SECTION 905 -- PROPOSAL (CONTINUED)

I (We) hereby certify by digital signature and electronic submission via Bid Express of the Section 905 proposal below, that all certifications, disclosures and affidavits incorporated herein are deemed to be duly executed in the aggregate, fully enforceable and binding upon delivery of the bid proposal. I (We) further acknowledge that this certification shall not extend to the bid bond or alternate security which must be separately executed for the benefit of the Commission. This signature does not cure deficiencies in any required certifications, disclosures and/or affidavits. I (We) also acknowledge the right of the Commission to require full and final execution on any certification, disclosure or affidavit contained in the proposal at the Commission's election upon award. Failure to so execute at the Commission's request within the time allowed in the Standard Specifications for execution of all contract documents will result in forfeiture of the bid bond or alternate security.

Bidder acknowledges receipt of and has added to and made a part of the proposal and contract documents the following addendum (addenda):

ADDENDUM NO.	1	DATED	5/21/2020	ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	
ADDENDUM NO		DATED		ADDENDUM NO.		DATED	

Number	Description
1	Revised Notice to Bidder No. 2526; Revised Bid Items; Amendment EBSx Download Required.

TOTAL ADDENDA: 1
(Must agree with total addenda issued prior to opening of bids)

Respectfully Submitted,

DATE _____

_____
Contractor

BY _____
Signature

TITLE _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____

(To be filled in if a corporation)

Our corporation is chartered under the Laws of the State of _____ and the names, titles and business addresses of the executives are as follows:

_____
President Address

_____
Secretary Address

_____
Treasurer Address

The following is my (our) itemized proposal.

MP-5019-50(014)/ 306932301000
Neshoba County(ies)

Revised 01/26/2016

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

SECTION 904 - NOTICE TO BIDDERS NO. 2526 **CODE: (SP)**

DATE: 05/20/2020

SUBJECT: Scope of Work

PROJECT: MP-5019-50(014) / 306932301 -- Neshoba County

The contract documents do not include an official set of plans, but may by reference include some Standard Drawings or Special Drawings. All other references to plans in the contract documents and Standard Specifications for Road and Bridge Construction are to be disregarded.

Work on this project shall consist of the following:

Mill and overlay approximately 1.35 miles of SR 19 from south of Posey Avenue (BOP Station 10+00) to SR 16 in the City of Philadelphia (EOP Station 74+41). Station 20+26 to 25+57 shall be omitted due to Bridge No. 57.6 being removed and constructed in an upcoming project.

The existing pavement on SR 19 from Station 10+00 to Station 27+60 consists of 5" and variable of asphalt over 11" of clay gravel with 12-foot lanes, 2-foot and variable paved shoulder, and 3-foot and variable shoulders. The existing pavement on SR 19 from Station 27+60 to Station 74+41 consists of 2"and variable of asphalt over 5½" of JRCP with 12-foot lanes, 2-foot curb and gutter, and 3-foot and variable shoulders.

Construction signage shall be installed as per the detail sheets included prior to the beginning of work.

Prior to any subsurface repairs being initiated, MS 811 and the City of Philadelphia **shall** be contacted for the utilities and their location and depth to be marked.

Prior to milling and overlaying Station 10+00 to Station 27+60, repair of failed asphalt pavement shall be accomplished by removing the asphalt full depth and replacing it with the structure shown on the typical sections and Scope of Work. Any existing asphalt pavement adjacent to the asphalt failed area if required shall be removed during the repair process and shall be paid for using Pay Item No. 202-B009 Removal of Asphalt Pavement, Failed Areas. Any failed base or subgrade should be removed and will be paid for using Pay Item No. 203-G001 Excess Excavation. The area will be backfilled with 12.5mm, MT, Asphalt Pavement, Leveling. The asphalt shall be replaced in lifts not to exceed 3". The joints shall be tacked prior to placement of the asphalt. The Contractor shall only remove the amount of pavement that can be replaced on the same day. The removal sections shall be adequately delineated and protected until the work is completed. Tables showing the location of the failed asphalt areas are attached. No other asphalt failed area repairs shall be added without the approval of the Engineer. If traditional excavation methods are used, the removal area shall first be saw cut full depth to create a neat line and prevent damage to the adjacent pavement structure. Payment for saw cuts

will be made using the appropriate pay items. If milling techniques are used, the area will not require saw cuts but care should exercised to create a neat removal line and to prevent damage to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using the appropriate pay items. Payment will not be made for saw cuts not performed.

Prior to milling and overlaying Station 27+60 to Station 74+41, repair of failed asphalt pavement overlying JRCP shall be accomplished by removing the asphalt full depth and replacing it with the structure shown on the typical sections and Scope of Work. It is not anticipated that the underlying JRCP will need to be removed; however, after the Contractor has removed the failed asphalt pavement the Engineer will evaluate the condition of the JRCP and direct the Contractor if the existing JRCP will be allowed to remain in place. Any existing asphalt pavement adjacent to the concrete failed area if required shall be removed during the repair process and shall be paid for using Pay Item No. 202-B009 Removal of Asphalt Pavement, Failed Areas. Any failed base or subgrade should be removed and will be paid for using Pay Item No. 203-G001 Excess Excavation. The area will be backfilled with 12.5mm, MT, Asphalt Pavement, Leveling. The asphalt shall be replaced in lifts not to exceed 3". The joints shall be tacked prior to placement of the asphalt. The Contractor shall only remove the amount of pavement that can be replaced on the same day. The removal sections shall be adequately delineated and protected until the work is completed. A Table showing the location of the failed concrete areas are attached. No other concrete failed area repairs or failed concrete pavement joint repairs shall be added without the approval of the Engineer. If traditional excavation methods are used, the removal area shall first be saw cut full depth to create a neat line and prevent damage to the adjacent pavement structure. Payment for saw cuts will be made using the appropriate pay items. If milling techniques are used, the area will not require saw cuts but care should exercised to create a neat removal line and to prevent damage to the adjacent pavement structure. If saw cuts are used in conjunction with milling, payment will be made using the appropriate pay items. Payment will not be made for saw cuts not performed.

The existing asphalt roadway shall be fine milled 1½" and overlaid with 2" of 12.5-mm, MT, asphalt from Station 10+00 to Station 29+41, excluding Station 20+26 to Station 25+57. The existing asphalt roadway shall be fine milled 1½" and overlaid 2" on the centerline and 1½" on the edge of pavement with 12.5-mm, MT, asphalt from Station 29+41 to Station 74+41.

Any failed areas that develop after the asphalt operations have been completed shall be repaired full depth using 12.5-mm, MT, Leveling asphalt. Full depth saw cuts shall be required in this operation.

Traffic on the milled surface shall be limited to two (2) days. The Contractor will be assessed a penalty of <u>$5,000 per calendar day</u> afterwards until the milled surfaces are covered with the next lift of asphalt.

