



**CALL NO. 401**

**CONTRACT ID. 172038**

**ANDERSON COUNTY**

**FED/STATE PROJECT NUMBER 003GR17P008-FD05**

**DESCRIPTION VERSAILLES ROAD AND BARDSTOWN ROAD IN ANDERSON COUNTY**

**WORK TYPE ASPHALT RESURFACING**

**PRIMARY COMPLETION DATE 11/15/2017**

**LETTING DATE: April 28,2017**

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME April 28,2017. 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 - 07**

**CONTRACT ID - 172038**  
**003GR17P008-FD05**  
**COUNTY - ANDERSON**  
**PCN - MP00300621701**  
**FD05 003 0062 020-023**

VERSAILLES ROAD (US 62) (MP 20.365) FROM FAIRVIEW AVENUE EXTENDING EAST TO WEST END OF  
TYRONE BRIDGE (MP 22.780), A DISTANCE OF 02.41 MILES.ASPHALT RESURFACING  
GEOGRAPHIC COORDINATES LATITUDE 38:02:42.00 LONGITUDE 84:52:02.00

**PCN - MP00300621702**  
**FD05 003 0062 008-011**

BARDSTOWN ROAD (US 62) (MP 8.515) FROM KY 53 NORTH EXTENDING EAST TO KY 53 SOUTH (MP 10.234), A  
DISTANCE OF 01.72 MILES.ASPHALT RESURFACING  
GEOGRAPHIC COORDINATES LATITUDE 37:58:09.00 LONGITUDE 85:02:03.00

**COMPLETION DATE(S):**

|                         |                                                      |
|-------------------------|------------------------------------------------------|
| COMPLETED BY 11/15/2017 | SPECIFIED COMPLETION DATE -<br>ALL ITEMS IN CONTRACT |
|-------------------------|------------------------------------------------------|

## **CONTRACT NOTES**

### **PROPOSAL ADDENDA**

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

### **BID SUBMITTAL**

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

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

### **JOINT VENTURE BIDDING**

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

### **UNDERGROUND FACILITY DAMAGE PROTECTION**

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

### **SPECIAL NOTE FOR COMPOSITE OFFSET BLOCKS**

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

### **REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY**

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

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

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

### **SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT**

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

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

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

### **HARDWOOD REMOVAL RESTRICTIONS**

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

### **INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES**

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

### **ACCESS TO RECORDS**

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

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

06/01/16

**SPECIAL NOTE FOR RECIPROCAL PREFERENCE**

**Reciprocal preference to be given by public agencies to resident bidders**

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

03/01/2011

### **SURFACING AREAS – BARDSTOWN ROAD**

The Department estimates the mainline surfacing width to be 20 feet.

The Department estimates the total mainline area to be surfaced to be 22,185 square yards.

The Department estimates the shoulder width to be 1 foot on each side.

The Department estimates the total shoulder area to be surfaced to be 2,020 square yards.

### **SURFACING AREAS – VERSAILLES ROAD**

The Department estimates the mainline surfacing width to vary 22-30 feet.

The Department estimates the total mainline area to be surfaced to be 36,115 square yards.

The Department estimates the shoulder width to be 1-8 feet on each side. A portion of this project has a curb & gutter typical section with no shoulders.

The Department estimates the total shoulder area to be surfaced to be 4,720 square yards.

### **ASPHALT MIXTURE**

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

### **INCIDENTAL SURFACING**

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-07 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

### **FUEL AND ASPHALT PAY ADJUSTMENT**

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of \$1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional monies with a change order.

### **OPTION A – VERSAILLES ROAD**

Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.

### **OPTION B – BARDSTOWN ROAD**

Be advised that the Department will control and accept compaction of asphalt mixtures furnished on this project under OPTION B in accordance with Sections 402 and 403.

## **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.

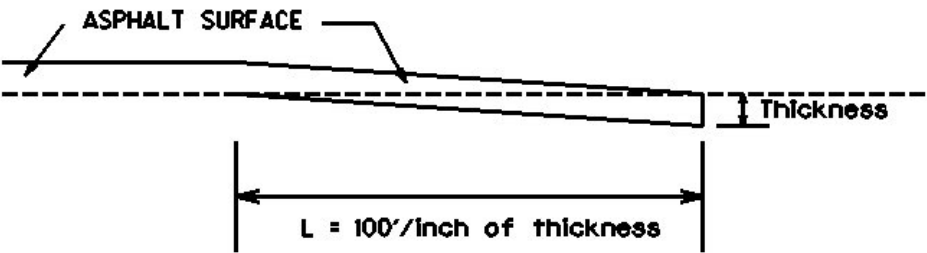
1-296 Waste & Borrow Sites  
01/02/2012

**SPECIAL NOTE FOR EDGE KEY**  
**FD05 003 0062 008-011**

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Construct Edge Keys at the beginning of project. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required depth and width shown on the drawing and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per ton for Asphalt Pavement Milling and Texturing, which shall be full compensation for all labor, materials, equipment, and incidentals for removal and disposal of the existing asphalt surface required to construct the edge key.

**EDGE KEY**



Thickness = 1 Inch

L = 100 LF

L= Length of Edge Key

**SPECIAL NOTE FOR  
ASPHALT MILLING AND TEXTURING**

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

Take possession of the millings and recycle the millings or dispose of the millings off the Right-of-Way at sites obtained by the Contractor at no additional cost to the Department.

1-3520 48 hours Contractor keeps millings  
01/2/2012

### **SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS**

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

1-3725 Typical Section Dimensions  
01/02/2012

## **SPECIAL NOTE FOR SIDEWALK RAMPS & DETECTABLE WARNINGS**

### **FD05 003 0062 020-023**

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#### **GENERAL**

Unless otherwise stated in the contract, or as directed by or with prior approval from the Engineer, construct Sidewalk Ramps and Detectable Warnings in accordance with Sections 505 and 720; Supplemental Specifications; Standard Drawings RGX-040-03, RPM-150-08, RPM-152-08, RPM-170-09, and RPM-172-07; current editions, as applicable. In lieu of the Detectable Warnings shown on Standard Drawing RGX-040-03, the Department will also allow the use of any Detectable Warnings listed as Phase XI on the [Kentucky Product Evaluation List](http://www.ktc.uky.edu/kytc/kypel/allevvaluations.php) (<http://www.ktc.uky.edu/kytc/kypel/allevvaluations.php>). For Detectable Warnings as shown on Standard Drawing RGX-040-03, saw cut existing sidewalks, curb and gutter, and pavement, if present, as shown on the detail and reconstruct sidewalk ramps with detectable warnings as directed or approved by the Engineer. For Detectable Warnings from the Kentucky Product Evaluation List, install according to the manufacturer's recommendations. Unless specified otherwise in the Contract, construct sidewalk with 4" nominal minimum required thickness; however, if the existing sidewalk thickness is found to be greater or less than the thickness specified, transition the thickness as directed by the Engineer.

Except as required by the work, do not disturb drainage pipe, catch basins, and other roadway features, appurtenances and installations. Restore any roadway features, appurtenances, and installations damaged by the work in like kind materials and design at no additional cost to the Department. Dispose of all waste off the right of way at sites obtained by the Contractor at no additional cost to the Department (see Special Note for Waste and Borrow).

#### **MEASUREMENT & PAYMENT**

**SIDEWALK RAMPS** – The Department will measure Sidewalk Ramps in accordance with Section 505.04.01 and Standard Drawing RPM-170-09, current editions; however, contrary to Sections 505.04.05 and 505.04.06, the Department will not measure Roadway Excavation or Embankment in Place, but shall be incidental to the Sidewalk. Accept payment at the Contract unit price per square yard as full compensation for all labor, materials, equipment, and incidentals required for removal and disposal of existing sidewalk and curb and gutter, excavation and embankment, construction of the sidewalk ramps, reconstruction of the adjacent curb and/or sidewalk as necessary to install the sidewalk ramps, and restoration of disturbed features in accordance with these notes or as directed by the Engineer.

**DETECTABLE WARNINGS** – The Department will measure Detectable Warnings in accordance with Section 505.04.04 and Standard Drawings RGX-040-03 and RPM-170-09, current editions. The Department will make payment according to Section 505.05.

**HANDRAIL** – The Department will measure and make payment for Handrail in accordance with Section 720.05 and Standard Drawing RPM-172-07, current editions.

## **TRAFFIC CONTROL PLAN FD05 003 0062 008-011**

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### **TRAFFIC CONTROL GENERAL**

Except as provided herein, maintain and control traffic in accordance with the 2012 Standard and Supplemental Specifications and the Standard and Sepia Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

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

### **PROJECT PHASING & CONSTRUCTION PROCEDURES**

The Engineer may specify days and hours when lane closures will not be allowed.

Maintain alternating one way traffic during construction. Provide a minimum clear lane width of ten (10) feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

### **LANE CLOSURES**

Do not leave lane closures in place during non-working hours.

### **SIGNS**

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

Traffic Control Plan  
FD05 006 0062 008-011  
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## **CHANGEABLE MESSAGE SIGNS**

If deemed necessary by the Engineer, the Department will furnish, operate, and maintain Changeable Message Signs.

## **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 and Permanent 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.

## **PAVEMENT EDGE DROP-OFFS**

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

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

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight

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hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

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

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

## **TRAFFIC CONTROL PLAN FD05 003 0062 0020-023**

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### **TRAFFIC CONTROL GENERAL**

Except as provided herein, maintain and control traffic in accordance with the 2012 Standard and Supplemental Specifications and the Standard and Sepia Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

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

### **PROJECT PHASING & CONSTRUCTION PROCEDURES**

The Engineer may specify days and hours when lane closures will not be allowed.

Maintain alternating one way traffic during construction. Provide a minimum clear lane width of ten (10) feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

### **LANE CLOSURES**

Do not leave lane closures in place during non-working hours.

### **SIGNS**

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

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## **CHANGEABLE MESSAGE SIGNS**

If deemed necessary by the Engineer, the Department will furnish, operate, and maintain Changeable Message Signs.

## **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.

## **THERMOPLASTIC INTERSECTION MARKINGS**

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

## **TRAFFIC SIGNALS**

See Special Note for Traffic Signal Loop Detectors.

## **PAVEMENT STRIPING**

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course.

Install Temporary and Permanent 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.

## **PAVEMENT EDGE DROP-OFFS**

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place

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Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

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

Less than 2" - No protection required.

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

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

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

## **SPECIAL NOTE FOR EDGELINE AND SHOULDER RUMBLE STRIPS**

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Construct edgeline rumble strips and/or shoulder rumble strips at the locations listed on the Pavement Markings Summary, Typical Sections, and/or according to the following drawings, as applicable:

- Shoulder & Edgeline Rumble Strip Details
- Edgeline Rumble Strip Details Two Lane Roadways
- Shoulder Rumble Strip Details Two Lane Roadways
- Rumble Strip Details Multi-Lane Roadways

The locations listed for edgeline rumble strips and/or shoulder rumble strips, and the dimensions on the drawings are approximate only and may vary from the existing marking's locations. The Engineer shall determine the exact locations for edgeline rumble strips and/or shoulder rumble strips at the time of construction. If the Typical Section shows a Lane Width (Y) and/or Shoulder Width (Z) that differs from the widths listed on the drawings the Engineer shall determine the appropriate Lane Width (Y) and/or Shoulder Width (Z) at the time of construction.

