



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Matthew G. Bevin
Governor

Greg Thomas
Secretary

May 25, 2016

CALL NO. 300
CONTRACT ID NO. 161234
ADDENDUM # 3

Subject: Carroll County, FD04 SPP 021 0042 009-014
Letting May 27, 2016

- (1) Added - Special Note - Pages 1-7 of 7
- (2) Revised - Bid Items - Pages 308-313 of 313

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Mills".

Rachel Mills, P.E.
Director
Division of Construction Procurement

RM:ks
Enclosures



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10/4/10

SPECIAL NOTE FOR ROLLER COMPACTED CONCRETE (RCC)

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Roller Compacted Concrete (RCC) consists of aggregate, Portland cement, possibly mineral admixtures, and water. RCC is proportioned, mixed, placed, compacted, and cured in accordance with these specifications. Ensure that the RCC conforms to the lines, grades, thickness, and typical cross section shown in the plans or otherwise established by the Engineer. When used as base course, it will be covered with one or more lifts of asphalt as shown on the Plans. Otherwise, the RCC will provide the final riding surface.

2.0 MATERIALS AND EQUIPMENT.

2.1 Portland Cement. Use Type I or II Portland cement conforming to Section 801.

2.2 Mineral Admixtures. Conform to Section 844. The Department will allow up to 40 percent, by weight, of the total cementitious content to be mineral admixtures with individual limits on each type as follows:

Mineral Admixture	Maximum by Weight of Cementitious Content
Class F Fly Ash	20%
Class C Fly Ash	30%
Ground Granulated Blast Furnace Slag	30%
Microsilica	10%

2.3 Aggregate. Conform to Sections 804 and 805. Use well-graded aggregate without gradation gaps and conforming to the following:

Sieve Size	Percent Passing by Weight
1 inch	100
3/4 inch	90-100
1/2 inch	70-100
3/8 inch	60-85
No. 4	40-60
No. 16	20-40
No. 100	6-18
No. 200	2-8

2.4 Water. Conform to Section 803.

2.5 Curing Compound. Conform to Section 823.

2.6 Concrete Plant. Conform to Section 601. Ensure the mixing plant is within a 30-minute haul time from the point of RCC placement. Use only plants capable of producing an RCC pavement mixture in the proportions defined by the final approved mix design and within the specified tolerances. The capacity of the plant must be sufficient to produce a uniform mixture at a rate compatible with the placement equipment. If the plant is unable to produce material at a rate adequate to prevent unnecessary cold joints and frequent paver stoppages, the Engineer may halt production until such time that a plant of appropriate capacity is used.

2.7 Paver. For placing lifts 6 inches or less in depth, conform to 403.02.07 and ensure that the paver is of suitable weight and stability to spread and finish the RCC material, without segregation, to the required thickness, smoothness, surface texture, cross-section, and grade. For lifts greater than 6 inches, use only high-density asphalt-type pavers approved by the Engineer. Use only high-density pavers equipped with compacting devices that are capable of producing an RCC pavement with a minimum of 90 percent of the maximum density in accordance with AASHTO T 180, Method D prior to any additional compaction.

2.8 Compactors. Use self-propelled steel drum vibratory rollers having a minimum static weight of 10 tons for primary compaction. For final compaction, use either a steel drum roller, operated in a static mode, or a rubber-tired roller of equal or greater weight. Only use walk-behind vibratory rollers or plate tampers for compacting areas inaccessible to large rollers.

2.9 Haul Trucks. Use dump trucks equipped with retractable protective covers for protection from rain or excessive evaporation. Use a sufficient number of trucks to ensure an adequate and continuous supply of RCC material to the paver. If the number of trucks is inadequate to prevent frequent starts and stops of the paver, cease production until additional trucks are obtained.

2.10 Water Trucks. Keep at least one water truck, or other similar equipment, on-site and available for use throughout the paving and curing process. Equip such equipment with a spreader pipe containing fog spray nozzles capable of evenly applying a fine spray of water to the surface of the RCC without damaging the final surface.

3.0 CONSTRUCTION.

3.1 RCC Mix Design. At least 45 days prior to the beginning of placing of RCC in the roadway, submit a proposed mix design to the Engineer. If RCC has not been provided to the Department under the submitted mix design a trial batch will be required. Perform batch mixture preparation and testing in the presence of representatives of the District Materials Engineer and the Central Office Division of Materials. Deliver no concrete to the project until an approved mix design has been obtained.

