|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES** | | | | | |
| **WEST FALLS CHURCH UNIT PRICE SCHEDULE (BASE BID)** | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF WEST FALLS CHURCH PARKING GARAGE, INCLUDES WORK NOT SPECIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 3692 | LF | $ | $ |
| 5 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 19,500 | LF | $ | $ |
| 6 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALANT DETAIL, SEE DETAIL 4/S502 | 62 | SF | $ | $ |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL REPAIR DETAIL, SEE DETAIL 5/S503 | 449 | SF | $ | $  **AM2** |
| 8 | TYPICAL VERTICAL JOINT SEALANT REPAIR, SEE DETAIL 6/S503 | 4 | LF | $ | $ |
| 9 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 2212 | LF | $ | $ |
| 10 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 3071 | LF | $ | $ |
| 11 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 395 | LF | $ | $ |
| 12 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 26 | SF | $ | $ |
| 13 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506. | 57 | SF | $ | $ |
| 14 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506 | 10 | SF | $ | $  **AM2** |
| 15 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 78 | SF | $ | $  **AM2** |
| 16 | TYPICAL REPAIR AT HORIZONTAL LIFTING POINT, SEE DETAIL 14/S507 | 13 | SF | $ | $ |
| 17 | TYPICAL CMU WALL CRACK REPAIR AT DOUBLE TEE, SEE DETAIL 21/S512 | 13 | LF | $ | $ |
| 18 | TYPICAL TRAFFICBEARING MEMBRANE, SEE DETAIL 23/S513 | ~~70630~~  77693 | SF | $ | $  **AM2**  **AM2**  **M1** |
| 19 | INSTALL NEW PLASTIC CAP AT VERTICAL LIFTING POINT, SEE DETAIL 25/S514 | 8 | EA | $ | $ |
| 20 | LOCATIONS MARKED ON PLANS WITH MORTAR/GROUT DETERIORATION AND CRACKED CMU SHALL BE RETOOLED/REGROUTED AND REPLACE CRACKED CMU BLOCK, SEE DETAIL 28/S514 | 173 | LF | $ | $  **AM2** |
| 21 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 1 | SF | $ | $  AM4 |
| 22 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 638 | SF | $ | $ |
| 23 | LOCATIONS MARKED ON PLANS WITH WATER LEAKING ON WALL SHALL BE CLEANED AND ANY DETERIORATED JOINT SHALL BE REPAIRED, SEE DETAIL 31/S515 | 10 | SF | $ | $ |
| 24 | LOCATIONS MARKED ON PLANS WITH CORRODED/MISSING ANCHOR BOLTS SHALL BE INSTALLED WITH NEW ANCHOR BOLTS AND PAINTED, SEE DETAIL 32/S515 | 2 | EA | $ | $ |
| 25 | REPLACE PARKING GARAGE STOP CURB, SEE DETAIL 33/S516 | 39 | EA | $ | $ |
| 26 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 321640 | SF | $ | $ |
| 27 | TYPICAL MINOR LONGITUDINAL CRACK AT UNDERSIDE OF DOUBLE TEE, SEE DETAIL 40/S519 | 65 | LF | $ | $ |
| 28 | CORROSION ON PIPE GUARD 1E, SEE DWG. A-002 | 12 | PCS | $ | $ |
| 29 | CORROSION ON HANDRAIL 1F, SEE DWG. A-002 | 24 | LFT | $ | $ |
| 30 | CORROSION ON SIGN POST 1J, SEE DWG. A-002 | 6 | PCS | $ | $ |
| 31 | DISLODGED SIGNPOST 2B, SEE DWG. A-002 | 4 | PCS | $ | $ |
| 32 | DAMAGED/ MISALIGNED DOOR 2C, SEE DWG. A-002 | 2 | PCS | $ | $  **AM2** |
| 33 | DAMAGED/ MISALIGNED DOOR CLOSER 2D, SEE DWG. A-002 | 2 | PCS | $ | $  **AM2** |
| 34 | DISLODGED WHEELSTOP 2E, SEE DWG. A-002 | 26 | PCS | $ | $ |
| 35 | DETACHED STOREFRONT MULLIONS 3A, SEE DWG. A-002 | 29 | LFT | $ | $ |
| 36 | CHIPPED/ PEELED PAINT ON BOLLARD 4A, SEE DWG. A-002 | 5 | PCS | $ | $ |
| 37 | CHIPPED/ PEELED PAINT ON PIPE GUARD 4B, SEE DWG. A-002 | 9 | PCS | $ | $ |
| 38 | CHIPPED/ PEELED PAINT ON HANDRAIL 4C, SEE DWG. A-002 | 1148 | SF | $ | $ |
| 39 | FADED OR MISSING PAVEMENT STOP BAR 5A, SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 40 | FADED OR DOUBLE ADA PAVEMENT MARKING 5B, SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 41 | FADED OR DOUBLE-PARKING STRIPE 5C, SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 42 | FADED NO PARKING STRIPING 5D, SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 43 | FADED OR UNREADABLE SIGN 5E, SEE DWG. A-002 | 4 | PCS | $ | $ |
| 44 | FADED OR MISSING PAVEMENT ARROWS 5F, SEE DWG. A-002 | 0 | LF | $ | $ |
| 45 | FADED OR SCRATCHED CURB PAINT 5G, SEE DWG. A-002 | 0 | LF | $ | $ |
| 46 | FADED CROSSWALK 5H, SEE DWG. A-002 | 0 | SF | $ | $ |
| 47 | DAMAGED SEALANT 6A, SEE DWG. A-002 | 158 | LF | $ | $ |
| 48 | MISSING HARDWARE 7C, SEE DWG. A-002 | 1 | SET | $ | $ |
| 49 | STAINED/ VANDALIZED WALL 8B, SEE DWG. A-002 | 8883 | SF | $ | $ |
| 50 | STAINED OR WORN OUT FLOORING 8D, SEE DWG. A-002 | 350 | SF | $ | $ |
| 51 | STAINED/ VANDALIZED DOOR AND FRAME 8F, SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 52 | DRAIN BODY CORROSION, SEE KEYED NOTES ON K06-P-001 | 3 | EA | $ | $ |
| 53 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON K06-P-001 | 20 | LF | $ | $ |
| 54 | DRAINAGE PIPE DAMAGED, SEE KEYED NOTES ON K06-P-001 | 5 | LF | $ | $ |
| 55 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING K06-E-507 FOR SCOPE OF WORK. | $ | LS | $ | $ |
| 56 | MISSING SIGN 7B, SEE DWG. A-002 | 1 | PCS | $ | $ |
| 57 | STAINED/ VANDALIZED BOOTH 8E, SEE DWG. A-002 | 2 | SF | $ | $ |

