

ECMS Highway Construction

Contract: 83027

Fahs Construction Group XX-XXXXXXX

Binghamton

607-724-1835 (phone)

607-724-7381 (fax)

Jschutt@fahsconstruction.com

Prime Business Partner

LackawannaCounty

SR 11, Section 253

SR 0011 over SR 8025

Location

T042-468-L1CE

Federal Project

P-40001107253-0420-362-1

WBS Element

October 4, 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 Addendum is As follows:

Addendum No. 1, **A1,** dated 10/01/2012

THIS AGREEMENT, Made this *13* day of *November* A.D. *2012*, between the Commonwealth of Pennsylvania by the Secretary of Transportation, hereinafter called the Commonwealth and *Fahs Construction Group* his, hers, its or their executors, administrators, successors, or assigns, hereinafter called the Contractor.

W I T N E S S E T H:

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 *\$2,233,000.00* and such other items as are mentioned in the Contractor's original proposal, which proposal and prices named, together with Publication 408/2011-2 - 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:

For the rehabilitation and improvement of a certain section of STATE HIGHWAY in LACKAWANNA COUNTY, CITY OF SCRANTON, Commonwealth of Pennsylvania, SR 00011, SECTION 253 From a point approximately 524 linear feet from the intersection with Jefferson Ave at Segment 0182 Offset 0852 (Station 5+24.76) to a point approximately 165 linear feet from the intersection with Front Street at Segment 0182 offset 0166 (Station 12+10.74) For the rehabilitation of an existing structure consisting of removal and replacement of the existing concrete bridge deck with a reinforced cement concrete bridge deck; neoprene strip seal dams, abutment repairs, beam repairs, bridge lighting, full depth bituminous approach work, pavement markings, drainage and traffic control all contained within an overall project length 735.98 linear feet (0.139 mile) 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 10/08/2014. 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: 83027
Certified Fund Available Under Activity Program: 362/612

Symbol: 010-008-26185/10582-12/13-2/1

Amount: \$2,233,000.00

Contract Workflow Status

Status	Name	Disposition	Date/Time
Draft	Douglas A Nace/PennDOT	Award	10/16/2012 10:48:38 AM
Contractor Review	James R Gould/PennDOT BP-000987	Sign	10/17/2012 10:13:36 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	11/07/2012 03:48:52 PM
BOD Director Review	R. Wayne Willey/PennDOT	Sign	11/08/2012 02:59:02 PM
Chief Counsel Preliminary Review	Steven I Roth/PennDOT	Accept	11/09/2012 05:37:43 PM
Chief Counsel Final Review	Steven I Roth/PennDOT	Accept	11/09/2012 05:37:51 PM
Comptroller Review	Andrew K Peters/PennDOT	Accept	11/13/2012 10:52:13 AM
CMD Execute	Becki G Mescher-Vuxta/ PennDOT	Submit	11/14/2012 12:09:03 PM

Addenda

Addendum: 1

Description:

For the rehabilitation and improvement of a certain section of STATE HIGHWAY in LACKAWANNA COUNTY, CITY OF SCRANTON, Commonwealth of Pennsylvania, SR 00011, SECTION 253

From a point approximately 524 linear feet from the intersection with Jefferson Ave at Segment 0182 Offset 0852 (Station 5 +24.76) to a point approximately 165 linear feet from the intersection with Front Street at Segment 0182 offset 0166 (Station 12 +10.74)

For the rehabilitation of an existing structure consisting of removal and replacement of the existing concrete bridge deck with a reinforced cement concrete bridge deck; neoprene strip seal dams, abutment repairs, beam repairs, bridge lighting, full depth bituminous approach work, pavement markings, drainage and traffic control all contained within an overall project length 735.98 linear feet (0.139 mile) as indicated on the approved drawings included in the bid package.

Estimated Project: \$2,207,721.90
Federal Project Status: PENNDOT Oversight NHS
DBE: 2.00%
Structure Work: 66.00%
Wage Rates: Yes
Project Type: Standard
State Type of Work: DECK REHABILITATION
Prequalification Required: Yes
Pre-Bid Meeting: None
Scheduled Let: 10/04/2012 11:00:00 AM
New Let:
Let Date Move:
Anticipated NTP: 11/19/2012
Required Completion: 10/08/2014

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

Modify 0203-0004 CLASS 1B EXCAVATION

Add Item 1003-0005 Dowel Holes, 12"Depth

Add Item 9001-0332 MEDIAN CURB AND MEDIAN GUIDERAIL REMOVAL

Modify 9311-0524 WARM MIX ASPHALT (WMA) BASE COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 25.0 MM MIX, 5" DEPTH

Modify 9411-6550 WARM MIX ASPHALT (WMA) BINDER COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 19.0 MM MIX, 2.5" DEPTH

Special Provision

Add 00 - ITEM 1018-0050 REMOVAL OF PORTION OF EXISTING BRIDGE

Add 00- ITEM 9001-0332 MEDIAN CURB AND MEDIAN GUIDERAIL REMOVAL

Remove a07022 CHANGES TO SPECIFICATION: SECTION 107

Other

Add sketches for changes to structure sheets 2 and 39 of 39.

Add Sketch of summary sheet 10 of 20

Add sketch of MPT sheet 1 of 24

Bid Items

Item	Description	Quantity	Unit Price	Item Total	Addendum
0201-0001	CLEARING AND GRUBBING	1.000	\$1,500.00	\$1,500.00	
0203-0001	CLASS 1 EXCAVATION	739.000	\$35.50	\$26,234.50	
0203-0004	CLASS 1B EXCAVATION	243.000	\$40.50	\$9,841.50	1
0204-0150	CLASS 4 EXCAVATION	13.000	\$145.00	\$1,885.00	
0205-0281	SELECTED BORROW EXCAVATION, COARSE AGGREGATE, NO. 1	72.000	\$37.50	\$2,700.00	
0212-0001	GEOTEXTILE, CLASS 1	50.000	\$4.25	\$212.50	
0212-0014	GEOTEXTILE, CLASS 4, TYPE A	151.000	\$4.75	\$717.25	
0350-0108	SUBBASE 8" DEPTH (NO. 2A)	1,957.000	\$22.00	\$43,054.00	
0460-0001	BITUMINOUS TACK COAT	5,251.000	\$1.25	\$6,563.75	
0491-0013	MILLING OF BITUMINOUS PAVEMENT SURFACE, 2" DEPTH, MILLED MATERIAL RETAINED BY CONTRACTOR	1,645.000	\$9.00	\$14,805.00	
0601-0550	18" THERMOPLASTIC PIPE, GROUP VII, 12'-2' FILL, 100 YEAR DESIGN LIFE	4.000	\$160.00	\$640.00	
0601-7005	12" REINFORCED CONCRETE PIPE, TYPE A, 30' - 1.5' FILL	10.000	\$145.00	\$1,450.00	
0605-2731	TYPE M CONCRETE TOP UNIT AND BICYCLE SAFE GRATE	2.000	\$1,100.00	\$2,200.00	
0605-2858	TYPE 5 INLET BOX, HEIGHT < / = 10'	2.000	\$3,250.00	\$6,500.00	
0608-0001	MOBILIZATION	1.000	\$80,000.00	\$80,000.00	
0609-0003	INSPECTOR'S FIELD OFFICE AND INSPECTION FACILITIES, TYPE B	1.000	\$36,750.00	\$36,750.00	
0609-0009	EQUIPMENT PACKAGE	1.000	\$12,000.00	\$12,000.00	
0610-7002	6" PAVEMENT BASE DRAIN	50.000	\$45.00	\$2,250.00	
0619-0480	PERMANENT IMPACT ATTENUATING DEVICE, TYPE III, TEST LEVEL 3 (NON-ENERGY ABSORBING TERMINALS)	1.000	\$2,000.00	\$2,000.00	
0620-0010	TYPICAL AND ALTERNATE CONCRETE BRIDGE BARRIER TRANSITION WITHOUT INLET PLACEMENT	1.000	\$2,000.00	\$2,000.00	
0620-0014	THRIE-BEAM TO PA BRIDGE BARRIER TRANSITION	2.000	\$2,500.00	\$5,000.00	
0620-0500	RESET GUIDE RAIL	138.000	\$15.00	\$2,070.00	
0620-0503	REMOVE EXISTING GUIDE RAIL (CONTRACTOR'S PROPERTY)	413.000	\$4.00	\$1,652.00	
0620-0585	RUBBING RAIL	225.000	\$10.00	\$2,250.00	
0620-1075	TYPE 2-S GUIDE RAIL	113.000	\$25.00	\$2,825.00	
0620-1100	TYPE 2-SC GUIDE RAIL	138.000	\$40.00	\$5,520.00	
0623-0001	CONCRETE MEDIAN BARRIER	375.000	\$65.00	\$24,375.00	
0623-0123	TRANSITION, CONCRETE MEDIAN BARRIER, 32" HEIGHT, 24" TO 30 1/4" WIDTH	2.000	\$2,000.00	\$4,000.00	
4627-0001	TEMPORARY CONCRETE BARRIER (MODIFIED)	1,125.000	\$30.00	\$33,750.00	
4628-0001	RESET TEMPORARY CONCRETE BARRIER (MODIFIED)	2,425.000	\$10.00	\$24,250.00	
0630-0001	PLAIN CEMENT CONCRETE CURB	34.000	\$100.00	\$3,400.00	
0643-0001	TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED	600.000	\$65.00	\$39,000.00	
0644-0001	TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED, RESET	1,850.000	\$35.00	\$64,750.00	
0686-0061	CONSTRUCTION SURVEYING, TYPE D, MODIFIED	1.000	\$25,000.00	\$25,000.00	
0689-0002	NETWORK SCHEDULE	1.000	\$12,000.00	\$12,000.00	
0696-0639	TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD) TEST LEVEL 3	5.000	\$3,500.00	\$17,500.00	
0697-0639	RESET TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD) TEST LEVEL 3	9.000	\$1,000.00	\$9,000.00	
4804-0013	SEEDING AND SOIL SUPPLEMENTS - FORMULA D (MODIFIED)	5.000	\$225.00	\$1,125.00	
0806-0055	TURF REINFORCEMENT MAT	242.000	\$10.00	\$2,420.00	
0860-0000	INLET FILTER BAG FOR TYPE M INLET	2.000	\$235.00	\$470.00	

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0867-0012	COMPOST FILTER SOCK, 12" DIAMETER	209.000	\$7.50	\$1,567.50	
0901-0001	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	1.000	\$175,000.00	\$175,000.00	
0901-0210	TEMPORARY NONFLOWABLE RAISED PAVEMENT MARKERS	516.000	\$12.00	\$6,192.00	
0901-0240	ADDITIONAL TRAFFIC CONTROL SIGNS	20.000	\$13.00	\$260.00	
0901-0320	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	7,896.000	\$0.20	\$1,579.20	
0901-0330	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	12,738.000	\$0.20	\$2,547.60	
0901-0451	3-LINE CHANGEABLE MESSAGE SIGN WITHOUT TELECOMMUNICATIONS	2.000	\$15,000.00	\$30,000.00	
0937-0113	GUIDE RAIL MOUNTED DELINEATOR TYPE D, (W/B)	9.000	\$10.00	\$90.00	
0937-0200	BARRIER MOUNTED DELINEATOR, SIDE-MOUNT TYPE R, (Y/B)	18.000	\$5.00	\$90.00	
0937-0202	BARRIER MOUNTED DELINEATOR, SIDE-MOUNT TYPE O, (Y/B)	103.000	\$5.00	\$515.00	
0937-0203	BARRIER MOUNTED DELINEATOR, SIDE-MOUNT TYPE O, (W/B)	33.000	\$5.00	\$165.00	
0937-0206	BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE P, (Y/Y)	9.000	\$7.50	\$67.50	
0937-0213	BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE WZ, (O/B)	122.000	\$10.00	\$1,220.00	
0937-0214	BARRIER MOUNTED DELINEATOR, TOP-MOUNT TYPE WZ, (O/O)	11.000	\$10.00	\$110.00	
0963-0004	4" PAVEMENT MARKING REMOVAL	8,583.000	\$1.10	\$9,441.30	
0964-0001	4" WHITE EPOXY PAVEMENT MARKINGS	2,451.000	\$0.65	\$1,593.15	
0964-0002	4" YELLOW EPOXY PAVEMENT MARKINGS	2,545.000	\$0.65	\$1,654.25	
0964-0005	6" WHITE EPOXY PAVEMENT MARKINGS	1,034.000	\$1.00	\$1,034.00	
0964-0008	8" WHITE EPOXY PAVEMENT MARKINGS	854.000	\$1.35	\$1,152.90	
0964-0021	24" WHITE EPOXY PAVEMENT MARKINGS	173.000	\$9.00	\$1,557.00	
0964-0256	WHITE EPOXY LEGEND, "YIELD LINE", 24" X 36" TRIANGLE, (MIN 4 TRIANGLES PER LINE)	24.000	\$35.00	\$840.00	
0966-0017	SNOWFLOWABLE RAISED PAVEMENT MARKER TWO WAY HOLDER WITH REFLECTOR (Y/B)	12.000	\$165.00	\$1,980.00	
1002-0053	REINFORCEMENT BARS, EPOXY COATED	122,740.000	\$1.60	\$196,384.00	
1002-0152	MECHANICAL SPLICE SYSTEM FOR NO. 5 REINFORCEMENT BARS, EPOXY COATED	2,082.000	\$53.00	\$110,346.00	
1002-0153	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED	72.000	\$58.00	\$4,176.00	
1003-0005	DOWEL HOLES, 12" DEPTH	511.000	\$20.00	\$10,220.00	1
1018-0050	REMOVAL OF PORTION OF EXISTING BRIDGE PROTECTIVE COATING FOR REINFORCED CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	1.000	\$99,000.00	\$99,000.00	
1019-0050	CONCRETE SURFACES (PENETRATING SEALERS, BRIDGE SUPERSTRUCTURE)	2,070.000	\$5.75	\$11,902.50	
1091-0331	EPOXY INJECTION CRACK SEAL	65.000	\$73.00	\$4,745.00	
8010-0001	BRIDGE DECK REPLACEMENT, AS DESIGNED, S-31200	1.000	\$585,105.10	\$585,105.10	
8800-0001	BRIDGE LIGHTING	1.000	\$20,000.00	\$20,000.00	
9000-0004	SAWCUTTING	3,280.000	\$4.25	\$13,940.00	
9000-0008	CONCRETE REPAIR	138.000	\$1,200.00	\$165,600.00	
9000-0014	SET BENCH MARK DISK	1.000	\$250.00	\$250.00	
9001-0001	UNFORESEEN BRIDGE REPAIRS	40,000.000	\$1.00	\$40,000.00	
9001-0007	PRESTRESSED BEAM END REPAIR	9.000	\$350.00	\$3,150.00	
9001-0332	MEDIAN CURB AND MEDIAN GUIDERAIL REMOVAL	1.000	\$22,500.00	\$22,500.00	1
9311-0524	WARM MIX ASPHALT (WMA) BASE COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 25.0 MM MIX, 5" DEPTH	2,063.000	\$33.50	\$69,110.50	1
9411-0551	WARM MIX ASPHALT (WMA) WEARING COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-E	3,471.000	\$13.50	\$46,858.50	

