

**COUNTY OF MONROE
DEPARTMENT OF TRANSPORTATION**

**ADDENDUM NO. 1
TO THE**

CONSTRUCTION SPECIFICATIONS AND RELATED DOCUMENTS

FOR

SOUTH LINCOLN ROAD IMPROVEMENT PROJECT

Capital Improvement Project No. 1446

NYS DOT P.I.N. 4753.78

PREPARED BY

**Bergmann Associates
28 East Main Street
200 First Federal Plaza
Rochester, NY 14614**



TO ALL BIDDERS:

The following constitutes ADDENDUM NO. 1 of the Contract Documents. Each Bidder shall acknowledge receipt of this Addendum on Page P-5 of the Proposal.

SOUTH LINCOLN ROAD IMPROVEMENT PROJECT

Capital Improvement Project No. 1446

TO ALL BIDDERS

Pages ADD 1-1 through ADD 1-62 constitute Addendum No. 1 to the Contract Documents. Make the following changes to the Contract Documents, Contract Specifications and Related Documents:

A. CHANGES TO THE SPECIFICATION BOOK

1. In the Proposal sheets, **REPLACE** sheets P-20 thru P-29 with the following attached P-20R (ADD 1-3) thru P-31R (ADD 1-14). Fixed prices for several items were filled in, and the quantity for Item 663.40 was changed.
2. In the Specification Book, **REPLACE** sheet CQ-1 thru CQ-5 with the following attached CQ-1R (ADD 1-15) thru CQ-5R (ADD 1-19).
3. In the Specification Book, in the section titled Summary of Quantities, under item 663.40 on page SQ-3, **REPLACE** the quantity of “66” with “5”.
4. In the Specification Book, under Supplemental Information, **ADD** pages ADD 1-20 thru ADD 1-59, and **ADD** page ADD 1-62 to provide additional project geotechnical information and a sample retaining wall aesthetic photo.

B. CHANGES TO THE CONTRACT DRAWINGS

1. In the Contract Plans, on Sheet 36 of 61, under Notes, **ADD** note ‘5’ with text that reads, “Refer to Drawing WD-2 for Water Main Abandonment Details. Cut and cap locations shown on the plans where existing water main will remain in service after construction shall be treated with an end cap coupling paid for under item 663.40. The ends of abandoned water main shall be plugged with concrete. No additional payment will be made for the plugging of abandoned mains with concrete (cost included in appropriate water main items).”
2. In the Contract Plans, on Sheet 7 of 61, under item 663.40, **REPLACE** the quantity of “66” with “5”.

C. RESPONSES TO BIDDER QUESTIONS

1. A list of bidder questions raised during the bidding phase and the corresponding responses are provided on pages ADD 1-60 thru ADD 1-61.

BID OPENING DATE REMAINS OCTOBER 10, 2012, 11:00 AM

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|----------|---|--------------------|------|------------|----------------------------------|---------------------------------|
| 201.06 | CLEARING AND GRUBBING | 1 | LS | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | 12,210 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 203.03 | EMBANKMENT IN PLACE | 250 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 203.07 | SELECT GRANULAR FILL | 6,510 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 203.25 | SAND BACKFILL | 1,090 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 204.01 | CONTROLLED LOW STRENGTH MATERIAL (CLSM) | 18 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 206.01 | STRUCTURE EXCAVATION | 1,561 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 206.02 | TRENCH AND CULVERT EXCAVATION | 8,240 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 206.03 | CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION | 90 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 206.05 | TEST PIT EXCAVATION | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 207.21 | GEOTEXTILE SEPARATION | 85 | SY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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South Lincoln Road Improvement Project**

Base Bid

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|------------|--|--------------------|------|-----------------|---|---------------------------------|
| 207.22 | GEOTEXTILE DRAINAGE | 550 | SY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 209.13 | SILT FENCE - TEMPORARY | 40 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 209.1702 | DRAINAGE STRUCTURE INLET PROTECTION, GRAVEL BAG - TEMPORARY | 15 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 210.3111 | REMOVAL AND DISPOSAL OF UNDERGROUND PIPE ACM (BV14) | 40 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 304.12 | SUBBASE COURSE, TYPE 2 | 5,738 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 402.097302 | 9.5 F3 TOP COURSE HMA, 70 SERIES COMPACTION | 1,418 | TON | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 402.097312 | PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.097302 | 71 | QU | \$ <u>70.00</u> | Seventy Dollars and Zero Cents (Fixed Price - See Special Notes) | \$ <u>4,970.00</u> |
| 402.197902 | 19 F9 BINDER COURSE HMA, 70 SERIES COMPACTION | 2,299 | TON | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 402.197912 | PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.197902 | 115 | QU | \$ <u>70.00</u> | Seventy Dollars and Zero Cents (Fixed Price - See Special Notes) | \$ <u>8,050.00</u> |
| 402.377902 | 37.5 F9 BASE COURSE HMA, 70 SERIES COMPACTION | 4,934 | TON | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 402.377912 | PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.377902 | 247 | QU | \$ <u>70.00</u> | Seventy Dollars and Zero Cents (Fixed Price - See Special Notes) | \$ <u>17,290.00</u> |
| 407.0101 | TACK COAT | 1,710 | GAL | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|--------------|--|--------------------|------|------------|----------------------------------|---------------------------------|
| 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | 500 | SY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 520.50140008 | SAWCUTTING ASPHALT PAVEMENT, CONCRETE PAVEMENT, AND ASPHALT OVERLAY ON CONCRETE PAVEMENT | 700 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 552.16 | EXCAVATION PROTECTION SYSTEM | 100,880 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 554.40 | FILL TYPE RETAINING WALL (0 - 6FT.) | 800 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 554.41 | FILL TYPE RETAINING WALL (GREATER THAN 6 FT. - 12 FT.) | 1,900 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 554.42 | FILL TYPE RETAINING WALL (GREATER THAN 12 FT. - 18 FT.) | 1,300 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 554.5202 | FILL TYPE RETAINING WALL AESTHETIC TREATMENT - ARCHITECTURAL PATTERN, INTEGRAL | 4,000 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.98100604 | POLYVINYL CHLORIDE (PVC) SEWER PIPE & FITTINGS 6 NPS | 210 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.98101004 | POLYVINYL CHLORIDE (PVC) SEWER PIPE & FITTINGS 10 NPS | 55 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.98101204 | POLYVINYL CHLORIDE (PVC) SEWER PIPE & FITTINGS 12 NPS | 110 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.9812 | SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 12 INCH DIAMETER | 2,080 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.9818 | SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 18 INCH DIAMETER | 1,428 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

P-22R

(SUB)TOTAL _____

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|--------------|--|--------------------|------|------------|----------------------------------|---------------------------------|
| 603.9824 | SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 24 INCH DIAMETER | 606 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 603.99050002 | CONCRETE PLUGS FOR SEWER PIPE | 20 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.300503 | RECTANGULAR DRAINAGE STRUCTURE TYPE E FOR #3 WELDED FRAME | 18 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.301911 | RECTANGULAR DRAINAGE STRUCTURE TYPES FOR #11 WELDED FRAME | 18 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.302122 | RECTANGULAR DRAINAGE STRUCTURE TYPE U FOR #22 WELDED FRAME | 7 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.310503 | RECTANGULAR DRAINAGE STRUCTURE TYPE E WITH ROUND OPTION FOR #3 WELDED FRAME | 179 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.4048 | ROUND PRECAST CONCRETE MANHOLE TYPE 48 | 80 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.4060 | ROUND PRECAST CONCRETE MANHOLE TYPE 60 | 10 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.070801 | ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES | 56 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 604.070802 | ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES | 17 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 605.0901 | UNDERDRAIN FILTER TYPE 1 | 700 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 605.1502 | PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN TUBING, 6 INCH DIAMETER | 7,890 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|--------------|---|--------------------|------|-----------------|---|---------------------------------|
| 605.98101218 | SMOOTH INTERIOR PERFORATED CORRUGATED POLYETHYLENE PIPE UNDERDRAIN PIPE - 12 INCH | 586 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 607.92060008 | STOCKADE FENCE 6 FEET HIGH | 139 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 607.99010003 | REMOVE AND RELOCATE FENCING | 330 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 608.0101 | CONCRETE SIDEWALKS AND DRIVEWAYS | 605 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 608.020102 | SIDEWALKS, DRIVEWAYS, BICYCLE PATHS, AND VEGETATION CONTROL STRIPS | 163 | TON | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 608.020112 | PLANT PRODUCTION QUALITY ADJUSTMENT TO 608.020102 | 8 | QU | \$ <u>70.00</u> | Seventy Dollars and Zero Cents (Fixed Price - See Special Notes) | \$ <u>560.00</u> |
| 608.21 | EMBEDDED DETECTABLE WARNING UNITS | 102 | SY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 609.0203 | STONE CURB, GRANITE, (TYPE C) | 7,243 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 610.0203 | ESTABLISHING TURF | 1.1 | ACRE | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 611.040113 | PLANTING DECIDUOUS SHRUB SPECIES (SEE CONTRACT DOCUMENTS) AS SPECIFIED (SEE CONTRACT DOCUMENTS) CONTAINER/POT | 229 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 611.050113 | PLANTING EVERGREEN SHRUB SPECIES, AS SPECIFIED, AS SPECIFIED (SEE CONTRACT DOCUMENTS) | 6 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 613.02 | PLACING TOPSOIL-TYPE A | 570 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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|--------------|---|--------------------|------|------------|----------------------------------|---------------------------------|
| 614.0311 | TREE REMOVAL, UP TO 6" DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 5 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0321 | TREE REMOVAL, OVER 6" TO 12" DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0331 | TREE REMOVAL, OVER 12" TO 18" DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 8 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0341 | TREE REMOVAL, OVER 18" TO 24" DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 2 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0351 | TREE REMOVAL, OVER 2' TO 3' DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 7 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0371 | TREE REMOVAL, OVER 4' TO 5' DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 614.0381 | TREE REMOVAL, OVER 5' TO 6' DIAMETER, BREAST HIGH, STUMPS CUT TO 6" ABOVE GRADE | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 615.04020008 | TREE/VEGETATION PROTECTION BARRIER | 2,318 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 615.16000009 | MULCHING | 41 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.01 | BASIC WORK ZONE TRAFFIC CONTROL | 1 | LS | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.04 | TYPE III CONSTRUCTION BARRICADE | 175 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.0801 | REMOVE EXISTING PAVEMENT MARKING STRIPES | 250 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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|------------|---|--------------------|--------|------------|----------------------------------|---------------------------------|
| 619.0802 | REMOVE EXISTING PAVEMENT MARKING LETTERS OR SYMBOLS | 4 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.0804 | COVER EXISTING PAVEMENT MARKING LETTERS OR SYMBOLS (REMOVABLE TAPE) | 4 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.0901 | TEMPORARY PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT) | 2,000 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.0903 | TEMPORARY PAVEMENT MARKINGS STRIPES (REMOVABLE TAPE) | 1,560 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.100101 | INTERIM PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT) | 6,000 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.100201 | INTERIM PAVEMENT MARKINGS, SYMBOLS (TRAFFIC PAINT) | 16 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.100203 | INTERIM PAVEMENT MARKINGS, SYMBOLS (REMOVABLE TAPE) | 8 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.110301 | PORTABLE, VARIABLE MESSAGE SIGN (PVMS) (HYBRID FLIP DISK) (NONE) | 12 | CW | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 619.1611 | MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENT A) | 24 | INT MO | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 621.04 | CLEANING DRAINAGE STRUCTURES | 5 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 623.12 | CRUSHED STONE (IN-PLACE MEASURE) | 32 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 625.01 | SURVEY OPERATIONS | 1 | LS | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

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|----------|---|--------------------|------|----------------|--|---------------------------------|
| 637.11 | ENGINEER'S FIELD OFFICE - TYPE 1 | 12 | MNTH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 637.21 | MOBILE TELEPHONE | 1,500 | DC | \$ <u>1.00</u> | One Dollar and Zero Cents (Fixed Price - See Special Notes) | \$ <u>1,500.00</u> |
| 645.5101 | GROUND MOUNTED SIGN PANELS WITHOUT Z-BARS | 208 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 645.5102 | GROUND MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30SF WITH Z-BARS | 109.1 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 645.5202 | GROUND MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 30SF WITH Z-BARS, HIGH-VISIBILITY SHEETING | 170.8 | SF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 645.81 | TYPE A SIGN POST | 49 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 645.85 | POLE MOUNTED SIGN SUPPORT SYSTEM (BAND MOUNTING) | 6 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 647.01 | REMOVAL OF SIGNS - SIZE A (0.0 -10 SF) | 78 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 647.11 | RELOCATION OF SIGNS - SIZE A (0.0 -10 SF) | 3 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 647.12 | RELOCATION OF SIGNS - SIZE B (11 -20 SF) | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 655.1103 | WELDED FRAME AND RETICULINE GRATE 3 | 2 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 655.1111 | WELDED FRAME AND RETICULINE GRATE 11 | 40 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|------------|--|--------------------|------|------------|----------------------------------|---------------------------------|
| 655.1122 | WELDED FRAME AND RETICULINE GRATE 22 | 10 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 655.1202 | MANHOLE FRAME AND COVER | 8 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.0104 | DUCTILE IRON CEMENT LINED WATER PIPE, 4" | 7 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.0106 | DUCTILE IRON CEMENT LINED WATER PIPE, 6" | 2,604 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.0108 | DUCTILE IRON CEMENT LINED WATER PIPE, 8" | 410 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.0112 | DUCTILE IRON CEMENT LINED WATER PIPE, 12" | 667 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.0604 | COPPER WATER SERVICE PIPE 1" | 1,750 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.1006 | RESILIENT WEDGE VALVE & VALVE BOX, 6" | 29 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.1008 | RESILIENT WEDGE VALVE & VALVE BOX, 8" | 3 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.1012 | RESILIENT WEDGE VALVE & VALVE BOX, 12" | 6 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.1301 | HYDRANT | 8 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.160606 | TAPPING SLEEVE, VALVE & VALVE BOX ASSEMBLY, 6" X 6" | 1 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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(SUB)TOTAL _____

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|------------|---|--------------------|------|------------|----------------------------------|---------------------------------|
| 663.160808 | TAPPING SLEEVE, VALVE & VALVE BOX ASSEMBLY, 8" X 8" | 1 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.2001 | IRON WATER MAIN FITTINGS (3" - 8") | 8,905 | LB | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.2002 | IRON WATER MAIN FITTINGS (10" - 16") | 5,275 | LB | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.2504 | WATER SERVICE CONNECTION, 1" | 64 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.33 | ADJUST EXISTING VALVE BOX ELEVATION | 5 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.40 | DISCONNECT AND CAP EXISTING WATER MAIN | 5 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.42 | REMOVE AND DISPOSAL OF EXISTING WATER VALVE & VALVE BOX | 41 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 663.43 | REMOVE AND DISPOSE EXISTING HYDRANT | 8 | EACH | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.5001 | POLE EXCAVATION AND CONCRETE FOUNDATION | 1.2 | CY | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.510301 | PULLBOX-CIRCULAR, 24 INCH DIAMETER, REINFORCED | 1 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.520108 | CONDUIT, METAL STEEL, ZINC COATED, 3 NPS | 25 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|--------------|---|--------------------|------|------------|----------------------------------|---------------------------------|
| 680.520203 | TRAFFIC SIGNAL CONDUIT, FLEXIBLE LIQUID TIGHT STEEL, 1" | 65 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.54 | INDUCTANCE LOOP INSTALLATION | 1,153 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.71 | SHIELDED LEAD-IN CABLE | 1,905 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.72 | INDUCTANCE LOOP WIRE | 2,910 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.78010005 | ALTER PULLBOX FOR CONDUITS | 5 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.79000001 | REMOVE TRAFFIC SIGNAL EQUIPMENT | 1 | LS | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.822000MO | SOLAR POWERED SCHOOL ZONE FLASHING BEACON SYSTEM | 2 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 680.994100MO | GALVANIZED STEEL PEDESTRIAN SIGNAL POLE | 2 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 685.11 | WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS | 9,320 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 685.12 | YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS | 5,780 | LF | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| 688.04 | WHITE PREFORMED REFLECTORIZED PAVEMENT SYMBOLS | 5 | EA | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |

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(SUB)TOTAL _____

**Unit Price Proposal
South Lincoln Road Improvement Project**

Base Bid

| ITEM NO. | DESCRIPTION | ESTIMATED QUANTITY | UNIT | UNIT PRICE | UNIT PRICE WRITTEN | ESTIMATED QUANTITY x UNIT PRICE |
|--------------------------|--------------------------|--------------------|------|----------------|--|---------------------------------|
| 698.04 | ASPHALT PRICE ADJUSTMENT | 100 | DC | \$ <u>1.00</u> | One Dollar and Zero Cents (Fixed Price - See Special Notes) | \$ <u>100.00</u> |
| 698.05 | FUEL PRICE ADJUSTMENT | 100 | DC | \$ <u>1.00</u> | One Dollar and Zero Cents (Fixed Price - See Special Notes) | \$ <u>100.00</u> |
| 699.040001 | MOBILIZATION | 1 | LS | \$ _____ | _____ DOLLARS AND _____ CENTS | \$ _____ |
| Total Proposal Base Bid: | | | | | _____ DOLLARS AND _____ CENTS | \$ _____ |

MONROE COUNTY, NEW YORK

STANDARD CONTRACTOR'S QUESTIONNAIRE

The information requested in this questionnaire is to assist the CONSULTANT and/or County Project Manager in evaluating the qualifications of contractors, and shall be submitted within 48 hours of the bid opening by the apparent two (2) lowest bidders. An Affidavit of No Change to a previously submitted Questionnaire will not be accepted.