**AM2**

**AM2**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES** | | | | | |
| **VIENNA UNIT PRICE SCHEDULE (BASE BID)** | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF VIENNA PARKING GARAGE, INCLUDES WORK NOT SEPCIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL EXPANSION JOINT REPAIR, SEE DETAIL 1/S501 | 22 | LF | $ | $ |
| 5 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 6,746 | LF | $ | $ |
| 6 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 43,212 | LF | $ | $ |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALANT DETAIL, SEE DETAIL 4/S502 | 917 | SF | $ | $ |
| 8 | TYPICAL VERTICAL JOINT SEALANT REPAIR, SEE DETAIL 6/S503 | 16 | LF | $ | $ |
| 9 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 567 | LF | $ | $  **AM2** |
| 10 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 672 | LF | $ | $ |
| 11 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 1629 | LF | $ | $  **AM2** |
| 12 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 1204 | SF | $ | $ |
| 13 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506., SEE DETAIL 11/S506 | 488 | SF | $ | $ |
| 14 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506 | 331 | SF | $ | $  **AM2** |
| 15 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 934 | SF | $ | $  **AM2** |
| 16 | TYPICAL REPAIR AT HORIZONTAL LIFTING POINT, SEE DETAIL 14/S507 | 4 | SF | $ | $  **AM2** |
| 17 | TYPICAL DOUBLE TEE WEB SPALL REPAIR, SEE DETAIL 16/S508 | 167 | SF | $ | $ |
| 18 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 1553 | SF | $ | $ |
| 19 | TYPICAL DOUBLE TEE BEARING PAD REPLACEMENT, SEE DETAIL 18/S510 | 15 | EA | $ | $ |
| 20 | TYPICAL UNEVEN JOINT AT DOUBLE TEE FLANGES, SEE DETAIL 19/S510 | 126 | SF | $ | $ |
| 21 | TYPICAL CONCRETE CURB REPAIR, SEE DETAIL 20/S511 | 96 | SF | $ | $ |
| 22 | TYPICAL TRAFFIC BEARING MEMBRANE, SEE DETAIL 23/S513 | 171,600 | SF | $ | $  **AM2** |
| 23 | LOCATIONS MARKED ON PLANS WITH PONDING AREA SHALL BE CLEANED AND REPAIRED WITH CONCRETE TOPPING TO PROVIDE APPROPRIATE DRAINAGE SLOPE, SEE DETAIL 26/S514 | 84 | SF | $ | $ |
| 24 | LOCATIONS MARKED ON PLANS WITH MORTAR/GROUT DETERIORATION AND CRACKED CMU SHALL BE RETOOLED/REGROUTED AND REPLACE CRACKED CMU BLOCK, SEE DETAIL 28/S514 | 6 | LF | $ | $ |
| 25 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 5044 | SF | $ | $ |
| 26 | TYPICAL INVERTED TEE SPALL REPAIR, SEE DETAIL 37/S517 | 221 | SF | $ | $ |
| 27 | TYPICAL STAIR NOSING REPAIR, SEE DETAIL 38/S518 | 149 | SF | $ | $ |
| 28 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 436,800 | SF | $ | $ |
| 29 | CORROSION ON DOOR 1A, SEE DWG. A-002 | 3 | PCS | $ | $  **AM2** |
| 30 | CORROSION ON DOOR FRAME 1B, SEE DWG. A-002 | 3 | PCS | $ | $  **AM2** |
| 31 | CORROSION ON BOLLARD 1D, SEE DWG. A-002 | 16 | PCS | $ | $ |
| 32 | CORROSION ON PIPE GUARD 1E, SEE DWG. A-002 | 20 | PCS | $ | $ |
| 33 | CORROSION ON HANDRAIL 1F, SEE DWG. A-002 | 836 | LFT | $ | $ |
| 34 | CORROSION ON GUARDRAIL 1G, SEE DWG. A-002 | 12 | LFT | $ | $ |
| 35 | CORROSION ON SIGN POST 1J, SEE DWG. A-002 | 24 | PCS | $ | $ |
| 36 | CORROSION ON STOREFRONT MULLIONS 1K, SEE DWG. A-002 | 27 | LFT | $ | $  **AM2** |
| 37 | CORROSION ON GATE BOOTH 1L, SEE DWG. A-002 | 80 | LFT | $ | $ |
| 38 | CORROSION ON FLASHING 1M, SEE DWG. A-002 | 420 | LFT | $ | $ |
| 39 | IMPACT DAMAGE TO FLASHING 2F, SEE DWG. A-002 | 1260 | LFT | $ | $ |
| 40 | DETACHED STOREFRONT MULLIONS 3A, SEE DWG. A-002 | 27 | LFT | $ | $ |
| 41 | DAMAGED CHAIN LINK FENCE 3B, SEE DWG. A-002 | 24 | SF | $ | $ |
| 42 | DETACHED SAFETY STRIP 3D, SEE DWG. A-002 | 1 | PCS | $ | $ |
| 43 | CHIPPED/ PEELED PAINT ON GUARDRAIL 4D, SEE DWG. A-002 | 23.5 | LFT | $ | $ |
| 44 | CHIPPED/ PEELED PAINT ON LIGHTWALL BAR 4H, SEE DWG. A-002 | 7392 | SF | $ | $ |
| 45 | FADED OR DOUBLE-PARKING STRIPE 5C, SEE DWG. A-002 | 0 | SF | $ | $ |
| 46 | FADED OR UNREADABLE SIGN 5E, SEE DWG. A-002 | 17 | PCS | $ | $ |
| 47 | FADED OR SCRATCHED CURB PAINT 5G, SEE DWG. A-002 | 0 | LFT | $ | $ |
| 48 | DAMAGED SEALANT 6A, SEE DWG. A-002 | 840 | LFT | $ | $ |
| 49 | MISSING SIGN 7B, SEE DWG. A-002 | 10 | PCS | $ | $ |
| 50 | MISSING TRAFFIC DELINEATOR 7H, SEE DWG. A-002 | 6 | EA | $ | $ |
| 51 | STAINED/ VANDALIZED WALL 8B, SEE DWG. A-002 | 1220 | SF | $ | $ |
| 52 | DRAIN BODY CORROSION, SEE KEYED NOTES ON K08-P-001 | 30 | EA | $ | $ |
| 53 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON K08-P-001 | 105 | LF | $ | $  **AM2** |
| 54 | DRAIN GRATE BLOCKED WITH DEBRIS, SEE KEYED NOTES ON K08-P-001 | 30 | EA | $ | $ |
| 55 | DRAIN GRATE DAMAGED, SEE KEYED NOTES ON K08-P-001 | 1 | EA | $ | $ |
| 56 | DRAINAGE PIPING DISCONNECTED, SEE KEYED NOTES ON K08-P-001 | 6 | EA | $ | $ |
| 57 | DRAINAGE PIPING MISSING ELBOW, SEE KEYED NOTES ON K08-P-001 | 5 | EA | $ | $ |
| 58 | WATER LEAKAGE FROM ABOVE STRUCTURE, SEE KEYED NOTES ON K08-P-001 | 1 | EA | $ | $ |
| 59 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING K08-E-509 FOR SCOPE OF WORK. | $ | LS | $ | $ |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES** | | | | | |
| **LARGO SOUTH UNIT PRICE SCHEDULE (BASE BID)** | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF LARGO SOUTH PARKING GARAGE, INCLUDES WORK NOT SEPCIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL EXPANSION JOINT REPAIR, SEE DETAIL 1/S501 | 411 | LF | $ | $ |
| 5 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 5,423 | LF | $ | $ |
| 6 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 24,180 | LF | $ | $ |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALANT DETAIL, SEE DETAIL 4/S502 | 651 | SF | $ | $ |
| 8 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 12273 | LF | $ | $ |
| 9 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 4312 | LF | $ | $ |
| 10 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 1668 | LF | $ | $ |
