



**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**  
Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Matthew G. Bevin**  
Governor

**Greg Thomas**  
Secretary

September 26, 2016

CALL NO. 201  
CONTRACT ID NO. 162270  
ADDENDUM # 1

Subject: Franklin County, 037GR16P096-STP  
Letting September 30, 2016

- (1) Revised - Special Notes - Pages 17-19 of 186
- (2) Revised - Special Note - Pages 20-23 of 186
- (3) Revised - Traffic Control Plan - Pages 32-43 of 186
- (4) Deleted - Page 44 of 186
- (5) Revised - Material Summary - Pages 92-94 of 186
- (6) Revised - Bid Items - Pages 185-186 of 186

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

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

Sincerely,

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

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

RM:ks  
Enclosures



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## SPECIAL NOTES FOR PCC PATCHING & DIAMOND GRINDING

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### I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's Standard Specifications, and applicable interim Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions. Take note that Special Provision 11J is not applicable to this project. Furnish all materials, labor, equipment, and incidentals for the following work:

(1) Maintain and Control Traffic; (2) Diamond Grinding and (3) All other work specified as part of this contract.

### II. MATERIALS

The Department will sample and test all materials according to Department's Sampling Manual. Make the 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. Pavement Markings.** See Traffic Control Plan.

**C. Joint and Crack Sealing.** See Special Note for JPC Intersection Pavement. Use hot poured elastic, no alternates.

### III. CONSTRUCTION METHODS

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

**B. Site Preparation.** Be responsible for all site preparation, including but not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of waste materials, sweeping and removal of debris; temporary and permanent erosion and water pollution control; restoration; and any other incidentals. Perform all site preparation operations only as approved or directed by the Engineer.

**C. Concrete Pavement Removal and Replacement.** Except as specified in these notes, remove and replace full depth concrete pavement in accordance with Special Note for Full Depth Concrete Pavement Repair. Removal locations and dimensions listed in the summaries are approximate only; the Engineer will determine actual locations and dimensions at the time of construction. The Engineer may add additional locations within the project limits at any time prior to completion. Contrary to the Special Note for Full Depth Concrete Pavement Repair, the Engineer may designate non-standard distances from the joint to be used. Remove pavement according to Special Note for Full Depth Concrete Pavement Repair by a saw cut and lift method without unnecessarily disturbing

the underlying base. Double sawing of large slab removal limits will be allowed to facilitate removal. Place PCC Pavement with nominal depth of 10 inches; however, transition the finished grade of the PCC Pavement to match the adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than existing in some areas. Install tie and dowel bars according to Special Note for Full Depth Concrete Pavement Repair using gang drills, capable of drilling a minimum of four holes at a time.

The Engineer will allow hand finishing; however, perform initial strike-off with a rotary drum screed. Contrary to Section 501.03.13, do not texture by the formation of transverse grooves. All other applicable sections of Special Note for Full Depth Concrete Pavement Repair shall apply except as specified herein.

**D. PCC Pavement Diamond Grinding.** Diamond grind the entire length of the project both eastbound and westbound and at repair locations in the center turn lane or as directed by the Engineer. Begin Diamond Grinding within seven (7) calendar days after the placement of the last full depth patch. Grind the mainline lanes and the repair areas in the center turn lane. Complete diamond grinding according to Section 503 of the Standard Specifications. Ride quality will be according to Section 501 for Category B projects.

**E. Joint and Crack Sealing.** Seal joints in the new PCC pavement according to Special Note for Full Depth Concrete Pavement Repair. For other joints saw-cut, clean, and seal all transverse and longitudinal joints and the pavement shoulder joints according to Section 501.03.17.

**F. Disposal of Waste.** Dispose of all removed concrete, asphalt materials, debris, excess excavation, and other waste off the right-of-way at approved sites obtained by the Contractor at no additional cost to the Department. See Special Note for waste and Borrow.

**G. Final Dressing, Clean Up, and Seeding and Protection.** See Special Note for Erosion Control.

**H. Restoration.** Restore any roadway features or private property disturbed by the work or the Contractor's operations in like kind materials and design as directed by the Engineer at no additional cost to the Department or the owner.

**I. Pavement Striping and Pavement Markers.** See Traffic Control Plan.

**J. On-Site Inspection.** Make a thorough inspection of the site prior to submitting a bid and become thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not consider any claims for money or grant time extension resulting from site conditions.

