



CALL NO. 323

CONTRACT ID. 172073

FAYETTE COUNTY

FED/STATE PROJECT NUMBER FE01 034 0075 115-116

DESCRIPTION NEW COVINGTON-LEXINGTON-TENNESSEE STATE LINE ROAD (I-75)

WORK TYPE JPC PAVEMENT REPAIRS

PRIMARY COMPLETION DATE 9/30/2017

LETTING DATE: March 24,2017

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME March 24,2017. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DEFERRED PAYMENT

REQUIRED BID PROPOSAL GUARANTY: Not less than 5% of the total bid.

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 07

CONTRACT ID - 172073

FE01 034 0075 115-116

COUNTY - FAYETTE

PCN - MP03400751701

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NEW COVINGTON-LEXINGTON-TENNESSEE STATE LINE ROAD (I-75) (MP 115.050) NEWTOWN PIKE
INTERCHANGE RAMPS A, B, D, AND E (MP 115.582), A DISTANCE OF 0.53 MILES.JPC PAVEMENT REPAIRS
GEOGRAPHIC COORDINATES LATITUDE 38:05:59.00 LONGITUDE 84:29:08.00

COMPLETION DATE(S):

COMPLETED BY 09/30/2017

0 WORKING Hours

0 WORKING Hours

SPECIFIED COMPLETION DATE -
ALL ITEMS IN CONTRACT

EXCAVATED AREAS NOT FILLED
THE SAME DAY AS EXCAVATED.

LANE CLOSURES DURING
PROHIBITED HOURS

CONTRACT NOTES

PROPOSAL ADDENDA

All addenda to this proposal must be applied when calculating bid and certified in the bid packet submitted to the Kentucky Department of Highways. Failure to use the correct and most recent addenda may result in the bid being rejected.

BID SUBMITTAL

Bidder must use the Department's Expedite Bidding Program available on the Internet web site of the Department of Highways, Division of Construction Procurement. (www.transportation.ky.gov/construction-procurement)

The Bidder must download the bid file located on the Bid Express website (www.bidx.com) to prepare a bid packet for submission to the Department. The bidder must submit electronically using Bid Express.

JOINT VENTURE BIDDING

Joint venture bidding is permissible. All companies in the joint venture must be prequalified in one of the work types in the Qualifications for Bidders for the project. The bidders must get a vendor ID for the joint venture from the Division of Construction Procurement and register the joint venture as a bidder on the project. Also, the joint venture must obtain a digital ID from Bid Express to submit a bid. A joint bid bond of 5% may be submitted for both companies or each company may submit a separate bond of 5%.

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. When prescribed in said directives, the contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom shall be contacted through their individual Protection Notification Center. Non-compliance with these directives can result in the enforcement of penalties.

SPECIAL NOTE FOR COMPOSITE OFFSET BLOCKS

Contrary to the Standard Drawings (2016 edition) the Cabinet will allow 6" composite offset blocks in lieu of wooden offset blocks, except as specified on proprietary end treatments and crash cushions. The composite blocks shall be selected from the Cabinet's List of Approved Materials.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

Pursuant to KRS 176.085(1)(b), an agency, department, office, or political subdivision of the Commonwealth of Kentucky shall not award a state contract to a person that is a foreign entity required by [KRS 14A.9-010](#) to obtain a certificate of authority to transact business in the Commonwealth (“certificate”) from the Secretary of State under [KRS 14A.9-030](#) unless the person produces the certificate within fourteen (14) days of the bid or proposal opening. If the foreign entity is not required to obtain a certificate as provided in [KRS 14A.9-010](#), the foreign entity should identify the applicable exception. Foreign entity is defined within [KRS 14A.1-070](#).

For all foreign entities required to obtain a certificate of authority to transact business in the Commonwealth, if a copy of the certificate is not received by the contracting agency within the time frame identified above, the foreign entity’s solicitation response shall be deemed non-responsive or the awarded contract shall be cancelled.

Businesses can register with the Secretary of State at <https://secure.kentucky.gov/sos/ftbr/welcome.aspx>.

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by fax (502) 564-7299 or email to kytc.projectquestions@ky.gov. The Department will attempt to answer all submitted questions. The Department reserves the right not to answer if the question is not pertinent or does not aid in clarifying the project intent.

The deadline for posting answers will be 3:00 pm Eastern Daylight Time, the day preceding the Letting. Questions may be submitted until this deadline with the understanding that the later a question is submitted, the less likely an answer will be able to be provided.

The questions and answers will be posted for each Letting under the heading “Questions & Answers” on the Construction Procurement website (www.transportation.ky.gov/contract). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

HARDWOOD REMOVAL RESTRICTIONS

The US Department of Agriculture has imposed a quarantine in Kentucky and several surrounding states, to prevent the spread of an invasive insect, the emerald ash borer. Hardwood cut in conjunction with the project may not be removed from the state. Chipping or burning on site is the preferred method of disposal.

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

Identification of excess material sites and borrow sites shall be the responsibility of the Contractor. The Contractor shall be responsible for compliance with all applicable state and federal laws and may wish to consult with the US Fish and Wildlife Service to seek protection under Section 10 of the Endangered Species Act for these activities.

ACCESS TO RECORDS

The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004.

06/01/16

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

By reference, KRS 45A.490 to 45A.494 are incorporated herein and in compliance regarding the bidders residency. Bidders who want to claim resident bidder status should complete the Affidavit for Claiming Resident Bidder Status along with their bid in the Expedite Bidding Program. Submittal of the Affidavit should be done along with the bid in Bid Express.

03/01/2011

DEFERRED PAYMENT: The successful bidder on this project may request a work order with an effective date prior to June 15, 2017. The successful bidder must make the request in writing to the Department. The Department will issue a work order at the request of the contractor with the distinct understanding that payment for any Work Performed Estimates may be delayed until July 15, 2017. Unless the successful bidder requests an earlier work order date, the Department will issue a work order on June 15, 2017 for this project.

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

PROJECT TRAFFIC COORDINATOR (PTC)

Be advised this project is a significant project pursuant to section 112.03.12.

SURFACING AREAS

The Department estimates the ramp surfacing to have a nominal width of 15 feet; transitions, tapers, and curve widening will vary.

The Department estimates the total ramp area full depth patches to be 1,818 square yards.

There are no partial depth patches.

The Department estimates the total ramp area to be diamond ground to be 11,000 square yards.

The Department estimates the shoulder width to be 3 feet; transitions, tapers, and curve widening will vary.

The Department estimates the total shoulder area to be surfaced to be 0 square yards.

DGA BASE

Unless otherwise noted, the Department estimates the rate of application for DGA Base to be 115 lbs/sy per inch of depth.

INCIDENTAL SURFACING

The Department has included in the quantities of JPC Patching and Diamond Grinding established in the proposal estimated quantities required for curve widening, ramp gores and tapers, and road and street approaches, as applicable. Patch and Grind these areas as directed by the Engineer.

JPC RIDE QUALITY

JPC Pavement Smoothness requirements shall apply on this project in accordance with Section 503.03.09 of the current Standard Specifications.

**SPECIAL NOTE FOR JPC PAVEMENT PATCHING
FE01 034 0075 115-116**

**THIS PROJECT IS A FULLY CONTROLLED
ACCESS HIGHWAY**

I. DESCRIPTION

Except as specified herein, construct Jointed Plain Concrete (JPC) Pavement Patching in accordance with the Department's 2012 Standard and Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions. Section references are to the Standard Specifications. Furnish all materials, equipment, labor, and incidentals for:

- (1) Site Preparation; (2) Removing concrete pavement and replacing with JPC Pavement/24; (3) Diamond Grinding; (4) Maintain and Control Traffic; and
- (5) All other work specified as part of this contract.

II. MATERIALS & EQUIPMENT

Except as specified herein furnish materials and equipment conforming to the Special Note for Full Depth Concrete Repair 11J and Section 503, as applicable. The Department will sample and test all materials according to the Department's Sampling Manual. Unless otherwise specified in these notes, make the materials available for sampling a sufficient time in advance of their use to allow for the necessary time for testing,

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

B. Dense Graded Aggregate. Use DGA conforming to Section 805, no alternate. Do not furnish Crushed Stone Base in lieu of DGA.

C. JPC Pavement/24. Use JPC Pavement/24 conforming to the Special Note for Full Depth Concrete Pavement Repair 11J. At Contractor's request and at no additional cost to the Department, the Engineer may approve other high early strength rapid setting concrete; however the use of chloride accelerators will not be approved. The Department will allow either central mixing or truck mixing.

D. Joint Sealant. Use hot-poured elastic conforming to Section 807, no alternates.

E. Erosion Control. See Special Note for Erosion Control.

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III. CONSTRUCTION METHODS

A. Maintain and Control Traffic. See Traffic Control Plan. Be advised this project is a Significant Project pursuant to Section 112.03.12.

B. Site Preparation. The Contractor may use an area inside the Ramp E Loop as a staging area. Obtain the Engineer's approval of proposed limits, access points, and signing plans prior to use. If the Contractor elects to not use the Ramp E Loop, the Contractor shall provide staging areas off the Right-of-Way at no additional cost to the Department.

Be responsible for all site preparation, including but not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of materials; sweeping and removal of debris; shoulder preparation and restoration; temporary and permanent erosion and pollution control; final dressing, clean up, and seeding; and all incidentals. See Special Note for Erosion Control. Perform all Site Preparation only as approved or directed by the Engineer.

C. Pavement Removal. Consider pavement removal locations and dimensions shown on the drawings to be approximate only; the Engineer will determine exact locations and dimensions at the time of construction. The Engineer may add additional locations within the project limits at any time prior to completion. Prior to removal, saw-cut existing asphalt and/or concrete pavement at locations directed by the Engineer to provide a neat edge where new concrete will adjoin existing pavement. Remove pavement according to Special Note for Full Depth Concrete Pavement Repair 11J by a saw cut and lift method without unnecessarily disturbing the underlying base. Double sawing of large slab removal limits will be allowed to facilitate removal.

D. Preparation of Base. Prepare the base with DGA (do not use Crushed Stone Base) according to the Special Note for Full Depth Concrete Pavement Repair. It is not anticipated that geotextile fabric will be required. Compact the new and existing aggregate base to the Engineer's satisfaction. Compact areas not accessible to compaction equipment with vibratory plate compactors and hand tamping.

E. JPC Pavement Replacement. Except as specified herein, construct JPC Pavement Replacement according to the Special Note for Full Depth Concrete Pavement Repair 11J. Perform pavement removal and replacement in such a manner that removal and replacement are accomplished on the same day at each location. Prior to pavement removal and placing JPC Pavement, obtain the Engineer's approval of proposed method of construction for ensuring and establishing a smooth profile. Stabilize the base as directed by the Engineer with DGA. Once the removal of pavement has begun, work continuously until the new PCC Pavement is placed to eliminate the hole. The Engineer will allow hand finishing; however, perform initial strike-off with a rotary drum screed.

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Place PCC Pavement with nominal depth of 10 inches after the Diamond Grinding; however, transition the finished grade of the PCC Pavement to match the adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than 10 inches in some areas. Install tie and dowel bars according to Special Note for Full Depth Concrete Pavement Repair 11J using gang drills, capable of drilling a minimum of four holes at a time. Contrary to the Special Note for Full Depth Concrete Pavement Repair 11J, the Engineer may designate non-standard joint spacing.

Construct the replacement JPC Pavement 1/8 inch above the existing pavement grade so that the elevation after Diamond Grinding exactly matches the adjacent grade. Consolidate the concrete, strike off, machine finish with a vibrating or roller screed, straightedge the plastic concrete with a straightedge conforming to Section 501.02.18, and finish with a burlap drag and broom finish. Texturing will not be required. Rideability prior to diamond grinding will not be required. Provide positive drainage upon completion of construction.

F. Diamond Grinding. Except as specified herein, after patching, Diamond Grind the pavement according to Section 503. Begin Diamond Grinding within seven (7) calendar days after the placement of the final full depth patch.

G. Joint Sealing. After Diamond Grinding, saw, clean, and reseal transverse and longitudinal joints and random cracks designated by the Engineer with hot-poured elastic sealer according to Section 503.03.05(A), except the Contractor may open ramps to traffic prior to sealing the joints. If ramps are opened to traffic prior to sealing joints, seal the joint the very next weekend allowed by the Traffic Control Plan.

H. Erosion Control. See Special Note for Erosion Control.

I. Disposal of Waste. Dispose of all cuttings, debris, and other waste off the right-of-way at sites obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

J. Pavement Striping & Thermoplastic Pavement Markings. See Traffic Control Plan.

K. On-Site Inspection. Prior to submitting a bid, make a thorough inspection of the site and become thoroughly familiar with the existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not honor any claims resulting from site conditions.

L. Property Damage and Restoration. Be responsible for all damage to public and/or private property resulting from the work. Repair or replace all damaged roadway features in like kind materials and design at no additional cost to the Department. Sow disturbed

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earthen areas with Seed Mix Type I. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner.

M. Caution. Consider information shown on the drawings and in this proposal and the types and quantities of work listed are approximate only, and not as an accurate or complete evaluation of the material and conditions to be encountered during construction. The bidder must draw his own conclusion as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the conditions encountered are not in accordance with the information shown.

N. Utility Clearance. Determine the location of all underground and overhead utilities prior to construction. It is not anticipated that utility facilities will need to be relocated and/or adjusted; however, in the event that work does require relocation and/or adjustment, the utility companies will work concurrently with the Contractor while relocating their facilities.

O. Final Dressing, Clean Up, and Seeding and Protection. After all work is completed, remove all waste and debris from the construction sites. Remove all temporary shoulder widening and restore disturbed shoulders. Perform Class A final dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. 1.

IV. METHOD OF MEASUREMENT

The Department will measure only the bid items listed. All other items required to complete the construction shall be incidental to the listed bid items.

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

B. Site Preparation. Other than the bid items listed, the Department will not measure Site Preparation for payment, but shall be incidental to the other items of the work.

C. Remove PCC Pavement. See Special Note for Full Depth Concrete Pavement Repair 11J.

D. DGA. See Special Note for Full Depth Concrete Pavement Repair 11J.

E. JPC Pavement/24 Inch. See Special Note for Full Depth Concrete Pavement Repair 11J, except the Department will measure the actual pavement areas.

F. Diamond Grinding. See Section 503.04.01, except the Department will measure the actual pavement areas.

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G. Ride Quality. The department will measure ride quality after Diamond Grinding according to Section 503.03.09.

H. Erosion Control. See Special Note for Erosion Control.

I. Joint Sealing & Sealing Random Cracks. For joints in the new JPC pavement, see Special Note for Full Depth Concrete Pavement Repair 11J. The Department will measure joints and random cracks sealed in existing pavement according to Section 503.04.02. The Department will not measure removing existing joint material or cleaning joints for separate payment, but shall be incidental to Joint Sealing and Saw-Clean-Reseal Random Cracks.

IV. BASIS OF PAYMENT

The Department will make payment only for the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

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

B. Erosion Control. See Special Note for Erosion Control.

C. DGA. See Special Note for Full Depth Concrete Pavement Repair 11J.

D. Remove Pavement. See Special Note for Full Depth Concrete Pavement Repair 11J.

E. JPC Pavement/24. See Special Note for Full Depth Concrete Pavement Repair 11J.

F. Diamond Grinding. See Section 503.05.

G. Joint Sealing & Sealing Random Cracks. See Section 503.05.

SPECIAL NOTE FOR CONTRACTOR STAKING
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In addition to the requirements of Section 201, perform the following:

1. Contrary to Section 201.03.01, perform items 1-3 usually performed by the Engineer; and
2. Prepare Detour Signing Plans and obtain the Engineer's approval prior to use; and
3. Determine and verify lines and grades and prepare Drainage Development Worksheet(s) as needed to provide for positive drainage upon completion of construction; and
4. Prior to incorporating into the work, obtain the Engineers approval of all designs and revisions to be provided by the Contractor; and
5. Perform any and all other staking operations required to control and construct the work.

The Department will measure Contractor Staking according to Section 201.04.01.

The Department will make payment for Contractor Staking according to Section 201.05.

SPECIAL NOTE FOR LIQUIDATED DAMAGES
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In addition to the Liquidated Damages specified in Section 108.09, Liquidated Damages in the amount \$500.00 per hour, not to exceed \$5,000.00 per day, will be assessed for each day or part of a day a lane or ramp closure remains in place during the prohibited dates or hours as specified in the Traffic Control Plan, excluding delays caused by inclement weather. If work is delayed by inclement weather, the minimum work required to allow removal of the lane closure shall be resumed immediately as soon as weather permits.

In addition to the Liquidated Damages specified in Section 108.09, Liquidated damages in the amount of \$500.00 per hour, not to exceed \$5,000.00 per day, will be assessed for each excavated area within ten (10) feet of traffic for each day or part of a day beyond one (1) calendar day an excavated area remains open without the PCC Pavement being placed, excluding delays caused by inclement weather. If work is delayed by inclement weather, the work required to place the new PCC Pavement shall be resumed immediately as soon as weather permits.

Contrary to section 108.09, Liquidated damages will be assessed for the months of December through March.

All liquidated damages will be applied accumulatively.

All other applicable portions of Section 108 apply.

SPECIAL PROVISION FOR WASTE AND BORROW SITES

Obtain U.S. Army Corps of Engineer's approval before utilizing a waste or borrow site that involves "Waters of the United States". The Corps of Engineers defines "Waters of the United States" as perennial or intermittent streams, ponds or wetlands. The Corps of Engineers also considers ephemeral streams, typically dry except during rainfall but having a defined drainage channel, to be jurisdictional waters. Direct questions concerning any potential impacts to "Waters of the United States" to the attention of the appropriate District Office for the Corps of Engineers for a determination prior to disturbance. Be responsible for any fees associated with obtaining approval for waste and borrow sites from the U.S. Army Corps of Engineer or other appropriate regulatory agencies.

1-296 Waste & Borrow Sites
01/02/2012

COORDINATION OF WORK WITH OTHER CONTRACTS
FE01 034 0075 115-116

Be advised that other projects may be in progress within or in the near vicinity of this project. Take into consideration that the traffic control of those projects may affect this project and the traffic control of this project may affect those projects. Coordinate the work on this project with the work of the other contractors. The Engineer will coordinate the work of the Contractors. In case of a conflict, the Engineer will determine the relative priority to give to work phasing on the various projects. See Section 105.06.

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

Consider the dimensions shown on the typical sections for pavement and shoulder widths and thickness' to be nominal or typical dimensions. The Engineer may direct or approve varying the actual dimensions to be constructed to fit existing conditions. Do not widen existing pavement or shoulders unless specified elsewhere in this proposal or directed by the engineer.

1-3725 Typical Section Dimensions
01/02/2012

TRAFFIC CONTROL PLAN
FE01 034 0075 115-116

**THIS PROJECT IS A FULLY CONTROLLED
ACCESS HIGHWAY**

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the 2012 Standard and Supplemental Specifications, Special Notes and Special Provisions, and the Standard and Sepia 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".

Be advised tis project is a Significant Project pursuant to Section 112.03.12.

Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the Beginning of the work and maintain in like new condition until completion of the work.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Do not erect ramp or lane closures on I-75 or Newtown Pike during the following days and hours:

May 26 - May 29, 2017	Memorial Day Weekend
June 30 - July 4, 2017	Independence Day Weekend
September 1 - September 4, 2017	Labor Day Weekend
November 23 - November 26, 2017	Thanksgiving Weekend
December 22, 2017 - January 1, 2018	Christmas Weekend
5:00 a.m. Monday - 7:00 p.m. Friday	Every Week

Do not erect ramp or lane closures from 4 hours before kick-off until 2 hours after completion of University of Kentucky home football games. Do not erect ramp or lane closures from 3 hours before tip-off until 2 hours after completion of University of Kentucky home basketball games.

Do not erect ramp or lane closures on race days during Keeneland's Spring (April 7-28) or Fall (October 6-28) Race Meets.

The contractor may close ramps from 7:00 p.m. Friday to 5:00 a.m. Monday when required by actual operations in progress or concrete curing. Do not erect more than one ramp closure at a given time. Do not close individual ramps for more than three weekends.

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On southbound I-75, maintain all lanes of traffic at all times, except close one lane adjacent lane when actually placing concrete in patches P12, P13, P14, and P15. Maintain a shoulder closure when excavating for patches P10, P11, P12, P13, P14, and P15 until concrete is placed and other times when workers are present less than 10 feet from traffic. Provide a minimum clear lane width of 12 feet.

On northbound I-75, maintain all lanes of traffic at all times. Maintain a shoulder closure when excavating for patch P30 until concrete is placed and other times when workers are present less than 10 feet from traffic.

On Newtown Pike, maintain all lanes of traffic at all times, except close one adjacent lane of traffic when excavating for patches P1, P2, P3 P4, P5, P42, and P43 until concrete is placed and other times when workers are present less than 10 feet from traffic. Provide a minimum clear lane width of 10 feet; however, provide for passage of vehicles up to 16 feet in width.

The Engineer may specify additional days and hours when ramp and/or lane closures will not be allowed.

The Department will allow night work on this project. Obtain the Engineer's approval of the method of lighting prior to performing night work.

Take these restrictions in account in submitting bid. The Department will not consider any claims for money or grant contract time extensions for any delays to the Contractor as a result of these restrictions.

RAMP, LANE & SHOULDER CLOSURES

Do not leave ramp, lane, or shoulder closures in place during non-working hours except as described in the Phasing. Contrary to Section 112.04.17, the Department will not measure Long Term Lane Closures for payment, but shall be incidental to Maintain and Control Traffic.

STAGING AREAS

The Contractor may use an area inside the Ramp E Loop as a staging area. Obtain the Engineer's approval of proposed limits, access points, and signing plans prior to use. If the Contractor elects to not use the Ramp E Loop, the Contractor shall provide staging areas off the Right-of-Way at no additional cost to the Department.

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PUBLIC INFORMATION PLAN

The Department will prepare a Public Information Plan and provide public notification. Submit a schedule of proposed lane closures for the Engineer's approval 14 calendar prior to beginning work. Notify the Engineer immediately and obtain prior approval of any deviations from the previously approved closure schedule.

SIGNS

The Engineer may require additional signing and/or traffic control devices in addition to the items shown on the Standard Drawings. Sign posts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. Signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, the Department will measure only long term signs (signs intended to be continuously in place for more than 3 days) for payment. The Department will not measure; short term signs (signs intended to be left in place for 3 days or less) for payment, but shall be incidental to Maintain and Control Traffic. Contrary to Section 112.04.02, the Department will measure individual signs only once for payment, regardless of how many times they are erected or relocated. The Department will not measure replacements for damaged signs directed by the Engineer to be replaced due to poor condition or reflectivity.

DETOUR

Prepare Detour Signing Plans, and erect and maintain Detour Signing for each ramp. Cover the detour signs when a detour is not in use. When a detour is in use, cover existing signs in conflict with the detour. Use Changeable Message Signs to notify the public of altered traffic patterns and ramp closures as directed by the Engineer.

ARROW PANELS

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.

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CHANGEABLE MESSAGE SIGNS

Provide changeable message signs in advance of and within the project at locations 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 changeable message signs as directed by the Engineer. The Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign within 24 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Changeable Message Signs or for signs the Engineer directs be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

BARRICADES

The Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic according to Section 112.04.01.

The Department will measure barricades used to protect pavement removal areas and ramp closures in individual units Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of construction. Special Note for Full Depth Concrete Pavement Repair.

THERMOPLASTIC INTERSECTION MARKINGS

Consider the locations listed on the summary as approximate only. Prior to diamond grinding, locate and document the locations of the existing markings. After diamond grinding, replace the markings at their approximate existing locations or as directed by Engineer. Place markings not existing prior to resurfacing as directed by the Engineer.

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PAVEMENT STRIPING

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to Diamond Grinding.

Install Temporary and Permanent Striping and permanent according to Section 112 with the following exception:

1. Place Temporary or Permanent Striping before opening a lane to traffic; and
2. Include Edge Lines in Temporary Striping; and
3. If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Greater than 4' - Protect drop-offs greater than 4 inches within 10 feet of traffic by placing drums, vertical panels, or barricades every 25 feet. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades for drop-offs greater than 4". Place Type III Barricades directly in front of the drop-off facing on coming traffic in both directions of travel. Provide warning signs as shown on the Standard Drawings or as directed by the Engineer

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Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the engineer.

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

Application

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

CMS should not be used for:

- Replacement of static signs (e.g. road work ahead), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

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Messages

Basic principles that are important to providing proper messages and insuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

Placement of the CMS is important to insure that the signs is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent thief (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use
-

Standard Abbreviations

The following is a list of standard abbreviations to be used on CMS.

<u>Word</u>	<u>Abbrev.</u>	<u>Example</u>
Access	ACCS	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/DETOUR EXIT 20
Lane	LN	LN CLOSED/MERGE LEFT
Left	LFT	LANE CLOSED/MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/SLOW

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Major Mile	MAJ MI	MAJ DELWAYS I75/USE ALT RTE ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor Minutes	MNR MIN	ACCIDENT 3 MI MNR DELAY ACCIDENT 3 MI/30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Parking Parkway	PKING PKWY	EVENT PKING NEXT RGT CUM PKWAY TRAF/DETOUR EXIT 60
Prepare Right Road Roadwork	PREP RGT RD RDWK	ACCIDENT 3 MIL/PREP TO STOP EVENT PKING NEXT RGT HAZMAT IN RD/ALL TRAF EXIT 25 RDWK NEXT 4 MI/POSSIBLE DELAYS
Route Shoulder Slippery Southbound	RTE SHLDR SLIP S-BND	MAJ DELAYS I75/USE ALT RTE SHLDR CLOSED NEXT 5 MI SLIP COND POSSIBLE/ SLOW SPD S-BND I75 CLOSED/DETOUR EXIT 50
Speed Street Traffic	SPD ST TRAF	SLIP COND POSSIBLE/ SLOW SPD MAIN ST CLOSED/USE ALT RTE CUM PKWAY TRAF/DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NO USE THESE ABBREVIATIONS.

<u>Abbrev.</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll

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RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

TYPICAL MESSAGES

The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

<u>Reason/Problem</u>	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT
FOG XX MILES	PASS TO RIGHT
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER

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NO PASSING
NO SHOULDER
ONE LANE BRIDGE
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

SPECIAL NOTE FOR EROSION CONTROL

FE01 034 0075 115-116

I. DESCRIPTION

Except as provided herein, perform all erosion and water pollution control work in accordance with the Department's 2012 Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer. Section references are to the Standard Specifications. This work shall consist of:

(1) Developing and preparing a Best Management Practices Plan (BMP) tailored to suit the specific construction phasing for each site within the project; (2) Preparing the project site(s) for construction, including locating, furnishing, installing, and maintaining temporary and/or permanent erosion and water pollution control measures as required by the BMP prior to beginning any earth disturbing activity on the project site; (3) Clearing and grubbing and removal of all obstructions as required for construction; (4) Removing all erosion control devices when no longer needed; (5) Restoring all disturbed areas as nearly as possible to their original condition; (6) Preparing seedbeds and permanently seeding all disturbed areas; (7) Providing a Kentucky Erosion Prevention and Sediment Control Program (KEPSC) qualified inspector; and (8) Performing any other work to prevent erosion and/or water pollution as specified by this contract, required by the BMP, or as directed by the Engineer.

II. MATERIALS

Except as provided herein, furnish all materials for erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

III. CONSTRUCTION

Except as provided herein, construct all erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

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Be advised, these Erosion Control Plan Notes do not constitute a BMP plan for the project. Jointly with the Engineer, prepare a site specific BMP plan for each drainage area within the project in accordance with Section 213 and the supplemental specifications. Provide a unique BMP at each project site using good engineering practices taking into account existing site conditions, the type of work to be performed, and the construction phasing, methods and techniques to be utilized to complete the work. Be responsible for all erosion prevention, sediment control, and water pollution prevention measures required by the BMP for each site. Represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 Permit, the 401 Water Quality Certification, and applicable state and local government agency laws, regulations, rules, specifications, and permits. Contrary to Section 105.05, in case of discrepancy between these notes, the Standard Specifications, interim Supplemental Specifications, Special and Special Notes, Standard and Sepia Drawings, and such state and local government agency requirements, adhere to the most restrictive requirement.

Conduct operations in such a manner as to minimize the amount of disturbed ground during each phase of the construction and limit the haul roads to the minimum required to perform the work.. Preserve existing vegetation not required to be removed by the work or the contract. Seed and/or mulch disturbed areas at the earliest opportunity. Use silt fence, silt traps, temporary ditches, brush barriers, erosion control blankets, sodding, channel lining, and other erosion control measures in a timely manner as required by the BMP and as directed or approved by the Engineer. Prevent sediment laden water from leaving the project, entering an existing drainage structure, or entering a stream.

Provide for erosion control measures to be in place and functioning prior to any earth disturbance within a drainage area. Compute the volume and size of silt control devices necessary to control sediment during each phase of construction. Remove sediment from silt traps before they become a maximum of ½ full. Maintain silt fence by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated, or when directed by the Engineer. Properly dispose of all materials trapped by erosion control devices at approved sites off the right of way obtained by the Contractor at no additional cost to the Department (See Special Note for Waste and Borrow).

As work progresses, add or remove erosion control measures as required by the BMP applicable to the Contractor's project phasing and construction methods and techniques. Update the volume calculations and modify the BMP as necessary throughout the duration of the project. Ensure that an updated BMP is kept on site and available for public inspection throughout the life of the project.

After all construction is complete, restore all disturbed areas in accordance with Section 212. completely remove all temporary erosion control devices not required as part of the permanent erosion control from the construction site. Prior to removal, obtain the Engineer's concurrence of items to be removed. Grade the remaining exposed earth (both on and off the Right of-Way) as nearly as possible to its original condition, or as directed by the Engineer. Prepare the seed bed areas and sow all exposed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

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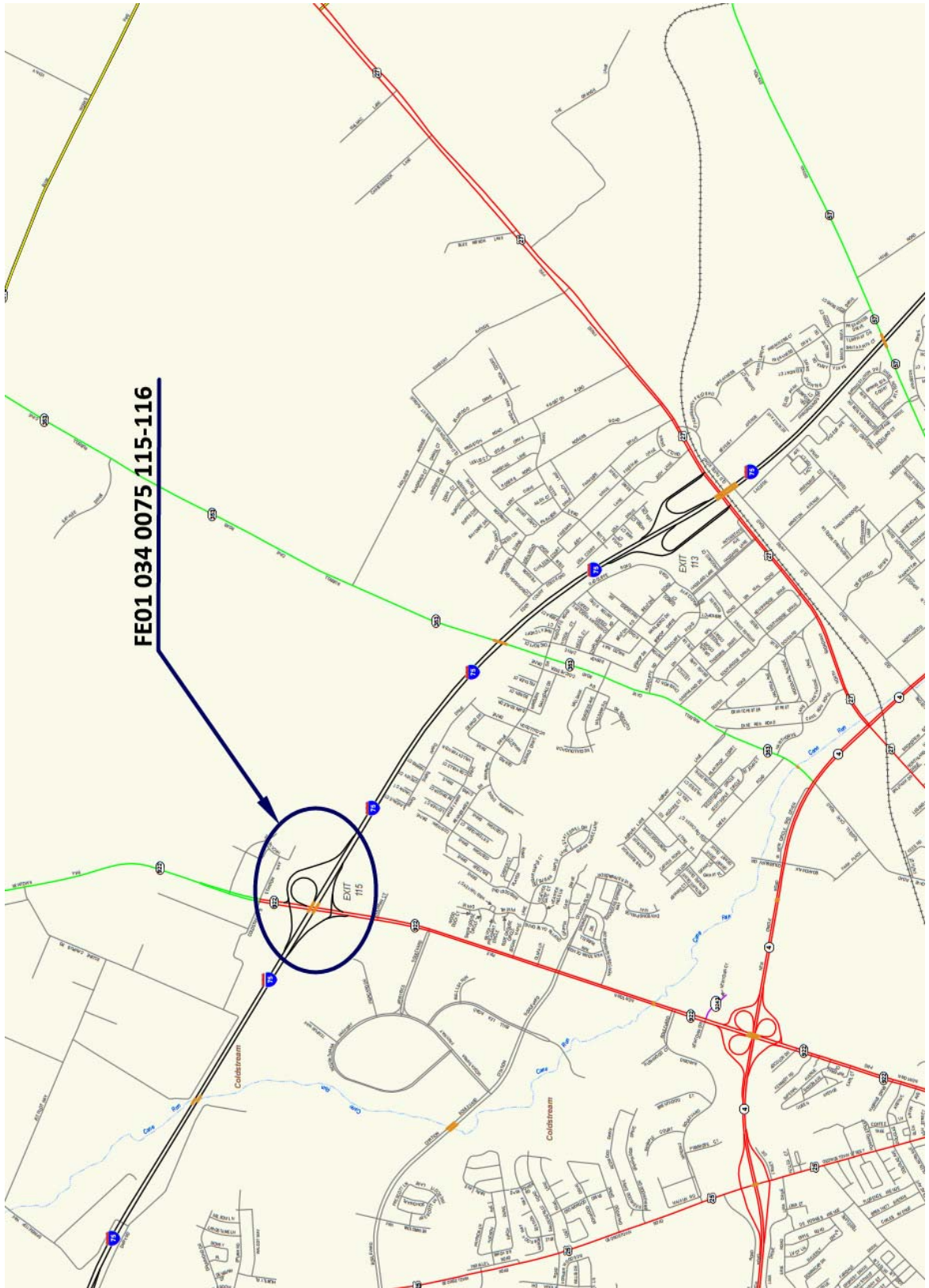
IV. MEASUREMENT

Contrary to Section 212.04 and 213.04, the Department will not measure Erosion Control items for separate payment, but shall be incidental to Remove Pavement, JPC Pavement/24, and Diamond Grinding.

V. BASIS OF PAYMENT

Contrary to Section 212.05 and 213.05, the Department will not make separate payment for Erosion Control items, but shall be incidental to Remove Pavement, JPC Pavement/24, and Diamond Grinding.

FAYETTE COUNTY



DETOUR SUMMARY

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RAMP A

South on I-75 to Paris Pike (US 27/68), thence north on Paris Pike (US27/68) to I-75 northbound ramp, thence north on I-75.

RAMP B

To KY 922: South on I-75 to Paris Pike (US 27/68), thence south on Paris Pike (US 27/68) to New Circle Road (KY 4), thence west on New Circle Road (KY 922) to Newtown Pike (KY 922).

RAMP D

From southbound KY 922 to I-75 South and I-64 East: Follow KY 922 south to New Circle Road (KY 4), thence east on New Circle Road (KY 4), thence north on Paris Pike (US 27/68) to Concurrent I-75 South and I-64 East.

From northbound KY 922 to I-75 South and I-64 East: Follow Newtown Pike (KY 922) north to Ironworks Pike (KY 1973), thence west on Ironworks Pike (KY 1973) to southbound I-75, thence south on I-75 to westbound Concurrent I-75 South and I-64 East.

From New Circle Road to I-75 and I-64: East on New Circle Road (KY4) to Paris Pike (US 27/68), thence north on Paris Pike (US27/68) to I-75.

RAMP E

To northbound I-75: Follow Newtown Pike (KY 922) north to Ironworks Pike (KY 1973), thence west on Ironworks Pike (KY 1973) to northbound I-75.

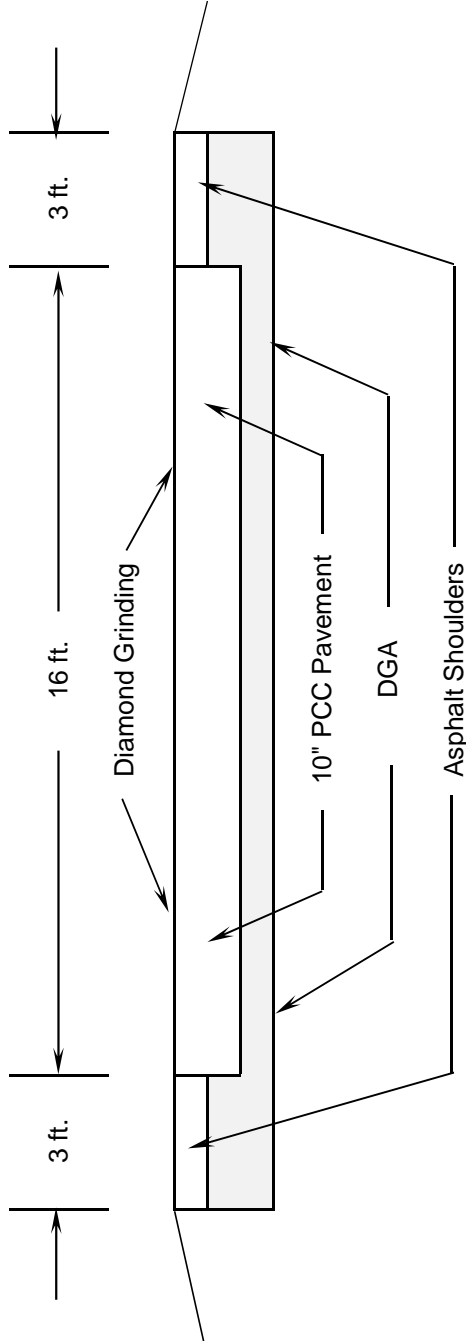
To westbound I-64: Follow Newtown Pike (KY 922) north to Ironworks Pike (KY 1973), thence west on Ironworks Pike (KY 1973) to southbound I-75, thence south on I-75 to westbound I-64.

From New Circle Road to I-75 and I-64: East on New Circle Road (KY4) to Paris Pike (US 27/68), thence north on Paris Pike (US27/68) to I-75.

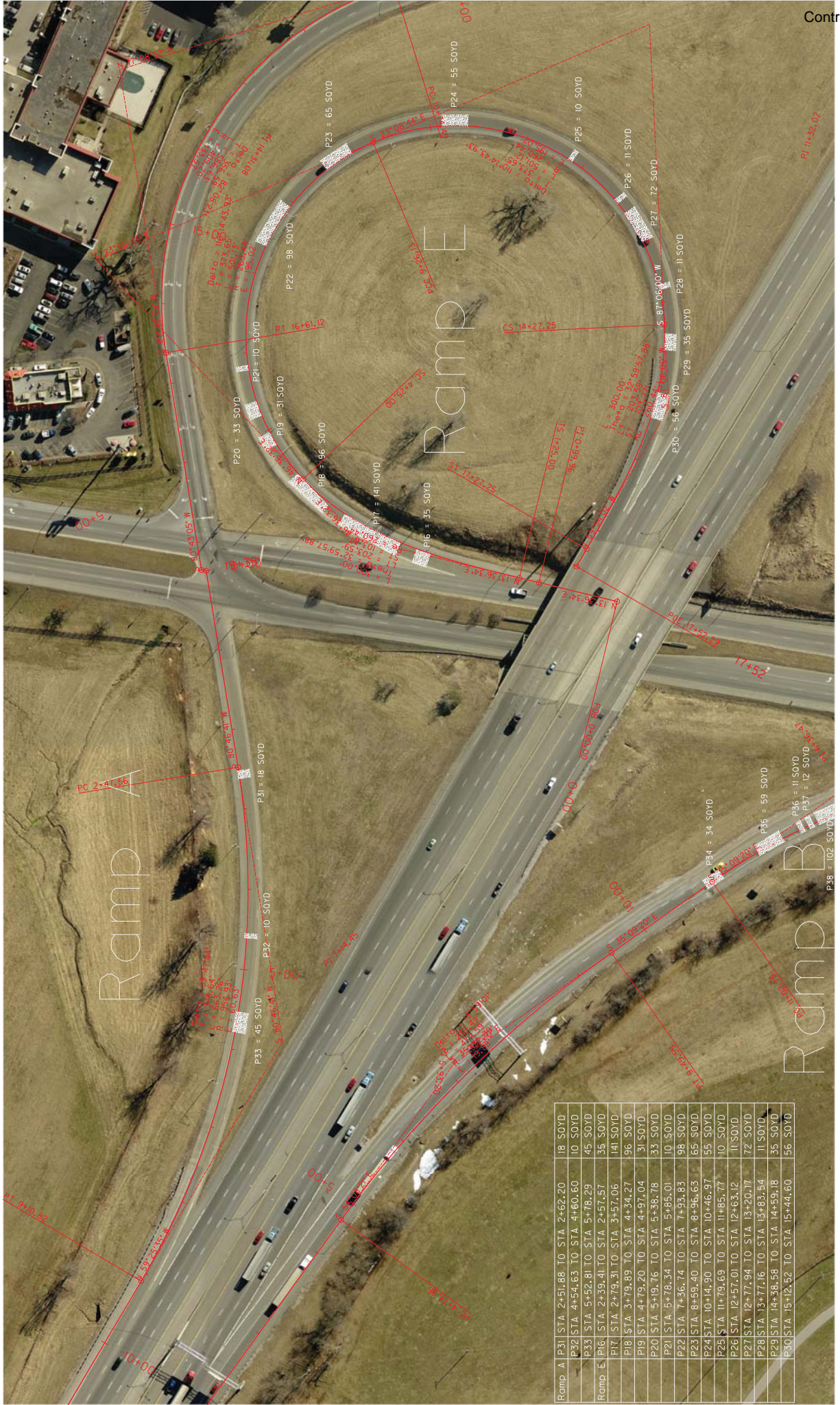
JPC PATCHING SUMMARY
FE01 034 0075 115-116

RAMP A			RAMP B			RAMP D			RAMP E			TOTAL PROJECT	
BEGIN STATION	END STATION	AREA (SY)	BEGIN STATION	END STATION	AREA (SY)	BEGIN STATION	END STATION	AREA (SY)	BEGIN STATION	END STATION	AREA (SY)	RAMP	AREA (SY)
2+51.88	2+62.20	18	10+93.33	11+17.23	34	0+77.98	0+90.45	5	2+39.41	2+57.57	35	A	73
4+54.63	4+60.60	10	11+70.57	12+05.74	59	1+50.76	2+12.12	54	2+79.31	3+57.06	141	B	449
5+52.81	5+78.29	45	12+29.22	12+35.50	11	2+27.91	2+45.75	21	3+79.89	4+34.27	96	D	537
SUBTOTAL		73	12+41.65	12+48.18	12	2+69.91	2+98.88	38	4+76.20	4+97.04	31	E	759
			12+54.17	13+07.58	102	3+94.58	4+03.89	13	5+19.76	5+38.78	33	TOTAL	1,818
			13+52.38	13+71.15	42	5+84.30	5+90.79	14	5+78.34	5+85.01	10		
			14+26.94	14+32.08	11	6+61.77	6+69.66	6	7+36.74	7+93.83	98		
			14+61.11	14+92.73	63	7+09.89	7+22.99	28	8+59.40	8+96.63	65		
			15+21.84	15+27.59	12	8+48.41	8+54.83	13	10+14.90	10+46.97	55		
			18+24.95	18+86.49	103	10+48.32	10+78.35	44	11+79.69	11+85.77	10		
			SUBTOTAL		449	10+91.39	11+05.65	21	12+57.01	12+63.12	11		
						11+10.87	11+65.64	70	12+77.94	13+20.17	72		
						12+35.33	12+48.27	14	13+77.16	13+83.54	11		
						13+03.79	13+44.24	73	14+38.58	14+59.18	35		
						13+74.63	14+46.02	123	15+12.52	15+44.60	56		
						SUBTOTAL		537	SUBTOTAL		759		

**TYPICAL SECTION
FE01 034 0075 115-116
RAMPS A, B, D, & E**



SEE SUMMARY FOR FULL DEPTH PATCHING LOCATIONS



Ramp A	P31	STA. 2+51.88	TO STA. 2+62.20	18 SOYD
	P32	STA. 4+54.63	TO STA. 4+60.60	10 SOYD
	P33	STA. 5+52.81	TO STA. 5+78.29	45 SOYD
Ramp E	P16	STA. 2+39.41	TO STA. 2+57.57	35 SOYD
	P17	STA. 2+79.31	TO STA. 3+57.06	141 SOYD
	P18	STA. 3+79.89	TO STA. 4+34.27	96 SOYD
	P19	STA. 4+79.20	TO STA. 4+97.04	31 SOYD
	P20	STA. 5+19.76	TO STA. 5+38.78	33 SOYD
	P21	STA. 5+78.34	TO STA. 5+85.01	10 SOYD
	P22	STA. 7+36.74	TO STA. 7+93.83	98 SOYD
	P23	STA. 8+99.40	TO STA. 8+96.63	65 SOYD
	P24	STA. 10+14.90	TO STA. 10+46.97	55 SOYD
	P25	STA. 11+79.69	TO STA. 11+85.77	10 SOYD
	P26	STA. 12+457.01	TO STA. 12+63.12	11 SOYD
	P27	STA. 13+77.94	TO STA. 13+20.17	72 SOYD
	P28	STA. 14+38.58	TO STA. 14+59.18	35 SOYD
	P29	STA. 15+12.52	TO STA. 15+44.60	56 SOYD



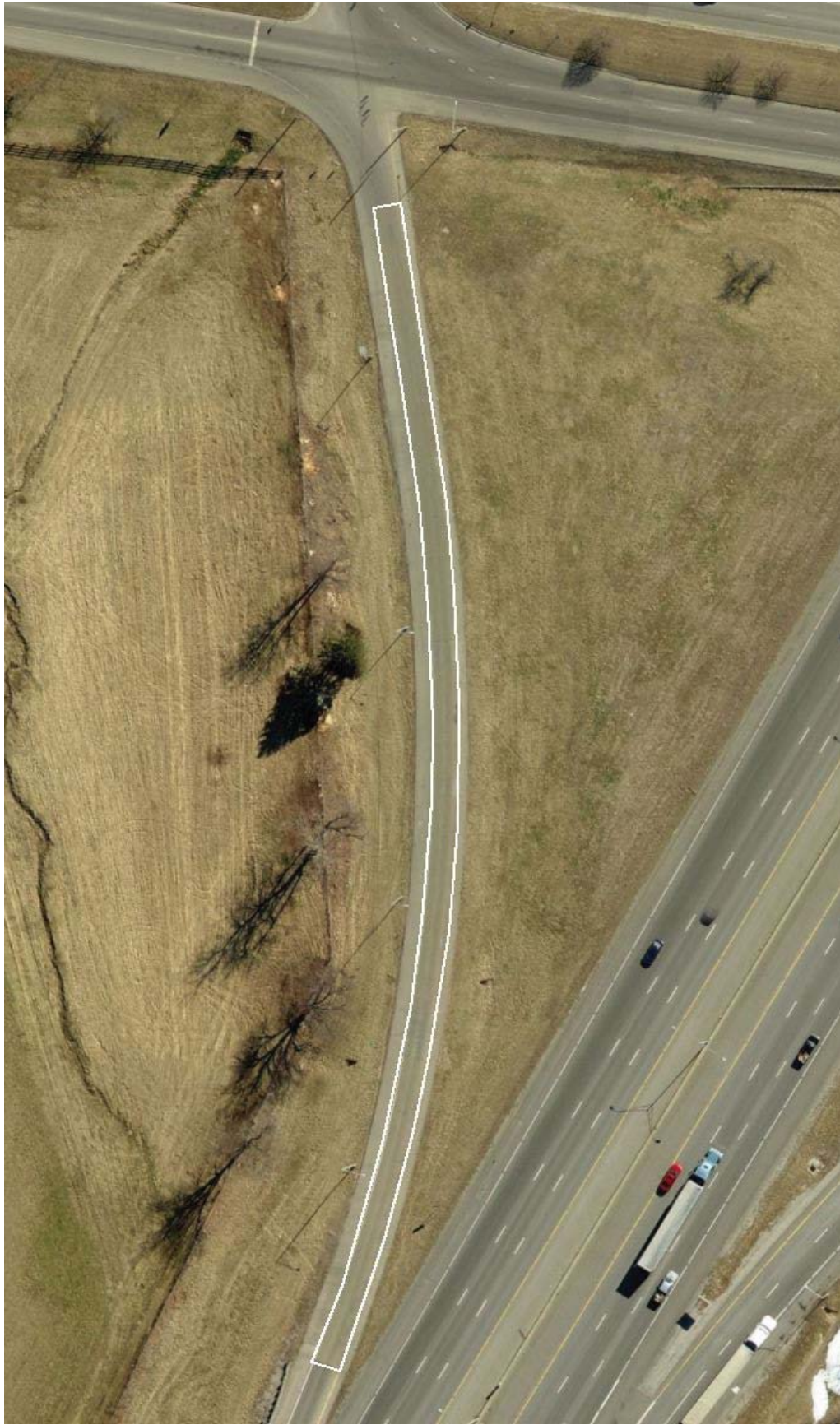
Ramp B

Ramp D

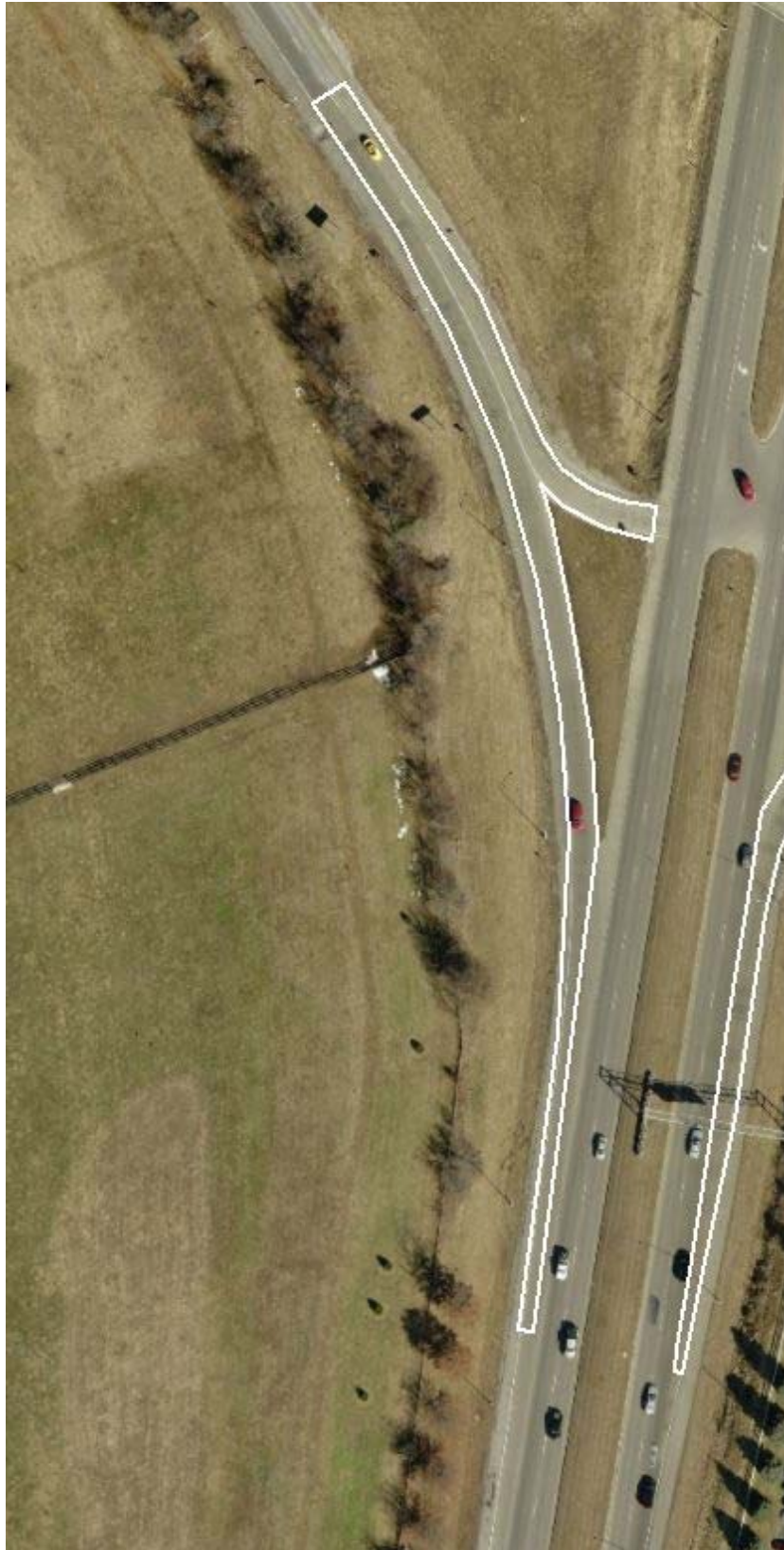
Ramp B	P34	STA 10+93.33 TO STA 11+77.23	34 SOYD
	P35	STA 11+70.57 TO STA 12+05.74	59 SOYD
	P36	STA 12+29.22 TO STA 12+35.50	11 SOYD
	P37	STA 12+41.65 TO STA 12+48.18	12 SOYD
	P38	STA 12+54.17 TO STA 13+07.58	102 SOYD
	P39	STA 13+82.38 TO STA 13+71.15	42 SOYD
	P40	STA 14+26.94 TO STA 14+32.08	11 SOYD
	P41	STA 14+61.11 TO STA 14+92.73	63 SOYD
	P42	STA 15+21.84 TO STA 15+27.59	12 SOYD
	P43	STA 18+24.95 TO STA 18+86.49	103 SOYD
Ramp D	P1	STA 0+77.98 TO STA 0+90.45	5 SOYD
	P2	STA 1+50.76 TO STA 2+12.12	54 SOYD
	P3	STA 2+27.91 TO STA 2+45.75	21 SOYD
	P4	STA 2+69.91 TO STA 2+96.88	38 SOYD
	P5	STA 3+94.68 TO STA 4+03.89	13 SOYD
	P6	STA 5+84.30 TO STA 5+90.79	14 SOYD
	P7	STA 6+61.77 TO STA 6+69.66	6 SOYD
	P8	STA 7+09.89 TO STA 7+22.99	28 SOYD
	P9	STA 8+48.41 TO STA 8+54.83	13 SOYD
	P10	STA 10+48.32 TO STA 10+78.35	44 SOYD
	P11	STA 10+91.39 TO STA 11+05.65	21 SOYD
	P12	STA 11+10.87 TO STA 11+35.64	70 SOYD
	P13	STA 12+35.33 TO STA 12+48.27	14 SOYD
	P14	STA 13+03.79 TO STA 13+44.24	73 SOYD
	P15	STA 13+74.63 TO STA 14+46.02	123 SOYD
Project Total			1,818 SOYD

Sheet 116

RAMP A DIAMOND GRINDING



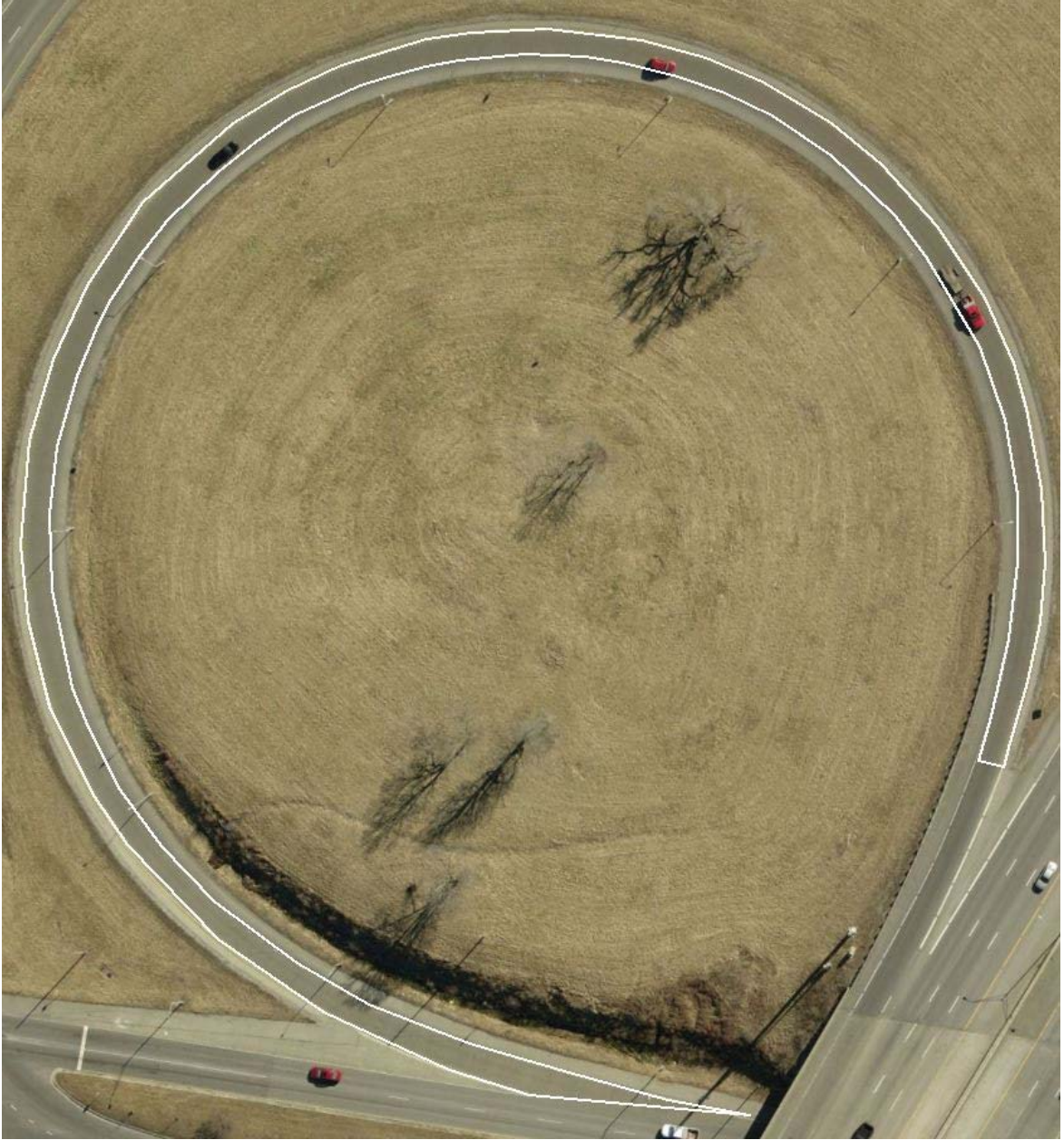
RAMP B DIAMOND GRINDING



RAMP D DIAMOND GRINDING



RAMP E DIAMOND GRINDING



PART II
SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2012* and *Standard Drawings, Edition of 2016*.

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting.
The Supplemental Specifications can be found at the following link:

<http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx>

11J

SPECIAL NOTE FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

This Special Note applies to full depth repairs of concrete pavement. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Remove and replace concrete pavement. Comply with the applicable Standard Drawings and the Standard Specifications except as specifically superseded herein.

2.0 MATERIALS AND EQUIPMENT.

2.1 JPC Pavement. Test concrete materials according to section 601.03.03. Conform to 501, 502, and 601 except that the concrete must achieve 3000 psi in accordance with Section 4.4 of this note. The Engineer may allow pavement to be opened to traffic at less than 3,000 psi subject to the deductions described in Section 4.4 of this note.

2.2 Dowel Bars and Sleeves. Conform to 811.

2.3 Tie Bars. Conform to Section 811. Use epoxy coated tie bars in longitudinal and transverse joints.

2.4 Joint Sealants. Conform to Subsection 807.03.01 or 807.03.05.

2.5 Grout Adhesives and Epoxy Resin Systems. Conform to Section 826.

2.6 Dense Graded Aggregate (DGA) and Crushed Stone Base (CSB). Conform to Section 805.

2.7 Geotextile Fabric. Conform to Section 843.

2.8 Drills. Drill holes using a gang drill, capable of drilling a minimum of four simultaneously. Misalignment of holes shall not exceed 1/4 inch in the vertical or oblique plane.

2.9 Hammers. Only use chisel point hammers weighing less than 40 pounds to remove deteriorated concrete.

3.0 CONSTRUCTION.

3.1 Removal of Existing Pavement. Remove existing pavement to the extent the Contract specifies or as the Engineer directs. The minimum length of patches measured along centerline is 3 feet on each side of an existing joint.

When working with pavements with non-skewed transverse joints, if it is necessary to remove existing pavement closer than 6 feet to a transverse joint, remove the pavement 3 feet beyond that joint .

When working with pavements with skewed transverse joints, if it is necessary to remove existing pavement closer than 3 feet to a transverse joint, remove the pavement 3 feet beyond that joint.

Details of configurations of pavement and joints for various situations are depicted in the drawings herein.

11J

When small areas of removal and replacement are performed at bridge ends, maintain or reconstruct existing expansion joints at their existing location. When the Engineer determines extensive full width removal and replacement is required, construct new expansion joints at the locations shown on Standard Drawing No. RPN-010.

In the removal operation, make a full depth saw cut longitudinally along the centerline joint and shoulder joint and transversely along the area marked for removal. To prevent damage to the subbase, do not allow the saw to penetrate more than ½" into the subbase. The Engineer may direct or approve additional cuts within the removal area for ease of removal of the damaged slab and to prevent damage to adjacent pavement to remain in place. Do not overcut beyond the limits of the removal area. Prevent saw slurry from entering existing joints and cracks. To avoid pumping and erosion beneath the slab, do not allow traffic on sawed pavement for more than 48 hours before beginning removal procedures, unless directed by the Engineer.

Lift out the deteriorated concrete vertically with lift pins. If approved by the Engineer, use other methods that do not damage the base, shoulder, or sides of pavement that is to be left in place. If any damage does occur, repair as the Engineer directs and use an acceptable alternative method for the removal process. Do not damage the pavement base during these operations.

3.2 Pavement Replacement. Do not damage the pavement base during these operations.

3.2.1 Preparation of Base. Compact the new and existing aggregate base to the Engineer's satisfaction. The Engineer will accept compaction by either visual inspection or by nuclear gauge. When the Engineer deems it necessary to stabilize the existing base or replace unsuitable materials, excluding bridge ends, use 12 inches of geotextile fabric wrapped No. 2 aggregate topped with 4 inches of DGA or CSB. Use either Type III or Type IV geotextile fabric. Flowable fill and cement stabilization may be used as an alternative to stabilize the existing base or to replace unsuitable materials when a plan for such is presented to and approved by the Engineer. The Engineer may also direct using only DGA or CSB to correct base deficiencies. At bridge ends, treat existing base and subgrade as the Contract specifies. During compaction, wet the base as the Engineer directs. Compact areas not accessible to compaction equipment by hand tamping.

3.2.2 Underdrains. Construct, or repair damage to, pavement edge drains according to Section 704. If underdrains are placed omitting areas to be patched, construct additional lateral drains as necessary to provide outlets for the installed underdrain until performing the pavement replacement and completing the underdrain system. Provide drainage for any undercut or base repair areas.

3.2.3 Pavement Replacement. Using load transfer assemblies for dowel joints drill into the existing slab according to the details shown herein and on the Standard Drawings.

Use plain epoxy coated dowels of the size specified on the standard drawings based on the pavement thickness for contraction and expansion joints.

Drill holes for dowel bars and tie bars into the face of the existing slab, at a diameter as specified in the following. Drill the dowel bar holes and tie bar

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holes to a depth equal to 1/2 the length of the bars. Anchor tie bars into the existing pavement using an epoxy resin. Anchor dowel bars into the existing pavement using either an epoxy resin or an adhesive grout. For tie bars and dowel bars where an epoxy resin is to be used drill the holes 1/8 inch larger than the bar diameter. For dowel bars where an adhesive grout product is to be used, drill holes 1/4 inch larger than the bar diameter. Use a clear or opaque grout retention disk in both grout and epoxy applications. Operate the equipment to prevent damage to the pavement being drilled. Obtain the Engineer's approval of the drilling procedure. Install load transfer assemblies according to the Standard Drawings and Standard Specifications.

When indicated herein or in the Standard Drawings, use 1 inch deformed tie bars, 18 inches long on 30-inch centers and starting and ending 20 inches inside the edges of the repair area in the longitudinal joint. Use 1 inch deformed tie bars, or plain epoxy coated dowel bars sized in accordance with the Standard Drawings, 18 inches long beginning 12 inches inside of each edge and on 12-inch centers in transverse construction joints.

Install the dowels and tie bars according to Section 511 unless contradicted here. Ensure the holes are dry and free of dust and debris. Use a nozzle to insert the grout or epoxy starting at the back of the drilled hole to allow for full coating of the dowel or tie bar. After placement, use a bond breaker on the section of the dowel bar that is protruding from the hole.

Mix, place, finish, and cure concrete according to Section 501 with the exception that the Department will allow truck mixing, 2-bag mixers, and hand finishing.

When required, use a form on the side of the slab at longitudinal joints. When the adjacent traffic lane is not closed to traffic or the drop-off is not protected, temporarily fill the space between the form and the adjacent pavement with DGA. After placing the slab, remove the DGA and form. Fill the hole with concrete and thoroughly consolidate by rodding, spading, and sufficient vibration to form a dense homogeneous mass. Use a form on the side of the slab adjacent to shoulders. Excavate and backfill as shown on Section F'-F'.

For patches less than 25 feet in length, use a bond breaker and do not install tie bars at the longitudinal joint. Bond breakers should not exceed 1/8 inch in thickness, e.g. tar paper.

When resurfacing is required, a float finish is satisfactory. Otherwise, broom finish or, when the adjacent surface has a grooved finish, texture the surface according to Subsection 501.03.13 H). Finish the surface, including joints, to meet a surface tolerance of 1/8 inch in 10 feet that will be verified by straightedge. Cure the pavement and apply curing membranes according to 501.03.15.

Keep all pavement surfaces adjacent to this operation reasonably clean of excess grout and other materials at all times. Maintain all original longitudinal joints. Place transverse joints according to the details shown herein and on the Standard Drawings.

3.3 Joint Sealing. Seal all new or partially new joints with silicone rubber sealant or hot-poured elastic joint sealant according to Subsection 501.03.18.

4.0 MEASUREMENT.

4.1 Remove JPC Pavement. The Department will measure the quantity in square yards of surface area. The Department will not measure removal of

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underlying base material for payment and will consider it incidental to Remove JPC Pavement.

4.2 DGA or CSB. The Department will measure the quantity used to stabilize the existing base or to replace unsuitable material in tons. The Department will not measure removal of existing base material or underlying material for payment and will consider incidental to DGA or CSB. The quantity of DGA used for the drop-off protection shall be incidental to this work and will not be measured for payment.

4.3 JPC Pavement Non-Reinforced. The Department will measure according to 501.04.01. The Department will not measure dowels, tie bars, or joint sealing for payment and will consider it incidental to Non-Reinforced JPC Pavement.

JPC Pavement will be paid according to section 5.0 below and according to the following payment schedule based on the compressive strength. The cylinders for payment will be tested two hours prior the scheduled opening of traffic.

3000 psi and up	100% payment
2750 to 3000 psi	75% payment and approval from the Engineer to open to traffic*
2500 to 2750 psi	50% payment and approval from the Engineer to open to traffic*
2250 to 2500 psi	25% payment and approval from the Engineer to open to traffic*
Below 2250 psi	10% payment and no potential to open to traffic. Maintain traffic closure until concrete reaches a minimum of 2250 psi.

*If the Engineer approves opening to traffic, the Engineer will evaluate the concrete at 28 days (or sooner) to determine if the removal and replacement of the concrete is necessary due to pavement distress induced by the early opening (i.e. noticeable cracking). If required by the Engineer, remove and replace those slabs showing distress at no cost to the Department.

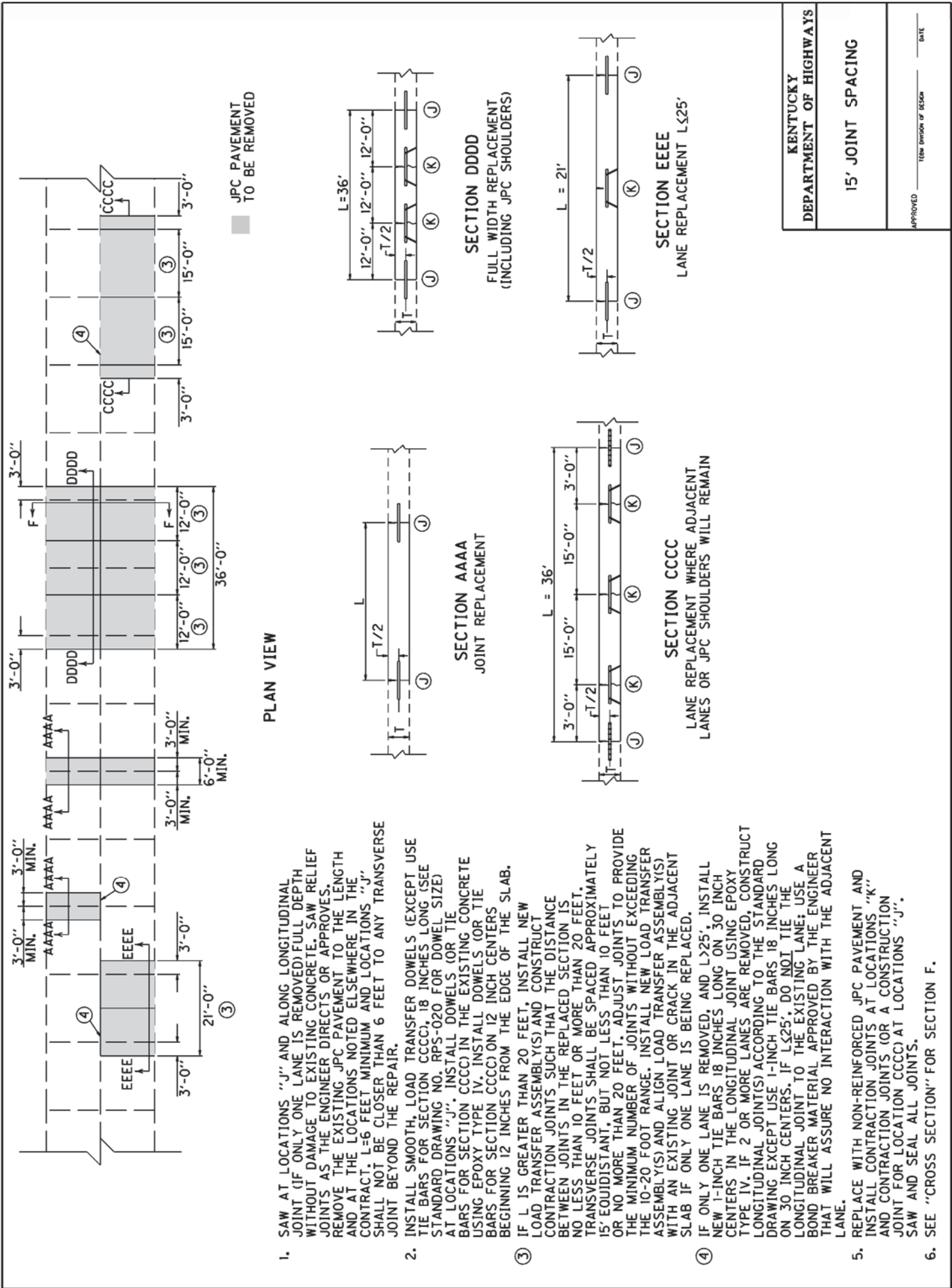
4.4 Underdrains. The Department will measure the quantity according to Subsection 704.04. The Department will not measure lateral drains for payment and will consider them incidental to the Underdrains.

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

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
----	Remove JPC Pavement	Square Yard
00001	DGA Base	Ton
00003	Crushed Stone Base	Ton
02069-02071, 02073, 02075, 02084, 02086, 02088	JPC Pavement Non-Reinforced, thickness	See Subsection 501.05
01000	Perforated Pipe, 4-inch	Linear Foot
02598, 02599	Fabric-Geotextile, Type	Square Yard

The Department will consider payment as full compensation for all work required in this provision.

June 15, 2012



PLAN VIEW

SECTION AAAA
JOINT REPLACEMENT

SECTION DDDD
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)

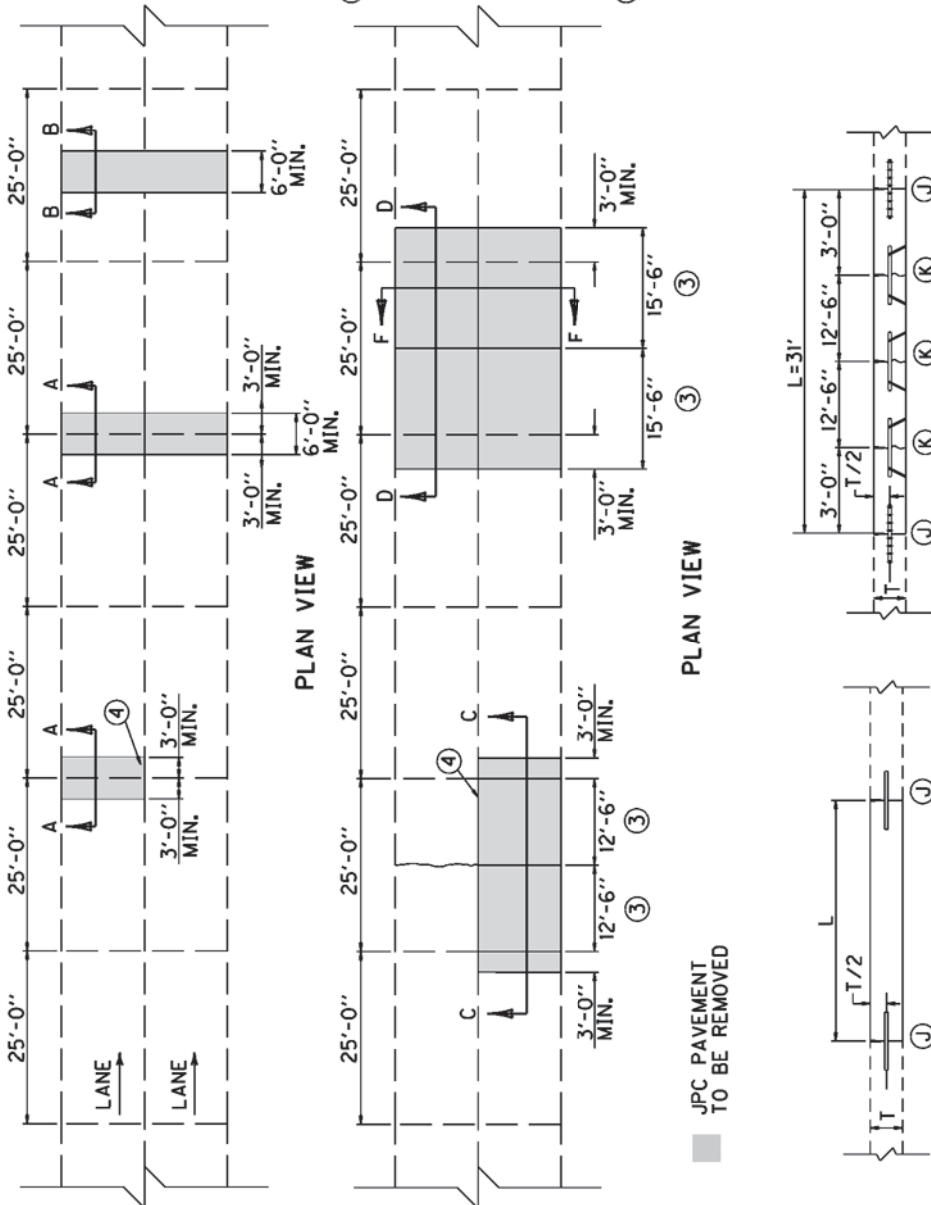
SECTION EEEE
LANE REPLACEMENT L&25'

SECTION CCCC
LANE REPLACEMENT WHERE ADJACENT
LANES OR JPC SHOULDERS WILL REMAIN

1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE; SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION CCCC); 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.
3. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET OR NO MORE THAN 20 FEET. ADJUST JOINTS TO PROVIDE THE MINIMUM NUMBER OF JOINTS WITHOUT EXCEEDING THE 10-20 FOOT RANGE. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH AN EXISTING JOINT OR CRACK IN THE ADJACENT SLAB IF ONLY ONE LANE IS BEING REPLACED.
4. IF ONLY ONE LANE IS REMOVED, AND L>25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L&25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE; USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONTRACTION JOINT FOR LOCATION CCCC) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

KENTUCKY DEPARTMENT OF HIGHWAYS
15' JOINT SPACING
APPROVED _____ DATE _____ TERM DIVISION OF DESIGN

1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION C), 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION C) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION C) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET OR NO MORE THAN 20 FEET. ADJUST JOINTS TO PROVIDE THE MINIMUM NUMBER OF JOINTS WITHOUT EXCEEDING THE 10-20 FOOT RANGE. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH AN EXISTING JOINT OR CRACK IN THE ADJACENT SLAB IF ONLY ONE LANE IS BEING REPLACED.
3. IF ONLY ONE LANE IS REMOVED, AND L > 25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L < 25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE; USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
4. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION C) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



SECTION A
JOINT REPLACEMENT

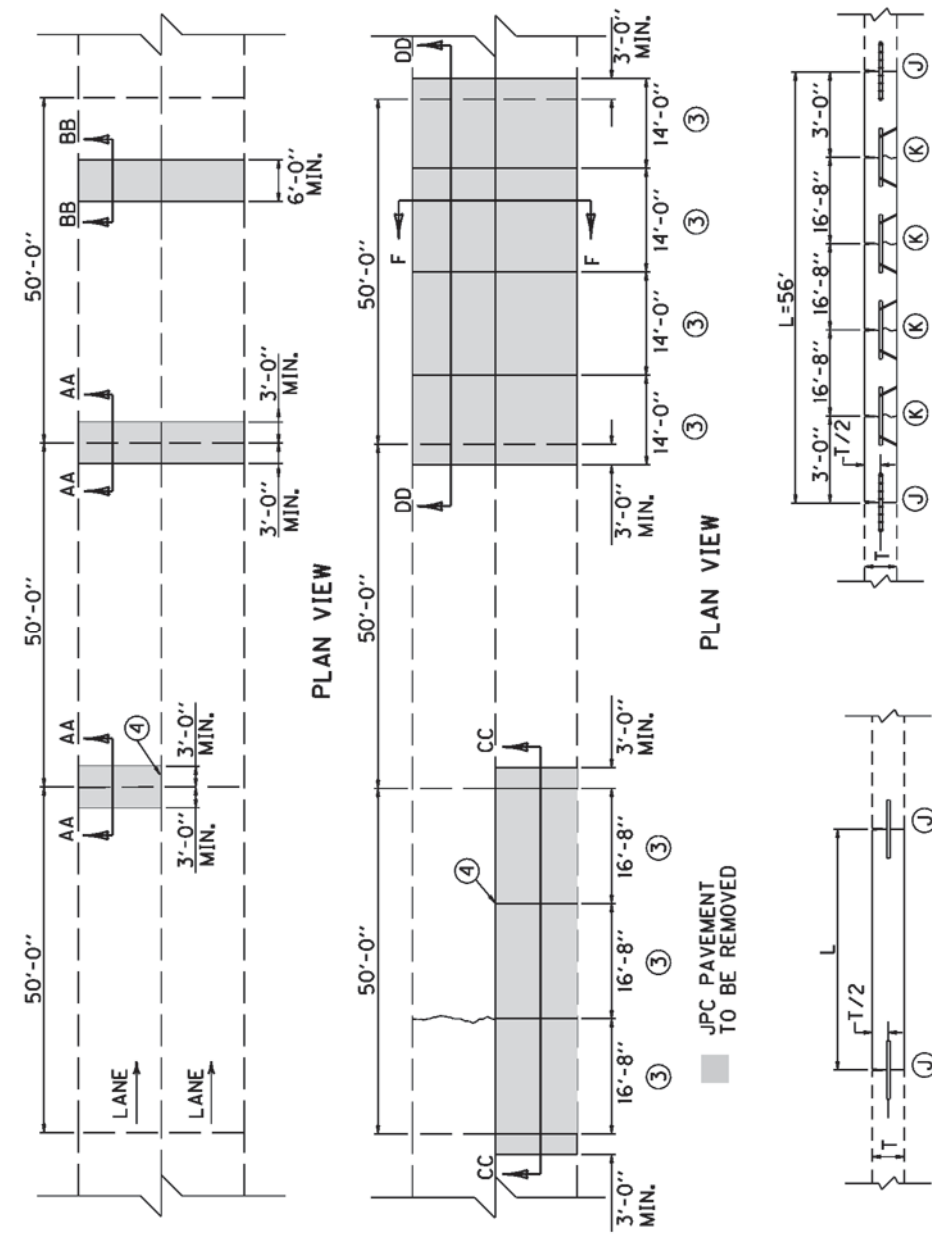
SECTION B
MID-SLAB REPLACEMENT

SECTION C
LANE REPLACEMENT WHERE ADJACENT LANES OR JPC SHOULDERS WILL REMAIN

SECTION D
FULL WIDTH REPLACEMENT (INCLUDING JPC SHOULDERS)

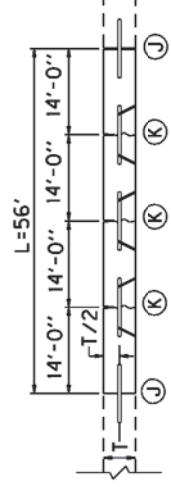
KENTUCKY DEPARTMENT OF HIGHWAYS
25' JOINT SPACING
APPROVED _____ DATE _____ <small>TEAM DIVISION OF DESIGN</small>

1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION CC), 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS OR TIE BARS FOR SECTION CC IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS OR TIE BARS FOR SECTION CC ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.
3. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET OR NO MORE THAN 20 FEET. ADJUST JOINTS TO PROVIDE THE MINIMUM NUMBER OF JOINTS WITHOUT EXCEEDING THE 10-20 FOOT RANGE. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH AN EXISTING JOINT OR CRACK IN THE ADJACENT SLAB IF ONLY ONE LANE IS BEING REPLACED.
4. IF ONLY ONE LANE IS REMOVED, AND L>25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L>25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE; USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS FOR A CONSTRUCTION JOINT FOR LOCATION CC AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



SECTION CC
LANE REPLACEMENT WHERE ADJACENT LANES OR JPC SHOULDERS WILL REMAIN

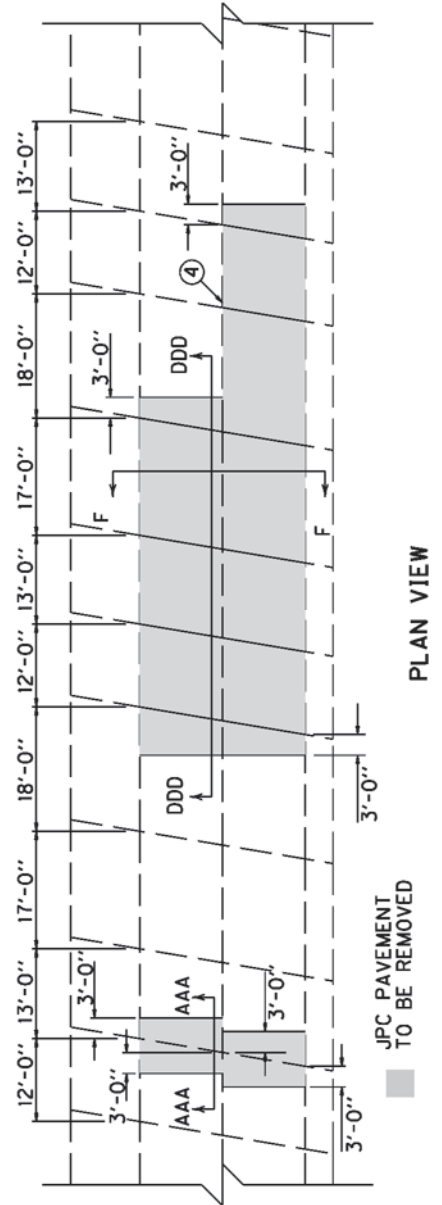
SECTION AA
JOINT REPLACEMENT



SECTION DD
FULL WIDTH REPLACEMENT (INCLUDING JPC SHOULDERS)

KENTUCKY DEPARTMENT OF HIGHWAYS
50' JOINT SPACING
SUBMITTED: _____ DATE _____ TEAM OFFICE OF DESIGN

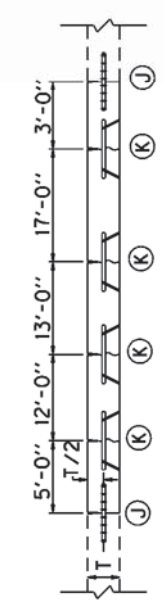
1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION DDD), 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION DDD) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION DDD) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND MATCH EXISTING JOINTS. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH EXISTING JOINTS IN ADJACENT SLABS.
- ④ IF ONLY ONE LANE IS REMOVED, AND $L > 25'$, INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF $L > 25'$, DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE; USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K". AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION DDD) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



PLAN VIEW

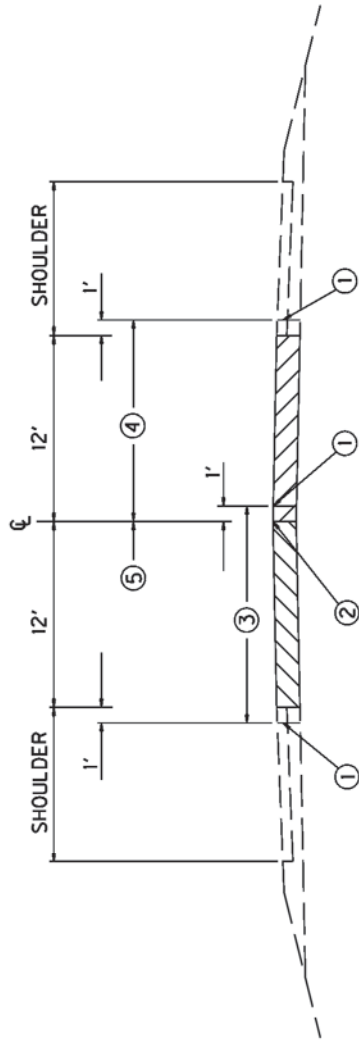


SECTION AAA
JOINT REPLACEMENT



SECTION DDD
LANE REPLACEMENT
(ALWAYS MATCH EXISTING JOINTS)

KENTUCKY DEPARTMENT OF HIGHWAYS
RANDOM SKEWED
APPROVED _____ DATE _____ TECHNICAL DIVISION OF DESIGN



SECTION F

- ① SAW-CUT LINE. THIS ONE FOOT IS TO ALLOW FOR A FORM AND THE REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE WORK, EXCEPT NEW ASPHALT MIXTURE SHALL BE PAID DIRECT ON A TONNAGE BASIS, AND NEW JPC PAVEMENT WILL BE PAID BY THE SQUARE YARD. COMPACT THE DGA BASE BY MECHANICAL TAMPERS TO THE ENGINEER'S SATISFACTION.
- ② EXISTING LONGITUDINAL JOINT.
- ③ FIRST SLAB REMOVAL LIMITS AND REPLACE 12-FOOT LANE.
- ④ SECOND SLAB REMOVAL LIMITS AND REPLACE 12-FOOT LANE.
- ⑤ THIS ONE FOOT IS TO ALLOW FOR A FORM ON THE FIRST POUR, AND A TEMPORARY PAVEMENT IS REQUIRED. THE DEPARTMENT WILL NOT REQUIRE REMOVAL OF THIS ONE FOOT IF THE GRADE OF THE EXISTING PAVEMENT IS ADEQUATE TO ENSURE THE NEW CONCRETE CAN BE PLACED AND FINISHED TO THE SATISFACTION OF THE ENGINEER. ANY TEMPORARY PAVEMENT IS INCIDENTAL TO JPC PAVEMENT.
6. THE ABOVE DRAWING DEPICTS THE ORDER OF SLAB REMOVAL WHEN BOTH ARE TO BE REMOVED AT THE SAME LOCATION. WHEN ONLY ONE SLAB OR LANE IS TO BE REMOVED, REMOVE AND REPLACE ACCORDING TO SECTION C, CC, OR CCCC. TRAFFIC CONTROL WILL SPECIFY WHICH LANE TO REMOVE FIRST.

KENTUCKY DEPARTMENT OF HIGHWAYS
CROSS SECTION
APPROVED _____ DATE _____ <small>TEAM DIVISION OF NELSON</small>

**2016 STANDARD DRAWINGS THAT APPLY
FE01 034 0075 115-116**

CURVE WIDENING AND SUPERELEVATION TRANSITIONS	RGS-001-07
MISCELLANEOUS STANDARDS PART 1	RGX-001-06
JOINTED PLAIN CONCRETE PAVEMENT	RPN-015-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPN-020-04
CONCRETE PAVEMENT JOINT DETAILS	RPS-010-11
EXPANSION AND CONTRACTION JOINTS - LOAD TRANSFER ASSEMBLIES	RPS-020-14
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-030-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-031-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-032-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-033-07
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-034-07
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-035-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-036-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-037-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-038-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-039-06
PAVEMENT MARKER ARRANGEMENT EXIT GORE AND OFF-RAMP	TPM-125-03
PAVEMENT MARKER ARRANGEMENT FOR PARALLEL DECELERATION LANE	TPM-126
PAVEMENT MARKER ARRANGEMENT ON-RAMP WITH TAPERED ACCELERATION LANE	TPM-130-03
PAVEMENT MARKER ARRANGEMENT ON-RAMP WITH PARALLEL ACCELERATION LANE	TPM-130-03
FLEXIBLE DELINEATOR POST ARRANGEMENTS FOR INTERCHANGE RAMPS AND CROSSOVERS	TPM-171
LANE CLOSURE MULTI-LANE HIGHWAY CASE I	TTC-115-03
SHOULDER CLOSURE	TTC-135-02
PAVEMENT CONDITION WARNING SIGNS	TTD-125-02
MOBILE OPERATION FOR PAINT STRIPING CASE III	TTS-110-02
MOBILE OPERATION FOR PAINT STRIPING CASE IV	TTS-115-02

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

**TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

**LABOR AND WAGE REQUIREMENTS
APPLICABLE TO OTHER THAN FEDERAL-AID SYSTEM PROJECTS**

- I. Application
- II. Nondiscrimination of Employees (KRS 344)

I. APPLICATION

1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract. The contractor's organization shall be construed to include only workmen employed and paid directly by the contractor and equipment owned or rented by him, with or without operators.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Provisions and such other stipulations as may be required.

3. A breach of any of the stipulations contained in these Required Provisions may be grounds for termination of the contract.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administrating agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

II. NONDISCRIMINATION OF EMPLOYEES

**AN ACT OF THE KENTUCKY
GENERAL ASSEMBLY TO PREVENT
DISCRIMINATION IN EMPLOYMENT
KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972**

The contract on this project, in accordance with KRS Chapter 344, provides that during the performance of this contract, the contractor agrees as follows:

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

No present or former public servant shall, within six (6) months following termination of his office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:

- a) The date of leaving office or termination of employment; or
- b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: January 27, 2017

Kentucky Equal Employment Opportunity Act of 1978

The requirements of the Kentucky Equal Employment Opportunity Act of 1978 (KRS 45.560-45.640) shall apply to this Contract. The apparent low Bidder will be required to submit EEO forms to the Division of Construction Procurement, which will then forward to the Finance and Administration Cabinet for review and approval. No award will become effective until all forms are submitted and EEO/CC has certified compliance. The required EEO forms are as follows:

- EEO-1: Employer Information Report
- Affidavit of Intent to Comply
- Employee Data Sheet
- Subcontractor Report

These forms are available on the Finance and Administration's web page under ***Vendor Information, Standard Attachments and General Terms*** at the following address:
<https://www.eProcurement.ky.gov>.

Bidders currently certified as being in compliance by the Finance and Administration Cabinet may submit a copy of their approval letter in lieu of the referenced EEO forms.

For questions or assistance please contact the Finance and Administration Cabinet by email at **finance.contractcompliance@ky.gov** or by phone at 502-564-2874.

EMPLOYEE RIGHTS UNDER THE FAIR LABOR STANDARDS ACT

THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE

\$7.25

 PER HOUR

BEGINNING JULY 24, 2009

OVERTIME PAY

At least 1½ times your regular rate of pay for all hours worked over 40 in a workweek.

CHILD LABOR

An employee must be at least **16** years old to work in most non-farm jobs and at least **18** to work in non-farm jobs declared hazardous by the Secretary of Labor.

Youths **14** and **15** years old may work outside school hours in various non-manufacturing, non-mining, non-hazardous jobs under the following conditions:

No more than

- **3** hours on a school day or **18** hours in a school week;
- **8** hours on a non-school day or **40** hours in a non-school week.

Also, work may not begin before **7 a.m.** or end after **7 p.m.**, except from June 1 through Labor Day, when evening hours are extended to **9 p.m.** Different rules apply in agricultural employment.

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TIP CREDIT

Employers of “tipped employees” must pay a cash wage of at least \$2.13 per hour if they claim a tip credit against their minimum wage obligation. If an employee's tips combined with the employer's cash wage of at least \$2.13 per hour do not equal the minimum hourly wage, the employer must make up the difference. Certain other conditions must also be met.

ENFORCEMENT

The Department of Labor may recover back wages either administratively or through court action, for the employees that have been underpaid in violation of the law. Violations may result in civil or criminal action.

Employers may be assessed civil money penalties of up to \$1,100 for each willful or repeated violation of the minimum wage or overtime pay provisions of the law and up to \$11,000 for each employee who is the subject of a violation of the Act's child labor provisions. In addition, a civil money penalty of up to \$50,000 may be assessed for each child labor violation that causes the death or serious injury of any minor employee, and such assessments may be doubled, up to \$100,000, when the violations are determined to be willful or repeated. The law also prohibits discriminating against or discharging workers who file a complaint or participate in any proceeding under the Act.

ADDITIONAL INFORMATION

- Certain occupations and establishments are exempt from the minimum wage and/or overtime pay provisions.
- Special provisions apply to workers in American Samoa and the Commonwealth of the Northern Mariana Islands.
- Some state laws provide greater employee protections; employers must comply with both.
- The law requires employers to display this poster where employees can readily see it.
- Employees under 20 years of age may be paid \$4.25 per hour during their first 90 consecutive calendar days of employment with an employer.
- Certain full-time students, student learners, apprentices, and workers with disabilities may be paid less than the minimum wage under special certificates issued by the Department of Labor.

For additional information:



1-866-4-USWAGE

(1-866-487-9243)

TTY: 1-877-889-5627



WWW.WAGEHOUR.DOL.GOV

U.S. Department of Labor | Wage and Hour Division

PART IV
INSURANCE

INSURANCE

The Contractor shall procure and maintain the following insurance in addition to the insurance required by law:

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
 - a) \$100,000 Each Accident Bodily Injury
 - b) \$500,000 Policy limit Bodily Injury by Disease
 - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
 - a) "policy contains no deductible clauses."
 - b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

The cost of insurance is incidental to all contract items. All subcontractors must meet the same minimum insurance requirements.

PART V
BID ITEMS

PROPOSAL BID ITEMS

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Report Date 2/27/17

Section: 0001 - JPC PAVEMENT REPAIRS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	02014		BARRICADE-TYPE III	10.00	EACH		\$	
0020	02024		JPC PAVEMENT-10 IN/24	1,818.00	SQYD		\$	
0030	02058		REMOVE PCC PAVEMENT	1,818.00	SQYD		\$	
0040	02060		PCC PAVEMENT DIAMOND GRINDING	11,000.00	SQYD		\$	
0050	02562		TEMPORARY SIGNS FOR CONSTRUCTION SITE	500.00	SQFT		\$	
0060	02562		TEMPORARY SIGNS FOR TEMPORARY DETOUR	750.00	SQFT		\$	
0070	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0080	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		\$	
0090	02726		STAKING	1.00	LS		\$	
0100	02775		ARROW PANEL	3.00	EACH		\$	
0110	06511		PAVE STRIPING-TEMP PAINT-6 IN	9,500.00	LF		\$	
0120	06515		PAVE STRIPING-PERM PAINT-6 IN	9,500.00	LF		\$	
0130	06568		PAVE MARKING-THERMO STOP BAR-24IN	15.00	LF		\$	
0140	08540		JOINT SEALING HOT POURED ELASTIC	5,750.00	LF		\$	
0150	20411ED		LAW ENFORCEMENT OFFICER	200.00	HOUR		\$	
0160	21173EC		SAW-CLEAN-RESEAL RANDOM CRACKS	2,500.00	LF		\$	

Section: 0002 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0170	02569		DEMOBILIZATION	1.00	LS		\$	