ECMS Highway Construction Contract 83027

9411-6550	WARM MIX ASPHALT (WMA) BINDER COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 19.0 MM MIX, 2.5" DEPTH	2,063.000	\$18.50	\$38,165.50	1
9619-0610	REMOVE AND RESET PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3	1.000	\$4,000.00	\$4,000.00	
9623-0123	TRANSITION, CONCRETE MEDIAN BARRIER TO EXISTING BOX BEAM GUIDE RAIL	1.000	\$5,750.00	\$5,750.00	
9901-0825	LANE SEPARATOR	482.000	\$15.00	\$7,230.00	
9931-0001	POST MOUNTED SIGNS, TYPE B, RESET	12.000	\$155.00	\$1,860.00	
9931-0003	POST MOUNTED SIGNS, TYPE B, REMOVE	13.000	\$30.00	\$390.00	

Contract Total: \$2,233,000.00

Bid Total: \$2,233,000.00

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 3 effective October 5 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

(*fill in*)% (*fill in*)%

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 2 % 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.

G1211B - a01211 E35-9999 PERMIT

Addendum:

Associated Item(s):

Header:

Exx-9999 Permit

Provision Body:

The regional contact information for Pennsylvania Fish and Boat Commission, DEP and County Conservation Districts are

MR. ERNEST KELLER, DISTRICT MANAGER

LACKAWANNA COUNTY CONSERVATION DISTRICT

1300 OLD PLANK ROAD

MAYFIELD, PA. 18433

PHONE 570-281-9495 FAX: 281-9497

TECH: TIM MATECHAK Tech: Jerry Styles

PENNSYLVANIA FISH AND BOAT COMMISSION

REGIONAL MANAGER

PO BOX 88

SWEET VALLEY PA 18656

570-477-5717

DEP NORTHEAST REGIONAL OFFICE

2 PUBLIC SQUARE

WILKES BARRE PA 18711-0790

(570) 826-2511

Develop and submit a written Erosion and Sedimentation (E&S) Control Plan to the Department for review and approval 2 weeks before starting any construction activities. Base the E&S Control Plan on the sketch plan(s) of instream E&S Best Management Practices (BMPs) prepared by the Department and approved by DEP. Include the sketch plan(s) in the E&S Control Plan. The written E&S Control Plan must further include sketch plan(s) for each site to include but not limited to: all staging areas, waste areas, access points/roadways to the work area, all of the areas where work is to be performed (including tree and brush removal), the upstream and downstream limits of the proposed activities, and a complete listing of the E&S BMPs, as identified in Publication 464, to be used and their locations. Maintain a copy of the approved E&S Control Plan on site at all times and notify the Department if the E&S Plan is revised.

Comply with the approved E35-9999 Permit, the DEP Standards for Bridge Clearance, Channel Improvement and Bridge Rehabilitation Projects, and the written E&S Control Plan.

G1601A - a01601 E.E.O. COVERED AREA

Addendum:

Associated Item(s):

Header:

E.E.O. COVERED AREA

Provision Body:

For the purpose set forth in the Executive Order 11246

the covered area for this contract is Lackawanna County.

which is within the Economic Area of Scranton Wilkes Barre Area.

as listed in Appendix B of Designated Special Provision 12 (DSP12) entitled "Executive Order 11246 (with Appendix A and B)" in Appendix C of Pub 408.

G1902A - a01902 INSURANCE--GENERAL APPLICATION-ADDITIONAL COVERAGE LIMITS

Addendum:

Associated Item(s):

Header:

INSURANCE--GENERAL APPLICATION-ADDITIONAL COVERAGE LIMITS

Provision Body:

I. Name and Address of the Railroad as found in the Project Specific Details, Detail 1(**see below**).

II. GENERAL.

(a) In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, provide and carry Railroad's Protective Public Liability Insurance in the specified amounts. Also, submit a properly executed Insurance Certificate evidencing the issuance of adequate Contractor's Public Liability and Property Damage Insurance with the executed contract when it is returned to the Department.

(b) Carry the specified insurance from the time physical work is started until all physical work required to be performed under the terms of the contract is substantially completed. Failure to carry or keep such insurance in force until all work is substantially completed will constitute a violation of the contract and in such event, the Secretary may avail himself of the remedies provided under Section 108.08.

(c) Furnish to the railroad company a signed copy of the policy for Contractor's Public Liability and Property Damage Insurance and the signed original policy for Railroad's Protective Public Liability Insurance prior to entry upon railroad right-of-way. If any work is subcontracted, also furnish to the railroad a signed copy of the policy for Contractor's Protective Public Liability and Property Damage Insurance.

III. RAILROAD'S PROTECTIVE PUBLIC LIABILITY INSURANCE.

Furnish the Department evidence that, with respect to the operations the Contractor or any subcontractors perform, provide Railroad Protective Public Liability Insurance in the name of the Railroad found in the Project Specific Details, Detail 1 providing coverage for bodily injury, death, and property damage limited to a combined single limit of not less than five million dollars (\$5,000,000) per occurrence with an aggregate limit of not less than ten million dollars (\$10,000,000) for the term of the policy.

IV. CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE INSURANCE.

In accordance with Sections 103.06 and 107.14, carry regular Contractor's Public Liability and Property Damage Insurance of not less than two million dollars (\$2,000,000).

V. CONTRACTOR'S PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE

If any work is subcontracted, furnish evidence to the Department that regular Contractor's Protective Public Liability and Property Damage Insurance of not less than two million dollars (\$2,000,000) is carried, in the Contractor's behalf.

Project Specific Details:

1. The Proper Name and Address of the Railroad as referred to in Para I is:

Delaware and Lackawanna Railroad
280 Cliff Street
Scranton PA 18509

G2201A - a02201 RAILROAD COMPANY CONTACT PERSON

Addendum:

Associated Item(s):

Header:

RAILROAD COMPANY CONTACT PERSON

Provision Body:

Contact the following railroad company representative to request protective services required by the special provision entitled "Maintenance and Protection of Railroad Traffic":

Lori Ransom

Delaware-Lackawanna Railroad

280 Cliff Street

Scranton, PA 18509

Work (570) 343-4580

Mobile (570) 499-4466

lransom@gvtrail.com

G2301A - a02301 MAINTENANCE AND PROTECTION OF RAILROAD TRAFFIC

Addendum:

Associated Item(s):

Header:

MAINTENANCE AND PROTECTION OF RAILROAD TRAFFIC

Provision Body:

I. Make the safety and operation continuity of the railroad company traffic of the first importance. At all times protect and safeguard such traffic and arrange project work accordingly. Whenever the work may affect the safety and movement of trains, submit the method of doing such work to the chief engineer of the railroad company or duly authorized representative for approval. Do not begin or prosecute work without such approval. However, the approval of the railroad company's chief engineer or duly authorized representative will not be considered as a release from responsibility for any damage to the railroad company by the acts of the Contractor or those of his/her employees. Prepare and submit plans for approval to the railroad company's chief engineer for all work, including, but not limited to, tunneling under tracks, sheeting, shoring, and erection in the vicinity of and over tracks.

II. During the construction period, the railroad company and the Department will co-operate with each other in the protection of their respective traffic and in the construction as indicated. Give the chief engineer of any involved railroad fourteen (14) days written notice before any work is started on railroad property, in order that the necessary arrangements may be made to properly protect railroad traffic.

III. The railroad company will provide all watchmen, operators, flagmen, clearance men, and similar protective services, considered by the railroad company's chief engineer or his duly authorized representative as necessary to insure the safety of trains contingent upon the project's operations, at the sole expense of the Department. It is agreed, however, that providing of such watchmen, and other precautions, will not relieve liability of payment for damage caused by project operations. The Department will not be responsible for such damage.

IV. It is expressly understood that this contract includes no work for which the railroad company is to be billed. Therefore, do not bill the railroad company for any work which may be performed unless the railroad company gives a written request that such work be performed at its expense.

V. The raising or surfacing of tracks due to any settlement, caused by the project operations will be performed by the railroad, but the cost will be borne entirely by Contractor.

VI. During construction a minimum overhead clearance of 6.7m (7m for electrical tracks) (22 feet (23 feet for electrical tracks)) above the top of rail and a minimum horizontal clearance of 12 feet from centerline of tangent track will be permitted. If the clearances indicated are less than those stated above, then the lesser clearance will be permitted. In any case, this minimum side clearance applies to tangent track only. For curved track, provide additional minimum side clearance to compensate for curvature. Contact the railroad company's chief engineer to ascertain the amount of additional minimum side clearance required. If at any time during construction it is decided that project operations require overhead and/or side clearances less than the minimum stated or indicated submit a request to the railroad company's chief engineer as outlined above for safety and continuity of railroad operations. Deviate from those minimums stated above or indicated, only upon receipt of approval of such a request.

VII. Do not work over any high tension wires or within 10 feet on each side and below such wires. When it is necessary to work or place equipment within these limits, make arrangements with the railroad to furnish electrical clearance men and de-energize the wires contingent upon railroad operation. Where voltage exceeds 50,000 volts, increase this working clearance.

G2401A - a02401 RAILROAD PROTECTIVE SERVICES COSTS

Addendum:

Associated Item(s):

Header:

RAILROAD PROTECTIVE SERVICES COSTS

Provision Body:

I. The Department will make payment to the railroad for all costs associated with watchmen, operators, flagmen, clearance men, and similar protective services provided by the railroad company based on railroad regulations and the Contractor's construction schedule.

II. Actual costs will be assessed by the Department whenever protective services are provided by the railroad at the request of the Contractor, but if such requested services are not utilized due to a change in the Contractor's construction schedule or if it is determined by the Department that the requested services were not necessary, the actual costs to be assessed by the Department against the Contractor will be the amount billed by the railroad to the Department.

III. It will be the Contractor's responsibility to obtain the protective services from the railroad and the Department assumes no liability for any delays caused by the failure of the Contractor to obtain such services.

IV. The actual costs to be assessed above will be deducted from money due or that becomes due the Contractor.

G4401C - a04401 UTILITIES--FOR USE ON PROJECTS WITH MINIMUM OR NO EXCAVATION

Addendum:

Associated Item(s):

Header:

UTILITIES--FOR USE ON PROJECTS WITH MINIMUM OR NO EXCAVATION

Provision Body:

Identify and contact all utilities having existing aerial and/or underground facilities located within the limits of work to arrange for marking of the field locations of these facilities before performing any excavation. Although no adjustments or relocations are anticipated, coordinate with utilities and/or municipalities within the project limits.

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 \$3.32. Use this index price in accordance with Section 110.12 PRICE ADJUSTMENT FOR DIESEL FUEL COST FLUCTUATIONS.

G4811D - a04811 PRICE ADJUSTMENT FOR DIESEL FUEL COST FLUCTUATIONS FOR WARM MIX ASPHALT

Addendum:

Associated Item(s):

Header:

Price Adjustment for Diesel Fuel Cost Fluctuations for Warm Mix Asphalt

Provision Body:

Revise Section 110.12(a)1.c to read as follows:

1.c Category C - Flexible Bases and Pavements. Contract items constructed under Sections 309, 311, 316, 409, 411, 419, 422, 430, 431, 439*, 440*, 450, 470*, 471*, 480*, 481*, 651, 653, 654**, 656**, and 657, including any modified standard or nonstandard item where the character of the work to be performed is considered construction of a flexible base, pavement, pavement patch, or shoulder. The sum of the plan quantity for each applicable item in the category must exceed 4,535 tonnes (5, 000 tons).

