

DEPARTMENT OF TRANSPORTATION

DES-OE MS #43
1727 30TH Street, 2ND Floor
Sacramento, CA 95816



**** WARNING ** WARNING ** WARNING ** WARNING ****
This document is intended for informational purposes only.

Users are cautioned that California Department of Transportation (Department) does not assume any liability or responsibility based on these electronic files or for any defective or incomplete copying, excerpting, scanning, faxing or downloading of the contract documents. As always, for the official paper versions of the bidders packages and non-bidder packages, including addenda write to the California Department of Transportation, Plans and Bid Documents, Room 0200, P.O. Box 942874, Sacramento, CA 94272-0001, telephone (916) 654-4490 or fax (916) 654-7028. Office hours are 7:30 a.m. to 4:15 p.m. When ordering bidder or non-bidder packages it is important that you include a telephone number and fax number, P.O. Box and street address so that you can receive addenda.

April 30, 2004

08-SBd-15-20.4/25.9
08-0A4224
ACIM-015-5(147)120E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN BERNARDINO COUNTY IN AND NEAR RIALTO AND FONTANA FROM SIERRA AVENUE UNDERCROSSING TO CAJON CREEK BRIDGE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on May 27, 2004.

This addendum is being issued to revise the Notice to Contractors and Special Provisions and the Proposal and Contract.

In the Special Provisions, Section 4 "BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES" fourth paragraph is revised as follows:

"The Contractor shall pay to the State of California the sum of \$17,800.00 per day, for each and every calendar day's delay in finishing the work after expiration of the number of working days bid, until work requiring closure of lanes or shoulders on State Highway Route 15 is complete."

In the Special Provisions, Section 5-1.20 "FIRE PLAN," is added as attached.

In the Special Provisions, Section 6 –1.01 "INCENTIVES AND DISINCENTIVES FOR COMPLETION OF WORK," is revised as attached.

In the Special Provisions, Section 10-1.12 "MAINTAINING TRAFFIC," the following paragraph is added after the second paragraph:

"The extended weekday closure charts shall only be used after Labor Day week and before Thanksgiving Day week."

08-SBd-15-20.4/25.9
08-0A4224
ACIM-015-5(147)120E

In the Special Provisions, Section 10-1.12 "MAINTAINING TRAFFIC," lane closure charts 1 thru 8 are revised as attached.

In the Special Provisions, Section 10-1.12 "MAINTAINING TRAFFIC," under Table Z, in the "Days" for the Special Day/Event, the "Columbus Day" is deleted.

In the Special Provisions, Section 10-1.13 "CLOSURE REQUIREMENTS AND CONDITIONS," subsection "LATE REOPENING OF CLOSURES," the second paragraph is revised as follows:

"For each 15-minute interval, or fraction thereof past the time specified to reopen the closure, the Department will deduct \$5800 per interval from moneys due or that may become due the Contractor under the contract."

In the Special Provisions, Section 10-1.23 "COLD PLANE ASPHALT CONCRETE PAVEMENT," the last two paragraphs are revised as follows:

"Cold plane asphalt concrete pavement will be measured by the square meter as designated in the Engineer's Estimate. The quantity to be paid for will be the actual area of surface cold planed irrespective of the number of passes required to obtain the depth shown on the plans.

The contract price paid per square meter for cold plane asphalt concrete as designated in the Engineer's Estimate shall include full compensation for furnishing all labor, materials, tools, equipment, and incidentals, and for doing all the work involved in cold planing asphalt concrete surfacing and disposing of planed material, including furnishing the asphalt concrete for and constructing, maintaining, removing, and disposing of temporary asphalt concrete tapers, as specified in the Standard Specifications and these special provisions and as directed by the Engineer."

In the Special Provisions, Section 10-1.28 "ASPHALT CONCRETE BASE (TYPE C)," is deleted.

In the Special Provisions, Section 10-1.30 "REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)," subsection "REMOVING EXISTING PAVEMENT AND BASE MATERIALS" the first paragraph is revised as follows:

"Exact limits of concrete pavement to be replaced will be determined by the Engineer. In the event existing pavement or base materials are removed and the Contractor is unable to construct, finish, and cure RSC pavement prior to the specified traffic opening time, a temporary roadway structural section shall be constructed, as specified herein."

