and 37 and made of, fabricated from, or containing steel components. If a product, as delivered to the project, contains both foreign and United States steel, such product is considered to be a United States steel product only if at least 75% of the cost of the articles, materials, and supplies have been mined, produced, or manufactured, as the case may be, in the United States. On Federal - Aid projects, comply with the provisions specified in Section 106.10.

No payment will be made on the contract if unidentified steel products are supplied, until the hereinbefore requirements are met.

Any payments made that should not have been made may be recoverable from a manufacturer or supplier as well as from a contractor or subcontractor.

Any person who willfully violates the Steel Products Procurement Act will be prohibited from submitting bids for any contract for a period of 5 years from the date of determination that a violation has occurred. If a subcontractor, manufacturer or supplier, violates the Steel Products Procurement Act, such person will be prohibited from performing any work or supplying any materials to the Department for a period of 5 years from the date of determination that a violation has occurred.

If steel products are used as a construction tool or appurtenance and will not serve a permanent functional use in the project, compliance with the Steel Products Procurement Act is not required.

When standard manufactured items are specified and these items are identified by unit mass (unit weight), section dimensions, or similar characteristics, their identification will be considered to be nominal masses (weights) or dimensions. Unless more stringently controlled by specified tolerances, industry established manufacturing tolerances will be accepted.

SECTION 108—PERFORMANCE AND PROGRESS

- **Section 108.07(a) Construction Engineering Liquidated Damages. Revise to read as follows:**

(a) Construction Engineering Liquidated Damages . For each day that any physical work remains uncompleted after the Required Completion Date, the sum per day specified in the following schedule, unless otherwise stated in the proposal, will be deducted from money due or to become due. This deduction will not be as a penalty, but as Construction Engineering Liquidated Damages.

Original Contract Amount

Schedule of Daily Charges For
Construction Engineering
Liquidated Damages

From More Than	To and Including	Per Calendar Day
\$ 0	\$ 400,000	\$ 825
400,000	1,000,000	1,535
1,000,000	5,000,000	2,085
5,000,000	10,000,000	3,280
10,000,000	15,000,000	4,285
15,000,000		5,660

In the event the Contractor is declared in default, as specified in Section 108.08, Construction Engineering Liquidated Damages will be charged as provided by this section. If the total amount chargeable as Construction Engineering Liquidated Damages exceeds the amount payable to the Contractor or the surety, the excess is to be paid to the State by the Contractor or the surety.

SECTION 514—DIAMOND GRINDING OF CONCRETE PAVEMENT

- **SECTION 514.3(e) Concrete Pavement Rehabilitation. Revise to read as follows:**

(e) Concrete Pavement Rehabilitation. Concrete pavement repairs including concrete pavement patching, concrete spall repair, dowel retrofit, slab stabilization, and slab jacking must be completed before the start of any diamond grinding operations.

After completing the concrete rehabilitation operation, determine the ride quality of the existing pavement in accordance with Section 507.3(a) and Section 507.3(b), before performing any diamond grinding. After completing the diamond grinding operations, reevaluate the ride quality of the pavement surface according to Section 507.3(a) and Section 507.3(b). Use the same pavement surface profile measuring equipment to perform all ride quality evaluations on the project.

After diamond grinding the pavement surface, provide a maximum IRI of 70 in/mile for facilities where posted speed limits are greater than 45 miles per hour, and a maximum IRI of 90 in/mile for facilities where posted speed limits are less than or equal to 45 miles per hour. Meet these requirements in all IRI lots where diamond grinding of the pavement was performed to receive payment.

1. Lots. A full lot is 528 feet of a single lane. The Representative will designate lots starting at the beginning ride quality limit and continuing to the ending ride quality limit for each pavement lane and ramp that is 12 feet or wider. Do not include the length of excluded areas in the 528 feet. Excluded areas will consist of; bridge decks, ramps less than 1,500 feet, in length, tapered pavements less than 12 feet wide, partial lots less than 100 feet in length, shoulders, medians, and other pavement surfaces as indicated.

SECTION 515—SAWING AND SEALING OF BITUMINOUS OVERLAYS

- **SECTION 515.3(b) Sawing. Revise to read as follows:**

(b) Sawing. Make all saw-cuts directly above the existing transverse joints within ± 1 inch. Saw-cuts which do not meet this tolerance will be declared defective as outlined in Section 105.12. Do not saw cut until the bituminous course has cooled below 140F. Perform saw cutting within 7 days after placing the wearing course. Perform this work on all finished overlay areas before discontinuing work due to seasonal paving limitations.

Make saw-cuts only in the lane in which the existing joint is located. Extend the saw-cuts through any existing widening. Provide separate saw-cuts in each lane if existing transverse joints are offset more than 1 inch.

Use the following table to determine saw-cut reservoir size:

Overlay Thickness	Reservoir
inches	inches
≤1 1/2	1/2 deep by 1/2 wide
>1 1/2	1 deep by 1/2 wide

Additionally, if the total depth of overlay is 3 1/2 inches or greater, make an initial saw-cut 1/8 inch wide to a depth of 1 1/2 inches or one-third of the total overlay thickness, whichever is greater. Indicated overlay depths do not include scratch or leveling courses less than 1 inch.

If wet sawing, immediately flush the reservoir with water.

If not placing the wearing course within the same construction season, provide a 1/8-inch wide saw-cut in the last placed bituminous course to a minimum depth of 1 inch or one-third the thickness of the bituminous material placed, whichever is greater.

SECTION 516—CONCRETE PAVEMENT PATCHING

- **SECTION 516—Description. Revise to read as follows:**

516.1 DESCRIPTION—This work is the construction of single course, full depth, normal strength or accelerated strength, cement concrete pavement patches. Do not patch less than one lane width. If diamond grinding is to be performed, test the pavement surface in the longitudinal direction as specified in Section 514.3(d)2.

(a) Patching Joint. Provide full depth saw-cuts at the existing pavement/patch interface, install load transfer dowels in the transverse faces of the existing pavement, construct a sealant reservoir, and seal the joint.

(b) New Pavement Joint. Provide load transfer unit, construct sealant reservoir, and seal the joint.

(c) Normal and Accelerated Concrete Pavement Patching, Type A. Construct patches between 6 feet and 20 feet long.

(d) Normal and Accelerated Concrete Pavement Patching, Type B. Construct patches between 20.1 feet and 65 feet long.

(e) Normal and Accelerated Concrete Pavement Patching, Type C. Construct patches between 65.1 feet and 500 feet long.

- **Section 516.2(a) – Cement Concrete—Class AA. Revise to read as follows:**

(a) Cement Concrete—Class AA. Section 704

- **Section 516.2(g) Concrete Curing Materials. Revise to read as follows:**

(g) Concrete Curing Materials. For normal strength concrete, use Section 711.1(a), (b), (c), (d), and (e); or Section 711.2(a), Type 2.

For accelerated strength concrete, use Section 711.1(b) and Section 711.2(a), Type 2, or 711.2(b).

- **Section 516.2(j) Tape Bond Breaker. Revise to read as follows:**

(j) Tape Bond Breaker. An approved self adhesive tape.

- **Section 516.2(k) Anchor Material. Revise to read as follows:**

(k) Anchor Material. An approved adhesive anchoring material listed in Bulletin 15.

- **Section 516.3(a) General. Revise to read as follows:**

(a) General. Prepare a QC Plan as specified in Section 106.03(a)2.a and submit it for review. The QC Plan must describe appropriate action points for all phases of construction, including concrete mixing and curing, joint sawing and sealing, and sampling and testing for opening to traffic. If patching adjacent lanes, construct concrete pavement patches one lane at a time where two lane width construction would interfere with traffic. The Representative will surface mark patch areas in advance of the sawing operations.

Protect traffic from drop off conditions as specified in Section 901.3(j). Do not allow excavated patch areas to remain un-patched for more than 2 calendar days or over weekends or holidays.

If it rains while the patch area is open, excavate an outlet through the shoulder at the lowest point of the patch as directed. Repair any damage to the existing shoulders as a result of this work, at no expense to the Department. After saw cutting the existing pavement, allow traffic on patch areas of existing pavement for a maximum of 72 hours. Do not allow saw cuts in excess of 1/2 inch in width to be opened to traffic.

For normal strength patches, do not place concrete if the air temperature falls below 40F. For accelerated strength patches, do not place concrete if the air temperature falls below 45F. Before placing concrete, ensure adequate equipment and trained personnel are available, and sufficient hauling units scheduled, to maintain continuity in placement.

- **Section 516.3(b) Saw Cutting. Revise to read as follows:**

(b) Saw Cutting. Use a saw equipped with a diamond-tipped blade, a blade guard, alignment guides, water cooling system, and cut-depth controls for saw cutting the perimeter of the patch. Do not allow cooling water, slurry, and dust from the sawing operation to enter any lane opened to traffic. Make all required full depth longitudinal saw cuts along the perimeter of the patch prior to making any full depth transverse saw cuts.

Where only one lane is being patched, make a full depth saw-cut in the existing longitudinal joint for the full length of the patch. Where multiple lanes are being patched one lane at a time, perform one of the following:

- Make a full depth saw-cut within the adjacent lane to be patched. Make the saw-cut parallel and not more than 1 foot from the existing longitudinal joint. Form the patch joint in the same location as the existing longitudinal joint and backfill behind the forms with aggregate at no additional cost to the Department.

- Make a full depth saw-cut in the existing longitudinal joint for the length of the patch and insert a temporary rigid separator between the adjacent lane and the patch area. Do not use a temporary rigid separator greater than 1/8 inch thick.

Make full depth transverse saw-cuts at the locations marked on the pavement surface. Do not break back the underside of the existing pavement. If break back or spalling occurs, make a new full depth transverse saw-cut beyond the area of break back or spalling. Place the additional length of patch at no expense to the Department. If break back or spalling occurs in the adjacent lane, repair the damaged area at a minimum with a full depth Type A concrete patch at no additional expense to the Department. Full depth saw cuts at the patch limits will be allowed to extend transversely into the adjacent pavement up to full depth + 2 inches provided dowel bars in the adjacent lane are not damaged. Additional full depth transverse saw cuts will be allowed to facilitate slab removal but may not extend transversely into the adjacent pavement to remain in place.

- **Section 516.3(c) Removal of Existing Pavement. Revise to read as follows:**

(c) Removal of Existing Pavement. Remove concrete between narrowly spaced saw-cuts at the end of a proposed patch area in a manner that does not damage any adjacent pavement that is to remain in place.

As an alternate, a wheel saw having carbide steel tips may be used before making the full depth transverse saw-cuts necessary for the patching joint. Limit penetration of the wheel to minimize disturbance to the subbase. Do not allow wheel saws with carbide steel tips to cut into pavement that is to remain in place. Discontinue using a wheel saw if unsatisfactory results are obtained as determined by the Representative.

Remove the concrete in the patch area in one or more pieces minimizing disturbance to the subbase, subgrade, and the adjacent pavement to remain in place. Do not use drop hammers or hydro hammers. If damage occurs to pavement to remain in place, repair as specified in Section 516.3(b) at no additional cost to the Department.

If the surface of the subbase is disturbed by the removal technique, recompact the surface using small vibratory compactors. If the disturbed material is deeper than 1 inch, remove the disturbed material with hand tools and replace with concrete during paving at no expense to the Department.

Correct all subbase surface irregularities exceeding 1 inch in depth by loosening the surface and removing or adding material as required. Compact the corrected area and surrounding surface by rolling to proper grade and slope.

- **Section 516.3(j) Curing of Concrete. Revise to read as follows:**

(j) Curing of Concrete. For normal strength patches, immediately after finishing operations have been completed, cover and cure the patch surface as specified in Section 501.3(l).

For accelerated patches, cure concrete as specified in Section 501.3(l)1.b or using approved curing insulation materials. Apply white membrane-forming curing compound as specified in Section 501.3(l)1.c. The Contractor may use black membrane-forming curing compound provided the patch area will not be accessible to traffic before placement of a surface course. Discontinue use of black membrane-forming curing compound if it performs unsatisfactorily as a curing agent, and resume curing by other methods as specified. Cure test cylinders under the same conditions as the concrete pavement patch. Provide insulation or heating of patches if the ambient temperature drops below 80F during the curing operation. Control the curing temperature and monitor at least hourly to ensure that the concrete pavement patch does not experience a curing temperature change in excess 40F within any 1-hour period during the curing operation. If a change in curing temperature in excess of 40F occurs in the concrete pavement patch within any 1-hour period, the work will be considered defective.

- **Section 516.3(m) Longitudinal Joints. Revise to read as follows:**

(m) Longitudinal Joints. In two lane width patching being performed at the same time, construct a Type L joint as shown on the Standard Drawings.

In two lane patching being performed one lane at a time, or one lane patching, provide a 1/4-inch, full depth, polystyrene board bond breaker in the longitudinal joint of Type A and B patches. Do not provide a bond breaker in the longitudinal joint of Type C

patches. Provide tiebars in all Type C patches. For all patch types, saw cut the longitudinal joint 1/4 inch wide and 1 inch deep. Center the saw-cut over the joint.

- **Section 516.3(n) Sealing. Revise to read as follows:**

(n) Sealing. Seal all longitudinal and transverse joints constructed as part of this work, as specified in Section 501.3(n).

Seal all saw-cuts extending beyond the patch limits.

- **Section 516.3(q) Opening to Traffic. Revise to read as follows:**

(q) Opening to Traffic. For normal strength patches, do not open the repaired area to traffic until the concrete has obtained a minimum compressive strength of 3,000 pounds per square inch, when tested according to PTM No. 604.

For accelerated strength patches, obtain samples of plastic concrete, for compressive strength testing for opening to traffic, from each 100 cubic yards or fraction thereof of the day's placement, and, unless otherwise required, from the last mixer load of the day, according to the approved QC Plan. Sample locations will be selected according to PTM No. 1. Test concrete for compressive strength according to PTM No. 604, at the time of opening to traffic but no later than 7 hours after the test specimens were molded. Concrete lots that have not attained a minimum compressive strength of 1,200 pounds per square inch at the time of opening to traffic will be considered defective work.

SECTION 676—CEMENT CONCRETE SIDEWALKS

- **Section 676.3(h) Curb Ramps. Revise to read as follows.**

(h) Curb Ramps. As required and where indicated, construct cement concrete sidewalk for curb ramp configurations as indicated on Standard Drawing RC 67M except for the detectable warning surface located at the bottom of each ramp. Construct the detectable warning surface as specified in Section 695.