*When measured and paid for on a Material Used Basis, price adjustments, when applicable, will be computed based on the coarse aggregate item quantity (m² or SY) only, as paid on current estimates. For seal coats / surface treatments paid on an Area Basis, a depth equal to the maximum allowable size of the type of aggregate used, as specified in Section 703.2, Table C, will be assumed.

**Excluding shoulder backfill.

G4891C - a04891 PRICE INDEX FOR WARM MIX ASPHALT

Addendum:

Associated Item(s):

Header:

Price Index for Warm Mix Asphalt

Provision Body:

Section 110.04 PRICE ADJUSTMENT OF BITUMINOUS MATERIALS. Revise the list of Sections to which specified price adjustment provisions will be applied to read:

309 360 430 461 481 657

311 409 431 467 482

316 410 439 469 651

320 411 440 470 653

341 419 450 471 654

342 422 460 480 656

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 \$572.00. 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.

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

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.

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

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.

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

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:

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

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:

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

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.

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% ± 1.5% for traditional mixes and 7% ± 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 rodded}
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).

S6081C - b06081 SECTION 608 - MOBILIZATION

Addendum:

Associated Item(s):

Header:

SECTION 608 - MOBILIZATION

Provision Body:

- Section 608.1 Description. Revise by adding the following:

When developing agreements with DBE subcontractors include an opportunity for the DBE to identify an item for their mobilization. Include any agreed upon amounts in the contract lump sum price bid for mobilization. Also, list agreed to amounts for each DBE subcontractor on the DBE Participation for Federal Projects form specified in the "Disadvantage Business Enterprise Requirements" Designated Special Provision in Appendix C of Pub. 408.

- Section 608.4 Measurement and Payment. Revise by adding the following:

(c) DBE Payment Schedule. Within the Schedule submitted as specified in Section 108.03, indicate the starting date of work subcontracted to DBE's. One month before the scheduled start of subcontracted DBE work, but not earlier than the Notice to Proceed, pay 25% of the amount shown for mobilization on the applicable DBE Participation for Federal Projects form. Pay the remaining 75% of the amount shown for mobilization on the applicable DBE Participation for Federal Projects form, in three equal payments, when subcontracted DBE work is 25%, 50%, and 75% complete. Pay the affected DBE within 7 days of its reaching the specified milestones for percentage of work completed.

S6092A - b06092-SECTION 609.2(g) MISCELLANEOUS MATERIALS

Addendum:

Associated Item(s):

Header:

SECTION 609.2(g) MISCELLANEOUS MATERIALS

Provision Body:

Section 609.2(g) Miscellaneous Materials. Add the following new set of bullets:

The laser printer(s) and/or color printer(s) needed for this project will be obtained for Department use through a statewide lease agreement and not as part of the Equipment Package contract item.

A total of (See "a" in Project Specific Details) Laser Printer(s) and (See "b" in Project Specific Details) Color Printer(s) will be leased for the project.

Provide compatible toner cartridges for each laser printer and compatible ink jet cartridges for each color printer indicated above, as required. The exact make and model of laser printer and/or color printer being used on the project will not be known until the start of work. For cost estimating purposes, toner cartridges and/or ink jet cartridges furnished must be usable with the type of printer specified in Section 609.2(d)3. and Section 609.2(d)4., as applicable.

Project Specific Details:

a.one

b.n/a

00 - BRIDGE DECK CURING REQUIREMENTS

Addendum:

Associated Item(s):

Header:

BRIDGE DECK CURING REQUIREMENTS

Provision Body:

Water cure all concrete deck placements in accordance with Section 1001.3(p)3.b. Cure for a minimum of 14 days.

Surface curing using the membrane method will not be allowed.

00 - C CONSTRUCTION/HOLIDAY RESTRICTIONS

Addendum:

Associated Item(s):

Header:

CONSTRUCTION/HOLIDAY RESTRICTIONS

Provision Body:

The following holiday restriction shall be implemented for the time frames listed below. Do not perform any work, including permit work, which will affect traffic on SR 00011. Such work and/or activities include, but are not limited to the following:

- o Slow moving Construction vehicles entering or leaving the roadways
- o Crane swings over or near the highway
- o Any lane closures

Easter—the restriction shall be from Friday, 12:01 AM preceding the holiday to Monday, 12:59 PM following the holiday.

Contractor shall coordinate construction operations with the City of Wilkes-Barre (Attn: Attilio Fratti).

Contractor to coordinate construction operations with the F.M. Kirby Center three weeks in advance to physical construction of said activities in front of the F.M. Kirby Center building entrance. Contact Marilyn Santarelli: (570-823-4599, ext. 280) for this coordination.

Memorial Day and Labor Day—the restriction shall be from Friday, 12:01 AM preceding the holiday to Tuesday, 12:59 PM following the holiday.

Thanksgiving—the restriction shall be from Wednesday, 12:01 AM preceding the holiday to Sunday, 12:59 PM following the holiday.

Independence Day Holiday (July 4th), Christmas (December 25th), and New Year's (January 1st)

If the holiday is Monday, then the restriction shall be from Friday, 12:01 AM preceding the holiday to Tuesday, 12:59 PM following the holiday.

If the holiday is Wednesday, then the restriction shall be from Tuesday, 12:01 AM preceding the holiday to Thursday, 12:59 PM following the holiday.

If the holiday is Thursday, then the restriction shall be from Wednesday, 12:01 AM preceding the holiday to Sunday, 12:59 PM following the holiday.

If the holiday is Friday, then the restriction shall be from Thursday, 12:01 AM preceding the holiday to Monday, 12:59 PM following the holiday.

If the holiday is Saturday or Sunday, then the restriction shall be from Friday, 12:01 AM preceding the holiday to Monday, 12:59 PM following the holiday.

Independence Day Holiday (July 4th),

If the holiday is Tuesday, then the restriction shall be from Monday, 12:01 AM preceding the holiday to Wednesday, 12:59 PM following the holiday.

Christmas (December 25th), and New Year's (January 1st)

If the holiday is Tuesday, then the restriction shall be from Friday, 12:01 AM preceding the holiday to Wednesday, 12:59 PM following the holiday.

00 - C E35-9999 PERMIT CONSTRUCTION REQUIREMENTS

Addendum:

Associated Item(s):

Header:

E35-9999 PERMIT CONSTRUCTION REQUIREMENTS

Provision Body:

Notify PADEP, PAFBC and the County Conservation District 10 days in advance of starting bridge maintenance activities. Perform the work in compliance with the approved Erosion and Sedimentation (E&S) Control Plan. If work performance is deemed to be non-compliant, work shall be discontinued until compliance with the approved E&S Control Plan is re-established

00 - C LACKAWANNA COUNTY TROLLEY COORDINATION REQUIREMENTS

Addendum:

Associated Item(s):

Header:

Provision Body:

Contact the Lackawanna County Trolley operator prior to doing any construction work at span 3 or pier 2. These requirements are in addition to any and all coordination required by the Delaware-Lackawanna Railroad Co., Inc.

The contractor shall coordinate with the Lackawanna County Trolley so that the trolley line's schedule will not be adversely affected by the project. The Contractor must be aware that the catenary line is energized at all times until it is locked out.

Lackawanna County Trolley personnel together with the Contractor will install a lockout that will de-energized the catenary wire during construction operations at span 3 and pier 2.

Lackawanna County Trolley Contact:

Mr. Wayne Hiller (570) 963-6590, 570-499-8431 (cell), hillerw@lackawannacounty.org

Mr. Richard Foley (570) 963-6590, (570) 905-4050 (cell), rfoley202@epix.net

The emergency contact for the Lackawanna County trolley line is:

Mr. Richard Foley (570) 963-6590, (570) 905-4050 (cell)

Trolley Operations: Thursday through Sunday 7:00 am to 6:00 pm, May through October.

Freight Operations: Daily Monday, Wednesday and Friday.

00 - C NOTIFICATIONS

Addendum:

Associated Item(s):

Header:

NOTIFICATIONS

Provision Body:

Provide the following notification to the Inspector-in-Charge of the following:

- Start of physical work – four calendar days
- Width, height, or weight restrictions to any roadway – ten working days (excluding State holidays). This information should be on the form M-937.
- Removal of width, height, or weight restrictions to any roadway – immediately upon removal. This information should be on the form M-937RO.
- Start of any operation affecting traffic (lane closures, total closures, etc.) -- four calendar days with a confirmation the morning of the operation.

The contractor will not be permitted to close or restrict any roadway until ten working days (excluding State holidays) after such notification is received by the District Permits Unit.

No time extensions will be granted for failure to submit the required notices.

Also, directly notify local residents, school districts, local and county emergency management agencies (EMAs) of work that impacts those entities at the start of the project and again no less than four calendar days in advance of such work. Provide documentation of such notifications to the Inspector-in-Charge.

Regardless of these provisions, the contractor is expected to provide notification to any entities that are affected by his operations sufficiently ahead of the operations to allow those entities to adjust their operations accordingly.

00 - C PA DOT PUBLICATION 464

Addendum:

Associated Item(s):

Header:

PA DOT PUBLICATION 464

Provision Body:

PennDOT Publication No. 464 – Maintenance Field Reference for Erosion and Sediment Controls - can be accessed at the following address:

<ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20464.pdf>

00 - C PROJECT ENVIRONMENTAL REQUIREMENTS

Addendum:

Associated Item(s):

Header:

PROJECT ENVIRONMENTAL REQUIREMENTS

Provision Body:

The following historic properties are located within close proximity to the project area; Scranton Iron Furnaces, Steamtown National Park, former DL&W Train Station, former Laurel Line trolley tracks and Roaring Brook Step Falls. Use of these properties is not allowed.

Roaring Brook is classified as a wild trout stream by the PA Fish and Boat Commission. No in stream work is allowed during the restricted period from October 1 to December 31 of any year unless the approved erosion and sediment pollution control measures are in place and maintained prior to start of restricted period. In stream work includes but is not limited to the installation, re-setting, phasing, maintenance, or removal of any erosion and sediment pollution control measure or any items of work located along the bank or within Roaring Brook. Erosion and sediment pollution control measures cannot be disturbed, moved or reset during the restricted period.

Do not operate any equipment within Roaring Brook.

All construction equipment/machinery are to be fitted with appropriate noise muffling devices to minimize local disturbances.

Designate one central area for the washing of concrete trucks. Submit a plan for review and approval outlining the following at a minimum: wash water collection and/or discharge, removal of excess concrete, erosion and sediment controls. Do not discharge wash water into Roaring Brook or any watercourse. Remove all excess concrete at the completion of work. Address comments and concerns raised by regulatory agencies.

The contractor is required to provide solid, rigid temporary shielding for the entire structure to contain rubble debris during bridge re-construction. Remove all debris from shielding before dismantling or moving between phases. Immediately remove any/all large pieces of rubble debris that may fall into the water or on the roadway below.

Do not dispose of material within regulated wetlands or flood plain of Roaring Brook or any tributary stream (s) including or Lackawanna River.

The following events occur every year in the City of Scranton; Saint Patrick’s Day Parade and Italian Festival over Labor Day Weekend. These events generate a large volume of traffic. The contractor is required to coordinate project activity with the Department and City of Scranton to reduce congestion as much as possible for each event.

Provide all required coordination and inspection for railroad activities. Coordinate with railroad company (s) and Steamtown National Park Officials. Be advised that the Steamtown National Park runs seasonal, holiday and weekend excursion events which can include the baseball games at the Lackawanna County baseball stadium and Lackawanna County visitors center at Montague Mountain.

I6091F - ITEM 0609-0009 EQUIPMENT PACKAGE

Addendum:

Associated Item(s): 0609-0009

Header:
ITEM ITEM 0609-0009 EQUIPMENT PACKAGE

Provision Body:

Appendix

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⁾	1
Color Printer ⁽²⁾	
Specialized Equipment	
Surveyor's Level & Measuring Rod	

Electronic Digitizer	
Digital Display Level	
Infrared Thermometer	
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 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:

Do not allow employees to park their personal vehicles on any traveled roadway or shoulder. It will be the resident engineer's responsibility to determine/designate the appropriate parking areas, dependant upon construction.

Notify property owners ten days in advance of driveway restrictions affecting their properties.

Keep all driveways accessible at all times.

Limit personnel assigned to night work on this project to working 12 hours in any given 24 hour period, including this project and any other projects on which they perform work.

For night work provide a work light on all equipment and provide flashing yellow lights on all trucks hauling material on the project. Work lights and approved revolving yellow lights are to be operating at all times while the equipment is within the project limits.

For night work provide the necessary number of illumination devices to satisfactorily illuminate the work area. Use a portable lighting system with multi-directional light output encompassing 360 degrees. Diffuse the light to create a minimum glare shadow free output. Provide a 400 watt pulse start Metal Halide lamp or greater. Provide light intensity such as to provide adequate illumination to a 15,000 sq. ft. area when mounted at least 14 ft. above the ground. Mount the light on a self-contained trailer, to a construction vehicle such as a roller, paver or similar self-powered piece of construction equipment. The intent of the light is to provide a work area light source, which moves in conjunction with construction operations. Do not exceed a spacing of 250 feet between illumination devices. These illumination devices will be considered incidental to the item of work being performed and will not be paid separately.

