

**NOTICE TO CONTRACTORS  
COLUMBIA COUNTY PROJECT NO. 2008-09  
NW NASH ROAD**

Notice is hereby given that sealed bids will be received in the Columbia County Manager's office until 11:00 A.M. on February 4, 2009, for Columbia County Road Project 2008-07. This office is located on the second floor of the Courthouse Annex at 135 NE Hernando Avenue Room 203 Lake City, Florida 32055.

This project consists of improving NW Nash Road from CSX Railroad at Brown Road to CR 250 (Lake Jeffery Road) a distance of 3.67 miles. Scope of work includes reworking limerock base with widening, asphaltic concrete leveling and surface, driveway paving, guardrail and incidental items.

The Bid Forms and Construction Specifications may be obtained from the County Manager's office during normal working hours (386) 755-4100.

The successful bidder will be required to furnish the County Manager with a performance bond and liability insurance prior to commencing work.

The Columbia County Commission reserves the right to reject any or all bids and to add to the contract or delete from the contract to stay within their funding capabilities.

Signed,

Stephen Bailey, Chairman  
Board of County Commissioners  
Columbia County, Florida

Run Dates: Jan. 14 & 21  
Charge: BCC

**Columbia County, Florida  
Purchasing Department  
General Instructions to Bidders**

These instructions will bind bidders and conditions herein set forth, except as specifically qualified in special bid and contract terms issued with any individual bid.

1. The following criteria are used in determining low responsible bidder:
  - A. The ability, capacity and skill of bidder to perform required service.
  - B. Whether the bidder can perform service promptly or within specified time.
  - C. The character, integrity, reputation, judgment, experience and efficiency of bidder.
  - D. The performance of previous contracts with Columbia County.
  - E. The suitability of equipment or material for county use.
  - F. The ability of bidder to provide future maintenance.
2. Payment Terms are net (30) unless otherwise specified. Favorable terms, discounts, may be offered and will be considered in determining low bids if they are deemed by Purchasing Department to be advantageous to the County.
3. All bids should be tabulated, totaled and checked for accuracy. Unit price will prevail in case of errors.
4. All requested information shall be included in the envelope. All desired information must be included for your bid to receive full consideration.
5. If anything on the bid request is not clear, you should contact the Purchasing Director immediately.
6. A bidders list is available at the Purchasing Office.
7. Quote all prices F.O.B. our warehouse or as specified in bid documents.
8. Each proposal shall be clearly marked on the outside of the envelope including Fed Ex, UPS or other delivery service envelopes, as a sealed bid. The name of the item being bid shall be shown on the outside in full.
9. No responsibility shall attach to any County representative or employee for the premature opening of bids not properly addressed or identified.
10. If only one (1) bid is received, the bid may be rejected and re-advertised or excepted if determined to be in the counties best interest.
11. Bids received late will not be accepted, and the County will not be responsible for late mail delivery.
12. Telephone and facsimile bids will not be acceptable in formal bid openings (sealed bids). Should a bid be misplaced by the County and found later, it will be considered. Any bidder may request and shall receive a receipt showing the day and time any bid is delivered to the appropriate office of the County from the personnel thereof.