Local paved public roads shall be fine milled 1½" and overlaid with 2" and variable of 12.5-mm, MT, asphalt to the end of the existing asphalt pavement, end of MDOT maintenance or to right-of-way, or as directed. A paving transition shall be required in order to transition the paving from 2" adjacent to the main line asphalt to 1½" in order to tie in to the existing pavement at the end of the local road.

Temporary pavement markings shall be placed at the end of each day's paving operations and prior to opening the road to traffic. Permanent pavement markings shall be placed after completion of all paving operations as per Subsection 403.03.5.2.

Where applicable, the existing shoulders are to be raised to match the new pavement elevation by placing variable depth crushed stone on the existing shoulders. It is not anticipated that the granular material will be required throughout the length of the project but only in areas deficient of shoulder material and as directed. Placement of the granular material on the finished asphalt course shall not be permitted. The material shall be bladed, rolled, and compacted to a finished slope of four percent (4%). Placement of this material shall be performed to provide a uniform and compacted shoulder with a minimum depth and width of material placed. Shoulders with adequate shoulder material in place shall be bladed to a slope of four percent (4%). The cost of blading shall be included in other items bid.

Blading of the existing shoulder material shall be coincident with the milling/overlaying operation to prevent the possible ponding of water. No payment will be made for blading or removal of the existing shoulder material. Any material excavated from the existing shoulder shall be used to raise the existing shoulder to match the new pavement elevation and any surplus material shall be spread along the edge of the shoulders, fore slopes, or other adjacent areas as directed by the Engineer and will be an absorbed item. Material which cannot be placed in adjacent areas and deemed to be excess excavations by the Engineer will be an absorbed item.

Sawing and sealing of the transverse joints within the composite pavement sections shall be completed within seven (7) days after the placement of 12.5-mm, MT, asphalt, as per the typical. The saw cut joints shall be directly over the existing concrete pavement joints and shall be accurately located by a method employing pins and string line or other methods approved by the Engineer. The pins shall be accurately located prior to paving. All work involved will be paid by pay item 413-E: Sawing and Sealing Transverse Joints in Asphalt Pavement.

Transverse stop sign rumble stripe shall be installed on both the south and north end of the intersection of SR 19 and St. Francis Drive.

Temporary Portable Rumble Strips, as described in Special Provision No. 907-619, shall be used in advance of each lane closure. Payment shall be made under pay item 907-619-B: Temporary Portable Rumble Strips. At the conclusion of the project, MDOT will take possession of the set of temporary portable rumble strips used for the project.

GENERAL NOTES

Milling and paving operations shall be performed such that a -2% slope from centerline is provided in normal crown roadway sections. Superelevation through curves shall be maintained as it currently exists or improved as directed.

Temporary asphalt joints (aka paper joints) shall be constructed at the end of each day's milling/overlaying operations where the milled/overlaid surface joins the existing asphalt

pavement surface. Paper joints shall be a minimum of nine feet (9') in length and for the full width of the milled surface. Paper joints shall be adequately maintained.

The Contractor is responsible for providing shoulder drainage outlets as applicable in milled areas. Payment for these outlets shall be included in the bid price for the milling of bituminous pavement.

The Reclaimed Asphalt Pavement (RAP) material removed by the milling operation shall become the property of the Contractor.

Existing asphalt/concrete driveway connections shall be milled and replaced with new asphalt connections using 12.5-mm, MT, asphalt. The existing asphalt/concrete driveway connections shall be paved to the shoulder line per the included typical drawing. Pads shall be shaped horizontally and vertically to prevent excessive drop-offs. Granular material shall be placed around the pads to prevent shoulder drop-offs as directed and shall be placed in a timely manner. Drop-offs exceeding 2½" shall be corrected within two (2) calendar days of the placement of the pad. Crushed stone will be used as directed by the Engineer to fill in existing low shoulders.

Potholes that may exist or occur in the existing pavement are to be patched in a timely manner. Patching of potholes shall be considered an absorbed item.

Temporary stripe will be required immediately after milling and overlaying and prior to opening the area to traffic. Short term temporary stripe may be offset as required for the sequence of operations; however, temporary stripe placed on the finished surface is to be placed in the same location and layout as permanent stripe.

All permanent striping will be thermoplastic. The width of the permanent stripe will be six inches (6") for continuous, edge, and skip stripe. Detail and legend stripe will be as shown in the standard drawings. Permanent raised pavement markers shall be installed on mainline and local public roads after completion of all paving operations.

Existing utilities (manholes, water valves, etc.) shall be adjusted in the field to meet the new pavement height and shall be paid for using pay item 613-A: Adjustment of Castings, Grating & Utility Appurtenances. It shall be the Contractor's responsibility to field verify the dimensions for any manholes, water valves, etc. to be adjusted. A table showing these locations is shown below.

The Contractor shall erect and maintain construction signing, and provide and maintain all temporary signs and traffic control devices necessary to safely conduct traffic through the work area in accordance with the Traffic Control Plan and the MUTCD. All traffic control devices shall meet current MDOT and MUTCD requirements.

The Contractor shall on a daily basis, remove all debris from within the roadway and a 30-foot clear zone which, in the opinion of the Engineer, is a hazard to the traveling public. This activity shall begin with the beginning of work or the beginning of the contract time, whichever comes first. No direct payment will be made for the debris removal. The cost is to be included in the

prices of items bid. Failure of the Contractor to remove debris as prescribed herein shall be just cause for withholding the monthly progress estimate payment or suspending active operations until the debris is satisfactorily removed by the Contractor. As described in the applicable Notice-To-Bidders, final project cleanup is required and will be completed prior to the scheduling of the final inspection.

