

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT			1. Contract Number	Page of Pages 1 of 76	
2. Amendment/Modification Number 4	3. Effective Date See Block 16c	4. Requisition/Purchase Request No.	5. Solicitation Caption: Rehab. Of Northbound and Southbound 14th Street Bridges		
6. Issued By: District Department of Transportation Construction Contract Branch 2000 14th Street, NW, 6th Floor Washington, DC 20009		Code	Procurement Support Branch 2000 14th Street, NW, 3rd Floor, Bid Room Washington, DC 20009		
8. Name and Address of Contractor (No. Street, city, country, state and ZIP Code)			(X)	9A. Amendment of Solicitation No. DCKA-2007-0134	
				9B. Dated (See Item 11) 9/12/2008	
				10A. Modification of Contract/Order No.	
				10B. Dated (See Item 13)	
Code	Facility				
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS					
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended. <input checked="" type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.					
12. Accounting and Appropriation Data (If Required)					
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14					
A. This change order is issued pursuant to: (Specify Authority)					
The changes set forth in Item 14 are made in the contract/order no. in item 10A.					
B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation date, etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.					
C. This supplemental agreement is entered into pursuant to authority of:					
D. Other (Specify type of modification and authority)					
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.					
14. Description of amendment/modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)					
The current bid opening date of October 28, 2008 is not extended					
The purpose of this Amendment is to address the following:					
1. Respond to questions from prospective bidders (10 pages attached)					
2. Southbound Bridge (Bridge No. 1133) revised specification pages (4 pages attached)					
3. Northbound Bridge (Bridge No. 170-1) revised specification pages (17 pages attached)					
4. Bid Forms and Proposal - Delete pay item schedule pages 4 thru 16 and Replace with 4R thru 16R (13 pages attached)					
5. Bid Forms and Proposal -Delete page 25 (Tax Certification Affidavit) and Replace with pages 25R and 25A (Revised Tax Certification Affidavit) attached					
6. Update the Wage Decision (11 pages attached)					
7. Revise various plan sheets Southbound and Northbound Bridges (12 pages attached)					
This amendment No. 4 consists of this page and 75 pages attached hereto					
PLEASE NOTE THAT THE REVISED SHEET PLANS REFERENCED ABOVE ARE NOT AVAILABLE ELECTRONICALLY AND ARE ONLY AVAILABLE WITH THE OFFICIAL MAILING FROM THE OCP BID ROOM LOCATED AT 2000 14TH STREET NW 3RD FLOOR, WASHINGTON DC 20009					
NO ADDITIONAL QUESTIONS WILL BE ACCEPTED PER ISSUANCE OF THIS AMENDMENT.					
Except as provided herein, all terms and conditions of the document referenced in Item (9A or 10A) remain unchanged and in full force and effect					
15A. Name and Title of Signer (Type or print)			16A. Name of Contracting Officer Jerry M. Carter		
15B. Name of Contractor		15C. Date Signed	16B. District of Columbia		16C. Date Signed 10/21/2008
(Signature of person authorized to sign)			(Signature of Contracting Officer)		

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF THE CHIEF FINANCIAL OFFICER
OFFICE OF TAX AND REVENUE



TAX CERTIFICATION AFFIDAVIT

THIS AFFIDAVIT IS TO BE COMPLETED ONLY BY THOSE WHO ARE REGISTERED TO CONDUCT BUSINESS IN THE DISTRICT OF COLUMBIA.

Date: _____

Name of Organization/Entity: _____

Address: _____

Business Telephone No.: _____

Principal Officer: _____

Name: _____ Title: _____

Soc. Sec. No.: _____

Federal Identification No.: _____

Contract No.: POKA-2007-B-0134

Unemployment Insurance Account No.: _____

I hereby certify that:

1. I have complied with the applicable tax filing and licensing requirements of the District of Columbia.
2. The following information is true and correct concerning tax compliance for the following taxes for the past five (5) years:

	<u>Current</u>	<u>Not Current</u>	<u>Not Applicable</u>
District: Sales and Use	()	()	()
Employer Withholding	()	()	()
Ball Park Fee	()	()	()
Corporation Franchise	()	()	()
Unincorporated Franchise	()	()	()
Personal Property	()	()	()
Real Property	()	()	()
Individual Income	()	()	()

The Office of Tax and Revenue is hereby authorized to verify the above information with the appropriate government authorities. The penalty for making false statements is a fine not to exceed \$5,000.00, imprisonment for not more than 180 days, or both, as prescribed by D.C. Official Code § 47-4106.

This affidavit must be notarized and becomes void if not submitted within 90 days of the date notarized.

Signature of Authorizing Agent

Title

Print Name

Notary: DISTRICT OF COLUMBIA, ss:

Subscribed and sworn before me this _____ day of _____ Month
and Year

Notary Public: _____

My Commission
Expires: _____

Government of the District of Columbia
Department of Transportation
Office of Contracting and Procurement
2000-14th Street, N.W. 6th Floor
Washington, D.C. 20009

*AMENDMENT No. 4 ISSUED October 21, 2008 75 pages
(including 12 revised plan sheets in separate booklet attached)*

Invitation No. DCKA-2007-B-0134
Federal Aid Project Nos.: BH-395-1(165) and BH-395-1(166)
Title: Rehabilitation of Southbound and Northbound 14th Street
Bridges over Potomac River Bridges No. 1133 and 170-1

BIDDERS shall acknowledge receipt of this **amendment** on official Bid Form. Failure to do so may result in rejection of your bid.

CURRENT BID OPENING DATE: October 28, 2008

BIDDERS are informed that the above named project is modified as follows:

QUESTIONS AND RESPONSES

Attached are responses to questions raised by prospective bidders (10 pages attached)

SPECIFICATIONS

Southbound Bridge (Bridge No. 1133)

Page iii, **DELETE**, SP 34 (Pay Item 618 953) from the Table of Contents.
Replace existing Page iii with attached revised Page iiiR. (1 page attached)

Page 9, S.P. 14, On the first paragraph third line **DELETE** “the sum of one thousand five hundred dollars” and **REPLACE** it with “the sum of three thousand dollars.”
Replace existing Page 9 with attached revised Page 9R (1 page attached)

Page 23, **DELETE**, SP 34 (Pay Item 618 953) in its entirety.
Replace existing Page 23 with attached revised Page 23R. (1 page attached)

Page 33, S.P. 48, under GENERAL (A) first paragraph fourth line, **DELETE** “railings”
Page 33, S.P. 48, under GENERAL (A) at the end of first paragraph, **ADD** “except for the railings and the portions of the light poles to be cleaned and painted. Cleaning and painting the railings and the bottom 10 feet of light poles is included under the S.P. for CLEAN AND PAINT RAILINGS AND LIGHT POLES”
Replace existing Page 33 with attached revised Page 33R (1 page attached)

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Bridges No. 1133 and 170-1

Northbound Bridge (Bridge No. 170-1)

Page iii, **REVISE**, page number for S.P. 43, REMOVAL OF FLOOR TILES CONTAINING ASBESTOS, Item 624 007, from 42 to 42R.

Replace existing Page iii with attached revised Page iiiR (1 page attached)

Page 10, S.P. 14, in the first paragraph third line **DELETE** “the sum of one thousand five hundred dollars” and **REPLACE** it with “the sum of three thousand dollars.” On the second paragraph seventh line **DELETE** “the sum of three hundred dollars” and **REPLACE** it with “the sum of six hundred dollars.”

Replace existing Page 10 with attached revised Page 10R. (1 page attached)

Page 39, S.P. 42, under GENERAL (A) number 5 first line, **DELETE** “the interior side of the concrete roof of the second story and the” and third line **DELETE** “from both ceilings” removed.”

Page 39, S.P. 42, under GENERAL (A) number 7 fourth line, **DELETE** “The second floor tiles are known to contain asbestos.” and **REPLACE** it with “The second floor tiles and the tiles on the first floor restroom are known to contain asbestos.”

Page 39, S.P. 42, under GENERAL (A), **ADD**, new bullets (9) and (10). The bullets cover the removal of debris in both machinery rooms and installation of steel doors.

Page 39, S.P. 42, under GENERAL (A) at the beginning of last paragraph **ADD** “Except for the installation of the machinery rooms access doors,”

Replace existing Page 39 with the attached revised pages 39R and 39Ra (2 pages attached)

Page 40, S.P. 42, under MATERIALS (B) at the end, **ADD** Specifications for the new machinery rooms access doors.

Replace existing Page 40 with the attached revised pages 40R and 40Ra (2 pages attached)

Page 41, S.P. 42, under CONSTRUCTION REQUIREMENTS (C) at the end of the first sentence of the seventh full paragraph on the page, **ADD** “and the painting of the machinery room access doors.”

Replace existing Page 41 with the attached revised pages 41R and 41Ra (2 pages attached)

Page 42, S.P. 42, under CONSTRUCTION REQUIREMENTS (C) in the first paragraph of page 42, **DELETE** “The interior ceiling of the entrance room and second story of the Operator’s House shall be cleaned of the existing cork tiles. The ceilings of both levels shall be low pressure washed with potable water at 200 to 300 psi” and **REPLACE** it with “The interior ceiling of the entrance room of the Operator’s House shall be cleaned of the

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existing cork tiles. The ceilings of both levels of the Operator's House shall be low pressure washed with potable water at 200 to 300 psi."

Page 42, S.P. 42, under MEASURE AND PAYMENT (D) at the end of the of the paragraph comprising the section, **ADD** "Removing the debris from the two machinery rooms, removing existing machinery rooms access doors along with the hardware and framework, disposal of all removed materials away from the site, and furnishing and installing new machinery rooms steel access doors shall all be incidental to OPERATOR'S HOUSE REPAIRS."

Page 42, S.P. 43, under GENERAL (A) in the first line, **DELETE** "The existing second floor tiles at the operator's house contain asbestos." and **REPLACE** it with "The existing second floor tiles and the tiles on the floor of the first floor restroom at the Operator's House contain asbestos. "

Replace existing page 42 with attached revised Pages 42R, and 42Ra (2 pages attached)

Page 47, S.P. 46, under GENERAL (A), **ADD** new bullet (13) covering pier surveying and monitoring requirements.

Replace existing Page 47 with attached revised Pages 47R and 47Ra. (2 pages attached)

Pages 91, S.P. 46, under PAYMENT (E) in the eighteenth line, **DELETE**, "Payment for" and in the 21st line immediately before last sentence in the paragraph, **ADD** "All surveying and monitoring work including equipment and labor required for installing and replacing original and damaged equipment and required monitoring reports shall be incidental to this work and no separate payment shall be made for surveying and monitoring."

Replace existing Page 91 with attached revised Page 91R. (1 page attached)

Page 100, S.P. 57, under PROTECTION OF EXISTING STRAIN GAGES (D), **DELETE** "\$500.00" and **REPLACE** it with "five hundred dollars (\$500.00)".

Replace existing Page 100 with attached revised Page 100R. (1 page attached)

Page 102, S.P. 60, under GENERAL (A) in the first paragraph second line, **DELETE** "structural and nonstructural".

Page 102, S.P. 60, under GENERAL (A) in the first paragraph sixth line, **DELETE** "railings" and **REPLACE** it with "all exposed surfaces of expansion joint components except for the finger plates"

Page 102, S.P. 60, under GENERAL (A) at the end of the first paragraph, **ADD** "The steel to be painted inside the machinery rooms includes all structural and nonstructural steel, existing supplementary columns for TS3 columns, wall panels, and existing machinery. In addition, all surfaces of the existing metal railings on the movable span and fixed spans of the bridge (including the metal parapet, steel brackets and steel pipe railing), the metal

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brackets and steel pipe railing mounted on the concrete barriers on the abutments and wingwalls, and the bottom ten feet of all light poles shall all be cleaned and painted.”

Replace existing Page 102 with attached revised Page 102R **(1 page attached)**

Page 111, S.P. 68, under CONSTRUCTION REQUIREMENTS (C) in the fifth full paragraph on the page third line, **DELETE** “ise” and **REPLACE** it with ”is”.

Replace Page 111 with the attached Page 111R. **(1 page attached)**

Page 127, S.P. 84, under GENERAL (A) at the end of the paragraph, **ADD**, ”Removal and disposal, away from the site, of the existing steel plates and plate supports that form part of the wall and roof of the machinery rooms on the channel side of the machinery rooms shall be incidental to the work under this item.”

Replace Page 127 with the attached Pages 127R **(1 page attached)**

Southbound Bridge (Bridge No. 1133) and Northbound Bridge (Bridge No. 170-1)

It is brought to the attention of the bidders that there is a limitation on the work in the river as indicated in Special Provision 13, CONSTRUCTION COMPLETION TIME, on Page 8 of the specifications. This requirement reads:

“The Contractor shall not be allowed to perform any work that may disturb fish spawning and fish habitats in the river, including the river bottom, between February 1 and June 30th. Other work that does not disturb the fish spawning and fish habitat may continue during this period.”

The Contractor may be permitted to tie barges used to support workers, platforms and equipment to the piers of the bridge. To obtain such permission, the Contractor shall be required to submit a report, including all relevant calculations and drawings, by a Professional Engineer licensed in the District of Columbia showing that the piers can safely resist the forces exerted by the barges in addition to all other maximum design loads. The permission will only be granted after the review and acceptance of the report by the Engineer.