13. Bids requiring bid bonds will not be accepted if bond is not enclosed. Cash or certified check will be accepted in lieu of bond except on construction projects where cost exceeds \$40,000.
14. All bidders must be recognized dealers in the materials or equipment specified and is qualified to advise in their application or use. A bidder at any time requested must satisfy the Purchasing Office and the County Manager that he has the requisite organization, capital, plant, stock ability and experience to satisfactorily execute the contract in accordance with the provisions of the contract in which he is interested.
15. Any alterations, erasures, additions, or admissions of required information or any changes to specifications or bidding schedule are done at the risk of the bidder. Any bid will be rejected that has a substantial variation, that is; a variation that affects price, quantity, and quality or delivery date (when delivery is required by a specific time).
16. When requested, samples will be furnished to the County free of expense, properly marked for identification and accompanied by a list where there is more than one (1) sample. The County reserves the right to mutilate or destroy any sample submitted whenever it may be to the best interest of the County to do so for the purpose of testing.
17. The County will reject any material, supplies or equipment that did not meet the specifications, even though the bidder lists the trade names or names of such material on the bid or price quotation form.
18. The unauthorized use of patented articles is done entirely at the risk of the successful bidder.
19. The ESTIMATED QUANTITY given in the specifications or advertisements is for the purpose of bidding only. The County may purchase more or less than the estimated quantity and the vendor must not assume that such estimated quantity is part of the contract.
20. Only the latest model equipment as evidenced by the manufacture's current published literature will be considered. Obsolete models of equipment not in production will not be acceptable. The equipment shall be composed of new parts and materials. Any unit containing used parts or having seen any service other than the necessary tests will be rejected. In addition to the equipment specifically called for in the specification, all equipment catalogued by the manufacturer as standard or required by the State of Florida shall be furnished with the equipment. Where required by the State of Florida Motor Vehicle Code, vehicles shall be inspected and bear the latest inspection sticker of the Florida Department of Revenue.
21. The successful bidder on motor vehicle equipment shall be required to furnish with delivery of vehicle, certificate of origin and any other appropriate documentation as required by the Florida Motor Vehicle Department.
22. Prospective bidders are required to examine the location of the proposed work or delivery and determine, in their own way, the difficulties, which are likely to be encountered in the prosecution of the same.

23. All materials, equipment and supplies shall be subject to rigid inspection, under the immediate supervision of the Purchasing Department, its designee and /or the department to which they are delivered. If defective material, equipment, or supplies are discovered, the contractor, upon being instructed by the Purchasing Department or designee, shall remove, or make good such material, equipment, or supplies without extra compensation. It is expressly understood and agreed that the inspection of materials by the County will in no way lessen the responsibility of the Contractor release him from his obligation to perform and deliver to the County Sound and satisfactory materials, equipment, or supplies. The Contractor agrees to pay the costs of all tests upon defective material, equipment, or supplies or allow the costs to be deducted from any monies due him from the County.
24. Unless otherwise specified by the Purchasing Department all materials, supplies, or equipment quoted herein must be delivered within thirty (30) days from the day of notification or exceptions noted on bid sheets.
25. A contract will not be awarded to any corporation, firm, or individual who is, from any cause, in arrears to the County or who has failed in former contracts with the County to perform work satisfactorily, either to the character of the work, the fulfillment or guarantee, or the time consumed in completing the work.
26. Reasonable grounds for supposing that any bidder is interested in more than one proposal for the same item will be considered sufficient cause for rejection of all proposals in which he is interested.
27. Submitting a proposal when the bidder intends to sublet the contract may be a cause for rejection of bids or cancellation of the contract by the County Manager.
28. Unless otherwise specified the County reserves the right to award each items separately or on a lump sum basis whichever is in the best interest of the County.
29. The County reserves the right to reject any and/or all quotations, to waive any minor discrepancies in the bids for all bidders equally, quotations, or specifications, when deemed to be in the best interest of the County and also to purchase any part, all or none of the materials, supplies, or equipment specified.
30. Failure of the bidder to sign the bid or have the signature of an authorized representative or agent on the bid proposal in the space provided will be cause for rejection of the bid. Signature must be written in ink. Typewritten or printed signatures will not be acceptable.
31. Any bidder may withdraw his bid at any time before the time set for the opening of the bids. No bid may be withdrawn in the thirty- (30) day period after bids are opened.