3.2 Trial Batch. Use a mix design that demonstrates a compressive strength of 3500 psi within 28 days. If the pavement is to be opened earlier than 28 days, base the trial batch strengths on the proposed schedule of opening. If the concrete mixture is a design that the producer has not previously furnished to a Department project, have the producer provide trial batches of at least 4 cubic yards to demonstrate that the mixture will conform to the requirements for slump, density, and strength at the placement time frames the project will require. Have the producer make the trial batches using the ingredients, proportions, and equipment (including batching, mixing and

delivery time with pavers and proposed rollers) to be used on this project. Have the producer make at least 2 consecutive trial batches conforming to all specified requirements. Trial batches may be placed on the project, but at a quantity not to exceed 20 cubic yards. Central Office Materials will observe all phases of the trial batches. Provide cores and batch tickets along with a report containing mix proportions and actual gradations for each trial batch to the Engineer for Central Office Materials review and approval.

3.3 Preparation of Subgrade. Before the RCC processing begins, prepare the subgrade in accordance with Section 207. Prior to RCC placement, ensure that the surface of the subbase is clean and free of foreign material, ponded water, and frost. Ensure that the subbase is uniformly moist at the time of RCC placement. If sprinkling of water is required to remoisten certain areas, ensure that the method of sprinkling will not form mud or pools of freestanding water.

3.4 Weather Limitations and Protection. Conform to 501.03.05. Additionally, conduct no placement of RCC pavement during rain conditions. Placement may continue during very light rain or mists provided the surface of the RCC pavement is not eroded, diluted, or damaged in any way. Use dump truck covers during these periods. The Engineer may terminate paving at any time when, in the Engineer's judgement, the rain is detrimental to the finished product.

3.5 Mixing. Mix according to 601.03.08. Use the same mixture for the entire project unless otherwise stated in the Contract. If, during production, a material source of is changed, then suspend production and submit a new mix design to the Engineer for approval. Do not exceed the manufacturer's rated capacity for dry concrete mixtures in the mixing chamber. Keep the sides of the mixer and mixer blades free of hardened RCC or other buildups. Routinely check mixer blades for wear and replace if wear is sufficient to cause inadequate mixing.

Ensure that the mixing plant receives the quantities of individual ingredients to within the following tolerances:

Material	Variation by Weight
Cementitious Materials	± 1.0% (-0 to +4 for Continuous Mixers)
Water	± 1.0%
Aggregates	± 2.0%

3.6 Transportation. Transport the RCC pavement material from the plant to the areas to be paved in dump trucks equipped with retractable protective covers for protection from rain or excessive evaporation. Ensure that the trucks are dumped clean with no buildup or hanging of RCC material in the corners. Have the dump trucks deposit the RCC material directly into the hopper of the paver or into a secondary material distribution system that deposits the material into the paver hopper. Dump truck delivery must be timed and scheduled so that RCC material is spread and compacted within the specified time limits.

The Department will also allow delivery by performance tested mixer trucks.

3.7 Paving. Do not allow the quantity of RCC material in the paver to approach empty between loads. Maintain the material above the auger at all times during paving. Ensure that the paver proceeds in a steady, continuous operation with minimal starts and stops, except to begin a new

lane. Maximum paver speed during laydown is 10 feet per minute. Higher paver speeds may be allowed at the discretion of the Engineer if the higher speeds may be obtained without distress to the final product or cause additional starts and stops. Ensure that the surface of the RCC pavement is smooth, uniform, and continuous without excessive tears, ridges, or aggregate segregation once it leaves the paver.

Broadcasting or fanning the RCC material across areas being compacted is not permissible. Such additions of materials may only be done immediately behind the paver and before any compaction has taken place. Remove any segregated coarse aggregate from the surface before rolling.

If segregation occurs in the RCC during paving operations, stop placement until the cause is determined and corrected to the satisfaction of the Engineer. If the segregation is judged by the Engineer to be severe, remove and replace the segregated area at no additional cost to the Department.

Pave all areas inaccessible to either roller or paver with cast-in-place Class A concrete.

3.8 Compaction. Ensure that compaction begins with the placement process and is completed within 60 minutes of the start of the mixing at the plant. The time may be increased or decreased at the discretion of the Engineer depending on ambient conditions of temperature and humidity. Do not permit delays in rolling unless approved by the Engineer. Plan operations and supply sufficient equipment to ensure that these criteria are met.

Determine the sequence and number of passes by vibratory and non-vibratory rollers to obtain the specified density and surface finish. Only operate rollers in the vibratory mode while in motion. Rubber-tire rollers may be used for final compaction. Use additional rollers if specific density requirements are not obtained or if placing operations get ahead of the rolling operations. Mark all areas where roller compaction operations do not begin within 15 minutes after spreading the RCC mix.