Create a slip-resistant textured surface for the full width and length of the curb ramp and any side-flares excluding the detectable warning surface. Use a coarse, stiff-toothed broom to create a textured pattern that is worked perpendicular to the slopes of the curb ramp.

Shape rounded edges instead of sharp angled edges while the concrete is still plastic for all slope changes of the curb ramp especially where the top of the curb ramp meets adjacent sidewalk surfaces.

Embed detectable warning surface in fresh, wet concrete at the proper location for the curb ramp before the wet concrete has set.

SECTION 1107—PRESTRESSED CONCRETE BRIDGE BEAMS

- **Section 1107.03(d)5.b. Air Content. Revise to read as follows:**

5.b Air Content. Provide an air content of $6\% \pm 1.5\%$ for traditional mixes and $7\% \pm 2\%$ for self consolidating (SCC) mixes. The air content requirement may be waived if the mix meets the following additional qualification tests before production:

- Rapid Chloride Permeability, AASHTO T277: 1500 coulombs at 56-days
- Freeze Thaw Resistance, ASTM C666, Procedure A or B: Minimum durability factor of 90 at 300 cycles.

G7038B - a07038 Changes to Specifications: Sections 101, 103, 110, 419, 695, 930, 931, 932, 934, 935, 938,

Addendum:

Associated Item(s):

Header:

a07038 Changes to Specifications: Sections 101, 103, 110, 419, 695, 930, 931, 932, 934, 935, 938, 1012, 1015, and 1103

Provision Body:

SECTION 101—ABBREVIATIONS AND DEFINITIONS OF TERMS

- **Section 101.03 DEFINITIONS.**Revise to include the following:

MAJOR ITEM OF WORK—Any item having a unit of measure of other than Lump Sum, Call, Dollar, or Predetermined Amount (PDA).

SECTION 103—AWARD AND EXECUTION OF CONTRACT

- **Section 103.03 Cancellation of Award.**Revise to read as follows:

103.03 CANCELLATION OF AWARD—The Secretary reserves the right to cancel the award of any contract at any time before its approval by the Chief Counsel, the General Counsel, and/or the Attorney General, or their designees, when such cancellation is in the best interests of the State. In the event of such cancellation, payment will be made for the documented costs of insurance and surety bonds required under Sections 103.04 and 103.05, and the documented cost of actual expenses reasonably incurred in accordance with a Letter of Intent, when specified and issued by the Deputy Secretary for Highway Administration. No payment will be made for damages of any other kind including, but not limited to, lost profits.

- **Section 103.07 Cancellation of Contract.**Revise to read as follows:

103.07 CANCELLATION OF CONTRACT—The contract may be canceled by either party if the Notice to Proceed is not issued on or before the Anticipated Notice to Proceed Date specified in the bid package or within 30 days of the Award of the contract, whichever is later. Extension(s) of the cancellation period will be made only by mutual written consent of the parties to the contract provided such written consent is given before the expiration of the cancellation period. Prices will not be renegotiated. The Secretary also reserves the right to cancel the contract any time before the actual Notice to Proceed Date. If the contract is canceled, payment will be made for the documented costs of insurance and surety bonds required under Sections 103.04 and 103.05, and the documented cost of actual expenses reasonably incurred in accordance with a Letter of Intent, when specified and issued by the Deputy Secretary for Highway Administration. No payment will be made for damages of any other kind including, but not limited to, lost profits.

SECTION 110—PAYMENT

- **Section 110.02(d) Required Changes in the Scope of Work.**Revise to read as follows:

(d) Required Changes in the Scope of Work.The Department reserves the right to make, in writing, at any time, such changes in quantities and such alterations in the work as are necessary to satisfactorily complete the project. Such changes in quantities and alterations in the work will neither invalidate the contract or release the surety, and the Contractor agrees to perform the work as changed or altered.

If alterations in the work or changes in quantities do not significantly change the character of the work to be performed under the contract, the work will be paid for at the original contract unit price.

If alterations in the work or changes in quantities significantly change the character of the work under the contract, whether such alterations or changes are in themselves significant changes to the character of the work or by affecting other work cause such other work to become significantly different in character, an adjustment, excluding loss of anticipated profits, will be made as specified in Section 110.03. The basis for the adjustment will be agreed upon before the performance of the work. If a basis cannot be agreed upon, the work will be paid for as extra work as specified in Section 110.03.

The term “significant change in character” applies only to the following circumstances:

- If the work as altered differs materially in kind or nature from that involved or included in the original proposed construction, or
- If any major item of work as defined in Section 101 is increased to in excess of 125% or decreased to below 75% of the original contract quantity. Any allowance for an increase in quantity applies only to that portion in excess of 125% of the original contract item quantity or, in case of a decrease below 75%, to the actual quantity of work performed.

When a contract item experiences a significant change in character as a result of a decrease to below 75% of the original contract quantity, the actual quantity of work performed may be paid at an adjusted price, as agreed upon with the Contractor and as approved; however, total compensation will not exceed the contract item’s original value. Item value is defined as the original contract quantity multiplied by the contract unit price.

SECTION 419—STONE MATRIX ASPHALT MIXTURE DESIGN, RPS CONSTRUCTION OF PLANT-MIXED HMA WEARING COURSES

- **Section 419.2(d) Stabilizer.**Revise to read as follows:

(d) Stabilizer. Provide mineral fiber, cellulose fiber, or crumb rubber (CR) stabilizers conforming to the requirements below and added at a rate specified in Table B.Use the dosage rate prescribed in the JMF.

1.Requirements for All Fiber Types. Fibers must prevent draindown in the mixture according to the tolerances in Table B.Use a fiber of the type and properties appropriate to the plant’s metering and delivery system.

2.Cellulose Fibers. Fibers must be of sufficient quality to prevent mixture draindown.

3.Cellulose Pellets. Use cellulose fiber stabilizing additive in pellet form that disperses sufficiently at mixing temperature to blend uniformly into the asphalt mixture.Use pellets that do not exceed 6 mm (0.25 inch) average diameter.Pellets may contain binder ingredients such as asphalt cement, wax, or polymer.Do not use pellets if the binder ingredient exceeds 20.0% of the total mass (weight) of the pellets.Use binder that produces no measurable effect on the properties of the asphalt cement.Do not use fiber pellets which soften or clump together when stored at temperatures up to 50 °C (122F).

Note: If the binder material constitutes more than 3% of the pellet mass (weight), base the dosage rate on the net fiber content.

4.Mineral Fibers.Use mineral fibers made from virgin basalt, diabase, slag, or other silicate rock.Use an approved mineral fiber meeting the following requirements for shot content, as tested according to ASTM C 612.

Sieve	Percent Passing
250 µm (No. 60)	85 - 95
63 µm (No. 230)	60 - 80

5.Crumb Rubber (CR). Use CR derived from the processing of recycled tires.Rubber tire buffings produced by the retreading process qualify as a source of CR.Furnish processed, free flowing CR from a manufacturer listed in Bulletin 15, certified as specified in Section 106.03(b)3.

5.a Gradation.Meet the following gradation as determined according to ASTM D 5461 using 200 mm diameter sized sieves and maintaining a maximum allowable loss after sieve analysis of 7.65%.As an alternative dry sieve analysis test method, perform the sieve analysis of the CR according to Florida Test Method, FM 5-559.

CR Gradation	
Sieve Size	Percent Passing
4.75 mm (No. 200)	100

2.36 mm	98 - 100
75 µm (No. 200)	0 - 3

5.b Contaminants. Provide CR relatively free from fabric, wire, cord, and other contaminating materials to a maximum total contaminant content of 2.5% (maximum of 1.0% iron, 1.0% fiber, and 0.5% other contaminants by mass (weight) of total CR sample components).

Remove rubber particles from the fiber balls before weighing. Determine the metal content by thoroughly passing a magnet through a 50 ± g (1.76 ± 0.004 ounces) sample. Determine fiber content by weighing fiber balls, which are formed during the gradation test procedure.

- Section 419.2(d) Table B. Revise to read as follows:

TABLE B

Mix Design Requirements for SMA Mixtures

AGGREGATE GRADATION REQUIREMENTS, PERCENT PASSING		
Sieve Size	9.5-mm Mixture	12.5-mm Mixture
19.0 mm (3/4 inch)	-	100
12.5 mm (1/2 inch)	100	90 – 99
9.5 mm (3/8 inch)	75 – 95	70 – 85
4.75 (No. 4)	30 – 50	28 – 40
2.36 mm (No. 8)	20 – 30	20 – 30
1.18 mm (No. 16)	-	-
600 mm (No. 30)	-	-
300 mm (No. 50)	-	-
150 mm (No. 100)	-	-
75 mm (No. 200)	8 – 13	8 – 11
VOLUMETRIC DESIGN REQUIREMENTS		
Design Gyration (N_{design})	100	

Voids in Mineral Aggregate	18.0 % Minimum
Voids in Course Aggregate (VCA)	$VCA_{mix} < VCA_{dry\ rodde}$
Design air voids	3.5 - 4.0 %
Minimum asphalt binder content	Table C
Binder grade	PG 76-22
Stabilizer content	Cellulose:0.2 to 0.4 % by total mix mass (weight) Mineral:0.3 to 0.4 % by total mix mass (weight) CR:0.3 to 1 % by total mix mass (weight)
Draindown	0.3 % maximum

- **Section 419.3(l) Joints.Revise to read as follows:**

(l)Joints.Section 409.3(k).

SECTION 695—DETECTABLE WARNING SURFACE

- **Section 695.2(a) Detectable Warning Surface (DWS).Revise to read as follows:**

(a) Detectable Warning Surface (DWS). Provide a DWS product from a manufacturer listed in Bulletin 15 and meeting the requirements of the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). Provide certification as specified in Section 106.03(b)3 that the DWS meets the following PROWAG criteria:

- **General.**Detectable warning surface with the surface comprised of truncated domes.Dome size and spacing as specified and as indicated on Standard Drawing, RC-67M.
- **Surface.**Slip resistant.
- **Contrast.**Provide a DWS color, as approved by the Representative, that contrasts visually with adjacent walking surfaces either light-on-dark or dark-on-light.

SECTION 930—POST MOUNTED SIGNS, TYPE A

- **SECTION 930.2(a) Extruded Aluminum Channel Signs, Posts, and Miscellaneous Material.Revise to read as follows:**

(a) Extruded Aluminum Channel Signs, Posts, and Miscellaneous Material.

- Extruded Aluminum Channel Signs—Section 1103.02
- Steel S or W Beam Posts and Breakaway System—Section 1103.07
- Galvanized Steel Hex Head Bolts, Nuts, Lock - Washers; Aluminum Post-Clips, Auxiliary Supports for Exit Panels, 1/8-inch Rivets—Section 1103.11

- **SECTION 930.3(h) Erection.Revise to read as follows:**

(h) Erection. Install nuts on post clips with a torque wrench for extruded aluminum channels. Apply 225 inch-pounds of torque to each galvanized nut with the threads dry, clean, and unlubricated.

Attach the sign to posts with twist - in toggle and buckle straps or stainless steel post - clips for flat sheet aluminum. Apply 225 inch-pounds of torque to each stainless steel nut with the threads dry, clean, and unlubricated.

Clean signs after erection, removing any accumulation of oil, grease, dirt, or foreign material.

Brace the panel with one or more auxiliary supports if exit panels cannot be supported by two sign posts.

SECTION 931—POST MOUNTED SIGNS, TYPE B

- **SECTION 931.2 MATERIAL. Revise to read as follows:**

931.2 MATERIAL—As shown on the Standard Drawings and as follows:

- Flat Sheet Signs—Section 1103.04
- Breakaway Steel Posts—From a manufacturer listed in Bulletin 15, and as specified in Section 1103.08.
- Anti - Theft Hardware—Section 1103.11, System A
- Packaged Dry Concrete—Section 624.2(b)

SECTION 932—POST MOUNTED SIGNS, TYPE C

- **SECTION 932.2(a) Signs, Posts, Supports, and Miscellaneous Material. Revise to read as follows:**

(a) Signs, Posts, Supports, and Miscellaneous Material.

- Flat Sheet Signs—Section 1103.04
- Treated Wood Posts—Section 1103.09
- Anti-Theft Hardware—Section 1103.11, System A
- Lag Screws—Section 1103.11(d)
- Shims and Bars—Section 1105.02(a)2
- Brackets—Section 1105.02(f)2

SECTION 934—POST MOUNTED SIGNS, TYPE E

- **SECTION 934.2(a) Extruded Aluminum Channel Signs, Posts, Supports, and Miscellaneous Material. Revise to read as follows:**

(a) Extruded Aluminum Channel Signs, Posts, Supports, and Miscellaneous Material.

- Extruded Aluminum Channel Signs—Section 1103.02
- Treated Wood Posts—Section 1103.09(a)
- Composite Posts—Section 1103.09(b)
- Galvanized Steel Hex Head Bolts, Nuts, Lock-Washers; Aluminum Post-Clips, Auxiliary Supports for Exit Panels, Rivets—Section 1103.11
- Angles (Supports)—Section 1103.12(g)
- Shim Bars and Plates (Supports)—Section 1105.02(a)2

- **SECTION 934.2(b) Flat Sheet Aluminum Signs with Stiffeners, Posts, and Miscellaneous Material. Revise to read as follows:**

(b) Flat Sheet Aluminum Signs with Stiffeners, Posts, and Miscellaneous Material.

- Flat Sheet Aluminum Signs with Stiffeners—Section 1103.03
- Treated Wood Posts—Section 1103.09(a)
- Composite Posts—Section 1103.09(b)
- Rivets—Section 1103.11(e)
- Stainless Steel Bolts, Nuts, Washers, Post-Clips; Twist-In Toggles and Buckle Straps; Butting Plates; Auxiliary Supports for Exit Panels—Section 1103.11
- Angles (Support)—Section 1103.12(g)
- Shim Bars and Plates (Supports)—Section 1105.02(a)2

SECTION 935—POST MOUNTED SIGNS, TYPE F

- **SECTION 935.2 MATERIAL.**Revise to read as follows:

935.2 MATERIAL—As shown on the Standard Drawing for the corresponding type post and as follows:

- Flat Sheet Signs—Section 1103.04
- Brackets and Bars (Supports)—Section 1103.12
- Extruded Aluminum Channel Signs—Section 1103.02
- Flat Sheet Aluminum Signs with Stiffeners—Section 1103.03
- Galvanized Steel Hex Head Bolts, Nuts, Lock-Washers; Aluminum Post-Clips; Lag Screws; Rivets; Anti-Theft Sign Hardware (System A)—Section 1103.11

SECTION 938—DISTANCE MARKERS

- **SECTION 938.2 MATERIAL.**Revise to read as follows:

938.2 MATERIAL—As shown on the Standard Drawings and as follows:

- Aluminum Blanks—Section 1103.04(a)
- Breakaway Steel Posts—Section 1103.08
- Anti - Theft Hardware—Section 1103.11(j)
- Brackets, Bars, Clamps, Straps and Gussett Plates (Supports)—Section 1103.12(i)

SECTION 1012—PEDESTRIAN RAILING

- **SECTION 1012.2(a) Railing.**Revise to read as follows:

(a) Railing.