Please indicate whether you believe that any of the information supplied herein is confidential and should be exempt from disclosure under the Freedom of Information Law _____ Yes _____ No.

If you checked "yes" you must identify the information you feel is confidential by placing an asterisk in front of the appropriate question number(s) and you are requested to attach an additional sheet(s) upon which the basis for such claim(s) is explained.

Project: **S. Lincoln Road Improvement Project – NYS Route 31F to East Commercial Street**

- 1. Contract: **BP 0801-12**
- 2. Contractor: _____
 DBA Name, if any: _____
 Address: _____
 Telephone: (____) _____
 Fax: (____) _____

- 3. Type of company: _____ corporation incorporated in:
 _____ partnership
 _____ individual proprietor
 _____ joint venture consisting of _____

- 4. List names and titles of officers, partners or proprietors.

5. How long has the company been in business? _____

List any former names of the company.

Identify any affiliates of your company. For purposes by this question, your company and another are affiliates when, either directly or indirectly, one controls or has the power to control the other, or a third party or parties controls or has the power to control both.

| <u>Federal ID No.</u> | <u>Company Name</u> | <u>Address</u> |
|-----------------------|---------------------|----------------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |

6. Has the company, any affiliate, or any predecessor or any member of the company ever been included on any Federal, state or municipal ineligible or debarred list? _____ Yes
_____ No?

If yes, please explain the circumstances and the present status on a separate page and attach it.

7. Has the company, any affiliate or any predecessor, been defaulted, or failed to complete a contract in the last five years? _____ Yes _____ No?

If yes, please explain the circumstances on a separate page and attach it.

8. What type(s) of construction does the company normally perform? _____

9. Please attach a list of significant projects completed in the last five years. Provide project name, owner, consultant, contract amount and completion date.

10. What is the total value of work presently under contract? \$_____.

Please attach a list of current contracts including project name, contract amount, owner, consultant, owner/consultant contact person and phone number.

11. What work on this project will you perform with your own forces? (excavation, grading, paving, concrete, masonry, structural steel, plumbing, HVAC, electrical, etc.)

12. What percentage of the contract does this represent? _____%
13. Please attach a list of key people you expect to assign to this contract, including their positions and experience.
14. a. What work on this project do you plan to subcontract? _____

- b. What percentage of the contract does this represent? _____%
15. Identify the MBE/WBE firms that your company either has already contacted or plans to contact for subcontracting opportunities. _____

16. Please attach a certified financial statement for the last fiscal year and any other evidence of financial capability.
17. Is any officer or owner of the company an elected or appointed official of Monroe County?
 _____ Yes _____ No If Yes, please indicate _____

18. Within the past five (5) years has the company, any affiliate, any predecessor company or entity, or any person identified in question number 4 above been the subject of any of the following: (respond to each question and describe in detail the circumstances of each company's "Yes" answer; attach additional pages if necessary).
- a. A judgment of conviction for any business-related conduct constituting a crime under state or federal law? _____ No _____ Yes
- b. A criminal investigation or indictment for any business-related conduct constituting a crime under state or federal law? _____ No _____ Yes
- c. A grant of immunity for any business-related conduct constituting a crime under state or federal law? _____ No _____ Yes
- d. A rejection of any bid for lack of qualifications or responsibility or because of the submission of an informal, non-responsive or incomplete bid? _____ No _____ Yes
- e. A rejection of any proposed subcontract for lack of qualifications or responsibility or because of the submission of an informal, non-responsive or incomplete bid? _____ No _____ Yes
- f. A voluntary exclusion from a bidding/contracting agreement? _____ No _____ Yes
- g. Any administrative proceeding, civil action, or claim?
 _____ No _____ Yes

- h. An OSHA Citation and Notification Penalty containing a violation classified as serious?
 No Yes
- i. An OSHA Citation and Notification of Penalty containing a violation classified as willful?
 No Yes
- j. A prevailing wage or supplement payment violation? No Yes
- k. A State Labor Law violation deemed willful? No Yes
- l. Any other federal or state citations, Notices, violation orders, pending administration hearings or proceedings, or determination of a violation of any labor law or regulation?
 No Yes
- m. Any criminal investigation, felony indictment or conviction concerning formation of or any business association with, an allegedly false or fraudulent women's, minority or disadvantaged business enterprise? No Yes
- n. Any denial, decertification, revocation or forfeiture of Women's Business Enterprise, Minority Business Enterprise or Disadvantaged Business Enterprise status? No Yes
- o. Rejection of a low bid on a State contract for failure to meet statutory affirmative action or M/WBE requirements? No Yes
- p. A consent order with the NYS Department of Environmental Conservation, or a federal, state or local government enforcement determination involving a violation of federal or state environmental laws? No Yes
- q. Any bankruptcy proceeding? No Yes
- r. Any suspension or revocation of any business or professional license? No Yes
- s. Any citations, Notices, violation orders, pending administrative hearings or proceedings or determination for violation of:
- federal, state or local health laws, rules or regulations
 - unemployment insurance or workers compensation coverage or claim requirements
 - ERISA (Employee Retirement Income Security Act)
 - federal, state or local human rights laws
 - federal or state security laws?
- No Yes

I hereby certify the above and attached information to be true, complete and not misleading. False or misleading statements may result in revocation of the award or contract.

Signature

Name and Title

Date

On this _____ day of _____, 20_____, before me personally came _____, to me known and known to me to be the person described in and who executed the foregoing instrument and duly acknowledged that he/she executed the same.

Notary Public

Submit completed questionnaire to:

Mr. Robert Kozarits, P.E.
Project Manager
Monroe County Department of Transportation
City Place, Suite 6100
50 West Main Street
Rochester, NY 14614
Fax: 585-324-1720

**CORPORATE/
BUFFALO OFFICE**
5167 South Park Avenue
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CORTLAND OFFICE
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Cortland, NY 13045
Phone: (607) 758-7182
Fax: (607) 758-7188

ROCHESTER OFFICE
535 Summit Point Drive
Henrietta, NY 14467
Phone: (585) 359-2730
Fax: (585) 359-9668

**Geotechnical Evaluation Report for
Lincoln Road Improvement Project
Commercial Street to NY Route 31F
P.I.N. 4753.78
East Rochester, Monroe County, New York**

Prepared For:

**Bergmann Associates
28 East Main Street
200 First Federal Plaza
Rochester, New York 14614**

Prepared By:

**Empire Geo-Services, Inc.
535 Summit Point Drive
Henrietta, New York 14467**



**Project No. RE-08-014
September 2008**

September 17, 2008
Project No. RE-08-014

Mr. Tom Frys, P.E.
Bergmann Associates
28 East Main Street
200 First Federal Plaza
Rochester, New York 14614

Re: Geotechnical Evaluation Report for
Lincoln Road Improvement Project
Commercial Street to NY Route 31F
P.I.N. 4753.78
East Rochester, Monroe County, New York

Dear Mr. Frys:

This letter report summarizes the results of the subsurface exploration program and geotechnical evaluation completed by Empire Geo-Services, Inc. (Empire), with regard to the proposed Lincoln Road Improvement Project planned from Commercial Street to NY Route 31F (P.I.N. 4753.78) in the East Rochester, Monroe County, New York. The approximate location of the project site is shown on Figure 1. This work was done in accordance with our proposal dated June 16th, 2008.

Proposed Pavement Reconstruction Project

We understand the proposed pavement reconstruction project is planned to include the reconstruction of Lincoln Road, between Commercial Street and NY Route 31F.

The pavement reconstruction is planned to include full depth reconstruction. This will include removal of the existing asphalt concrete pavement, along with removal of the underlying subbase and subgrade soils as necessary to establish the new pavement structure profile. It is our understanding that the pavement reconstruction will generally follow the existing alignment of the roadway. Following removal of the existing pavement structure materials and preparation of the subgrades for the new pavement structure, a new asphalt concrete type pavement structure will be constructed.

**CORPORATE/
BUFFALO OFFICE**
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Henrietta, NY 14467
Phone: (585) 359-2730
Fax: (585) 359-9668

The new pavement structure is expected to be designed by Bergmann Associates. Specific design traffic information (i.e. number of 18 kip equivalent single axle loads (ESAL's) over the pavement design life was not available at this time.

Existing Pavement and Subgrade Exploration Program

The existing pavement and subgrade exploration program was performed at a total of eight (8) core/boring locations along Lincoln Road between Commercial Street and NY Route 31F. This work included extracting pavement cores of the existing asphalt concrete, sampling and measuring the underlying subbase layer, as well as sampling the underlying subgrade soils. Our affiliated drilling company, SJB Services, Inc. (SJB), conducted the pavement exploration program on July 28th and 31st, 2008.

The pavement core/boring locations are designated as B-1 through B-8 and their locations are shown on Figures 2, 3, 4, 5, 6, 7, and 8. The core/boring locations and depths were initially selected by Bergmann Associates and their locations plotted on Plan Sheet drawing numbers P-1, P-2, P-3, P-4, P-5, P-6, and P-7, prepared by Bergmann Associates, which were then used by Empire to develop Figures 2, 3, 4, 5, 6, 7, and 8. The core/boring locations were also established and marked in the field, by SJB, using tape measurements referenced to existing site features. Core/boring locations B-2 through B-5, B-7, and B-8 were adjusted slightly in the field due to utility conflicts as shown on Figures 2, 3, 4, 5, 6, 7, and 8.

Portable coring equipment was utilized to obtain 6-inch diameter core samples of the asphalt concrete layer from the surface of the eight (8) core/boring locations. The underlying subbase was then measured for thickness at the core locations after the pavement cores were extracted.

The core/borings were then advanced in the subbase and subgrade soils using hollow stem auger and split spoon soil sampling methods. Split spoon samples and Standard Penetration Tests (SPTs) were taken continuously in the underlying subgrade soils to a depth between 4.0 feet and 10.0 feet below the existing ground surface, where the test boring was terminated. The split spoon sampling and SPTs were completed in general accordance with *ASTM D 1586 - "Standard Test Method for Penetration Test and Split-Barrel Sampling of Soils"*.

A geologist prepared the pavement core/boring logs based on a visual observation of the recovered pavement cores and soil samples. The soil samples were described based on a visual estimation of the grain size distribution, along with

characteristics such as color, relative density, consistency, moisture, etc. The subsurface logs are presented in Appendix A, along with general information and a key of terms and symbols used to prepare the logs. The thickness of the asphalt concrete core samples were measured and photographed in our laboratory. The pavement core summary table and core photographs are presented in Appendix B.

Laboratory Testing

Selected soil samples collected from the explorations were tested in our geotechnical testing laboratory to confirm the visual soil classifications. The selected soil samples were tested for the following parameters.

- Grain size analyses in general accordance with *ASTM C136- "Standard Test Method for Particle-Size Analysis of Soils"*.

The laboratory test data is included in Appendix C.

Summary of Pavement, Subbase and Subsurface Conditions Encountered

General:

The thicknesses of the asphalt concrete and subbase layer encountered at each core/boring locations, along with a general description of the underlying subgrade soils, are summarized below and on the test boring logs included in Appendix A. In addition, a thickness breakdown and description of the various components (i.e. top, binder, and base) making up the asphalt concrete layer are presented in Appendix B.

Pavement, Subbase and Subsurface Conditions:

The thickness of the asphaltic concrete pavement, at the core/boring locations, ranged from approximately 2.75-inches to 7.75-inches. As shown on the summary table in Appendix B, several top course layers were observed at core/boring locations B-1 through B-5, which may have been a result of overlays. At core/boring location B-7 only a single layer (2.75-inches) of top course material was encountered. The asphalt concrete at core/boring locations B-1, B-4 and B-5 exhibited poor bonding and/or deterioration between the various courses.

Beneath the asphaltic concrete, a subbase layer was apparent at core/boring locations B-2, B-4, and B-5. The driller reported the subbase consisted generally of a crushed stone, with fine to coarse size sand particles and silt. The subbase

courses varied from approximately 4.0-inches to 12.0-inches. A distinct subbase layer was not apparent to the driller at the remaining core/boring locations.

Beneath the subbase course or the asphaltic concrete, the subgrade soils consisted of fill soils as well as indigenous soils. The fill soil subgrades were encountered at all of the core/boring locations, excluding B-3 and B-4, which extended to a depth of about 2 to 4 feet. Fill soil subgrades generally consisted of a gravelly sand soil with inclusions of silt. Core/boring locations B-3 and B-5 indicated trace amounts of organic materials, which could possibly be the remnants of a buried topsoil stratum. These organic materials were fully penetrated in B-3; however B-5 did not fully penetrate the organic material at the boring completion depth of 4 feet.

Indigenous silt, clayey silt, and fine sand soils were generally encountered beneath the fill soils. These soils are classified as ML and SP group soils using the Unified Soil Classification System (USCS).

Standard Penetration Test (SPT) "N" values obtained in the subgrade soils directly beneath the subbase or the asphaltic concrete typically varied between 8 and 18 indicating the relative density of the non-plastic silt and fine sand soils vary between loose and firm. The deeper subgrade soils generally consist of very loose to firm silt, clayey silt, and fine sand soils.

Freestanding water was not apparent in any of the test holes immediately following the completion of drilling operations. It is possible in some cases, if ground water is present, it might not have had sufficient time to accumulate within the time period that had elapsed from the completion of drilling operations and the time of measurement.

The more pervious gravelly sand soils were noted to be wet at core/boring locations B-6, B-7, and B-8 indicating the possible presence of perched or trapped groundwater within the fill and more permeable subgrade soils, which overlie the relatively low permeability silt and clayey silt soils. The amount of perched groundwater in the subgrade can be variable depending on the drainage conditions and can be expected to be more prevalent following heavy or extended periods of rain and during seasonally wet periods.

