



CALL NO. 340

CONTRACT ID. 254710

JEFFERSON COUNTY

FED/STATE PROJECT NUMBER LBGT 056 0065 000-000

DESCRIPTION INTERSTATE 64/71 RAMPS 561, 532, AND 014

WORK TYPE HIGH FRICTION SURFACE

PRIMARY COMPLETION DATE 10/31/2025

LETTING DATE: July 24,2025

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME July 24,2025. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

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PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 05

CONTRACT ID - 254710
LBGT 056 0065 000-000
COUNTY - JEFFERSON
PCN - 0505600652501
LBGT 056 0065 000-000

INTERSTATE 64/71 RAMPS 561, 532, AND 014 (MP 0.774) HFST AND STRIPING ON I-64/71 WB TO I-65 SB Ramps
561, 532, AND 014 (MP 1.297), A DISTANCE OF 0.52 MILES.HIGH FRICTION SURFACE
GEOGRAPHIC COORDINATES LATITUDE 38:15:35.48 LONGITUDE 85:44:30.21
ADT 16,223

COMPLETION DATE(S):
COMPLETED BY 10/31/2025 APPLIES TO ENTIRE PROJECT

CONTRACT NOTES

INSURANCE

Refer to Kentucky Standard Specifications for Road and Bridge Construction, current edition.

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

foreign entity is not required to obtain a certificate as provided in [KRS 14A.9-010](#), the foreign entity should identify the applicable exception. Foreign entity is defined within [KRS 14A.1-070](#).

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

HARDWOOD REMOVAL RESTRICTIONS

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

The state agency certifies that it is in compliance with the provisions of KRS 45A.150, "Access to contractor's books, documents, papers, records, or other evidence directly pertinent to the contract." The Contractor, as defined in KRS 45A.030, 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 agreement for the purpose of financial audit or program review. 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. Records and other prequalification information confidentially disclosed as part of the bid process shall not be deemed as directly pertinent to the agreement and shall be exempt from disclosure as provided in KRS 61.878(1)(c).

BOYCOTT PROVISIONS

If applicable, the contractor represents that, pursuant to [KRS 45A.607](#), they are 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. **Note:** The term Boycott does not include actions taken for bona fide business or economic reasons, or actions specifically required by federal or state law.

If applicable, the contractor verifies that, pursuant to KRS 41.480, they do not engage in, and will not for the duration of the contract engage in, in energy company boycotts as defined by KRS 41.472.

LOBBYING PROHIBITIONS

The contractor represents that they, and any subcontractor performing work under the contract, have not violated the agency restrictions contained in [KRS 11A.236](#) during the previous ten (10) years, and pledges to abide by the restrictions set forth in such statute for the duration of the contract awarded.

The contractor further represents that, pursuant to [KRS 45A.328](#), they have not procured an original, subsequent, or similar contract while employing an executive agency lobbyist who was convicted of a crime related to the original, subsequent, or similar contract within five (5) years of the conviction of the lobbyist.

Revised: 1/1/2025

1.0 BUY AMERICA REQUIREMENT.

Follow the “Buy America” provisions as required by 23 U.S.C. § 313 and 23 C.F.R. § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of:

- Coating,
- Galvanizing,
- Painting, and
- Other coating that protects or enhances the value of steel or iron products.

The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:

- Pig iron,
- Processed, pelletized, and reduced iron ore material, or
- Processed alloys.

The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States.

Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department.

Use foreign materials only under the following conditions:

- 1) When the materials are not permanently incorporated into the project; or
- 2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or \$2,500.00, whichever is greater.

The Contractor shall submit to the Engineer the origin and value of any foreign material used.

2.0 – BUILD AMERICA, BUY AMERICA (BABA)

Contractor shall comply with the Federal Highway Administration (FHWA) Buy America Requirement in 23 C.F.R. § 635.410 and all relevant provisions of the Build America, Buy America Act (BABA), contained within the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, §§ 70901-52 enacted November 15, 2021. The BABA requires iron, steel, manufactured products, and construction materials used in infrastructure projects funded by federal financial assistance to be produced in the United States. Comply with 2 C.F.R § 184.

BABA permits FHWA participation in the Contract only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used, and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the total contract amount under the Contract or \$2,500.00 whichever is greater.

BABA permits FHWA participation in the Contract only if all “construction materials” as defined in the Act are made in the United States. The Buy America preference applies to the following construction materials incorporated into infrastructure projects: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); Fiber optic cable; optical fiber; lumber; engineered wood; and drywall. Contractor will be

required to use construction materials produced in the United States on this Project. The Contractor shall submit a certification stating that all construction materials are certified to be BABA compliant.

3.0 FINAL RULE – FHWA’S BUY AMERICA REGULATION TO TERMINATE GENERAL APPLICABILITY WAIVER FOR MANUFACTURED PRODUCTS

- **March 17, 2025** (effective date): For all Federal-aid projects obligated on or after March 15, 2025, all iron or steel products, as defined in § 635.410(c)(1)(iii), must comply with FHWA’s Buy America requirements for steel and iron in § 635.410(b). In addition, for all Federal-aid projects obligated on or after March 15, 2025, per § 635.410(c)(2), articles, materials, and supplies should be classified as an iron or steel product, a manufactured product, or another product as specified by law or in 2 CFR part 184 (such other products specified by law or in 2 CFR part 184 include “excluded materials” and “construction materials”); an article, material, or supply must not be considered to fall into multiple categories.
- **October 1, 2025:** The final assembly requirement will become effective for Federal-aid projects obligated on or after October 1, 2025. This means that, for manufactured product to be Buy America compliant, for Federal-aid projects obligated on or after October 1, 2025, final assembly of the manufactured product must occur in the United States.
- **October 1, 2026:** The 55 percent requirement will become effective for Federal-aid projects obligated on or after October 1, 2026. This means that, for manufactured product to be Buy America-compliant, for Federal-aid projects obligated on or after October 1, 2026, all manufactured products permanently incorporated into the project must both be manufactured in the United States (satisfy the final assembly requirement) and have the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States be greater than 55 percent of the total cost of all components of the manufactured product (satisfy the 55 percent requirement).

4.0 – ADDITIONAL REQUIREMENTS

The Contractor has completed and submitted, or shall complete and submit, to the Cabinet a Buy America/Build America, Buy America Certificate prior to the Cabinet issuing the notice to proceed, in the format below. After submittal, the Contractor is bound by its original certification.

A false certification is a criminal act in violation of 18 U.S.C. § 1001. The Contractor has the burden of proof to establish that it’s in compliance.

At the Contractor’s request, the Cabinet may, but is not obligated to, seek a waiver of Buy America requirements if grounds for the waiver exist under 23 C.F.R. § 635.410(c) or will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by the Cabinet.

Please refer to the Federal Highway Administration’s Buy America webpage for more information.

[Buy America - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#)

Effective - June 26, 2025, Letting

BUY AMERICA / BUILD AMERICA, BUY AMERICA (ACT) MATERIALS CERTIFICATE OF COMPLIANCE

The Contractor hereby certifies that it will comply with all relevant provisions of the Build America, Buy America Act, contained within the Infrastructure Investment and Jobs Act, Pub. L. NO. 117-58, §§ 70901-52, the requirements of 23 U.S.C. § 313, 23 C.F.R. § 635.410 and 2 C.F.R § 184.

Date Submitted:_____

Contractor:_____

Signature:_____

Printed Name:_____

Title:_____

NOTE: THIS CERTIFICATION IS IN ADDITION TO ANY AND ALL REQUIREMENTS OUTLINED IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND/OR SPECIAL NOTES CONTAINED IN THE PROJECT PROPOSAL.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

RECIPROCAL PREFERENCE TO BE GIVEN BY PUBLIC AGENCIES TO RESIDENT BIDDERS

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

April 30, 2018

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

Special Notes Applicable to Project – General Notes & Description of Work

Except as specified herein, perform all work in accordance with the Department's Standard Specifications, Supplemental Specifications, applicable Special Notes and Special Provisions, and applicable Standard and Sepia Drawings, current editions. Section references are to the Standard Specifications.

CAUTION – PROPOSAL INFORMATION IS APPROXIMATE – PERFORM AN ON-SITE INSPECTION

Potential bidders are cautioned that the information within this proposal is approximate only and is not to be taken as an exact evaluation of the bid quantities, nor the materials and conditions that may be encountered during construction. As such, before submitting a bid, potential bidders shall make a thorough inspection of the site to examine the conditions to be encountered per Section 104.07. Furthermore, during the execution of the work, the Engineer reserves the right to make changes to the bid item quantities and/or alterations in the work when necessary to complete the project satisfactorily per Section 104.02.

NOTE: The Department will pay for bid item quantity overruns, but only if pre-approved by the Engineer.

STATIONING

The contractor is advised that the planned locations of work were established from a beginning station number, which is STA 40+87 on Ramp 561 and corresponds to mile point 0.774 along Ramp 561, and STA 0+52 on Ramp 532 and corresponds to mile point 0.100 along Ramp 532. **NOTE:** The existing mile marker signs may not correspond to the proposed work locations.

ON-SITE INSPECTION

Before submitting a bid for the work, make a thorough inspection of the site and determine existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid to be evidence of this inspection having been made. The Department will not honor any claims for money or time extension resulting from site conditions.

RIGHT OF WAY LIMITS

The Department has not established the exact limits of the Right-of-Way. Unless a consent and release form is obtained from the adjoining property owner, limit work activities to the obvious Right-of-Way and staging areas secured and environmentally cleared by the Contractor at no additional cost to the Department. In the event that private improvements (i.e. fences, buildings, etc.) encroach upon the Right-of-Way, the contractor shall notify the Engineer and limit work activities in order to NOT disturb the improvements. If they become necessary, the Department will secure consent and releases from property owners through the Engineer. Be responsible for all encroachments onto private lands.

CONTROL

Perform all work under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's work in general harmony and in a satisfactory manner, and his/her decision shall be final and binding upon the Contractor.

General Notes & Description of Work
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DESCRIPTION OF WORK

Except as specified herein, perform all work in accordance with the Department's Standard Specifications, Supplemental Specifications, applicable Special Notes and Special Provisions, and applicable Standard and Sepia Drawings, current editions. Furnish all materials, labor, equipment, and incidentals for the following work:

High Friction Surface Treatment. A High Friction Surface Treatment (HFST) is to be installed. Locations are noted on the HFST Detail Sheet and the HFST Summary. Refer to the Special Note for Polymer Concrete Overlay Systems and the Special Note for Striping on High Friction Surface for more information on this item of work.

SPECIAL NOTE FOR POLYMER CONCRETE OVERLAY SYSTEMS

I. DESCRIPTION

This work shall be performed in accordance with the current edition of the Department’s Standard Specifications, and applicable Standard or Sepia Drawings, except as hereafter specified. Article references are to the Standard Specifications.

The Contractor shall furnish all materials, labor, and equipment for the following work:
(1) Maintaining and Controlling Traffic; (2) Cleaning and preparing the existing surface; (3) Installing a high friction surface treatment in accordance with the contract documents; and (4) All other work as specified as part of this contract.

