



CALL NO. 107

CONTRACT ID. 071016

JEFFERSON COUNTY

FED/STATE PROJECT NUMBER IM 64-2(157)

LETTING DATE: March 23, 2007

Sealed Bids will be received in the Division of Construction Procurement and/or the Auditorium located on the 1st floor of the Transportation Cabinet Office Building until 10:00 AM EASTERN DAYLIGHT TIME March 23, 2007. Bids will be publicly opened and read at 10:00 AM EASTERN DAYLIGHT TIME.

ROAD AND/OR BRIDGE PLANS

DBE CERTIFICATION REQUIRED

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

(Check guaranty submitted: Cashier's Check Certified Check Bid Bond)

BID BONDS WHEN SUBMITTED WILL BE RETAINED WITH THE PROPOSAL

DBE General Plan Included

BID

PROPOSAL ISSUED TO: _____

SPECIMEN

Address

City

State

Zip

TABLE OF CONTENTS

| | |
|----------|---|
| PART I | SCOPE OF WORK |
| | <ul style="list-style-type: none">• PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES• CONTRACT NOTES• CONTRACT DBE GOAL• FEDERAL CONTRACT NOTES• GENERAL DBE PARTICIPATION PLAN• ASPHALT MIXTURE• INCIDENTAL SURFACING• ASPHALT PAVEMENT RIDE QUALITY• FUEL AND ASPHALT PAY ADJUSTMENT• OPTION A• SPECIAL NOTE(S) APPLICABLE TO PROJECT• PROJECT IDENTIFICATION SIGN• INSTALLATION OF TRAFFIC COUNTING INDUCTANCE LOOPS• RIGHT OF WAY NOTES• UTILITY CLEARANCE• COMMUNICATING ALL PROMISES |
| PART II | SPECIFICATIONS AND STANDARD DRAWINGS |
| | <ul style="list-style-type: none">• SUPPLEMENTAL SPECIFICATIONS• [SN-11] VARIABLE MESSAGE SIGNS *• [SN-9Y] MATERIAL TRANSFER VEHICLE *• [SP-13] CRASH CUSHIONS *• BREAKAWAY SIGN SUPPORT SYSTEM FOR TYPE C BEAM• FOOTING DETAILS FOR TYPE C BEAM |
| PART III | EMPLOYMENT, WAGE AND RECORD REQUIREMENTS |
| | <ul style="list-style-type: none">• FEDERAL-AID CONSTRUCTION CONTRACTS - FHWA 1273• NONDISCRIMINATION OF EMPLOYEES• EXECUTIVE BRANCH CODE OF ETHICS• PROJECT WAGE RATES• NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EEO |
| PART IV | INSURANCE |
| PART V | STATEMENT OF INCOMPLETED WORK |
| PART VI | BID ITEMS |

PART VII CERTIFICATION

- **PROVISIONS RELATED TO SENATE BILL 258 (1994)**
- **NON-COLLUSION CERTIFICATION**
- **CERTIFICATION OF ORGANIZATION(S)**
- **CERTIFICATION OF PERFORMANCE**
- **CERTIFICATION FOR FEDERAL-AID CONTRACTS**
- **CERTIFICATION OF BID PROPOSAL / DBE**

PART I
SCOPE OF WORK

CONTRACT ID - 071016

ADMINISTRATIVE DISTRICT - 05

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - JEFFERSON

IM 64-2(157)

RIVERSIDE EXPRESSWAY (I-64) BRIDGE AND ASPHALT RESTORATION ON THE RIVERSIDE EXPRESSWAY
BETWEEN PRESTON STREET AND THE SHAWNEE EXPRESSWAY. ASPHALT REHAB WITH BRIDGE (S). SYP
NO. 05-00073.00.

GEOGRAPHIC COORDINATES LATITUDE 38^15'00" LONGITUDE 85^45'00"

COMPLETION DATE(S) AND LIQUIDATED DAMAGES ESTABLISHED:

COMPLETION DATE - October 15, 2007

APPLIES TO ENTIRE CONTRACT

SEE STANDARD SPECIFICATIONS FOR LIQUIDATED DAMAGES

CONTRACT NOTES

PROPOSAL ADDENDA

All addenda to this proposal must be incorporated into the proposal when the bid is submitted to the Kentucky Department of Highways. Failure to use the correct and most recent bid sheet(s) may result in the bid being rejected.

BID SUBMITTAL

Bidder must use the Department's Highway Bid Program available on the Internet web site of the Department of Highways, Division of Construction Procurement. (www.transportation.ky.gov/contract)

The Bidder must download the bid items created from the web site to prepare a bid proposal for submission to the Department. The bidder must insert the completed bid item sheets printed from the Program into the bidder's proposal and submit with the disk created by said program.

JOINT VENTURE BIDDING

Joint Venture bidding is permissible. However, both companies MUST purchase a bidding proposal. Either proposal may be submitted but must contain the company names and signatures of both parties where required. 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 is advised that the Underground Facility Damage Protection Act of 1994, became law January 1, 1995. It is the contractor's responsibility to determine the impact of the act regarding this project, and take all steps necessary to be in compliance with the provision of the act.

CONTRACT DBE GOAL

The Disadvantaged Business Enterprise (DBE) goal established for this contract is 5% of the total value of the contract.

The contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in at least the percent of the contract as set forth above as goals for this contract.

FEDERAL CONTRACT NOTES

The Kentucky Department of Highways, in accordance with the Regulations of the United States Department of Transportation 23 CFR 635.112 (h), hereby notifies all bidders that failure by a bidder to comply with all applicable sections of the 2004 Kentucky Standard Specifications, including, but not limited to the following, may result in a bid not being considered responsive and thus not eligible to be considered for award:

102.02 Current Capacity Rating

102.08 Irregular Proposals

102.09 Proposal Guaranty

102.10 Delivery of Proposals

102.14 Disqualification of Bidders

CIVIL RIGHTS ACT OF 1964

The Kentucky Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Federal Department of Transportation (49 C.F.R., Part 21), issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin.

NOTICE TO ALL BIDDERS

To report bid rigging activities call: 1-800-424-9071.

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

FHWA 1273

The requirements of Paragraph VI of FHWA 1273 does not apply to projects with a total cost of less than \$1,000,000.00.

SECOND TIER SUBCONTRACTS

Second Tier subcontracts on federally assisted projects shall be permitted. However, in the case of DBE's, second tier subcontracts will only be permitted where the other subcontractor is also a DBE. All second tier subcontracts shall have the consent of both the Contractor and the Engineer.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

It is the policy of the Kentucky Transportation Cabinet ("the Cabinet") that Disadvantaged Business Enterprises ("DBE") shall have the opportunity to participate in the performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The contractor will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the contractor to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

OBLIGATION OF CONTRACTORS

Each contractor prequalified to perform work on Cabinet projects shall designate and make known to the Cabinet a liaison officer who is assigned the responsibility of effectively administering and promoting an active program for utilization of DBEs.

If a formal goal has not been designated for the contract, all contractors are encouraged to consider DBEs for subcontract work as well as for the supply of material and services needed to perform this work.

Contractors are encouraged to use the services of banks owned and controlled by minorities and women.

CERTIFICATION OF CONTRACT GOAL

Contractors shall include the following certification in bids for projects for which a DBE goal has been established. BIDS SUBMITTED WHICH DO NOT INCLUDE CERTIFICATION OF DBE PARTICIPATION WILL NOT BE READ PUBLICLY. These bids will not be considered for award by the Cabinet and they will be returned to the bidder.

“The bidder certifies that it has secured participation by Disadvantaged Business Enterprises (“DBE”) in the amount of ____ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program.”

The certification statement is located on the last page of this proposal. All contractors must certify their DBE participation on that page. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted.

DBE PARTICIPATION PLAN

All bidders are encouraged to submit their General DBE Participation Plan with their bid on the official form. Lowest responsive bidders whose bid packages include DBE Participation Plans may be awarded the contract at the next Awards Committee meeting provided that the DBE goal is met. The DBE Participation Plan shall include the following:

1. Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
2. Description of the work each is to perform including the work item , unit, quantity, unit price and total amount of the work to be performed by the individual DBE;
3. The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows;
 - a) If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
 - The entire expenditure paid to a DBE manufacturer;
 - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
 - the amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.
 - b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;

- c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;
4. Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

The apparent low bidder who does not submit a General DBE Participation Plan with the bid shall submit it within 10 calendar days after receipt of notification that they are the apparent low bidder. The project will not be considered for award prior to submission and approval of the apparent low bidder's DBE Participation Plan.

Detailed DBE Participation Plan forms will be included in the Contractor Package presented to successful bidders following the awarding of the project. The Detailed DBE Participation Plan must be completed and returned to Contract Procurement in accordance with Cabinet policy. A copy of the blank estimate will be included with the Detailed DBE Participation Plan to list sequence items by PCN (Project Control Number).

Changes to DBE Participation Plans must be approved by the Cabinet. The Cabinet may consider extenuating circumstances including, but not limited to, changes in the nature or scope of the project, the inability or unwillingness of a DBE to perform the work in accordance with the bid, and/or other circumstances beyond the control of the prime contractor.

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

If the DBE participation submitted in the bid by the apparent lowest responsive bidder does not meet or exceed the DBE contract goal, the apparent lowest responsive bidder must submit a Good Faith Effort Package to satisfy the Cabinet that sufficient good faith efforts were made to meet the contract goals prior to submission of the bid. Efforts to increase the goal after bid submission will not be considered in justifying the good faith effort, unless the contractor can show that the proposed DBE was solicited prior to the letting date. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted. One complete set and nine (9) copies of this information must be received in the office of the Division of Contract Procurement no later than 12:00 noon of the tenth calendar day after receipt of notification that they are the apparent low bidder.

Where the information submitted includes repetitious solicitation letters it will be acceptable to submit a sample representative letter along with a distribution list of the firms solicited. Documentation of DBE quotations shall be a part of the good faith effort submittal as necessary to demonstrate compliance with the factors listed below which the Cabinet considers in judging good faith efforts. This documentation may include written

subcontractors' quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

The Good Faith Effort Package shall include, but may not be limited to information showing evidence of the following:

1. Whether the bidder attended any pre-bid meetings that were scheduled by the Cabinet to inform DBEs of subcontracting opportunities;
2. Whether the bidder provided solicitations through all reasonable and available means;
3. Whether the bidder provided written notice to all DBEs listed in the DBE directory at the time of the letting who are prequalified in the areas of work that the bidder will be subcontracting;
4. Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested. If a reasonable amount of DBEs within the targeted districts do not provide an intent to quote or no DBEs are prequalified in the subcontracted areas, the bidder must notify the DBE Liaison in the Office of Minority Affairs to give notification of the bidder's inability to get DBE quotes;
5. Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise perform these work items with its own forces;
6. Whether the bidder provided interested DBEs with adequate and timely information about the plans, specifications, and requirements of the contract;
7. Whether the bidder negotiated in good faith with interested DBEs not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached;
8. Whether quotations were received from interested DBE firms but were rejected as unacceptable without sound reasons why the quotations were considered unacceptable. The fact that the DBE firm's quotation for the work is not the lowest quotation received will not in itself be considered as a sound reason for rejecting the quotation as unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a DBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy DBE goals;
9. Whether the bidder specifically negotiated with subcontractors to assume part of the responsibility to meet the contract DBE goal when the work to be subcontracted includes potential DBE participation;
10. Whether the bidder made any efforts and/or offered assistance to interested DBEs in obtaining the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal; and
11. Any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include DBE participation.

FAILURE TO MEET GOOD FAITH REQUIREMENT

Where the apparent lowest responsive bidder fails to submit sufficient participation by DBE firms to meet the contract goal and upon a determination by the Good Faith Committee based upon the information submitted that the apparent lowest responsive bidder failed to make sufficient reasonable efforts to meet the contract goal, the bidder will be offered the opportunity to meet in person for administrative reconsideration. The bidder will be notified of the Committee's decision within 24 hours of its decision. The bidder will have 24 hours to request reconsideration of the Committee's decision. The reconsideration meeting will be held within two days of the receipt of a request by the bidder for reconsideration.

The request for reconsideration will be heard by the Office of the Secretary. The bidder will have the opportunity to present written documentation or argument concerning the issue of whether it met the goal or made an adequate good faith effort. The bidder will receive a written decision on the reconsideration explaining the basis for the finding that the bidder did or did not meet the goal or made adequate Good Faith efforts to do so.

The result of the reconsideration process is not administratively appealable to the Cabinet or to the United States Department of Transportation.

The Cabinet reserves the right to award the contract to the next lowest responsive bidder or to rebid the contract in the event that the contract is not awarded to the low bidder as the result of a failure to meet the good faith requirement.

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

Failure by the prime contractor to fulfill the DBE requirements of a project under contract or to demonstrate good faith efforts to meet the goal constitutes a breach of contract. When this occurs, the Cabinet will hold the prime contractor accountable, as would be the case with all other contract provisions. Therefore, the contractor's failure to carry out the DBE contract requirements shall constitute a breach of contract and as such the Cabinet reserves the right to exercise all administrative remedies at its disposal including, but not limited to the following:

- Disallow credit toward the DBE goal;
- Withholding progress payments;
- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

PROMPT PAYMENT

The prime contractor will be required to pay the DBE within seven (7) working days after he or she has received payment from the Kentucky Transportation Cabinet for work performed or materials furnished.

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to submit certified reports on monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal.

Prime contractors will incorporate a requirement into DBE subcontracts, including supply contracts, that DBEs must provide to the Division of Construction, a copy of all checks received from the prime contractor within seven days of receipt of payment for work performed on Cabinet projects. Checks to DBE subcontractors must include the PCN number, estimate number, and the sequence and quantity.

DEFAULT OR DECERTIFICATION OF THE DBE

If the DBE subcontractor or supplier is decertified or defaults in the performance of its work, and the overall goal cannot be credited for the uncompleted work, the prime contractor may utilize a substitute DBE or elect to fulfill the DBE goal with another DBE on a different work item. If after exerting good faith effort in accordance with the Cabinet's Good Faith Effort policies and procedures, the prime contractor is unable to replace the DBE, then the unmet portion of the goal may be waived at the discretion of the Cabinet.

ASPHALT MIXTURE

The rate of application for all asphalt mixtures shall be estimated at 110 lbs/sy per inch of depth, unless otherwise noted.

INCIDENTAL SURFACING

The quantities established in the proposal include estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, and road and street approaches. These items are to be paved to the limits as shown on Standard Drawing RPM 110 or to the limits as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, the paving of the crossroads shall be to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. These areas are to be surfaced or resurfaced as directed by the Engineer and no direct payment will be allowed for placing and compacting.

ASPHALT PAVEMENT RIDE QUALITY

Pavement Rideability Requirements shall apply on this project in accordance with Section 410 of the *2004 Standard Specifications*.

FUEL AND ASPHALT PAY ADJUSTMENT

These contract items Lot Pay Adjustment, Asphalt Adjustment and Fuel Adjustment, are for possible future payments. Additional monies may need to be setup with an additional change order if existing contract amount is insufficient to pay all items on the contract. Unit price is \$1.00. Quantity will be actual adjustment after work is completed.

OPTION A

The Contractor is advised that the compaction of asphalt mixtures furnished for driving lanes and ramps, at 25mm (1 inch) or greater, on this project will be accepted according to OPTION A in accordance with Section 402 and Section 403 of the *2004 Standard Specification*. Joint cores as described in subsection 402.03.02 are required for surface mixtures only. The compaction of all other asphalt mixtures will be accepted by OPTION B.

**SPECIAL NOTE TRAFFIC RESPONSE AND INCIDENT
MANAGEMENT ASSISTING THE RIVER CITIES (TRIMARC)**

Existing buried fiber optic cable has been installed within the construction limits of this project as part of the Traffic Response and Incident Management Assisting the River Cities (TRIMARC). Notify the Engineer in writing, a minimum of (2) two weeks, prior to beginning any work.

The Engineer will contact and maintain liaison with the District Traffic Engineer and coordinate any necessary work. Do not perform any excavation or underground activity until the Department locates and marks the cable.

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02/11/04

HD 21A PAINT SPEC WATERBORNE PAINT SPECIFICATIONS

MATERIALS

NOTE: The paint used for this project shall include **HD 21A** resin.

Select Materials for this project to meet the performance requirements detailed in SECTION 842 of the current STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION and additional requirements as listed in this document. The resin portion of the paints shall be composed of the Rohm and Haas HD 21A Resin. Initial samples must be submitted for approval prior to initiation of the striping operation. The initial samples may be sent from the manufacturer of the paint. In addition to the initial samples, the Department will randomly sample paint delivered to the project for specification compliance.

| <u>PAINTS</u> | YELLOW | WHITE |
|------------------|-------------------|-------------------|
| (1) RESIN | HD 21A | HD 21A |
| (2) COLOR | 595B-38907 | 595B-37925 |
| L* | 80.80 | 94.92 |
| a* | 19.04 | -2.18 |
| b* | 88.57 | 3.10 |

Test Methods to be used in the determination of these properties:

- (1) The use of HD 21A resin will be verified by testing and manufacturer certification.
- (2) *Allowable variation of the color, measured in the laboratory, will be 2.0 ΔE* from the referenced standard color. These values shall be obtained from a spectrophotometer utilizing a D65 illuminant at 45° illumination and 0° viewing with a 2° observer. Readings will be taken only over the black portion of the Leneta sheet on a 15 mil (wft) draw down.*

BEADS: Beads will only be evaluated as part of the system (through retroreflectivity readings). Testing of the coatings, gradation and initial quality of the product applied shall be the responsibility of the contractor.

APPLICATION OF STRIPING

All pavement markings shall be installed in accordance with Section 713 of the STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION and additional requirements as listed in this document.

Paint shall be applied at a minimum rate of 29.5 gallons per mile of solid six-inch line to produce a minimum thickness of 18 mils. Glass beads shall be applied at a minimum rate of six pounds per gallon of paint.

If the Engineer determines that the quality of the striping applied by the Contractor is unsatisfactory with regard to retroreflectivity, bead distribution, paint thickness, overspray, accuracy of retracing, line width, consistency, tracking, etc., he may stop the striping operation immediately until the Contractor can demonstrate that the problem has been corrected.

Any striping error that requires removal of a line applied by the Contractor shall be removed, at the Contractor's expense, by a removal method approved by the Engineer. This removal process shall be done in a manner that shall not be detrimental to the pavement. Painting over the line with bituminous or other materials to obliterate the markings will not be allowed. Upon notification of a striping error by the Engineer, the Contractor shall be required to begin the process of correcting the striping error within five working days and shall work continuously to complete the corrective work prior to striping any other section of roadway included in this contract. Liquidated damages, as outlined in the Standard Specifications, shall apply for each day beyond the five working days that the Contractor has not begun to correct the striping error or continuously worked to complete the corrective work.

The Contractor shall be responsible for protecting the line from traffic until dry to eliminate tracking.

RETROREFLECTIVITY REQUIREMENTS

Although the paint used on this project will be tested by the Department for various compositional requirements and minimum acceptable application rates for paint and beads are specified elsewhere in this proposal, it shall be the responsibility of the Contractor to insure that all striping meets the retroreflectivity requirements specified in this contract.

Retroreflectivity readings will be taken only by qualified employees of the Department and Contractor who hold qualification from the Department as Pavement Marking Inspection Technicians or by a Department approved vendor. Portable readings will be taken in accordance with KM202.

The Department may choose to obtain retroreflectivity readings using a mobile retroreflectometer. Mobile retroreflectometer readings will be taken using a 30M-geometry instrument by a Department approved vendor in accordance with KM203.

The minimum retroreflectivity values are as follows:

| Color | Yellow –mcd/m ² /lux | White – mcd/m ² /lux |
|-----------------------|---------------------------------|---------------------------------|
| LTL 2000 | 175 | 250 |
| Mobile (30M-geometry) | 150 | 225 |

The retroreflectivity values listed in this contract have been established taking into account the variances of the retroreflectivity measuring instruments. Therefore, no adjustments for variances will be made when using the measured retroreflectivity readings.

SPECIAL NOTE FOR ROUT AND SEAL RANDOM CRACKS

I. DESCRIPTION

Perform all work in accordance with the Department's Standard Specifications (2004 Edition), Supplemental Specifications, applicable Special Provisions, and applicable Standard and Sepia Drawings, except as hereafter specified. Article references are to the Standard specifications. Furnish all materials, labor, equipment and incidentals necessary for sealing random cracks.