(Note to the Engineer: In order to achieve consistent installations statewide, rumble strips should be installed according to the dimensions specified in the drawings, unless there is an Engineering basis that supports a change in dimension(s) – e.g. the existing shoulder width is wider than the drawing specifies and/or the existing lane width is narrower than the drawing specifies AND the existing shoulder pavement depth is not suitable to be used as a driving lane.)

Unless directed otherwise by the Engineer, DO NOT install edgeline rumble strips or shoulder rumble strips where the posted speed limit is 45 MPH or less. Before sawing edgeline rumble strips, pre-mark the pavement surface and obtain the Engineer's approval of the proposed location, alignment, and control guides. After sawing edgeline rumble strips, construct a rumble stripe by applying permanent edgeline striping according to Section 713 on the sawed edgeline rumble strips at the locations approved by the Engineer. Before sawing shoulder rumble strips, obtain the Engineer's approval of the proposed layout, location, and alignment. Notify the Engineer if questions arise regarding changes in striping and/or rumble patterns. If necessary, the Engineer will obtain guidance from the District Traffic Engineer and/or the Division of Traffic Operations.

The Department will measure edgeline rumble strips and shoulder rumble strips according to Section 403. Unless required by the Traffic Control Plan or directed by the Engineer, the Department will not measure for payment temporary edgeline striping used for pre-marking edgeline rumble strips. The Department will measure permanent edgeline striping according to Section 713. The Department will not measure the removal of existing markings, pre-marking and layout, surface preparation, corrective work, labor, equipment, and any incidentals necessary to construct edgeline rumble strips and/or shoulder rumble strips, and will consider these items incidental to the installation of the sawed rumble strips.



## SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS FD05 003 0062 020-023

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### I. DESCRIPTION.

Be advised there are existing traffic signal loop detectors within the construction limits of this project. Except as specified herein, perform traffic signal loop replacement in accordance with the Department's Standard and Supplemental Specifications, Special Notes and Special Provisions, and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for replacement of traffic signal loop installation(s) and all other work specified as part of this contract.

**A. PREBID REQUIREMENTS.** Each Contractor submitting a bid for this work shall make a thorough inspection of the site prior to submitting his bid and shall thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a Contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.

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

It is not anticipated that utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities.

### II. MATERIALS.

Except as specified herein, furnish materials in accordance with Sections 723.02 and 835. Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these Notes.

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

**B. Sand.** Furnish natural sand meeting the requirements of 804.04.01.

**C. Seeding.** Furnish Seed Mix Type I.

Traffic Signal Loop Detectors  
FD05 003 0062 020-023  
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**D. Loop Saw Slot and Fill.** Furnish loop sealant, backer rod, and non-shrink grout according to the Saw Slot Detail.

**E. Junction Boxes.** Furnish electrical Junction Box Type B, #57 Aggregate, and Geotextile Fabric Type IV according to the Junction Box Detail.

**F. Cable No. 14/1 Pair (Lead-in).** Furnish cable that is specified in section 835. Cable shall be run splice free. This shall include splice kits to connect to the loop wire.

**G. Conduit.** Furnish and install appropriate conduit from transitions to the roadway, junction boxes and poles. See details below.

### III. CONSTRUCTION METHODS.

Except as specified herein, construct and test Traffic Signal Loop Detectors in accordance with Section 723 and the drawings.

**A. Testing.** The Contractor shall test all loops and Cable No 14/1 Pair (Lead-In) according to section 723.03.17 before and after milling the roadway. The Contractor may have to separate the loop from the lead-in to perform this test. If the existing loop/lead-in meets the requirement in section 723.03.17 at the controller cabinet, the loop/lead-in shall not be replaced. If the existing loop/lead-in does not meet the requirement according to section 723.03.17 either before or after the milling, the loop/lead-in shall be replaced. If the loop is replaced before the milling, the Contractor shall verify that the loop meets the requirements per section 723.03.17 before the final surface is laid. If the loop does not meet the requirements per section 723.03.17, the Contractor shall replace the loop before the resurfacing activities begin and will be incidental to the milling bid item. The Contractor shall be responsible to re-splice the current loop to the lead-in with the proper splice as noted in the Standard Specifications (this will be incidental to the project).

**B. Coordination.** Notify the Engineer in writing, two (2) weeks prior to beginning any work. The Engineer will contact and maintain liaison with the District Traffic Engineer and the Central Office Division of Traffic Operations to coordinate the Department's operations with the Contractor's work.

**C. Connection.** The Contractor shall schedule all signal loop installation to ensure the new loops are connected to the lead-in and operational within 5 calendar days of the old loops being damaged and/or disconnected. This requirement includes damage caused by any work activity associated with the project. If the new signal loops are not functioning as intended following 5 calendar days, the Department may assess Liquidated Damages at a rate of \$500 per calendar day per signal location until the loops are operating at pre-construction conditions. All liquidated damages will be applied cumulatively.

**D. Maintain and Control Traffic.** See Traffic Control Plan.

Traffic Signal Loop Detectors  
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**E. Milling.** On projects involving milling and texturing of the existing pavement, install loops in the existing pavement before or after performing the milling and texturing, but prior to placement of the final asphalt surface course. If after milling the remnant contents of the existing saw slot (grout, loop wires, backer rod, and/or loop sealant) are not intact and flush with or below the top of the milled portion of the asphalt and with the saw slot completely filled with fines from the milling operation, clear the saw slot of loose remnant contents and refill the saw slot with natural sand. Obtain the Engineer's approval of the stabilized saw slot prior to resurfacing. The Department will not measure for separate payment clearing and stabilizing the saw slot, but shall consider this work incidental to Asphalt Pavement Milling and Texturing.

**F. Loop Saw Slot and Fill.** The following is a typical step by step procedure for the installation of a loop:

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and centered in the lane.
- Make each saw-cut 3/8-inch wide and at a depth such that the top of the backer rod is a minimum of 4 inches below the surface of asphalt pavement.
- Drill a 1½ inch core hole at each corner and use a chisel to smooth corners to prevent sharp bends in the wire.
- Clean ALL foreign and loose matter out of the slots and drilled cores and within 1 foot on all sides of the slots using a high pressure washer.
- Completely dry the slots and drilled cores and within 1 foot on all sides of the slots.
- Measure 9-12 inches from the edge of the paved surface (shoulder break or face of curb) and drill a 1½ inch hole on a 45° angle to the conduit adjacent to the roadway.
- Closely inspect all cuts, cores, and slots for jagged edges or protrusions prior to the placement of the wire. All jagged edges and protrusions shall be ground or re-cut and cleaned again.
- Place the loop wire splice-free from the termination point (cabinet or junction box) to the loop, continue around the loop for two turns (6'x30' loop) or three turns (6'x6' loop), and return to the termination point.
- Push the wire into the saw slot with a blunt object such as a wooden stick. Make sure that the loop wire is pushed fully to the bottom of the saw slot. Screwdrivers shall not be used.
- Install duct sealant to a minimum of 1 inch deep into the cored 1½ inch hole.
- Apply loop sealant from the bottom up and fully encapsulate the loop wires in the saw slot. The wire should not be able to move when the sealant has set.
- Cover the encapsulated loop wire with a continuous layer of backer rod along the entire loop and home run saw slots such that no voids are present between the loop sealant and backer rod.

Traffic Signal Loop Detectors  
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- Finish filling the saw cut with non-shrinkable grout per manufacturer's instructions. Alleviate all air pockets and refill low spaces. There shall be no concave portion to the grout in the saw slot. Any excess grout shall be cleaned from the roadway to alleviate tracking.
- Clean up the site and dispose of all waste off the project.
- Ensure that the grout has completely cured prior to subjecting the loop to traffic. Curing time varies with temperature and humidity.

**G. Final Dressing, Clean Up, and Seeding.** After all work is completed, clean work sites and all disturbed areas. Dispose of all waste and debris off the right of way at sites obtained by the Contractor at no additional cost to the Department. Sow all disturbed earthen areas with Seed Mix Type I.

**H. Removal:** The Contractor shall remove all existing junction boxes, wire from spans/poles/junction boxes/conduits, and conduits. The removal will be incidental to the project.

**I. Property/Roadway Damage.** The Contractor shall be responsible for all damage to public and/or private property resulting from the work. Upon completion of the work, restore all disturbed highway features and private property in like kind design and materials at no additional cost to the Department.

**J. Right-of-Way Limits.** The Department has not established exact limits of Right-of-Way. Limit work activities to obvious Right-of-Way and work areas secured by the Department through Consent and Release of the adjacent property owners. Be responsible for all encroachments onto private lands.

**K. Utility Clearance.** Work around and do not disturb existing utilities. The Department does not anticipate that existing utilities will require relocation; however, if utility relocation is required, the utility companies will work concurrently with the Contractor while relocating their facilities.

**L. Caution.** Consider the information in this proposal and shown on the plans and the type of work listed herein to be approximate. Do not take the information to be an accurate evaluation of the materials and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claims for additional compensation if the conditions encountered are not in accordance with the information shown.

**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

Traffic Signal Loop Detectors  
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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 each other's work will be reduced to a minimum. By submitting bid, the Contractor agrees to make no claims against the Department for additional compensation due to delays or other conditions 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 work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor.

**N. Bore and Jack.** If conduit is under pavement of any kind, bore and jack 2" rigid steel conduit under all pavement areas except for the area that the loop transitions from the saw slot. The installation of conduit should follow the detail below.

#### **IV. MEASUREMENT.**

The Department will measure for payment only the bid items listed. See section 723.04 for bid item notes. All other items required to complete the construction shall be incidental to the bid items listed.

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

**B. Loop Wire.** Bid Item 4830

**C. Cable No. 14/1 Pair.** Bid item 4850

**D. Loop Saw Slot and Fill.** Bid item 4895

**E. Conduit.** Bid item 4792, 4793, and 4795

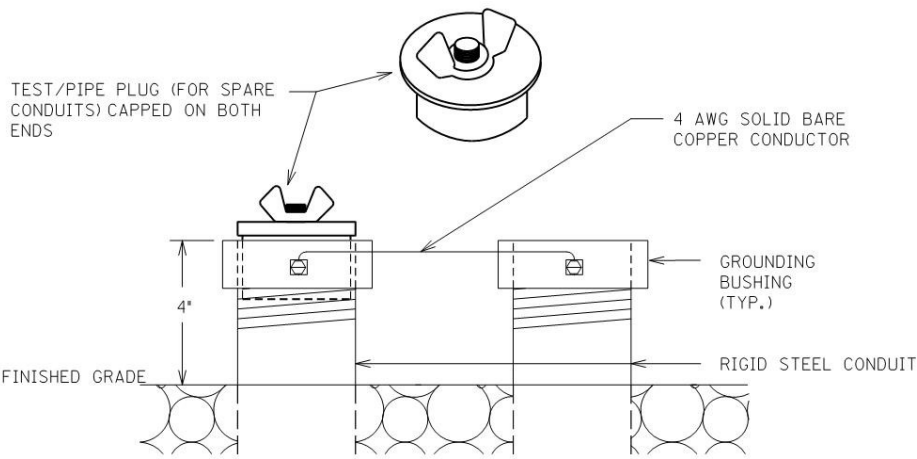
**F. Trenching and Backfilling.** Bid item 4820

**G. Electrical Junction Box Type B.** Bid item 4811

**H. Bore and Jack Conduit.** Bid item 21543EN

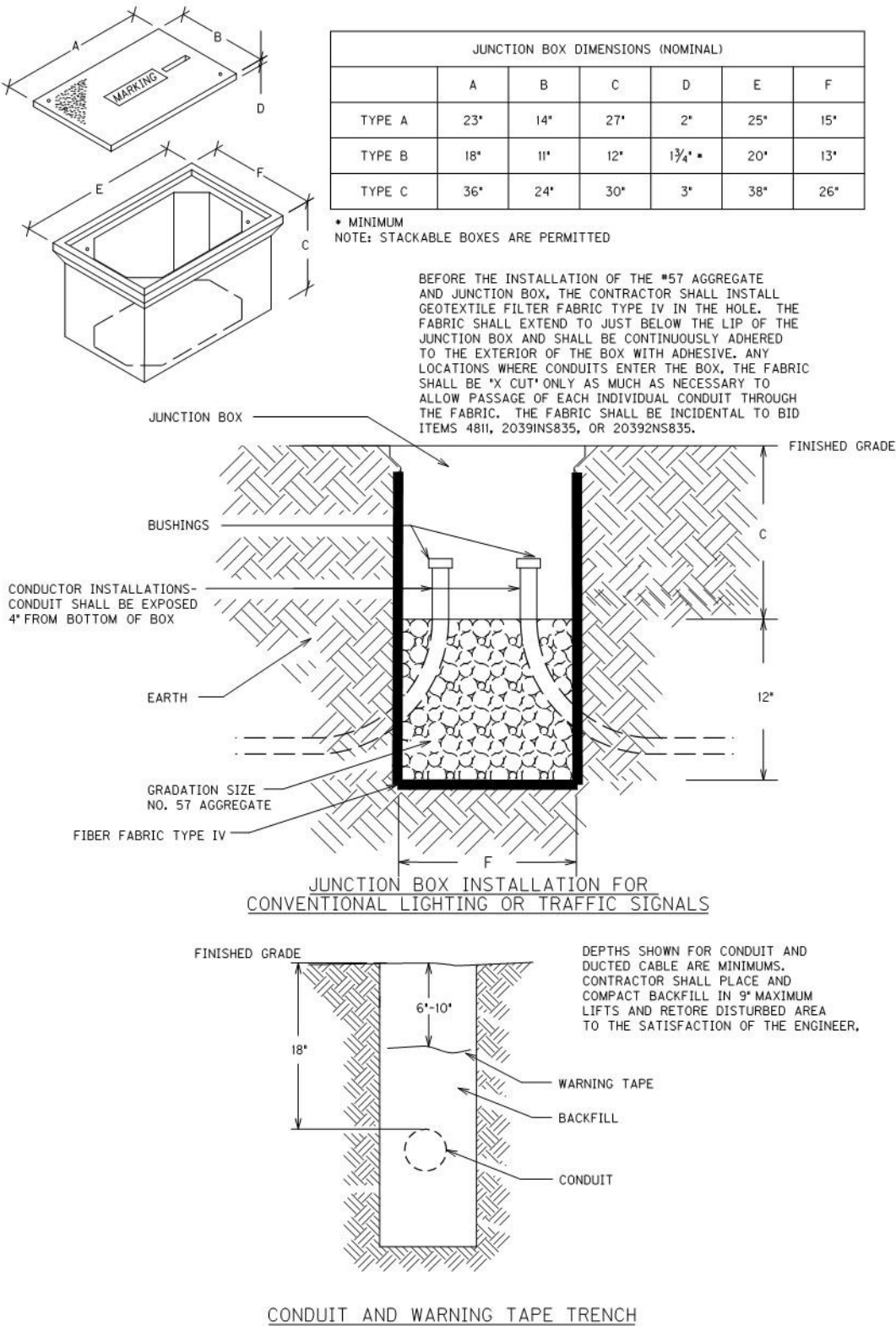
**V. PAYMENT.** The Department will make payment for the completed and accepted quantities of listed items according to Section 723.05. The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.

Traffic Signal Loop Detectors  
FD05 003 0062 020-023  
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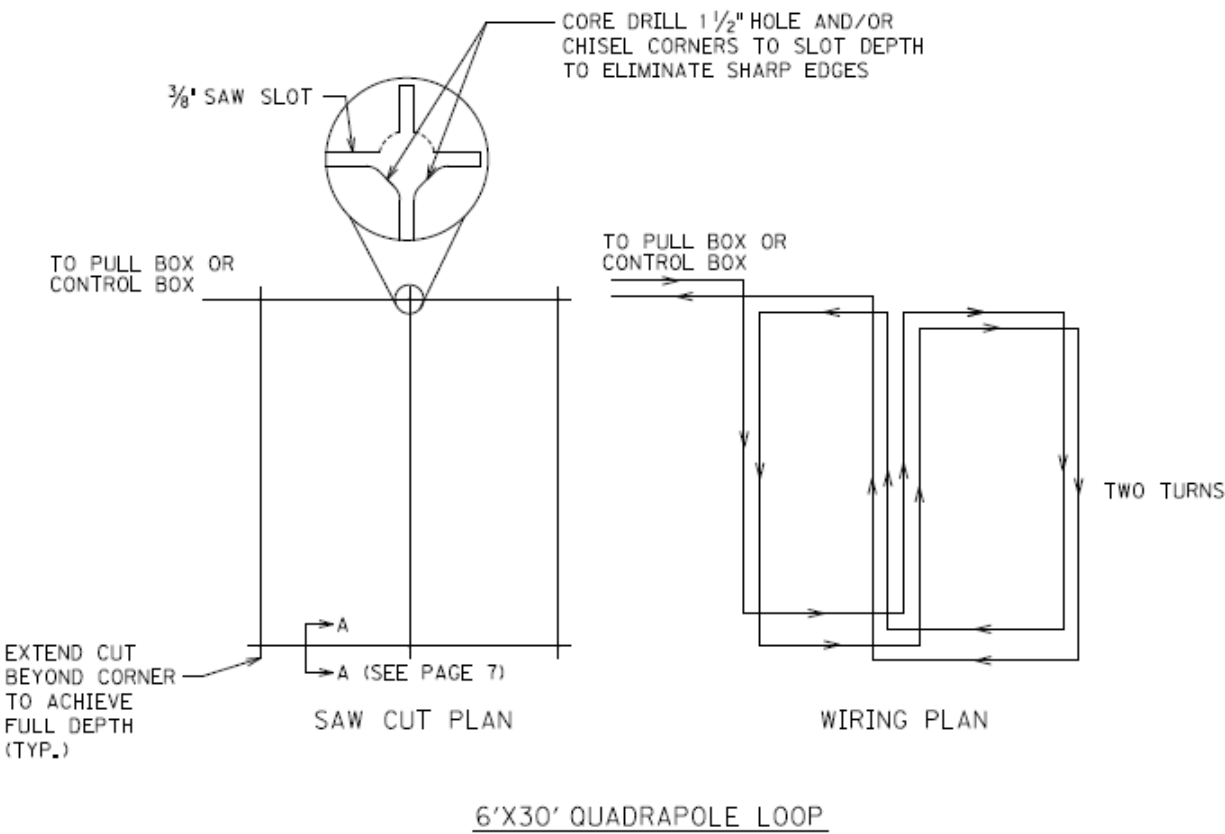
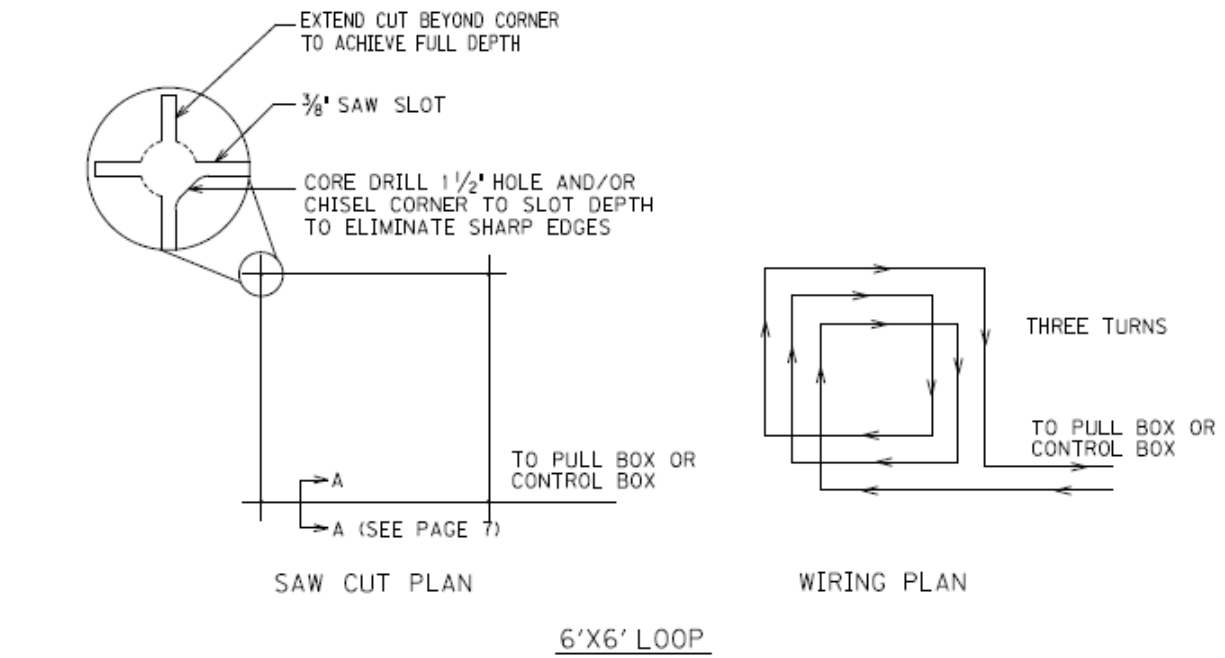


TEST/PIPE PLUG(FOR SPARE CONDUITS) AND GROUNDING DETAIL

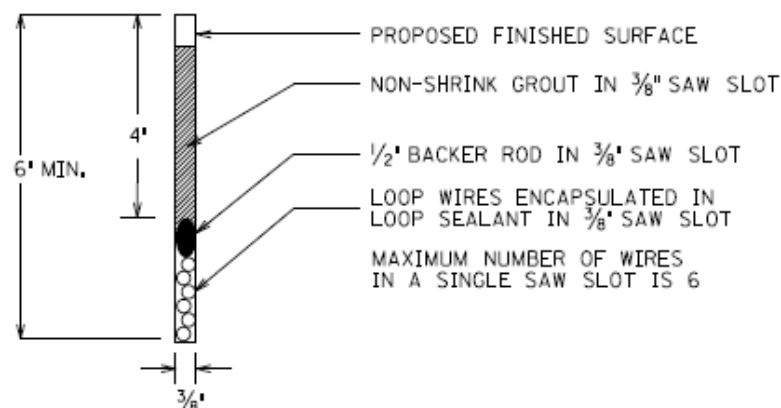
Traffic Signal Loop Detectors  
FD05 003 0062 020-023  
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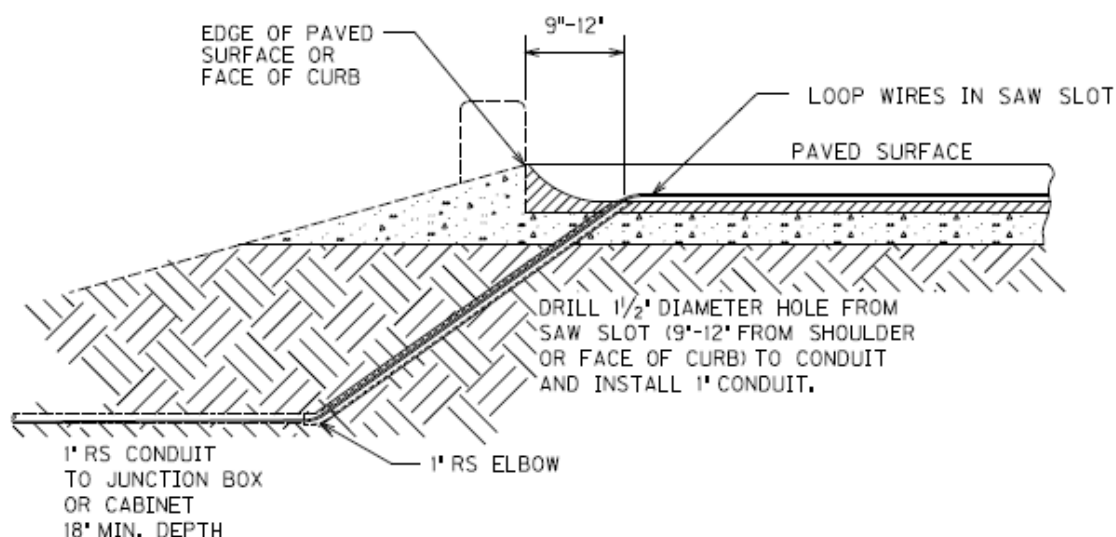
Traffic Signal Loop Detectors  
FD05 003 0062 020-023  
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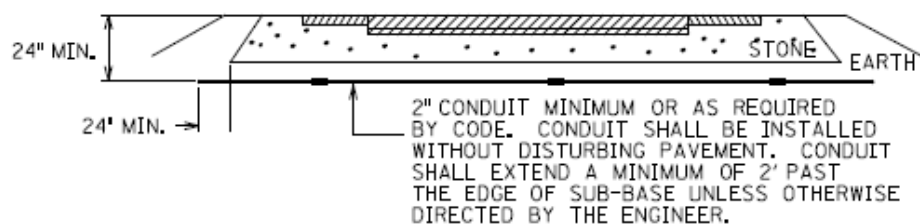
Traffic Signal Loop Detectors  
FD05 003 0062 020-023  
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SECTION A-A (SAW SLOT DETAIL)

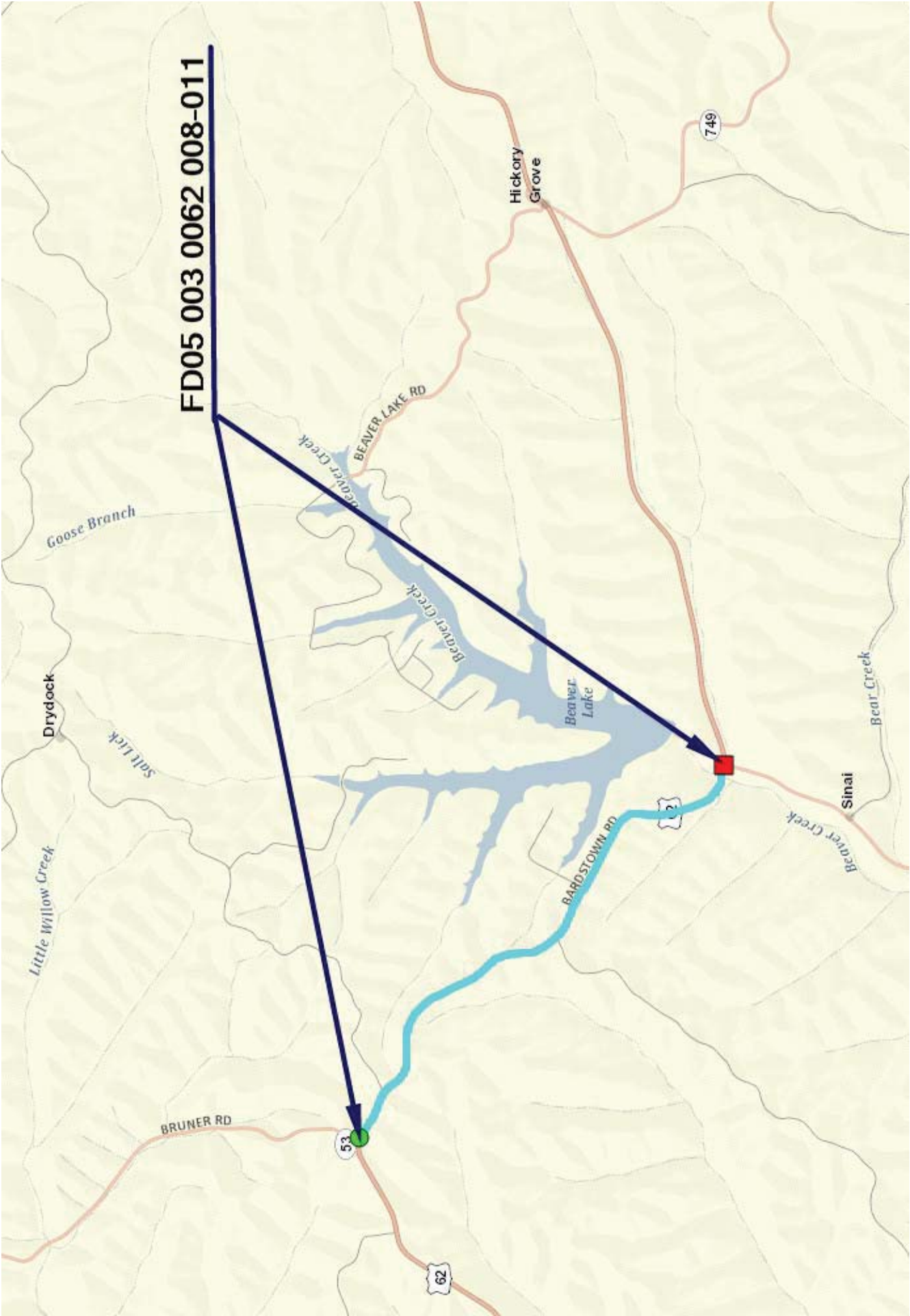


SAW SLOT EDGE OF PAVEMENT TRANSITION

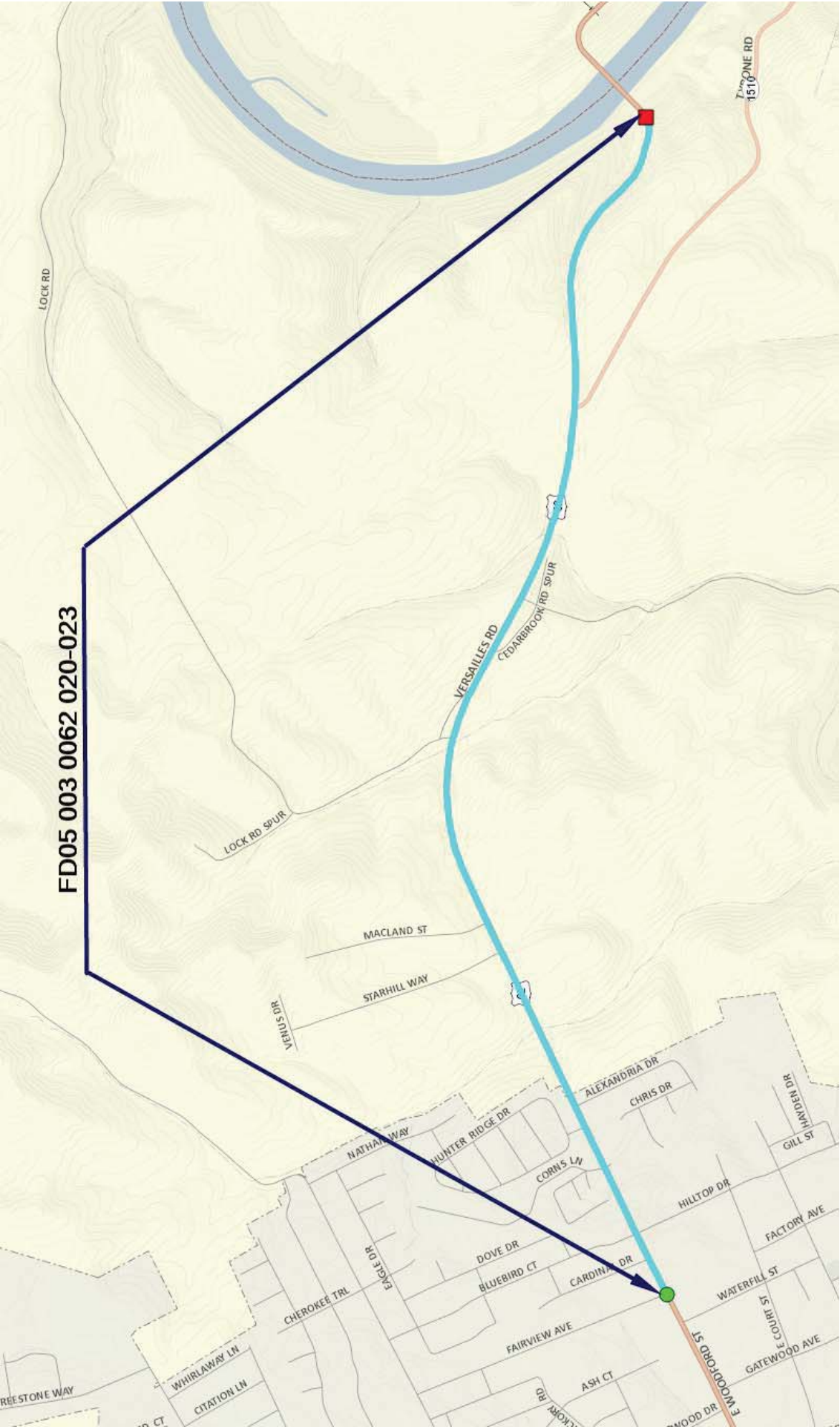


CONDUIT UNDER EXISTING PAVEMENT DETAIL

ANDERSON COUNTY



ANDERSON COUNTY



MATERIAL SUMMARY

CONTRACT ID: 172038

003GR17P008-FD05

MP00300621701

VERSAILLES ROAD (US 62) FROM FAIRVIEW AVENUE EXTENDING EAST TO WEST END OF TYRONE BRIDGE  
ASPHALT RESURFACING, A DISTANCE OF 2.41 MILES.

| Project Line No | Bid Code   | DESCRIPTION                                    | Quantity  | Unit |
|-----------------|------------|------------------------------------------------|-----------|------|
| 0005            | 00190      | LEVELING & WEDGING PG64-22                     | 270.00    | TON  |
| 0010            | 00307      | CL2 ASPH SURF 0.38B PG64-22                    | 2,875.00  | TON  |
| 0015            | 02562      | TEMPORARY SIGNS                                | 450.00    | SQFT |
| 0020            | 02650      | MAINTAIN & CONTROL TRAFFIC - VERSAILLES ROAD   | 1.00      | LS   |
| 0025            | 02676      | MOBILIZATION FOR MILL & TEXT - VERSAILLES ROAD | 1.00      | LS   |
| 0030            | 02677      | ASPHALT PAVE MILLING & TEXTURING               | 210.00    | TON  |
| 0035            | 02697      | EDGE LINE RUMBLE STRIPS                        | 13,000.00 | LF   |
| 0040            | 02720      | SIDEWALK-4 IN CONCRETE                         | 7.50      | SQYD |
| 0045            | 04793      | CONDUIT-1 1/4 IN                               | 20.00     | LF   |
| 0050            | 04811      | ELECTRICAL JUNCTION BOX TYPE B                 | 1.00      | EACH |
| 0055            | 04820      | TRENCHING AND BACKFILLING                      | 20.00     | LF   |
| 0060            | 04830      | LOOP WIRE                                      | 840.00    | LF   |
| 0065            | 04850      | CABLE-NO. 14/1 PAIR                            | 620.00    | LF   |
| 0070            | 04895      | LOOP SAW SLOT AND FILL                         | 300.00    | LF   |
| 0075            | 06510      | PAVE STRIPING-TEMP PAINT-4 IN                  | 10,000.00 | LF   |
| 0080            | 06514      | PAVE STRIPING-PERM PAINT-4 IN                  | 48,250.00 | LF   |
| 0085            | 06566      | PAVE MARKING-THERMO X-WALK-12 IN               | 350.00    | LF   |
| 0090            | 06568      | PAVE MARKING-THERMO STOP BAR-24IN              | 80.00     | LF   |
| 0095            | 06574      | PAVE MARKING-THERMO CURV ARROW                 | 6.00      | EACH |
| 0100            | 06575      | PAVE MARKING-THERMO COMB ARROW                 | 2.00      | EACH |
| 0105            | 23158ES505 | DETECTABLE WARNINGS                            | 72.00     | SQFT |
| 0110            | 02569      | DEMOBILIZATION                                 | 1.00      | LS   |
| 0115            | 10020NS    | FUEL ADJUSTMENT                                | 4,895.00  | DOLL |
| 0120            | 10030NS    | ASPHALT ADJUSTMENT                             | 12,300.00 | DOLL |

MATERIAL SUMMARY

CONTRACT ID: 172038

003GR17P008-FD05

MP00300621702

BARDSTOWN ROAD (US 62) FROM KY 53 NORTH EXTENDING EAST TO KY 53 SOUTH ASPHALT RESURFACING, A DISTANCE OF 1.72 MILES.

| Project Line No | Bid Code | DESCRIPTION                                   | Quantity  | Unit |
|-----------------|----------|-----------------------------------------------|-----------|------|
| 0125            | 00190    | LEVELING & WEDGING PG64-22                    | 170.00    | TON  |
| 0130            | 00301    | CL2 ASPH SURF 0.38D PG64-22                   | 1,390.00  | TON  |
| 0135            | 02562    | TEMPORARY SIGNS                               | 230.00    | SQFT |
| 0140            | 02650    | MAINTAIN & CONTROL TRAFFIC - BARDSTOWN ROAD   | 1.00      | LS   |
| 0145            | 02676    | MOBILIZATION FOR MILL & TEXT - BARDSTOWN ROAD | 1.00      | LS   |
| 0150            | 02677    | ASPHALT PAVE MILLING & TEXTURING              | 170.00    | TON  |
| 0155            | 02697    | EDGE LINE RUMBLE STRIPS                       | 18,000.00 | LF   |
| 0160            | 06510    | PAVE STRIPING-TEMP PAINT-4 IN                 | 7,000.00  | LF   |
| 0165            | 06514    | PAVE STRIPING-PERM PAINT-4 IN                 | 36,300.00 | LF   |
| 0170            | 02569    | DEMOBILIZATION                                | 1.00      | LS   |
| 0175            | 10020NS  | FUEL ADJUSTMENT                               | 2,430.00  | DOLL |
| 0180            | 10030NS  | ASPHALT ADJUSTMENT                            | 6,100.00  | DOLL |

**MILLING SUMMARY**  
**FD05 003 0062 008-011**

| MILEPOINT | LOCATION            | LENGTH<br>(FT) | WIDTH<br>(FT) | AVG DEPTH<br>(INCHES) |
|-----------|---------------------|----------------|---------------|-----------------------|
|           |                     |                |               |                       |
| 8.515     | EDGE KEY            | 100            | 22            | 0.5                   |
| 10.190    | BRIDGE END          | 100            | 22            | 0.5                   |
| 10.199    | BRIDGE B00015N      | 100            | 22            | 1                     |
| 10.208    | BRIDGE END/EDGE KEY | 140            | 22            | 1                     |
|           |                     |                |               |                       |

**MILLING SUMMARY**  
**FD05 003 0062 020-023**

| MILEPOINT     | LOCATION            | LENGTH<br>(FT) | WIDTH<br>(FT) | AVG DEPTH<br>(INCHES) |
|---------------|---------------------|----------------|---------------|-----------------------|
|               |                     |                |               |                       |
| 20.365-20.493 | Curb & Gutter       | 676            | 38            | 1.25                  |
| 22.780        | Bridge End/Edge Key | 125            | 31            | 0.625                 |
|               |                     |                |               |                       |

SIDEWALK RAMP AND DETECTABLE WARNING SUMMARY  
FD05 003 0062 020-023

| MILEPOINT | INTERSECTION             | RAMP<br>TYPE | SIDEWAK<br>RAMP<br>(SY) | DETECTABLE WARNINGS |                  | NOTES |
|-----------|--------------------------|--------------|-------------------------|---------------------|------------------|-------|
|           |                          |              |                         | NEW<br>(SF)         | RETROFIT<br>(SF) |       |
|           |                          |              |                         |                     |                  |       |
| 20.365    | FAIRVIEW AVE.            | TYPE 3       | 2.5                     | 24                  |                  |       |
| 20.440    | CARDINAL DR.             | TYPE 3       | 2.5                     | 24                  |                  |       |
| 20.493    | HILLTOP DR./BLUEBIRD CT. | TYPE 3       | 2.5                     | 24                  |                  |       |
|           |                          |              |                         |                     |                  |       |
| TOTAL     |                          |              |                         | 72                  | 0                |       |

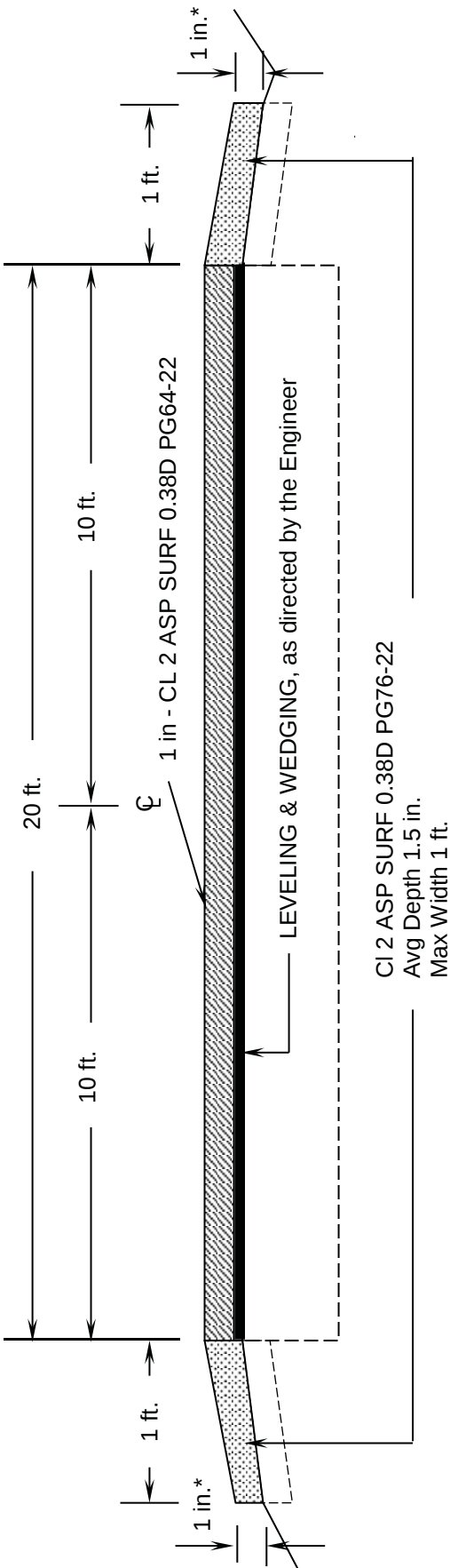
THERMOPLASTIC INTERSECTION PAVEMENT MARKINGS SUMMARY  
FD05 003 0062 020-023

| MILEPOINT | INTERSECTION              | X-WALKS<br>12 INCH<br>(LF) | STOP BARS<br>24 INCH<br>(LF) | ARROWS        |             |              |
|-----------|---------------------------|----------------------------|------------------------------|---------------|-------------|--------------|
|           |                           |                            |                              | CURVE<br>(EA) | STR<br>(EA) | COMB<br>(EA) |
|           |                           |                            |                              |               |             |              |
| 20.493    | HILLTOP DRIVE/BLUEBIRD CT | 350                        | 80                           | 6             | 0           | 2            |
|           |                           |                            |                              |               |             |              |
| TOTAL     |                           | 350                        | 80                           | 6             | 0           | 2            |

TRAFFIC LOOP SUMMARY  
FD05 003 0062 020-023

| MILEPOINT | INTERSECTION           | SAW, SLOT<br>AND FILL<br>(LF) | LOOP<br>WIRE<br>(LF) | CONDUIT<br>1-1/4 INCH<br>(LF) | CABLE<br>NO. 14/1 PAIR<br>(LF) | FIBER<br>OPTIC<br>(LF) | JUNCTION BOX   |                | TRENCHING &<br>BACKFILLING<br>(LF) | NOTES |
|-----------|------------------------|-------------------------------|----------------------|-------------------------------|--------------------------------|------------------------|----------------|----------------|------------------------------------|-------|
|           |                        |                               |                      |                               |                                |                        | TYPE B<br>(EA) | 10X8X4<br>(EA) |                                    |       |
| 20.493    | HILLTOP DR/BLUEBIRD CT | 300                           | 840                  | 20                            | 620                            | 0                      | 1              | 0              | 20                                 |       |
|           | TOTAL                  | 300                           | 840                  | 20                            | 620                            | 0                      | 1              | 0              | 20                                 |       |

**TYPICAL SECTION**  
**FD05 003 0062 008-011**

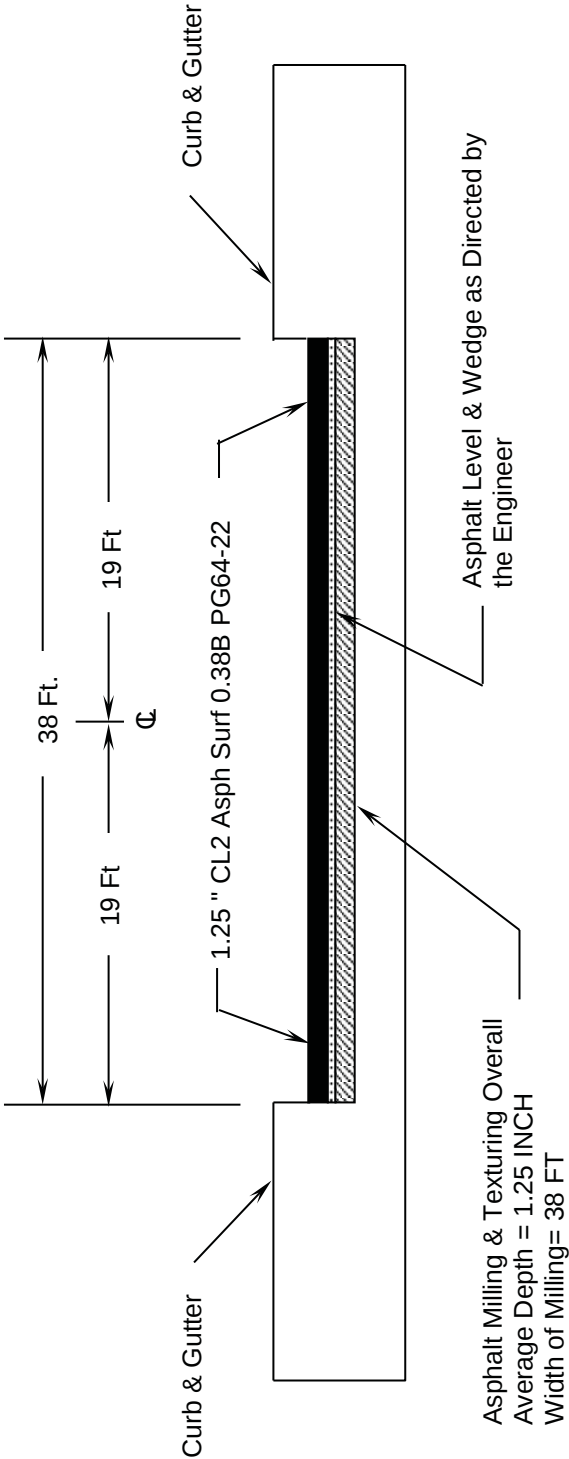


**\* 1 Inch Maximum Drop-off as Site Conditions Allow**

**CONSTRUCT EDGE LINE RUMBLE STRIPS MILEPOINT 8.515-10.214**

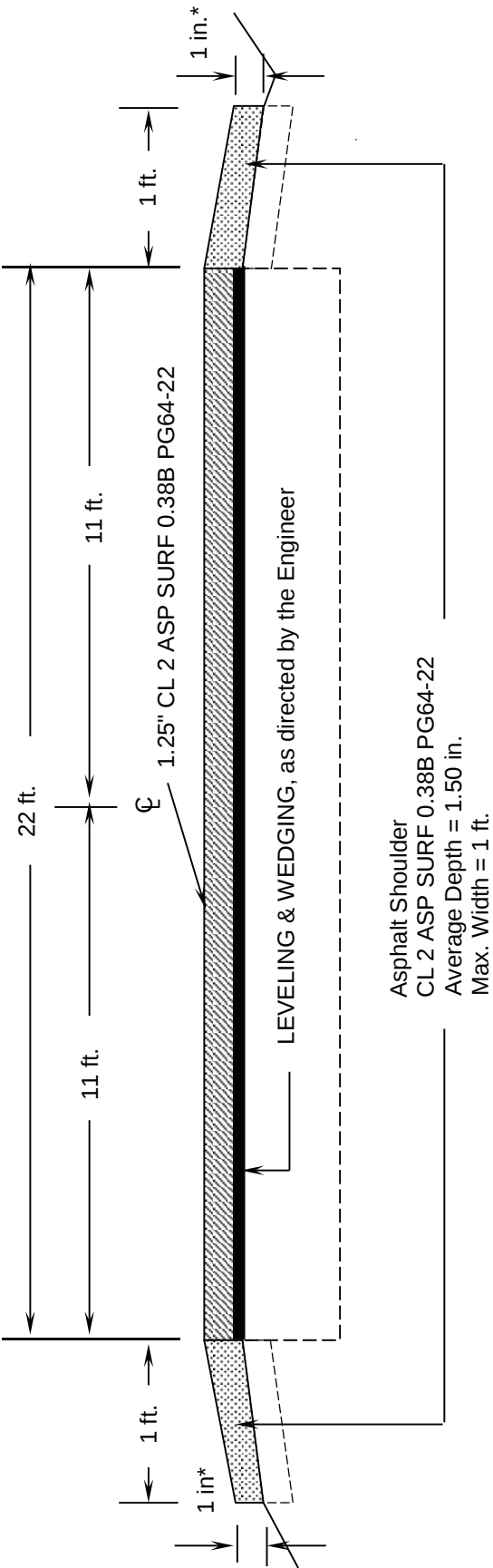
TYPICAL SECTION  
FD05 003 0062 020-023

MP 20.365 TO MP 20.542



TYPICAL SECTION  
FD05 003 0062 020-023

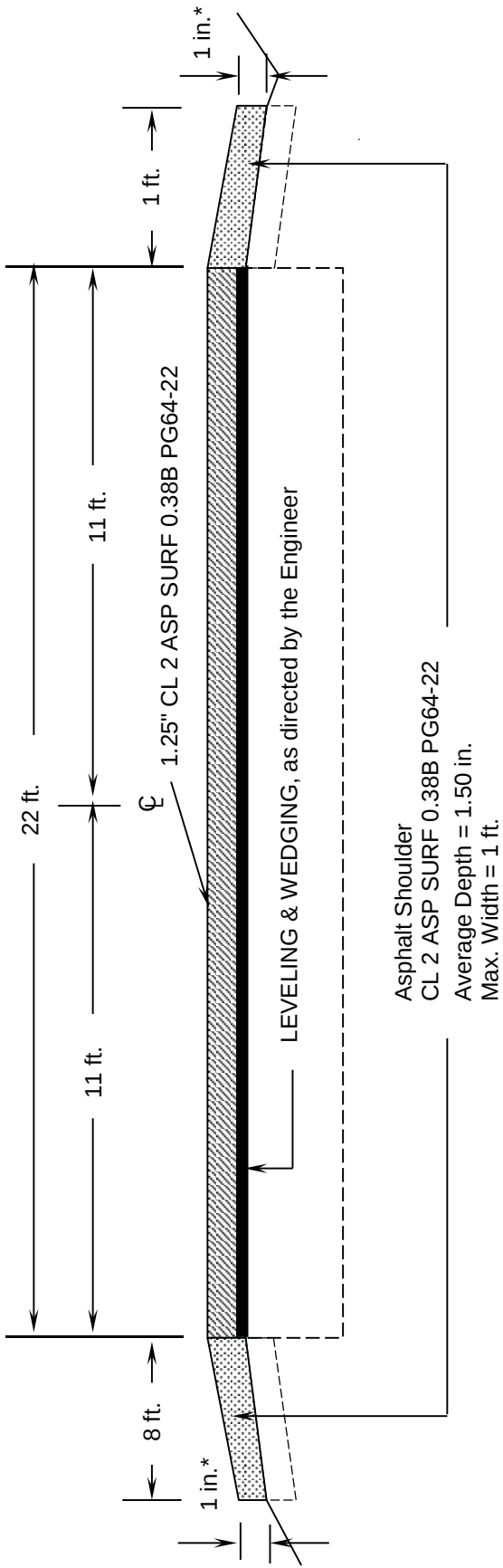
MILEPOINTS 20.542-22.270



\* 1 INCH MAXIMUM DROP-OFF AS SITE CONDITIONS ALLOW

CONSTRUCT EDGELINE RUMBLE STRIPS MILEPOINT 21.518-22.780

TYPICAL SECTION  
FD05 003 0062 020-023  
MILEPOINTS 22.270-22.780



\* 1 INCH MAXIMUM DROP-OFF AS SITE CONDITIONS ALLOW

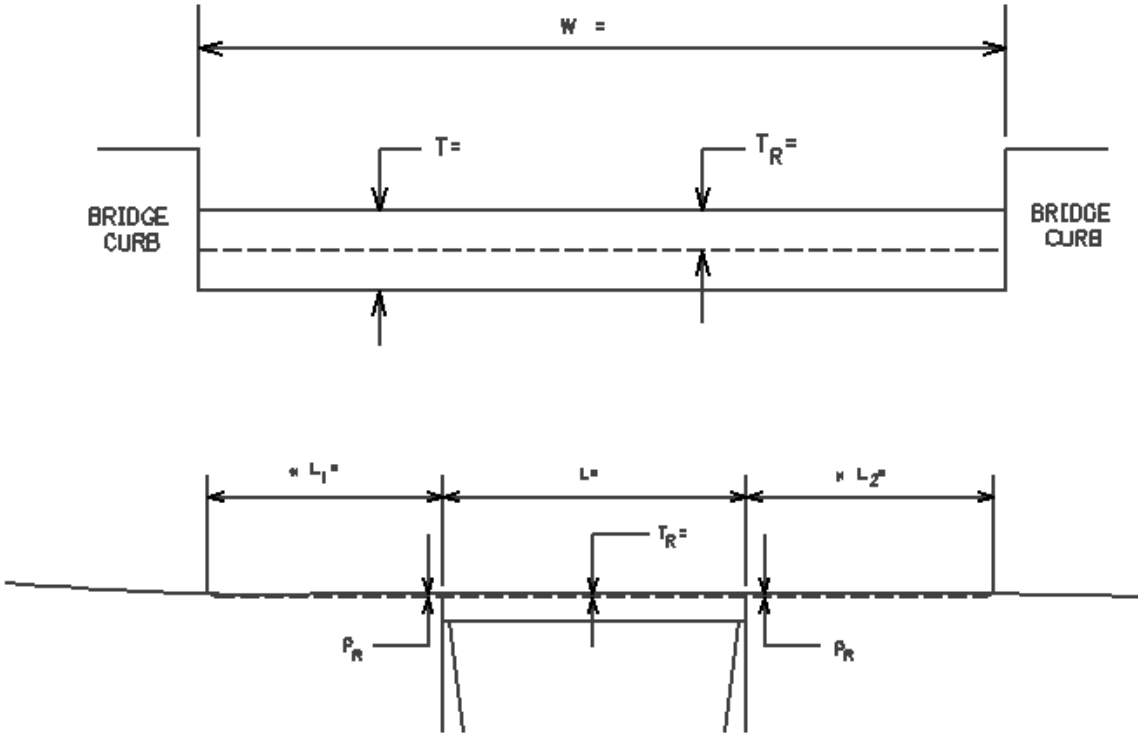
CONSTRUCT EDGELINE RUMBLE STRIPS MILEPOINT 21.518-22.780

BRIDGE DETAIL FOR PAVING PROJECT

FD05 003 0062 008-011

BRIDGE NUMBER B00015N

MILEPOINT 10.190



DIMENSIONS

W = 22.0

T = 1.00"

L<sub>1</sub> = 100'

L<sub>2</sub> = 140'

T<sub>R</sub> = 1.00"

L = 100.0'

P<sub>R</sub> = 1.00"

ELEVATION

W = bridge width curb to curb

T = thickness of existing bituminous overlay

L<sub>1</sub> & L<sub>2</sub> = length of approach pavement to be removed

T<sub>R</sub> = thickness to be removed and replaced on bridge

L = length of bridge

P<sub>R</sub> = thickness to be removed and replaced on pavement

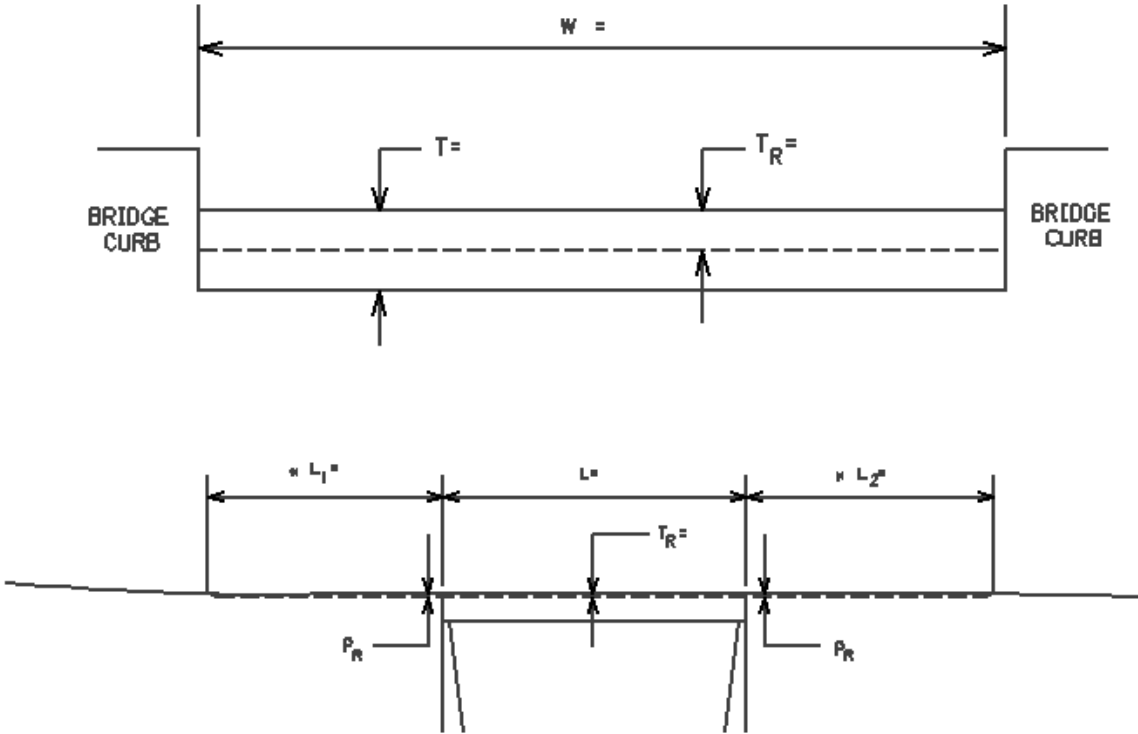
Note: The Engineer will determine length L<sub>1</sub> by using a transition rate of 100 ft/inch of thickness, average depth 0.50 inches. Mill bridge deck and approach L<sub>2</sub> 1 inch overall.

BRIDGE DETAIL FOR PAVING PROJECT

FD05 003 0062 020-023

BRIDGE NUMBER B00003N

MILEPOINT 22.780



DIMENSIONS

W = 24.0'

T = 0.00"

L<sub>1</sub> = 125'

L<sub>2</sub> = N/A

T<sub>R</sub> = 0.00"

L = 254.0'

P<sub>R</sub> = 1.25"

ELEVATION

W = bridge width curb to curb

T = thickness of existing bituminous overlay

L<sub>1</sub> & L<sub>2</sub> = length of approach pavement to be removed

T<sub>R</sub> = thickness to be removed and replaced on bridge

L = length of bridge

P<sub>R</sub> = thickness to be removed and replaced on pavement

Note: The Engineer will determine length L<sub>1</sub> by using a transition rate of 100 ft/inch of thickness. Average thickness 0.625".

**PART II**

**SPECIFICATIONS AND STANDARD DRAWINGS**

### **SPECIFICATIONS REFERENCE**

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

## **SUPPLEMENTAL SPECIFICATIONS**

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

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

2016 KENTUCKY STANDARD DRAWINGS

FD05 003 0062 008-011

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|                                                     |            |
|-----------------------------------------------------|------------|
| CURVE WIDENING AND SUPERELEVATION TRANSITIONS ..... | RGS-001-07 |
| MISCELLANEOUS STANDARDS .....                       | RGX-001-06 |
| APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT .....   | RPM-110-07 |
| LANE CLOSURE TWO-LANE HIGHWAY .....                 | TTC-100-04 |
| SHOULDER CLOSURE.....                               | TTC-135-02 |
| PAVEMENT CONDITION WARNING SIGNS .....              | TTD-125-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE I .....    | TTS-100-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE II.....    | TTS-105-02 |

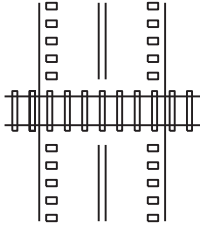
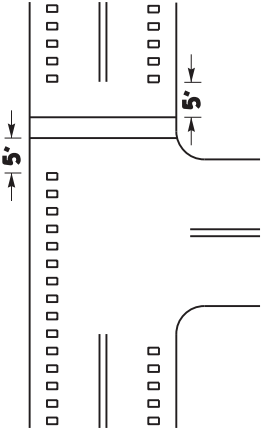
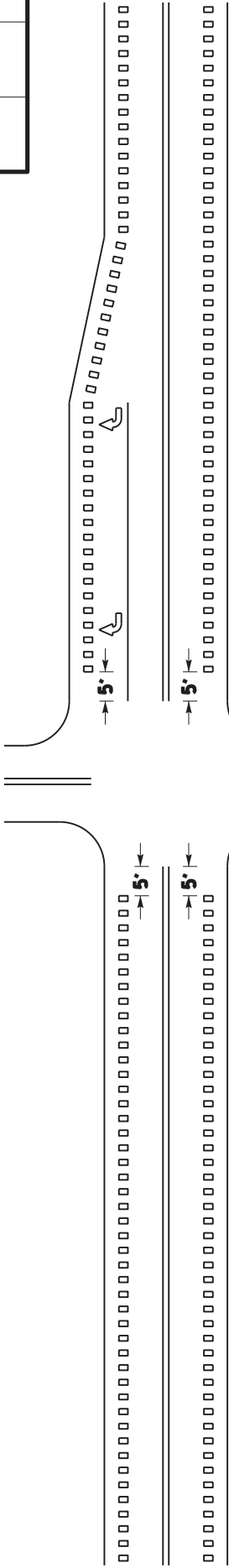
2016 KENTUCKY STANDARD DRAWINGS

FD05 003 0062 020-023

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|                                                     |            |
|-----------------------------------------------------|------------|
| CURVE WIDENING AND SUPERELEVATION TRANSITIONS ..... | RGS-001-07 |
| MISCELLANEOUS STANDARDS .....                       | RGX-001-06 |
| DETECTABLE WARNINGS .....                           | RGX-040-03 |
| APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT .....   | RPM-110-07 |
| SIDEWALK RAMPS.....                                 | RPM-170-09 |
| LANE CLOSURE TWO-LANE HIGHWAY .....                 | TTC-100-04 |
| SHOULDER CLOSURE.....                               | TTC-135-02 |
| PAVEMENT CONDITION WARNING SIGNS .....              | TTD-125-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE I .....    | TTS-100-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE II .....   | TTS-105-02 |

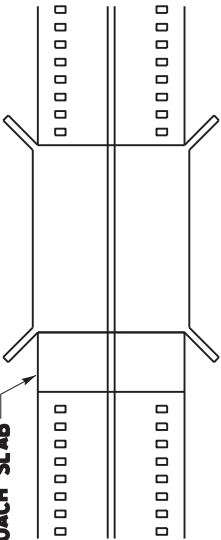
|           |          |           |
|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
|           |          |           |



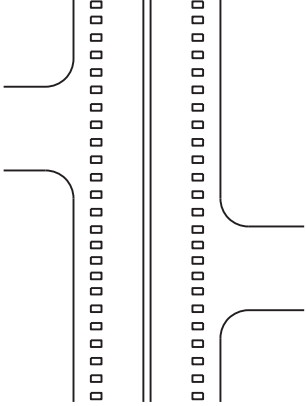
MARKED CROSSWALK ②

HIGHWAY-RAIL GRADE CROSSINGS ③

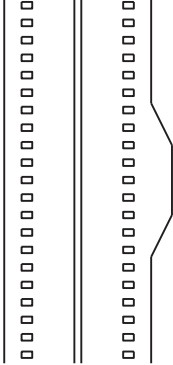
APPROACH SLAB



BRIDGE DECK/APPROACH SLAB ④



DRIVEWAYS/MINOR COMMERCIAL ENTRANCES ⑤



MAILBOX TURNOUTS ⑥

~ NOTES ~

- ① RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH, OR WITHOUT, RIGHT-TURN LANES. OMIT RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF THE AREA WHERE EDGE LINE PAVEMENT MARKINGS HAVE BEEN OMITTED NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE.
- ② RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS. OMIT RUMBLE STRIPS APPROXIMATELY 5' IN ADVANCE OF MARKED CROSSWALKS.
- ③ RUMBLE STRIPS SHALL NOT BE INSTALLED ACROSS HIGHWAY-RAIL GRADE CROSSINGS.
- ④ RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS OR APPROACH SLABS.
- ⑤ RUMBLE STRIPS SHALL BE INSTALLED THROUGH DRIVEWAYS & MINOR COMMERCIAL ENTRANCES.
- ⑥ RUMBLE STRIPS SHALL BE INSTALLED THROUGH MAILBOX TURNOUTS.
- 7. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

DRAWING NOT TO SCALE

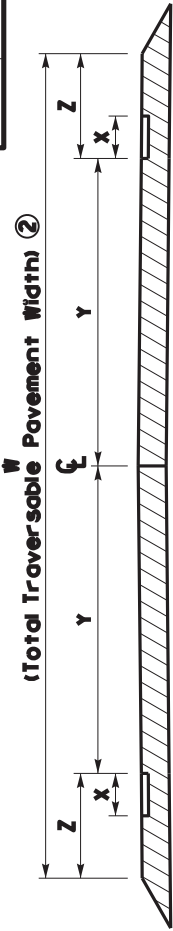
USE WITH SEPIA 006, 007, AND 008

|                                              |
|----------------------------------------------|
| KENTUCKY<br>DEPARTMENT OF HIGHWAYS           |
| SHOULDER & EDGE LINE<br>RUMBLE STRIP DETAILS |
| SUBMITTED <i>R. Allen</i> 11-23-16<br>DATE   |
| 006                                          |

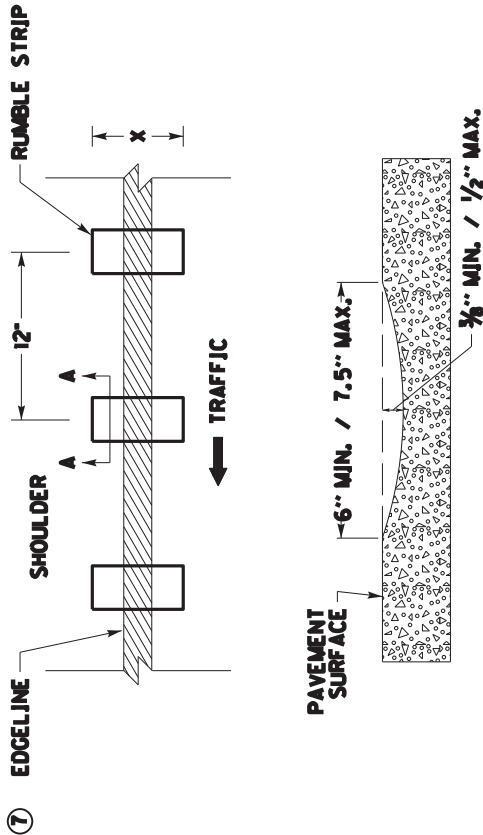
BID ITEMS AND UNIT TO BID  
EDGE LINE RUMBLE STRIPS  
SHOULDER RUMBLE STRIPS

LF  
LF

(Total Traversable Pavement Width) ②



PAVEMENT CROSS-SECTION



SECTION A-A

| PAVEMENT WIDTH (W) ② | RUMBLE LENGTH (X) ⑥ | ELRS ONLY        |                      | CLRS & ELRS      |                      |
|----------------------|---------------------|------------------|----------------------|------------------|----------------------|
|                      |                     | LANE WIDTH (Y) ③ | SHOULDER WIDTH (Z) ④ | LANE WIDTH (Y) ③ | SHOULDER WIDTH (Z) ④ |
| 20'                  | 8"                  | 9'               | 1'                   | N/A              | N/A                  |
| 21'                  | 8"                  | 9.5'             | 1'                   | N/A              | N/A                  |
| 22'                  | 8"                  | 10'              | 1'                   | N/A              | N/A                  |
| 23'                  | 8"                  | 10'              | 1.5'                 | N/A              | N/A                  |
| 24'                  | 8"                  | 10.5'            | 1.5'                 | N/A              | N/A                  |
| 25'                  | 8"                  | N/A              | N/A                  | 11"              | 1.5'                 |
| 26'                  | 8"                  | N/A              | N/A                  | 11"              | 2'                   |
| 27'                  | 8"                  | N/A              | N/A                  | 11.5'            | 2'                   |
| 28'                  | 8"                  | N/A              | N/A                  | 12'              | 2'                   |
| 29'                  | 8"                  | N/A              | N/A                  | 12'              | 2.5'                 |
| 30'                  | 8"                  | N/A              | N/A                  | 12'              | 3'                   |
| 31'                  | 8"                  | N/A              | N/A                  | 12'              | 3.5'                 |
| 32'                  | 8"                  | N/A              | N/A                  | 12'              | 4'                   |
| 33'                  | 8"                  | N/A              | N/A                  | 12'              | 4.5'                 |

NOTES

1. EDGELINE RUMBLE STRIPS SHOULD BE INSTALLED ACCORDING TO THE DIMENSIONS PROPOSED ABOVE UNLESS THERE IS AN ENGINEERING BASIS THAT SUPPORTS A CHANGE IN DIMENSION. FOR EXAMPLE, IF THE EXISTING LANE WIDTH IS NARROWER THAN THE LANE WIDTH PROPOSED IN THIS DRAWING AND THE EXISTING SHOULDER PAVEMENT DEPTH IS NOT SUITABLE TO BE CONVERTED INTO A PORTION OF THE PROPOSED LANE WIDTH, THEN THE EXISTING LANE WIDTH SHOULD BE USED INSTEAD OF THE WIDTH PROPOSED IN THIS DRAWING.
2. PAVEMENT WIDTH (W) IS THE TOTAL WIDTH OF TRAVERSABLE PAVEMENT, DO NOT INCLUDE THE WIDTH OF ANY NON-TRAVERSABLE PAVEMENT, SUCH AS PAVEMENT WEDGES, WHEN MEASURING THE PAVEMENT WIDTH (W).
3. LANE WIDTH (Y) TO BE MEASURED FROM CENTER OF ROAD TO LANE SIDE EDGE OF RUMBLE STRIP.
4. PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM LANE SIDE EDGE OF RUMBLE STRIP TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.
5. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE. IF THE TYPICAL SECTION SHOWS A LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) THAT DIFFERS FROM THE WIDTHS LISTED IN THIS DRAWING, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION. NOTE: CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED WHEN THE LANE WIDTH (Y) IS LESS THAN 11 FT.
6. RUMBLE LENGTH (X) MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE PROPOSED RUMBLE LENGTH (X).
7. PLACE THE EDGELINE MARKING IN THE CENTER OF THE RUMBLE STRIP.
8. EDGELINE RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEM AND UNIT TO BID  
EDGELINE RUMBLE STRIPS

LF

DRAWING NOT TO SCALE

USE WITH SEPIA 005

KENTUCKY  
DEPARTMENT OF HIGHWAYS

EDGELINE RUMBLE STRIP  
DETAILS  
TWO LANE ROADWAYS

SUBMITTED *R. [Signature]* 11-23-16  
DATE

006

## **PART III**

### **EMPLOYMENT, WAGE AND RECORD REQUIREMENTS**

**TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS**

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

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

I. APPLICATION

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

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

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

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

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

Revised: January 25, 2017

II. NONDISCRIMINATION OF EMPLOYEES

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

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

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

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

## EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (7) provides:

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

KRS 11A.040 (9) states:

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

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

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

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

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

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

### **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](mailto: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**

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

**PART IV**

**INSURANCE**

## INSURANCE

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

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

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

**PART V**

**BID ITEMS**

Section: 0001 - PAVING

| LINE | BID CODE   | ALT | DESCRIPTION                                     | QUANTITY  | UNIT | UNIT PRIC | FP | AMOUNT      |
|------|------------|-----|-------------------------------------------------|-----------|------|-----------|----|-------------|
| 0010 | 00190      |     | LEVELING & WEDGING PG64-22                      | 440.00    | TON  |           | \$ |             |
| 0020 | 00301      |     | CL2 ASPH SURF 0.38D PG64-22                     | 1,390.00  | TON  |           | \$ |             |
| 0030 | 00307      |     | CL2 ASPH SURF 0.38B PG64-22                     | 2,875.00  | TON  |           | \$ |             |
| 0040 | 02562      |     | TEMPORARY SIGNS                                 | 680.00    | SQFT |           | \$ |             |
| 0050 | 02650      |     | MAINTAIN & CONTROL TRAFFIC<br>BARDSTOWN ROAD    | 1.00      | LS   |           | \$ |             |
| 0060 | 02650      |     | MAINTAIN & CONTROL TRAFFIC<br>VERSAILLES ROAD   | 1.00      | LS   |           | \$ |             |
| 0070 | 02676      |     | MOBILIZATION FOR MILL & TEXT<br>BARDSTOWN ROAD  | 1.00      | LS   |           | \$ |             |
| 0080 | 02676      |     | MOBILIZATION FOR MILL & TEXT<br>VERSAILLES ROAD | 1.00      | LS   |           | \$ |             |
| 0090 | 02677      |     | ASPHALT PAVE MILLING & TEXTURING                | 380.00    | TON  |           | \$ |             |
| 0100 | 02697      |     | EDGE LINE RUMBLE STRIPS                         | 31,000.00 | LF   |           | \$ |             |
| 0110 | 02720      |     | SIDEWALK-4 IN CONCRETE                          | 7.50      | SQYD |           | \$ |             |
| 0120 | 04793      |     | CONDUIT-1 1/4 IN                                | 20.00     | LF   |           | \$ |             |
| 0130 | 04811      |     | ELECTRICAL JUNCTION BOX TYPE B                  | 1.00      | EACH |           | \$ |             |
| 0140 | 04820      |     | TRENCHING AND BACKFILLING                       | 20.00     | LF   |           | \$ |             |
| 0150 | 04830      |     | LOOP WIRE                                       | 840.00    | LF   |           | \$ |             |
| 0160 | 04850      |     | CABLE-NO. 14/1 PAIR                             | 620.00    | LF   |           | \$ |             |
| 0170 | 04895      |     | LOOP SAW SLOT AND FILL                          | 300.00    | LF   |           | \$ |             |
| 0180 | 06510      |     | PAVE STRIPING-TEMP PAINT-4 IN                   | 17,000.00 | LF   |           | \$ |             |
| 0190 | 06514      |     | PAVE STRIPING-PERM PAINT-4 IN                   | 84,550.00 | LF   |           | \$ |             |
| 0200 | 06566      |     | PAVE MARKING-THERMO X-WALK-12 IN                | 350.00    | LF   |           | \$ |             |
| 0210 | 06568      |     | PAVE MARKING-THERMO STOP BAR-24IN               | 80.00     | LF   |           | \$ |             |
| 0220 | 06574      |     | PAVE MARKING-THERMO CURV ARROW                  | 6.00      | EACH |           | \$ |             |
| 0230 | 06575      |     | PAVE MARKING-THERMO COMB ARROW                  | 2.00      | EACH |           | \$ |             |
| 0240 | 10020NS    |     | FUEL ADJUSTMENT                                 | 7,325.00  | DOLL | \$1.00    | \$ | \$7,325.00  |
| 0250 | 10030NS    |     | ASPHALT ADJUSTMENT                              | 18,400.00 | DOLL | \$1.00    | \$ | \$18,400.00 |
| 0260 | 23158ES505 |     | DETECTABLE WARNINGS                             | 72.00     | SQFT |           | \$ |             |

Section: 0002 - DEMOBILIZATION

| LINE | BID CODE | ALT | DESCRIPTION    | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------|----------|------|-----------|----|--------|
| 0270 | 02569    |     | DEMOBILIZATION | 1.00     | LS   |           | \$ |        |