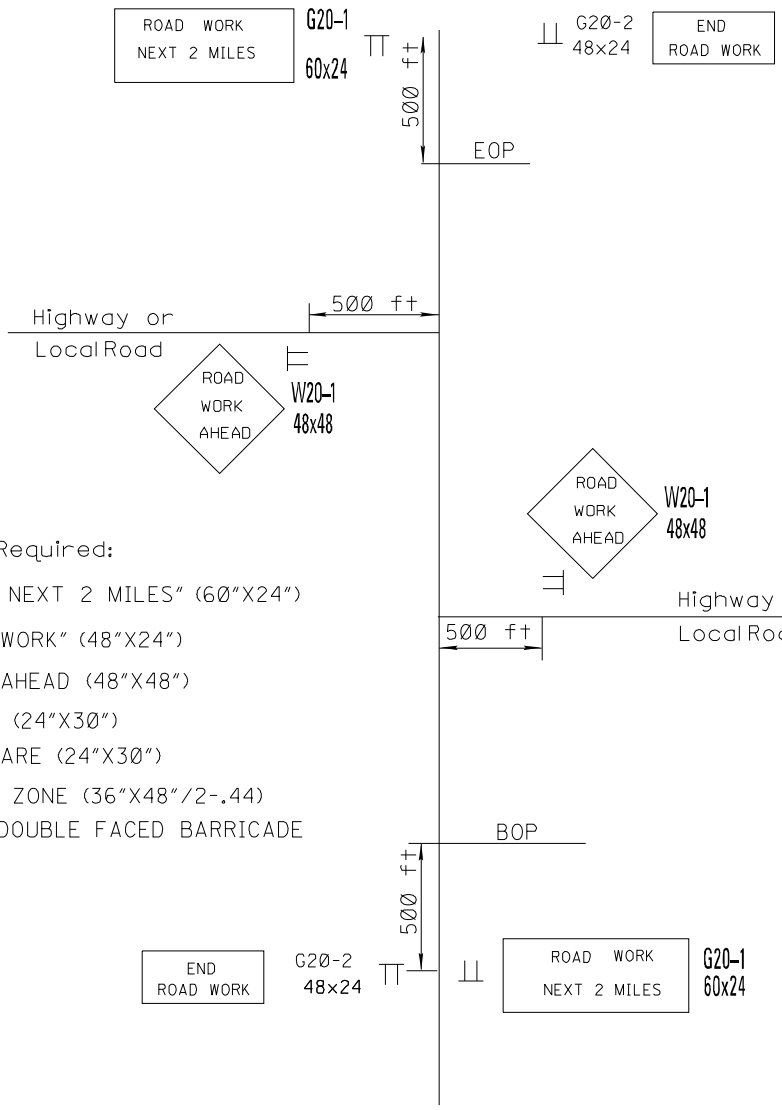
It shall be the responsibility of the Contractor to protect existing structures such as pipes, aprons, signs, utilities, etc. from damage occurring as a result of construction activities. The Contractor shall replace or repair, as directed by the Engineer, any structures damaged by the Contractor during the life of the contract. No payment will be made for replacements and or repairs resulting from such damages.

SR 19 - NESHOBA COUNTY

EOP 74+41

BOP 10+00

SR 19 - NESHOBA COUNTY
CONSTRUCTION SIGNING



Traffic Control Signs Required:

2 - G20-1 "ROAD WORK NEXT 2 MILES" (60"X24")
2 - G20-2 "END ROAD WORK" (48"X24")
20 - W20-1 ROAD WORK AHEAD (48"X48")
8 - R4-1 DO NOT PASS (24"X30")
2 - R4-2 PASS WITH CARE (24"X30")
4 - W14-3 NO PASSING ZONE (36"X48"/2-.44)
4 - 619-G 6' TYPE III DOUBLE FACED BARRICADE

NOTES: (1) One (1) W20-1 "ROAD WORK AHEAD" Sign is Required at each Local Road, Street or Highway Entering the Project.

(2) G20-1 and G20-2 signs mounted on Type III Double Faced Barricade.

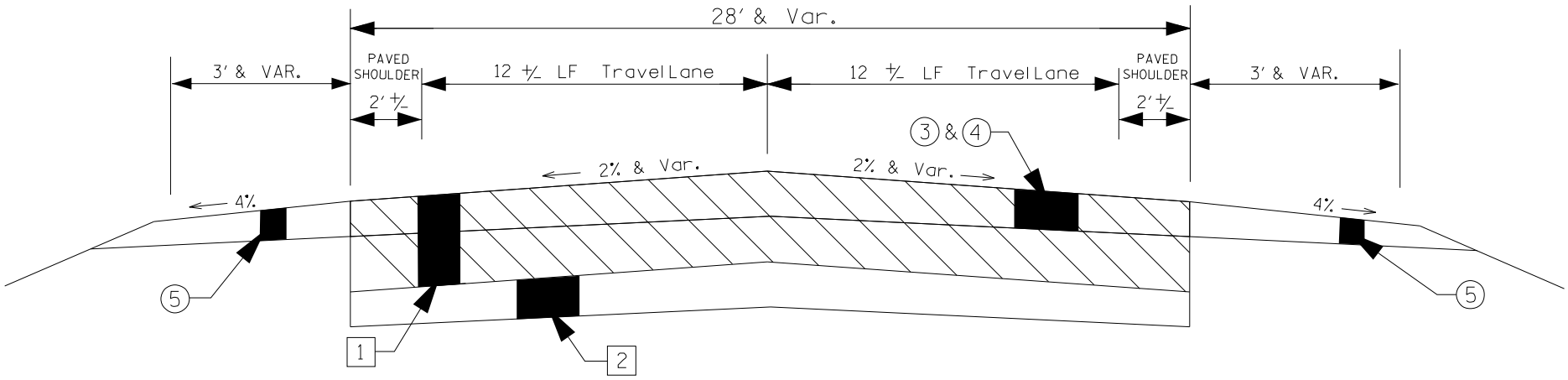
(3) R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE", and W14-3 "NO PASSING ZONE" signs are required in accordance with Subsection 618.03.3 and as specified in the MUTCD. If No Passing zones are 1000 ft or more, install additional "DO NOT PASS" signs on maximum spacing of 750 ft.

(4) Placement of W20-1 signs on intersecting roads may vary from typical shown as conditions warrant.

SR 19 - NESHOBA COUNTY

TYPICAL SECTION - MILL & OVERLAY

STATIONS: 10+00 - 12+80



EXISTING

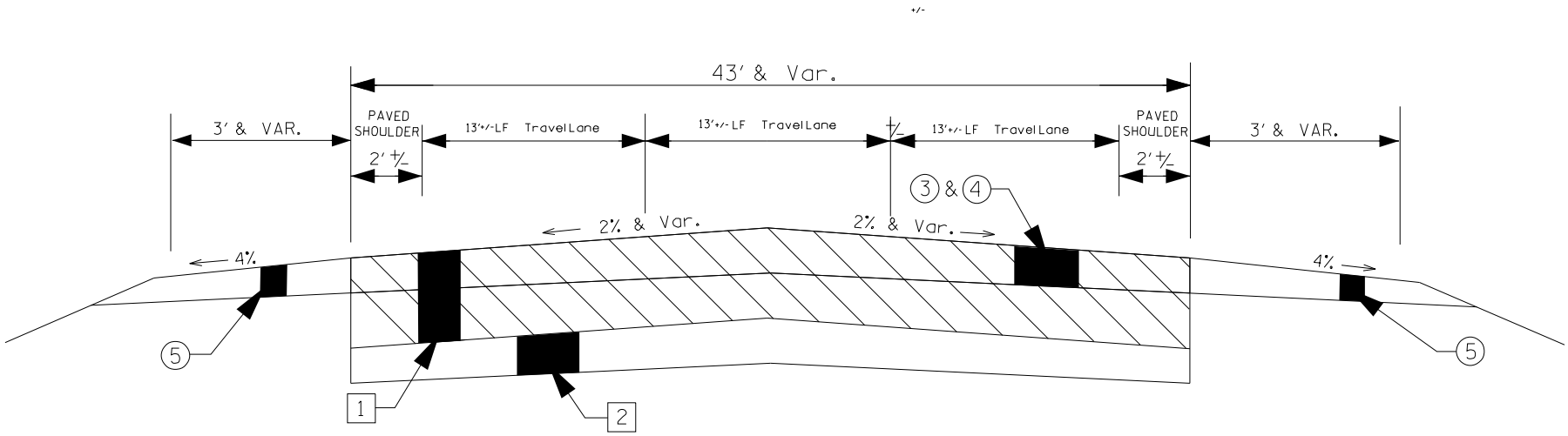
1. 5" Existing Thickness based on Core Evaluation
2. 11' Granular Material (Clay Gravel)