32. It is mutually understood and agreed that if at any time the Purchasing Department or designee shall be of the opinion that the contract or any part thereof is unnecessarily delayed or that the rate of progress or delivery is unsatisfactory, or that the contractor is willfully violating any of the conditions or covenants of the agreement, or executing the same in bad faith, the Purchasing Department or his designee shall have the power to notify the aforesaid contractor of the nature of the complaint. Notification shall constitute delivery of notice, or letter to address given in the proposal. If after three (3) working days of notification the conditions are not corrected to the satisfaction of the Purchasing Director, he shall thereupon have the power to take whatever action he may deem necessary to complete the work or delivery herein described, or any part thereof, and the expense thereof, so charged, shall be deducted from any paid by the County out of such monies as may become due to the said contractor, under and by virtue of this agreement. In case such expense shall exceed the last said sum, then and in that event, the bondsman or the contractor, his executors, administrators, successors, or assigns, shall pay the amounts of such excess to the County on notice made by the Purchasing Department or his designee of the excess due.
33. If the bidder proposes to furnish any item of foreign make or product, he shall write "foreign" together with the name of the originating country opposite such item on a proposal.
34. Any complaint from bidders relative to the invitation to bid or attached specifications shall be made prior to the time of opening bids; other wise, the bidder waives any such complaint.
35. Contracts may be cancelled by the County with or without cause on thirty- (30) days advance written notice.
36. All contractors submitting bids for road projects in excess of \$150,000 must be pre-qualified with the Florida Department of Transportation and shall provide proof of such qualification upon request.
37. Any bidder affected adversely by an intended decision with respect to the award of any bid, shall file with the Purchasing Department for Columbia County, a written notice of intent to file a protest not later than seventy-two (72) hours (excluding Saturdays, Sundays and legal holidays), after the posting of the bid tabulation. Protest procedures may be obtained in the Purchasing Department.
38. A person or affiliate who has been placed on the convicted vendor's list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to Columbia County, may not submit a bid on a contract with Columbia County for the construction or repair of a public building or public work, may not submit bids on leases of real property to Columbia County, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with Columbia County, and may not transact business with Columbia County for a period of 36 months from the date of being placed on the convicted vendor list.

**BOARD OF COUNTY COMMISSIONERS  
COLUMBIA COUNTY**

**GENERAL REQUIREMENTS  
PROJECT NO. 2008-09  
N. W. NASH ROAD**

**I. GENERAL**

Project consists of reworking the existing roadway with widening from CXS Railroad at Brown Road to C.R. 250 (Lake Jeffery Road): exception at I-75 bridge. The existing 20 feet width roadway will be reconstructed to provide a 22 feet wide paved surface. The existing pavement is limerock and asphaltic concrete. Paving cores attached for general information.

**II. CONTRACT TIME**

The Contract time will be 120 calendar days from the date of contract execution. Liquidated damages shall be \$300 per calendar day. No work allowed on Saturday, Sunday and designated county holidays.

**III. CONSTRUCTION AND MATERIALS**

All construction and materials shall conform to the requirements of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, Latest Edition. Certification by an approved testing laboratory is required (contractors responsibility). Payment shall be as specified in the bid proposal.

**IV. BIDDING REQUIREMENTS**

See attachment.

**V. TYPICAL SECTION**

Existing 20' width pavement  
Rework and widen to provide 22' wide surface.

**VI. CONSTRUCTION REQUIREMENTS**

Scarify existing shoulders (5 feet +/- width).

Excavate trench (8" depth) sufficient to provide for base  
11 feet 3 inch width from roadway centerline.

Remove all pavement in excess of 2 inch graduation from windrow.

Add 4 inches +/- of limerock (loose measure) across one lane of existing pavement, mix 12 inch minimum depth and spread uniformly to provide 11 feet 3 inch wide base. Material sample will be required at 1000 foot intervals to establish proctor for density test.

Shape and compact mixed materials to obtain 98% density. Two percent cross slope required.

Trenching, mixing and compaction shall be limited to one day work capability.

Centerline delineation will be required at all non working times.

Repeat process for adjacent lane.

Provide finished surface and prime.

Place Asphaltic Concrete ( SP at 150#/SY Avg.) to provide 22' wide surface.

Paint centerline.

Provide six inch thick limerock base and asphaltic concrete surface (150#/SY.) for all county grade intersections and residential drives. Intersections (2) estimated at 60 square yards each and private drives (30) estimated at 30 square yards each.