08-SBd-15-20.4/25.9
08-0A4224
ACIM-015-5(147)120E

In the Special Provisions, Section 10-1.30 "REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)," subsection "MEASUREMENT AND PAYMENT," the sixth and seventh paragraphs are revised as follows:

"The contract price paid per cubic meter for replace concrete pavement (Rapid Strength Concrete) shall include full compensation for furnishing all labor, materials (including cementitious material in the amount determined by the Contractor), tools, equipment, and incidentals, and for doing all the work involved in constructing the RSC pavement complete in place, including furnishing and placing epoxy-coated dowel bars, epoxy-coated tie bars and 6-mm thick commercial quality polyethylene flexible foam expansion joint filler, when used, any tie bar assemblies or chairs and dowel assemblies with fasteners, submittal to the Engineer all test data for determination of mix proportions of concrete for concrete pavement and for providing the facility, Contractor personnel and all the work involved in arranging and holding the prepaying conference, for constructing and repairing all joints; for performing all profile checks for Profile Index and furnishing final profilograms to the Engineer; for grooving and grinding required for final finishing; and for removing, and replacing pavement for deficient thickness, as shown on the plans, as specified in the Standard Specifications and these special provisions, and as directed by the Engineer.

Full compensation for drilling holes and bonding tie bars with epoxy resin shall be considered as included in the contract price paid per cubic meter for replace concrete pavement (Rapid Strength Concrete) and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.30 "REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)," subsection "MEASUREMENT AND PAYMENT," the ninth and tenth paragraphs are revised as follows:

"Full compensation for core drilling for dowel bar alignment and backfilling with hydraulic cement grout shall be considered as included in the contract price per cubic meter for replace concrete pavement (Rapid Strength Concrete) and no additional compensation will be allowed therefor.

If the initial cores show the dowels are out of alignment and the Engineer orders additional dowel coring, full compensation for drilling the additional cores shall be considered as included in the contract price per cubic meter for replace concrete pavement (Rapid Strength Concrete) and no additional compensation will be allowed therefor."

In the Proposal and Contract, the Engineer's Estimate Item 23 is revised as attached.

To Proposal and Contract book holders:

Replace page 5 of the Engineer's Estimate in the Proposal with the attached revised page 5 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

Addendum No. 1
Page 4
April 29, 2004

08-SBd-15-20.4/25.9
08-0A4224
ACIM-015-5(147)120E

This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

5-1.20 FIRE PLAN

The Contractor shall cooperate with local fire prevention authorities in eliminating hazardous fire conditions and shall implement the following fire plan under the direction of the Engineer:

- A. The Contractor shall be responsible for:
 1. obtaining the phone number of the nearest fire suppression agency and providing this phone number to the Engineer as a first order of work,
 2. immediately reporting to the nearest fire suppression agency fires occurring within the limits of the project,
 3. preventing project personnel from setting open fires not part of the work, unless the Fire Index is at "Low," or the determination of the Fire Index is suspended or, if in an area not covered by the Fire Index rating system, the Engineer determines that the fire hazard is negligible,
 4. preventing the escape of fires caused directly or indirectly as a result of project operations and extinguishing these fires.
- B. Except for motor trucks, truck tractors, buses and passenger vehicles, the Contractor shall equip all hydro-carbon fueled engines, both stationary and mobile, including motorcycles, with spark arresters that meet United States Forest Service Standards as specified in the Forest Service Spark Arrester Guide and shall maintain the spark arresters in good operating condition. Spark arresters are not required by the State Department of Forestry or the United States Forest Service on equipment powered by properly maintained exhaust-driven turbo-charged engines or when equipped with scrubbers with properly maintained water levels. The Forest Service Spark Arrester Guide is available at the District Offices of the Department of Transportation.
- C. Toilets shall have a metal receptacle, at least 150 mm in diameter by 200 mm deep, half-filled with sand for ashes and discarded smokes, and within easy reach of anyone utilizing the facility.
- D. Equipment service areas, parking areas and gas and oil storage areas shall be located so that there is no flammable material within a radius of at least 15 m of these areas. Small mobile or stationary engine sites shall be cleared of flammable material for a radius of at least 4.6 m from the engine.
- E. The areas to be cleared and grubbed shall be cleared, and kept clear of, flammable material such as dry grass, weeds, brush, downed trees, oily rags and waste, paper, cartons, and plastic waste. The first order of work shall be to clear a fire break at the outer limits of the areas to be cleared and grubbed. Other fire breaks may be ordered by the Engineer and will be paid for as extra work as provided in Section 4-1.03D of the Standard Specifications.
- F. The Contractor shall furnish a pickup truck and driver that will be available for fire control during working hours and as specified herein.
 1. In addition to being available at the site of the work, the truck and operator shall patrol the area of construction for not less than one-half hour after the shutdown of the work.
- G. The Contractor shall be aware of the Fire Index and conform to the following:
 1. The Wild Land Fire Danger Rating System established by the United States Forest Service and the State of California Department of Forestry is designed to estimate the relative effect of weather on the several aspects of fire behavior, such as spread, intensity, and ignition.
 2. The combination of these effects makes up the Fire Index, the severity of which is as follows:

LOW MEDIUM HIGH VERY HIGH EXTREME
 3. Arrangements have been made with the United States Forest Service and the Department of Forestry to notify the Department of Transportation when the Fire Index is "Very High" or "Extreme" within numbered Fire Danger areas as shown on maps furnished by the Department of Transportation. This information will be furnished to the Engineer, who will notify the Contractor for dissemination and action in the area affected.