- Aluminum-Alloy Casting—ASTM B 26/B 26M, Alloy SG70A-T6 or ASTM B 108, Alloy SG70A-T6.
- Aluminum-Alloy Bolts—ASTM B 211/B 211M, Alloy 2024-T4.
- Aluminum-Alloy Nuts—ASTM B 211/B 211M, Alloy 6061-T6.
- Nylon Washers—Section 1103.11(j)2
- Bolt Heads—Regular hexagon, ANSI B18.2.3.5M (ANSI B18.2).
- Nuts. Finished hexagon, ANSI B18.2.4.6M (ANSI B18.2)—Threads, Class 6, 6g, or 6H (Threads, Class 2, 2A, or 2B).
- Aluminum Alloy Balusters – ASTM B 221/B 221M, Alloy 6061-T4.
- Post assembly and panel to post aluminum washers – ASTM B209, Alloy 2024-T3.
- Cast Aluminum Post Base – ASTM B 26/B 26M, Alloy SG70A-T6 or ASTM B 108/ B 108M, Alloy SG70A-T6.
- Other Aluminum Alloys—Section 1013.2(a)

Certify as specified in Section 106.03(b)3.

SECTION 1015—PROTECTIVE BARRIER

- **SECTION 1015.2(a) Barrier.**Revise to read as follows:

(a) Barrier.

- Aluminum-Alloy Extruded Section—ASTM B 221/B 221M, Alloy 6061-T6 or 6351-T5.
- Aluminum-Alloy Sheet and Plate—Alloy 6061-T6
- Aluminum-Alloy Bolts— ASTM B 211, Alloy 2024-T6 or 6061-T6
- Aluminum-Alloy Nuts—ASTM B 211/B 211M, Alloy 6061-T6.
- Nylon Washers—Section 1103.11(j)2
- Bolt Heads—Regular hexagon. ANSI B18.2.3.5M (B18.2)
- Nuts—Finished hexagon, ANSI B18.2.4.6M (B18.2) Thread, Class 6, 6g, or 6H (2, 2A, or 2B)
- Other Aluminum Alloys—Section 1013.02(a)

Certify as specified in Section 106.03(b)3.

SECTION 1103—TRAFFIC SIGNING AND MARKING

- **SECTION 1103.11 MISCELLANEOUS MATERIALS.**Revise to read as follows:

1103.11 MISCELLANEOUS MATERIALS—

(a) **Hex Head Bolts, Nuts, and Washers for Extruded Panel Sign Post-Clips.**Galvanized steel as specified in Section 1105.02(s):

1. **Hex Head Bolts.**ASTM A307, Grade A or B.
2. **Nut.**ASTM A563 DH or ASTM A194 Grade 1 or 2.
3. **Washer.**Carbon steel helical coil or ASTM F436 or ASTM F844 (Note 1)

Note 1:If either ASTM F436 or ASTM F844 flat washers are used, bolt must be fastened either using two nuts or a single nut with the threads galled adjacent to the nut to prevent loosening.

(b) **Post - Clips.**For extruded panel signs, aluminum, conforming to ASTM B 108, Alloy 356-T6. For flat sheet aluminum signs with stiffeners, stainless steel, Type 304, 14 gage.

(c) **Auxiliary Supports for Exit Panels.**Aluminum conforming to ASTM B 211/B 211M, Alloy 6061-T6. 3 inches by 3 inches by 3/16-inch angle, 6 1/2 feet long or long enough to attach to three stiffeners on the main sign.

(d) **Lag Screws.** 5/16-inch round head, galvanized steel as specified in Section 1105.02(s); ASTM A 307.

(e) **Rivets.**Aluminum, self - plugging or hollow - core, as follows:

- 3/16-inch for mounting reflective units and distance plaques—Alloy 5056 with 7178 mandrels.
- 3/16-inch for mounting flat aluminum sheets to stiffeners sections— Alloy 5056 with carbon steel mandrels.

Rivet size specified is the minimum shank diameter. Use rivets with sufficient grip range to attach to background sign material, stiffeners, or posts. Use a No. 10 drill for 3/16-inch rivets for attachment of stiffeners and splice bars.

(f) **Bolts, Nuts, and Washers for Flat Sheet Aluminum Signs with Stiffeners.**Stainless steel, Type 304 bolts. Use 5/16-inch by 1 inch long for butting plates and 5/16-inch by 2 inches long for post - clips. Use standard connection bolts or twist - in bolts.

(g) **Twist - in Toggle and Buckle Straps.**Stainless steel, Type 201, and 0.75 inch wide and 0.03 inch thick, with rounded edges. Spot welded, twist - in type toggle on end of strap. Spot welded, antirotational buckle on other end of strap. Toggles and buckles shall be stainless steel, Type 304, and 1/16 inch thick.

(h) **Butting Plates.**Fabricate from stainless steel, Type 304.

(i) **Anchors.**Section 1105.02(c)2.From a manufacturer listed in Bulletin 15.

(j) **Anti - Theft Sign Hardware.**

1. System A.

- **Bolts.** Section 1105.02(c)1 and as follows:

Provide 5/16 inch by 2 1/2-inch steel carriage bolts with minimum 1711/16-inch diameter round head, square neck, and threads to within 1 inch of head.

Furnish bolts having a mechanically deposited cadmium coating, ASTM B 696, or zinc, Type I coating as specified in Section 1105.02(s).

- **Nuts.** Square, pyramidal-shaped nuts with all four sides sloping at an angle of 41 degrees; 5/16-18 UNC threads; C-1010 cold-rolled steel, case hardened to Rockwell hardness of 55 to 60.

Furnish nuts having a 0.002 inch to 0.005 inch thick, mechanically deposited, zinc, Type II yellow chromate coating as specified in Section 1105.02 (s) (ASTM B 695), tested according to ASTM B 201.

2.System B.

- **Bolts.** Section 1103.11(m) and as follows:

Provide 5/16-inch by 2 1/2-inch and 5/16-inch by 3-inch bolts with minimum 9/16-inch diameter one-way heads and threads to within 1 inch of head.

- **Nuts.** Section 1103.11(n) and as follows:

Provide nuts, Alloy 2011-T3, double-chamfered hexagon with self-locking conical shape 9/16-inch - 3/8-inch by 3/16-inch unit under the nut with 5/16-18 UNC threads. Hexagon portion should break away from self-locking unit with 5/16-18 UNC to 40 inch-pounds to 80 inch-pounds of torque.

- **Washers.** Nylon 1/8 inch thick by 1-inch minimum outside diameter with 480 inch-pounds maximum allowable applied torque.

(k) Banding. Stainless steel, Type 201, 0.750 inch wide by 0.030 inch thick, with rounded edges for handling ease and safety. Buckles and other necessary hardware shall be of stainless steel, Type 304.

(m) Aluminum Bolts. ASTM B 211/B 211M. Alloy 2024-T4, thread fit, ANSI Class 6g, and threads shall be within two threads of the head or a minimum of 1 3/4 inches.

(n) Aluminum Nuts. ASTM B 211/B 211M. Alloy 2024-T6, thread fit, ANSI Class 6H (ANSI Class 2B, 18 UNC threads).

00 - ARCHITECTURAL SURFACE TREATMENT

Addendum:

Associated Item(s):

Header:

ARCHITECTURAL SURFACE TREATMENT

Provision Body:

DESCRIPTION – This work is forming architectural stone patterns and providing and applying a special surface finish to the concrete surface of the abutments, wingwalls, cheekwalls and inside and outside faces of barrier as indicated. This work also includes staining the exterior fascia of the concrete beams and top of wingwalls.

MATERIAL –

Form Liners – Reusable, made of high-strength elastomeric materials, easily attachable forms. Plastic, or other non-durable forms, are not permitted. Provide removal form liners that do not cause deterioration of the surface or underlying concrete.

Provide a stone finish as indicated. A color photographic bridge rendering of the stone pattern and colors to be used is included as an attachment to these Special Provisions.

Acceptable form liner suppliers are the following:

Custom Rock

2020 West 7th Street

St. Paul, MN 55116

651-699-1345

www.customrock.com

Fitzgerald Formliners

1500 East Chestnut Avenue

Santa Ana, CA 92701

800-547-7760

www.formliners.com

Greenstreak

3400 Tree Court Industrial Blvd.

St. Louis, MO 63122

800-325-9504

www.greenstreak.com

Or an approved equal.

Provide materials and applicator having a minimum of five consecutive years of experience in textured/ colored concrete construction. Furnish evidence to the satisfaction of the Engineer that the proposed products have been successfully used in similar applications to duplicate the appearance of natural stone.

Penetrating Stain –

a. Form: Viscous, Opaque Liquid

b. Specific Gravity: 1.17

c. Weight Solids: 40.3%

d. Volume Solids: 29.5%

e. Lb/Gallon: 9.8 +/- .5

f. VOC: (170 g/l)

g. Viscosity (77 Degrees F): 58 KU +/- 2

h. Hardness: H-2H

i. Abrasion Resistance

(Tabor/CF-10) 500 Cycles: 17 Gram Loss

j. Gloss 60 Degrees: Low Lustre

k. Coverage: 250 +/- SF/Gallon

l. Scrub Test (1000 Revolutions): Pass

m. Ultraviolet Resistance QUV 100+: No Effect

n. Alkali Resistance: Excellent

o. Acid Resistance: Good-Excellent

p. Color - To match the colors in the color photographic bridge rendering attached to these Special Provisions.

Release Agent - Compatible with form liner and special surface finish.

CONSTRUCTION - At the abutments, apply the architectural surface treatment to the vertical face of the main abutment walls, to the exposed faces of wingwalls, and to the exposed face of the abutment main walls that are adjacent to the beams known as cheekwalls as indicated.

Apply the architectural surface treatment to the inside and outside faces of the PA Type 10M Barrier and the edges of deck as indicated.

Place pattern such that the interface at the wingwalls matches exactly with the pattern on the abutment stems and cheekwalls. Additionally, place the pattern such that the interface at the outside faces of barrier matches exactly with the pattern on the edge of deck. The patterns are to be continuously matched for the entire length of the bridge and width of abutments/wingwalls without visual disruption and to the satisfaction of the Engineer. Place expansion joint material between wingwalls and abutments such that the color of the filler material matches as closely as possible to the predominant color of the surrounding architectural treatment.

Clean the surface on the fresh concrete for application of the architectural surface treatment of all latency, dirt, dust, grease, form oils, efflorescence, and any foreign material prior to stain application.

Do not sandblast for cleaning concrete surfaces. Pressure washing with water is the preferred method of removing laitance. If cleaned by pressure washing, provide a pressure of 3000 psi at a rate of three to four gallons per minute using a fan nozzle held perpendicular to the surface at a distance of two to three feet. Ensure that the completed surface is free of blemishes, discolorations, surface voids, and conspicuous form marks to the satisfaction of the Engineer.

Ensure that the grout pattern joints have the appearance of mortared joints in a masonry wall. Include the "pointing" in the work. Apply grout of natural cement color in each stone joint. Do not permit over spray to be visible when the grout work is complete. The grout color is subject to the approval of the Engineer.

Do not apply penetrating stain when air and/or concrete temperatures are less than 45 degrees F.

Apply color concrete staining to exterior beam fascias as indicated. Apply clear concrete staining to 3" trim and top of wingwalls and barriers as indicated.

SHOP DRAWINGS –

Submit catalog technical data and colors of stains for review and approval by Engineer. Submit shop drawings that detail the patterns and layout of the form liners to the Engineer for review and approval prior to fabrication and construction.

Construct an on-site sample of the architectural surface treatment at a location approved by the Engineer. The sample is to be 36" x 36" in size. The finished sample is to simulate the pattern used on the abutments and is to include the clear concrete staining to the 3" trim to be used on the wingwalls and barriers. Do not proceed with any abutment construction until the sample is approved by the Engineer and the Township. Apply penetrating stain to the sample to provide a simulation of the finished color. Do not apply any stain to the abutments without the Engineer's written approval.

Construct a second on-site sample to show the stains to be used on the beams adjacent to the architectural surface treatment sample. The sample is to be 36" x 36" in size. Apply penetrating stain to the sample to provide a simulation of the finished color. Do not apply any stain to the beam fascias without the Engineer's written approval.

MEASUREMENT AND PAYMENT - Square Foot

As measured on the plane of the surface of the substructure element as if the architectural surface treatment was not present.

Includes staining of top of wingwalls, barriers and beam fascias.

This sample work is considered incidental to the bridge construction with no separate or additional payments made.

I30041D - c80041 ITEM 8000-0002, 8030-0002, 8100-0002 - BRIDGE STRUCTURE, AS DESIGNED & ALTERNATES, S-30871

Addendum:

Associated Item(s): 8000-0002, 8030-0002, 8100-0002

Header:

ITEM 8000-0002 - PRESTRESSED CONCRETE BRIDGE STRUCTURE
ITEM 8030-0002 - BRIDGE STRUCTURE, AS DESIGNED, S-30871
ITEM 8100-0002 - STEEL BRIDGE STRUCTURE

CONSTRUCT ONE OF THE ABOVE FOR S-30871 ON S.R. 2103, SECTION 01B AT SEGMENT 0030 OFFSET 0019.

Provision Body:

PART A

I. DESCRIPTION - This work is either construction of the bridge structure as designed or designing and constructing an equivalent bridge structure of an alternate design in place of the "as-designed" bridge structure.

