#### UNIT PRICES

For changing quantities of work items from those indicated by the contract drawings upon written instructions from the architect/engineer, the following unit prices shall prevail:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Item No./  Spec. No. | Est.  Qty. | Unit of Meas | Item Description /  Unit Price (in Words) | Unit Price  (in numbers) | Extension  (in numbers) |
| 1.  100-2001 | 13.471 | AC | Preparing ROW  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 2.  105-2015 | 10,942 | SY | Removing Stab Base & Asph Pav(8”-10”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 3.  110-2001 | 124,882 | CY | Excavation (Roadway)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 4.  132-2002 | 35,950 | CY | Embankment (Final)(Dens Cont)(Ty A)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 5.  132-2003 | 121,482 | CY | Embankment (Final)(Ord Comp)(Ty B)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 6.  150-2001 | 16 | STA | Blading  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 7.  247-2042 | 13,989 | CY | Fl Bs (Cmp In Plc)(Ty A Gr2)(Final Pos)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 8.  314-2004 | 17,980 | GAL | Emuls Asph BS or SUBG TRT (CSS-1H)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 9.  340-2011 | 11,736 | TON | D-GR HMA (METH) TY B PG 64-22  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 10.  341-2066 | 9,781 | TON | D-GR HMA (QCQA) TY-C B PG 76-22  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 11.  401-2001 | 409.2 | CY | Flowable Backfill  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 12.  416-2001 | 785 | LF | Drill Shaft (18”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 13.  416-2004 | 2,888 | LF | Drill Shaft (36”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 14.  416-2006 | 3,535 | LF | Drill Shaft (48”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 15.  416-2029 | 80 | LF | Drill Shaft(Rdwy Ill Pole) (30”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 16.  420-2003 | 254.0 | CY | CL C Conc (Abut)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 17.  420-2004 | 414.6 | CY | CL C Conc (Bent)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 18.  420-2033 | 375.0 | CY | CL S Conc (Appr Slab)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 19.  422-2001 | 45,667 | SF | Reinf Conc Slab (CL S)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 20.  425-2003 | 461.59 | LF | Prest Conc Beam (TY C)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 21.  425-2004 | 5,493.24 | LF | Prest Conc Beam (TY IV)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 22.  428-2001 | 5,389 | SY | Conc Surf Treat (Class I)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 23.  432-2002 | 720 | CY | Riprap (Conc) (5 IN)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 24.  432-2015 | 524 | CY | Riprap (Stone) (Common) (Dry) (6 IN)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 25.  450-2143 | 2,197.2 | LF | Rail (TY T551) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 26.  454-2005 | 485 | LF | Armor Joint (With Seal)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 27.  464-2022 | 607 | LF | RC Pipe (CL IV)(24”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 28.  466-2065 | 6 | EA | Headwall (CH-FW-0) (DIA= 24 IN)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 29.  500-2001 | 1 | LS | Mobilization  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 30.  502-2001 | 16 | MO | Barricades, Signs and Traffic Handling  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 31.  506-2016 | 1099 | SY | Construction Exits (Install) (TY 1)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 32.  506-2019 | 1099 | SY | Construction Exits (Remove)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 33.  506-2034 | 31,900 | LF | Temporary Sediment Control Fence  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 34.  506-2040 | 31,900 | LF | Temporary Sediment Control Fence (Remove)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 35.  540-2001 | 3,715 | LF | MTL W-Beam GD FEN (TIM Post)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 36.  540-2005 | 14 | EA | Terminal Anchor Section  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 37.  540-2011 | 15 | EA | MTL Beam GD FEN Trans (Thrie – Beam)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 38.  540-2015 | 238 | LF | MTL W-Beam GD FEN (TIM Post) Radius Rail  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 39.  544-2001 | 11 | EA | Guardrail End Treatment (Install) “S.G.T.”  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 40.  552-2001 | 832 | LF | Wire Fence (TY A)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 41  610-2025 | 10 | EA | Roadway Illuminaire Assembly (TYT SA 40 T-8) (.25KW) S  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 42.  618-2018 | 559 | LF | Conduit PVC Schedule 40 – 2”  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 43.  618-2035 | 475 | LF | Conduit PVC Schedule 80 2” Bore  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 44.  620-2010 | 2,556 | LF | Electrical Conductor No. 6 insulated  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 45.  620-2012 | 1,491 | LF | Electrical Conductor No. 8 insulated  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 46.  624-2001 | 0 | EA | Aboveground Box TY A  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 47.  624-2008 | 9 | EA | Ground Box (TY A)(122311) With Apron  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 48.  628-2014 | 4 | EA | Electrical Service TY A (240/80) 060 (NS) GS (T) GC (0) |  |  |
| 49.  644-2001 | 47 | EA | Ins Sm Rd SN Sup&AM TY 10BWG(1) SA (P)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 50.  644-2002 | 6 | EA | Ins Sm Rd SN Sup&AM TY 10BWG (1) SA (P-BM)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 51.  644-2004 | 12 | EA | Ins Sm Rd SN Sup&AM TY 10BWG(1) SA(T) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 52.  644-2027 | 1 | EA | Ins Sm Rd SN Sup&AM TY S80(1) SA (U)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 53.  644-2060 | 5 | EA | Remove Sm Rd SN Sup & AM  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 54.  644-2070 | 4 | EA | Ins Sm Rd SN Sup&AM TY 10BWG (2)SA(T)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 55.  658-2189 | 5 | EA | Inst OM Assm (OM-3L) (WC) Gnd  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 56.  658-2199 | 15 | EA | Inst OM Assm (OM-3R) (WC) Gnd  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 57.  658-2255 | 142 | EA | Inst Del Assm (D-SW) SZ 2(WC)Gnd  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 58.  662-2064 | 14,090 | LF | Wk Zn Pav Mrk Remov (W) 4” (Brk)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 59.  662-2099 | 14,470 | LF | Wk Zn Pav Mrk Remov (Y) 4” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 60.  666-2003 | 651 | LF | Refl Pav Mrk TY I (W) 4” (Brk) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 61.  666-2012 | 29,662 | LF | Refl Pav Mrk TY I (W) 4” (Sld) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 62.  666-2036 | 1,335 | LF | Refl Pav Mrk TY I (W) 8” (Sld) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 63.  666-2048 | 391 | LF | Refl Pav Mrk TY I (W) 24” (Sld) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 64.  666-2054 | 12 | EA | Refl Pav Mrk TY I (W) (Arrow) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 65.  666-2096 | 12 | EA | Refl Pav Mrk TY I (W) (Word) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 66.  666-2105 | 250 | LF | Refl Pav Mrk TY I (Y) 4” (Brk) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 67.  666-2111 | 24,387 | LF | Refl Pav Mrk TY I (Y) 4” (Sld) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 68.  666-2126 | 9,120 | LF | Refl Pav Mrk TY I (Y) 12” (Sld) (100 Mil)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 69.  666-2142 | 651 | LF | Refl Pav Mrk TY II (W) 4” (Brk)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 70.  666-2145 | 29,662 | LF | Refl Pav Mrk TY II (W) 4” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 71.  666-2153 | 1,335 | LF | Refl Pav Mrk TY II (W) 8” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 72.  666-2157 | 391 | LF | Refl Pav Mrk TY II (W) 24” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 73.  666-2160 | 12 | EA | Refl Pav Mrk TY II (W) (Arrow)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 74.  666-2173 | 12 | EA | Refl Pav Mrk TY II (W) (Word)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 75.  666-2176 | 250 | LF | Refl Pav Mrk TY II (Y) 4” (Brk)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 76.  666-2178 | 24,387 | LF | Refl Pav Mrk TY II (Y) 4” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 77.  666-2183 | 9,120 | LF | Refl Pav Mrk TY II (Y) 12” (Sld)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 78.  672-2015 | 547 | EA | Refl Pav Mrkr TY II-A-A  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 79.  672-2017 | 335 | EA | Refl Pav Mrkr TY II-C-R  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 80.  677-2001 | 28,560 | LF | Elim Ext Pav Mark & Marks (4”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 81.  678-2021 | 56,398 | LF | Pav Surf Prep For Mrk (Blast Cln) (4”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 82.  678-2023 | 9,120 | LF | Pav Surf Prep For Mrk (Blast Cln) (12”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 83.  678-2024 | 391 | LF | Pav Surf Prep For Mrk (Blast Cln) (24”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 84.  678-2027 | 1,335 | LF | Pav Surf Prep For Mrk (Blast Cln) (8”)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 85.  678-2028 | 12 | EA | Pav Surf Prep For Mrk (Blast Cln) (Arrws)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| 86.  678-2029 | 12 | EA | Pav Surf Prep For Mrk (Blast Cln) (Words)  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_/unit |  |  |
| **TOTAL LUMP SUM BID** | | | | |  |

**The TOTAL LUMP SUM BID shown on this page shall match exactly the amount shown on the BID FORM.**

The above unit prices shall include all labor, materials, bailing, shoring, removal, overhead, profit, insurance, etc., to cover the finished work of the several kinds called for. Changes shall be processed in accordance with the GENERAL CONDITIONS.

Bidder understands that the Owner reserves the right to reject any or all bids and to waive any technicalities in the bidding.

The bidder agrees that this bid shall be good and may not be withdrawn for a period of 90 calendar days after the scheduled closing time for receiving bids.

Upon receipt of Owner's written acceptance of this bid, Bidder will execute the formal contract attached within 10 days and deliver a Surety Bond as required by the GENERAL CONDITIONS.

The bid security attached in the sum of ( ) is to become the property of the Owner in the event the contract and bond are not executed within the time above set forth, as liquidated damages for the delay and additional expense to the Owner caused thereby.

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| --- | --- | --- |
| Respectfully submitted: | |  |
| By |  |  |
|  |  | TITLE |
|  |  | ADDRESS |
|  |  |  |

**NOTE: THIS IS AN ALTERNATIVE UNIT PRICE FORM, AND ANY BIDDER UTILIZING THIS**

**ALTERNATIVE FORM IS RESPONSIBLE FOR CONFIRMING THE COMPLETENESS**

**AND CORRECTNESS OF ALL INFORMATION CONTAINED WITHIN THE FORM.**