



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

Matthew G. Bevin
Governor

Greg Thomas
Secretary

April 26, 2016

CALL NO. 101
CONTRACT ID NO. 161025
ADDENDUM # 2

Subject: Kenton County, NHPP IM 0758 (096)
Letting April 29, 2016

- (1) Revised - Plan Sheet - R60
- (2) Revised - Note - Pages 62-64(a) of 201
- (3) Revised - Bid Items - Pages 198-201 of 201

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

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

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

COUNTY OF	ITEM NO.	SHEET NO.
KENTON	6-2048.00	R60

MAINTENANCE OF TRAFFIC NOTES

TRAFFIC CONTROL GENERAL

EXCEPT AS PROVIDED HEREIN, MAINTAIN AND CONTROL TRAFFIC IN ACCORDANCE WITH THE 2012 STANDARD SPECIFICATIONS, THE STANDARD DRAWINGS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 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.

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 SPECIFICATIONS.

DURING CONSTRUCTION, SIGNS AND PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE INSTALLED AT LOCATIONS SPECIFIED BY THE ENGINEER. SEE THE MAINTENANCE OF TRAFFIC CONSTRUCTION PHASING PLAN FOR TRAFFIC CONTROL DETAILS DURING EACH PHASE OF CONSTRUCTION. THE MINIMUM LANE WIDTH FOR THIS PROJECT SHALL BE 11 FEET. THE NORTHBOUND I-75 SPEED LIMIT IS TO BE REDUCED TO 45 MPH AND THE SOUTHBOUND SPEED LIMIT SHALL BE 55 MPH THROUGHOUT THE WORK AREA.

NO PAYMENT WILL BE AWARDED FOR VALUE ENGINEERING THE MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION PHASING AND SEQUENCE OF CONSTRUCTION

NIGHT/WEEKEND WORK WILL BE REQUIRED ON THE PROJECT. OBTAIN THE ENGINEER'S APPROVAL OF THE METHOD OF LIGHTING PRIOR TO PERFORMING NIGHT WORK.

CONSTRUCTION PHASING AND THE SEQUENCE OF CONSTRUCTION WILL BE MAINTAINED AS SHOWN IN THE PLANS AND THE MAINTENANCE OF TRAFFIC NOTES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR MUST NOTIFY THE ENGINEER 14 DAYS PRIOR TO BEGINNING WORK.

LANE CLOSURES

SINGLE LANE CLOSURES WILL BE PERMITTED BETWEEN THE HOURS OF 9 PM AND 5 AM. DOUBLE LANE CLOSURES WILL ONLY BE PERMITTED DURING THE HOURS OF 12 AM (MIDNIGHT) AND 5 AM.

DURING STRIPING OPERATIONS WHEN TRAFFIC IS REQUIRED TO BE REDUCED TO ONE LANE, LANE CLOSURES ARE TO BEGIN AT 10 PM ON A FRIDAY AND THE STRIPING OPERATION IS TO BE CONTINUOUS UNTIL COMPLETED.

FOR PLACEMENT OR ADJUSTMENT OF THE TEMPORARY CONCRETE BARRIER WALL, A LANE CLOSURE MUST BE IN PLACE TO CREATE POSITIVE SEPARATION BETWEEN THE TRAVELING PUBLIC AND THE BARRIER WALL OPERATION. LANE CLOSURES ARE ALLOWED DURING THE TIME FRAMES SPECIFIED ABOVE.

ONCE ONE NORTHBOUND LANE HAS BEEN SHIFTED INTO THE CONTRAFLOW LANE, TWO LANES OF TRAFFIC IN THE NORTHBOUND DIRECTION MUST BE MAINTAINED ON THE NORTHBOUND SIDE OF THE PERMANENT BARRIER WALL AT ALL TIMES, EXCEPT FOR APPROVED TIME FRAMES FOR TEMPORARY BARRIER WALL PLACEMENT/ADJUSTMENT AND PHASE CHANGES.

SEE THE SECTION IN THESE NOTES TITLED "LANE CLOSURES AND LANE SHIFTS" FOR ADDITIONAL INFORMATION.

CONTRAFLOW LANE

PRIOR TO PHASE 1 CONSTRUCTION, A CONTRAFLOW LANE IS TO BE ESTABLISHED TO PROVIDE ONE LANE OF NORTHBOUND TRAFFIC ON THE SOUTHBOUND SIDE OF THE ROADWAY.

USING LANE AND/OR SHOULDER CLOSURES ON THE NORTHBOUND OR SOUTHBOUND ROADWAYS:

- RE-STRIPE THE SOUTHBOUND ROADWAY TO CONFORM TO THE TRAFFIC PATTERN SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS.
- WITH SOUTHBOUND TRAFFIC IN THE NEW CONFIGURATION, INSTALL THE TEMPORARY CONCRETE BARRIER WALL ON THE SOUTHBOUND ROADWAY. PROTECT TRAFFIC FROM ANY EXPOSED ENDS OF THE BARRIER WALL WITH A TEMPORARY CRASH CUSHION AT ALL TIMES.
- REMOVE SECTIONS OF THE EXISTING MEDIAN BARRIER WALL AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS FOR THE AREAS NORTH AND SOUTH OF THE PROJECT CONSTRUCTION LIMITS. EXISTING LIGHTING MUST BE MAINTAINED. PROVIDE TEMPORARY LIGHTING FOR AREAS WHERE THE EXISTING LIGHT POLES WERE REMOVED WITH THE MEDIAN BARRIER WALL.

DO NOT AFFECT NORTHBOUND TRAFFIC DURING MEDIAN BARRIER WALL REMOVAL EXCEPT DURING PERMITTED LANE CLOSURE TIMES.

- REMOVE LOOSE PIECES OF CONCRETE FROM THE TOP OF THE MEDIAN BARRIER WALL THROUGHOUT THE LENGTH OF THE PROJECT. REMOVE DEBRIS FROM THE CONCRETE MEDIAN BARRIER BOX INLETS (SEE THE "CLEAN ROADWAY DRAINS" SUMMARY SHEET). BOLT DOWN, OR OTHERWISE SECURE TO THE SATISFACTION OF THE ENGINEER, THE GRATES OF THE CONCRETE MEDIAN BARRIER BOX INLETS. SWEEP SHOULDERS CLEAN. THIS WORK WILL BE INCIDENTAL TO MAINTAIN AND CONTROL TRAFFIC.

THE CONCRETE MEDIAN BARRIER BOX INLETS ARE TO BE INSPECTED REGULARLY (ESPECIALLY PRIOR TO A STORM) TO INSURE THEY REMAIN FUNCTIONING.

- INSTALL THE TEMPORARY CONCRETE BARRIER WALL, CRASH CUSHION, AND STRIPING ON THE NORTHBOUND SIDE OF THE ROADWAY TO COMPLETE CONSTRUCTION OF THE CROSSOVERS.
- MODIFY OR INSTALL SIGNAGE ON I-75 PRIOR TO THE SOUTH OPENING OF THE CONTRAFLOW LANE, INCLUDING PORTABLE CHANGEABLE MESSAGE SIGNS, AS DIRECTED BY THE ENGINEER TO WARN AND NOTIFY TRAFFIC OF THE CHANGE IN TRAFFIC PATTERN AHEAD.
- SHIFT THE INSIDE TRAFFIC LANE OF NORTHBOUND I-75 INTO THE CONTRAFLOW LANE.

CONTRAFLOW LANE (CONTINUED)

THE CONTRAFLOW LANE IS TO REMAIN IN PLACE DURING ALL CONSTRUCTION PHASES UNTIL IT IS REMOVED IN PHASE 4 AND THE MEDIAN BARRIER WALL RECONSTRUCTED.

SEE THE ADDITIONAL SECTIONS IN THESE NOTES FOR REMOVAL OF THE MEDIAN BARRIER WALL AND MAINTAINING AND PROVIDING LIGHTING WHERE THE EXISTING POLES HAVE BEEN TEMPORARILY REMOVED AND FOR RECONSTRUCTION OF THE PERMANENT MEDIAN BARRIER WALL.

SEE TO THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS FOR ADDITIONAL DETAILS.

PHASE 1 CONSTRUCTION

I-75 NORTHBOUND

PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 1 TRAFFIC CONFIGURATION, REMOVE DEBRIS FROM THE CONCRETE MEDIAN BARRIER BOX INLETS (SEE THE "CLEAN ROADWAY DRAINS" SUMMARY SHEET). BOLT DOWN, OR OTHERWISE SECURE TO THE SATISFACTION OF THE ENGINEER, THE GRATES OF THE CONCRETE MEDIAN BARRIER BOX INLETS. SWEEP SHOULDERS CLEAN. THIS WORK WILL BE INCIDENTAL TO MAINTAIN AND CONTROL TRAFFIC.

THE CONCRETE MEDIAN BARRIER BOX INLETS ARE TO BE INSPECTED REGULARLY (ESPECIALLY PRIOR TO A STORM) TO INSURE THEY REMAIN FUNCTIONING.

USE LANE CLOSURES DURING THE ALLOWABLE TIMES TO SHIFT TRAFFIC AND INSTALL THE TEMPORARY CONCRETE BARRIER WALL AND CRASH CUSHIONS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN FOR PHASE 1; MAINTAIN ACCESS TO RAMP AT THE I-275 AND BUTTERMILK PIKE INTERCHANGES. AFTER THE TEMPORARY CONCRETE BARRIER WALL, CRASH CUSHIONS, AND STRIPING HAVE BEEN INSTALLED, SHIFT ONTO THE INSIDE LANE AND SHOULDER.

THE RAMP FROM COMMONWEALTH AVENUE TO NORTHBOUND I-75 IS TO BE CLOSED DURING PHASE 1, 1A & 1B CONSTRUCTION.

PERFORM THE WORK SHOWN IN THE PLANS FOR THE RIGHT HALF OF THE CENTER LANE, THE OUTSIDE LANE, AUXILIARY LANE (WHERE PRESENT), AND OUTSIDE SHOULDER IN THE AREAS CLOSED TO TRAFFIC. DO NOT INSTALL RUMBLE STRIPS ON THE OUTSIDE SHOULDER OF NORTHBOUND I-75 IN THIS PHASE.

RAMP A

REDUCE TRAFFIC TO ONE LANE AND SHIFT ONTO THE LEFT LANE AND SHOULDER. INSTALL THE TEMPORARY CONCRETE BARRIER WALL AND CRASH CUSHIONS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PHASE 1 & 1A. MAINTAIN ACCESS TO I-75 NORTHBOUND AND FOR RAMP F.

PERFORM THE WORK SHOWN IN THE PLANS FOR THE RIGHT RAMP LANE AND OUTSIDE SHOULDER IN THE AREA CLOSED TO TRAFFIC.

RAMP B

SHIFT TRAFFIC TO MERGE ONTO I-75 NORTHBOUND AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 1. USE DRUMS, OR OTHER APPROVED CHANNELIZING DEVICE, TO SEPARATE TRAFFIC FROM THE WORK AREA ON RAMP B. PERFORM THE CONSTRUCTION SHOWN IN THE PLANS FOR THE AVAILABLE AREA ON RAMP B.

PHASE 1A CONSTRUCTION

WHILE MAINTAINING THE PHASE 1 TRAFFIC CONFIGURATION FOR NORTHBOUND I-75 AND I-275 RAMP A TO NORTHBOUND I-75, CLOSE THE I-275 RAMP F AND RAMP B AND D AT THE BUTTERMILK PIKE INTERCHANGE. INSTALL TEMPORARY CONCRETE BARRIER WALL THROUGH THE AREAS LEFT OPEN IN PHASE 1 (TO ALLOW ACCESS FOR THESE RAMPS) AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 1B CONSTRUCTION.

PERFORM THE WORK SHOWN IN THE PLANS FOR THESE RAMPS AND ACCESS POINTS THAT WERE NOT AVAILABLE IN PHASE 1 CONSTRUCTION. ALL WORK SHOWN IN THE PLANS FOR THE CLOSED RAMPS IS TO BE COMPLETED AT THE END OF THIS PHASE.

PRIOR TO PHASE 1B, USE THE "TEMPORARY CONSTRUCTION GAP DETAIL" SHOWN ON THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS TO FILL IN THE CONSTRUCTION GAP BETWEEN THE EXISTING PCC AND NEWLY PLACED JPC PAVEMENTS IN AREAS THAT WILL BE OPEN TO RAMP TRAFFIC.

PHASE 1B CONSTRUCTION

ADJUST THE TEMPORARY CONCRETE BARRIER WALL TO THE PHASE 1B CONFIGURATION AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS. WHILE MAINTAINING ONE LANE OF TRAFFIC ON I-275 RAMP A, SHIFT TRAFFIC ONTO THE OUTSIDE LANE AND SHOULDER OF THE RAMP.

PERFORM THE CONSTRUCTION SHOWN IN THE PLANS FOR THE LEFT LANE AND SHOULDER OF RAMP A. COMPLETE THE WORK SHOWN ON NORTHBOUND I-75 FOR THE RIGHT HALF OF THE CENTER LANE, THE RIGHT LANE, AND GORE AREA WITH RAMP A THAT WAS NOT AVAILABLE FOR CONSTRUCTION DURING PHASE 1 OR 1A.

ALL RAMP WORK IS TO BE COMPLETED PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 2 CONFIGURATION.

PHASE 2 CONSTRUCTION

USING A LANE CLOSURE, DURING AN ALLOWABLE TIME, ADJUST THE TEMPORARY CONCRETE BARRIER WALL TO THE PHASE 2 CONFIGURATION AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS. SHIFT TRAFFIC ONTO THE OUTSIDE LANE AND SHOULDER PRIOR TO THE WORK AREA. WHERE THERE IS AN EXISTING AUXILIARY LANE (FOURTH LANE), THE ADDITIONAL AREA IS TO BE USED AS AN AUXILIARY LANE BETWEEN I-275 RAMP A AND RAMP D, THE EXIT AREA TO BUTTERMILK PIKE. SEE THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 2 CONSTRUCTION.

PERFORM THE WORK LISTED IN THE PLANS FOR THE INSIDE SHOULDER, LANE, AND REMAINING HALF OF THE CENTER LANE NOT CONSTRUCTED IN PHASE 1. RUMBLE STRIPS ARE TO BE INSTALLED ON THE INSIDE SHOULDER AT THIS TIME.

PHASE 3 CONSTRUCTION

PHASE 3 CONSTRUCTION WILL BE FOR REMOVING THE TEMPORARY CONCRETE BARRIER WALL, PLACEMENT OF FINAL STRIPING, AND CONSTRUCTION OF RUMBLE STRIPS ON THE OUTSIDE SHOULDER ON THE NORTHBOUND ROADWAY. RUMBLE STRIPS ARE NOT TO BE CONSTRUCTED UNTIL THE OUTSIDE SHOULDER WILL NO LONGER BE USED TO MAINTAIN TRAFFIC.

PHASE 4 CONSTRUCTION

- CLOSE THE CONTRAFLOW LANE AND RETURN NORTHBOUND TRAFFIC TO ITS NORMAL CONFIGURATION, REMOVING THE TEMPORARY BARRIER WALL, CRASH CUSHION, AND RESTORING ORIGINAL STRIPING CONFIGURATION. RESTORE ANY PERMANENT SIGNING CHANGES TO THE ORIGINAL SIGNING.
- USE A SHOULDER AND/OR LANE CLOSURE ON THE NORTHBOUND ROADWAY DURING THE HOURS OF 9 PM AND 5 AM TO RECONSTRUCT THE CONCRETE MEDIAN BARRIER WALL REMOVED TO FACILITATE THE CONTRAFLOW LANE.
- REMOVE THE TEMPORARY BARRIER WALL FROM THE SOUTHBOUND ROADWAY USING LANE CLOSURES AT NIGHT BETWEEN 9 PM AND 5 AM.
- DURING STRIPING OPERATIONS TO RESTRIPE I-75 SOUTHBOUND WHEN TRAFFIC IS REQUIRED TO BE REDUCED TO ONE LANE, LANE CLOSURES ARE TO BEGIN AT 10 PM ON A FRIDAY AND THE STRIPING OPERATION IS TO BE CONTINUOUS UNTIL COMPLETED.
- RETURN SOUTHBOUND TRAFFIC TO ITS NORMAL CONFIGURATION.

RAMP CLOSURES

RAMP CLOSURES WILL BE PERMITTED FOR THIS PROJECT. THE RAMP FROM COMMONWEALTH AVENUE TO NORTHBOUND I-75 IS TO BE CLOSED DURING PHASES 1, 1A & 1B FOR THE ENTIRE PHASE. THE I-275 RAMP F AND RAMPS B AND D AT THE BUTTERMILK PIKE INTERCHANGE WILL BE PERMITTED TO BE CLOSED DURING PHASE 1A FOR A PERIOD OF 7 DAYS BEGINNING ON A FRIDAY AT 8 PM AND REOPENING BY THE FOLLOWING FRIDAY AT 8 PM TO PERFORM ALL WORK ON THE RAMPS AND THE AREAS ON NORTHBOUND I-75 NOT AVAILABLE FOR CONSTRUCTION WHEN THE RAMPS ARE OPEN. NO TWO RAMPS ARE TO BE CLOSED AT THE SAME TIME.

SIGNS INDICATING A RAMP CLOSURE SHALL BE IN PLACE THROUGHOUT THE CLOSURE OF EACH RAMP AS DIRECTED BY THE MUTCD AND APPROVED BY THE ENGINEER. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE PLACED AT LOCATIONS DIRECTED BY THE ENGINEER 14 DAYS PRIOR TO AND DURING THE CLOSURE. THE SIGN MESSAGE SHALL INDICATE THE CLOSURE DATES.

BRIDGE WORK

BRIDGE WORK SHOWN IN THE STRUCTURES PLANS FOR THIS PROJECT IS TO BE PERFORMED IN THE AVAILABLE WORK AREA DURING EACH MAINTENANCE OF TRAFFIC PHASE. NO ADDITIONAL LANE CLOSURES WILL BE PERMITTED TO PERFORM THIS WORK.

CONSTRUCTION ACCESS

A DETAIL IS PROVIDED IN THE MAINTENANCE OF TRAFFIC PLANS FOR ACCESS TO THE CONSTRUCTION AREA FROM NORTHBOUND I-75. SEE THE "CONSTRUCTION ACCESS DETAIL" SHEET. THE CONTRACTOR WILL BE PERMITTED TO CONSTRUCT ONE ACCESS IN PHASE 1 AND ONE ACCESS IN PHASE 2 PER THE DETAIL AT A LOCATION APPROVED BY THE ENGINEER.

COUNTY OF	ITEM NO.	SHEET NO.
KENTON	6-2048.00	R60

REVISED 4-26-16

MAINTENANCE OF TRAFFIC NOTES

TRAFFIC CONTROL GENERAL

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DURING CONSTRUCTION, SIGNS AND PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE INSTALLED AT LOCATIONS SPECIFIED BY THE ENGINEER. SEE THE MAINTENANCE OF TRAFFIC CONSTRUCTION PHASING PLAN FOR TRAFFIC CONTROL DETAILS DURING EACH PHASE OF CONSTRUCTION. THE MINIMUM LANE WIDTH FOR THIS PROJECT SHALL BE 11 FEET. THE NORTHBOUND I-75 SPEED LIMIT IS TO BE REDUCED TO 45 MPH AND THE SOUTHBOUND SPEED LIMIT SHALL BE 55 MPH THROUGHOUT THE WORK AREA.

NO PAYMENT WILL BE AWARDED FOR VALUE ENGINEERING THE MAINTENANCE OF TRAFFIC PLANS.

CONSTRUCTION PHASING AND SEQUENCE OF CONSTRUCTION

NIGHT/WEEKEND WORK WILL BE REQUIRED ON THE PROJECT. OBTAIN THE ENGINEER'S APPROVAL OF THE METHOD OF LIGHTING PRIOR TO PERFORMING NIGHT WORK.

CONSTRUCTION PHASING AND THE SEQUENCE OF CONSTRUCTION WILL BE MAINTAINED AS SHOWN IN THE PLANS AND THE MAINTENANCE OF TRAFFIC NOTES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR MUST NOTIFY THE ENGINEER 14 DAYS PRIOR TO BEGINNING WORK.

LANE CLOSURES

SINGLE LANE CLOSURES WILL BE PERMITTED BETWEEN THE HOURS OF 9 PM AND 5 AM. DOUBLE LANE CLOSURES WILL ONLY BE PERMITTED DURING THE HOURS OF 12 AM (MIDNIGHT) AND 5 AM.

DURING STRIPING OPERATIONS WHEN TRAFFIC IS REQUIRED TO BE REDUCED TO ONE LANE, LANE CLOSURES ARE TO BEGIN AT 10 PM ON A FRIDAY AND THE STRIPING OPERATION IS TO BE CONTINUOUS UNTIL COMPLETED.

FOR PLACEMENT OR ADJUSTMENT OF THE TEMPORARY CONCRETE BARRIER WALL, A LANE CLOSURE MUST BE IN PLACE TO CREATE POSITIVE SEPARATION BETWEEN THE TRAVELING PUBLIC AND THE BARRIER WALL OPERATION. LANE CLOSURES ARE ALLOWED DURING THE TIME FRAMES SPECIFIED ABOVE.

ONCE ONE NORTHBOUND LANE HAS BEEN SHIFTED INTO THE CONTRAFLOW LANE, TWO LANES OF TRAFFIC IN THE NORTHBOUND DIRECTION MUST BE MAINTAINED ON THE NORTHBOUND SIDE OF THE PERMANENT BARRIER WALL AT ALL TIMES, EXCEPT FOR APPROVED TIME FRAMES FOR TEMPORARY BARRIER WALL PLACEMENT/ADJUSTMENT AND PHASE CHANGES.

SEE THE SECTION IN THESE NOTES TITLED 'LANE CLOSURES AND LANE SHIFTS' FOR ADDITIONAL INFORMATION.

CONTRAFLOW LANE

PRIOR TO PHASE 1 CONSTRUCTION, A CONTRAFLOW LANE IS TO BE ESTABLISHED TO PROVIDE ONE LANE OF NORTHBOUND TRAFFIC ON THE SOUTHBOUND SIDE OF THE ROADWAY.

USING LANE AND/OR SHOULDER CLOSURES ON THE NORTHBOUND OR SOUTHBOUND ROADWAYS:

- RE-STRIPE THE SOUTHBOUND ROADWAY TO CONFORM TO THE TRAFFIC PATTERN SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS.
- WITH SOUTHBOUND TRAFFIC IN THE NEW CONFIGURATION, INSTALL THE TEMPORARY CONCRETE BARRIER WALL ON THE SOUTHBOUND ROADWAY. PROTECT TRAFFIC FROM ANY EXPOSED ENDS OF THE BARRIER WALL WITH A TEMPORARY CRASH CUSHION AT ALL TIMES.
- REMOVE SECTIONS OF THE EXISTING MEDIAN BARRIER WALL AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS FOR THE AREAS NORTH AND SOUTH OF THE PROJECT CONSTRUCTION LIMITS. EXISTING LIGHTING MUST BE MAINTAINED. PROVIDE TEMPORARY LIGHTING FOR AREAS WHERE THE EXISTING LIGHT POLES WERE REMOVED WITH THE MEDIAN BARRIER WALL.

DO NOT AFFECT NORTHBOUND TRAFFIC DURING MEDIAN BARRIER WALL REMOVAL EXCEPT DURING PERMITTED LANE CLOSURE TIMES.

- REMOVE LOOSE PIECES OF CONCRETE FROM THE TOP OF THE MEDIAN BARRIER WALL THROUGHOUT THE LENGTH OF THE PROJECT. REMOVE DEBRIS FROM THE CONCRETE MEDIAN BARRIER BOX INLETS (SEE THE "CLEAN ROADWAY DRAINS" SUMMARY SHEET). BOLT DOWN, OR OTHERWISE SECURE TO THE SATISFACTION OF THE ENGINEER, THE GRATES OF THE CONCRETE MEDIAN BARRIER BOX INLETS. SWEEP SHOULDERS CLEAN. THIS WORK WILL BE INCIDENTAL TO MAINTAIN AND CONTROL TRAFFIC.

THE CONCRETE MEDIAN BARRIER BOX INLETS ARE TO BE INSPECTED REGULARLY (ESPECIALLY PRIOR TO A STORM) TO INSURE THEY REMAIN FUNCTIONING.

- INSTALL THE TEMPORARY CONCRETE BARRIER WALL, CRASH CUSHION, AND STRIPING ON THE NORTHBOUND SIDE OF THE ROADWAY TO COMPLETE CONSTRUCTION OF THE CROSSOVERS.
- MODIFY OR INSTALL SIGNAGE ON I-75 PRIOR TO THE SOUTH OPENING OF THE CONTRAFLOW LANE, INCLUDING PORTABLE CHANGEABLE MESSAGE SIGNS, AS DIRECTED BY THE ENGINEER TO WARN AND NOTIFY TRAFFIC OF THE CHANGE IN TRAFFIC PATTERN AHEAD.
- SHIFT THE INSIDE TRAFFIC LANE OF NORTHBOUND I-75 INTO THE CONTRAFLOW LANE.

CONTRAFLOW LANE (CONTINUED)

THE CONTRAFLOW LANE IS TO REMAIN IN PLACE DURING ALL CONSTRUCTION PHASES UNTIL IT IS REMOVED IN PHASE 4 AND THE MEDIAN BARRIER WALL RECONSTRUCTED.

SEE THE ADDITIONAL SECTIONS IN THESE NOTES FOR REMOVAL OF THE MEDIAN BARRIER WALL AND MAINTAINING AND PROVIDING LIGHTING WHERE THE EXISTING POLES HAVE BEEN TEMPORARILY REMOVED AND FOR RECONSTRUCTION OF THE PERMANENT MEDIAN BARRIER WALL.

SEE TO THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS FOR ADDITIONAL DETAILS.

PHASE 1 CONSTRUCTION

I-75 NORTHBOUND

PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 1 TRAFFIC CONFIGURATION, REMOVE DEBRIS FROM THE CONCRETE MEDIAN BARRIER BOX INLETS (SEE THE "CLEAN ROADWAY DRAINS" SUMMARY SHEET). BOLT DOWN, OR OTHERWISE SECURE TO THE SATISFACTION OF THE ENGINEER, THE GRATES OF THE CONCRETE MEDIAN BARRIER BOX INLETS. SWEEP SHOULDERS CLEAN. THIS WORK WILL BE INCIDENTAL TO MAINTAIN AND CONTROL TRAFFIC.

THE CONCRETE MEDIAN BARRIER BOX INLETS ARE TO BE INSPECTED REGULARLY (ESPECIALLY PRIOR TO A STORM) TO INSURE THEY REMAIN FUNCTIONING.

USE LANE CLOSURES DURING THE ALLOWABLE TIMES TO SHIFT TRAFFIC AND INSTALL THE TEMPORARY CONCRETE BARRIER WALL AND CRASH CUSHIONS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLAN FOR PHASE 1; MAINTAIN ACCESS TO RAMPS AT THE I-275 AND BUTTERMILK PIKE INTERCHANGES. AFTER THE TEMPORARY CONCRETE BARRIER WALL, CRASH CUSHIONS, AND STRIPING HAVE BEEN INSTALLED, SHIFT ONTO THE INSIDE LANE AND SHOULDER.

THE RAMP FROM COMMONWEALTH AVENUE TO NORTHBOUND I-75 IS TO BE CLOSED DURING PHASE 1, 1A & 1B CONSTRUCTION.

PERFORM THE WORK SHOWN IN THE PLANS FOR THE RIGHT HALF OF THE CENTER LANE, THE OUTSIDE LANE, AUXILIARY LANE (WHERE PRESENT), AND OUTSIDE SHOULDER IN THE AREAS CLOSED TO TRAFFIC. DO NOT INSTALL RUMBLE STRIPS ON THE OUTSIDE SHOULDER OF NORTHBOUND I-75 IN THIS PHASE.

RAMP A

REDUCE TRAFFIC TO ONE LANE AND SHIFT ONTO THE LEFT LANE AND SHOULDER. INSTALL THE TEMPORARY CONCRETE BARRIER WALL AND CRASH CUSHIONS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PHASE 1 & 1A. MAINTAIN ACCESS TO I-75 NORTHBOUND AND FOR RAMP F.

PERFORM THE WORK SHOWN IN THE PLANS FOR THE RIGHT RAMP LANE AND OUTSIDE SHOULDER IN THE AREA CLOSED TO TRAFFIC.

RAMP B

SHIFT TRAFFIC TO MERGE ONTO I-75 NORTHBOUND AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 1. USE DRUMS, OR OTHER APPROVED CHANNELIZING DEVICE, TO SEPARATE TRAFFIC FROM THE WORK AREA ON RAMP B. PERFORM THE CONSTRUCTION SHOWN IN THE PLANS FOR THE AVAILABLE AREA ON RAMP B.

PHASE 1A CONSTRUCTION

WHILE MAINTAINING THE PHASE 1 TRAFFIC CONFIGURATION FOR NORTHBOUND I-75 AND I-275 RAMP A TO NORTHBOUND I-75, CLOSE THE I-275 RAMP F AND RAMPS B AND D AT THE BUTTERMILK PIKE INTERCHANGE. INSTALL TEMPORARY CONCRETE BARRIER WALL THROUGH THE AREAS LEFT OPEN IN PHASE 1 (TO ALLOW ACCESS FOR THESE RAMPS) AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 1B CONSTRUCTION.

PERFORM THE WORK SHOWN IN THE PLANS FOR THESE RAMPS AND ACCESS POINTS THAT WERE NOT AVAILABLE IN PHASE 1 CONSTRUCTION. ALL WORK SHOWN IN THE PLANS FOR THE CLOSED RAMPS IS TO BE COMPLETED AT THE END OF THIS PHASE.

PRIOR TO PHASE 1B, USE THE "TEMPORARY CONSTRUCTION GAP DETAIL" SHOWN ON THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS TO FILL IN THE CONSTRUCTION GAP BETWEEN THE EXISTING PCC AND NEWLY PLACED JPC PAVEMENTS IN AREAS THAT WILL BE OPEN TO RAMP TRAFFIC.

PHASE 1B CONSTRUCTION

ADJUST THE TEMPORARY CONCRETE BARRIER WALL TO THE PHASE 1B CONFIGURATION AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS. WHILE MAINTAINING ONE LANE OF TRAFFIC ON I-275 RAMP A, SHIFT TRAFFIC ONTO THE OUTSIDE LANE AND SHOULDER OF THE RAMP.

PERFORM THE CONSTRUCTION SHOWN IN THE PLANS FOR THE LEFT LANE AND SHOULDER OF RAMP A. COMPLETE THE WORK SHOWN ON NORTHBOUND I-75 FOR THE RIGHT HALF OF THE CENTER LANE, THE RIGHT LANE, AND GORE AREA WITH RAMP A THAT WAS NOT AVAILABLE FOR CONSTRUCTION DURING PHASE 1 OR 1A.

ALL RAMP WORK IS TO BE COMPLETED PRIOR TO SHIFTING TRAFFIC INTO THE PHASE 2 CONFIGURATION.

PHASE 2 CONSTRUCTION

USING A LANE CLOSURE, DURING AN ALLOWABLE TIME, ADJUST THE TEMPORARY CONCRETE BARRIER WALL TO THE PHASE 2 CONFIGURATION AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS AND TYPICAL SECTIONS. SHIFT TRAFFIC ONTO THE OUTSIDE LANE AND SHOULDER PRIOR TO THE WORK AREA. WHERE THERE IS AN EXISTING AUXILIARY LANE (FOURTH LANE), THE ADDITIONAL AREA IS TO BE USED AS AN AUXILIARY LANE BETWEEN I-275 RAMP A AND RAMP D, THE EXIT RAMP TO BUTTERMILK PIKE. SEE THE MAINTENANCE OF TRAFFIC PLANS FOR PHASE 2 CONSTRUCTION.

PERFORM THE WORK LISTED IN THE PLANS FOR THE INSIDE SHOULDER, LANE, AND REMAINING HALF OF THE CENTER LANE NOT CONSTRUCTED IN PHASE 1. RUMBLE STRIPS ARE TO BE INSTALLED ON THE INSIDE SHOULDER AT THIS TIME.

PHASE 3 CONSTRUCTION

PHASE 3 CONSTRUCTION WILL BE FOR REMOVING THE TEMPORARY CONCRETE BARRIER WALL, PLACEMENT OF FINAL STRIPING, AND CONSTRUCTION OF RUMBLE STRIPS ON THE OUTSIDE SHOULDER ON THE NORTHBOUND ROADWAY. RUMBLE STRIPS ARE NOT TO BE CONSTRUCTED UNTIL THE OUTSIDE SHOULDER WILL NO LONGER BE USED TO MAINTAIN TRAFFIC.

PHASE 4 CONSTRUCTION

1. CLOSE THE CONTRAFLOW LANE AND RETURN NORTHBOUND TRAFFIC TO ITS NORMAL CONFIGURATION, REMOVING THE TEMPORARY BARRIER WALL, CRASH CUSHION, AND RESTORING ORIGINAL STRIPING CONFIGURATION. RESTORE ANY PERMANENT SIGNING CHANGES TO THE ORIGINAL SIGNING.

2. USE A SHOULDER AND/OR LANE CLOSURE ON THE NORTHBOUND ROADWAY DURING THE HOURS OF 9 PM AND 5 AM TO RECONSTRUCT THE CONCRETE MEDIAN BARRIER WALL REMOVED TO FACILITATE THE CONTRAFLOW LANE.

3. REMOVE THE TEMPORARY BARRIER WALL FROM THE SOUTHBOUND ROADWAY USING LANE CLOSURES AT NIGHT BETWEEN 9 PM AND 5 AM.

4. DURING STRIPING OPERATIONS TO RESTRIPE I-75 SOUTHBOUND WHEN TRAFFIC IS REQUIRED TO BE REDUCED TO ONE LANE, LANE CLOSURES ARE TO BEGIN AT 10 PM ON A FRIDAY AND THE STRIPING OPERATION IS TO BE CONTINUOUS UNTIL COMPLETED.

5. RETURN SOUTHBOUND TRAFFIC TO ITS NORMAL CONFIGURATION.

RAMP CLOSURES

RAMP CLOSURES WILL BE PERMITTED FOR THIS PROJECT. THE RAMP FROM COMMONWEALTH AVENUE TO NORTHBOUND I-75 IS TO BE CLOSED DURING PHASES 1, 1A & 1B FOR THE ENTIRE PHASE. THE I-275 RAMP F AND RAMPS B AND D AT THE BUTTERMILK PIKE INTERCHANGE WILL BE PERMITTED TO BE CLOSED DURING PHASE 1A FOR A PERIOD OF 7 DAYS BEGINNING ON A FRIDAY AT 8 PM AND REOPENING BY THE FOLLOWING FRIDAY AT 8 PM TO PERFORM ALL WORK ON THE RAMPS AND THE AREAS ON NORTHBOUND I-75 NOT AVAILABLE FOR CONSTRUCTION WHEN THE RAMPS ARE OPEN. NO TWO RAMPS ARE TO BE CLOSED AT THE SAME TIME.

SIGNS INDICATING A RAMP CLOSURE SHALL BE IN PLACE THROUGHOUT THE CLOSURE OF EACH RAMP AS DIRECTED BY THE MUTCD AND APPROVED BY THE ENGINEER. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE PLACED AT LOCATIONS DIRECTED BY THE ENGINEER 14 DAYS PRIOR TO AND DURING THE CLOSURE. THE SIGN MESSAGE SHALL INDICATE THE CLOSURE DATES.

BRIDGE WORK

BRIDGE WORK SHOWN IN THE STRUCTURES PLANS FOR THIS PROJECT IS TO BE PERFORMED IN THE AVAILABLE WORK AREA DURING EACH MAINTENANCE OF TRAFFIC PHASE. NO ADDITIONAL LANE CLOSURES WILL BE PERMITTED TO PERFORM THIS WORK.

CONSTRUCTION ACCESS

A DETAIL IS PROVIDED IN THE MAINTENANCE OF TRAFFIC PLANS FOR ACCESS TO THE CONSTRUCTION AREA FROM NORTHBOUND I-75. SEE THE "CONSTRUCTION ACCESS DETAIL" SHEET. THE CONTRACTOR WILL BE PERMITTED TO CONSTRUCT ONE ACCESS IN PHASE 1 AND ONE ACCESS IN PHASE 2 PER THE DETAIL AT A LOCATION APPROVED BY THE ENGINEER.

I-75
Kenton County
NHPP IM 0758 (096)
Item Number 6-2048.00

April 26, 2016

**SPECIAL NOTE
FOR
FIXED COMPLETION DATE AND DISINCENTIVE FEES
“A+B”**

Fixed Completion Dates and “A+B” Bidding

The procedure for evaluation of bids on this project involves an “A+B” concept.

The “A” component of the bid involves the dollar amount for all work to be performed under the contract.

The “B” component involves the number of calendar days that **mainline I-75 northbound from beginning of project (Station 210+52) to end of project (Station 367+45)** is out of its normal configuration for times other than those allowed in the Maintenance of Traffic (MOT) plans.

This project will have a fixed completion date of **November 1, 2016** for completion of all work.

A disincentive fee of **\$10,000 per day** will be charged for each calendar day that all work is not completed after **November 1, 2016**. These fees are in addition to contract liquidated damages per the Standard Specifications.

Contrary to Section 108.09 of the Standard Specifications, **the \$10,000 per day disincentive and/or contract liquidated damages will be charged during the months of December through March if all required work is not completed.**

Preparation of Bid Proposal

The work is to be performed in a high traffic area. There are phases identified in the project that will require the contractor to reduce the number of mainline I-75 lanes in the northbound direction. The peak hour traffic is such that having the number of lanes reduced may create significant traffic delays. To reduce the disruption to the travelling public the contractor(s) will bid the number of calendar days when northbound traffic is out of its normal configuration. “B” days will start when the permanent Northbound traffic is shifted into the Phase I configuration as shown in the Maintenance of Traffic (MOT) plans. “B” days will continue to count until Northbound I-75 traffic is returned to its normal, permanent configuration. Short term Lane closures may be utilized after permanent configuration is restored on Northbound I-75 during the timeframes allowed in the Maintenance of Traffic (MOT) plans.

In addition to the requirements of Section 102 of the Standard Specifications, the bidder shall establish the total number of calendar days Northbound that I-75 will be restricted as described above between Station 210+52 and Station 367+45 necessary to complete the work in accordance with the plans and specifications and show this number in the bid proposal. For the purposes of bidding this contract all bidders will bid the number of consecutive calendar days northbound (B_N) necessary to complete all

work requiring mainline I-75 to be out of its normal configuration. The B component will have a daily dollar amount that will be used to calculate the total “B” component for bid comparison purposes only. The value of each day of work will be **\$100,000**.

A maximum of 100 “B” days will be allowed to be bid for this project.

Proposal Guaranty

As a supplement to Section 102 of the 2012 Standard Specifications, it will not be necessary for the Proposal Guaranty to include an amount necessary to cover the product of days bid times the daily cost.

Consideration of Bids

Each bid submitted shall consist of two parts:

- A The dollar amount for all work to be performed under the contract.
- B_N Number of affected days of I-75 out of normal configuration northbound (as defined above)

The lowest and best bid will be determined by the Department as the lowest combination of the two parts according to the following formula:

$$BID = A + [B_N] * 100,000$$

Disincentive Fees for Work Beyond the Days Bid

Upon the beginning of I-75 mainline work with northbound traffic out of its normal configuration as defined above, time will be charged against the respective B component. A day will be charged for any day that traffic remains out of normal configuration. After the number of days bid is reached any subsequent restriction that traffic is out of its normal configuration will result in a disincentive charge to the contractor. The following disincentive schedule will be applied for each hour or fraction of an hour that Northbound I-75 traffic remains out of normal configuration:

Table 1. Disincentive Schedule for All Mainline I-75 Construction work

Time of Misalignment	Disincentive Fee (\$/hour) Northbound
5:00AM-9:00PM	\$10,000

The disincentive fees for work beyond the number of days bid will be charged in addition to any other disincentive fees or liquidated damages if the work continues beyond the fixed completion date listed above.

Contrary to Section 108.09 of the Standard Specifications, **the \$10,000 per hour disincentive will be charged during the months of December through March if I-75 traffic is not restored to its normal configuration.**

THERE IS NO MAXIMUM OR CAP TO DISINCENTIVE FEES FOR THIS PROJECT.

Ramp Closures

There are ramps identified in the plans that will be allowed to be closed to facilitate work on the project. The allowable closures are listed in the plans. Any ramp that remains closed beyond the allotted times that are shown in the plans will be charged disincentive fees based on the schedule below:

Table 2. Disincentive Schedule for Ramp Closures

Extended Time of Ramp Closure	Disincentive Fee (\$/hour)
First Hour	\$4,000
Successive Hours	\$8,000

Mainline Lane Closures

There are times specified in the Maintenance of Traffic plans when the Contractor will be allowed to reduce the number of mainline I-75 lanes open to traffic in both the I-75 northbound and southbound directions. From 9 PM to 12 AM (midnight) the Contractor will be allowed perform a single lane closure.. From 12 AM (midnight) until 5 AM, the Contractor will be allowed to perform a double lane closure. Once the Contraflow lane on the southbound inside shoulder is open to traffic, two lanes of traffic in the northbound direction must be maintained on the Northbound side of the permanent barrier wall at all times, except for approved time frames for temporary barrier wall placement/adjustment and phase changes. Any time a mainline lane in either the northbound or southbound direction is closed beyond the allotted times specified above and in the plans, disincentive fees will be charged based on the schedule below:

Table 3. Disincentive Schedule for Mainline I-75 Lanes Closed Outside Allotted Times

Time of Lane Closure	Disincentive Fee (\$/hour) Northbound & Southbound
Each Hour	\$10,000

Time Extensions

The Engineer will not allow any extension to the number of calendar days bid, or ramp closure periods, for weather or resulting conditions. In the event that unsuitable subgrade conditions are encountered, a calendar day will not be charged against the number of days bid, provided pavement replacement operations cannot be performed due to correction of the unsuitable subgrade conditions. The maximum number of uncharged calendar days shall be capped at 14 calendar days. Further, a calendar day will not be charged against the number of days bid for delays caused by earthquakes, tornadoes, or other similar catastrophic forces.

No extension to the number of calendar days bid, or ramp closure periods, will be granted due to over-run of contract quantities. The engineer will grant an extension of the number of calendar days bid for supplemental work not previously identified in the contract that must be performed when northbound traffic is out of its normal configuration. The Engineer will determine the number of additional calendar days due for the additional work by dividing the value of the additional work by

the value of the original Contract work and multiply this ratio by the number of calendar days from Notice to Begin work to November 1, 2016. **(Except no calendar days will be added for the work required to remediate unsuitable subgrade conditions).**

The cumulative total of uncharged calendar days and added calendar days will be added to the November 1, 2016, fixed completion date on a day for day basis. Extensions of the fixed completion date may include periods of time when weather conditions may not be conducive to the work required by the contract. ALL construction operations for the project will be required to be completed by the extended completion date and in accordance with any weather limitations specified in the Kentucky 2012 Standard Specifications for Road and Bridge Construction, the contract proposal or the contract plans. No further extension of contract time will be granted due to inclement weather or temperature limitations experienced during the time extension.

PROPOSAL BID ITEMS

161025

Report Date 4/26/16

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	6,194.00	TON		\$	
0020	00022		JPC PAVEMENT DRAINAGE BLANKET	18,925.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	93.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	11.20	TON		\$	
0050	00212		CL2 ASPH BASE 1.00D PG64-22	325.00	TON		\$	
0060	02058		REMOVE PCC PAVEMENT	94,297.00	SQYD		\$	
0070	02086		JPC PAVEMENT-13 IN	94,624.00	SQYD		\$	
0080	02599		FABRIC-GEOTEXTILE TYPE IV	626.00	SQYD		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0090	01690		FLUME INLET TYPE 1	1.00	EACH		\$	
0100	01691		FLUME INLET TYPE 2	2.00	EACH		\$	
0110	01845		ISLAND INTEGRAL CURB	992.00	LF		\$	
0120	01891		ISLAND HEADER CURB TYPE 2	263.00	LF		\$	
0130	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	58.00	EACH		\$	
0140	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	11.00	EACH		\$	
0150	01984		DELINEATOR FOR BARRIER - WHITE	1,052.00	EACH		\$	
0160	01985		DELINEATOR FOR BARRIER - YELLOW	2,535.00	EACH		\$	
0170	02003		RELOCATE TEMP CONC BARRIER	17,320.00	LF		\$	
0180	02014		BARRICADE-TYPE III	20.00	EACH		\$	
0190	02237		DITCHING	4,930.00	LF		\$	
0200	02267		REMOVE & RESET FENCE	160.00	LF		\$	
0210	02351		GUARDRAIL-STEEL W BEAM-S FACE	4,390.50	LF		\$	
0220	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	4.00	EACH		\$	
0230	02367		GUARDRAIL END TREATMENT TYPE 1	5.00	EACH		\$	
0240	02369		GUARDRAIL END TREATMENT TYPE 2A	5.00	EACH		\$	
0250	02381		REMOVE GUARDRAIL	4,295.00	LF		\$	
0260	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	4.00	EACH		\$	
0270	02484		CHANNEL LINING CLASS III	135.00	TON		\$	
0280	02562		TEMPORARY SIGNS	2,000.00	SQFT		\$	
0290	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0300	02654		TRUCK MOUNTED ATTENUATOR	2.00	EACH		\$	
0310	02671		PORTABLE CHANGEABLE MESSAGE SIGN	8.00	EACH		\$	
0320	02695		RUMBLE STRIPS TYPE 3	1,265.00	LF		\$	
0330	02714		SHOULDERING	9,699.00	LF		\$	
0340	02726		STAKING	1.00	LS		\$	
0350	02775		ARROW PANEL	6.00	EACH		\$	
0360	02898		RELOCATE CRASH CUSHION	7.00	EACH		\$	
0370	03171		CONCRETE BARRIER WALL TYPE 9T	29,640.00	LF		\$	
0380	03260		CLEAN ROADWAY DRAINS	16.00	EACH		\$	
0390	05950		EROSION CONTROL BLANKET	250.00	SQYD		\$	

PROPOSAL BID ITEMS

REVISED ADDENDUM #2: 4-26-16

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	06401		FLEXIBLE DELINEATOR POST-M/W	129.00	EACH		\$	
0410	06404		FLEXIBLE DELINEATOR POST-M/Y	30.00	EACH		\$	
0420	06511		PAVE STRIPING-TEMP PAINT-6 IN	161,826.00	LF		\$	
0430	06515		PAVE STRIPING-PERM PAINT-6 IN	97,553.00	LF		\$	
0440	06517		PAVE STRIPING-PERM PAINT-12 IN	4,509.00	LF		\$	
0450	06549		PAVE STRIPING-TEMP REM TAPE-B	10,000.00	LF		\$	
0460	06550		PAVE STRIPING-TEMP REM TAPE-W	10,000.00	LF		\$	
0470	06551		PAVE STRIPING-TEMP REM TAPE-Y	10,000.00	LF		\$	
0480	06578		PAVE MARKING-THERMO MERGE ARROW	4.00	EACH		\$	
0490	06580		PAVEMENT MARKER TYPE IV-MW	500.00	EACH		\$	
0500	06583		PAVEMENT MARKER TYPE IV-B W/R	50.00	EACH		\$	
0510	06585		PAVEMENT MARKER TY IVA-MW TEMP	1,888.00	EACH		\$	
0520	08901		CRASH CUSHION TY VI CLASS BT TL2	6.00	EACH		\$	
0530	10020NS		FUEL ADJUSTMENT	7,721.00	DOLL	\$1.00	\$	\$7,721.00
0540	10212ND		TIME COMPONENT (EXEMPT FROM DEMOBILIZATION) (REVISED: 4-26-16)	100,000.00	DOLL		\$	
0550	20411ED		LAW ENFORCEMENT OFFICER	1,500.00	HOURL		\$	
0560	21935EN		REMOVE CONC MEDIAN BARRIER	843.00	LF		\$	
0570	22664EN		WATER BLASTING EXISTING STRIPE	188,739.00	LF		\$	
0580	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		\$	
0590	23874EC		CONCRETE MEDIAN BARRIER TY 14A(50)	843.00	LF		\$	
0600	24489EC		INLAID PAVEMENT MARKER	912.00	EACH		\$	
0610	24525EC		ADVANCE WARNING FLASHER TYPE B FOR TEMPORARY SIGNS	50.00	EACH		\$	

Section: 0003 - BRIDGE-B00053R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0620	03298		EXPAN JOINT REPLACE 4 IN	143.20	LF		\$	
0630	03299		ARMORED EDGE FOR CONCRETE	143.20	LF		\$	
0640	08504		EPOXY SAND SLURRY	267.00	SQYD		\$	
0650	08510		REM EPOXY BIT FOREIGN OVERLAY	1,740.00	SQYD		\$	
0660	08534		CONCRETE OVERLAY-LATEX	96.60	CUYD		\$	
0670	08549		BLAST CLEANING	1,951.00	SQYD		\$	
0680	24094EC		PARTIAL DEPTH PATCHING	48.00	CUYD		\$	

Section: 0004 - BRIDGE-B00094R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0690	03294		EXPAN JOINT REPLACE 1 1/2 IN	153.90	LF		\$	
0700	03299		ARMORED EDGE FOR CONCRETE	153.90	LF		\$	
0710	22146EN		CONCRETE PATCHING REPAIR	100.00	SQFT		\$	

Section: 0005 - BRIDGE-B00095R

PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0720	03296		EXPAN JOINT REPLACE 2 1/2 IN	209.20	LF		\$	
0730	03299		ARMORED EDGE FOR CONCRETE	209.20	LF		\$	
0740	22146EN		CONCRETE PATCHING REPAIR	100.00	SQFT		\$	

Section: 0006 - BRIDGE-B00096R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0750	03294		EXPAN JOINT REPLACE 1 1/2 IN	169.90	LF		\$	
0760	03299		ARMORED EDGE FOR CONCRETE	169.90	LF		\$	
0770	22146EN		CONCRETE PATCHING REPAIR	100.00	SQFT		\$	

Section: 0007 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0780	04701		POLE 40 FT MTG HT	2.00	EACH		\$	
0790	04725		BRACKET 15 FT	4.00	EACH		\$	
0800	04741		POLE BASE IN MEDIAN WALL	2.00	EACH		\$	
0810	04770		HPS LUMINAIRE	4.00	EACH		\$	
0820	04773		HPS LUMINAIRE HIGH MAST	2.00	EACH		\$	
0830	04780		FUSED CONNECTOR KIT	12.00	EACH		\$	
0840	04795		CONDUIT-2 IN	517.00	LF		\$	
0850	04797		CONDUIT-3 IN	1,000.00	LF		\$	
0860	04810		ELECTRICAL JUNCTION BOX	2.00	EACH		\$	
0870	04832		WIRE-NO. 12	660.00	LF		\$	
0880	04836		WIRE-NO. 2	6,000.00	LF		\$	
0890	04940		REMOVE LIGHTING	1.00	LS		\$	
0900	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH		\$	
0910	20410ED		MAINTAIN LIGHTING	1.00	LS		\$	
0920	24710EC		POLE 33 FT MTG HT W/12 IN ARM	2.00	EACH		\$	

Section: 0008 - TRAFFIC LOOPS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0930	04793		CONDUIT-1 1/4 IN	25.00	LF		\$	
0940	04795		CONDUIT-2 IN	10.00	LF		\$	
0950	04820		TRENCHING AND BACKFILLING	30.00	LF		\$	
0960	04829		PIEZOELECTRIC SENSOR	4.00	EACH		\$	
0970	04830		LOOP WIRE	2,300.00	LF		\$	
0980	04895		LOOP SAW SLOT AND FILL	390.00	LF		\$	
0990	20359NN		GALVANIZED STEEL CABINET	1.00	EACH		\$	
1000	20360ES818		WOOD POST	2.00	EACH		\$	
1010	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	1.00	EACH		\$	

Section: 0009 - DEMOBILIZATION &/OR MOBILIZATION

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PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1020	02568		MOBILIZATION	1.00	LS		\$	
1030	02569		DEMOBILIZATION	1.00	LS		\$	