II. DESIGN -

(a) General. If an alternate design bridge structure is bid, furnish, to the Department, preliminary conceptual design calculations and drawings for the alternate bridge structure, on reproducible tracing cloth or drafting film. Provide an alternate design equivalent to the original design and meeting applicable design criteria for strength and serviceability. Submit the alternate design to the District Bridge Engineer for acceptance. Refer to PENNDOT Design Manual Part 4, PP 1.10, Bridge Submissions-Construction Phase, for details on procedures for contractor submissions. If the equivalency of an alternate design cannot be clearly established, the Chief Bridge Engineer will arbitrate and the Chief Bridge Engineer's decision will be final. Furnish, with the preliminary conceptual design submission, a tabulation identifying the differences between the "as-designed" bridge structure and the alternate design bridge structure.

Any delay in submission and acceptance of a proposed alternate design or a revision, and/or approval of required permits, will not extend the contract time.

If an alternate design bridge structure is bid, and an acceptable preliminary conceptual design is not approved within 30 calendar days from the award date (6 days for the submission and 24 days for Department review), construct the "as-designed" bridge structure at no additional cost to the Department.

Alternate designs which take advantage of any errors and/or omissions in the plans for the "as-designed" bridge structure, or discrepancies between the "as-designed" bridge structure plans and the special provisions covering alternate designs, will not be accepted. In the event any such error, omission, or discrepancy is discovered, immediately notify the Department. Failure to notify the Department will constitute a waiver of all claims for misunderstandings, ambiguities, or other situations resulting from the error, omission, or discrepancy.

Experimental or demonstration-type design concepts; or products, structures, or elements not preapproved by the Department for general usage, will not be allowed in the alternate design.

Only eligible types of bridge structures, as shown in the Project Items and Quantities, bid documents, or special provisions, are allowed as contractor-designed alternates.

Value Engineering will not be allowed for elements changed by an approved alternate design.

Use the same type foundation for an alternate design as that indicated for the "as-designed" bridge structure. Contractor-designed alternate foundation types will not be allowed, but Value Engineering of the as-designed foundation will be allowed.

Do not use Integral or Semi-Integral Abutment design as an alternate or as Value Engineering.

Have the alternate design completed by a Professional Engineer (P.E.) registered in the Commonwealth of Pennsylvania.

Submit an affidavit, before or along with the preliminary conceptual design submission, stating that the designer is familiar with AASHTO, PENNDOT, and other applicable design criteria, standards, and construction specifications. Also, submit a list of bridges designed for the Department within the past 5 years.

In identifying alternate design bridge structures, retain the "as-designed" bridge structure number, but suffix the numbers with the letters A, B, etc.

Show, on all sheets of the alternate design, the seal of a P.E. registered in the Commonwealth of Pennsylvania, a valid signature in ink, the date signed, a business name, a business address, and the note "These drawings (S-XXXXXA) supersede drawings (S-XXXXX) approved (insert appropriate date)".

The Department will furnish tracings and design computations for the "as-designed" bridge structure to the successful bidder upon request.

Complete original plans for an alternate design entirely in either ink or pencil. Make changes in the same medium. Prepare alternate design plans using Department drafting standards.

Ink reproductions on tracing cloth may be furnished, if made by the "contact negative process".

(b) Design Computations and Design Specifications. On the first sheet of the computations for the alternate design show the seal of a P.E. registered in the Commonwealth of Pennsylvania, a valid signature in ink, and the date signed.

Provide a complete set of computations for the alternate design of the superstructure and/or substructure, including foundation. Reproduce and insert computations from the "as-designed" bridge structure, as needed. Provide additional calculations, as needed by the District Bridge Engineer to evaluate any details, throughout the life of the contract.

Designs copied directly from approved Department Standards need not be documented through independent computations. List such designs on the submission by referencing the drawing number of the applicable standard, and the sheet number, table, or graph.

Use PENNDOT Design Manual Part 4 for design policy procedures and criteria. All design related Strike-off Letters listed in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS", are applicable to the alternate design.

In the event that certain design parameters, stresses, or specifications are in conflict, the following order of predominance governs:

- Design requirements listed herein and in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS."
- Design related Strike-off Letters in effect on the date of project advertisement. Refer to the list in PART B.
- PENNDOT Design Manual Part 4, "Structures"
- PENNDOT Bridge Design and Bridge Construction Standards
- AASHTO Standard Specifications for Highway Bridges, and interim specifications, as indicated for the "as-designed" bridge structure.

In the event that a clear order of predominance cannot be established, or a difference in the interpretation of the design criteria, standards, specifications, or methodology cannot be resolved, the Chief Bridge Engineer will arbitrate and the Chief Bridge Engineer's decision will be final.

Do not use BLC standards unless HS-20 design load is specifically allowed by the "as-designed" plans or in PART B.

Submit shop drawings on standard ANSI D size 863.6 mm × 558.8 mm (34 inch by 22 inch) to the District Bridge Engineer for review and acceptance. The Department is not responsible for work done without approved shop drawings.

If any provisions in PART B conflict with those in PART A, the provisions in PART B are to govern.

Within 60 calendar days after completion of the bridge structure, revise the structure drawings to show "as-built" conditions and submit them to the Representative. If caissons or piles are utilized, show, on the bridge elevation view, the maximum and minimum tip elevation and the average length for each substructure unit.

(c) Design Requirements. In the design of an alternate bridge structure, comply with PENNDOT Design Manual Part 4, "Structures", and other design criteria as specified for the "as-designed" bridge structure, subject to the exceptions and/or additions in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS".

Provide clear span distances between faces of substructure units and underclearances of not less than the minimum values indicated for the "as-designed" bridge structure, except as noted in PART B.

The minimum underclearance for stream or river crossings is defined as the high water elevation for the design flood plus the specified debris clearance or as indicated for the "as-designed" bridge structure, whichever is less.

The minimum clearance for overpass structures is defined as the minimum required underclearance plus 75 mm (3 inches) or the minimum underclearance indicated for the "as-designed" bridge structure, whichever is less. Provide additional underclearance to compensate for foundation settlement if applicable to the alternate design.

Provide equivalent inspection and maintenance accessibility for the alternate bridge structure as for the "as-designed" bridge structure. In case of a disagreement on accessibility, the Chief Bridge Engineer's decision will be binding.

Do not change the indicated horizontal and vertical alignments, except as noted in PART B.

For an alternate bridge structure, design the substructure to be within the limits of allowable foundation pressures and allowable pile loads, as indicated for the "as-designed" bridge structure.

Provide structure and end structure drainage as indicated for the "as-designed" bridge structure.

1. Deck Joints. Provide the same type and number of expansion joints for an alternate bridge structure as specified for the "as-designed" bridge structure.

2. Bearings. Provide the same type bearings for an alternate bridge structure as specified for the "as-designed" bridge structure.

Provide an expansion dam support system as indicated for the "as-designed" bridge structure unless otherwise specified in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS".

3. Superstructure. If the as-designed bridge superstructure consists of curved girders, as shown on the structure drawings, the alternate design bridge superstructure is also to consist of curved girders.

Provide slab designs conforming to the requirements of Standard Drawing BD-601M. Use composite design only, unless the "as-designed" bridge structure utilized noncomposite design.

4. Super Load Bridge Beams. Do not use super load bridge beams (beams over 48 800 mm (160 feet) in length or total load over 894 kN (201,000 pounds) gross weight) unless included in the "as-designed" bridge structure or permitted in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS". Verify that an oversize and/or overweight permit can be issued for superloads, before incorporating them into the alternate design.

If super load bridge beams are used, for transportation of these beams conform to the requirements of PENNDOT Design Manual Part 4, Appendix E, and the following:

- o Requests for waiver of any provisions of Chapter 179 of Title 67 will not be approved, except as noted herein.
- o Transportation equipment axles will not be permitted in excess of 120 kN (27,000 pounds), regardless of gross weight.

5. Alternate Prestressed Concrete Bridge Structure. Use the Department's prestressed concrete girder computer program to design precast prestressed concrete beams.

Prestressed Concrete Beams. Prestressed concrete beam sections, differing significantly from the standards specified herein, will be considered special sections and subject to the requirements of Section 1107.03(a)4. Do not deviate from the minimum flange and web thicknesses or section properties shown in the Bridge Design Standards.

The redesign of precast diaphragms as specified in PENNDOT DWG. #95-604-BQAD dated 11/20/96 from as designed cast-in-place diaphragms will be considered an alternate bridge structure also.

Use of low mass (lightweight) concrete for prestressed beams is not allowed.

- o Deck Slab. If the effective slab span is less than 1100 mm (3 1/2 feet), a minimum slab thickness of 190 mm (7 1/2 inches), using all No. 13 (No. 4) reinforcement bars, is allowed.
- o Prestressed Concrete Segmental Box Girders. Use either single or multiple cell box girders, trapezoidal in shape (inclined webs) or rectangular in shape (vertical webs). Provide for future deck removal and replacement in the design and details. Conform to design criteria specified for the "as-designed" bridge structure; and as follows:

Cast-in-place joints may be used to join precast segments, in place of match cast joints sealed with epoxy. If cast-in-place joints are used, shear keys may be omitted. However, if shear keys are omitted, striate and/or heavy score the surfaces to be joined to a minimum depth of 6 mm (1/4 inch). Use the same concrete mix for cast-in-place joints as for the precast segments, and ensure that strength development is the same.

Maintain a joint width as needed for coupling conduits, welding or lapping reinforcement, and placement of concrete, but in no case allow a joint width of less than 100 mm (4 inches) at the closest point. Keep adjacent concrete surfaces thoroughly wet or apply an approved bonding agent before placing concrete in the joint.

Identify anchor piers. Provide box girder diaphragms having sufficient openings to allow for continuous inspection of the inside of the box girder. Provide steel access doors with master locks, at each abutment, for each box. Provide diaphragms that are substantially solid at piers and abutments, except for access and utility holes.

Design adjacent prestressed box beam as a composite beam unless otherwise specified in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS".

6. Alternate Steel Bridge Structure. Do not use unpainted weathering steel unless permitted in PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS".

Do not include longitudinal stiffeners in computing steel section properties.

7. Nonstandard Designs. Do not submit an alternate design bridge structure, either prestressed concrete or steel, which is not covered by the aforementioned Standards, or under PART B, "SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS".

8. Pile- Supported Foundation. Base pile design for the alternate bridge structure on the same type, size, length, tip reinforcement, maximum design load, and driving criteria specified for piles for the "as-designed" bridge structure. Piles will be measured and paid for as specified herein.

Include test piles in the lump sum price bid for the bridge structure. Provide the same number of test piles per substructure unit for alternate designs as specified per substructure unit for the "as-designed" bridge structure.

Load test piles, when specified for the "as-designed" bridge structure, will be measured and paid for separately, as specified. Provide the same number of load test piles per bridge structure for an alternate design as specified for the "as-designed" bridge structure, located at a substructure unit as close as possible to the "as-designed" location.

Bearing piles, additional test piles, test pile extensions, load test pile extensions, and pile tip reinforcement will be measured and paid for separately as specified in Section 1005.4. Determine test pile extensions and load test pile extensions relative to the pile lengths indicated in the estimated quantities for the "as-designed" bridge structure or approved alternate bridge structure.

Record the bid quantities for bearing piles and pile tip reinforcement in the spaces provided in the Project Items and Quantities for the alternate design.

Base the estimated quantity for bearing piles used in an alternate design on maximum utilization of the allowable design load indicated for piles used in the "as-designed" bridge structure.

Calculate the lengths of bearing piles used in an alternate design as follows:

- o Determine the bearing pile length for each as-designed substructure unit, to the next longer 100 mm (foot), by dividing the quantity of bearing piles by the number of bearing piles for that unit, using the estimated quantities indicated for the "as-designed" bridge structure.
- o For alternate designs involving the relocation of substructure units, determine bearing pile lengths by straight line interpolation, to the next 100 mm (foot), using as-designed pile lengths and the average distance between as-designed substructure units in back and ahead of the relocated unit. Base the average distance between as-designed substructure units on measurements between the centerlines of piers (or centerline of bearing at abutments) along the centerlines of exterior girders or beams. If the alternate design bridge structure is longer than the "as-designed" bridge structure, provide bearing piles for the relocated abutment of the same length as the bearing piles for the as-designed abutment.
- o If one of the as-designed substructure units in back or ahead of a relocated unit is wholly supported on a spread foundation, determine the bearing pile length for the relocated unit, to the next 100 mm (foot), by a straight line interpolation, using the bearing pile length of the as-designed, pile supported unit and zero length at the spread foundation supported unit. However, do not use lengths of less than 3000 mm (10 feet) for determining the bid quantity.
- o For relocated substructure units, test pile lengths, which are included in the lump sum price for the alternate design bridge structure, are to be the average lengths determined using the procedures specified above. The load test pile length at a relocated substructure unit is to be the same as the bearing pile length at that unit.

o For the purpose of determining pile lengths at relocated substructure units, consider a unit relocated if the average distance from the closest, as-designed unit is 6000 mm (20 feet) or more. Determine the average distance as specified above.

Show the estimated quantities of as-designed load test piles, test piles, bearing piles, and pile tip reinforcement used in an alternate design on the alternate design plans when submitted for approval. Show test pile lengths, included in the lump sum price bid for the alternate bridge structure, and load test pile length, included in the lump sum price bid for load test piles, in the estimated quantities. Tabulate piling quantities using a format similar to that used for the "as-designed" bridge structure. Show alternate design bid quantities for load test piles, bearing piles, and pile tip reinforcement for comparison with approved, as-designed, estimated quantities.

Value Engineering of as-designed piles used in an approved alternate design bridge structure is allowed.

If as-designed piles for a relocated substructure unit in an alternate design cannot be driven, thereby necessitating a redesign of the substructure unit, furnish the revised design and complete construction drawings as part of the lump sum price bid for the alternate bridge structure.

If the as-designed pile layout can not be used in an alternate design involving a relocated substructure unit, alternate design piles will be measured and paid for as part of the lump sum price bid for the alternate bridge structure. Exclude from the bid all pile load tests specified for as-designed piles which are replaced by alternate design piles.

Compute the pay quantity for as-designed bearing piles incorporated into an alternate design as follows:

Case 1: If D and E are less than or equal to B, the Pay Quantity = D

Case 2: If D and E are greater than B, the Pay Quantity = D - (E-B)

Case 3: If E is greater than B but D is equal to or less than B, the Pay
Quantity = D

For all other cases, use D as the Pay Quantity.

where:

D = Actual acceptable driven quantity per structure

B = Bid quantity per structure entered in the Project Items and Quantities.

E = Estimated quantity per structure shown on the approved
alternate drawings.

III. MATERIAL - As indicated and as specified for the "as-designed" bridge structure; in accordance with applicable Sections of the Specifications, Publication 408, and numbered changes thereto; and/or the Special Provisions for each respective item included in the bridge structure.