II. MATERIALS

Use:

- () Silicone Rubber Sealant
- (X) Hot-poured Elastic "Hot Seal"

III. CONSTRUCTION METHODS

After diamond grinding (if applicable), rout, clean, and seal faulted random cracks or random cracks greater than 1/16" as designated by the Engineer. Rout to a depth of approximately 1" and to a width of approximately 1/2". Clean the routed crack by blowing with compressed air. Assure the routed crack is dry before using the Hot-Poured Elastic Sealer. **Do not damage existing traffic signal loops.**

IV. METHOD OF MEASUREMENT

Rout-Clean-Seal Random Cracks.

Random cracks routed, cleaned and sealed will be measured in linear feet.

V. PAYMENT

| <u>Code</u> | <u>Item</u> |
|-------------|--------------------------------|
| 21137EC | SAW-CLEAN-RESEAL RANDOM CRACKS |

**SPECIAL NOTE FOR ASPHALT WATERPROOFING MIX
FOR BRIDGE-DECK OVERLAYS AND ADJACENT APPROACHES
(JEFFERSON COUNTY, I-64 RIVERSIDE)**

1. DESCRIPTION. The work under this section consists of furnishing the necessary labor, materials, and equipment for placing an asphalt paving mix modified with a thermoplastic polymeric material, including surface preparation, application of tack coat and edge sealant, on the concrete bridge deck and the adjacent approaches within the limits shown on the Contract Drawings or as directed by the Engineer.

Asphalt Waterproofing Mix (AWM) is a highly elastomeric, polymermodified, impermeable asphalt mixture that is designed to be a one-step, waterproof, wearing course system.

Place AWM at a minimum thickness of 1.50 in. directly on the prepared surface using a conventional paver(s) and roller(s). Apply this material according to the lines, grades, and typical cross-sections in the plans or as established by the Engineer.

Unless otherwise noted, Section references herein are to the Department's *Standard Specifications for Road and Bridge Construction*. Conform to all requirements for CL3 ASPH SURF 0.50A PG76-22 unless specifically modified herein.

2. MATERIALS AND PERSONNEL.

2.1 Aggregate. Provide polish-resistant coarse and fine aggregate conforming to Subsection 403.03.03 for a Type A mixture. Do not use mineral aggregates that are inherently porous, such as blast-furnace slag, expanded shale, porous limestone, and lightweight aggregates, in this mixture.

2.2 AWM Binder. Provide a performance-graded (PG) 64-22 binder conforming to Section 806. Add 2.25 percent of a concentrated, thermoplastic, virgin polymeric material by weight of the total mixture. Ensure that the modified binder conforms to AASHTO M 320 with a high temperature of 94 °C or higher and a low temperature of -34 °C or lower. In addition, ensure that the AWM binder conforms to the following criteria:

| Test | Criteria |
|---|-------------------|
| Elastic Recovery at 10 °C (ASTM D 6084) | 92 % (min) |
| Toughness (ASTM D 5801) | 210 in.-lbf (min) |
| Tenacity (ASTM D 5801) | 141 in.-lbf (min) |

2.3 Edge Sealant. Provide a material for edge sealant as recommended by the producer of the thermoplastic polymer modifier utilized in the AWM. Ensure the material is a highly thixotropic edge sealant that dries to a soft consistency and will not dry out, crack, or split under vibration or slight movement of opposing surfaces.

2.4 Adhesive Tack Coat. Provide tack coat as recommended by the producer of the thermoplastic polymer modifier utilized in the AWM. Tack coat shall conform to asphalt material SS-1h meeting the requirements to Section 806 .

2.5 Preconstruction Meeting. At least two weeks prior to the anticipated start of the project, the Department will schedule a preconstruction meeting to discuss the production and placement of AWM.

2.6 AWM Representative. Ensure a technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM is present at the preconstruction meeting, during the initial construction activities, and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Machine prep existing deck or remove existing wearing course whether epoxy, concrete, or asphalt in accordance with Section 606 or as directed by the Engineer. After milling it is the contractor's responsibility to remove any unsound concrete in accordance with Section 606.03, this note and as directed by the Engineer. Perform the necessary full-depth or partial-depth patching prior to placement of the AWM. Full-depth or partial-depth patching shall use Class M concrete or an approved equivalent.

3.1.1 Partial Depth Patching. Saw the hole to be patched with a vertical face, to a 2-inch minimum depth or as the Engineer directs. If the area to be patched is deeper than $\frac{1}{2}$ the slab depth, construct full-depth patch. Prior to placement of the patching material all exposed faces in the partial depth repair area shall receive an epoxy bond coat application.

Keep overcutting beyond the limits of the removal area to a minimum. Clean all saw slurry and other contaminants from overcutting. Repair the overcut area with a low viscosity epoxy compound.

In addition to Section 606.03.03, totally remove the existing concrete overlay by grinding or scarifying the deck to a $\frac{1}{4}$ " depth slightly below or equal to the original bridge slab surface. Machine preparation of the existing slab to a depth of at least $\frac{1}{4}$ " below the existing surface is NOT required. When removal of an existing overlay is a pay item, no payment will be allowed for "Machine Preparation of Existing Slab". This work is incidental to the pay item "Removal of Exist. Conc. Overlay – Square Yard".

The deck, before installation of Tack Coat, Edge Sealer, and AWM, shall be thoroughly clean of all vegetation, loose materials, dirt, mud, and objectionable materials. The area to be paved shall be swept clean and then blown clean removing all latent material and debris. Ensure the surface is dry. The area must be inspected by the Engineer and the AWM Manufacturer Representative before any material is placed.

3.2 Preparation of Mixture. Submit component material samples to the thermoplastic polymer modifier manufacturer for formulation of a mix design. Ensure the AWM contains no reclaimed materials. After receiving the completed mix design from the thermoplastic polymer modifier manufacturer, submit the AWM design and component material samples to the Division of Materials according to Subsection 402.03.

3.3 Job-Mix Formula (JMF). Contrary to Subsection 402.03, formulate and submit a JMF conforming to the following total binder content and gradation limits.

| <u>Sieve Size</u> | <u>Percent Passing</u> | <u>Production Tolerance (%)</u> |
|--|---------------------------------|---------------------------------|
| ½ in. | 100 | --- |
| • in. | 80-100 | ± 6 |
| No. 4 | 50-76 | ± 6 |
| No. 8 | 37-54 | ± 5 |
| No. 16 | 26-40 | ± 4 |
| No. 30 | 17-29 | ± 4 |
| No. 50 | 10-21 | ± 3 |
| No. 100 | 5-16 | ± 2 |
| No. 200 | 2.0-8.0 | ± 1.5 |
| % Virgin PG binder | 5.0-7.0 | |
| % Thermoplastic polymer | 2.25 by weight of total mixture | |
| % Total binder (including PG binder and thermoplastic polymer) | 7.25-9.25 | ± 0.5 |

3.4 Mix Design Criteria. Contrary to Subsection 403.03, using a compaction effort of $N_{des} = 100$ gyrations, perform and submit a laboratory mix design conforming to the following mixture specifications.

| <u>Test</u> | <u>Criteria</u> |
|--|---|
| % Air Voids (AV) (AASHTO R 35) | 2.0 ± 2.0 |
| % Voids-in-Mineral Aggregate (VMA) (AASHTO R 35) | 16.0 (min) |
| Permeability (ASTM D 5084) | 10 ⁻⁸ to 10 ⁻¹⁰ m/s |
| Flexural Beam Fatigue (AASHTO T 321) (750 microstrains, 10 Hz, 2.0 % AV min) | 250,000 cycles (min) (average of two samples) |

The Department will not require AWM blends previously documented as satisfying the flexural beam fatigue specification to be tested again for flexural beam fatigue. Also, the Department will not require flexural beam fatigue testing for projects with a total AWM quantity of less than 1000 tons.

3.5 Application of Edge Sealant. Apply edge sealant, at 4 to 6 in. wide and approximately 0.03 in. thick, before and after AWM application in accordance with the guidelines from the producer of the thermoplastic polymer modifier utilized in the AWM. Apply the sealant to all perimeter surfaces adjacent to the AWM, such as curbs, parapet walls, headers, drains, scuppers, and joints, in order to reduce moisture infiltration into the AWM. Also apply edge sealant to all longitudinal or transverse joints in the AWM that have cooled below 150 °F. When practical, apply the edge sealant the day before, or as early as possible on the day of, paving to maximize drying time.

3.6 Application of Adhesive Tack Coat. Contrary to Subsection 406.03, cold-apply an adhesive tack coat to achieve an undiluted residue of 0.05 to 0.10 gal/yd². For smaller projects as defined by the Engineer, coldapply the tack coat by hand with a brush, roller, or hand-wand sprayer. Allow the adhesive tack coat to cure for a period of at least 40 min, or until the tack coat is dry, depending on local conditions.

3.7 Production, Transport, and Placement of AWM. For batch plants, after adding the concentrated thermoplastic virgin polymeric material, dry-mix for approximately ten seconds. Next, add the asphalt binder, and wet-mix for 80 seconds to ensure a homogenous blend.

Do not use parallel-flow drum plants for production. For other types of drum plants, refer to the producer of the thermoplastic polymer modifier utilized in the AWM for mixing times.

Ensure the pavement surface or ambient air temperature is a minimum of 50 °F and rising at the time of AWM placement.

Contrary to Subsection 401.03, produce and place AWM at the following temperatures:

| | <u>Temperature (°F)</u> |
|------------------|-------------------------|
| Mixing | 410-450 |
| Laydown at Paver | 350-410 |
| Compaction | 250-410 |

Do not permit any truck containing AWM to leave the asphalt mixing plant without inspection and approval by the technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM or by the Engineer.

Ensure that the paving process begins on the downhill side of the crown and works upward in order to keep the excess water from the rollers, which may cause the mat to blister, away from the paving process.

3.8 Compaction of AWM.

3.8.1 Rollers. Contrary to Subsection 403.03, compact the AWM only with steel, double-drum drive rollers in the static mode. Provide breakdown rollers with a static weight of approximately eight tons. Provide finish rollers with a static weight of four to eight tons and a maximum drum width of 60 in. Due to the elevated temperature of the mat, utilize approximately twice the water for the rollers than that of standard paving. Because the rollers will require more frequent filling, provide an additional roller to replace the roller being filled with water. Also provide a small roller or vibratory plate to compact smaller areas such as headers, scuppers, expansion joints, etc. that cannot accommodate a fullsize roller.

3.8.2 Handwork. The manufacture recommends that handwork be kept to a minimum when possible; however, when handwork has to be done it is very important to work the material and compact it quickly since handwork tends to cool the material faster. A small amount of solvent can be used to keep tools clean.

It is advisable to have a small roller and vibratory plate to compact the hard to get at areas. This compaction must be done immediately while the material is still very hot. It is very important to get proper compaction throughout the entire area of the deck to achieve waterproofing. Hot asphalt irons or rosebud torches may be used for finishing any open graded surfaces.

Minimize broadcasting the modified asphalt because it will cool too quickly when passing through the air and will leave the surface with a popcorn characteristic.

3.8.3 Opening to Traffic. Open lanes to traffic when the AWM pavement reaches 140 °F or a minimum of one hour after compaction is completed.

3.9 Trial Demonstration(s). At least two days prior to beginning mainline paving, demonstrate that satisfactory production and placement of AWM is possible. Furnish at least 50 tons for the trial demonstration. The Engineer will determine the site, outside of the driving lanes, and exact quantity of the trial placement. Perform a minimum of one volumetric analysis (two gyratory specimens and two G_{mm} tests), one total binder content determination, and one gradation determination. Document that the AWM satisfies the applicable requirements of Sections 3.2 and 3.3 of this note for total binder content, gradation, AV, and VMA prior to beginning mainline paving.

Use the paver and rollers to be used on the project to construct the trial placement. Obtain and test a minimum of four roadway cores from the trial placement according to

KM 64-442. Ensure the density of each core is within the range of 96.0 ± 2.0 percent of the theoretical maximum density prior to beginning mainline paving.

Furnish additional 50-ton production lots until achieving mixture properties that satisfy the requirements above. Construct additional trial sections until establishing a rolling pattern that provides the density specified above.

Also furnish an additional 50-ton production lot and construct a new trial placement whenever a change in the mix design, compaction method, or compaction equipment occurs. When directed by the Engineer, remove and replace trial sections with unacceptable results.

3.10 Acceptance Sampling and Testing. Contrary to Subsection 402.03.02, the Department will accept AWM as follows:

3.10.1 Definitions for Sublot, Lot, and Minimum Level of Testing. Contrary to Subsection 402.03.02, for projects with a total AWM quantity of less than 4000 tons, the Department will define a sublot as 250 tons and a lot as 1000 tons. For these projects, the Department will define the setup period as the first 250 tons of production. For projects with a total AWM quantity of 4000 tons or more, the Department will define a sublot, a lot, and the setup period according to Subsection 402.03.02. In either case, perform a minimum of one complete set of acceptance tests, as defined by this note, each day that any AWM is produced.

3.10.2 Total Binder Content and Gradation. Perform one evaluation per sublot according to Subsection 402.03.02. By the end of the setup period, establish a JMF conforming to the total binder content and gradation limits from Section 3.2 of this note. The Department will allow the established JMF to vary within the production tolerances from Section 3.2 of this note provided the percent passing each sieve remains within the gradation limits and the total binder content remains within the specified range.

3.10.3 AV. Prepare and analyze one set of two gyratory specimens per sublot according to Subsection 402.03.02. By the end of the setup period, test the AWM to document that the average AV value of each set of specimens conforms to the limits from Section 3.3 of this note.

3.10.4 VMA. Prepare and analyze one set of two gyratory specimens per sublot according to Subsection 402.03.02. By the end of the setup period, test the AWM to document that the average VMA value of each set of specimens conforms to a minimum of 15.5 percent.

3.10.5 Density. For each sublot of production after the setup period, randomly select locations for four cores from the bridge approach areas, not the bridge deck itself, in order to preserve the integrity of the AWM over the bridge deck. Obtain and furnish the cores to the Engineer according to Subsection 402.03.02. The

Department will test the cores to ensure that the density of each core is within the range of 96.0 ± 2.0 percent of the G_{mm} value for that subplot.

3.10.6 Unsatisfactory Work Based on Laboratory Data. When the total binder content, gradation, AV, VMA, or density value from any test after the setup period fails to satisfy the applicable requirements of this note, cease all shipments to the project. Adjust procedures or mixture composition until all properties satisfy the applicable requirements of this note. Document acceptable materials and work before restarting operations.

3.11 Verification Sampling and Testing. Contrary to Subsection 402.03.03, the Department will verify AWM as follows. Using the definition for a lot from Section 3.11.1 of this note, the Department will perform a minimum of one verification test for total binder content, gradation, AV, and VMA for each lot according to Subsection 402.03.03. Provided the differences between the contractor's acceptance test and the Department's verification test are within the tolerances given in Subsection 402.03.03, the Department will accept the AWM for that lot.

When the differences between the contractor's acceptance test and the Department's verification test are not within the tolerances given in Subsection 402.03.03, cease all shipments to the project. Adjust procedures or mixture composition until the differences are within the tolerances given in Subsection 402.03.03. Document compliance with these tolerances before restarting operations.

4. MEASUREMENT.

4.1 Machine Preparation Existing Slab. See Section 606.

4.2 Removal of Epoxy, Asphalt or Foreign Overlay. See Section 606.

4.3 Trial Demonstrations. The Department will measure up to 100 tons of AWM used in the Trial Demonstration. The Department will not measure quantities exceeding 100 tons for payment and will consider them incidental to the AWM.

4.4 AWM. The Department will measure AWM in tons. The Department will not measure the surface preparation, edge sealant, or adhesive tack coat for payment and will consider them incidental to AWM.

5. PAYMENT.

5.1 Machine Preparation Existing Slab. See Section 606.

5.2 Removal of Existing Concrete Overlay. See Section 606.

5.3 Trial Demonstrations. The Department will pay for the measured quantities at the Contract unit bid price for AWM.

5.4 AWM. The Department will consider the unit bid price per ton to include all labor, materials, edge sealant, tack coat and equipment necessary to complete the work. The Department will make payment for the completed and accepted quantities according to the following:

| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|---------------------------|-----------------|
| ----- | Asphalt Waterproofing Mix | Ton |

**DESCRIPTION OF STRUCTURES
SPECIAL NOTES FOR CLEANING AND PAINTING**

**District 5
IM 64-2 (157)
ITEM 5-73.00**

IM 056 – 0064 - M.P. 1.3 – 5.00

Riverside Expressway (I-64) Bridges over City of Louisville streets between mile points 1.3 and 5.00.

The bridges are:

- B00142 - 2nd St. to Preston St./Bridge/Ramps
- B00292 - 2nd St. to 7th St. Bridge
- B00293 - 7th St. to 13th St. Bridge
- B00285 - 13th St. to 17th St. Bridge
- B00298 - I-64 WB Ramp to 9th St.
- B00299 - 9th St. Ramp to I-64 EB
- B00300 - 9th St. Ramp to I-64 WB
- B00301 - Main St. Ramp to I-64 EB
- B00302 - I-64 EB Ramp to 9th St.
- B00281 - I-64 EB Ramp to 22nd St.
- B00282 - I-64 over 22nd St. & Northern Parkway
- B00283 - I-64 over K&IT RR and 27th St.
- B00284 - I-64 over Southern RR

Description:

Clean and paint the structural steel (1) beneath and adjacent to the bridge expansion joints and (2) at the cross frame retrofit in the 2nd St to 7th St Bridge (B00292).

SPECIAL NOTE FOR BIDDING OR SUBCONTRACTOR PREQUALIFICATION
AND STAFFING

SPECIAL NOTE FOR SURFACE PREPARATION AND PAINT APPLICATION

SPECIAL NOTE FOR SURFACE PREPARATION RESIDUE MANAGEMENT

SPECIAL NOTE FOR PAINT

SPECIAL NOTE FOR QUALITY CONTROL

SPECIAL NOTE FOR ENVIRONMENTAL AND WORKER SAFETY
REGULATIONS

SPECIAL NOTE FOR PRE-BID CONFERENCE

SPECIAL NOTE FOR PAYMENT

GENERAL TRAFFIC NOTE FOR CONTROLLING AND MAINTAINING TRAFFIC

**SPECIAL NOTE FOR BIDDING OR SUBCONTRACTOR
PREQUALIFICATION AND STAFFING**

All contractors performing any bridge coating surface preparation or bridge painting application to any structural steel elements on this project must be pre-qualified under 18B—Bridge Painting to have a bid opened and read, or to be able to qualify for work as a subcontractor.

The above referenced contractor(s) must retain staff meeting the requirements listed below for the duration of this contract. Any production work pertaining to bridge coating surface preparation or to bridge painting application while not meeting these requirements is not eligible for payment. Company personnel have been directly responsible for field operations of a bridge painting project:

1. Over a river or having multiple structures (more than three),
2. Having specific containment requirements, and
3. Maintaining vehicular traffic during the project.

The project must have been completed to the owner's satisfaction.

SPECIAL NOTE FOR SURFACE PREPARATION AND PAINT APPLICATION

Clean and paint all structural steel in accordance with the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Section 614 Maintenance Cleaning and Painting Steel Bridges and the following requirements:

A. SUBMITTALS

The Contractor will submit the following written items to the Project Engineer by the Pre-Construction Conference:

1. A detailed Progress of Work Schedule. The Work Schedule will be reviewed and approved by the Engineer prior to beginning any work.
2. Traffic Control Plan. The Traffic Control Plan will be reviewed by the Engineer prior to beginning any work.
3. Worker Protection Plan. The Worker Protection Plan will be reviewed by the Engineer prior to beginning any work.
4. Environmental Compliance Plan, including a Waste Management and a Ground Water Protection Plan. The Environmental Compliance Plans will be reviewed by the Engineer prior to beginning any work.
5. Manufacturers' recommended Film Thickness and application conditions for the coating system to be used.

B. CONTAINMENT

Totally enclose all cleaning and painting during all phases of the work. Use containment that meets the criteria for **SSPC Guide 6 – Containment Classification Class 2A**.

Air Pressure- Negative air pressure meeting the requirements for Type H2 will be maintained.

Air Movement- A minimum air movement in containment is not specified but the contractor will demonstrate that the air movement in the containment will provide the necessary engineering control to comply with OSHA worker safety requirements (i.e., lead standards as required by 29 CFR 1926).

Quantity of emissions from containment will be assessed using Method A – Visible Emissions of SSPC Guide 6 - Level 1 Emissions. Emissions will be monitored for at least 15 minutes and reported in the logbook (**SEE SPECIAL NOTE FOR QUALITY CONTROL**) at least once for every four (4) hours of cleaning and painting. Observance of emissions at any time may require (at the discretion of the Engineer) that cleaning and painting cease until the containment is sufficient to prevent emissions.

Provide proper (OSHA COMPLIANT) lighting on all operations (i.e. surface preparation, painting and inspection). Lighting for QA inspection will meet the criteria described in SSPC Guide 12 (Guide for Illumination of Industrial Painting Projects) for inspection.