| 11 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 163 | SF | $ | $ |
| 12 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506., SEE DETAIL 11/S506 | 473 | SF | $ | $ |
| 13 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506 | 561 | SF | $ | $  **AM2** |
| 14 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 502 | SF | $ | $  **AM2** |
| 15 | TYPICAL REPAIR AT HORIZONTAL LIFTING POINT, SEE DETAIL 14/S507 | 60 | SF | $ | $  **AM2** |
| 16 | TYPICAL DOUBLE TEE WEB SPALL REPAIR, SEE DETAIL 16/S508 | 20 | SF | $ | $ |
| 17 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 149 | SF | $ | $ |
| 18 | TYPICAL DOUBLE TEE BEARING PAD REPLACEMENT, SEE DETAIL 18/S510 | 5 | EA | $ | $ |
| 19 | TYPICAL UNEVEN JOINT AT DOUBLE TEE FLANGES, SEE DETAIL 19/S510 | 3 | SF | $ | $ |
| 20 | TYPICAL CMU WALL CRACK REPAIR AT DOUBLE TEE, SEE DETAIL 21/S512 | 39 | LF | $ | $ |
| 21 | TYPICAL TRAFFIC BEARING MEMBRANE, SEE DETAIL 23/S513 | 103,084 | SF | $ | $  **AM2** |
| 22 | LOCATIONS MARKED ON PLANS WITH MORTAR/GROUT DETERIORATION AND CRACKED CMU SHALL BE RETOOLED/REGROUTED AND REPLACE CRACKED CMU BLOCK, SEE DETAIL 28/S514 | 52 | LF | $ | $  **AM2** |
| 23 | LOCATIONS MARKED ON PLANS WITH CONNECTION PLATE CORROSION SHALL BE CLEANED AND SEALED BY APPLYING EPOXY SEALANT TO THE AREAS MARKED, SEE DETAIL 29/S515 | 4 | SF | $ | $ |
| 24 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 10190 | SF | $ | $ |
| 25 | LOCATIONS MARKED ON PLANS WITH CORRODED/MISSING ANCHOR BOLTS SHALL BE INSTALLED WITH NEW ANCHOR BOLTS AND PAINTED, SEE DETAIL 32/S516 | 521 | EA | $ | $ |
| 26 | LOCATIONS MARKED ON PLANS WITH DISPLACED ANGLE/MISSING ANCHOR AT EXPANSION JOINT SUPPORT SHALL BE REALIGNED AND INSTALLED WITH NEW ANCHOR AND PAINT, SEE DETAIL 34/S516 | 2 | EA | $ | $ |
| 27 | TYPICAL REPAIR AT CRACK PARALLEL TO EXPANSION JOINT, SEE DETAIL 36/S517 | 52 | EA | $ | $ |
| 28 | TYPICAL INVERTED TEE SPALL REPAIR, SEE DETAIL 37/S517 | 50 | SF | $ | $ |
| 29 | TYPICAL STAIR NOSING REPAIR, SEE DETAIL 38/S518 | 29 | SF | $ | $ |
| 30 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 305925 | SF | $ | $ |
| 31 | CORROSION ON DOOR, KEY NOTE 1A SEE DWG. A-002 | 16 | PCS | $ | $ |
| 32 | CORROSION ON DOOR FRAME, KEY NOTE 1B SEE DWG. A-002 | 15 | PCS | $ | $ |
| 33 | CORROSION ON DOOR CLOSER, KEY NOTE 1C SEE DWG. A-002 | 16 | PCS | $ | $  **AM2** |
| 34 | CORROSION ON HANDRAIL, KEY NOTE 1F SEE DWG. A-002 | 12 | LF | $ | $ |
| 35 | CORROSION ON RAMP EDGE, KEY NOTE 1I SEE DWG. A-002 | 0 | LF | $ | $  **AM2** |
| 36 | MISALIGNED EXIT GATE KEY NOTE 2A SEE DWG. A-002 | 1 | PCS | $ | $ |
| 37 | CORROSION ON SIGN POST, KEY NOTE 1J SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 38 | DAMAGED/ MISALIGNED DOOR, KEY NOTE 2C SEE DWG. A-002 | 1 | PCS | $ | $ |
| 39 | DAMAGED/ MISALIGNED DOOR CLOSER, KEY NOTE 2D SEE DWG. A-002 | 1 | PCS | $ | $ |
| 40 | DETACHED/MISSING TENSION BAR KEY NOTE 3C SEE DWG. A-002 | 1 | PCS | $ | $ |
| 41 | DISLODGED WHEEL STOP KEY NOTE 2E SEE DWG. A-002 | 15 | PCS | $ | $ |
| 42 | DISLODGED/ MISALIGNED HANGING SIGN, KEY NOTE 2G SEE DWG. A-002 | 2 | PCS | $ | $ |
| 43 | MISALIGNED THRESHOLD, KEY NOTE 2H SEE DWG. A-002 | 1 | PCS | $ | $ |
| 44 | DAMAGED CHAIN LINK FENCE, KEY NOTE 3B SEE DWG. A-002 | 7 | SF | $ | $  **AM2** |
| 45 | CHIPPED/ PEELED PAINT ON PIPE GUARD, KEY NOTE 4B SEE DWG. A-002 | 58 | PCS | $ | $ |
| 46 | CHIPPED/ PEELED PAINT ON HANDRAIL, KEY NOTE 4C SEE DWG. A-002 | 361 | SF | $ | $ |
| 47 | FADED OR MISSING PAVEMENT STOP BAR KEY NOTE 5A SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 48 | FADED OR DOUBLE ADA PAVEMENT MARKING, KEY NOTE 5B SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 49 | FADED OR DOUBLE-PARKING STRIPE, KEY NOTE 5C SEE DWG. A-002 |  | SF | $ | $  **AM2** |
| 50 | FADED NO PARKING STRIPING, KEY NOTE 5D SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 51 | FADED OR UNREADABLE SIGN, KEY NOTE 5E SEE DWG. A-002 | 23 | PCS | $ | $ |
| 52 | FADED OR MISSING PAVEMENT ARROWS, KEY NOTE 5F SEE DWG. A-002 | 0 | LF | $ | $ |
| 53 | DAMAGED SEALANT, KEY NOTE 6A SEE DWG. A-002 | 48 | LF | $ | $ |
| 54 | MISSING ACOUSTIC TILE, KEY NOTE 7A SEE DWG. A-002 | 8 | SF | $ | $  **AM2** |
| 55 | MISSING HARDWARE, KEY NOTE 7C SEE DWG. A-002 | 4 | SET | $ | $ |
| 56 | MISSING WALL TIES KEY NOTE 7G SEE DWG. A-002 | 25 | SF | $ | $ |
| 57 | MISSING TRAFFIC DELINEATOR, KEY NOTE 7H SEE DWG. A-002 | 4 | EA |  | **AM2** |
| 58 | STAINED/ VANDALIZED SIGN, KEY NOTE 8A SEE DWG. A-002 | 3 | PCS | $ | $ |
| 59 | STAINED/ VANDALIZED WALL, KEY NOTE 8B SEE DWG. A-002 | 31 | SF | $ | $  **AM2**  AM2 |
| 60 | STAINED CEILING TILE, KEY NOTE 8C SEE DWG. A-002 | 12 | SF | $ | $  **AM2** |
| 61 | KEY NOTE 8E SEE DWG. A-002 | 1 | PCS | $ | $ |
| 62 | WASP/BIRD NEST, SEE KEYED NOTES ON A-002 | 4 | PCS | $ | $ |
| 63 | DRAIN BODY CORROSION, SEE KEYED NOTES ON G05-P-001 | 5 | EA | $ | $  **AM2** |
| 64 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON G05-P-001 | 15 | LF | $ | $  **AM2** |
| 65 | DRAIN GRATE BLOCKED WITH DEBRIS, SEE KEYED NOTES ON G05-P-001 | 30 | EA | $ | $ |
| 66 | COVER MISSING THRU THE WALL AC UNIT. REPLACE COVER. SEE KEYED NOTES ON G05-P-001 | 2 | LS | $ | $ |
| 67 | VALVE BROKEN. REPLACE VALVE WITH NEW. SEE KEYED NOTES ON G05-P-001 | 1 | LS | $ | $ |
| 68 | ELEVATOR MACHINE ROOM – VENTILATION INTAKE DAMPER ACTUATOR DISENGAGED. REPAIR OR REPLACE ACTUATOR. SEE KEYED NOTES ON G05-P-001 | 1 | LS | $ | $ |
| 69 | ELEVATOR MACHINE ROOM – VENTILATION FAN NOT RUNNING. FAN MARKED WITH CAUTION TAPE. REPAIR OR REPLACE DAMAGED FAN. SEE KEYED NOTES ON G05-P-001 | 1 | LS | $ | $ |
| 70 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING G05-E-517 FOR SCOPE OF WORK. | $ | LS | $ | $ |
| 71 | N/A | $ | LS | $ | $ |
| 72 | CHIPPED/ PEELED PAINT ON BOLLARD 4A, SEE DWG. A-002 | 24 | PCS | $ | $ |