4. When the Fire Index reaches "Very High," the following conditions will prevail:

Falling of dead trees or snags shall be discontinued.
No open burning will be permitted; fires shall be extinguished.
Welding shall be discontinued except in an enclosed building or within an area cleared of flammable material for a radius of 4.6 m.
Blasting shall be discontinued.
Smoking will be permitted only in automobiles and cabs of trucks equipped with an ashtray or in cleared areas immediately surrounded by a fire break, unless prohibited by other authority.
Vehicular travel will be restricted to cleared areas except in case of emergency.

5. When the Fire Index reaches "Extreme," the following precautions shall be taken in addition to the conditions specified above:

Work of a nature which could start a fire shall require that properly equipped fire guard(s) be assigned to such an operation for the duration of the work.
Smoking will be permitted only in automobiles and truck cabs equipped with an ashtray, unless prohibited by other authority.

Following is the average percent probability of occurrence of Fire Index ratings of "Very High" and "Extreme" for the project area. These averages are based on 10 years of recorded data. The State does not expressly or by implication predict that the actual occurrence of hazardous fire days for a given year will correspond with these average probabilities.

Project Area	Percent Probability	
	Very High	Extreme
61	6	2

If the project is shut down or partially shut down on account of hazardous fire conditions, working days during such period will be determined in the same manner as provided in Section 8-1.06, "Time of Completion," of the Standard Specifications for shutdowns due to weather.

If field and weather conditions become such that the determination of the Fire Index is suspended, the provisions under items "F" and "G" of this section will not be enforced for the period of the suspension of the determination of the Fire Index. The Engineer will notify the Contractor of the dates of the suspension and resumption of the determination of the Fire Index.

Full compensation for conforming to the provisions herein shall be considered as included in the prices paid for the various contract items of work and no separate payment will be made therefor.

6-1.01 INCENTIVES AND DISINCENTIVES FOR COMPLETION OF WORK

DESIGNATED PORTION OF WORK

An "extended weekday closure" is defined as a lane closure of extended duration that is specifically for the purpose of completing the designated portion of work. An extended duration is a period of time that is greater than 12 hours and up to 111 hours starting at any time after 7:00 p.m. on Sunday and ending at any time before 10:00 a.m. of the following Friday as shown on Lane Closure Chart Nos. 1 thru 8 in Maintaining Traffic of these special provisions.

The designated portion of work is defined as all work needed to accomplish the concrete pavement rehabilitation. This includes full closure of the construction roadbed and traffic switch to the other roadbed, saw-cutting of old PCC slabs, cold plane old AC shoulders, removal of existing pavement, grading AB or subgrade repair, AC overlay of shoulders, paving AC base (Type C), concrete production, delivery and PCC paving with dowel bars, finishing and curing of PCC pavement, saw cutting and sealing of PCC pavement, clean-up of the newly constructed roadbed, restriping, and opening the roadbed to traffic. All random slab replacement work is also included for the construction roadbed.

INCENTIVE AND DISINCENTIVE

Incentives and disincentives shall apply to the designated portion of work in accordance with the following:

- A. Six (6) extended weekday closures will be the basis for the determination of incentives and disincentives for completion of the designated portion of work. The Contractor will receive an incentive of \$300,000 for any and each of the 6 extended weekday closures not utilized.
- B. In addition to the incentive described in "A" above, each complete and continuous 24-hour period within an extended weekday closure will also be a basis for the determination of incentives and disincentives. Nineteen (19) 24-hour periods will be the basis for the determination of incentives and disincentives. The 24-hour incentive period is calculated backwards from the Friday morning complete opening time designated on Chart No. 3 and Chart No. 6 in Maintaining Traffic of these special provisions. Furthermore, the 24-hour incentive period shall apply to both directions of traffic in order to receive one incentive payment. The Contractor will receive an incentive of \$75,000 for each and any of the nineteen (19) 24-hour incentive periods not utilized. In the event that more than 6 extended weekday closures are utilized, no 24-hour period incentives will be paid to the Contractor.
- C. The maximum incentive payment for meeting any combination of the above incentive criteria will be \$600,000.
- D. For each and every extended weekday closure in addition to 6, needed to perform the designated portion of work as specified in these special provisions, the Contractor will receive a disincentive deduction of \$300,000. Such deduction will be from any monies due to the Contractor under the Contract.
- E. For each and every 24-hour period or fraction thereof within an extended weekday closure in addition to 19, needed to perform the designated portion of work as specified in these special provisions, the Contractor will receive a disincentive deduction of \$75,000. Such deduction will be from any monies due to the Contractor under the Contract. The 24-hour periods are calculated backwards from the Friday morning complete opening time designated in Chart No. 3 and Chart No. 6 in Maintaining Traffic of these special provisions (4 maximum allowed per extended weekday closure). Furthermore the 24-hour period shall be counted if either direction of traffic is not fully restored.
- F. Delays due to actions required by the Engineer, survey staking, performing inspection, testing and review duties shall be considered as included in the number of extended weekday closures for the designated portion of work and no extensions of time will be allowed for such actions in determining incentive payments or disincentive deductions. Liquidated damages and late reopening penalties shall accrue separately and independently of disincentive deductions.

CONSTRUCTION MANAGEMENT PLAN FOR EXTENDED WEEKDAY CLOSURES, PREPARATION, APPROVAL AND UPDATES

The Contractor shall submit a written request to the Engineer 10 days prior to start of any extended weekday closure.

As part of the request, a written Construction Management Plan is required for every extended weekday closure requested. The Construction Management Plan shall include a general time-scaled logic diagram displaying the major activities and sequence of planned operations that comply with the requirements of these special provisions. A Contingency Plan shall also be submitted in writing with the Construction Management Plan for each stage of operations to prevent late opening of the extended weekday closures requested. "Early finish" and "late finish" milestones shall be clearly identified for every major activity. The Contingency Plan shall include detailed operations, which the Contractor will undertake to prevent major activities from slipping into the "late finish" milestone. At a minimum, the Contingency Plan shall address the subjects listed in the informational handout, "Evaluation of the Preferred Construction Scenario" under section "Contingency Plans".

The Engineer will have 5 days to review the Construction Management Plan. If revisions are required, as determined by the Engineer, the Contractor shall revise and resubmit the Construction Management Plan within 5 days. The Engineer will then have 5 days to review the revisions. The Contractor shall not proceed with the requested extended weekday closure until the Engineer gives written approval of the request.

If the Contractor plans consecutive extended weekday closures, revision of the Construction Management Plan needed for the immediate subsequent extended weekday closure shall be requested by Friday afternoon to prevent delays in completing the designated portion of work.

Full compensation for preparing, updating and obtaining written approval of the Construction Management Plans, including the Contingency Plan, for extended weekday closures shall be considered as included in the contract prices paid for the various items of work involved, and no additional compensation will be allowed therefor.

Chart No. 1
Multilane Lane Requirements (2-day extended weekday closure)

Location: SBd 15 Sierra Ave. to 15/215 Connector (NB)

FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Sundays																					2	2	2	1	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	1	1	1	1	1	1																			
Thursdays																									
Fridays																									
Saturdays																									

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
5. This chart shall be used with 2-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 2
Multilane Lane Requirements (3-day extended weekday closure)**

Location: SBd 15 Sierra Ave. to 15/215 Connector (nb)

FROM HOUR TO HOUR	a.m.											p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Sundays																					2	2	2	1	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Thursdays	1	1	1	1	1	1																			
Fridays																									
Saturdays																									

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
5. This chart shall be used with 3-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 3
Multilane Lane Requirements (4-day extended weekday closure)**

Location: SBd 15 Sierra Ave. to 15/215 Connector (nb)

	a.m.										p.m.														
Sundays																					2	2	2	1	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Thursdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Fridays	1	1	1	1	1																				
Saturdays																									

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
5. This chart shall be used with 4-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

Chart No. 4
Multilane Lane Requirements (2-day extended weekday closure)

Location: SBd 15 Sierra Ave. to 15/215 Connector (sb)

FROM HOUR TO HOUR	a.m.											p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Sundays																							2	2	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	1	1	1	1	2																				
Thursdays																									
Fridays																									
Saturdays																									

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
5. This chart shall be used with 2-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 5
Multilane Lane Requirements (3-day extended weekday closure)**

Location: SBd 15 Sierra Ave. to 15/215 Connector (sb)

FROM HOUR TO HOUR	a.m.												p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
Sundays																								2	2	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Thursdays	1	1	1	1	2																					
Fridays																										
Saturdays																										