The contractor will provide OSHA compliant safe access for all cleaning, painting, and inspections.

Collect wastes and residue deposited on the containment materials daily. In addition, clean containment materials prior to moving/dismantling. The Engineer may direct additional cleaning as conditions warrant.

C. SURFACE PREPARATION

Solvent Cleaning

Prior to using any of the methods of substrate preparation specified herein, remove visible grease and oil from the surface. Clean the surface in accordance with SSPC-SP 1 to remove oil, grease, and any other surface contaminants. Use only solvents or detergents that are acceptable to the coating manufacturer and the Department. Use clean cloths for the final wiping of the cleaned surface. Collect, handle, store, and dispose of all cleaning materials as hazardous waste.

Compressed Air

When compressed air is used for any work, use only compressed air that is free from oil and/or water. Verify the cleanliness of the compressed air in accordance with ASTM D 4285 (blotter test). Verify the cleanliness of the compressed air at least once per shift per compressor or as directed by the Engineer.

Abrasive Blast Cleaning

Remove all stratified rust from all structural steel beneath and adjacent to the bridge expansion joints. Abrasive blast clean all structural steel within (a) five (5) feet each side of all bridge expansion joints and (b) two (2) feet each side of cross frame retrofit location (B000292) to an SSPC-SP 14/NACE NO. 8 "Industrial Blast Cleaning" standard as described in the current SSPC documents. After blast cleaning, remove all surface imperfections that remain (e.g. sharp fins, sharp edges, weld splatter, burning slag, scabs, slivers, etc.).

D. COLLECTION, HANDLING, STORAGE, TRANSPORT AND DISPOSAL OF INDUSTRIAL WASTES (SEE SPECIAL NOTES FOR ENVIRONMENTAL AND WORKER SAFETY REGULATIONS)

All wastes are to be collected and placed in appropriate containers on a daily basis. (See **SPECIAL NOTE FOR ENVIRONMENTAL AND WORKER SAFETY REGULATIONS**).

Industrial waste

Dispose of industrial wastes (non-hazardous wastes) such as paint buckets, paint-contaminated rags, rollers, clogged spray hoses and brushes. Store industrial waste in appropriate containers, and appropriately labeled, prior to disposal. Industrial waste containers not covered or designed to prohibit entry of water, must be included in and comply with Ground Water Protection requirements (see **SPECIAL NOTE FOR ENVIRONMENTAL AND WORKER SAFETY REGULATIONS - D. Groundwater Protection**).

E. PAINT APPLICATION

Do not paint areas until they have been inspected and approved by the Engineer (or at the direction of the Engineer, the Department's inspector). Apply paint only to clean dry surfaces.

Paint all structural steel with one full coat of beige Calcium Sulfonate paint (see **SPECIAL NOTE FOR PAINT**).

The paint color will meet the following values.

| | <i>L*</i> | <i>a*</i> | <i>b*</i> |
|--------------|--------------|-------------|-------------|
| <i>Beige</i> | 75.10 | 1.90 | 8.81 |

Damages - Take all steps necessary to preclude damage to public property from paint overspray. Those steps may include changes in the type of containment or cessation of spraying operations. The contractor is solely responsible for any damages arising from the painting operations.

Do not begin cleaning and painting operations until after all other construction work is completed on the structure at each specific location. However, cleaning and painting may commence at each specific location prior to the application of the new AWM overlay on the bridge deck.

Repair of paint defects - Repair all defects in the newly painted surfaces at each location specified in the contract.

F. PAINT STORAGE, HANDLING, SAMPLING, MIXING AND THINNING

Establish a paint storage site for receiving and storing paint delivered for use on the project. Locate the paint storage site separate from the job site. Receive all new paint at the storage site for inventory and acceptance testing. At that time, have the Contractor's QC inspector (**SEE SPECIAL NOTE FOR QUALITY CONTROL**) and the Department's inspectors independently inventory the supplied paint by batch number and quantities delivered. Their tallies should be compared and any differences resolved. The Department's inspector examines all paint containers delivered and rejects those with 1) broken seals, 2) rust, 3) altered, missing or illegible batch numbers or labels and 4) dents. The Department's inspector numbers and initials each container with an indelible marker. A representative of the Department samples each lot of material (**SEE SPECIAL NOTE FOR PAINT**). Label rejected paint containers "REJECTED" and dispose of them promptly. Store unapproved or rejected containers of paint separately from those that are approved. Allow no paint at the actual job site until the Division of Materials has approved it.

Have both the Contractor's QC inspector and the Department's inspector conduct a daily start-up inventory of containers of approved paint brought to the job site noting batch numbers and the Department inspector's container number. At the end of the work day, have the QC inspector and the Department's inspector conduct another inventory noting the number of paint containers expended, Department inspector's inventory numbers, and types of paint. Inventory paint containers brought on the job site and not used. Re-inventory those when they are taken back to the job site to be used.

The addition of solvents to paint is permitted **only** by written approval from the Engineer. Use only new solvents supplied by the paint manufacturer. Solvent addition must yield paint with a volatile organic compound (VOC) content equal to or less than 2.8 lb./gal. Add solvents at the job site in the presence of the Department inspector. Use only solvents from new, unopened containers with the solvent manufacturer's labeling intact. The QC inspector will record locations where solvent-thinned paint was used. Keep solvents used for cleaning at the job site in sealed containers away from mixing operations. Collect solvents used to clean brushes, rollers, or spray equipment in sealed containers and store them as a hazardous waste.

The paint manufacturer is required to provide a technical representative at the job site when requested by the contractor or the Department at no additional cost to the Department.

G. WORKMANSHIP

All structural steel surfaces are to be properly cleaned and painted to the satisfaction of the Engineer. There will be no provision for missed areas or substandard work regardless of size of the area in question. All improperly prepared or painted surfaces are to be repaired to meet the provisions of this specification.

Allowable field variation of the color of all cured finish coats on structural steel will be $1.5 \Delta E_{cmc}$. These values shall be obtained from a spectrophotometer utilizing a D65 illuminant at 45° illumination and 0° viewing with a 2° observer. The reference for this test will be readings obtained on the initial test patch (**SEE SPECIAL NOTE FOR QUALITY CONTROL**). Surfaces with finish coats with color variations exceeding the $1.5 \Delta E_{cmc}$ value will be repainted at the option of the Engineer.

SPECIAL NOTE FOR SURFACE PREPARATION RESIDUE MANAGEMENT

The surface preparation debris generated at these bridges will be transported and recycled as a commercial substitute material in a recycling effort. All waste/debris collection, handling, storage, transportation, and disposal are the responsibility of the contractor.

Abrasive media

Use clean, dry, uniformly graded recyclable steel grit abrasives for blast cleaning that are free of oil, soluble salts and other similar substances which could contaminate the blasted surface.

Collection, Handling, and Storage of Wastes and Surface Preparation Debris

Have a "Competent Person for lead abatement" as defined by OSHA 1926.62 on site during any operations which disturb lead. The "competent person" will have successfully completed the SSPC C3 "Supervisor/Competent Person Training for Deleading of Industrial Structures" or equivalent training.

All surface preparation debris are to be collected separate from waste materials and placed in appropriate containers on a daily basis. **(See SPECIAL NOTE FOR ENVIRONMENTAL AND WORKER SAFETY REGULATIONS).**

Surface preparation debris

Surface preparation debris are to be separated from all wastes. While on-site, the surface preparation debris are to be managed as lead containing material. Precautions are to be taken to protect employees and the public from exposure to lead. Handling and storage of surface preparation debris are to be accomplished to prevent releases to the environment.

The Department will provide a site on its property for the Contractor to erect a temporary storage facility. Store surface preparation debris and hazardous wastes at that site, in a secured six-foot high chain-link fence enclosure. The enclosure shall be built in accordance with Standard Drawing No. RFC-001-07 of the Kentucky Department of Highways Standard Drawings Book, with the **exception that concrete is not required for installation of posts**. The fence of the storage area must be firmly attached to metal posts and have a locked gate. The gate must be secured to the fence post by a chain and a lock. Each side of the enclosure is to have appropriate placarding forbidding unauthorized entrance and announcing that the area is a storage site for lead and hazardous wastes. Cover the ground where the containers will be stored with a waterproof tarpaulin. The contractor shall maintain the tarpaulin to avoid tears or punctures. Drums will be set on skids that are placed on the tarpaulin. There must be adequate aisle space between the rows of stored drums so that the drums and labels can be inspected at any time. Areas around roll off containers will be covered with tarpaulins. Tarpaulins are to be cleaned daily to remove collected lead bearing debris. The storage area is to be maintained/operated to prevent releases. The storage area must have a spill clean-up kit. The kit must include, but not be limited to shovel, broom, dustpan and absorbent material for solvents. There must be access to communications or alarms whenever authorized personnel are in the storage compound. All equipment, labor and

materials necessary to perform the work as described in this paragraph are incidental to the lump sum bid item for Clean and Paint Structural Steel.

The designated temporary storage facility must be constructed and accepted by the Engineer prior to the onset of operations at the job site. Maintain the temporary storage facility during the active cleaning and painting of the bridge and return the site to its original state when the work is completed.

The Contractor is solely responsible for the management and the disposal of all surface preparation debris and hazardous waste generated during the cleaning and painting operations. Hazardous wastes are to be managed in accordance with the Kentucky Revised Statutes, Chapter 224, Subchapter 46, and the Kentucky Administrative Regulations.

The Contractor is responsible for furnishing appropriate U.S. DOT-specified containers that are made or lined with materials that are compatible with the surface preparation debris per 49CFR173.213 (non-bulk containers) or 49CFR173.240 (bulk containers). All surface preparation debris collected at the job site will be placed in those containers for transport to the storage site. Prior to the transfer of the containers of surface preparation debris from the job site to the storage area, the containers will be correctly sealed, labeled, marked and placarded as defined in the pre-transport requirements of 49CFR172.301 (non-bulk containers) or 49CFR172.302 (bulk containers). The Contractor must check with the recycler and the transporter to insure that containers acceptable to both parties are employed.

The Contractor is responsible for the quality of the surface preparation debris placed in disposal containers. Under NO circumstances should that debris become wet or be co-mingled with miscellaneous wastes.

Transportation and recycling

All surface preparation debris will be transported for recycling within 90 days of initial container filling operations. The contractor will contact the recycler to arrange for the delivery of the surface preparation debris. The recycler is: The Doe Run Company: Resource Recycling Division, HC1 Box 1395, HWY 10K, Boss, MO 65440, phone (573) 626-4813, fax (573) 626-3304, email www.doerun.com. The contractor will complete the Doe Run Supplier Profile Form and provide copies of it to both Doe Run and the Engineer prior to transporting the surface preparation debris.

The contractor will select a registered hazardous material (HAZMAT) transporter for transportation of the surface preparation debris. The contractor will provide the necessary waste storage/transportation containers. The contractor will arrange for the pick-up of the containers and delivery to the recycler.

NOTE: The contractor is responsible for the condition of the surface preparation debris provided to the recycler. Surface preparation debris that is wet debris or that is co-mingled with other waste will be rejected by the recycler. If that occurs, the contractor must dispose of the debris as a hazardous waste. The contractor must promptly inform the Engineer in that event so that KYTC can obtain the proper

permitting from the Kentucky Environmental and Public Protection Cabinet. Additionally, the contractor will be responsible for all transportation costs, hazardous waste disposal costs and fines that are incurred.

The contractor will supply the Engineer with all weight tickets for the commercial substitute material transported and delivered to the recycler and all Certificates of Recycling issued by the recycler for material deliveries related to this project. Final partial payment of 15% for the project will not be released until the Engineer receives those documents.

SPECIAL NOTE FOR PAINT

Use a coatings system from an approved supplier. A list of approved suppliers may be found in the Department's List of Approved Materials maintained by the Division of Materials. All paint supplied must conform to the applicable Special Notes contained in this proposal. The Department requires acceptance testing of samples obtained on a per-lot basis per-shipment. The Division of Materials will perform acceptance testing. At his option, the Engineer may elect to conduct more frequent sampling and testing. Test samples may be taken at the Contractor's paint storage site. Department personnel will perform sampling. Allow (10) working days for testing and approval of the sampled paint

Use the manufactures' Product data sheets as a reference for mixing and application of the products.

Note: It is the Contractor's responsibility to maintain an adequate inventory of approved paint. The Department assumes no responsibility for lost work due to rejection of paint or approved paint subsequently found to be defective during the application process.

SPECIAL NOTE FOR QUALITY CONTROL

The contractor performs Quality Control inspections on all areas. Employ at least one full-time staff member whose duty is to perform quality control inspections (i.e. the QC inspector). The QC inspector(s) must be capable of accessing, inspecting, and performing the specified quality control tests. The QC inspector(s) will identify locations requiring re-work and repairs and maintain a level of quality of specified work that is acceptable to the Engineer. The QC inspector(s) may not perform production work that requires QC/QA inspection. All QC inspectors used on the project must attend the **Pre-construction** meeting and the application of the **test patch(es)** on the bridge (SEE BELOW).

The Department's (QA) inspector is charged with in-progress reviews of the Contractor's operations and the performance of follow-up quality assurance (QA) inspections once the QC inspector has certified that a portion of work is complete.

Progress of Work - Work shall proceed by sections, bays or other readily identifiable parts of the structure. All work will proceed from top to bottom of the structure. The work will be broken down into adjacent sections (control areas) separated by bulkheads. Only one phase of work will be permitted in a given control area at any time. When the work within a control area reaches a specific **Quality Control Point**, no further work may be conducted until the previous work has been inspected and approved by the Department's (QA) inspector.

In any control area, Quality Control Point inspections must precede the start of succeeding phases of work. Quality Control Points are progress milestones that occur when one phase of work is complete and ready for inspection prior to continuing with the next operational step. At those points, the Contractor will provide Department's Inspectors with OSHA compliant access to inspect all pertinent surfaces. If QA inspection indicates a deficiency, that phase of the work shall be corrected prior to beginning the next phase of work. Quality Control Points are as follows:

| <i>Quality Control Point</i> | <i>QC Inspection Function</i> |
|-------------------------------------|---|
| 1. Surface Preparation | |
| A. Solvent Cleaning | Visually inspect. |
| B. Washing | Visually inspect for compliance with specified surface cleanliness. |
| C. Mechanical Surface Preparation | |
| 2. Full Coat Application | Check for film thickness, and defects in paint |

The QC Inspector will inspect prepared surfaces to determine whether those conform to the specification (see **SPECIAL NOTE FOR SURFACE PREPARATION AND PAINT APPLICATION**). Coating application will be inspected using **KM64-258-05 (Procedure B)** and a visual inspection for any coating defects. The Engineer may request tests, including destructive DFT tests, at additional sites or he may elect to perform additional tests.

The QC inspector will maintain a handwritten record of all-painting activities, operations and inspections in the log book(s). At a minimum, the following information must be recorded: 1) all paint inventory and approval information, 2) daily records of ambient conditions (including all measurements taken), 3) daily progress of work information including start-up/shut-down times, bridge locations by control numbers, structural steel components by proper terminology and pertinent operations by control points, and 4) QC/QA inspection information including the QC inspector's evaluations at control points and the Department inspector's rework comments or approvals. Make entries on consecutive pages of the logbook (in indelible ink) and make corrections by marking through mistakes with a single line. Do not remove pages or erase or obliterate entries in the logbook.

Adjacent control areas will be assigned consecutive numbers and a short description defining their location. After completion of a phase of work in a control area, the QC inspector will perform a 100% inspection at arm's length and will determine whether the area has been satisfactorily prepared. If work in a control area is unsatisfactory, the QC inspector will require the workers to make the necessary corrections. That process will be repeated as necessary until suitable corrections have been made. Thereafter, he will request that the Department's inspector examine the control area. If the area is satisfactory, the Department's inspector will indicate such in the logbook by placing his initials and the date of his inspection. If it is not satisfactory, he will explain why and note the mandatory re-working in the QC inspector's logbook. After the area is re-worked to the satisfaction of the Department's inspector, he will place his initials next to the control area number. Maintain all logbooks at the job site at all times during the project. Make those available, upon request, to the Department's representatives. At the end of the project, submit all such logs to the Engineer for his review and records.

Prior to initiation of painting, prepare at least one **test patch** to serve as standards for reference during the balance of the painting operations for structural steel bridges. Locate the test patch at ground level or near a walkway. Use the specified surface preparation on a surface with at least 20 ft² per application method per coating and 20 ft² for surface preparation.

Representatives of KyTC Central office and KyTC District office, a technical representative of the paint manufacturer, and the contractor will be present and agree on the surface preparation and all coatings application for the test patch. The contractor will apply a clear coat to a minimum of 20 ft² of the prepared test patch. The coating system will be applied to the remainder of the test patch with approximately equal areas for each coating of the coating system exposed. Set aside the test patch area as a standard for proper surface preparation, application, and appearance. Do not paint the reference areas until the balance of the project is completed. For projects using zinc rich primers, the clear coating will be removed from the test patch and the complete coating system will be applied. For projects using non-zinc primers, the clear coat will be prepared to the coating system manufacturers' recommendation and the complete coating system will be applied.

SPECIAL NOTE FOR ENVIRONMENTAL AND WORKER SAFETY REGULATIONS

(A) Governing regulations

The existing paint in this project may contain lead, which is classified as a hazardous (toxic) material. Be knowledgeable of and comply with, all lead-related environmental and health regulations governing the Contractor's operations. Comply with regulations current at the time the work is performed and all requirements herein. Collect, transport to waste storage sites, and store hazardous wastes in accordance with applicable environmental and health regulations. The contractor is solely responsible for collection, transport, storage and disposal of all industrial wastes.

(B) Liabilities and Obligations

The contractor is solely responsible for compliance with all applicable environmental and health regulations to the satisfaction of the applicable government regulatory agencies and the Department. The Department assumes no obligations or liabilities for work stoppages due to enforcement actions by government regulatory agencies or to related delays that the Department deems necessary.

(C) State and Local Regulatory Agencies

State and local regulatory agencies charged with enforcing **most** regulations affecting the generation of hazardous wastes and worker safety issues are:

Kentucky Occupational Safety and Health Program, Labor Cabinet,
Commonwealth of Kentucky, Frankfort, Kentucky.

Environmental and Public Protection Cabinet, Commonwealth of
Kentucky, Frankfort, Kentucky.

(D) Groundwater Protection

The contractor will prepare and implement a groundwater protection plan in accordance with 401 KAR 5:037, with the exception that hazardous waste or hazardous materials container volume is not limited to greater than 55 gallons or weight to 100 pounds.

**SPECIAL NOTE FOR PRE-BID CONFERENCE
District 5**

**IM 64-2 (157)
ITEM 5-73.00**

Attend mandatory pre-bid conference for the subject project as advertised on the Department's Contract Procurement web site.

Any company that is interested in bidding on the subject project or being part of a joint venture must be represented at the conference by at least **one person of sufficient authority to bind the company**. No individual can represent more than one company. At the conference and, during the subsequent field review of the subject bridges, a roster will be taken of the representatives present. **Only companies represented at the conference and during the field review will be eligible to have their bids opened at the date of letting.**

During the field review, the company representatives and Department of Highways officials will travel to all the project sites. The field review is not intended for bid estimation.

The purpose of the conference and field review is to familiarize all prospective bidders with the contract requirements and the location and condition of all structures within the scope of the contract.

Department of Highways officials present at the conference and during the field review will answer questions concerning the projects.

SPECIAL NOTE FOR PAYMENT

Payment for this work will be according to Standard Specifications for Road and Bridge Construction (2004) Section 614.05 with the following modification to Section 614.05.

Field Applied Coating. Partial payments will be based on acceptance of the following:

| | |
|---|-----|
| Surface Preparation | 50% |
| Coating Application | 35% |
| De-rigging and resulting repair, And required documentation. | 15% |

GENERAL TRAFFIC NOTE FOR CONTROLLING AND MAINTAINING TRAFFIC

All lane closures on this project shall be in accordance with Kentucky Department of Highways Drawings No. TTC-115 and the **FHWA MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES** (current editions). Lane closures should be used only when absolutely necessary and kept to the shortest duration possible in order to minimize disruption to the traveling public. Except that no work will be conducted over traffic at any location. No lane closure is permitted on the following dates:

2007

July 3 – 4, 2007

Independence Day, and

August 31 – September 2, 2007

Labor day weekend

The contractor will be required to submit in writing, to the department, his complete work schedule 14 days prior to starting work. The contractor shall be required to coordinate his efforts with those of any other contractor in the construction area so as to eliminate any lane closures which conflict with this traffic note.