PROPOSED

3. 1½" Milling (Correct to 2% Normal Crown or SE Where Needed)
4. 2" Overlay 12.5mm, MT, Asphalt Pavement
5. Crushed Limestone 2" and Var. (As Directed)

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 19 - NESHOBA COUNTY
TYPICAL SECTION - 3 LANE
STATIONS: 12+80 - 17+16



EXISTING

1. 2"-4" Existing Thickness based on Core Evaluation
2. 11' Granular Material (Clay Gravel)

PROPOSED

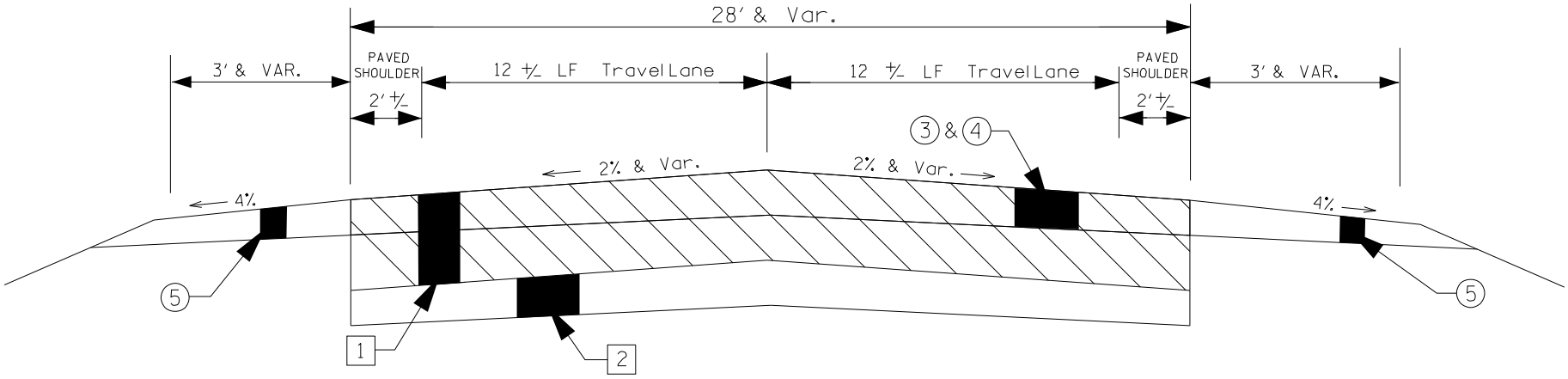
3. 1½" Milling (Correct to 2% Normal Crown or SE Where Needed)
4. 2" Overlay 12.5mm, MT, Asphalt Pavement
5. Crushed Limestone 2" and Var. (As Directed)

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 19 - NESHOBA COUNTY

TYPICAL SECTION - MILL & OVERLAY

STATIONS: 17+16 - 20+26



EXISTING

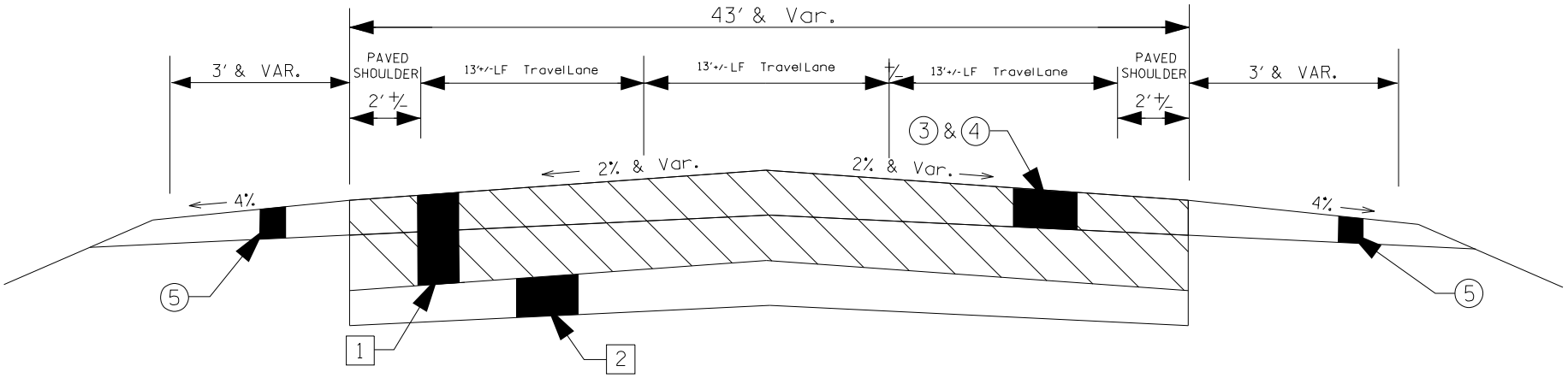
1. 5" Existing Thickness based on Core Evaluation
2. 11' Granular Material (Clay Gravel)

PROPOSED

3. 1½" Milling (Correct to 2% Normal Crown or SE Where Needed)
4. 2" Overlay 12.5mm, MT, Asphalt Pavement
5. Crushed Limestone 2" and Var. (As Directed)

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 19 - NESHOBA COUNTY
TYPICAL SECTION - 3 LANE
STATIONS: 25+57 - 27+60