Wherever the plans or specifications call for or show new bolts to be installed and no existing holes are located where the new bolts are to be installed or the existing hole is smaller than required for the bolt size, the installation of such bolts shall include drilling the required new holes or increasing the size of the existing holes, as applicable. Drilling new holes, increasing the size of existing small holes and cleaning rust and debris from existing holes of the correct diameter shall be considered incidental to the respective repair item and no additional payment shall be made for the work on the holes.

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BID FORMS AND PROPOSALS

DELETE Pay Item pages 4 thru 16 in their entirety and REPLACE with Pay Item pages 4R thru 16R (13 pages attached)

DELETE page 25 Tax Certification Affidavit in its entirety and REPLACE with pages 25R and 25A (2 pages attached as part of this amendment)

APPENDIX

DELETE General Wage Decision DC080001 Modification Number 8 dated 7/25/2008 and REPLACE with General Wage Decision DC080001 Modification Number 12 dated 9/19/2008 (11 pages attached as part of this amendment)

PLANS

Southbound Bridge (Bridge No. 1133)

SHEET 1

CLARIFIED, The Engineer's seal that did not print clearly in some copies.

SHEET 3

REMOVE, item 618 953. Clarified quantities for items 717 007 and 718 005.

SHEET 9

REMOVE, Junction Box Repair.

Any scale on the plans refer to the dimensions when the drawings are printed full size (24" x 36")

Northbound Bridge (Bridge No. 170-1)

SHEET 1

CLARIFIED, The Engineer's seal that did not print clearly in some copies.

SHEET 4

ADD, Steel parapet, railing and light poles cleaning and painting limits.

SHEET 5

ADD, requirements covering removal and disposal of debris inside both machinery rooms, replacement of both machinery rooms access doors and removal of rail on Pier 10.

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SHEET 10

ADD, Steel parapet, railing and light poles cleaning and painting limits.

SHEET 21

DELETED, soil type assumptions

SHEET 38

REVISE, Number of days during which the shown repairs should be made.

SHEET 40

REVISE, Drip plate removal limits and the number of days during which the shown repairs should be made.

SHEET 41

REVISE, Number of days during which the shown repairs should be made.

SHEET 42

REVISE, Number of days during which the shown repairs should be made.

Any scale on the drawings refer to the dimensions when the drawings are printed full size (24" x 36")

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14th Street Bridges over Potomac River

Bridges No. 1133 and 170-1

<u>S.P. NO.</u>	<u>TITLE</u>	<u>PAGE NO.</u>
31	MAINTENANCE OF HIGHWAY TRAFFIC: Items 616 004, 616 008, 616 012 616 014, 616 016, 616 020, 616 022, 616 024, 616 028, 616 080, 616 110 616 122, 616 141 and 616 150	17
32	PARAPET REFLECTORS: Item 616 153	22
33	SIGN STRUCTURE AND LIGHT POLE REPAIRS: Item 618 951	22
35	NAVIGATION LIGHT REPAIRS: Item 621 003	23
36	ENGINEER'S FIELD FACILITIES: Item 624 002	23
37	CONCRETE REPAIR	26
38	SILT FENCE, Item 628 003	28
39	STEEL FABRICATORS	28
40	STRUCTURAL STEEL, ASTM A 36	28
41	REPLACE BEARING PLATE NUTS: Item 706 023	29
42	PARAPET ACCESS COVER REPAIRS: Item 706 025	29
43	GIRDER BEARING STIFFENER REPAIRS: Item 706 027	29
44	TIGHTEN LOOSE STRUCTURAL STEEL BOLTS: Item 706 029	31
45	GIRDER REPAIRS: Item 706 031	31
46	EXPANSION PIER ANCHORAGE REPAIRS: Item 706 033	32
47	HIGH STRENGTH BOLTS: Item 706 035	32
48	CLEAN AND PAINT EXISTING AND NEW STEEL: Item 707 011	33
49	CLEAN AND PAINT RAILINGS AND LIGHT POLES: Item 707 013	35
50	REPLACE MISSING/DETERIORATED MORTAR: Item 708 015	36
51	SEAL CRACKED STONE CLADDING: Item 708 017	36
52	SIGN STRUCTURE LEVELING PAD REPAIRS: Item 708 019	37
53	PARAPET REPAIRS: Item 708 021	37
54	RAILING REPAIRS: Item 709 023	37
55	PRESSURE CLEAN SCUPPERS AND DOWNSPOUTS: Item 710 003	38
56	CONCRETE DECK SLAB REPAIRS: Item 715 003	38
57	CONCRETE UNDERDECK SPALL REPAIRS: Item 715 007	39
58	SEAL ABUTMENT WALL CRACKS: Item 716 003	39
59	SEAL DECK CRACKS: Item 716 005	40
60	CONCRETE WALL SPALL REPAIRS: Item 716 007	40
61	EXPANSION JOINTS DRAINAGE REPAIR: Item 717 003	41

5. The Contractor shall be aware that part of his work may include coordination with various Government agencies. Delay by any outside sources will not constitute grounds for waiving of this S.P.
6. In determining contract time, the Contractor shall consider the location of existing utilities. The Contractor is warned that delays of a minor nature encountered through required utility adjustments by others or imprecise utility location information have been considered, and delays resulting therefrom are not a basis for time extensions.
7. In addition to the holidays listed in Section 101.03, the following special activities shall also affect the work schedule with limitations in the allowable working times: Inauguration of the President and the Cherry Blossom Festival. The overnight work times (10:00 pm to 5:00 am) will remain the same. Only the daylight and weekend work hours may be reduced or eliminated.

14. FAILURE TO COMPLETE ON TIME:

Replace 108.07 with the following:

For each calendar day that contract works on the Southbound 14th Street Bridge, or main part thereof, remains incomplete after expiration of the specified construction completion time, the sum of three thousand dollars (**\$3,000.00**) has been set by the Contracting Officer as liquidated damages from any money due the Contractor. Liquidated damages for failure to complete the work on the Northbound 14th Street Bridge on time are calculated separately and will be added to the sum shown above.

The Contractor's operation after expiration of construction completion time as extended will in no way waive the District's rights under the contract.

15. INFORMATIONAL DRAWINGS:

A full set of plans for the existing original structures (**Substructure for New West Highway Bridge Over Potomac River, Vicinity of 14th Street, Steel Girder Spans Alternative, dated 1959, and Superstructure for New West Highway Bridge Over Potomac River, Vicinity of 14th Street, Steel Girder Spans Alternative, dated 1959**), subsequent rehabilitation plans (**Rehabilitation of George Mason Bridge over Potomac River, dated 1983**), and inspection reports, within the limits of the contract are available for examination in the District Division of Transportation, D.C. District Department of Transportation, 64 New York Ave., NE., Washington, D. C. 20002 during normal business hours. Selected plans are included in the contract plans to aid in preparing bids for repairs and removals of indicated materials.

Subsequent to the plan construction, undocumented modification or additions may have been made to the facility. It is the Contractor's responsibility to verify the actual configuration of the facility.

Prior to preparation of shop drawings, the Contractor shall field check the appropriate dimensions of the existing structure. If these dimensions do not agree with those shown on the plans, the Contractor shall make the necessary adjustments to dimensions shown on the plans

(E) PAYMENT – Payment for SIGN STRUCTURE AND LIGHT POLE REPAIRS will be made at the contract lump sum price, which price will include all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals required for completing the work as required herein.

34. THIS ITEM NUMBER IS NOT USED

35. NAVIGATION LIGHT REPAIRS: Item 621 003

This S. P supplements 621.

(A) GENERAL – This work is the repair of the existing navigation light on Pier 11, as indicated on the plans at the location indicated on the plans.

(B) MATERIALS – Section 820.

(C) MEASURE AND PAYMENT – The unit of measure will be each light that is repaired. Payment for NAVIGATION LIGHT REPAIRS will be made at the contract unit price, which price will include all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals required for completing the work as required herein.

36. ENGINEER’S FIELD FACILITIES: Item 624 002

This S.P. replaces 624.01.

(A) GENERAL - The Contractor shall provide and maintain a suitable field office for the sole use of the Chief Engineer and his representatives which shall contain not less than 600 square feet in gross area, with electricity, heat, adequate air conditioning during months of May through October, telephone service, running water, acceptable sanitary facilities; and daily janitor service, water connections and water meter cost to be charged to the Contractor. The Contractor shall provide acceptable access to the office. The field office shall include one or more office trailers with a minimum of two separate rooms with a minimum area of 120 square feet each and one conference room with a minimum area of 300 square feet.

This work does not include bolt assemblies installed in association with repairs described in any other items. Such bolts are considered incidental to the respective repair item.

(B) MATERIALS – Section 815.

New bolts, nuts, and washers shall be galvanized in accordance with M 232.

(C) MEASURE – The unit of measure will be each bolt that is installed.

(D) PAYMENT – Payment for HIGH STRENGTH BOLTS will be made at the contract unit price, which price will include the removal of existing fasteners and all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals required for completing the work as required herein. No payment will be made for bolts installed in association with steel repairs described in other items.

48. CLEAN AND PAINT EXISTING AND NEW STEEL: ITEM 707 011

This S.P. modifies and supplements 707 and makes reference to Steel Structures Painting Council (SSPC) Steel Structures Painting Manual, Volume II, Systems and Specifications. This work shall also be in accordance with the attached Section A – Technical Specification for Surface Preparation and Repainting for the Southbound 14th Street Bridge (Bridge No. 1133) and the attached Section B – Technical Specification for Lead Paint Removal, Worker/Environmental Protection and Waste Handling for the Southbound 14th Street Bridge (Bridge No. 1133) and the Standard Specification Section 707.

(A) GENERAL - The entire existing bridge superstructure and indicated portions of the substructure existing paint shall be removed, cleaned and repainted with a three coat paint system. The steel to be cleaned and painted include all primary and secondary structural components, any non structural components, bearings, sole plates, anchor bolts, and any other steel components that exist in the areas designated for cleaning and painting except for the railings and the portions of the light poles to be cleaned and painted. Cleaning and painting the railings and the bottom 10 feet of light poles is included under the S.P. for CLEAN AND PAINT RAILINGS AND LIGHT POLES.

The new steel that is added to the bridge as part of the various repair items of work shall be prime painted in the shop. This new structural steel shall be painted with the intermediate and top coats of paint when the adjacent portions of the entire existing bridge receive the top two coats of paint.

(B) MATERIALS – In addition to the paint products specified in Section A (attached), all new structural steel that is fabricated for this project shall receive a primer coat of the inorganic zinc-rich primer paint that is manufactured by the same manufacturer that is supplying the three coat paint system that is listed in Section A. This primer shall be compatible with the intermediate and top coat paints that shall be applied in the field to the existing structural steel on this bridge. The DFT shall be similar to the DFT of the field applied primer paint. The shop inorganic primer paint shall have a Class B surface slip-coefficient.

In lieu of the inorganic zinc primer, the organic zinc-rich primer paint that is proposed for the field painting of the entire bridge may be used as the shop primer for the new repair structural steel.

The organic zinc-rich primer selected from the paint products listed in Section A shall have a Class B surface slip-coefficient.

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Rehabilitation of Southbound and Northbound 14th Street Bridges over Potomac River [Bridges No.1133 and 170-1]

Questions and Responses

QUESTION

On Page 9 of the Special Provisions for the Southbound Bridge, as well as page 10 for the Northbound, Liquidated damages for the bridges and the control house are written in words at one value and stated in numbers as a figure double that of the words. Which is correct?

RESPONSE

The higher of the two numbers is the correct number. See Addendum 4 for revised pages.

QUESTION

On Page 20 of the Special Provisions - NB - in the construction requirements paragraph, there is a statement that excavation is to be conducted to the bottom of the existing seal. The next paragraph discusses measurement and payment and states that measurement will be to the top of the existing seal. Is this correct?

RESPONSE

It is correct. The measurement will be made to the top of the existing seal regardless of the depth of excavation.

QUESTION

In the Appendices - Equal Employment Opportunity/Affirmative Action Section, we find a Female Requirement of 6.9%, but can find no requirement for Minorities. Please clarify.

RESPONSE

DBE requirement is shown in the appendix.

QUESTION

Bid Item 709025 - Remove Handrails at Piers - 1 LS. Sheet 13 of 66 for NB Bridge has a note on the Handrail Detail "Pier 11 - Approach Side". Is this the only location where this work is to be performed? Existing Drawings indicate handrail on sheet 169A/22 - Fixed Piers, but Handrail is not shown anywhere else, What is the scope of this item?

RESPONSE

This question pertains to the northbound bridge. Sheet 4 indicates that the rail on Pier 14 shall be removed, Sheet 8 indicates that the rail on Pier 7 shall be removed, and, Sheet 9 indicates that the rail on Pier 4 shall be removed. All three sheets direct the bidder to the detail on Sheet 29.

Sheet 5 indicates that the rail on Pier 11 shall be removed and directs the bidders to the detail on sheet 13. This sheet also indicates that the details shown are symmetric about the centerline of the movable span. A revised Sheet 5 is included in Addendum 4 to clearly

indicate that the rail on Pier 10 shall also be removed. In total, the rails on Piers 4, 7, 10, 11 and 14 shall be removed.