II. MATERIALS

Provide for sampling and testing of all materials in accordance with the Department's Materials Field Sampling and Testing Manual. Make materials available, within the State of Kentucky, for sampling a sufficient time in advance of the use of the materials. Allow a minimum of 15 working days for testing. The Contractor shall use materials listed on the Department’s List of Approved Materials for Polymer Concrete Overlay Systems (High Friction Surface and Bridge Deck Overlays).

- A. **Maintain and Control Traffic.** See Traffic Control Plan.
- B. **High Friction Surface Treatment.** The high friction surface treatment shall consist of a polymer resin binder and aggregate system chosen from the Department’s List of Approved Materials. The Department will obtain samples of each binder component and aggregate at a frequency of one sample per lot per contract. The Department will obtain one, one-quart (32 ounce) sample of each binder component for testing. The Department will obtain one 60 to 70 pound composite sample of aggregate for testing. Reclaimed aggregate shall not be allowed for use.
- a) **Binder.** The polymer resin binder shall hold the aggregate firmly in position and meet the following requirements:

TWO-PART MODIFIED BINDER REQUIREMENTS		
Property	Specification Limits	Test Method
Ultimate Tensile Strength	17.0 – 25.0 MPa (19.65 MPa)	ASTM D638
Compressive Strength	5mm min.; > 13 MPa	ASTM D695
Gel Time	50 ml; 10 minutes min. (16 minutes)	ASTM D2471
Elongation at break	30% minimum (54.0%)	ASTM D638
Peak Exothermic Temperature	150°F min.	ASTM D2471
Water Absorption	Less than 0.25%	ASTM D570
Shore Hardness	70 min.	ASTM D2240, Shore D
Cure Rate	3 hours max	ASTM D1640 @ 75°F
Mixing Ratio	Per Manufacturer’s Recommendation	n/a

- b) **Aggregate.** Ensure that the aggregate is clean, dry and free from foreign matter and meets the following requirements:

AGGREGATE REQUIREMENTS		
Property	Specification Limits	Test Method
SFC – Side Force Coefficient	0.70 min.	ASTM E670
SN – Skid Number	75 min SN40R	ASTM E274
PSV – Polished Stone Value	75.0 mm max. (70 mm)	ASTM E660
Texture Depth – Sand Patch Method	1 mm min. (1.2 mm)	ASTM E965
AAV – Aggregate Abrasion Value	20 max	AASHTO T96
Aggregate Gradation	95.0 – 100.0% Passing No. 6 0.0 – 5.0% Passing No. 16	AASHTO T27
Aluminum Oxide (Al ₂ O ₃)	87 min	ASTM C114

III. CONSTRUCTION METHODS

Prior to beginning work, provide the Engineer with a certification from the manufacturer of the binder stating that all material used in the work will meet the requirements of Section II B. a. in this Special Note. Also provide the Engineer with a certification stating that all aggregates used in the work will meet the requirements of Section II B. b. of this Special Note.

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

B. Site Preparation. Be responsible for all site preparation, including but not limited to the following:

- a) **Preparation and Restoration.** Ensure that a manufacturer's representative is on site to provide technical assistance during the start up operations and as necessary during the surface preparation, material placement, and during any necessary remedial work.
- b) **Protective Coverings.** Utilities, drainage structures, curbs, bridge joints, and any other structure within or adjacent to the high friction surface treatment location shall be protected from surface preparation activities and application of the surface treatment materials. Cover and protect all existing pavement markings that are adjacent to the surface treatment location. Pavement markings that conflict with the surface application shall be removed prior to performing the required surface preparation.
- c) **Surface Preparation.** Prepare all surfaces in accordance with the following requirements. Ensure surfaces are dry and meet the requirements of the section immediately prior to installation of the high friction surface treatment. Surfaces contaminated with oils, greases, or other deleterious materials not removed by the required surface preparation shall be washed with a mild detergent solution, rinsed with clean potable water, and dried using a hot compressed air lance.
- d) **Asphalt Pavement.** Clean asphalt pavement surfaces using mechanical sweepers and high pressure air wash. Mechanically sweep all surfaces to remove dirt, loose aggregate, debris, and deleterious material. Air wash all surfaces using a minimum of 180 CFM clean and dry compressed air. Maintain

Polymer Concrete Overlay Systems
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the air lance perpendicular to the surface and the tip of air lance within 12 inches of the surface. For applications on new asphalt pavement, ensure the surface has cured a minimum of 30 days prior to performing surface preparation and installation of the high friction surface treatment.

- e) **Concrete Pavement.** Clean concrete pavement surfaces by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compound, loosely bonded mortar, surface carbonation, and deleterious material. The prepared surface shall comply with the International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep all surfaces to remove all dust, debris, and deleterious material.
- f) **Concrete Bridge Deck.** Clean the entire area of the deck surface and vertical faces of curbs, barrier walls and plinths up to a height of one inch above the top elevation of the overlay, and areas to receive epoxy-sand slurry, by shot blasting and vacuum sweeping. Shot blast all surfaces to remove all curing compound, loosely bonded mortar, surface carbonation, and deleterious material. Areas to receive epoxy-sand slurry shall be cleaned to a bright, clean appearance. The prepared bridge deck surface to receive high friction surface treatment shall comply with the International Concrete Repair Institute (ICRI) standard for surface roughness CSP 5. After shot blasting, vacuum sweep all surfaces to remove all dust, debris, and deleterious material.
- g) **Pre-Treating.** Pre-treat joints and cracks greater than 1/4 inch in width and depth with properly proportioned and mixed polymer resin binder. Once the binder in the pre-treated areas has gelled, the installation of the high friction surface treatment may proceed.

- C. **Mechanized Application.** Do not apply surface treatment on a wet surface, when the ambient air or surface temperature is below 50°F or above 110°F, or when the anticipated weather conditions or surface temperature would prevent the proper application of the surface treatment as determined by the manufacturer.

Apply the polymer resin binder by a truck or trailer mounted application machine that must be capable of continually mixing and delivering the binder components on demand within the temperature range specified in varying widths of up to 12 feet wide at a uniform application thickness. Ensure that the mechanically applied distributing equipment includes accurate measuring devices and/or calibrated containers and thermometers for measuring the binder temperature prior to placement should heating be required. Operations will proceed in such a manner that will not allow the binder material to separate in the mixing lines, cure, dry, or otherwise impair retention bonding of the high friction surfacing aggregate. The application machine shall be equipped with flushing systems such that blockages of lines will not occur, and installation operations are not delayed, stopped, or otherwise compromised. Ensure that mechanical applications are capable of applying binder uniformly at a minimum rate of 10 gallons per minute. The mixed components are mechanically applied onto a prepared surface with a minimum coverage rate of 3.5 square yards per gallon at a minimum uniform thickness of 50 mils onto the surface. In addition, ensure that the application machine complies with the requirements of the binder manufacturer.

The aggregate shall be applied within 120 seconds of the binder application onto the surface. Uniformly spread aggregate immediately without causing excessive overlap of aggregate outside of coverage area. Ensure that the mechanical aggregate spreader is capable of applying a continuous application of varying widths up to 12 feet wide, in a manner to not violently disturb the wet binder film, at a rate of approximately 13-15 lbs per square yard. Complete coverage of the "wet" binder with aggregate is necessary to achieve a uniform surface. No exposed wet spots of the binder shall be visible once the aggregate is installed. The operations should proceed in such a manner that will not allow the mixed binder material to separate, cure, dry, be exposed, or otherwise harden in such a way as to impair retention and bonding of the high friction surfacing aggregate. Do not use reclaimed aggregate. Do not use vibratory or impact type compaction on the aggregate after placement.

- D. **Hand Application.** At the Engineers discretion, corrective work and application to areas such as intersections or areas less than 300 square yards, or where truck mounted application machines are not

Polymer Concrete Overlay Systems
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applicable to the specified locations because of logistical restrictions, may be performed by hand application of the high friction surface treatment.

Do not apply surface treatment on a wet surface, when the ambient air or surface temperature is below 50°F or above 110°F, or when the anticipated weather conditions or surface temperature would prevent the proper application of the surface treatment as determined by the manufacturer.

The polymer resin binder components Part (A) and Part (B) shall be proportioned to the correct ratio (+/- 2% by volume), mixed using a low speed high torque drill fitted with a helical stirrer.

The mixed components shall be hand applied onto a prepared surface at a minimum coverage rate of 3.5 square yards per gallon at a minimum uniform thickness of 50 mils onto the surface. Hand applied binder will be uniformly spread onto the prepared surface by the use of a continuous V notch serrated edged squeegee.

Immediately after placing the binder, apply the aggregate, in a manner to not violently disturb the wet binder film, at a rate of approximately 13-15 lbs per square yard. Do not use reclaimed aggregate. Do not use vibratory or impact type compaction on the aggregate after placement.

- E. Curing of Installed High Friction Surface Treatment.** Allow the installed high friction surface treatment to cure in accordance with manufacturer recommendations (approximately 3 hours at an ambient air temperature of at least 50 degrees Fahrenheit). Protect treated surfaces from traffic and environmental effects until the area has cured.
- F. Removal of Excess Aggregate.** Remove the excess aggregate from the treatment area and all adjacent surfaces by mechanical sweeping or vacuum sweeping the surfaces a minimum of 3 times before applying additional application and/or opening to traffic. In addition, re-sweep the treatment area and adjacent surfaces using mechanical sweeping or vacuum sweeping 48 hours after opening to traffic to remove all additional loose aggregate and aggregate shed by the action of traffic.
- G. Disposal of Waste.** All debris, excess aggregate, materials containers, and other waste shall be disposed of off the Right-of-Way at approved sites obtained by the Contractor at no cost to the Department. No separate payment will be made for the disposal of waste and debris from the project, but shall be incidental to the other items of the work.
- H. Restoration.** Any roadway features disturbed by the work or the Contractor's operations shall be restored in like kind materials and design as directed by the Engineer at no additional cost to the Department.
- I. Property Damage.** Be responsible for all damage to public and/or private property resulting from the work. Repair or replace damaged roadway features in like kind materials and design as directed by the Engineer at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner and the Engineer at no additional cost to the Department.
- J. On-Site Inspection.** Before submitting a bid for the work, make a thorough inspection of the site and determine existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid to be evidence of this inspection having been made. The Department will not honor any claims for money or time extension resulting from site conditions.
- K. Right-of-Way Limits.** All work is located within the existing right of way. Limit work activities to the Right-of-Way, and work and staging areas secured by the Contractor, at no additional cost to the Department. Be responsible for all encroachments onto private lands.
- L. Caution.** The information in this proposal and the type of work listed herein are approximate only and are not to be taken as an exact evaluation of the materials and conditions to be encountered during construction; the bidder must draw his/her own conclusions when developing the Unit Bid Prices for each bid item. As such, if the conditions encountered are not in accordance with the information shown, the Department does not

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guarantee any changes to the Unit Bid Prices nor extension of the contract will be considered. The Department will pay for bid item quantity overruns, but only if pre-approved by the Engineer.

- M. Control.** Perform all work under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces, and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with such other work will be reduced to a minimum. The Department will not honor any claims for money or time extension created by the operations of such other parties.

Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's work in general harmony and in a satisfactory manner, and his/her decision shall be final and binding upon the Contractor.

IV. FIELD EVALUATION

High friction surface treatment locations that can be safely tested at 40 mph shall be evaluated by locked wheel skid test as per ASTM E274 between 60 and 90 days after installation. A minimum skid number of 75 SN40R is required. Installations that are not conducive to skid testing due to roadway geometrics or speed limitations shall be accepted based upon visual determination of acceptable bond and aggregate exposure.

Surface treatment applications not meeting average minimum skid test results of 75 SN **shall be removed and replaced** at no cost to the Department.

V. METHOD OF MEASUREMENT

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Site Preparation.** Other than the bid items listed, site preparation will not be measured for payment, but shall be incidental to high friction surface treatment.
- C. High Friction Surface Treatment.** The Department will measure the surface area coverage of High Friction Surface Treatment in Square Yards.

VI. BASIS OF PAYMENT

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. High Friction Surface Treatment.** Payment for the accepted quantity at the Contract unit price per Square Yard shall be full compensation for furnishing all labor, materials, equipment, and incidentals for furnishing and installing High Friction Surface Treatment. Payment shall not be made prior to the final and accepted sweeping, 48 hours after installation.

SPECIAL NOTE FOR STRIPING ON HIGH FRICTION SURFACE TREATMENTS

I. DESCRIPTION

Installation of pavement striping, temporary, durable waterborne markings, and/or thermoplastic markings on High Friction Surface (HFS) Treatments.

II. CONSTRUCTION

Conduct striping under lane closures meeting the conditions of the MUTCD and Kentucky Standard Drawings and Specifications, current editions. Upon initial completion of the HFS installation, install temporary striping as the Engineer directs. Upon completion of the 48 hour vacuum sweeping, install either durable waterborne markings or thermoplastic markings, whichever the Contract specifies or as directed by the Engineer. Temporary Pavement Striping will comply with all applicable requirements within Section 112. Thermoplastic markings shall comply with all applicable requirements within Section 714. Durable waterborne markings shall comply with all applicable requirements within Section 713. Application rates of durable waterborne striping shall be as follows:

Material	Paint Application Rate	Glass Bead Application Rate
4 inch durable waterborne paint	Min. of 24 gallons/mile	Min. of 6 pounds/gallon
6 inch durable waterborne paint	See Section 713.03.03	See Section 713.03.04

III. MEASUREMENT

The Department will measure striping quantities in linear feet. NOTE: On HFS installations, the Contractor is advised that it may be necessary to install multiple passes of striping in order to achieve the required specifications. Final payment will be based on the actual length of the final striping regardless of the number passes required to meet specifications.

IV. PAYMENT

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

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
----	Pavement Striping - Temporary	Linear Foot
----	Durable Waterborne Marking, width, color	Linear Foot
----	Pavement Striping - Thermoplastic, width, color	Linear Foot

The Department will consider payment as full compensation for all work required under this note, Section 112, Section 713, and Section 714.

SPECIAL NOTE FOR PAVEMENT MARKING MODIFICATIONS

This Proposal includes pavement marking details and changes to be implemented with the project. However, the Department reserves the right to make additional changes prior to work commencing. The Contractor shall notify the Engineer a minimum of 2 weeks prior to any permanent pavement marking activities beginning in order to coordinate any Department requested revisions, ensuring the modifications can be performed with the planned lane and ramp closures. As the Contractor is responsible for implementing the pavement marking changes, it is highly recommended all questions are addressed to the Department prior to striping installation. Any incorrect marking installations will be removed and replaced at the Contractor's expense and in a manner approved by the Engineer.

May 2025

Special Note for All Weather Thermoplastic Striping

1. Description. Furnish and install a wet retroreflective pavement marking system in accordance with this special note. Project will include use of thermoplastic striping. All striping shall include specified elements to provide wet retroreflectivity.

2. Thermoplastic Striping. Thermoplastic pavement markings shall comply with Sections 714 and 837 of the Department of Highways' Standard Specifications for Road and Bridge Construction, unless otherwise noted. Extruded & ribbon thermoplastic striping shall be a minimum of 90 mils and spray thermoplastic shall be a minimum of 60 mils. Striping shall include specified elements to provide wet retroreflectivity.

3. Wet Reflective Elements. Wet reflective elements shall be:

- 3M Connected Roads All Weather Elements or approved equal

The color of the wet reflective beads shall match the color of the line being applied. Traditional and wet reflective beads shall be applied in a double-drop application of traditional glass beads and wet reflective optical elements. Contractor shall follow manufacturer's recommendations as to incorporating wet reflective elements into the striping operation. Apply traditional beads and wet reflective elements in sufficient quantities to obtain the dry retroreflectivity requirements and desired wet retroreflectivity levels. A 50/50 ratio of traditional beads to wet reflective elements is recommended, but bead distribution may be modified with the approval of the engineer, if the contractor feels that a different distribution is necessary to meet dry/wet retroreflectivity levels.

If requested by the Department, the manufacturer of the wet reflective bead shall have a factory representative on site before the contractor begins striping operations. The factory representative shall assure the engineer that the wet reflective system has been calibrated for proper application before the contractor begins. The factory representative shall remain available to periodically assure the engineer the system is being applied according to the manufacturer's recommendations. A random sample of wet reflective elements may need to be provided to the Division of Materials before use on the project.

4. Pavement Marking Performance. Pavement marking retroreflectivity performance under dry conditions will be evaluated in accordance with the Standard Specifications for Road and Bridge Construction.

Minimum wet retroreflectivity values have been established and will be measured. However, the wet retroreflectivity performance will not be considered as part of the acceptance and payment for pavement striping on this project.

Desired minimum wet recovery retroreflectivity requirements at the end of the proving period (Standard Specifications for Road and Bridge Construction, Section 714.03.06) are as follows:

Retroreflectivity ($\text{mcd}(\text{ft}^{-2})(\text{fc}^{-1})$) {metric equivalent $\text{mcd}(\text{m}^{-2})(\text{lux}^{-1})$ }

	White	Yellow
Wet recovery (ASTM 2177)	250	175
Wet Continuous (ASTM E2832)	150	100

If requested, samples of representative markings (both white and yellow) shall be provided on one-foot sections of rigid panel (20-gauge aluminum or thicker). Samples shall be taken at the beginning and end of the striping operation (total of two samples per color). Samples shall be protected from damage and submitted to the Division of Materials for testing and record of the project output for the materials used. Lines on the project are subject to future testing to monitor pavement marking performance in the field.

5. Measurement. Wet retroreflective elements will be incidental to the pay items for pavement striping. Corrective work will not be measured for payment.

6. Payment. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24995EC	Pave Striping-Spray Thermo-6 IN W (WET REFLECTIVE)	LF
24996EC	Pave Striping-Spray Thermo-6 IN Y (WET REFLECTIVE)	LF
25008EC	Pave Striping-Thermo-6 IN W-Wet Reflect	LF
25009EC	Pave Striping-Thermo-6 IN Y- Wet Reflect	LF

May 2025

Special Note for All Weather Tape Striping

1.0 DESCRIPTION. This work consists of furnishing and installing all weather durable preformed patterned retroreflective pavement markings for lane lines, edge lines, channelizing lines, and gore markings. The durable tape pavement markings must have specially designed optics which are highly retroreflective under both wet and dry conditions. Work also consists of providing contrast borders for certain markings. The summaries, plans, and/or bid items will indicate if contrast borders are included and for which markings. When contrast borders are part of the work, refer to the Contrast Pavement Markings Detail.

2.0 MATERIAL. Use 3M™ Stamark™ High Performance All Weather Tape Series 380AW, 380AW-5 381AW. Preformed markings shall contain abrasion-resistant microcrystalline ceramic beads bonded in a highly durable polyurethane topcoat and shall be capable of being adhered to Portland Cement concrete (PCC) by a pre-coated pressure sensitive adhesive with a woven high tensile strength fiber. The markings shall be immediately ready for traffic after application. Markings must be a highly effective lane marking material that will show no appreciable fading, lifting, shrinkage, or chipping for the duration of the warranty period, when applied according to the manufacturer requirements.

3.0 CONSTRUCTION

3.1 General. Apply the durable tape markings and surface preparation adhesive according to the manufacturer's installation instructions. All markings and surface preparation adhesive shall be installed by manufacturer certified installers only. The preformed patterned surface shall be installed such that it presents a near vertical surface to traffic to maximize retro-reflectivity.

3.2 Surface Preparation & Cleaning. Clean the roadway surface where the markings will be applied. Remove all surface treatment, laitance, curing compound, or any other contaminants that would hinder adhesion.

3.3 Tamping of the Durable Tape. Tamping the edges of the tape is very important. Tamp the tape thoroughly with a minimum of six (6) passes (all in the forward direction) over the surface of the new tape. The vehicle used to tamp the tape shall be recommended by the manufacturer and approved by the Representative. Do not twist or turn the vehicle tire on the tape and make sure all edges are firmly adhered. Slowly drive over the tape making a minimum of six tamping hits all forward passing over the surface of the new tape. The vehicle must be equipped with a pointing device to aid in keeping the vehicle tire on the tape. Tire strikes from front and rear wheels when aligned with the aid of a pointing device can be completed in 3 passes. Use a vehicle tire as recommended by the manufacturer.

4.0 MEASUREMENT. The Department will not measure surface preparation or cleaning and will be considered incidental to the striping bid items. Removal of existing striping will be included for payment as PAVEMENT MARKING REMOVAL. Corrective work will not be measured for payment.

5.0 PAYMENT. Payment will be measured and based on the following items:

06560	PAVE STRIPING-DUR TY 1-12 IN W (WET REFLECTIVE)	LF
23871EC	PAVE STRIPE-WET REF TAPE-6 IN Y	LF
23872EC	PAVE STRIPE-WET REF TAPE-6 IN W	LF
26240EC	PAVE STRIPE-WET REF CONT TAPE-6 IN W	LF
26241EC	PAVE STRIPE-WET REF CONT TAPE-6 IN Y	LF
26242EC	PAVE STRIPE-WET REF CONT TAPE-12 IN W	LF

Special Note for Completion Date & Liquidated Damages

I. COMPLETION DATE

The ultimate fixed completion date for this project will be **October 31, 2025**. Liquidated Damages for failure to complete the project on time will be assessed following Section 108.09.

II. LIQUIDATED DAMAGES

In addition to the requirements of Section 108.09, the Department will assess Liquidated Damages in the amount of **\$10,000** per hour for each hour, or fraction of an hour, for any and all ramp closures that are in place beyond the time frame(s) noted in the Traffic Control Plan and approved by the Engineer.

Contrary to Section 108.09, Liquidated Damages will be assessed regardless of whether seasonal limitations prohibit the Contractor from performing work on the controlling operation.

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

All liquidated damages will be applied accumulatively.

All other applicable portions of Section 108 apply.

SPECIAL PROVISION FOR WASTE AND BORROW SITES

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

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

COORDINATION OF WORK WITH OTHERS

Be advised, there are active project(s) adjacent to or within this project. These may be KYTC administered contracts or work being performed as part of a KYTC issued encroachment permit. The Engineer will help coordinate the work of any other Contractors or permit holders within the limits of this project, which may require schedule adjustments to ensure no conflicts between work zones and to minimize delays to motorists. See Sections 105.06, 107.06 and 107.14 of the Standard Specifications.

