



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

Matthew G. Bevin
Governor

Greg Thomas
Secretary

March 20, 2017

CALL NO. 101
CONTRACT ID NO. 171011
ADDENDUM # 1

Subject: Lee County, STP 5262 (060)
Letting March 24, 2017

- (1) Revised - General Summary - Pages 22-23 of 118
- (2) Revised - Special Notes - Pages 42-47 of 118
- (3) Added - Detail Sheets - Pages 50(a)-50(b) of 118
- (4) Revised - Bid Items - Pages 117-118 of 118

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



An Equal Opportunity Employer M/F/D

GENERAL SUMMARY

ITEM CODE	ITEM	UNIT					PROJECT TOTAL
78	CRUSHED AGGREGATE SIZE NO. 2 (2) (7)	TON					2
462	CULVERT PIPE - 18 IN	L.F.					31
1000	PERFORATED PIPE - 4 IN (2)	L.F.					300
1010	NON-PERFORATED PIPE - 4 IN (2)	L.F.					100
1020	PERFORATED PIPE HEADWALL TY 1-4 IN (2)	EACH					2
1204	PIPE CULVERT HEADWALL - 18 IN	EACH					1
1545	DROP BOX INLET TYPE 11 MOD. (3)	EACH					1
1728	SAFETY BOX INLET - 18 IN DOUBLE (3)	EACH					1
1986	DELINEATOR FOR BARRIER WALL - B/Y (6)	EACH					18
1987	DELINEATOR FOR GUARDRAIL-BW	EACH					15
2003	RELOCATE TEMP CONC BARRIER	L.F.					900
2014	BARRICADE TYPE III	EACH					2
2367	GUARDRAIL END TREATMENT TYPE 1	EACH					1
2381	REMOVE GUARDRAIL	L.F.					737.5
2383	REMOVE & RESET GUARDRAIL	L.F.					150.0
2484	CHANNEL LINING CLASS III	TON					23
21802EN	G/R STEEL BEAM -S FACE (7 FT POST)	L.F.					750
2562	TEMPORARY SIGNS	S.F.					592
2569	DEMOBILIZATION	L.S.					1
2599	FABRIC-GEOTEXTILE TYPE IV	SQ. YD.					1950
2600	FABRIC-GEOTEXTILE TYPE IV FOR PIPE	SQ. YD.					28
2650	MAINTAIN & CONTROL TRAFFIC	L.S.					1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH					2
2676	MOBILIZATION FOR MILL, & TEXT,	L.S.					1
2690	SAELOADING PIPE	CU. YD.					2
2697	EDGE LINE RUMBLE STRIPS	L.F.					2300
2726	STAKING	L.S.					1
2898	RELOCATE CRASH CUSHION	EACH					2
3171	CONCRETE BARRIER WALL TYPE 9T	L.F.					900
3234	RAILROAD RAILS - DRILLED	L.F.					24920
3235	EXCAVATION AND BACKFILL (4) (5) (8)	CU. YD.					1472
3236	CRIBBING	SQ. FT.					8500
4933	TEMP SIGNAL 2 PHASE	EACH					1
5950	EROSION CONTROL BLANKET (2)	SQ YD					750
6510	PAVE STRIPING-TEMP PAINT-4 IN	L.F.					9200
6514	PAVE STRIPING-PERM PAINT-4 IN	L.F.					4600
8100	CONCRETE - CLASS A (1)	CU. YD.					7.02
8150	STEEL REINFORCEMENT (1)	LBS					753.92
23143ED	KPDES PERMIT AND TEMP E.C.	L.S.					1

ITEM CODE	ITEM	UNIT					PROJECT TOTAL
20191ED	OBJECT MARKER TYPE 3	EACH					1
20071EC	JOINT ADHESIVE	L.F.					650
21289ED	LONGITUDINAL EDGE KEY (9)	L.F.					500
20738NS112	TEMP CRASH CUSHION	EACH					2
24640ED	OBJECT MARKER TYPE 1	EACH					2
	(1) CONCRETE DITCH						
	(2) AT LOCATIONS AS DIRECTED BY THE ENGINEER						
	(3) SEE DETAIL DRAWING "DOUBLE SAFETY TYPE INLET BOX - DROP BOX INLET TYPE 11" DETAIL SHEET.						
	(4) THIS QUANTITY INCLUDES REMOVAL OF EXISTING ASPHALT PAVEMENT UP TO A MAXIMUM OF 2 FEET.						
	(5) THIS QUANTITY DOES NOT INCLUDES SHOULDER AND DITCH EXCAVATION FOR SHLD WIDENING FROM STA. 62+00 TO STA. 64+50. MILLING & TEXTURING AND ADDITIONA DGA BASE QUANTITIES ARE INCLUDED FOR STA 62+00 TO STA 64+50						
	(6) FOR BARRIER WALLS 50" OR LESS IN HEIGHT, DEALINEATORS MAY BE INSTALLED ON TOP OF THE BARRIER WALL.						
	(7) ESTIMATED AT 1 TON PER PERFORATED PIPE HEADWALL						
	(8) USED IN THE EMBANKMENT REPAIR AREAS INVOLVING THE DRILLED RAILROAD STEEL AND CRIBBING. THIS BID ITEM IS MEASURED AND PAID ONLY ONCE. THE VOLUME THAT IS PAID IS THE LARGER OF THE EXCAVATION VOLUME OR THE EMBANKMENT VOLUME.						
	(9) USE AT THE SHOULDER WIDENING, SAWCUT PAVEMENT REQUIRED. SEE TYPICAL SECTIONS						

SPECIAL NOTES
EMBANKMENT REPAIR PROJECT

I. DESCRIPTION

This work shall be performed in accordance with the Department's Current Standard Specifications and applicable Special Provisions except as hereafter specified. Article references are to the Standard Specifications.

This work shall consist of: (1) Do necessary excavation; (2) Furnish and install railroad rails; (3) Furnish and install **wall cribbing**; (4) Excavate, place geotextile material, and backfill the area around the railroad rails and on the fill slope; (5) Reconstruct shoulder area; (6) Install guardrail, as stated in the guardrail special notes; (7) Maintain and control traffic; and (8) any other work as specified by this contract.

II. MATERIALS

All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

A. Railroad Rails. Use recycled (used) railroad rails classified with a nominal weight of 130 lb./yd. (pounds per yard) size or greater. Use only visibly straight recycled railroad rails with no splices. The Engineer will verify rail nominal weights (Manufacturer's Stamp with lb./yd, date, etc.). Provide Certification for nominal weight if the Manufacturer's Stamp is unidentifiable. Use a minimum length of 40-foot railroad rails.

B. Wall Cribbing. The Department will furnish used or recycled guardrail elements for Cribbing. The Department will make the materials available to the Contractor at the Lee County Maintenance Garage in Beattyville, Kentucky, 7:30 a.m. to 4:00 p.m. Monday through Friday. The contractor is responsible for hauling the materials to the project site. The contractor is responsible for installing materials furnished by the Department to construct cribbing at locations listed in the Proposal or as determined by the Engineer at the time of construction.

C. Backfill material for Drilled Sockets. Immediately after installing railroad rail, backfill the drilled socket with the following material: concrete; pea gravel; or coarse aggregates (#67, #68, #78, #8 & #9 only). Do not use auger tailings. Engineer will use visual inspection and/or material testing, as applicable to determine acceptability.

D. Fill Material for CRIBBING. Use one of the following backfill materials: Kentucky Coarse Aggregate Nos. 2's 3's, or 23's meeting the requirements of Section 703 and 805 of the Standard Specifications for Road and Bridge Construction (Current

NOTES
SLIDE REPAIR PROJECT
Page 2

Edition). Positive drainage must be maintained behind the cribbing. The Engineer will use visual inspection and/or material testing, as applicable to determine acceptability.

E. DGA. Furnish Dense Graded Aggregate as per Section 805. Do not use Crushed Stone Base.

F. Final Dressing, Seed and Protection. Use Seed Mixture No. 1.

G. Silt Trap A, B or C. Furnish Silt traps as per Std Drawings and Section 213.

H. Silt Fence. Furnish Temporary Silt Fence as per Section 213 and Section 827.

I. Geotextile Fabric. Place Geotextile Fabric Type IV, in according with Section 214 & 843 of the Standard Specifications for Road and Bridge Construction, Current Edition.

III. CONSTRUCTION METHODS

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Staking. Establish proper slope elevations and ratios, shoulder widths, existing ditch profile and final ditch profile to insure positive drainage. Be responsible for field layout. Positive drainage is required upon completion of the project and is the responsibility of the Contractor.

C. Site Preparation. Prepare flood repair sites. This includes clearing and grubbing, if necessary. Remove all obstructions. Sweep and remove debris, if necessary. The area to be cleared has not been measured by the Department and the bidder must draw his own conclusions. Construct silt checks and Temporary silt fence at locations directed by the engineer. The Engineer shall approve all site preparation. The Department will not make direct payment for site preparation.

EXISTING RETAINING WALL WITH GUARDRAIL POSTS SHALL BE REMOVED PRIOR TO DRILLING. AT THE ENGINEER'S DISCRETION, EXISTING RAILROAD RAILS MAY BE LEFT IN PLACE.

D. Installation of Railroad Rails. See attached summary for site locations and estimated quantities of materials required. The depth to rock shown on the cross-sections is approximate.

NOTES
SLIDE REPAIR PROJECT
Page 3

REPLACE THE EXISTING CULVERT AT APPROXIMATE STATION 57+30 AS SHOWN ON THE PLANS. MODIFICATIONS TO RAIL SPACING AND LENGTH MAY BE ALLOWED UPON ENGINEER'S APPROVAL TO ACCOMMODATE PLACEMENT OF THE CULVERT PIPE AND HEADWALL.

Install used railroad rail piling in drilled sockets in rock or stable material at locations specified on the plans or as directed by the Engineer.

Drill the socket, furnish, and install the railroad rails into holes at slide locations. Drill sockets into solid rock, if possible. The Department will monitor each hole, which will serve as a sounding for the rail to be installed in it. Embed the railroad rail into solid rock no less than one-half the free end length of the rail. (See attached "Slide Repair Detail Sheets"). If solid rock cannot be obtained, the Engineer will determine the length of embedment required in other stable foundation. Allow adequate size of the drilled socket to allow free insertion of the railroad rail, but the maximum socket size is 1 foot in diameter.

After each hole is drilled, install railroad rail immediately with the flanges positioned parallel to the centerline of the roadway. Determine the height of rail that is needed to reestablish pavement and shoulder typical section. Cut off excess rail flush with the proposed ground line that is not needed. Use cutoffs elsewhere in the project if possible; unusable cutoffs remain the property of the Contractor.

After railroad rail is installed, immediately backfill the drilled hole with the approved materials. Shovel the backfill material into the hole in small amounts. Avoid bridging between the rail and the sides of the hole. Do not use Auger tailings as backfill material.

When double or triple rows are required, stagger the rows to obtain the required spacing. Keep the spacing between the rows of rails as close as is practical; do not space between the rows of more than 2 feet, if possible. See "Slide Repair Detail Sheets" (Case II and Case III) for the diagrams showing two (2) or three (3) rows of rails. Select the spacing as per Table 1 for all 130 pound per yard rail or greater. The Department shall approve the selection prior to work being performed.

Crib any exposed portion of railroad rail before placing backfill.

E. *Excavation and Backfill for Embankment Repair.* Excavate each embankment/flood repair area to provide a platform for drilling the used railroad rails, if necessary. Excavate for roadway ditches as necessary for slope, shoulder and pavement drainage. Place geotextile fabric, then construct embankment behind railroad rails,

NOTES
SLIDE REPAIR PROJECT
Page 4

cribbing and on slope, as per Section 206. Construct embankment up to the approximate existing pavement elevation.

Reconstruct the shoulder area with DGA up to the approximate existing elevation and width of the surrounding typical section or to a minimum width of 2 Feet at each slide location. Do not pond water on the shoulder area or at the shoulder edge. Reconstruct the shoulder before installing guardrail.

DO NOT USE EXCAVATED MATERIAL FROM THE SITE AS FILL MATERIAL.

Excess excavation MAY BE wasted at sites on the right-of-way, ONLY if approved by the Engineer. Material may NOT be wasted in flood prone areas or in streams.

If the Engineer deems no suitable sites are available within the right-of-way, the Contractor will be required to waste excess material off the right-of-way at sites obtained by the Contractor and approved by the engineer at no cost to the Department.

F. Installation of Wall Cribbing. Install Cribbing as shown on “Slide Repair Detail Sheets” as slide location dictates or as directed by the Engineer. Extend wall cribbing 2 feet below the existing ground line. If bedded rock is encountered, install the cribbing to the bedded rock only. If necessary, the Engineer will direct changes to this procedure. Furnish all labor and equipment to deliver and install wall cribbing on the recycled (used) railroad rail piling. Wall cribbing shall be lapped, bolted, and attached solid to the drilled railroad rails.

G. Final Dressing, Seeding and Protection. Apply Final Dressing; Class A to all disturbed areas, both on and off the right-of-way. Sow with Seed Mixture No. 1. The Department will NOT make direct payment for final dressing, or seeding and protection.

H. On-Site Inspection. Each Contractor submitting a bid for this work shall make a thorough inspection of the site prior to submitting his bid and shall thoroughly familiarize themselves with the existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made.

I. Right-of-Way Limits. Right-of-Way and easement limits shown on the plans are approximate only. The Contractor shall make every effort to limit his activities to obvious right-of-way and permanent or temporary easements and shall be responsible for encroachments onto private lands.

J. Property Damage. The Contractor will be responsible for all damage to public and/or private property resulting from his work.

NOTES
SLIDE REPAIR PROJECT
Page 5

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Railroad Rail-Drilled. The Department will measure this item in Linear Feet finished in-place length: Laps, cutoffs, excess and waste will not be measured for payment. If the Engineer determines from the sounding obtained at a drilled socket that railroad rail piling cannot be used in that socket, the depth of the socket shall be measured and 50% of the depth shall be paid as "Railroad Rail-Drilled".

C. Wall Cribbing. The Department will measure this item in square feet finished in-place area. Laps, cutoffs, excess and waste will not be measured for payment.

D. Excavation and Backfill. The Department will measure this item in cubic yards. The Department will measure the quantity in the field as per Section 204 (Roadway Excavation) or other accepted methods of measurement as directed by the Engineer. The following items will not be measured directly by the Department: Site Preparation, Clearing and Grubbing, Seeding and Protection, Final Dressing, Temporary Erosion Control, Temporary Pollution Control, Waste removal, and Disposal, but will be incidental to "Excavation and Backfill" as applicable to each project. Quantity also included for removal of existing asphalt pavement, up to a maximum of 2 feet, on this project.

E. Site Preparation, Clearing and Grubbing, Seeding and Protection, Fertilizer, Temporary Erosion Control, Temporary Pollution Control, Waste Disposal. The Department will NOT MEASURE for payment these items. They include Site Preparation, Clearing and Grubbing, Seeding and Protection, Final Dressing, Temporary Erosion Control, Temporary Pollution Control, Waste Disposal, and other items not expressly bid as individual items. These items shall be incidental to the bid item "Excavation and Backfill" as applicable to each project.

NOTES
SLIDE REPAIR PROJECT
Page 6

V. BASIS OF PAYMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

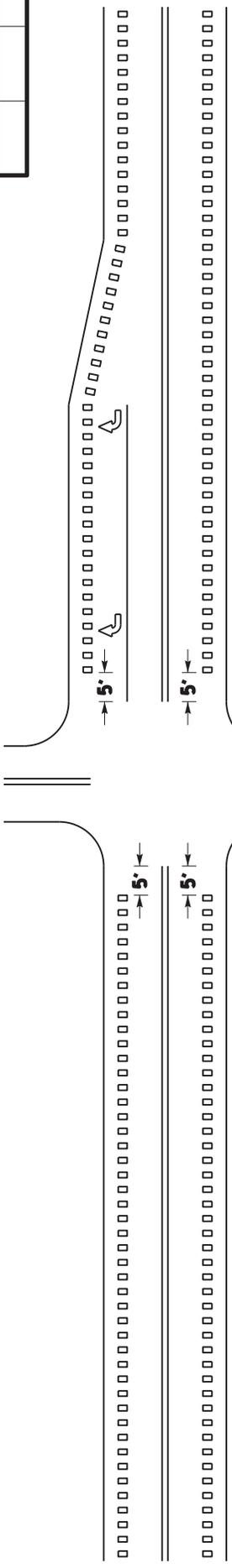
B. Railroad Rail-Drilled. The Department will pay for the completed and accepted quantities under the bid item of "Railroad Rail-Drilled". The Department will consider payment full compensation for all work required in these notes and elsewhere in the Contract.

C. Excavation and Backfill. The Department will pay for the completed and accepted quantities under the bid item: Excavation and Backfill. Payment will be based on quantity measured in the field. The Department will consider payment full compensation for all work required on the project. The following items are incidental to "Excavation and Backfill" and will not be measured directly by the Department. These items include Site Preparation, Clearing and Grubbing, Seeding and Protection, Final Dressing, Temporary Erosion Control, Temporary Pollution Control, Waste removal and Disposal.

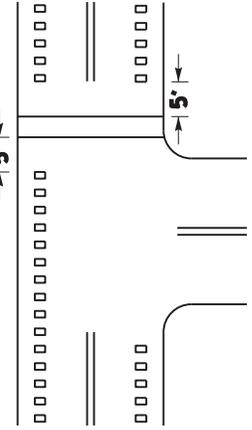
D. Wall Cribbing. The Department will pay for the completed and accepted quantities under the bid item of "Wall Cribbing". Payment will be based on the quantity installed in the field. The Department will not make separate payment for the hauling of the wall cribbing to the slide site. The Department will consider payment full compensation for all work required on the project.

E. Site Preparation, Clearing and Grubbing, Seeding and Protection, Fertilizer, Temporary Erosion Control, Temporary Pollution Control, Waste Disposal. The Department will NOT make direct payment for operations for which bid items do not exist. They include items listed here: Site Preparation, Clearing and Grubbing, Seeding and Protection, Final Dressing, Temporary Erosion Control, Temporary Pollution Control, Waste removal and Disposal. These activities shall be incidental to the bid item "Excavation and Backfill" as applicable to each project.

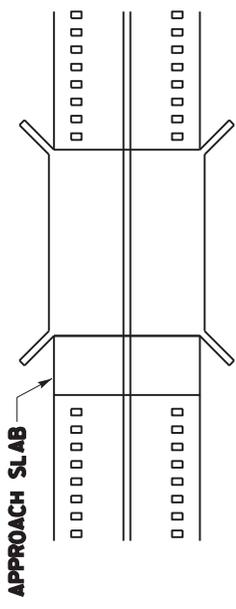
COUNTY OF	ITEM NO.	SHEET NO.



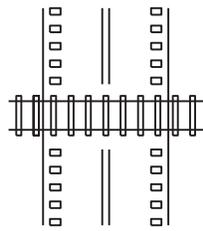
INTERSECTIONS WITH OR WITHOUT RIGHT TURN LANES ①



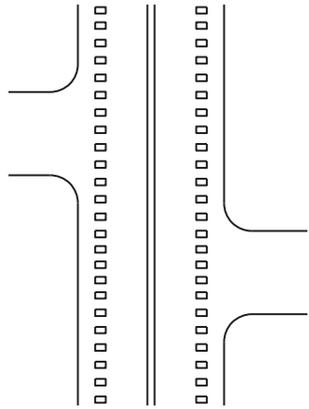
MARKED CROSSWALK ②



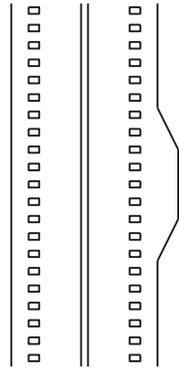
BRIDGE DECK/APPROACH SLAB ④



HIGHWAY-RAIL GRADE CROSSINGS ③



DRIVEWAYS/MINOR COMMERCIAL ENTRANCES ⑤



MAILBOX TURNOUTS ⑥

NOTES ~

- ① RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH, OR WITHOUT, RIGHT-TURN LANES. OMIT RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF THE AREA WHERE EDGE LINE PAVEMENT MARKINGS HAVE BEEN OMITTED (NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE).
- ② RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS. OMIT RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF MARKED CROSSWALKS.
- ③ RUMBLE STRIPS SHALL NOT BE INSTALLED ACROSS HIGHWAY-RAIL GRADE CROSSINGS.
- ④ RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS OR APPROACH SLABS.
- ⑤ RUMBLE STRIPS SHALL BE INSTALLED THROUGH DRIVEWAYS & MINOR COMMERCIAL ENTRANCES.
- ⑥ RUMBLE STRIPS SHALL BE INSTALLED THROUGH MAILBOX TURNOUTS.
- 7. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

DRAWING NOT TO SCALE

USE WITH SEPIA 006, 007, AND 008

KENTUCKY
DEPARTMENT OF HIGHWAYS

SHOULDER & EDGE LINE RUMBLE STRIP DETAILS

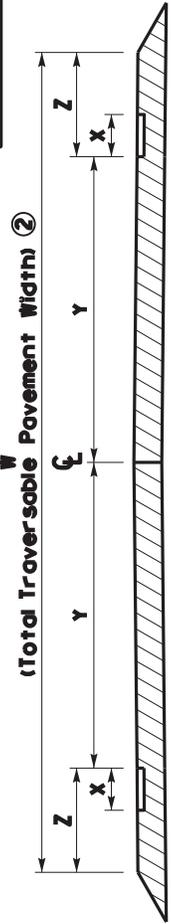
9005

Contract No. 171011
Part 11-201
Submitted: R. Allen Clark

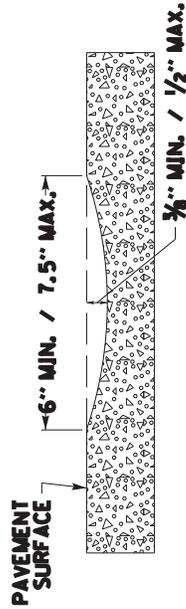
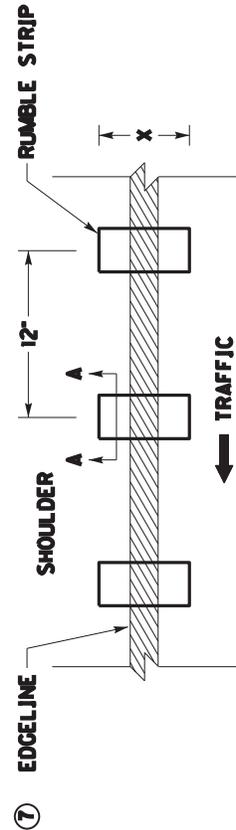
BID ITEMS AND UNIT TO BID
EDGE LINE RUMBLE STRIPS
SHOULDER RUMBLE STRIPS

LF
LF

COUNTY OF	ITEM NO.



PAVEMENT CROSS-SECTION



SECTION A-A

PAVEMENT WIDTH (W) ②	ELRS ONLY		CLRS & ELRS	
	LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④	LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④
20'	9'	1'	N/A	N/A
21'	9.5'	1'	N/A	N/A
22'	10'	1'	N/A	N/A
23'	10'	1.5'	N/A	N/A
24'	10.5'	1.5'	N/A	N/A
25'	N/A	N/A	11"	1.5'
26'	N/A	N/A	11"	2'
27'	N/A	N/A	11.5'	2'
28'	N/A	N/A	12'	2'
29'	N/A	N/A	12'	2.5'
30'	N/A	N/A	12'	3'
31'	N/A	N/A	12'	3.5'
32'	N/A	N/A	12'	4'
33'	N/A	N/A	12'	4.5'

NOTES

- EDGELINE RUMBLE STRIPS SHOULD BE INSTALLED ACCORDING TO THE DIMENSIONS PROPOSED ABOVE UNLESS THERE IS AN ENGINEERING BASIS THAT SUPPORTS A CHANGE IN DIMENSION. FOR EXAMPLE, IF THE EXISTING LANE WIDTH IS NARROWER THAN THE LANE WIDTH PROPOSED IN THIS DRAWING AND THE EXISTING SHOULDER PAVEMENT DEPTH IS NOT SUITABLE TO BE CONVERTED INTO A PORTION OF THE PROPOSED LANE WIDTH, THEN THE EXISTING LANE WIDTH SHOULD BE USED INSTEAD OF THE WIDTH PROPOSED IN THIS DRAWING.
- PAVEMENT WIDTH (W) IS THE TOTAL WIDTH OF TRAVERSABLE PAVEMENT, DO NOT INCLUDE THE WIDTH OF ANY NON-TRAVERSABLE PAVEMENT, SUCH AS PAVEMENT WEDGES, WHEN MEASURING THE PAVEMENT WIDTH (W).
- LANE WIDTH (Y) TO BE MEASURED FROM CENTER OF ROAD TO LANE SIDE EDGE OF RUMBLE STRIP.
- PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM LANE SIDE EDGE OF RUMBLE STRIP TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.
- DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE. IF THE TYPICAL SECTION SHOWS A LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) THAT DIFFERS FROM THE WIDTHS LISTED IN THIS DRAWING, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION. NOTE: CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED WHEN THE LANE WIDTH (Y) IS LESS THAN 11 FT.
- RUMBLE LENGTH (X) MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE PROPOSED RUMBLE LENGTH (X).
- PLACE THE EDGELINE MARKING IN THE CENTER OF THE RUMBLE STRIP.
- EDGELINE RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEM AND UNIT TO BID
EDGELINE RUMBLE STRIPS

LF

DRAWING NOT TO SCALE

USE WITH SEPIA 005

KENTUCKY
DEPARTMENT OF HIGHWAYS
**EDGELINE RUMBLE STRIP
DETAILS
TWO LANE ROADWAYS**

ADDED APPENDUM #1: 3-20-17
Contract No.: 171011
Submitted: 11-20-16
R. Allen Clark
9005
b) of 118

PROPOSAL BID ITEMS

REVISED ADDENDUM #1: 3-20-17

171011

Page 1 of 2

Report Date 3/20/17

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	824.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	15.00	TON		\$	
0030	00103		ASPHALT SEAL COAT	2.00	TON		\$	
0040	00190		LEVELING & WEDGING PG64-22	93.00	TON		\$	
0050	00212		CL2 ASPH BASE 1.00D PG64-22	964.00	TON		\$	
0060	00301		CL2 ASPH SURF 0.38D PG64-22	231.00	TON		\$	
0070	02677		ASPHALT PAVE MILLING & TEXTURING	64.90	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0080	00078		CRUSHED AGGREGATE SIZE NO 2	2.00	TON		\$	
0090	00462		CULVERT PIPE-18 IN	31.00	LF		\$	
0100	01000		PERFORATED PIPE-4 IN	300.00	LF		\$	
0110	01010		NON-PERFORATED PIPE-4 IN	100.00	LF		\$	
0120	01020		PERF PIPE HEADWALL TY 1-4 IN	2.00	EACH		\$	
0130	01204		PIPE CULVERT HEADWALL-18 IN	1.00	EACH		\$	
0140	01545		DROP BOX INLET TYPE 11 MOD	1.00	EACH		\$	
0150	01728		SAFETY BOX INLET-18 IN DBL SDB-5	1.00	EACH		\$	
0160	01986		DELINEATOR FOR BARRIER WALL-B/Y	18.00	EACH		\$	
0170	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	15.00	EACH		\$	
0180	02003		RELOCATE TEMP CONC BARRIER	900.00	LF		\$	
0190	02014		BARRICADE-TYPE III	2.00	EACH		\$	
0200	02367		GUARDRAIL END TREATMENT TYPE 1	1.00	EACH		\$	
0210	02381		REMOVE GUARDRAIL	737.50	LF		\$	
0220	02383		REMOVE & RESET GUARDRAIL	150.00	LF		\$	
0230	02484		CHANNEL LINING CLASS III	23.00	TON		\$	
0240	02562		TEMPORARY SIGNS	592.00	SQFT		\$	
0250	02599		FABRIC-GEOTEXTILE TYPE IV	1,950.00	SQYD		\$	
0260	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	28.00	SQYD	\$2.00	\$	\$56.00
0270	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0280	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0290	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0300	02690		SAFELOADING	2.00	CUYD		\$	
0310	02697		EDGELINE RUMBLE STRIPS (REVISED: 3-20-17)	2,300.00	LF		\$	
0320	02726		STAKING	1.00	LS		\$	
0340	02898		RELOCATE CRASH CUSHION	2.00	EACH		\$	
0350	03171		CONCRETE BARRIER WALL TYPE 9T	900.00	LF		\$	
0360	03234		RAILROAD RAILS-DRILLED	24,920.00	LF		\$	
0370	03235		EXCAVATION AND BACKFILL	1,472.00	CUYD		\$	
0380	03236		CRIBBING	8,500.00	SQFT		\$	
0390	04933		TEMP SIGNAL 2 PHASE	1.00	EACH		\$	
0400	05950		EROSION CONTROL BLANKET	750.00	SQYD		\$	
0410	06510		PAVE STRIPING-TEMP PAINT-4 IN	9,200.00	LF		\$	
0420	06514		PAVE STRIPING-PERM PAINT-4 IN	4,600.00	LF		\$	

PROPOSAL BID ITEMS

REVISED ADDENDUM #1: 3-20-17

171011

Page 2 of 2

Report Date 3/20/17

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0430	08100		CONCRETE-CLASS A	7.02	CUYD		\$	
0440	08150		STEEL REINFORCEMENT	753.92	LB		\$	
0450	20071EC		JOINT ADHESIVE	650.00	LF		\$	
0460	20191ED		OBJECT MARKER TY 3	1.00	EACH		\$	
0470	20738NS112		TEMP CRASH CUSHION	2.00	EACH		\$	
0480	21289ED		LONGITUDINAL EDGE KEY	500.00	LF		\$	
0490	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	750.00	LF		\$	
0500	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		\$	
0510	24640ED		OBJECT MARKER TYPE 1	2.00	EACH		\$	

Section: 0003 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0520	02569		DEMOBILIZATION	1.00	LS		\$	