The full extent of the existing rails is shown on the original as built drawings that are available for prospective bidders review as stated in Special Provision 15, INFORMATIONAL DRAWINGS, on page 10 of the specifications.

QUESTION

Both sections of this project contain bid items for "Navigation Light Repairs - 621003. What is the nature of the repairs required?

RESPONSE

This question pertains to both the northbound and southbound bridges. The repair involves furnishing and installing new light fixtures, including new bulbs, at seven locations (six locations on the Northbound Bridge and one location on the Southbound Bridge).

QUESTION

Both sections of this project contain bid items for "Light Pole Repairs" – 618951 and 618955. The specifications for these items indicate that the repairs requested consist of replacing missing handhole cover plates and screws. Can the DDOT assure prospective bidders that this will be the extent of repairs involved in this project and that any further necessary repairs will be handled on a change order basis?

RESPONSE

The intended repair is clearly stated on the plans and in the specifications. Additional work will be handled on a change order basis.

QUESTION

Bid item line 0330 cites "Replace Utility Junction Box" - 618953. "There do not appear to be any details concerning this aspect of the project, beyond a location cited on Sheet 3 of 29. What type of junction box is required? What utility does it serve? What authority controls access to the box and its systems? What type of mounting is involved? How many and what type of conduits are involved? These questions need to be addressed in order to provide a viable repair quotation for this item.

RESPONSE

This question pertains to the southbound bridge. The junction box has already been replaced. This pay item has been deleted in Addendum 4.

QUESTION

We would like to perform river soundings at the 14th Street Bridge and we wanted to check if there are any agencies that need to be notified prior to our sounding.

RESPONSE

This question pertains to both the northbound and southbound bridges. The following contacts should be made before any activities on the Potomac River at the 14th Street Bridge.

Ron Houck, BOSN3 (Ret.), USCG
Marine Information Specialist
Office: 410-576-2674, Fax: 410-576-2553,
24-Hrs: 410-576-2693, Mobile: 410-365-8125
Waterways Management Division

Joe Cook
National Park Service
202-619-7034

DC Harbor Patrol
202-727-4582

Bill Blazier
US Coast Guard
757-398-6422

QUESTION

Sheet 35 of 68 shows a detail of Edge Armor Angle, but we can't see a plan view showing the installation location. What are the limits of the edge armor angle?

RESPONSE

This question pertains to the northbound bridge. The total number of sheets is 66 not 68 as indicated in the question. The Edge Armor Angle is referred to in the Northbound Bridge Specifications on page 68 as the "Steel Ogive Nose". It is also shown on Section E-E on Sheet 32 and Section E-E on sheet 33. According to the specifications, the angles will be required on both the upstream and the downstream ogive ends of Piers 3, 4, 5, 6 and 14. The angles will not be required along the height of the bottom sections of the pier stems where the cross section is rectangular. The angles will be required only along the remainder of the height of the five piers.

QUESTION

On Page 19 of the Special Provisions for the Northbound Bridge, SP 32 River Bottom Excavation, Uncontaminated Soil. Is the intent of this special provision to dispose of all water pumped from within the cofferdams at an offsite location? Is it permissible to return the water to the river within the limits of the turbidity barrier?

RESPONSE

Yes, it is allowed to return the uncontaminated water within the turbidity curtains.

QUESTION

Bid Item 706 041 – Trunnion Support 3 Repairs as well as Item 706 043 – Trunnion Support 1 & 2 Repairs - these item bids as 1 Lump Sum, yet the drawings indicate that the limits of repair are to be as directed by the Engineer. Please clarify the limits that the contractor is to use as a basis of bid.

RESPONSE

This question pertains to the northbound bridge. The only mention of the Engineer in the referenced items in the specification is where the specification reads: “The indicated existing column at the east Trunnion Support 3 in the north machinery room (Pier 10) shall be cut at a location that is approved by the Engineer.” This corresponds to the note with an arrow pointing to the centerline of the splice between the new and existing portions of the column on the right side of the elevation view of the TS3 support on Sheet 45 of 66 which reads: “Location to be determined in the field after existing columns are cleaned”. There is no other location on the drawings (Sheets 43 to 47 of 66) and the specifications relevant to the referenced items that it was stated that the work will be performed “as directed by the Engineer”.

Due to excessive corrosion the exact location of the splice could not be predetermined before cleaning the subject column. Based on the elevations shown on the drawings, the centerline of the splice can be between elevations 16.5’ and 21.5’ (both elevations are approximate). This uncertainty affects only one column (the north column of the east TS3 support in the north machinery room). At this time, it is only guaranteed that the centerline of the splice shall be between the two elevations stated above. The bidders are advised to make their assumptions and set their bid price for this item accordingly. No additional payment will be granted for variation in the elevation of the splice between the elevations stated above.

The bidders were invited to visit the site on September 30 and October 2 to be able to assess the work inside the machinery room including the above items.

QUESTION

Maintenance of Traffic Specifications indicate that 2 lanes may be closed from 10 PM to 5 AM. With this in mind, we are confused as to your intent regarding Sheet 54 Deck Overlay Staging. This is depicted as a single lane closure not to exceed ½ the bridge length, as well as concrete barrier deployed. The remaining MOT Drawings indicate cones and barrels. If the Overlay Staging is contemplated as a daytime closure between 10 AM and 2:30 PM, it would be difficult just to deploy and retrieve the barrier in the time allowed, and if it is contemplated as a night time closure, we don’t understand why we can’t have 2 lanes, full length. Please elaborate on your intent, and is concrete barrier required for overlay operations?

RESPONSE

This question pertains to the northbound bridge. Shifting the traffic lanes will be permitted during existing pavement removal and placement of the LMC overlay to allow closure of a width of the bridge as shown on Sheet 54 of 66 for an extended period of time while

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maintaining four lanes of traffic as shown on the referenced sheet. In addition to the work area, the Contractor may close other traffic lanes in accordance with S. P. 16, WORK HOURS, page 10 of the special provisions. If the contractor opts to follow the staging shown on Sheet 54 or a similar scheme that will allow closure of work areas for extended period of time while maintaining four lanes of traffic, concrete barriers will be required.

If the contractor opts not to close any area for an extended period of time during pavement removal and LMC overlay placement, no shifting of lanes shall be allowed and the lane closures shall be in accordance to Special Provision No 16, WORK HOURS, page 10 of the special provisions.

The Contractor is required to submit the traffic control plans for pavement removal and LMC placement. The type of traffic control devices should be included in these plans. The selection of traffic control devices and furnishing, placing, maintenance, removal and disposal of all traffic control devices shall conform to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 2003, U.S. Department of transportation, Federal Highway Administration and subsequent revisions, DDOT standard specifications, any requirements stated in the bid documents and in this response. The Contractor and the engineer preparing the traffic control plans on behalf of the Contractor shall be responsible for the safety of the public and the workers during the performance of the work.

QUESTION

Page 100 of the Specifications, (2 of 2), states that repairs to the bascule girders be completed in the first 150 days after NTP; however, in the drawings, northbound, page 38 of 66 states the girder strengthening shall be completed in 120 days. Which one is correct?

RESPONSE

This question pertains to the northbound bridge. The 150 days is the correct number.

QUESTION

Are there any diving inspection reports available?

RESPONSE

This question pertains to both the northbound and southbound bridges. Diving reports shall be made available to prospective bidders' review in accordance with Special Provision 15, INFORMATIONAL DRAWINGS, on page 10 of the specifications.

QUESTION

Is there any verification that the sheet pile used for the initial coffer dam when the bridge was built been removed?

RESPONSE

This question pertains to both the northbound and southbound bridges. No information is available.

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QUESTION

There was a contract last year for placing rip rap around the metro bridge. Any indications that spill over exists to 14th NB the contractor should be made aware of?

RESPONSE

This question pertains to the northbound bridge. No information on the referenced project or its effect on the NB 14th Street Bridge is available.

QUESTION

There are some discrepancies between the quantities shown on Sheet 3 of the drawings and the Schedule of Items. As an example the quantity for Item 0480 (718 005) Abutment Deck Joint Repair, is 80 LF in the drawings and 200 LF on the Schedule of items. Could you please review the quantities and confirm which quantities are correct.

RESPONSE

This question pertains to both the northbound and southbound bridges. In the example used by the prospective bidder, there are two line items (line item 480 and line item 1330). The quantity is 80 ft for NB (line item 1330) and 200 ft for SB (line item 480).

QUESTION

In the Operator's House, does the second floor window get replaced or new glazing installed? The drawings and Special Provisions do not mention repairs to second floor windows.

RESPONSE

No work will be done on the second floor windows.

QUESTION

There are two line items for excavation around the piers inside the cofferdam, Item 0840 River Bottom Excavation Uncontaminated, and Item 0860 River Bottom Excavation Contaminated. On Sheet 21 of drawings the notes for pier crack repairs direct the bidder to base its bid on the assumption that the soil is neither contaminated nor hazardous. If this is the case why have an item for hazardous soil excavation?

RESPONSE

This question pertains to the northbound bridge. Ignore the note on Sheet 21 of 66. The payment shall be made based on the type of soil (contaminated or uncontaminated), the quantity and the unit price bid for each type.

QUESTION

The railings on the bridge appear to be galvanized. The plan calls for cleaning and painting as specified. Is the galvanizing to be removed by sand blasting and the railing painted where indicated?

RESPONSE

This question pertains to both the northbound and southbound bridges. The railings on the southbound bridge are galvanized and the southbound paint specifications include requirements specific to cleaning and painting these railings. The railings on the northbound were originally galvanized and later they received a coat of paint. These

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railings need to be cleaned and painted following the requirements included in the amended S.P. 60, CLEAN AND PAINT EXISTING AND NEW STEEL, Item 707 011 in the Northbound Bridge Specifications.

QUESTION

Is there reinforcement steel for concrete seal? And if yes, does it need to be doweled to the existing seal. The extent of the additional concrete seal is determined by the size of cofferdam or there is limitation? No dimensions shown on drawings.

RESPONSE

This question pertains to the northbound bridge. The concrete seal and the size of the cofferdam are considered part of the means and methods to be determined by the Bidder. Using reinforced or unreinforced seal is to be determined by the Contractor and his engineer. Such information will be required to be included in the design of the cofferdam which will be submitted by the contractor and reviewed by the Engineer.

QUESTION

Are there additional borings other than those shown in the Appendices?

RESPONSE

This question pertains to the northbound bridge. There is additional information on the original construction drawings that are made available to the bidders in accordance with Special Provision 15, INFORMATIONAL DRAWINGS, on page 10 of the specifications.

QUESTION

For paint work and cofferdam installation it will be necessary to tow barges to 14th Street Bridge. Due to limited height of the bridges on the way to 14th Street Bridge it will be necessary to open these bridges to allow the barge with the equipment to pass under. Do all the bridges open and is this permissible?

RESPONSE

This question pertains to both the northbound and southbound bridges. No information is available on other bridges in the vicinity of the work site. The Bidders are advised to contact the U.S. Corps of Engineers, the National Park Service, the DC Harbor Patrol and the U.S. Coast Guard to obtain needed information. Contact information for these agencies is provided elsewhere in this response.

QUESTION

Is it possible to perform the pier repairs and post-tensioning with the use of divers in lieu of building a cofferdam? It seems that there could be substantial savings.

RESPONSE

This question pertains to the northbound bridge. All pier repair work will need to be performed in dry conditions. Cofferdams shall be required.

QUESTION

In order to review and select the most economical and feasible solution for underwater works and compile a reasonable price for this work we request a two weeks extension to the bid due date.

RESPONSE

The bid opening date is shown on this addendum

QUESTION

Condition #28 of the Draft National Park Service (NPS) permit potentially makes the contractor responsible for remediation of lead contamination in the Potomac River; if the contractor performs all painting operations per the specifications then that in itself should demonstrate that the higher levels of contamination are not a result of the contractor's operations. Storm events, changes in river flows and number of other circumstance could potentially uncover river sediments with higher levels of contamination that could appear to be caused by painting operations. Please consider removing this clause from the permit.

RESPONSE

This question pertains to both the northbound and southbound bridges. This is a National Park Service requirement. The successful bidder is advised to test soil and water samples before the start of the work to document pre-existing contamination. This will limit the Contractor's responsibility to the contamination caused by the work on the project.

QUESTION

Special Provision No. 46 states that the contractor is responsible for obtaining: National Park Service, Corps of Engineers and District of Columbia (water quality) permits. These permits can be both difficult and time consuming to obtain; please consider leaving the obtaining of all permit responsibilities with DDOT, as is customary with these contracts. The delay in obtaining these permits will have a direct impact on the contractor's ability to perform in-stream work for first construction season. Please provide an approval date for all three of these permits for use by bidders in compiling their bids; regardless as to who may be responsible for obtaining the permits.

RESPONSE

This question pertains to both the northbound and southbound bridges. Securing and paying for any permits, beyond the construction permits included in the Appendix to the specifications, shall be the Contractors responsibility. Once the contract is awarded, DDOT will assist the contractor in obtaining permits for staging area. The cost of such permits to the contractor shall be considered incidental to the work and no additional payment shall be made to cover the cost of the permits.