Coordination with Others D-5

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices (MUTCD), Standard Specifications, Supplemental Specifications, and the Standard and Sepia Drawings. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic shall be paid at the lump sum bid price to “Maintain and Control Traffic”.

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. Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the contractor unless otherwise addressed, when no longer needed.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Complete the High Friction Surface Treatment (HFST) and striping work using ramp and lane closures as noted below under “Ramps and lane closure phasing.” The Contractor shall submit the proposed closure dates and times, along with traffic control and detour plans to the Engineer at least three weeks (21 calendar days) in advance for approval. The Contractor shall verify with the Engineer that the approved closure dates and times are still accurate one week (7 calendar days) in advance of construction activities.

Ramp and lane closures shall only occur during the weekend hours below:

Friday, from 9:00 PM until Monday, 4:00 AM

Obtain the Engineer’s approval of the method of lighting prior to performing night work.

For sweeping and striping activities, with the approval of the Engineer, the Contractor may use single lane closures and/or mobile operations:

- anytime on the weekends between Friday, 9 PM, to Monday, 5 AM.
- nightly between 9 PM and 5 AM.

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

Unless otherwise approved by the Engineer, no lane and/or ramp closures will be allowed during the following times:

Labor Day Weekend	5 AM Friday, August 29, 2025 – 9 PM Tuesday, September 2, 2025
Thanksgiving Holiday	5 AM Wednesday, November 26, 2025 – 9 PM Sunday, November 30, 2025

At the discretion of the Engineer, additional days and hours may be specified when lane closures will not be allowed. The Engineer may also restrict work during special events in the area.

NOTE: In addition to the typical work zone signing, dual mounted “LOOSE GRAVEL” signs (W8-7), shall be erected prior to the installation of the HFST and shall remain in place until the final 48-hour vacuum sweep has been

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completed. These signs shall be installed in accordance with the current edition of Standard Drawing TTD-125. Changeable Message Signs should also be utilized in advance of the HFST areas to alert drivers of the loose gravel and to reduce speeds.

LANE CLOSURES

Long term lane closures shall not be allowed; therefore, lane closures will not be measured for payment. Do not leave lane closures in place during non-working hours and prohibited periods

TRUCK MOUNTED ATTENUATORS

When a traffic lane(s) and/or ramp(s) is closed along a roadway with two or more lanes in one direction of travel and a temporary barrier wall is not in place to protect the work zone, use a Truck Mounted Attenuator (TMA). Furnish and install a TMA in advance of a work area when workers will be within 20 feet from traffic. If there is less than 500 feet between nearby work areas, only a single TMA will be required. The TMAs shall be located at the individual work areas and shall be moved as the work zone moves within the project limits. All details of the TMA installations are to follow manufacture recommendations and/or as directed by the Engineer.

TEMPORARY SIGNS

Temporary signposts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. Temporary signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, only long-term temporary signs (temporary signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term temporary signs (temporary 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.

CHANGEABLE MESSAGE SIGNS

Provide changeable message signs in advance of and within the project at locations determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs approximately one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens, relocate or provide additional changeable message signs 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 Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign. If the damage or mechanical/electrical failure is identified during active work operations, repair or replace the Changeable Message Sign within 6 hours. If the damage or mechanical/electrical failure is identified when there are no active work operations on the project, repair or

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replace the Changeable Message Sign within 12 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and/or relocated during the duration of the project. The Department will not measure for payment any replacements for damaged Changeable Message Signs or any changeable message signs the Engineer directs to be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

LAW ENFORCEMENT OFFICER

If requested by the Contractor, the Engineer may approve Law Enforcement Officer support to supplement the Contractor's temporary traffic control. If approved, provide one (1) law enforcement support unit for each lane and/or ramp closure, each unit consisting of an off-duty law enforcement officer from any police agency having lawful jurisdiction and a police car equipped with externally mounted flashing blue lights. Place the police support unit at a location that is most effective to alert traffic of the work, but safe for the workers, the officer, and the traveling public. The Department will measure and pay for each approved individual law enforcement support unit on a per hour basis for the officer with the police vehicle. If law enforcement support is utilized without prior approval by the Engineer, the Department may deny payment for any invoiced hours prior to the approval date.

BARRICADES

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

PAVEMENT MARKINGS

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course. Install Temporary Striping according to Section 112 with the following exception:

If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

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

Application

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

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

CMS should not be used for:

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

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Messages

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

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- No more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

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

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

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Standard Abbreviations

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

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Access	ACCS	CRASH AHEAD/ USE ACCS RD NEXT RIGHT
Alternate	ALT	CRASH AHEAD/ USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/ DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/ MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/ USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/ USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/ MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/ USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/ EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/ DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/ PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/ DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/ DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ ALL TRAF EXIT 25
Highway	HWY	CRASH ON AA HWY/ EXPECT DELAYS
Hour	HR	CRASH ON AA HWY/ 2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/ DETOUR EXIT 20
Lane	LN	LN CLOSED MERGE LEFT
Left	LFT	LANE CLOSED MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/ SLOW
Major	MAJ	MAJ DELAYS I75/ USE ALT RTE
Mile	MI	CRASH 3 MI AHEAD/ USE ALT RTE
Minor	MNR	CRASH 3 MI MNR DELAY
Minutes	MIN	CRASH 3 MI/ 30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/ DETOUR EXIT 60
Prepare	PREP	CRASH 3 MI/ PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/ POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/ USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/ DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD

Standard Abbreviations (cont.)

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Street	ST	MAIN ST CLOSED/ USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/ DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/ DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NOT USE THESE ABBREVIATIONS:

<u>Abbrev</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

Typical Messages

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

<u>Reason/Problem</u>	<u>Action</u>
CRASH AHEAD	ALL TRAFFIC EXIT RT
CRASH/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT

Typical Messages (cont.)

Reason/Problem	Action
FOG XX MILES	PASS TO RIGHT
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER
NO PASSING	
NO SHOULDER	
ONE LANE BRIDGE	
PEOPLE CROSSING	
RAMP CLOSED	
RAMP (SLIPPERY, ICE, ETC.)	
RIGHT LANE CLOSED	
RIGHT LANE NARROWS	
RIGHT SHOULDER CLOSED	
ROAD CLOSED	
ROAD CLOSED XX MILES	
ROAD (SLIPPERY, ICE, ETC.)	
ROAD WORK	
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)	
ROAD WORK XX MILES	
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)	
NEW SIGNAL XX MILES	
SLOW 1 (OR 2) - WAY TRAFFIC	
SOFT SHOULDER	
STALLED VEHICLES AHEAD	
TRAFFIC BACKUP	
TRAFFIC SLOWS	
TRUCK CROSSING	
TRUCKS ENTERING	
TOW TRUCK AHEAD	
UNEVEN LANES	
WATER ON ROAD	
WET PAINT	
WORK ZONE XX MILES	
WORKERS AHEAD	



KENTUCKY TRANSPORTATION CABINET

Department of Highways

DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226

Rev. 01/2016

Page 1 of 1

RIGHT OF WAY CERTIFICATION

<input checked="" type="checkbox"/>	Original	<input type="checkbox"/>	Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #		COUNTY		PROJECT # (STATE)	PROJECT # (FEDERAL)
N/A		Jefferson		LBG T 056 0065 000-000	N/A
PROJECT DESCRIPTION					
Install High Friction Surface Treatment on I-71WB to I-65 SB Ramps 561 and 532.					
<input checked="" type="checkbox"/>	No Additional Right of Way Required				
Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.					
<input type="checkbox"/>	Condition # 1 (Additional Right of Way Required and Cleared)				
All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.					
<input type="checkbox"/>	Condition # 2 (Additional Right of Way Required with Exception)				
The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract					
<input type="checkbox"/>	Condition # 3 (Additional Right of Way Required with Exception)				
The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.					
Total Number of Parcels on Project		0	EXCEPTION (S) Parcel #	ANTICIPATED DATE OF POSSESSION WITH EXPLANATION	
Number of Parcels That Have Been Acquired					
Signed Deed					
Condemnation					
Signed ROE					
Notes/ Comments (Text is limited. Use additional sheet if necessary.)					
LPA RW Project Manager			Right of Way Supervisor		
Printed Name				Printed Name	
Signature				Tom Boykin	
Date				Digitally signed by Tom Boykin Date: 2025.06.12 15:26:00 -04'00'	
Right of Way Director			FHWA		
Printed Name				Printed Name	
Signature		Digitally signed by Kelly Divine Date: 2025.06.13 07:47:05 -05'00'		Signature	
Date				Date	

UTILITIES AND RAIL CERTIFICATION NOTE

Jefferson County
LBGT 056 0065 000-000
Install High Friction Surface Treatment and Striping on
I-64/I-71 WB to I-65 SB Ramps 561, 532, and 014

Utility coordination efforts conducted by the project sponsor have determined that no utility relocation work is required to complete the project.

THE FOLLOWING RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

☒ No Rail Involved ☐ Minimal Rail Involved (See Below) ☐ Rail Involved (See Below)

UNDERGROUND FACILITY DAMAGE PROTECTION – BEFORE YOU DIG

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor’s responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation.

The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

SPECIAL CAUTION NOTE – PROTECTION OF UTILITIES

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and the Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor’s responsibility to verify all utilities and their respective locations before excavating.

