



CALL NO. 405

CONTRACT ID. 172111

JEFFERSON COUNTY

FED/STATE PROJECT NUMBER 056GR17P023-FD05 & FE01

DESCRIPTION US 60 AND US 42 IN JEFFERSON COUNTY

WORK TYPE ASPHALT RESURFACING

PRIMARY COMPLETION DATE 6/30/2018

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 - 05

CONTRACT ID - 172111
056GR17P023-FD05 & FE01
COUNTY - JEFFERSON
PCN - MP05600421701
FD05 056 0042 000-001

STORY AVENUE (US 42-ONE WAY) (MP 0.000) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE (MP 0.684), A DISTANCE OF 0.68 MILES.ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 38:15:23.00 LONGITUDE 85:43:37.00

PCN - MP05600421702
FD05 056 0042 000-001

STORY AVENUE (US 42-ONE WAY) (MP 0.000) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE (MP 0.684), A DISTANCE OF 0.68 MILES.ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 38:15:23.00 LONGITUDE 85:43:37.00

PCN - MP05600421703
FE01 056 0042 000-001

STORY AVENUE (US 42-ONE WAY) (MP 0.000) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE (MP 0.684), A DISTANCE OF 0.68 MILES.GRADE & DRAIN
GEOGRAPHIC COORDINATES LATITUDE 38:15:23.00 LONGITUDE 85:43:37.00

PCN - MP05600601702
FD05 056 0060 000-001

FRANKFORT AVENUE (US 60) (MP 0.000) FROM US 42-STORY AVENUE EXTENDING EAST TO US 42-MELLWOOD AVENUE (MP 0.123), A DISTANCE OF 0.12 MILES.ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 38:15:30.00 LONGITUDE 85:43:14.00

PCN - MP05600601703
FD05 056 0060 000-001

FRANKFORT AVENUE (US 60) (MP 0.000) FROM US 42-STORY AVENUE EXTENDING EAST TO US 42-MELLWOOD AVENUE (MP 0.123), A DISTANCE OF 0.12 MILES.ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 38:15:30.00 LONGITUDE 85:43:14.00

COMPLETION DATE(S):
COMPLETED BY 06/30/2018 APPLIES TO ENTIRE 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)

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.

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. 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). 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

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

SURFACING AREAS

US 60

The Department estimates the mainline surfacing width to vary from 36-45 feet.

The Department estimates the total mainline area to be surfaced to be 3,043 square yards.

The Department estimates 1 approach will require resurfacing extending approximately 20 feet back into the approach.

The Department estimates the total approach area to be resurfaced to be 75 square yards.

US 42

The Department estimates the mainline surfacing width to vary from 35-40 feet.

The Department estimates the total mainline area to be surfaced to be 20,135 square yards.

The Department estimates 14 approaches will require resurfacing extending 20-125 feet back into the approach.

The Department estimates the total approach area to be resurfaced to be 4,371 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-110-06 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.

OPTION A

US 42

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

US 60

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 NOTE FOR CATCH BASIN ADJUSTMENT & RECONSTRUCTION

ADJUST CATCH BASIN – This item shall include all work necessary to adjust the existing catch basin inlet to approximate roadway elevation or as directed by the Engineer. Adjustment may include minor repairs to the existing structure. Ensure the adjustment does not negatively impact drainage to the inlet. Any damaged frames and/or grates shall be replaced, either with materials supplied by Louisville MSD or paid for by the KYTC. Adjustments are to be performed using brick, mortar and/or concrete having a compressive strength of 3,000 psi prior to being exposed to vehicular traffic. The Engineer will determine adjustment locations prior to resurfacing activities beginning.

RECONSTRUCT CATCH BASIN – This item shall include all work necessary to repair all damaged parts of the catch basin and to adjust the inlet to approximate roadway elevation or as directed by the Engineer. The repair work may include but is not limited to the lid, throat, collar/riser and top of the chamber. Ensure the reconstruction does not negatively impact drainage to the inlet. Any damaged frames and/or grates shall be replaced, either with materials supplied by Louisville MSD or paid for by the KYTC. The reconstruction work is to be performed using brick, mortar and/or concrete having a compressive strength of 3,000 psi prior to being exposed to vehicular traffic. The Engineer will determine reconstruction locations prior to resurfacing activities beginning.

SPECIAL NOTE FOR RAILROAD CROSSINGS

The Contractor shall anticipate performing resurfacing activities adjacent to the railroad crossing at mile point 0.206. In order to resurface up to the tracks, the Contractor shall provide written notification to the Engineer at least 60 days prior to beginning resurfacing activities so the necessary coordination may be made between the Department and the railroad owner.

Special Note for Historic Concrete Mix

When specified as Historic, provide a concrete mix which meets the following requirements:

Shall provide a minimum 28 day compressive strength of 3500 psi

Mix shall contain a percentage of Coarse Aggregates and
shall not be produced using only Fine Aggregates / Sand

Approved Coarse Aggregates – #67 Gravel, #8 Gravel or River Gravel

A Surface Retarder shall be used to provide a “historic” weathered finish. Placement and removal of the retarder shall be considered incidental to the concrete being provided.

SPECIAL NOTE FOR PAVEMENT MARKING MODIFICATIONS

This Proposal may include drawings depicting anticipated pavement marking modifications along the route to be resurfaced. However, per Section 713.03.01 of the Standard Specifications, the Contractor shall still be required to submit a record of existing pavement markings prior to beginning resurfacing activities. The Department requests these records be submitted at least two weeks prior to milling or paving in order to coordinate all desired changes between the District Traffic Engineer and the Contractor. All changes will be returned to the Contractor to ensure the desired modifications can be performed during final surfacing. As the Contractor is responsible for implementing any pavement marking changes, it is highly recommended any questions are addressed to the Project Engineer prior to striping. Any incorrect markings will be removed and replaced with the proper markings at the Contractor’s expense and in a manner approved by the Engineer.

SPECIAL NOTE FOR ON-STREET PARKING RESTRICTIONS

On routes which contain areas with on-street parking within the resurfacing limits, advance warning shall be given to residents and businesses prior to resurfacing activities commencing. Signage advertising the dates and times when parking will be restricted shall be purchased and installed by the Contractor, at no expense to the Department and shall be considered incidental to the bid item for MAINTAIN AND CONTROL TRAFFIC. The “NO STOPPING” signs shall be installed a minimum of two business days (48 hours) prior to any parking restrictions and shall be removed as soon as the restrictions are no longer applicable.

Signs shall be installed along the side(s) of the route where stopping will be restricted, at a maximum spacing of 80 feet between signs. At intersecting side streets and/or alleys, place signs a maximum of 30 feet in each direction from the approach, along the route to be resurfaced.

No Stopping signs shall be purchased from Louisville Metro Public Works in order to utilize towing services provided by the Louisville Metro Police Department. The Contractor shall contact Tonya Richardson at LMPW at (502) 574-3121 or Tonya.Richardson@louisvilleky.gov to place their sign order. LMPW will need a minimum of two weeks notice of the sign needs to ensure they have adequate quantity in stock. The Contractor will need to specify the quantity of signs needed, the dates and times restrictions will be in place and the day the signs will need to be acquired.

The cost is anticipated to be \$6.75 per sign. The Contractor shall remit payment and obtain signs at the LMPW office at 444 South 5th Street, 4th Floor in Downtown Louisville. Signs may be re-used, on this project, as long as they are in like-new and legible condition and date and time restrictions still apply.



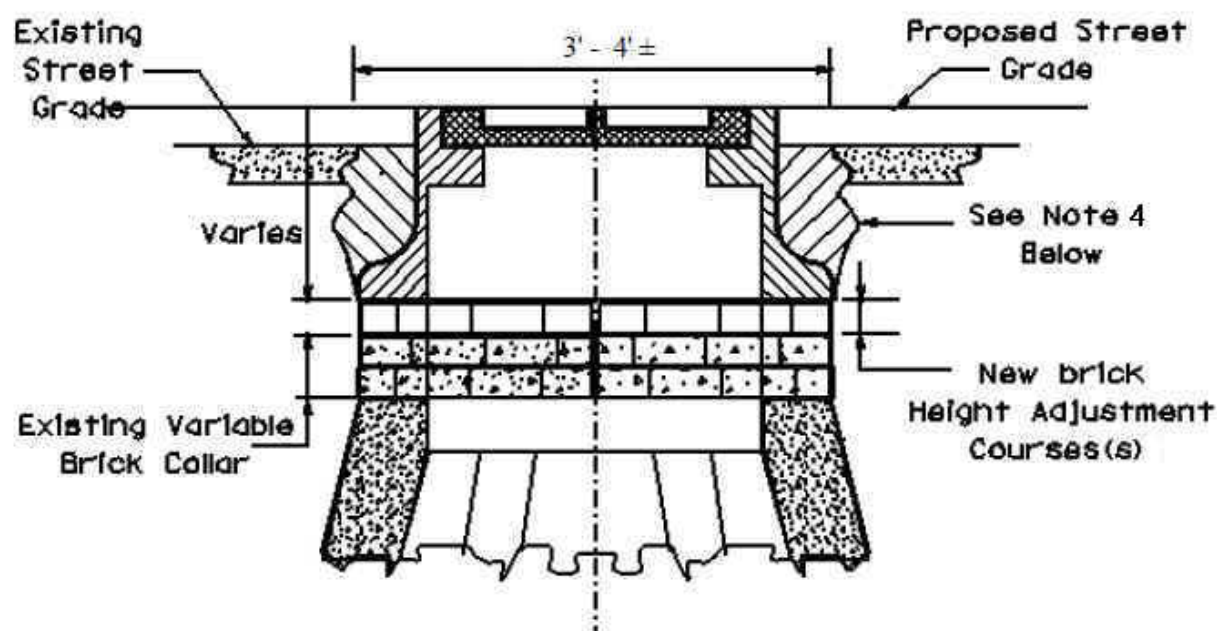
Prototype

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 MANHOLE ADJUSTMENT
LOUISVILLE METROPOLITAN SEWER DISTRICT (MSD)**

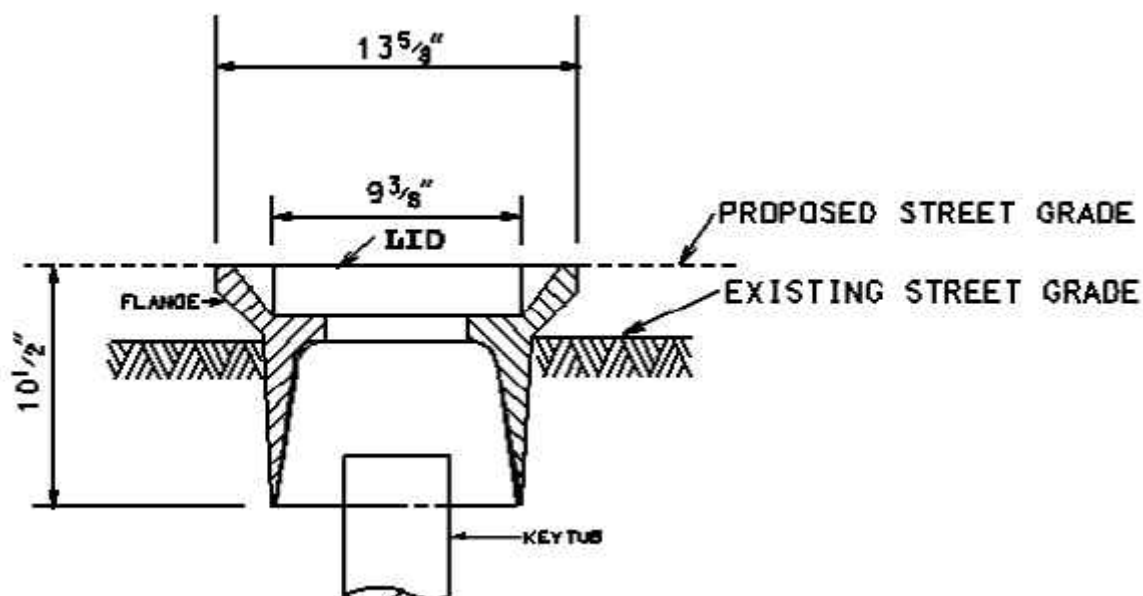


NOT TO SCALE

CONSTRUCTION NOTES:

1. The Engineer will determine whether manhole adjustments are to be made prior to or after milling and/or resurfacing.
2. Reuse existing frames, grates, and covers. Use other materials conforming to MSD's Technical Specifications. Obtain these specifications from MSD's Engineering Division Office, 400 South Sixth Street, Louisville, KY 40202.
3. Report any missing or damaged frame, grate, or cover discovered by the Contractor to MSD's inspector. Obtain replacement hardware items from MSD's Storage Yard, 151 Cabel Street, Louisville, KY, upon presentation of an MSD inspector's validated Stores Requisition and exchange for the damaged hardware items.
4. Adjust manhole frame and grates with brick and mortar as shown on the drawing or as directed by the Engineer. Do not use wood shims or blocks to adjust or reset the frame height. Fill cross-hatched area with concrete having a minimum 28-day compressive strength of 2000 psi. Use first class workmanship in conformity with MSD's Technical Specifications.
5. Adjust catch basin frames and grates in similar manner as manhole adjustments as approved by the Engineer.
6. Louisville MSD and/or the Engineer may inspect manhole and/or catch basin frame height adjustments. Make corrections as directed by the Engineer at no additional cost to the Department.
7. The Department will measure and pay Adjust Manhole Frame to Grade according to Sections 403.04.02 and 403.05.01 or Sections 408.04.04 and 408.05.02 as applicable.

SPECIAL NOTES FOR WATER VALVE ADJUSTMENT LOUISVILLE WATER COMPANY (LWC)



1. Unless directed otherwise by the Engineer, adjust all water valve boxes to grade during resurfacing operations. For streets to be milled prior to resurfacing, either mill around the valve box or remove the round top and replace it prior to paving as approved by the Engineer.
2. Immediately prior to paving, work the round top loose by prying with a crowbar or cold chisel under the flange. If necessary, free round tops located in concrete streets with jackhammer. During paving, the contractor has the option to place cold patch under the flange or leave the round top loose. During paving, raise the round top to grade and install with an adequate amount of compacted asphalt placed under the flange to prevent future settlement. Keep the keytube free of millings and/or foreign objects (rocks, asphalt, broken castings).
3. Replace all valve boxes damaged during removal with the standard round top furnished by the Louisville Water Company. A supply of round tops is available at the Louisville Water Company Distribution Center, 4801 Allmond Avenue.
4. LWC estimates that approximately 5% of valve box assemblies may be a different style one piece cast iron round top and keytube. When these are encountered, cut the valve box off five (5) inches below existing grade and replace with the standard valve box available at the Louisville Water Company's yard.
5. The Louisville Water Company and/or the Engineer will inspect all adjusted water valve boxes after paving. Adjust any valve boxes which are paved over or adjusted water valve boxes determined by the Engineer or LWC to be substandard in workmanship by cutting out in a 2 feet square, raised to grade, and repaving with hot mix asphalt. Perform all corrective work at no additional expense to the Department,
6. The Department will measure Adjust Water Valve in individual units, each. Payment at the Contract unit price shall be full compensation for all labor, equipment, materials, and incidentals for adjusting water valve boxes to grade according to these notes and as directed by the Engineer.

COORDINATION OF WORK WITH OTHERS

Be advised, there may be 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. See Sections 105.06, 107.06 and 107.14 of the Standard Specifications.

The Contractor shall be advised that the Louisville Metropolitan Sewer District (MSD) has a future force main installation project along Story Avenue. Their project involves excavating a 5-6 foot wide trench near the centerline of Story Ave from approximately Frankfort Ave to Cabel Street. There is also a small area of work to be performed on Frankfort Ave near the intersection with Mellwood Ave. The anticipated pavement restoration shall consist of a concrete cap to be poured flush with the existing asphalt surface (see SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING). The MSD project is anticipated to be complete in late Fall 2017. The Project Engineer will help coordinate the resurfacing schedule with the planned MSD project, however no resurfacing work shall begin until work on the MSD project is complete. There shall be no consideration given for a delay claim by the Contractor, as long as MSD is complete and work on this contract can commence by March 1, 2018.

SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until all milled areas are resurfaced. 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 begin. Liquidated damages may also be assessed for milled surfaces exposed longer than 5 calendar days. Any days affected by inclement weather, that the Department agrees prevents resurfacing activities, will not count toward the 5 day window.

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.

The pavement restoration work to be performed as part of the MSD project along Story & Frankfort Ave (see special note for COORDINATION OF WORK WITH OTHERS) is planned to consist of a concrete cap to be poured flush with the existing surface. Therefore, the Contractor shall anticipate the need to mill approximately 1,500 square yards of concrete as part of the milling & texturing work.

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 CONSTRUCTION OF SIDEWALK RAMPS

GENERAL

Unless otherwise stated in the contract, or as directed by or with prior approval from the Engineer, construct sidewalk ramps and adjacent roadway features in accordance with Section 505 of the Standard Specifications; Supplemental Specifications; Standard Drawings RPM-100-10, RPM-150-08, RPM-152-08, RPM-170-09, RPM-172-07, RGX-040-03; current editions as applicable.

Saw cut existing sidewalks, curb and gutter, and pavement, if present, and reconstruct sidewalk ramps with detectable warnings as directed or approved by the Engineer. Unless specified otherwise in the Contract, construct concrete 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.

During the work to bring the existing sidewalk ramps into current ADA standards, the elevation of the new ramp may be above the grade of the existing roadway. Following completion of the new sidewalk ramp, if a grade difference of 1/2" or greater exists between any portion of the new ramp and roadway, and more than 14 days will pass prior to beginning resurfacing, the Contractor will be required to install asphalt wedges to ensure the sidewalk facilities remain accessible until resurfacing activities begin. Failure to maintain access to the new sidewalk ramps could result in Liquidated Damages being applied at a rate of \$200/day after 14 days. All liquidated damages will be applied cumulatively.

Except as required by the work or directed by the Engineer, do not disturb drainage pipes, catch basins and other roadway features on public or private property. Restore and/or re-install any damaged and/or disturbed features and private property 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 Provision for Waste and Borrow). Following completion of the concrete work, backfill and regrade all disturbed areas to ensure they are flush with the sidewalk and back slopes match or are flatter than the pre-construction conditions. Seed and protect all disturbed earthen areas using Seed Mix Type I. Remove all construction debris, rocks and other undesirable material from the disturbed areas prior to seeding.

If the sidewalk ramp work is located at a signalized intersection, the sidewalk Contractor is to coordinate with the electrical Contractor and Engineer to ensure the necessary electrical components are located and installed prior to installing the new sidewalk ramp, such as but not limited to conduit and junction boxes. Following construction of new sidewalk, the Department will not be responsible for additional work required to complete the installation of the required electrical components due to improper planning or coordination. Any damage resulting to traffic signal or other electrical facilities shall be repaired at no cost to the Department (see SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS for more information).

The Contractor shall be responsible to ensure that all sidewalk ramp landings meet flush with the final asphalt surface and maintain positive drainage following the completion of the concrete work and resurfacing, regardless of the existing conditions. This work should be coordinated between the sidewalk and paving Contractors to ensure the final product does not cause standing water or negatively affects the ride quality of the roadway.

Although the bid item for curb & gutter and header curb are considered modified, the installed item shall conform as closely to the standard drawing as field conditions permit or as directed by the Engineer. For example, header curb shall have a thickness of 7 inches and minimum depth of 12 inches below the pavement surface with the top modified to match surrounding conditions. Also, curb and gutter shall have a gutter depth of at least 8 inches with the thickness and curb varying to match existing conditions. Unless otherwise directed by the Engineer or if field conditions prohibit, ensure minimum 1-inch/1-foot (8.33%) transitions on all curb drawdowns, both adjacent to the roadway and parallel with the sidewalk and sidewalk ramp.

In the event that a location requires sidewalk thicker than 4 inches, the additional thickness, as requested by the Department, will be measured and included for payment as mass concrete on a future change order. Also, if the curb alignment is modified, creating a void between the new curb/gutter and existing pavement, the void will be filled with Class A concrete and shall be included for payment as mass concrete.

At locations where existing brick pavers are found in the area to be reconstructed, the Contractor shall take care to minimize damage to the bricks. The bricks shall be carefully relocated and stacked nearby for removal from the site by others. No additional compensation shall be provided for the salvaging of any existing brick pavers.

MEASUREMENT & PAYMENT (see attached payment example for additional detail)

SIDEWALK-4 IN CONCRETE – The Department will measure the new sidewalk and sidewalk ramps in accordance with Section 505.04 of the current Standard Specifications. The Department will not measure Roadway Excavation or Embankment in Place, but shall consider this work to be incidental to the bid item SIDEWALK-4 IN CONCRETE. 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, excavation and embankment, construction of the sidewalk and ramps, and restoration of disturbed features in accordance with these notes or as directed by the Engineer. The bid item for SIDEWALK-4 IN CONCRETE will **NOT** include any curb and/or gutter along the edge of pavement, even if the curb and/or gutter is poured monolithic with the sidewalk. However, any curb not continually adjacent to the edge of pavement will be included in the measured square area of sidewalk and no additional compensation will be made regardless of depth or height (ie. back curb, curb returns, etc.). In the event that a small utility or curb box hood requires adjusting as part of this work, no additional compensation shall be made and will be considered incidental to the bid item for SIDEWALK-4 IN CONCRETE.

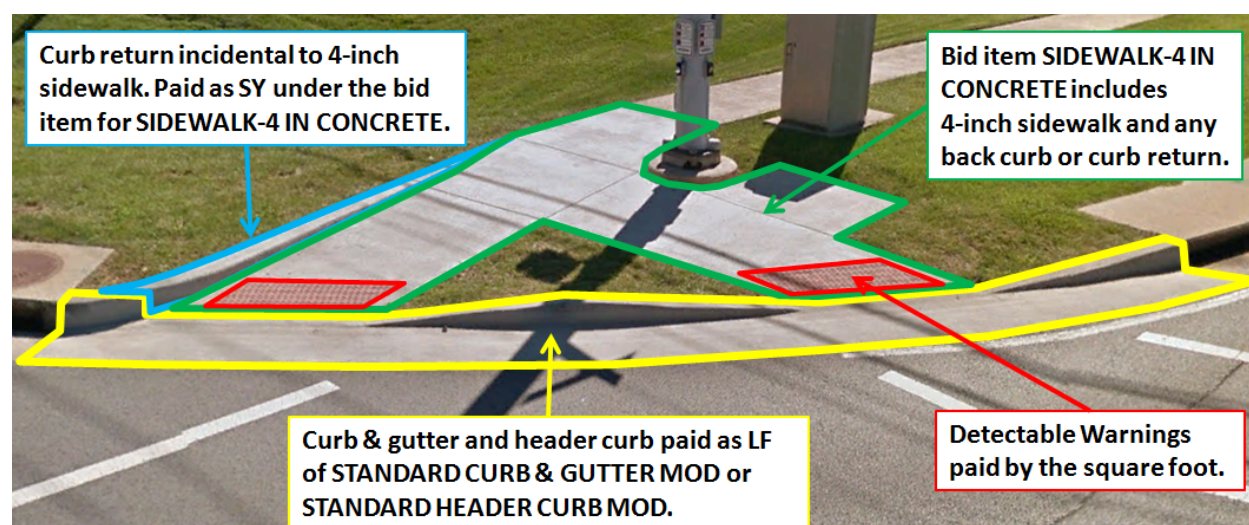
DETECTABLE WARNINGS – The Department will measure and make payment for Detectable Warnings in accordance with Section 505 of the Standard Specifications, Standard Drawing RGX-040-03 current editions.

STANDARD CURB AND GUTTER MOD – The Department will measure and make payment for curb and gutter in accordance with Section 506 of the current Standard Specifications. Curb and gutter will be measured for the full length installed, including the area between the sidewalk ramp and roadway pavement. Accept payment at the Contract unit price per linear foot as full compensation for all labor, materials, equipment and incidentals required for removal and disposal of the existing curb and gutter, grade adjustments, transitions, restoration of adjacent pavement and disturbed areas, and all other work necessary to install the new curb and gutter to meet current ADA standards, Standard Drawing RPM-100-10 and the satisfaction of the Engineer. In the event that a small utility or curb box hood requires adjusting as part of this work, no additional compensation shall be made and will be considered incidental to the bid item for STANDARD CURB AND GUTTER MOD.

STANDARD HEADER CURB MOD – The Department will measure and make payment for header curb in accordance with Section 506 of the current Standard Specifications. Header curb will be measured for the full length installed, including the area between the sidewalk ramp and roadway pavement. Accept payment at the Contract unit price per linear foot as full compensation for all labor, materials, equipment and incidentals required for removal and disposal of the existing curb, grade adjustments, transitions, restoration of adjacent pavement and disturbed areas, and all other work necessary to install the new header curb to meet current ADA standards, Standard Drawing RPM-100-10 and the satisfaction of the Engineer. In the event that a small utility or curb box hood requires adjusting as part of this work, no additional compensation shall be made and will be considered incidental to the bid item for STANDARD HEADER CURB MOD.

MASS CONCRETE – The Department will measure and make payment for mass concrete in accordance with Section 601.04 of the current Standard Specifications. The change order bid item for Mass Concrete shall include all work necessary to excavate, grade, form and pour the extra thick sidewalk or fill the void between new curb/gutter and existing pavement. The change order unit price shall be two times the invoice price of the concrete with no markups applied.

SIDEWALK RAMP PAYMENT EXAMPLE



TRAFFIC CONTROL PLAN – US 42 & US 60 (Story & Frankfort Ave)

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the 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

LANE CLOSURES ARE PERMITTED DURING THE FOLLOWING HOURS:

-Daily 7:00 P.M. – 5:00 A.M.

SINGLE LANE CLOSURES FOR MINOR WORK OPERATIONS THAT CAUSE MINIMAL DISRUPTION IN TRAFFIC (ie. sidewalk ramps and pavement markings)

-Monday through Friday 9:00 A.M. – 3:00 P.M.

If work commences prior to completion of MSD's project (see special note for COORDINATION OF WORK WITH OTHERS), the Project Engineer will coordinate working and lane closure hours to ensure no traffic or project conflicts. This could result in changes and/or reductions to allowable work and lane closure dates and times.

LANE CLOSURES WILL NOT BE PERMITTED ON THE FOLLOWING DAYS:

Friday April 14 – Sunday April 16, 2017	Easter Weekend
Saturday April 22 – Sunday April 23, 2017	Thunder Over Louisville
Saturday April 29 – Sunday May 7, 2017	KY Derby Festivities
Friday May 26 – Monday May 29, 2017	Memorial Day Weekend
Friday June 30 – Tuesday July 4, 2017	Independence Day Weekend
Friday September 1 – Monday September 4, 2017	Labor Day Weekend
Wednesday November 22 – Sunday November 26, 2017	Thanksgiving Weekend
Friday December 22, 2017 – Monday January 1, 2018	Christmas & New Years
Friday March 30 – Sunday April 1, 2018	Easter Weekend
Saturday April 21 – Sunday April 22, 2018	Thunder Over Louisville
Saturday April 28 – Sunday May 6, 2018	KY Derby Festivities
Friday May 25 – Monday May 28, 2018	Memorial Day Weekend

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

At locations with three or more lanes, maintain one lane of traffic in each direction at all times during construction. At locations with two lanes, maintain alternating one way traffic during construction. Provide a minimum clear lane width of 11 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 CLOSURE LIQUIDATED DAMAGES

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

In the event that lane closures are in place outside of the days and/or times listed above, Liquidated Damages shall be applied as follows:

- \$ 2,500 for the first hour or fraction thereof
- \$ 5,000 for any additional hour or fraction thereof

A lane closure shall be defined as any traffic control device or Contract worker or vehicle in the traveled way that could potentially impact the flow of traffic. This includes but not limited to signs, barricades, barrels, cones, arrow boards, flaggers, Contractor work vehicles and striping operations.

All liquidated damages will be applied cumulatively.

SIGNS

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, only long-term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

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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 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 within 24 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 relocated during the duration of the project. The Department will not measure replacements for damaged Changeable Message Signs or for signs the Engineer directs be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

ARROW PANELS

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure for payment the maximum number of Arrow Panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.

TEMPORARY ENTRANCES

The Engineer will not require the Contractor to provide continuous access to farms, single family, duplex, or triplex residential properties during working hours; however, provide reasonable egress and ingress to each such property when actual operations are not in progress at that location. Limit the time during which a farm or residential entrance is blocked to the minimum length of time required for actual operations, not extended for the Contractor's convenience, and in no case exceeding six (6) hours. Notify all residents twenty-four hours in advance of any driveway or entrance closings and make any accommodations necessary to meet the access needs of disabled residents.

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Except as allowed by the Phasing as specified above, maintain direct access to all side streets and roads, schools, churches, commercial properties and apartments or apartment complexes of four or more units at all times.

The Department will measure asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, the Department will not measure aggregates, excavation, and/or embankment, but shall be incidental to Maintain and Control Traffic. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

TRAFFIC SIGNAL LOOPS

Install traffic signal loops according to the Special Notes for Traffic Signal Loop Replacement. Coordinate the placement of the loops with the Engineer.

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 and as required by the current MUTCD and standards.

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.

The Department will measure barricades used to protect pavement removal areas in individual units. Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of the work.

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 exceptions:

1. Include edge lines in Temporary Striping; and
2. Place Temporary or Permanent Striping before opening a lane to traffic; and
3. 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.

In the event that temporary or permanent striping cannot be installed prior to opening a lane to traffic, the Contractor shall make provisions to channelize traffic once lane closures are removed. This may be performed by using temporary tape, cones, barrels, etc. to ensure lanes of traffic are safely delineated. If a lane closure is removed and the roadway opened with deficient markings, liquidated damages shall be applied at a rate of \$200 per hour. Contrary to Section 112.03.15 of the Standard Specifications, LD shall begin immediately once lane closures are removed or flagging terminated and cease once delineation and/or striping is installed.

PAVEMENT JOINTS

Prior to beginning resurfacing operations on the project, prepare and submit a joint/pull layout plan for the final surface to the Engineer for review and approval. Care shall be taken to ensure the pavement joints closely align with the proposed striping and do not conflict with the installation of pavement markers. All work necessary to develop the joint layout plan and the actual layout and marking in the field will be considered incidental to the contract bid item "MAINTAIN & CONTROL TRAFFIC". Notify the Engineer a minimum of two weeks prior to resurfacing operations commencing to schedule any necessary field visits to coordinate the joint layout work.

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:

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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.

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 insuring 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
- Nor 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 insure that the signs 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 thief (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
-

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	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT 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	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT 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 DELWAYS I75/USE ALT RTE

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Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 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	ACCIDENT 3 MIL/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
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 NO 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

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TEMP WRNG	Temporary Warning	Temperature Wrong
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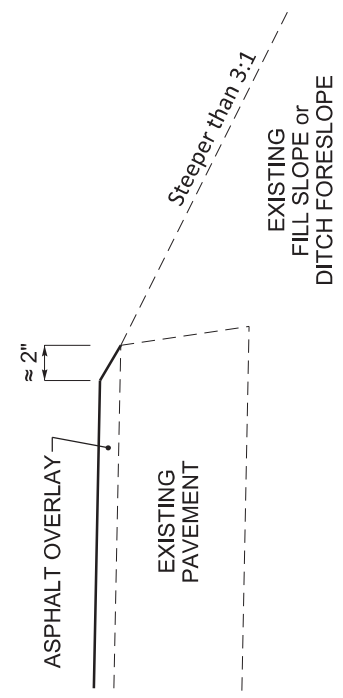
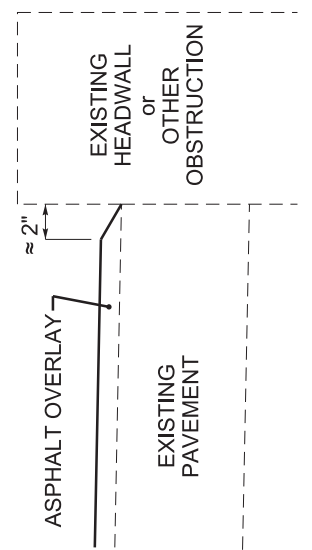
TYPICAL MESSAGES

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>	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/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
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	

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- 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



1. DETAILS DO NOT APPLY TO OVERLAYS LESS THAN 1 INCH THICK.
2. THE DURABLE PAVEMENT EDGE DEVICE MAY BE DISENGAGED AT DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT, AS APPROVED BY THE ENGINEER.

DRAWING NOT TO SCALE

SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS

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

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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

Page 4 of 9

- 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

Page 5 of 9

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

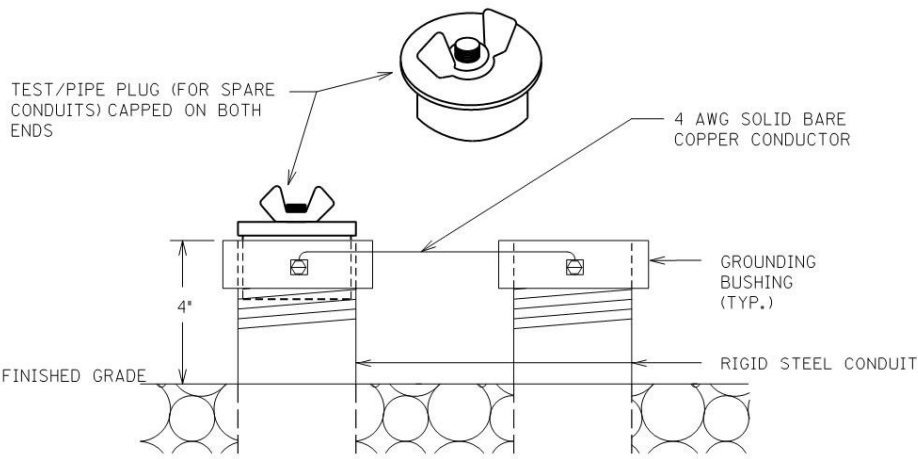
F. Trenching and Backfilling. Bid item 4820

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.

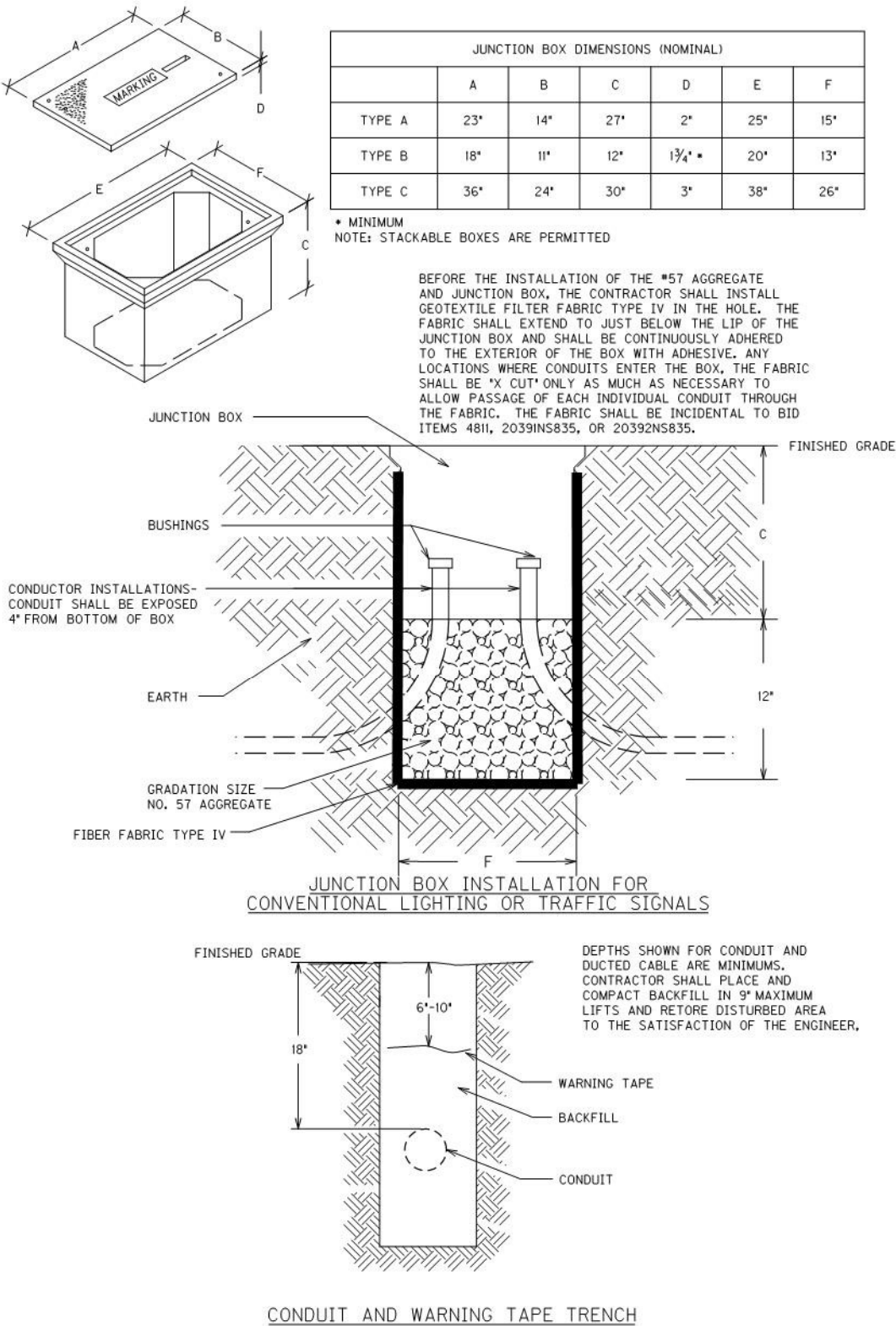
Traffic Signal Loop Detectors
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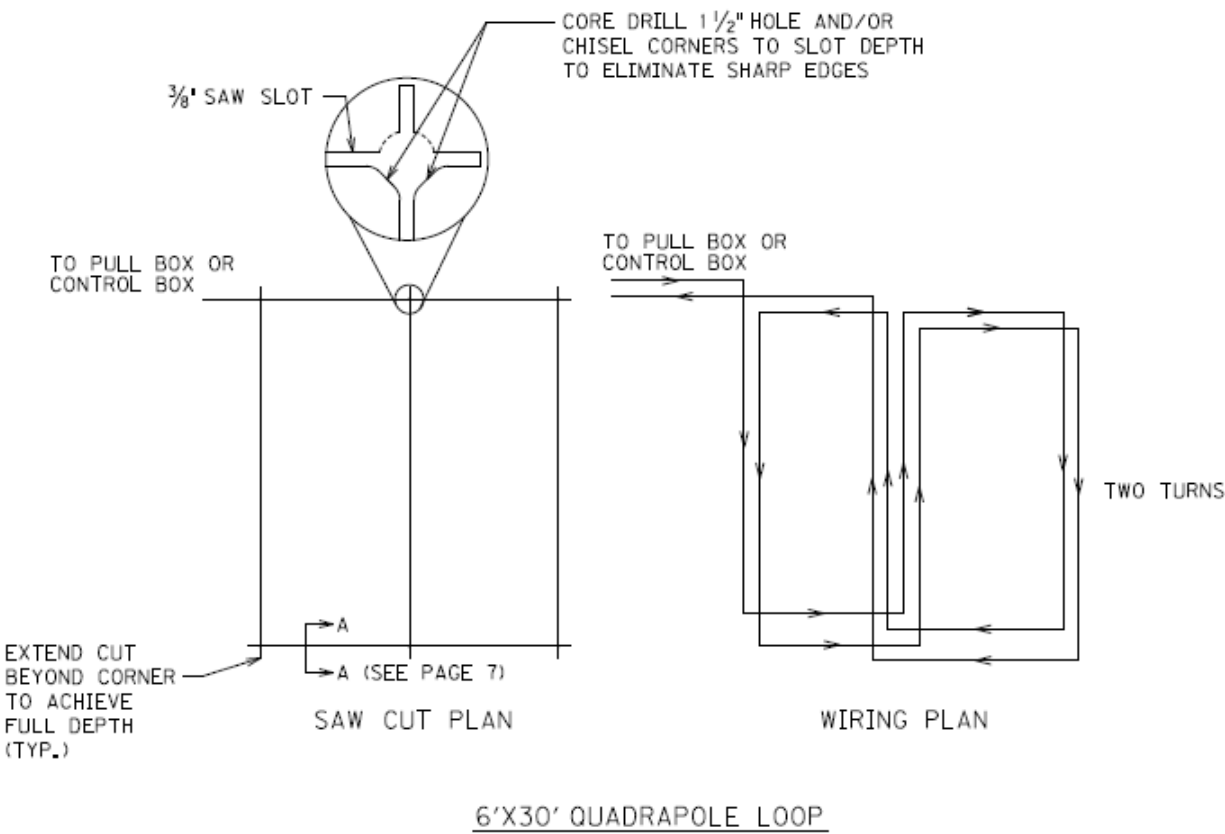
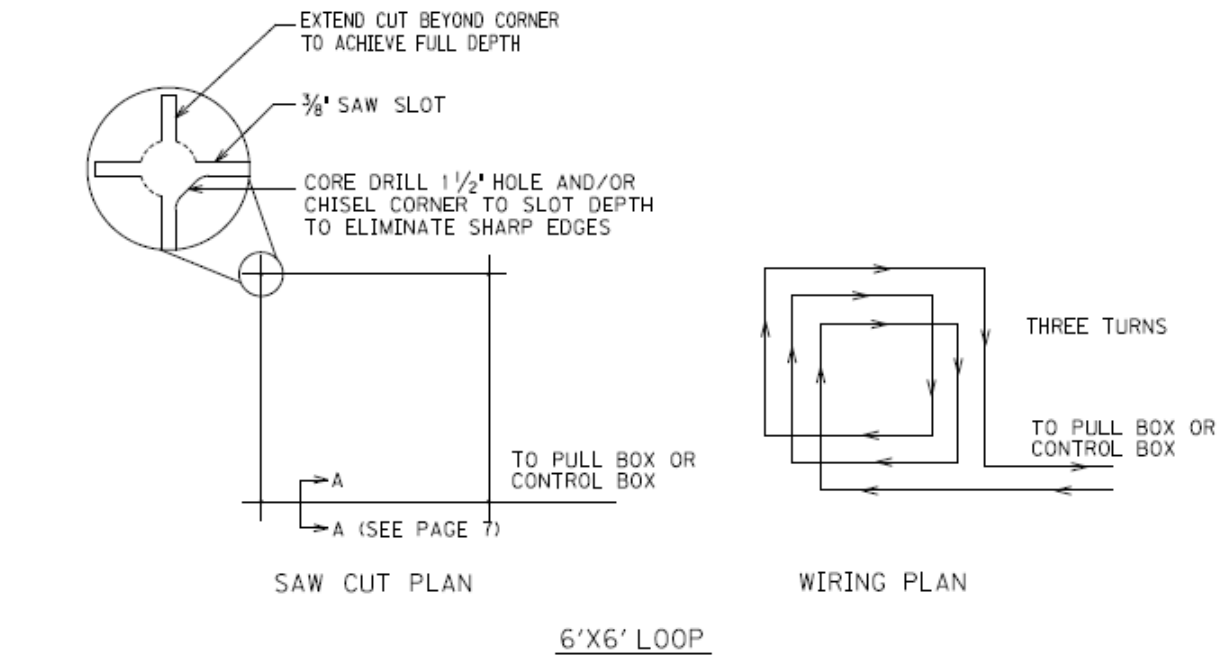
TEST/PIPE PLUG(FOR SPARE CONDUITS) AND GROUNDING DETAIL

Traffic Signal Loop Detectors

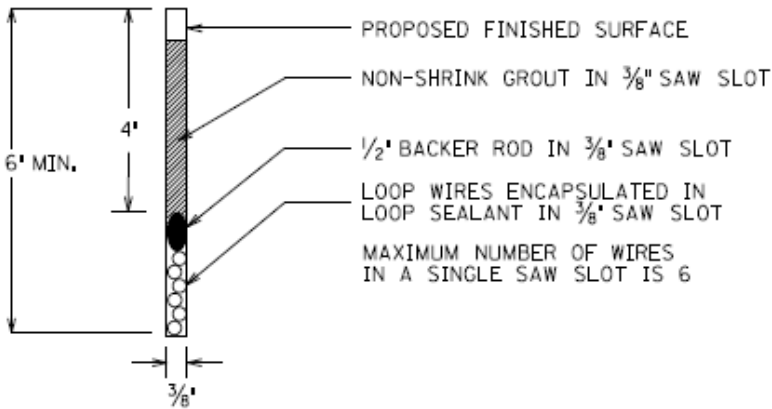
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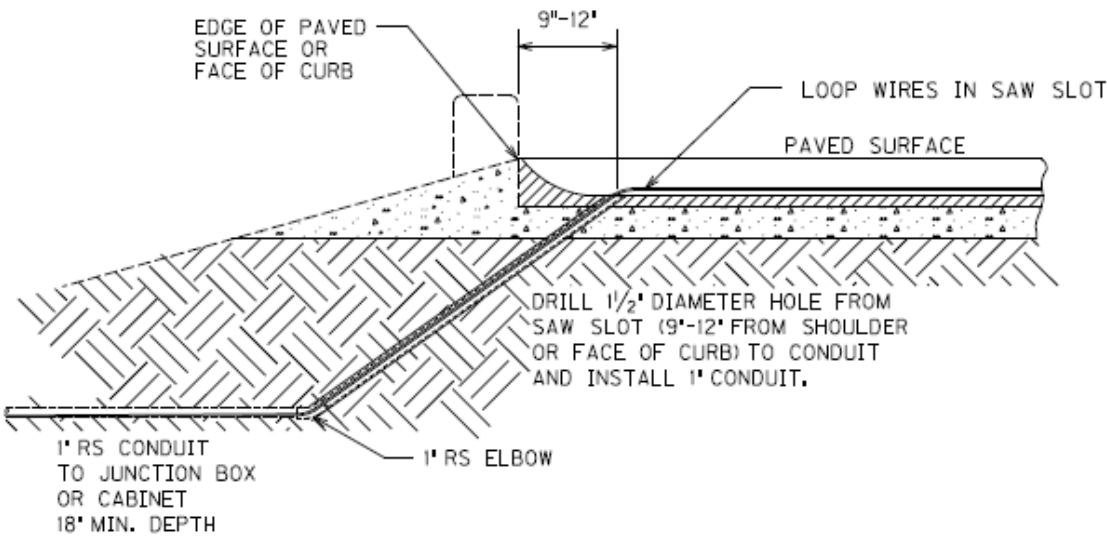
Traffic Signal Loop Detectors
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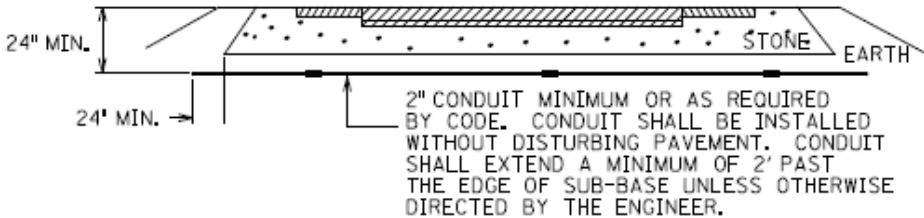
Traffic Signal Loop Detectors
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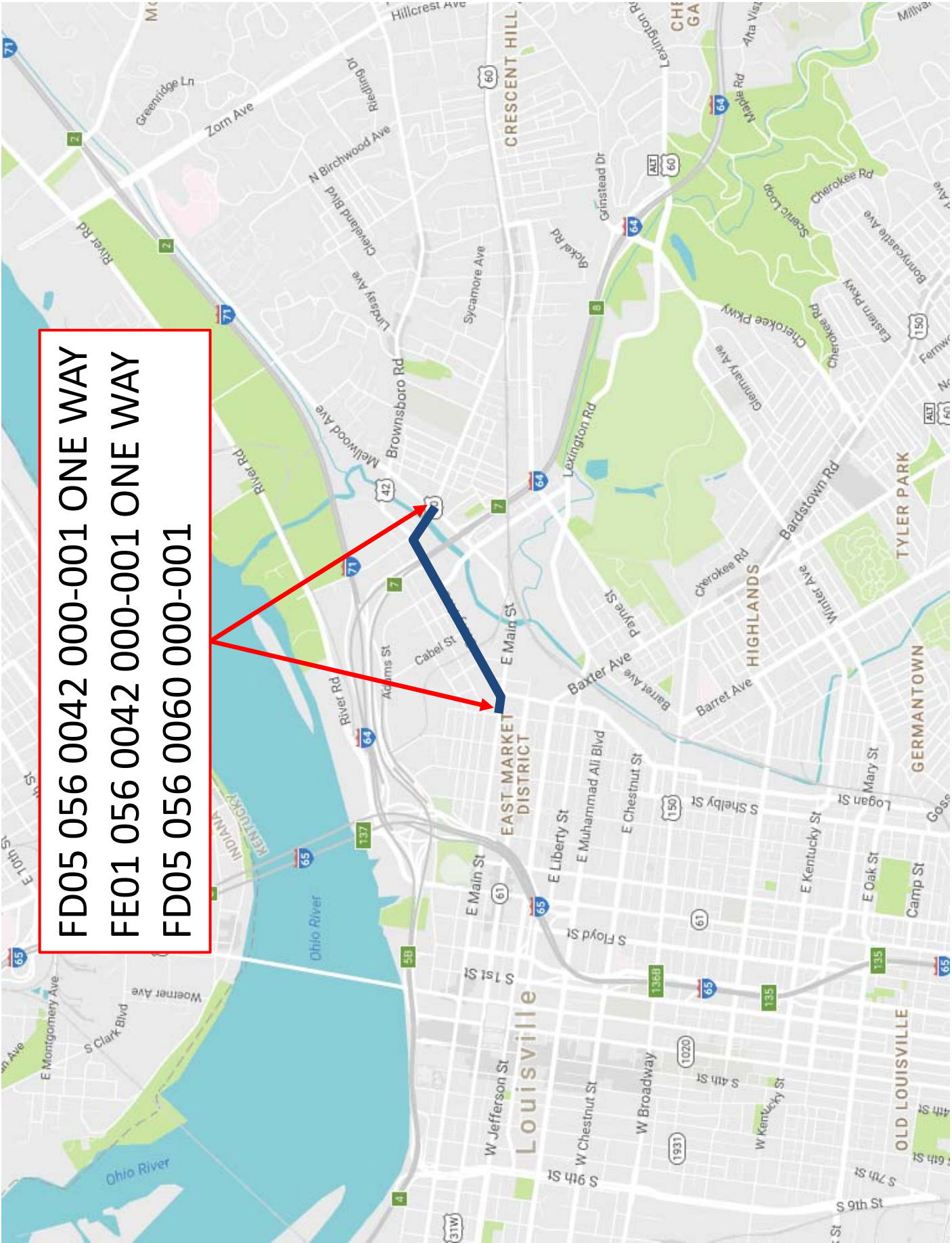
SECTION A-A (SAW SLOT DETAIL)



SAW SLOT EDGE OF PAVEMENT TRANSITION



CONDUIT UNDER EXISTING PAVEMENT DETAIL



MATERIAL SUMMARY

CONTRACT ID: 172111

056GR17P023-FD05 & FE01

MP05600421701

STORY AVENUE (US 42-ONE WAY) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE ASPHALT RESURFACING, A DISTANCE OF .68 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0130	02562	TEMPORARY SIGNS	410.00	SQFT
0135	02650	MAINTAIN & CONTROL TRAFFIC - (US 42 FD05)	1.00	LS
0140	22906ES403	CL3 ASPH SURF 0.38A PG64-22	1,685.00	TON
0145	02775	ARROW PANEL	2.00	EACH
0150	00190	LEVELING & WEDGING PG64-22	169.00	TON
0155	02676	MOBILIZATION FOR MILL & TEXT - (US 42 FD05)	1.00	LS
0160	02677	ASPHALT PAVE MILLING & TEXTURING	1,685.00	TON
0165	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0170	06514	PAVE STRIPING-PERM PAINT-4 IN	2,400.00	LF
0175	06510	PAVE STRIPING-TEMP PAINT-4 IN	2,400.00	LF
0180	06516	PAVE STRIPING-PERM PAINT-8 IN	400.00	LF
0185	06568	PAVE MARKING-THERMO STOP BAR-24IN	378.00	LF
0190	06565	PAVE MARKING-THERMO X-WALK-6 IN	970.00	LF
0195	06574	PAVE MARKING-THERMO CURV ARROW	4.00	EACH
0200	06576	PAVE MARKING-THERMO ONLY	1.00	EACH
0205	06562	PAVE MARKING-THERMO R 6 FT	4.00	EACH
0210	06563	PAVE MARKING-R/R XBUCKS 16 IN	80.00	LF
0215	23261EC	PAVE MARK-THERMO-X-WALK-24 IN	100.00	LF
0220	22520EN	PAVE MARKING-THERMO YIELD BAR-36 IN	40.00	LF
0225	02720	SIDEWALK-4 IN CONCRETE - HISTORIC MIX)	599.00	SQYD
0230	01876	STANDARD HEADER CURB MOD - (HISTORIC MIX)	815.00	LF
0235	23158ES505	DETECTABLE WARNINGS - (NEW)	392.00	SQFT
0240	23158ES505	DETECTABLE WARNINGS - (RETROFIT)	28.00	SQFT
0245	04830	LOOP WIRE	2,840.00	LF
0250	04895	LOOP SAW SLOT AND FILL	1,135.00	LF
0255	04793	CONDUIT-1 1/4 IN	60.00	LF
0260	04820	TRENCHING AND BACKFILLING	60.00	LF
0265	04811	ELECTRICAL JUNCTION BOX TYPE B	1.00	EACH
0270	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 172111

056GR17P023-FD05 & FE01

MP05600421702

STORY AVENUE (US 42-ONE WAY) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE ASPHALT RESURFACING, A DISTANCE OF .68 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0275	03425	ADJUST WATER VALVE	18.00	EACH
0280	01792	ADJUST MANHOLE	12.00	EACH
0285	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 172111

056GR17P023-FD05 & FE01

MP05600421703

STORY AVENUE (US 42-ONE WAY) FROM US 31E-MAIN STREET EXTENDING EAST TO US 60-FRANKFORT AVENUE ASPHALT RESURFACING, A DISTANCE OF .68 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0290	01709	ADJUST CATCH BASIN	6.00	EACH
0295	01708	RECONSTRUCT CATCH BASIN	4.00	EACH
0300	02569	DEMOBILIZATION	1.00	LS
0305	02562	TEMPORARY SIGNS	150.00	SQFT
0310	02650	MAINTAIN & CONTROL TRAFFIC - (US 42 FE01)	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 172111 056GR17P023-FD05 & FE01 MP05600601702

FRANKFORT AVENUE (US 60) FROM US 42-STORY AVENUE EXTENDING EAST TO US 42-MELLWOOD AVENUE ASPHALT RESURFACING, A DISTANCE OF .12 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	02562	TEMPORARY SIGNS	230.00	SQFT
0010	22906ES403	CL3 ASPH SURF 0.38A PG64-22	237.00	TON
0015	02650	MAINTAIN & CONTROL TRAFFIC - (US 60)	1.00	LS
0020	00190	LEVELING & WEDGING PG64-22	22.00	TON
0025	02676	MOBILIZATION FOR MILL & TEXT - (US 60)	1.00	LS
0030	02677	ASPHALT PAVE MILLING & TEXTURING	237.00	TON
0035	06514	PAVE STRIPING-PERM PAINT-4 IN	2,800.00	LF
0040	06510	PAVE STRIPING-TEMP PAINT-4 IN	2,800.00	LF
0045	06565	PAVE MARKING-THERMO X-WALK-6 IN	100.00	LF
0050	06568	PAVE MARKING-THERMO STOP BAR-24IN	20.00	LF
0055	06574	PAVE MARKING-THERMO CURV ARROW	3.00	EACH
0060	06575	PAVE MARKING-THERMO COMB ARROW	3.00	EACH
0065	23261EC	PAVE MARK-THERMO-X-WALK-24 IN	120.00	LF
0070	04830	LOOP WIRE	1,250.00	LF
0075	04895	LOOP SAW SLOT AND FILL	500.00	LF
0080	04793	CONDUIT-1 1/4 IN	25.00	LF
0085	04820	TRENCHING AND BACKFILLING	25.00	LF
0090	04811	ELECTRICAL JUNCTION BOX TYPE B	1.00	EACH
0095	02720	SIDEWALK-4 IN CONCRETE - (HISTORICAL MIX)	54.00	SQYD
0100	01876	STANDARD HEADER CURB MOD - (HISTORICAL MIX)	60.00	LF
0105	23158ES505	DETECTABLE WARNINGS - (NEW)	68.00	SQFT
0110	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 172111 056GR17P023-FD05 & FE01 MP05600601703

FRANKFORT AVENUE (US 60) FROM US 42-STORY AVENUE EXTENDING EAST TO US 42-MELLWOOD AVENUE ASPHALT RESURFACING, A DISTANCE OF .12 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0115	03425	ADJUST WATER VALVE	4.00	EACH
0120	01792	ADJUST MANHOLE	5.00	EACH
0125	02569	DEMOBILIZATION	1.00	LS

Thermoplastic Intersection Pavement Markings Summary
Jefferson County
FD05 056 0060 000-001
US 60

MILE POINT	INTERSECTION	X-WALKS 6 INCH LF	STOP BARS 24 INCH LF	ARROWS		X-WALK 24 INCH BARS LF
				CURVE EACH	COMBO EACH	
0.000	Story Ave			3.00	3.00	
0.123	Mellwood Ave	100.00	20.00			120.00
TOTALS		100	20	3	3	120

Traffic Loops Summary
Jefferson County
FD05 056 0060 000-001
US 60

# Loops	Mile Point	Intersection	Approaches	Loop Wire LF	Saw Slot & Fill LF	Conduit 1 1/4 Inch LF	Trench & Backfill LF	Junction Box Type-B EACH
2	0.000	Story Ave	WB	850	340	20	20	1
1	0.123	Mellwood Ave	EB	400	160	5	5	
3		TOTALS		1,250	500	25	25	1

Sidewalks & Detectable Warnings Summary
Jefferson County
FD05 056 0060 000-001
US 60

Intersection	Mile Point	Ramp Location	Ramp Type	4" Sidewalk HISTORICAL SQYD	Header Curb HISTORICAL LF	Detectable Warning SQFT
Mellwood Ave	0.123	NW	3	26.00	30.00	44.00
		SW	3	28.00	30.00	24.00
PROJECT TOTALS				54	60	68

Thermoplastic Intersection Pavement Markings Summary
Jefferson County
FD05 056 0042 000-001 ONE WAY

US 42

MILE POINT	INTERSECTION	X-WALKS 6 INCH LF	STOP BARS 24 INCH LF	ARROWS		"ONLY" EACH	RAILROAD		X-WALK 24 INCH BARS LF	YIELD BAR 36" LF
				CURVE EACH	"R" 6 FT EACH		X BUCK 16" LF			
0.087	N Johnson St		20.00							
0.155	Buchanan St		20.00							
0.168	Bickel Ave		20.00							
0.206	Railroad Crossing		40.00							
0.225	RR Advance Warning		80.00		4.00		80.00			
0.277	Cabel St	80.00						100.00	40.00	
0.364	Webster St		20.00							
0.455	Spring/Adams St	400.00	80.00	4.00		1.00				
0.536	I-64 Exit Ramp		18.00							
0.675	Frankfort Ave	490.00	80.00							
TOTALS		970	378	4	1	4	80	100	40	

Traffic Loops Summary
Jefferson County
FD05 056 0042 000-001 ONE WAY
US 42

# Loops	Mile Point	Intersection	Approaches	Loop Wire LF	Saw Slot & Fill LF	Conduit 1 1/4 Inch LF	Trench & Backfill LF	Junction Box Type-B EACH
6	0.455	Spring/Adams Street	NB, WB, SB	2440	975	40	40	1
1	0.675	Frankfort Ave	NB, SB	400	160	20	20	
7		TOTALS		2,840	1,135	60	60	1

Sidewalks & Detectable Warnings Summary - Page 1
Jefferson County

FD05 056 0042 000-001 ONE WAY

Intersection	Mile Point	Ramp Location	Ramp Type	4" Sidewalk HISTORICAL SQYD	Header Curb HISTORICAL LF	Detectable Warning SQFT	Detectable Warning Retrofit SQFT
N Johnson Street	0.087	SW	1	35.00	40.00	10.00	-
		SE	1	25.00	40.00	10.00	-
Buchanan Street	0.155	NW	1	36.00	50.00	10.00	-
		NE	1	26.00	25.00	10.00	-
Bickel Ave	0.168	SW #	1	28.00	35.00	10.00	-
		SE	1	24.00	35.00	10.00	-
Railroad Crossing	0.206	NW	1	20.00	25.00	20.00	-
		SW	1	35.00	25.00	20.00	-
		NE	1	-	-	-	14
		SE	1	-	-	-	14
Cabel St	0.277	NW	2 x 1's	40.00	60.00	30.00	-
		SW	2	40.00	40.00	20.00	-
		NE	1	15.00	25.00	20.00	-
TOTALS - PAGE 1				324	400	170	28

Sidewalks & Detectable Warnings Summary - Page 2

Jefferson County

FD05 056 0042 000-001 ONE WAY

Intersection	Mile Point	Ramp Location	Ramp Type	4" Sidewalk HISTORICAL SQYD	Header Curb HISTORICAL LF	Detectable Warning SQFT	Detectable Warning Retrofit SQFT
Webster St	0.364	NW	1	20.00	30.00	20.00	-
		NE #	1	20.00	30.00	20.00	-
Spring/Adams St	0.455	NW	3	20.00	35.00	22.00	-
		SW	3	24.00	35.00	24.00	-
		NE	3	30.00	50.00	36.00	-
		SE	3	25.00	45.00	20.00	-
Frankfort Ave	0.675	NW *	2 x 1's	30.00	40.00	20.00	-
		SW	3	26.00	40.00	20.00	-
		NE *	2 x 1's	35.00	50.00	20.00	-
		SE	1 & 2	45.00	60.00	20.00	-
TOTALS - PAGE 2				275	415	222	0

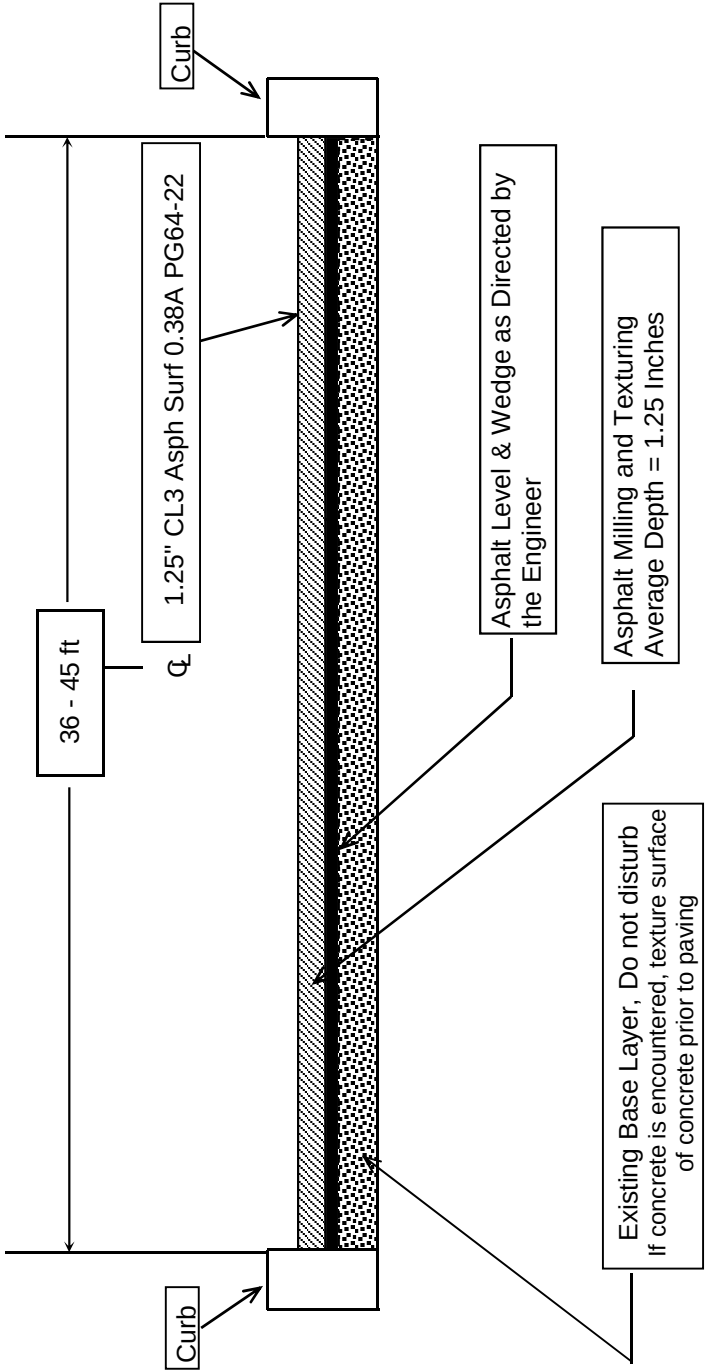
PROJECT TOTALS	599	815	392	28
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* Denotes that the alignment of the new sidewalk ramp may be different than the existing. Therefore a quantity of sidewalk removal and resotration may be necessary but will be considered incidental to the bid item for 4" concrete sidewalk.

Denotes potential need for sidewalk thicker than 4" and/or modification to the existing curb alignment that could create the need for Class A mass concrete. See Special Note for Construction of Sidewalk Ramps.

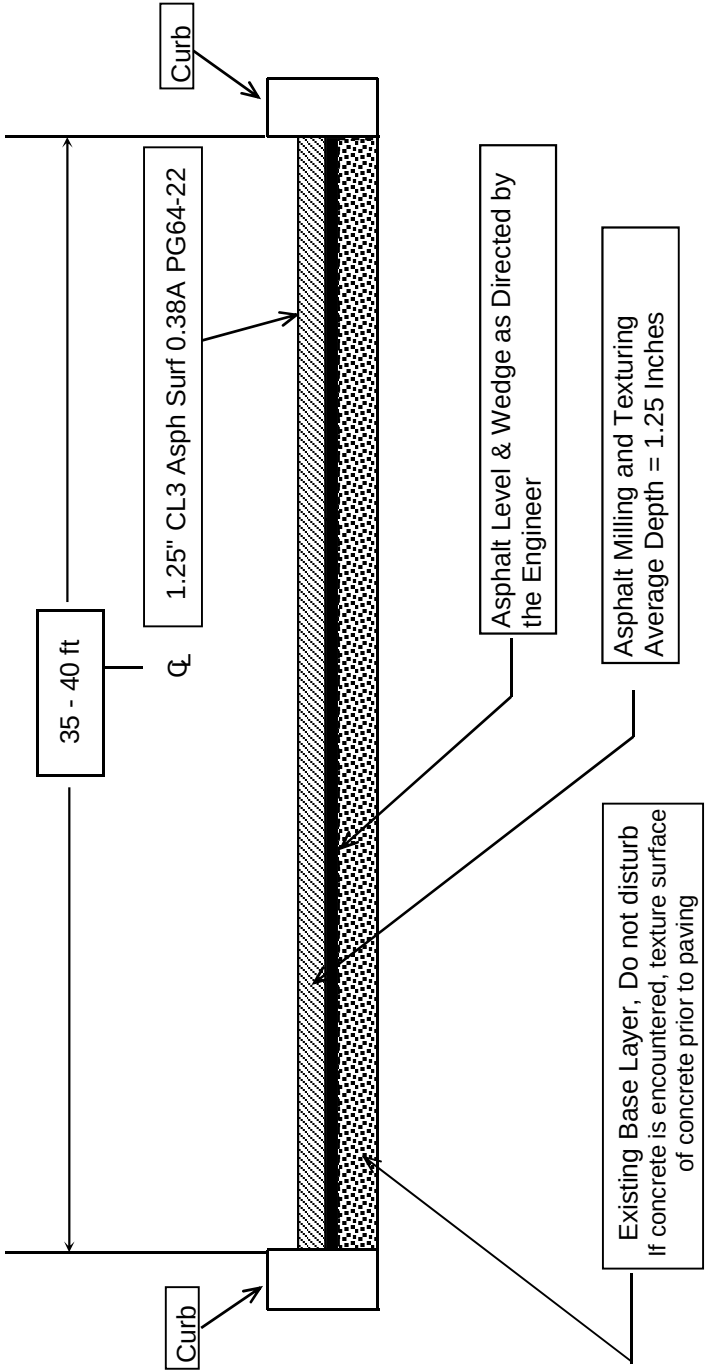
TYPICAL SECTION

JEFFERSON COUNTY
FD05 056 0060 000-001
US 60
MP 0.000 - 0.123



TYPICAL SECTION

JEFFERSON COUNTY
FD05 056 0042 000-001 ONE WAY
US 42
MP 0.000 - 0.684



Note: L₁ & L₂ lengths shall be determined by using a transition rate of 100 ft/in of thickness

[illegible]

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>

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.

- 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/***0 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

2016 KENTUCKY STANDARD DRAWINGS
SUPPLEMENTS TO STANDARD SPECIFICATIONS
TABLE OF CONTENTS

CURVE WIDENING AND SUPERELEVATION TRANSITIONS.....RGS-001-07

SUPERELEVATION FOR MULTILANE PAVEMENT.....RGS-002-06

MISCELLANEOUS STANDARDSRGX-001-06

DETECTABLE WARNINGSRGX-040-03

CURB AND GUTTER, CURBS AND VALLEY GUTTER.....RPM-100-10

APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT.....RPM-110-07

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MOBILE OPERATION FOR PAINT STRIPING CASE II.....TTS-105-02

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MOBILE OPERATION FOR PAINT STRIPING CASE IVTTS-115-02

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

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.

Revised: January 27, 2017

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

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	191.00	TON		\$	
0020	01876		STANDARD HEADER CURB MOD (HISTORIC MIX)	815.00	LF		\$	
0030	01876		STANDARD HEADER CURB MOD (HISTORICAL MIX)	60.00	LF		\$	
0040	02562		TEMPORARY SIGNS	640.00	SQFT		\$	
0050	02650		MAINTAIN & CONTROL TRAFFIC (US 42 FD05)	1.00	LS		\$	
0060	02650		MAINTAIN & CONTROL TRAFFIC (US 60)	1.00	LS		\$	
0070	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		\$	
0080	02676		MOBILIZATION FOR MILL & TEXT (US 42 FD05)	1.00	LS		\$	
0090	02676		MOBILIZATION FOR MILL & TEXT (US 60)	1.00	LS		\$	
0100	02677		ASPHALT PAVE MILLING & TEXTURING	1,922.00	TON		\$	
0110	02720		SIDEWALK-4 IN CONCRETE (HISTORICAL MIX)	54.00	SQYD		\$	
0120	02720		SIDEWALK-4 IN CONCRETE HISTORIC MIX)	599.00	SQYD		\$	
0130	02775		ARROW PANEL	2.00	EACH		\$	
0140	04793		CONDUIT-1 1/4 IN	85.00	LF		\$	
0150	04811		ELECTRICAL JUNCTION BOX TYPE B	2.00	EACH		\$	
0160	04820		TRENCHING AND BACKFILLING	85.00	LF		\$	
0170	04830		LOOP WIRE	4,090.00	LF		\$	
0180	04895		LOOP SAW SLOT AND FILL	1,635.00	LF		\$	
0190	06510		PAVE STRIPING-TEMP PAINT-4 IN	5,200.00	LF		\$	
0200	06514		PAVE STRIPING-PERM PAINT-4 IN	5,200.00	LF		\$	
0210	06516		PAVE STRIPING-PERM PAINT-8 IN	400.00	LF		\$	
0220	06562		PAVE MARKING-THERMO R 6 FT	4.00	EACH		\$	
0230	06563		PAVE MARKING-R/R XBUCKS 16 IN	80.00	LF		\$	
0240	06565		PAVE MARKING-THERMO X-WALK-6 IN	1,070.00	LF		\$	
0250	06568		PAVE MARKING-THERMO STOP BAR-24IN	398.00	LF		\$	
0260	06574		PAVE MARKING-THERMO CURV ARROW	7.00	EACH		\$	
0270	06575		PAVE MARKING-THERMO COMB ARROW	3.00	EACH		\$	
0280	06576		PAVE MARKING-THERMO ONLY	1.00	EACH		\$	
0290	22520EN		PAVE MARKING-THERMO YIELD BAR-36 IN	40.00	LF		\$	
0300	22906ES403		CL3 ASPH SURF 0.38A PG64-22	1,922.00	TON		\$	
0310	23158ES505		DETECTABLE WARNINGS (NEW)	460.00	SQFT		\$	
0320	23158ES505		DETECTABLE WARNINGS (RETROFIT)	28.00	SQFT		\$	
0330	23261EC		PAVE MARK-THERMO-X-WALK-24 IN	220.00	LF		\$	

Section: 0002 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0340	01708		RECONSTRUCT CATCH BASIN	4.00	EACH		\$	
0350	01709		ADJUST CATCH BASIN	6.00	EACH		\$	

Report Date 4/3/17

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0360	02562		TEMPORARY SIGNS	150.00	SQFT		\$	
0370	02650		MAINTAIN & CONTROL TRAFFIC (US 42 FE01)	1.00	LS		\$	

Section: 0003 - MISCELLANEOUS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	01792		ADJUST MANHOLE	17.00	EACH		\$	
0390	03425		ADJUST WATER VALVE	22.00	EACH		\$	

Section: 0004 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	02569		DEMOBILIZATION	1.00	LS		\$	