3.9 Quality Control Testing. Continuously monitor the compaction operation and make cylinders as necessary.

3.9.1 Nuclear Density Gauges. Conduct Field density tests using a nuclear moisture-density gauge as soon as possible, but no later than 30 minutes after the completion of the rolling. Calibrate the gauge for moisture content at the beginning of the work and at any time conditions change during the work. The required minimum density is 98 percent of the maximum laboratory density obtained according to AASHTO T 180 (Method D). If field density readings below 95% of the maximum laboratory density are obtained, stop production until the cause is determined and corrective are made to the Engineer's satisfaction. The Department will use cores to determine the acceptance density.

3.9.2 Concrete Cylinders. When opening to traffic prior to coring will be necessary, prepare at least two sets of test specimens in accordance with ASTM C 1435 under the direct observation of the Department for each day's production. A set of specimens consists of three cylinders.

3.10 Joints.

3.10.1 Fresh Vertical Joints. A joint is considered a fresh joint when RCC is placed within 60 minutes of placing the previous material or as specified by the Engineer based on ambient conditions. Fresh joints do not require special treatment.

3.10.2 Cold Vertical Joints. Any planned or unplanned construction joints that do not qualify as fresh joints are considered cold joints. Prior to placing fresh RCC mixture against a compacted cold vertical joint, thoroughly clean the cold joint of loose or foreign material. Wet the vertical joint face and maintain it in a moist condition immediately prior to placement the fresh material.

For uncompacted surfaces or slopes more than 15 degrees from the vertical, cut the joint vertically for the full depth. Within 2 hours of final compaction, the edge of a cold joint may be cut with approved mechanical equipment. For edges cut after 2 hours, saw cut to the full depth of the pavement. Demonstrate any modification or substitution of the saw cutting procedure to the Engineer for approval prior to use. In no case allow cutting of the edge to cause raveling or tearing of the surface. Moisten the cut edge immediately prior to placement of the fresh material.

3.10.3 Joints at Structures. Place 1/2-inch expansion joint material against all box inlets, manholes, concrete barriers, retaining walls, bridge abutments, concrete gutter, and similar structures that project through, into, or against the pavement.

3.10.4 Control Joints. Construct transverse contraction joints in the RCC pavement by sawing. The Department will allow soft-cut or green-cut saws used as soon as possible behind the rolling operation and set to manufacturer's recommendations. Conventional cut saws must be used as soon as the sawing operation will not result in raveling or other damage to the RCC pavement, but no later than 18 hours after RCC placement. Cut all joints to 1/4 the depth of the RCC pavement to a single saw blade width. Joints should be spaced at maximum intervals equal to 24 times the nominal pavement thickness unless otherwise indicated on the Plans or directed by the Engineer. Ensure the joints are offset from the JPC pavement joints, as closely to mid-panel as possible.

3.10.5 Longitudinal Construction Joints. Saw cut 1 1/2-inch deep joints and seal with hot-pour elastic joint seal according to the Standard Drawings.

3.11 Finishing. Ensure that the finished surface of the RCC pavement, when tested with a 10-foot straightedge or crown surface template, does not vary from the straightedge or template by more than 1/4 inch at any one point and shall be within 5/8 inch of the specified finished grade. When surface irregularities are outside these tolerances, diamond-grind the surface to meet the tolerance at no additional cost.

3.12 Curing. Immediately after final rolling and compaction testing, cure according to Subsection 501.03.15. Do not use curing compounds when the RCC material is to be promptly covered with asphalt.

3.11 Opening to Traffic. Protect the RCC from vehicular traffic during the curing period. Completed portions of the RCC pavement may be opened for use as shoulder when cylinders or cores attain 2,500-psi strength and for traffic lane use at 3,000-psi strength.

3.12 Thickness and Strength. Take 2 cores to represent each 1,000 linear foot section, or portion thereof, at the locations the Engineer directs. Additionally, core all areas marked for delayed rolling. Immediately provide the cores to the Engineer at the coring site. Repair the core holes using a non-shrink grout or rapid patch material from the Department's List of Approved Materials. The Engineer will determine the thickness according to KM 64-309 and Strength according to Part 5 of KM 64-314. The Engineer will evaluate areas found deficient in thickness or strength. When the Engineer deems the areas warrant removal, remove and replace the areas with conforming concrete.

4.0 MEASUREMENT.

4.1 Roller Compacted Concrete (RCC). The Department will measure the quantity in square yards according to the Plan dimensions as shown in the Record Plans. The Department will determine the final quantity based on the design quantity with increases or decreases by authorized adjustments. Authorized adjustments include changes in the Record Plan dimensions, additional areas not shown in the Record Plans, and errors and omissions in the design quantity in excess of one percent.