IV. CONSTRUCTION - In accordance with applicable Sections of the Specifications, Publication 408, and numbered changes thereto in effect before the letting date; the Special Provisions for each respective item; and any additional requirements contained herein. Submit construction procedures for an alternate design, for acceptance, if other than those contained herein.

Erection methods are open, but submit the proposed method to the Chief Bridge Engineer for approval.

If utility relocations are required to accommodate the proposed locations of substructure units in an alternate design, be responsible for the cost of the utility relocations and any related delay claim costs.

V. MEASUREMENT AND PAYMENT - Lump Sum

For the type of alternate design bridge structure selected, subject to a reduction equal to the amount of the Contractor's share of the Department's engineering costs to be determined as follows:

- For each alternate bridge structure with lump sum bid item amount less than \$2,000,000 = 2% of the lump sum bid amount for structure
- For each alternate bridge structure with lump sum bid item amount over \$2,000,000 = \$40,000 plus 0.25% of the lump sum bid amount over \$2,000,000, total amount not to exceed \$85,000

Each alternate bridge structure involving a redesign from cast-in-place diaphragms to precast diaphragms will be subject to a reduction of \$300 per structure if contractor's bid lump for lump sum item is less than \$2,000,000 and a reduction of \$750 per lump sum item if structure is over \$2,000,000, for the amount of the Contractor's share of the Department's engineering cost.

The Contractor's share of the Department's engineering costs will be recovered by processing a contract adjustment (Alternate Design Review) to reduce the contract lump sum price by an amount equal to the Contractor's share.

A utility company's share of fabricated structural steel and/or installation of sleeves, inserts, casings, hanger assemblies, ducts, etc. for utilities is to be a separate item. Do not include the utility company's share in the bid price for the alternate design bridge structure unless otherwise specified.

For an alternate design bridge structure, all items of work are to be included in and will be paid for as part of the contract lump sum price; except, bearing piles; pile tip reinforcement; pile load tests; dynamic pile testing; Class C cement concrete under footings; Class 3 excavation, reinforcement bars, and Class A cement concrete for pedestals; and caissons.

Placing deck concrete in excess of the indicated quantity will not be considered a change from the design. The contract lump sum price for each alternate bridge structure includes full compensation for all deck concrete.

(a) Bridge Structure As Designed. If the "as-designed" bridge structure is bid, submit the "Component Item Schedule", included with the Proposal, as specified in Section 103.01(a).

Make the "Total" at the end of the "Component Item Schedule" equal the amount of the lump sum bid for Bridge Structure as Designed.

(b) Alternate Bridge Structure. If an alternate design bridge structure is bid, the apparent low bidder is required to submit a "Component Item Schedule for Alternate Design" as specified in Section 103.01(a). No adjustments will be made to the contract lump sum price bid for alternate design bridge structure for any field adjustments necessary to complete the structure.

Make the "Total" at the end of the "Component Item Schedule for Alternate Design" equal the amount of the lump sum bid for Alternate Bridge Structure.

(c) Alternate Structure Design Costs. The apparent low bidder is to include a component item for Alternate Design Costs in the Component Item Schedule when an alternate design is bid. Include the cost of this item in the total of the lump sum bid price. Payment of 25% of the total design costs will be made upon approval of the preliminary conceptual design. The remaining amount will be paid for in a proportionate manner, designated by the Department, on the basis of approval of the final design.

00 - c96271 ITEMS 9627-0001 / 9628-0001 - TEMPORARY DIVERSION DEVICE AND RESET TEMPORARY DIVERSION DEVICE

Addendum:

Associated Item(s): 9627-0001, 9628-0001

Header:

ITEM 9627-0001 - TEMPORARY DIVERSION DEVICE
ITEM 9628-0001 - RESET TEMPORARY DIVERSION DEVICE

Provision Body:

DESCRIPTION - This work is the furnishing, placing, maintaining, and removing of a diversion device as indicated or directed within waterway to isolate and divert flowing water from construction area.

MATERIAL -

- Bags. Burlap or woven geotextile fabric of sufficiently dense weaves to retain sand. Bags to be sewn or sealed shut at one end, with choke cords at other end to allow filling of bags and assure positive closure when in place.
- Sand. Natural or manufactured sand, Section 703.1(a)
- Polyethylene Sheeting. AASHTO-M171, minimum 6-mil thickness
- Precast Concrete Median Barrier, Section 714.

CONSTRUCTION - Place sandbags by hand in the following manner:

- (a) Fill the bags uniformly about three-fourths and tie the choke cords.
- (b) Tuck in the bottom corners of the bag after filling.
- (c) Place the sandbags so that the planes between the layers have the same pitch as the foundation.
- (d) Place the bottom row of sandbags as headers. Place the subsequent rows of sandbags in alternate rows of stretchers and headers with the joints broken between courses. Construct the top row of sandbags as headers, where possible.
- (e) Place all bags so that side seams on stretchers and choked ends on headers are turned toward the center dam and are not exposed.

Interweave polyethylene sheeting between sandbags and over diversion device as indicated. Provide three foot minimum overlap between successive polyethylene sheets. Maintain each portion of the diversion device as indicated in the construction sequence. As required, reset the diversion device and maintain as indicated in the construction sequence. Upon completion of construction work within waterway, entirely remove the diversion device, restore the area to its original condition, and suitably dispose of material removed.

MEASUREMENT AND PAYMENT - Linear Foot.

00 - HIGH PERFORMANCE CEMENT CONCRETE

Addendum:

Associated Item(s):

Header:

HIGH PERFORMANCE CEMENT CONCRETE

Provision Body:

In accordance with Section 1001 and as follows:

Section 1001.1 DESCRIPTION - Revise as follows:

This work pertains to bridge construction and other cement concrete work. This work also consists of furnishing, placing and curing structural Portland cement concrete for use in high performance concrete (HPC) bridge decks, approach slabs, and parapets as indicated and as directed by the Representative.

Section 1001.2(a) Cement Concrete. Revise as follows:

Section 704 except as follows:

Delete Table A, Cement Concrete Criteria.

Use the following criteria for HPC mix:

- Select a range of water cementitious ratio, for the mix to be produced, from a maximum of 0.45 to a minimum of 0.40.
- Sand Fineness Modulus Range = 2.6 to 3.1
- Minimum mix design 28 day compressive strength = 27.6 MPa (4000 psi)
- A 28 day to 7 day compressive strength ratio of greater than or equal to 1.33

Section 704.1(a) Description. Revise as follows:

Cement concrete is a mixture of Portland cement, fine aggregate, coarse aggregate, water and air-entraining admixture, with or without water reducing admixture, retarding admixture, micro-silica, fly ash, ground granulated blast furnace slag, or property enhancing admixture. Furnish a mix that provides well graded aggregates, sufficient workability, low chloride penetration permeability, shrinkage resistance, low heat of hydration, freeze-thaw resistance, abrasion resistance, low alkali-silica reactivity, and adequate strength.

Section 704.1(b) Material. Add the following bullet:

- Micro-silica – Section 724 except as follows:

The use of micro-silica in the HPC mix design is optional. For any use of micro-silica, supply the micro-silica as a dry powder or slurry. Only one brand may be specified for any one structural element. Certify materials as specified in Section 106.03(b)3.

The proposed use of a micro-silica admixture must be as listed in Publication 35, Bulletin 15, and conform to the requirements of AASHTO M-307 including the optional chemical and physical requirements, including the following:

- a. Fineness: Maximum 5.0% retained on a 45- μ m sieve (wet method).
- b. Uniformity of Percent Solids (Slurry): Maximum +5% from the accepted value.

Micro-silica slurry must be maintained in storage above the temperature of 0 degrees Celsius (32 degrees Fahrenheit). Slurries exposed to temperatures of 0 degrees Celsius (32 degrees Fahrenheit) or less must be removed or replaced at no cost to the Department. The slurry must be homogeneous and agitated as necessary to prevent separation. For each shipment supplied, the certification must list fineness, silica content, total chloride ion content, and solids content for slurries.

Section 704.1(c) Design Basis.

1. General. Revise as follows:

Base concrete mix design on the material to be used in the work. Select a water cement ratio range within the allowable maximum and minimum that will be used during production.

Make trial mixtures and computations including the molding and curing of test specimens at the proposed minimum and maximum water cement ratio. Prepare and compute each design in accordance with Bulletin 5, except that over design strength must be a minimum of 3.4 MPa (500 psi) and w/c ratio may be computed in increments of 0.01.

Submit a copy of each completed mixture design to the District Materials Engineer at least thirty (30) days prior to its trial use in the work. Submit type of mixer and mixing procedures planned for the project with the final mixture design for approval. The Department reserves the right to review any design through plant production prior to using for Department work at no additional cost to the Department.

At least two weeks prior to its use, mix a minimum of 6.11 cubic Meter (8 cubic yard) trial Placement Mixture using the approved mixture design and the type of placement procedure planned for the project as directed by the District Materials Engineer. All data relevant to Section 704.1(b), Material, regarding the mix design will be forwarded to the Bureau of Construction and Materials and District Office for review and comment before pouring the trial mixture. The Bureau of Construction and Materials and the District Office must be contacted at this time to witness both mixture design specification and trial mixture.

This Placement Mixture must be placed in a 'mock-up' form and evaluated for workability, slump, and plastic air content using similar finishing operation as that proposed for the placement mix operation. Place the placement mixture in a form having the following minimum dimensions:

- Depth: 8 inches
- Width: 10 feet
- Length: 10 feet

Reinforcing steel is not required for the trial placement.

Four (4) cylinders each must be molded. Two (2) cylinders must be field cured and two (2) cylinders must be lime bath cured. Determine the seven (7) day and fourteen (14) day compressive strengths. Follow PTM 611. If any portion of the trial placement does not meet specification, corrections must be made and the trial placement must be performed again.

Compliance is based on the contractor's test results as witnessed and verified by the Representative. Perform sampling and testing at the mixing site. Submit results to the Representative. Take samples of the stockpiles located at the concrete plant during the placement of the bridge deck. Take samples for gradation control from daily stockpile or in accordance with an approved Quality Control Plan. Take and test samples in accordance with PTM 1, PTM 616, and PTM 100.

2. Cement Factor. Delete

3. Air content. Revise the last sentence of the last paragraph as follows:

The entrained air in the hardened concrete must be between 4.0% and 7.5%, inclusive.

4. Mix Design Acceptance. Delete the second and third paragraph and add the following:

As part of the trial mixture acceptance, provide a mixture that meets the following requirements as performed by a certified laboratory acceptable to the Department. Conduct Laboratory Testing by a laboratory with current accreditation Program (AAP) for the Portland Cement Concrete area or having documentation of current Cement and Concrete Reference Laboratory (CCRL) inspection, including evidence of correction of any deficiencies noted in the AAP or CCRL inspections.

Part A: Required Concrete Testing: These preliminary mix design tests must be passed at both the proposed minimum and maximum water cement ratio and proposed admixtures and contents. All tests within this part will be prepared and tested under controlled conditions within a certified laboratory acceptable to the Department.

Part A.1 Maximum Permeability Amended AASHTO T-277 (Coulombs): 2000 coulombs, maximum. Prepare the test specimens to perform rapid chloride permeability (AASHTO T-277). The permeability samples must be cylindrical specimens with a 102 millimeter (4") diameter and at least 102 millimeter (4") in length. Moist cure similar to the strength cylinders for acceptance except that the last three (3) weeks of cure at one-hundred (100) degrees F, with a tolerance of - 12.2 degrees Celsius (10 degrees Fahrenheit). The curing period must be twenty-eight (28) days. Cylinders must be tested at twenty-eight (28) days in accordance with AASHTO T-277. The test result is of the average values of three (3) sets of two (2) test specimens from each batch.

Part A.2 Compressive Strength PTM No. 604 (PSI). Minimum F28 (day): 27.2 MPa (4000 psi).

- Minimum F'(c): 27.2 MPa (4000 psi) - A reduced payment penalty will be enforced for all deck concrete that does not meet this minimum strength requirement.
- Minimum F'(cs). 24 MPa (3500 psi).
- Maximum F'(c): 41.4 MPa (6000 psi). This value must not be exceeded during the laboratory testing of the mix design.

When calculating the water cement ratio and a portion of the cement is replaced by Pozzolan, use water to cement plus Pozzolan ratio by mass 28 day to 7 day compressive strength ratio greater than or equal to 1.33. The Bureau of Construction and Materials will conduct a Quality Assurance Test of the Compressive Strength.

Part A.3 Air Content of Hardened Concrete ASTM C457: The mix design must meet a minimum air entrainment of 4.0% in the hardened concrete state. Provide the proposed mix design to the laboratory performing the test procedure. Report the entrained air content, entrapped air content, and spacing factor.

Part A.4 Specific Heat of Hydration ASTM C186: The mix design must use a combination of cementitious material that will provide a Specific heat of hydration to a maximum of 135.3 BTU/pound (75 calories per gram) at seven (7) days.

Part A.5 Alkali Silica Reaction (ASR): In order to prevent ASR, the components of this mix must meet one of the following two (2) Test Criteria:

- a. AASHTO T303: Test results for both coarse and fine aggregates intended for use in the mix are < 0.10% linear expansion, or < 0.08% linear expansion if the aggregates come from a source consisting of metamorphic rocks, OR;
- b. ASTM C 441: Use a combination of cement and mineral admixture(s) which reduces expansion in ASTM C 441 mortar bars by at least 65% at 56 days. In no case must the amount of mineral admixture utilized in the mix be less than the following:

Mineral Admixture Cementitious Material Percentage

Class F fly ash 15% (min)

Class C fly ash 15% (min)

Class N Pozzolan No minimum

GGBSF 25% (min)

Silica Fume 5% (min)

For cementitious Material Percentage, measure the minimum content of cementitious material as percent cement plus mineral admixture. Waive these minimums when used in combination with other mineral admixtures

Part A.6 Shrinkage ASTM C157 (Microstrain): Less than 500 microstrain in 28 days. Prepare concrete test specimens according to the procedures in ASTM C157. Remove the concrete specimens from the molds at $23\frac{1}{2} \pm \frac{1}{2}$ hour after the addition of water to the cement during the mixing operation. Upon removal of the specimens from the molds, place them in a lime-saturated bath at $73.4^\circ \pm 1^\circ \text{ F}$ ($23^\circ \pm 0.5^\circ \text{ C}$) for 30 minutes before measuring the initial length comparator reading. Follow the procedures stated in ASTM C157 for measuring the length of each specimen. After the initial reading, store the specimens in a moist cabinet or room at $73.4^\circ \pm 3^\circ \text{ F}$ ($23^\circ \pm 1.5^\circ \text{ C}$) in accordance with ASTM C511 for 7 days before measuring the second comparator reading. After the 7th day, store the specimens in air in a room maintained at $73.4^\circ \pm 3^\circ \text{ F}$ ($23^\circ \pm 1.5^\circ \text{ C}$) and $50 \pm 4\%$ relative humidity according to ASTM C157. Measure length change after 4, 7, 14, and 28 days of air storage. The test result is the average length change value of the three test specimens over the 28 days of air storage.