QUESTION

The contract specifications for bid items 706047-Shear Lock Repairs, 706049 - Bascule Girder Supports, and 70605 1 Bascule Girder Repairs state that these repairs must be completed in the first 150 calendar days after Notice to Proceed is issued. However, the

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erection procedures shown on plan sheets 38,40,41 and 42 state that the repairs shall be performed in the first 120 days of the contract. Please clarify the correct duration.

RESPONSE

This question pertains to the northbound bridge. The referenced sheets have been revised.

QUESTION

The painting of both railings for the southbound bridge appear to be included in both item 70701 1 and 70701 3; please clarify which pay item should include the painting of the two railings.

RESPONSE

This question pertains to the southbound bridge. Item 707 011 has been revised to eliminate the railings and the portions of the light poles that are to be painted from this item.

QUESTION

The railings for the southbound bridge appear to be galvanized; please clarify if all the paint for these railings must be removed prior to re-painting and provide a surface preparation specification for the galvanized surfaces.

RESPONSE

This question pertains to the southbound bridge. See response to the question related to the railings above.

QUESTION

The compression seal replacement for line #490 in the bid schedule is called out as joint repairs, this description is similar to other bid items that involve armored joint repairs; please consider modifying the bid item description to reflect the actual work being performed under this item.

RESPONSE

This question pertains to the southbound bridge. The specifications include a detailed description of the work included under each pay item.

QUESTION

Plan sheet 15 of the southbound bridge calls for new troughs to be mounted with existing tapped holes, some of the existing steel troughs were mounted with welded connections; please provided additional details for mounting new troughs in those locations.

RESPONSE

This question pertains to the southbound bridge. There is nothing on sheet 15 that indicates that the holes are existing holes. The information on this sheet requires that the existing troughs be removed and the remaining weld shall be grind smooth.

Wherever the plans or specifications call for or show new bolts to be installed and no existing holes are located where the new bolts are to be installed or the existing hole is smaller than required for the bolt size, the installation of such bolts shall include drilling the required new holes or increasing the size of the existing holes, as applicable. Drilling new holes, increasing the size of existing small holes and cleaning rust and debris from

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existing holes of the correct diameter shall be considered incidental to the respective repair item and no additional payment shall be made for the work on the holes.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0290	616150 Repair of Damaged Major Traffic Control Devices DEVICES	LUMP	LUMP			60000.00
0300	616991 Traffic Control Special Item - LS - TEMPORARY CONSTRUCTION LIGHTING 616141	LUMP	LUMP			.
0310	616992 Traffic Control Special Item - EACH - PARAPET REFLECTORS 616153	EACH	70.000			.
0320	618991 ELECTRICAL WORK SPECIAL ITEM -LS- SIGN STRUCTURE AND LIGHT POLE REPAIRS 618951	LUMP	LUMP			.
0330	624002 Engineer's Field Facilities	LUMP	LUMP			.
0340	706992 Structural Steel Special Item - EACH - EXPANSION PIER ANCHORAGE REPAIRS 706033	EACH	1.000			.
0350	706992 Structural Steel Special Item - EACH - GIRDER BEARING STIFFENER REPAIR 706027	EACH	91.000			.
0360	706992 Structural Steel Special Item - EACH - GIRDER REPAIR 706031	EACH	1.000			.
0370	706992 Structural Steel Special Item - EACH - HIGH STRENGTH BOLTS 706035	EACH	400.000			.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0380	706992 Structural Steel Special Item - EACH - PARAPET ACCESS COVER REPAIRS 706025	EACH 1.000	.		.	
0390	706992 Structural Steel Special Item - EACH - REPLACE BEARING PLATE NUTS 706023	EACH 2.000	.		.	
0400	706992 Structural Steel Special Item - EACH - TIGHTEN LOOSE STRUCTURAL STEEL BOLTS 706029	EACH 2.000	.		.	
0410	707991 Painting Special Item - LS - CLEAN AND PAINT RAILINGS AND LIGHT POLES 707013	LUMP		LUMP		.
0420	707991 Painting Special Item - LS - CLEAN AND PAINT STEEL 707011	LUMP		LUMP		.
0430	708991 Stone Masonry Special Item - LF - REPLACE MISSING/DETERIORATED MORTAR 708015	LF 1000.000	.		.	
0440	708991 Stone Masonry Special Item - LF - SEAL CRACKED STONE CLADDING 708017	LF 600.000	.		.	
0450	717991 Armored Joint with Neoprene Strip Seal Special Item - LF - EXPANSION JOINT DRAINAGE REPAIRS 717003	LF 410.000	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0460	717991 Armored Joint with Neoprene Strip Seal Special Item - LF - PRESSURE CLEAN EXPANSION JOINTS 717007	600.000 LF	.		.	
0470	718991 Neoprene Compression Seal Special Item - LF - ABUTMENT DECK JOINT REPAIRS 718005	200.000 LF	.		.	
0480	718991 Neoprene Compression Seal Special Item - LF - ACCESS STEP JOINT REPAIRS 718023	100.000 LF	.		.	
0490	718991 Neoprene Compression Seal Special Item - LF - VERTICAL JOINT REPAIRS - AT ABUTMENTS 718021	70.000 LF	.		.	
	SECTION 0001 TOTAL				.	

SECTION 0002 NORTHBOUND 14TH STREET BRIDGE

0500	000003 Employee Training	2000.000 HR	.		.	
0510	000506 Unassigned Special Item -EACH - NAVIGATION LIGHT REPAIRS 621003	6.000 EACH	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0520	000506 Unassigned Special Item -EACH - PRESSURE CLEAN SCUPPERS AND DOWNSPOUTS 710003	EACH 48.000	.		.	
0530	000506 Unassigned Special Item -EACH - RAILING REPAIRS 709021	EACH 50.000	.		.	
0540	000506 Unassigned Special Item -EACH - SCUPPER REPAIRS 710005	EACH 12.000	.		.	
0550	000509 Unassigned Special Item -LF - BASCULE HEEL JOINTS REPAIR 718 007	LF 150.000	.		.	
0560	000509 Unassigned Special Item -LF - CLEAN AND PAINT CONDUIT 707015	LF 30.000	.		.	
0570	000509 Unassigned Special Item -LF - EXPANSION JOINT DRAINAGE REPAIRS 717003	LF 260.000	.		.	
0580	000509 Unassigned Special Item -LF - REPAIR LARGE PIER CRACKS 716011	LF 800.000	.		.	
0590	000509 Unassigned Special Item -LF - REPAIR THIN PIER CRACKS 716009	LF 800.000	.		.	
0600	000509 Unassigned Special Item -LF - SEAL ABUTMENT WALL CRACKS 716003	LF 300.000	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0610	000509 Unassigned Special Item -LF - SILT FENCE 628 003	250.000 LF	.		.	
0620	000511 Unassigned Special Item -LS - BASCULE DECK END JOINTS REPAIR 718 009	LUMP	LUMP		.	
0630	000511 Unassigned Special Item -LS - OPERATOR'S HOUSE REPAIRS 624 005	LUMP	LUMP		.	
0640	000511 Unassigned Special Item -LS - POST-TENSION PIER 14- 705069	LUMP	LUMP		.	
0650	000511 Unassigned Special Item -LS - POST-TENSION PIER 3 - 705061	LUMP	LUMP		.	
0660	000511 Unassigned Special Item -LS - POST-TENSION PIER 4 - 705063	LUMP	LUMP		.	
0670	000511 Unassigned Special Item -LS - POST-TENSION PIER 5 - 705065	LUMP	LUMP		.	
0680	000511 Unassigned Special Item -LS - POST-TENSION PIER 6- 705067	LUMP	LUMP		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0690	000511 Unassigned Special Item -LS - REMOVAL OF FLOOR TILES CONTAINING ASBESTOS 624 007	LUMP	LUMP			.
0700	000511 Unassigned Special Item -LS - REMOVE HANDRAIL AT PIER TOPS 709025	LUMP	LUMP			.
0710	000514 Unassigned Special Item -SF - CONCRETE DECK REPAIRS - PARTIAL DEPTH W/O EXPOSED REBAR 715 017	SF	8500.000			.
0720	000514 Unassigned Special Item -SF - CONCRETE DECK REPAIRS PARTIAL DEPTH W/EXPOSED REBAR 715 019	SF	8500.000			.
0730	000514 Unassigned Special Item -SF - CONCRETE DECK REPAIR-FULL DEPTH 715 021	SF	600.000			.
0740	000514 Unassigned Special Item -SF - CONCRETE DECK SLAB EXTENSION REPAIRS 715005	SF	70.000			.
0750	000514 Unassigned Special Item -SF - CONCRETE UNDERDECK SPALL REPAIR 715007	SF	280.000			.
0760	000514 Unassigned Special Item -SF - CONCRETE WALL SPALL REPAIRS 716007	SF	80.000			.

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0770	000514 Unassigned Special Item -SF - PIER SPALL REPAIRS 716013	70.000 SF	.		.	
0780	000515 Unassigned Special Item -SY - APPROACH SLAB REPAIRS 715023	90.000 SY	.		.	
0790	000515 Unassigned Special Item -SY - ASPHALT WEARING SURFACE REMOVAL ON BASCU LE SPAN 202013	825.000 SY	.		.	
0800	108002 Progress Photographs	LUMP	LUMP		.	
0810	108004 As-Built Drawings	LUMP	LUMP		.	
0820	201991 Clear and Grub Special Item - LS - REMOVE VEGETAION 201005	LUMP	LUMP		.	
0830	205991 Structure Excavation Special Item -CY- RIVER BOTTOM SOIL EXCAVATION UNCONTAMINA TED SOIL 205 005	700.000 CY	.		.	
0840	205991 Structure Excavation Special Item -CY- RIVER BOTTOM SOIL EXCAVATION, CONTAMIN ATED SOIL 205 007	700.000 CY	.		.	
0850	206991 Structure Backfill Special Item -CY- RIVER BOTTOM BACKFILL 206005	600.000 CY	.		.	

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0860	402991 Hot Bituminous Pavement Special Item - TON - HOT BITUMINOUS PAVEMENT ASPHALT PAVEMENT 402 015	150.000 TON	.		.	
0870	403991 Tack Coat Special Item - SY - TACK COAT 403 003	1150.000 SY	.		.	
0880	403991 Tack Coat Special Item - SY - WATERPROOFING MEMEBRANE 403005	825.000 SY	.		.	
0890	612002 Mobilization	LUMP		LUMP		.
0900	614012 Portable Precast PCC Barrier	2500.000 LF	.		.	
0910	614992 PCC Traffic Barriers Special Item - LF - MOVE PORTABLE PRECAST PCC BARRIER 614 992	7500.000 LF	.		.	
0920	616004 Construction Lane Closing	LUMP		LUMP		.
0930	616008 Temporary Construction Sign Supports	58.000 EACH	.		.	
0940	616012 Construction Warning and Detour Signs	1200.000 SF	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
0950	616014 Reflectorized Traffic Cones	50.000 EACH	.		.	
0960	616016 Flashing Amber Warning Lights, Type "B"	58.000 EACH	.		.	
0970	616020 Sequential Arrow Boards	2.000 EACH	.		.	
0980	616022 Construction Sign Warning Flags	10.000 EACH	.		.	
0990	616024 Type III PVC Barricade	4.000 EACH	.		.	
1000	616028 Traffic Drums	278.000 EACH	.		.	
1010	616080 Truck Mounted Attenuator	4.000 EACH	.		.	
1020	616090 Construction Zone Attenuator	4.000 EACH	.		.	
1030	616110 PORTABLE CHANGABLE MESSAGE SIGN	2.000 EACH	.		.	
1040	616122 Steel Protection Plate	6.000 EACH	.		.	

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			DOLLARS	CTS	DOLLARS	CTS
1050	616150 Repair of Damaged Major Traffic Control Devices DEVICE	LUMP	LUMP			60000.00
1060	616991 Traffic Control Special Item - LS - MAINTENANCE OF TRAFFIC TOW TRUCK 616 151	LUMP	LUMP			.
1070	616991 Traffic Control Special Item - LS - TEMPORARY CONSTRUCTION LIGHTING 616 141	LUMP	LUMP			.
1080	616992 Traffic Control Special Item - EACH - PERMANENT PREFORMED PAVEMENT ARROW 616 055	EACH	15.000			.
1090	616992 Traffic Control Special Item - EACH - PERMANENT PREFORMED PAVEMENT LETTER 616 053	EACH	24.000			.
1100	616992 Traffic Control Special Item - EACH - TRAILOR MOUNTED SPEED DISPLAY SYSTEM 616111	EACH	1.000			.
1110	616994 Traffic Control Special Item - LF - PERMANENT PREFORMED LINE STRIPING HEAT APPLIED 6 INCH 616 045	LF	5200.000			.
1120	616994 Traffic Control Special Item - LF - PERMANENT PREFORMED LINE STRIPING HEAT APPLIED, 6 INCH DASH 616 047	LF	1950.000			.