EXISTING

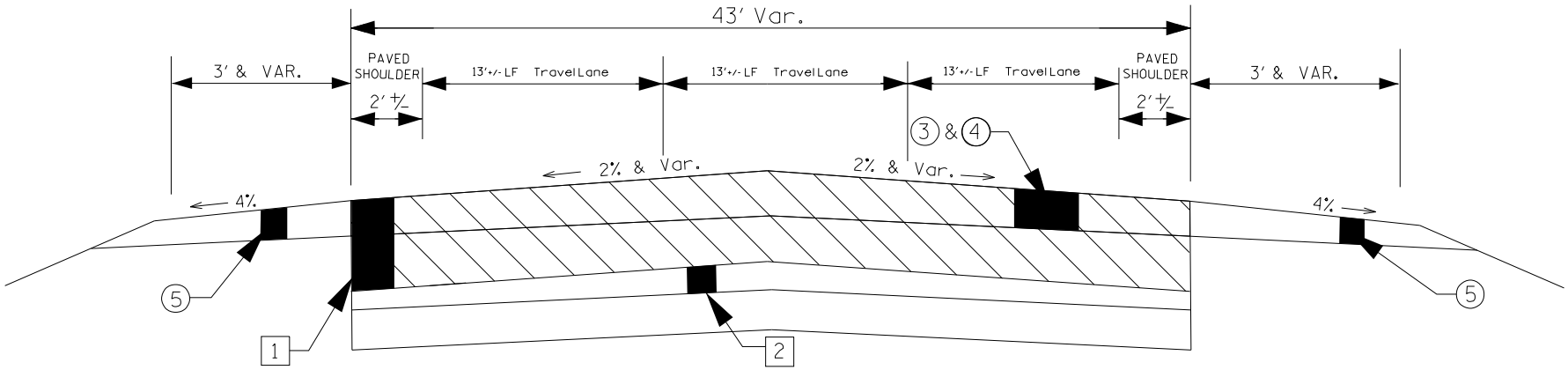
1. 2"-4" Existing Thickness based on Core Evaluation
2. 11' Granular Material (Clay Gravel)

PROPOSED

3. 1½" Milling (Correct to 2% Normal Crown or SE Where Needed)
4. 2" Overlay 12.5mm, MT, Asphalt Pavement
5. Crushed Limestone 2" and Var. (As Directed)

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 19 - NESHOBA COUNTY
TYPICAL SECTION - 3 LANE
STATIONS: 27+60 - 29+41



EXISTING

1 2"-4"Existing Thickness based on Core Evaluation

2 5 1/2" JRCP Existing Thickness based on Core Evaluation

PROPOSED

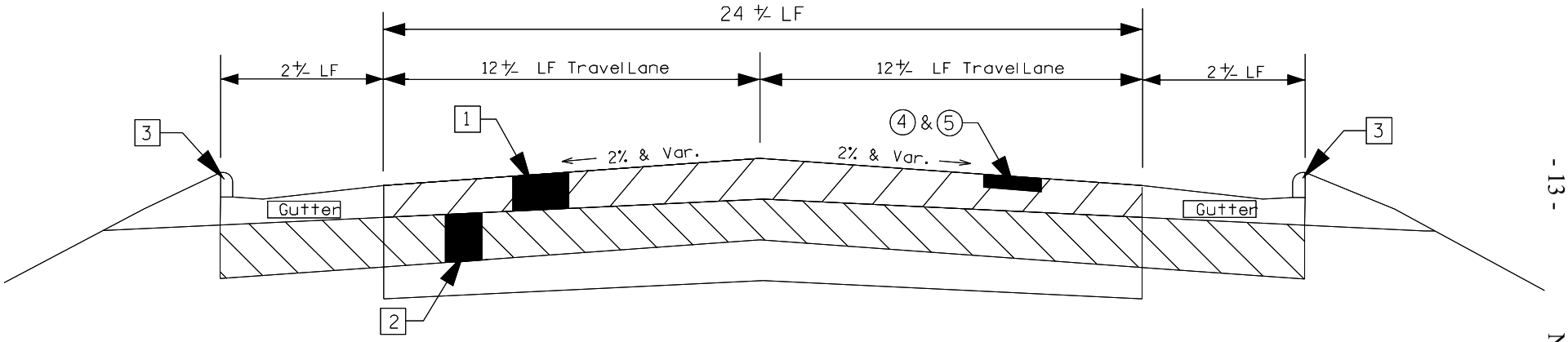
3 1 1/2" Milling (Correct to 2% Normal Crown or SE Where Needed)

4 2" Overlay 12.5mm, MT, Asphalt Pavement

5 Crushed Limestone 2" and Var. (As Directed)

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

SR 19 - NESHOBA COUNTY
TYPICAL SECTION - MILL & OVERLAY
CURB & GUTTER SECTION
STATIONS: 29+41 - 74+41



EXISTING

1. 2"-4" HMA Existing Thickness based on Core Evaluation
2. 5 ½" JRCP Existing Thickness based on Core Evaluation
3. Concrete Curb

PROPOSED

4. 1 ½" Milling (Correct to 2% Normal Crown or SE Where Needed)
5. 2" on Centerline and 1½" on Edgeline Overlay 12.5mm, MT, Asphalt Pavement

NOTE 1: Prior to Milling, and Overlay, repair any failed areas full depth using 12.5mm, MT, Asphalt Pavement, Leveling.