Place borrow material and final dress shoulders. Place 42 inch wide sod along pavement edges. Seed and mulch. (Est. at 10 feet each side).

Remove existing guardrail at bridge approaches and stock pile for removal by County forces.

Construct new guardrail and anchorage (estimated at 1900 L.F.) as directed by the Engineer.

Place asphaltic concrete surface course (SP 9.5 @ 125#/S.Y.) to provide 22 feet width surface. (Virgin Mix Required).

Paint centerline, edge lines and stop bar at all paved intersections.

Two applications required.

# Cal-Tech Testing, Inc.

|                      |                                               |                   |                 |            |
|----------------------|-----------------------------------------------|-------------------|-----------------|------------|
| Report Of:           | Asphalt Roadway Pavement Evaluation           |                   |                 |            |
| Project:             | Nash Road Improvements                        |                   |                 |            |
| Client:              | Columbia County Board Of County Commissioners |                   |                 |            |
| Report To:           | John Colson                                   |                   |                 |            |
| Client Contract No.: |                                               | Cal-Tech Job No.: | 08-00588-01     |            |
| Date Start:          | 12/15/2008                                    |                   | Date Completed: | 12/16/2008 |
| Inspector's:         | B. Williams, J. Derringer, M. Timmons         |                   |                 |            |

## Core Group No. 1

| Core No. | Station | Lane | Offset From CL (Ft.) | Pavement Width. (Ft.) | Total Asphalt Thickness (In.) | Layer 1 Thick. (In.) | Layer 2 Thick. (In.) | Layer 3 Thick. (In.) | Sand Bituminous Base Thick. (in.) | Limestone Base Type Thickness (In.) |
|----------|---------|------|----------------------|-----------------------|-------------------------------|----------------------|----------------------|----------------------|-----------------------------------|-------------------------------------|
| 1        | 00+00   | R    | 2'                   | N.M.                  | 1.75                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 4.00                                |
| 2        | 4+00    | L    | 5'                   | N.M.                  | 1.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.00                                |
| 3        | 8+00    | R    | 5'                   | N.M.                  | 1.50                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 7.00                                |
| 4        | 12+00   | L    | 2'                   | N.M.                  | 1.75                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.75                                |
| 5        | 16+00   | R    | 5'                   | N.M.                  | 1.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 3.50                                |
| 6        | 20+00   | L    | 5'                   | N.M.                  | 1.38                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.25                                |
| 7        | 24+00   | R    | 2'                   | N.M.                  | 1.75                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.50                                |
| 8        | 28+00   | L    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.25                                |
| 9        | 32+00   | R    | 5'                   | N.M.                  | 1.38                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.50                                |
| 10       | 36+00   | L    | 2'                   | N.M.                  | 1.38                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.25                                |
| 11       | 40+00   | R    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.75                                |
| 12       | 44+00   | L    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | grey sand                           |
| 13       | 48+00   | R    | 2'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.25                                |
| 14       | 52+00   | L    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.50                                |
| 15       | 56+00   | R    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.88                                |
| 16       | 60+00   | L    | 5'                   | N.M.                  | 1.00                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 4.50                                |
| 17       | 64+00   | R    | 5'                   | N.M.                  | 1.00                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.50                                |
| 18       | 68+00   | L    | 2'                   | N.M.                  | 1.13                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.00                                |
| 19       | 72+00   | R    | 5'                   | N.M.                  | 1.13                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.00                                |
| 20       | 76+00   | L    | 5'                   | N.M.                  | 1.88                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.00                                |
| 21       | 80+00   | R    | 2'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 7.75                                |
| 22       | 84+00   | L    | 5'                   | N.M.                  | 1.00                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 4.75                                |
| 23       | 88+00   | R    | 5'                   | N.M.                  | 2.00                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 8.25                                |
| 24       | 92+00   | L    | 2'                   | N.M.                  | 2.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 12.00                               |
| 25       | 96+00   | R    | 5'                   | N.M.                  | 2.38                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 4.00                                |
| 26       | 100+00  | L    | 5'                   | N.M.                  | 3.00                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 6.50                                |
| 27       | 104+00  | R    | 2'                   | N.M.                  | 2.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.75                                |
| 28       | 108+00  | L    | 5'                   | N.M.                  | 2.75                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 7.00                                |
| 31       | 120+00  | R    | 5'                   | N.M.                  | 2.38                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 5.50                                |
| 32       | 124+00  | L    | 5'                   | N.M.                  | 3.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 8.75                                |
| 33       | 128+00  | R    | 2'                   | N.M.                  | 3.88                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 7.50                                |
| 34       | 142+00  | L    | 5'                   | N.M.                  | 1.63                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 8.25                                |
| 35       | 146+00  | R    | 5'                   | N.M.                  | 4.50                          | N.M.                 | N.M.                 | N.M.                 | 2.75                              | N/A                                 |
| 36       | 150+00  | L    | 2'                   | N.M.                  | 3.38                          | N.M.                 | N.M.                 | N.M.                 | 9.00                              | N/A                                 |
| 36-1     | 154+00  | L    | 5'                   | N.M.                  | 1.88                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 12.00                               |
| 36-2     | 153+95  | L    | 5'                   | N.M.                  | 1.13                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 14.00                               |
| 36-3     | 154+00  | R    | 5'                   | N.M.                  | 1.25                          | N.M.                 | N.M.                 | N.M.                 | N/A                               | 16.00                               |

