

City of Lynchburg  
Procurement Division  
900 Church Street  
Lynchburg, Virginia 24504  
Telephone No.: (434) 455-3970  
Fax No.: (434) 845-0711

**Addendum for Bid**  
**Lakeside-Memorial-Park Intersection Improvements**  
**14-881**

---

Date: February 21, 2014  
From: Stephanie Suter, CPPO, CPPB  
RE: Addendum No. 1

---

This Addendum supplements and amends the original Plans and Specifications and shall be taken into account in preparing proposals and shall become a part of the Contract Documents. The Bidder shall indicate receipt of this Addendum and all previously issued Addenda on the Bid Form.

1. Plan Sheet 8(C) General Note 4 – Replace “...and all signal heads shall include polycarbonate backplates.” with “...and all signal heads and backplates shall be polycarbonate”.
2. Plan Sheet 8(C), 2<sup>nd</sup> Quantity Block, 5<sup>th</sup> column – Replace “Furnish & Install InSync Video Detector System & Components (Cameras Furnished By Others)” with "Furnish & Install InSync Video Detector System & Components".
3. Plan Sheet 8(C) – Add "General Note 26. All conductors shall be braided copper not solid".
4. Plan Sheet 8(E) Under INSYNC ADAPTIVE SIGNAL CONTROL NOTES, paragraph 2, Remove second sentence “The work to be performed and the materials provided by Rhythm Engineering (as noted in Rhythm Engineering responsibilities below) are to be paid for directly by the City and are outside the of the contract bid, although the Contractor will be required to work closely with Rhythm engineering for the installation and implementation of the InSync system.” in its entirety.
5. Plan Sheet 8(F) Note 4 – Change temporary span wires from "(0.5 inch)" to "(3/8 inch)".
6. Plan Sheet 8(F) Note 5 – Replace the note in its entirety with: "Existing detection is provided by Aldis camera system, maintain the detection throughout the project and return the system to the City when the new signal detection is activated."
7. Plan Sheet 9(B) – Replace 8’-22.5° bend at Station 20+90 with 12’- 22.5° bend.
8. Abandoned storm sewer lines shall be backfilled per VDOT Standard PP-1, Details for Backfilling Abandoned Culverts.
9. Clarification – DIST is VDOT’s standard drop inlet silt trap standard (EC-6). See Plan Sheet 5(B), Part VII.A.2 for more information.
10. Paving in trenched areas outside of paving limits shall be in accordance with Attachment A, Trench Pavement Detail, Exhibit 1, of this addendum.

11. Clarification – Stamped Crosswalk Pattern shall be an Aggregate Reinforced Thermoplastic System, Brick Color, Offset Brick Pattern, as manufactured by StreetPrint XD or equivalent and in accordance with attached specifications (Attachment B).
12. Will the contractor be required to inspect the steel fabrication?  
Answer: No we will rely on VDOT for providing the necessary inspections (see below).
13. Can we work nights?  
Answer: Allowed work hours are 7AM - 9PM Monday through Saturday
14. Is Rhythm video detection the only detection on the new project?  
Answer: Yes, however the existing Aldis detection is available to be used for the temporary signal detection. Detection is to be maintained at all times.
15. Is the contractor responsible for testing?  
Answer: Yes in accordance with VDOT specifications. The owner will provide verification testing.
16. Can we close the intersection?  
Answer: No
17. Can we flag the intersection?  
Answer: No. Temporary signalization item is provided and should be used to provide signalized intersection control at all times.
18. When will the NTP be?  
Answer: While the City doesn't anticipate a delay in award or contract execution, we do anticipate a delay in the NTP of approximately 60 days due to a gas company relocation. Non conflicting access to the site will be considered and granted when possible upon specific request and material acquisition will be allowed prior to the NTP should the winning contractor desire.
19. There is no flowable fill line item on the bid item list. Would you be able to add that to the bid items.  
Answer: A line item for flowable fill has been added and the revised bid sheet is attached.
20. Please clarify if the storm is to be abandoned in place with flowable fill or what the intentions are with the storm.  
Answer: Yes, flowable fill is to be used to abandon storm pipe, item 69007 has been added to accommodate quantity for both Water and storm abandonment.
21. The plans show curb being replaced on Euclid Avenue. Is this curb going to be paid for under one of the curb bid items or does this need to be included in the price of the storm pipe?  
Answer: The curb along Euclid is included in the CG6 quantity.
22. The sign in sheet from the Pre-Bid held on 2-11-14 is attached.