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

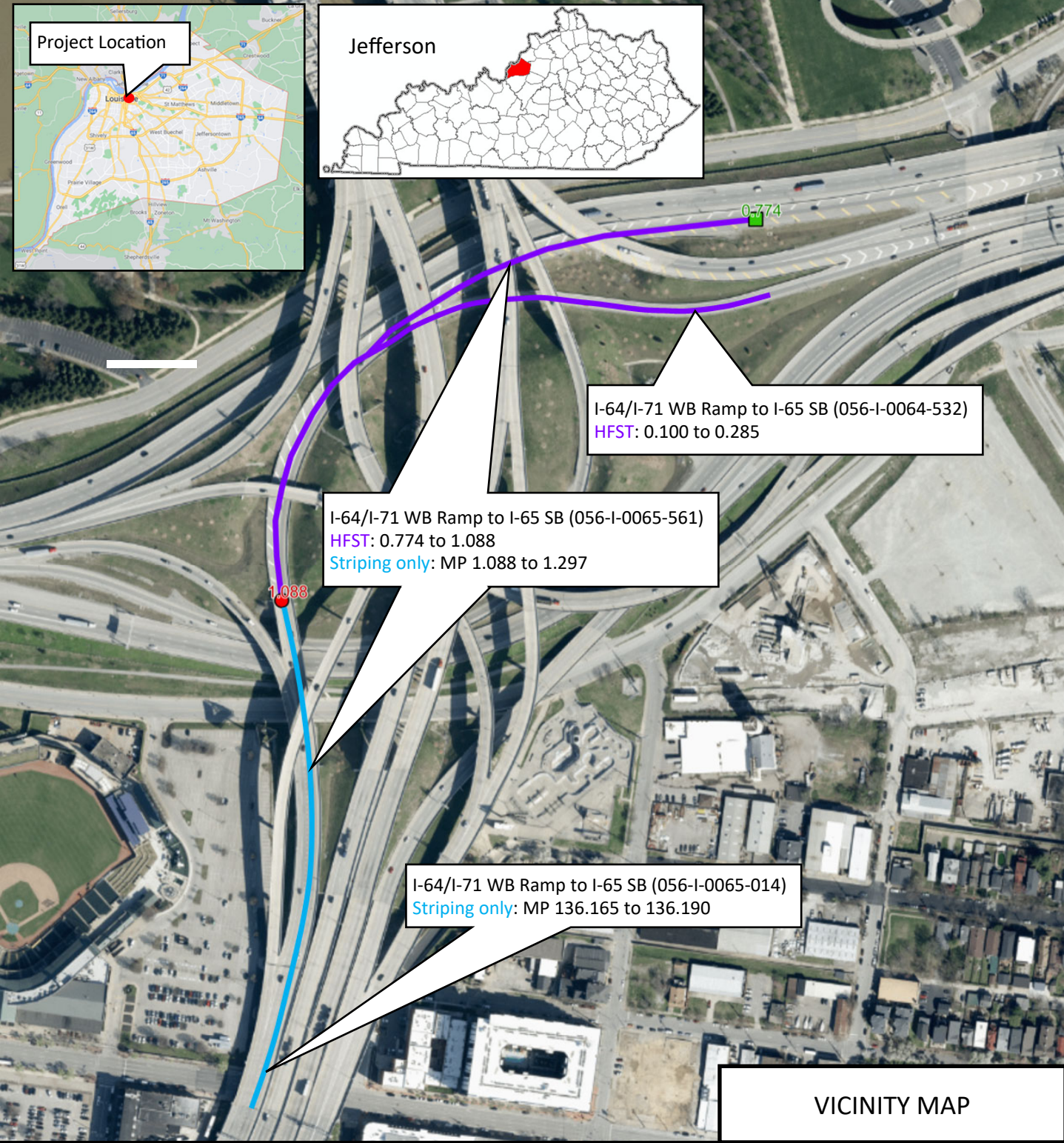
COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

COUNTY OF	ITEM NO.
JEFFERSON	N/A

I-64/I-71 Westbound to I-65 Southbound:
Ramp 056-I-0065-561, MPs 0.774 to 1.297
Ramp 056-I-0064-532, MPs 0.100 to 0.285
Ramp 056-I-0065-014, MPs 136.165 to 136.190



Project Location

Jefferson

I-64/I-71 WB Ramp to I-65 SB (056-I-0064-532)
HFST: 0.100 to 0.285

I-64/I-71 WB Ramp to I-65 SB (056-I-0065-561)
HFST: 0.774 to 1.088
Stripping only: MP 1.088 to 1.297

I-64/I-71 WB Ramp to I-65 SB (056-I-0065-014)
Stripping only: MP 136.165 to 136.190

VICINITY MAP

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
JEFFERSON COUNTY

COUNTY OF	ITEM NO.
JEFFERSON	N/A

Westbound I-71 Ramp to Southbound I-65: 057-0065-561
Westbound I-64 Ramp to Southbound I-65: 057-0064-532
I-65 Southbound Ramp: 056-I-0065-014

GENERAL SUMMARY

BID CODE	DESCRIPTION	UNIT	QTY
20411ED	LAW ENFORCEMENT OFFICER	HOURL	100
2562	TEMPORARY SIGNS	SQFT	300
2650	MAINTAIN AND CONTROL TRAFFIC	LS	1
2654	TRUCK MOUNTED ATTENUATOR	EACH	2
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2
6511	PAVE STRIPING-TEMP PAINT - 6 IN	LF	4,815
6513	PAVE STRIPING-TEMP PAINT - 12 IN	LF	2,181
25008EC	PAVE STRIPING-THERMO-6 IN W-WET REFLECT	LF	2,408
25009EC	PAVE STRIPING-THERMO-6 IN Y-WET REFLECT	LF	2,408
26178EC	PAVE STRIPING-THERMO-12 IN W-WET REFLECT	LF	2,181
6598	PAVEMENT MARKING REMOVAL	SQFT	5,256
24679ED	PAVE MARKING-THERMO CHEVRON	SQFT	400
26240EC	PAVE STRIPE-WET REF CONT TAPE-6 IN W	LF	302
26241EC	PAVE STRIPE-WET REF CONT TAPE-6 IN Y	LF	533
26242EC	PAVE STRIPE-WET REF CONT TAPE-12 IN W	LF	366
23229EC	HIGH FRICTION SURFACE TREATMENT	SQYD	6,180
2569	DEMOBILIZATION	LS	1

COUNTY OF	ITEM NO.
JEFFERSON	N/A

HIGH FRICTION SURFACE TREATMENT SUMMARY

BID CODE	DESCRIPTION	Unit	Quantity
23229EC	HIGH FRICTION SURFACE TREATMENT	SQYD	6,180

HIGH FRICTION SURFACE TREATMENT SUMMARY

Pavement Marking Summary

		Length	Thermo-6 IN W-Wet Reflect	Thermo-6 IN Y-Wet Reflect	Thermo-12 IN W-Wet Reflect	Pavement Marking Removal	Pave Mark Thermo Chevron	Wet Ref Cont Tape-6 IN W	Wet Ref Cont Tape-6 IN Y	Wet Ref Cont Tape-12 IN W
BMP	EMP	(FT)	(FT)	(FT)	(FT)	(SQFT)	(SQFT)	(LF)	(LF)	(LF)
Westbound I-71 Ramp to Southbound I-65 (056-0065-561)										
0.774	0.920	771	771	771		771				
0.920	0.969	259	259	259	517	776	400			
0.969	1.000	164	164	164	737	900				
1.000	1.035	185	185	185	647	832				
1.035	1.088	280	280	280	280	560				
1.218	1.250	169				232		211	169	42
1.250	1.294	232				436		58	232	290
Westbound I-64 Ramp to Southbound I-65 (056-0064-532)										
0.100	0.242	750	750	750		750				
I-65 SB Ramp to Jefferson St. (056-I-0065-014)										
136.165	136.190	132						33	132	33
Total		2,408	2,408	2,181	5,256	400	302	533	366	

BID CODE	DESCRIPTION	Unit	Quantity
6511	PAVE STRIPING-TEMP PAINT - 6 IN	LF	4,815
6512	PAVE STRIPING-TEMP PAINT - 12 IN	LF	2,181
25008EC	PAVE STRIPING-THERMO-6 IN W-WET REFLECT	LF	2,408
25009EC	PAVE STRIPING-THERMO-6 IN Y-WET REFLECT	LF	2,408
26178EC	PAVE STRIPING-THERMO-12 IN W-WET REFLECT	LF	2,181
26240EC	PAVE STRIPE-WET REF CONT TAPE-6 IN W	LF	302
26241EC	PAVE STRIPE-WET REF CONT TAPE-6 IN Y	LF	533
26242EC	PAVE STRIPE-WET REF CONT TAPE-12 IN W	LF	366
6598	PAVEMENT MARKING REMOVAL	SQFT	5,256
24679ED	PAVE MARK THERMO CHEVRON	SQFT	400

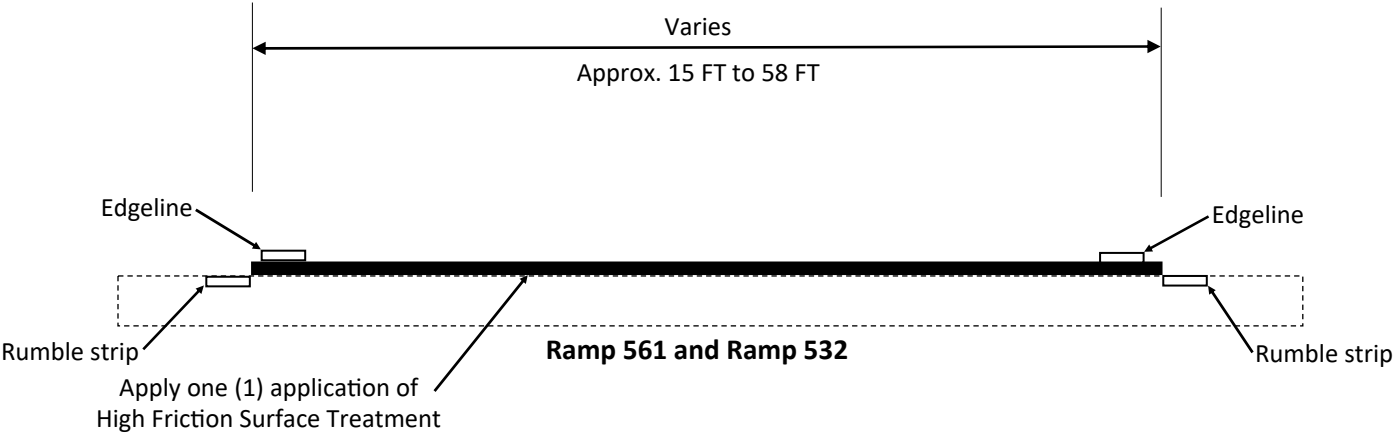
COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

I-64/71 WB to I-65 SB Ramp 561 and Ramp 532

COUNTY OF	ITEM NO.
JEFFERSON	N/A



Edgeline Rumble Strip Note: The HFST should extend to, but not over, the shoulder rumble strip. Protect the shoulder rumble strip in accordance with the Special Note for Polymer Concrete Overlay-Systems.