SCHEDULE OF ITEMS

DATE:
REVISED:

CONTRACT ID: KA2007B0134

PROJECT(S): BH-395-1(165)
BH-395-1(166)

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1130	616994 Traffic Control Special Item - LF - PERMANENT PREFORMED LINE STRIPING HEAT APPLIED, 12 INCH 616 051	350.000 LF	.		.	
1140	618991 ELECTRICAL WORK SPECIAL ITEM -LS- LIGHT POLE REPAIRS 618955	LUMP	LUMP		.	
1150	624002 Engineer's Field Facilities	LUMP	LUMP		.	
1160	706992 Structural Steel Special Item - EACH - DIAPHRAGM REPAIRS 706039	6.000 EACH	.		.	
1170	706992 Structural Steel Special Item - EACH - DIAPHRAGM TIE PLATE REPLACEMENT 706037	4.000 EACH	.		.	
1180	706992 Structural Steel Special Item - EACH - HIGH STRENGTH BOLTS 706035	600.000 EACH	.		.	
1190	706993 Structural Steel Special Item - LS - BASCULE GIRDER REPAIRS 706 051	LUMP	LUMP		.	
1200	706993 Structural Steel Special Item - LS - BASCULE GIRDER SUPPORT 706 049	LUMP	LUMP		.	

District Department of Transportation
SCHEDULE OF ITEMS

PAGE: 15R
DATE:
REVISED:

CONTRACT ID: KA2007B0134

PROJECT(S): BH-395-1(165)
BH-395-1(166)

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1210	706993 Structural Steel Special Item - LS - BASCULE PIER MANHOLE COVER REPAIRS 706 057	LUMP	LUMP			.
1220	706993 Structural Steel Special Item - LS - CENTER LINE OF BASCULE SPAN REPAIRS 706 045	LUMP	LUMP			.
1230	706993 Structural Steel Special Item - LS - REMOVE EXISTING UNUSED MACHINERY 706 059	LUMP	LUMP			.
1240	706993 Structural Steel Special Item - LS - SHEAR LOCK REPAIRS 706 047	LUMP	LUMP			.
1250	706993 Structural Steel Special Item - LS - TRUNNION SUPPORT 3 REPAIRS 706 041	LUMP	LUMP			.
1260	706993 Structural Steel Special Item - LS - TRUNNION SUPPORTS 1 AND 2 REPAIRS 706 043	LUMP	LUMP			.
1270	707991 Painting Special Item - LS - CLEAN AND PAINT EXISTING AND NEW STEEL 707011	LUMP	LUMP			.
1280	708991 Stone Masonry Special Item - LF - REPLACE MISSING/DETERIORATED MORTAR 708015	LF	1300.000			.

SCHEDULE OF ITEMS

DATE:
REVISED:

CONTRACT ID: KA2007B0134

PROJECT(S): BH-395-1(165)
BH-395-1(166)

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
1290	708991 Stone Masonry Special Item - LF - SEAL CRACKED STONE CLADDING 708017	700.000 LF	.		.	
1300	714004 Latex-Modified Concrete Overlay	16300.000 SY	.		.	
1310	717991 Armored Joint with Neoprene Strip Seal Special Item - LF - PRESSURE CLEAN EXPANSION JOINTS 717007	340.000 LF	.		.	
1320	718991 Neoprene Compression Seal Special Item - LF - ABUTMENT DECK JOINT REPAIRS 718005	80.000 LF	.		.	
1330	718991 Neoprene Compression Seal Special Item - LF - VERTICAL JOINT REPAIRS AT NORTH ABUTMENT 718021	30.000 LF	.		.	
	SECTION 0002 TOTAL				.	
	TOTAL BID				.	

<u>S.P. NO.</u>	<u>TITLE</u>	<u>PAGE NO.</u>
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7. In addition to the holidays listed in Section 101.03, the following special activities shall also affect the work schedule with limitations in the allowable working times: Inauguration of the President and the Cherry Blossom Festival. The overnight work times (10:00 pm to 5:00 am) will remain the same. Only the daylight and weekend work hours may be reduced or eliminated.

14. FAILURE TO COMPLETE ON TIME:

Replace 108.07 with the following:

For each calendar day that contract work on the Northbound 14th Street Bridge, or main part thereof, remains incomplete after expiration of the specified construction completion time the sum of three thousand dollars (**\$3,000.00**) has been set by the Contracting Officer as liquidated damages from any money due the Contractor. Liquidated damages for failure to complete the work on the Southbound 14th Street Bridge on time are calculated separately and will be added to the sum shown above.

One work item (OPERATOR'S HOUSE REPAIRS) is required to be completed in the first ninety (90) calendar days after the Notice to Proceed is issued and several other work items are required to be completed in the first one hundred and fifty (150) calendar days after the Notice to Proceed is issued. For each of the pay items specified to be completed in the first ninety (90) or first one hundred and fifty (150) calendar days after the Notice to Proceed is issued, for each calendar day the pay item, or main part thereof, remains incomplete after expiration of the specified construction completion time for the pay item, the sum of six hundred dollars (**\$600.00**) has been set by the Contracting Officer as liquidated damages from any money due the Contractor. This sum will be added to the liquidated damages for failure to complete the entire work on time as specified above.

Other liquidated damages related to damage to certain components are included in the S.P. for BASCULE GIRDER REPAIRS

The Contractor's operation after expiration of construction completion time as extended will in no way waive the District's rights under the contract.

15. INFORMATIONAL DRAWINGS:

A full set of plans for the existing original structures (**14th Street Bridge Over Potomac river, dated 1947**), subsequent rehabilitation plans (**Northbound 14th St. Bridge Deck Replacement, dated 1974**), inspection reports, including those of the Operator's (Tender's) House are available for examination in the District Division of Transportation, D.C. District Department of Transportation, 64 New York Ave., NE., Washington, D. C. 20002 during normal business hours. Selected plans are included in the contract plans to aid in preparing bids for repairs and removals of indicated materials.

Subsequent to the plan construction, undocumented modification or additions have been made to the facility. It is the Contractor's responsibility to verify the actual configuration of the facility.

cleaned of rust and debris. New stainless steel welded wire cloth with stainless steel strip framing treatment shall be attached to the exterior side of this window.

- (2) Repair of the existing stone masonry roof of the Operator's House, as indicated on the contract plans. This work shall consist of removing and replacing the pointing in the joints between the granite roof blocks and granite cornice.
- (3) Existing copper drain pipes at the granite cornice are either fully or partially clogged with mineral deposits and debris. These drain pipes shall be cleaned of all material.
- (4) The window glass of the window at the entrance room of the Operator's House shall be removed and replaced with new glazing materials
- (5) Several pieces of cork tiles that were glued to the ceiling of the entrance room have been removed for inspection. The remaining cork tiles shall be removed.
- (6) There is an access opening in the second story concrete floor. The existing wooden cover shall be removed and replaced with a new pressure-treated lumber cover in this opening.
- (7) The second story floor of the Operator's House is covered with debris. The debris on the second story floor shall be removed. Any debris in the first floor entrance room shall also be removed. All removed material, dirt and debris shall be disposed of away from the site. The second floor tiles and the tiles on the floor of the first floor restroom are known to contain asbestos. The removal and disposal of the tiles containing asbestos will be paid under the S.P. for REMOVAL OF FLOOR TILES CONTAINING ASBESTOS.
- (8) The floor of the entrance room and the second floor of the operator's house shall be cleaned with high pressure water and the tile floor adhesive removed to the satisfaction of the Engineer. The floor surface shall be coated with an approved floor paint that is mixed with grit to provide a non-skid surface. The Contractor will submit the paint and grit material and the application procedures to the Engineer for approval before the start of work.
- (9) The debris inside both machinery rooms shall be removed and disposed of away from the site.
- (10) The existing wooden double-leaf access door on the channel side of each machinery room below the roadway along with the hardware and framework shall be removed and disposed of away from the project site. The openings shall be measured (approximately 65 inches wide by 76 high) for the required size of steel double-leaf access doors with framework, hardware, threshold, and steel grillage.

Except for the installation of the machinery room access doors, work on the OPERATOR'S HOUSE REPAIRS shall be completed in the first ninety (90) calendar days after the Notice to Proceed is issued.

(B) MATERIALS –

Roof Pointing – Lead Stone Flashing Strips, such as Tee Caps, as manufactured by Weathercap, Inc of Slidell, LA70459 at (504)-649-4000, or an approved equal.

Tee Cap – Tee-shaped lead metal strip with a curved top surface of the Tee that is wider than the masonry joint width. The tee-stem shall project into the joint at a depth which nearly equals the tee top width. An approved equal material may be submitted for approval by the Engineer.

Joint Sealant – As recommended by the Tee Cap manufacturer. The sealant shall not stain the masonry, and shall be a non-sag consistency, exterior grade, color similar to the masonry. The sealant shall also conform to ASTM C 920, grade NS.

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Backer Rod - As recommended by the Tee Cap manufacturer.

Window panes –

Plastic glazing sheet – Clear-color polycarbonate (Lexan) or acrylic (Plexiglass) plastic sheet at a minimum of one-quarter inch thick. The plastic sheet shall be set into a glazing bead that will fit in the window framework. This plastic sheet shall be used as the exterior sheet of the entrance room window.

The interior layer of sheet glazing may be another layer of plastic sheet or a sheet of tempered plate glass. The interior sheet shall have a minimum thickness of one-quarter inch and shall be similar in tint to the existing windows. The details for the assembly of the two layers of plastic and/or glass sheet shall be provided by an experienced window fabricator. These details and selected products shall be submitted to the Engineer for review and approval.

Non-sag exterior grade caulking shall be compatible with the plastic sheet, the glazing bead, and the existing window frame work. The color shall nearly match the existing paint color.

Steel Grillage – Stainless steel welded wire cloth using Type 304 wire (mill finish) at 2 inch center to center spacing in both directions using 0.25 inch wire gauge. The edge strip dimensions shall be as recommended by the manufacturer and shall be bent over the ends of the grillage on all sides. Stainless steel self-tapping screws shall be used to connect the grillage to the existing window frame at 6-inch c-c.

Wooden floor cover – 4x4 pressure-treated timber beams and exterior grade plywood. The fabricated wooden cover shall be painted with one coat of exterior primer and two coats of exterior grade paint (gray color).

Galvanizing Repair Paint – Spray applied zinc-rich paint that is used as a repair of damaged galvanized steel surfaces.

Fine Sand – Clean fine aggregate with 100% passing the No. 50 sieve.

Machinery Rooms Steel Access Doors – The machinery rooms steel access doors shall satisfy the following minimum criteria:

- (1) Minimum of 14 gage face sheets on each face of the doors. The doors shall be 1-3/4 inches thick. Thermal insulation and an astragal are not required. The doors shall open outward.
- (2) Minimum of 14 gage steel frame shall be anchored into the pier wall, using galvanized bolts in epoxy-filled holes. Additional treated lumber framework may be used, as required, to fit the doors into the existing openings. The minimum width of each door leaf shall be 28 inches each.
- (3) Threshold shall be two-level thermal break stainless steel or anodized aluminum threshold with neoprene insert. The threshold shall be anchored into the

surrounding concrete wall, using galvanized bolts in epoxy-filled holes. If an aluminum threshold is used, it shall be insulated the concrete

- (4) Each door shall be provided with a stationary horizontal mid-rail dividing the window in each leaf into two individual lites. The window lites shall not be glazed, but shall be covered on the exterior side with a single layer of vertical plain galvanized steel bars at 5/8 inch diameter spaced at three inch centers that are attached to frames that are attached to the door. The window lites shall be covered on the interior side with a bird screen. The bird screen shall be attached to frames that are attached to the door openings on the interior side of the doors. The bird screen shall be galvanized woven or welded wire mesh using 12 gauge wire at 5/8 inch centers.
- (5) One of the two leafs of each door shall have two dead bolts that shall lock into the top and bottom of the door frame.
- (6) Each door leaf shall have three full mortise stainless steel hinges. The doors shall lock at the center joining with two dead bolts that are located near the third points of the door height. One dead bolt shall be placed in each of the two joining doors.
- (7) A door closer shall be attached at the top of each door on the interior side of the pier wall to permit the door to be held in an open position, if required. A D-handle shall be placed on the interior and exterior sides of each door near mid-height to permit ease of opening and closing the doors
- (8) The doors and frame shall be hot-dip galvanized, treated with a coating to allow for painting, and painted with a minimum of two coats of exterior paint that is similar to the paint used on the windows and entrance door of the Operator's House. The color shall nearly match the color of the pier masonry.

(C) CONSTRUCTION REQUIREMENTS – The construction repair operations shall not begin until the Contractor verifies that the electrical power in the Operator's House has been shut off.

The existing stone masonry joints on the Operator's House roof shall be cleaned with power tools that will not damage the existing masonry or the copper flashing under the granite blocks. The depth of the cleaning of the joints shall be deep enough into the existing pointing to permit the installation of the roof pointing system. There is a layer of copper flashing under the granite masonry blocks above the concrete roof slab. Work shall be performed in such a way that this copper flashing shall not be damaged. If the copper flashing is damaged, the Contractor shall propose a repair procedure that shall be submitted for approval by the Engineer. Repair of the flashing shall be at no additional cost to DDOT. All roof joints shall be cleaned.

There are two drilled holes on the southeast roof Granite Cornice that are not in use. These two holes shall be cleaned of dirt and washed with a detergent that will not damage the masonry.

These holes shall be rinsed with potable water and dried of standing water. These holes shall be over-filled with joint sealant.