Evaluation of Subgrade Conditions

Based on the test boring data, the near surface soils are typically looser than the deeper soils, excluding B-3, which encountered loose soils to the boring

termination. The drainage characteristics of the gravelly sand and fine sand soil subgrades are considered to be generally fair to good. The underlying silt and clayey silt, soils below the subgrade soils are generally classified as having a very poor to poor drainage characteristic. These soil conditions could impact the pavement performance and design life as the result of potential frost action due to perched water potentially accumulating in the gravelly sand and fine sand soils.

The subbase thicknesses encountered below the asphalt concrete appears to be variable to possibly not present and therefore appears to be deficient to provide proper drainage and frost protection of the asphalt pavement. We would typically recommend that the subbase course be a minimum of 12-inches thick to provide a suitable drainage layer and frost protection; however, the actual required subbase thickness will depend on the structural design of the pavement section.

Considerations and Recommendations for Design and Reconstruction of the Pavement Structure

General:

Based on the proposed full depth reconstruction, it is recommended that this should include removal of the existing asphalt concrete, excavation of the underlying subbase and subgrade soils, as necessary to establish the new pavement profile (grade), preparation of the exposed subgrades for the new pavement structure, installation of pavement structure drainage and placement of a new pavement subbase course and asphalt concrete pavement surface.

Recommended Effective Roadbed Soil Resilient Modulus (Mr):

Based on the SPT data obtained at the core/boring locations, and considering the less favorable subgrade conditions we would recommend that an effective Roadbed Soil Resilient Modulus (Mr) of 3,000 psi be used in the design analyses for the full depth pavement reconstruction, assuming the subgrade will be proof rolled and improved if unsuitable subgrade conditions are encountered. This estimated Mr is considered to be generally representative of the subgrade soil conditions and correlates to an estimated subgrade CBR value of approximately 3 to 4.

Stabilization / Separation Geotextile:

We recommend that a woven polypropylene stabilization / separation geotextile be placed on the prepared subgrade prior to placement of the subbase material and

the subgrade be prepared as described below. The stabilization / separation geotextile should be as listed on the NYSDOT approved list for "Geosynthetics for Highway Construction", with the following criteria:

Geotextile Structure Type: "MF-W" or "C-W"
Application Type: "ST"
Strength Class: "1"

Subbase Material:

We recommend that the subbase material used for reconstruction of the pavement structures generally be a crusher run, quarried limestone or dolostone product, complying with NYSDOT Standard Specifications, Item No. 304.12 M - Type 2 Subbase.

Existing subbase material, which can be properly excavated, segregated and stockpiled, can be re-used for subbase in the new full depth reconstruction pavement, provided the material complies with NYSDOT Standard Specifications, Item No. 304.12 M - Type 2 Subbase, particularly with regard to gradation. Reclaimed Asphalt Pavement (RAP) obtained from milling of the existing pavement structures or Recycled Concrete Aggregate (RCA) obtained from suitable off-site sources will also be acceptable for subbase material provided the material complies with NYSDOT Standard Specifications, Section 304-2.02.

If existing subbase, RAP or RCA materials are used for the subbase layer, they should generally be placed in the lower 2/3 of the design subbase course. We would recommend the remaining portion of the subbase course be new subbase material as discussed above.

Placement and Compaction of Subbase Material:

The subbase material should be compacted to a minimum of 95 percent of the maximum dry density as measured by the modified Proctor test (ASTM D1557). Placement of the subbase material should not exceed a maximum lift thickness of 8 to 10 inches. It may be necessary to reduce the lift thickness depending on the type of compaction equipment used so that the required density is attained. The subbase material should have a moisture content within two percent of the optimum moisture content prior to compaction. Subgrades should be properly drained and protected from moisture and frost. Placement of subbase material on frozen subgrades is not acceptable.

Pavement Structure Drainage:

Proper grading and drainage of the pavement structure is recommended to help limit potential frost action and improve pavement structure life and performance. Under-drains are recommended to drain the pavement subgrades and the subbase layer and limit the potential for frost action. The drainage system must be properly designed, installed and maintained for long term performance. Accumulation of water on pavement subgrades should be avoided by grading the subgrade to a slope of at least 2 percent to drain to the underdrains.

The underdrain system design should include a geotextile selected for drainage and filtration (i.e. Mirafi 160N or suitable equivalent), installed around drainage stone surrounding a slotted or perforated drain pipe. The drainage stone should be sized in accordance with the pipe selected. A crushed aggregate conforming to NYSDOT Standard Specifications Section 703-02, Size Designation No. 1 washed gravel or stone is generally acceptable for slotted underdrain pipe. The drainage stone and surrounding geotextile should extend above the drainpipe and should be hydraulically connected to the pavement subbase.

Alternatively, a "geotextile wrapped slotted pipe" system would also be acceptable, if placed in a subbase material backfilled trench extending below the bottom of the subbase course.

Subgrade Preparation for Full Depth Pavement Reconstruction:

The site preparation work should be performed during dry periods to minimize potential degradation of the subgrade soils and undercuts which may be required to establish a suitable and stable subgrade for construction. It should be understood that the existing subgrade soils can be sensitive and be expected to degrade and lose strength when they are wet and disturbed by construction equipment traffic. Accordingly, the contractor should take precautions to limit construction traffic over the subgrades. Any subgrades, including existing soil subgrades or fill subgrades, which become damaged, rutted or unstable should be undercut and repaired as necessary prior to placement of the subbase course.

Following removal of the existing pavement materials, as well as any vegetation, topsoil, roots, organic soils or other unsuitable surface materials in areas to be widened, and excavation to the proposed subgrades, the exposed subgrades should be observed and proof-rolled prior to placement of overlying fill materials. The proof-rolling should be performed using a suitable smooth drum roller or loaded vehicle in accordance to NYSDOT Standard Specifications Subsection 203-3.13

and 203-3.14. The subgrade proof-rolling should be done under the guidance of, and observed by, qualified geotechnical engineering personnel.

Any areas, which appear wet, loose, soft, unstable or contain topsoil, organics or otherwise unsuitable material, should be undercut. Over excavation, which may be required as the result of the subgrade observation and proof-rolling, should be performed based on evaluation of the conditions and guidance provided by the qualified geotechnical engineering personnel.

Any required undercuts/over-excavations should generally be backfilled with additional Subbase material. A stabilization/separation geotextile should be placed in the bottom of any required undercuts. The placement of an initial lift of oversized stone fill material (i.e. "surge stone", "shot rock", No.4 & No.5 Stone, etc.), encased in stabilization / separation geotextile top and bottom, can also be used to help stabilize subgrades prior to the subgrade fill or subbase placement, if any of the existing subgrades are found to be in a soft/wet condition.

Installation of adjacent geotextile panels should have minimum overlap of 12 to 18 inches. Construction of the Asphalt Concrete Pavement should be performed in accordance with NYSDOT Standard Specification Section 400. In addition, placement of asphalt concrete course should not be permitted on wet or snow covered surfaces or when the subgrade surface is less than 40° F.

Concluding Remarks

This letter report was prepared to assist in evaluation of the existing pavement structure and subgrade conditions with regard to the proposed Lincoln Road Improvement Project planned from Commercial Street to NY Route 31F (P.I.N. 4753.78) in the East Rochester, Monroe County, New York. The report has been prepared for the exclusive use of Bergmann Associates and other members of the design team, for specific application to this site and this project only.

The recommendations were prepared based on Empire Geo-Services, Inc.'s understanding of the proposed project, as described herein, and through the application of generally accepted soil and foundation engineering practices. No warranties, expressed or inferred, are made by the conclusions, opinions, recommendations or services provided.

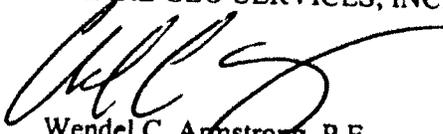
Empire Geo-Services, Inc. should be informed of any changes to the planned construction so that it may be determined if any changes to the recommendations

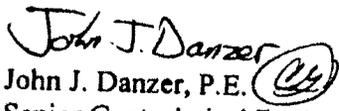
presented in this report are necessary. Important information regarding the use and interpretation of this report is presented in Appendix D.

If you have any questions or wish to discuss this information, please do not hesitate to contact our office at any time. Thank you for considering Empire Geo-Services, Inc. for this work.

Respectfully Submitted:

EMPIRE GEO-SERVICES, INC.


Wendel C. Armstrong, P.E.
Geotechnical Engineer


John J. Danzer, P.E. 
Senior Geotechnical Engineer
and Project Reviewer

Attachments:

- Figure 1 – Site Location Plan
- Figure 2, 3, 4, 5, 6, 7, and 8 – Subsurface Exploration Plans
- Appendix A - Subsurface Exploration Logs
- Appendix B – Core Photographs
- Appendix C – Laboratory Test Data
- Appendix D – Geotechnical Report Limitations

FIGURES



APPROXIMATE
SITE LOCATION



U.S.G. QUADRANGLE: FAIRPORT

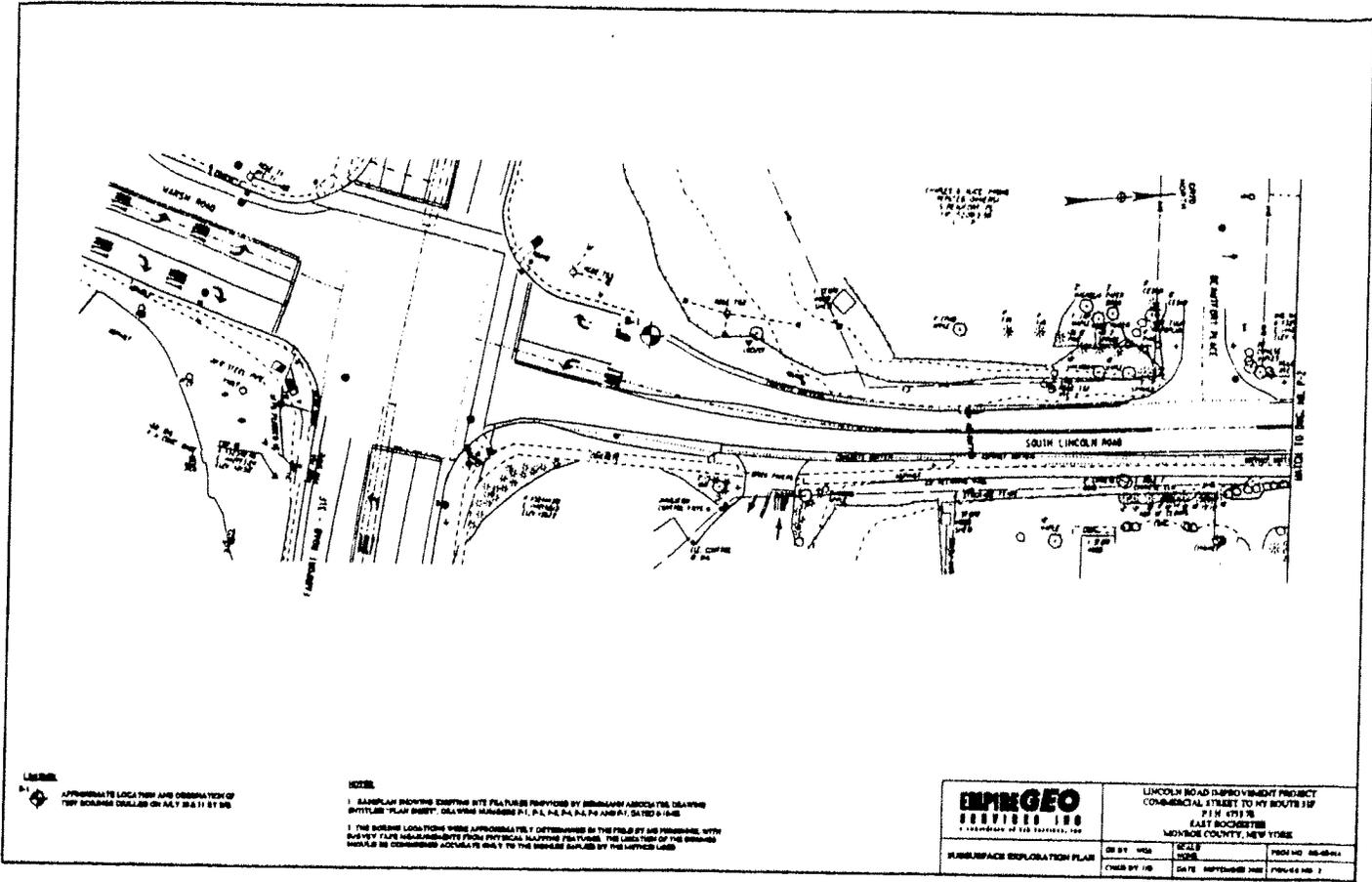


EMPIRE GEO
SERVICES INC
a subsidiary of SJB Services, Inc

LINCOLN ROAD IMPROVEMENT PROJECT
COMMERCIAL STREET TO NY ROUTE 31F
P.I.N. 4753.78
EAST ROCHESTER
MONROE COUNTY, NEW YORK

SITE LOCATION PLAN

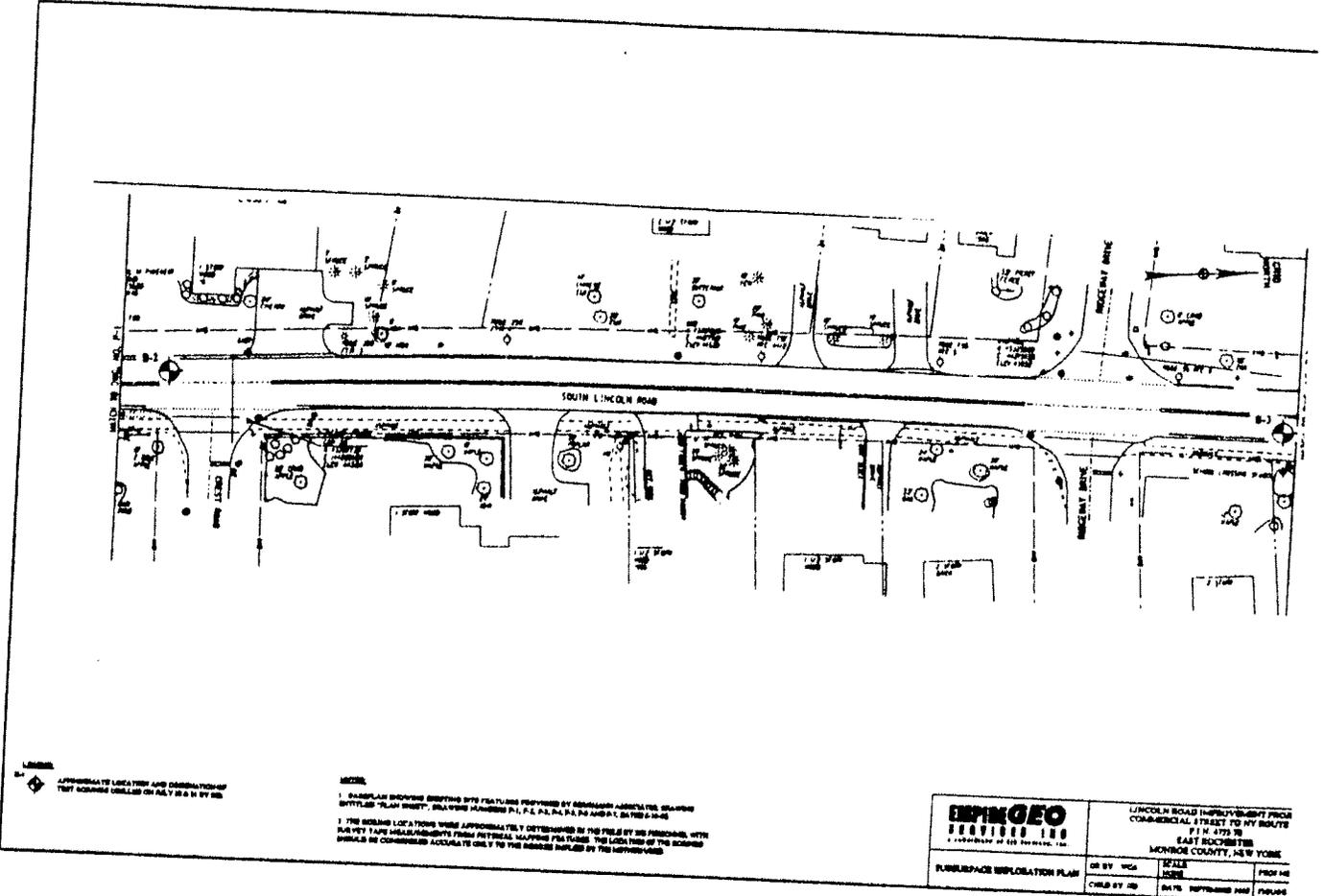
| | | |
|--------------|----------------------|---------------------|
| DR BY: WCA | SCALE: NONE | PROJ NO.: RE-08-014 |
| CHKD BY: JJD | DATE: SEPTEMBER 2008 | FIGURE NO.: 1 |



LEGEND
 1. APPROXIMATE LOCATION AND OBSERVATION OF
 THE BOUNDARY COLLASION ON MAY 11 BY 88

NOTES
 1. SANITARY SHOWING EXISTING SITE FEATURES PROVIDED BY SUBMITTANT ACCORDING TO THE CLEANING
 SHUTTLES "PLAN BOOK". DRAWING NUMBERS P-1, P-2, P-3, P-4, P-5 AND P-7, DATED 6-10-88
 2. THE BOUNDARY COLLASION WERE APPROXIMATELY DETERMINED BY THE FIELD BY THE PROGRESSIVE SITE
 SURVEY DATA MEASUREMENTS FROM PHYSICAL SURVEY POINTS. THE LOCATION OF THE BOUNDARY
 COLLASION IS CONSIDERED ACCURATE ONLY TO THE DIMENSIONS SHOWN BY THE DOTTED LINE

| | | | |
|--|--|----------------|--|
| EMPRGEO SERVICES INC. <small>A CORPORATION OF THE STATE OF NEW YORK</small> | LINCOLN ROAD IMPROVEMENT PROJECT COMMERCIAL STREET TO NY ROUTE 28P P.M. 471376 EAST ROCHSTER MONROE COUNTY, NEW YORK | | |
| | DRAWN BY: WSA CHECKED BY: JIB | SCALE: NONE | PROJECT NO.: 88-48-001 DRAWING NO.: 2 |

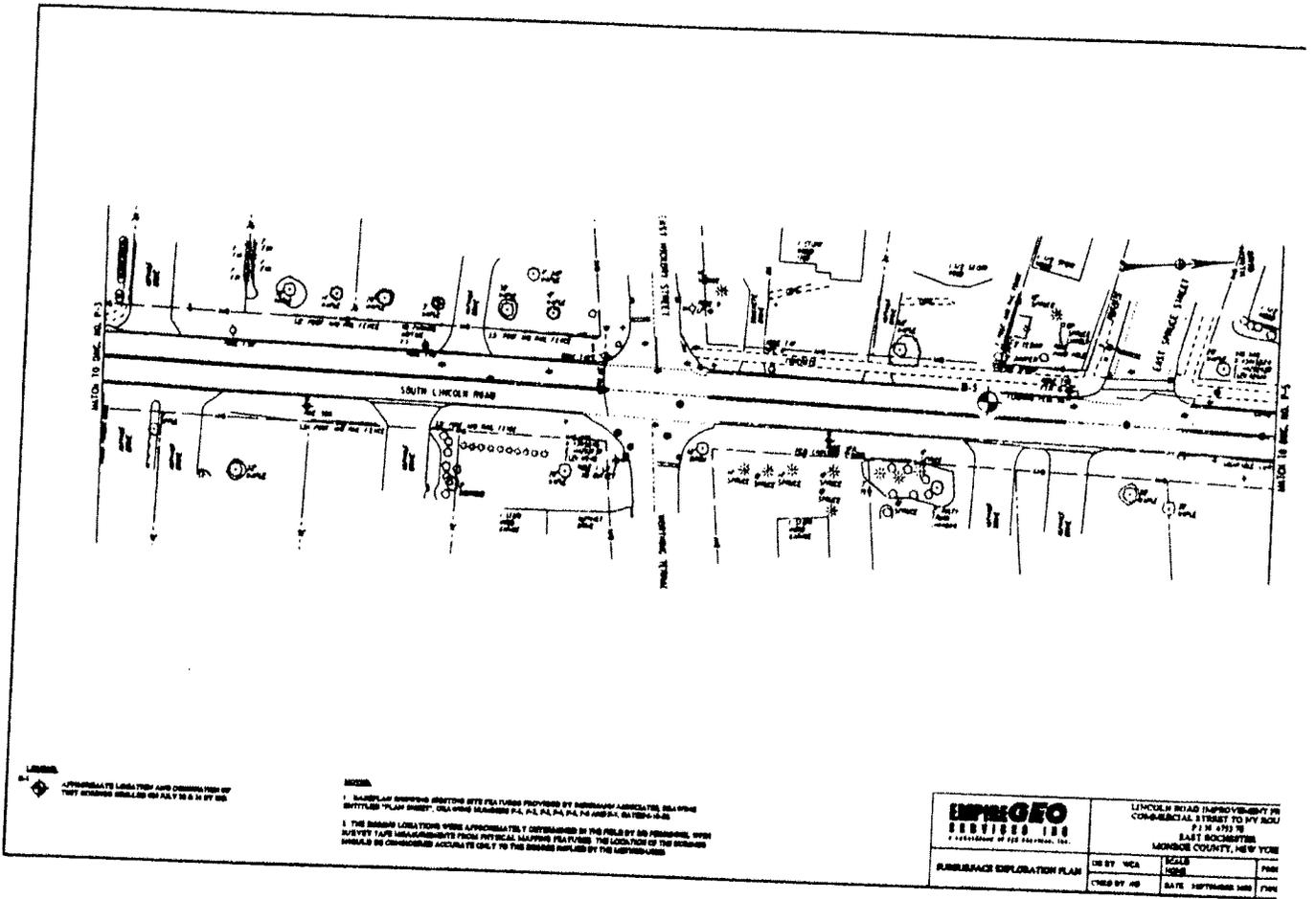


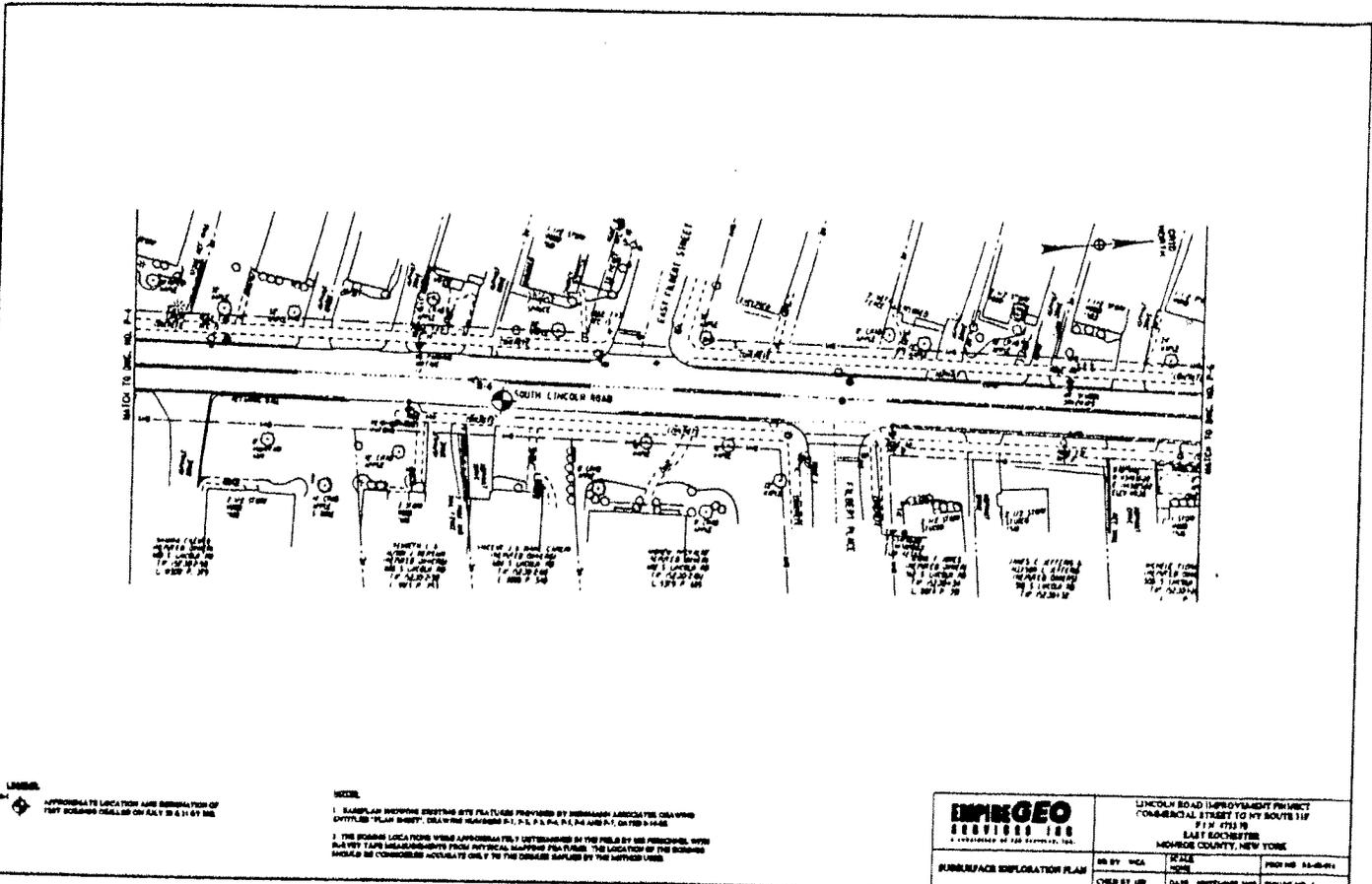
 APPROXIMATE LOCATION AND ORIENTATION
 THAT COORDINATE ORIENTED ON AS Y IN A N BY IS

1. THE SCENE SHOWING STREET AND FEATURES PROVIDED BY ORIGINAL ARCHITECTURAL DRAWINGS
 ENTITLED "PLAN STREET" DRAWING NUMBER PL 1, 2, 3, 4, 5, 6 AND 7, DATED 1948

2. THE BUILDING FOOTPRINTS WERE APPROXIMATELY DETERMINED IN THE FIELD BY THE PERSONNEL WITH
 THE CITY ENGINEER'S OFFICE. THE LOCATION OF THE BUILDINGS
 SHOWN IN THIS DRAWING IS ONLY TO THE EXTENT INDICATED BY THE INFORMATION

| | | | |
|---|--|--------------------|----------------------------|
|  | LINCOLN ROAD IMPROVEMENT FROM COMMERCIAL STREET TO NY ROUTE P. 111-112-113 EAST ROCKWELL MONROE COUNTY, NEW YORK | | |
| | DRAWN BY: WCA CHECKED BY: JSD | SCALE: AS SHOWN | PROJECT NO: 111-112-113 |





LEGEND

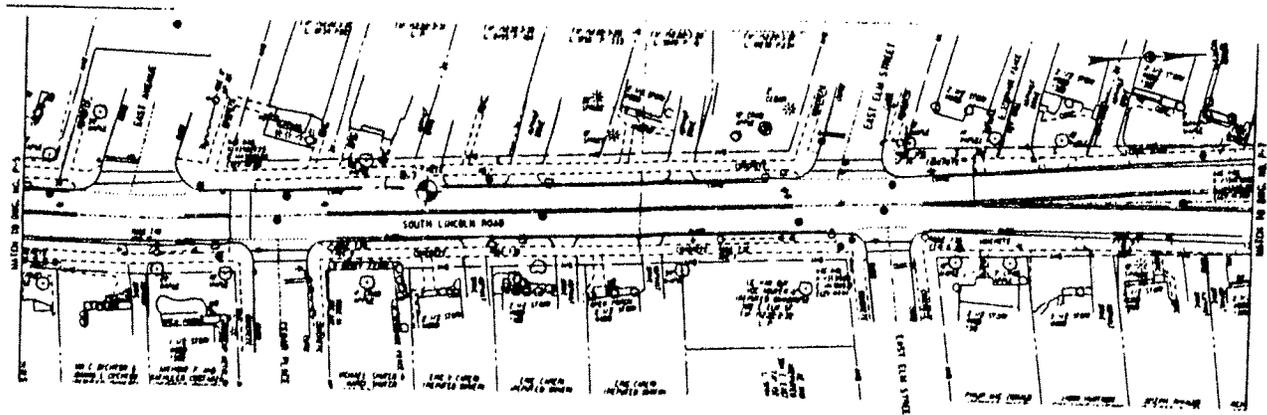
◆ APPROXIMATE LOCATION AND ORIENTATION OF TEST SCHEMES FIELD NO. ON FILE 10-6-11 BY MS.

NOTES

1. SUBSURFACE EXPLORATION POINTS PROVIDED BY SUBMITTER INDICATE THE GENERAL DIRECTION "PLAN NORTH". DRAWING REVISIONS R-1, R-2, R-3, R-4, R-5, R-6, R-7, ON FEB 2 1948.

2. THE SCHEME LOCATIONS WERE APPROXIMATELY DETERMINED BY THE FIELD BY THE PERSONNEL WHO PLACED TAGS NEAR THE POINTS FROM SURFACE EXPLORATION POINTS. THE LOCATION OF THE SCHEMES SHOULD BE CONSIDERED APPROXIMATE ONLY TO THE DEGREE SUPPLIED BY THE SURFACE DATA.

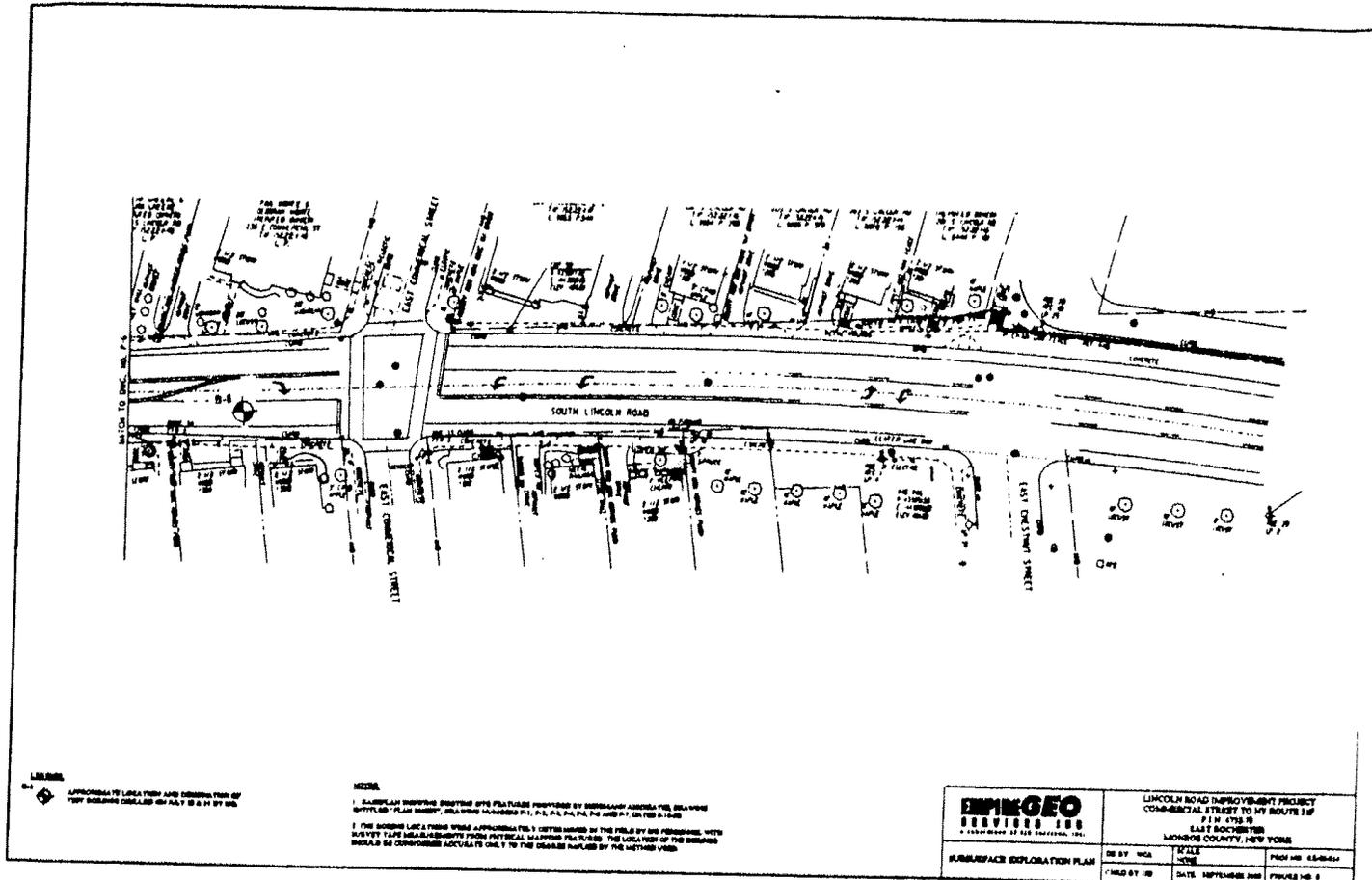
| | | | |
|--|---|---------------------------------------|--------------------------------------|
| INGEO CONSULTING ENGINEERS A CORPORATION OF THE STATE OF NEW YORK | LINCOLN ROAD IMPROVEMENT PROJECT COMMERCIAL STREET TO NY SOUTH 117 P.M. 4753 10 EAST ROCKWELL MONROE COUNTY, NEW YORK | | |
| | DRAWN BY: HCA CHECKED BY: HSB | TITLE: SUBSURFACE EXPLORATION PLAN | DATE: SEPTEMBER 1948 FIGURE NO. 1 |




 APPROXIMATE LOCATION AND DIMENSIONS OF
 PROPERTY SHOWN ARE AS SHOWN BY THE

- NOTES**
1. DIMENSIONS SHOWN BETWEEN SITE FEATURES PROVIDED BY INSTRUMENT APPROVED SURVEYING OFFICERS "PLAN BOOK". DIMENSIONS MARKED A-1, A-2, A-3, A-4, A-5, A-6, A-7, A-8, A-9, A-10.
 2. THE SHOWN LOT LINES WERE APPROXIMATELY DETERMINED BY THE FIELD AND ARE PROVIDED WITH SURVEY DATA DIMENSIONS FROM INSTRUMENT APPROVED SURVEYING OFFICERS. THE LOCATION OF THE BOUNDARIES SHOULD BE CONSIDERED ACCURATE ONLY TO THE EXTENT INDICATED BY THE INSTRUMENT.

| | | | |
|---|--|----------------------|-------------|
|  1000 ROUTE 412, SUITE 100 EAST ROCKVILLE, OHIO 43081-1000 | LINCOLN ROAD IMPROVEMENT PROJECT COMMERCIAL STREET TO NY ROUTE 31 1/4 IN. = 175.0' EAST ROCKVILLE MADISON COUNTY, NEW YORK | | |
| | DRAWN BY: WGA CHECKED BY: JHB | DATE: SEPTEMBER 1998 | SCALE: NONE |



LEGEND
 APPROXIMATE LOCATION AND DIMENSIONS OF
 TEST BOREHOLE DRILLED ON PLOT 2 & 3 BY NCE

NOTES
 1. SUBSURFACE EXPLORATION SITE FEATURES PREPARED BY BERKSHIRE ASSOCIATES, INC. USING
 GUYTON'S PLAN SHEET, SURVEY NUMBER P-1, P-2, P-3, P-4, P-5 AND P-7 ON PDS A-105
 2. THE BOREHOLE LOCATIONS WERE APPROXIMATELY CENTERED ON THE PLOTS BY THE PERSONNEL WITH
 NEAREST TO THE BOREHOLE FROM THE SURFACE FEATURES. THE LOCATION OF THE BOREHOLE
 SHOULD BE CONSIDERED APPROXIMATE ONLY TO THE DEGREE INDICATED BY THE METHOD USED.

| | | | |
|--|--|----------------|--|
| | LINCOLN ROAD IMPROVEMENT PROJECT COMMERCIAL STREET TO NY ROUTE 30 1.14 EYE IS EAST ROCKY HILL LEWIS COUNTY, NEW YORK | | |
| | PREPARED BY: NCE DATE: SEPTEMBER 2005 | SCALE: NONE | PROJECT NO.: 45-044-01 DRAWING NO.: 1 |

APPENDIX A
SUBSURFACE EXPLORATION LOGS

DATE _____

STARTED _____

FINISHED _____

SHEET _____ OF _____



SJB SERVICES, INC. SUBSURFACE LOG

PROJ. No. _____

HOLE No. _____

SURF. ELEV. _____

G.W. DEPTH _____

PROJECT _____ LOCATION _____

| DEPTH (ft) | SAMPLES | SAMPLE No. | BLOWS ON SAMPLER | | | | | BLOWS ON CASING C | SOIL OR ROCK CLASSIFICATION | NOTES |
|------------|---------|------------|------------------|---|----|----|-------|---|---|-------|
| | | | 0 | 6 | 12 | 18 | 24 | | | |
| 0 | | | | | | | | | | |
| 1 | 1 | 3 | 3 | 4 | 8 | 7 | 10 | 3" TOPSOIL | Groundwater at 10' upon completion, and 5' 24 hrs. after completion | |
| 1.5 | | | | | | | 15 | Brown SILT, some Sand, trace clay, ML (Moist-Loose) | | |
| 5 | | | | | | | 387.5 | Gray SHALE, medium hard, weathered, thin bedded, some fractures | Run#1, 2.5'-5.0' 95% Recovery 50% RQD | |

TABLE I

| | |
|--|--------------------------|
| | Split Spoon Sample |
| | Shelby Tube Sample |
| | Geoprobe Macro-Core |
| | Auger or Test Pit Sample |
| | Rock Core |

TABLE II

Identification of soil type is made on basis of an estimate of particle sizes, and in the case of fine grained soils also on basis of plasticity.

| Soil Type | Soil Particle Size | |
|-------------------------------|--------------------|---------------------------|
| Boulder | >12" | |
| Cobble | 3" - 12" | |
| Gravel - Coarse | 3" - 3/4" | Coarse Grained (Granular) |
| - Fine | 3/4" - #4 | |
| Sand - Coarse | #4 - #10 | Fine Grained |
| - Medium | #10 - #40 | |
| - Fine | #40 - #200 | |
| Silt - Non Plastic (Granular) | <#200 | |
| Clay - Plastic (Cohesive) | | |

TABLE III

The following terms are used in classifying soils consisting of mixtures of two or more soil types. The estimate is based on weight of total sample.

| Term | Percent of Total Sample |
|----------|-------------------------|
| "and" | 35 - 50 |
| "some" | 20 - 35 |
| "little" | 10 - 20 |
| "trace" | less than 10 |

(When sampling gravelly soils with a standard split spoon, the true percentage of gravel is often not recovered due to the relatively small sampler diameter.)

TABLE IV

The relative compactness or consistency is described in accordance with the following terms:

| Granular Soils | | Cohesive Soils | |
|----------------|-------------------|----------------|-------------------|
| Term | Blows per Foot, N | Term | Blows per Foot, N |
| Very Loose | 0 - 4 | Very Soft | 0 - 2 |
| Loose | 4 - 10 | Soft | 2 - 4 |
| Firm | 10 - 30 | Medium | 4 - 8 |
| Compact | 30 - 50 | Stiff | 8 - 15 |
| Very Compact | >50 | Very Stiff | 15 - 30 |
| | | Hard | >30 |

(Large particles in the soils will often significantly influence the blows per foot recorded during the penetration test)

TABLE V

| | |
|-----------|---|
| Varved | Horizontal uniform layers or seams of soil(s). |
| Layer | Soil deposit more than 6" thick. |
| Seam | Soil deposit less than 6" thick. |
| Parting | Soil deposit less than 1/8" thick. |
| Laminated | Irregular, horizontal and angled seams and partings of soil(s). |

TABLE VI

| Rock Classification Term | Meaning | Rock Classification Term | Meaning |
|--------------------------|------------------|--------------------------|----------------------------|
| Hardness | - Soft | Bedding | - Laminated (<1") |
| | - Medium Hard | | - Thin Bedded (1" - 4") |
| | - Hard | | - Bedded (4" - 12") |
| | - Very Hard | | - Thick Bedded (12" - 36") |
| Weathering | - Very Weathered | - Massive (>36") | |
| | - Weathered | | |
| | - Sound | | |

(Fracturing refers to natural breaks in the rock oriented at some angle to the rock layers)

GENERAL INFORMATION & KEY TO SUBSURFACE LOGS

The Subsurface Logs attached to this report present the observations and mechanical data collected by the driller at the site, supplemented by classification of the material removed from the borings as determined through visual identification by technicians in the laboratory. It is cautioned that the materials removed from the borings represent only a fraction of the total volume of the deposits at the site and may not necessarily be representative of the subsurface conditions between adjacent borings or between the sampled intervals. The data presented on the Subsurface Logs together with the recovered samples provide a basis for evaluating the character of the subsurface conditions relative to the project. The evaluation must consider all the recorded details and their significance relative to each other. Often analyses of standard boring data indicate the need for additional testing or sampling procedures to more accurately evaluate the subsurface conditions. Any evaluation of the contents of this report and recovered samples must be performed by qualified professionals. The following information defines some of the procedures and terms used on the Subsurface Logs to describe the conditions encountered, consistent with the numbered identifiers shown on the Key opposite this page.

1. The figures in the Depth column define the scale of the Subsurface Log.
2. The Samples column shows, graphically, the depth range from which a sample was recovered. See Table I for descriptions of the symbols used to represent the various types of samples.
3. The Sample No. is used for identification on sample containers and/or Laboratory Test Reports.
4. Blow-on Sampler - shows the results of the "Penetration Test", recording the number of blows required to drive a split spoon sampler into the soil. The number of blows required for each six inches is recorded. The first 6 inches of penetration is considered a seating drive. The number of blows required for the second and third 6 inches of penetration is termed the penetration resistance, N.
5. Blows on Casing - Shows the number of blows required to advance the casing a distance of 12 inches. The casing size, hammer weight, and length of drop are noted at the bottom of the Subsurface Log. If the casing is advanced by means other than driving, the method of advancement will be indicated in the Notes column or under the Method of Investigation at the bottom of the Subsurface Log. Alternatively, sample recovery may be shown in this column, or other data consistent with the column heading.
6. All recovered soil samples are reviewed in the laboratory by an engineering technician, geologist or geotechnical engineer, unless noted otherwise. Visual descriptions are made on the basis of a combination of the driller's field descriptions and noted observations together with the sample as received in the laboratory. The method of visual classification is based primarily on the Unified Soil Classification System (ASTM D 2487) with regard to the particle size and plasticity (See Table No. II), and the Unified Soil Classification System group symbols for the soil types are sometimes included with the soil classification. Additionally, the relative portion, by weight, of two or more soil types is described for granular soils in accordance with "Suggested Methods of Test for Identification of Soils" by D.M. Burmister, ASTM Special Technical Publication 479, June 1970. (See Table No. III). Description of the relative soil density or consistency is based upon the penetration records as defined in Table No. IV. The description of the soil moisture is based upon the relative wetness of the soil as recovered and is described as dry, moist, wet and saturated. Water introduced into the boring either naturally or during drilling may have affected the moisture condition of the recovered sample. Special terms are used as required to describe soil deposition in greater detail; several such terms are listed in Table V. When sampling gravelly soils with a standard two inch diameter split spoon, the true percentage of gravel is often not recovered due to the relatively small sampler diameter. The presence of boulders and large gravel is sometimes, but not necessarily, detected by an evaluation of the casing and sampler blows or through the "action" of the drill rig as reported by the driller.
7. Rock description is based on review of the recovered rock core and the driller's notes. Frequently used rock classification terms are included in Table VI.
8. The stratification lines represent the approximate boundary between soil types and the transition may be gradual. Solid stratification lines delineate apparent changes in soil type, based upon review of recovered soil samples and the driller's notes. Dashed lines convey a lesser degree of certainty with respect to either a change in soil type or where such change may occur.
9. Miscellaneous observations and procedures noted by the driller are shown in this column, including water level observations. It is important to realize the reliability of the water level observations depends upon the soil type (water does not readily stabilize in a hole through fine grained soils), and that any drill water used to advance the boring may have influenced the observations. The ground water level will fluctuate seasonally, typically. One or more perched or trapped water levels may exist in the ground seasonally. All the available readings should be evaluated. If definite conclusions cannot be made, it is often prudent to examine the conditions more thoroughly through test pit excavations or groundwater observation wells.
10. The length of core run is defined as the length of penetration of the core barrel. Core recovery is the length of core recovered divided by the core run. The RQD (Rock Quality Designation) is the total length of pieces of NX core exceeding 4 inches divided by the core run. The size core barrel used is also noted in the Method of Investigation at the bottom of the Subsurface Log.