|                             |                                       |                          |             |
|-----------------------------|---------------------------------------|--------------------------|-------------|
| <b>Project:</b>             | Nash Road Improvements                |                          |             |
| <b>Client:</b>              | Columbia County Board Of County Comm. |                          |             |
| <b>Report To:</b>           | John Colson                           |                          |             |
| <b>Client Contract No.:</b> |                                       | <b>Cal-Tech Job No.:</b> | 08-00588-01 |
| <b>Date Start:</b>          | 12/15/2008                            | <b>Date Completed:</b>   | 12/16/2008  |
| <b>Inspector's):</b>        | B. Williams, J. Derringer, M. Timmons |                          |             |

| Core Group No. 1 |         |      |                      |                      |                               |                      |                      |                      |                                   |                                     |
|------------------|---------|------|----------------------|----------------------|-------------------------------|----------------------|----------------------|----------------------|-----------------------------------|-------------------------------------|
| Core No.         | Station | Lane | Offset From CL (Ft.) | Pavement Width (Ft.) | Total Asphalt Thickness (In.) | Layer 1 Thick. (In.) | Layer 2 Thick. (In.) | Layer 3 Thick. (In.) | Sand Bituminous Base Thick. (In.) | Limestone Base Type Thickness (In.) |
| 38               | 158+00  | L    | 5'                   | N.M.                 | 2.25                          | N.M.                 | N.M.                 | N.M.                 | 5.75                              | N/A                                 |
| 39               | 162+00  | R    | 2'                   | N.M.                 | 2.25                          | N.M.                 | N.M.                 | N.M.                 | 5.25                              | N/A                                 |
| 40               | 166+00  | L    | 5'                   | N.M.                 | 1.25                          | N.M.                 | N.M.                 | N.M.                 | 5.75                              | N/A                                 |
| 41               | 170+00  | R    | 5'                   | N.M.                 | 1.50                          | N.M.                 | N.M.                 | N.M.                 | 5.50                              | N/A                                 |
| 42               | 174+00  | L    | 2'                   | N.M.                 | 2.25                          | N.M.                 | N.M.                 | N.M.                 | 5.38                              | N/A                                 |
| 43               | 178+00  | R    | 5'                   | N.M.                 | 2.50                          | N.M.                 | N.M.                 | N.M.                 | 1.50                              | N/A                                 |
| 44               | 182+00  | L    | 5'                   | N.M.                 | 6.13                          | N.M.                 | N.M.                 | N.M.                 | 1.25                              | N/A                                 |
| 45               | 186+00  | R    | 2'                   | N.M.                 | 2.13                          | N.M.                 | N.M.                 | N.M.                 | 5.25                              | N/A                                 |
| 46               | 190+00  | L    | 5'                   | N.M.                 | 1.00                          | N.M.                 | N.M.                 | N.M.                 | 1.13                              | N/A                                 |