Provide 24 hour contact information on each Changeable Message Sign. Include the name of the Contractor, or the Contractors' designated representative, who will respond to calls from PennDOT or the Pennsylvania State Police and make message changes as directed. Provide the information using a permanently attached label, sign, sticker, plaque or a magnetic sign affixed to the exterior frame or cabinet of the device. Provide a minimum text size that is readable from the ground and no less than ½ inch. Include the contact name, address, phone number and company.

00 - ITEM 1018-0050 REMOVAL OF PORTION OF EXISTING BRIDGE

Addendum: 1
Associated Item(s): 1018-0050

Header:
ITEM 1018-0050 REMOVAL OF PORTION OF EXISTING BRIDGE

Provision Body:
DESCRIPTION - This work is the removal and satisfactory disposal of the existing concrete deck, parapets, portion of existing wingwall and existing concrete diaphragms as indicated, and as directed by the Engineer.
CONSTRUCTION - In accordance with Section 1018.3 and as follows:
Exercise care when removing the existing concrete deck, existing concrete diaphragms and portion of existing wing to prevent any damage to the existing concrete beams and existing utilities. Provide shielding to the existing utilities and trolley gantry to prevent any possible damage. Also provide shielding to prevent debris from entering the roadway, railroad and stream below during all demolition activity. Repair any areas damaged beyond the removal limits at no additional expense to the Department.
MEASUREMENT AND PAYMENT - Lump Sum.

00 - ITEM 4627-0001 TEMPORARY CONCRETE BARRIER MODIFIED

Addendum:
Associated Item(s): 4627-0001, 4628-0001

Header:
ITEM 4627-0001 TEMPORARY CONCRETE BARRIER MODIFIED
ITEM 4628-0001 RESET TEMPORARY CONCRETE BARRIER MODIFIED

Provision Body:
In accordance with Section 627 and as follows:
Revise Section 627.2 MATERIAL by adding the following:
• Barrier Stiffeners - Publication 213, PATA Barrier Stiffening and Section 620.2(a).

- 6" White or Yellow Waterborne Pavement Marking - Section 901.4(b).

Revise Section 627.2 MATERIAL by revising the last bullet to read:

- Barrier Mount Delineation Devices(Type WZ) - Section 937.2(a)

Revise Section 627.3 CONSTRUCTION by adding the following:

Install barrier stiffeners when the barrier deflection distance is greater than the lateral space behind the temporary concrete barrier and the dropoff is equal to or greater than 6" (six inches).

Install barrier stiffeners in accordance with Publication 213, PATA Barrier Stiffening. Install stiffener when barrier is set and before roadway is open to traffic or prior to drop-off condition being exposed in the work zone.

When barriers are placed on a radius, shim the area between the W-beam and barrier wall as indicated in PATA Barrier Stiffening.

Install pavement markings on temporary barrier as per TC - 8604 (note 6).

Install type WZ delineators on temporary barrier per TC-8604 (note 5)

Section 627.4. MEASUREMENT AND PAYMENT . Revise as follows:

Section 627.4(c) Incidental Work revise by adding the following:

Includes furnishing, placing, maintaining, and the removing of delineator, pavement marking, barrier stiffener assembly at each temporary concrete section is incidental to the temporary concrete barrier and resetting barrier stiffener assembly at each joint between each temporary concrete section is incidental to the reset temporary concrete barrier.

I8041A - ITEM 4804-0013 SEEDING AND SOIL SUPPLEMENTS - FORMULA D

Addendum:

Associated Item(s): 4804-0013

Header:

ITEM 4804-0013 SEEDING AND SOIL SUPPLEMENTS - FORMULA D

Provision Body:

I. In accordance with Section 804, modified as follows:

Section 804.1 DESCRIPTION - Revise to read:

This work is the furnishing and placing of seed and soil supplements and mulch of the type indicated.

II. Section 804.2(d) Herbicides. Delete this section and replace with the following:

(d) Mulch. Section 805.2(a)1., for the type indicated

III. Section 804.2(e) Mow-Line Delineator Stakes. Delete this section and replace with the following:

(e) Mulch Binder. Section 805.2(b)

IV. Section 804.3(g) Mow-Line Delineation. Delete this section and replace with the following:

(g) Mulching. Section 805.3

V. Section 804.3(h) Herbicides. Delete this section.

Section 804.3(j) Maintenance. Revise the last paragraph as follows:

After the seeding, soil supplement, and mulch work on a slope has been satisfactorily completed, if a slope failure occurs, one which requires redressing, excavation, or establishment of a new slope, reapply soil supplements, reseed, and mulch as specified for the original treatment.

Section 804.4 MEASUREMENT AND PAYMENT - Revise as follows:

(a) Seeding and Soil Supplements. Kilogram(Pound)

Includes mulch and mulch binder.

Measured by the number of kilograms(pounds) of seed actually incorporated into the work, for the formula specified.

Reapplying soil supplements and reseeding and mulching on failed slope areas, as specified in Section 804.3(j), will be paid for at the contract unit price, in addition to the original accepted application of seeding, soil supplements, and mulch.

00 - ITEM 8010-0001 BRIDGE DECK REPLACEMENT, AS DESIGNED, S-31200

Addendum:

Associated Item(s): 8010-0001

Header:

ITEM 8010-0001 BRIDGE DECK REPLACEMENT, AS DESIGNED, S-31200

Provision Body:

This work is the construction of a bridge deck replacement of the type indicated on the as designed structure plans as applicable.

II. MATERIAL - As indicated and as specified for each respective item included in the bridge structure and:

Metal Curb Drain - Section 1056

III. CONSTRUCTION - In accordance with Publication 408, Special Provisions for each respective item, and any additional requirements specified herein.

Prepare and submit Shop Drawings in accordance with Publication 15M, Design Manual Part 4 (DM 4), Policies and Procedures (PP) Section 1.10.2.

If utility relocations are required as part of an alternate structure, be responsible for the cost of the utility relocations in excess of those indicated in the contract documents. Additional contract time will not be considered for additional utility relocation work associated with an alternate structure.

IV. MEASUREMENT AND PAYMENT - Lump Sum

(a) General

All items of work are to be included in and paid for as part of the contract lump sum price, except as indicated otherwise herein.

Submit a Component Item Schedule, as specified in Section 103.01(a). Make the total at the end of the Component Item Schedule equal to the lump sum price shown for the structure.

(b) Separate Pay Items

The following items will be paid as separate pay items, and are not included in the Lump Sum item.

Item 1018-0050 - Removal of Portion of Existing Bridge

Item 1002-0053 - Reinforcement Bars, Epoxy Coated

Item 1002-0152 - Mechanical Splice System for No. 5 Reinforcement Bars, Epoxy Coated

Item 1002-0153 - Mechanical Splice System for No. 6 Reinforcement Bars, Epoxy Coated

Item 1019-0050 - Protective Coating for Reinforced Concrete Surf. (Penetrating Sealers, Bridge Superstructure)

Item 8800-0001 - Bridge Lighting

00 - ITEM 8800-0001 BRIDGE LIGHTING

Addendum:

Associated Item(s): 8800-0001

Header:

ITEM 8800-0001 BRIDGE LIGHTING

Provision Body:

DESCRIPTION— This work is the removal and reinstallation of the existing bridge lighting including new wiring, new conduit, new junction boxes and any replacement parts as needed.

MATERIAL – Section 910.2

CONSTRUCTION—As per Section 910.3 and as follows:

Lighting Poles and Accessories. Remove and reset the existing poles. Exercising care as to not cause damage to the existing poles and place in a secure area away from possible damage or causing a hazard during construction of new bridge decking and parapets. Reinstall poles plumb. Do not use shims use leveling nuts.

Junction Boxes. Place new JB-25 junction boxes within the bridge barrier as indicated on the structure drawings and applicable standard drawings.

Conduit - Place new conduit within the bridge barrier as indicated on the structure drawings and applicable standard drawings.

Repair or replace any damaged parts of lighting system that is worn from normal wear and tear. Any parts damaged from removal of existing system will be responsibility of contractor and at no cost of the Department.

MEASUREMENT AND PAYMENT— Lump Sum

Includes all material needed for the proper construction of the highway lighting system on the bridge.

00 - ITEM 9000-0004 SAWCUTTING

Addendum:

Associated Item(s): 9000-0004

Header:
ITEM 9000-0004 SAWCUTTING

Provision Body:
DESCRIPTION This work is sawcutting the pavement full depth.

CONSTRUCTION –

Saw cut full depth, as directed.

MEASUREMENT AND PAYMENT Linear Foot.

00 - ITEM 9000-0008 CONCRETE REPAIR

Addendum:

Associated Item(s): 9000-0008

Header:
ITEM 9000-0008 CONCRETE REPAIR

Provision Body:
DESCRIPTION - This work is repairing the spalled and deteriorated concrete areas as indicated, and as directed.

MATERIAL -

Epoxy Bonding Compound - ASTM C881, certify as specified in Section 106.03(b) 3

Mortar – Non-shrinking, non-staining mortar, Section 1001.2(d) or approved polymer modified mortar without epoxy binder.

Class A Cement Concrete - Section 704 except use No. 8 coarse aggregate

Reinforcement - Section 709.1, epoxy coated

Curing Compound – Section 711.2(a) –Clear only

Dowel Holes - Section 1003

Expansion Bolts – Section 1017.2(h), Galvanized

Water-reducing Admixture (Superplastizer) - Section 711.3.

Steel Welded Wire Fabric - Section 709.3, epoxy coated or galvanized in accordance with Section 1105.02 (s)

CONSTRUCTION -

(A) General

Surface Preparation: The extent of the repair areas will be determined and delineated by the Engineer. Outline the area with a 3/4" deep saw cut prior to the removal of the deteriorated concrete. Exercise care so as not to cut the existing reinforcement bars. If

during the deteriorated concrete removal, it is found that the limits of the repair area need to be extended, delineate the additional area with 3/4" deep saw cut as directed. Refer to concrete repair detail included on BC-783M, dated May 18, 2012.

Do not damage existing reinforcement bars or the concrete that is to remain in place, during the removal operation. Repair or replace any damage to the structure beyond the removal area caused by removal operation to the satisfaction of the Engineer, at no additional cost to the Department.

Blast clean the reinforcement bars that are exposed due to the removal operations to remove all rust and other foreign materials. Provide a minimum clearance of 3/4" around all exposed reinforcement bars.

Existing reinforcement bars with more than 25% section loss after cleaning shall be reinforced with additional same size reinforcement bars to be tied to the existing steel as directed by the engineer.

Satisfactorily dispose of all removed material.

Blast clean the existing concrete that is to come in contact with non-shrink grout or new concrete to remove loose concrete chips and surface latence. Apply epoxy bonding compound to the cleaned surfaces just prior to placing the patching material. Application of an epoxy bonding compound is not required where polymer modified mortar is used.

(B) Equipment

Use power driven hand tools for removal of deteriorated concrete conforming to the following restrictions.

1. Do not use pneumatic hammers heavier than nominal 30 lbs.
2. Do not operate pneumatic hammers or mechanical chipping tools at an angle in excess of 45 degrees relative to the surface of the concrete that is being removed.

Use hand tools such as hammer and chisels, or small air chisels to remove final particles of unsound concrete or to provide necessary clearance around the reinforcement bars.

(C) Patching

1. Use polymer modified mortar - in accordance with manufacturer's recommendations.
2. Use layered patching if directed. Provide enough texture between layers. Match finished surface to adjoining surface.
3. Use forms and Class A Cement Concrete patching when directed. Consolidate concrete by surface vibration. Use epoxy resin anchors and steel welded wire fabric when the removal area is 3 in. or greater in depth as indicated.

Cure in accordance with Section 1001.3(p).

Alternatively, the delineated areas may be repaired in accordance with Section 1017 Pressure Mortar Pointing and Surfacing

MEASUREMENT AND PAYMENT - Square Yard

00 - ITEM 9000-0014 SET BENCH MARK DISK

Addendum:

Associated Item(s): 9000-0014

Header:

ITEM 9000-0014 SET BENCH MARK DISK

Provision Body:

DESCRIPTION This work is the removal and replacement of an existing Pennsylvania Department of Transportation, United States Geological Survey, or National Geodetic Survey bench mark disk or the placement of a new Pennsylvania Department of Transportation disk if one does not exist.

MATERIAL Furnished by the Department.

CONSTRUCTION Remove the existing benchmark disk and deliver it to the Engineer. The Department will supply a new or reconditioned bench mark disk. Install the new bench mark disk at a stable and accessible location as determined by the engineer. Department forces will re establish the bench mark elevation after construction is completed.

MEASUREMENT AND PAYMENT Lump Sum

00 - ITEM 9001-0001 UNFORESEEN BRIDGE REPAIRS

Addendum:

Associated Item(s): 9001-0001

Header:

ITEM 9001-0001 UNFORESEEN BRIDGE REPAIRS

Provision Body:

Description – This work is the design and construction of unforeseen bridge repairs encountered during the duration of the project.

Design –

(a) General

Provide design and drawings in the units of measurement shown on the Conceptual TS&L Plans.

On the first sheet of the plans and partial plans submissions, provide the Design Engineer’s P.E. seal, valid signature in ink, the date signed, business name and address. Provide the Design Engineer’s P.E. seal, signature, and date signed on the first sheet of all computations, including computations for partial plans submissions.