DATE
 START 7/28/2008
 FINISH 7/28/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-1
 SURF. ELEV. G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SMPL NO. | BLOWSON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|-------------|-----------------|------|-------|----|--|-------|
| | | 0/8 | 6/12 | 12/18 | N | | |
| | 1 | | 5 | | | ASPHALT PAVEMENT Brown f-c SAND and f-c GRAVEL (moist, FILL) Brown SILT, some sand, tr. gravel (moist, firm, ML) Contains no gravel | |
| | | 7 | 6 | | 12 | | |
| | 2 | 6 | 7 | | | | |
| | | 9 | 9 | | 16 | | |
| 5 | 3 | 7 | 5 | | | | |
| | | 7 | 8 | | 12 | | |
| | 4 | 11 | 8 | | | | |
| | | 12 | 12 | | 20 | | |
| | 5 | 12 | 14 | | | | |
| 10 | | 9 | 13 | | 23 | | |
| | | | | | | Boring Complete at 10.0' No freestanding water encountered at boring completion | |
| 15 | | | | | | | |
| | | | | | | | |
| 20 | | | | | | | |
| | | | | | | | |
| 25 | | | | | | | |
| | | | | | | | |
| 30 | | | | | | | |
| | | | | | | | |
| 35 | | | | | | | |
| | | | | | | | |
| 40 | | | | | | | |

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME- 550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

DATE
 START 7/31/2008
 FINISH 7/31/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-2
 SURF. ELEV. G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SMPL NO. | BLOWS ON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|-------------|------------------|------|-------|----|---|--|
| | | 0/8 | 8/12 | 12/18 | N | | |
| | 1 | | 13 | | | ASPHALT PAVEMENT | |
| | 2 | 12 | 7 | | | Brown f-c SAND and f-c GRAVEL, tr. silt, tr. clay (moist, FILL) | Driller noted approximately 12" of Subbase |
| | | 4 | 4 | | 11 | Brown fine SAND, tr. silt (moist, firm, SP) | |
| 5 | | | | | | | |
| | | | | | | Boring Complete at 4.0' | No freestanding water encountered at boring completion |
| 10 | | | | | | | |
| 15 | | | | | | | |
| 20 | | | | | | | |
| 25 | | | | | | | |
| 30 | | | | | | | |
| 35 | | | | | | | |
| 40 | | | | | | | |

N = NO BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME- 550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

DATE
 START 7/28/2008
 FINISH 7/28/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-3
 SURF. ELEV G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SMPL NO. | BLOWS ON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|-------------|------------------|------|-------|----|---|--|
| | | 0/8 | 8/12 | 12/18 | N | | |
| | 1 | | 4 | | | ASPHALT PAVEMENT | |
| | 7 | | 5 | | 11 | Brown fine SAND, tr. silt, tr. organics (moist, firm, SP) | Remnants of possible topsoil horizon encountered in sample # 1 |
| | 2 | 4 | 6 | | | | |
| | | 5 | 4 | | 11 | Brown SILT, little fine Sand (moist, firm, ML) | |
| 5 | 3 | 4 | 3 | | | | |
| | | 3 | 3 | | 6 | Contains some fine Sand (loose) | |
| | 4 | 3 | 4 | | | | |
| | | 3 | 3 | | 7 | | |
| | 5 | 2 | 2 | | | Gray-Brown fine SAND, tr. silt (moist, loose, SP) | |
| 10 | | 3 | 3 | | 5 | Brown SILT, tr. sand, tr. clay (moist, loose, ML) | |
| | | | | | | Boring Complete at 10.0' | |
| | | | | | | | |
| 15 | | | | | | | |
| | | | | | | | |
| 20 | | | | | | | |
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N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME- 550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

DATE
 START 7/28/2008
 FINISH 7/28/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-6
 SURF. ELEV G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SMPL NO. | BLOWS ON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|-------------|------------------|------|-------|----|---|--|
| | | 0/6 | 6/12 | 12/18 | N | | |
| 0 | 1 | | 2 | | | ASPHALT PAVEMENT | |
| | | 7 | 7 | | 9 | Brown f-c SAND and f-c GRAVEL (wet, FILL) | |
| | 2 | 4 | 5 | | | Brown fine SAND, tr. silt (moist, firm, SP) | |
| | | 6 | 8 | | 11 | | |
| 5 | | | | | | Boring Complete at 4.0' | No freestanding water encountered at boring completion |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
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| 35 | | | | | | | |
| 36 | | | | | | | |
| 37 | | | | | | | |
| 38 | | | | | | | |
| 39 | | | | | | | |
| 40 | | | | | | | |

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME- 550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

DATE
 START 7/28/2008
 FINISH 7/28/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-7
 SURF. ELEV G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SAMPL NO. | BLOWS ON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|--------------|------------------|------|-------|----|---|--|
| | | 0/6 | 6/12 | 12/18 | N | | |
| | 1 | | 9 | | | ASPHALT PAVEMENT | |
| | | | 9 | 4 | 18 | Brown f-c SAND and f-c GRAVEL, tr. silt (wet, FILL) | |
| | 2 | 3 | 3 | | 6 | | |
| | | 3 | 3 | | | | |
| 5 | 3 | 3 | 4 | | | Brown Clayey SILT, tr. sand (moist, firm, ML) | |
| | | 7 | 9 | | 11 | | |
| | 4 | 8 | 6 | | | Brown SILT, little fine Sand (moist, firm, ML) | |
| | | 6 | 6 | | 12 | | |
| | 5 | 4 | 5 | | | | |
| 10 | | 5 | 6 | | 10 | Contains some fine Sand | |
| | | | | | | Boring Complete at 10.0' | |
| 15 | | | | | | | No freestanding water encountered at boring completion |
| 20 | | | | | | | |
| 25 | | | | | | | |
| 30 | | | | | | | |
| 35 | | | | | | | |
| 40 | | | | | | | |

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME- 550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

DATE
 START 7/31/2008
 FINISH 7/31/2008
 SHEET 1 OF 1

SJB SERVICES, INC.
SUBSURFACE LOG



HOLE NO. B-8
 SURF. ELEV. G.S.
 G.W. DEPTH See Notes

PROJECT: Lincoln Road Improvement Project LOCATION: Between Commercial Street and NY Route 31F
 PROJ. NO.: RE-08-014 East Rochester, New York

| DEPTH FT. | SMPL NO. | BLOWS ON SAMPLER | | | | SOIL OR ROCK CLASSIFICATION | NOTES |
|--------------|-------------|------------------|------|-------|----|---|--|
| | | 0/8 | 6/12 | 12/18 | N | | |
| | S1 | 14 | 14 | | | Asphalt Pavement | |
| | S2 | 7 | 7 | | | Brown f-c SAND and f-c GRAVEL, tr. silt (wet, FILL) | |
| | | 10 | 10 | | 17 | Brown Clayey SILT, tr. sand (moist, firm, ML) | |
| 5 | | | | | | | |
| | | | | | | Boring Complete at 4.0' | No freestanding water encountered at boring completion |
| 10 | | | | | | | |
| | | | | | | | |
| 15 | | | | | | | |
| | | | | | | | |
| 20 | | | | | | | |
| | | | | | | | |
| 25 | | | | | | | |
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| 35 | | | | | | | |
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| 40 | | | | | | | |

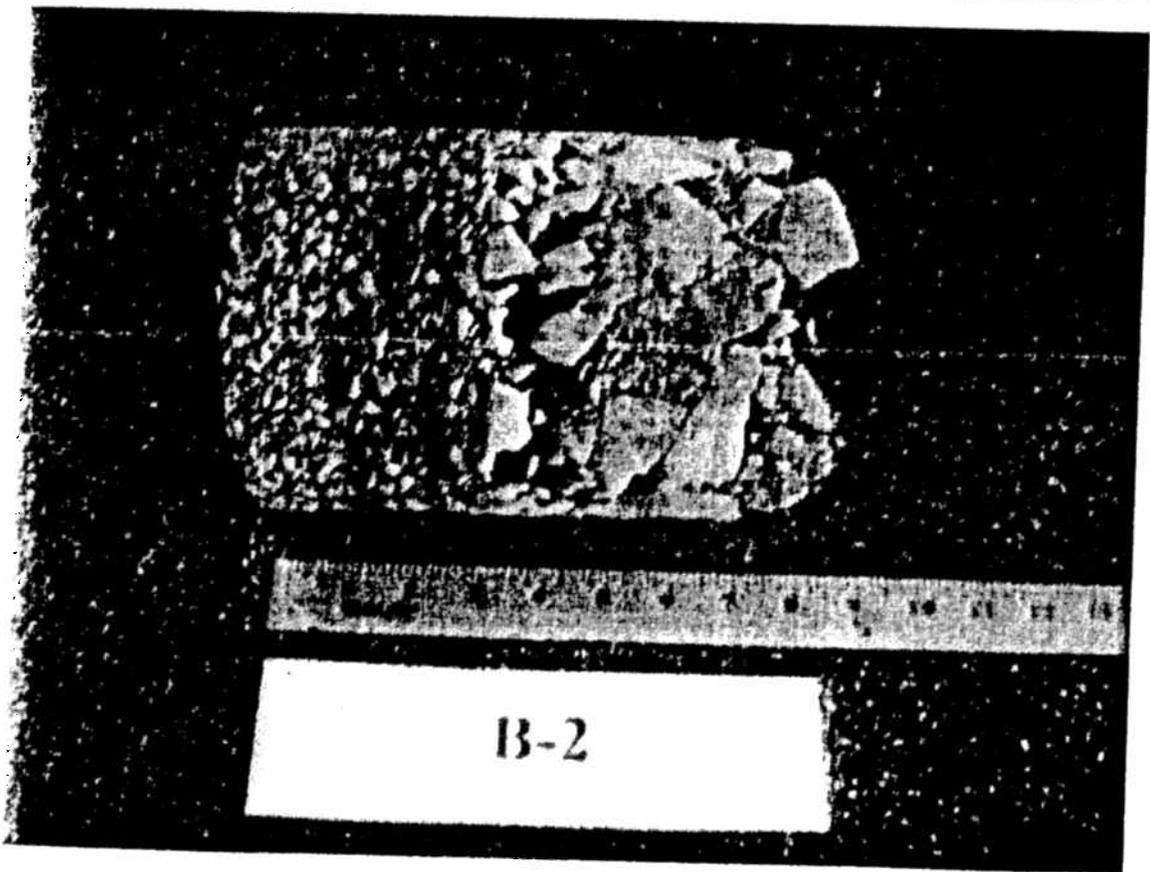
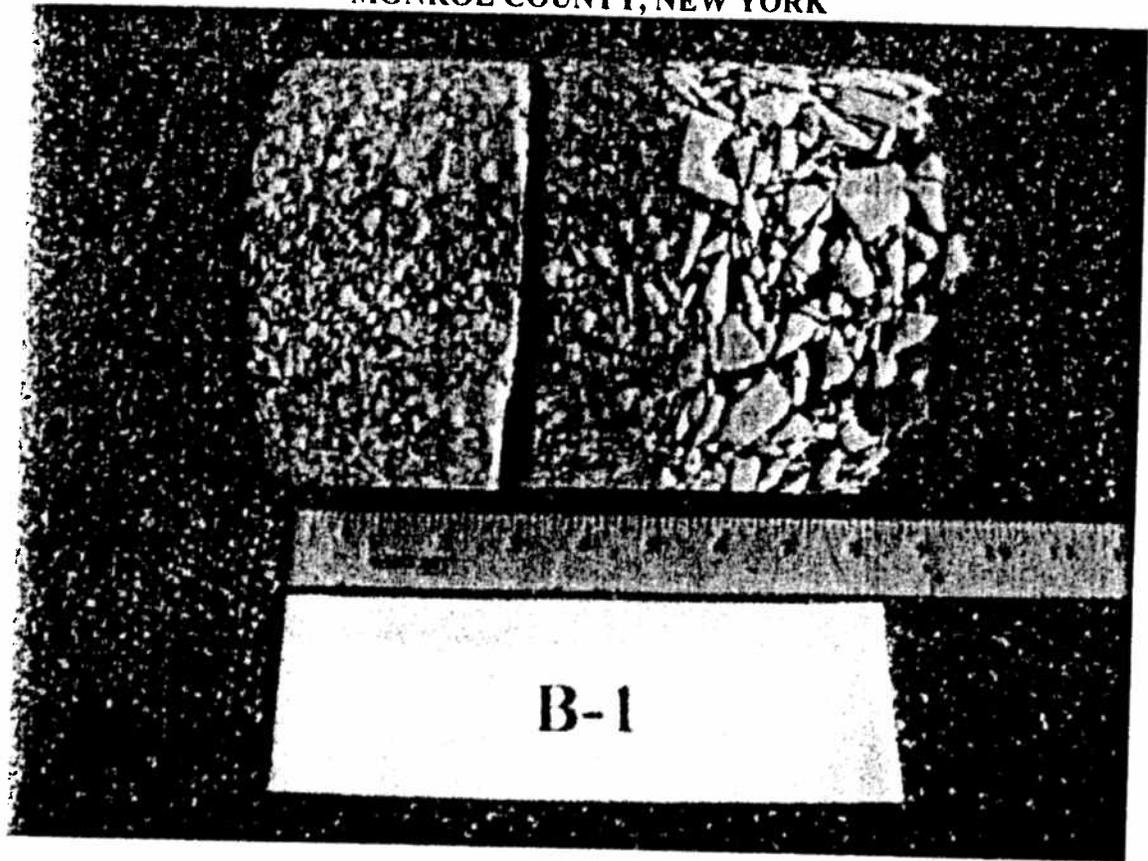
N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW
 DRILLER: B. Fuller DRILL RIG TYPE: CME-550X CLASSIFIED BY: Geologist
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

APPENDIX B
CORE PHOTOGRAPHS

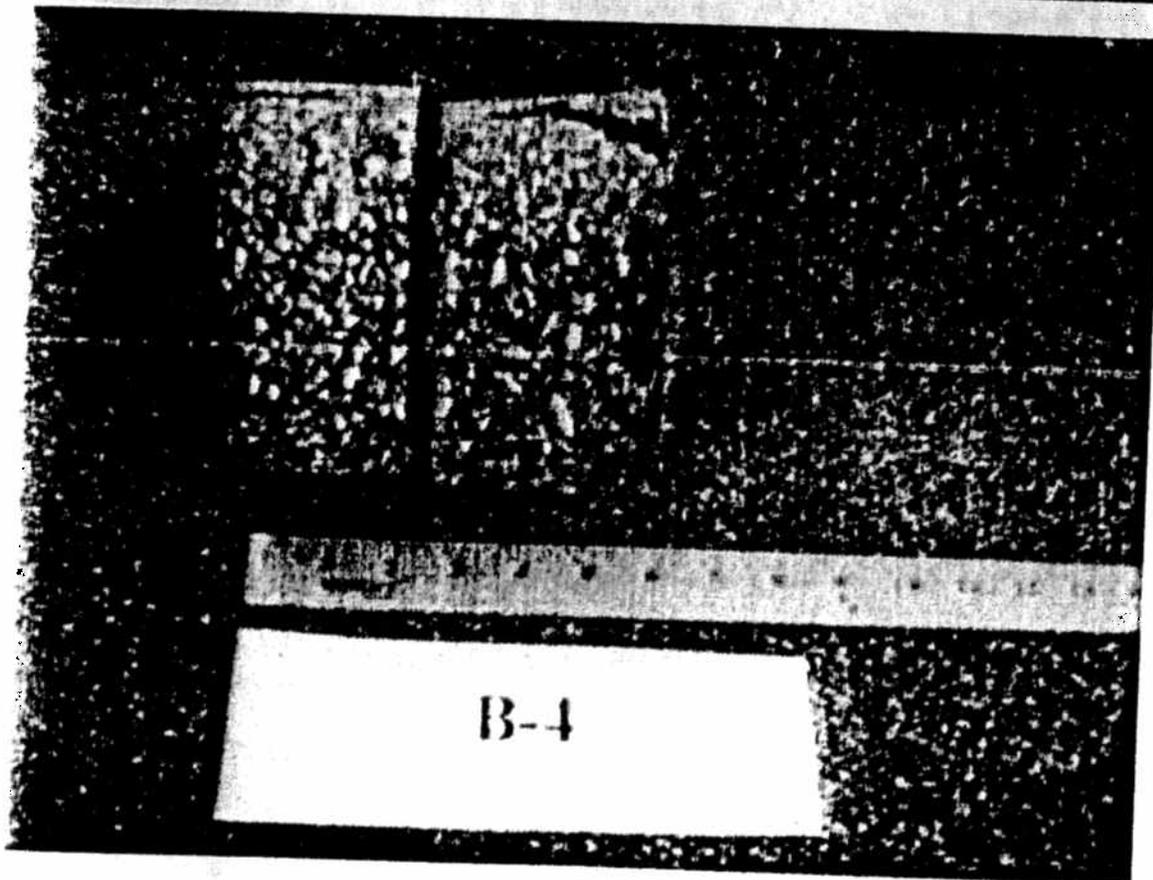
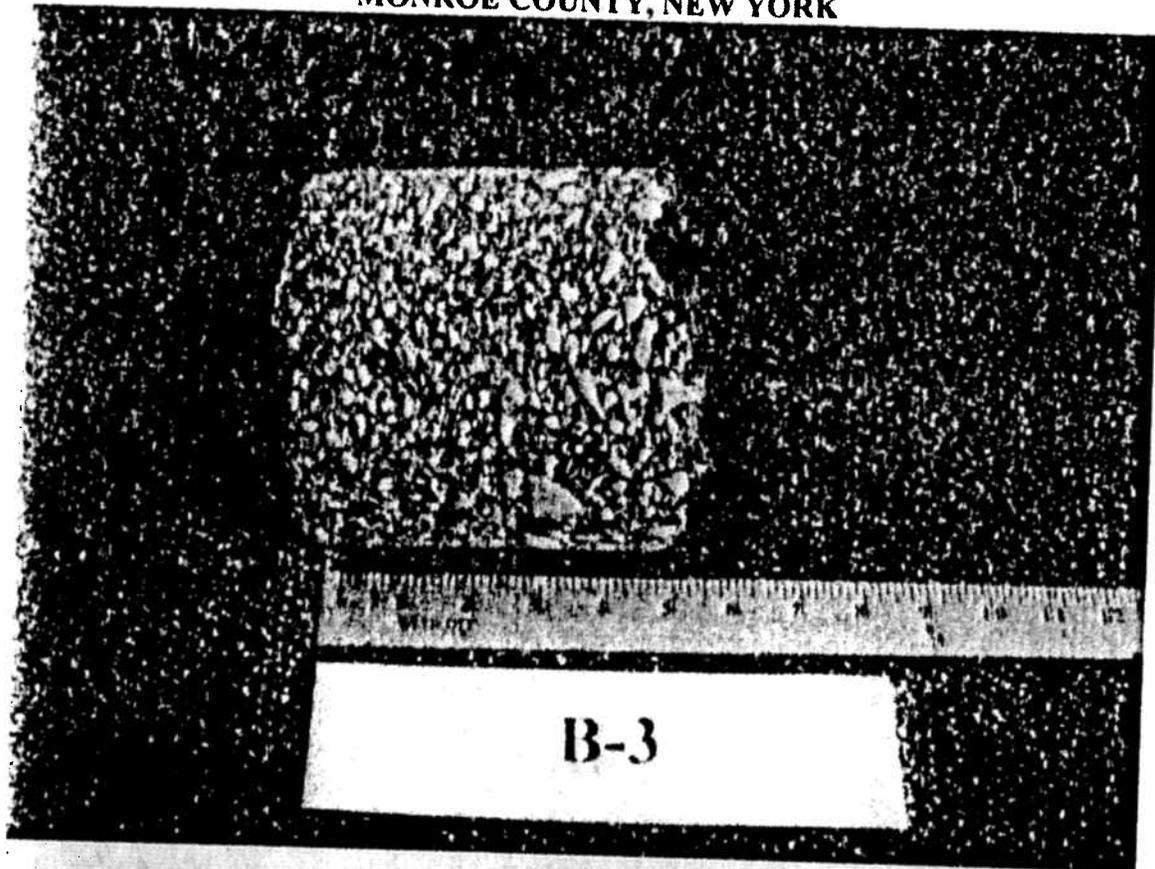
SUMMARY OF EXISTING ASPHALT PAVEMENT CONDITIONS
Lincoln Road Improvement Project
Commercial Street to NY Route 31F
East Rochester
Monroe County, New York

| Core # | Total Core Thickness | Observations |
|---------------|-----------------------------|---|
| B-1 | 7.5" | 2" top course asphalt 0.5" top course asphalt 1.5" top course asphalt 3.5" binder course asphalt |
| B-2 | 7.75" | 1.5" top course asphalt 1.25" top course asphalt 0.5" top course asphalt 1.25" binder course asphalt 3.25" base course asphalt |
| B-3 | 5.25" | 1.25" top course asphalt (fine aggregate) 1.25" top course asphalt (fine aggregate) 2.75" top course asphalt (fine to coarse aggregate) |
| B-4 | 5.5" | 2.25" top course asphalt 3.25" top course asphalt |
| B-5 | 4.25" | 1.75" top course asphalt 1.0" top course asphalt 1.5" base course asphalt |
| B-6 | 5.0" | 2.0" top course asphalt 3.0" binder course asphalt |
| B-7 | 2.75" | 2.75" top course asphalt |
| B-8 | 6.5" | 1.25" top course asphalt 2.0" binder course asphalt 3.25" base course asphalt |

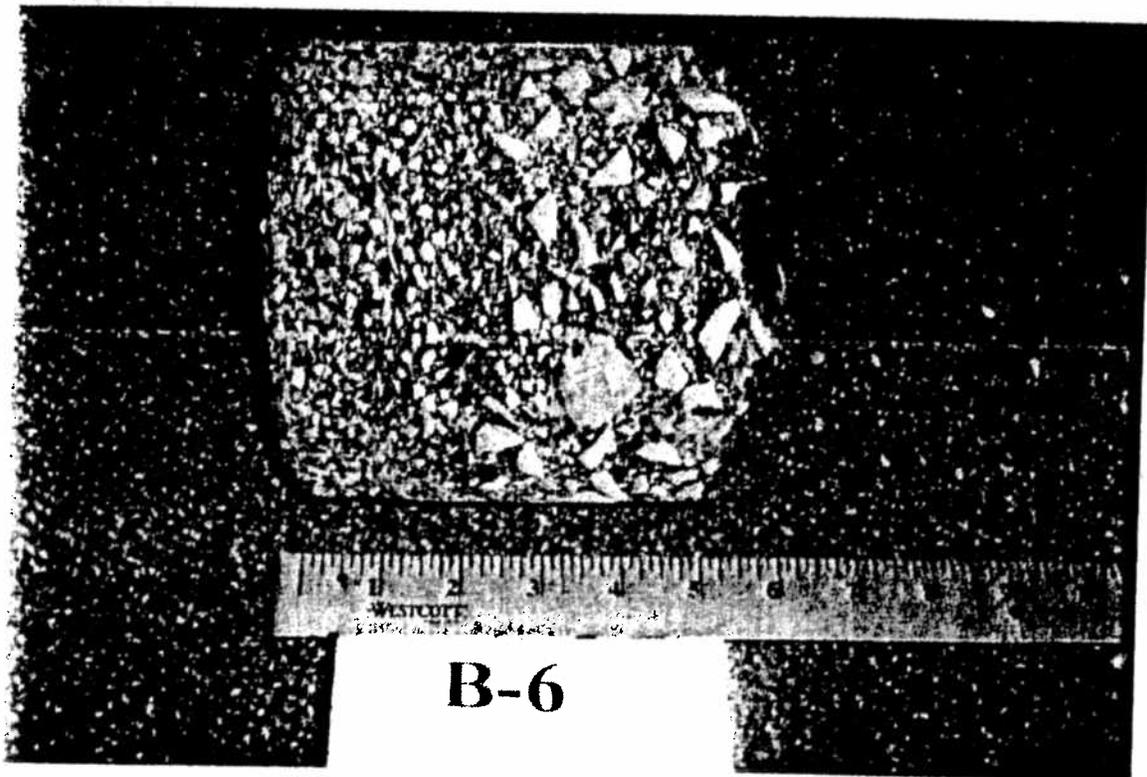
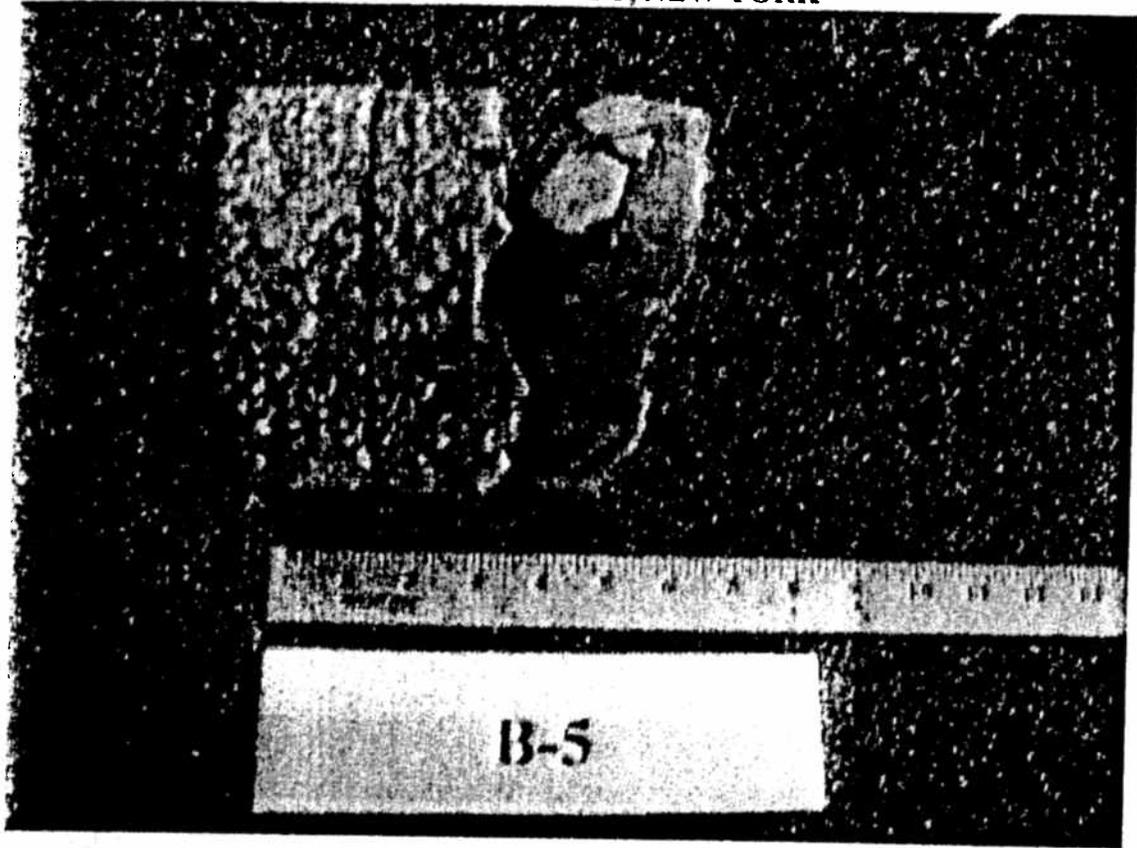
LINCOLN ROAD IMPROVEMENT PROJECT
COMMERCIAL STREET TO NY ROUTE 31F
P.I.N. 4753.78
EAST ROCHESTER
MONROE COUNTY, NEW YORK



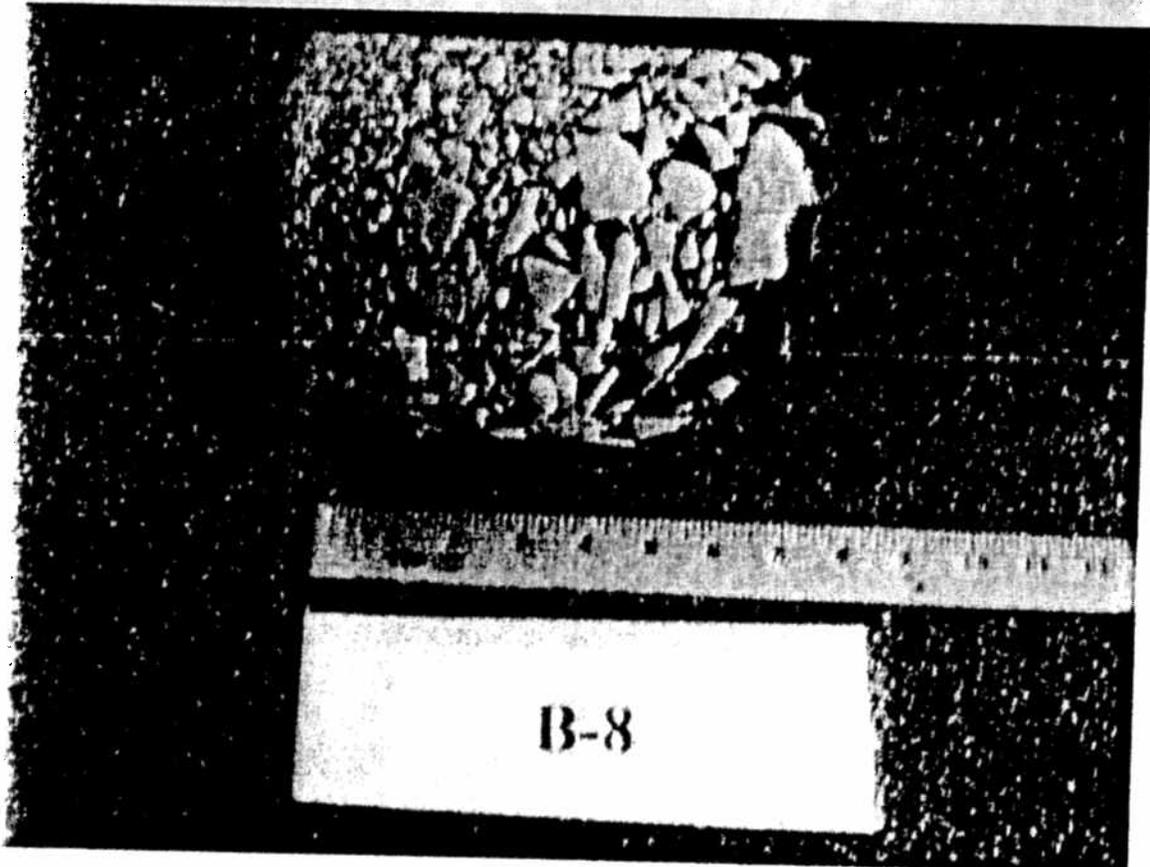
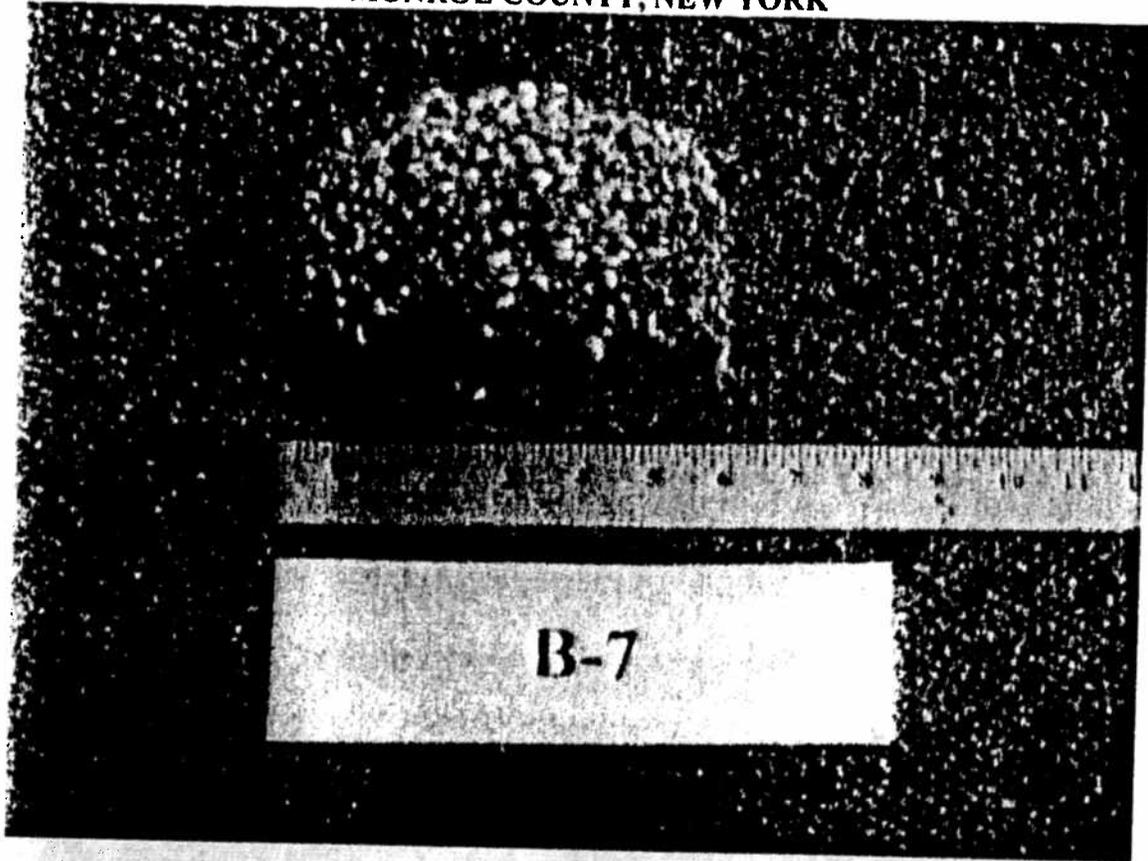
LINCOLN ROAD IMPROVEMENT PROJECT
COMMERCIAL STREET TO NY ROUTE 31F
P.I.N. 4753.78
EAST ROCHESTER
MONROE COUNTY, NEW YORK