Part B: Informational Concrete Testing: The following additional tests are required for informational concrete testing purposes only. The mix which best meets the test requirements and provides reasonable workability will be selected. The individual results will not be considered as a basis of payment. The results indicated for these informational tests are target values only. All tests within this part will be prepared and tested under controlled conditions within a certified laboratory acceptable to the Department.

Part B.1: Resistance of Concrete to Chloride Ion Penetration AASHTO T259: The Contractor will supply four (4) Test specimens for both design and placement mixes for testing. Specimens must meet the following criteria as specified in FHWA Report FHWA RD 78.35:

- a. At the 12.7 millimeter (0.5") to 25.4 millimeter (1.0") level, the Cl^- content at the 95% confidence limit should be no higher than 1.44 kilogram/cubic meter (2.43 lbs./cubic yard).
- b. At the 1.58 millimeter (1/16") to 12.7 millimeter (0.5") level, the Cl^- content at the 95% confidence limit should be no higher than (7.21 kilogram/cubic meter (12.16 lbs./cubic yard).

If the specimen result does not meet both a and b, then it fails the ponding test. See Attachment A for example of confidence limit calculation.

Part B.2: Scaling Resistance ASTM C 672 (Visual Rating). A visual rating of the concrete surface for fifty (50) cycles. One cycle is 24 hours in duration. Visual rating performance (X) for this mixture design measured as $X = 1$.

Part B.3: Freeze-Thaw Durability AASHTO T161 Procedure A (Relative Modulus, 300 Cycles). Measured in terms of the relative dynamic modulus of elasticity after 300 cycles of freeze-thaw. The freeze-thaw performance for this mixture design measured as $80\% < \text{Relative Dynamic Modulus of Elasticity} < 90\%$.

Part B.4: Abrasion Resistance ASTM C944 (wear depth, millimeters): The abrasion resistance is measured as millimeters of wear depth (X). The performance for this mixture design must be measured as $0.5 < X < 1.0$.

Section 704.2(c). Mixing and Delivery. Revise fourth paragraph, second bullet, last sentence to read:

Do not exceed a total of 300 truck-drum revolutions including discharge. When Silica Fume is used in the mixture, mixing revolutions will require a maximum of 200 truck-drum revolutions.

Section 1001.3(h). Consistency of Concrete at the Time of Placement. Add the following:

The supplier will provide concrete with a water cement ratio within the limits successfully tested and approved during the mix design process.

Section 1001.3(k)1. General Requirements. Revise first paragraph, by adding the following after the first sentence.

The plan must include the methods and sequence of placing concrete and provisions to monitor air temperature, relative humidity, and wind speed and how deck location conditions will be predicted during anticipated duration of the pour to maintain conditions at the point of placement within the limitations of Section 1001.3(k)6.

Add to fourth (4th) paragraph:

Do not float finish fresh concrete for bridge decks, except where needed at gutter line, scuppers, expansion dams, or isolated locations on the deck for required grade.

Section 1001.3(k)4.b Determining QC and Acceptance Testing Location. Revise entirely to read:

Acceptance testing will be conducted from samples obtained at the point of placement.

Section 1001.3(k)6. Bridge Decks. Revise first (1st) paragraph to read:

At least 2 weeks before concrete deck placement, schedule a deck pre-placement meeting to review the specification, method and sequence of placing deck concrete, quality control testing, and method of protective measures to control the concrete evaporation rate. Place concrete at a concrete temperature of between 10 °C and 27 °C (50 °F and 80 °F). Provide the necessary equipment and determine the evaporation rate before starting deck placement and every hour during the placement. The evaporation rate for exposed finished concrete is determined using ACI 305R-91, Figure 2.1.5. The allowable evaporation Rate for exposed finished concrete will not exceed 0.0071 kPa/hr (0.10 lbs./S.F./hr) of exposed surface for micro-silica concrete mix and 0.0088 kPa/hr. (0.15 lbs./S.F./hr) of exposed surface for all other concrete mix using the ACI 305R-91, Figure 2.1.5. The measurements for air temperature, relative humidity, and wind speed must be taken as near as possible to the final placement of the concrete. The measurements must be performed at least once per hour, beginning with the initial concrete placement. Additional measurements may be required by the contractor if changes in the atmospheric conditions occur, or as directed by the Representative. Have readily available and set-up for operation, at the bridge deck placement site, all remediation equipment and procedures as submitted and approved at the deck pre-placement meeting before starting the placement. If the value is exceeded, stop concrete placement until protective measures are taken to reduce the values to an acceptable level. Fog cure misting may be an acceptable method to mitigate an excessive evaporation rate. Use high pressure equipment that generates at least 8.3 MPa (1,204 pounds per square inch) at 8.3 L per minute (2.19 gallons per minute), or with low pressure equipment having nozzles capable of supplying a maximum flow rate of 6.3 L per minute (1.66 gallons per minute). Use nozzles that atomize droplets and can keep a large surface damp without causing water deposits. Apply the fog over the entire placement that is not covered by wet burlap. Fog cure misting may be used from concrete discharge to finishing area only to maintain the evaporation rate below the allowable value. Do not leave concrete exposed for extended duration. Place concrete 1.5 m to 2.5 m (5 feet to 8 feet) ahead of finishing machine to prevent any premature concrete drying.

Revise sixteenth (16th) paragraph to read:

Conduct operations behind the finishing machines or screeds from work bridges of rigid construction, not in contact with the surface of the concrete, set on rails and easily moved. Provide a smooth, accurate surface by the finishing machines. Do not float finish fresh concrete for bridge decks, except where needed at gutter line, scuppers, expansion dams, or isolated locations on the deck for required grade or to provide an adequate finish. Fog misting equipment is allowed on the finishing machine to maintain the evaporation rate below the allowable value.

Revise the eighteenth (18th) paragraph to read:

Perform straightedge testing and surface correction as specified in Section 501.3(k)3 while the concrete is workable. Check the bridge deck at 3000-millimeter (10.0 ft.) intervals with a 3000 millimeter (10.0 ft.) straightedge. After completing the straightedge testing and surface corrections, before the concrete becomes non-plastic, texture the surface as specified in Section 501.3(k)4. Cure the deck as specified in Section 1001.3(p)3.b. Apply wet burlap covers immediately following finishing and as specified in

Section 1001.3(p). Minimal marking of the fresh concrete is allowed. Maintain wet burlap application within 3 ½ m to 6 m (10 feet to 18 feet) behind the finishing equipment at all times.

Section 1001.3(p)1.b Curing Temperature. Revise by adding:

Control the temperature of Concrete placed for bridge decks and/or bridge beams at the time of placement and during the first 48 hours of cure after each pour or pour sequence to maintain a maximum temperature differential of 22 degrees F between the concrete and the mean beam temperature for each deck as determined by Hi-Lo Thermometers.

Section 1001.3(p)3.b Water Curing Revise the third (3rd) paragraph by adding:

Cure bridge deck for minimum of fourteen (14) days. Water cure according to the procedures as submitted and approved at the deck pre-placement meeting.

Section 1001.3(q)2.c Live Loads. Revise first (1st) paragraph as follows:

Do not allow power-operated buggies, diamond grinding, and diamond saw grooving to cross a deck until fourteen (14) days after the deck concrete in a span has been placed and then only if the combined weight of the equipment is less than 10,000 pounds and the deck concrete has attained a minimum compressive strength of 3,000 pounds per square inch.

Revise third (3rd) paragraph, last sentence as follows:

This authorization will be given as follows:

- A truck mixer not exceeding 8.0 kilometers/hour (5 m.p.h.) can be placed on the deck for construction of other concrete appurtenances when the concrete in the deck has attained a minimum strength of 23 MPa 3350 pound per square inch and after minimum seven (7) day wet cure. Only one truck will be allowed on the deck at a time in a span or continuous unit for each truck placement occurrence.
- Bridge deck open to traffic after a period of 14 days after placing the last deck concrete and a minimum deck concrete strength of 27.6 MPa (4000 pounds per square inch), and;
- After a period of seven (7) days after placing the last parapet concrete and a minimum parapet concrete strength of 21 MPa (3000 pounds per square inch) in parapets.

Revise fourth (4th) paragraph as follows:

Do not construct parapets on new decks until five (5) days after placing the deck concrete and then only if the deck concrete has attained a minimum compressive strength of 21 MPa (3,000 pounds per square inch).

Revise fifth (5th) paragraph as follows:

Do not permit trucks or heavy equipment to travel in a lane adjacent to parapets until seven (7) days after placing the parapet concrete and then only if the parapet concrete has attained a minimum compressive strength of 21 MPa (3000 pounds per square inch).

Section 1001.4 (a) Cement Concrete – Revise “Cement Concrete” to “High Performance Concrete” and add the following:

Reduction in payment due to deficiencies according to Section 110.1 as revised.

Section 110.10(b) Definitions. Revised as follows:

Definitions:

- F'(28-Day). The 28-day minimum mix design concrete compressive strength of 28 MPa (4000 psi).
- C28: Correction Factor for 28-day minimum mix design concrete compressive strength (MPa (psi)) as specified in Section 110.10 Table B "Correction Factor for Quality Index (QL)". Revise Table B Class of Concrete "AAA" to "High Performance Concrete."
- F'(c): 28-Day structural design concrete compressive strength of 4000 psi (28 MPa).

- Cc: Correction Factor for 28-day structural design concrete compressive strength (MPa (psi)), as specified in Section 110.10 Table B "Correction Factor for Quality Index (QL)". Revise Table B Class of Concrete "AAA" to "High Performance Concrete."

- F'(cs): 3500 psi (24 MPa)

- Ccs: Correction factor for minimum allowable concrete compressive strength (MPa (psi)) as specified in Section 110.10 Table B "Correction Factor for Quality Index (QL)". Revise Table B Class of Concrete "AAA" to "High Performance Concrete."

Delete Table A, "Minimum Concrete Compressive Strength Requirements."

Section 110.10(d) Evaluation, Disposition, and Payment of Low Strength Cement Concrete Using Concrete Core Specimens. Revised as follows:

Revise Table B "Correction Factor for Quality Index (QL)", Class of Concrete "AAA" to "High Performance Concrete" and use the existing assigned Correction Factors (Cx).

Section 110.10(d)1.a PWL F'(cs). Revised as follows:

The percent tolerance relative to F'(cs), PWL F'(cs), will be calculated in accordance with Section 106.3(a)3 (except the corrected Quality Index Q'L, as specified in Table B, will be used in place of QL) using F'(cs) value for specified High Performance Concrete placement mix, as the lower limit and the core strengths as lot measurements.

Revise Second Bullet Point, Second Sentence as follows:

Remove and replace deficient lot of High Performance Concrete placement mix, at no additional cost to the Department, unless otherwise directed, in writing, by the Representative.

Section 110.10(d)2.b PWL F'(28-day). Revised as follows:

The percent tolerance relative to F'(28-day), PWL F'(28-day), will be calculated in accordance with Section 106.3(a)3 (except the corrected Quality Index Q'L, as specified in Table B, will be used in place of QL) using the 28-day minimum compressive strength requirement for the specified High Performance Concrete placement mix, as the lower limit and the core strengths as lot measurements.

MEASUREMENT AND PAYMENT - Cubic Yard. This work is a component of item 8030-0002 As-Designed Bridge Structure.

00 - ITEM 0609-0009 - EQUIPMENT PACKAGE

Addendum:

Associated Item(s): 0609-0009

Header:

ITEM 0609-0009 - EQUIPMENT PACKAGE

Provision Body:

Table A

EQUIPMENT PACKAGE	
Equipment	Quantity
Communications Equipment	
Copier (1)	1
Fax Machine (1)	1
Cellular Phone(s)	2

Electronic Equipment	
Digital Camera	1
Document Scanner (2)	
Laser Printer (2)	
Color Printer (2)	
Specialized Equipment	
Surveyor's Level & Measuring Rod	
Electronic Digitizer	
Digital Display Level	0
Infrared Thermometer	0
Laser Range Finder	
Paper Shredder	
Miscellaneous Items	
Internet Service Provider	Yes
Computer Media	Yes
Toners/Cartridges	Yes

(1) Unless otherwise approved, a multifunction machine may not be furnished in lieu of a separate copier and fax.

(2) Unless otherwise approved, a multifunction machine may not be furnished in lieu of a separate scanner, laser printer and color printer.

Microcomputer Systems. A total of one (1) microcomputer systems will be used on the project.

This information is being provided to assist Bidders in meeting the requirements of Section 609.2(f), Internet Service, and Section 609.2(g), Miscellaneous Materials.

Microcomputer systems may be furnished by the Department. If microcomputer systems are to be furnished by the Contractor, as part of the construction Contract, the bid will include applicable, 0688-XXXX bid items. When indicated, furnish microcomputer systems meeting the requirements of Section 688.

00 - ITEM 0901-0001 - MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION

Addendum:

Associated Item(s): 0901-0001

Header:

ITEM 0901-0001 - MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION

Provision Body:

In accordance with Section 901 and as follows:

All detour signs that are part of the existing Pineville Road detour are to be removed and returned to the Bucks County Maintenance Department prior to the installation of the proposed detour signing.

Provide all signs with Type VII nonfluorescent orange reflective sheeting.

Provide barricades with Type VII nonfluorescent orange and white reflective sheeting.

Designate an individual (or individuals) as Traffic Control Supervisor(s) responsible for the maintenance and protection of traffic items. Furnish to the Department, the Pennsylvania State Police, the local police, the local fire department (s), the county emergency control, and the local school district(s) the name(s), address(s) and telephone(s) of the Traffic Control Supervisor(s). Have the Traffic Control Supervisor(s) available at all times. Be responsible for the maintenance and protection of traffic items for the entire duration of the project, 24 hours per day, 7 days a week. Have the Traffic Control Supervisor(s) make a daily review of all devices and traffic control operations. Undertake immediate remedial action of all deficiencies noted to the satisfaction of the Inspector In Charge. Document in a diary, kept current at all times, all daily field views and corrective action taken pertaining to maintenance and protection of traffic.