Provide a complete set of computations for any unforeseen bridge repair, if required by the Department’s District Bridge Engineer or Chief Bridge Engineer, computed and checked by qualified personnel and initialed as such. Format all design computations on 8 ½ x 11” sheets printed on one side only, and save in PDF format for submission.

Designs copied directly from Department Standard Drawings 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.

Experimental or demonstration-type design concepts, products, structures, or elements not pre-approved by the Department for general usage at the time of bid, will not be permitted.

Concepts, construction sequencing, or other details that are not covered in the design and construction specifications or standards, or practice not commonly used in Pennsylvania are permitted only when specifically indicated herein. Where design or construction that deviates from standard practice is proposed, a conceptual design shall be submitted for review and approval. The submittal shall contain conceptual plans, a list of items that deviate from standard design and construction, including but not limited to design methodology, the computer program that will be used in the design, construction sequencing, and any specialized construction techniques.

Value engineering will not be permitted

(b) Designer Qualifications

Have the design completed by a Professional Engineer licensed in the Commonwealth of Pennsylvania.

Submit to the Department, at or prior to the pre-construction meeting, the name and address of the Contractor's Design Engineer including the firm's resume showing the experience and expertise, during the last 5 years, of two similar projects of comparable complexity on Pennsylvania's State Highway or local system. Local projects must have been funded with Federal Aid Highway Funds. Also include an affidavit stating that the Design Engineer is familiar with AASHTO, PENNDOT, and other applicable design criteria, standards, and construction specifications. The Design Engineer will be approved or disapproved by the Department within 5 working days from the time and date of submission. Unless indicated otherwise by the Department in writing, Design Engineer disapproval will not permit the extension of the construction completion date or price adjustments to any items in the contract.

(c) Design Specifications

Use PENNDOT Design Manual Part 4 for design policy and procedures and design criteria. Refer to the "Bridge/ Structures Related Effective Policy Letters" for additional design policy Strike-Off Letters that are applicable to the structure 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 addenda (addendum) to the proposal.
- Design related Strike-Off Letters in effect on the date of project advertisement.
- PENNDOT Design Manual Part 4, Structures
- PENNDOT Bridge Design and Bridge Construction Standards.
- AASHTO guide Specifications for Horizontally Curved Highway Bridges.
- AASHTO LRFD Bridge Design Specifications or, when applicable, AASHTO Standard Specifications for Highway Bridges.

In the event that a clear order of precedence 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 be arbiter and the Chief Bridge Engineer's decision will be final.

MATERIAL – In accordance with applicable sections of Specifications Publication 408/2011.

CONSTRUCTION In accordance with applicable sections of Specifications Publication 408/2011.

Do not begin work until the work is authorized by the Engineer.

A time extension to the contract will not be granted based solely on performing work under this item.

MEASUREMENT AND PAYMENT - Dollar

The proposal will include an item and a predetermined amount of money for Unforeseen Water Pollution Control. The contract item will have a unit of measure of Dollar, a unit price of \$1.00, and a quantity equal to the predetermined amount.

Due to the contingent or unpredictable nature of the work being performed, the provisions of Section 110.02(d) are not applicable to this item.

Measured and paid for, under the Unforeseen Water Pollution Control item as follows:

(a) Contract Items. The Department will pay for performance of work, identified as having similar items listed in the contract, at the contract unit price.

(b) Non-Contract Items. The Department will pay for items of work not identified in the contract as follows:

1. Negotiated Price. At price agreed upon with the Department before performing the work. If applicable, agreement is also required with FHWA.

2. Force Account Basis. Section 110.03(d)

00 - ITEM 9001-0007 PRESTRESSED BEAM END REPAIR

Addendum:

Associated Item(s): 9001-0007

Header:

ITEM 9001-0007 PRESTRESSED BEAM END REPAIR

Provision Body:

DESCRIPTION This work is the removal and patching of areas of deteriorated concrete on prestressed concrete beams. This repair is applicable to areas where deteriorated concrete extends beyond the exposed face of the reinforcement bars or strands, areas where reinforcement bars or strands are unbounded and areas where deteriorated concrete does not extend to or beyond the exposed face of the reinforcement bars or strands.

MATERIALS –

a. Patching Material

- A rapid hardening concrete patching material from a manufacturer listed in Bulletin 15 under Miscellaneous Polymer Modified and Special Cements, Mortars and Concretes.
- Concrete Bonding Compound – Type II, Grade 2, ASTM C 881 epoxy as specified in Section 706.

a. Galvanized Steel Welded Wire Fabric – Section 709.3 (b)

b. Reinforced Bars – Section 1002.2

CONSTRUCTION As indicated on the design plans or as directed and as follows:

Remove all loose and unsound concrete from the deteriorated areas by mechanical means approved by the Engineer. If during the deteriorated concrete removal, it is found that the limits of the repair area need to be extended, delineate the additional area with three-fourth-inch (3/4") deep saw cut as directed. After reaching the sound concrete, remove another layer of concrete either one-fourth-inch (1/4") in depth or a depth to provide three-fourth-inch (3/4") clear behind the reinforcing steel (stirrups). This layer includes the flat surfaces within repair area. Note that if access is limited, deteriorated area saw cut outline requirement may be waived by the Engineer. Exercise care not to damage the prestressing strands or the reinforcement bars.

Patch areas of repair with a rapid hardening concrete patching material from a manufacturer listed in Bulletin 15 under Miscellaneous Polymer Modified and Special Cements, Mortars and Concretes. If the repair depth extends to the internal void of a box beam provide a repair material thickness equal to the existing flange or web thickness.

Prepare surfaces and apply bonding compound in accordance with manufacturer's recommendations. Mix, place, and cure the polymer modified mortar in accordance with the manufacturer's recommendations. Furnish a copy of the manufacturer's specifications and recommendations to the Engineer prior to the start of work.

Use removable formwork of sufficient strength to prevent lateral or vertical deflection. Provide side forms including chamfering. Use concrete blisters for areas with existing reinforcement bars or strands that have inadequate concrete cover or for access for concrete placement. Do not reduce vertical under clearance without approval of the District Bridge Engineer. Concrete may be pumped through ports for adjacent box beams. Provide 1-inch vents at the top of repair area when pumping concrete. Vibrate material in repair areas with a pencil vibrator.

Remove concrete around strands with hand tools and/or small chipping hammer/pneumatic hammers with less mass (weight) than nominal 30- pound class. Use hand tools such as hammers, chisels or small air chisels to remove fine particles of unsound concrete or to provide necessary clearances around reinforcement bars.

Do not use chisel points. Do not operate pneumatic hammers or mechanical chipping tools at an angle in excess of 45 degrees relative to the surface of the concrete that is being removed.

Duplicate all details of design, such as chamfers, joints, etc., of the existing beams in the repair work as indicated.

Blow clean all removal areas with oil free compressed air and protect against any contaminate detrimental to the bond of the new patching material. Apply Mix, apply, finish, and cure the repair mortar in accordance with manufacturer's instructions. Provide a finished surface which is the same elevation, contour, and texture as the adjacent areas.

Have surface free of oil, grease, waxes, curing compounds, and all other loose and foreign materials. Abrasive blast or water blast to remove any surface contamination, as directed. Place concrete with in 24 hours of cleaning.

Prevent debris from falling or flying onto the roadways and streams below the bridge by providing satisfactory shielding and containment.

Satisfactorily repair any damage to the structure beyond the limits of this work due to the construction's operations at no expense to the Department.

Cure the repair material in accordance with the manufacturer's recommendations for a minimum of 24 hours. Implement additional curing protections in accordance with Publication 408, Section 1001.3(p), as required.

MEASUREMENT AND PAYMENT- Each.

00 - ITEM 9001-02332 MEDIAN CURB AND MEDIAN GUIDERAIL REMOVAL

Addendum: 1
Associated Item(s): 9001-0332

Header:
ITEM 9001-02332 MEDIAN CURB AND MEDIAN GUIDERAIL REMOVAL

Provision Body:
DESCRIPTION - This work is the removal and disposal of the existing median guiderail barrier and concrete curbing on the existing bridge deck.

CONSTRUCTION –

In accordance with applicable sections of Section 1001.3 and the following:

Curb removal operations are not to start until the under deck shielding has been approved and is installed.

Remove the existing median guiderail and curb. Saw cut at the curb line to a depth of 1 ½ inches taking care not to damage the existing deck reinforcement. Remove the existing deck to a 1 ½ inch depth. Cut or grind existing curb reinforcement and guiderail anchor bolts flush with remaining portion of deck. Dispose of material in a suitable manner.

MEASUREMENT AND PAYMENT – Lump Sum.

Includes saw cutting and removal and disposal of material.

13111B - ITEM 9311-0524 WARM MIX ASPHALT (WMA), PLANT-MIXED BITUMINOUS CONCRETE, BASE COURSE**Addendum:****Associated Item(s):**

9311-0524

Header:

ITEM 9311-0524 WARM MIX ASPHALT (WMA) BASE COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 25.0 MM MIX, 5" DEPTH
mm Mix, ____" DEPTH

Provision Body:

I. DESCRIPTION - This work is the Standard construction of a plant-mixed, dense-graded Warm Mix Asphalt (WMA) pavement base course on a prepared surface using a volumetric asphalt mixture design developed with the Superpave Gyratory Compactor (SGC) and using prescribed manufactured additives, modifiers and/or plant process modifications in accordance to these specifications and standard drawings. Use of reclaimed asphalt pavement (RAP) materials is permitted using current requirements and policy as specified for Hot-Mix Asphalt (HMA) pavement courses in Section 409 and Bulletin 27.

II. MATERIAL - Section 409.2 with additions and modifications as follows:

(a) Bituminous Material. Section 409.2(a) with additional subsections as follows:

3. WMA Technology Additives or Modifiers Blended at the Bituminous Material Supplier Refinery or Terminal. Provide refinery or terminally blended bituminous material modified with a WMA Technology additive or modifier from an approved manufacturer and source listed in Bulletin 15. Include in the bituminous material producer QC plan, the WMA Technology additive or modifier manufacturer name and source, dosage rates, blending method, QC testing, corrective action points, disposition of failed material, storage, handling shipping, and bill of lading information following the applicable requirements in Section 702. Include the WMA Technology Additive or Modifier and dosage rate on the bill of lading. Provide certification that the refinery or terminally blended bituminous material modified with the WMA Technology additive or modifier meets the requirements of Section 409.2(a)1 or Section 409.2(a)2 for the specified grade.

4. WMA Technology Additives or Modifiers Blended at the Bituminous Mixture Producer Plant. For WMA Technology additives or modifiers blended with the bituminous material at the bituminous mixture production plant, prepare a Producer QC Plan as specified in Section 106 and conforming to the additional Producer QC Plan requirements in Section 409.2(e)1.a and the additional Producer QC Plan requirements within this specification. Provide certification that the bituminous material blended with the WMA Technology additive or modifier at the bituminous mixture production plant meets the requirements of Section 409.2(a)1 or Section 409.2(a)2 for the specified grade.

(e) Composition of Mixtures. Section 409.2(e) with additions and modifications as follows:

1. Virgin Material Mixtures. Replace the first paragraph in Section 409.2(e)1 with the following:

Size, uniformly grade, and combine aggregate fractions, bituminous material, and either WMA technology additive(s), modifier(s) or no special additives or modifier (s), if mixture temperature, workability, and compactability is achieved solely through plant mechanical modification to produce foamed asphalt, in proportions to produce a JMF that conforms to the material, gradation, and volumetric Superpave Asphalt Mixture Design requirements as specified in Bulletin 27, Chapter 2A, for the specified nominal maximum aggregate size and design ESALs except as procedurally modified by the WMA Technology Technical Representative or manufacturer to address laboratory procedures when preparing, compacting and testing WMA mixtures and to achieve a uniform blend. Develop a hot mix asphalt (HMA) JMF according to Section 409.2 and incorporate the WMA technology additive, modifier, or process into that JMF during production. Do not develop a volumetric WMA JMF based on incorporating the WMA technology additive, modifier or process during the volumetric asphalt mixture design process. For all WMA mixture JMFs, perform moisture sensitivity analysis on laboratory mixed and laboratory compacted specimens that include the WMA Technology additive, modifier, or process as required in Bulletin 27, Chapter 2A for HMA using the same mixing, compaction and conditioning criteria used during the development of the volumetric asphalt mixture design for the HMA JMF and ensure the WMA Technology additive modifier, or process is not detrimental to the moisture resistance of the mixture.

1.a.2 Testing Plan with Action Points. Section 409.2(e)1.a.2 and add the following additional bullets:

- Blended bituminous material lot size/quantity and lot designation method.
- List of all tests to be performed on the blended bituminous material.
- Testing and certification of the blended bituminous material and WMA Technology additive or modifier for conformance to Section 409.4(a)1 or Section 409.2(a)2.
- Frequency of testing of the blended bituminous material.
- List action points to initiate corrective procedures for the blended bituminous material.
- Recording method to document corrective procedures for the blended bituminous material.
- Handling and disposition of blended bituminous material failing to meet the bituminous material specification requirements.