The entire exterior surface of the Operator's House shall be pressure washed with clean potable water at a pressure between 200 and 300 psi. A mild detergent that is bio-degradable shall be added to the wash water. A stronger additive may be added to the wash water at locations of mineral deposits below the level of the cornice. This additive shall be tested to ensure that the granite masonry is not damaged. The detergent and stronger additive product descriptions and Material Safety and Data Sheets shall be submitted to the Engineer for approval. The Contractor shall submit a written certification that leakage of these materials into the river will not represent a violation of any regulations or permits. The pressure washing shall not begin without the Engineer's approval.

The existing steel bar grillage at the entrance room window to the Operator's House shall be removed without damaging the stone masonry. The bars shall be cut at the masonry surface or below the surface. Galvanizing repair spray paint shall be sprayed onto the cut edge of the remaining exposed portion of the grillage bars. Joint sealant shall be placed on the remaining portion of the steel bars to fill the cavity at each bar to the surface of the masonry.

The approximate size of the window is indicated on the informational drawings for the Operator's House that are attached to the contract drawings. Field measurements of the broken entrance room window shall be made prior to the start of window repair work.

Prior to installing the new glazing materials, the existing window framework shall be wire brush-cleaned to remove loose and deteriorated paint, rust and debris. When not working on the windows, the open windows shall be covered with a plastic film or a tarp.

The window framework shall be painted with three coats of paint prior to the installation of the new glazing materials.

The new plastic sheet and/or glass shall be installed in the existing framework and shall be caulked on the exterior and the interior sides. The caulk shall be wiped clean from the plastic sheet. After the caulking has cured, the window shall be sprayed with low pressure potable water for five minutes to ensure that the window is sealed and waterproof. In case of leakage, remove and replace the caulking and repeat the test until no leakage is observed. The Contractor shall submit a signed report attesting to the window spraying testing.

The item for "CLEAN AND PAINT EXISTING AND NEW STEEL" describes the cleaning and painting of the window and door in the Entrance Room of the Operator's House and the painting of the machinery room access doors. The color of the top coat of paint shall be gray similar to the color of the existing masonry.

The Contractor shall have the option of replacing the window system in its entirety with all-new materials, including frame and grillage. If the Contractor chooses to utilize this option, shop drawings showing the complete installation shall be submitted to the Engineer for approval. The new installation shall pass all the leakage tests described herein.

The existing copper drainage pipes that project out the granite cornice blocks shall be cleaned of dirt, debris and other clogging material that prevent draining of the roof under the granite masonry blocks. Extra care shall be taken so that the existing drain pipes are not damaged.

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The interior ceiling of the entrance room of the Operator's House shall be cleaned of the existing cork tiles. The ceilings of both levels of the Operator's House shall be low pressure washed with potable water at 200 to 300 psi. The dark "dots" of the cork tiles and adhesive that was used to hold the cork tiles may remain, as is. The removed cork tiles shall be disposed of away from the site.

Dirt and debris on the first and second story floors, as well as existing floor tiles on the first floor of the operator's house, shall be removed and disposed of away from the site. The existing wooden covering over the four foot by six foot opening in the second story floor shall be removed and disposed of away from the site.

A new cover shall be made from pressure-treated lumber and two layers of exterior plywood. The support framing shall be 4 inch by 4 inch lumber along the perimeter of the opening and additional beams spaced no more than 16 inch on centers shall span in the short direction of the opening.

The top cover shall consist of two separate layers of plywood. The lower plywood layer shall have a 3/4 inch thickness. The top plywood layer shall provide a top surface that is within 1/8th inch of the floor surface. The cover shall also be tight within 1/16th inch of each edge of the opening. A sufficient number of nails shall be used to connect the two layers of plywood to the supporting lumber. A 1-1/4 inch hole shall be drilled in through both layers of the plywood approximately nine inches from each corner for ease of installation and future removal.

The wooden cover of the opening shall be painted on all surfaces with primer paint before assembly. The assembled wooden cover shall be top coat painted with two coats of exterior grade finish paint before installation. Clean fine sand shall be lightly broadcast on the top surface of the cover while the first coat of finish paint is still wet.

(D) MEASURE AND PAYMENT – The unit of measure will be the job. No measure will be made for this work. Payment for OPERATOR'S HOUSE REPAIRS will be made at the contract lump sum price, which price will include all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals required for completing the work as required herein and as shown on the plans. Surface preparation of the floor, including removal of the tile adhesive, is considered incidental to this work and no separate payment will be made. Removing the debris from the two machinery rooms, removing existing machinery rooms access doors along with the hardware and framework, disposal of all removed materials away from the site, and furnishing and installing new machinery rooms steel access doors shall all be incidental to OPERATOR'S HOUSE REPAIRS.

43. REMOVAL OF FLOOR TILES CONTAINING ASBESTOS: Item 624 007

(A) GENERAL – The existing second floor tiles and the tiles on the floor of the first floor restroom at the operator's house contain asbestos. The tiles shall be removed, contained and disposed of at an approved location. Before removing any of the tiles, the contractor shall obtain all the necessary permits as per DCRA and DDOE requirements. The contractor shall submit to DCRA and/or DDOE asbestos abatement plans and/or programs. In addition, documentation for the removal, containment, delivery of the removed material to the disposal

location, and acceptance of the removed material by the disposal location shall be submitted to the Engineer.

(B) MEASUREMENT AND PAYMENT – The unit of measure will be the job. No measure will be made for this work. Payment for removing the floor tiles containing asbestos will be made at the contract lump sum price, which price will include all materials, labor, equipment, tools, disposal of materials away from the site, obtaining all permits and, incidentals required for

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contract drawings. Self-consolidating concrete shall be used for the entire encasement.

9. Installation of post-tensioning tendons and anchorage hardware and post-tensioning and grouting the system.
10. Backfilling inside the cofferdam to the original elevation of the river bed. The backfilling shall be paid for under other pay items.
11. Removal and the disposal of the cofferdam away from the site. The turbidity curtain shall remain in place during cofferdam removal.
12. Removal and the disposal of the turbidity curtain away from the site.
13. At the beginning of the project, survey the seat elevations of the bearings on the piers and install inclinometers. The inclinometers shall be oriented to determine any change in the position of the piers in the form of tilting from side-to-side and from upstream-to-downstream. Take initial readings at the beginning of work on the project. For each of the five piers to be repaired under this item, repeat the measurements at the start of work on the pier and twice a week (at the beginning of the week and at midweek) during the installation of the cofferdam, excavation and placement of the tremie seal. Thereafter, repeat the measurements at the beginning of each week.

The Contractor shall submit a monitoring plan for the piers signed and sealed by a land surveyor licensed in the District of Columbia. The plan shall be submitted during the first thirty (30) calendar days after the Notice to Proceed is issued. The monitoring plan shall show the number and location of all equipment and bench marks. The number and location of the inclinometer shall be sufficient such that uninterrupted monitoring shall continue even in the case of damage of one inclinometer positioned to measure the tilt from side-to-side and one inclinometer positioned to measure the tilt from upstream-to-downstream. In case of inclinometer damage, the damaged inclinometer shall be replaced and the initial reading of the replacement inclinometer shall be calibrated to relate to the readings taken earlier by the damaged inclinometer. At the end of the repair work on each pier, the Contractor shall submit a report including all measurements taken at this pier. The report shall be signed and sealed by a land surveyor licensed in the District of Columbia.

The Contractor is required to inform the Engineer immediately at any time the measurements indicate signs of the pier settling or tilting.

The Contractor or the Sub-contractor that is proposed to perform the post-tensioning operations shall submit a resume' of the experience with the application of post-tensioning to concrete structures. A minimum of five years of post-tensioning experience is required with a minimum of three projects completed during this period of time. The project names, location, owner, contact persons, and telephone numbers shall be included in this submittal.

Definitions - The following definitions shall apply:

Anchorage - An assembly of various hardware components that secure a tendon at its ends after it has been stressed and imparts the tendon force into the concrete.

Anchor Plate - That part of the anchorage that bears directly on the concrete and through which the tendon force is transmitted.

Anticipated Set - That set which was assumed to occur in the design calculation of the post-tensioning forces immediately after load transfer.

Bar – A high-strength steel bar, normally available from 0.625 in. to 2.5 in. diameter, that is either fully threaded or threaded only at each end.

Bearing Plate - Any hardware that transfers the tendon force into the structure.

Coupler/Coupling - The means by which the post-tensioning force may be transmitted from one partial-length post-tensioning tendon to another.

Duct - Material forming a conduit to accommodate post-tensioning steel installation and provide an annular space for the grout which protects the steel.

Fluidity - A measure of time, expressed in seconds necessary for a stated quantity of grout to pass through the orifice of a flow cone

Grout - A mixture of cementitious materials and water, with or without mineral additives, admixtures or fine aggregate, proportioned to produce a material that can be pumped without segregation of the constituents; injected into the duct to fill the space around the tendon.

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masonry removal and disposal away from the site, the cleaning of the exposed concrete surface, the inspection of the exposed concrete surface for cracks and spalls, the marking of sketches of each repair piers surface of cracks and spalls, the installation of post-tensioning anchorages and ducts, the installation of tendons, the forming of the footing and pier encasements, drilling in concrete, installation of the dowels, the placing of reinforcing bars, the pouring and curing of self-consolidating concrete, the post-tensioning of the tendons, the grouting of the ducts, the removal of the forms, the reinstallation of specified masonry, the removal of the cofferdam, work required to seal the cofferdam, furnishing all required materials, and other incidental items of work that are necessary to complete this work. The various testing of the tendons, grout, and post-tensioned material are also included in this item. The grouting of thin and large cracks in the pier and footings, the excavation and disposal of the excavated materials and the backfilling around the piers is not part of the work to be paid for under the pier post-tensioning items and shall be paid for under other pay items in these SPECIAL PROVISIONS.

(E) PAYMENT - The payment for POST-TENSION PIER 3, POST-TENSION PIER 4, POST-TENSION PIER 5, POST-TENSION PIER 6, and POST-TENSION PIER 14 will be made at the contract lump sum price per each pier for work necessary to post-tension the piers as shown on the plans and as required by these SPECIAL PROVISIONS. Payment shall be full compensation for all of the pier work listed above and on the plans except for grouting the cracks, excavation inside the cofferdam and disposal of the excavated material and backfilling inside the cofferdam. Payment shall also include all labor, materials, tools, equipment, and incidentals necessary for completing the work in accordance with these specifications and the plans. All temporary structures, including all cofferdams work, and any additional reinforcement required by the supplier of the post-tensioning system shall be considered incidental to the work and no separate payment shall be made for these items. The cofferdam work includes design, materials, installation, sealing of the cofferdam using tremie concrete and, if necessary, soil grouting or other required sealing methods, continuous dewatering, removal and disposing of the cofferdams, any other work required to allow the performance of the work inside the cofferdam safely and in the dry, installation of weighted turbidity curtains around the cofferdam and all barges and other watercraft to be stationed in the river for use in this work and the removal and disposing of the curtains away from the site shall all be considered incidental to the work under this item. Testing by the Contractor, including testing to satisfy the requirements of the District Department of the Environment (DDOE) Water Quality Certification included in the Appendix to these Specifications, shall be incidental to this work and no separate payment shall be made for testing. All surveying and monitoring work including equipment and labor required for installing and replacing original and damaged equipment and required monitoring reports shall be incidental to this work and no separate payment shall be made for surveying and monitoring. The cost of any mitigation work that may be required in accordance with the water quality certification after conducting the required tests shall be performed at the Contractor's expense and at no cost to the District.

If the Contractor constructs the structure with an accepted alternate not detailed on the Plans, payment will be based on the unit price bid extended by either the quantities shown on the Plans or the actual quantities used and accepted, whichever is less.

47. STEEL FABRICATORS:

The Contractor shall submit the name and location of the steel fabricator at the time of signing the contract.

57. BASCULE GIRDER REPAIRS: Item 706 051

This S.P. supplements 706.

(A) GENERAL – This work is the repairing of bascule girders with new post-tensioning bars and hardware, new post-tensioning brackets, structural steel, and fasteners as well as strengthening of girder webs as indicated on the plans at locations indicated on the plans. These repairs, and any other repairs specified on the plans to be performed before these repairs, shall be completed in the first one hundred and fifty (150) calendar days after the Notice to Proceed is issued.

(B) MATERIALS – Section 815.

High Strength Bolts (where the use of AASHTO M 253 (ASTM A 490) bolts is indicated on the plans) – AASHTO M 253 (ASTM A 490) bolts with ASTM A 563, Grade DH nuts and F436 washers.

Post-tensioning bars and attachment end supports – ASTM A 722, Type II with the attachment hardware that is recommended by the bar manufacturer.

Epoxy Gel Repair Material – See S.P. for DIAPHRAGM TIE PLATE REPLACEMENT.

(C) METHODS - The faying surfaces between the existing structural steel and permanent and temporary components to be installed under this item, and the areas where existing structural steel is removed shall be power tool cleaned to bare metal using vacuum cleaning equipment to collect all existing paint debris. The new structural steel shall be prime painted in the shop on all surfaces after the new bolt holes have been drilled.

The attachment material shall be used as a template to drill new holes in the existing material. The epoxy gel repair material shall be applied on the existing corroded faying surfaces. The new steel material shall be pushed onto the epoxy gel-coated surfaces and the new bolts shall be tightened. The excess epoxy gel repair material that projects from the tightened repair area shall be removed and disposed of off-site in waste containers.

The post-tensioning bars shall be stressed in a manner as indicated on the plans.

