



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 40601

Jim Gray
SECRETARY

December 8, 2023

CALL NO. 310
CONTRACT ID NO. 232497
ADDENDUM # 3

Subject: Clay County, FD04 026 9006 013-016
Letting December 14, 2023

- (1) Revised - Special Notes - Pages 40 and 42-49 of 80
- (2) Added - Detail Sheet - Page 59a of 80
- (3) Revised - Proposal Bid Items - Pages 79-80 of 80

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

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

Sincerely,

Rachel Mills,

A handwritten signature in black ink that reads "Rachel Mills".

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

RM:mr
Enclosures

SPECIAL NOTES FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present). Excavate to an approximate depth of 36 inches below the existing pavement surface level. Use all possible care to avoid damaging existing culvert pipes and any existing underground utilities. Repair or restore any damaged items at no additional cost to the Department. Remove and dispose of all materials off the Right-of-way at sites obtained by the Contractor at no additional cost to the Department.

On the same day trench is excavated, backfill the excavated area with 24 inches of Crushed Limestone Size No. 23 wrapped on the bottom and sides in Table III Geotextile Fabric. Backfill the remaining area with Class 2 Asphalt Base 1.00D PG64-22 in 4 inch maximum courses up to the existing pavement surface. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not mill or place new asphalt surface over repaired base failure areas until a minimum of 7 calendar days have elapsed after placement of the final course of asphalt base. After a minimum of 7 calendar days and when the Engineer determines the base failure repair areas have sufficiently stabilized, begin milling and/or resurfacing operations. Prior to milling and/or constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices per square yard for Base Failure Repair and per ton for Leveling and Wedging as full compensation for all labor, materials, equipment, and incidentals for saw cutting pavement and excavating and disposing of all materials; furnishing and placing Crushed Limestone Stone No. 23 wrapped in geotextile fabric; furnishing and placing asphalt base up to the pavement boundary; leveling and wedging until the repair areas stabilize; and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

**TRAFFIC CONTROL PLAN
CLAY COUNTY
HR 9006
MP 13.926 - MP 15.610**

<p>THIS PROJECT IS A PARTIALLY CONTROLLED ACCESS HIGHWAY</p>

TRAFFIC CONTROL GENERAL

Except as provided herein, "Maintain and Control Traffic" shall be in accordance with the Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

Contrary to Section 106.01, traffic control devices used on this project may be new or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic control devices will conform to current MUTCD.

Reduce the speed limit in work areas to 45 miles per hour and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "BEGIN DOUBLE FINES ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINES ZONE" signs will be dual mounted as well. Remove or cover the signs or turn off flashers when the highway work zone does not have workers present for more than a two-hour period of time. Payment for the signs will be at the unit bid price for Temporary Signs. Any relocation or covering of the signs or operation of flashers will be incidental to "Maintain and Control Traffic", lump sum.

Night work will be allowed on this project. Obtain approval from the Engineer for the method of lighting prior to its use.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Maintain a minimum of two lanes of traffic open (one per direction of travel), except traffic may be reduced to one lane during times of expected low traffic volumes as listed for most activities. Traffic may be reduced to one lane during daytime operations, only for the operations of milling and texturing, leveling and wedging, and final asphalt surfacing of the mainline and shoulders and asphalt seal coat.

Reduction of traffic to one lane will **NOT** be allowed on the project during the following days and times, unless otherwise approved by the Engineer:

- New Years 12/31/2023 - 01/02/2024
- Easter Weekend 03/29/2024 - 03/31/2024
- Memorial Day 05/18/2024 - 05/20/2024
- Independence Day 07/04/2024
- Labor Day 08/31/2024 - 09/02/2024
- Thanksgiving 11/28/2024 - 12/01/2024
- Christmas 12/24/2024 - 12/25/2024

Reduction of traffic to one lane will only be allowed during specific times for specific activities.

Lane reduction will be allowed between 8:00 AM to 8:00 PM during daylight hours only. All activities should be completed in this time frame. Work outside this window will require written request to the engineer for approval.

Note: In the event that traffic backups reach an unacceptable level, the days and hours of allowable single lane traffic may be modified by the Cabinet.

See Special Note for Fixed Completion Date and Liquidated Damages for penalties associated with an occurrence of reduction of traffic to one lane during unauthorized times.

SHOULDER PREPARATION AND RESTORATION

Traffic is not expected to be shifted onto shoulders during this project except temporarily in the immediate vicinity of milling or paving operations for centerline rumble strip eradication. Monitor shoulder conditions periodically during the life of the project. If damage to shoulders result from construction activities or due to temporary, inadvertent or errant public traffic or wide loads, repair damage by asphalt milling and replacement of the failing asphalt pavement. No direct payment for repairs to damaged shoulders will be made and will be considered incidental to Maintain and Control Traffic.

LANE WIDTH

The minimum clear lane width will be 12 feet except temporarily lanes may be reduced to 10 feet in the vicinity of paving operations. Restore 12 feet lane widths as soon as practical after passage of the paving operations. Make provisions for the passage of wide loads up to 16'. Use a lane closure all times when work is performed in the lane or adjacent shoulder.

SPEED LIMIT REDUCTIONS AND DOUBLE FINE ZONES

Reduce speed limit to 45 MPH during the project. Restore speed limits to 55 MPH during expected periods of inactivity greater than 7 days, winter shut down, etc.

Utilize double fine zone signs in strict accordance with Standard Drawing TTD-120-03.

Project Phasing:

The contractor must notify the Engineer at least seven (7) days prior to the beginning of each construction phase in either direction.

PHASE I

In this phase, using pilot car and flaggers when reduction of traffic to one lane is required, complete all activities possible outside the shoulders, including but not limited to, ditching and shouldering, drainage repairs, and channel lining.

PHASE II

In this phase, using a pilot car and flaggers when reduction of traffic to one lane is required, remove existing guardrail, trench the shoulders & place asphalt base on shoulders. Complete the placement of asphalt base to refill the entire length trenched each work shift to eliminate pavement drop-offs prior to opening adjacent lanes to traffic.

Utilizing a temporary traffic signal & a one lane closure, shift Mainline traffic to West bound lanes between MP 13.926 - 14.399 in order for dig out repair. If 8 Feet of separation from drop-off can be maintained, barrels will suffice for barrier. IF, less than 8 feet of separation is maintained, a 3:1 rock wedge will be required by the end of each day of work. The department will allow the signal to stay in place for three (3) days in order to complete the base failure repairs. After this time, Liquidated damages will apply per contract amount. All traffic control items needed to perform this work is incidental to maintain & control traffic and temporary traffic signal.

PHASE III

In this phase, using pilot car and flaggers when reduction of traffic to one lane is required, perform asphalt milling and leveling and wedging to remove the existing centerline rumble strips. Complete any other leveling and wedging activities as directed by the engineer. Perform milling for bridge end edge keys and for edge keys at the project termini.

Using alternating lane closures, place final surface course on the mainline pavement. All mainline lanes are required to be pulled up even daily, including truck climbing lanes.

Upon completion of mainline surfacing, place final surface course on shoulders. Clip sod and remove sod and debris from existing DGA shoulder. Place DGA wedge on shoulder edge to eliminate pavement edge drop-offs and restore slopes outside the paved shoulder. Place asphalt seal coat.

Complete activities this phase during daylight hours.

PHASE IV

In this phase, using pilot car and flaggers when reduction of traffic to one lane is required, construct new guardrail and appurtenances.

New guardrail installation must begin within 7 days of completion of final surfacing. Guardrail installation must be actively pursue until full string completion. Failure to start or actively pursue will result in charging of Liquidated Damages per contract amount.

In this phase, using pilot car and flaggers when reduction of traffic to one lane is required, complete all remaining items of work, including but not limited to rumble strips, delineators, pavement markers and any remaining final pavement markings, and any final cleanup operations.

NOTE – WIDE LOADS: Make provisions for wide loads up to 16 feet wide to pass when necessary.

LANE CLOSURES

Contrary to Section 112.04.17, Lane closures, whether long term or short term, will not be measured for payment and will be considered incidental to the bid item “Maintain and Control Traffic”.

A pilot car must be employed at any time a lane closure is in place that requires flagging. The pilot car will be considered incidental to Maintain and Control Traffic.

The entire length of a truck climbing lane may be blocked off with drums and closed at any time, day or night, for a period to not exceed 3 calendar days per closure. Only close truck climbing lanes when work is in progress requiring a closure.

Limit the length of lane closures to the minimum length necessary to complete the amount of work scheduled. Limit lane closure lengths to less than 2 miles. Only one lane closure may be in place on the project at a time.

Do not leave lane closures in place during non-working hours or prohibited periods.

Make immediate provisions for the passage of school buses, ambulances, and other emergency vehicles on an official run.

Long term lane closures are not expected to be employed on this project. If the contractor's operations warrant the use of a long term lane closure, any cost of temporary removable lane tape, temporary striping and removal of temporary striping will be considered to be at the contractor's expense.

See "PROJECT PHASING AND CONSTRUCTION PROCEDURES" above for restrictions to times that traffic may be reduced to one lane, and lane closure requirements for specific construction activities.

SIGNS

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted LEFT/RIGHT LANE CLOSED or ONE LANE TRAFFIC 1 MILE, LEFT/RIGHT LANE CLOSED or ONE LANE TRAFFIC 2 MILE, LEFT/RIGHT LANE CLOSED 3 MILE or ONE LANE TRAFFIC, SLOWED/STOPPED TRAFFIC AHEAD, KEEP LEFT/RIGHT. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to Section 112, individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

Contrary to Section 112, only long-term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic

GUARDRAIL

Guardrail may be removed and later reinstalled at the contractor's expense to access the work areas for Phase I activities. Reinstall guardrail that has been temporarily removed for access within 7 days of completion of the activity necessitating the guardrail removal. Guardrail removal and reinstallation for purposes of access of work sites will be at the contractor's expense.

Begin reinstallation of guardrail that has been removed for replacement and shoulder trenching and paving within 7 days of completion of final surfacing and asphalt seal coat of the DGA Wedge. After removal of the guardrail scheduled for replacement, the contractor will be required to actively pursue all activities as weather permits, in effort to complete all work necessary to prepare for the new guardrail construction. Failure to abide by the details stated will result in charging of Liquidated Damages per contract amount.

A lane closure or shoulder closure will be required at all times guardrail is not in place. All blunt ends will be eliminated by removal of additional posts and pinning the blunt end to the ground and covering the end with soil or DGA. Maintain drums at 40' spacing in any area in which guardrail has been removed until such time it is replaced.

FLASHING ARROWS

Flashing arrows will be paid for once, regardless of how many times they are moved or relocated. The Department **WILL NOT** take possession of the flashing arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions, or if more than one lane closure is in place in the same direction of travel, provide additional PCMS. Place PCMS one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional PCMS so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

TRUCK MOUNTED ATTENUATORS

Furnish and install MUTCD approved truck mounted attenuators (TMA) in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location directed by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations shall be approved by the Engineer. TMA will not be measured for payment, but are incidental to "Maintain and Control Traffic," Lump Sum. The Department **WILL NOT** take possession of the TMAs upon completion of the work.

PAVEMENT MARKINGS

Remove or cover the lenses of pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic," lump sum.

Place temporary and permanent striping in accordance with Section 112 and Section 714, except that:

1. Temporary striping will be 6" in width.
2. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic.
3. Permanent striping will be Durable Type I Tape Markings on bridge decks or other concrete and will be extruded thermoplastic markings for applications on asphalt pavement.

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings.

Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time.

Greater than 4" - Positive separation or Wedge with 3:1 or flatter slope required. If there is 8 feet or more distance between the edge of pavement and drop-off, bridge panels or traffic drums will be placed every 50 feet throughout the drop-off area. Payment for CSB or DGA used for wedging will be allowed.

Temporary Conditions – For temporary conditions, drop-off areas greater than 4", and less than 8' from the edge of traveled way, may be protected by drums at 50' spacing provided work is pursued continually until the drop-off is eliminated, during daylight hours or with the utilization of adequate lighting to illuminate the area during nighttime operations.

TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must meet the requirements of section 112.03.12 of the Standard Specifications. The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate portable changeable message boards as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

COORDINATION OF WORK

The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

CONTRACTOR'S AND CONTRACTOR'S EMPLOYEES' VEHICLES

Do not use or allow employees to conduct U-turns on the project. Do not allow contractor vehicles to travel against the normal flow of traffic.

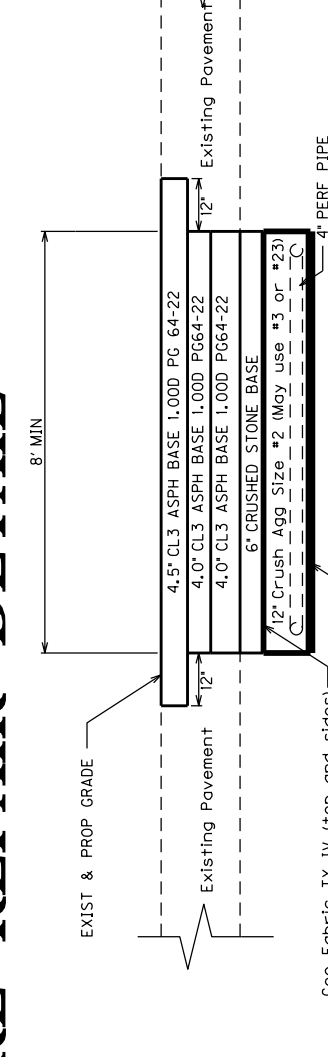
In accordance with Section 112.03.03 of the Specifications, place all construction equipment and materials outside the clear zone, beyond the ditch, behind guardrail or off the existing right of way when not in use. Completely remove all equipment from the project during the winter shut down period.

WIDE LOADS

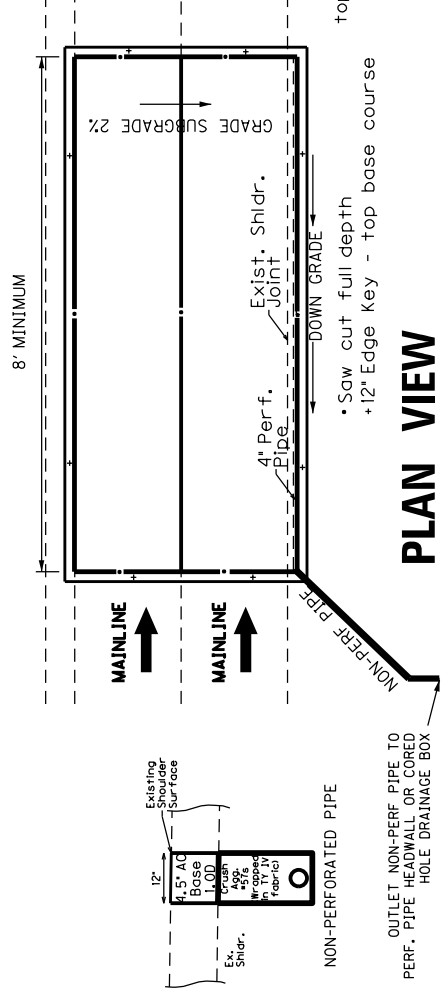
Wide load detours will not be established on this project. Provide for passage of wide loads up to 16 feet. Wide loads may use a portion of the shoulder to allow for passage. Temporarily shift traffic drums to allow for passage of wide loads when necessary.

BASE FAILURE REPAIR DETAIL

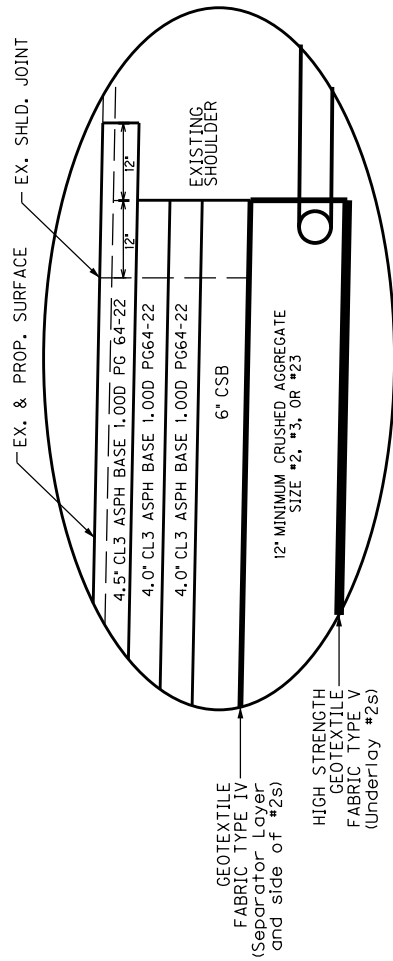
Aug 6, 2019



PROFILE



PLAN VIEW



DETAIL A

NOTES

- Caution: Existing concrete pavement may exist below the asphalt pavement.
- Full depth base failure repairs shall be performed at locations selected by and as directed by the Engineer. The Engineer will assess, select, and mark areas for treatment. The full lane width will be removed and replaced. The Engineer may elect to perform repairs on one lane or multiple lanes. An edge key 12' into existing pavement is required for the top course of base. If only one lane is being repaired, carry top base course 12' into adjacent lane when M0T allows.
- When replacing the outside lane, perforated pipe should be placed under the shoulder by extending the repair area 12 inches into the existing shoulder.
- Select an appropriate outlet source which may include a perf pipe headwall or cored hole in an existing drop box inlet. Non-perf outlet pipe may require installation at significant length or adjusted alignment to provide positive drainage. Grade subgrade to the outlet side of the excavation at 2%. Install a longitudinal perforated pipe on the low side of subgrade connecting to the down grade outlet.
- Complete base failure operations in one continuous operation or protect with barrier wall. Do not leave an unprotected hole with no workers present. If barrier wall must be used for base failure repairs, it will be considered incidental to other items of work and not be considered for payment.
- After completing base failure repair operations, open to traffic for a minimum of 14 days before resurfacing. Monitor pavement for settlement during this 14+ days and repair by leveling and wedging, as approved by the Engineer, until placement of final surface course.
- All work associated with this special note except for the final 1.5' milling and surface course will be considered incidental to the bid item "BASE FAILURE REPAIR". This includes crushed stone base, crushed aggregate #2, removal of pavement, roadway excavation, fabric geotextile type IV, high strength geotextile fabric type V, asphalt base, perforated pipe, non-perforated pipe, crushed aggregate #5/7s, cored hole drainage structures, and perforated pipe headwalls.
- Perform typical mill and inlay operations with resurfacing items subject to payment as part of the resurfacing operation.

NOT TO SCALE

PROPOSAL BID ITEMS

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Report Date 12/8/23

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00100		ASPHALT SEAL AGGREGATE	80.00	TON		\$	
0020	00103		ASPHALT SEAL COAT	10.00	TON		\$	
0030	00190		LEVELING & WEDGING PG64-22	300.00	TON		\$	
0040	00212		CL2 ASPH BASE 1.00D PG64-22	3,180.00	TON		\$	
0050	00301		CL2 ASPH SURF 0.38D PG64-22	1,475.00	TON		\$	
0060	00336		CL3 ASPH SURF 0.38A PG76-22	2,605.00	TON		\$	
0070	00356		ASPHALT MATERIAL FOR TACK	55.00	TON		\$	
0080	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0090	02677		ASPHALT PAVE MILLING & TEXTURING	145.00	TON		\$	
0100	02696		SHOULDER RUMBLE STRIPS	17,921.00	LF		\$	
0110	10020NS		FUEL ADJUSTMENT	12,709.00	DOLL	\$1.00	\$	\$12,709.00
0120	10030NS		ASPHALT ADJUSTMENT	31,922.00	DOLL	\$1.00	\$	\$31,922.00

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0130	00001		DGA BASE	1,500.00	TON		\$	
0140	00080		CRUSHED AGGREGATE SIZE NO 23 REVISED (12-5-23)	300.00	TON		\$	
0150	01690		FLUME INLET TYPE 1	1.00	EACH		\$	
0160	01705		REMOVE CURB & GUTTER BOX INLET	1.00	EACH		\$	
0170	01892		ISLAND HEADER CURB TYPE 1 - MODIFIED	50.00	LF		\$	
0180	01904		REMOVE CURB	25.00	LF		\$	
0190	02562		TEMPORARY SIGNS	500.00	SQFT		\$	
0200	02568		MOBILIZATION	1.00	LS		\$	
0210	02575		DITCHING AND SHOULDERING	8,961.00	LF		\$	
0220	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0230	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0240	02726		STAKING	1.00	LS		\$	
0250	02775		ARROW PANEL	2.00	EACH		\$	
0255	03240		BASE FAILURE REPAIR (ADDED 12-8-2023)	1,245.00	SQYD		\$	
0260	04933		TEMP SIGNAL 2 PHASE	2.00	EACH		\$	
0270	05950		EROSION CONTROL BLANKET	11,615.00	SQYD		\$	
0280	05953		TEMP SEEDING AND PROTECTION	5,000.00	SQYD		\$	
0290	05985		SEEDING AND PROTECTION	2,000.00	SQYD		\$	
0300	06403		FLEXIBLE DELINEATOR POST-B/W	205.00	EACH		\$	
0310	06427		TRENCHING	18,000.00	LF		\$	
0320	06511		PAVE STRIPING-TEMP PAINT-6 IN	22,813.00	LF		\$	
0330	06542		PAVE STRIPING-THERMO-6 IN W	20,367.00	LF		\$	
0340	06543		PAVE STRIPING-THERMO-6 IN Y	22,813.00	LF		\$	
0350	06549		PAVE STRIPING-TEMP REM TAPE-B	500.00	LF		\$	
0360	06550		PAVE STRIPING-TEMP REM TAPE-W	500.00	LF		\$	
0370	06551		PAVE STRIPING-TEMP REM TAPE-Y	500.00	LF		\$	
0380	06568		PAVE MARKING-THERMO STOP BAR-24IN	40.00	LF		\$	
0390	06574		PAVE MARKING-THERMO CURV ARROW	7.00	EACH		\$	

PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	06576		PAVE MARKING-THERMO ONLY	2.00	EACH		\$	
0410	06578		PAVE MARKING-THERMO MERGE ARROW	3.00	EACH		\$	
0420	06610		INLAID PAVEMENT MARKER-MW	25.00	EACH		\$	
0430	06612		INLAID PAVEMENT MARKER-BY	225.00	EACH		\$	
0440	20191ED		OBJECT MARKER TY 3	20.00	EACH		\$	
0450	23821EC		CENTERLINE RUMBLE STRIPS-12 IN	9,000.00	LF		\$	

Section: 0003 - GUARDRAIL

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0460	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	185.00	EACH		\$	
0470	02367		GUARDRAIL END TREATMENT TYPE 1	10.00	EACH		\$	
0480	02381		REMOVE GUARDRAIL	9,550.00	LF		\$	
0490	02391		GUARDRAIL END TREATMENT TYPE 4A	10.00	EACH		\$	
0500	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	9,550.00	LF		\$	
0510	24976EC		GUARDRAIL CONNECTOR TO BR END TY A CR	2.00	EACH		\$	

Section: 0004 - DEMOBILIZATION

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