1.a.3 Materials Storage and Handling. Section 409.2(e)1.a.3 and add the following additional bullets:

- WMA Technology Additive or Modifier manufacturer name and source as listed in Bulletin 15.
- WMA Technology additive or modifier storage and handling prior to blending.
- All measuring, conveying and blending devices for the WMA Technology and anti-strip additive (if required), including calibration procedures.
- WMA Technology additive or modifier and anti-strip additive (if required) method of introduction, dosage rates, blending with the bituminous material and method of automation, recordation and print outs.
- Storage and handling of the blended bituminous material with the WMA Technology additive or modifier.
- WMA Production and Laboratory Mixture Temperature Range and Target
- WMA Laboratory Compaction Temperature Range and Target

1.c. Annual JMF Verification. Section 409.2(e)1.c and add the following to the end of the subsection:

Perform the annual JMF Verification for the WMA mixture JMF even if the equivalent HMA mixture JMF was previously annually verified.

1.d. Production. Section 409.2(e)1.d and add the following:

Prepare and test WMA mixtures, including SGC specimens for quality control using the same test methods, procedures and frequencies as specified for HMA, except as modified by the WMA Technology Technical Representative and the Producer QC Plan. Maintain records of the testing of WMA and make available for review by the Representative when directed.

1.d.6 Degree of Particle Coating. Add new subsection to Section 409.2(e)1.d as follows:

For all WMA mixtures, sample the mixture according to PTM No. 1 and at the frequency in the producer QC Plan. Determine the degree of particle coating of the completed WMA mixture according to AASHTO T 195. Produce a WMA mixture with percent coated particles $\geq 95.0\%$, except $\geq 85.0\%$ for WMA mixtures containing slag aggregate. Increase the plant mixing time or make other plant adjustments if the required percent of coated particles is not met. Produce a WMA mixture capable of being handled, placed and compacted without stripping the bituminous material from the aggregate.

Table A

Job-Mix Formula

Composition Tolerance Requirements of the Completed Mix

Section 409, Table A, Except revise the Temperature of Mixture (F) as follows:

Class of Material	Type of Material	Minimum*	Maximum*
PG 58-28	Asphalt Cement	215	285
PG 64-22	Asphalt Cement	220	295

PG 76-22	Asphalt Cement	240	305
All other PG Binders	Asphalt Cement	215	(Max Temperature as specified in Bulletin 25 minus 25 °F)

* The minimum and maximum temperatures shown in Table A for each Class of Material are a master temperature range for a completed WMA mixture. The Producer must include a smaller completed mixture temperature range and compaction temperature range that does not exceed 50F and that does not fall outside the master temperature range in the Producer QC Plan. The Producer is required to produce the completed mixture within the smaller temperature range in the Producer QC Plan. The Producer is required to compact the completed mixture in the SGC for QC volumetric analysis at the midpoint of the compaction temperature range in the Producer QC Plan. The Producer QC Plan mixture temperature range and compaction temperature range are to follow the guidelines provided by the WMA Technology Technical Representative or Manufacturer.

(g) WMA Technologies (Additive(s), Modifiers, or Processes) and WMA Manufacturers. Add new subsection to Section 409.2 as follows:

Produce the WMA mixture using approved or provisionally approved WMA technologies including additives, modifiers or processes from manufacturers listed in Bulletin 15. If blending WMA additives or modifiers with bituminous material, provide bituminous material modified with the WMA additive or modifier according to Section II. (a) 3 or Section II. (a) 4 within this specification. For WMA technology additives or modifiers blended with the bituminous mixture at the bituminous mixture production plant, prepare a QC Plan as specified in Section 106 and also conforming to the additional Producer QC Plan requirements within this specification. Submit the QC plan to the District Materials Engineer/District Materials Manager (DME/DMM) annually at least 3 weeks before the planned start of blending WMA Technologies with bituminous material and do not start blending until the DME/DMM reviews the QC plan.

For more information on the approved WMA technologies listed in Bulletin 15, refer to the Internet website <http://www.warmmixasphalt.com/WmaTechnologies.aspx>

(h) Anti-Strip Additives. Add new subsection to Section 409.2 as follows:

Add a compatible liquid anti-strip additive at a minimum dosage rate of 0.25% by mass (weight) of the total bituminous material or, higher as needed, to WMA mixtures using WMA Technology that is categorized as a mechanical foaming process.

(i) WMA Technology Technical Representative. Add new subsection to Section 409.2 as follows:

If directed by the Department at the preconstruction conference, ensure that a Technical Representative, from the manufacturer of the approved WMA Technology used to produce the WMA mixture, is present during initial production and placement of the specified WMA pavement course. If the Department directs that a Technical Representative is not required to be present during initial production, provide the name and telephone number of a Technical Representative who can be on-call and in direct verbal contact with the Producer, Contractor and a Department Representative within a maximum 2 hour period after initial contact. Ensure that the Technical Representative is knowledgeable in the storage, handling, blending, mixture production, mixture QC testing, placement and compaction using the WMA Technology. The Department will expect a WMA Technology Technical Representative to be present during initial production, placement and compaction when the Producer is using a WMA Technology for the very first time. Submit any proposed deviations to this requirement in writing to the Representative for approval either before or at the preconstruction conference. After initial production of the specified WMA pavement course in a sufficient quantity to place 1 mile without any technical issues affecting the production, placement and compaction of the WMA pavement course, as determined by the Department Representative upon review of the plant and field QC testing, the Department Representative will release the Technical Representative from being present. Upon release of the Technical Representative from being present, provide the name and telephone number of a Technical Representative who can be on-call and in direct verbal contact with the Producer, Contractor and a Department Representative within a maximum 2 hour period after initial contact.

III. CONSTRUCTION - Section 409.3 with additions and modifications as follows:

(a) Paving Operation QC Plan: Section 409.3(a) and add the following:

Prepare and submit additional information specifically related to all aspects of the field control of WMA concrete paving operations to the Representative as part of the paving operation QC Plan that addresses all recommendations and direction from the WMA Technology Technical Representative. Describe the construction equipment and methods necessary to control the WMA paving operations including the testing, delivery, placement, compaction, and protection of the WMA concrete courses for all placement applications including handwork as specified in Section 409.3.

(b) Weather Limitations. Section 409.3(b). Replace with the following:

Do not place base course on prepared surfaces that are wet or when the temperature of the air or the prepared surface is 35F or lower. If work is halted because of weather conditions, the Representative may allow the Contractor to place limited quantities of base course that are en route to the project.

(c) Bituminous Mixing Plant. Section 409.3(c) and add the following:

Make any plant modifications needed to introduce WMA Technology additives, modifiers, or processes according to specific recommendations and direction from the WMA Technology Technical Representative or process manufacturer to achieve a uniform blend of the WMA Technology additive, modifier or foaming process and produce a WMA mixture meeting these specifications.

1. Batch Plant. Section 409.3(c)1 and add the following:

Dry the aggregate (s) according to the specific recommendations and direction from the WMA Technology Technical Representative and heat to a suitable temperature so that the resulting completed mixture temperature is within the mixture temperature range established in the Producer QC Plan and recommended or directed by the WMA Technology Technical Representative or manufacturer and that is within the master minimum and maximum temperature range in Table A within this specification. Ensure that the aggregate is free of unburned fuel oil when delivered to the pug mill.

2. Drum mixer Plant. Section 409.3(c)2 and add the following:

Produce a completed mixture that is within the mixture temperature range established in the Producer QC Plan and recommended or directed by the WMA Technology Technical Representative or manufacturer and that is within the master minimum and maximum temperature range in Table A within this specification. Ensure that the aggregate and completed mixture is free of unburned fuel oil.

(h) Spreading and Finishing. Section 409.3(h) with additions and modifications as follows:

1.a Placing.Section 409.3(h)1.a and add the following to the end of the subsection.

At the beginning of each day's paving, up to 3 hauling equipment loads of WMA mixture are permitted to exceed the maximum temperature of mixture in Table A within this specification. This is to assist with warming the paver screed and other equipment in order to prevent dragging and sticking of WMA mixture to the equipment. For these loads, do not exceed the maximum temperature of mixture specified for HMA in Section 409, Table A

1.b Spreading and Finishing. Section 409.3(h)1.b and add the following:

If the indicated compacted depth of a WMA 25.0 mm base course is more than 6 inches, place the WMA base course in two or more layers of approximately equal compacted depth, with no layer less than 3 inches or more than 6 inches. If the indicated compacted depth of a WMA 37.5 mm base course is more than 8 inches, place the WMA base course in two or more layers of approximately equal compacted depth, with no layer less than 4 inches or more than 8 inches.

(l) Surface Tolerance. Section 409.3(l) but replace the requirement for defective pavement with the following:

The pavement is defective if irregularities are more than 1/4-inch.

(m) Tests for Depth. Replace Section 409.3(m) with the following:

Control the loose depth of each layer to construct the base course to the compacted depth indicated and within the specified tolerance. On the top lift and in the presence of the Inspector, drill full-depth cores at one random location selected by the Inspector according to PTM No. 1 in each 3,000 square yards of completed base course and at other locations the Inspector suspects are deficient.

The Inspector will measure the depth of the full-depth cores according to PTM No. 737. Pavement deficient in depth by 1/2 inch or more and that cannot be satisfactorily corrected is defective. After the Inspector completes depth measurements, backfill, compact, and seal core holes with the mixture used to construct the course. Immediately start correcting courses or pavement that are deficient in depth at the core location and proceed longitudinally and transversely until the depth is within 1/2 inch of the design depth.

IV. MEASUREMENT AND PAYMENT-Section 409.4(a), with modifications as follows:

(a) **Standard WMA Construction.** Replace HMA with WMA as follows:

1. **WMA Courses.** Section 409.(a)1 and add the following:

1.f **Warm Mix Asphalt (WMA), Base Course.** Square Yard or Ton

(b) **WMA RPS Construction.** Section 409.4(b), except replace HMA with WMA. Square Yard or Ton

14111B - ITEM 9411-0551,6550 WARM MIX ASPHALT (WMA) WEARING AND BINDER COURSE

Addendum:

Associated Item(s): 9411-0551, 9411-6550

Header:

9411-0551 WARM MIX ASPHALT (WMA) WEARING COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 12.5 MM MIX, 2" DEPTH, SRL-E

9411-6550 WARM MIX ASPHALT (WMA) BINDER COURSE, PG 64-22, 3 TO 10 MILLION ESALS, 19.0 MM MIX, 2.5" DEPTH

Provision Body:

I. DESCRIPTION - This work is the Standard and RPS construction of plant-mixed, dense-graded Warm Mix Asphalt (WMA) pavement course on a prepared surface using a volumetric asphalt mixture design developed with the Superpave Gyrotory Compactor (SGC) using prescribed manufactured additives modifiers and/ or plant process modifications according to these specifications and standard drawings. Use of reclaimed asphalt pavement (RAP) materials, is permitted using current requirements and policy as specified for Hot-Mix Asphalt (MA) pavement courses in Section 409 and Bulletin 27.

II. MATERIAL - Section 409.2 with additions and modifications as follows:

(a) **Bituminous Material.**Section 409.2(a) with additional subsections as follows:

3. WMA Technology Additives or Modifiers Blended at the Bituminous Material Supplier Refinery or Terminal. Provide refinery or terminally blended bituminous material modified with a WMA Technology additive or modifier from an approved manufacturer and source listed in Bulletin 15.Include in the bituminous material producer QC plan, the WMA Technology additive or modifier manufacturer name and source, dosage rates, blending method, QC testing, corrective action points, disposition of failed material, storage, handling shipping, and bill of lading information following the applicable requirements in Section 702. Include the WMA Technology Additive or Modifier and dosage rate on the bill of lading.Provide certification that the refinery or terminally blended bituminous material modified with the WMA Technology additive or modifier meets the requirements of Section 409.2(a)1 or Section 409.2(a)2 for the specified grade.

4. WMA Technology Additives or Modifiers Blended at the Bituminous Mixture Producer Plant. For WMA Technology additives or modifiers blended with the bituminous material at the bituminous mixture production plant, prepare a Producer QC Plan as specified in Section 106 and conforming to the additional Producer QC Plan requirements in Section 409.2(e)1.a and the additional Producer QC Plan requirements within this specification.Provide certification that the bituminous material blended with the WMA Technology additive or modifier at the bituminous mixture production plant meets the requirements of Section 409.2(a)1 or Section 409.2(a)2 for the specified grade.

(e) **Composition of Mixtures.** Section 409.2(e) with additions and modifications as follows:

1. **Virgin Material Mixtures.** Replace the first paragraph in Section 409.2(e)1 with the following:

Size, uniformly grade, and combine aggregate fractions, bituminous material, and either WMA technology additive(s), modifiers or no special additive (s) or modifier (s), if mixture temperature, workability, and compactability is achieved solely through plant mechanical modification to produce foamed asphalt, in proportions to produce a JMF that conforms to the material, gradation, and volumetric Superpave Asphalt Mixture Design requirements as specified in Bulletin 27, Chapter 2A, for the specified nominal

maximum aggregate size and design ESALs except as procedurally modified by the WMA Technology Technical Representative or manufacturer to address laboratory procedures when preparing, compacting and testing WMA mixtures and to achieve a uniform blend. Develop a hot mix asphalt (HMA) JMF according to Section 409.2 and incorporate the WMA technology additive, modifier, or process into that JMF during production. Do not develop a volumetric WMA JMF based on incorporating the WMA technology additive, modifier or process during the volumetric asphalt mixture design process. For all WMA mixture JMFs, perform moisture sensitivity analysis on laboratory mixed and laboratory compacted specimens that include the WMA Technology additive, modifier, or process as required in Bulletin 27, Chapter 2A for HMA using the same mixing, compaction and conditioning criteria used during the development of the volumetric asphalt mixture design for the HMA JMF and ensure the WMA Technology additive modifier, or process is not detrimental to the moisture resistance of the mixture.