(D) PROTECTION OF EXISTING STRAIN GAGES – Strain gages may exist in the vicinity of repair areas on the main girders in and near the machinery rooms at time the girder repairs commence. The Contractor will take all necessary steps not to damage these strain gages during the performance of the repairs. The Contractor shall inform the Engineer of any damaged strain gages at the start of the work. For each strain gage damaged during the performance of the contract work the sum of five hundred dollars (**\$500.00**) has been set by the Contracting Officer as damage compensation from any money due the Contractor. After completion of the work covered by this S.P., the work covered by the S.P. for SHEAR LOCK REPAIRS, and the work covered by the S.P. for BASCULE GIRDER SUPPORTS, the work on any component of the bascule span (Span 11) will cease for a period of four weeks to allow DDOT to take strain measurements. The four week period will start at the time the Contractor informs the Engineer in writing that the work listed above has been completed and that the work on the bascule span (Span 11) has ceased. Work on other parts of the bridge may continue during this period. The work on the bascule span (Span 11) will not restart before obtaining the written permission of

59. REMOVE EXISTING UNUSED MACHINERY: Item 706 059

This S.P. supplements 706.

(A) GENERAL – This work is the removal of the existing shear lock machinery and platform system at the center line of the bascule span, as indicated on the plans at locations indicated on the plans.

(B) MATERIALS – NONE

(C) METHODS – Take photographs of each item of existing bridge machinery that is tagged for removal from the project. Each piece of machinery to be removed shall be inspected for stability, soundness of construction, internal fluids, method of lifting, path of removal, and potential disposal site. An acceptance receipt shall be received from each disposal location. The receipts shall be signed by an official at the delivery location. These receipts shall be assembled for delivery to the Engineer.

(D) MEASURE AND PAYMENT – The unit of measure will be the job. No measure will be made for this work. Payment for REMOVE EXISTING UNUSED MACHINERY will be made at the contract lump sum price, which price will include all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals required for completing the work as required herein and as shown on the plans.

60. CLEAN AND PAINT EXISTING AND NEW STEEL: ITEM 707 011

This S.P. modifies and supplements 707 and makes reference to Steel Structures Painting Council (SSPC) Steel Structures Painting Manual, Volume II, Systems and Specifications. This work shall also be in accordance with the attached Section A – Technical Specification for Surface Preparation and Repainting for the Northbound 14th Street Bridge (Bridge No. 170-1) and the attached Section B – Technical Specification for Lead Paint Removal, Worker/Environmental Protection and Waste Handling for the Northbound 14th Street Bridge (Bridge No. 170-1)) and the Standard Specification Section 707.

(A) GENERAL - For the portions of the bridge superstructure, appurtenances and substructure indicated on the plans, including all steel inside the machinery rooms, existing paint shall be removed and the steel shall be cleaned and repainted with a three coat paint system. The steel to be cleaned and painted includes all primary and secondary structural components, any non structural components, bearings, sole plates, anchor bolts, all exposed surfaces of expansion joint components except for the finger plates, and any other steel components that exist within the limits of the areas designated on the plans for cleaning and painting. The steel to be painted inside the machinery rooms includes all structural and nonstructural steel, existing supplementary columns for TS3 columns, wall panels, and existing machinery. In addition, all surfaces of the existing metal railings on the movable span and fixed spans of the bridge (including the metal parapet, steel brackets and steel pipe railing), the metal brackets and steel pipe railing mounted on the concrete barriers on the abutments and wingwalls, and the bottom ten feet of all light poles shall all be cleaned and painted.

The new steel that is added to the bridge as part of the various repair items of work shall be prime-painted in the shop. This new structural steel shall be painted with the intermediate and top coats of paint after the new structural steel has been installed in the field. The portions of the existing bridge adjacent to the new installed structural steel shall receive the three coats of paint after the new structural steel has been installed.

place to keep the roadway surface level and be removed at the time the adjacent LMC placement.

The joints between adjacent LMC longitudinal placements may be near the mid-width of the permanent lane stripping traffic lanes or as proposed by the Contractor and approved by the Engineer. The proposed LMC placement locations shall be detailed with the proposed schedule and production details.

During the construction time for the preparation, placement, and curing of the LMC overlay for each construction zone, the Contractor shall adhere to the requirements of the S.P. for WORK HOURS. Temporary lane marking shall be used to channelize the operating traffic lanes through the open lanes in the LMC construction area.

The surface of the LMC shall be tested for flatness using a 14 ft long straightedge while the overlay is still workable. The Contractor shall be required to provide the straight edge at no cost to the District.

Wet curing of the LMC overlay is mandatory for 24 hours or until a minimum cylinder compressive strength of 3000 psi is attained, whichever is the longest. At a minimum cylinder compressive strength of 3000 psi or after 24 hours of wet curing, whichever is the longest, the curing can cease and the lane may be opened to traffic.

Three LMC cylinders shall be broken twelve hours after the completion of the delivery of the last delivery vehicle. Three more cylinders shall be broken every six hours thereafter until a minimum cylinder compressive strength of 3000 psi is attained for the cylinders taken from the last delivery truck for each section of each lane of LMC overlay that is placed.

The Contractor shall keep a log of the time of arrival of each concrete mixer truck at the project site, the start of LMC placement from each mixer truck, the completion of the delivery of each concrete mixer truck, and the length of the concrete overlay placement from each truck.

(D) MEASURE - The unit of measurement for LATEX-MODIFIED CONCRETE OVERLAY will be the square yard, as measured on the surface.

(E) PAYMENT - Payment for this work will be made at the Contract unit price for the items above, which price will include furnishing all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals to accomplish the work specified and shown.

Cost of preparing and testing of all LMC samples, producing, placing and, if required by the Engineer, removing and disposing of the LMC trial batch, and, supplying, installing, removing and disposing of asphalt wedges, LMC areas to be saw-cut at the end of each placement shall be considered incidental to the LATEX-MODIFIED CONCRETE OVERLAY.

Extra LMC needed to fill the cavities left after removing unsound deck concrete will be placed and paid for under the S.P. for CONCRETE DECK REPAIR - PARTIAL DEPTH WITHOUT EXPOSED REINFORCEMENT

The removal of the existing asphalt overlay and disposing of the removed overlay, lane markings and underlying membrane, chain drag and sounding the deck, scarification of the existing concrete surface, disposing of the debris from the scarification away from the site, blast

(E) PAYMENT - Payment for BASCULE HEEL JOINTS REPAIR will be made per linear foot at the Contract unit price bid for the item, which price will include furnishing all materials, labor, equipment, tools, disposal of materials away from the site, and, incidentals to accomplish the work specified and shown. Removal and disposal, new structural steel, concrete and asphalt wearing surface and the cost of temporary steel deck plates are considered incidental to this item.

84. BASCULE DECK END JOINTS REPAIR: Item 718 009

This S.P. supplements 706.

(A) GENERAL – This work is the removal of a portion of the two existing armored open joints at the interface between the metal deck of the bascule span and the concrete deck over the bascule piers (Piers 10 and 11). The work also includes replacing some wearing surface of the deck and indicated armoring. The installation of new structural steel angles with wearing surface, drain troughs, deflector plates, and downspouting is also included. A new compression seal shall be installed in the new and existing armoring. Deck wearing surface patching, installation of bent sealer plates attached to the full length of the bottom flange of floorbeams number 8, cleaning existing drains and bird screen installation, are also included. Removal and disposal, away from the site, of the existing steel plates and plate supports that form part of the wall and the roof of the machinery rooms on the channel side of the machinery rooms shall be incidental to the work under this item.

(B) MATERIALS – The preformed compression seal shall be as shown on the plans and sealing the joint. Seals shall be extruded of preformed flexible closed cell Neoprene expanded rubber and shall be bonded in place with an epoxy lubricant adhesive, as recommended by the compression seal manufacturer. Joint seal shall be as manufactured by Watson Bowman Acme, Corp., Amherst, NY or approved equal.

Expansion Drainage Curtain – See S.P. EXPANSION JOINTS DRAINAGE REPAIR.

Deflector Plates – Type 304 stainless steel

Downspouting – ASTM A 53 galvanized pipe

Bituminous Overlay – Section 409.

Bird Screen – galvanized woven or welded wire mesh with 12 gauge wire at 5/8th inch centers.

(C) METHODS – At the joint location over the bascule pier where the bascule deck is separated by an armored open joint, remove the indicated portion of existing armored open joint and install new armoring angles and a compression seal.

The new structural steel shall be prime painted in the shop on all surfaces after the new bolt holes have been drilled.

The epoxy gel repair material shall be applied on the existing corroded faying surfaces. The new steel material shall be pushed onto the epoxy gel-coated surfaces and the new bolts shall be tightened. The excess epoxy repair material that projects from the tightened repair area shall be removed and disposed of off-site in waste containers.

GENERAL DECISION: **DC20080001** 09/19/2008 DC1

Date: September 19, 2008

General Decision Number: **DC20080001** 09/19/2008

Superseded General Decision Number: DC20070001

State: District of Columbia

Construction Types: Heavy (Heavy and Sewer and Water Line) and Highway

County: District of Columbia Statewide.

HEAVY CONSTRUCTION PROJECTS (Including Sewer and Water Lines);
HIGHWAY CONSTRUCTION PROJECTS

Modification Number	Publication Date
0	02/08/2008
1	04/18/2008
2	05/02/2008
3	05/09/2008
4	05/30/2008
5	06/06/2008
6	07/04/2008
7	07/18/2008
8	07/25/2008
9	08/15/2008
10	09/05/2008
11	09/12/2008
12	09/19/2008

ASBE0024-001 10/01/2007

Rates

Fringes

Asbestos Worker/Heat and Frost Insulator

Includes the application of all insulating materials, protective

coverings, coatings and
 finishes to all types of
 mechanical systems.....\$ 27.88 13.88

ASBE0024-002 10/01/2007

Rates Fringes

HAZARDOUS MATERIAL HANDLER

Includes preparation,
 wetting, stripping,
 removal, scrapping,
 vacuuming, bagging and
 disposing of all
 insulation materials,
 whether they contain
 asbestos or not, from
 mechanical systems.....\$ 17.95 6.50

ASBE0024-005 10/01/2007

Rates Fringes

Fire Stop Technician.....\$ 22.95 6.39

Includes the application of materials or devices within or
 around penetrations and openings in all rated wall or floor
 assemblies, in order to prevent the passage of fire, smoke
 of other gases. The application includes all components
 involved in creating the rated barrier at perimeter slab
 edges and exterior cavities, the head of gypsum board or
 concrete walls, joints between rated wall or floor
 components, sealing of penetrating items and blank openings.

BOIL0193-001 10/01/2007

Rates Fringes

Boilermakers:.....\$ 32.06 16.46

BRDC0001-001 05/04/2008

Rates Fringes

Bricklayer.....\$ 26.20 6.77

 CARP0132-001 05/01/2008

Rates Fringes

Carpenter/Lather.....\$ 25.37 6.55
 Piledriver.....\$ 23.87 7.10

 CARP0132-003 05/01/2008

Rates Fringes

Diver Tender.....\$ 25.87 7.10
 Diver.....\$ 38.73 6.55

 CARP1831-001 04/01/2008

Rates Fringes

Carpenters:
 Millwrights.....\$ 28.70 5.59

 ELEC0026-001 06/02/2008

Rates Fringes

Electricians.....\$ 35.55 11.42+a

a. PAID HOLIDAYS: New Year's Day, Martin Luther King Jr.'s
 Birthday, Inauguration Day, Memorial Day, Fourth of July,
 Labor Day, Veterans Day, Thanksgiving Day, the day after
 Thanksgiving and Christmas Day or days designated as legal
 holidays by the Federal Government.

 ELEC0026-008 07/01/2003

Rates Fringes

Motor Repairmen
 Removal and reinstallation
 of electrical motors.....\$ 23.69 7.73+3%+a

a. PAID HOLIDAYS:

New Year's Day, Martin Luther King Jr.'s Birthday, Inauguration Day, Memorial Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, the day after Thanksgiving and Christmas Day or days designated as legal holidays by the Federal Government.

ELEC0070-001 09/02/2007

	Rates	Fringes
Line Construction:		
Cable Splicers.....	\$ 30.29	19.75%+4.81
Equipment Mechanic.....	\$ 21.82	19.75%+4.81
Equipment Operators.....	\$ 25.78	19.75%+4.81
Groundman/Truck Driver.....	\$ 15.34	19.75%+4.81
Line Truck with Auger.....	\$ 20.09	19.75%+4.81
Linemen.....	\$ 28.86	19.75%+4.81

ENGI0077-001 05/01/2008

	Rates	Fringes
Power equipment operators: (HEAVY AND HIGHWAY CONSTRUCTION)		
GROUP 1.....	\$ 29.74	7.17+a
GROUP 2.....	\$ 28.74	7.17+a
GROUP 3.....	\$ 28.28	7.17+a
GROUP 4.....	\$ 27.57	7.17+a
GROUP 5.....	\$ 25.54	7.17+a
GROUP 6.....	\$ 21.00	7.17+a
GROUP 7.....	\$ 30.11	7.17+a

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Tower Cranes and Cranes 100 ton and over.

GROUP 2: 35 ton cranes & above, tower & climbing cranes, derricks, concrete boom pump, drill rigs (equivalent to L & Double L), mole.

GROUP 3: Backhoes, cableways, cranes, cherry pickers, elevating graders, hoists, paving mixers, power shovels, tunnel shovels. batch plants, shields, tunnel mining machines, gradalls, front end loaders, 3 1/2 cu. yds. and above, power driven wheel scoops and scrapers (50 cu. yds. struck capacity or above), rail tamper, draglines, boomcat, mucking machines, graders in tunnels, pile driving engines.

GROUP 4: Front end loaders below 3 1/2 cu. yds, boom trucks, hydraulic backhoes 1/2 yds. capacity or below rubber or track mounted, tug boats, power driven wheel scoops & scrapers, blade graders, motor graders, bulldozers, trenching machines, concrete mixer, speed swing pettibone, ballast regulator, concrete pump, mechanic, welder, mechanic welder, shotcrete machines, Hoeram, locomotive (standard, narrow gauge), tuggers.

GROUP 5: High lifts above 10 feet, boilers (skelton), asphalt spreaders, bullfloat finishing machines, concrete finishing machines, concrete spreaders, fine graders, air compressors, welding machines, pumps, generators, well points, deep wells, hydraulic pumps, elevators, freeze uniits, tunnel motorman or dinky operator, roller, conveyors, well drilling machines, grout pump, fireman.

GROUP 6: Fork lifts, ditch witch, bobcat 1/3 cu. yd. and below, space heaters, sweepers, assistant engineers, oilers.

GROUP 7: Master mechanic.

a. PAID HOLIDAYS: New Years Day, Inaugural Day, Decoration Day, Independence Day, Labor Day, Martin Luther King's Birthday, Veterans' Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

ENGI0077-002 06/01/2008

Rates

Fringes

Power equipment operators:
(PAVING AND INCIDENTAL
GRADING)

GROUP 1.....	\$ 23.75	5.75
GROUP 2.....	\$ 20.80	5.75
GROUP 3.....	\$ 17.84	5.75
GROUP 4.....	\$ 16.35	5.75
GROUP 5.....	\$ 24.26	5.55

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Gradall operator, Crane.

GROUP 2: Boom Truck, Milling Machine, Excavator, Rubber Tire Backhoe, Asphalt Paver, Asphalt Plant Engineer, Motor Grader, Track Loader, Rubber Tire Loader, Track Dozer, Concrete Paver.

GROUP 3: Broom Truck, Asphalt Roller.

GROUP 4: Air Compressor, Grade Rollers.

GROUP 5: Mechanic.

ENGI0077-003 07/01/2008

Rates	Fringes
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Power equipment operators:
(SEWER, GAS AND WATER LINE
CONSTRUCTION)

GROUP 1.....	\$ 21.58	5.62+a
GROUP 2.....	\$ 21.18	5.62+a
GROUP 3.....	\$ 20.67	5.62+a
GROUP 4.....	\$ 20.35	5.62+a
GROUP 5.....	\$ 19.53	5.62+a

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Excavators, Cranes, Gradalls.

GROUP 2: Backhoes, Front-end Loaders, Fork alift/Lull, Bulldozers, Motor Graders. Qualified Mechanics, Hydraulic Tamper and Hoe Pack, Paving Mixers, Pile Driving Engines, Batch Plant, Concrete Pumps, Low-Boy Driver, Lube Truck.

GROUP 3: Trenching Machine, Well Drilling Machines, Concrete Mixers, Motor Graders, Truck Driver.

GROUP 4. Roller, Air Compressors, Pumps, Welding Machines,

Well Points, Firemen.

GROUP 5: Oiler

a. PAID HOLIDAYS: New Year's Day, Inaugural Day, Washington's Birthday, Decoration Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day and Martin Luther King's Birthday.

 IRON0005-001 06/01/2008

	Rates	Fringes
Ironworkers:		
Structural, Ornamental and		
Chain Link Fence.....	\$ 27.83	12.595

 IRON0201-001 05/01/2008

	Rates	Fringes
Ironworkers:		
Reinforcing.....	\$ 26.15	12.08

 LABO0657-003 06/01/2008

	Rates	Fringes
Laborers: (HEAVY AND HIGHWAY AND SEWER & WATER LINES CONSTRUCTION)		
GROUP 1.....	\$ 20.42	4.68
GROUP 2.....	\$ 20.72	4.68
GROUP 3.....	\$ 20.88	4.68
GROUP 4.....	\$ 21.04	4.68
GROUP 5.....	\$ 21.47	4.68
GROUP 6.....	\$ 22.01	4.68
GROUP 7.....	\$ 22.53	4.68
GROUP 8.....	\$ 23.23	4.68

LABORERS CLASSIFICATIONS:

GROUP 1: Carloaders, choker setter, concrete crewman, crushed feeder, demolition laborers, including salvaging all material,

loading, cleaning up, wrecking, dumpmen, flagmen, fence erector and installer (other than chain link), including installation and erection of fence, guard rails, medial rails, reference posts, guide posts and right-of-way markers, form strippers, general laborers, railroad track laborers, riprap man, scale man, stake jumper, structure mover, includes foundation, separation, preparation, cribbing, shoring, jacking and unloading of structures, water nozzleman, timber buckler and faller, truck loader, water boys, tool room men.

GROUP 2: Combined air and water nozzleman, cement handler, dope pot fireman (nonmechanical), form cleaning machine, mechanical railroad equipment (includes spiker, puller, tile cleaner, tamper, pipe wrapper, power driven wheelbarrows, operators of hand derricks, towmasters, scootcretes, buggymobiles and similar equipment), tamper or rammer operator, trestle scaffold builders over one tier high, power tool operator (gas, electric or pneumatic), sandblast or gunnite tailhose man, scaffold erector, (steel or wood), vibrator operator (up to 4 feet), asphalt cutter, mortar men, shorer and lagger, creosote material handler, corrosive enamel or equl, paver breaker and jackhammer operators.

GROUP 3: Multi-section pipe layer, non-metallic clay and concrete pipe layer (including caulker, collarman, jointer, rigger and jacker, thermal welder and corrugated metal culvert pipe layer.

GROUP 4: Asphalt block pneumatic cutter, asphalt roller, walker, chainsaw operator with attachment, concrete saw (walking), high scalers, jackhammer operator (using over 6 feet of steel), vibrator operator (4 feet and over), well point installer, air trac operator.

GROUP 5: Asphalt screeder, big drills, cut of the hole drills (1 1/2 " piston or larger), down the hole drills (3 1/2" piston or larger) gunnite or sandblaster nozzleman, asphalt raker, asphalt tamper, form setter, demolition torch operator, shotcrete nozzlemen and potman.

GROUP 6: Powderman, master form setters.

GROUP 7: Brick paver (asphalt block paver, asphalt block

sawman, asphalt block grinder, hastings block or similar type)

GROUP 8: Licensed powdermen.

LABO0657-004 06/01/2008

Rates Fringes

Laborers: (HAZARDOUS WASTE
REMOVAL, EXCEPT ON MECHANICAL
SYSTEMS:

Preparation for, removing and
encapsulation of hazardous
materials from non-mechanical
systems)

Skilled Asbestos Abatement

Laborers.....\$ 16.93 4.68

Skilled Toxic and
Hazardous Waste Removal

Laborers.....\$ 19.80 4.68

LABO0657-005 06/01/2008

Rates Fringes

Laborers: (TUNNEL, RAISE &
SHAFT (FREE AIR)
FOR HEAVY AND SEWER & WATER
LINES CONSTRUCTION)

GROUP 1.....\$ 21.11 4.68

GROUP 2.....\$ 21.74 4.68

GROUP 3.....\$ 23.34 4.68

GROUP 4.....\$ 24.02 4.68

LABORERS CLASSIFICATIONS:

GROUP 1: Brakeman, Bull Gang, Dumper, Trackmen, Concrete Man.

GROUP 2: Chuck Tender, Powdermen in Prime House, Form Setters
and Movers, Nippers, Cableman, Houseman, Groutman, Bell or
Signalman, Top or Bottom Vibrator Operator.

GROUP 3: Miners, Re-Bar Underground, Concrete or Gunnite
Nozzlemen, Powdermen, Timbermen and Re-Timbermen, Wood Steel

Including Liner plate or Other Support, Material Motorman, Caulkers, Diamond Drill Operators, Riggers, Cement Finishers-Underground, Welders and Burners, Shield Driver, Air Trac Operator, Shotcrete Nozzlemen and Potman.

GROUP 4: Mucking Machine Operator (Air).

LABO0657-006 06/01/2008

Rates Fringes

Laborers: (TUNNEL, RAISE AND
SHAFT (COMPRESSED AIR) FOR
HEAVY CONSTRUCTION ONLY

Gauge Pressure Work Period

(Pounds)	(Hours)		
1-14	7.....	\$ 26.39	4.68
14-18	6.....	\$ 31.05	4.68

FOOTNOTE: On any requirement for air pressure in excess of 18 PSI, work periods and rates should be negotiated at a pre-bid conference.

LABO0657-007 06/01/2007

Rates Fringes

Laborers: (PAVING AND
INCIDENTAL GRADING)

Asphalt Raker & Concrete			
Saw Operator.....		\$ 17.14	4.30
Asphalt Shoveler.....		\$ 16.59	4.30
Asphalt Tammer & Concrete			
Shoveler.....		\$ 16.84	4.30
Jack Hammer.....		\$ 17.03	4.30
Laborer.....		\$ 16.48	4.30
Sand Setter & Form Setter...		\$ 17.76	4.30

LABO0657-008 06/01/2008

Rates Fringes

LABORERS (BRICK MASONRY WORK)

Mason Tenders.....	\$ 14.65	4.68
Scaffold Builders, Mortarmen and Small Equipment Operators.....	\$ 15.45	4.68

 MARB0002-003 05/01/2008

Rates Fringes

Marble & Stone Mason Includes Pointing, Caulking and Cleaning of All Types of Masonry, Brick, Stone and Cement Structures.....	\$ 32.00	12.07
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 MARB0003-001 05/01/2008

Rates Fringes

Mosaic & Terrazzo Worker, Tile Layer Marble Mason and Tile Layer.....	\$ 25.01	8.82
Terrazzo Worker.....	\$ 25.76	8.82

 MARB0003-004 05/01/2008

Rates Fringes

Marble, Tile & Terrazzo Finisher.....	\$ 20.15	7.97
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 PAIN0051-001 06/01/2008

Rates Fringes

Painters: All Industrial Work.....	\$ 25.73	7.56
Bridges, Heavy Highway, Lead Abatement and Flame/Thermal Spray.....	\$ 29.12	7.56
Commercial and Mold		

Remediation, Painters, Wallcovers and Drywall Finishers.....	\$ 24.31	7.56
Metal Polishing and Refinishing.....	\$ 25.31	7.56

* PLAS0891-001 05/01/2008

	Rates	Fringes
Cement Masons: HEAVY CONSTRUCTION ONLY.....	\$ 27.15	6.47

PLAS0891-002 06/01/2007

	Rates	Fringes
Cement Masons: (PAVING & INCIDENTAL GRADING) Cement Masons.....	\$ 17.35	4.35
Concrete Saw Operators.....	\$ 17.35	4.35
Form Setters.....	\$ 17.35	4.35

PLUM0005-001 08/01/2008

	Rates	Fringes
Plumbers.....	\$ 36.24	13.37+a

a. PAID HOLIDAYS: Labor Day, Veterans' Day, Thanksgiving Day and the day after Thanksgiving, Christmas Day, New Year's Day, Martin Luther King's Birthday, Memorial Day and the Fourth of July.

PLUM0602-005 08/01/2008

	Rates	Fringes
Steamfitter, Refrigeration & Air Conditioning Mechanic.....	\$ 35.12	14.47+a

a. PAID HOLIDAYS: New Year's Day, Martin Luther King's Birthday, Memorial Day, Independence Day, Labor Day,

Veterans Day, Thanksgiving Day and the day after Thanksgiving and Christmas Day.

 SHEE0100-001 07/01/2008

	Rates	Fringes
Sheet Metal Worker.....	\$ 33.04	12.12

 TEAM0639-001 03/07/2004

	Rates	Fringes
Truck drivers: (HEAVY & HIGHWAY CONSTRUCTION) Tandem & Triaxle (3 or more axles, including steering axle).....	\$ 16.00	5.82+a
Tractor-trailer, Low Boy....	\$ 20.00	5.82+a

a. VACATION: Employees will receive one (1) week's paid vacation after one (1) year of service.

 TEAM0639-002 06/01/2005

	Rates	Fringes
Truck drivers: (HEAVY & HIGHWAY CONSTRUCTION) Concrete Mixer Drivers.....	\$ 17.40	5.82+a+b

a. PAID HOLIDAYS: New Year's Day, Martin Luther King, Jr. Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day, or any day celebrated publicly in the District of Columbia as one of the above holidays.

b. PAID VACATIONS: Employees with one (1) year of service shall be entitled to a vacation of one (1) week; five (3) years of service are entitled to two (2) weeks; fifteen (10) years of service are entitled to three (3) weeks; twenty (20) years of service are entitled to four (4) weeks.

 TEAM0639-005 09/01/2006

Rates

Fringes

Truck drivers: (PAVING & INCIDENTAL GRADING)

All paving projects where the grading is incidental to the paving.....\$ 14.05

3.69

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted

because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION