



**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
www.transportation.ky.gov/

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

January 16, 2013

CALL NO. 321  
CONTRACT ID NO. 131003  
Addendum # 2

Subject: CHRISTIAN County, FD04 SPP 024 0024 085-094  
Letting January 25, 2013

- (1) Revised - Special Note for Removing Pavement - Page 86 of 238
- (2) Revised - Traffic Control Plan - Pages 91-104 of 238
- (3) Revised - Bid Items - Pages 235-238 of 238

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 blue ink that reads "Ryan Griffith".

Ryan Griffith  
Director  
Division of Construction Procurement

RG:jj

Enclosures



An Equal Opportunity Employer M/F/D

- I. **Partial Depth Patching.** Partial Depth Patching is measured by the cubic foot according to Special Note for Partial Depth Concrete Pavement.
- J. **Smooth Dowels, Deformed Tie Bars and Hook Bolts.** Smooth dowels, deformed tie bars, hook bolts, and joint sealing at JPC pavement repair areas will not be measured for payment, but will be incidental to JPC Pavement 10"-24HR
- K. **Raised Pavement Markers and Permanent Striping.** Permanent striping durable waterborne marking (6" and 12") is measured per linear foot. See Traffic Control Plan. Type V Pavement Markers are measured as each.
- L. **Erosion Control.** Erosion control items not listed as bid items will not be measured for payment, but will be considered incidental to the "lump sum" price for the bid item "Erosion Control".
- M. **Fabric Geotextile Type IV.** Fabric Geotextile Type IV will be measured per square yard and is to be used to wrap crushed aggregate No. 2 for stabilization after slab removal.
- N. **Erosion Control Blanket.** Erosion Control Blanket is measured by square yard and is to be used in ditching areas and slope stabilization areas as directed by the Engineer.
- O. **Undercutting.** Undercutting will not be measured for payment, but will be incidental to other items of work.
- P. **Embankment.** Embankment is measured by cubic yard and is to be placed in pipe extension locations, slope stabilization areas and as directed by the Engineer.

**TRAFFIC CONTROL PLAN  
DIAMOND GRINDING AND PAVEMENT REHABILITATION  
I-24 CHRISTIAN COUNTY  
ITEM NO. 2-2062.00**

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**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 Specifications and the Standard 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". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic Control Devices will conform to current MUTCD.

Reduce the speed limit in work areas to 55 miles per hour (Ramps may be reduced to 35mph) and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "WARNING FINE DOUBLED IN WORK ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINE" signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period of time. All signs shall be placed as directed and/or approved by the Engineer. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to Maintain and Control Traffic.

Night work is required on this project. Obtain approval from the Engineer for the method of lighting prior to its use.

## PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed during the following days:

December 22-26, 2012	Christmas Weekend
December 28, 2012-January 1, 2013	New Year's Weekend
March 28-31, 2013	Easter Weekend
May 24-27, 2013	Memorial Day Weekend
July 4-7, 2013	Independence Day Weekend
August 30, 2013-September 2, 2013	Labor Day Weekend
<b>6:00 a.m. to 8:00 p.m.</b>	<b>Monday – Friday (Eastbound I-24)</b>
<b>Friday 7:00 a.m. to Sunday 7:00 p.m. (Westbound I-24)</b>	

Traffic may be reduced to one lane in each direction all other times.

The Northbound U.S. 41-A to Westbound I-24 Entrance ramp will be closed for the completion of full depth bridge repairs, on the WB I-24 Bridge over US 41-A, for a maximum of 2 weeks. Westbound I-24 may also be reduced to one lane in this area during this time period. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Use a lane closure all times when work is performed in the lane or adjacent shoulder.

The normal two lane traffic configuration must be maintained at all other times unless otherwise directed by the Engineer. All pavement edges must be smooth and level before opening both lanes up to traffic. A lane closure must be in place during all times that pavement edge drop-offs are present (see Pavement Edge Drop-off note).

Use only one lane closure in each direction of travel at the same time during the hours specified. Lane closures may only be in the active work area. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Use a lane closure all times when work is performed in the lane or adjacent shoulder. Remove existing striping by water blasting. Remove edge lines throughout the project as directed and/or approved by the Engineer. Paint temporary edge lines through the lane closure.

Approximate pavement repair locations are listed in the proposal. The Engineer will determine the exact location at the time of construction. Once removal of pavement at a particular repair location has begun, work continuously within the parameters outlined above to complete the work and eliminate the "hole". Place Type III Barricades immediately in front of each pavement removal area, if not protected from traffic behind temporary concrete barrier wall, until the new JPC Pavement achieves 3000PSI compressive strength. Payment for Type III Barricades will be considered incidental to the bid item "Maintain and Control Traffic".