Close SR 2103 to through traffic for the life of this construction.

Provide detour signing in accordance with the Traffic Control Plan.

Erect all barricades and warning signs prior to commencement of construction operations. Provide sufficient number of Type III Barricades at the points of closure, as directed. Extend the Type III Barricades completely across the roadway.

Contact the District 6-0 Press Office a minimum of 14 days prior to setting up the detour and again 4 days prior to closure of the roadway.

Cover any signs that conflict with the Traffic Control Plan. Use rubber roofing material - Ethylene Propylene Diene Monomer (EPDM) having a thickness of 0.045 inch or any other material approved by the Inspector-In-Charge and Traffic Unit to cover the entire sign. Stabilize and fasten this material to the sign with either plastic or wood to prevent any movement. Do not deface or damage the sign face using this procedure.

Contact the local municipalities, local school districts, Pennsylvania State Police, the local police, the local fire departments, the local ambulance services, the county emergency control, PennDOT Permits Unit and the post office 14 days prior to detouring traffic. Provide documentation of the notification to the Inspector In Charge.

With the detour route in place, close SR 2103 by placing "Road Closed" signs. Complete all construction on SR 2103 for this project while traffic is being detoured.

Use flaggers for any temporary, intermittent interruptions to traffic.

Maintain traffic to the points of closure in each direction at all times except for temporary intermittent interruptions by use of flaggers.

Have all vehicles entering and leaving the work area do so in a manner that is not hazardous to or does not interfere with highway traffic.

Upon Completion of the project, and at the direction of the Engineer remove all detour signing and temporary devices.

MEASUREMENT AND PAYMENT – Lump Sum

00 - ITEM 4204-0100 - CLASS 3 EXCAVATION MODIFIED

Addendum:

Associated Item(s): 4204-0100

Header:

ITEM 4204-0100 – CLASS 3 EXCAVATION MODIFIED

Provision Body:

DESCRIPTION – This work involves over-excavation of the area below the bottom of footing elevations as shown on the drawings to achieve suitable bearing material and/or the required 1.5 feet embedment below top of rock.

CONSTRUCTION – In accordance with Section 204.3 and as follows:

Excavate the foundation at the bottom of the footing elevations, as shown on the drawings. Each foundation should bear a minimum of 1.5 feet below top of rock.

In areas where the footings are not a minimum of 1.5 feet into rock, over-excavate to an elevation 1.5 feet below top of rock. Have the Department's Geotechnical Representative determine the suitability of the exposed foundation material. Clean the foundation free from loose and deleterious materials and if necessary, excavate further to the depth and lateral extent directed.

Excavate using standard excavation equipment. Blast operations are not permitted.

Have any over-excavation limits approved by the Department's Geotechnical Representative.

MEASUREMENT AND PAYMENT – Cubic Yard. Measured from the bottom of the indicated footing elevation to the bottom of the over-excavation.

00 - ITEM 4619-0470 - PERM IMPACT ATTENUATING DEVICE, T II, TL3 (ENERGY ABSORBING TERMINALS, TANGENT) MOD

Addendum:

Associated Item(s): 4619-0470

Header:

ITEM 4619-0470 - PERMANENT IMPACT ATTENUATING DEVICE, TYPE II, TEST LEVEL 3 (ENERGY ABSORBING TERMINALS, TANGENT) MODIFIED

Provision Body:

DESCRIPTION – This work is furnishing and installing of permanent impact attenuating devices, including all appurtenances and hardware, as indicated and in accordance with Section 619.

MATERIAL – In accordance with Sections 619.2 and as follows:

Paint

Inorganic, zinc-rich paint of federal color no. 20040, "National Park Service Brown", Federal Catalog no. 595.

CONSTRUCTION – In accordance with Section 619.3 and as follows:

Per RC-52M, Sheet 1 of 7, Note 10 – When the 2'-0" minimum clearance from the rear face of the guide rail to the fill slope break cannot be maintained, provide strong posts that are a minimum of 1'-0" longer.

MEASUREMENT AND PAYMENT – Each

In accordance with Section 619.4

00 - ITEM 4620-0012 - THRIE-BEAM TO PA TYPE 10M BRIDGE BARRIER TRANSITION W/O INLET PLACEMENT MODIFIED

Addendum:

Associated Item(s): 4620-0012

Header:

ITEM 4620-0012 – THRIE-BEAM TO PA TYPE 10M BRIDGE BARRIER TRANSITION W/O INLET PLACEMENT MODIFIED

Provision Body:

DESCRIPTION – This work is construction of new guide rail of the type indicated, including all appurtenances and hardware and in accordance with Section 620.

MATERIAL – In accordance with Section 620.2 and as follows:

Paint

Inorganic, zinc-rich paint of federal color no. 20040, “National Park Service Brown”, Federal Catalog no. 595.

CONSTRUCTION – In accordance with Section 620.3 and as follows:

Per RC-52M, Sheet 1 of 7, Note 10 – When the 2-0” minimum clearance from the rear face of the guide rail to the fill slope break cannot be maintained, provide strong posts that are a minimum of 1-0” longer.

MEASUREMENT AND PAYMENT – Each

In accordance with Section 620.4

00 - ITEM 4620-0862 - TYPE 2-S POST ANCHORAGE MODIFIED

Addendum:

Associated Item(s): 4620-0862

Header:

ITEM 4620-0862 - TYPE 2-S POST ANCHORAGE MODIFIED

Provision Body:

DESCRIPTION – This work is construction of new guide rail of the type indicated, including all appurtenances and hardware and in accordance with Section 620.

MATERIAL – In accordance with Section 620.2 and as follows:

Paint

Inorganic, zinc-rich paint of federal color no. 20040, “National Park Service Brown”, Federal Catalog no. 595.

CONSTRUCTION – In accordance with Section 620.3 and as follows:

Per RC-52M, Sheet 1 of 7, Note 10 – When the 2-0” minimum clearance from the rear face of the guide rail to the fill slope break cannot be maintained, provide strong posts that are a minimum of 1-0” longer.

MEASUREMENT AND PAYMENT – Each

In accordance with Section 620.4

00 - ITEM 4620-1075 - TYPE 2-S GUIDE RAIL MODIFIED

Addendum:

Associated Item(s): 4620-1075

Header:

ITEM 4620-1075 – TYPE 2-S GUIDE RAIL MODIFIED

Provision Body:

DESCRIPTION – This work is construction of new guide rail of the type indicated, including all appurtenances and hardware and in accordance with Section 620.

MATERIAL – In accordance with Section 620.2 and as follows:

Paint

Inorganic, zinc-rich paint of federal color no. 20040, “National Park Service Brown”, Federal Catalog no. 595.

CONSTRUCTION – In accordance with Section 620.3 and as follows:

Per RC-52M, Sheet 1 of 7, Note 10 – When the 2-0” minimum clearance from the rear face of the guide rail to the fill slope break cannot be maintained, provide strong posts that are a minimum of 1-0” longer.

MEASUREMENT AND PAYMENT – Linear Foot

In accordance with Section 620.4

00 - ITEM 9309-0001 - SAWCUT EXISTING PAVEMENT

Addendum:

Associated Item(s): 9309-0001

Header:

ITEM 9309-0001 - SAWCUT EXISTING PAVEMENT

Provision Body:

DESCRIPTION – This work is the sawcutting of existing bituminous pavement to a neat even edge line.

CONSTRUCTION – Provide a machine suitable for cutting of bituminous pavement to the required depth. The machine must be capable of cutting a straight line and leaving a neat even edge.

Provide a qualified operator trained for the operation of the specific machine being used.

Cut along the edge of pavement line or at the stage construction limits to full depth of the existing pavement as required leaving a neat vertical edge.

MEASUREMENT AND PAYMENT – Linear Foot.

00 - ITEM 9849-0001 - ROCK CONSTRUCTION ENTRANCE

Addendum:

Associated Item(s): 9849-0001

Header:

ITEM 9849-0001 - ROCK CONSTRUCTION ENTRANCE

Provision Body:

DESCRIPTION -

This work is the construction, maintenance, and removal of rock construction entrance.

MATERIAL -

Aggregate AASHTO No. 1 – Section 703.2

Geotextile Class 2, Type A – Section 735

CONSTRUCTION -

Class 1 Excavation in accordance with Section 203

Class 2 Excavation in accordance with Section 204

Placing Stockpiled Topsoil in accordance with Section 803

ROCK CONSTRUCTION ENTRANCE - The Pennsylvania Department of Environmental Protection (PA DEP) has granted A Water Obstruction and Encroachment General Permit 11, Chapter 105 permit allowing construction and removal of rock construction entrances as indicated.

Conduct all operations in accordance with the PA DEP permit, in addition to the provisions contained herein.

Construct as shown on the Standard Drawings, as indicated, and as follows:

Construct the rock construction entrance by excavating in accordance with Section 203.3, and forming embankment in accordance with Section 206.3. When directed, place additional rock to satisfactorily maintain the rock construction entrance.

Place the geotextiles, in accordance with Section 212.

Provide satisfactory drainage through the rock construction entrance.

When the construction entrance is no longer needed, as directed, remove the entrance and restore the area to pre-existing condition, to the satisfaction of the Engineer.

MEASUREMENT AND PAYMENT – Lump Sum

Includes construction, repair, maintenance, removal of rock construction entrance, restoration of the area to pre-existing condition, Class 1 excavation, Class 2 excavation, geotextile and placing stockpiled topsoil.

00 - ITEM 9936-0001 - INSTALLATION OF THE PINEVILLE BRIDGE MILE MARKER

Addendum:

Associated Item(s): 9936-0001

Header:

ITEM 9936-0001 - INSTALLATION OF THE PINEVILLE BRIDGE MILE MARKER

Provision Body:

DESCRIPTION – This work is the construction and installation of a reinforced concrete pedestal base and historic mile marker as indicated.

MATERIAL – In accordance with Section 1001.2.

CONSTRUCTION – In accordance with Section 1001.03, as indicated on the plans and as follows:

An historic mile marker has been removed from the original bridge and is being restored. The mile marker will be provided at the pre-construction meeting.

Install the mile marker in a concrete base pedestal as indicated on the plans.

MEASUREMENT AND PAYMENT – Lump Sum

Includes all excavation, backfill, concrete and reinforcement materials and construction, and transportation and installation of the mile marker.

00 - PA TYPE 10M BRIDE BARRIER, MODIFIED

Addendum:

Associated Item(s):

Header:

PA TYPE 10M BRIDE BARRIER, MODIFIED

Provision Body:

DESCRIPTION – This work is construction of PA Type 10M Bridge Barrier, including all appurtenances and hardware and in accordance with Section 1088.

MATERIAL – In accordance with Section 1088.2 and as follows:

Paint

Inorganic, zinc-rich paint of federal color no. 20040, "National Park Service Brown", Federal Catalog no. 595.

CONSTRUCTION – In accordance with Section 1088.3

MEASUREMENT AND PAYMENT – LF

In accordance with Section 1088.4

00 - PART B – SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS FOR S-30871

Addendum:

Associated Item(s):

Header:

PART B – SPECIAL DRAWINGS AND SPECIAL DESIGN REQUIREMENTS FOR S-30871

Provision Body:

1. Design alternate structures as specified and in accordance with applicable Strike-Off Letters.
2. Design the structure for Seismic Zone 2 in accordance with PennDOT Design Manual Part 4 and AASHTO LRFD Bridge Design Specifications.
3. Do not change roadway alignments from the as-designed structure.
4. Do not change the location of the abutment beam seats or wingwalls.
5. Do not change substructure skew, span, hydraulic opening, roadway profile, or cross sections from as-designed structure.
6. Do not change the wingwall configurations shown in the "as-designed" structure.
7. Maintain same curb-to-curb bridge width as "as-designed" structure. Provide same bridge barriers as shown on "as-designed" plans, maintaining same out-to-out bridge width.
8. Provide PA Type 10M barrier, with the concrete portion of the barrier constructed as Cast-in-Place. Place the 10M concrete portion of the barrier after the full-depth of a deck slab is in place and cured. The finish coat on the Type 10M barrier is to be federal color no. 20040, "National Park Service Brown", Federal Catalog No. 595.
9. Construct cast-in-place barriers.

10. Do not use lightweight concrete.
11. Stay- in- place form systems other than that shown on BC-732M will be accepted by the Department if they are determined to be the equivalent to the system shown on BC-732M.
12. Precast concrete diaphragms are not permitted.
13. Provide concrete wingwalls and scour protection equivalent to the "As-Designed" structure.
14. Do not use vibrating screed type finishing machines on the bridge deck.
15. Do not use deck joints.
16. Provide no less than four beams on the alternate superstructure.
17. If the steel alternate is selected, paint the structural steel in accordance with Section 1060 and the Contract Special Provisions.
18. If steel I-shaped girders are selected, they can be hybrid girders, or any standard shape, or standard shapes modified in depth and/or configuration to fit the proposed design concept.
19. Erection methods are open, but submit to the Project Manager for approval. Temporary erection stresses not to exceed the design stresses.
20. Do not use steel box girders.
21. An alternate substructure is not allowed. The abutment locations may not be changed in an alternate design structure.
22. The Department reserves the right to reject alternate designs for aesthetic reasons or quality of product, as determined solely by the Department.
23. Do not blast to excavate or place the bridge footings.
24. Provide a complete set of computations for the alternate designs. Include the designs of the superstructure, all substructure elements and their foundations. Provide all documentation for all loadings applicable to the alternate designs. Do not use references to the "as- designed" calculations. Reproduce any information contained in the computations for the "as- designed" structure if it is to be included in the alternate designs.
25. Prepare alternate design plans using English (US) units.
26. Use composite design for superimposed dead loads and live loads.
27. Use the same design loads, methods, grade of reinforcement and class of concrete as indicated for the "as- designed" structure.
28. Shop drawings for elastomeric bearing pads are not required.
29. Submit shop drawings for approval by the District Bridge Engineer only after pertinent design drawings are approved.