In the event it becomes necessary to make emergency repairs of this project by state forces or by other outside contractors, the (painting) contractor agrees to alter his work pattern as directed by the engineer so as not to interfere with the emergency work.

The contractor will be required to furnish all traffic control devices whenever his operations endanger or interfere with vehicular traffic as determined by the engineer. The contractor shall furnish any additional traffic control devices necessary to protect traffic and his workmen. Any costs associated with the added traffic control devices (including arrow boards) shall be incidental to the contract lump sum amount for "maintain and control traffic."

Placement of all devices for lane closures shall start and proceed in the direction of flow of traffic. Removal of devices shall start at the end of the construction area and proceed toward oncoming traffic. The contractor shall provide for the installation of all necessary traffic control devices before beginning work and their immediate removal as soon as work is suspended or completed. During the fully operational periods, when no lane closures are permitted, all equipment shall be totally removed from the job site. Traffic control signs shall be removed or covered (if left in a curb lane).

The contractor's vehicles shall always move with and not across or against the flow of traffic. Vehicles shall enter or leave work areas in a manner that will not be hazardous to or interfere with normal roadway traffic. Vehicles shall not park or stop except within designated work areas.

Personal vehicles will not be permitted to park within the state right-of-way. The contractor's vehicles will be prohibited from crossing the roadway and all pedestrian movement of the contractor's personnel on the roadway will be limited to within the closed work areas.

If the contractor desires to deviate from the traffic control schemes outlined in these plans or proposals, he shall prepare an alternate plan and present it in writing to the engineer. The alternate plan can be used only after review and approval of the Divisions of Traffic, Design, and Construction and the FHWA.

Payment

Payment of the contract lump sum amount for "maintain and control traffic" shall be full compensation for all items necessary to maintain and control traffic on this project. All traffic control items shall remain the property of the contractor when the work is complete.

SPECIAL NOTE FOR SURFACE PREPARATION AND THIN FILM COATING APPLICATION

A. THIN FILM COATING MATERIALS

Use a coatings system from an approved supplier. A list of approved suppliers for Thin Film Coating – PCC may be found in the Department’s List of Approved Materials maintained by the Division of Materials. All thin film coating supplied must conform to the applicable Special Notes contained in this proposal. The Department requires acceptance testing of samples obtained on a per-lot basis per-shipment. The Division of Materials will perform acceptance testing. At his option, the Engineer may elect to conduct more frequent sampling and testing. Test samples may be taken at the Contractor’s thin film coating storage site. Department personnel will perform sampling. Allow (10) working days for testing and approval of the sampled thin film coating.

Note: It is the Contractor’s responsibility to maintain an adequate inventory of approved thin film coating. The Department assumes no responsibility for lost work due to rejection of thin film coating or approved thin film coating subsequently found to be defective during the application process.

AREAS TO RECEIVE THIN FILM COATING APPLICATION (SEE FIGURE 1)

Apply thin film coating onto the bridge fascia and median barriers, bridge wing walls, and the pavement section median barrier. Additional areas may receive coating as directed by the Engineer.

THIN FILM COATING APPLICATION

Do not coat areas until they have been inspected and approved by the Engineer. Apply thin film coating only to clean, dry surfaces. Conduct surface preparation and coating application per manufacturers’ recommendation. Ensure that the appropriate surface condition is present at the time of application. Apply a system from the approved list that is maintained by the Division of Materials (**Thin Film Coating –PCC**).

Tint so the final color is Federal Color No. 17778 – Light Neutral

Damages - Take all steps necessary to preclude damage to public property from overspray. Those steps may include changes in the type of containment or cessation of spraying operations. The contractor is solely responsible for any damages arising from the coating operations.

Repair of thin film coating defects - Thin film coating defects, such as pinholes, cracks, blisters, and runs etc. may be encountered. Repair all defects in new coating.

B. THIN FILM COATING STORAGE, HANDLING, SAMPLING, MIXING AND THINNING

Establish a thin film coating storage site for receiving and storing materials delivered for use on the project. Locate the storage site separate from the job site. Receive all new

thin film coating at the storage site for inventory and acceptance testing. The QC inspector (**SEE QUALITY CONTROL**) will inventory the supplied thin film coating by batch number and quantities delivered. The QC inspector will examine all containers delivered and reject those with 1) broken seals, 2) rust, 3) altered, missing or illegible batch numbers or labels and 4) dents. The QC inspector will number and initial each container with an indelible marker. Label rejected thin film coating containers "REJECTED" and dispose of them promptly. Store unapproved or rejected containers of thin film coating separately from those that are approved. Allow no thin film coating at the actual job site until the Engineer has approved it.

The QC inspector will conduct a daily start-up inventory of containers of approved thin film coating brought to the job site noting batch numbers and the inspector's container number. At the end of the work day, the QC inspector will conduct another inventory noting the number of thin film coating containers expended, inspector's inventory numbers, and types of thin film coating. Inventory containers brought on the job site and not used. Re-inventory those when they are taken back to the job site to be used.

A representative of the KYTC Central office will sample each lot of material (**SEE THIN FILM COATING MATERIALS**). The addition of solvents to thin film coating is permitted **only** by written approval from the Engineer. Use only new solvents supplied by the coating manufacturer. Add solvents at the job site in the presence of the QA inspector. Use only solvents from new, unopened containers with the solvent manufacturer's labeling intact. The QC inspector will record locations where solvent-thinned thin film coating was used.

Keep solvents used for cleaning at the job site in sealed containers away from mixing operations. Collect solvents used to clean brushes, rollers, or spray equipment in sealed containers and store them as a hazardous waste.

The thin film coating manufacturer is required to provide a technical representative at the job site when requested by the contractor or the Department at no additional cost to the Department.

C. WORKMANSHIP

All surfaces are to be properly cleaned and coated to the satisfaction of the Engineer. There will be no provision for missed areas or substandard work regardless of size of the area in question. All improperly prepared or coated surfaces are to be repaired to meet the provisions of this specification.

Allowable field variation of the color of all cured finish coats on barrier wall will be 1.5 ΔE . These values shall be obtained from a spectrophotometer utilizing a D65 illuminant at 45° illumination and 0° viewing with a 2° observer. The reference for this test will be readings obtained on the initial test patch (**SEE QUALITY CONTROL**). Surfaces with finish coats with color variations exceeding the 1.5 ΔE value will be recoated at the option of the Engineer.

QUALITY CONTROL

The contractor will provide QC inspectors to monitor all work, insure that all work is completed in accordance with the Special Notes and Standard Specifications, and record inspection results. The QC inspector(s) may not perform production work that requires QC/QA inspection. The Department's (QA) inspector will conduct in-progress reviews of the Contractor's operations and perform follow-up quality assurance (QA) inspections after the QC inspector has certified that a portion of work is complete.

In any control area, Quality Control Point inspection and approval must precede the start of succeeding phases of work. Quality Control Points are progress milestones that occur when one phase of work is complete and ready for inspection prior to continuing with the next operational step. At those points, the Contractor will provide the Departments QA inspectors with OSHA compliant access to inspect all pertinent surfaces. If QA inspection indicates a deficiency, that phase of the work shall be corrected and re-inspected prior to beginning the next phase of work.

Quality Control Point

QC Inspection Function

- | | |
|--|--|
| 1. Surface Preparation | |
| A. Solvent Cleaning | Visually inspect. |
| B. Water/Abrasive Blast Cleaning | Visually inspect for cleanliness. |
| 2. Full Prime Coat Application (if applicable) | Check for dry film thickness, and defects in thin film coating |
| 3. Finish Coat Application | Check for dry film thickness, coating appearance, color and quality of application |

The QC Inspector will inspect prepared surfaces to determine whether those conform to the specification. Inspect each individual coat of thin film coating according to SSPC PA 2 with the exception that PA 2 will be applied to each control area. Inspect for areas of incomplete coating coverage and coating defects. The Engineer may request tests, including destructive DFT tests, at additional sites or he may elect to perform additional tests.

The QC inspector will maintain a handwritten record of all-coating activities, operations and inspections in the log book(s). At a minimum, the following information must be recorded:

1. all thin film coating inventory and approval information,
2. daily records of ambient conditions (including all measurements taken),
3. daily progress of work information including start-up/shut-down times, barrier wall locations.
4. QC inspection information including evaluations at control points, rework comments, or approvals.

Make entries on consecutive pages of the logbook (in indelible ink) and make corrections by marking through mistakes with a single line. Do not remove pages or erase or obliterate entries in the logbook.

The QC inspector and QA inspector will jointly assign adjacent control areas consecutive numbers and a short description defining their location. After completion of a phase of work in a control area, the QC inspector will perform an inspection and will determine whether the area has been satisfactorily prepared. If work in a control area is unsatisfactory, the QC inspector will require the contractor to make the necessary corrections. That process will be repeated as necessary until suitable corrections have been made. Maintain all logbooks at the job site at all times during the project. Make those available, upon request, to the Department's representatives. At the end of the project, submit all such logs to the Engineer for his review and records.

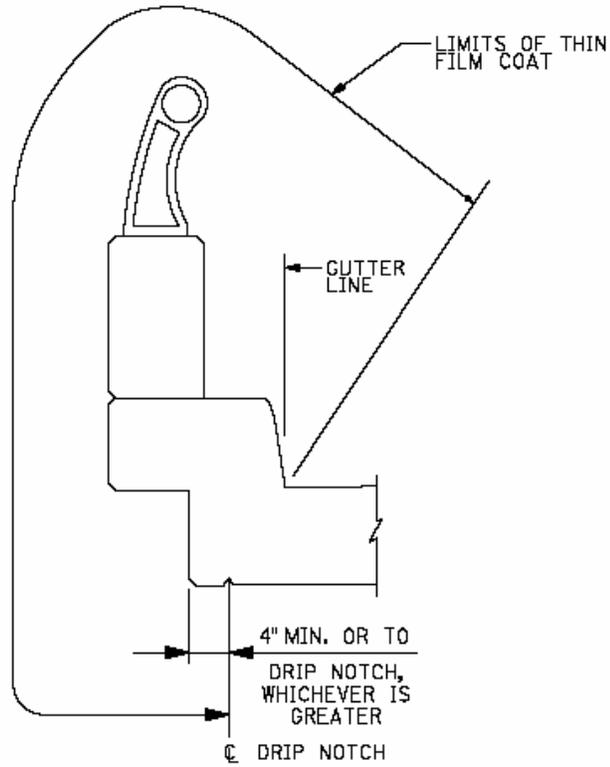
Test Patch - Prior to initiation of thin film coating, prepare at least one test patch for each of the 8 bridge units to serve as a standard for reference during the balance of the thin film coating operations. Locate the test patches at an accessible area incorporating surface types of the project. Use the specified surface preparation on a surface (or surfaces) with at least 20 ft² per application method per coating plus 20 ft² for surface preparation.

When Central office personnel, District Office personnel, QC inspector, and the QA inspector, agree that the appropriate level of cleanliness and surface preparation have been achieved, the contractor will apply a clear sealer, supplied by the coatings manufacturer, to at least 20 ft² of the prepared surface. The contractor will then apply coating to the remainder (at least 20-ft²) of the test patch. Set aside the test patch area as a standard for proper application and appearance. Do not coat the reference areas until the balance of the project is completed. After the project is complete, reclean the area of the test patch with clear sealer, and apply all specified coatings. Apply all coatings, including the clear sealer, in the presence of Central Office personnel, District Office personnel, the QA inspector, QC inspector, and a technical representative of the thin film coating manufacturer.

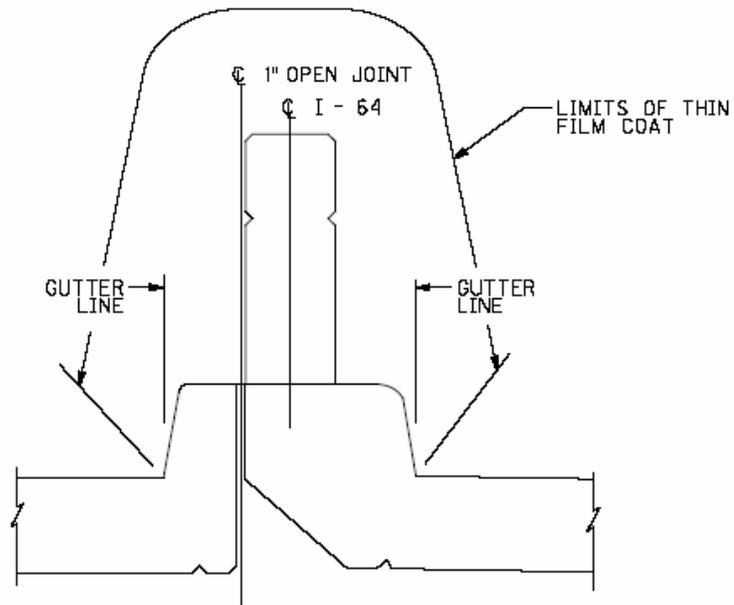
D. METHOD OF MEASUREMENT - The quantity will be the actual area in square feet of surfaces sealed.

E. BASIS OF PAYMENT - Payment will be made at the contract unit price for completed and accepted work, including surface preparation, material, application, and pre-qualification testing costs.

LIMITS OF THIN FILM COAT ON BRIDGE BARRIERS



FASCIA TYPICAL SECTION



MEDIAN TYPICAL SECTION

FIGURE 1

**SPECIAL NOTE FOR
GUARDRAIL CONNECTOR TO BRIDGE END RETROFIT
TYPE A and TYPE A-1**

I. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2004 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing guardrail system; (3) Modify existing curb and pavement in accordance with the attached detail drawings; (4) Install additional steel reinforcement and new concrete; (5) Furnishing and installing new guardrail systems; and (6) Any other work specified as part of this contract.

II. MATERIALS. All materials shall be sampled and tested in accordance with the Department's Sampling Manual and the materials shall be 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. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
- B. Steel Reinforcement-Epoxy Coated.** Use Grade 60. See Section 602.
- C. Epoxy Bond Coat.** See Section 511.
- D. Guardrail Systems.** See Section 719.

III. CONSTRUCTION.

- A. Maintain and Control Traffic.** See Traffic Control Plan.
- B. Site Preparation.** Prepare the shoulder for the guardrail installation, which includes regrading, reshaping, adding and compacting of suitable materials on the existing shoulders and in the void left by pavement removal to provide proper template or foundation for the guardrail; filling voids left as the result of removing existing guardrail and guard posts with dry sand; removal of all obstructions or any other items; excavation and embankment; temporary pollution and erosion control; disposal of waste materials; final dressing and cleanup; and seeding and protection. All site preparation shall be as approved or directed by the engineer.
- C. Remove Existing Guardrail System.** Remove the bridge end connectors, posts, guardrail and all other components associated with the guardrail connector to bridge end of the existing guardrail system for a length of approximately 25-feet at each connector or as directed by the Engineer. Salvage existing material as per Section 719.03.06 except the Contractor shall deliver existing salvaged guardrail system materials to the Department's Bailey Bridge Yard in Frankfort, KY. Deliver the material between the hours of 8:00AM and 3:30PM, Monday through Friday. The Contractor will take possession of all concrete associated with existing bridge and/or guardrail end treatments. Dispose of all existing concrete off the right of way at approved locations obtained by the Contractor at no additional cost to the Department.

- D. Installation of Guardrail Systems.** Furnish guardrail connector to bridge end Type A and Type A-1 in accordance with Standard Drawings RBC-001-08, RBC-002 and RBC-003-06.

Furnish guardrail systems as per Section 719. Steel guardrail posts are required. No alternate is allowed. The shoulder width shall be a minimum of 2 Ft unless otherwise directed by the Engineer. Grade slopes and shoulders as per applicable guardrail standard drawings. Guardrail locations shown on summary and/or drawing are approximate only. The Engineer will determine the exact termini for guardrail installations at time of construction. Construct radii at entrances and road intersections as per applicable Standard Drawings.

The guardrail shall be erected to the lines and grades shown on current standard drawings or as designated by the Engineer. Unless otherwise directed, the guardrail shall be constructed 2' 3" above true theoretical shoulder elevations, or by any method approved by the Engineer which allows the construction of the guardrail to the true grade and prevents apparent sags.

When installing guardrail the blunt end shall NOT be left exposed where it would be hazardous to the public. When it is not practical to complete the construction of the rail or the permanent end treatments first, the Engineer may require a temporary end by connecting at least 25 feet of rail to the last post, and by slightly flaring, and burying the end of the rail completely into the existing shoulder. If left overnight, a drum with bridge panel as detailed on Standard Drawings for Miscellaneous Traffic Control Devices shall be placed in advance of the guardrail end and maintained during use. The cost of the temporary end, including the barrier and panel, shall be included in the unit price for Guardrail - Single Face.

- E. Adjust Existing Guardrail.** Adjust existing guardrail alignment to provide a smooth transition over a length of 25-feet and connecting with the new guardrail connector to bridge end. Adjust guardrail in accordance with Section 719 and as directed by the Engineer.
- F. Steel Reinforcement.** Install steel reinforcement in accordance with Section 602 and as directed by the Engineer.
- G. Place New Concrete.** Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete.
- H. Final Dressing, Seeding and Protection, and Clean Up.** Apply final dressing, class A to all disturbed areas, both on and off the Right-of-Way. Sow all disturbed earthen areas with Seed Mixture No. III. The Department will Not make direct payment for final dressing, seeding and protection, and clean up.

IV MEASUREMENT.

- A. Guardrail Bridge End Connector Retrofit.** The Department will measure the quantity by each individual unit.

The Department will NOT measure concrete curb removal, concrete pavement removal, reinforcing steel, dowels, concrete, drilling holes for bolts and dowels,

perforated pipe with couplers, island header curb, and all other items necessary to construct the guardrail bridge end connector retrofit according to the Contract for payment and will consider them incidental to this item of work.

- B. Guardrail Bridge End Connector, Type A.** See Section 719.
- C. Guardrail Bridge End Connector, Type A-1.** See Section 719.
- D. Adjust Guardrail.** See Section 719.
- E. Remove Guardrail.** See Section 719.
- F. Guardrail, Steel W Beam, Single Face.** See Section 719.
- G. Guardrail, Steel W Beam Single Face, Install.** See Section 719

V. PAYMENT.

A. Guardrail Bridge End Connector Retrofit. Payment for this item of work shall be at the contract unit price and payment will be full compensation for the following: (1) Furnish all labor, materials (including reinforcing steel, and concrete), tools, and equipment; (2) Modify existing structures, existing drainage structures, existing curb and existing pavement in accordance with the attached detail drawings (3) Install additional steel reinforcement and new concrete; and (4) Any other work specified as part of this contract and the attached detail drawings.

- B. Guardrail Bridge End Connector, Type A.** See Section 719.
- C. Guardrail Bridge End Connector, Type A-1.** See Section 719.
- D. Adjust Guardrail.** See Section 719.
- E. Remove Guardrail.** See Section 719.
- F. Guardrail, Steel W Beam, Single Face.** See Section 719.
- G. Guardrail, Steel W Beam Single Face, Install.** See Section 719

The Department will consider payment as full compensation for all work required by this note and the attached detail drawings.

SPECIAL NOTE FOR EXPANSION JOINT RECONSTRUCTION AND/OR INSTALLING ARMORED EDGES

I. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2004 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached plans. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete and expansion devices and/or bridge ends; (3) Install new expansion devices and concrete as specified and in accordance with the plans; (4) Install new armored edges (where required); and (6) Any other work specified as part of this contract.

II. MATERIALS.

A. Class "M" Concrete. Use either "M1" or "M2". See Section 601.

B. Structural Steel. Use new, commercial grade steel suitable for welding. The Engineer will base acceptance on visual inspection.

C. Stud Anchors. The armored edge stud anchors are ¾" x 6" embedded stud shear connectors conforming to ASTM A108, Grade 1015 (Nelson Studs or equal).

D. Steel Reinforcement. Use Grade 60. See Section 602.

E. Epoxy Bond Coat. See Section 511.

F. Neoprene Joint Sealers (Compression Seals). See Section 807.

G. Neoprene Strip Seals. See plan drawings and Section 807.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing expansion dam assembly/bridge end and adjacent concrete to the limits shown on the plans. Additional removal, as directed by the Engineer, may be required to encounter sound concrete adjacent to the joint area. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Expansion Joint Reconstruction".

B. Place New Concrete and Armored Edges. After all existing materials have been removed; place new joint seal and/or new armored edges to match the grade of the proposed overlay (See plan drawings). Place the new Class "M" concrete to the grade as shown on the plans and finish with broom strokes drawn transversely from curb to curb. The concrete in each side of the joint shall be poured monolithically in the deck slab section.

Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

- C. Preformed Neoprene Joint Seal.** Place the preformed joint seal in one continuous, unbroken length. Place neoprene compression seals as recommended by the manufacturer and in accordance with Section 609.03.04 (D). Place neoprene strip seals as recommended by the manufacturer and in accordance with Section 609.03.04 (E), except that shop drawings will not be required.
- D. Shop Plans.** Shop plans will not be required. The Contractor is responsible for obtaining field measurements and supplying properly sized materials to complete the work.
- E. Approach Pavement Repair.** The Contractor shall repair any and all damage to the approach pavement due to this construction. A new asphalt surface wedge for all approaches to each structure in this project shall be placed and compacted to the satisfaction of the Engineer prior to allowing traffic back on a section of the new overlay. No additional payment will be allowed for this work, as it will be considered incidental to the pay item "Expansion Joint Reconstruction".

IV MEASUREMENT.

- A. Expansion Joint Reconstruction.** The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

V. PAYMENT.

- A. Expansion Joint Reconstruction.** Payment at the contract unit price per linear foot is full compensation for removing existing materials, furnishing and installing the new armored edges, concrete, steel reinforcement, mechanical splices, sliding cover plates, extrusion, neoprene joint seal, anchor studs, and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the plan details.

The cost of furnishing and installing armored edges at the bridge ends shall be included in the cost of Expansion Joint Reconstruction, as shown on the plan details.

The Department will consider payment as full compensation for all work required by this note and the detail plans.

SPECIAL NOTE FOR CONSTRUCTION SCHEDULE (JEFFERSON COUNTY, I-64)

Complete the Construction Schedule in accordance with Special Provision 82 “General Progress Schedule” except as stated in this note with the following requirements:

Within 30 days of Notice of Award, the contractor shall submit a Construction Schedule that will clearly indicate how the work is to be planned and executed. The overall schedule will be on a daily calendar for the work up to and beyond the closures. The schedule for the work to be done during the closures will be indicated on an hourly schedule.

The Construction Schedule shall represent the Contractor’s best judgment and intended plan for completion of the work in compliance with Specific Dates listed in the Contract Documents and the Contract Time. The Construction Schedule shall anticipate all necessary manpower and resources to accomplish the activities within the durations set forth in the Construction Schedule. The Construction Schedule shall address and indicate all submittals required by contract and indicate the times allowed for review and approval of submittals. Times allowed shall not be less than any times indicated for review in the Contract Documents.

The Contractor is responsible for determining the sequence of activities, the time estimates of the detailed construction activities and the means, methods, techniques and procedures to be employed. The Construction Schedule shall represent the Contractor’s best judgment of how he will prosecute the Work in compliance with the Contract requirements. The Contractor shall ensure that the Construction Schedule is current and accurate and is properly and timely monitored, updated and revised as project conditions and the Contract Documents may require.

The Contractor shall consult with his principal Sub-contractors and Suppliers relating to the preparation of his construction plan and Construction Schedule. Principal Subcontractors shall receive copies of those portions of Contractor’s Construction Schedule, which relate to their work and shall be continually advised of any updates or revisions to the Construction Schedule as Work progresses. When the Contractor submits his Construction Schedule to the Engineer or makes any proposed updates or revisions to such schedule, it will be assumed by the Engineer that the Contractor has consulted with and has the concurrence of his principal Subcontractors and Suppliers. The Contractor shall be solely responsible for ensuring that all Subcontractors and Suppliers comply with the requirements of the Construction Schedule for their portions of the work.

It is understood and agreed that the Construction Schedule is to represent the Contractor’s best plan and estimate for the Work; however, the Contractor acknowledges that the Construction Schedule may have to be revised from time to time as progress proceeds. The Contractor further acknowledges and agrees that the Engineer, in approving the Construction Schedule, does not guarantee that: (1) The Contractor can start work activities or complete work activities as shown in the schedule, or as same may be updated or revised; (2) The Contractor can proceed at all times in the sequence established by the utilization of only the resources and manpower he initially plans for the performance of the Work; (3) The Contractor’s Construction Schedule will not have to be modified or changed by direction of the Engineer. Any changes, modifications or adjustments made by the Contractor to the Construction Schedule shall be in full compliance with all requirements of the Contract Documents.

Approval or acceptance by the Engineer of the Contractor's Construction Schedule or any revision or updates thereto, is advisory only and shall not relieve the Contractor of the responsibility for accomplishing each portion of the work within each and every applicable Specific Date. Omissions and errors in the approved or accepted Construction Schedule, or any revisions or updates shall not excuse performance, which is not in compliance with the Contract. Approval by the Engineer, in no way, makes the Engineer an insurer of the reliability, accuracy or feasibility of the Construction Schedule and the Engineer shall not be liable for time or cost overruns from such omissions or errors. It is understood and agreed that the Contractor cannot rely upon any informal or constructive acquiescence or approval of the Construction Schedule by the Engineer.

All procurement and fabrication activities will be indicated as separate activities and all materials required for installation during the shutdown periods will be either on site or verified as at a convenience location.

No shutdown work will be permitted without a previously approved Progress Schedule.

The completed Construction Schedule will be required prior to any Application for Payment. However, one initial provisional progress payment may be payable, in the sole discretion of the Engineer, if he determines the Contractor is complying with the scheduling provisions during the development of the Construction Schedule as required herein. However, no more than one Application for Payment will be approved until all of the requirements of these scheduling provisions have been met.

I-64, Jefferson County
FD52 056 0064 000-005
IM 64-2(157)
5-73.00

SPECIAL NOTE
INCENTIVE PAY AND DISINCENTIVE FEES
“A+B”

The procedure for evaluation of bids on this project involves an “A+B” concept.

The “A” component of the bid involves the dollar amount for **all construction work** to be performed under the contract.

The “B” component involves the number of hours to complete all construction work associated with this project excluding the following bid items:

- Pier 109 Retrofit
- Kennedy Pier 5 Retrofit
- Crossframe Retrofit
- Cleaning and Painting of Structural Steel

Preparation of Bid Proposal

The work is to be performed in a high traffic area. To reduce the period of disruption and to permit maximum working area to the contractor, the following highway closures will be made:

PHASE 1 - I-64 will be totally closed from the Kennedy Interchange at the east end of the project to the I-64/I-264 Interchange at the west end of the project on three (3) weekends.

| DAY and TIME |
|---|
| 8:00 PM Friday June 8 – 5:00 AM Monday June 11 |
| 8:00 PM Friday June 15 – 5:00 AM Monday June 18 |
| 8:00 PM Friday June 22 – 5:00 AM Monday June 25 |

During the weekend closures, the contractor is required to complete the necessary repairs at the 2nd Street on-ramp, 3rd Street off-ramp, and 22nd Street off-ramp EB so that traffic can use these ramps to access and exit downtown during the Phase 2 closure. Additionally, the contractor is required to complete the crossover work in the bi-directional segment during the three weekend closures.

The Contractor will be permitted to do any other contract work during the three weekend closures provided the roadway is fully opened to traffic at 5:00 a.m. at the end of each weekend closure.

PHASE 2 - During construction of this project the contractor will be allowed to completely close portions of I-64, in either one or both directions, within the project limits during specified hours. Between 3rd Street and 22nd Street a complete closure will be allowed including the 9th Street Interchange. Between 22nd Street and the I-64 / I-264 Interchange, bi-directional traffic will be maintained, first on the eastbound lanes and then on the westbound lanes. Bi-directional traffic will be one lane in each direction separated by temporary concrete barriers, with a shoulder in

February 15, 2007

I-64, Jefferson County
FD52 056 0064 000-005
IM 64-2(157)
5-73.00

each direction for breakdowns and emergency vehicles. Construction will be allowed the following days:

| DAY and TIME |
|------------------------------------|
| 12:01 AM July 5 – 5:00 AM August 6 |

NOTE: Between 8:00 pm August 3rd and 5:00 am August 6th I-64 may be totally closed From the Kennedy Interchange at the east end of the project to the I-64/I-264 Interchange at the west end of the project.

In addition to the requirements of Section 102 of the 2004 Standard Specifications, the bidder shall establish the total number of hours of road closure necessary to complete the work in accordance with the plans and specifications and show this number in the bid proposal.

During the shutdown periods, the Contractor will be permitted to work continuous, twenty four hours per day. While the Contractor will not be limited by the noise limitation requirements, the contractor is expected to take all reasonable steps to minimize noise-generating activities at night when these are adjacent to hotel and residential areas.

For the purposes of bidding this contract all bidders will bid the number of hours (B) necessary to complete all required work.

The B component will have an hourly dollar amount that will be used to calculate the total “B” component for bid comparison purposes. The value of each hour of road closure will be **\$9,000**.

A maximum of 944 hours will be allowed for the “B” component of this project.

Proposal Guaranty

As a supplement to Section 102 of the 2004 Standard Specifications, it will not be necessary for the Proposal Guaranty to include an amount necessary to cover the product of hours bid times the \$9,000 hourly cost.

Consideration of Bids

Each bid submitted shall consist of two parts:

- A The dollar amount for all work to be performed under the contract.
- B The hours of mainline closure bid to complete the required work.

The lowest Base Bid will be determined by the Department according to the following formula:

$$\text{BASE BID} = A + [B]9000$$

Disincentive Fees for Work Over or Outside of Hours Bid

The successful bidder for this project will have a specific number of hours bid for B. Once the contractor has utilized all of the hours bid, any further work will result in an hourly disincentive of \$9,000 per hour.

February 15, 2007

I-64, Jefferson County
FD52 056 0064 000-005
IM 64-2(157)
5-73.00

Disincentive for Extended Road Closure

All weekend closures for this project must be re-opened by 5:00 AM on Monday and must not be initiated before 8:00 PM Friday. A disincentive will be charged until the Expressway is fully open to traffic for every hour or fraction of an hour that any closure is in place. A disincentive of **\$9,000 per hour** will be charged for any closure established before 8:00 PM on Friday. All road closures must be completely removed as well as all traffic control devices and signs that do not apply covered or removed from the roadway by 5:00 AM. If closures remain in place on Monday beyond 5:00 AM the following disincentive schedule will be charged to the contractor:

| Extended Closure Hours Beyond 5:00AM | Hourly Charge |
|--------------------------------------|---------------|
| First Hour | \$9,000 |
| Second Hour | \$18,000 |
| Third Hour | \$50,000 |

The disincentive fee of **\$9,000 per hour** will also be charged for any closure initiated for Phase II work prior to 12:01 am on July 5th. The disincentive schedule in the table above will be used should any closure still be in place beyond 5:00 am on August 6th.

In addition, any work outside of allowable hours will also be charged towards the “B” component of the bid.

Fixed Completion Date and Disincentive Fees

The project will have an overall fixed completion date of October 15, 2007 for all work associated with this project.

This project will also have fixed interim completion dates as noted below:

PHASE 1

During the three weekend closures of the I-64 Riverside Expressway shown below the following items of work must be completed:

| DAY and TIME |
|---|
| 8:00 PM Friday June 8 – 5:00 AM Monday June 11 |
| 8:00 PM Friday June 15 – 5:00 AM Monday June 18 |
| 8:00 PM Friday June 22 – 5:00 AM Monday June 25 |

- (1) Bridge repairs between the east contract limits and 3rd Street, including the 2nd Street on-ramp, 3rd Street off-ramp, and the 22nd Street off-ramp EB.
- (2) Cross-over work for bi-directional traffic and pavement replacement with AWM at the west contract limit.
- (3) Additional items of work that can be completed to such a point as to allow the roadway to reopen completely by 5:00 AM on Monday morning.

I-64, Jefferson County
FD52 056 0064 000-005
IM 64-2(157)
5-73.00

Time extensions for this project will not be permitted. Weather will not be considered an exception.

A disincentive fee of \$9,000 per hour will be charged for every hour beyond the number of “B” hours bid by the Contractor that all work is not complete with the exception of the excluded items listed above that will not impact any road, lane or shoulder closure on I-64.

A disincentive fee of \$25,000 per calendar day will be charged for each calendar day after [October 15, 2007](#) that all work associated with this project is not complete.

Contrary to Section 108.09 of the Standard Specifications, **the \$25,000 per calendar day Disincentive Fee and Liquidated Damages per the Standard Specifications will be charged during the months of [December through March](#) for all work not complete.** Contrary to Section 108.09 of the Standard Specifications, **the \$25,000 per calendar day disincentive fee and Liquidated Damages will be charged during those periods when seasonal limitations of the Contract prohibit the Contractor from working on a controlling item or operation.**

Incentive Payment

The incentive for this project will be paid based on the number of hours bid for part “B” of the proposal. The value of the incentive will be calculated based on the number of hours bid (B_{bid}) minus the number of hours actually used (B_{used}), and then multiplying that total by \$9,000. The following formula will be used to calculate the total incentive:

$$Incentive = [B(bid) - B(used)] * \$9,000$$

Forfeiture of Incentive Payment

It is the intent of this project that all work items be done during the times identified as permitted work hours in this note.

NO INCENTIVES WILL BE PAID IF ALL WORK, EXCEPT EXCLUDED ITEMS, IS NOT COMPLETE BY 5:00 AM AUGUST 6, 2007.

Value Engineering

No Value Engineering proposal affecting maintenance of traffic will be accepted for this project.

I-64, Jefferson County
FD52 056 0064 000-005
IM 64-2(157)
5-73.00

This project will be bid using an “A+B” bidding concept as defined in the “Special Note for Incentive Pay and Disincentive Fees ‘A+B’”. All bidders must complete this tabulation sheet to have his or her bid considered.

Each bid submitted shall consist of two parts:

- A The dollar amount for all work to be performed under the contract.
- B The hours of work required to complete work under mainline I-64 closure.

The B component has an hourly dollar amount that will be used to calculate the total “B” value for bid comparison purposes. The associated cost is \$9,000 per hour.

The lowest and best bid will be determined by the Department as the lowest combination of the two parts according to the following formula:

$$BID = A + [B]9000$$

| Component | Hours Bid | \$/Hour | Total \$ |
|-----------|-----------|-------------|----------|
| A | - | - | |
| | | | |
| B | | 9000 | |
| | | | |
| | | TOTAL BID = | |

*** Bids in excess of 944 total hours will not be considered.**

SPECIAL NOTE FOR PROJECT IDENTIFICATION SIGNS

When directed by the Engineer, install Project Identification Signs furnished by the Department at each end of the project. The signs furnished by the Department will be approximately 44" X 72" or 72" X 120" aluminum sign blanks with standard color reflective sheeting with the applicable county and project names affixed. The Engineer will determine the size and location of the signs, if any, to be used on the project(s) at the time of construction.

Pick up the signs to be furnished by the Department at the District Traffic Operations Facility. Furnish posts and hardware for mounting the signs. Install the signs at locations determined by the Engineer. Maintain the signs during the duration of the project. Upon completion of the work, remove the signs and return them to District Traffic Operations Facility. Retain possession of the posts and hardware.

The Department will measure installation of the Project Identification Signs in individual units, Each. Payment at the contract unit price Each shall be full compensation for all labor, materials, equipment, and incidentals required for picking up, installing, maintaining, and returning the project identification signs furnished by the Department.

| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|--------------------------------------|-----------------|
| 20588NC | Install Project Identification Signs | Each |

**JEFFERSON COUNTY – I-64
DATA COLLECTION STATION
STN P92 (MP 2.0)
and
STN P92 ALTERNATE (MP 2.0)**

GENERAL NOTES:

The Division of Planning needs to reestablish a traffic data collection station within the resurfacing project in Jefferson County on I-64. Planning is requesting to have service replaced at a site with approximate mile point of 2.0 with the installation of traffic sensors once the new surfacing project is completed. Exact location will be determined in the field.

Contractor shall install a total of twelve (12) loop sensors and twelve (12) piezoelectric sensors in the roadway and run their lead-ins splice-free to junction boxes and on to junction boxes as indicated on the attached drawing. The contractor will provide and use all new materials in this construction with the exception of the Cabinet provided by KYTC.

Installation shall be coordinated with and approved by appropriate Division of Planning staff. Reference "Division of Planning - Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors" for materials, construction and installation details. Also see the Division of Planning – Standard Details for Installation of Traffic Counting Inductance Loops and Axle Sensors" and the Estimate of Quantities, in regard to this specific project.

Note:

The Special Notes for Installation of Traffic Counting Inductance Loops are generic. Only the sections that pertain to the specified location and the bid items listed in this summary are applicable.

SPECIAL NOTES:

The location listed in the proposal is approximate only. Contractor will need to contact the utility companies to verify locations to electrical and telephone service. The Engineer, in coordination with the Central Office Division of Planning, will designate the exact location at the time of construction.

Notify the Central Office Division of Planning (502-564-7183, Equipment Management Team) a minimum of 14 days prior to beginning work in order for them to have the option to be present during sensor installation. The Engineer will contact and maintain liaison with the District Planning Engineer and the Central Office Division of Planning in order to coordinate the work.

JEFFERSON COUNTY – I-64

**DATA COLLECTION STATION
STN P92 (MP 2.0)**

LOCATION TABLE:

| STATION | DESCRIPTION | LOOP STATION LIMITS | LOOP LOCATION | LANES | PIEZOS | LOOPS | PROJECT MP LIMITS |
|------------|--------------------------|---------------------|---------------|-------|--------|-------|-------------------|
| P22 | 2 Loops & 2 Piezos/ Lane | 0.988 – 2.596 | 2.00 | 6 | 12 | 12 | 0.818-5.2 |
| | | | | | | | |
| | | | | | | | |

LOOP STATION P92 is located on I-64 at approximately the 2.0 mile point (MP). This station has six lanes of traffic, three (3) eastbound lanes and three (3) westbound lanes with a barrier wall/divided barrier median. The station is located East of I-264 and West of the 22nd Street & Northwestern Parkway. Each lane will have a loop-piezo-loop-piezo combination of sensors installed as depicted in Figure 1. The contractor shall install the sensors in each lane and run their lead-ins splice-free to Type A junction boxes in each shoulder and directly into the cabinet on the outside shoulder. If necessary loop lead-in wires will be twisted and soldered to shielded cable pairs in the Type A junction boxes. All piezos will be Type I, 11' in length, for weighing truck traffic. The piezo cable lead-ins will be run splice free to the junction box on the shoulder as depicted in Figure 1. The contractor will install an electric service and depending on its availability will determine where the junction box will be located. All new materials shall be utilized in this construction except for the cabinet.

If the contractor, working with Division of Planning Staff, is unable to use the existing conduit underneath the barrier wall and no other feasible method is found to install this ATR station with a cabinet on one side of the roadway then the contractor shall use the alternate listed below and shown on Site Drawing- Figure 1 Alternate.

Note: Some piezos may need to be ordered with longer than 100-foot lead-ins.

LOOP STATION P92 (Alternate) is located on I-64 at approximately the 2.0 mile point (MP). This station has six lanes of traffic, three (3) eastbound lanes and three (3) westbound lanes with a barrier wall/divided barrier median. The station is located East of I-264 and West of the 22nd Street & Northwestern Parkway. Each lane will have a loop-piezo-loop-piezo combination of sensors installed as depicted in Figure 1. The contractor shall install the sensors in each lane and run their lead-ins splice-free to Type A junction boxes in each shoulder and directly into the cabinet on the shoulder. If necessary loop lead-in wires will be twisted and soldered to shielded cable pairs in the Type A junction boxes. All piezos will be Type I, 11' in length, for weighing truck traffic. The piezo cable lead-ins will be run splice free to the junction box on the shoulder as depicted in Figure 1 Alternate. The contractor will install an electric service and

depending on its availability will determine where the junction box will be located. All new materials shall be utilized in this construction.

***Piezoelectric Sensor includes twelve Class I (11') sensors. Note some sensors may require longer than the standard 100-foot lead-in (up to 300' available).**

Contractor is responsible for the above materials listing. Specifications on materials and installation instructions for loops are found in the Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors.

JEFFERSON COUNTY – I-64
DATA COLLECTION STATION
STN M40 (MP 5.0)

GENERAL NOTES:

The Division of Planning needs to reestablish an automatic traffic data collection station within the resurfacing project in Jefferson County on I-64. Planning is requesting to have service replaced at a site with approximate mile point of 5.0 with the installation of traffic sensors once the new surfacing project is completed. Exact location will be determined in the field.

Contractor shall install a total of twelve (14) loop sensors and twelve (7) piezoelectric sensors in the roadway and run their lead-ins splice-free to junction boxes and on to Cabinet located on east side of the roadway as indicated on the attached drawing. The contractor will provide and use all new materials in this construction.

Installation shall be coordinated with and approved by appropriate Division of Planning staff. Reference “Division of Planning - Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors” for materials, construction and installation details. Also see the “Division of Planning – Standard Details for Installation of Traffic Counting Inductance Loops and Axle Sensors” and the Estimate of Quantities, in regard to this specific project.

