



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

February 13, 2012

CALL NO. 425
CONTRACT ID NO. 122077
ADDENDUM # 1

Subject: Jefferson County, 056GR12P033-FD05
Letting February 24, 2012

- (1) Revised - Table of Contents - Page 2 of 110
- (2) Added - Special Note for Base Failure Repair - Page 14(a) of 110
- (3) Revised - Traffic Control Plan - Pages 17-27 of 110
- (4) Revised - Material Summary - Pages 39-40 of 110
- (5) Added - Base Failure Repair Summary - Page 46(a) of 110
- (6) Revised - Bid Items - Pages 109-110 of 110

Proposal revisions are available at <http://transportation.ky.gov/contract/>.

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

Sincerely,

A handwritten signature in blue ink that reads "Ryan Griffith".

Ryan Griffith
Director
Division of Construction Procurement

RG:ks
Enclosures



An Equal Opportunity Employer M/F/D

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SPECIAL NOTES FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present). Excavate to an approximate depth of 24 inches below the existing pavement surface level. Use all possible care to avoid damaging existing culvert pipes and any existing underground utilities. Repair or restore any damaged items at no additional cost to the Department. Remove and dispose of all materials off the Right-of-way at sites obtained by the Contractor at no additional cost to the Department.

On the same day trench is excavated, backfill the excavated area with 12 inches of Crushed Limestone Size No. 23 wrapped on the bottom and sides in Table III Geotextile Fabric. Backfill the remaining area with Class 2 Asphalt Base 1.00D PG64-22 in 3 inch maximum courses up to the existing pavement surface. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not mill or place new asphalt surface over repaired base failure areas until a minimum of 7 calendar days have elapsed after placement of the final course of asphalt base. After a minimum of 7 calendar days and when the Engineer determines the base failure repair areas have sufficiently stabilized, begin milling and/or resurfacing operations. Prior to milling and/or constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw 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 claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices per square yard for Base Failure Repair and per ton for Leveling and Wedging as full compensation for all labor, materials, equipment, and incidentals for saw cutting pavement and excavating and disposing of all materials; furnishing and placing crushed limestone stone wrapped in geotextile fabric; furnishing and placing asphalt base up to the pavement boundary; leveling and wedging until the repair areas stabilize; and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

TRAFFIC CONTROL PLAN

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

Do not erect lane closures on US 60A on the following days:

May 4, 2012 – May 6, 2012	Derby Weekend
May 26, 2012 – May 28, 2012	Memorial Day Weekend
July 4, 2012	Independence Day Weekend
September 1, 2012 – September 3, 2012	Labor Day Weekend

Maintain all lanes open to traffic and perform no work during the following hours on US 60A:

<u>6</u> a.m. - <u>7</u> p.m.	Monday through Friday
<u>6</u> a.m. - <u>7</u> p.m.	Saturday & Sunday

The Engineer may permit minor operations that do not require a lane closure and cause little disruption to traffic between the hours of 6 a.m. to 7 p.m on US 60A.

KY 864 will have no time restrictions.

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 10 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

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

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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

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

SIGNS

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.

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 Changeable Message Signs in concurrent use at the same time

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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.

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.

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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.

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

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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
-

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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.

<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

MATERIAL SUMMARY

CONTRACT ID: 122077

FD05 056 060A 000-001

PES NO: MP056060A1201

7TH STREET ROAD (US 60A) FROM US 31W-KY 2049 (MP 0.000) EXTENDING EAST TO KY 1931
(MP 0.588), A DISTANCE OF 0.590000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00190	LEVELING & WEDGING PG64-22	140.00	TON
0220	00388	CL3 ASPH SURF 0.38B PG64-22	1,330.00	TON
0020	02562	SIGNS	270.00	SQFT
0030	02650	MAINTAIN & CONTROL TRAFFIC US 60A MP 0.000-0.588	1.00	LS
0040	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0050	02676	MOBILIZATION FOR MILL & TEXT US 60A MP 0.000-0.588	1.00	LS
0060	02677	ASPHALT PAVE MILLING & TEXTURING	1,330.00	TON
0070	02720	SIDEWALK-4 IN CONCRETE	90.00	SQYD
0080	02775	ARROW PANEL	2.00	EACH
0090	04793	CONDUIT-1 1/4 IN	55.00	LF
0100	04820	TRENCHING AND BACKFILLING	55.00	LF
0110	04830	LOOP WIRE	2,714.00	LF
0120	04895	LOOP SAW SLOT AND FILL	1,274.00	LF
0130	06510	PAVE STRIPING-TEMP PAINT-4 IN	8,920.00	LF
0140	06514	PAVE STRIPING-PERM PAINT-4 IN	8,920.00	LF
0150	06565	PAVE MARKING-THERMO X-WALK-6 IN	546.00	LF
0160	06568	PAVE MARKING-THERMO STOP BAR-24IN	157.00	LF
0170	06574	PAVE MARKING-THERMO CURV ARROW	7.00	EACH
0180	06589	PAVEMENT MARKER TYPE V-MW	8.00	EACH
0190	06591	PAVEMENT MARKER TYPE V-BY	82.00	EACH
0200	10020NS	FUEL ADJUSTMENT	2,006.00	DOLL
0210	10030NS	ASPHALT ADJUSTMENT	3,534.00	DOLL
0230	23158ES505	DETECTABLE WARNINGS	116.00	SQFT
0240	02569	DEMobilIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 122077

FD05 056 0864 014-016

PES NO: MP05608641201

LOGAN-SOUTH CAMPBELL-EAST CHESTNUT ROAD (KY 864) FROM EAST KENTUCKY STREET (MP 14.831) EXTENDING NORTH TO US 31E (MP 15.977), A DISTANCE OF 1.150000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00190	LEVELING & WEDGING PG64-22	266.00	TON
0020	00301	CL2 ASPH SURF 0.38D PG64-22	2,587.00	TON
0030	02562	SIGNS	710.00	SQFT
0040	02650	MAINTAIN & CONTROL TRAFFIC KY 864 MP 14.831-15.977	1.00	LS
0050	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0060	02676	MOBILIZATION FOR MILL & TEXT KY 864 MP 14.831-15.977	1.00	LS
0070	02677	ASPHALT PAVE MILLING & TEXTURING	2,587.00	TON
0080	02720	SIDEWALK-4 IN CONCRETE	770.00	SQYD
0090	02775	ARROW PANEL	2.00	EACH
0210	03240	BASE FAILURE REPAIR (ADDED: 2-13-12)	200.00	SQYD
0100	04830	LOOP WIRE	696.00	LF
0110	04895	LOOP SAW SLOT AND FILL	340.00	LF
0120	06510	PAVE STRIPING-TEMP PAINT-4 IN	9,302.00	LF
0130	06514	PAVE STRIPING-PERM PAINT-4 IN	9,302.00	LF
0140	06565	PAVE MARKING-THERMO X-WALK-6 IN	1,308.00	LF
0150	06568	PAVE MARKING-THERMO STOP BAR-24IN	355.00	LF
0160	06574	PAVE MARKING-THERMO CURV ARROW	5.00	EACH
0170	10020NS	FUEL ADJUSTMENT	3,900.00	DOLL
0180	10030NS	ASPHALT ADJUSTMENT	6,873.00	DOLL
0190	23158ES505	DETECTABLE WARNINGS	786.00	SQFT
0200	02569	DEMOBILIZATION	1.00	LS

Base Failure Repair Summary
FD05 056 0864 014-016
KY 864 (SOUTHBOUND)

Milepoint	Lane	Length	Width
15.797	Right	80	12
	Left	20	12
15.786	Right	50	12

CONTRACT ID: 122077
COUNTY: JEFFERSON
PROPOSAL: 056GR12P033-FD05

PAGE: 1
LETTING: 02/24/12
CALL NO: 425

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	PRICE	AMOUNT
SECTION 0001 ROADWAY						
0010	00190	LEVELING & WEDGING PG64-22	406.000	TON		
0020	00301	CL2 ASPH SURF 0.38D PG64-22	2,587.000	TON		
0030	00388	CL3 ASPH SURF 0.38B PG64-22	1,330.000	TON		
0040	02562	SIGNS	980.000	SQFT		
0050	02650	MAINTAIN & CONTROL TRAFFIC KY 864 MP 14.831-15.977	(1.00)	LS		
0060	02650	MAINTAIN & CONTROL TRAFFIC US 60A MP 0.000-0.588	(1.00)	LS		
0070	02671	PORTABLE CHANGEABLE MESSAGE SIGN	4.000	EACH		
0080	02676	MOBILIZATION FOR MILL & TEXT KY 864 MP 14.831-15.977	(1.00)	LS		
0090	02676	MOBILIZATION FOR MILL & TEXT US 60A MP 0.000-0.588	(1.00)	LS		
0100	02677	ASPHALT PAVE MILLING & TEXTURING	3,917.000	TON		
0110	02720	SIDEWALK-4 IN CONCRETE	860.000	SQYD		
0120	02775	ARROW PANEL	4.000	EACH		
0121	03240	BASE FAILURE REPAIR (ADDED: 2-13-12)	200.000	SQYD		
0130	04793	CONDUIT-1 1/4 IN	55.000	LF		
0140	04820	TRENCHING AND BACKFILLING	55.000	LF		
0150	04830	LOOP WIRE	3,410.000	LF		
0160	04895	LOOP SAW SLOT AND FILL	1,614.000	LF		
0170	06510	PAVE STRIPING-TEMP PAINT-4 IN	18,222.000	LF		
0180	06514	PAVE STRIPING-PERM PAINT-4 IN	18,222.000	LF		
0190	06565	PAVE MARKING-THERMO X-WALK-6 IN	1,854.000	LF		

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LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0200	06568	PAVE MARKING-THERMO STOP BAR-24IN	512.000	LF		
0210	06574	PAVE MARKING-THERMO CURV ARROW	12.000	EACH		
0220	06589	PAVEMENT MARKER TYPE V-MW	8.000	EACH		
0230	06591	PAVEMENT MARKER TYPE V-BY	82.000	EACH		
0240	10020NS	FUEL ADJUSTMENT	5,906.000	DOLL	1.00	5,906.00
0250	10030NS	ASPHALT ADJUSTMENT	10,407.000	DOLL	1.00	10,407.00
0260	23158ES505	DETECTABLE WARNINGS	902.000	SQFT		
SECTION 0002 DEMOBILIZATION						
0270	02569	DEMOBILIZATION (AT LEAST 1.5%)		LUMP		
		TOTAL BID				