The Department will not measure nuclear density testing, coring, or patching of core holes for payment and will consider them incidental to this item of work.

The Department will not measure rumble strips for payment, unless they are constructed in a separate operation because the shoulder was used to maintain traffic, and will consider them incidental to this item of work.

4.2 Rumble Strips, Type 3. The Department will not measure Type 3 rumble strips for payment unless they are constructed in a separate operation because the shoulder was used to maintain traffic. If constructed in a separate operation to maintain traffic, the Department will measure the quantity in linear feet.

4.3 Thickness. The Department will measure the pavement thickness tolerance according to KM 64-309. The Department will not measure the pavement thickness tolerance as a separate pay unit, but will use the pavement thickness tolerance to calculate an adjusted Contract unit price. The Department will adjust the Contract unit price for by the Schedule for Adjusted Payment for Thickness Deficiency. The Department will not measure coring for payment and will consider it incidental to the concrete pay items.

4.4 Strength. The Department will measure core strength tolerance according to Part 5 of KM 64-314. The Department will not measure the core strength as a separate pay unit, but will use the strength tolerance to calculate an adjusted Contract unit price. The Department will not measure coring for payment and will consider it incidental to the concrete pay items.

5.0 PAYMENT. Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
-----	RCC Shoulders, thickness	Square Yard
02695	Rumble Strips, Type 3	Linear Foot

**Schedule for Adjusted Payment for
Thickness Deficiency**

<u>Thickness Deficiency (inches)</u>	<u>Deduction (Percent of Contract Unit Bid Price)</u>
0.00 to 0.20	0
0.21 to 0.30	20
0.31 to 0.40	28
0.41 to 0.50	32
0.51 to 0.75	43
0.76 to 1.00	50
Greater than 1.00	(1)

(1) *Remove and replace these areas with concrete of the specified thickness at no expense to the Department when the Engineer directs.*

**Schedule for Adjusted Payment for
Compressive Strength Deficiency**

<u>Strength (psi)</u>	<u>Deduction (Percent of Contract Unit Bid Price)</u>
≥ 3325	0
3150 to 3324	15
2975 to 3149	25
2800 to 2974	35
< 2800	(1)

(1) *Remove and replace these areas with concrete no expense to the Department when the Engineer directs.*