1.a.2. Testing Plan with Action Points. Section 409.2(e)1.a.2 and add the following additional bullets:

- Blended bituminous material lot size/quantity and lot designation method.
- List of all tests to be performed on the blended bituminous material.
- Testing and certification of the blended bituminous material and WMA Technology additive or modifier for conformance to Section 409.4(a)1 or Section 409.2(a)2.
- Frequency of testing of the blended bituminous material.
- List action points to initiate corrective procedures for the blended bituminous material.
- Recording method to document corrective procedures for the blended bituminous material.
- Handling and disposition of blended bituminous material failing to meet the bituminous material specification requirements.

1.a.3. Materials Storage and Handling. Section 409.2(e)1.a.3 and add the following additional bullets:

- WMA Technology additive or modifier manufacturer name and source as listed in Bulletin 15.
- WMA Technology additive or modifier storage and handling prior to blending.
- All measuring, conveying and blending devices for the WMA Technology and anti-strip additive (if required), including calibration procedures.
- WMA Technology additive or modifier and anti-strip additive (if required) method of introduction, dosage rates, blending with the bituminous material and method of automation, recordation and print outs.
- Storage and handling of the blended bituminous material with the WMA Technology additive or modifier.
- WMA Production and Laboratory Mixture Temperature Range and Target
- WMA Laboratory Compaction Temperature Range and Target

1.c. Annual JMF Verification. Section 409.2(e)1.c and add the following to the end of the subsection:

Perform the annual JMF Verification for the WMA mixture JMF even if the equivalent HMA mixture JMF was previously annually verified.

1.d. Production. Section 409.2(e)1.d and add the following:

Prepare and test WMA mixtures, including SGC specimens for quality control using the same test methods, procedures and frequencies as specified for HMA, except as modified by the WMA Technology Technical Representative and the Producer QC Plan. Maintain records of the testing of WMA and make available for review by the Representative when directed.

1.d.6 Degree of Particle Coating. Add new subsection to Section 409.2(e)1.d as follows:

For all WMA mixtures, sample the mixture according to PTM No. 1 and at the frequency in the producer QC Plan. Determine the degree of particle coating of the completed WMA mixture according to AASHTO T 195. Produce a WMA mixture with percent coated particles $\geq 95.0\%$, except $\geq 85.0\%$ for WMA mixtures containing slag aggregate. Increase the plant mixing time or make other plant adjustments if the required percent of coated particles is not met. Produce a WMA mixture capable of being handled, placed and compacted without stripping the bituminous material from the aggregate.

Table A

Job-Mix Formula

Composition Tolerance Requirements of the Completed Mix

Section 409, Table A, Except revise the Temperature of Mixture (F) as follows:

Class of Material	Type of Material	Minimum*	Maximum*
PG 58-28	Asphalt Cement	215	285
PG 64-22	Asphalt Cement	220	295
PG 76-22	Asphalt Cement	240	305
All other PG Binders	Asphalt Cement	514	(Max Temperature as specified in Bulletin 25 minus 25 F)

* The minimum and maximum temperatures shown in Table A for each Class of Material are a master temperature range for a completed WMA mixture. The Producer must include a smaller completed mixture temperature range and compaction temperature range that does not exceed 50F and that does not fall outside the master temperature range in the Producer QC Plan. The Producer is required to produce the completed mixture within the smaller temperature range in the Producer QC Plan. The Producer is required to compact the completed mixture in the SGC for QC volumetric analysis at the midpoint of the compaction temperature range in the Producer QC Plan. The Producer QC Plan mixture temperature range and compaction temperature range are to follow the guidelines provided by the WMA Technology Technical Representative or Manufacturer.

(g) WMA Technologies (Additive(s), Modifier(s), or Processes) and WMA Manufacturers. Add new subsection to Section 409.2 as follows:

Produce the WMA mixture using approved or provisionally approved WMA technologies including additives, modifiers or processes from manufacturers listed in Bulletin 15. If blending WMA additives or modifiers with bituminous material, provide bituminous material modified with the WMA additive or modifier according to Section II. (a) 3 or Section II. (a) 4 within this specification. For WMA technology additives or modifiers blended with the bituminous mixture at the bituminous mixture production plant, prepare a QC Plan as specified in Section 106 and also conforming to the additional Producer QC Plan requirements within this specification. Submit the QC plan to the District Materials Engineer/District Materials Manager (DME/DMM) annually at least 3 weeks before the planned start of blending WMA Technologies with bituminous material and do not start blending until the DME/DMM reviews the QC plan.

For more information on the approved WMA technologies listed in Bulletin 15, refer to the Internet website <http://www.warmmixasphalt.com/WmaTechnologies.aspx>

(h) Anti-Strip Additives. Add new subsection to Section 409.2 as follows:

Add a compatible liquid anti-strip additive at a minimum dosage rate of 0.25% by mass (weight) of the total bituminous material or, higher as needed, to WMA mixtures using WMA Technology that is categorized as a mechanical foaming process.

(i) WMA Technology Technical Representative. Add new subsection to Section 409.2 as follows:

If directed by the Department at the preconstruction conference, ensure that a Technical Representative, from the manufacturer of the approved WMA Technology used to produce the WMA mixture, is present during initial production and placement of the specified WMA pavement course. If the Department directs that a Technical Representative is not required to be present during initial production, provide the name and telephone number of a Technical Representative who can be on-call and in direct verbal contact with the Producer, Contractor and a Department Representative within a maximum 2 hour period after initial contact. Ensure that the Technical Representative is knowledgeable in the storage, handling, blending, mixture production, mixture QC testing, placement and compaction using the WMA Technology. The Department will expect a WMA Technology Technical Representative to be present during initial production, placement and compaction when the Producer is using a WMA Technology for the very first time. Submit any proposed deviations to this requirement in writing to the Representative for approval either before or at the preconstruction conference. After initial production of the specified WMA pavement course in a sufficient quantity to place 1 mile without any technical issues affecting the production, placement and compaction of the WMA pavement course, as

determined by the Department Representative upon review of the plant and field QC testing, the Department Representative will release the Technical Representative from being present. Upon release of the Technical Representative from being present, provide the name and telephone number of a Technical Representative who can be on-call and in direct verbal contact with the Producer, Contractor and a Department Representative within a maximum 2 hour period after initial contact.

III. CONSTRUCTION - Section 409.3 with additions and modifications as follows:

(a) Paving Operation QC Plan: Section 409.3(a) and add the following:

Prepare and submit additional information specifically related to all aspects of the field control of WMA concrete paving operations to the Representative as part of the paving operation QC Plan that addresses all recommendations and direction from the WMA Technology Technical Representative. Describe the construction equipment and methods necessary to control the WMA paving operations including the testing, delivery, placement, compaction, and protection of the WMA concrete courses for all placement applications including handwork as specified in Section 409.3.

(c) Bituminous Mixing Plant. Section 409.3(c) and add the following:

Make any plant modifications needed to introduce WMA Technology additives, modifiers, or processes according to specific recommendations and direction from the WMA Technology Technical Representative or process manufacturer to achieve a uniform blend of the WMA Technology additive, modifier or foaming process and produce a WMA mixture meeting these specifications.

1. Batch Plant. Section 409.3(c)1 and add the following:

Dry the aggregate (s) according to the specific recommendations and direction from the WMA Technology Technical Representative and heat to a suitable temperature so that the resulting completed mixture temperature is within the mixture temperature range established in the Producer QC Plan and recommended or directed by the WMA Technology Technical Representative or manufacturer and that is within the master minimum and maximum temperature range in Table A within this specification. Ensure that the aggregate is free of unburned fuel oil when delivered to the pug mill.

2. Drum mixer Plant. Section 409.3(c)2 and add the following:

Produce a completed mixture that is within the mixture temperature range established in the Producer QC Plan and recommended or directed by the WMA Technology Technical Representative or manufacturer and that is within the master minimum and maximum temperature range in Table A within this specification. Ensure that the aggregate and completed mixture is free unburned fuel oil.

(h) Spreading and Finishing. Section 409.3(h) with additions as follows:

1.a Placing. Section 409.3(h)1.a and add the following to the end of the subsection.

At the beginning of each day's paving, up to 3 hauling equipment loads of WMA mixture are permitted to exceed the maximum temperature of mixture in Table A within this specification. This is to assist with warming the paver screed and other equipment in order to prevent dragging and sticking of WMA mixture to the equipment. For these loads, do not exceed the maximum temperature of mixture specified for HMA in Section 409, Table A.

IV. MEASUREMENT AND PAYMENT - Section 409.4 except replace HMA with WMA as follows:

(a) Standard WMA Construction

1. WMA Courses.

1.a Warm Mix Asphalt (WMA), Wearing Course. Square Yard or Ton

1.b Warm Mix Asphalt (WMA), Wearing Course (Scratch). Ton

1.c Warm Mix Asphalt (WMA), Wearing Course (Leveling). Ton

1.d Warm Mix Asphalt (WMA), Binder Course. Square Yard or Ton

1.e Warm Mix Asphalt (WMA), Binder Course (Leveling). Ton

(b) RPS WMA Construction. Section 409.4(b), except replace HMA with WMA. Square Yard or Ton

00 - ITEM 9619-0610 REMOVE AND RESET PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD)

Addendum:

Associated Item(s): 9619-0610

Header:

ITEM 9619-0610 REMOVE AND RESET PERMANENT IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3

Provision Body:

In accordance Section 619, modified as follows:

Section 619.1 – DESCRIPTION – Revise to read:

This work is the removal of the existing QuadGuard Impact Attenuating Device and reinstalling it, as indicated, and as directed.

Section 619.2 – MATERIAL – Revise to read:

Permanent impact attenuating device to be reset from a location indicated on the plan.

Section 619.3 (b) – CONSTRUCTION – Revise to read:

Section 619.3 (b) Install according to the manufacturer's specifications and installation instructions and as indicated. Place impact attenuating device as indicated on the plans in a like-new condition. Any damage to impact attenuating device is to be repaired and/or replaced by the contractor and at no expense to the Department.

Section 619.1 – MEASUREMENT AND PAYMENT – Each. – Add the following:

This price includes any damage incurred during removal and installation.

00 - ITEM 9623-0123 TRANSITION, CONCRETE MEDIAN BARRIER TO EXISTING BOX BEAM GUIDE RAIL

Addendum:

Associated Item(s): 9623-0123

Header:

ITEM 9623-0123 TRANSITION, CONCRETE MEDIAN BARRIER TO EXISTING BOX BEAM GUIDE RAIL

Provision Body:

DESCRIPTION - This work is the construction of Concrete Median Barrier that transitions from typical Concrete Median Barrier to the existing Concrete Median with Box Beam Guide Rail. The box beam guide rail connection (including all hardware) and rebar in the Concrete Median Barrier shall be considered incidental to this item.

MATERIAL –SECTION 623.2 Modified as follows:

A) Delete

B) Other Material. Modified as follows:

- Class AA Cement Concrete (Slip-Forming) – Section 704, except:

The slump criteria for acceptance specified in Table A, Section 704.1 does not apply. Establish a target slump value to control the consistency of the concrete and action points and rejection points and include in the QC Plan. Perform slump testing at the frequency established in the QC Plan.

- Premolded Expansion Joint Filler – Section 705.1
- Reinforcement, Epoxy Coated or Galvanized – Section 709.1, 709.3, or 709.4
- Curing and Protecting Covers – Section 711.1 and 711.2(a)
- Joint Sealing Material (Longitudinal Joints) – Section 705.4(b) or (c)
- Mortar – Section 1001.2(d)
- Coarse Aggregate – Section 703.2
- Subbase Material – Section 350.2
- Structural Steel (Plates for Joints) – Section 1105.02(a)2. Galvanized as specified in Section 1105.02(s).
- Protective Coating for Concrete – Section 503.2
- Intermediate Curing Compound – Section 711.2(c)
- Caulking Compound (Vertical Joints) – Section 705.8(b)

CONSTRUCTION –SECTION 623.3 Modified as follows:

As shown on the Concrete Median Barrier Transition to Box Beam Guide Rail Detail on Roadway Plan, as specified in the applicable parts of Section 1001.3.

A) General. Modified as follows:

Submit proposed standard design modifications to the District Executive for review and acceptance before starting work.

Fill surface blemishes larger than 13 mm (1/2 inch) with mortar, as directed.

Install barrier mount delineation devices, as directed or according to the manufacturer's recommendations.

Join new concrete median barrier and existing barrier, where indicated and as directed.

If required, construct structure mounted median barrier, as indicated.

Construct cast-in-place barrier and slip-form barrier according to the weather restrictions specified in Section 501.3(b).

Cure cast-in-place barrier and slip-form barrier as specified in Section 1001.3(p)3.a or Section 501.3(l) except white membrane curing compound may be used to cure barrier subject to the application of protective coatings and the first paragraph specified in Section 501.3(l)1.c does not apply.

Apply a protective coating to barriers, a minimum of 28 days after concrete placement, as specified in Section 503.3(b). Before application, thoroughly dry and clean surfaces of dirt, debris, oil, grease, and foreign matter that would prevent protective coating penetration, adhesion, or drying.