**Notes:**

1. Core No. 37 was terminated by Ken Sweet
2. Core No. 36-1 was hand augered thru limerock base and 2 feet of # 57 Stone. Boring terminated @ 3.0 feet
3. Core no. 36-2 was hand augered. Sandy Clay to 4.5 feet below surface. Boring terminated @ 4.5 feet.
4. Core No. 36-3 was hand augered. 17" to 21" sandy clay. 21" to 4.5' tan clayey sand. 4.5' to 5.0' green sandy clay.
5. Core No. 29, 30 and 37 omitted by Ken Sweet.
6. Beginning station 0+00 starts approximately 200 feet east of intersection of Nash and Brown Rd.
7. N.M. denotes not measured.

Respectfully Submitted,  
CAL-TECH TESTING, INC.

Linda M. Creamer, CEO, DBE  
President, CEO

Reviewed By.:

Date:  
Licensed, Florida No.: 57842

**BID PROPOSAL  
ROAD PROJECT NO. 2008-09  
N.W. NASH ROAD  
COLUMBIA COUNTY, FLORIDA**

THE UNDERSIGNED hereby propose to furnish all materials, labor and supervision for construction of the subject project in conformance with the construction requirements and specifications for the following unit prices:

| ITEM                                    | UNIT     | QUANTITY | UNIT PRICE | TOTAL |
|-----------------------------------------|----------|----------|------------|-------|
| 1. Mobilization                         | Lump Sum | 1        |            |       |
| 2. Maintenance of Traffic               | Lump Sum | 1        |            |       |
| 3. Rework Existing Roadway              | Lin. Ft. | 19,050   |            |       |
| 4. Limerock Material                    | Cu. Yd.  | 5,250    |            |       |
| 5. Borrow Material                      | Cu. Yd.  | 2,000    |            |       |
| 6. Asphaltic Concrete (S.P.)            | Ton      | 6,460    |            |       |
| 7. Shoulder Dressing                    | Lump Sum | 1        |            |       |
| 8. Intersections & Driveways            | Sq. Yd.  | 1,050    |            |       |
| 9. Guardrail                            | Lin. Ft. | 1,900    |            |       |
| 10. Special Guardrail Post              | Each     | 20       |            |       |
| 11. Guardrail End Anchorage (Fleet 350) | Each     | 4        |            |       |
| 12. Sod                                 | Sq. Yd.  | 15,000   |            |       |
| 13. Seed & Mulch                        | Lump Sum | 1        |            |       |
| 14. Traffic Stripping (6" Paint)        | Lump Sum | 1        |            |       |
| 15. Staked Silt Fence                   | Lin. Ft. | 1,000    |            |       |
| <b>TOTAL AMOUNT OF BID</b>              |          |          |            |       |

- 2. Includes all elements required for traffic maintenance including temporary centerline delineation.
- 3. Includes trenching, limerock placement, mixing, shaping and compacting, finishing and priming for placement of asphaltic concrete.
- 4. Estimated at four inches (loose measure), may be increased or decreased as directed by the Engineer.
- 6. Includes approximately 60 tons to be placed under guardrail.  
Final surface shall be S.P. 9.5 (Virgin Mix) estimated at 2910 tons.
- 14. Includes centerline, edge lines and stop bars at all paved intersections.  
Two application required for final stripping.

\*All incidental work included in the above items.\*

**FIRM:** \_\_\_\_\_

**BY:** \_\_\_\_\_  
President (Seal)

**ATTEST:** \_\_\_\_\_