**AM2**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES**  **AM2** | | | | | | |
| **NEW CARROLLTON UNIT PRICE SCHEDULE (BASE BID)** | | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF NEW CARROLLTON PARKING GARAGE, INCLUDES WORK NOT SEPCIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL EXPANSION JOINT REPAIR, SEE DETAIL 1/S501 | 180 | LF | $ | $ |
| 5 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 2770 | LF | $ | $ |
| 6 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 32,375 | LF | $ | $  **AM2** |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALANT DETAIL, SEE DETAIL 4/S502 | 55 | SF | $ | $ |
| 8 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL REPAIR DETAIL, SEE DETAIL 5/S503 | 12 | SF | $ | $  **AM2** |
| 9 | TYPICAL VERTICAL JOINT SEALANT REPAIR, SEE DETAIL 6/S503 | 6 | LF | $ | $ |
| 10 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 1402 | LF | $ | $ |
| 11 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 2758 | LF | $ | $  **AM2** |
| 12 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 160 | LF | $ | $ |
| 13 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 35 | SF |  |  |
| 14 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506., SEE DETAIL 11/S506 | 130 | SF | $ | $ |
| 15 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506 | 4 | SF | $ | $  **AM2** |
| 16 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 102 | SF | $ | $  **AM2**  **AM2** |
| 17 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 1 | SF | $ | $  AM4 |
| 18 | TYPICAL DOUBLE TEE BEARING PAD REPLACEMENT, SEE DETAIL 18/S510 | 4 | EA | $ | $ |
| 19 | TYPICAL CMU WALL CRACK REPAIR AT DOUBLE TEE, SEE DETAIL 21/S512 | 7 | LF | $ | $ |
| 20 | TYPICAL TRAFFIC BEARING MEMBRANE, SEE DETAIL 23/S513 | ~~82500~~  90750 | SF | $ | $  **AM2** |
| 21 | TYPICAL TRAFFIC BOLLARD REPAIR, SEE DETAIL 24/S513 | 20 | EA | $ | $  **AM2** |
| 22 | INSTALL NEW PLASTIC CAP AT VERTICAL LIFTING POINT, SEE DETAIL 25/S514 | 17 | EA | $ | $ |
| 23 | LOCATIONS MARKED ON PLANS WITH PONDING AREA SHALL BE CLEANED AND REPAIRED WITH CONCRETE TOPPING TO PROVIDE APPROPRIATE DRAINAGE SLOPE, SEE DETAIL 26/S514 | 104 | SF | $ | $ |
| 24 | LOCATIONS MARKED ON PLANS WITH MORTAR/GROUT DETERIORATION AND CRACKED CMU SHALL BE RETOOLED/REGROUTED AND REPLACE CRACKED CMU BLOCK, SEE DETAIL 28/S514 | 49 | LF | $ | $ |
| 25 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 159 | SF | $ | $  **AM2** |
| 26 | LOCATIONS MARKED ON PLANS WITH WATER LEAKING ON WALL SHALL BE CLEANED AND ANY DETERIORATED JOINT SHALL BE REPAIRED, SEE DETAIL 31/S515 | 26 | SF | $ | $ |
| 27 | TYPICAL REPAIR AT CRACK PARALLEL TO EXPANSION JOINT, SEE DETAIL 36/S517 | 117 | EA | $ | $ |
| 28 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 512700 | SF | $ | $ |
| 29 | TYPICAL MINOR LONGITUDINAL CRACK AT UNDERSIDE OF DOUBLE TEE, SEE DETAIL 40/S519 | 312 | LF | $ | $ |
| 30 | CORROSION ON DOOR, KEY NOTE 1A SEE DWG. A-002 | 2 | PCS | $ | $ |
| 31 | CORROSION ON DOOR FRAME, KEY NOTE 1B SEE DWG. A-002 | 4 | PCS | $ | $  **AM2** |
| 32 | CORROSION ON BOLLARD, KEY NOTE 1D SEE DWG. A-002 | 20 | PCS | $ | $ |
| 33 | CORROSION ON PIPE GUARD, KEY NOTE 1E SEE DWG. A-002 | 3 | PCS | $ | $ |
| 34 | CORROSION ON FENCING, KEY NOTE 1H SEE DWG. A-002 | 7 | LF | $ | $  **AM2** |
| 35 | CORROSION ON RAMP EDGE, KEY NOTE 1I SEE DWG. A-002 | 15 | LF | $ | $ |
| 36 | CORROSION ON SIGN POST, KEY NOTE 1J SEE DWG. A-002 | 1 | PCS | $ | $ |
| 37 | CORROSION ON STOREFRON MULLIONS, KEY NOTE 1K SEE DWG. A-002 | 4 | LF | $ | $ |
| 38 | DAMAGED/ MISALIGNED DOOR, KEY NOTE 2C SEE DWG. A-002 | 1 | PCS | $ | $ |
| 39 | DAMAGED/ MISALIGNED DOOR CLOSER, KEY NOTE 2D SEE DWG. A-002 | 10 | PCS | $ | $  **AM2** |
| 40 | DISLODGED/ MISALIGNED HANGING SIGN, KEY NOTE 2G SEE DWG. A-002 | 3 | PCS | $ | $ |
| 41 | MISALIGNED THRESHOLD, KEY NOTE 2H SEE DWG. A-002 | 1 | PCS | $ | $ |
| 42 | DAMAGED CHAIN LINK FENCE, KEY NOTE 3B SEE DWG. A-002 | 45 | SF | $ | $ |
| 43 | KEY NOTE 4B SEE DWG. A-002 | 0 | PCS |  |  |
| 44 | CHIPPED/ PEELED PAINT ON HANDRAIL, KEY NOTE 4C SEE DWG. A-002 | 660 | SF | $ | $ |
| 45 | CHIPPED/ PEELED PAINT ON WALLS, KEY NOTE 4F SEE DWG. A-002 | 600 | SF | $ | $ |
| 46 | FADED OR DOUBLE ADA PAVEMENT MARKING, KEY NOTE 5B SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 47 | FADED OR DOUBLE-PARKING STRIPE, KEY NOTE 5C SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 48 | FADED NO PARKING STRIPING, KEY NOTE 5D SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 49 | FADED OR UNREADABLE SIGN, KEY NOTE 5E SEE DWG. A-002 | 2 | PCS | $ | $ |
| 50 | FADED OR MISSING PAVEMENT ARROWS, KEY NOTE 5F SEE DWG. A-002 | 0 | LF | $ | $  **AM2** |
| 51 | FADED OR SCRATCHED CURB PAINT, KEY NOTE 5G SEE DWG. A-002 | 143 | SF | $ | $  **AM2** |
| 52 | DAMAGED SEALANT, KEY NOTE 6A SEE DWG. A-002 | 108 | LF | $ | $  **AM2** |
| 53 | DETACHED WEATHER STRIPPING, KEY NOTE 6B SEE DWG. A-002 | 1 | LF | $ | $ |
| 54 | MISSING HARDWARE, KEY NOTE 7C SEE DWG. A-002 | 1 | SET | $ | $  **AM2** |
| 55 | KEY NOTE 7B SEE DWG. A-002 | 3 | PCS | $ | $ |
| 56 | KEY NOTE 7D SEE DWG. A-002 | 3 | PCS | $ | $ |
| 57 | MISSING KICKPLATE KEY NOTE 7E SEE DWG. A-002 | 1 | PCS | $ | $ |
| 58 | MISSING TRAFFIC DELINEATOR, KEY NOTE 7H SEE DWG. A-002 | 3 | PCS | $ | $  **AM2** |
| 59 | STAINED/ VANDALIZED SIGN, KEY NOTE 8A SEE DWG. A-002 | 2 | PCS | $ | $  **AM2** |
| 60 | STAINED/ VANDALIZED WALL, KEY NOTE 8B SEE DWG. A-002 | 595 | SF | $ | $ |
| 61 | STAINED CEILING TILE, KEY NOTE 8C SEE DWG. A-002 | 4 | SF | $ | $ |
| 62 | STAINED OR WORN OUT FLOORING, KEY NOTE 8D SEE DWG. A-002 | 295 | SF | $ | $ |
| 63 | WASP/BIRD NEST, KEY NOTE 9A SEE DWG. A-002 | 1 | PCS | $ | $ |
| 64 | DRAIN BODY CORROSION, SEE KEYED NOTES ON D13-P-001 | 4 | EA | $ | $ |
| 65 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON D13-P-001 | 20 | LF | $ | $ |
| 66 | DRAIN GRATE BLOCKED WITH DEBRIS, SEE KEYED NOTES ON D13-P-001 | 5 | EA | $ | $ |
| 67 | REPAIR CONDENSATE LINE LEAK FROM AIR CONDITIONING UNIT. SEE KEYED NOTES ON D13-P-001 | 1 | EA | $ | $ |
| 68 | COVER MISSING ON WALL HEATER. REPLACE COVER ON WALL HEATER. SEE KEYED NOTES ON D13-P-001 | 1 | EA | $ | $ |
| 69 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING D13-E-509 FOR SCOPE OF WORK. | $ | LS | $ | $ |
| 70 | FADED OR MISSING PAVEMENT STOP BAR 5A, SEE DWG. A-002 | 0 | SF | $ | $ |