#### **IV. METHOD OF MEASUREMENT**

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

**B. Site Preparation.** Other than the bid items listed, the Department will not measure site preparation will for direct payment, but shall be incidental to the other items of the work.

**C. Erosion Control.** See Special Note for Erosion Control.

**D. Remove PCC Pavement.** See Special Note for Full Depth Concrete Pavement Repair.

**E. JPC Pavement.** See Special Note for Full Depth Concrete Pavement Repair.

**F. Smooth Dowels and Deformed Tie Bars.** See Special Note for Full Depth Concrete Pavement Repair.

**G. Joint Sealing and Saw-Clean-Seal Joints.** For joints in new pavement joint sealing payment will be incidental, see Special Note for Full Depth Concrete Pavement Repair. For other longitudinal and transverse joints, the Department will measure saw-clean-seal joints in existing pavement in linear feet.

**H. PCC Pavement Diamond Grinding.** See Special Note For Diamond Grinding Ride Quality.

**I. Pavement Striping and Pavement markings.** See Traffic Control Plan.

## **V. BASIS OF PAYMENT**

The Department will not make direct payment, other than for the bid items listed. The Department will consider all other items required to complete the construction as incidental to the bid items listed.

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

**B. Remove Cement Concrete Pavement.** See Special Note for Full Depth Concrete Pavement Repair.

**C. JPC Pavement.** See Special Note for Full Depth Concrete Pavement Repair.

**D. PCC Pavement Diamond Grinding.** See Special Note For Diamond Grinding Ride Quality.

## SPECIAL NOTE FOR JPC PAVEMENT

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### I. DESCRIPTION

Except as specified herein, construct Jointed Plain Concrete (JPC) intersection pavement in accordance with the Department's Standard and Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions, and as directed by the Engineer. Section references are to the Standard Specifications. Furnish all materials, equipment, labor, and incidentals for:

- (1) Removing asphalt and/or concrete pavement and replacing with JPC Pavement; (2) Maintaining and controlling traffic; and (3) All other work specified as part of this contract.

### II. MATERIALS

The Department will sample and test all materials according to the Department's sampling Manual. Make the materials available for sampling a sufficient time in advance of their use, to allow for the necessary time for testing, unless otherwise specified in these notes.

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

**B. Dense Graded Aggregate.** Do not furnish Crushed Stone Base in lieu of DGA.

**C. Jointed Plain Cement Concrete Pavement.** Use JPC Pavement 10 IN. At Contractor's request and at no additional cost to the Department, the Engineer may approve other high early strength rapid setting concrete. The Department will allow either central mixing or truck mixing.

**D. Joint Sealant.** Use hot poured elastic, no alternates.

**E. Traffic Signal Loops.** See Special Notes for Traffic Signal Preformed Loop Replacement.

### III. CONSTRUCTION METHODS

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

**B. Site Preparation.** Be responsible for all site preparation, including but not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of materials; sweeping and removal of debris; shoulder preparation and restoration; temporary and permanent erosion and pollution control; final dressing, clean up, and seeding; and all incidentals. Perform all Site Preparation only as approved or

directed by the Engineer.

**C. Pavement Removal.** Consider pavement removal locations and dimensions shown on the drawings to be approximate only; the Engineer will determine exact locations and dimensions at the time of construction. Prior to removal, saw-cut existing asphalt and/or concrete pavement at locations directed by the Engineer to provide a neat edge where new concrete will adjoin existing pavement. Remove existing asphalt and/or concrete pavement, underlying stone base if necessary to provide for the specified thickness of the replacement JPC Pavement.

**D. Concrete Pavement Replacement.** Prior to pavement removal and placing JPC Pavement, obtain the Engineer's approval of proposed method of construction for ensuring and establishing a smooth profile. Immediately after removing asphalt pavement, stabilize the base as directed by the Engineer with crushed stone base and place the replacement JPC in a continuous operation in accordance with the Traffic Control Plan Phasing and as directed by the Engineer. Construct the replacement JPC Pavement with a minimum depth of 10 inches; however, transition the finished grade to match adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than 10 inches in some areas. Consolidate the concrete, strike off, machine finish with a vibrating or roller screed, and straightedge the plastic concrete with a straightedge conforming to Section 501.02.18. Test the profile of the finished pavement with a 12 foot straight edge according to Section 501.03.19. Provide positive drainage upon completion of construction.