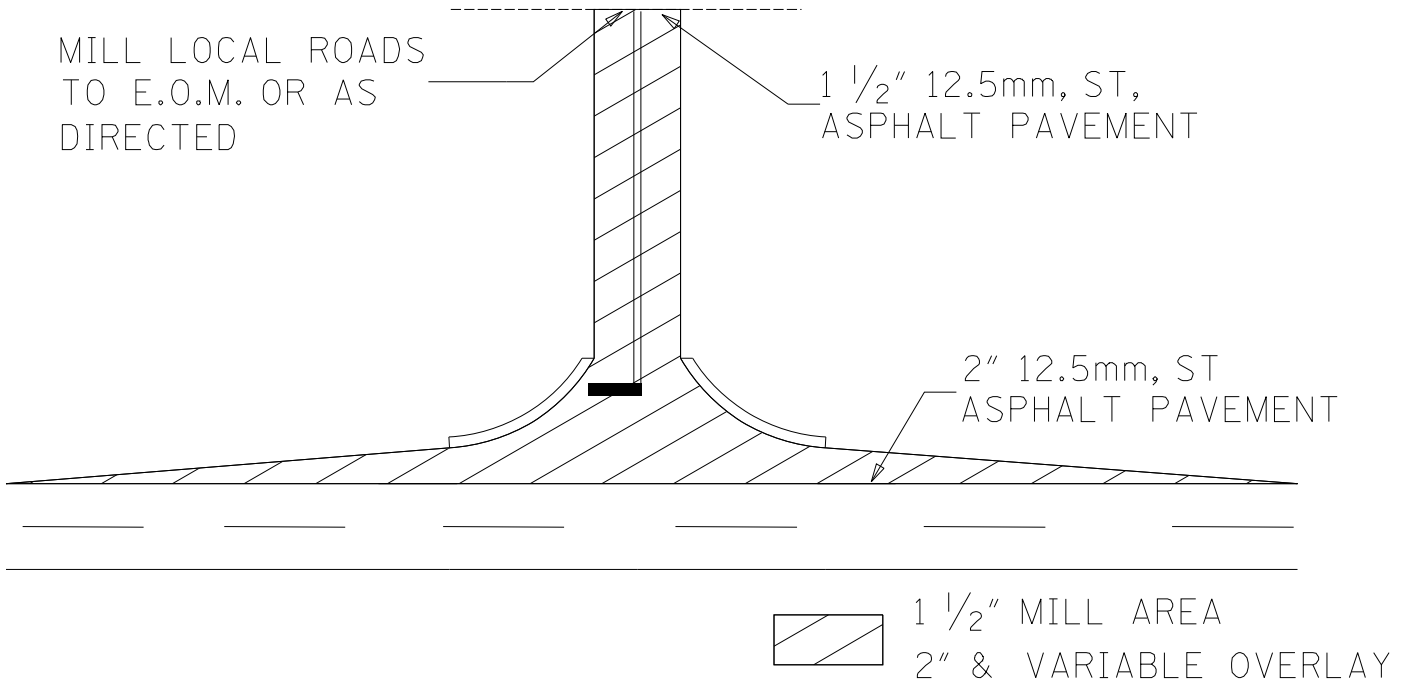
SR 19 Failed Area Locations										
Location	Sta.	To	Sta.	Length (FT)	Width (FT)	Area (SF)	202-B009 Removal of Asphalt Pavement, Failed Areas (SY)	202-B069 Removal of Concrete Pavement w/ Variable Depth Overlay (SY)	503-C010 Saw Cut, Full Depth (LF)	403-B002 12.5mm, MT, Asphalt Pavement, Leveling (TONS)
LT LN	12+00		12+85	85	6	510	57	NA	364	30
RT LN	27+00		27+60	60	3	180	20	NA	252	11
LT LN	26+55		27+43	88	5	440	49	49	372	26
CL	27+00		27+30	30	12	360	40	40	168	21
RT LN	39+90		42+23	233	8	1,864	207	207	964	111
RT LN	43+24		44+33	109	8	872	97	97	468	52
RT LN	44+90		45+20	30	8	240	27	27	152	14
RT LN	44+73		45+30	57	8	456	51	51	260	27
RT LN	45+95		48+73	278	8	2,224	247	247	1144	132
RT LN	55+00		55+12	12	8	96	11	11	80	6
RT LN	57+25		57+66	41	12	492	55	55	212	29
LT LN	57+25		57+66	41	12	492	55	55	212	29
RT LN	60+45		60+59	14	8	112	12	12	88	7
RT LN	65+36		65+46	10	8	80	9	9	72	5
RT LN	69+22		69+32	10	8	80	9	9	72	5
RT LN	70+93		71+19	26	12	312	35	35	152	19
RT LN	71+64		72+05	41	12	492	55	55	212	29
LT LN	71+64		72+05	41	12	492	55	55	212	29
RT LN	73+18		73+26	8	6	48	5	5	56	3
						Total =	1094	1017	5512	585
Additional Quantities To Be Used As Directed By The Engineer:						**Total =**	109	102	551	58

Note: Locations and Measurements are Approximate and may Vary With Field Conditions