B) Slip-Form Method.

If the barrier is cured by a method other than a liquid membrane curing compound, apply an intermediate monomolecular film curing agent as specified in Section 516.3(j) immediately after the extruded concrete surface leaves the slip form machine or immediately after necessary offsets and fins are removed by light troweling.

Do not touch the barrier extruded concrete surface as it leaves the slip-form machine, except to immediately remove offsets and fins by light troweling.

Make adjustments in the operation to correct any condition causing surface blemishes larger than 13 mm (1/2 inch). If the adjustment do not correct the condition within 9 m (30 linear feet), halt the operation until the condition is corrected, either by adjustments to the operation or by adjustments to the concrete mix.

Do not use an intermediate curing compound or water on the completed barrier to correct imperfections.

C) Joints. Modified as follows:

Form contraction joints, by hand or saw, 5 mm (3/16 inch) wide and 50 mm (2 inches) deep. Saw as soon as possible after the concrete sets sufficiently to preclude raveling during the sawing, before any shrinkage cracking occurs in the concrete. The depth of saw cut may be decreased at the edge adjacent to the pavement to obtain maximum depth without pavement damage.

Tool the construction joint edges.

Place 19 mm (3/4 inch) premolded, expansion-joint material, cut to conform to the cross sectional area, at structures and at the end of the workday.

Construct longitudinal joints a maximum of 6 mm (1/4 inch) wide on both sides of the barrier, as indicated.

Seal the longitudinal joints as specified in Section 501.3(n). Seal all vertical contraction and construction joints with an approved caulking compound. Trim 19 mm (3/4 inch) premolded expansion-joint material at construction joints to create a notch for caulking compound.

D) Removal of Forms.

Do not remove forms until at least 12 hours after placing the concrete. Do not rub to correct irregularities until the full curing period has elapsed. Correct any irregular surface by rubbing with a carborundum stone. Do not brush finish or plaster. After removing the form, fill minor defects with mortar. Promptly remove and replace rejected barrier.

E) Testing and Acceptance. Have the finished barrier conform to the dimensions of the design template within 6 mm (1/4 inch) in all directions and across the joints. Test the top and side surfaces using a 3 m (10 foot) straightedge. Hold the straightedge in successive positions for the entire length of the barrier and advance in stages of not more than 1.5 m (5 feet). Remove and replace barrier with deviations in excess of 6 mm (1/4 inch) as measured from the testing edge of the straightedge.

F) Delete

MEASUREMENT AND PAYMENT – Each

00 - ITEM 9901-0825 LANE SEPARATOR

Addendum:

Associated Item(s): 9901-0825

Header:

ITEM 9901-0825 LANE SEPARATOR

Provision Body:

DESCRIPTION - This work is the furnishing, maintaining, and removing of temporary lane separator curb for maintenance and protection of traffic during construction.

MATERIAL -

- Temporary Lane Separator Curb - From a manufacturer listed in Bulletin 15. Provide a yellow base, yellow reboundable upright delineators and yellow reflective arcs. Cover both sides of the uprights with yellow reflective material. Provide as many reflective units (uprights and arcs) as can be installed at the locations indicated.

CONSTRUCTION - As indicated and as follows:

Place the temporary mountable lane separator curb units in accordance with the manufacturer's recommendations. Join and align the units at the required locations. Secure the units to prevent movement under traffic as recommended by the manufacture for a temporary installation. Prevent damage to the pavement when removing. Repair any damage to the pavement at no cost to the Department. Maintain alignment, delineation and condition of the temporary lane separator curb as necessary, for the duration of the project. Remove the curb from the project upon project completion, or when directed.

Immediately replace or repair cracked or broken bases and reflective units, when (as determined by the representative) the damage hinders the unit's performance. Immediately replace or clean the reflective units, when (as determined by the representative) the unit has lost sufficient reflectivity to hinder the unit's performance.

MEASUREMENT AND PAYMENT - Linear Foot

00 - ITEM 9931-0001 POST MOUNTED SIGNS, TYPE B, RESET

Addendum:

Associated Item(s): 9931-0001

Header:

ITEM 9931-0001 POST MOUNTED SIGNS, TYPE B, RESET

Provision Body:

In accordance Section 931, modified as follows:

Section 931.1 - DESCRIPTION – Revise to read:

This work is the removal of existing signs, posts, anchors, and associated hardware and reinstalling the signs as indicated.

Section 931.2 - MATERIAL - Revise by deleting the first bullet

Section 931.3 - CONSTRUCTION - As indicated and as follows:

Provide new breakaway steel posts, anchors, and associated hardware.

Replace any sign lost or damaged as a result of the resetting operations, at no additional expense to the Department.

Section 931.4 - MEASUREMENT AND PAYMENT – Each

00 - ITEM 9931-0003 POST MOUNTED SIGNS, TYPE B, REMOVE

Addendum:

Associated Item(s): 9931-0003

Header:

ITEM 9931-0003 POST MOUNTED SIGNS, TYPE B, REMOVE

Provision Body:

In accordance Section 931, modified as follows:

Section 931.1 - DESCRIPTION – Revise to read:

This work is removing existing signs as indicated and directed of the type specified.

Section 931.3 - CONSTRUCTION – Revise to read:

Remove existing signs and posts and backfill any holes in accordance with Section 206.3 (b) 4.

Salvage all aluminum signs, and dispose of other materials. Do not damage signs during removal because the signs will be reinstalled in new location. Replace any sign lost or damaged during the removal operation at no additional expense to the Department.

Section 931.4 MEASUREMENT AND PAYMENT - Each

Performance Bonds

Surety Company: Liberty Mutual Insurance Company

Bonding Agency: Robert J. Hanafin, Inc.

Producer: Marilyn L Burns Ms/PennDOT BP-002843

Co-Insurer: No

Status: Accepted

Bond Number: 837057083

Bond Amount: \$2,233,000.00

NAIC: 23043

KNOW ALL MEN BY THESE PRESENTS, That we, *Fahs Construction Group of 2224 Pierce Creek Road , Binghamton, NY 13903* as PRINCIPAL, and Liberty Mutual Insurance Company a corporation, as SURETY, are held and firmly bound unto the Commonwealth of Pennsylvania in the full and just sum of \$2,233,000.00, 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 17 day of October 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.

For the rehabilitation and improvement of a certain section of STATE HIGHWAY in LACKAWANNA COUNTY, CITY OF SCRANTON, Commonwealth of Pennsylvania, SR 00011, SECTION 253 From a point approximately 524 linear feet from the intersection with Jefferson Ave at Segment 0182 Offset 0852 (Station 5+24.76) to a point approximately 165 linear feet from the intersection with Front Street at Segment 0182 offset 0166 (Station 12+10.74) For the rehabilitation of an existing structure consisting of removal and replacement of the existing concrete bridge deck with a reinforced cement concrete bridge deck; neoprene strip seal dams, abutment repairs, beam repairs, bridge lighting, full depth bituminous approach work, pavement markings, drainage and traffic control all contained within an overall project length 735.98 linear feet (0.139 mile) 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	James R Gould/PennDOT BP-000987	Submit	10/17/2012 10:20:55 AM
Producer Review	Marilyn L Burns Ms/ PennDOT BP-002843	Sign	10/17/2012 03:12:28 PM
Contractor Review	James R Gould/PennDOT BP-000987	Sign	10/18/2012 09:19:10 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	10/18/2012 02:30:25 PM

Payment Bonds

Surety Company: Liberty Mutual Insurance Company

Bonding Agency: Robert J. Hanafin, Inc.

Producer: Marilyn L Burns Ms/PennDOT BP-002843

Co-Insurer: No

Status: Accepted

Bond Number: 837057083

Bond Amount: \$2,233,000.00

NAIC: 23043

KNOW ALL MEN BY THESE PRESENTS, That we, *Fahs Construction Group of 2224 Pierce Creek Road , Binghamton, NY 13903* as PRINCIPAL, and Liberty Mutual Insurance Company a corporation, as SURETY, are held and firmly bound unto the Commonwealth of Pennsylvania in the full and just sum of \$2,233,000.00, 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 17 day of October 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.

For the rehabilitation and improvement of a certain section of STATE HIGHWAY in LACKAWANNA COUNTY, CITY OF SCRANTON, Commonwealth of Pennsylvania, SR 00011, SECTION 253 from a point approximately 524 linear feet from the intersection with Jefferson Ave at Segment 0182 Offset 0852 (Station 5+24.76) to a point approximately 165 linear feet from the intersection with Front Street at Segment 0182 offset 0166 (Station 12+10.74) For the rehabilitation of an existing structure consisting of removal and replacement of the existing concrete bridge deck with a reinforced cement concrete bridge deck; neoprene strip seal dams, abutment repairs, beam repairs, bridge lighting, full depth bituminous approach work, pavement markings, drainage and traffic control all contained within an overall project length 735.98 linear feet (0.139 mile) 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 in, 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 materials 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	James R Gould/PennDOT BP-000987	Submit	10/17/2012 10:20:11 AM
Producer Review	Marilyn L Burns Ms/ PennDOT BP-002843	Sign	10/17/2012 03:10:21 PM
Contractor Review	James R Gould/PennDOT BP-000987	Sign	10/18/2012 09:18:52 AM
BOD CMD Review	Roland L Rode/PennDOT	Accept	10/18/2012 02:29:59 PM

Insurance

Robert J. Hanafin, Inc.

204 Washington Ave
PO Box 509
Endicott, NY 13760

Company: Charter Oak Fire Ins. Co.
Policy: CO-0779C779-12
Expiration: 09/30/2013

DBE Commitments

DBE: 2%
Approved: 3.78%

Perform Less Than 50% of Work Items: No
Good Faith Effort Evaluation: No

Status	Business Partner	Business	% of Bid	Submitted	Acknowledged
Approved	Alexson Supply, Inc.	Regular Dealer	3.78%	10/10/2012	10/10/2012

Alexson Supply, Inc.

Prime

Contact: jim schutt
Phone: 607-724-1835
DBE: 2%

Status: Approved
Revision Number:

DBE

Business Partner: Alexson Supply, Inc.
Type: DBE
Contact: Connie Maccolino
Phone: 610-497-7770
DBE JVT%:
Certification: 10687
Cert. Expiration: 04/30/2015

Agreement Amount: \$84,321.04
% of Bid: 3.78
Mobilization: \$0.00
Starting: 06/03/2013
Completion: 06/02/2014
Business Type: Regular Dealer

Items

None

Partial Items

Item	Description	Unit of Measure	Quantity
1002-0153	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED	EACH	72.000
1002-0153	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED	EACH	72.000
1002-0153	MECHANICAL SPLICE SYSTEM FOR NO. 6 REINFORCEMENT BARS, EPOXY COATED	EACH	72.000
1002-0152	MECHANICAL SPLICE SYSTEM FOR NO. 5 REINFORCEMENT BARS, EPOXY COATED	EACH	2,082.000
1002-0152	MECHANICAL SPLICE SYSTEM FOR NO. 5 REINFORCEMENT BARS, EPOXY COATED	EACH	2,082.000
1002-0152	MECHANICAL SPLICE SYSTEM FOR NO. 5 REINFORCEMENT BARS, EPOXY COATED	EACH	2,082.000
1002-0053	REINFORCEMENT BARS, EPOXY COATED	LB	122,740.000
1002-0053	REINFORCEMENT BARS, EPOXY COATED	LB	122,740.000

Comment

None

Workflow

Status	Name	Disposition	Date/Time
Draft	James R Schutt/PennDOT BP-000987	Submit	10/10/2012 01:52:50 PM

Awaiting Acknowledgement	Constance Mcgough Macolino/PennDOT BP-000894	Acknowledge	10/10/2012 02:45:03 PM
Acknowledged	James R Schutt/PennDOT BP-000987	Submit	10/10/2012 03:16:25 PM
PennDOT Review	Delores A Ritzman/PennDOT	Approve	10/11/2012 09:02:59 AM

Plans

Plans

Addendum

Roadway Plan

Supplemental Plans

Cross Section

Existing Structure Plan - S-7402

Signing and Pavement Marking Plan

Structure Plan

Traffic Control Plan

Attachments

Project-Specific Checklist Items

	Addendum
Project Specific - Sketch of summary sheet 10 of 20	1
Project Specific - Sketch of MPT plan sheet 1 of 24	1
Project Specific - Sketch of revisions to sheet 39 of 39 structure	1
Project Specific - Sketch of revisions to sheet 2 of 39	1
Project Specific - M-937R	
Project Specific - M-937RO	
Project Specific - Standards for Channel Cleaning at bridges and Culverts	
Project Specific - Steel Cost Escalation Form	

Reviews

None

Contract Award Items

- Disclosure of Lobbying Activities
- F.A.R. REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS
- Federal Wage Rate

Local Agreements and Coordination

None

Environmental Clearances

None

Permits

- Environmental Due Diligence (EDD) - Contractor
- Environmental Due Diligence (EDD) - PennDOT

Right of Way

None

Survey

None

Utilities Clearance

None

Utility Engineering

None

Construction Items

- Pre-Bid Construction Schedule

Structures and Geotechnical

None

Railroad Coordination

- D4279A Railroad Crossing Data for Contractor

Traffic

None

Construction Coordination

None

Maintenance Items

None

Estimates

None

Comments: