



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

Matthew G. Bevin
Governor

Greg Thomas
Secretary

April 25, 2017

CALL NO. 115
CONTRACT ID NO. 172980
ADDENDUM # 2

Subject: Kenton County, HPP 0758 (100)
Letting April 28, 2017

- (1) Revised - Plans - MT1
- (2) Revised - Special Note - Pages 117-120 of 239

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

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

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

Sincerely,

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

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

RM:ks
Enclosures



An Equal Opportunity Employer M/F/D

TRAFFIC CONTROL GENERAL NOTES

- 1. Except as provided herein, traffic shall be maintained in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), the Standard Specifications for Road and Bridge Construction, and the Standard Drawings, current editions.
2. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for at the lump sum bid price to "Maintain and Control Traffic," as set forth in the current Standard Specifications for Road and Bridge Construction unless otherwise provided for in these notes.
3. The Contractor shall maintain a minimum of two 11-foot lanes in each direction unless otherwise noted.
4. Lane closures used on the project shall be in compliance with the appropriate Standard Drawings or the direction of the Engineer. Contrary to Section 112, lane closures of any type will not be measured for payment, but are considered incidental to the bid item "Maintain and Control Traffic", Lump Sum.
5. Contrary to Section 106.01 of the Standard Specifications, traffic control devices used on this project may be new, or used but in like-new condition, at the beginning of the work and maintained in like-new condition until completion of the work. Traffic Control Devices used on this project shall conform to the current Manual on Uniform Traffic Control Devices.
6. Night work is required on this project. Existing overhead roadway lighting is available along I-71/75 from mast-arm poles located on the existing barrier wall and from poles located along the truss of the Brent Spence Bridge. Obtain approval from the Engineer for any proposed method of construction lighting other than the existing roadway lighting prior to its use.
7. Reduce the speed limit in work areas to 45 miles per hour. Installation and maintenance of speed limit and other construction signs is the responsibility of the Contractor. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs shall be incidental to "Maintain and Control Traffic".
8. Any lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer at least five (5) days prior to any proposed lane closure or traffic pattern change.

SPECIAL NOTES

Low Volume Traffic Hours Defined

In these notes and the subsequent Construction Phasing notes, the phrase "Low Volume Traffic Hours" is used to specify a time frame in which a lane closure is allowed in order to perform a particular construction activity or series of activities adjacent to or on the travelled way. "Low Volume Traffic Hours" are defined as the hours from 9:00 p.m. to 5:00 a.m., prevailing local time.

From 9 p.m. to 12 a.m. (midnight) the Contractor will be allowed to perform a single lane closure. From 12 a.m. (midnight) until 5 a.m., the Contractor will be allowed to perform a double lane closure.

Lane Closures

When lane closures during Low Volume Traffic Hours are utilized outside of the Maintenance of Traffic Scheme identified in the contract plans, the lengths of lane closures shall be only the length needed for actual operations. Lane closures shall not exceed 2 miles in length. Only one lane closure in each direction of travel will be allowed at the same time. Lane closures shall be left in place only when in use.

During the initial phase change and associated striping operations, when traffic is required to be reduced to one lane, lane closures are to begin at 9 p.m. on a Friday and the phase change operation is to be continuous until completed and the Maintenance of Traffic Scheme is implemented. Lane reductions for phase change operations may proceed outside of Low Volume Traffic Hours only on Saturdays or Sundays and only for striping or barrier wall operations.

While the Maintenance of Traffic Scheme identified in the contract plans is implemented, the Department intends to maintain two lanes of traffic in each direction; except, during placement or adjustment of striping and temporary concrete barrier wall, a lane closure must be in place to create positive separation between the traveling public and the maintenance of traffic operation. A single lane closure for striping and barrier wall placement, in addition to the Maintenance of Traffic Scheme will be allowed during the Low Volume Hours previously defined.

During lane closures, the clear lane width for the remaining travel lanes shall be 11 feet minimum. A lane closure shall be used at all times when work is performed in the lane or the adjacent shoulder.

SPECIAL NOTES (cont.)

Truck Mounted Attenuators

Furnish Truck Mounted Attenuators (TMAs) that comply with Section 112.02.11 of the Standard Specifications, and utilize them in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location designated by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations are to be approved by the Engineer. Stockpile on the project site one set of additional replacement cartridges so that the TMA can be repaired immediately if hit. The TMAs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the TMAs upon completion of the work.

Signs

Traffic control signs in addition to those necessary to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted:

- TRUCKS USE LEFT/RIGHT LANE
LEFT/RIGHT LANE CLOSED 1 MILE
LEFT/RIGHT LANE CLOSED 2 MILES
LEFT/RIGHT LANE CLOSED 3 MILES
SLOWED/STOPPED TRAFFIC AHEAD

All traffic control signs, including signage for reduced speed limits will be furnished, relocated, and maintained by the Contractor. The Contractor will submit sign designs per MUTCD standards for the Engineer's approval, prior to fabrication.

Contrary to Section 112 of the Standard Specifications, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to "Maintain and Control Traffic".

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

A quantity of signs has been included for detours, lane shifts, and "Roadwork Ahead" signs on entrance ramps to be paid only once no matter how many times they are moved or relocated.

Existing overhead and ground mounted panel signs will be covered as construction phasing requires. The Engineer will determine the duration the covering shall remain in place. Since most materials used in covering signs may cause permanent damage to the sign face, porous cloth covers which are folded over the sign edges and secured at the back of the signs or thin gauge sheeting material may be used as specified in the following note. The use of tape, paper, plastic, or sheet metal covers is strictly prohibited. If any sign is damaged as a result of being covered, the sign shall be replaced by the Contractor at no cost to the Department.

When covering signs, thin gauge sheeting material matching the background color on the panel sign may be riveted to the existing panel sign to represent temporary traffic flow patterns during construction. A spacer shall be placed between the existing sign face and the back of the overlay panel to allow for an air cavity. Spacers can be flat washers 0.267 ID x 0.625 OD x 0.045 thick. A 3/16" rivet shall be used on 12" centers around the perimeter of the overlay panel and pass through the spacers. All material, equipment, and labor shall be incidental to the bid item "Maintain and Control Traffic".

If existing sheeting signs are to be removed rather than covered, they shall be stored in an upright position so that the surface of the sign face does not come into contact with any other surface. The cost for removing and relocating signs and all hardware necessary shall be incidental to the bid item "Maintain and Control Traffic".

When modifying existing overhead or ground mounted panel signs, the new message shall be attached with spacers in such a manner to allow minimal contact with the existing sign face. Any holes or damaged portions of the existing sign shall be repaired by the Contractor at no additional cost to the Department. The Contractor shall submit a detailed drawing depicting the attachment method to the Engineer for approval prior to attaching new panels to the existing signs. If existing copy, arrows, or shields are removed, they shall be properly stored and reinstalled at no additional cost to the Department.

Any hardware which is required to reinstall signs, arrows, shields or copy shall be incidental to the bid item for "Maintain and Control Traffic". Replacement of any signs damaged as a result of signs being covered, improperly stored or handled shall be the responsibility of the Contractor at no cost to the Department.

Signs to be located along the bridge shall be clamped to the primary truss members, concrete bridge railing, or temporary concrete barrier using industry standards. No welding or drilling shall be permitted.

SPECIAL NOTES (cont.)

Advance Warning Arrow Boards (Panels)

The Contractor will provide Arrow Panels as indicated in the Maintenance of Traffic Plan. The Arrow Panels shall be mounted in traffic-worthy carriages and meet the requirements as specified in the current Standard Drawings. Payment for the Arrow Panels will be based on a contract unit price of "Each" and will be full compensation for providing, place, operating, relocating and maintaining the Arrow Panels.

The Contractor will have available one reserve Arrow Panel to be placed into operation in the event of damage or mechanical/electrical failure. No direct payment will be allowed for the reserve unit. All Arrow Panels will remain the property of the Contractor upon completion of the Project.

Law Enforcement Officer

Law enforcement officers shall be used when a lane closure is in place. Police support shall consist of an off-duty policeman from any police force agency having lawful jurisdiction within the work zone and a police car equipped with externally mounted flashing blue lights. It is anticipated that approximately one (1) officer will be required for each lane closure set up. The officer will be placed at the discretion of the Engineer.

Portable Changeable Message Signs

Provide Portable Changeable Message Signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions of travel, or if more than one lane closure is in place in the same direction of travel, provide additional Portable Changeable Message Signs as directed by the Engineer. All messages to be displayed on Portable Changeable Message Signs shall be approved by the Engineer prior to any shift in normal traffic configurations on the mainline or ramps. The Portable Changeable Message Signs shall be available for operation at all times. In the event of damage or mechanical/electrical failure, the Contractor shall immediately repair or replace the Portable Changeable Message Sign. Portable Changeable Message Signs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the signs upon completion of the work.

Traffic Queue Notification

- 1. Place one Portable Changeable Message Sign one mile prior to the longest projected operational back of queue, or as directed by the Engineer. The Portable Changeable Message Sign should warn traffic of the distance to the upcoming work zone and advise motorists to be prepared to stop.
2. Place Dual Mounted Advance Warning Signs with Continuously Flashing Type B Warning Lights at one mile intervals between the Portable Changeable Message Sign used for queue warning and the first work zone warning sign, or as directed by the Engineer. The Advance Warning Signs should advise motorists to be prepared to stop.
3. Place Advance Warning Signs with Continuously Flashing Type B Warning Lights on all entrance ramps between the Portable Changeable Message Sign used for queue warning and the first Advance Warning Sign for the work zone. The Advance Warning Signs should advise motorists to be prepared to stop.

Continuously Flashing Type B Warning Lights will only be required on signs related to Traffic Queue notification. The bid item for "Advance Warning Flasher - Type B for Temporary Signs" includes all labor, equipment, material, traffic control and incidental costs necessary to obtain, place and maintain Continuously Flashing Type B Warning Lights on the queue warning signage and in accordance with any requirements specified by the Manual on Uniform Traffic Control Devices.

FILE NAME: P:\PR56075\CADD\MOT\MOT NOTES1.DGN

USERNAME: Ribble

DATE: April 21, 2017

E-SHEET NAME:

Table with 2 columns: REVISION, DATE. Includes dates March 24, 2017 and names K. McKeel, C. Villier.

Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS KENTON COUNTY ROUTE I-71-75 CROSSING OHIO RIVER MAINTENANCE OF TRAFFIC NOTES BURGESS & NIPLE Engineers ■ Architects ■ Planners SHEET NO. MT1 DRAWING NO. 27677

FILE NAME: P:\P85075\CADD\MOT\MOT_NOTES1.DGN

USERNAME: Ribble

DATE: April 21, 2017

E-SHEET NAME:

TRAFFIC CONTROL GENERAL NOTES

1. Except as provided herein, traffic shall be maintained in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), the Standard Specifications for Road and Bridge Construction, and the Standard Drawings, current editions.
2. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for at the lump sum bid price to "Maintain and Control Traffic," as set forth in the current Standard Specifications for Road and Bridge Construction unless otherwise provided for in these notes.
3. The Contractor shall maintain a minimum of two 11-foot lanes in each direction unless otherwise noted.
4. Lane closures used on the project shall be in compliance with the appropriate Standard Drawings or the direction of the Engineer. Contrary to Section 112, lane closures of any type will not be measured for payment, but are considered incidental to the bid item "Maintain and Control Traffic", Lump Sum.
5. Contrary to Section 106.01 of the Standard Specifications, traffic control devices used on this project may be new, or used but in like-new condition, at the beginning of the work and maintained in like-new condition until completion of the work. Traffic Control Devices used on this project shall conform to the current Manual on Uniform Traffic Control Devices.
6. Night work is required on this project. Existing overhead roadway lighting is available along I-71/75 from mast-arm poles located on the existing barrier wall and from poles located along the truss of the Brent Spence Bridge. Obtain approval from the Engineer for any proposed method of construction lighting other than the existing roadway lighting prior to its use.
7. Reduce the speed limit in work areas to 45 miles per hour. Installation and maintenance of speed limit and other construction signs is the responsibility of the Contractor. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs shall be incidental to "Maintain and Control Traffic".
8. Any lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer at least five (5) days prior to any proposed lane closure or traffic pattern change.

SPECIAL NOTES

Low Volume Traffic Hours Defined

In these notes and the subsequent Construction Phasing notes, the phrase "Low Volume Traffic Hours" is used to specify a time frame in which a lane closure is allowed in order to perform a particular construction activity or series of activities adjacent to or on the travelled way. "Low Volume Traffic Hours" are defined as the hours from 9:00 p.m. to 5:00 a.m., prevailing local time.

From 9 p.m. to 12 a.m. (midnight) the Contractor will be allowed to perform a single lane closure. From 12 a.m. (midnight) until 5 a.m., the Contractor will be allowed to perform a double lane closure.

Lane Closures

When lane closures during Low Volume Traffic Hours are utilized outside of the Maintenance of Traffic Scheme identified in the contract plans, the lengths of lane closures shall be only the length needed for actual operations. Lane closures shall not exceed 2 miles in length. Only one lane closure in each direction of travel will be allowed at the same time. Lane closures shall be left in place only when in use.

During the initial phase change and associated striping operations, when traffic is required to be reduced to one lane, lane closures are to begin at 9 p.m. on a Friday and the phase change operation is to be continuous until completed and the Maintenance of Traffic Scheme is implemented. Lane reductions for phase change operations may proceed outside of Low Volume Traffic Hours only on Saturdays or Sundays and only for striping or barrier wall operations.

While the Maintenance of Traffic Scheme identified in the contract plans is implemented, the Department intends to maintain two lanes of traffic in each direction; except, during placement or adjustment of striping and temporary concrete barrier wall, a lane closure must be in place to create positive separation between the traveling public and the maintenance of traffic operation. A single lane closure for striping and barrier wall placement, in addition to the Maintenance of Traffic Scheme will be allowed during the Low Volume Hours previously defined.

During lane closures, the clear lane width for the remaining travel lanes shall be 11 feet minimum. A lane closure shall be used at all times when work is performed in the lane or the adjacent shoulder.

SPECIAL NOTES (cont.)

Truck Mounted Attenuators

Furnish Truck Mounted Attenuators (TMAs) that comply with Section 112.02.11 of the Standard Specifications, and utilize them in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location designated by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations are to be approved by the Engineer. Stockpile on the project site one set of additional replacement cartridges so that the TMA can be repaired immediately if hit. The TMAs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the TMAs upon completion of the work.

Signs

Traffic control signs in addition to those necessary to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted:

TRUCKS USE LEFT/RIGHT LANE
LEFT/RIGHT LANE CLOSED 1 MILE
LEFT/RIGHT LANE CLOSED 2 MILES
LEFT/RIGHT LANE CLOSED 3 MILES
SLOWED/STOPPED TRAFFIC AHEAD

All traffic control signs, including signage for reduced speed limits will be furnished, relocated, and maintained by the Contractor. The Contractor will submit sign designs per MUTCD standards for the Engineer's approval, prior to fabrication.

Contrary to Section 112 of the Standard Specifications, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to "Maintain and Control Traffic".

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

A quantity of signs has been included for detours, lane shifts, and "Roadwork Ahead" signs on entrance ramps to be paid only once no matter how many times they are moved or relocated.

Existing overhead and ground mounted panel signs will be covered as construction phasing requires. The Engineer will determine the duration the covering shall remain in place. Since most materials used in covering signs may cause permanent damage to the sign face, porous cloth covers which are folded over the sign edges and secured at the back of the signs or thin gauge sheeting material may be used as specified in the following note. The use of tape, paper, plastic, or sheet metal covers is strictly prohibited. If any sign is damaged as a result of being covered, the sign shall be replaced by the Contractor at no cost to the Department.

When covering signs, thin gauge sheeting material matching the background color on the panel sign may be riveted to the existing panel sign to represent temporary traffic flow patterns during construction. A spacer shall be placed between the existing sign face and the back of the overlay panel to allow for an air cavity. Spacers can be flat washers 0.267 ID x 0.625 OD x 0.045 thick. A 3/16" rivet shall be used on 12" centers around the perimeter of the overlay panel and pass through the spacers. All material, equipment, and labor shall be incidental to the bid item "Maintain and Control Traffic".

If existing sheeting signs are to be removed rather than covered, they shall be stored in an upright position so that the surface of the sign face does not come into contact with any other surface. The cost for removing and relocating signs and all hardware necessary shall be incidental to the bid item "Maintain and Control Traffic".

When modifying existing overhead or ground mounted panel signs, the new message shall be attached with spacers in such a manner to allow minimal contact with the existing sign face. Any holes or damaged portions of the existing sign shall be repaired by the Contractor at no additional cost to the Department. The Contractor shall submit a detailed drawing depicting the attachment method to the Engineer for approval prior to attaching new panels to the existing signs. If existing copy, arrows, or shields are removed, they shall be properly stored and reinstalled at no additional cost to the Department.

Any hardware which is required to reinstall signs, arrows, shields or copy shall be incidental to the bid item for "Maintain and Control Traffic". Replacement of any signs damaged as a result of signs being covered, improperly stored or handled shall be the responsibility of the Contractor at no cost to the Department.

Signs to be located along the bridge shall be clamped to the primary truss members, concrete bridge railing, or temporary concrete barrier using industry standards. No welding or drilling shall be permitted.

SPECIAL NOTES (cont.)

Advance Warning Arrow Boards (Panels)

The Contractor will provide Arrow Panels as indicated in the Maintenance of Traffic Plan. The Arrow Panels shall be mounted in traffic-worthy carriages and meet the requirements as specified in the current Standard Drawings. Payment for the Arrow Panels will be based on a contract unit price of "Each" and will be full compensation for providing, place, operating, relocating and maintaining the Arrow Panels.

The Contractor will have available one reserve Arrow Panel to be placed into operation in the event of damage or mechanical/electrical failure. No direct payment will be allowed for the reserve unit. All Arrow Panels will remain the property of the Contractor upon completion of the Project.

Law Enforcement Officer

Law enforcement officers shall be used when a lane closure is in place. Police support shall consist of an off-duty policeman from any police force agency having lawful jurisdiction within the work zone and a police car equipped with externally mounted flashing blue lights. It is anticipated that approximately one (1) officer will be required for each lane closure set up. The officer will be placed at the discretion of the Engineer.

Portable Changeable Message Signs

Provide Portable Changeable Message Signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions of travel, or if more than one lane closure is in place in the same direction of travel, provide additional Portable Changeable Message Signs as directed by the Engineer. All messages to be displayed on Portable Changeable Message Signs shall be approved by the Engineer prior to any shift in normal traffic configurations on the mainline or ramps. The Portable Changeable Message Signs shall be available for operation at all times. In the event of damage or mechanical/electrical failure, the Contractor shall immediately repair or replace the Portable Changeable Message Sign. Portable Changeable Message Signs will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the signs upon completion of the work.

Traffic Queue Notification

1. Place one Portable Changeable Message Sign one mile prior to the longest projected operational back of queue, or as directed by the Engineer. The Portable Changeable Message Sign should warn traffic of the distance to the upcoming work zone and advise motorists to be prepared to stop.
2. Place Dual Mounted Advance Warning Signs with Continuously Flashing Type B Warning Lights at one mile intervals between the Portable Changeable Message Sign used for queue warning and the first work zone warning sign, or as directed by the Engineer. The Advance Warning Signs should advise motorists to be prepared to stop.
3. Place Advance Warning Signs with Continuously Flashing Type B Warning Lights on all entrance ramps between the Portable Changeable Message Sign used for queue warning and the first Advance Warning Sign for the work zone. The Advance Warning Signs should advise motorists to be prepared to stop.

Continuously Flashing Type B Warning Lights will only be required on signs related to Traffic Queue notification. The bid item for "Advance Warning Flasher - Type B for Temporary Signs" includes all labor, equipment, material, traffic control and incidental costs necessary to obtain, place and maintain Continuously Flashing Type B Warning Lights on the queue warning signage and in accordance with any requirements specified by the Manual on Uniform Traffic Control Devices.

Updated Lane Closure notes		04/21/17
REVISION		DATE
DATE: March 24, 2017	CHECKED BY	
DESIGNED BY: K. McKeel	C. Villier	
DETAILED BY: K. McKeel	C. Villier	
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS		
COUNTY KENTON		
ROUTE I-71-75	CROSSING OHIO RIVER	
MAINTENANCE OF TRAFFIC NOTES		
PREPARED BY		SHEET NO.
BURGESS & NIPLE Engineers ■ Architects ■ Planners		MT1
		DRAWING NO. 27677

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

Fixed Completion Dates and “A+B” Bidding

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

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

The “B” component involves the number of calendar days that **the Brent Spence Bridge (mainline I-71 and I-75 on the truss spans, the Kentucky approach, and the Ohio approach and the associated ramps)** is out of its normal configuration for times other than those allowed in the Maintenance of Traffic (MOT) plans.

This project will have a fixed completion date of **September 1, 2017** for completion of work requiring the Brent Spence to be out of its normal configuration for times other than those allowed in the MOT plans. All other work will have a fixed completion date of **November 15, 2017**.

A disincentive fee of **\$200,000 per day** will be charged for each calendar day that all work is not completed after **November 15, 2017**. These fees are in addition to contract liquidated damages per the Standard Specifications.

Contrary to Section 108.09 of the Standard Specifications, **the \$200,000 per day disincentive and/or contract liquidated damages will be charged during the months of December through March if all required work is not completed.**

Preparation of Bid Proposal

The work is to be performed in a high traffic area. There are phases identified in the project that will require the contractor to reduce the number of mainline I-71 / I-75 lanes in both directions. The peak hour traffic is such that having the number of lanes reduced may create significant traffic delays. To reduce the disruption to the travelling public the contractor(s) will bid the number of calendar days when traffic is out of its normal configuration. “B” days will start on the Monday immediately following the initial traffic switch when either direction of traffic is shifted into the Phase I configuration as shown in the Maintenance of Traffic (MOT) plans. “B” days will continue to count until both directions of traffic are returned to the normal, permanent configuration. Short term lane closures may be utilized after permanent configuration is restored during low volume traffic hours as allowed in the Maintenance of Traffic (MOT) plans. Work below the Kentucky approach that does not require placement of traffic control devices on the structure will not count toward the “B” days.

In addition to the requirements of Section 102 of the Standard Specifications, the bidder shall establish the total number of calendar days that traffic will be restricted on the Brent Spence Bridge as described above between necessary to complete the work in accordance with the plans and specifications and show this number in the bid proposal. For the purposes of bidding this contract all bidders will bid the number of consecutive calendar days (B) necessary to complete all work requiring mainline I-71/I-75 and the associated ramps to be out of its normal configuration. The “B” component will have a daily dollar amount that will be used to calculate the total “B” component for bid comparison purposes only. The value of each day of work will be **\$200,000**.

A maximum of 63 “B” days will be allowed to be bid for this project.

Proposal Guaranty

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

Consideration of Bids

Each bid submitted shall consist of two parts:

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

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

$$BID = A + [B] * 200,000$$

Disincentive Fees for Work Beyond the Days Bid

Upon the beginning of work on the Brent Spence Bridge with traffic out of its normal configuration as defined above, time will be charged against the respective “B” component. A day will be charged for any day that I-71 / I-75 traffic remains out of normal configuration. After the number of days bid is reached any subsequent restriction that traffic is out of its normal configuration will result in a disincentive charge to the contractor. The following disincentive schedule will be applied for each hour or fraction of an hour that I-71 / I-75 traffic remains out of normal configuration:

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

Time of Misalignment	Disincentive Fee (\$/hour)
5:00AM-9:00PM	\$12,500

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

Contrary to Section 108.09 of the Standard Specifications, **the \$12,500 per hour disincentive will be charged during the months of December through March if the Brent Spence Bridge traffic is not restored to its normal configuration.**

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

Ramp Closures

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

Table 2. Disincentive Schedule for Ramp Closures

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

Mainline Lane Closures

The Contractor will be allowed to reduce the number of mainline I-71 /I-75 lanes open to traffic in each direction when the project Maintenance of Traffic scheme is not established. From 9 PM to 12 AM (midnight) the Contractor will be allowed to perform a single lane closure. From 12 AM (midnight) until 5 AM, the Contractor will be allowed to perform a double lane closure. Additional, lane closures will not be permitted while the Maintenance of Traffic scheme is implemented; except, during placement or adjustment of striping and temporary concrete barrier wall, a lane closure must be in place to create positive separation between the traveling public and the maintenance of traffic operation. A single lane closure for striping and barrier wall placement, in addition to the Maintenance of Traffic Scheme will be allowed during the Low Volume Traffic Hours defined in the Maintenance of Traffic plans. Any time a mainline lane in either the northbound or southbound direction is closed beyond the allotted times specified above and in the plans, disincentive fees will be charged based on the schedule below:

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

Time of Lane Closure	Disincentive Fee (\$/hour) Northbound & Southbound
Each Hour	\$12,500

Time Extensions

The Engineer will not allow any extension to the number of calendar days bid, or ramp closure periods, for weather or resulting conditions. A calendar day will not be charged against the number of days bid for delays caused by earthquakes, tornadoes, or other similar catastrophic forces.

No extension to the number of calendar days bid, or ramp closure periods, will be granted due to over-run of contract quantities. The engineer will grant an extension of the number of calendar days bid for supplemental work not previously identified in the contract that must be performed when traffic is out of its normal configuration. The Engineer will determine the number of additional calendar days due for the additional work by dividing the value of the additional work by the value of the original Contract work and multiply this ratio by the number of calendar days from Notice to Begin work to September 1, 2017.

Added calendar days will be added to the **November 15, 2017**, fixed completion date on a day for day basis. Extensions of the fixed completion date may include periods of time when weather conditions may not be conducive to the work required by the contract. ALL construction operations for the project will be required to be completed by the extended completion date and in accordance with any weather limitations specified in the Kentucky 2012 Standard Specifications for Road and Bridge Construction, the contract proposal or the contract plans. No further extension of contract time will be granted due to inclement weather or temperature limitations experienced during the time extension.