DEPTH = Variable

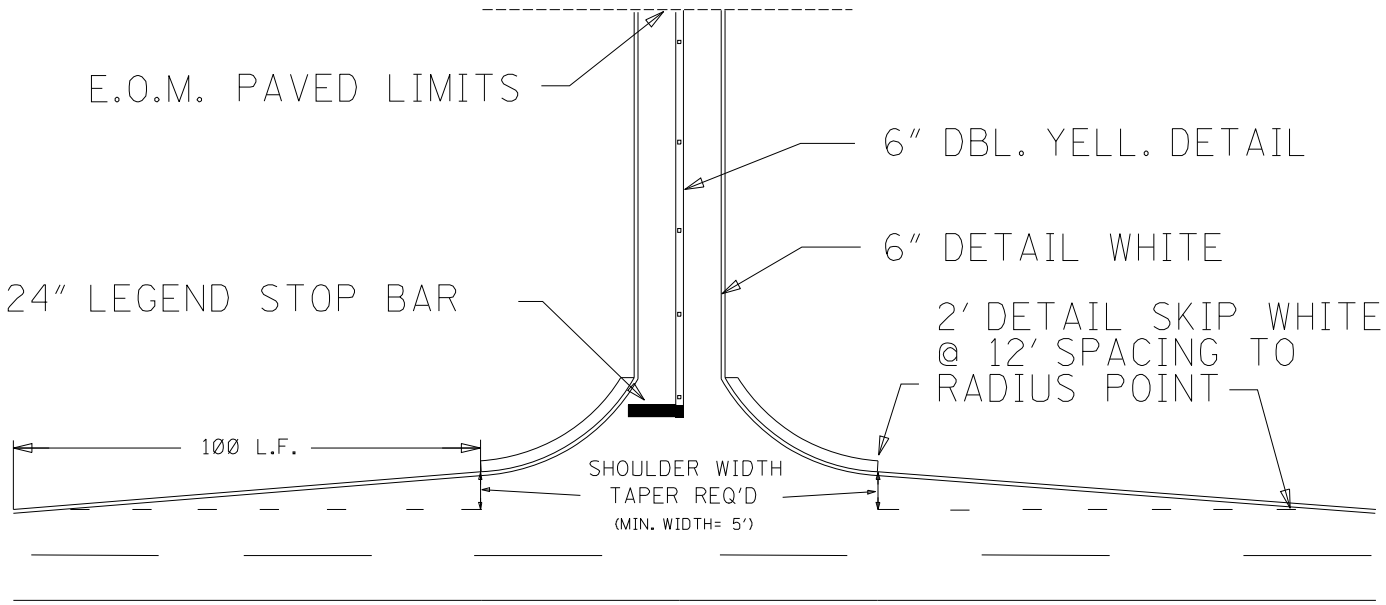
SR 19 - NESHOBA COUNTY

MILLING LOCAL ROADS



NOTE: A PAVING TRANSITION SHALL BE REQUIRED

SR 19 - NESHOBA COUNTY
LOCAL ROAD PAVING/STRIPING



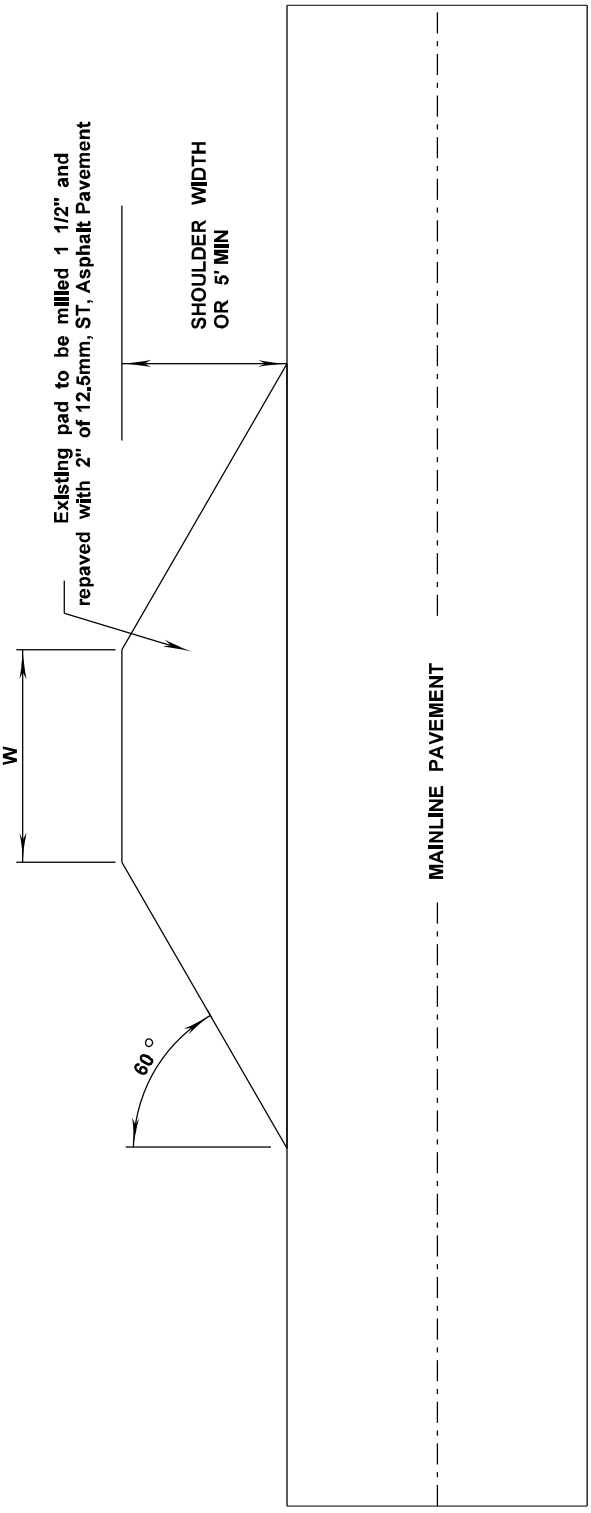
NOTE: 100' TAPERS TO BE CONSTRUCTED WHERE 5' SHOULDER WIDTH IS AVAILABLE AT THE BEGINNING OF LOCAL ROAD RADIUS.

NOTE: ASPHALT PAVEMENT THICKNESS IN TAPER SHALL BE 6" (2 3" LIFTS).

NOTE: DETAIL SKIP SHALL BE PLACED ON LOCAL ROADS WITH TAPERS.

SR 19 - NESHOBA COUNTY

DRIVEWAY PAD DETAIL



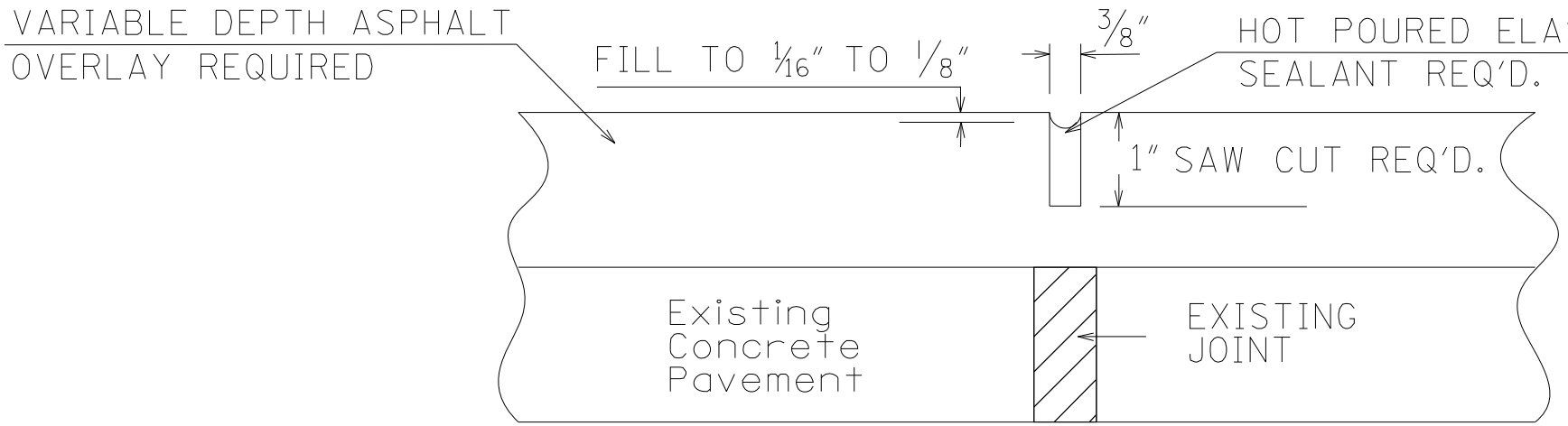
W = 16' MAX RESIDENTIAL
W = 30'-50' COMMERCIAL

NOTE:

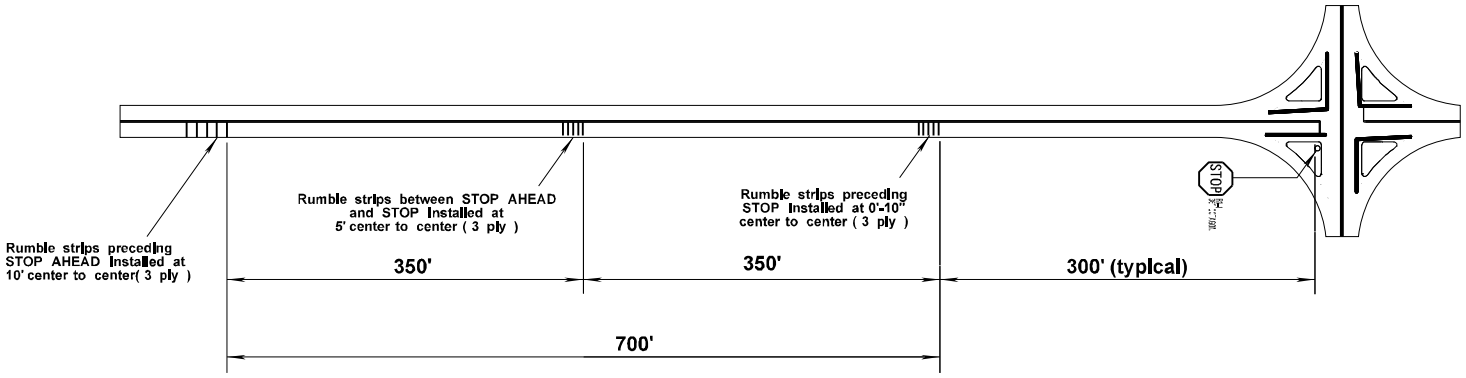
THE ASPHALT ON THE EXISTING DRIVEWAY/RAMP PADS ARE TO REMAIN IN THEIR CURRENT SIZE AND LOCATION AND MILLED/OVERLAID. IF, IN THE OPINION OF THE ENGINEER, A PAD SHOULD BE MODIFIED OR REPLACED, PAYMENT WILL BE MADE FOR THE WORK USING THE APPROPRIATE PAY ITEMS. GRANULAR MATERIAL AND/OR STABILIZER AGGREGATE SHOULD BE PLACED AROUND THE PADS AS REQUIRED.