LINCOLN ROAD IMPROVEMENT PROJECT
COMMERCIAL STREET TO NY ROUTE 31F
P.I.N. 4753.78
EAST ROCHESTER
MONROE COUNTY, NEW YORK

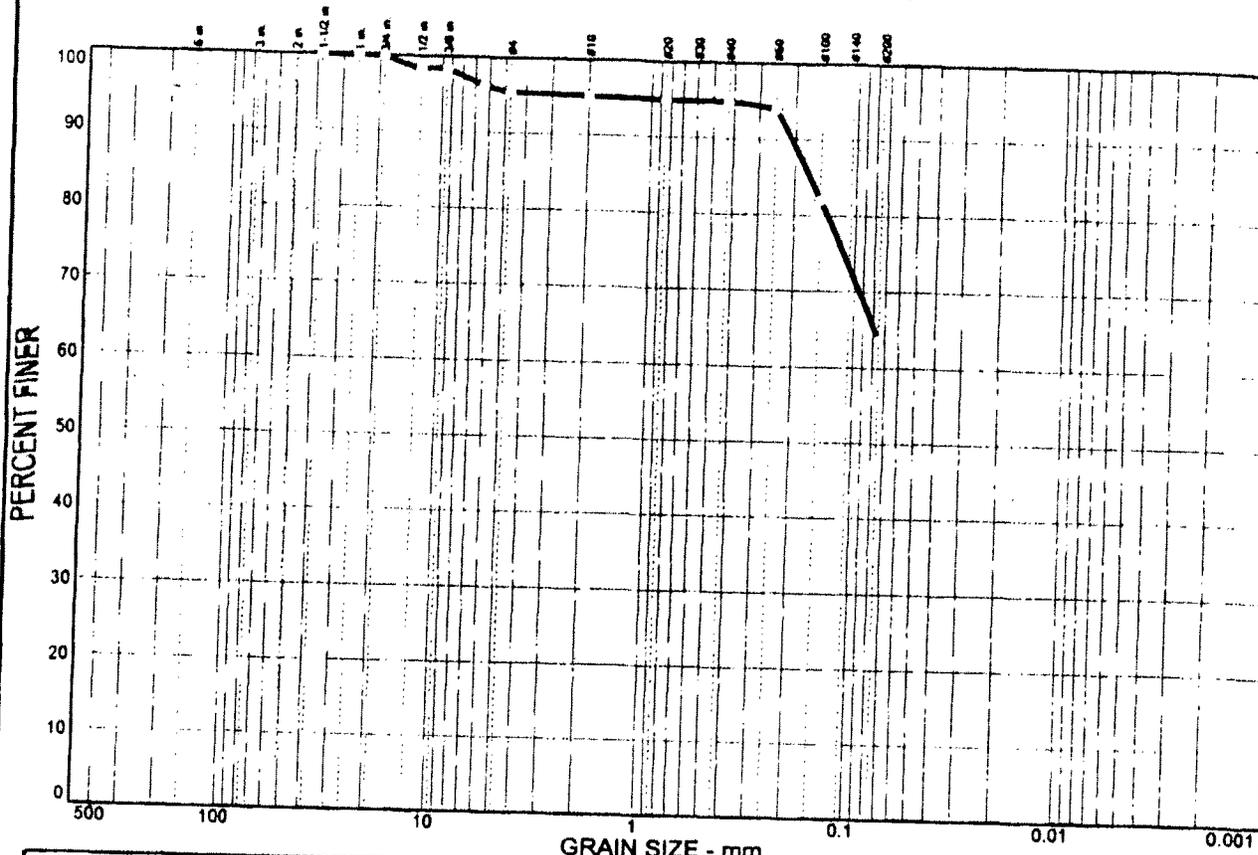


LINCOLN ROAD IMPROVEMENT PROJECT
COMMERCIAL STREET TO NY ROUTE 31F
P.I.N. 4753.78
EAST ROCHESTER
MONROE COUNTY, NEW YORK



APPENDIX C
LABORATORY TEST DATA

Particle Size Distribution Report



| | | | | |
|------------------|-----------------|---------------|---------------|---------------|
| % COBBLES | % GRAVEL | % SAND | % SILT | % CLAY |
| 0.0 | 4.6 | 31.8 | 63.6 | |

| SIEVE SIZE | PERCENT FINER | SPEC.* PERCENT | PASS? (X=NO) |
|------------|---------------|----------------|--------------|
| 1.5 in. | 100.0 | | |
| 1 in. | 100.0 | | |
| 3/4 in. | 100.0 | | |
| 1/2 in. | 98.4 | | |
| 3/8 in. | 98.4 | | |
| 1/4 in. | 96.3 | | |
| #4 | 95.4 | | |
| #10 | 95.1 | | |
| #20 | 94.9 | | |
| #40 | 94.8 | | |
| #60 | 93.9 | | |
| #100 | 82.0 | | |
| #200 | 63.6 | | |

Soil Description

Fines, Some Sand, Trace Fine Gravel

Atterberg Limits

PL= LL= PI=

Coefficients

D₈₅= 0.170 D₆₀= D₅₀=

D₃₀= D₁₅= D₁₀=

C_u= C_c=

Classification

USCS= AASHTO=

Remarks

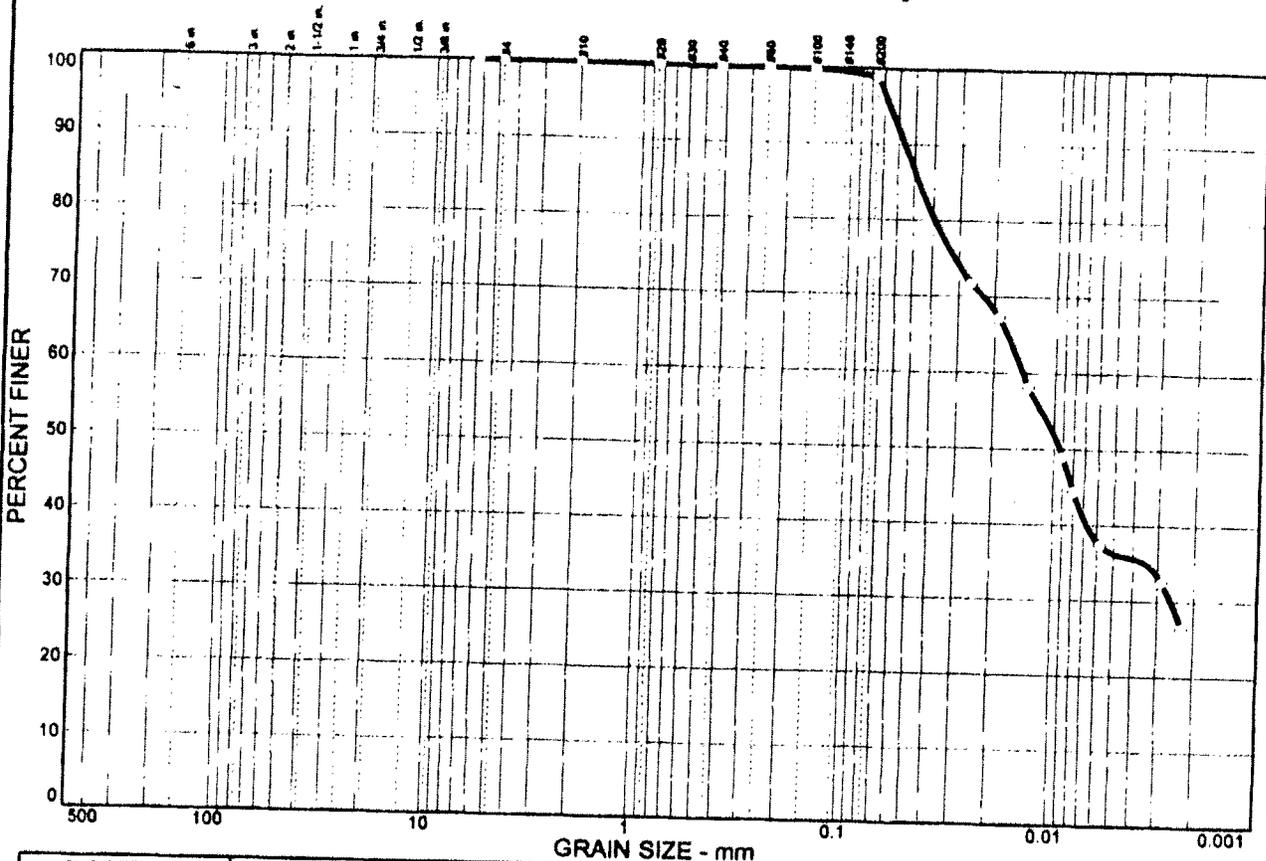
(no specification provided)

Sample No.: 08-723 Source of Sample: Borings Date: 8-21-2008

Location: B-1 / S-2 Elev./Depth: 2'-4"

| | |
|--|---|
| <h2 style="margin: 0;">SJB SERVICES, INC.</h2> | Client: Bergmann Asso Project: Lincoln Road Improvement Project No: RE-08-014 Plate 08-723 |
|--|---|

Particle Size Distribution Report



| % COBBLES | % GRAVEL | % SAND | % SILT | % CLAY |
|-----------|----------|--------|--------|--------|
| 0.0 | 0.0 | 1.1 | 62.7 | 36.2 |

| SIEVE SIZE | PERCENT FINER | SPEC.* PERCENT | PASS? (X=NO) |
|------------|---------------|----------------|--------------|
| 1/4 in. | 100.0 | | |
| #4 | 100.0 | | |
| #10 | 100.0 | | |
| #20 | 100.0 | | |
| #40 | 99.9 | | |
| #60 | 99.9 | | |
| #100 | 99.8 | | |
| #200 | 98.9 | | |

Soil Description

Silt and Clay, Trace Sand

Atterberg Limits

PL= LL= PI=

Coefficients

D₈₅= 0.0475 D₆₀= 0.0145 D₅₀= 0.0094
D₃₀= 0.0026 D₁₅= D₁₀=
C_u= C_c=

Classification

USCS= AASHTO=

Remarks

(no specification provided)

Sample No.: 08-725
 Location: B-4 / S-3

Source of Sample: Borings

Date: 8-21-2008
 Elev./Depth: 4'-6'

| | |
|--|---|
| <h2 style="margin: 0;">SJB SERVICES, INC.</h2> | Client: Bergmann Asso Project: Lincoln Road Improvement Project No: RE-08-014 |
| Plate 08-725 | |

REQUEST FOR INFORMATION RESPONSES

The following contractor questions were received as of the date of this addendum, with MCDOT's responses in *italics*.

RFI #1 (9/18/12)

1. On the P-Sheets, the "DC" Items do not have a Fixed Price typed-in.

The revised proposal sheets issued in addendum #1 have been changed to address this.

RFI #2 (9/21/12)

1. On plan sheet 44, at house #806: It says to "remove existing shrubs and replace in kind". Will replacing these shrubs be paid for?

Plan and profile drawing P-4 shows a quantity of 8ea "regal privet" to be placed on this property and paid under 611.040113.

RFI #3 (9/24/12)

1. Are there more soil borings available? With this much underground work there is always a chance of rock. Please let me know. In fact, only B-1, B-1A and B-1B are in the Proposal. However, borings are shown on the plan sheets up to B-8.

Additional soil boring information is provided as Supplemental Information in Addendum #1.

RFI #4 (9/25/12)

1. There are 6" water quality filter drains and 6" water quality underdrains. These are paid under 605.1502. There are also risers/cleanouts that are associated with this underdrain. On plan sheet 22 the note says that these risers/cleanouts (solid pipe) are paid under item 603.98100604. Will the actual footage of solid pipe used for these risers/cleanouts be paid by the LF under 603.98100604? Also, for all of the PVC items, do you want SDR21 or SDR35?

Payment for the linear foot of risers/cleanouts will be made under Item 603.98100604. Unless otherwise specified in the drawings or specifications, all PVC pipe items shall be SDR-21.

RFI #5 (9/28/12)

1. On plan sheet 13, under Traffic Control Requirements, it says that "the cost of asphalt is to be included in Item 619.01". On plan sheets 22 and 29 it says temp. pavement is paid for under 402.197902. It looks like there is enough quantity of binder for some of it to be used for temp. pavement. Please confirm that if any temp. pavement is needed, it will be paid under 402.197902.

Item 402.197902 will be used to pay for temporary pavement over utility trenches and as otherwise needed to provide a smooth riding surface.

RFI #6 (10/1/12)

1. The summary of quantities sheets in the plans do not match the quantities in the bid sheets. You might want to have somebody double check the bid sheets

Comment noted. The quantities shown on the plans are for informational purposes only. Contractors should base their bid on the quantities shown on the bid proposal sheets.

RFI #6 (10/1/12) - continued

2. I just want to clarify that on sheet 22 of the plans in the water quality filter detail, the 6” riser pipe for each cleanout is paid under item 603.98100604 6” PVC pipe. Is this correct? The perforated pipe will be paid under item 605.1502.

Refer to response to RFI #4.

3. I still need to go through the waterline installation but I also wanted to confirm that, at this time, there is no expectation of the contractor to provide temporary bypass piping. The new waterline crosses the existing line in numerous places. In many of these locations, the intention is to cut the existing line during installation. How will water be provided to the houses after we cut the existing lines?

The project plans were not designed with the use of temporary bypass piping. Assume that houses tied into a main being severed will be backfed from an adjacent main not impacted by the project.

RFI #7 (10/2/12)

1. When waterline is under proposed sidewalk, do we use native material or 203.07 to backfill?

Watermain installed under proposed sidewalk shall be backfilled with item 203.07 in accordance with the watermain bedding detail on Drawing WD-2 (sheet 29 of 61).

RFI #8 (10/2/12)

1. There appears to be conflicting notes on Sheet 38 regarding the retaining wall finish. Note 3 indicates walls shall simulate limestone, but Note 5 states walls shall have an exposed aggregate finish. Also, how are colors to be obtained in final wall product – colored concrete or staining?

As stated in Note 2 on sheet 38, refer to NYSDOT Geotechnical Engineering Bureau Publication “Fill Type Retaining Wall Aesthetic Treatments” for definition and examples of the wall parameters described in Note 3 thru Note 7. This document is available on the web at:

<https://www.dot.ny.gov/divisions/engineering/technical-services/geotechnical-engineering-bureau/retaining-walls>

A sample photo of an existing retaining wall (on nearby Route 31F) showing the general color, texture and geometric appearance desired for the proposed walls which will satisfy the expectations of the County and residents is provided on Page ADD 1-62 of Addendum #1.

The intent is not to exactly match the color of the Route 31F wall (e.g. by using an applied stain). The County desires that any wall coloring be integral throughout (i.e. no stain) regardless of the wall system selected by the Contractor.

SOUTH LINCOLN ROAD IMPROVEMENT PROJECT

PIN 4753.78

CIP 1446



NYS Route 31F (Fairport Rd) & Crescent Road Looking East

*Example photo of style color and texture for proposed walls for Lincoln Rd. Project