**AM2**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES** | | | | | |
| **LARGO NORTH UNIT PRICE SCHEDULE (BASE BID)** | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF LARGO NORTH PARKING GARAGE, INCLUDES WORK NOT SEPCIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL EXPANSION JOINT REPAIR, SEE DETAIL 1/S501 | 240 | LF | $ | $ |
| 5 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 3,659 | LF | $ | $ |
| 6 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 19,783 | LF | $ | $ |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALANT DETAIL, SEE DETAIL 4/S502 | 24 | SF | $ | $ |
| 8 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL REPAIR DETAIL, SEE DETAIL 5/S503 | 23 | SF | $ | $  **AM2** |
| 9 | TYPICAL VERTICAL JOINT SEALANT REPAIR, SEE DETAIL 6/S503 | 2 | LF | $ | $ |
| 10 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 7438 | LF | $ | $  **AM2** |
| 11 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 11160 | LF | $ | $  **AM2** |
| 12 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 296 | LF | $ | $ |
| 13 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 96 | SF | $ | $ |
| 14 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506. | 92 | SF | $ | $ |
| 15 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506 | 27 | SF | $ | $  **AM2** |
| 16 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 585 | SF | $ | $  **AM2** |
| 17 | TYPICAL REPAIR AT HORIZONTAL LIFTING POINT, SEE DETAIL 14/S507 | 12 | SF | $ | $ |
| 18 | TYPICAL DETERIORATED CONCRETE WASH REPAIR, SEE DETAIL 15/S508 | 568 | SF | $ | $  **AM2** |
| 19 | TYPICAL DOUBLE TEE WEB SPALL REPAIR, SEE DETAIL 16/S508 | 24 | SF | $ | $ |
| 20 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 11 | SF | $ | $  AM4  **AM2** |
| 21 | TYPICAL DOUBLE TEE BEARING PAD REPLACEMENT, SEE DETAIL 18/S510 | 21 | EA | $ | $ |
| 22 | TYPICAL UNEVEN JOINT AT DOUBLE TEE FLANGES, SEE DETAIL 19/S511 | 60 | SF | $ | $  **AM2** |
| 23 | TYPICAL CONCRETE CURB REPAIR, SEE DETAIL 20/S511 | 8 | SF | $ | $ |
| 24 | TYPICAL TRAFFIC TOPPING REPAIR AT PARAPET WALL, SEE DETAIL 22/S512 | 1378 | SF | $ | $ |
| 25 | TYPICAL TRAFFICBEARING MEMBRANE, SEE DETAIL, SEE DETAIL 23/S513 | ~~53550~~  58905 | SF | $ | $  **AM2** |
| 26 | LOCATIONS MARKED ON PLANS WITH PONDING AREA SHALL BE CLEANED AND REPAIRED WITH CONCRETE TOPPING TO PROVIDE APPROPRIATE DRAINAGE SLOPE, SEE DETAIL 26/S514 | 65 | SF | $ | $ |
| 27 | LOCATIONS MARKED ON PLANS WITH EFFLORESCENCE OR RUST STAINING SHALL BE CLEANED AND SEALED BY  POWER WASHING AND APPLYING EPOXY SEALANT TO THE AREAS MARKED, SEE DETAIL 27/S514 | 418 | SF | $ | $ |
| 28 | LOCATIONS MARKED ON PLANS WITH MORTAR/GROUT DETERIORATION AND CRACKED CMU SHALL BE RETOOLED/REGROUTED AND REPLACE CRACKED CMU BLOCK, SEE DETAIL 28/S514 | 15 | LF | $ | $ |
| 29 | LOCATIONS MARKED ON PLANS WITH CONNECTION PLATE CORROSION SHALL BE CLEANED AND SEALED BY APPLYING EPOXY SEALANT TO THE AREAS MARKED, SEE DETAIL 29/S515 | ~~12~~  11 | ~~SF~~  EA | $ | $  **AM2** |
| 30 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 570 | SF | $ | $ |
| 31 | LOCATIONS MARKED ON PLANS WITH WATER LEAKING ON WALL SHALL BE CLEANED AND ANY DETERIORATED JOINT SHALL BE REPAIRED, SEE DETAIL 31/S515 | 263 | SF | $ | $ |
| 32 | LOCATIONS MARKED ON PLANS WITH CORRODED/MISSING ANCHOR BOLTS SHALL BE INSTALLED WITH NEW ANCHOR BOLTS AND PAINTED, SEE DETAIL 32/S515 | 273 | EA | $ | $ |