Note:

The Special Notes for Installation of Traffic Counting Inductance Loops are generic. Only the sections that pertain to the specified location and the bid items listed in this summary are applicable.

SPECIAL NOTES:

The location listed in the proposal is approximate only. Contractor will need to contact the utility companies to verify locations to electrical and telephone service. The Engineer, in coordination with the Central Office Division of Planning, will designate the exact location at the time of construction.

Notify the Central Office Division of Planning (502-564-7183, Equipment Management Team) a minimum of 14 days prior to beginning work in order for them to have the option to be present during sensor installation. The Engineer will contact and maintain liaison with the District Planning Engineer and the Central Office Division of Planning in order to coordinate the work.

JEFFERSON COUNTY – I-64

**DATA COLLECTION STATION
STNM40 (MP 5.0)**

LOCATION TABLE:

| STATION | DESCRIPTION | LOOP STATION LIMITS | LOOP LOCATION | LANES | PIEZOS | LOOPS | PROJECT MP LIMITS |
|------------|--------------------------|---------------------|---------------|-------|--------|-------|-------------------|
| M40 | 2 Loops & 1 Piezos/ Lane | 4.246-4.995 | 5.0 | 7 | 7 | 14 | 0.818-5.20 |
| | | | | | | | |
| | | | | | | | |

LOOP STATION M40 is located on I-64 at approximately the 5.0 mile point (MP). This station has seven lanes of traffic, three (4) eastbound lanes and three (3) westbound lanes with a barrier wall/divided barrier median. The station is located east of 22nd Street & Northwestern Parkway and West of I-65. Each lane will have a loop-piezo-loop combination of sensors installed as depicted in Figure 1. The contractor shall install the sensors in each lane and run their lead-ins splice-free to Type A junction boxes in each shoulder. All piezos will be Type I, 6' in length, for weighing truck traffic. The piezo cable lead-ins and loop wire will be run splice free to the junction box on the shoulder as depicted in Figure 1. Note that some need to be ordered with longer than 100-foot lead-ins. All new materials shall be utilized in this construction.

***Piezoelectric Sensor includes twelve Class I (6') sensors.**

Contractor is responsible for the above materials listing. Specifications on materials and installation instructions for loops are found in the Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors.

JEFFERSON COUNTY – I-64
DATA COLLECTION STATION
STN T98 (MP 3.0)

GENERAL NOTES:

The Division of Planning needs to reestablish an automatic traffic data collection station within the resurfacing project in Jefferson County on I-64. Planning is requesting to have service replaced at a site with approximate mile point of 3.0 with the installation of traffic sensors once the new surfacing project is completed. Exact location will be determined in the field.

Contractor shall install a total of twelve (12) loop sensors and twelve (6) piezoelectric sensors in the roadway and run their lead-ins splice-free to junction boxes and on to Cabinet located on east side of the roadway as indicated on the attached drawing. The contractor will provide and use all new materials in this construction.

Installation shall be coordinated with and approved by appropriate Division of Planning staff. Reference “Division of Planning - Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors” for materials, construction and installation details. Also see the “Division of Planning – Standard Details for Installation of Traffic Counting Inductance Loops and Axle Sensors” and the Estimate of Quantities, in regard to this specific project.

Note:

The Special Notes for Installation of Traffic Counting Inductance Loops are generic. Only the sections that pertain to the specified location and the bid items listed in this summary are applicable.

SPECIAL NOTES:

The location listed in the proposal is approximate only. Contractor will need to contact the utility companies to verify locations to electrical and telephone service. The Engineer, in coordination with the Central Office Division of Planning, will designate the exact location at the time of construction.

Notify the Central Office Division of Planning (502-564-7183, Equipment Management Team) a minimum of 14 days prior to beginning work in order for them to have the option to be present during sensor installation. The Engineer will contact and maintain liaison with the District Planning Engineer and the Central Office Division of Planning in order to coordinate the work.

JEFFERSON COUNTY – I-64

**DATA COLLECTION STATION
STN T98 (MP 3.0)**

LOCATION TABLE:

| STATION | DESCRIPTION | LOOP STATION LIMITS | LOOP LOCATION | LANES | PIEZOS | LOOPS | PROJECT MP LIMITS |
|------------|--------------------------|---------------------|---------------|-------|--------|-------|-------------------|
| P99 | 2 Loops & 1 Piezos/ Lane | 2.596-3.852 | 3.0 | 6 | 6 | 12 | 0.818-5.20 |
| | | | | | | | |
| | | | | | | | |

LOOP STATION T98 is located on I-64 at approximately the 3.0 mile point (MP). This station has six lanes of traffic, three (3) eastbound lanes and three (3) westbound lanes with a barrier wall/divided barrier median. The station is located east of 22nd Street & Northwestern Parkway and West of 9th Street. Each lane will have a loop-piezo-loop combination of sensors installed as depicted in Figure 1. The contractor shall install the sensors in each lane and run their lead-ins splice-free to Type A junction boxes in each shoulder. All piezos will be Type I, 6’ in length, for weighing truck traffic. The piezo cable lead-ins and loop wire will be run splice free to the junction box on the shoulder as depicted in Figure 1. Note that some need to be ordered with longer than 100-foot lead-ins All new materials shall be utilized in this construction.

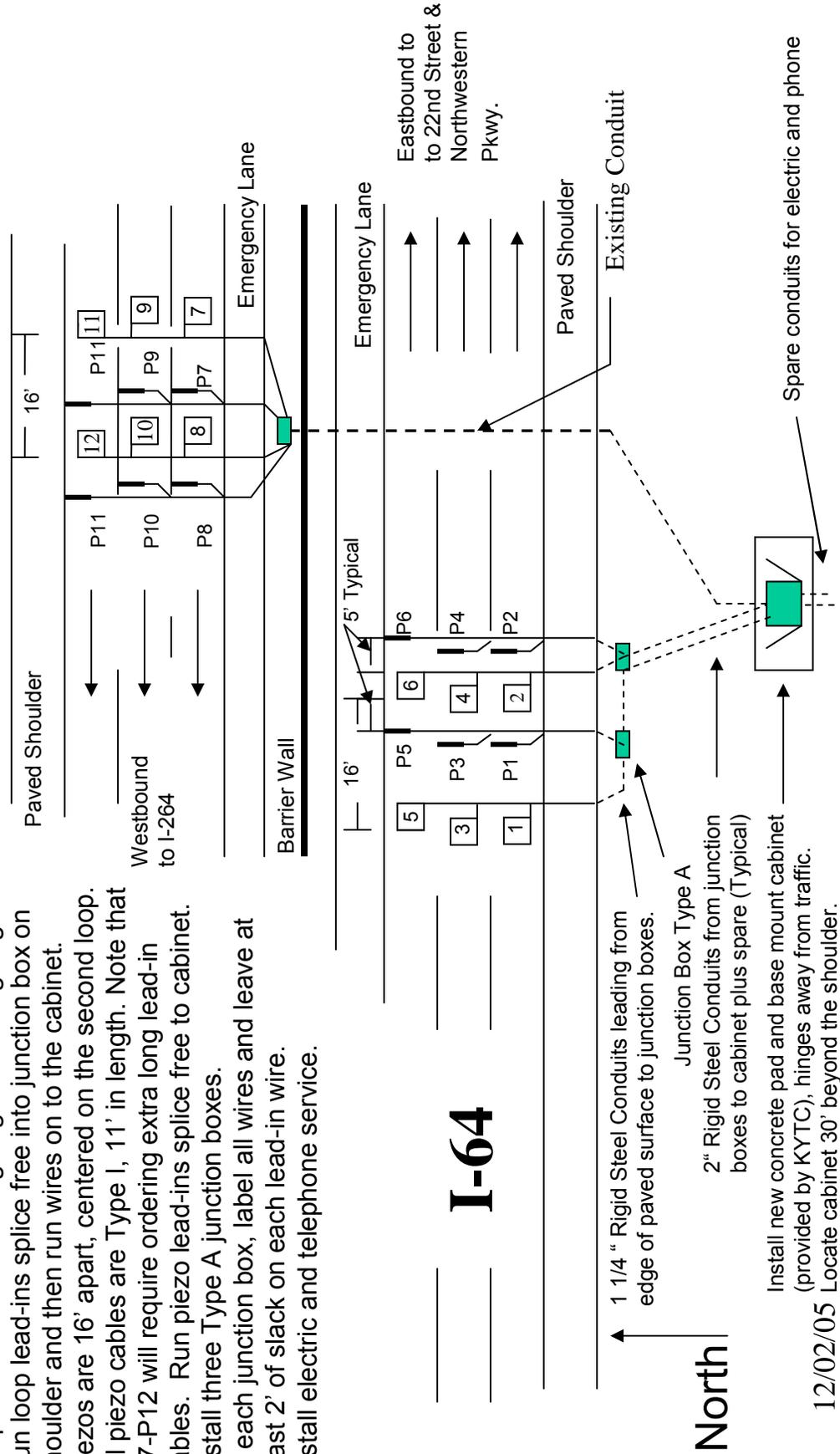
***Piezoelectric Sensor includes twelve Class I (6’) sensors.**

Contractor is responsible for the above materials listing. Specifications on materials and installation instructions for loops are found in the Special Notes for Installation of Traffic Counting Inductance Loops and Axle Sensors.

Site Drawing Jefferson Co., I 64, Station P92, (MP~2.0)

Figure 1

All loops are 6' x 6' square.
 Loops are 16' from leading edge to leading edge.
 Run loop lead-ins splice free into junction box on shoulder and then run wires on to the cabinet.
 Piezos are 16' apart, centered on the second loop.
 All piezo cables are Type I, 11' in length. Note that P7-P12 will require ordering extra long lead-in cables. Run piezo lead-ins splice free to cabinet. Install three Type A junction boxes.
 In each junction box, label all wires and leave at least 2' of slack on each lead-in wire.
 Install electric and telephone service.

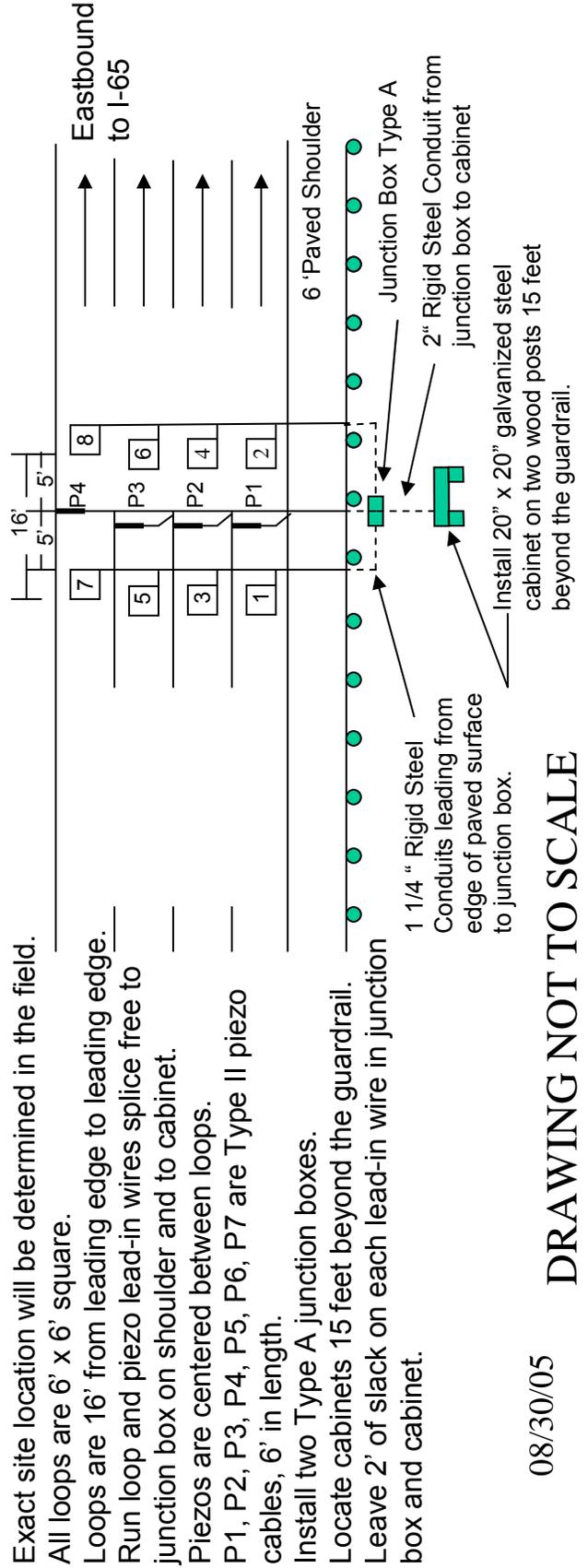
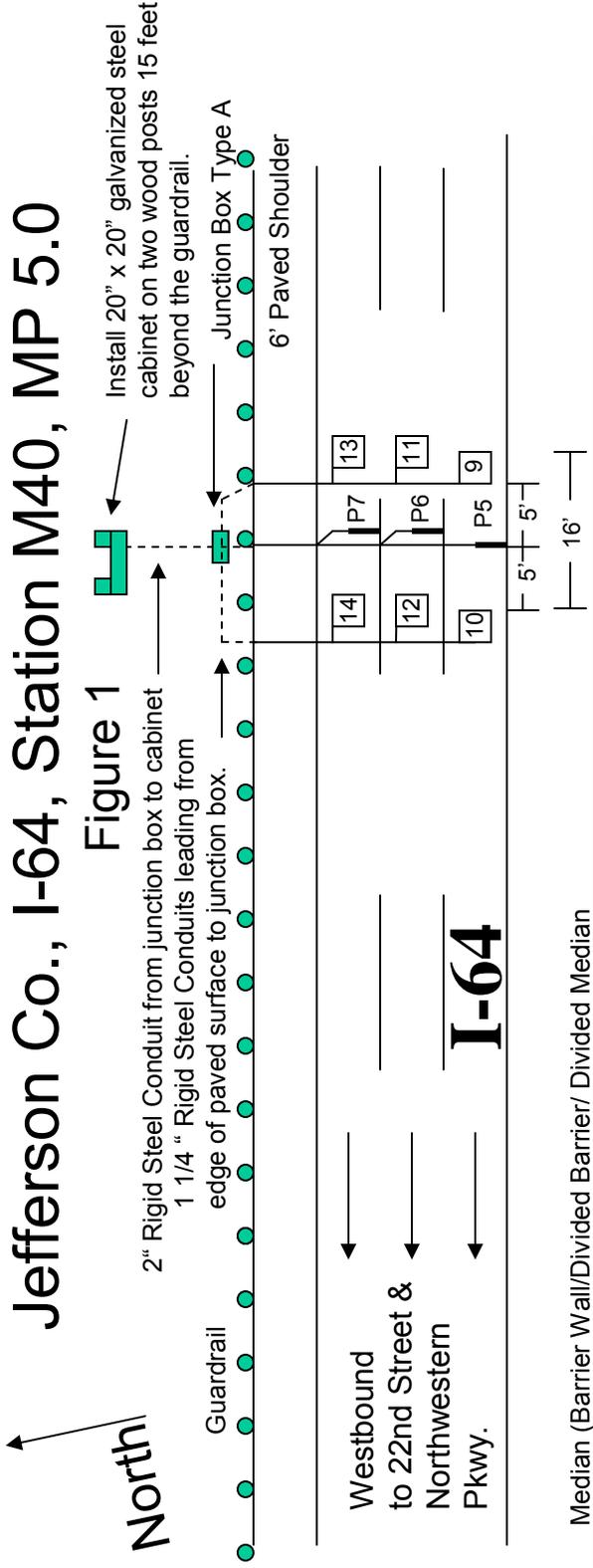


North

- 1 1/4" Rigid Steel Conduits leading from edge of paved surface to junction boxes.
- Junction Box Type A
- 2" Rigid Steel Conduits from junction boxes to cabinet plus spare (Typical)
- Install new concrete pad and base mount cabinet (provided by KYTC), hinges away from traffic.
- 12/02/05 Locate cabinet 30' beyond the shoulder.

DRAWING NOT TO SCALE

Site Drawing Jefferson Co., I-64, Station M40, MP 5.0

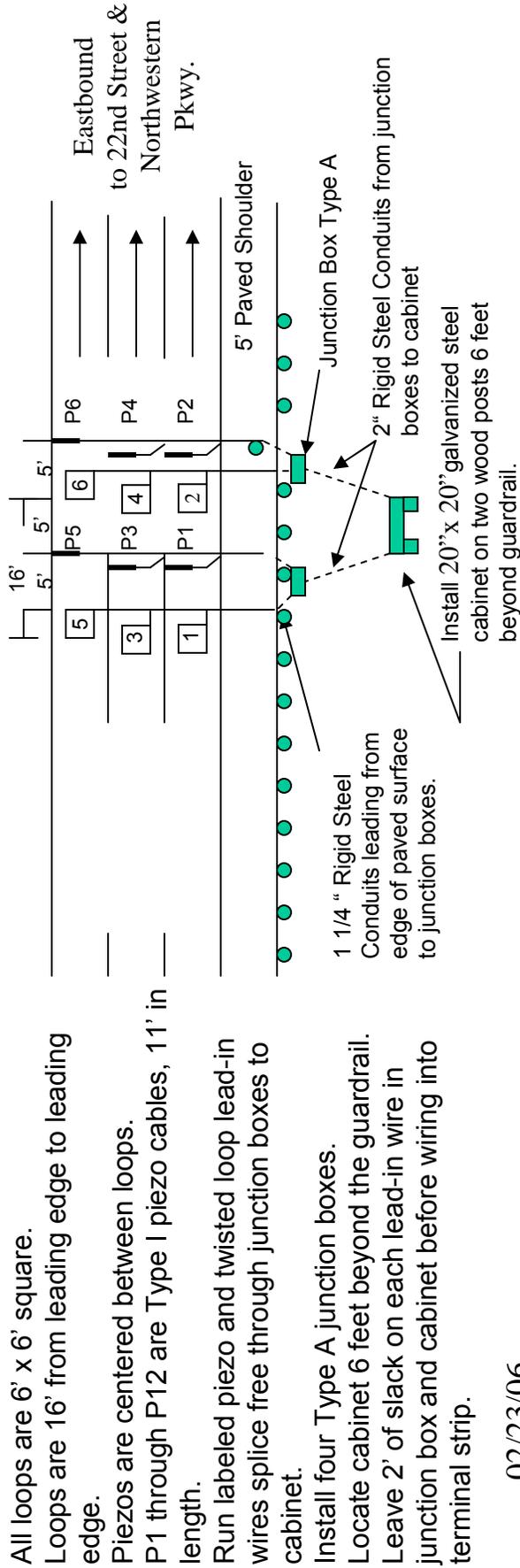
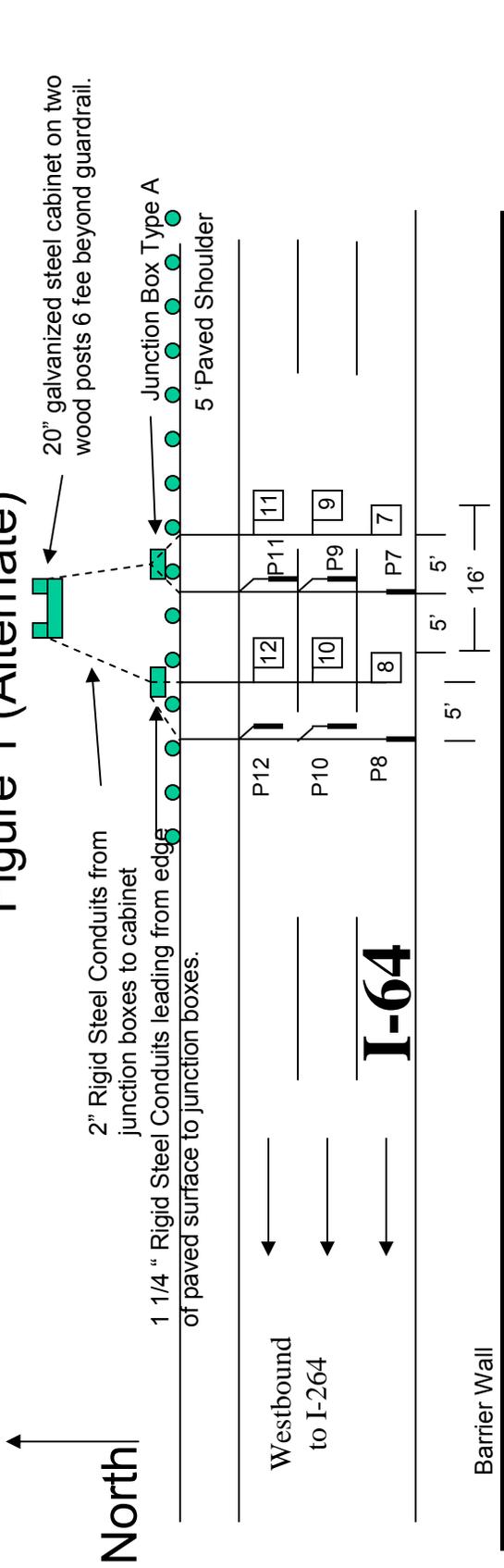


Exact site location will be determined in the field.
 All loops are 6' x 6' square.
 Loops are 16' from leading edge to leading edge.
 Run loop and piezo lead-in wires splice free to junction box on shoulder and to cabinet.
 Piezos are centered between loops.
 P1, P2, P3, P4, P5, P6, P7 are Type II piezo cables, 6' in length.
 Install two Type A junction boxes.
 Locate cabinets 15 feet beyond the guardrail.
 Leave 2' of slack on each lead-in wire in junction box and cabinet.