PROPOSAL BID ITEMS

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Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	24,578.00	TON		\$	
0020	00020		TRAFFIC BOUND BASE	230.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	125.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	15.00	TON		\$	
0050	00190		LEVELING & WEDGING PG64-22	16,842.00	TON		\$	
0060	00214		CL3 ASPH BASE 1.00D PG64-22	36,540.00	TON		\$	
0070	00388		CL3 ASPH SURF 0.38B PG64-22 (REVISED: 5-16-16)	9,100.00	TON		\$	
0080	02070		JPC PAVEMENT-12 IN	1,119.00	SQYD		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0110	00078		CRUSHED AGGREGATE SIZE NO 2	2,850.00	TON		\$	
0120	01810		STANDARD CURB AND GUTTER	51.00	LF		\$	
0130	01820		LIP CURB AND GUTTER	3,459.00	LF		\$	
0140	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	42.00	EACH		\$	
0150	02014		BARRICADE-TYPE III	12.00	EACH		\$	
0160	02091		REMOVE PAVEMENT	6,361.00	SQYD		\$	
0170	02159		TEMP DITCH	1,000.00	LF		\$	
0180	02160		CLEAN TEMP DITCH	500.00	LF		\$	
0190	02230		EMBANKMENT IN PLACE	86,561.00	CUYD		\$	
0200	02242		WATER	150.00	MGAL		\$	
0210	02351		GUARDRAIL-STEEL W BEAM-S FACE	2,062.50	LF		\$	
0220	02360		GUARDRAIL TERMINAL SECTION NO 1	1.00	EACH		\$	
0230	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	4.00	EACH		\$	
0240	02373		GUARDRAIL END TREATMENT TYPE 3	1.00	EACH		\$	
0250	02381		REMOVE GUARDRAIL	1,993.00	LF		\$	
0260	02391		GUARDRAIL END TREATMENT TYPE 4A	4.00	EACH		\$	
0270	02429		RIGHT-OF-WAY MONUMENT TYPE 1	39.00	EACH		\$	
0280	02432		WITNESS POST	39.00	EACH		\$	
0290	02484		CHANNEL LINING CLASS III	662.20	TON		\$	
0300	02545		CLEARING AND GRUBBING (APPROXIMATELY 37.4 ACRES)	1.00	LS		\$	
0310	02562		TEMPORARY SIGNS	500.00	SQFT		\$	
0320	02565		OBJECT MARKER TYPE 2	2.00	EACH		\$	
0330	02585		EDGE KEY	13.00	LF		\$	
0340	02599		FABRIC-GEOTEXTILE TYPE IV	21,240.00	SQYD		\$	
0350	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	27,300.00	SQYD	\$2.00	\$	\$54,600.00
0360	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0370	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0380	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0390	02677		ASPHALT PAVE MILLING & TEXTURING	177.00	TON		\$	
0400	02690		SAFELOADING	14.00	CUYD		\$	
0410	02696		SHOULDER RUMBLE STRIPS-SAWED	28,300.00	LF		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0420	02701		TEMP SILT FENCE	7,275.00	LF		\$	
0430	02703		SILT TRAP TYPE A	5.00	EACH		\$	
0440	02704		SILT TRAP TYPE B	60.00	EACH		\$	
0450	02705		SILT TRAP TYPE C	75.00	EACH		\$	
0460	02706		CLEAN SILT TRAP TYPE A	5.00	EACH		\$	
0470	02707		CLEAN SILT TRAP TYPE B	60.00	EACH		\$	
0480	02708		CLEAN SILT TRAP TYPE C	75.00	EACH		\$	
0490	02726		STAKING	1.00	LS		\$	
0500	02731		REMOVE STRUCTURE	1.00	LS		\$	
0510	02775		ARROW PANEL	2.00	EACH		\$	
0520	03171		CONCRETE BARRIER WALL TYPE 9T	480.00	LF		\$	
0530	03262		CLEAN PIPE STRUCTURE	6.00	EACH		\$	
0540	05950		EROSION CONTROL BLANKET	7,408.00	SQYD		\$	
0550	05952		TEMP MULCH	42,709.00	SQYD		\$	
0560	05953		TEMP SEEDING AND PROTECTION	32,064.00	SQYD		\$	
0570	05963		INITIAL FERTILIZER	2.00	TON		\$	
0580	05964		20-10-10 FERTILIZER	3.30	TON		\$	
0590	05985		SEEDING AND PROTECTION	64,127.00	SQYD		\$	
0600	05989		SPECIAL SEEDING CROWN VETCH	4,067.00	SQYD		\$	
0610	05992		AGRICULTURAL LIMESTONE	40.00	TON		\$	
0620	06510		PAVE STRIPING-TEMP PAINT-4 IN	128,444.00	LF		\$	
0630	06514		PAVE STRIPING-PERM PAINT-4 IN (QTY IS A SUM OF WHITE & YELLOW)	73,777.00	LF		\$	
0640	06550		PAVE STRIPING-TEMP REM TAPE-W	3,032.00	LF		\$	
0650	06551		PAVE STRIPING-TEMP REM TAPE-Y	3,079.00	LF		\$	
0660	06574		PAVE MARKING-THERMO CURV ARROW	84.00	EACH		\$	
0670	06578		PAVE MARKING-THERMO MERGE ARROW	2.00	EACH		\$	
0680	08903		CRASH CUSHION TY VI CLASS BT TL3	2.00	EACH		\$	
0690	10020NS		FUEL ADJUSTMENT	104,729.00	DOLL	\$1.00	\$	\$104,729.00
0700	10030NS		ASPHALT ADJUSTMENT	149,090.00	DOLL	\$1.00	\$	\$149,090.00
0710	20209EP69		GRANULAR PILE CORE	180.00	CUYD		\$	
0720	20757ED		PAVEMENT REPAIR	670.00	SQYD		\$	
0730	22664EN		WATER BLASTING EXISTING STRIPE	56,497.00	LF		\$	
0740	23274EN11F		TURF REINFORCEMENT MAT 1	2,631.00	SQYD		\$	
0750	24489EC		INLAID PAVEMENT MARKER	855.00	EACH		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0760	00440		ENTRANCE PIPE-15 IN	252.00	LF		\$	
0770	00441		ENTRANCE PIPE-18 IN	150.00	LF		\$	
0780	00462		CULVERT PIPE-18 IN	645.00	LF		\$	
0790	00464		CULVERT PIPE-24 IN	86.00	LF		\$	
0800	00521		STORM SEWER PIPE-15 IN	148.00	LF		\$	
0810	00522		STORM SEWER PIPE-18 IN	566.00	LF		\$	
0820	00524		STORM SEWER PIPE-24 IN	695.00	LF		\$	
0830	00526		STORM SEWER PIPE-30 IN	944.00	LF		\$	
0840	00528		STORM SEWER PIPE-36 IN	459.00	LF		\$	
0850	00529		STORM SEWER PIPE-42 IN	830.00	LF		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0860	00530		STORM SEWER PIPE-48 IN	577.00	LF		\$	
0870	01000		PERFORATED PIPE-4 IN	77.00	LF		\$	
0880	01010		NON-PERFORATED PIPE-4 IN	30.00	LF		\$	
0890	01032		PERF PIPE HEADWALL TY 4-4 IN	2.00	EACH		\$	
0900	01204		PIPE CULVERT HEADWALL-18 IN	7.00	EACH		\$	
0910	01216		PIPE CULVERT HEADWALL-48 IN	1.00	EACH		\$	
0920	01450		S & F BOX INLET-OUTLET-18 IN	18.00	EACH		\$	
0930	01451		S & F BOX INLET-OUTLET-24 IN	2.00	EACH		\$	
0940	01480		CURB BOX INLET TYPE B	26.00	EACH		\$	
0950	01490		DROP BOX INLET TYPE 1	1.00	EACH		\$	
0960	01545		DROP BOX INLET TYPE 11 MOD	1.00	EACH		\$	
0970	01650		JUNCTION BOX	9.00	EACH		\$	
0980	01720		RECONSTRUCT INLET	1.00	EACH		\$	
0990	01767		MANHOLE TYPE C	2.00	EACH		\$	
1000	08100		CONCRETE-CLASS A	1.07	CUYD		\$	
1010	23952EC		DRAINAGE JUNCTION BOX TY B	1.00	EACH		\$	

Section: 0004 - BRIDGE - NAS HAUL ROAD - DWG. 27336

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1020	00003		CRUSHED STONE BASE	53.00	TON		\$	
1030	00100		ASPHALT SEAL AGGREGATE	21.00	TON		\$	
1040	00103		ASPHALT SEAL COAT	3.00	TON		\$	
1050	00214		CL3 ASPH BASE 1.00D PG64-22	95.00	TON		\$	
1060	00312		CL3 ASPH SURF 0.50D PG64-22	45.00	TON		\$	
1070	00462		CULVERT PIPE-18 IN	222.00	LF		\$	
1080	01480		CURB BOX INLET TYPE B	2.00	EACH		\$	
1090	01544		DROP BOX INLET TYPE 11	1.00	EACH		\$	
1100	01830		STANDARD INTEGRAL CURB	599.00	LF		\$	
1110	02203		STRUCTURE EXCAV-UNCLASSIFIED	14.00	CUYD		\$	
1111	02230		EMBANKMENT IN PLACE (ADDED: 5-25-16)	3,801.00	CUYD		\$	
1120	02355		GUARDRAIL-STEEL W BEAM-S FACE A	775.00	LF		\$	
1130	02360		GUARDRAIL TERMINAL SECTION NO 1	3.00	EACH		\$	
1140	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	3.00	EACH		\$	
1150	02585		EDGE KEY	20.00	LF		\$	
1160	02611		HANDRAIL-TYPE A-1	38.00	LF		\$	
1170	02720		SIDEWALK-4 IN CONCRETE	349.00	SQYD		\$	
1180	02998		MASONRY COATING	2,167.40	SQYD		\$	
1190	03299		ARMORED EDGE FOR CONCRETE	66.00	LF		\$	
1200	05997		TOPSOIL FURNISHED AND PLACED	691.00	CUYD		\$	
1210	08001		STRUCTURE EXCAVATION-COMMON	1,219.00	CUYD		\$	
1220	08018		RETAINING WALL	1,643.00	SQFT		\$	
1230	08018		RETAINING WALL (GRAVITY RETAINING WALL - SEE PLANS)	152.00	SQFT		\$	
1240	08019		CYCLOPEAN STONE RIP RAP	2,320.00	TON		\$	
1250	08033		TEST PILES	164.00	LF		\$	
1260	08100		CONCRETE-CLASS A	971.10	CUYD		\$	
1270	08104		CONCRETE-CLASS AA	269.00	CUYD		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1280	08141		MECHANICAL REINF COUPLER #6 EPOXY COATED	474.00	EACH		\$	
1290	08150		STEEL REINFORCEMENT	123,743.00	LB		\$	
1300	23233EC		DYNAMIC PILE TESTING	4.00	EACH		\$	
1310	23546EC		PIPE PILE-18 IN	3,820.30	LF		\$	
1320	23964EC		PROTECTIVE FENCE	189.00	LF		\$	
1330	24042EC		INSIDE FIT SNUB NOSE CONICAL POINT-18 IN	55.00	EACH		\$	
1340	24112EC		STEEL REINFORCEMENT STAINLESS STEEL	57,087.00	LB		\$	
1350	24451EC		CONCRETE (CL AA, CL A & PRESTRESSED GIRDER, SEE PLAN NOTE)	1,390.00	CUYD		\$	
1360	24463ED		PPC I-BEAM HN 54 49	547.50	LF		\$	
1370	24596EN		GRANULAR BACKFILL	6,332.00	CUYD		\$	
1380	24701ED		CORED HOLE IN DRAINAGE PIPE	1.00	EACH		\$	
1390	40023		KYTC S&F HEADWALL-18 IN	2.00	EACH		\$	

Section: 0005 - BRIDGE - MCCOOL'S CREEK - DWG. 27171

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1400	02231		STRUCTURE GRANULAR BACKFILL	194.00	CUYD		\$	
1410	02998		MASONRY COATING	517.00	SQYD		\$	
1420	03299		ARMORED EDGE FOR CONCRETE	112.00	LF		\$	
1430	08001		STRUCTURE EXCAVATION-COMMON	1,088.00	CUYD		\$	
1440	08019		CYCLOPEAN STONE RIP RAP	3,786.00	TON		\$	
1450	08033		TEST PILES	244.00	LF		\$	
1460	08100		CONCRETE-CLASS A	292.00	CUYD		\$	
1470	08104		CONCRETE-CLASS AA	431.40	CUYD		\$	
1480	08130		MECHANICAL REINF COUPLER #5	28.00	EACH		\$	
1490	08133		MECHANICAL REINF COUPLER #8	16.00	EACH		\$	
1500	08134		MECHANICAL REINF COUPLER #9	12.00	EACH		\$	
1510	08135		MECHANICAL REINF COUPLER #10	12.00	EACH		\$	
1520	08140		MECHANICAL REINF COUPLER #5 EPOXY COATED	989.00	EACH		\$	
1530	08150		STEEL REINFORCEMENT	43,380.00	LB		\$	
1540	08151		STEEL REINFORCEMENT-EPOXY COATED	108,266.00	LB		\$	
1550	08633		PRECAST PC I BEAM TYPE 3	1,549.30	LF		\$	
1560	21532ED		RAIL SYSTEM TYPE III	450.00	LF		\$	
1570	23546EC		PIPE PILE-18 IN	2,670.00	LF		\$	
1580	24042EC		INSIDE FIT SNUB NOSE CONICAL POINT-18 IN	54.00	EACH		\$	

Section: 0006 - UTILITY - GASLINE RELOCATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1590	16000		G DIRECTIONAL BORE	300.00	LF		\$	
1600	16014		G MAIN POINT RELOCATE (6-IN GAS LOWERING W/ TEMP BYPASS)	2.00	EACH		\$	
1610	16025		G PIPE STEEL 04 INCH	124.00	LF		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1620	16026		G PIPE STEEL 06 INCH	60.00	LF		\$	
1630	16028		G PIPE STEEL 10 INCH	10,511.00	LF		\$	
1640	16031		G SERVICE LONG SIDE 1 OR 1-1/4 INCH	1.00	EACH		\$	
1650	16033		G SERVICE LONG SIDE 2 INCH	1.00	EACH		\$	
1660	16034		G SERVICE LONG SIDE 3/4 INCH	2.00	EACH		\$	
1670	16036		G SERVICE SHORT SIDE 1 OR 1-1/4 INCH	1.00	EACH		\$	
1680	16038		G SERVICE SHORT SIDE 2 INCH	2.00	EACH		\$	
1690	16039		G SERVICE SHORT SIDE 3/4 INCH	1.00	EACH		\$	
1700	16040		G SERVICE SPECIAL	3.00	EACH		\$	
1710	16043		G TIE-IN POLYETHYLENE/PLASTIC 04 INCH	1.00	EACH		\$	
1720	16044		G TIE-IN POLYETHYLENE/PLASTIC 06 INCH	3.00	EACH		\$	
1730	16056		G VALVE SPECIAL (ABOVE GRADE ISOLATION VALVE)	2.00	EACH		\$	
1740	16059		G VALVE STEEL 04 INCH	2.00	EACH		\$	
1750	16060		G VALVE STEEL 06 INCH	1.00	EACH		\$	
1760	16065		G LINE MARKER	36.00	EACH		\$	
1770	21341ND		BOLLARDS	8.00	EACH		\$	

Section: 0007 - SEWER

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1780	15000		S BYPASS PUMPING	5.00	EACH		\$	
1790	15011		S DIRECTIONAL BORE (6-IN)	650.00	LF		\$	
1800	15012		S ENCASEMENT CONCRETE	70.00	LF		\$	
1810	15015		S ENCASEMENT STEEL BORED RANGE 2 (8-IN)	95.00	LF		\$	
1820	15026		S FORCE MAIN AIR RLS/VAC VLV 02 IN (COMBINATION AIR VALVE)	4.00	EACH		\$	
1830	15057		S FORCE MAIN PVC 02 INCH (SDR 21)	150.00	LF		\$	
1840	15060		S FORCE MAIN PVC 06 INCH (HDPE, DR11)	11,113.00	LF		\$	
1850	15074		S FORCE MAIN TIE-IN 06 INCH	7.00	EACH		\$	
1860	15093		S MANHOLE ABANDON/REMOVE	2.00	EACH		\$	
1870	15119		S PUMP STATION	1.00	EACH		\$	
1880	15120		S SPECIAL ITEM (MANHOLE AT 3-IN FORCE MAIN TIE-IN AT 6- IN FORCE MAIN)	1.00	EACH		\$	
1890	15122		S STRUCTURE REMOVAL (PUMP STATION WET WELL AND VALVE VAULT)	2.00	EACH		\$	
1900	15123		S LINE MARKER	7.00	EACH		\$	

Section: 0008 - WATERLINE - US 42

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1910	14000		W AIR RELEASE VALVE 1 INCH	4.00	EACH		\$	
1920	14019		W FIRE HYDRANT ASSEMBLY	4.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1930	14060		W PIPE PVC 08 INCH (SDR 17)	6,267.00	LF		\$	
1940	14066		W PIPE PVC SPECIAL (RESTRAINED JOINT 8-IN PVC SDR 17)	760.00	LF		\$	
1950	14076		W REMOVE TRANSITE (AC) PIPE (NOT TO BE PAID AT TIE-IN LOCATIONS)	200.00	LF		\$	
1960	14077		W SERV PE/PLST LONG SIDE 1 IN	1.00	EACH		\$	
1970	14080		W SERV PE/PLST LONG SIDE 3/4 IN	2.00	EACH		\$	
1980	14082		W SERV PE/PLST SHORT SIDE 1 IN	2.00	EACH		\$	
1990	14084		W SERV PE/PLST SHORT SIDE 2 IN	3.00	EACH		\$	
2000	14085		W SERV PE/PLST SHORT SIDE 3/4 IN	1.00	EACH		\$	
2010	14094		W TIE-IN 06 INCH	4.00	EACH		\$	
2020	14101		W TIE-IN SPECIAL (TIE-IN TO 6-IN ASBESTOS CONCRETE PIPE)	2.00	EACH		\$	
2030	14103		W VALVE 03 INCH	1.00	EACH		\$	
2040	14105		W VALVE 06 INCH	1.00	EACH		\$	
2050	14106		W VALVE 08 INCH	7.00	EACH		\$	
2060	14126		W ENCASEMENT SPECIAL (12" PVC CASING PIPE-OPEN CUT AT UTILITY AND ENTRANCE CROSSINGS)	858.00	LF		\$	
2070	14131		W METER SPECIAL	7.00	EACH		\$	
2080	14144		W LINE MARKER	4.00	EACH		\$	

Section: 0009 - WATERLINE - NAS HAUL ROAD

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2090	14037		W PIPE DUCTILE IRON 08 INCH	135.00	LF		\$	
2100	14074		W PLUG EXISTING MAIN	2.00	EACH		\$	
2110	14088		W STRUCTURE REMOVAL (REMOVE EXISTING POST INDICATOR VALVE)	1.00	EACH		\$	
2120	14089		W TAPPING SLEEVE AND VALVE SIZE 1	2.00	EACH		\$	
2130	14124		W VALVE SPECIAL (INSTALL NEW POST INDICATOR VALVE)	1.00	EACH		\$	
2140	14146		W SERV COPPER LONG SIDE 1-1/2 IN (RELOCATE EXISTING 1 1/2 IN WATER LINE)	1.00	EACH		\$	
2150	16026		G PIPE STEEL 06 INCH	450.00	LF		\$	
2160	16544		G TIE-IN POLYETHYLENE/PLASTIC 06 IN INST	2.00	EACH		\$	

Section: 0010 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0090	02568		MOBILIZATION	1.00	LS		\$	
0100	02569		DEMOBILIZATION	1.00	LS		\$	