| 33 | LOCATIONS MARKED ON PLANS WITH CORROSION AT WELDING SHALL BE CLEANED AND GALVANIZE COATING TO BE PROVIDED, SEE DETAIL 35/S516 | 123 | EA | $ | $ |
| 34 | TYPICAL REPAIR AT CRACK PARALLEL TO EXPANSION JOINT, SEE DETAIL 36/S517 | 283 | EA | $ | $ |
| 35 | TYPICAL INVERTED TEE SPALL REPAIR, SEE DETAIL 37/S517 | 6 | SF | $ | $ |
| 36 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 221030 | SF | $ | $ |
| 37 | TYPICAL MINOR LONGITUDINAL CRACK AT UNDERSIDE OF DOUBLE TEE, SEE DETAIL 40/S519 | 6000 | LF | $ | $ |
| 38 | CORROSION ON DOOR, KEY NOTE 1A SEE DWG. A-002 | 10 | PCS | $ | $  **AM2** |
| 39 | CORROSION ON DOOR FRAME, KEY NOTE 1B SEE DWG. A-002 | 10 | PCS | $ | $  **AM2** |
| 40 | CORROSION ON DOOR CLOSER, KEY NOTE 1C SEE DWG. A-002 | 10 | PCS | $ | $  **AM2** |
| 41 | CORROSION ON PIPE GUARD, KEY NOTE 1E SEE DWG. A-002 | 5 | PCS | $ | $ |
| 42 | CORROSION ON FENCING, KEY NOTE 1H SEE DWG. A-002 | 14 | LF | $ | $ |
| 43 | CORROSION ON HANDRAIL, KEY NOTE 1F SEE DWG. A-002 | 6 | LF | $ | $ |
| 44 | CORROSION ON SIGN POST, KEY NOTE 1J SEE DWG. A-002 | 4 | PCS | $ | $  **AM2** |
| 45 | DISLODGED WHEELSTOP, KEY NOTE 2E SEE DWG. A-002 | 19 | PCS | $ | $ |
| 46 | DISLODGED/ MISALIGNED HANGING SIGN, KEY NOTE 2G SEE DWG. A-002 | 2 | PCS | $ | $  **AM2** |
| 47 | DAMAGED CHAIN LINK FENCE, KEY NOTE 3B SEE DWG. A-002 | 28 | SF | $ | $ |
| 48 | KEY NOTE 3C SEE DWG. A-002 | 9 | PCS | $ | $ |
| 49 | CHIPPED/ PEELED PAINT ON BOLLARD, KEY NOTE 4A SEE DWG. A-002 | 18 | PCS | $ | $ |
| 50 | CHIPPED/ PEELED PAINT ON PIPE GUARD, KEY NOTE 4B SEE DWG. A-002 | 29 | PCS | $ | $ |
| 51 | CHIPPED/ PEELED PAINT ON HANDRAIL, KEY NOTE 4C SEE DWG. A-002 | 499 | SF | $ | $ |
| 52 | FADED OR DOUBLE ADA PAVEMENT MARKING, KEY NOTE 5B SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 53 | FADED OR DOUBLE-PARKING STRIPE, KEY NOTE 5C SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 54 | FADED NO PARKING STRIPING, KEY NOTE 5D SEE DWG. A-003 | 0 | SF | $ | $  **AM2** |
| 55 | FADED OR MISSING PAVEMENT ARROWS, KEY NOTE 5F SEE DWG. A-002 | 0 | LF | $ | $  **AM2** |
| 56 | DAMAGED SEALANT, KEY NOTE 6A SEE DWG. A-002 | 28 | LF | $ | $  **AM2** |
| 57 | MISSING SIGN, KEY NOTE 7B SEE DWG. A-002 | 1 | PCS | $ | $ |
| 58 | MISSING HARDWARE, KEY NOTE 7C SEE DWG. A-002 | 4 | SET | $ | $ |
| 59 | MISSING TRAFFIC DELINEATOR, KEY NOTE 7H SEE DWG. A-002 | 2 | PCS | $ | $ |
| 60 | STAINED CEILING TILE, KEY NOTE 8C SEE DWG. A-002 | 12 | SF | $ | $ |
| 61 | STAINED OR WORN OUT FLOORING, KEY NOTE 8D SEE DWG. A-002 | 3490 | SF | $ | $ |
| 62 | STAINED/ VANDALIZED DOOR AND FRAME, KEY NOTE 8F SEE DWG. A-002 | 50 | SF | $ | $ |
| 63 | DRAIN BODY CORROSION, SEE KEYED NOTES ON DWG G05-P001 | 5 | EA | $ | $  **AM2** |
| 64 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON DWG G05-P001 | 35 | LF | $ | $ |
| 65 | DRAIN GRATE BLOCKED WITH DEBRIS, SEE KEYED NOTES ON DWG G05-P001 | 2 | EA | $ | $ |
| 66 | COVER MISSING THRU THE WALL AC UNIT. REPLACE COVER. SEE KEYED NOTES ON DWG G05-P001 | 20 | LF | $ | $ |
| 67 | VALVE WHEEL BROKEN ON WASHDOWN PIPING. SEE KEYED NOTES ON G05-P-001 | 1 | EA | $ | $ |
| 68 | WASHDOWN PIPING CORROSION. SEE KEYED NOTES ON G05-P-001 | 20 | LF | $ | $ |
| 69 | FIRE PROTECTION RISER PIPING CORROSION. SEE KEYED NOTES ON G05-P-001 | 20 | LF | $ | $ |
| 70 | REPAIR 9 ON A12-P001 | 5 | LF | $ | $ |
| 71 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING G05-E-507 FOR SCOPE OF WORK. | $ | LS | $ | $ |
| 72 | N/A | N/A | N/A | N/A | N/A |