High Friction Surface Treatment

HFST TYPICAL SECTION

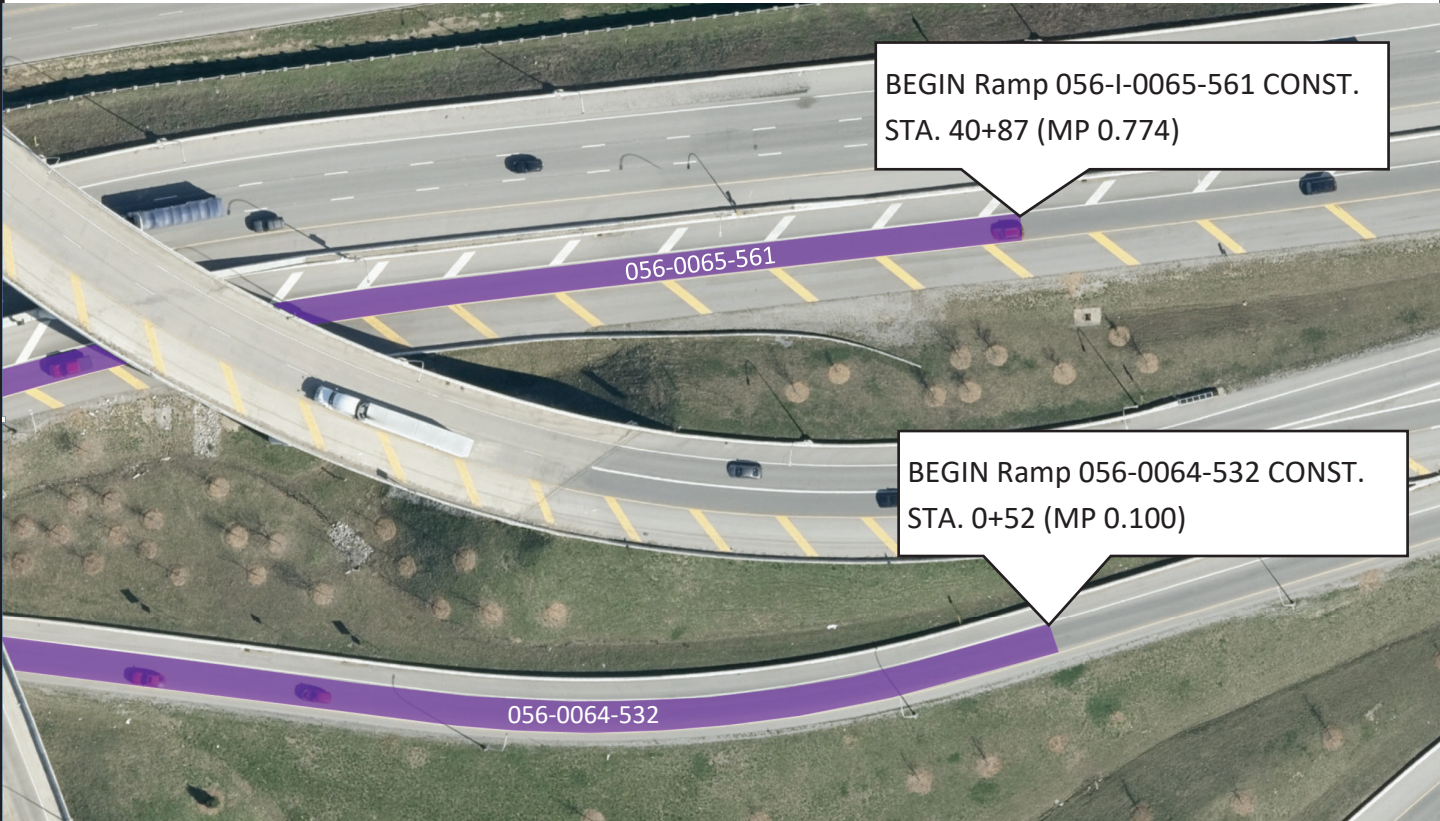
N.T.S.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

Westbound I-71 Ramp to Southbound I-65: 057-I-0065-561
Westbound I-64 Ramp to Southbound I-65: 057-I-0064-532
I-65 Southbound Ramp: 056-I-0065-014

COUNTY OF	ITEM NO.
JEFFERSON	N/A



Notes:

- The beginning and ending points shown on these details are approximate. The intent is for the High Friction Surface (HFST) on Ramp 056-I-0065-561 to begin approximately 300' prior to the point of curvature (PC). The intent is for the HFST on Ramp 056-I-0064-532 to begin approximately at the point of curvature (PC). The intent is for the HFST to be placed to, but not over, the shoulder rumble strip. Protect the shoulder rumble strip in accordance with the Special Note for Polymer Concrete Overlay Systems.
- HFST shall only be placed on pavement that is in relatively good condition. The Engineer shall determine if the pavement is in acceptable condition prior to installing a HFST. If in doubt, the Engineer may contact CO HSIP staff to determine if pavement conditions have deteriorated significantly since the HFST site was identified.
- The Engineer shall mark the beginning and ending points for the HFST in the field at the time of construction.

Legend

HFST Location



HFST DETAIL SHEET

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

Westbound I-71 Ramp to Southbound I-65: 057-I-0065-561

Westbound I-64 Ramp to Southbound I-65: 057-I-0064-532

I-65 Southbound Ramp: 056-I-0065-014

COUNTY OF	ITEM NO.
JEFFERSON	N/A



Notes:

- The beginning and ending points shown on these details are approximate. The intent is for the HFST to be placed to, and including, the edgelines. The intent is to place HFST across the gore beginning at approx. MP 0.920 on Ramp 561 and approx. MP 0.242 on Ramp 532. The intent is for the HFST to be placed to, but not over, the shoulder rumble strip. Protect the shoulder rumble strip in accordance with the Special Note for Polymer Concrete Overlay Systems.
- HFST shall only be placed on pavement that is in relatively good condition. The Engineer shall determine if the pavement is in acceptable condition prior to installing a HFST. If in doubt, the Engineer may contact CO HSIP staff to determine if pavement conditions have deteriorated significantly since the HFST site was identified.
- The Engineer shall mark the beginning and ending points for the HFST in the field at the time of construction.

Legend

HFST Location

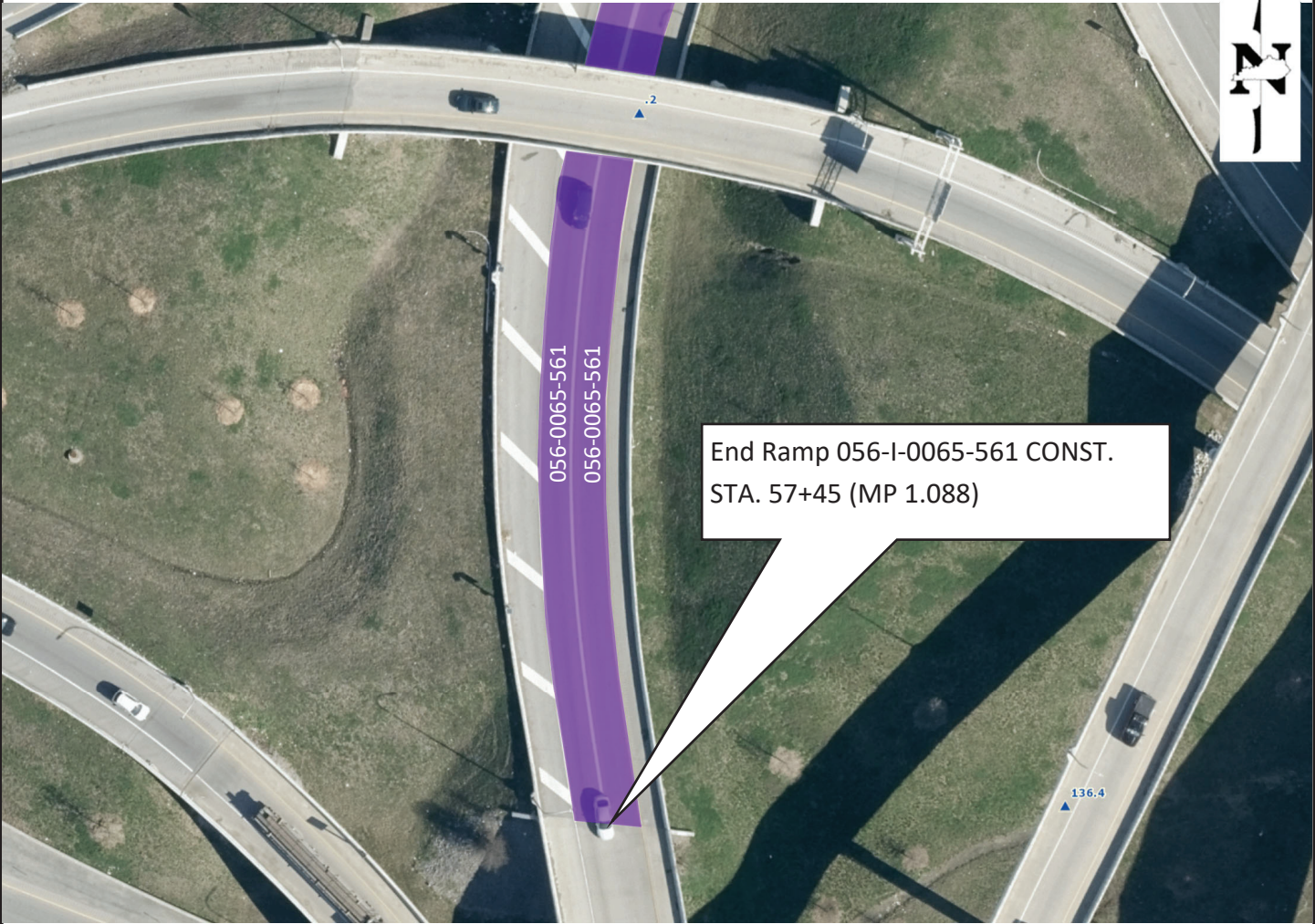
HFST DETAIL SHEET

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

COUNTY OF	ITEM NO.
JEFFERSON	N/A

Westbound I-71 Ramp to Southbound I-65: 057-I-0065-561
Westbound I-64 Ramp to Southbound I-65: 057-I-0064-532
I-65 Southbound Ramp: 056-I-0065-014



Notes:

- The beginning and ending points shown on these details are approximate. The intent is to end the HFST at the bridge joint. The intent is for the HFST to be placed to, but not over, the shoulder rumble strip. Protect the shoulder rumble strip in accordance with the Special Note for Polymer Concrete Overlay Systems.
- HFST shall only be placed on pavement that is in relatively good condition. The Engineer shall determine if the pavement is in acceptable condition prior to installing a HFST. If in doubt, the Engineer may contact CO HSIP staff to determine if pavement conditions have deteriorated significantly since the HFST site was identified.
- The Engineer shall mark the beginning and ending points for the HFST in the field at the time of construction.

Legend

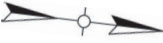


HFST DETAIL SHEET

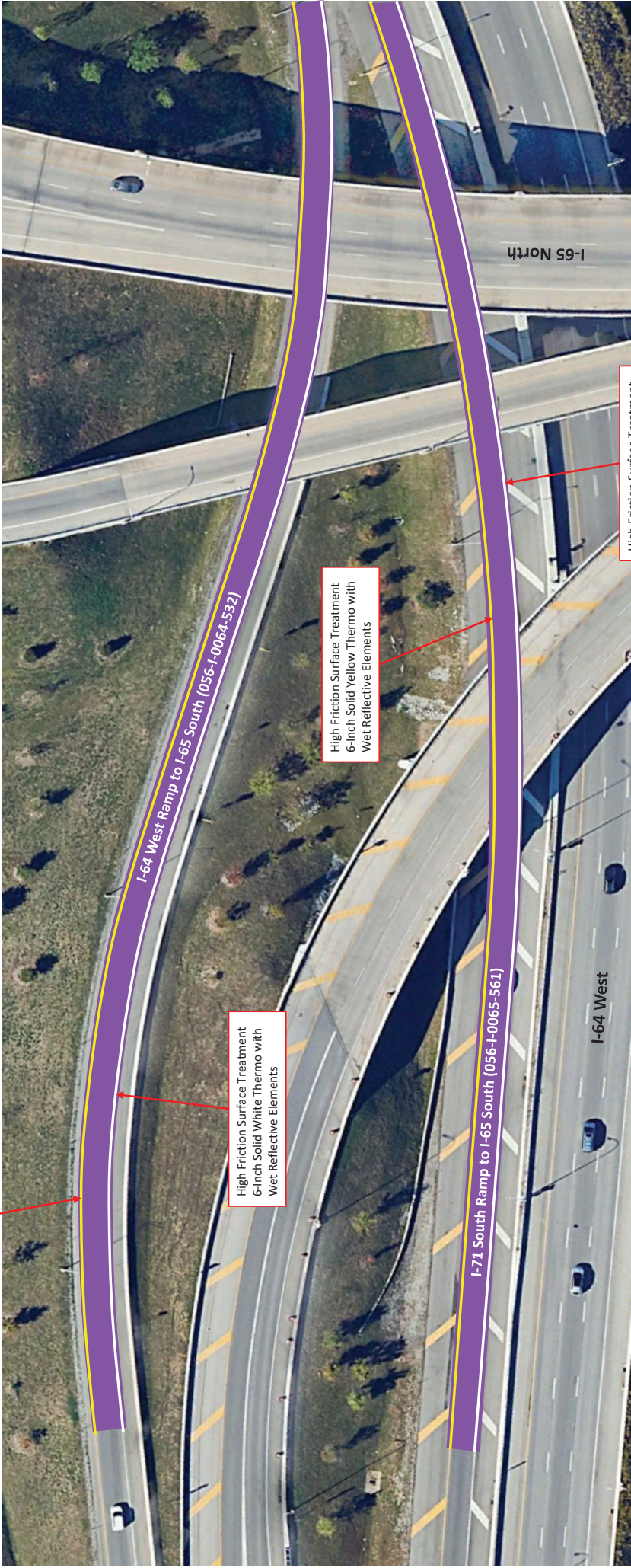
See High Friction Surface Treatment and Pavement Marking Summaries and Notes for additional information.

- Re-install new markings at same location as existing unless otherwise noted.
- High Friction Surface Treatment - Install wet reflective thermo.

COUNTY OF	CID	SHEET NO.
JEFFERSON	25-4710	1 of 100



High Friction Surface Treatment
6-Inch Solid Yellow Thermo with
Wet Reflective Elements



High Friction Surface Treatment
6-Inch Solid Yellow Thermo with
Wet Reflective Elements

High Friction Surface Treatment
6-Inch Solid White Thermo with
Wet Reflective Elements

High Friction Surface Treatment
6-Inch Solid White Thermo with
Wet Reflective Elements

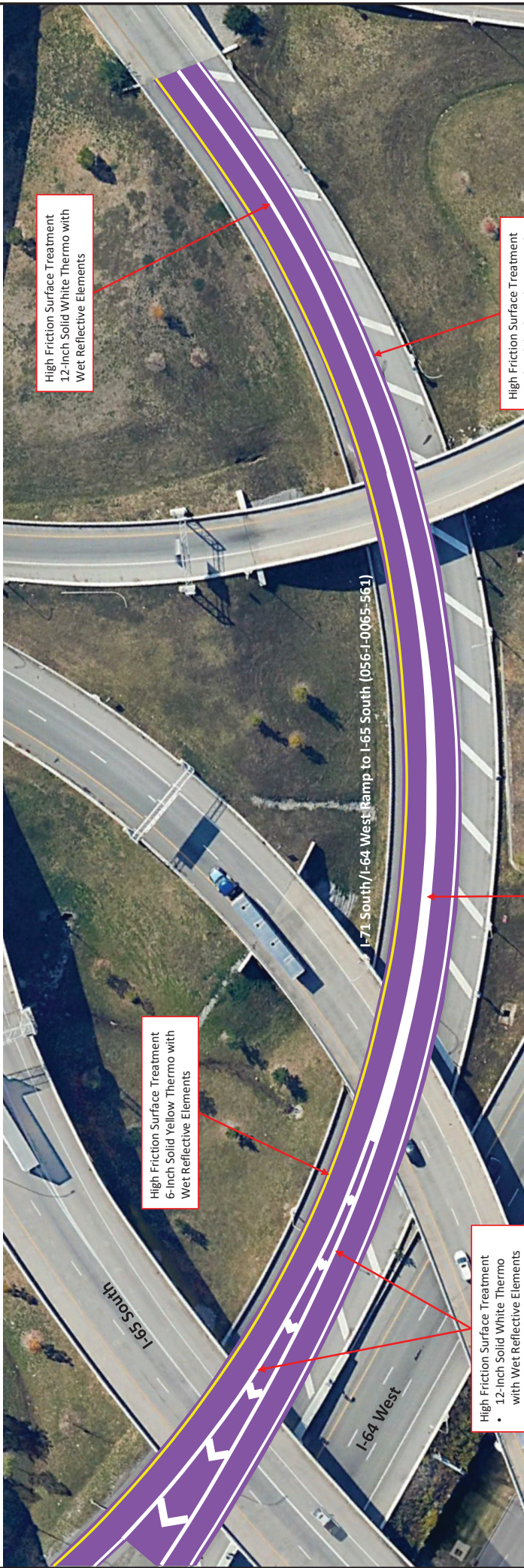
HFST PAVEMENT MARKINGS
I-71 South/I-64 West to I-65 South
Ramps 056-I-0064-532/056-I-0065-561

NOT TO SCALE

See High Friction Surface Treatment and Pavement Marking Summaries and Notes for additional information.

- Re-install new markings at same location as existing unless otherwise noted.
- High Friction Surface Treatment - Install wet reflective thermo.

COUNTY OF	CID	SHEET NO.
JEFFERSON	25-4710	2 of 2



High Friction Surface Treatment
12-Inch Solid White Thermo with
Wet Reflective Elements

High Friction Surface Treatment
6-Inch Solid Yellow Thermo with
Wet Reflective Elements

High Friction Surface Treatment

- 12-Inch Solid White Thermo with Wet Reflective Elements
- 48-Inch White Thermo Chevrons on 40' centers

High Friction Surface Treatment
Where gore width reduces to less than 4 feet (inside to inside of stripes), install Solid White Thermo with wet Reflective Elements between the 12-inch gore stripes.

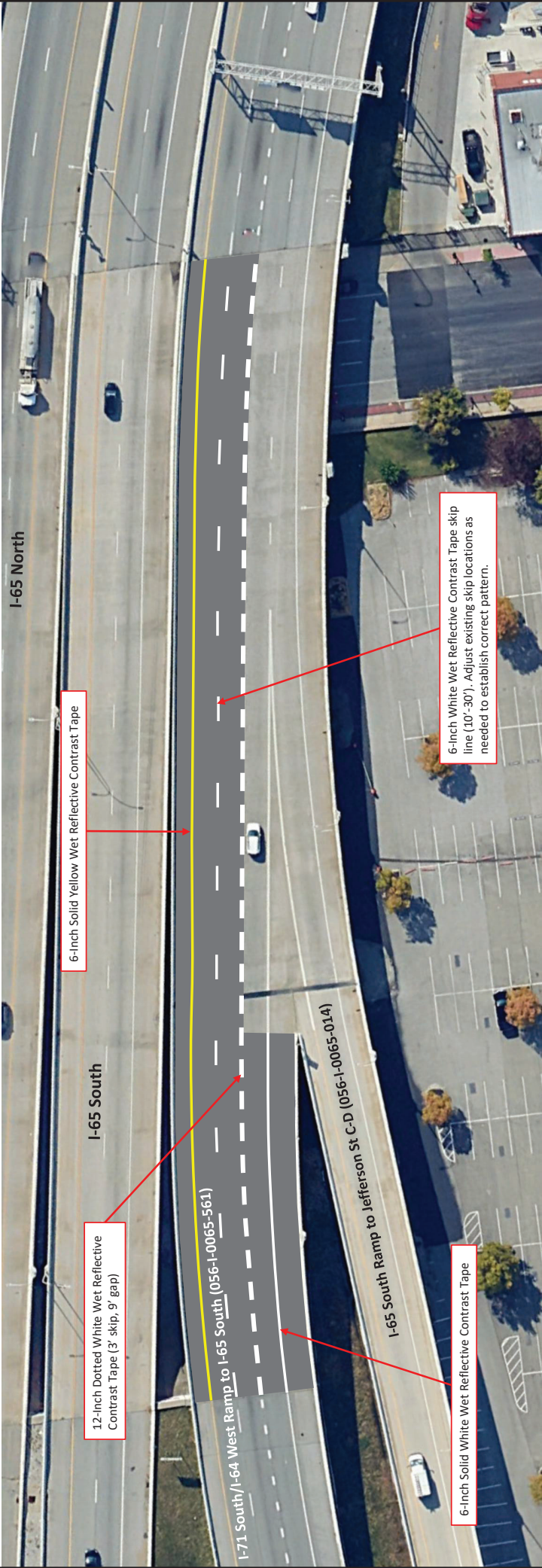
High Friction Surface Treatment
6-Inch Solid White Thermo with
Wet Reflective Elements

HFST PAVEMENT MARKINGS
I-71 South/I-64 West to I-65 South
Ramp 056-I-0065-561

NOT TO SCALE

See Pavement Marking Summary and Notes for additional information.

COUNTY OF	CID	SHEET NO.
JEFFERSON	25-4710	3 of 3



- Re-install new markings at same location as existing unless otherwise noted.
- Concrete Pavement – Remove existing striping and install wet reflective, contrast tape.
- Remove all existing erroneous markings that do not belong.

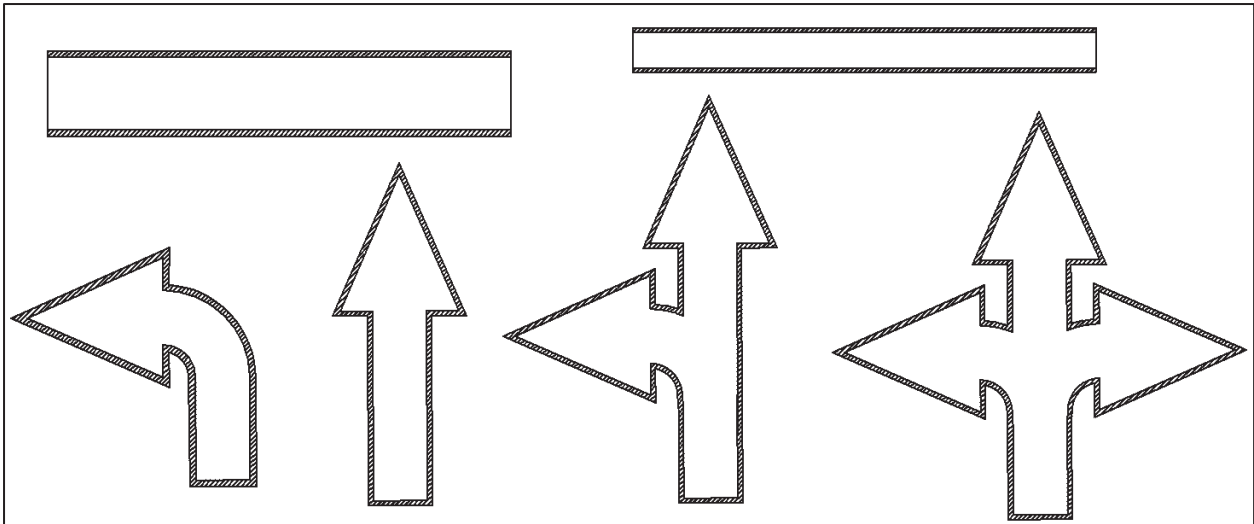
6-Inch White Wet Reflective Contrast Tape skip line (10'-30'). Adjust existing skip locations as needed to establish correct pattern.

6-Inch Solid White Wet Reflective Contrast Tape

I-65 SOUTH PAVEMENT MARKINGS
I-65 South C-D Ramp
Ramps 056-I-0065-561/056-I-0065-014

NOT TO SCALE

CONTRAST PAVEMENT MARKINGS DETAIL



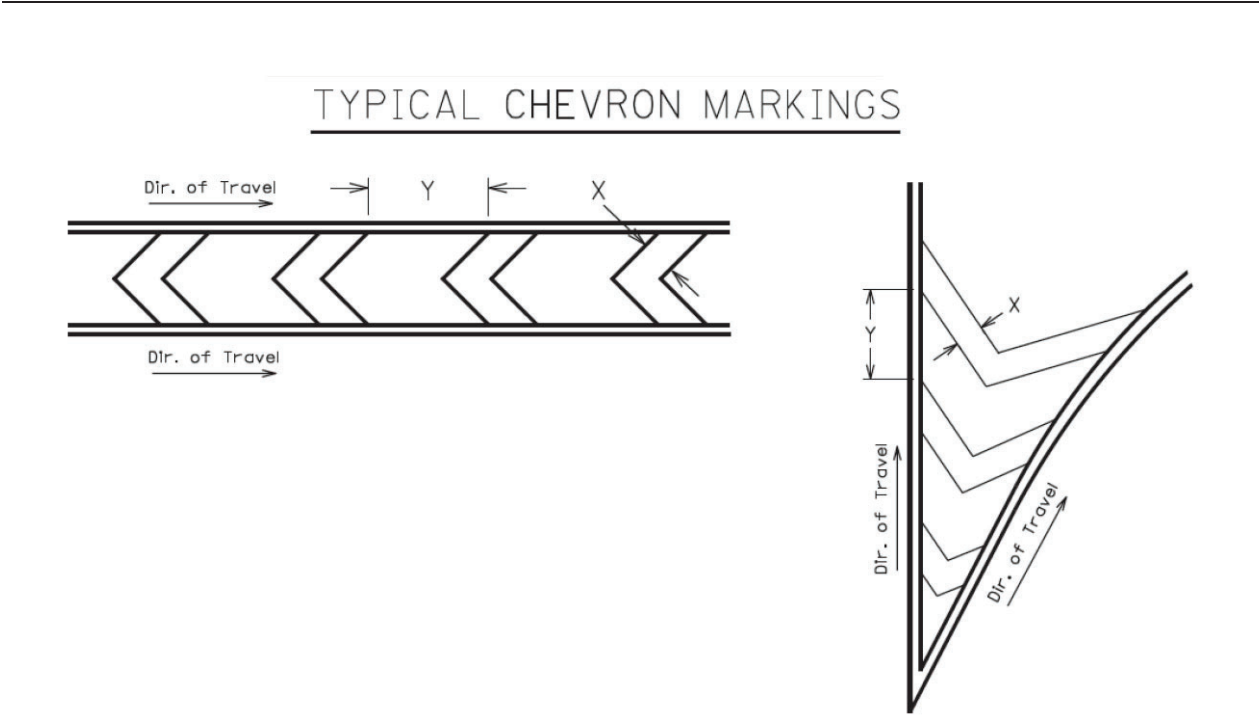
Contrast pavement markings shall consist of standard pavement markings with a defined contrast black border as shown in the chart below:

Pavement Marking	Contrast Border Width
Curve Arrow	4"
Through Arrow	4"
Through and Curve Arrow	4"
Triple Arrow	4"
24" Stop Bar	3"
6" Cross Walk	1.5"
12" Cross Walk	3"
Word Markings	1.5"
4", 6", 8", and 12" Stripe	1.5"

The defined contrast black border shall consist of the same material as the standard pavement marking. 'Word Markings' are defined as any bid item consisting of pavement marking letters and words such as 'STOP', 'AHEAD', 'ONLY', etc...

Place contrast pavement markings as indicated on the plans and/or summary sheets, or as directed by the Engineer.

CHEVRON PAVEMENT MARKINGS DETAIL



The chevron pavement marking width (X) and spacing (Y) will usually be specified in the plans. The width to spacing values usually have a ratio of 1:10. If the plans do not specify the width (X) and spacing (Y) the Engineer will provide the contractor with the X and Y values for each chevron installation. If necessary, the Engineer may obtain guidance from the District Traffic Engineer and/or the Division of Traffic Operations.

NOTE: Adjust the width and spacing of the chevron pavement markings as necessary so that a minimum of three (3) chevron markings are placed within the area being marked. The 1:10 ratio between width and spacing values should be maintained as much as possible.

Refer to Section 717 of the Standard Specifications for Road and Bridge Construction, current edition, for more information concerning Material and Construction specifications.

The Department will measure the finished in-place area of Chevron Pavement Markings in Square Feet. The Department will NOT measure overlaps or the void space between the chevrons. See Section 717.04 for additional measurement information.

When listed as a bid item, the Department will make payment for the completed and accepted quantities of Chevron Pavement Markings under the following:

Code	Pay Item	Pay Unit
24679ED	Pave Mark Thermo Chevron	Square Foot
26166ES717	Pave Mark TY 1 Tape Chevron	Square Foot

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

STANDARD SPECIFICATIONS

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2019* and *Standard Drawings, Edition of 2020*.

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting. The Supplemental Specifications can be found at the following link:
<http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx>

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

This Special Note will apply when indicated on the plans or in the proposal.

1.0 DESCRIPTION. Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

2.0 MATERIALS.

2.1 General. Use LED Variable Message Signs Class I, II, or III, as appropriate, from the Department's List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

2.2 Sign and Controls. All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
 - a) Keyboard or keypad.
 - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
 - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
 - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 7) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 8) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 9) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.
- 10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 11) Provide a photocell control to provide automatic dimming.

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- 12) Allow an on-off flashing sequence at an adjustable rate.
- 13) Provide a sight to aim the message.
- 14) Provide a LED display color of approximately 590 nm amber.
- 15) Provide a controller that is password protected.
- 16) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 17) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

/KEEP/RIGHT/⇒⇒⇒/	/MIN/SPEED/**MPH/
/KEEP/LEFT/⇐⇐⇐/	/ICY/BRIDGE/AHEAD/ /ONE
/LOOSE/GRAVEL/AHEAD/	LANE/BRIDGE/AHEAD/
/RD WORK/NEXT/**MILES/	/ROUGH/ROAD/AHEAD/
/TWO WAY/TRAFFIC/AHEAD/	/MERGING/TRAFFIC/AHEAD/
/PAINT/CREW/AHEAD/	/NEXT/***/MILES/
/REDUCE/SPEED/**MPH/	/HEAVY/TRAFFIC/AHEAD/
/BRIDGE/WORK/***() FT/	/SPEED/LIMIT/**MPH/
/MAX/SPEED/**MPH/	/BUMP/AHEAD/
/SURVEY/PARTY/AHEAD/	/TWO/WAY/TRAFFIC/

*Insert numerals as directed by the Engineer.

Add other messages during the project when required by the Engineer.

2.3 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide direct wiring for operation of the sign or arrow board from an external power source to provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.

3.0 CONSTRUCTION. Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be

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the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

5.0 PAYMENT. The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

2020 STANDARD DRAWINGS THAT APPLY

TRAFFIC
~ *PERMANENT* ~
MARKERS

TYPICAL MARKINGS FOR GORE AREAS	TPM-204
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~ *TEMPORARY* ~
TRAFFIC CONTROL

LANE CLOSURE MULTI-LANE HIGHWAY CASE I	TTC-115-04
DOUBLE LANE CLOSURE	TTC-125-04
SHOULDER CLOSURE	TTC-135-03

DEVICES

PAVEMENT CONDITION WARNING SIGNS	TTD-125-03
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STRIPING OPERATIONS

MOBILE OPERATION FOR PAINT STRIPING CASE III.....	TTS-110-02
MOBILE OPERATION FOR PAINT STRIPING CASE IV	TTS-115-02
MOBILE OPERATION FOR DURABLE STRIPING CASE I	TTS-120-02
MOBILE OPERATION FOR DURABLE STRIPING CASE II	TTS-125-02

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

**TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

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

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

I. APPLICATION

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

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

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

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

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

Revised: January 25, 2017

II. NONDISCRIMINATION OF EMPLOYEES

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

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

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

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

EXECUTIVE BRANCH CODE OF ETHICS

The Executive Branch Code of Ethics created by Kentucky Revised Statutes (KRS) Chapter 11A, effective July 14, 1992, establishes the ethical standards that govern the conduct of all executive branch employees. The Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

A present or former public servant listed in KRS 11A.010(9)(a) to (g) shall not, within one (1) year following termination of his or her office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of one (1) year, he or she personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his or her tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

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

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

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

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

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

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 1025 Capital Center Drive, Suite 105, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: March 11, 2025

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

EMPLOYEE RIGHTS UNDER THE FAIR LABOR STANDARDS ACT

THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE

\$7.25 PER HOUR

BEGINNING JULY 24, 2009

OVERTIME PAY

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

CHILD LABOR

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

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

No more than

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

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

TIP CREDIT

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

ENFORCEMENT

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

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

ADDITIONAL INFORMATION

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

For additional information:



1-866-4-USWAGE

(1-866-487-9243)

TTY: 1-877-889-5627



WWW.WAGEHOUR.DOL.GOV

PART IV

BID ITEMS

254710

Section: 0001 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	02562		TEMPORARY SIGNS	300.00	SQFT		\$	
0020	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0030	02654		TRUCK MOUNTED ATTENUATOR	2.00	EACH		\$	
0040	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0050	06511		PAVE STRIPING-TEMP PAINT-6 IN	4,815.00	LF		\$	
0060	06513		PAVE STRIPING-TEMP PAINT-12 IN	2,181.00	LF		\$	
0070	06598		PAVEMENT MARKING REMOVAL	5,256.00	SQFT		\$	
0080	20411ED		LAW ENFORCEMENT OFFICER	100.00	HOUR		\$	
0090	23229EC		HIGH FRICTION SURFACE TREATMENT	6,180.00	SQYD		\$	
0100	24679ED		PAVE MARK THERMO CHEVRON	400.00	SQFT		\$	
0110	25008EC		PAVE STRIPING-THERMO-6 IN W-WET REFLECT	2,408.00	LF		\$	
0120	25009EC		PAVE STRIPING-THERMO-6 IN Y-WET REFLECT	2,408.00	LF		\$	
0130	26178EC		PAVE STRIPING-THERMO-12 IN W-WET REFLECT	2,181.00	LF		\$	
0140	26240EC		PAVE STRIPE-WET REF CONT TAPE-6 IN W	302.00	LF		\$	
0150	26241EC		PAVE STRIPE-WET REF CONT TAPE-6 IN Y	533.00	LF		\$	
0160	26242EC		PAVE STRIPE-WET REF CONT TAPE-12 IN W	366.00	LF		\$	

Section: 0002 - DEMOBILIZATION

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