**E. Joint Sealing.** Saw, clean, and seal transverse and longitudinal joints as shown on the standard drawings and as directed the Engineer.

**F. Traffic Signal Loops.** See Special Notes for Traffic Signal Preformed Loop Replacement. Protect lead wires from each loop to the junction box during each phase of the construction sequence at no additional cost to the Department.

**G. Disposal of Waste.** Dispose of all cuttings, debris, and other waste off the right-of-way at sites obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

**H. Pavement Markings.** See traffic Control Plan.

**I. On-Site Inspection.** Prior to submitting a bid, make a thorough inspection of the site and become thoroughly familiar with the existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not honor any claims resulting from site conditions.

**J. Property Damage and Restoration.** Be responsible for all damage to public and/or private property resulting from the work. Repair or replace all damaged roadway features in like kind materials and design at no additional cost to the Department. Repair or replace damaged private property in like kind materials and design to the satisfaction of the owner.

**K. Caution.** Consider information shown on the drawings and in this proposal and the types and quantities of work listed are approximate only, and not 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.

**L. Utility Clearance.** Determine the location of all underground and overhead utilities prior to construction. It is not anticipated that utility facilities will need to be relocated and/or adjusted; however, in the event that work does require relocation and/or adjustment, the utility companies will work concurrently with the Contractor while relocating their facilities.

**M. Final Dressing, Clean Up, and Seeding and Protection.** After all work is completed, remove all waste and debris from the construction sites. Remove all temporary shoulder widening and restore disturbed shoulders. Perform Class A final dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. 1.

**N. Coordination of Work.** Be advised that other projects may be in progress within or in the near vicinity of this project. Take into consideration that the traffic control of those projects may affect this project and the traffic control of this project may affect those projects. Coordinate the work on this project with the work of the other contractors. In case of a conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

#### IV. METHOD OF MEASUREMENT

The Department will measure only the bid items listed. All other items required to complete the construction shall be incidental to the listed bid items.

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

**B. Site Preparation.** Other than the bid items listed, site preparation will not be measured for payment, but will be incidental to the other items of the work.

**C. Remove Pavement.** The Department will measure removed asphalt pavement in square yards.

**D. JPC Pavement-10 IN.** See Section 502.04.01 and Section 501.04.01.

**E. Joint Sealing.** The Department will not measure Joint Sealing for payment, but shall be incidental to the bid item JPC Pavement-10 IN.

**F. Signal Loops.** See Special Notes for Traffic Signal Preformed Loop Replacement.

**G. Smooth Dowels, Deformed Tie Bars, and Hook Bolts.** The Department will not measure smooth dowels, deformed tie bars and hook bolts, but will be incidental to JPC Pavement-10 IN.

#### IV. BASIS OF PAYMENT

The Department will make payment only for the bid items listed. 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. Remove Pavement.** Payment at the contract unit price per square yard shall be full compensation for saw cutting, milling and texturing, and removing existing pavement (asphalt and/or concrete); disposing of waste and debris.

**C. JPC Pavement-10 IN.** See Section 502.05.

**D. Signal Loops.** See Special Notes for Traffic Signal Preformed Loop Replacement.



## **TRAFFIC CONTROL PLAN**

**STP 1271 (119) – US 127**

**STP 7337 (001) – KY 420**

**STP 4201 (084) – US 421**

**STP 7331 (002) – KY 1211**

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### **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**

**The entire project shall be completed within 80 calendar days after beginning work on the project and/or the Specified Project Completion Date, whichever occurs first. This project has a Fixed Project Completion Date of August 31, 2017.**

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 12 feet. 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.

The Department will allow night work on this project. Obtain the Engineer's approval of the method of lighting prior to performing night work.

### **FULL DEPTH CONCRETE REPLACEMENT**

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

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

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The clear lane width will be a minimum of 10 feet. Use a lane closure at all times when work is performed in the lane or adjacent shoulder. No long term lane closures will be allowed until paving and pavement repair operations begin. Once paving and pavement repairs have begun, these operations are to be continuous until all paving is complete.

If the Contractor suspends work for more than three (3) days for any reason, traffic shall be placed back in the original lane configuration, with all lanes operational. These traffic shifts, due to non-working days, shall be considered incidental to the bid item, **“MAINTAIN AND CONTROL TRAFFIC.”** The Department reserves the right to place traffic into its original configuration at anytime and will reimburse the Contractor for the cost of doing so.

The contractor must notify the Engineer at least fourteen (14) days prior to beginning construction.

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

## **LANE CLOSURES**

Limit the lengths of lane closures to a maximum of 1.5 miles, or as directed by the Engineer. Contrary to section 112, lane closures will **NOT** be measured for payment, but are considered incidental to **"MAINTAIN AND CONTROL TRAFFIC"**, lump sum.

## **PROJECT PHASING** **US 127 MP 8.230-8.296**

### **PHASE I**

Shift traffic to the outside lanes and close the inside lanes and shoulder to traffic. Place temporary concrete barrier wall between excavation and traffic. Remove the concrete pavement and permanent barrier wall. Install drainage features and construct new barrier wall and pavement.

### **PHASE II**

Shift traffic to the inside lanes and close the outside lanes and shoulder. Shift the temporary concrete barrier. Remove concrete pavement and guardrail. Install drainage features, new pavement and guardrail.

### **PHASE III**

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Remove temporary concrete barrier. After all other work is completed, place permanent striping, rumble strips, and inlaid pavement markers. Mobile operations may be utilized. In addition to newly paved areas, place permanent striping on bridge decks within the project limits.

## **SIGNS**

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILE, LEFT/RIGHT LANE CLOSED 3 MILE, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

Relocate and reset or cover existing permanent signs as required by work. Obtain the Engineer's approval before removing or covering an existing sign. The Department will not measure relocating and resetting or covering existing permanent signs, but shall be incidental to "**MAINTAIN AND CONTROL TRAFFIC**", lump sum.

## **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.

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## **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.

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.

## **BARRICADES**

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

### **PAVEMENT EDGE DROP-OFFS**

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

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

Less than 2" - No protection required.

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

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drop-off area.

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

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

### **TRAFFIC COORDINATOR**

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA). The Traffic Coordinator will inspect the project maintenance of traffic once daily, including weekends, during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times. During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate portable changeable message boards as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

### **COORDINATION OF WORK**

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

## 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
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### Standard Abbreviations

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

<u>Word</u>	<u>Abbrev.</u>	<u>Example</u>
Access	ACCS	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

**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.

**Reason/Problem**

ACCIDENT  
ACCIDENT/XX MILES  
XX ROAD CLOSED  
XX EXIT CLOSED  
BRIDGE CLOSED  
BRIDGE/(SLIPPERY, ICE, ETC.)  
CENTER/LANE/CLOSED  
DELAY(S), MAJOR/DELAYS  
DEBRIS AHEAD  
DENSE FOG  
DISABLED/VEHICLE  
EMER/VEHICLES/ONLY  
EVENT PARKING  
EXIT XX CLOSED  
FLAGGER XX MILES  
FOG XX MILES  
FREEWAY CLOSED  
FRESH OIL  
HAZMAT SPILL  
ICE  
INCIDENT AHEAD  
LANES (NARROW, SHIFT, MERGE, ETC.)  
LEFT LANE CLOSED  
LEFT LANE NARROWS  
LEFT 2 LANES CLOSED  
LEFT SHOULDER CLOSED  
LOOSE GRAVEL  
MEDIAN WORK XX MILES  
MOVING WORK ZONE, WORKERS IN ROADWAY  
NEXT EXIT CLOSED  
NO OVERSIZED LOADS  
NO PASSING  
NO SHOULDER  
ONE LANE BRIDGE

Action

ALL TRAFFIC EXIT RT  
AVOID DELAY USE XX  
CONSIDER ALT ROUTE  
DETOUR  
DETOUR XX MILES  
DO NOT PASS  
EXPECT DELAYS  
FOLLOW ALT ROUTE  
KEEP LEFT  
KEEP RIGHT  
MERGE XX MILES  
MERGE LEFT  
MERGE RIGHT  
ONE-WAY TRAFFIC  
PASS TO LEFT  
PASS TO RIGHT  
PREPARE TO STOP  
REDUCE SPEED  
SLOW  
SLOW DOWN  
STAY IN LANE  
STOP AHEAD  
STOP XX MILES  
TUNE RADIO 1610 AM  
USE NN ROAD  
USE CENTER LANE  
USE DETOUR ROUTE  
USE LEFT TURN LANE  
USE NEXT EXIT  
USE RIGHT LANE  
WATCH FOR FLAGGER

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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

# MATERIAL SUMMARY

**CONTRACT ID: 162270**

**037GR16P096-STP**

**MP03701271601**

WEST FRANKFORT CONNECTOR (US 127) FROM NORTH END OF DEVILS HOLLOW ROAD BRIDGE  
EXTENDING NORTH TO SOUTH END OF KENTUCKY RIVER BRIDGE JPC PAVEMENT, A DISTANCE OF 1.63  
MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	01484	CURB BOX INLET TYPE B-T	1.00	EACH
0010	01967	CONC MEDIAN BARRIER TYPE 12C	333.00	LF
0015	01987	DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	19.00	EACH
0020	02060	PCC PAVEMENT DIAMOND GRINDING	58,430.00	SQYD
0025	02115	SAW-CLEAN-RESEAL TVERSE JOINT	20,355.00	LF
0030	02116	SAW-CLEAN-RESEAL LONGIT JOINT	20,355.00	LF
0035	02351	GUARDRAIL-STEEL W BEAM-S FACE	1,565.00	LF
0040	02360	GUARDRAIL TERMINAL SECTION NO 1	2.00	EACH
0045	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	1.00	EACH
0050	02372	REMOVE GUARDRAIL CON TO BR END	2.00	EACH
0055	02381	REMOVE GUARDRAIL	1,565.00	LF
0060	02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	1.00	EACH
0065	02562	TEMPORARY SIGNS	450.00	SQFT
0070	02650	MAINTAIN & CONTROL TRAFFIC - (US 127 DIAMOND GRIND)	1.00	LS
0075	02671	PORTABLE CHANGEABLE MESSAGE SIGN	8.00	EACH
0080	02775	ARROW PANEL	2.00	EACH
0085	04793	CONDUIT-1 1/4 IN	20.00	LF
0090	04820	TRENCHING AND BACKFILLING	20.00	LF
0095	06510	PAVE STRIPING-TEMP PAINT-4 IN	20,500.00	LF
0100	06514	PAVE STRIPING-PERM PAINT-4 IN	47,000.00	LF
0105	06591	PAVEMENT MARKER TYPE V-BY	360.00	EACH
0110	06600	REMOVE PAVEMENT MARKER TYPE V	360.00	EACH
0115	21935EN	REMOVE CONC MEDIAN BARRIER	333.00	LF
0120	23251ES717	PAVE MARK TY 1 TAPE X-WALK-6 IN	800.00	LF
0125	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	224.00	LF
0130	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	15.00	EACH
0135	23611NN	CONC MED BAR BOX INLET TY 12B1-50	1.00	EACH
0140	00001	DGA BASE	950.00	TON
0145	00003	CRUSHED STONE BASE	175.00	TON
0150	00100	ASPHALT SEAL AGGREGATE	6.00	TON
0155	00103	ASPHALT SEAL COAT	1.00	TON
0160	00339	CL3 ASPH SURF 0.38D PG64-22	350.00	TON
0165	02069	JPC PAVEMENT-10 IN	5,742.00	SQYD
0170	02083	JPC PAVEMENT-10 IN SHLD	375.00	SQYD
0175	02091	REMOVE PAVEMENT	6,117.00	SQYD
0180	02599	FABRIC-GEOTEXTILE TYPE IV	3,155.00	SQYD
0185	02726	STAKING	1.00	LS
0190	04894	PREFORMED LOOP/LEAD-IN	100.00	LF
0195	20361ES601	CONCRETE PATCHING REPAIR	350.00	CUYD
0200	20453ES835	PREFORMED QUADRAPOLE LOOPS	50.00	LF
0205	02569	DEMOBILIZATION	1.00	LS
0210	01986	DELINEATOR FOR BARRIER WALL-B/Y - (ADDED: 9-26-16)	172.00	EACH

# MATERIAL SUMMARY

**CONTRACT ID: 162270****037GR16P096-STP****MP03704201601**

MERO STREET-CLINTON STREET (KY 420) FROM 140 FEET SOUTH OF ELK ALLEY EXTENDING NORTH TO 170 FEET SOUTH OF WILKINSON BOULEVARD-US 127 JPC PAVEMENT, A DISTANCE OF .3 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	02060	PCC PAVEMENT DIAMOND GRINDING	15,500.00	SQYD
0010	02069	JPC PAVEMENT-10 IN	300.00	SQYD
0015	02115	SAW-CLEAN-RESEAL TVERSE JOINT	8,570.00	LF
0020	02116	SAW-CLEAN-RESEAL LONGIT JOINT	8,570.00	LF
0025	02562	TEMPORARY SIGNS	320.00	SQFT
0030	02650	MAINTAIN & CONTROL TRAFFIC - (KY 420)	1.00	LS
0035	06510	PAVE STRIPING-TEMP PAINT-4 IN	4,383.00	LF
0040	06514	PAVE STRIPING-PERM PAINT-4 IN	8,766.00	LF
0045	23253ES717	PAVE MARK TY 1 TAPE CROSS HATCH	642.00	SQFT
0050	23255ES717	PAVE MARK TY 1 TAPE-STRAIGHT ARROW	3.00	EACH
0055	23256ES717	PAVE MARK TY 1 TAPE -ONLY	3.00	EACH
0060	23264ES717	PAVE MARK TY 1 TAPE X-WALK-12 IN	180.00	LF
0065	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	150.00	LF
0070	23269ES717	PAVE MARK TY 1 TAPE-COMBO ARROW	1.00	EACH
0075	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	8.00	EACH
0080	02569	DEMOBILIZATION	1.00	LS

**CONTRACT ID: 162270****037GR16P096-STP****MP03704211601**

BALD KNOB ROAD (US 421) FROM US 127 EXTENDING NORTH TO 700 FEET NORTH OF BENSON AVENUE CONNECTOR JPC PAVEMENT, A DISTANCE OF .17 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	02060	PCC PAVEMENT DIAMOND GRINDING	4,500.00	SQYD
0010	02115	SAW-CLEAN-RESEAL TVERSE JOINT	2,912.00	LF
0015	02116	SAW-CLEAN-RESEAL LONGIT JOINT	2,912.00	LF
0020	02562	TEMPORARY SIGNS	160.00	SQFT
0025	02650	MAINTAIN & CONTROL TRAFFIC - (US 421)	1.00	LS
0030	06510	PAVE STRIPING-TEMP PAINT-4 IN	2,500.00	LF
0035	06514	PAVE STRIPING-PERM PAINT-4 IN	5,000.00	LF
0040	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	26.00	LF
0045	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	4.00	EACH
0050	02569	DEMOBILIZATION	1.00	LS

# MATERIAL SUMMARY

**CONTRACT ID: 162270**

**037GR16P096-STP**

**MP03712111601**

TAYLOR AVENUE (KY 1211) FROM 400 FEET NORTH OF BENSON CREEK BRIDGE EXTENDING NORTH TO US 127 JPC PAVEMENT, A DISTANCE OF .16 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	02060	PCC PAVEMENT DIAMOND GRINDING	3,420.00	SQYD
0010	02115	SAW-CLEAN-RESEAL TVERSE JOINT	2,472.00	LF
0015	02116	SAW-CLEAN-RESEAL LONGIT JOINT	2,472.00	LF
0020	02562	TEMPORARY SIGNS	80.00	SQFT
0025	02650	MAINTAIN & CONTROL TRAFFIC - (KY 1211)	1.00	LS
0030	06510	PAVE STRIPING-TEMP PAINT-4 IN	1,885.00	LF
0035	06514	PAVE STRIPING-PERM PAINT-4 IN	3,771.00	LF
0040	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	25.00	LF
0045	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	2.00	EACH
0050	02569	DEMOBILIZATION	1.00	LS

**PROPOSAL BID ITEMS**

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**Section: 0001 - PAVING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	950.00	TON		\$	
0020	00003		CRUSHED STONE BASE	175.00	TON		\$	
0030	00100		ASPHALT SEAL AGGREGATE	6.00	TON		\$	
0040	00103		ASPHALT SEAL COAT	1.00	TON		\$	
0050	00339		CL3 ASPH SURF 0.38D PG64-22	350.00	TON		\$	
0060	02069		JPC PAVEMENT-10 IN	5,742.00	SQYD		\$	
0070	02083		JPC PAVEMENT-10 IN SHLD	375.00	SQYD		\$	
0080	02091		REMOVE PAVEMENT	6,117.00	SQYD		\$	
0090	02599		FABRIC-GEOTEXTILE TYPE IV	3,155.00	SQYD		\$	
0100	02726		STAKING	1.00	LS		\$	
0110	04894		PREFORMED LOOP/LEAD-IN	100.00	LF		\$	
0120	20361ES601		CONCRETE PATCHING REPAIR	350.00	CUYD		\$	
0130	20453ES835		PREFORMED QUADRAPOLE LOOPS	50.00	LF		\$	

**Section: 0002 - ROADWAY**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0140	01484		CURB BOX INLET TYPE B-T	1.00	EACH		\$	
0150	01967		CONC MEDIAN BARRIER TYPE 12C	333.00	LF		\$	
0155	01986		DELINEATOR FOR BARRIER WALL-B/Y (ADDED: 9-26-16)	172.00	EACH		\$	
0160	01987		DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	19.00	EACH		\$	
0170	02060		PCC PAVEMENT DIAMOND GRINDING	81,850.00	SQYD		\$	
0180	02069		JPC PAVEMENT-10 IN	300.00	SQYD		\$	
0190	02115		SAW-CLEAN-RESEAL TVERSE JOINT	34,309.00	LF		\$	
0200	02116		SAW-CLEAN-RESEAL LONGIT JOINT	34,309.00	LF		\$	
0210	02351		GUARDRAIL-STEEL W BEAM-S FACE	1,565.00	LF		\$	
0220	02360		GUARDRAIL TERMINAL SECTION NO 1	2.00	EACH		\$	
0230	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	1.00	EACH		\$	
0240	02372		REMOVE GUARDRAIL CON TO BR END	2.00	EACH		\$	
0250	02381		REMOVE GUARDRAIL	1,565.00	LF		\$	
0260	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	1.00	EACH		\$	
0270	02562		TEMPORARY SIGNS	1,010.00	SQFT		\$	
0280	02650		MAINTAIN & CONTROL TRAFFIC (KY 1211)	1.00	LS		\$	
0290	02650		MAINTAIN & CONTROL TRAFFIC (KY 420)	1.00	LS		\$	
0300	02650		MAINTAIN & CONTROL TRAFFIC (US 127 DIAMOND GRIND)	1.00	LS		\$	
0310	02650		MAINTAIN & CONTROL TRAFFIC (US 421)	1.00	LS		\$	
0320	02671		PORTABLE CHANGEABLE MESSAGE SIGN	8.00	EACH		\$	
0330	02775		ARROW PANEL	2.00	EACH		\$	
0340	04793		CONDUIT-1 1/4 IN	20.00	LF		\$	
0350	04820		TRENCHING AND BACKFILLING	20.00	LF		\$	



**PROPOSAL BID ITEMS**

REVISED ADDENDUM #1: 9-26-16

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0360	06510		PAVE STRIPING-TEMP PAINT-4 IN	29,268.00	LF		\$	
0370	06514		PAVE STRIPING-PERM PAINT-4 IN	64,537.00	LF		\$	
0380	06591		PAVEMENT MARKER TYPE V-BY	360.00	EACH		\$	
0390	06600		REMOVE PAVEMENT MARKER TYPE V	360.00	EACH		\$	
0400	21935EN		REMOVE CONC MEDIAN BARRIER	333.00	LF		\$	
0410	23251ES717		PAVE MARK TY 1 TAPE X-WALK-6 IN	800.00	LF		\$	
0420	23253ES717		PAVE MARK TY 1 TAPE CROSS HATCH	642.00	SQFT		\$	
0430	23255ES717		PAVE MARK TY 1 TAPE-STRAIGHT ARROW	3.00	EACH		\$	
0440	23256ES717		PAVE MARK TY 1 TAPE -ONLY	3.00	EACH		\$	
0450	23264ES717		PAVE MARK TY 1 TAPE X-WALK-12 IN	180.00	LF		\$	
0460	23265ES717		PAVE MARK TY 1 TAPE STOP BAR-24 IN	425.00	LF		\$	
0470	23269ES717		PAVE MARK TY 1 TAPE-COMBO ARROW	1.00	EACH		\$	
0480	23270ES717		PAVE MARK TY 1 TAPE-CURV ARROW	29.00	EACH		\$	
0490	23611NN		CONC MED BAR BOX INLET TY 12B1-50	1.00	EACH		\$	

**Section: 0003 - DEMOBILIZATION**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0500	02569		DEMOBILIZATION	1.00	LS		\$	