SR 19 - NESHOBA COUNTY

TYPICAL SECTION- SAWING & SEALING TRANSVERSE JOINTS



STATE	PROJECT NO.
MISS.	



NOTES:

1. 3 sets of rumble strips as directed by Engineer. (To be absorbed in striping pay items)
2. Rumble strips to be 6" thermoplastic (120 mil/each ply, 360 mil total)
3. 5 rumble strips per set minimum
4. Installation may vary due to terrain
5. Signs should be 48" for channelized intersection, 36" for non-channelized intersection
6. Removal of existing strips and/or placement of new rumble strips will be absorbed in other items bid.
7. Rumble strips to be placed at distance shown above unless existing bars are present. If existing bars are present, replacement will be at the existing location and configuration.

THIS DRAWING IS NOT TO SCALE

BY | REVISION | DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

STOP SIGN RUMBLES

PRELIMINARY
NOT FOR CONSTRUCTION

WORKING NUMBER: SSR-1

SHEET NUMBER: PG

FILENAME: V8 dgns\stop rumble.dgn

DESIGN TEAM _____ CHECKED _____ DATE 11/25/15

MODIFY

SR 19 Utility Adjustment Locations		
Location	**Sta**	**Offset (FT)**
RT LN	13+80	125
LT LN	27+16	18
LT LN	27+16	15
LT LN	27+30	15
LT LN	31+85	13
RT LN	32+80	13
RT LN	34+10	13
RT LN	36+50	13
LT LN	36+50	13
LT LN	40+87	13
RT LN	40+87	13
RT LN	41+16	4
RT LN	44+90	2
RT LN	47+23	13
LT LN	47+23	13
RT LN	48+44	1
RT LN	51+55	6
CL	51+45	0
CL	53+97	0
RT LN	57+00	13
LT LN	57+00	13
LT LN	58+03	6
LT LN	60+18	2
LT LN	60+26	13
RT LN	60+48	3
LT LN	63+66	5
RT LN	65+12	9
LT LN	65+07	9
LT LN	65+66	6
RT LN	65+38	3
RT LN	68+25	13
LT LN	68+25	13
RT LN	68+29	13
LT LN	68+29	13
RT LN	69+25	8
LT LN	69+25	3
RT LN	71+09	5
RT LN	73+20	8
LT LN	73+24	2
LT LN	74+08	13
RT LN	74+08	13
LT LN	74+11	13

Note: The Contractor shall coordinate with local utility companies when adjusting manholes, water valves, etc.

Mill & Overlay approximately 1.3 miles of SR 19 from end of proposed 4-Lane to SR 16, known State Project No. MP-5019-50(014) / 306932301 in Neshoba County.

Line No.	Item Code	Adj Code	Quantity	Units	Description [Fixed Unit Price]
			Roadway Items		
0010	202-B009		1,203	Square Yard	Removal of Asphalt Pavement, Failed Areas
0012	202-B069		1,119	Square Yard	Removal of Concrete Pavement w/ Variable Depth Overlay
0020	203-G002	(E)	100	Cubic Yard	Excess Excavation, LVM, AH
0030	304-E003	(GY)	150	Cubic Yard	Granular Material, LVM, Crushed Stone
0040	403-A002	(BA1)	2,650	Ton	12.5-mm, MT, Asphalt Pavement
0050	403-B002	(BA1)	643	Ton	12.5-mm, MT, Asphalt Pavement, Leveling
0060	406-D001		24,200	Square Yard	Fine Milling of Bituminous Pavement, All Depths
0070	407-A001	(A2)	2,420	Gallon	Asphalt for Tack Coat
0080	413-E001		5,620	Linear Feet	Sawing and Sealing Transverse Joints in Asphalt Pavement
0090	503-C010		6,063	Linear Feet	Saw Cut, Full Depth
0100	613-A001		1	Lump Sum	Adjustment of Castings, Gratings & Utility Appurtenances
0110	618-A001		1	Lump Sum	Maintenance of Traffic
0120	619-A1001		6	Mile	Temporary Traffic Stripe, Continuous White
0130	619-A2001		3	Mile	Temporary Traffic Stripe, Continuous Yellow
0140	619-A4002		3	Mile	Temporary Traffic Stripe, Skip Yellow
0150	619-A5001		12,800	Linear Feet	Temporary Traffic Stripe, Detail
0160	619-A6001		1,200	Square Feet	Temporary Traffic Stripe, Legend
0170	619-D1001		90	Square Feet	Standard Roadside Construction Signs, Less than 10 Square Feet
0180	619-D2001		340	Square Feet	Standard Roadside Construction Signs, 10 Square Feet or More
0190	619-G4001		24	Linear Feet	Barricades, Type III, Double Faced
0200	620-A001		1	Lump Sum	Mobilization
0210	626-B002		3	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous White
0220	626-D001		1	Mile	6" Thermoplastic Double Drop Traffic Stripe, Skip Yellow
0230	626-E001		1	Mile	6" Thermoplastic Double Drop Traffic Stripe, Continuous Yellow
0240	626-G004		1,150	Linear Feet	Thermoplastic Double Drop Detail Stripe, White
0250	626-G005		5,250	Linear Feet	Thermoplastic Double Drop Detail Stripe, Yellow
0260	626-H001		600	Square Feet	Thermoplastic Double Drop Legend, White
0270	627-J001		300	Each	Two-Way Clear Reflective High Performance Raised Markers
0280	627-K001		30	Each	Red-Clear Reflective High Performance Raised Markers
0290	627-L001		490	Each	Two-Way Yellow Reflective High Performance Raised Markers
0300	907-619-B001		66	Linear Feet	Temporary Portable Rumble Strips