08/30/05 **DRAWING NOT TO SCALE**

Site Drawing Jefferson Co., I-64, Station P92, MP 2.0

Figure 1 (Alternate)

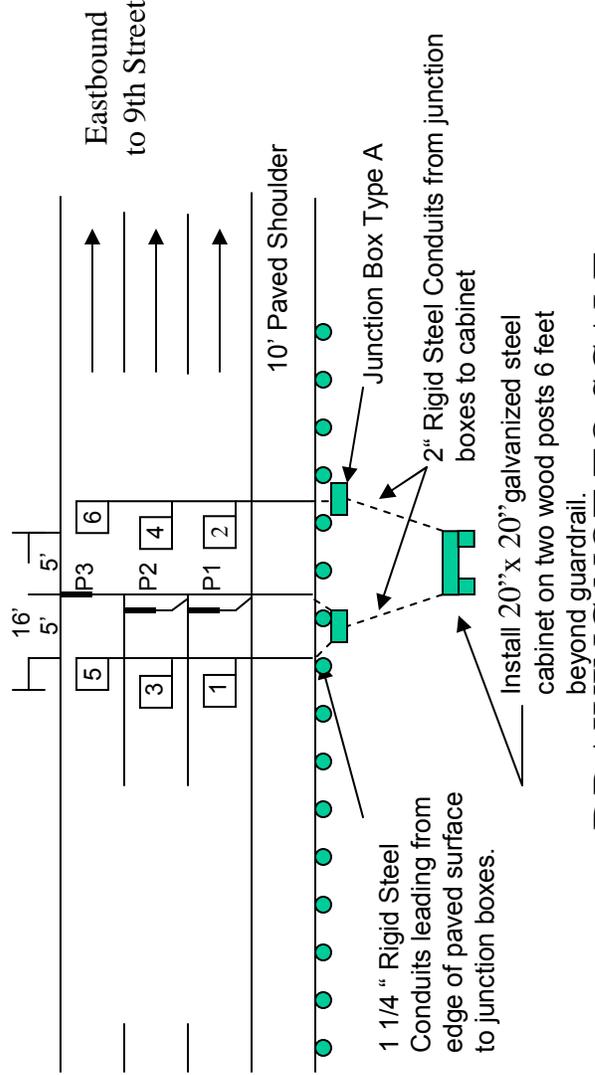
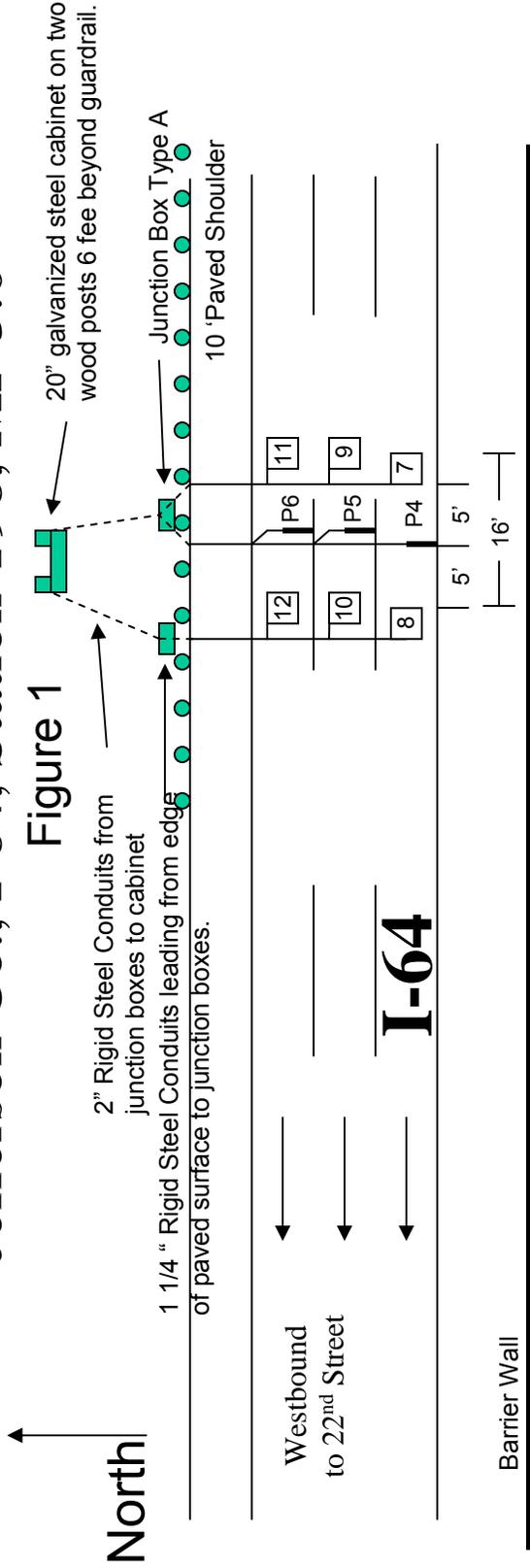


All loops are 6' x 6' square.
 Loops are 16' from leading edge to leading edge.
 Piezos are centered between loops.
 P1 through P12 are Type I piezo cables, 11' in length.
 Run labeled piezo and twisted loop lead-in wires splice free through junction boxes to cabinet.
 Install four Type A junction boxes.
 Locate cabinet 6 feet beyond the guardrail.
 Leave 2' of slack on each lead-in wire in junction box and cabinet before wiring into terminal strip.

DRAWING NOT TO SCALE

02/23/06

Site Drawing Jefferson Co., I-64, Station T98, MP 3.0



All loops are 6' x 6' square.
 Loops are 16' from leading edge to leading edge.
 Piezos are centered between loops.
 P1, P2, P3, P4, P5, P6 are Type II piezo cables, 6' in length.
 Run labeled piezo and twisted loop lead-in wires splice free through junction boxes to cabinet.
 Install four Type A junction boxes.
 Locate cabinet 6 feet beyond the guardrail.
 Leave 2' of slack on each lead-in wire in junction box and cabinet before wiring into terminal strip.

02/23/06

DRAWING NOT TO SCALE

DIVISION OF PLANNING

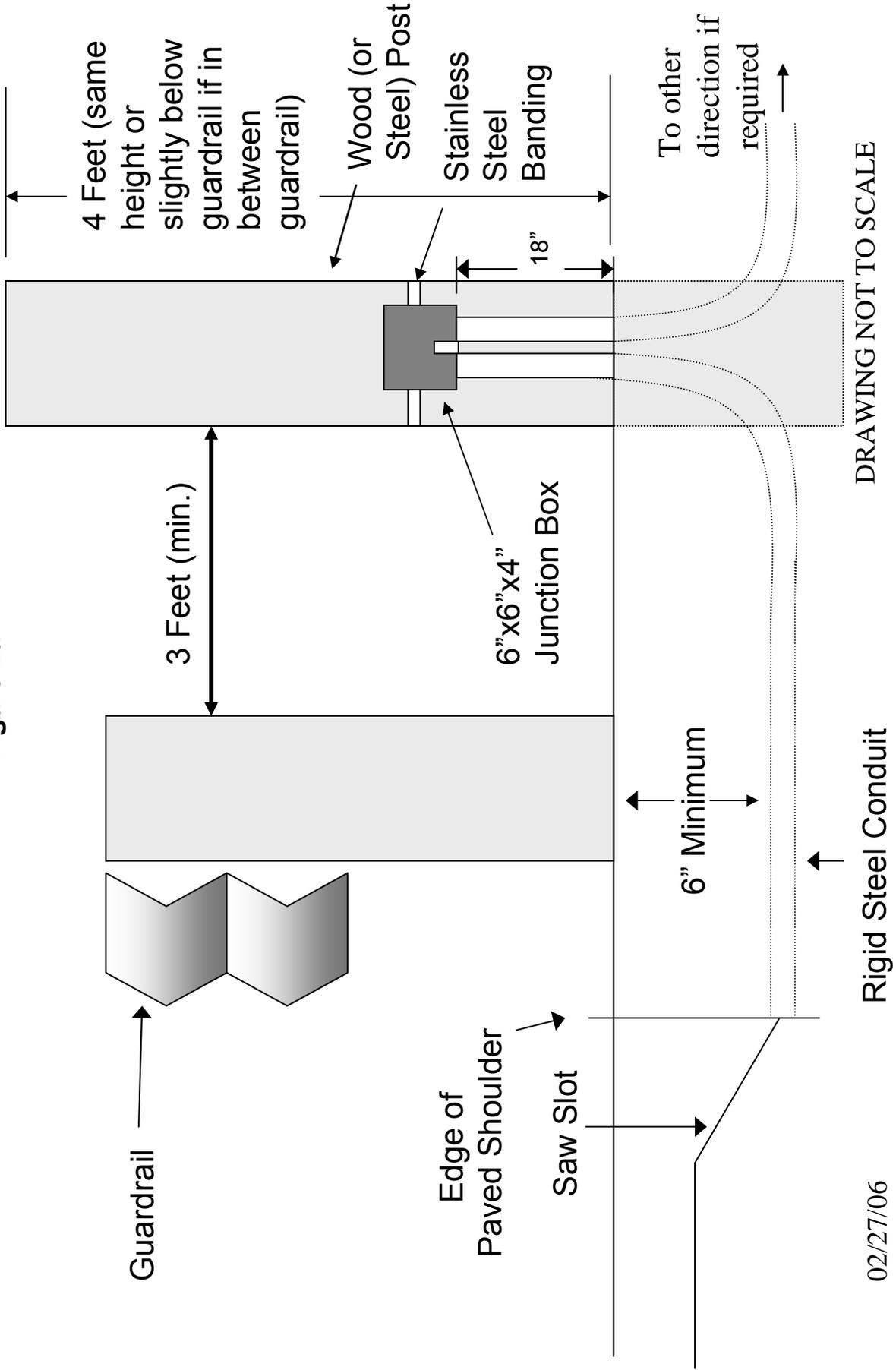
**STANDARD DETAILS FOR INSTALLATION
OF TRAFFIC COUNTING INDUCTANCE
LOOPS AND AXLE SENSORS**