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. The length of each closure shall not exceed 3 kilometers.
4. **In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
5. This chart shall be used with 3-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 6
Multilane Lane Requirements (4-day extended weekday closure)**

Location: SBd 15 Sierra Ave. to 15/215 Connector (sb)

FROM HOUR TO HOUR	a.m.											p.m.														
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
Sundays																								2	2	1
Mondays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Tuesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wednesdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Thursdays	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Fridays	1	1	1	1	2																					
Saturdays																										

Legend:

1	One lane open in direction of travel
2	Two adjacent lanes open in direction of travel
	No lane closure allowed

Remarks:

- Closures may not be allowed during certain upcoming special events.
- The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
- The length of each closure shall not exceed 3 kilometers.
- In the same direction**, consecutive closures shall be not less than 2 kilometers apart and lanes shall be closed on the same side of the roadbed.
- This chart shall be used with 4-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 7
Ramp Lane Requirements (During extended weekday closure)**

Location: SBd 15 from Sierra Ave. to 15/215 Connector (nb & sb)

FROM HOUR TO HOUR	a.m.												p.m.												
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Sundays																					X	X	X	X	X
Mondays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tuesdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wednesdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thursdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fridays	X	X	X	X	X	X																			
Saturdays																									

Legend:

X	Ramp may be closed
	No work that interferes with public traffic will be allowed

Remarks:

- Closures may not be allowed during certain upcoming special events.
- The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
- No two consecutive (on or off) ramps to be closed in each direction simultaneously.
- In interchanges, only one onramp (and only in one direction) will be closed at any time period.
- This chart shall be used with 4-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**Chart No. 8
Ramp Lane Requirements (During extended weekday closure)**

Location: SBd 215 (nb) to SBd 15 (sb) ramp

FROM HOUR TO HOUR	a.m.												p.m.													
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
Sundays																								X	X	X
Mondays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tuesdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wednesdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Thursdays	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fridays																										
Saturdays																										

Legend:

X	Ramp may be closed
	No work that interferes with public traffic will be allowed

Remarks:

1. Closures may not be allowed during certain upcoming special events.
2. The closure starts with the first cone down and ends with the last cone picked up. No closure sign (S) shall be exposed to traffic more than 30 minutes before or after a closure, except as otherwise indicated in the special provisions.
3. No two consecutive (on or off) ramps to be closed in each direction simultaneously.
4. In interchanges, only one onramp (and only in one direction) will be closed at any time period.
5. This chart shall be used with 4-day extended weekday closure and valid after Labor Day week and before Thanksgiving Day week.

**ENGINEER'S ESTIMATE
08-0A4224**

Item	Item Code	Item	Unit of Measure	Estimated Quantity	Unit Price	Item Total
21	150771	REMOVE ASPHALT CONCRETE DIKE	M	2,750		
22	032058	RESET CONCRETE BARRIER (TYPE K)	M	3,000		
23 (S)	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	M2	49 700		
24	157561	BRIDGE REMOVAL (PORTION), LOCATION A	LS	LUMP SUM	LUMP SUM	
25	157562	BRIDGE REMOVAL (PORTION), LOCATION B	LS	LUMP SUM	LUMP SUM	
26	157563	BRIDGE REMOVAL (PORTION), LOCATION C	LS	LUMP SUM	LUMP SUM	
27	157564	BRIDGE REMOVAL (PORTION), LOCATION D	LS	LUMP SUM	LUMP SUM	
28	157565	BRIDGE REMOVAL (PORTION), LOCATION E	LS	LUMP SUM	LUMP SUM	
29	190101	ROADWAY EXCAVATION	M3	9,400		
30	190185	SHOULDER BACKING	M3	890		
31	260201	CLASS 2 AGGREGATE BASE	M3	4,180		
32	390155	ASPHALT CONCRETE (TYPE A)	TONN	17,500		
33	032060	ASPHALT CONCRETE BASE (TYPE C)	TONN	12,800		
34	394040	PLACE ASPHALT CONCRETE DIKE (TYPE A)	M	730		
35	394044	PLACE ASPHALT CONCRETE DIKE (TYPE C)	M	150		
36	394046	PLACE ASPHALT CONCRETE DIKE (TYPE D)	M	1,660		
37	394049	PLACE ASPHALT CONCRETE DIKE (TYPE F)	M	220		
38	397001	ASPHALTIC EMULSION (PAINT BINDER)	TONN	600		
39	401108	REPLACE CONCRETE PAVEMENT (RAPID STRENGTH CONCRETE)	M3	10,100		
40	032061	SEAL PAVEMENT JOINT (SILICONE)	M	8,900		