**AM2**

**AM2**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **REHABILITATION OF WMATA PARKING FACILITIES** | | | | | |
| **WHITE FLINT UNIT PRICE SCHEDULE (BASE BID)** | | | | | |
| **Item No** | **Description** | **QUANTITY** | **Unit** | **Unit Price** | **Total Price** |
| 1 | MOBILIZATION | 1 | LS | $ | $ |
| 2 | REHABILITATION OF WHIITE FLINT PARKING GARAGE, INCLUDES WORK NOT SEPCIFIED UNDER UNIT PRICE ITEMS | 1 | LS | $ | $ |
| 3 | QUALITY CONTROL ENGINEERING SERVICES PER SECTION 01470 OF TECHNICAL SPECIFICATIONS | 1 | LS | $ | $ |
| 4 | TYPICAL EXPANSION JOINT REPAIR, SEE DETAIL 1/S501 | 308 | LF | $ | $  **AM2** |
| 5 | TYPICAL SEALANT REPAIR AT TOOLED JOINT, SEE DETAIL 2/S501 | 4240 | LF | $ | $ |
| 6 | TYPICAL SEALANT REPAIR AT DOUBLE TEE BEAM JOINT, SEE DETAIL 3/S502 | 21,682 | LF | $ | $  **AM2** |
| 7 | TYPICAL DOUBLE TEE BEAM FLANGE SPALL WITH SEALAN, SEE DETAIL 4/S502 | 2077 | SF | $ | $ |
| 8 | TYPICAL VERTICAL JOINT SEALANT REPAIR, SEE DETAIL 6/S503 | 218 | LF | $ | $ |
| 9 | TYPICAL UNDERSIDE CRACK REPAIR, SEE DETAIL 7/S504 | 4479 | LF | $ | $ |
| 10 | TYPICAL TOP SIDE CRACK REPAIR, SEE DETAIL 8/S504 | 4337 | LF | $ | $ |
| 11 | TYPICAL VERTICAL CRACK REPAIR, SEE DETAIL 9/S505 | 1297 | LF | $ | $  **AM2** |
| 12 | TYPICAL VERTICAL SPALL REPAIR, SEE DETAIL 10/S505 | 73 | SF | $ | $ |
| 13 | TYPICAL CONCRETE TOP SIDE SPALL REPAIR, SEE DETAIL 11 ON DRAWING S-506 | 139 | SF | $ | $ |
| 14 | TYPICAL FULL DEPTH SPALL REPAIR AT UNDERSIDE OF CONC DECK, SEE DETAIL 12/S506  **AM2** | 108 | SF | $ | $ |
| 15 | TYPICAL DEEP SPALL REPAIR AT UNDERSIDE OF CONCRETE DECK, SEE DETAIL 13/S507 | 704 | SF | $ | $  **AM2** |
| 16 | TYPICAL REPAIR AT HORIZONTAL LIFTING POINT, SEE DETAIL 14/S507 | 11 | SF | $ | $  **AM2** |
| 17 | TYPICAL DOUBLE TEE WEB SPALL REPAIR, SEE DETAIL 16/S508 | 44 | SF | $ | $ |
| 18 | TYPICAL CONNECTION PLATE REPAIR, SEE DETAIL 17/S509 | 147 | SF | $ | $ |
| 19 | TYPICAL TRAFFIC BEARING MEMBRANE, SEE DETAIL 23/S513 | 84,856 | SF | $ | $  **AM2** |
| 20 | TYPICAL TRAFFIC BOLLARD/DELINEATOR REPAIR, SEE DETAIL 24/S513 | 2 | EA | $ | $ |
| 21 | INSTALL NEW PLASTIC CAP AT VERTICAL LIFTING POINT, SEE DETAIL 25/S514 | 14 | EA | $ | $ |
| 22 | LOCATIONS MARKED ON PLANS WITH MAP CRACKING OR HONEYCOMB SHALL BE CLEANED AND COATED WITH WATERPROOFING, SEE DETAIL 30/S515 | 1951 | SF | $ | $ |
| 23 | LOCATIONS MARKED ON PLANS WITH WATER LEAKING ON WALL SHALL BE CLEANED AND ANY DETERIORATED JOINT SHALL BE REPAIRED, SEE DETAIL 31/S515 | 135 | SF | $ | $ |
| 24 | TYPICAL INVERTED TEE SPALL REPAIR, SEE DETAIL 37/S517 | 3 | SF | $ | $ |
| 25 | TYPICAL STAIR NOSING REPAIR, SEE DETAIL 38/S518 | 2 | SF | $ | $ |
| 26 | TYPCIAL SILANE SEALER COATING SYSTEM, SEE DETAIL 39/S519 | 332,379 | SF | $ | $ |
| 27 | CORROSION ON DOOR FRAME CORROSION ON HANDRAIL, KEY NOTE 1B, SEE DETAIL A/A502 | 1 | PCS | $ | $ |
| 28 | CORROSION ON PIPE GUARD 1E, SEE DWG. A-002. | 21 |  | $ | $  **AM2** |
| 29 | CORROSION ON GUARDRAIL KEY NOTE 1G, SEE DWG. A-002 | 20 | LF | $ | $  **AM2** |
| 30 | CORROSION ON FENCING KEY NOTE 1H, SEE DWG. A-002 | 50 | LF | $ | $ |
| 31 | DAMAGED/ MISALIGNED DOOR KEY NOTE 2C, SEE DWG. A-002 | 1 | PCS | $ | $ |
| 32 | DAMAGED/ MISALIGNED DOOR CLOSER KEY NOTE 2D, SEE DWG. A-002 | 2 | PCS | $ | $ |
| 33 | DISLODGED/ MISALIGNED HANGING SIGN KEY NOTE 2G DETAIL 1&2 ON A502 | 8 | PCS | $ | $  **AM2** |
| 34 | DETACHED SAFETY STRIP KEY NOTE 3D, SEE DWG. A-002 | 9 | PCS | $ | $ |
| 35 | CHIPPED/ PEELED PAINT ON BOLLARD KEY NOTE 4A, SEE DWG. A-002 | 16 | PCS | $ | $  **AM2** |
| 36 | CHIPPED/ PEELED PAINT ON PIPE GUARD KEY NOTE 4B, SEE DWG. A-002 | 17 | PCS | $ | $ |
| 37 | CHIPPED/ PEELED PAINT ON HANDRAIL KEY NOTE 4C, SEE DWG. A-002 | 96 | SF | $ | $ |
| 38 | FADED OR MISSING PAVEMENT STOP BAR, KEY NOTE 5A SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 39 | FADED OR DOUBLE ADA PAVEMENT MARKING, KEY NOTE 5B SEE DWG. A-002 | 0 | PCS | $ | $  **AM2** |
| 40 | FADED OR DOUBLE-PARKING STRIPE, KEY NOTE 5C SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 41 | FADED NO PARKING STRIPING, KEY NOTE 5D SEE DWG. A-002 | 0 | SF | $ | $  **AM2** |
| 42 | FADED OR MISSING PAVEMENT ARROWS, KEY NOTE 5F SEE DWG. A-002 | 0 | LF | $ | $  **AM2** |
| 43 | DETACHED WEATHER STRIPPING, KEY NOTE 6B SEE DWG. A-002 | 14 | LF | $ | $ |
| 44 | MISSING ACOUSTICAL CEILING TILES, KEY NOTE 7A SEE DWG. A-002 | 48 | SF | $ | $ |
| 45 | MISSING SIGN, KEY NOTE 7B SEE DWG. A-002 | 1 | PCS | $ | $ |
| 46 | MISSING HARDWARE, KEY NOTE 7C SEE DWG. A-002 | 1 | SET | $ | $ |
| 47 | MISSING TRAFFIC DELINEATOR 7H, SEE DWG. A-002 | 6 | PCS | $ | $ |
| 48 | KEY NOTE 5G SEE DWG. A-002 | 0 | SF | $ | $ |
| 49 | STAINED/ VANDALIZED SIGN, KEY NOTE 8A SEE DWG. A-002 | 1 | PCS | $ | $ |
| 50 | PLANT ENCROACHMENT, KEY NOTE 9B SEE DWG. A-002 | 120 | SF | $ | $ |
| 51 | DRAIN BODY CORROSION, SEE KEYED NOTES ON A12-P-001 | 11 | EA | $ | $ |
| 52 | DRAINAGE PIPE CORROSION, SEE KEYED NOTES ON A12-P-001 | 20 | LF | $ | $ |
| 53 | REPLACE DRAIN GRATING WITH SAME TYPE AS EXISTING. SEE KEYED NOTES ON A12-P-001. | 1 | EA | $ | $ |
| 54 | REPLACE DRAIN GRATING, REPAIR 4 ON A12-P001 | 1 | EA | $ | $ |
| 55 | REFERENCE ELECTRICAL CORRECTIVE ACTION DRAWING FOR A12-E-508 SCOPE OF WORK. | $ | LS | $ | $ |

**AM2**

**AM2**

**AM2**

**AM2**

**AM2**

**AM2**

**AM2**

|  |  |
| --- | --- |
| Total Base Work, West Falls Church Parking Garage | $' |
| Total Base Work, Vienna Parking Garage | $' |
| Total Base Work, Largo South Parking Garage | $' |
| Total Base Work, Largo North Flint Parking Garage | $' |
| Total Base Work, White Flint Parking Garage | $' |
| Total Base Work, New Carrollton Parking Garage | $' |
| RAILROAD PROTECTIVE LIABILITY  WAIVER FEE | $42,061.21 |
| **Total Bid Price (****West Falls Church Parking Garage; Vienna Parking Garage; Largo South Parking Garage; Largo North Parking Garage; White Flint Parking Garage; New Carrollton Parking Garage)** | $' |

**AM2**

**AM2**

NOTES TO BIDDERS:

1. The Contract will be awarded on the basis of the lowest responsive Total Bid Price from a responsible Bidder. A single Contract will be awarded.

2. The Bidder must bid on all items. Failure to bid on all items shall result in bid rejection.

3. Any bid which is materially unbalanced as to prices for the various items may be rejected as non-responsible. A materially unbalanced bid is one which is based on prices which are materially overstated for other work.

4. Prices - The prices shall constitute full compensation for all costs of performance under this contract, including but not limited to: labor, materials, equipment, supervision, quality control, testing, safety including without limitation Safety Superintendent costs, transportation, project management including without limitation Project Manager costs, overhead, profit, tax, bonds and other items necessary to complete the work.

5. Prices shall be firm fixed and shall not be subject to any change during the Period of Performance of the Contract.

6. The Bidder must furnish a Bid Guarantee in accordance with the Invitation for Bid for the Total Bid Price.

7. Performance and Payment Bonds - The Performance and Payment Bonds shall be based upon the initial Notice of Award amount in accordance with Section 00600 Bonds and Certificates.

8. WMATA Railroad Protective Liability Program Option – See Section 00777 Indemnification and Insurance. The Authority may offer to waive the requirement for the Contractor to procure RRP if 1) the work can be covered under the Authority’s blanket RRP program, and 2) the Contractor prepays the waiver fee which shall be determined by the rate schedule promulgated by the insurer in effect as of the effective date of this Contract. Contractor shall be advised of and pay the applicable waiver, or procure a standalone RRP policy on the Authority’s behalf.

If the contractor chooses to not utilize the WMATA RRPL, then WMATA will reimburse the Contractor for the actual cost with no markups up to the amount (not allowance) that would have been paid for the WMATA waiver fee. For Bidding purposes the Railroad Protective Liability Insurance Allowance amount listed in the Unit Price Schedule **shall not be changed** by the Bidder.

9. The Bidder is advised that this Contract contains Davis-Bacon provisions. The Contractor will be required to submit certified payrolls on a weekly basis. Also, the Authority will monitor compliance by performing Labor Standards Interviews of the labor force. The Authority will hold retainage in a sufficient amount as may be considered necessary for any underpayment of wages and/or fringes until they are fully resolved in accordance with the Labor Provisions of the contract. The Contractor is obligated to pay the minimum wage rates as listed in Appendix D Wage Rates of this Contract throughout the Period of Performance including any or all Options, and are not entitled to change orders for increased costs associated with any change in the wage rate requirements made after Notice of Award effective date.

10. DBE data (See Appendix B) shall be submitted with the bid; applies only if total bid price (base plus option) is $500,000 or more.

  Name of Bidder or Contractor: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_