

OFFICE OF THE FULTON COUNTY ENGINEER

9120 County Road 14
Wauseon, Ohio 43567-9669

Telephone: 419-335-3816

www.fultoncountyoh.com/engineer.htm

Fax: 419-335-1091

Frank T. Onweller, P.E., P.S.
County Engineer

Rod Creager, P.E., P.S.
Chief Deputy Engineer

January 26, 2024

ADDENDUM 1

Reconstruction of Fulton County Road 11 Between Road A and Road B

RE: Updated Wage Rates, Revised Reclamation Specifications, Revised Unit Price Bid Sheet, Revised Engineer's Estimate.

1. Updated Wage Rates

Please note the attached updated wage rates.

2. Revised Reclamation Specifications

Please attach the revised Reclamation Specifications to the proposal. The updated sections are highlighted.

3. Revised Unit Price Bid Sheet

The quantity for Reference Number 12 changed to the correct quantity shown in the Drainage Table. Reference Number 26 was for a Curing Coat. This has been removed and changed to two line items for Prime Coat and Cover Aggregate. The Reference Numbers were changed on every line item after #26. Please attach the updated Unit Price Bid Sheet to the proposal. The Excel bid sheet has also been revised and is electronically attached.

4. Revised Engineer's Estimate

The Engineer's Estimate has been revised to \$1,220,000.

End of addendum.

Risa Trumbull

From: Ohio Department of Commerce <wagerateupdate@com.ohio.gov>
Sent: Wednesday, January 24, 2024 9:20 AM
To: Risa Trumbull
Subject: [External] Prevailing Wage Rates Update Notification



**Department of
Commerce**

Division of Industrial Compliance

Prevailing Wage Rates Update Notification

[Prevailing Wage Rates Website](#)

Not all changes will affect your jurisdiction, so please verify each change by county.

Chapter 4115.05 reads in part; "Upon receipt from the director of commerce of notice of a change in prevailing wage rates, a public authority shall, within seven working days after receipt thereof, notify all affected contractors and subcontractors with whom the public authority has contracts for a public improvement of the changes and require the contractors to make the necessary adjustments in the prevailing wage rates."

This email is your official notification pursuant to chapter 4115.05 of the Ohio Revised Code. No attachment of wage rates will accompany this notice. Please log on to the Wage and Hour web site to obtain the latest wage rate changes mentioned by this notification.

Union: Electrical Local 245 High Tension Pipe Type Cable
Counties: ALLEN, DEFIANCE, ERIE, **FULTON**, HANCOCK, HARDIN, HENRY, HURON, **LUCAS**, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, VAN WERT, WILLIAMS, WOOD, WYANDOT.

Union: Electrical Local 245 Outside Toledo Chapter
Counties: DEFIANCE, **FULTON**, HANCOCK, HENRY, **LUCAS**, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, WOOD, WYANDOT.

Union: Electrical Local 245 Outside Utility Power
Counties: ALLEN, DEFIANCE, ERIE, **FULTON**, HANCOCK, HARDIN, HENRY, HURON,
LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, VAN WERT, WILLIAMS,
WOOD, WYANDOT.

Union: Elevator Local 45
Counties: ASHLAND, CARROLL, COLUMBIANA, COSHOCTON, HARRISON, HOLMES,
MAHONING, MEDINA, PORTAGE, RICHLAND, STARK, SUMMIT, TRUMBULL,
TUSCARAWAS, WAYNE.

Union: Plumber Pipefitter Local 94
Counties: CARROLL*, STARK, WAYNE.

Union: Roofer Local 42
Counties: ADAMS, BROWN, BUTLER, CLERMONT, HAMILTON, PIKE, WARREN

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Ohio Department of Commerce | 77 S High St, 23rd Floor, Columbus, OH 43215

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Prevailing Wage Rate Skilled Crafts

Name of Union: Electrical Local 245 High Tension Pipe Type Cable

Change # : LCN01-2024ibLoc245out

Craft : Lineman Effective Date : 01/24/2024 Last Posted : 01/24/2024

	BHR		Fringe Benefit Payments					Irrevocable Fund		Total PWR	Overtime Rate	
			H&W	Pension	App Tr.	Vac.	Annuity	Other	LECET (*)			MISC (*)
Classification												
Electrical Lineman	\$50.66		\$7.25	\$1.52	\$0.51	\$0.00	\$12.16	\$0.00	\$0.00	\$0.00	\$72.10	\$97.43
Cert. Lineman Welder	\$50.66		\$7.25	\$1.52	\$0.51	\$0.00	\$12.16	\$0.00	\$0.00	\$0.00	\$72.10	\$97.43
Cert. Cable Splicer	\$50.66		\$7.25	\$1.52	\$0.51	\$0.00	\$12.16	\$0.00	\$0.00	\$0.00	\$72.10	\$97.43
Equipment Mechanic C	\$32.29		\$7.25	\$0.97	\$0.32	\$0.00	\$7.75	\$0.00	\$0.00	\$0.00	\$48.58	\$64.72
Equipment Mechanic B	\$36.23		\$7.25	\$1.09	\$0.36	\$0.00	\$8.70	\$0.00	\$0.00	\$0.00	\$53.63	\$71.75
Equipment Mechanic A	\$40.18		\$7.25	\$1.21	\$0.40	\$0.00	\$9.64	\$0.00	\$0.00	\$0.00	\$58.68	\$78.77
Equipment Operator C	\$32.29		\$7.25	\$0.97	\$0.32	\$0.00	\$7.75	\$0.00	\$0.00	\$0.00	\$48.58	\$64.72
Equipment Operator B	\$40.18		\$7.25	\$1.21	\$0.40	\$0.00	\$9.64	\$0.00	\$0.00	\$0.00	\$58.68	\$78.77
Equipment Operator A	\$45.39		\$7.25	\$1.36	\$0.45	\$0.00	\$10.89	\$0.00	\$0.00	\$0.00	\$65.34	\$88.04
Groundman Truck Driver 0 to 12 Months	\$25.33		\$7.25	\$0.80	\$0.25	\$0.00	\$6.08	\$0.00	\$0.00	\$0.00	\$39.71	\$52.37
Groundman Truck Driver 0 to 12 Months with CDL	\$27.86		\$7.25	\$0.84	\$0.28	\$0.00	\$6.69	\$0.00	\$0.00	\$0.00	\$42.92	\$56.85
Groundman Truck Driver 1 Year or More	\$27.86		\$7.25	\$0.84	\$0.28	\$0.00	\$6.69	\$0.00	\$0.00	\$0.00	\$42.92	\$56.85
Groundman Truck Driver 1 Year or More with CDL	\$32.93		\$7.25	\$0.99	\$0.33	\$0.00	\$7.90	\$0.00	\$0.00	\$0.00	\$49.40	\$65.86
Lineman Apprentice	Percent											
1st 6 Month	60.00	\$30.40	\$7.25	\$0.91	\$0.30	\$0.00	\$7.30	\$0.00	\$0.00	\$0.00	\$46.16	\$61.35
2nd 6 Month	65.00	\$32.93	\$7.25	\$0.99	\$0.33	\$0.00	\$7.90	\$0.00	\$0.00	\$0.00	\$49.40	\$65.86
3rd 6 Month	70.00	\$35.46	\$7.25	\$1.06	\$0.35	\$0.00	\$8.51	\$0.00	\$0.00	\$0.00	\$52.63	\$70.36
4th 6 Month	75.00	\$38.00	\$7.25	\$1.14	\$0.38	\$0.00	\$9.12	\$0.00	\$0.00	\$0.00	\$55.89	\$74.88
5th 6 Month	80.00	\$40.53	\$7.25	\$1.22	\$0.41	\$0.00	\$9.73	\$0.00	\$0.00	\$0.00	\$59.14	\$79.40

6th 6 Month	85.00	\$43.06	\$7.25	\$1.29	\$0.43	\$0.00	\$10.33	\$0.00	\$0.00	\$0.00	\$62.36	\$83.89
7th 6 Month	90.00	\$45.59	\$7.25	\$1.37	\$0.46	\$0.00	\$10.94	\$0.00	\$0.00	\$0.00	\$65.61	\$88.41

Special Calculation Note : No special calculations for this skilled craft wage rate are required at this time.

Ratio :
1 Journeyman to 1 Apprentice

Jurisdiction (* denotes special jurisdictional note) :
ALLEN, DEFIANCE, ERIE, FULTON, HANCOCK, HARDIN, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, VAN WERT, WILLIAMS, WOOD, WYANDOT

Special Jurisdictional Note :

Details :
A groundman when directed shall assist a Journeymen in the performance of his/her work on the ground, including the use of hand tools. A Groundman, Under no circumstances , shall this classification climb poles, towers, ladders, or work from an elevated platform or bucket truck. Heli - Arc Welding will be paid \$.30 above Journeyman rate. Additional compensation of 10% over the Journeyman Lineman and Journeyman Technician for performing work on structures outside of buildings such as water towers, smoke stacks, radio and television towers, more than 75' above the ground.

Prevailing Wage Rate Skilled Crafts

Name of Union: Electrical Local 245 Outside
Toledo Chapter

Change # : LCN01-2024ibLoc245out

Craft : Lineman Effective Date : 01/24/2024 Last Posted : 01/24/2024

	BHR	Fringe Benefit Payments						Irrevocable Fund		Total PWR	Overtime Rate
		H&W	Pension	App Tr.	Vac.	Annuity	Other	LECET (*)	MISC (*)		
Classification											
Electrical Lineman	\$45.68	\$7.25	\$1.37	\$0.46	\$0.00	\$10.51	\$0.00	\$0.00	\$0.00	\$65.27	\$88.11
Traffic Signal & Lighting Journeyman	\$41.11	\$7.25	\$1.23	\$0.41	\$0.00	\$9.46	\$0.00	\$0.00	\$0.00	\$59.46	\$80.01
Operator I	\$36.54	\$7.25	\$1.10	\$0.37	\$0.00	\$8.40	\$0.00	\$0.00	\$0.00	\$53.66	\$71.93
Operator II	\$31.98	\$7.25	\$0.96	\$0.32	\$0.00	\$7.36	\$0.00	\$0.00	\$0.00	\$47.87	\$63.86
Groundman / Truck Driver 12 Months & Over	\$27.32	\$7.25	\$0.82	\$0.27	\$0.00	\$6.28	\$0.00	\$0.00	\$0.00	\$41.94	\$55.60
Groundman / Truck Driver 6-12 Months	\$22.95	\$7.25	\$0.69	\$0.23	\$0.00	\$5.28	\$0.00	\$0.00	\$0.00	\$36.40	\$47.87
Groundman / Truck Driver 0- 6 Months	\$19.99	\$7.25	\$0.60	\$0.20	\$0.00	\$4.60	\$0.00	\$0.00	\$0.00	\$32.64	\$42.64
TRAFFIC SIGNAL LIGHTING APPRENTICE											
1st 6 mos	\$24.67	\$7.25	\$0.74	\$0.25	\$0.00	\$5.67	\$0.00	\$0.00	\$0.00	\$38.58	\$50.92
2nd 6 mos	\$26.72	\$7.25	\$0.80	\$0.27	\$0.00	\$6.15	\$0.00	\$0.00	\$0.00	\$41.19	\$54.55
3rd 6 mos	\$28.78	\$7.25	\$0.86	\$0.29	\$0.00	\$6.62	\$0.00	\$0.00	\$0.00	\$43.80	\$58.19
4th 6 mos	\$30.83	\$7.25	\$0.92	\$0.31	\$0.00	\$7.09	\$0.00	\$0.00	\$0.00	\$46.40	\$61.82
5th 6 mos	\$32.89	\$7.25	\$0.99	\$0.33	\$0.00	\$7.56	\$0.00	\$0.00	\$0.00	\$49.02	\$65.46
6th 6 mos	\$37.00	\$7.25	\$1.11	\$0.37	\$0.00	\$8.51	\$0.00	\$0.00	\$0.00	\$54.24	\$72.74
Lineman Apprentice	Percent										
1st 6 Month	60.00	\$27.41	\$7.25	\$0.82	\$0.27	\$0.00	\$6.30	\$0.00	\$0.00	\$42.05	\$55.75
2nd 6 Month	65.00	\$29.69	\$7.25	\$0.89	\$0.30	\$0.00	\$6.83	\$0.00	\$0.00	\$44.96	\$59.81
3rd 6 Month	70.00	\$31.98	\$7.25	\$0.96	\$0.32	\$0.00	\$7.36	\$0.00	\$0.00	\$47.87	\$63.85
4th 6 Month	75.00	\$34.26	\$7.25	\$1.03	\$0.34	\$0.00	\$7.88	\$0.00	\$0.00	\$50.76	\$67.89
5th 6 Month	80.00	\$36.54	\$7.25	\$1.10	\$0.37	\$0.00	\$8.40	\$0.00	\$0.00	\$53.66	\$71.94
6th 6 Month	85.00	\$38.83	\$7.25	\$1.16	\$0.39	\$0.00	\$8.93	\$0.00	\$0.00	\$56.56	\$75.97
7th 6 Month	90.00	\$41.11	\$7.25	\$1.23	\$0.41	\$0.00	\$9.46	\$0.00	\$0.00	\$59.46	\$80.02

Special Calculation Note : No special calculations for this skilled craft wage rate are required at this time.

Ratio :
(1) Journeyman to (1) Apprentice

Jurisdiction (* denotes special jurisdictional note) :
DEFIANCE, FULTON, HANCOCK, HENRY, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, WILLIAMS, WOOD, WYANDOT

Special Jurisdictional Note :

Details :

A groundman when directed shall assist a Journeymen in the performance of his/her work on the ground, including the use of hand tools. A Groundmen, Under no circumstances , shall this classification climb poles, towers, ladders, or work from an elevated platform or bucket truck. Heli - Arc Welding will be paid \$.30 above Journeyman rate. Additional compensation of 10% over the Journeyman Lineman and Journeyman Technician for performing work on structures outside of buildings such as water towers, smoke stacks, radio and television towers, more than 75' above the ground.

This clause does not apply to pole line work, substation structures, transmission towers, etc.

Prevailing Wage Rate Skilled Crafts

Name of Union: Electrical Local 245 Outside Utility Power

Change # : OCR01-2024ibLoc245out

Craft : Lineman Effective Date : 01/24/2024 Last Posted : 01/24/2024

	BHR		Fringe Benefit Payments					Irrevocable Fund		Total PWR	Overtime Rate	
			H&W	Pension	App Tr.	Vac.	Annuity	Other	LECET (*)			MISC (*)
Classification												
Electrical Lineman	\$47.99		\$7.25	\$1.44	\$0.48	\$0.00	\$11.52	\$0.00	\$0.00	\$0.00	\$68.68	\$92.67
Substation Technician	\$47.99		\$7.25	\$1.44	\$0.48	\$0.00	\$11.52	\$0.00	\$0.00	\$0.00	\$68.68	\$92.67
Cable Splicer	\$50.26		\$7.25	\$1.51	\$0.50	\$0.00	\$12.06	\$0.00	\$0.00	\$0.00	\$71.58	\$96.71
Equipment Mechanic C	\$30.52		\$7.25	\$0.92	\$0.31	\$0.00	\$7.32	\$0.00	\$0.00	\$0.00	\$46.32	\$61.58
Equipment Mechanic B	\$34.28		\$7.25	\$1.03	\$0.34	\$0.00	\$8.23	\$0.00	\$0.00	\$0.00	\$51.13	\$68.27
Equipment Mechanic A	\$38.02		\$7.25	\$1.14	\$0.38	\$0.00	\$9.12	\$0.00	\$0.00	\$0.00	\$55.91	\$74.92
Equipment Operator C	\$30.52		\$7.25	\$0.92	\$0.31	\$0.00	\$7.32	\$0.00	\$0.00	\$0.00	\$46.32	\$61.58
Equipment Operator B	\$38.02		\$7.25	\$1.14	\$0.38	\$0.00	\$9.12	\$0.00	\$0.00	\$0.00	\$55.91	\$74.92
Equipment Operator A	\$43.01		\$7.25	\$1.29	\$0.43	\$0.00	\$10.32	\$0.00	\$0.00	\$0.00	\$62.30	\$83.81
Groundman Truck Driver 0 to 12 Months	\$24.00		\$7.25	\$0.72	\$0.24	\$0.00	\$5.76	\$0.00	\$0.00	\$0.00	\$37.97	\$49.97
Groundman Truck Driver 0 to 12 Months with CDL	\$26.39		\$7.25	\$0.79	\$0.26	\$0.00	\$6.33	\$0.00	\$0.00	\$0.00	\$41.02	\$54.21
Groundman Truck Driver 1 Year or More	\$26.39		\$7.25	\$0.79	\$0.26	\$0.00	\$6.33	\$0.00	\$0.00	\$0.00	\$41.02	\$54.21
Groundman Truck Driver 1 Year or More with CDL	\$31.19		\$7.25	\$0.94	\$0.31	\$0.00	\$7.49	\$0.00	\$0.00	\$0.00	\$47.18	\$62.78
Lineman Apprentice	Percent											
1st 6 Month	60.00	\$28.79	\$7.25	\$0.86	\$0.29	\$0.00	\$6.89	\$0.00	\$0.00	\$0.00	\$44.08	\$58.48
2nd 6 Month	65.00	\$31.19	\$7.25	\$0.94	\$0.31	\$0.00	\$7.49	\$0.00	\$0.00	\$0.00	\$47.18	\$62.78
3rd 6 Month	70.00	\$33.59	\$7.25	\$1.01	\$0.34	\$0.00	\$8.06	\$0.00	\$0.00	\$0.00	\$50.25	\$67.05
4th 6 Month	75.00	\$35.99	\$7.25	\$1.08	\$0.36	\$0.00	\$8.64	\$0.00	\$0.00	\$0.00	\$53.32	\$71.32
5th 6 Month	80.00	\$38.39	\$7.25	\$1.15	\$0.38	\$0.00	\$9.21	\$0.00	\$0.00	\$0.00	\$56.38	\$75.58

6th 6 Month	85.00	\$40.79	\$7.25	\$1.22	\$0.41	\$0.00	\$9.79	\$0.00	\$0.00	\$0.00	\$59.46	\$79.86
7th 6 Month	90.00	\$43.19	\$7.25	\$1.30	\$0.43	\$0.00	\$10.37	\$0.00	\$0.00	\$0.00	\$62.54	\$84.14

Special Calculation Note : No special calculations for this skilled craft wage rate are required at this time.

Ratio :
1 Journeyman to 1 Apprentice

Jurisdiction (* denotes special jurisdictional note) :
ALLEN, DEFIANCE, ERIE, FULTON, HANCOCK, HARDIN, HENRY, HURON, LUCAS, OTTAWA, PAULDING, PUTNAM, SANDUSKY, SENECA, VAN WERT, WILLIAMS, WOOD, WYANDOT

Special Jurisdictional Note :

Details :

A groundman when directed shall assist a Journeymen in the performance of his/her work on the ground, including the use of hand tools. A Groundman, Under no circumstances , shall this classification climb poles, towers, ladders, or work from an elevated platform or bucket truck. Heli - Arc Welding will be paid \$.30 above Journeyman rate. Additional compensation of 10% over the Journeyman Lineman and Journeyman Technician for performing work on structures outside of buildings such as water towers, smoke stacks, radio and television towers, more than 75' above the ground.

RECLAMATION SPECIFICATIONS

ITEM SPECIAL – FULL DEPTH RECLAMATION

1. DESCRIPTION

- The **CONTRACTOR** shall determine the mix design for the Stabilized Base Course.
- Reclamation shall consist of pulverizing, mixing, and compacting the existing bituminous surface, the underlying granular base and, if applicable, the widening trench material to the depth determined in the mix design (pass #1). After the first pulverization pass, the reclaimed material shall be rough graded to the design profile. The material shall then be compacted to accommodate local traffic. Once the above criteria is met, additive, as per the mix design, shall be added and mixed at the rate and depth as determined in the mix design (pass #2). After the second pulverization pass, the reclaimed material shall be used to establish proper width, grade and a cross-slope of ¼ inch per foot. The material shall then be compacted to create an in-place Stabilized Base Course.

2. MIX DESIGN – GENERAL

- The **CONTRACTOR** shall develop a mix design for the full depth reclamation portion of this project. A mix design shall be performed with the materials to be encountered during construction of the Full Depth Reclamation (FDR). Representative samples of the in-place pavement (HMA and underlying materials) shall be taken from the roadway and crushed, mixed with the desired percentage of underlying material and cement or cement kiln dust (CKD) stabilizing agent and other additives, as necessary. The mixture shall then be tested in accordance with the procedures and requirements.
- The more that is known about the roadway and terrain the better one can deal with any design and constructability issues that arise. A site analysis captures many elements that can affect the end performance of an FDR pavement that a mix design alone cannot. For example, a mix design will not account for a soft base or poor drainage areas. It is the responsibility of the sampling crew to describe all road conditions and surrounding terrain so as to provide the engineer a thorough understanding of the in-situ conditions.
- The depth of the road material after the first reclamation pass will vary on each project based on the widening widths and amount of aggregate added. The reclaimed road material for this project will have a depth of approximately 8.5” after the first reclamation pass. The second reclamation pass will be composed of approximately 8.5” of road material from the first pass plus an additional approximately 3.5” of material below the first reclamation pass. Cores and sample testing need to take this into consideration.

- **SAMPLING PROCEDURES**

- Samples of the pavement to be reclaimed (reclaimed asphalt pavement (RAP) and underlying materials) shall be obtained for the full reclaiming depth of the pavement including base material from the areas to be reclaimed. The purpose of the samples is for mix design, to determine if the thickness of the existing pavement is suitable for the recycle depth proposed and to penetrate the existing pavement for subgrade testing and or analysis, if necessary.
- In addition to collecting material to be reclaimed, it is suggested that material to a depth of 6-inches below the bottom depth of the reclaimed material be obtained and stored separately from the reclaimed material for soil classification purposes. Also, in-situ strength characteristics of this layer should be determined using a dynamic cone penetrometer (DCP) or comparable device. Additional samples shall be obtained and separated for individual mix design analysis if visual observations indicate greater variation in materials within a segment or if there are areas of major distress (i.e. large patches or rutted areas). The depth of asphalt layers to aggregate base, subgrade or concrete; thickness of individual layers; and type of material in the projected reclaimed depth shall be determined.

- **FILLING SAMPLE HOLES**

- A high quality cold patch material shall be used to fill core or milling holes. The cold mix shall be compacted flush to the pavement surface. After sampling and filling the holes, the roadway shall be cleaned of all loose debris.

- **FULL DEPTH RECLAMATION MIX DESIGN**

- The chosen additive may be cement, cement kiln dust (CKD), emulsion and/or aggregate and shall be determined by the Mix Design. Cement is the expected additive and shall be paid for under Item Special Cement. Should another additive be chosen, a separate unit price will be established after the mix design is complete.
- A laboratory machine shall be used to model the gradation expected during reclaiming operations.
- Choose three cement/CKD contents in 1 to 2% increments that will bracket the design cement/CKD content.
- Recommended cement/CKD content percentages are based on the classification of the materials but generally range for cement from 3.0 to 7.0%.
- The RAP and granular material shall be thoroughly mixed with cement/CKD first, then mixed with the optimum moisture determined in accordance with AASHTO T 134 (ASTM D558). Aggregate material and cement/CKD shall be mixed at a temperature of 68 to 79 °F (20 to 26 °C). If other materials are added, such as lime, then they shall be introduced in a similar manner as they will be on the project. For example, if lime is incorporated a day or more before cement/CKD addition, then it shall be

added to the wet aggregate a day or more before mixing with cement/CKD. If lime is incorporated as slurry, then it shall be incorporated as slurry in the laboratory.

- After mixing, loose specimens shall be stored individually in sealed plastic containers of 4 to 7 in. (100 to 175 mm) height and 6 in. (150 mm) diameter. Specimens shall be stored at 77 ± 9 °F (25 ± 4 °C) for 30 ± 3 minutes. No further mixing or aeration shall occur during this time.
 - Following the 30-minute storage, specimens shall be compacted at room temperature 77 ± 9 °F (25 ± 4 °C).
 - Compact three samples at each cement/CKD content in accordance with AASHTO T 134 (ASTM D558).
 - Specimens shall be extruded from molds after compaction so as not to damage the specimens. Record the weight of each specimen.
- **CURING AFTER COMPACTION**
 - Specimens shall be cured for 7 days in a moist room or cabinet capable of maintaining a temperature of 73.4 ± 3 °F (23.0 ± 1.7 °C) and a relative humidity of not less than 96%.
 - **UNCONFINED COMPRESSIVE STRENGTH**
 - After the 7-day moist cure period remove the specimens from the moist room or cabinet and record the weight of the specimens. Immerse the specimens in a water bath at 77 ± 2 °F (25 ± 1 °C) for 4 hours. Remove each specimen from the water bath and determine the unconfined compressive strength of each sample in accordance with ASTM D1633. Record the unconfined compressive strength as the average strength at each cement/CKD content.
 - **CEMENT/CKD SELECTION**
 - The cement/CKD content selected shall result in the mixture meeting the design requirements of the below table.

Test Method	FDR	Test Purpose
Gradation for Design Millings, AASTHO T 11 & T 27 (ASTM C117 & C136)	Report	
Plasticity Index, AASHTO T 90 (ASTM D4318)	PI < 20	Suitability of stabilizing agent
Maximum Dry Density and Optimum Moisture Content, AASHTO T 134 (ASTM D558)	Report	Optimum Moisture Content for Density and Compaction
Design Moisture Content	Report	Compaction
Wet Density of Specimens Before and After Curing Period	Report	Density Indicator
Unconfined Compressive Strength, ASTM D1633	250 – 500 psi (1,725 – 3450 kPa)	Strength Indicator

- MIX DESIGN REPORT

- All mix design test results shall be reported to the **ENGINEER**. The report shall contain the following minimum information:
 - Plasticity Index (PI) of combined material
 - Dry density, moisture content and unconfined compressive strength at each cement/CKD stabilizing agent content
 - Optimum cement/CKD stabilizing agent content as a percentage of dry materials
 - Cement/CKD stabilizing agent used for testing and the supplier name
 - Amount and type of any additional additive(s) as a percentage of dry materials
 - Application means of additive, dry or slurry form

3. MATERIALS

- PULVERIZED BASE MATERIAL - The pulverized asphalt/base material in the roadway shall meet the following gradation requirements:

<u>SIEVE SIZE</u>	<u>% PASSING</u>
2"	100
#4	30-65
#200	0-10

- CEMENT – When required, the type and the rate of application for the dry additive shall be determined by the mix design. If Type 1 Portland Cement is used, it shall conform to ASTM C 150, Type 1. The cement shall be purchased, delivered, and uniformly placed by the **CONTRACTOR** at the determined rate and be paid for under Item Special Cement.
- AGGREGATE – When required, the type and rate of application shall be determined by the mix design. The aggregate shall be purchased, delivered, and uniformly placed by the **CONTRACTOR** at the determined rate and paid for with an established unit price.
- ASPHALT EMULSION – When required, the type and the rate of application for the asphalt emulsion shall be determined by the mix design. The emulsion shall be purchased, delivered, and uniformly placed by the **CONTRACTOR** at the determined rate and paid for with an established unit price.
- WATER - Water that is needed for dust control and/or to aid in compaction shall be clean and free from oil, acids, strong alkalis, vegetable matter or sewage contamination. If the water is of questionable quality, it shall be tested in accordance with the requirements of AASHTO T-26 and at the expense of the **CONTRACTOR**. All water shall be furnished and paid for under Item Special Full Depth Reclamation.

- SURFACE SEALING (Prime Coat and Cover Aggregate) - The recycled base course shall be sealed at the rate as specified. The emulsion to be used for this sealing shall conform to ODOT Item 408 or be an approved equal (AEPB is an approved equal). After applying the prime coat, #8 limestone shall be spread over the surface at the rate as specified to prevent tracking of the bituminous material. All materials shall be purchased, delivered, and uniformly placed by the **CONTRACTOR** at the specified rates and be paid for under the Prime Coat and Cover Aggregate line items.

5. CONSTRUCTION

- GENERAL - The **CONTRACTOR** shall provide all necessary labor, equipment, and materials, as required, to pulverize, mix, place and compact the Stabilized Base Course. All materials and provisions as specified herein shall apply.
- EQUIPMENT
 - RECLAMATION
 - Self-propelled road reclaimer capable of pulverizing, in-place, the existing pavement and base at a minimum width of 8' and a minimum depth of 12".
 - The cutting drum shall have the ability to operate at various speeds, independent of the machine's forward speed, with an adjustable mechanism to control chunk size and gradation.
 - A breaker bar and/or mixture retention door on the cutting drum shall be used to help control mixture gradation and/or sizing.
 - The cutting drum shall be fully maintained and in good condition at all times throughout the duration of the project.
 - The reclaimer model proposed for use shall have successfully been used by the **CONTRACTOR** or **SUBCONTRACTOR** on other projects and upon request, must be approved by the **ENGINEER**.
 - CEMENT SPREADING
 - The additive shall be placed with a cement distributor designed to spread a uniform coverage at the specified rate. The **CONTRACTOR** shall provide a method to check the application rate of the spreader and assure conformance with the contract or design mix requirements.
 - Dry additives shall be spread in a manner to minimize dusting. Skirting shall be provided on the spreader discharge and extend to the Stabilized Base Course. The dry additive shall not be applied when wind conditions, in the opinion of the **ENGINEER**, are such that excessive blowing additive becomes objectionable to traffic or adjacent property owners.

- ASPHALT EMULSION APPLICATION
 - The reclaimer shall have a system that includes a full width spray bar with nozzles for adding asphalt emulsion and a positive displacement pump interlocked to the reclaimer speed so that the amount of emulsion added is automatically adjusted with speed changes.
 - Individual nozzles on the spray bar shall be capable of being turned off as necessary to minimize emulsion overlap on subsequent passes.
 - The moisture content before adding the asphalt emulsion shall be within one (1) percent± of the optimum water content for mixing as stated in the mix design. If moisture content is in excess of the target value the material shall be aerated and dried to the target value, should the moisture content be less than the target value water shall be added to achieve the target value. The amount of asphalt emulsion to be used shall be as recommended in the mix design for this project.

- RECLAIMED BASE COURSE PLACEMENT/GRADING
 - Following mixing, the Stabilized Base Course shall be graded by means of a conventional motor grader or paving machine with automatic slope control, to the lines and grades established in the plans or proposal. No equipment with metal tracks shall be allowed on the stabilized base course during or after grading.
 - Grading of this type is expected to be in accordance with acceptable base course products, with a tolerance of not more than 0.04' of irregularity on the cross slope. A cross slope of ¼" per foot is expected. Cross slopes greater than ¼" per foot will result in asphalt that is greater than plan thickness at the edges. Cross slopes less than ¼" per foot will result in asphalt that is less than plan thickness at the edges. The **ENGINEER** will approve asphalt at plan quantities only. Any areas not within the 0.04' tolerance will need to be regraded prior to paving.
 - Reclaimed material shall be kept within the limits of the proposed base width. Any material spread beyond the proposed base width shall be cleaned up by the **CONTRACTOR**.

- COMPACTION
 - The number, weight and type of rollers shall be sufficient to obtain the required compaction while the Stabilized Base Course is in a workable condition.
 - Breakdown rolling shall take place prior to motor grader manipulation utilizing a vibratory pad foot roller with a minimum 84" wide drum and 10 ton minimum weight with a blade.
 - Intermediate compaction shall be performed with 20-ton double-drum vibratory steel wheel roller with a drum wetting device or an 84"

single drum smooth drum vibratory compactor capable of a minimum of 52,000 lbs. centrifugal force. Rolling shall be performed until no displacement is detected.

- Final rolling can be done with a 10 ton vibratory steel roller, double drum or single drum, with a water spray system and a 10 ton minimum weight. The final compaction can also be completed with the intermediate compaction device operating in static mode.
 - Water, if required, shall be uniformly applied over the Stabilized Base Course materials during the compaction operation in the amount necessary to obtain proper densification. If during production rolling, the Stabilized Base Course material becomes unstable due to excess moisture, the material shall be aerated and allowed to dry to the point at which stability can be achieved.
 - Rollers shall not be stopped and left sitting on uncompacted Stabilized Base Course.
 - Any type of rolling which results in cracking, movement, or other types of distress shall be discontinued until such time as the problem can be resolved. Discontinuation and commencement of rolling operations shall be at the sole discretion of the **ENGINEER**.
- **CONSTRUCTION PROGRESS LIMITATIONS**
 - If the project involves earthwork, reclamation shall not take place before the gutters, back slopes, front slopes and shoulders are rough graded. The majority of the earthwork shall be complete and all major moving of dirt to the job site or off the job site shall be complete prior to reclamation.
- **WEATHER LIMITATIONS**
 - Work shall be performed between April 1 and October 15, unless otherwise directed by the **ENGINEER**. The temperature shall be 50° F and rising, with no standing water on the existing surface. No work shall be performed if the forecasted air temperature will be below 32° F within 24 hours following the full depth reclamation.
 - No work shall be performed if rain is predicted during the expected time period from the first reclamation pass to the final grading of the Stabilized Base Course.
- **CONSTRUCTION LIMITATIONS**
 - When any of the operations, after the application of cement, are interrupted for more than 30 minutes or when the uncompacted mixture is wetted by rain so that the optimum moisture content is exceeded by 2 percentage points, the decision to reconstruct the portion affected shall be made by the **ENGINEER**. In the event the uncompacted, rain-wetted mixture exceeds the specified moisture content tolerance, the **CONTRACTOR** shall reconstruct the portion affected at their expense.

- GENERAL CLEANUP
 - Grass and other vegetation shall be removed from the existing roadway and roadway edge to prevent contamination of the full depth reclamation. Any widening areas need to be excavated prior to the pre-pulverization of the existing roadway.
- SURFACE SEALING
 - The Prime Coat and Cover Aggregate shall be applied to the Stabilized Base Course as soon as possible after final compaction, preferably on the same day and at a maximum of 18 hours after final compaction. If the Prime Coat and Cover Aggregate is not placed on the same day as the final compaction, the **CONTRACTOR** shall water the Stabilized Base Course so that the surface is continuously moist prior to the application of the Prime Coat and Cover Aggregate. Water shall be placed so that no erosion of the Stabilized Base Course occurs. Any additional expenses to keep the surface moist shall be the responsibility of the **CONTRACTOR**.
 - Traffic may be allowed on the Stabilized Base Course before the new asphalt section is placed, however, it is at the discretion of the **ENGINEER**. Allow the reclaimed base course to cure for at least 7 days after proper compaction before placement of the new asphalt course.
- SURFACE BROOMING
 - The **CONTRACTOR** is to broom the Stabilized Base Course after the curing period and prior to placement of the asphalt overlay, to remove all loose stone. This stone may be used as berm stone, and left in place neatly along the shoulder.
 - Brooming of the road surface at any stage of the reclamation process shall be completed in a manner that all material is contained within the aggregate shoulder area. All material that is broomed off the surface and is outside the aggregate shoulder area shall be cleaned up by the **CONTRACTOR**.
- PROOF ROLL
 - A proof roll is required after the 7 day cure period and before the asphalt is placed. Any areas that are not satisfactory to the **CONTRACTOR OR ENGINEER** shall be corrected prior to the asphalt being placed. The cost of proof rolling shall be included in the unit price for the Full Depth Reclamation.
- QUALITY CONTROL
 - An independent testing laboratory may provide quality control monitoring and testing. Quality control may be provided during construction and/or after the reclaimed base has cured. All such monitoring and testing shall be at the expense of the Owner.
 - The testing lab work shall include but not be limited to: the verification of proper cross slope and width of reclaimed base and verification that specified reclamation depths were achieved.

RECONSTRUCTION OF FULTON COUNTY ROAD 11 BETWEEN ROAD A AND ROAD B
UNIT PRICE BID SCHEDULE

The undersigned having full knowledge of the site, plans, proposal, specifications, and supplemental specifications for the above named improvement and the conditions of this proposal, hereby agrees to furnish all services, labor, materials, and equipment necessary to complete the entire project, according to the plans, proposal, specifications, supplemental specifications, and completion dates, and to accept the unit prices specified below for each item as full compensation for the work in this proposal.

Date set for completion: **October 3, 2024**

Engineer's Estimate: **\$1,220,000.00**

The "**TOTAL AMOUNT OF THE BID**", BASED ON THE "**Approximate Unit Quantities**" given below times the unit prices specified by the Bidder amounts to the sum of:

_____ and _____ /100 DOLLARS (\$ _____)

BIDDER: _____

REF. NO.	ITEM NO.	QUANTITY	UNITS	DESCRIPTION	UNIT PRICE	TOTAL
EARTHWORK						
1	201	1	EACH	CLEARING AND GRUBBING.....	\$ _____	\$ _____
2	202	5	EACH	REMOVE EXISTING CATCH BASIN.....	\$ _____	\$ _____
3	202	478	FT.	PIPE REMOVED 24" & UNDER.....	\$ _____	\$ _____
4	202	275	S.Y.	PAVEMENT REMOVED FOR BUTT JOINTS.....	\$ _____	\$ _____
5	203	24	C.Y.	EXCAVATION FOR DRIVEWAY WIDENING.....	\$ _____	\$ _____
6	203	1390	C.Y.	EXCAVATION FOR PAVEMENT WIDENING.....	\$ _____	\$ _____
7	203	8657	C.Y.	EXCAVATION.....	\$ _____	\$ _____
8	203	6489	C.Y.	EMBANKMENT.....	\$ _____	\$ _____
9	204	4168	S.Y.	SUBGRADE COMPACTION.....	\$ _____	\$ _____
10	204	98	S.Y.	SUBGRADE COMPACTION, DRIVEWAYS.....	\$ _____	\$ _____

EROSION CONTROL

11	207	10	EACH	INLET PROTECTION, AS PER DETAIL.....	\$	\$
12	601	360	TON	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER.....	\$	\$
13	659	25215	S.Y.	SEEDING AND MULCHING, SITE PREPARATION.....	\$	\$
14	659	453	C.Y.	SEEDING AND MULCHING, TOPSOIL.....	\$	\$

DRAINAGE

15	603	64	FT.	12" CONDUIT, TYPE B.....	\$	\$
16	603	60	FT.	15" CONDUIT, TYPE B.....	\$	\$
17	603	10	FT.	4" CONDUIT, TYPE C.....	\$	\$
18	603	410	FT.	6" CONDUIT, TYPE C.....	\$	\$
19	603	590	FT.	8" CONDUIT, TYPE C.....	\$	\$
20	603	100	FT.	12" CONDUIT, TYPE C.....	\$	\$
21	603	130	FT.	12" CONDUIT, TYPE D.....	\$	\$
22	604	9	EACH	NO. 2-2B CATCH BASIN.....	\$	\$

PAVEMENT

23	SPECIAL	1	LUMP	RECLAMATION MIX DESIGN.....	\$	\$
24	SPECIAL	13160	S.Y.	RECLAMATION.....	\$	\$
25	206	395	TON	CEMENT, 60 LBS./S.Y.....	\$	\$
26	408	5264	GALLON	PRIME COAT (0.40 GAL./S.Y.).....	\$	\$
27	408	99	TON	COVER AGGREGATE (15 LBS./S.Y.).....	\$	\$
28	407	1452	GALLON	TACK COAT.....	\$	\$
29	411	24	C.Y.	AGGREGATE BASE, DRIVEWAY WIDENING, 8".....	\$	\$
30	411	26	C.Y.	AGGREGATE BASE, DRIVEWAY WIDENING, 2".....	\$	\$
31	441	754	C.Y.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-22, T = 2".....	\$	\$
32	441	515	C.Y.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 64-22, T = 1.5".....	\$	\$
33	617	173	C.Y.	RECONDITIONING OF SHOULDERS, 3.5".....	\$	\$