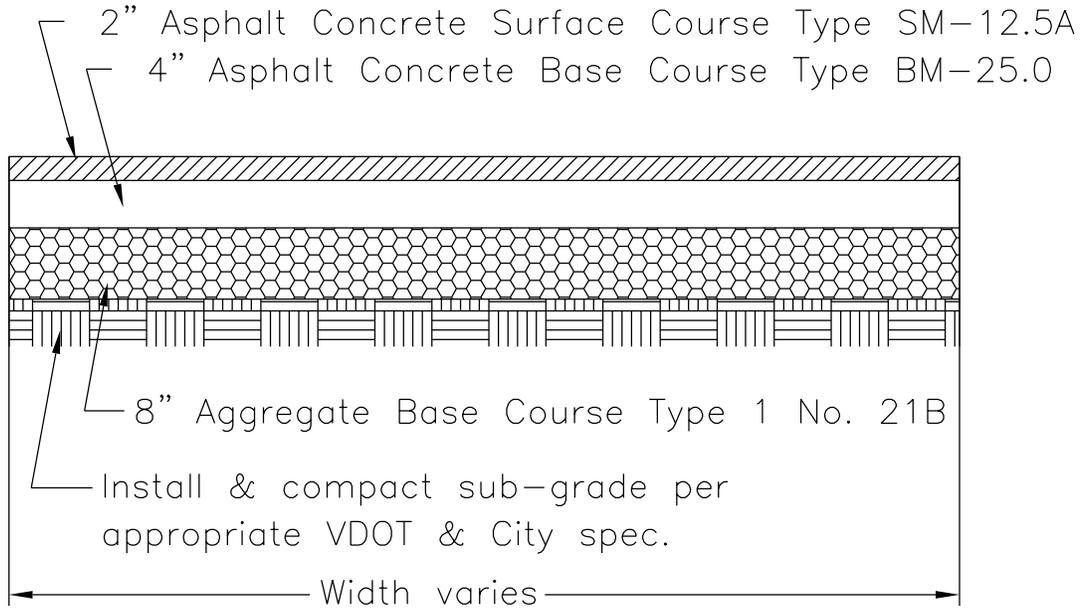
**READ TERMS AND CONDITIONS AND SIGN**

In compliance with the above BID, and subject to all the conditions hereof, the undersigned offers and agrees to comply with any or all of the terms and conditions contained herein, or as mutually agreed upon by subsequent negotiations. This form shall become part of the final file.

*Company Name:* \_\_\_\_\_ *Address:* \_\_\_\_\_ *Date:* \_\_\_\_\_

*Authorized Signature:* \_\_\_\_\_ *Title:* \_\_\_\_\_

*Print Name:* \_\_\_\_\_ *Telephone No.:* \_\_\_\_\_ *Fax No.:* \_\_\_\_\_



TRENCH PAVEMENT SECTION  
OVER WATER MAINS & STORM  
SEWER OUTSIDE PAVING LIMITS  
N.T.S.

## **Aggregate Reinforced Thermoplastic System Specification**

### **PART 1 - GENERAL**

- A. The **Aggregate Reinforced Thermoplastic System** provides a textured, highly attractive and durable topical treatment to the surface of asphalt pavement. Typically the system replicates, in relief, the grout lines common to brick or other types of unit pavers but may also be used to create other patterns.
- B. It is intended primarily for use on asphalt paved roadways and entranceways to create crosswalks but may also be applied as a pavement marking to medians, plazas, intersections and parking lots.
- C. It provides a seamless, elegant look without the trip hazards and ongoing maintenance often associated with pavers and stamped concrete.
- D. It is applied by first re-heating asphalt pavement using patented asphalt pavement re-heat equipment then imprinting the asphalt pavement with a template made from 3/8" flexible wire rope. The surface is then covered with sheets of thick, **Aggregate Reinforced Thermoplastic material** which is then melted in place using the same patented re-heat equipment. As the material is cooling, it is printed again with a template made from 1/4" flexible wire rope in the same design to create crisp, clean lines which help to better define the pattern. Sand is applied during the melting process to achieve added friction properties to the surface. Crosswalks, using this system are typically demarcated by applying white pre-formed thermoplastic transverse lines on either side of the crosswalk.
- E. The **Aggregate Reinforced Thermoplastic material** is available in a variety of standard colors and patterns. Color can be used to create patterns within the crosswalk area to reflect the typical white crosswalk "ladder-bars" for additional visibility and awareness.

### **1.2 REFERENCES**

- A. **ASTM D570** Standard Test Method for the Water Absorption of Plastics.
- B. **ASTM D792** Standard Test Methods for Density and Specific Gravity (relative density) of Plastics by Displacement.
- C. **ASTM D2240** Standard Test Method for Rubber Property – Durometer Hardness.
- D. **ASTM D92** Standard Test Method for Flash and Fire Points by Cleveland Open Cup Tester.
- E. **ASTM D256, Mtd A** Standard Test Methods for Determining the IZOD Pendulum Impact Resistance of Plastics.
- F. **AASHTO T250** Standard Method of Test for Thermoplastic Traffic Line Material.
- G. **ASTM D36** Standard Test Method for Softening Point of Bitumen (Ring-and-Ball Apparatus).
- H. **ASTM D2496** Standard Test method for Bond Strength of Thermoplastic Traffic Marking Materials.
- I. **Suppliers** Recommended Applications Procedure Guide.

## **Aggregate Reinforced Thermoplastic System Specification**

### **1.3 DEFINITIONS**

- A. “Accredited Applicator”** is an applicator that is accredited and licensed.
- B. “Owner”** refers to the representative person who has decision making authority for the application of the **Aggregate Reinforced Thermoplastic System**
- C. “Ambient air temperature”** is the air temperature in the immediate surrounding area.
- D. “The Work”** is as outlined in the Scope of Work and includes the execution of the **Aggregate Reinforced Thermoplastic System** installation.
- E. “ASTM”** is the American Society for Testing and Materials.

### **1.4 REQUIRED BID SUBMITTAL DOCUMENTS**

A copy of a valid license agreement from an **Accredited Applicator** or written verification from the manufacturer that the bid applicator is qualified to perform this Work.

## **PART 2 - PRODUCTS**

### **2.1 MATERIALS**

The materials required for the successful execution of the **Aggregate Reinforced Thermoplastic System** are listed as follows:

- A. Aggregate Reinforced Thermoplastic** is available in a variety of colors and is provided in pre-cut panels. This material is provided by the **Accredited Applicator** and is available only from the manufacturer. **No substitutions.**
- B. The sand** used in the **Aggregate Reinforced Thermoplastic Process** is packaged in 50 lb bags. The sand is provided by the **Accredited Applicator** and is available only from the manufacturer. **No substitutions.**
- C. Transverse lines for cross-walk applications if required.** These are supplied as pre-formed, white thermoplastic line stripe material 90 mils thick available in 6” or 12” widths. This material should be provided by the **Accredited Applicator.**

#### **2.1.1 Characteristics of Aggregate Reinforced Thermoplastic**

- A. Aggregate Reinforced Thermoplastic** consists of homogeneously mixed non-hazardous polymer resins, pigments, fillers consisting of  $TiO_2$  and  $CaCO_3$ , glass beads and at least 12% coarse aggregate particles sized 6-14 mesh. This product is not a hazardous chemical as defined by the OSHA Hazard Communication Standard CFR TITLE 29 1910.1200 or the WHMIS Canadian Legislation.
- B. Aggregate Reinforced Thermoplastic** has a negligible VOC level.
- C. Aggregate Reinforced Thermoplastic** shall be supplied at a standard thickness of 180 mils +/- 10 mils (4.6 mm +/- 0.25mm).

## Aggregate Reinforced Thermoplastic System Specification

- D. Upon heating to application temperature, the **Aggregate Reinforced Thermoplastic** will flow and preserve the integrity of its properties including its color.
- E. Environmental and Chemical Resistance: **Aggregate Reinforced Thermoplastic** is resistant to deterioration when exposed to sunlight, gasoline, oil, salt, water or adverse weather conditions.
- F. Storage Life: **Aggregate Reinforced Thermoplastic** can be stored for a period of two years if stored indoors in its original packaging at room temperature (21 °C +/-3°C) (70°F +/-5°F).
- G. The following table provides typical characteristics of the **Aggregate Reinforced Thermoplastic System**.

**TABLE 1 Characteristic for Installed Aggregate Reinforced Thermoplastic System**

| Characteristic                   | Test Method      | Typical Results of Aggregate Reinforced Thermoplastic System |
|----------------------------------|------------------|--|
| Water Absorption                 | ASTM D570        | < 0.5%   |
| Binder Content                   | AASHTO T250      | 18.8% – 20.0%  |
| Low Temp. Resistance @ 15°F      | AASHTO T250      | No cracking  |
| Specific Gravity                 | ASTM D792        | 2.0 – 2.16   |
| Indentation resistance @ 46.1 °C | ASTM D 2240      | 44 - 52  |
| Impact Resistance                | ASTM D256, Mtd A | <20  |
| Flash Point                      | ASTM D92         | >440 °F  |
| Bond Strength                    | ASTM D4796       | 316+ psi   |
| Friction                         | British Pendulum | BPN > 65   |

### 2.2 EQUIPMENT

The **primary asphalt pavement re-heat equipment** must reciprocate allowing the operator to monitor the asphalt pavement and the thermoplastic at all times during the heating processes. **Equipment substitutions are not permitted.**

**A. Templates:** Two wire rope templates are required in the execution of the **Aggregate Reinforced Thermoplastic System**. One template is used for imprinting the asphalt pavement and the other is used to post-print the melted

## **Aggregate Reinforced Thermoplastic System Specification**

**Aggregate Reinforced Thermoplastic.** These are the same pattern but made using different diameter woven wire rope. The wire rope diameter for the template used for imprinting the specified pattern into the asphalt pavement is 3/8" in diameter. The post-printing template is made from 1/4" diameter woven wire rope material.

**B. Pavement Heaters:** Asphalt pavement re-heat equipment specifically designed for asphalt pavement texturing is to be used in the execution of this work. The primary asphalt pavement re-heat equipment must cycle the heat application and must allow the equipment operator to check the pavement surface temperature during the heating process. These controls are necessary to enable the pavement temperature to be elevated gradually, giving the operator the ability to ensure that the pavement is not overheated or adversely affected. Heaters without these controls are strictly prohibited as the primary re-heat equipment.

**C. Hand Held Finishing Tool:** enables the applicator to complete both the imprinting of the asphalt pavement and the post-printing of the thermoplastic in areas around permanent structures such as curbs and manholes covers which may be inaccessible to the template.

**D. Sand- Hopper** An air-assisted sand spreader is used to spray the sand in a uniform manner.

**E. Vibratory Plate Compactors** in the size range from 700 – 900 pounds shall be used for stamping the template into the heated asphalt pavement and for post-printing the **Aggregate Reinforced Thermoplastic**. Please note that the thermoplastic manufacturer does not supply Vibratory Plate Compactors.

### **PART 3 - EXECUTION**

#### **3.1 GENERAL**

The **Aggregate Reinforced Thermoplastic System** shall be supplied and installed only by an **Accredited Applicator** or an applicator authorized in writing by the manufacturer for a specific project. It shall be supplied and installed in accordance with the most recent Recommended Application Procedure Guide as provided by manufacturer and the work shall be carried out in accordance with the plans and specifications or as directed by the Owner. Do not begin installation without written confirmation of applicator accreditation or authorization.

## **Aggregate Reinforced Thermoplastic System Specification**

### **3.2 PRE-CONDITIONS**

A highly stable asphalt pavement free of defects is a pre-requisite for the installation of the **Aggregate Reinforced Thermoplastic System**. **Do not install over poor quality asphalt pavement.**

For further information, please refer to the manufacturers **Substrate Guide**.

#### **3.2.1 Pre-requisites for new asphalt pavement**

A durable and stable asphalt pavement mix design installed according to best practices over a properly prepared and stable substrate is a pre-requisite for all long-lasting asphalt pavement surfaces.

The application of **Aggregate Reinforced Thermoplastic System** does not change this requirement.

**Generally, the asphalt pavement mix design for roadways as prescribed by the local jurisdiction will be sufficient.**

#### **3.2.2 Pre-requisites for existing asphalt pavement**

Depending upon the condition and age, existing asphalt pavement may or may not be suitable for the successful installation. Minimally, the asphalt pavement must be free of all visible defects including cracks, ruts or potholes nor can it demonstrate any flushing, excessive raveling or like deficiencies. The maximum recommended age of the asphalt surface is 5 years. The **Accredited Applicator** can advise on the suitability of the asphalt pavement. For further information please refer to the manufacturers **Substrate Guide**.

#### **3.2.3 Recommended guidelines for Resurfacing applications.**

The Owner may decide to remove and replace the existing asphalt pavement; if so, a durable, stable mix design installed in accordance with best practices is a pre-requisite. A minimum lift thickness of two inches is recommended. It is generally recommended to not proceed with a Resurfacing application when the outside air temperature is less than 50°F (10°C). It is also recommended that the new surface be machine laid. For further information, please refer the manufacturer's **Substrate Guide**.

### **3.3 SURFACE PREPARATION**

The asphalt pavement surface shall be dry and free from all foreign matter, including but not limited to dirt, dust, de-icing materials, and chemical residue.

### **3.4 LAYOUT**

Layout of the pattern for imprinting into the surface of the asphalt pavement shall be as per the drawings and specifications and in accordance to the methods prescribed by the **Accredited Applicator** in conjunction with the **Owner**.

### **3.5 HEATING THE ASPHALT PAVEMENT**

## **Aggregate Reinforced Thermoplastic System Specification**

Primary heating of the pavement surface is accomplished using asphalt pavement re-heat equipment specifically designed to reciprocate. The optimal pavement temperature for imprinting the template is dependent upon mix design, modifiers used in the mix, and the age of the pavement. Care must be taken to avoid over heating the pavement; excessive blue smoke emanating from the asphalt pavement must be avoided. Typically, the surface temperature of the pavement should not exceed 325°F (160°C) as determined by reading a calibrated infra-red thermometer. To obtain the most accurate reading, ensure the thermometer is at least 2 feet away from the propane fired infrared heaters.

### **3.6 SURFACE IMPRINTING**

Once the asphalt pavement has reached imprinting temperature, the first (3/8" diameter wire rope) template shall be placed in position then pressed into the surface using vibratory plate compactors. Once the top of the template is level with the surrounding asphalt pavement, the template can be removed. Areas that have an imprint depth less than the depth of the template shall be re-heated and re-stamped prior to installing the **Aggregate Reinforced Thermoplastic**.

In areas difficult to get at with the template, or areas that have light print, the manufacturer's **Hand Held Finishing Tool** may be used to complete the imprint process.

### **3.7 INSTALLING THE AGGREGATE REINFORCED THERMOPLASTIC AND SAND**

- A. The area must be thoroughly cleaned and dried before installing the **Aggregate Reinforced Thermoplastic System**.
- B. Do not install during periods of precipitation.
- C. Both the ambient air temperature and the pavement temperature must be above 45°F (7°C). Do not install when there is frost still in the ground.
- D. Place the **Aggregate Reinforced Thermoplastic** sheets over top of the imprinted asphalt pavement and in-line with the pattern. The sheets are to be butted together without overlap and cover the entire area designated to receive the **Aggregate Reinforced Thermoplastic System**.
- E. Using re-heat equipment specifically designed to reciprocate, heat is applied to the thermoplastic to gradually raise the temperature so that the thermoplastic is melted all the way through and begins to flow into the grout lines and fuse with both the surface of the asphalt pavement and the edges of the neighboring thermoplastic sheet.
- F. As the **Aggregate Reinforced Thermoplastic** starts to flow and adhesion to the pavement surface is attained, the **Aggregate Reinforced Thermoplastic** is seeded evenly into and on top of the thermoplastic using the **Sand Hopper** at an approximate rate of one 50 pound bag per 200SF of **Aggregate Reinforced Thermoplastic** surface.
- G. Using the vibratory plate compactor, the thermoplastic is then post-printed using the second (1/4" diameter wire rope) template. The pattern will now be clearly defined.

## **Aggregate Reinforced Thermoplastic System Specification**

- H. Depending upon the requirements of the local jurisdiction, **Aggregate Reinforced Thermoplastic System** cross-walks may require demarcation. This is to be done by the **Accredited Applicator** using the preformed transverse white thermoplastic line stripe material.

### **3.8 PROTECTION AND OPENING TO TRAFFIC**

The melted thermoplastic is to be protected until it cools and hardens. Do not permit any debris such as dust, excessive water, pollen etc to come in contact with the melted thermoplastic.

The road may be opened to traffic once the thermoplastic has cooled to adjacent pavement temperature.

## **~~PART 4 – MEASUREMENT AND PAYMENT~~**

### **~~4.1 Measurement~~**

~~The measured area is the actual area of asphalt pavement that has received the **Aggregate Reinforced Thermoplastic** and (where applicable) the transverse white lines, measured in place. No deduction will be made for the area(s) occupied by manholes, inlets, drainage structures, bollards or by any public utility appurtenances within the area.~~

### **~~4.2 Payment~~**

~~Payment will be full compensation for all work completed as per conditions set out in the contract. For unit price contracts, the payment shall be calculated using the measured area as determined above.~~

**MEMORIAL AVENUE / LAKESIDE DRIVE / PARK AVENUE INTERSECTION IMPROVEMENTS**

| Item # | Description  | Unit | Est. Quantity | Unit Price | Total Price |
|--------|--|------|---------------|------------|-------------|
| 100    | Mobilization   | LS   | 1             | \$         | \$          |
| 101    | Const. Surveying   | LS   | 1             | \$         | \$          |
| 110    | Clearing & Grubbing  | LS   | 1             | \$         | \$          |
| 126    | Earthwork  | LS   | 1             | \$         | \$          |
| 160    | NS Seeding & Fine Grading (> 500 SY)   | SY   | 1400          | \$         | \$          |
| 588    | Underdrain UD-4  | LF   | 607           | \$         | \$          |
| 1152   | 15" Conc. Pipe   | LF   | 162           | \$         | \$          |
| 1154   | 15" Radial Pipe  | LF   | 195           | \$         | \$          |
| 1182   | 18" Conc. Pipe   | LF   | 336           | \$         | \$          |
| 6821   | Drop Inlet, DI-3B, L=12'   | EA   | 7             | \$         | \$          |
| 10496  | NS Pavement ( <i>Streetprint XD</i> )  | SF   | 1586          | \$         | \$          |
| 51910  | Saw Cutting (full depth)   | LF   | 805           | \$         | \$          |
| 16242  | Aggr. Base Matl. Ty. 1 No. 21B   | TON  | 1000          | \$         | \$          |
| 10607  | Asphalt Conc. Ty. SM-12.5A   | TON  | 400           | \$         | \$          |
| 10612  | Asphalt Conc. Ty. BM-25.0  | TON  | 390           | \$         | \$          |
| 10628  | Flexible Pavement Planing  | SY   | 1675          | \$         | \$          |
| 12020  | Std. CG-2 Curb   | LF   | 440           | \$         | \$          |
| 12022  | Rad. CG-2 Curb   | LF   | 61            | \$         | \$          |
| 12600  | Std. Comb. Curb & Gutter CG-6  | LF   | 840           | \$         | \$          |
| 12610  | Radial Comb. Curb & Gutter CG-6  | LF   | 235           | \$         | \$          |
| 12940  | Entrance Gutter CG-9D  | SY   | 18            | \$         | \$          |
| 13108  | CG-12 Detectable Warning Surface   | SY   | 20            | \$         | \$          |
| 13220  | Hydraulic Cement Conc. Sidewalk 4"   | SY   | 820           | \$         | \$          |
| 24260  | Crusher Run Aggr. No. 25 or 26   | TON  | 50            | \$         | \$          |
| 24602  | NS Remove Exist. Fence   | LF   | 213           | \$         | \$          |
| 22643  | St'd FE-CL Fence ( <i>Incl. Line &amp; Corner Braces</i> )                       | LF   | 193           | \$         | \$          |
| 24400  | Obscuring Roadway  | UNIT | 6             | \$         | \$          |
| 24410  | Demolition of Pavement   | SY   | 1364          | \$         | \$          |
| 90001  | Maintenance of Traffic   | LS   | 1             | \$         | \$          |
| 27430  | Siltation Control Excavation   | CY   | 156           | \$         | \$          |
| 27460  | Drop Inlet Silt Trap Typ B EC-6  | EA   | 7             | \$         | \$          |
| 27506  | Temporary Filter Barrier EC-5  | LF   | 517           | \$         | \$          |
| 13214  | Horizontal Control Monument  | EA   | 12            | \$         | \$          |
| 50108  | Sign Panel   | SF   | 119           | \$         | \$          |
| 52002  | Furnish and Install Signal Controller (TS-2, Type II) with TS-1 Cabinet (Naztec) | EA   | 1             | \$         | \$          |
| 51184  | Traffic Signal Head Section 12" LED (Green Ball)                                 | EA   | 9             | \$         | \$          |
| 51184  | Traffic Signal Head Section 12" LED (Yellow Ball)                                | EA   | 9             | \$         | \$          |
| 51184  | Traffic Signal Head Section 12" LED (Red Ball)                                   | EA   | 10            | \$         | \$          |
| 51184  | Traffic Signal Head Section 12" LED (Green Arrow)                                | EA   | 3             | \$         | \$          |
| 51184  | Traffic Signal Head Section 12" LED (Yellow Arrow)                               | EA   | 3             | \$         | \$          |
| 51198  | Accessible Pedestrian Pushbutton   | EA   | 8             | \$         | \$          |
| 51210  | Pedestal Pole PF-2 10'   | EA   | 1             | \$         | \$          |

|       |  |    |      |    |    |
|-------|--|----|------|----|----|
| 51240 | Concrete Foundation PF-2   | EA | 1    | \$ | \$ |
| 51234 | Concrete Foundation Signal Pole PF-1   | CY | 14   | \$ | \$ |
| 51238 | Concrete Foundation Signal Pole PF-8   | CY | 20   | \$ | \$ |
| 51245 | Concrete Foundation CF-1   | EA | 1    | \$ | \$ |
| 51425 | Mast Arm Signal Pole, Type I   | EA | 2    | \$ | \$ |
| 51425 | Mast Arm Signal Pole, Type III   | EA | 2    | \$ | \$ |
| 51426 | Mast Arm 30'   | EA | 1    | \$ | \$ |
| 51426 | Mast Arm 40'   | EA | 1    | \$ | \$ |
| 51426 | Mast Arm 50'   | EA | 1    | \$ | \$ |
| 51426 | Mast Arm 60'   | EA | 1    | \$ | \$ |
| 51600 | 14/2 Conductor Cable   | LF | 725  | \$ | \$ |
| 51601 | 14/3 Conductor Cable   | LF | 766  | \$ | \$ |
| 51603 | 14/5 Conductor Cable   | LF | 2274 | \$ | \$ |
| 51607 | 14/7 Conductor Cable   | LF | 701  | \$ | \$ |
| 52002 | Accessible Push Button Cable   | LF | 1003 | \$ | \$ |
| 51614 | Emergency Preemption Detector Cable  | LF | 725  | \$ | \$ |
| 52002 | Power/Video Cable for InSync Cameras   | LF | 766  | \$ | \$ |
| 51830 | Hanger Assembly SM-3, One Way (In-Line)  | EA | 10   | \$ | \$ |
| 52002 | Hanger Assembly SMD-2 (Signs)  | EA | 15   | \$ | \$ |
| 52002 | Hanger Assembly SMB-3 (Ped) One-Way  | EA | 8    | \$ | \$ |
| 51000 | Temp. Signalization  | LS | 1    | \$ | \$ |
| 52002 | Emergency Preemption, 4 Way  | EA | 1    | \$ | \$ |
| 52002 | Uninterruptible Power Supply   | EA | 1    | \$ | \$ |
| 52002 | Uninterruptible Power Supply Batteries   | EA | 4    | \$ | \$ |
| 52002 | Uninterruptible Power Supply Cabinet   | EA | 1    | \$ | \$ |
| 52002 | Retime Existing Controller<br>(Memorial/Wadsworth)   | EA | 1    | \$ | \$ |
| 52002 | Remove Existing Controller Cabinet   | EA | 1    | \$ | \$ |
| 52002 | Remove Existing Signal Head  | EA | 4    | \$ | \$ |
| 52002 | Remove Existing Span Wire  | EA | 1    | \$ | \$ |
| 52002 | Install InSync Video Detector System (4<br>cameras and control unit), Including Switch,<br>Modem, VPN, DSL Cable, and Required<br>Coordination with Rhythm Engineering | EA | 1    | \$ | \$ |
| 52002 | Pedestrian Signal Head SP-8  | EA | 8    | \$ | \$ |
| 52425 | Electrical Service SE-3 Type A   | EA | 1    | \$ | \$ |
| 55586 | Junction Box JB-S1   | EA | 2    | \$ | \$ |
| 55587 | Junction Box JB-S2   | EA | 4    | \$ | \$ |
| 55588 | Junction Box JB-S3   | EA | 1    | \$ | \$ |
| 51160 | Electr. Ser. Grd. Electrode (10')  | EA | 8    | \$ | \$ |
| 56020 | 1" PVC Conduit   | LF | 18   | \$ | \$ |
| 56026 | 1 1/4" Metal Conduit   | LF | 19   | \$ | \$ |
| 56030 | 2" Conduit   | LF | 121  | \$ | \$ |
| 56034 | 3" Conduit   | LF | 37   | \$ | \$ |
| 56050 | Bored Conduit 2"   | LF | 255  | \$ | \$ |
| 56051 | Bored Conduit 3"   | LF | 510  | \$ | \$ |
| 56200 | Trench Excavation ECI-1  | LF | 109  | \$ | \$ |
| 56202 | Trench Excavation ECI-2  | LF | 21   | \$ | \$ |
| 56205 | Test Bore  | EA | 4    | \$ | \$ |
| 50430 | Sign Post STP-1 2"   | LF | 40   | \$ | \$ |

|       |  |    |     |                        |           |
|-------|--|----|-----|------------------------|-----------|
| 50490 | Concrete Foundation STP-1  | EA | 20  | \$                     | \$        |
| 50610 | Relocate existing STP-1 sign   | EA | 2   | \$                     | \$        |
| 54032 | Type B, Class I Thermoplastic Pavement Line Markings 4" (White)        | LF | 300 | \$                     | \$        |
| 54032 | Type B, Class I Thermoplastic Pavement Line Markings 4" (Yellow)       | LF | 300 | \$                     | \$        |
| 54042 | Type B, Class I Thermoplastic Pavement Line Markings 24" (White)       | LF | 100 | \$                     | \$        |
| 54105 | Eradication of Existing Linear Pavement Markings                       | LF | 600 | \$                     | \$        |
| 54106 | Eradication of Existing Nonlinear Pavement Markings                    | SF | 300 | \$                     | \$        |
| 54300 | Pavement Message Marking Elongated Arrow (Single)                      | EA | 16  | \$                     | \$        |
| 54400 | Pavement Message Marking "Only"  | EA | 2   | \$                     | \$        |
| 54401 | Pavement Message Marking School Zone                                   | EA | 2   | \$                     | \$        |
| 40161 | 16" DI WATER MAIN  | LF | 360 | \$                     | \$        |
| 40141 | 14" DI WATER MAIN  | LF | 20  | \$                     | \$        |
| 40121 | 12" DI WATER MAIN  | LF | 345 | \$                     | \$        |
| 40081 | 8" DI WATER MAIN   | LF | 44  | \$                     | \$        |
| 40061 | 6" DI WATER MAIN   | LF | 102 | \$                     | \$        |
| 41395 | 6x6 TAPPING SLEEVE & VALVE   | EA | 1   | \$                     | \$        |
| 41403 | 8x8 TAPPING SLEEVE & VALVE   | EA | 3   | \$                     | \$        |
| 41982 | NS 14x14 TAPPING SLEEVE & VALVE  | EA | 1   | \$                     | \$        |
| 41982 | NS CAP & PLUG  | EA | 4   | \$                     | \$        |
| 41982 | NS 8" BEND   | EA | 2   | \$                     | \$        |
| 41982 | NS 12" TEE   | EA | 3   | \$                     | \$        |
| 41982 | NS 16" TEE   | EA | 9   | \$                     | \$        |
| 41006 | 6" GATE VALVE & BOX  | EA | 3   | \$                     | \$        |
| 41008 | 8" GATE VALVE & BOX  | EA | 3   | \$                     | \$        |
| 41012 | 12" GATE VALVE & BOX   | EA | 1   | \$                     | \$        |
| 41014 | 14" GATE VALVE & BOX   | EA | 1   | \$                     | \$        |
| 41016 | 16" GATE VALVE & BOX   | EA | 1   | \$                     | \$        |
| 49012 | 1" WATER METER SERVICE   | EA | 7   | \$                     | \$        |
| 41820 | FIRE HYDRANT   | EA | 2   | \$                     | \$        |
| 42765 | City of Lynchburg - Sewer Manhole Adjustments                          | EA | 3   | \$                     | \$        |
| 59060 | Verizon - Cross Connect Cabinet Replacement on Dollar General Property | LS | 1   | \$                     | \$        |
| 69007 | Abandon water or storm line flowable fill                              | CY | 30  | \$                     | \$        |
|       |  |    |     |                        |           |
|       |  |    |     | <b>Total Base Bid:</b> | <b>\$</b> |



**Vendor Attendance Record**

RFP/IFB Name: Memorial-Park-Lakeside Location: Bidders Room Date & Time: 2/11/14 10:00 AM/PM  
 RFP/IFB No.: 14-881

| Company Name       | Attending Representative Name & Title | Location City, State | Phone No.    | Fax No.      | Email Address                  |
|--------------------|---------------------------------------|----------------------|--------------|--------------|--------------------------------|
| David Barber       | Celtek - PM                           | Sterling VA          | 703-524-2244 | 703-524-2247 | Barlow@celtek.us               |
| LEE NEWKOS         | COK                                   |                      |              |              |                                |
| Richardson Wayland | Neil Murray Project Manager           | Rambo VA             | 540-581-2597 | 540-777-1204 | nammur@rwtraffic.com           |
| Richardson-Wayland | Roni Arnen Jr. Estimator              | Poanoke VA           | 540-314-3244 | 540-777-1204 | rarnen@rwtraffic.com           |
| Pearson Courtin    | David Perkins                         | Dillwyn VA 23836     | 434-969-4914 | 434-969-1558 | david.p@kiver.net              |
| Counts & Dobyns    | CHRIS DEUNIAN: GM                     | RUSTBURG VA-         | 434-821-2774 |              | chunian@countsanddobyns.com    |
| Counts & Dobyns    | Brent Wherby                          | Rustburg VA-         | 434-821-2774 | 434-821-3425 | bwherby@countsanddobyns.com    |
| TEMPLETON PAVING   | EDDIE BROWT                           | LYNCHBURG VA         | 434-259-0383 | 434-239-1713 | ebrowt@templetonpaving.com     |
| McLennan Inc.      | George Gaudiel                        | Green Hill, VA       | 804-782-3800 |              | gggaudiel@mcclennan.com        |
| COL                | Don DeBerry                           | COL                  | 434-455-3935 |              | donald.deberry@lynchburgva.gov |
|                    |                                       |                      |              |              |                                |
|                    |                                       |                      |              |              |                                |
|                    |                                       |                      |              |              |                                |

Presiding Procurement Official Signature: Stephanie Suter Title: Procurement Manager