The Contractor will not be allowed to have traffic utilizing a portion of the shoulders as a driving lane while work is ongoing unless so directed in the project phasing notes. If the Contractor suspends work for more than seven (7) days for any reason, traffic shall be placed back in the original lane configuration, with all lanes operational. These traffic shifts, due to non-working days, shall be considered incidental to the bid item, "Maintain and Control Traffic." The Department reserves the right to place traffic into its original configuration at anytime and will reimburse the Contractor for the cost of doing so.

All diversions to access ramps in areas of lane closures shall be approved by the Engineer prior to implementing the particular lane closure.

Note that Lane shifts are required throughout the project. See the Exhibits for lane locations and widths. Stripe according to the MUTCD.

During the days and hours when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes and typical sections. Any other work not requiring traffic lane widths to be restricted due to barrels or equipment encroaching into the driving lanes can be done during the remaining hours when two lanes of traffic must be maintained. Maintain at least 5 feet of lateral clearance between the traveled lanes and any drop off resulting from pavement removal if not protected with temporary barrier wall. Please refer to the "Special Note for Fixed Completion Date and Liquidated Damages" for damage rates per hour associated with failure to maintain the required number of lanes during the specified time periods or if the project is not completed by the fixed completion date. Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed.

The contractor must notify the Engineer at least fourteen (14) days prior to the beginning of each construction phase in either direction.

#### **I-24 PHASE I – INSIDE SHOULDERS AND DIGOUT**

Close the inside lanes and shoulders. Perform Phase I bridge deck repairs. Construct the pavement digout. The inside shoulders shall be reconstructed to existing grade a minimum of six (6) feet wide for the length of the project. This construction shall consist of (2)-4.0" lifts of CL3 AB 1.00D PG64-22 and 1.50" CL3 AS 0.50D PG 64-22.

## **I-24 PHASE II**

### **STA. 5706+60 TO STA. 6050+00 JPC PAVEMENT REMOVAL AND REPLACEMENT, SHOULDER PAVEMENT, OUTSIDE LANES AND SHOULDERS**

Close the outside lanes and shoulders, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane widths will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Perform Phase II bridge deck repairs. Construct pavement dig out. Replace existing edge drains. Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 10"/24 HR. Mill 1.5 inches of surface pavement and place 1.5 inches of surface pavement for the outside shoulders. All ramp work will be completed during this phase. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. Complete any roadside work including guardrail installation. All work should be completed during the time allotted unless otherwise directed by the Engineer.

### **STA. 6050+00 TO STA. 6112+85 ASPHALT OVERLAY OF OUTSIDE LANES AND SHOULDERS**

Close the outside lanes and shoulders, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane widths will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Construct pavement digout. Replace existing edge drains. Break and seat Existing PCC pavement. Construct overlay of existing outside driving lane and shoulder pavement through the top of the proposed base course. All ramp work will be completed during this phase. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. Complete any roadside work including guardrail installation. All work should be completed during the time allotted unless otherwise directed by the Engineer.

## **I-24 PHASE III**

### **STA. 5706+60 TO STA. 6050+00 JPC PAVEMENT REMOVAL AND REPLACEMENT, SHOULDER PAVEMENT, INSIDE LANES AND SHOULDERS**

Close the inside lanes and shoulders, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear outside lane widths will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Replace existing edge drains. Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 10"/24 HR. Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. Complete all median work during this phase. All work should be

completed during the time allotted unless otherwise directed by the Engineer.

**STA. 6050+00 TO STA. 6112+85 ASPHALT OVERLAY OF INSIDE LANES AND SHOULDERS**

Close the inside lanes and shoulders, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane widths will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Replace existing edge drains. Break and seat existing PCC pavement. Construct overlay of existing inside driving lanes and shoulders through the top base course. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. Complete all median work during this phase. All work should be completed during the time allotted unless otherwise directed by the Engineer.

**I-24 PHASE IV**

**STA. 5706+60 TO STA. 6040+00 DIAMOND GRIND, OUTSIDE LANES**

Close the outside lane and shoulder, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period

Diamond Grind the full lane width when strength is achieved. The diamond grind area will not include bridge decks.

**STA. 6040+00 TO STA. 6113+10 FINAL SURFACE COURSE, OUTSIDE LANES AND SHOULDER**

Close the outside lane and shoulder, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period. Construct the final surface course for the outside driving lanes and shoulders.

### **I-24 PHASE V – STA. 5706+60 TO STA. 6040+00 DIAMOND GRIND, INSIDE LANES**

Close the inside lanes and shoulders, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear outside lane widths will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Diamond Grind the JPC Pavement the full lane width when strength is achieved using appropriate lane configurations. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period

Diamond Grind the full lane width when strength is achieved. The diamond grind area will not include bridge decks.

### **I-24 PHASE V – STA. 6050+00 TO STA. 6112+85 FINAL SURFACE COURSE INSIDE LANES AND SHOULDERS.**

Close the inside lane and shoulder, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear inside lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period. Construct the final surface course for the inside driving lanes and shoulders.

### **I-24 PHASE VI – STA. 5706+60 TO STA. 6050+00 SAW AND SEAL JOINTS**

Saw and seal the concrete pavement. Seal the joints between the mainline driving lanes and shoulders using appropriate lane configurations as directed by the Engineer. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure.



## **LANE CLOSURES**

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. Contrary to Section 112, lane closures will **NOT** be measured for payment, but are considered incidental to Maintain and Control Traffic, lump sum.

## **RAMP CLOSURES**

Access to all ramps at all interchanges on the project shall be maintained at all times unless otherwise noted or directed by the Engineer. All ramp access is to be maintained except the ramp listed below.

The following ramp will need to be closed to complete the proposed full depth repairs on the respective ramp:

Northbound U.S. 41-A to Westbound I-24 Entrance ramp

The Northbound U.S. 41-A to Westbound I-24 Entrance ramp shall be closed for 2 weeks for bridge and ramp pavement repairs. Westbound I-24 may be reduced to one lane in this area during this time period.

Only one ramp closure will be allowed at any one time throughout the project with the Engineer's approval. Ramp closures shall be completed on weekends during times of adjacent lane closures on the mainline. Once pavement removal at a ramp site has begun, all full depth pavement repairs, and diamond grinding, guardrail work, sawing and sealing all joints and random cracks, and repairing the DGA portion of the shoulders where specified for that particular ramp must be completed and restriped within the time a ramp closure is allowed. Liquidated Damages, at the rate specified per hour in the "Special Note for Fixed Completion Date and Liquidated Damages", will be assessed for each hour beyond the specified time a ramp closure is permitted. Detour signing plan exhibits are attached for each ramp closure. The sign locations shown on the exhibits are approximate. The location and type of sign used shall be as directed or approved by the Engineer prior to any ramp closure. All messages to be used on Portable Changeable Message Signs shall be approved by the Engineer prior to any ramp or lane closure.

Contrary to section 112, ramp/lane closures will **NOT** be measured for payment, but are considered incidental to Maintain and Control Traffic.

## **RAMP CLOSURES, LANE CLOSURES AND LANE SHIFTS**

All lane closures, lane shifts and tapers shall be in accordance with the standard drawings or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any ramp closure, lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer as least five (5) days prior to any proposed closure or traffic pattern shift.

## **SIGNS**

Additional traffic control signs in addition 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. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, 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, "Roadwork Ahead" signs on entrance ramps, and extra Double Fine signs and Speed Limit signs between interchanges to be paid only once no matter how many times they are moved or relocated.

## **FLASHING ARROWS**

Flashing arrows will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the flashing arrows upon completion of the work.

## **PORTABLE CHANGEABLE MESSAGE SIGNS**

Provide Portable Changeable Message Signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions provide additional PCMS. Place PCMS one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional PCMS so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor will repair or replace the PCMS immediately. PCMS 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.

## **TRUCK MOUNTED ATTENUATORS**

Furnish and install MUTCD approved Truck Mounted Attenuators (TMA) 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 directed 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 will be approved by the Engineer. TMAs will not be measured for payment, but are incidental to "Maintain and Control Traffic", lump sum. The Department **WILL NOT** take possession of the TMAs upon completion of the work.

## **PAVEMENT MARKINGS**

If lane closures are in place during nighttime hours, remove or cover the lenses of raised pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing and replacing or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic", lump sum.

Place temporary and permanent striping in accordance with Section 112, except that:

1. Temporary and permanent striping will be 6" in width (ramp gore striping will be 12")
2. If the contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used; however removable tape will be measured and paid as Pavement Striping-Temporary Paint 6"
3. Edge lines will be required for temporary striping
4. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic.
5. Place permanent striping on bridge decks and pavement within the project limits.
6. Permanent striping will be Durable Waterborne Paint.

Voids created from removing the raised pavement markers are to be filled prior to allowing traffic on them. The partial depth patching material is to be used to fill the voids. The patching material and all work involved in patching the voids created by removing the existing pavement markers are incidental to the pavement marker removal bid item. See 'Special Note For Removing Existing Type V Raised Pavement Markers On Portland Cement Pavement'.

## **PAVEMENT EDGE DROP-OFFS**

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings.

It may be necessary to saw or excavate small areas in an adjacent lane to allow room for forms to pour a new slab to the proper grade. Any hole will be filled temporarily with DGA when adjacent to traffic or there exists a possibility that a vehicle may drop a wheel into the hole.

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1 ½". Place warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. 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. Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time. Construct a wedge with compacted cuttings from milling, trenching, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

Greater than 4" – Pavement Repair areas – In areas where pavement is to be removed, work should proceed continuously so that traffic is exposed to a drop-off for the minimum amount of time necessary to bring the pavement back up to existing grade. Barrel spacing should be 20 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations.

Guardrail Installation – Guardrail will be removed at the last practical moment and replaced as soon as the placement of all base courses in an area requiring guardrail is complete. All areas from which guardrail is removed shall be protected by a shoulder closure or other method approved by the Engineer until the new guardrail is installed.

## **TRAFFIC COORDINATOR**

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA) or equivalent qualified agency. The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate Portable Changeable Message Signs as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

## **COORDINATION OF WORK**

The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

## **CONTRACTOR'S AND CONTRACTOR'S EMPLOYEE'S VEHICLES**

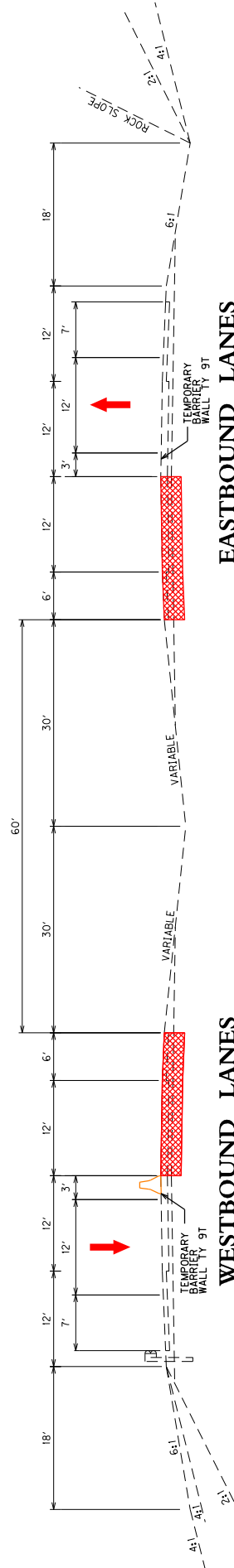
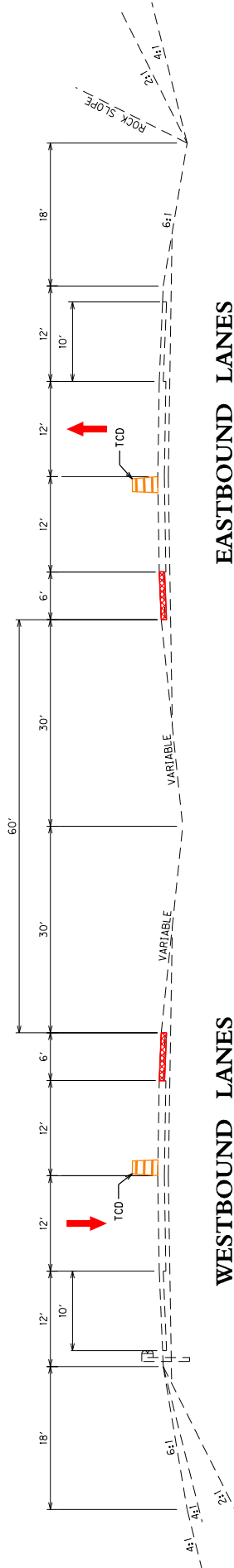
Do not use or allow employees to use median crossovers at any time except when inside lanes are closed for construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

## **LAW ENFORCEMENT OFFICERS (LEO'S)**

Police support shall be a unit consisting of an off-duty police officer from any police force agency having lawful jurisdiction and a police car equipped with externally mounted flashing blue lights. Officers may be asked to issue citations for traffic violations, but will be considered incidental to the contract unit bid price for "Law Enforcement Officer". No additional compensation will be provided. The officers will be placed at the discretion of the Engineer. Police support will be measured and paid on a per hour basis for each officer and police vehicle.

ITEM NO.	2-2062.0
COUNTY OF	CHRISTIAN

# I-24 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

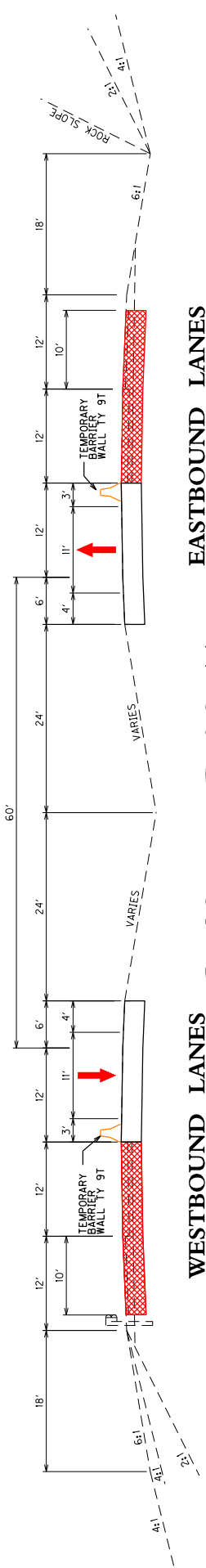


- EXISTING PAVEMENT
- 6" DGA
- 10' NON-REINFORCED PCC PAVEMENT
- EOB SHOULDERS
- 4" ASPHALT PAVEMENT

I-24  
 MAINTENANCE OF TRAFFIC  
 TYPICAL SECTIONS

ITEM NO.	2-2062.0
COUNTY OF	CHRISTIAN

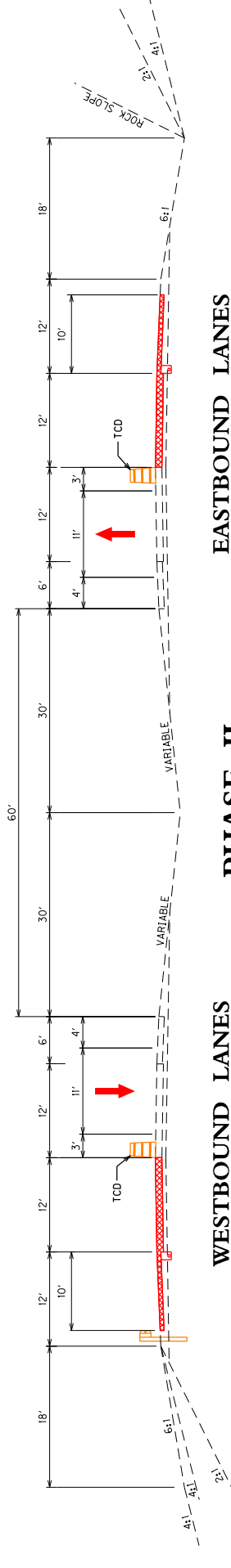
# I-24 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



**EASTBOUND LANES**

**WESTBOUND LANES**

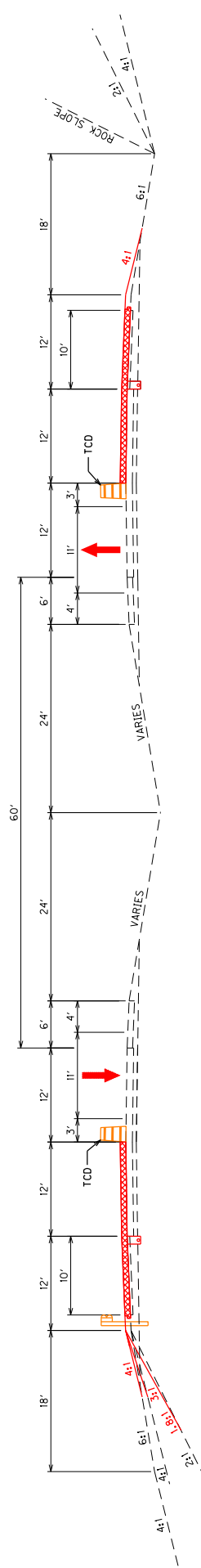
**PHASE II - DIGOUT  
 STA. 6040 + 00 TO STA. 6050 + 00  
 STA. 6102 + 85 TO STA. 6112 + 85**



**EASTBOUND LANES**

**WESTBOUND LANES**

**PHASE II  
 STA. 5706 + 60 TO STA. 6050 + 00**



**EASTBOUND LANES**

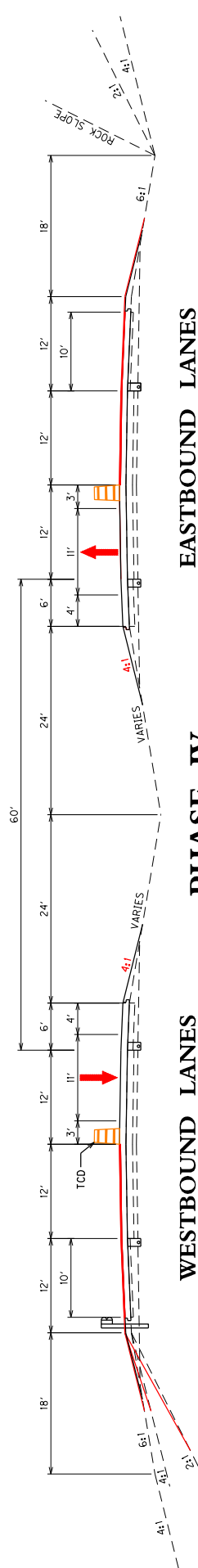
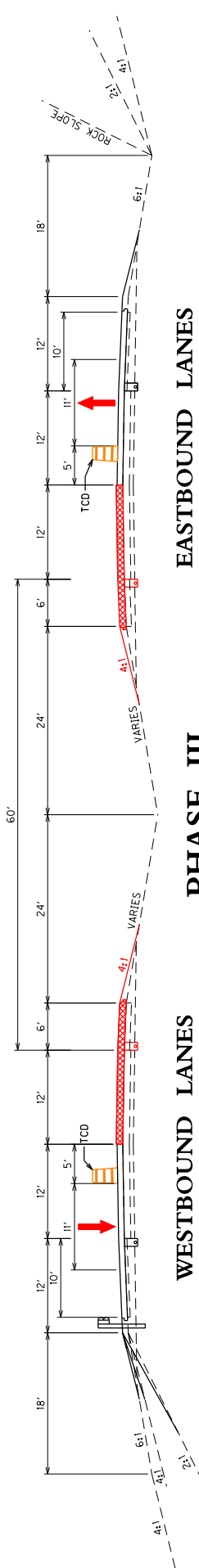
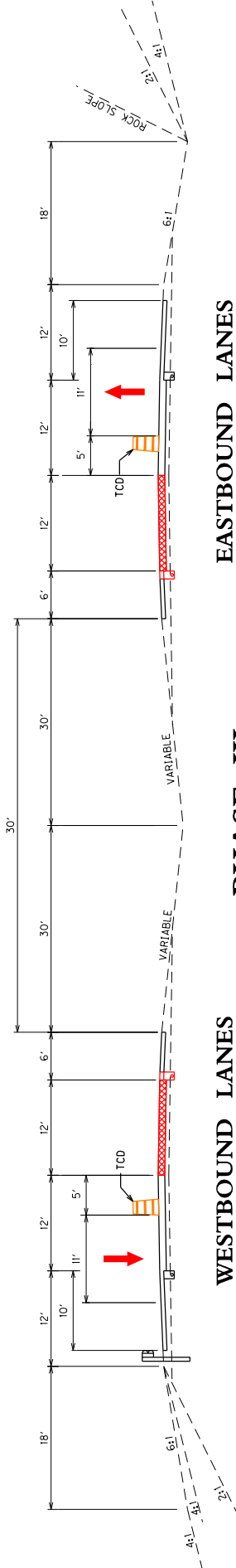
**WESTBOUND LANES**

**PHASE II  
 STA. 6050 + 00 TO STA. 6112 + 85**

- EXISTING PAVEMENT
- 6" DGA
- 10' NON-REINFORCED PCC PAVEMENT
- EOB SHOULDER
- 4" ASPHALT PAVEMENT

COUNTY OF	CHRISTIAN
ITEM NO.	2-2062.0

# I-24 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



- EXISTING PAVEMENT
- 6" DGA
- 10' NON-REINFORCED PCC PAVEMENT
- EOB SHOULDERS
- 4" ASPHALT PAVEMENT



**PROPOSAL BID ITEMS**

Report Date 1/16/13

**Section: 0001 - PAVING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0010	00001		DGA BASE	13,322.00	TON		\$	
0020	00078		CRUSHED AGGREGATE SIZE NO 2	6,002.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	4,282.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	514.00	TON		\$	
0050	00194		LEVELING & WEDGING PG76-22	821.00	TON		\$	
0060	00205		CL3 ASPH BASE 1.50D PG64-22	2,320.00	TON		\$	
0070	00208		CL4 ASPH BASE 1.50D PG64-22	3,667.00	TON		\$	
0080	00210		CL4 ASPH BASE 1.50D PG76-22	1,742.00	TON		\$	
0090	00214		CL3 ASPH BASE 1.00D PG64-22EDGE DRAIN CAP	3,882.00	TON		\$	
0100	00214		CL3 ASPH BASE 1.00D PG64-22	18,797.00	TON		\$	
0110	00217		CL4 ASPH BASE 1.00D PG64-22	10,490.00	TON		\$	
0120	00219		CL4 ASPH BASE 1.00D PG76-22	9,465.00	TON		\$	
0130	00312		CL3 ASPH SURF 0.50D PG64-22	9,833.00	TON		\$	
0140	00335		CL4 ASPH SURF 0.50A PG76-22	6,125.00	TON		\$	
0150	02024		JPC PAVEMENT-10 IN/24	19,627.00	SQYD		\$	
0160	02058		REMOVE PCC PAVEMENT	19,627.00	SQYD		\$	
0170	02060		PCC PAVEMENT DIAMOND GRINDING	196,569.00	SQYD		\$	
0180	02107		BREAKING AND SEATING PAVEMENT	31,952.00	SQYD		\$	
0190	02110		PARTIAL DEPTH PATCHING	56.00	CUFT		\$	
0200	02115		SAW-CLEAN-RESEAL TVERSE JOINT	116,618.00	LF		\$	
0210	02116		SAW-CLEAN-RESEAL LONGIT JOINT	224,552.00	LF		\$	
0220	02677		ASPHALT PAVE MILLING & TEXTURING	10,817.00	TON		\$	
0230	21173EC		SAW-CLEAN-RESEAL RANDOM CRACKS	462.00	LF		\$	

**Section: 0002 - ROADWAY**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0240	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	193.00	EACH		\$	
0250	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	71.00	EACH		\$	
0260	01984		DELINEATOR FOR BARRIER - WHITE	90.00	EACH		\$	
0270	02003		RELOCATE TEMP CONC BARRIER	8,210.00	LF		\$	
0280	02200		ROADWAY EXCAVATION	16,822.00	CUYD		\$	
0290	02220		FLOWABLE FILL	10.00	CUYD		\$	
0300	02352		GUARDRAIL-STEEL W BEAM-D FACE	687.50	LF		\$	
0310	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	9.00	EACH		\$	
0320	02365		CRASH CUSHION TYPE IX-A	5.00	EACH		\$	
0330	02367		GUARDRAIL END TREATMENT TYPE 1	8.00	EACH		\$	
0340	02369		GUARDRAIL END TREATMENT TYPE 2A	22.00	EACH		\$	
0350	02381		REMOVE GUARDRAIL	22,412.50	LF		\$	
0360	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	5.00	EACH		\$	
0370	02391		GUARDRAIL END TREATMENT TYPE 4A	16.00	EACH		\$	
0380	02562		SIGNS	1,000.00	SQFT		\$	
0390	02565		OBJECT MARKER TYPE 2	12.00	EACH		\$	

**PROPOSAL BID ITEMS**

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0400	02570		PROJECT CPM SCHEDULE SEE DESIGN FOR SPECIAL NOTE	1.00	LS		\$	
0410	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0420	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		\$	
0430	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0440	02696		SHOULDER RUMBLE STRIPS-SAWED	165,000.00	LF		\$	
0450	02714		SHOULDERING	22,415.00	LF		\$	
0460	02775		ARROW PANEL	2.00	EACH		\$	
0470	02898		RELOCATE CRASH CUSHION	7.00	EACH		\$	
0480	02929		CRASH CUSHION TYPE IX	6.00	EACH		\$	
0490	03171		CONCRETE BARRIER WALL TYPE 9T	3,250.00	LF		\$	
0500	06407		SBM ALUM SHEET SIGNS .125 IN	100.00	SQFT		\$	
0510	06410		STEEL POST TYPE 1	6.00	LF		\$	
0520	06412		STEEL POST MILE MARKERS(REVISED: 01-09-13)	16.00	EACH		\$	
0530	06417		FLEXIBLE DELINEATOR POST-W(REVISED: 01-09-13)	676.00	EACH		\$	
0540	06418		FLEXIBLE DELINEATOR POST-Y	564.00	EACH		\$	
0550	06511		PAVE STRIPING-TEMP PAINT-6 IN(REVISED: 01-09-13)	375,000.00	LF		\$	
0560	06568		PAVE MARKING-THERMO STOP BAR-24IN (REVISED: 01-09-13)	110.00	LF		\$	
0570	06574		PAVE MARKING-THERMO CURV ARROW (REVISED: 01-09-13)	4.00	EACH		\$	
0580	06592		PAVEMENT MARKER TYPE V-B W/R (REVISED: 01-09-13)	1,562.00	EACH		\$	
0590	06593		PAVEMENT MARKER TYPE V-B Y/R (REVISED: 01-09-13)	398.00	EACH		\$	
0600	06600		REMOVE PAVEMENT MARKER TYPE V (REVISED: 01-09-13); (REVISED: 1-16-13)	1,960.00	EACH		\$	
0610	08903		CRASH CUSHION TY VI CLASS BT TL3	3.00	EACH		\$	
0620	10020NS		FUEL ADJUSTMENT	103,241.00	DOLL	\$1.00	\$	\$103,241.00
0630	10030NS		ASPHALT ADJUSTMENT	161,755.00	DOLL	\$1.00	\$	\$161,755.00
0640	20411ED		LAW ENFORCEMENT OFFICER	2,000.00	HOUR		\$	
0650	21533EN		EMBANKMENT	440.00	CUYD		\$	
0660	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST) (REVISED: 01-09-13)	20,662.50	LF		\$	
0670	23237EN10W		WATERBLAST STRIPE REMOVAL	375,000.00	LF		\$	
0680	23836EC		RELOCATE LIGHT POLE	19.00	EACH		\$	
0690	24189ER		DURABLE WATERBORNE MARKING-6 IN W	128,314.00	LF		\$	
0700	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	97,191.00	LF		\$	
0710	24191ER		DURABLE WATERBORNE MARKING-12 IN W	5,360.00	LF		\$	

**PROPOSAL BID ITEMS**

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**Section: 0003 - DRAINAGE**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
0720	00461		CULVERT PIPE-15 IN	20.00	LF		\$	
0730	00462		CULVERT PIPE-18 IN	20.00	LF		\$	
0740	00464		CULVERT PIPE-24 IN	20.00	LF		\$	
0750	00468		CULVERT PIPE-36 IN	20.00	LF		\$	
0760	01000		PERFORATED PIPE-4 IN	149,050.00	LF		\$	
0770	01001		PERFORATED PIPE-6 IN	9,760.00	LF		\$	
0780	01010		NON-PERFORATED PIPE-4 IN	2,472.00	LF		\$	
0790	01011		NON-PERFORATED PIPE-6 IN	168.00	LF		\$	
0800	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		\$	
0810	01020		PERF PIPE HEADWALL TY 1-4 IN	22.00	EACH		\$	
0820	01021		PERF PIPE HEADWALL TY 1-6 IN	3.00	EACH		\$	
0830	01028		PERF PIPE HEADWALL TY 3-4 IN	117.00	EACH		\$	
0840	01029		PERF PIPE HEADWALL TY 3-6 IN	7.00	EACH		\$	
0850	01032		PERF PIPE HEADWALL TY 4-4 IN	138.00	EACH		\$	
0860	01033		PERF PIPE HEADWALL TY 4-6 IN	11.00	EACH		\$	
0870	01450		S & F BOX INLET-OUTLET-18 IN	1.00	EACH		\$	
0880	01452		S & F BOX INLET-OUTLET-30 IN	1.00	EACH		\$	
0890	01691		FLUME INLET TYPE 2	9.00	EACH		\$	
0900	01740		CORED HOLE DRAINAGE BOX CON-4 IN	16.00	EACH		\$	
0910	01877		SPECIAL HEADER CURB CONCRETE	10,236.00	LF		\$	
0920	01890		ISLAND HEADER CURB TYPE 1	425.00	LF		\$	
0930	01904		REMOVE CURB	10,683.00	LF		\$	
0940	02165		REMOVE PAVED DITCH	42.00	SQYD		\$	
0950	02237		DITCHING	41,000.00	LF		\$	
0960	02483		CHANNEL LINING CLASS II	259.00	TON		\$	
0970	02484		CHANNEL LINING CLASS III	876.00	TON		\$	
0980	02599		FABRIC-GEOTEXTILE TYPE IV	18,499.00	SQYD		\$	
0990	03262		CLEAN PIPE STRUCTURE	4.00	EACH		\$	
1000	05950		EROSION CONTROL BLANKET	71,000.00	SQYD		\$	
1010	05985		SEEDING AND PROTECTION	5,000.00	SQYD		\$	
1020	08100		CONCRETE-CLASS A	15.00	CUYD		\$	
1030	20366NN		REPLACE GRATE	32.00	EACH		\$	
1040	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		\$	

**PROPOSAL BID ITEMS**

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**Section: 0004 - BRIDGE-B00129L&R**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
1050	02403		REMOVE CONCRETE MASONRY	31.40	CUYD		\$	
1060	03298		EXPAN JOINT REPLACE 4 IN	211.00	LF		\$	
1070	03299		ARMORED EDGE FOR CONCRETE	211.00	LF		\$	
1080	08104		CONCRETE-CLASS AA	31.40	CUYD		\$	
1090	08130		MECHANICAL REINF COUPLER #5	106.00	EACH		\$	
1100	08151		STEEL REINFORCEMENT-EPOXY COATED	3,042.00	LB		\$	
1110	08504		EPOXY SAND SLURRY	272.00	SQYD		\$	
1120	08510		REM EPOXY BIT FOREIGN OVERLAY	4,723.00	SQYD		\$	
1130	08526		CONC CLASS M FULL DEPTH PATCH	6.00	CUYD		\$	
1140	08534		CONCRETE OVERLAY-LATEX	198.00	CUYD		\$	
1150	08549		BLAST CLEANING	4,723.00	SQYD		\$	
1160	22146EN		CONCRETE PATCHING REPAIR	324.00	SQFT		\$	
1170	23378EC		CONCRETE SEALING	9.00	SQFT		\$	
1180	23386EC		JOINT SEAL REPLACEMENT	243.00	LF		\$	
1190	24094EC		PARTIAL DEPTH PATCHING	30.00	CUYD		\$	

**Section: 0005 - TRAFFIC LOOPS**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
1200	04793		CONDUIT-1 1/4 IN	100.00	LF		\$	
1210	04795		CONDUIT-2 IN	40.00	LF		\$	
1220	04820		TRENCHING AND BACKFILLING	120.00	LF		\$	
1230	04829		PIEZOELECTRIC SENSOR	8.00	EACH		\$	
1240	04830		LOOP WIRE	3,000.00	LF		\$	
1250	04895		LOOP SAW SLOT AND FILL	730.00	LF		\$	
1260	20359NN		GALVANIZED STEEL CABINET	4.00	EACH		\$	
1270	20360ES818		WOOD POST	8.00	EACH		\$	
1280	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	4.00	EACH		\$	

**Section: 0006 - MOB AND DEMOB**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	FP	AMOUNT
1290	02568		MOBILIZATION	1.00	LS		\$	
1300	02569		DEMOBILIZATION	1.00	LS		\$	