



Matthew G. Bevin
Governor

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

Greg Thomas
Secretary

June 3, 2019

CONTRACT ID NO. 19-9001
ADDENDUM # 3

Subject: Boone County
Letting August 16, 2019

(1) Replace Instructions to Proposers - Pages 17, 20, 22, 45, 46, 57, 60, 62, 64 and 66.

Proposal revisions are available at

<http://transportation.ky.gov/Construction-Procurement/Pages/Design-Build-Projects.aspx>.

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

Sincerely,

A handwritten signature in cursive script that reads "Rachel Mills".

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

RM:mr
Enclosures



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whole or in part, outside the areas listed above, may be deemed unresponsive to the solicitation and may be rejected.

Except as provided in Section 5.6 the KYTC shall have the right to use all ideas, or adaptations of those ideas, contained in any proposal received in response to the solicitation. Selection or rejection of the proposal shall not affect this right.

5.10 PROPOSAL ADDENDA AND RULES FOR WITHDRAWAL

Prior to the date specified for receipt of offers, a submitted proposal may be withdrawn by submitting a written request for its withdrawal to the Director of the Division of Contract Procurement. Withdrawal of the proposal by the DBT shall forfeit any payment of the stipend that the DBT may have been entitled to receive.

The KYTC shall accept addenda, revisions, or alterations to its proposal from any DBT until close of business (c/o/b) on the due date. The KYTC shall not accept any unsolicited addenda, revisions, or alterations to any proposal after the c/o/b on the due date. If the KYTC issues an addendum to the solicitation after c/o/b on the due date, then any DBT may respond. A DBT's response shall precisely respond to the contents of the Commonwealth's addendum.

The KYTC reserves the right to request clarification or additional information.

5.11 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

It is the policy of the Kentucky Transportation Cabinet ("the Cabinet") that Disadvantaged Business Enterprises ("DBE") shall have the opportunity to participate in the development and performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, consultants, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The DBT will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the DBT to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

5.11.1 DBE GOAL

The DBE goal established for this contract is 7% of the total value of the contract.

The DBT shall exercise all necessary and reasonable steps to ensure that DBEs participate in at least the percent of the contract as set forth about as goals for this contract.

To comply with the provisions of KRS 45A.485, the DBT shall report any such final determination(s) of violation(s) to the KYTC by providing the following information regarding the final determination(s): the KRS violated, the date of the final determination, and the state agency which issued the final determination.

KRS 45A.485 also provides that, for the duration of any contract, the contractor shall be in continuous compliance with the provisions of those statutes which apply to the contractor's operations, and that the contractor's failure to reveal a final determination as described above or failure to comply with the above statutes for the duration of the contract, shall be grounds for the cancellation of the contract and disqualification of the contractor from eligibility for future state contracts for two years.

DBT shall identify one of the following in its Price Proposal submitted on August 16, 2019:

- A. The DBT has not violated any of the provisions of the above statutes within the previous five (5) year period.
- B. The DBT has violated the provisions of one or more of the above statutes within the previous five (5) year period and has revealed such final determination(s) of violation(s). A list of such determination(s) is attached.

5.16 FHWA 1273

This Highway Improvement Project shall be under the laws and regulations of the Commonwealth. This is a Federal-aid highway contract and all federal laws and regulations, including FHWA-1273 and Civil Rights.

WHEREAS, the DBT shall outline, undertake and complete the work as described in the Contract Documents in a manner consistent with FHWA Form 1273 (Appendix C of this Advertisement) and all applicable State and Federal laws and regulations.

5.17 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.

5.18 RECIPROCAL PREFERENCE (NOT APPLICABLE)

5.19 REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

Pursuant to [KRS 45A.480\(1\)\(b\)](#), 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

awarded.

- D. The bidder or Proposer swears and affirms under penalty of perjury that the entity bidding, is not currently engaged in, and will not for the duration of the contract engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which Kentucky can enjoy open trade, as defined in Executive Order No. 2018- 905.
- E. The bidder or Proposer swears and affirms that the entity bidding, and all subcontractors therein, have not violated any of the prohibitions set forth in KRS 11A.236 during the previous ten (10) years, and further pledge to abide by the restrictions set forth in such statute for the duration of the contract awarded.

6. PROJECT DESCRIPTION & MANDATORY REQUIREMENTS

The purpose of this project is to improve mobility and safety in a rapidly growing area adjacent to I-275 between Interstate Exits 8 and 11 in northern Boone County.

The mandatory requirements for the project as identified in the Recommended Alternative of the Interchange Justification Study (IJS) included in Appendix D, are as follows:

- A. A new interchange at I-275 and Graves Road including the loop ramp design and the eastbound 275 combination of ramps separated by barrier wall as proposed in the recommended alternative of the IJS;
- B. The widening of the Graves Road corridor as identified in the typical sections included in Appendix E. The widening shall extend from KY 20 and Bullittsville Road northward to KY 237, and including signalized intersections at KY 20, both exit ramp termini and Worldwide Boulevard. Full Control of Access on Graves Road shall be maintained around I-275. Access to Graves Road shall not be permitted between the Ramps to I-275. The first access to Graves Road to the North or the South of I-275, other than the I-275 ramps, shall not be any closer than 2,400 feet. In addition Graves Road / KY 237 roundabout shall be widened from a single lane to two lanes and two (2) left turn lanes shall be provided on KY 20 at the intersection with Fister Pl Blvd / Lauren Meadows Dr.;
- C. A modified tie-in of Williams road to Graves Road;
- D. The extension of the westbound I-275 mainline, three-lane typical section from just west of the KY 237 Interchange to just west of the proposed Graves Road Interchange with concrete pavement;
- E. The addition of an eastbound auxiliary lane along I-275 between the Graves Road and KY 237 Interchanges with concrete pavement;
- F. Minor adjustments to the I-275/KY 237 interchange ramps as described in Section 3.2 of Interchange Justification Study;
- G. The addition of a dual left turning movement from northbound KY 237 to westbound I-275.

In addition to the mandatory requirements identified above, KYTC has determined the last acceptable completion date for the project shall be August 1, 2022. There will be a lump sum \$1,000,000.00 incentive to the DBT if the new interchange with a connection to Worldwide Blvd. and the relocated Williams Road are completely finished, with the exception of final surfacing, before October 31, 2020. Under no circumstances will an extension to the October 31, 2020, milestone incentive date be given; except that, if KYTC issues an extension to contract time according to section 10.4.18 of the ITP, then KYTC will also consider if an extension should be applied to the milestone incentive date. Early substantial completion date of the project is preferred. If the project is not completed by the completion date identified in the DBT's proposal, per Section 108.09 of the Standard Specifications, liquidated damages shall be applied for each calendar day including weekends and holidays. Contrary to current specifications, the liquidated damage rate shall be \$5,000.00 per day, and will be assessed through the winter months and during any times when a work item cannot be pursued due to seasonal limitations.

The only possibilities for extension of contract time due to R/W acquisitions shall be if:

- A. KYTC withholds consent to file suit against a property owner and delays are caused to the controlling item of the critical path schedule, or
- B. A condemnation suit escalates into a “Right to Take” challenge and delays are caused to the controlling item of the critical path schedule.

In the event either of these circumstances occurs the department will consider an extension of Contract time according to section 108.07 of the Standard Specifications. Those considerations will be made based upon the date when KYTC withheld consent, or the date when a property owner files a “Right to Take” challenge.

11. UTILITIES

11.1 GENERAL REQUIREMENTS

A number of existing utilities are located within or in the vicinity of the Project Right-of-Way, some pursuant to statutory rights and some pursuant to property rights. DBTs are advised it is their responsibility to locate all utilities and take into account impacts their design creates.

This Section establishes procedures and requirements for adjusting utilities, if deemed necessary, including such processes as coordination with utility owners, administration of the engineering, construction, and other activities necessary for utility adjustments, and required documentation.

The DBT shall cause all utility adjustments necessary to accommodate construction, operation, maintenance and/or use of the project, in both its initial configuration and in its ultimate configuration. The DBT shall be responsible for preparing and executing all agreements with the utility owners impacted by the project. Some utility adjustments may be performed by the utility owner with its own forces and/or contractors and consultants (i.e., utility owner-managed); all others shall be performed by the DBT with its own forces and/or contractors and consultants (subject to any approval rights required by the utility owner for those working on its facilities) (i.e., DBT-managed). The allocation of responsibility for the utility adjustment work between DBT and the utility owners shall be specified in the Utility Agreements executed by the DBT with the respective utility owner. **All costs associated with the design, acquisition of right-of-way (utility easement) and relocation of utilities for this project shall be the responsibility of the DBT except for the purchase price of the property, which KYTC shall retain responsibility for.** The DBT shall clearly demonstrate in the schedule prepared for the project how the utility relocation work is to be accomplished. No contract time extensions shall be granted to the DBT due to relocation of utilities for the project.

The DBT’s obligations regarding reimbursement to utility owners for all costs of utility adjustment work shall be as set forth in the Utility Agreements prepared for the project by the DBT and in conformance with FHWA’s Program Guide for Utility Relocation and Accommodation for Federal-Aid Projects. In general, in order to facilitate the timely relocation of the utilities for the Project, KYTC has advised all respective utility companies thought to be potentially impacted by the project that the costs associated with utility relocation work shall be reimbursed to the respective utility owner by the DBT. This includes both public and private utilities. However, as per FHWA’s Program Guide for Utility Relocation and Accommodation for Federal-Aid Project, any “betterments” to the utilities

made as part of the relocation work are not eligible project expenses and shall not be included in the project costs. The DBT and the respective utility owner shall clearly demonstrate in the agreements prepared for the project how any “betterments” planned for the Utility facilities during the relocation work are paid for using non-project funds. The DBT shall be responsible for strictly adhering to this requirement. **Should it be determined that project funds have been used for betterment of the utility facilities without prior approval by KYTC, an amount equal to the cost determined to be expended upon betterment of the utility facilities relocated for the project shall be deducted from the DBT’s contract amount and the DBT shall be entitled to recoup those costs from the utility owner.**

This Section does not address utility services to the project. Utility services to the project shall be the subject of separate agreements between the DBT and utility owners.

11.1.1 *WHEN UTILITY ADJUSTMENT IS REQUIRED*

A utility adjustment may be necessary to accommodate the project for either or both of the following reasons: (a) a physical conflict between the project and the utility; and/or (b) an incompatibility between the project and the utility based on constructability, future operation, safety, and maintenance. The physical limits of all utility adjustments shall extend as necessary to functionally replace the existing utility, whether inside or outside of the project right-of-way. Section 11.2.4.2 contains provisions that address the acquisition of easements for utilities to be installed outside of the project right-of-way.

Utilities may remain in their existing locations within the project right-of-way if the existing location shall not adversely affect the construction, operation, safety, maintenance and/or use of the project and if the utility is not adversely affected by the project.

11.1.2 *CERTAIN COMPONENTS OF THE UTILITY ADJUSTMENT WORK*

11.1.2.1 Coordination

The DBT shall communicate, cooperate, and coordinate with KYTC, the utility owners, and potentially affected third parties, as necessary for performance of the utility adjustment work. The DBT shall be responsible for preparing and securing execution of all necessary agreements.

Please be advised that the utility owner, as part of the review and comment for the Utility Agreement by KYTC, shall be responsible for obtaining an Encroachment Permit for all utility relocation work to be done within the public right-of-way. The DBT shall be responsible for all coordination needed to ensure that the Encroachment Permits and any other approvals needed from the appropriate regulatory agencies are received and approved by the proper authority prior to any utility relocation work within the public right-of-way taking place.

11.1.2.2 Placement of Utilities

Longitudinal underground utilities shall not be located within the proposed roadway. When crossing the roadway, crossings shall occur perpendicular to the proposed roadway.

factors needed to reasonably determine the status of each utility to be relocated as part of the project. The DBT shall submit the utility tracking report to KYTC and update it monthly. The DBT shall facilitate, at a minimum, monthly utility company status meetings to discuss any project issues and to update KYTC on the progress being made on the project.

11.5.2 UTILITY COMPANY CONTACTS

See Appendix J

12. DESIGN AND CONSTRUCTION REQUIREMENTS

12.1 MAINTENANCE OF TRAFFIC (MOT)

Maintenance of Traffic Special Provisions in addition to the Governing Regulations listed in Section 7.1 of this document: The DBT shall submit an approach for MOT for the project that incorporates the elements listed as well as propose any innovative ideas that may expedite the work. A Traffic Management Plan shall need to be submitted and approved (form can be found on the KYTC Highway Design Web Page).

12.1.1 GENERAL

All MOT procedures shall be in accordance with Manual on Traffic Control Devices (MUTCD) except when the KYTC standard drawings or standard specifications are more restrictive the KYTC documents shall govern. The speed limit on any road within the project be reduced by 10 MPH with approval from the engineer.

12.1.2 MOT RESTRICTIONS

No lane closures shall be allowed on I-275, KY-237 and Worldwide Drive during observance of any National Holidays identified in Section 101 of the Standard Specifications and between the dates of November 1st and January 15th. Under special circumstances, KYTC reserves the right to restrict the use of lane closures due to unforeseen special events. In principle, the DBT shall maintain the current lane configuration (or better), for the life of the project (except for the closure of Graves Road over I-275 and a one week closure of Worldwide Drive at the intersection with Graves Road) including access to all adjoining properties. Williams road shall remain open and connected to either existing or proposed Graves Road at all times. Suggestions for additional working hours may be proposed by the DBT to KYTC as a part of the DBT project proposal.

Interstate lane closures shall only be permitted between the hours of 8:00 PM and 6:00 AM. All work on I-275, except traffic control operations and final pavement markings shall be conducted behind temporary concrete barrier wall as identified in the Standard Drawings. A lane closure for separation must be in place during barrier wall placement. Access to and from the work zone adjacent to the interstate shall be at the beginning or end of the string of barrier wall or at one approved entrance / exit point to be designed and submitted by the DBT for approval. Construction operations on I-275 using shoulder closures without barrier wall are prohibited unless they are less than one work shift and positive separation of at least 11 feet is provided.

Temporary Raised Pavement Markers, Type IVA as identified in section 112 of the Standard specifications shall be required when I-275 traffic lanes are situated outside their normal position. Lanes on I-275 outside of their normal position must be 11 feet in width and minimum 1 foot wide shoulders must be provided.

12.2.3 DESIGN SPEED CRITERIA

65 mph (I-275)
35 mph (Graves Road & KY 237)

12.2.4 GEOMETRIC CRITERIA

Geometric Criteria for the preliminary design information completed by KYTC is included in Appendix R. The DBT’s final designs shall be equivalent to these criteria or should offer an improvement to these criteria. The entrance grades provided in Appendix R are for information only. Further design may require the grades to be adjusted, however, the grades proposed should be utilized as the maximum grade for that particular entrance. If DBT proposes to utilize a greater grade, then it must be approved by the Engineer.

12.2.5 PAVEMENT

See Appendix E for thickness details

Material Transfer Vehicle Required: Yes X No _____

See Special Note for Materials Transfer Vehicle in the Standard Specifications.

Pavement Ride Quality Required: Yes X No _____

See Section 410 of the Standard Specifications for Asphalt Pavement. Category B shall apply for Asphalt Pavement.

See Section 501 of the Standard Specifications for Concrete Pavement. Category B shall apply for Concrete Pavement.

12.2.6 TYPICAL SECTION

See Appendix E (No variations of typical section dimensions permitted).

12.2.7 DRAINAGE FOLDER REQUIRED

Yes X No _____ In addition to standard guidance within the KYTC Drainage Manual, the DBT shall ensure that the post-development discharge and velocity does not exceed the pre-development discharge and velocity at each final point of discharge from the project. In some instances this will require the use of energy dissipaters and/or detention basin storage before disposal.

12.2.8 DESIGN EXCEPTIONS

The current edition of AASHTO’s A Policy on Geometric Design of Highways and Streets Section 6.2.1 and Section 5.2.1 recommends that in rolling terrain, a design speed of 50 mph (rural collectors) and 40 mph (rural locals) respectively should be utilized with average daily traffic (ADT) greater than 2,000. KY 20 and Bullittsville Rd both have a posted speed limit of 35 mph. The horizontal curves and minimum grades required to accommodate these design speeds would have detrimental impacts to the residences surrounding the project. Both roads are also coming to an intersection and shall be required to slow down or stop. The project team has requested a design exception to utilize a 35 mph design speed to minimize impacts and match the conditions of the existing roadway.

The DBT shall advise of any proposed design features that do not meet the minimum design criteria. Due to the sensitive nature of the approval process for a Design Exception, it is a requirement that all design exceptions be submitted for consideration by the KYTC in writing no less than 45 days prior to submittal of the technical proposal. A detailed explanation of the justification for this exception shall be provided with this request. All DBTs shall be made aware of the request as well as approval or disapproval in writing. KYTC does not intend to approve design exceptions after the contract is awarded unless extreme and unforeseen

along with paver mounted temperature profiles and E-ticketing as described in Appendix S.

12.2.12 ADDITIONAL CONSIDERATIONS

In developing the roadway design, gravity retaining walls should be used as a last resort to minimize ROW impacts.

12.3 STRUCTURES

12.3.1 STRUCTURE DESIGN/ADVANCE SITUATION FOLDER

The DBT shall have a consultant DBT member pre-qualified in Structure Design, Bridges under 500 feet. The DBT shall be responsible for preparing any structure plans required. The structure plans shall be developed in accordance with Division of Structure Design Guidance Manual (<http://transportation.ky.gov/bridges/GuidanceManual.htm>). Review times shown in the Guidance Manual shall begin when a submittal is received. Submittals required shall be Advance Situation Folder, Stage 1 Preliminary Plans, Stage 2 Preliminary Plans, Stage 1 Final Plans and Stage 2 Final Plans. The structure plans shall be signed and sealed by a Licensed Professional Engineer. Structures may be submitted individually. The Division of Structural Design shall provide drawing numbers for each structure. The DBT shall present electronic copies in PDF format of plans and calculations for all submittals to the Division of Structural Design. This shall be in addition to any required hard copies.

12.3.2 EXISTING STRUCTURES IDENTIFICATION AND DATA

Plans are available for the existing Graves Road overpass at:

<https://transportation.ky.gov/Construction-Procurement/Pages/Design-Build-Projects.aspx>

The DBT should verify all pertinent information needed to facilitate the design and construction.

12.3.3 DESIGN AND CONSTRUCTION REQUIREMENTS OF STRUCTURE

All design and structure construction shall be in compliance with all applicable AASHTO design criteria as well as current KYTC standards. In addition, the DBT shall ensure and provide evidence that all structure elements are situated outside of the clear zone requirements established by the AASHTO Roadside Design Guide; however, the minimum offset of structure elements shall be 38' from the edge of driving lane to the face of the structure element.

All Shop Drawings shall be approved by DBT. PDF copies shall be provided to the Division of Structural Design.

12.3.4 FOUNDATION INVESTIGATION AND GEOTECHNICAL INVESTIGATIONS

All geotechnical information needed by the DBT for foundation investigation and all geotechnical investigations necessary to prepare the DBT's technical and price proposals shall be the responsibility of the DBT. The subsequent reports shall be submitted for review and approval by KYTC Geotechnical Branch. Please allow 14 calendar days for this review. Existing Geotechnical Information is for information purposes only.

12.3.5 GEOTECHNICAL, FOUNDATIONS, SLOPES, AND WALLS

All geotechnical information needed by the DBT for roadway and foundation investigation and all geotechnical investigations necessary to prepare the DBT's bid

Drawing RGX-002. The geometry of the gravity walls may vary from the Standard Drawing only if approved by the Department.

2. Gabion basket retaining walls shall not be permitted for permanent construction.
 3. Metal “Bin” type retaining walls shall not be permitted for permanent construction.
 4. Only preapproved Mechanically Stabilized Earth (MSE) wall systems shall be used on this Project. See the Special Note for MSE retaining walls located in Appendix K for preapproved systems. Only inextensible reinforcement shall be allowed.
- G. Reinforced soil slopes shall not be designed at a slope ratio steeper than one (1) Horizontal to one (1) Vertical. Reinforced soil slopes shall be designed in accordance with design procedures presented in the latest version of Publication No. FHWA NHI-00-043, “Mechanically Stabilized Earth Walls and Reinforced Soil Slopes.”
- H. The DBT shall be responsible for analysis and design of soil slopes. Embankment slopes steeper than three to one (3H:1V) shall be reinforced. Embankment slopes three to one (3H:1V) or flatter may require reinforcement or other remediation measures depending on soil conditions.
1. Where embankment settlement is anticipated to exceed 3 inches in total settlement, the DBT shall submit an instrumentation plan for review to monitor settlement and determine when the pavement section can be placed.
 2. All geotechnical instrumentation shall be left in place for future readings after the project has been completed. Instrumentation destroyed by the DBT shall be replaced at the DBT’s expense.
 3. Shale cannot be used in the upper two feet of the subgrade.
 4. If shale that has a possibility of being acidic producing is used on the project, testing shall be required to determine the acidic producing potential. Acidic producing shale cannot be left exposed. The acidic producing shale shall be encased with a minimum 2.5-foot layer of compacted clay soil. A minimum of 4 feet of clay shall be required on top of the embankment to control the corrosion of guardrail and/or sign post, etc. from the acidic shale. Sulfate resistant cement (ASTM C-150 Type II) shall be used for subsurface structures such as pipes, culverts, bridges, etc.
 5. The subgrade should be constructed in accordance with the pavement design specifications. For a chemically stabilized subgrade a minimum preliminary CBR design value of 3.0 (**CBR**

utilities is the responsibility of the DBT. The DBT shall be responsible for any damage to the existing infrastructure. Any damage shall be repaired immediately.

12.4 PERMANENT TRAFFIC CONTROL

12.4.1 PAVEMENT MARKINGS AND DELINEATORS

The DBT shall provide all pavement striping, intersection markings, lane markings, and delineator posts in accordance with the MUTCD and applicable KYTC standards. The DBT shall provide striping plans no later than the final plan submittal stage for review and approval by KYTC. The DBT shall also provide inlaid pavement markers on I-275 and Graves road according to the specification in Appendix M. The DBT shall be aware that removal of existing pavement marker castings and permanent patching of the resultant hole with Fibercrete, or an approved equal, is required.

Other special provisions in addition to the Governing Regulations are listed in Section 7.1 of this document.

12.4.2 SIGNING SPECIAL PROVISIONS

All temporary signing shall be provided by the DBT for this project. Detour signage shall be submitted, approved and erected for the Graves Road Closure and any other closure deemed necessary by the Engineer. The DBT shall expect that up to 6 variable message boards may be required at a single time.

The DBT shall provide permanent sign plans as early as possible for KYTC approval. Review of the permanent signing plans may take up to 21 days. The IJS provided in Appendix D provides permanent signing details. The DBT shall design, fabricate and install all permanent signage for the project.

Other special provisions in addition to the Governing Regulations are listed in Section 7.1 of this document.

12.4.3 TRAFFIC SIGNALS SPECIAL PROVISIONS

Design, Construction and implementation of new traffic signals for the project shall be addressed as part of the DBT bid proposal. Traffic signals shall be completed at the Graves Road intersections with KY 20, both exit ramp termini and Worldwide Boulevard. Traffic data to for use in the design of the signalized interstections has been provided in Appendix N. The DBT shall provide plans for review and approval of the new traffic signals. Review of the traffic signal plans may take up to 21 days.

Other special provisions in addition to the Governing Regulations are listed in Section 7.1 of this document

12.4.4 ROADWAY LIGHTING SPECIAL PROVISIONS

Design, Construction and implementation of new lighting for the project shall be addressed as part of the DBT bid proposal. Roadway Lighting shall be completed at the Graves Road interchange and the KY 237 roundabout at Graves Road. **High-Mast lighting shall not be permitted at any location on the project.** The DBT shall provide plans for review and approval of the new lighting. Review of the lighting plans may take up to 21 days.