Performance Bonds

Surety Company: Hudson Insurance Company
Bonding Agency: Allegheny Surety Agency, Inc.
Producer: Jim C Carlins/PennDOT BP-002433
Co-Insurer: No

Status: Accepted
Bond Number: ASA1659-4905
Bond Amount: \$683,552.94
NAIC: 25054

KNOW ALL MEN BY THESE PRESENTS, That we, *Professional Construction Contractors Inc.* of 4220 Myriah Ct. , Bethlehem, PA 18020 as PRINCIPAL, and Hudson Insurance Company a corporation, as SURETY, are held and firmly bound unto the Commonwealth of Pennsylvania in the full and just sum of \$683,552.94, lawful money of the United States of America, to be paid to the said Commonwealth of Pennsylvania, or it assigns, to which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents.

Sealed with our respective seals and dated this 21 day of September A.D. 2012.

Whereas, the above bounden PRINCIPAL has undertaken to contract with the said Commonwealth of Pennsylvania, by and through the Secretary of Transportation covering the work identified below for approximately the sum of the bond amount defined above.

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF (0.095 miles) as indicated on the approved drawings included in the bid package.

and

WHEREAS, it was one of the conditions of the award of the Secretary of Transportation, acting for and on behalf of the Commonwealth of Pennsylvania, pursuant to which said contract was undertaken by the PRINCIPAL that these presents should be executed, to become binding upon the date the said contract is approved for the office of Budget, by the Comptroller.

NOW, THEREFORE, The conditions of this obligation is such that if the above bounden PRINCIPAL, as Contractor, shall in all respects comply with and faithfully perform the terms and conditions of said contract, and his, their, or its obligations thereunder, including the plans, specifications, and conditions therein referred to and made a part thereof, and such alterations as may be made in said specifications as therein provided for, and shall well and truly, and in a manner satisfactory to the Commonwealth of Pennsylvania, complete the work contracted for, and shall save harmless the Commonwealth of Pennsylvania from any expense incurred through the failure of said contractor to complete the work as specified, or for any damages growing out of the carelessness and/or negligence of said contractor or his, their, or its servants.

And shall save and keep harmless the said Commonwealth of Pennsylvania against and from all losses to it from any cause whatsoever, including patent, trademark, and copyright infringements, in the manner of constructing said section of roadway; then this obligation to be void or otherwise to be and remain in full force and virtue.

It is further provided that any alteration which may be made in the terms of the contract or in the work to be done under it or the giving by the Commonwealth of any extension of time for the performance of the contract or any other forbearance on the part of either the Commonwealth or the PRINCIPAL to the other shall not in any way release the PRINCIPAL and the SURETY or SURETIES or either or any of them, their heirs, executors, administrators, successors or assigns, from their liability hereunder, notice to the SURETY or SURETIES of any such alteration, extension, or forbearance being hereby waived.

IN WITNESS WHEREOF, the said PRINCIPAL and SURETY have duly executed this Bond under seal the day and year first above written.

Attorney-in-Fact Certification

*The undersigned attorney-in-fact by executing this Performance Bond certifies that he/she is licensed with the company named as surety for this bond and that to the best of his/her knowledge the said surety is licensed with the Pennsylvania Insurance Department.

Bond Workflow Status

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:36:25 PM
Producer Review	Jim C Carlins/PennDOT BP-002433	Sign	09/21/2012 10:40:07 AM
Contractor Review	Brian F Federico/PennDOT BP-001699	Sign	09/25/2012 02:08:53 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	09/25/2012 09:44:17 AM

Payment Bonds

Surety Company: Hudson Insurance Company
Bonding Agency: Allegheny Surety Agency, Inc.
Producer: Jim C Carlins/PennDOT BP-002433
Co-Insurer: No

Status: Accepted
Bond Number: ASA1659-4905
Bond Amount: \$683,552.94
NAIC: 25054

KNOW ALL MEN BY THESE PRESENTS, That we, *Professional Construction Contractors Inc. of 4220 Myriah Ct. , Bethlehem, PA 18020* as PRINCIPAL, and Hudson Insurance Company a corporation, as SURETY, are held and firmly bound unto the Commonwealth of Pennsylvania in the full and just sum of \$683,552.94, lawful money of the United States of America, to be paid to the said Commonwealth of Pennsylvania, or it assigns, to which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents.

Sealed with our respective seals and dated this 21 day of September A.D. 2012.

Whereas, the above bounden PRINCIPAL has undertaken to contract with the said Commonwealth of Pennsylvania, by and through the Secretary of Transportation covering the work identified below for approximately the sum of the bond amount defined above.

The description and location of the project is as follows: The bridge replacement proposed is a 45 ft simple span precast concrete Next Beam Bridge on a two lane roadway with 10 ft lanes, minor approach reconstruction, guiderail upgrades, and pavement marking improvements and other miscellaneous construction all as indicated on the drawings approved January 30, 2012 for STATE ROUTE 2103, SECTION 01B, in BUCKS COUNTY BUCKINGHAM TOWNSHIP from approximately 250 ft south of New Hope Road at segment 0020 offset 3078 to approximately 500 ft north of New Hope Road at segment 0030 offset 0373 within a length of 500 LF (0.095 miles) as indicated on the approved drawings included in the bid package.

and

WHEREAS, it was one of the conditions of the award of the Secretary of Transportation, acting for and on behalf of the Commonwealth of Pennsylvania, pursuant to which said contract was undertaken by the PRINCIPAL that these presents should be executed, to become binding upon the date the said contract is approved for the office of Budget, by the Comptroller.

NOW, THEREFORE, The conditions of this obligation is such that if the above bounden PRINCIPAL shall and will promptly or cause to be paid in full all sums of money which may be due by contractor or corporation, for all materials furnished or labor supplied or performed in the prosecution of the work, whether or not the said material or labor entered into and became component parts of the work or improvement contemplated, and for rental of the equipment used and services rendered by public utilities, or in connection with, the prosecution of such work, then this obligation to be void, otherwise to remain in full force and effect.

The PRINCIPAL and SURETY hereby, jointly and severally, agree with the obligee herein that any individual, firm, partnership, association or corporation, which has performed labor or furnished material in the prosecution of the work as provided, and any public utility which has rendered services in, or in connection with, the prosecution of such work, and which has not been paid in full therefor, may sue assumpsit on this Payment Bond in his, their, or its own name and may prosecute the same to final judgement for such sum or sums as may be justly due to him, them, or it, and have execution thereon. Provided, however, that the Commonwealth shall not be liable for the payment of any costs or expenses of such suit.

Recovery by any individual, firm, partnership, association or corporation hereunder shall be subject to the provisions of the "Public Works Contractors' Bond Law of 1967", Act No. 385, approved December 20, 1967, P.L. 869, which Act shall be incorporated herein and made a part hereof, as fully and completely as though its provisions were fully and at length herein recited.

It is further provided that any alteration which may be made in the terms of the contract or in the work to be done or material to be furnished or labor to be supplied or performed under it or the giving by the Commonwealth of any extension of time for the performance of the contract or any other forbearance on the part of either the Commonwealth or the Principal to the other shall not in any way release the PRINCIPAL and the SURETY or SURETIES or either or any of them, their heirs, executors, administrators, successors or assigns, from their liability hereunder, notice to the SURETY or SURETIES of any such alteration, extension, or forbearance being hereby waived.

IN WITNESS WHEREOF, the said PRINCIPAL and SURETY have duly executed this Bond under seal the day and year first above written.

Attorney-in-Fact Certification

*The undersigned attorney-in-fact by executing this Payment Bond certifies that he/she is licensed with the company named as surety for this bond and that to the best of his/her knowledge the said surety is licensed with the Pennsylvania Insurance Department.

Bond Workflow Status

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:33:40 PM
Producer Review	Jim C Carlins/PennDOT BP-002433	Sign	09/21/2012 10:37:12 AM
Contractor Review	Brian F Federico/PennDOT BP-001699	Sign	09/25/2012 02:07:51 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	09/25/2012 09:43:57 AM

Insurance

Hampson Mowrer Kreitz Agency

54 S Commerce Way
Ste 150
Bethlehem, PA 18017

Company: Cincinnati Insurance Company
Policy: CPP0814635
Expiration: 04/01/2013

MBE/WBE Commitments

MBE/WBE: 3% / 3%

Approved: 5.85% / 4.82%

Perform Less Than 50% of Work Items: No

MPL Evaluation: No

Status	Business Partner	Business	% of Bid	Submitted	Acknowledged
Approved	Alexson Supply, Inc.	Regular Dealer	3.09%	09/18/2012	09/18/2012
Approved	Established Traffic Control, Inc.	Subcontractor	1.34%	09/18/2012	09/18/2012
Approved	Guidemark, Inc.	Subcontractor	0.39%	09/18/2012	09/18/2012
Approved	Sanders Construction Co. Inc.	Subcontractor	5.85%	09/18/2012	09/18/2012

Alexson Supply, Inc.

Prime

Contact: brian federico
Phone: 610-972-5959
MBE/WBE: 3% / 3%

Status: Approved
Revision Number:

MBE/WBE

Business Partner: Alexson Supply, Inc.
Type: WBE
Contact: dennis
Phone: 610-497-7760
DBE JVT%:
Certification: 10687
Cert. Expiration: 04/30/2015

Agreement Amount: \$21,145.60
% of Bid: 3.09
Mobilization: \$0.00
Starting: 11/30/2012
Completion: 02/13/2013
Business Type: Regular Dealer

Items

None

Partial Items

Item	Description	Unit of Measure	Quantity
1002-0053	REINFORCEMENT BARS, EPOXY COATED	LB	22,437.000
1002-0053	REINFORCEMENT BARS, EPOXY COATED	LB	22,437.000
1002-0001	REINFORCEMENT BARS	LB	5,553.000
1002-0001	REINFORCEMENT BARS	LB	5,553.000

Comment

None

Workflow

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 09:44:06 AM
Awaiting Acknowledgement	Constance Mcgough Macolino/PennDOT BP-000894	Acknowledge	09/18/2012 12:33:17 PM
Acknowledged	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:51:52 PM
PennDOT Review	Delores A Ritzman/PennDOT	Approve	09/19/2012 08:07:48 AM

Established Traffic Control, Inc.

Prime

Contact: brian federico
Phone: 610-972-5959
MBE/WBE: 3% / 3%

Status: Approved
Revision Number:

MBE/WBE

Business Partner: Established Traffic Control, Inc.
Type: WBE
Contact: kevin
Phone: 215-997-8801
DBE JVT%:
Certification: 12119
Cert. Expiration: 04/30/2014

Agreement Amount: \$9,134.25
% of Bid: 1.34
Mobilization: \$0.00
Starting: 11/30/2012
Completion: 04/30/2013
Business Type: Subcontractor

Items

Item	Description	Unit of Measure	Quantity
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	LS	1.000

Partial Items

None

Comment

None

Workflow

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 09:52:07 AM
Awaiting Acknowledgement	Kevin McFadden/PennDOT BP-002897	Acknowledge	09/18/2012 10:11:30 AM
Acknowledged	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:51:52 PM
PennDOT Review	Delores A Ritzman/PennDOT	Approve	09/19/2012 08:08:08 AM

Guidemark, Inc.

Prime

Contact: brian federico
Phone: 610-972-5959
MBE/WBE: 3% / 3%

Status: Approved
Revision Number:

MBE/WBE

Business Partner: Guidemark, Inc.
Type: WBE
Contact: david
Phone: 215-721-7100
DBE JVT%:
Certification: 11706
Cert. Expiration: 03/31/2014

Agreement Amount: \$2,682.00
% of Bid: 0.39
Mobilization: \$0.00
Starting: 11/30/2012
Completion: 04/30/2013
Business Type: Subcontractor

Items

Item	Description	Unit of Measure	Quantity
0962-1005	4" YELLOW WATERBORNE PAVEMENT MARKINGS	LF	894.000

Partial Items

None

Comment

None

Workflow

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 09:57:18 AM
Awaiting Acknowledgement	Nancy E Dolinar/PennDOT BP-000759	Acknowledge	09/18/2012 11:53:43 AM
Acknowledged	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:51:53 PM
PennDOT Review	Delores A Ritzman/PennDOT	Approve	09/19/2012 08:06:33 AM

Sanders Construction Co. Inc.

Prime

Contact: brian federico
Phone: 610-972-5959
MBE/WBE: 3% / 3%

Status: Approved
Revision Number:

MBE/WBE

Business Partner: Sanders Construction Co. Inc.
Type: MBE
Contact: sing
Phone: 717-486-5930
DBE JVT%:
Certification: 10806
Cert. Expiration: 08/31/2009

Agreement Amount: \$40,000.00
% of Bid: 5.85
Mobilization: \$0.00
Starting: 11/30/2012
Completion: 04/25/2013
Business Type: Subcontractor

Items

None

Partial Items

Item	Description	Unit of Measure	Quantity
8030-0002	BRIDGE STRUCTURE AS DESIGNED, S-30871	LS	1.000

Comment

None

Workflow

Status	Name	Disposition	Date/Time
Draft	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 10:01:40 AM
Awaiting Acknowledgement	Msanders Milagrossanders/PennDOT BP-000795	Acknowledge	09/18/2012 10:26:42 AM
Acknowledged	Brian F Federico/PennDOT BP-001699	Submit	09/18/2012 03:51:53 PM
PennDOT Review	Delores A Ritzman/PennDOT	Approve	09/19/2012 08:08:36 AM

Plans

Plans **Addendum**

Roadway Plan - 2012-1-30

Supplemental Plans

Cross Section - 2012-1-30

Erosion and Sediment Pollution Control Plan

Right-of-Way Plan - 2011-8-17 Recorded Title Sheet

Signing and Pavement Marking Plan

Structure Plan - 2012-1-20

2

Traffic Control Plan

Attachments

Project-Specific Checklist Items

Addendum

Project Specific - D.E.P. General Permit - GP110911308

Project Specific - Steel Escalation Option

Project Specific - ARCHITECTURAL SURFACE TREATMENT - Rendering

Project Specific - ARCHITECTURAL SURFACE TREATMENT - Stone Pattern Photo

Reviews

None

Contract Award Items

State Wage Rate - Including General Notes

Local Agreements and Coordination

None

Environmental Clearances

None

Permits

Environmental Due Diligence (EDD) - Contractor

Environmental Due Diligence (EDD) - PennDOT - 2011-12-27

US Army Corps of Engineers Section 404 Permit - 2011-10-20

Right of Way

None

Survey

None

Utilities Clearance

None

Utility Engineering

None

Construction Items

Pre-Bid Construction Schedule - 2012-8-20

3

Structures and Geotechnical

None

Railroad Coordination

None

Traffic

None

Construction Coordination

None

Maintenance Items

None

Estimates

None

Comments: