



## **COSHOCTON COUNTY ENGINEER**

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*Frederick J Wachtel, P.E., P.S.*

### **Coshocton County Engineer's Office FY10 Cos. / Gue. Guardrail Project**

#### **Addendum Number 1 – February 19, 2010**

<b>Issue Date</b>	Friday, February 19, 2010
<b>Issued By:</b>	Andrew Jones, Deputy Engineer
<b>Bid Date:</b>	Wednesday, March 3, 2010
<b>Bid Time:</b>	9:00 a.m. Local Time

#### **Addendum 1**

1. Replace Bid Form 7 (BF-7) with attached “Revised – BF-7” to reflect additional quantities for items. Bidders shall use the revised sheet in order to have a responsive bid.
2. Replace Detailed Specification 7 (DS-7) with attached DS-7 to reflect a typographical error at Station 98+60. Quantity changes are reflected in previous item.

All other materials contained within the original bid documents remain the same and unchanged unless noted in subsequent addendums.

As per the bidding requirements, all addendums must be acknowledged in the Contracts Proposals on page CF-1.

**Guardrail Construction Project  
 ODOT PID #81913  
 Coshocton & Guernsey Counties**

ITEM	UNIT	QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL PRICE
202	L.F.	18,213	Guardrail removal		
606	L.F	44,975	Type 5 guardrail		
606	L.F.	325	Nested type 5 rail		
606	Each	130	Guardrail posts, 9 ft., as per plan		
606	Each	119	End treatment, type A		
606	Each	4	End treatment, rehab A, as per plan		
606	Each	46	End treatment, type T		
606	Each	8	Bridge terminal assembly, type A		
626	Each	470	Barrier reflector, type A		
Special	Each	1	Tie in to existing rail, as per plan		
614	Lump	Lump Sum	Maintenance of Traffic, Coshocton County	-----	
614	Lump	Lump Sum	Maintenance of Traffic, Guernsey County	-----	
			<b>Total Bid</b>	-----	

COMPANY \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

QUOTED BY \_\_\_\_\_ TITLE \_\_\_\_\_

COMPANY TELEPHONE \_\_\_\_\_ FAX \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

FEDERAL TAX ID NUMBER \_\_\_\_\_

**GUE CR 851 – 0+00 @ CR 35**

<b>STA – S</b>	<b>STA - E</b>	<b>R / L</b>	<b>Length</b>	<b>End – S</b>	<b>End - E</b>	<b>Removal</b>
16+70	19+70	R	250'	A	A	250'
17+25	20+12	L	237.5'	A	A	237.5'
6+90	35+77	L	837.5'	A	A	837.5'
33+70	36+57	R	237.5'	A	A	237.5'
40+75	42+62	L	137.5'	A	A	137.5'
41+35	44+60	R	275'	A	A	275'
48+50	53+62	R	462.5'	A	A	462.5'
50+35	53+60	L	275'	A	A	275'
56+80	66+17	R	887.5'	A	A	887.5'
60+00	66+25	L	575'	A	A	575'
71+80	74+30	L	200'	A	A	200'
80+35	100+85	R	2000'	A	A	2000'
98+60	101+72	L	262.5'	A	A	262.5'
111+90	113+40	L	125'	A	BTA-TYPE 4	125'
111+90	113+40	R	125'	A	BTA-TYPE 4	125'
114+25	115+62	L	112.5'	A	BTA-TYPE 4	112.5'
114+25	115+62	R	112.5'	A	BTA-TYPE 4	112.5'
119+10	124+35	R	475'	A	A	475'
133+35	138+47	L	487.5'	A	T	487.5'
138+47	139+72	L	125'	T	A	125'
135+95	138+70	R	250'	A	T	250'
144+00	173+37	L	2887.5'	A	A	2887.5'
164+65	172+65	R	750'	A	A	750'
074+10	176+97	L	237.5'	A	A	237.5'

**GUE CR 341 & 431 – 0+00 @ SR 40**

<b>STA – S</b>	<b>STA - E</b>	<b>R / L</b>	<b>Length</b>	<b>End – S</b>	<b>End - E</b>
<b>1+05</b>	<b>9+55</b>	L	825'	A	BTA-TYPE 4
<b>1+83</b>	<b>4+70</b>	R	237.5'	A	A
<b>8+80</b>	<b>9+55</b>	R	50'	A	BTA-TYPE 4
<b>10+18</b>	<b>12+80</b>	L	262.5'	BTA-TYPE 4	T
<b>10+18</b>	<b>11+30</b>	R	87.5'	BTA-TYPE 4	A
<b>13+03</b>	<b>15+65</b>	L	262.5'	T	T
<b>13+70</b>	<b>16+45</b>	R	250'	A	T
<b>23+37</b>	<b>28+00</b>	R	412.5'	A	A
<b>38+13</b>	<b>41+00</b>	R	237.5'	A	A