DRAWINGS ARE NOT TO SCALE

02/27/06

Junction Box Type 6" x 6" x 4" Detail

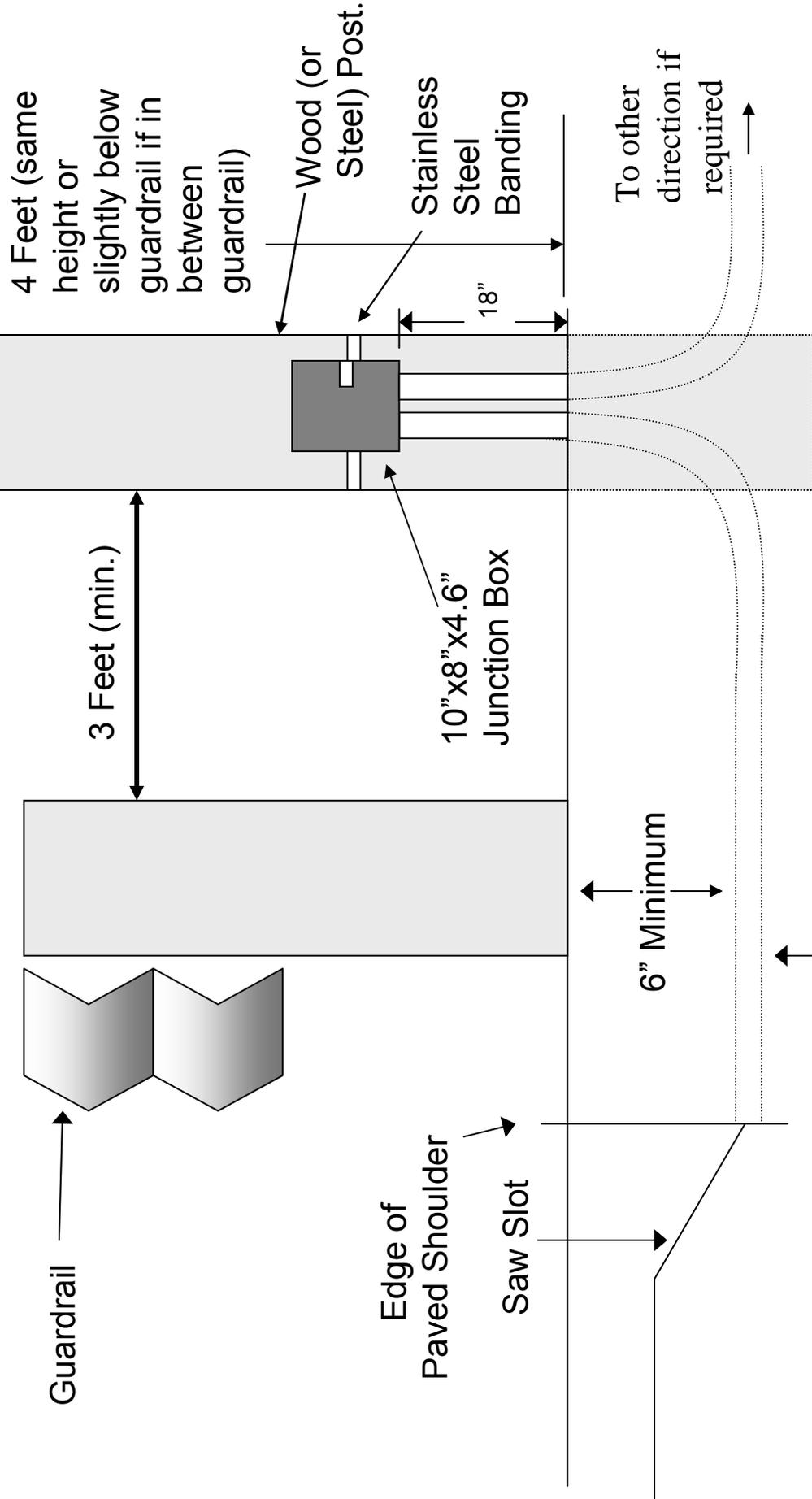
Figure 2a



02/27/06

Junction Box Type 10"x8"x4" Detail

Figure 2b



DRAWING NOT TO SCALE

Rigid Steel Conduit

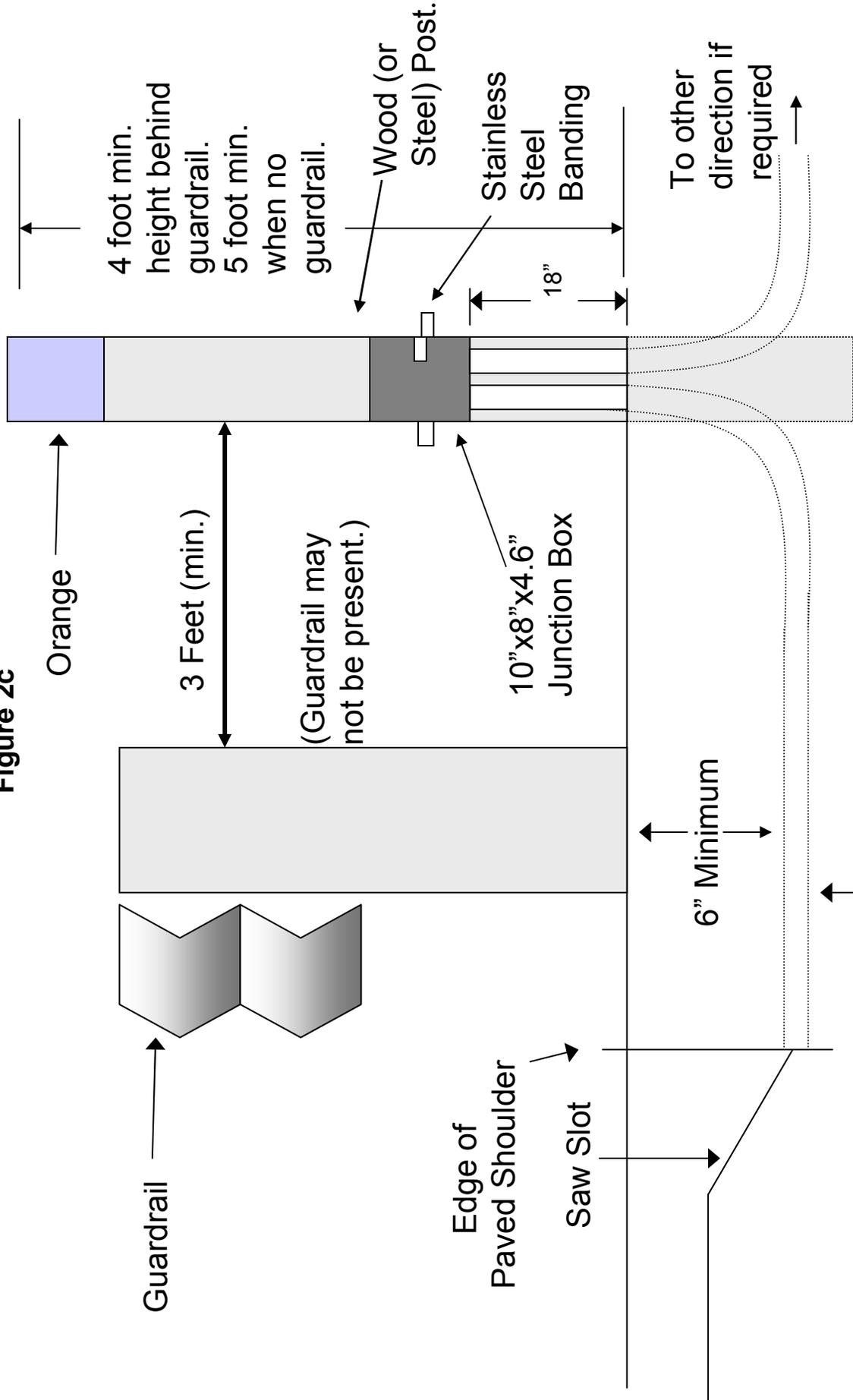
02/27/06

6" Minimum

To other direction if required

Junction Box Type 10" x 8" x 4" Detail

Figure 2c



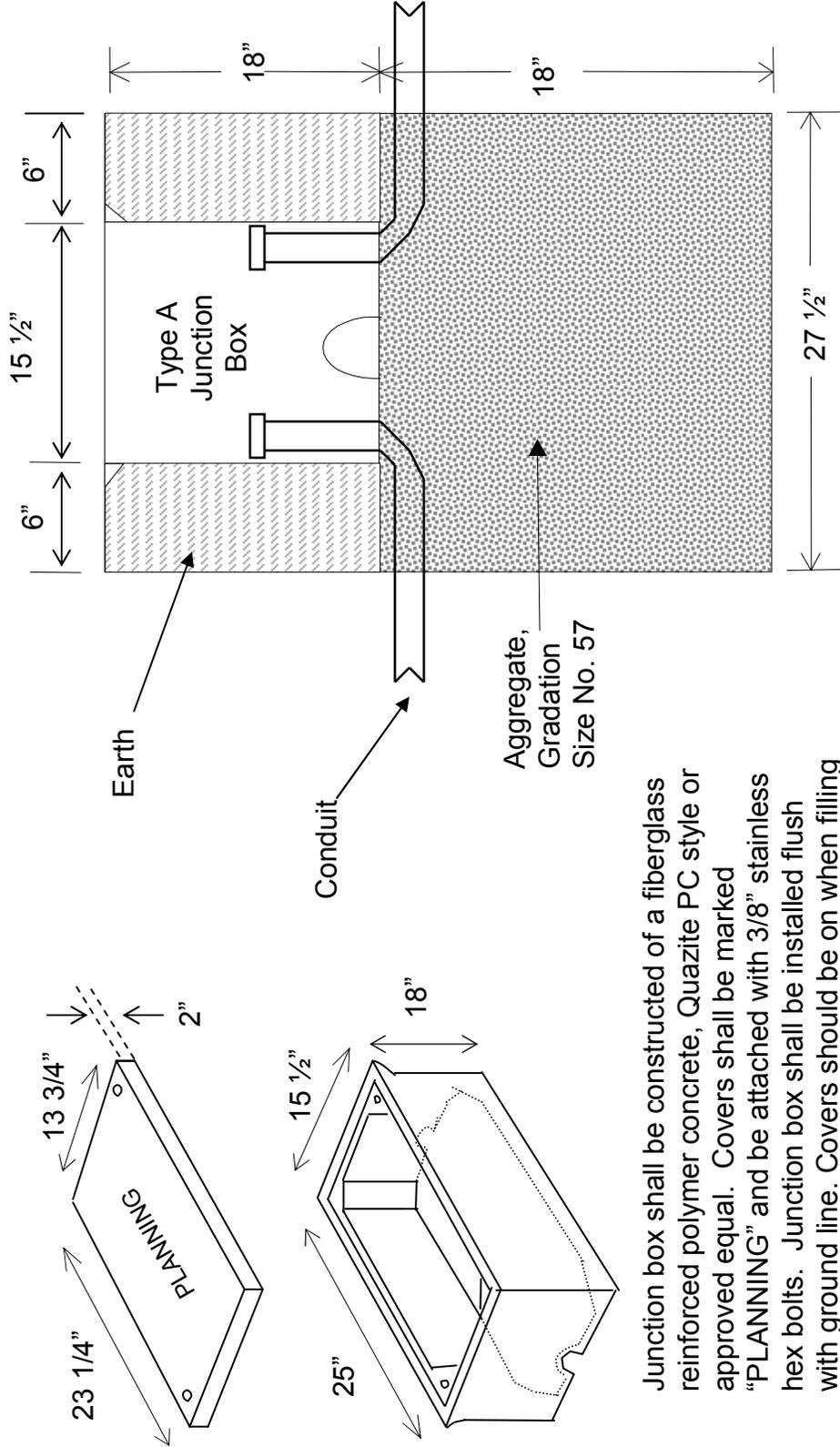
DRAWING NOT TO SCALE

Rigid Steel Conduit

04/21/06

Junction Box Type A Installation

Figure 3a



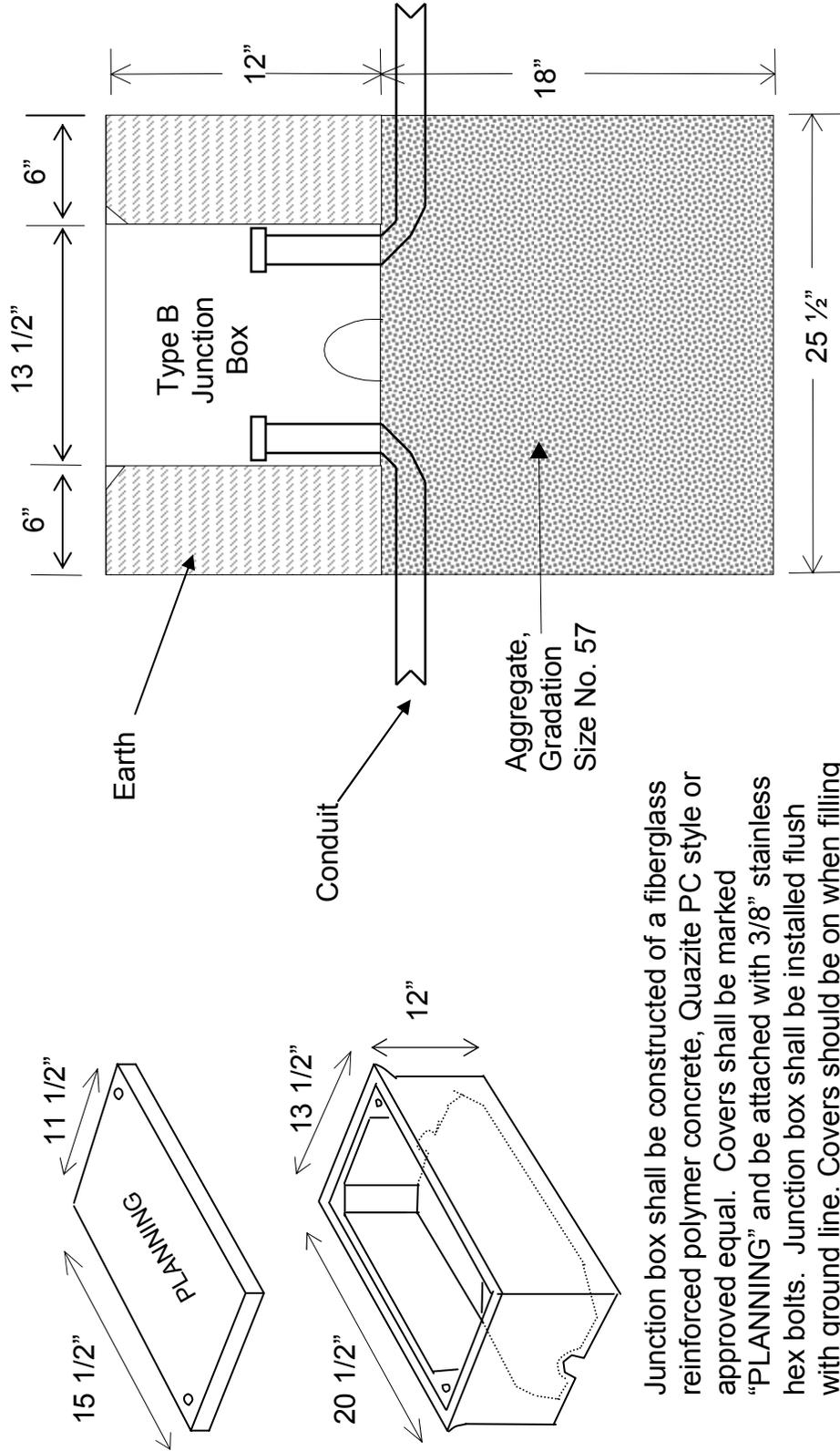
Junction box shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC style or approved equal. Covers shall be marked "PLANNING" and be attached with 3/8" stainless hex bolts. Junction box shall be installed flush with ground line. Covers should be on when filling in around the box.

DRAWING NOT TO SCALE

02/23/06

Junction Box Type B Installation

Figure 3b



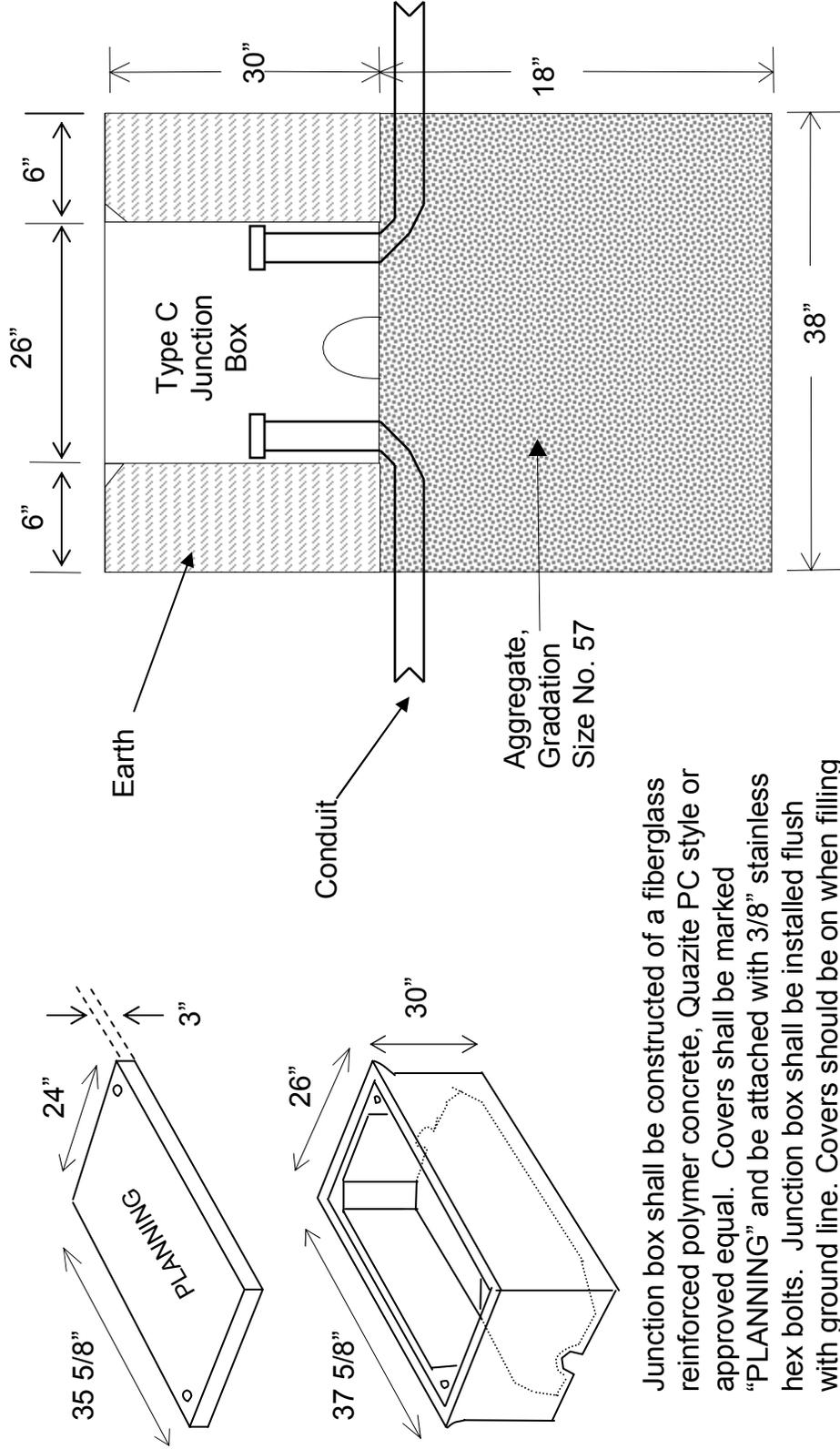
Junction box shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC style or approved equal. Covers shall be marked "PLANNING" and be attached with 3/8" stainless hex bolts. Junction box shall be installed flush with ground line. Covers should be on when filling in around the box.

DRAWING NOT TO SCALE

02/23/06

Junction Box Type C Installation

Figure 3c



Junction box shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC style or approved equal. Covers shall be marked "PLANNING" and be attached with 3/8" stainless hex bolts. Junction box shall be installed flush with ground line. Covers should be on when filling in around the box.

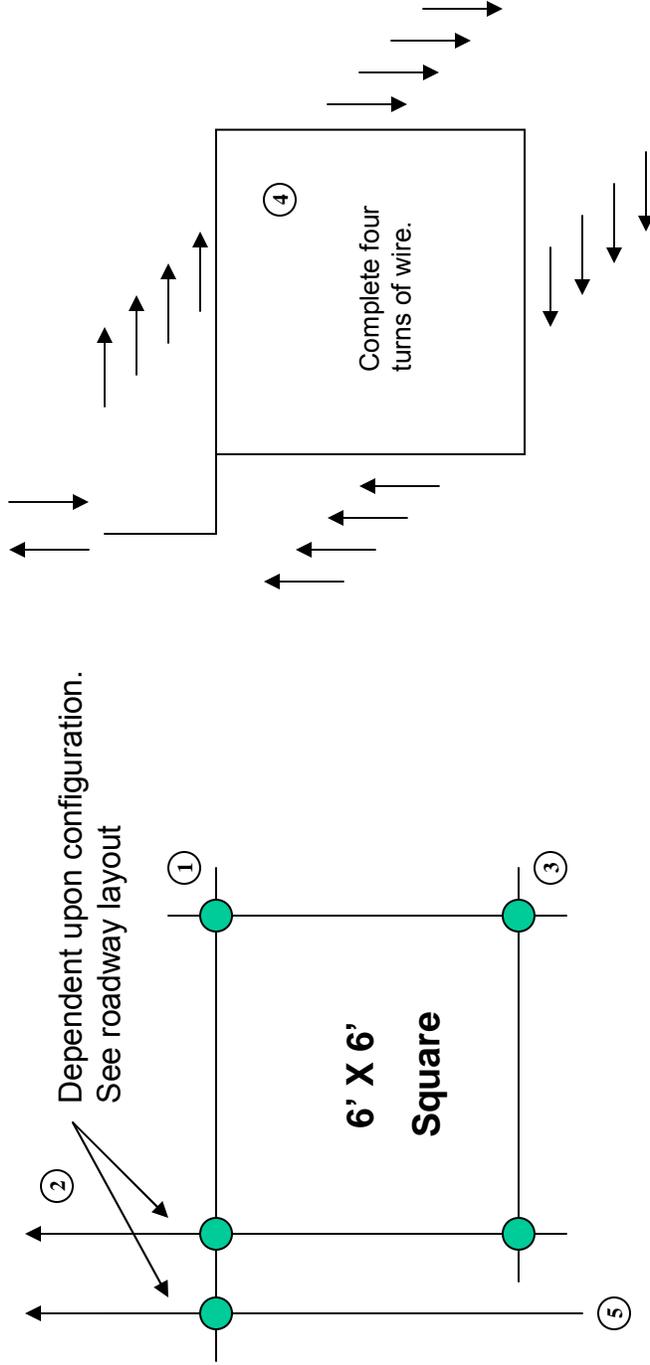
DRAWING NOT TO SCALE

02/23/06

Loop Installation Instructions

Loop Installation in Existing Roadways

Figure 4



Loop Wiring Plan

Saw Slot Plan

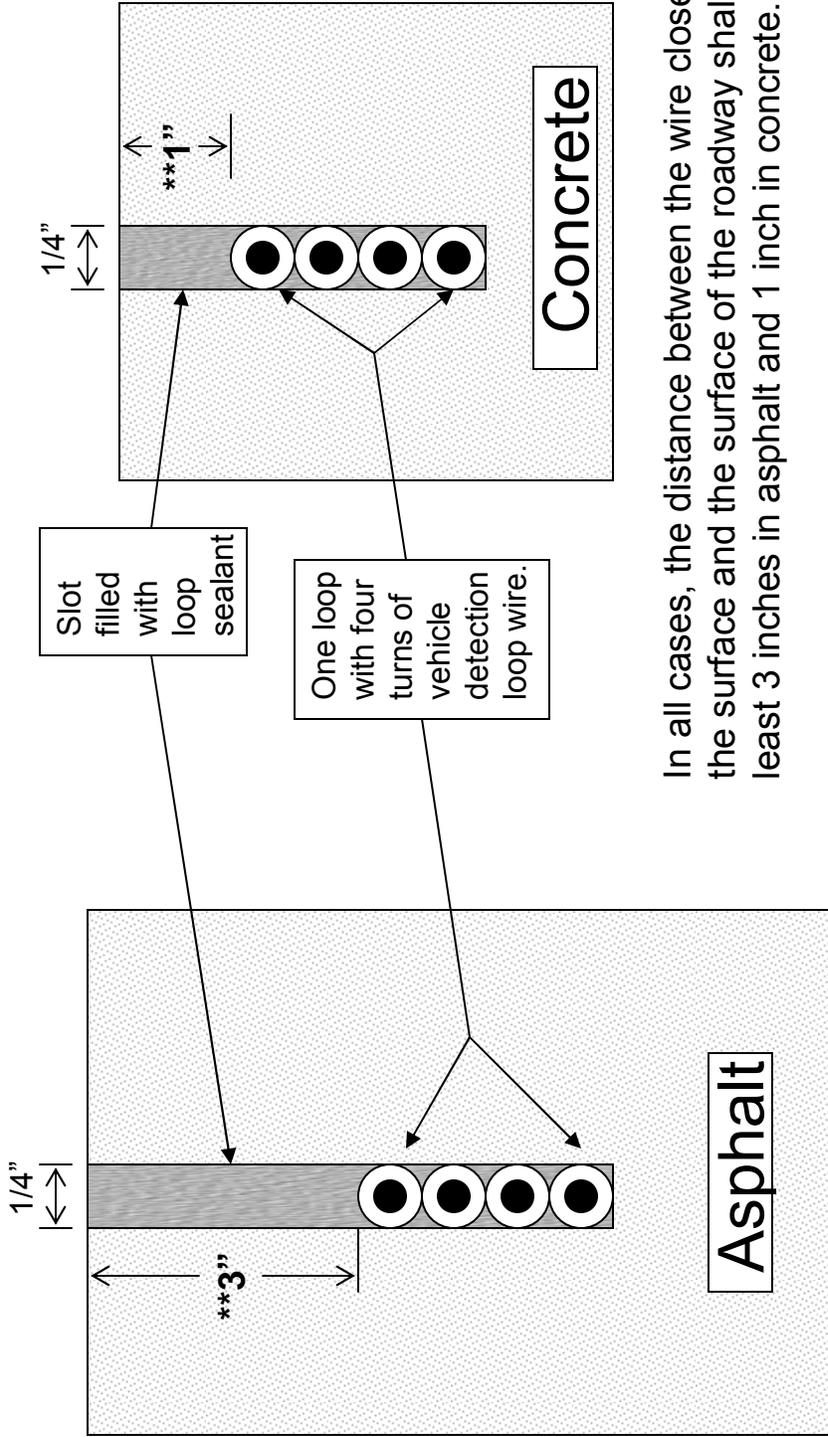
Notes:

- ① Overlap cuts so that slots are full depth at corners.
- ② Configuration is dependent upon loop layout.
- ③ Drill 1.5" hole in each corner to prevent sharp bends in the wire.
- ④ Unless denoted otherwise, all loops are 6' x 6' square, positioned in center of lane with 4 turns of 14 AWG loop wire.
- ⑤ The distance between adjacent loops is 6' for 12' lanes, 5.5' for 11' lanes, etc. It cannot be less than the loop is wide.

04/12/05

Loop Installation in Existing Roadway

Figure 5



In all cases, the distance between the wire closest to the surface and the surface of the roadway shall be at least 3 inches in asphalt and 1 inch in concrete.

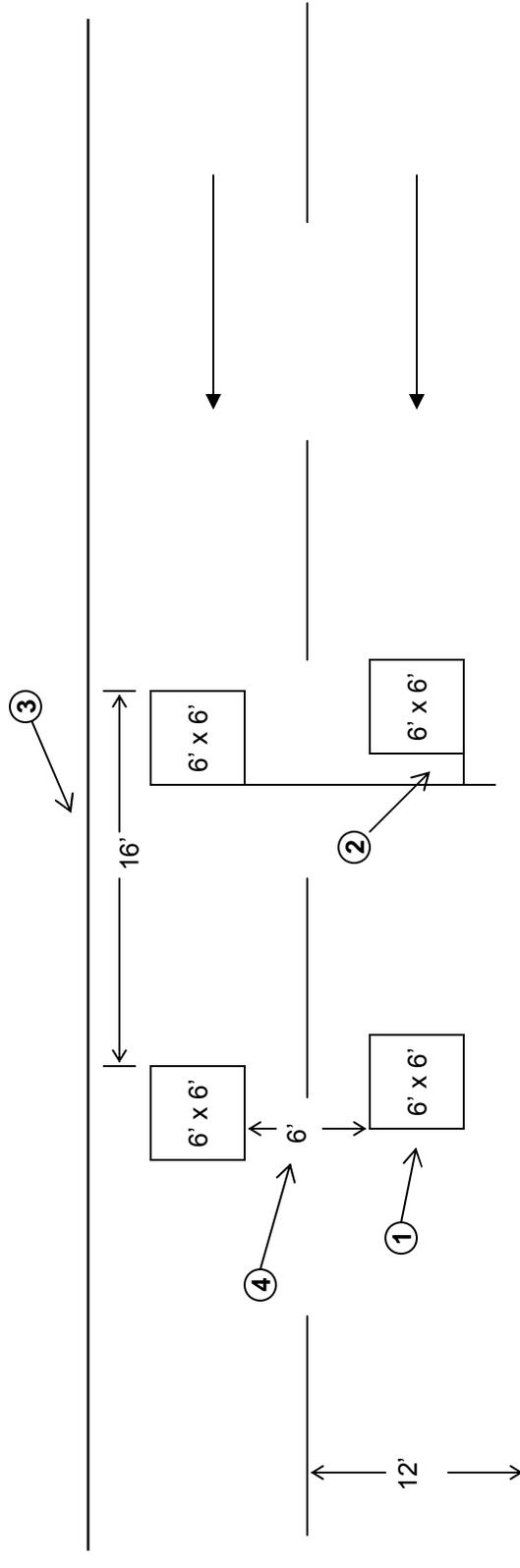
**Saw slot level shall be lowered at edge of roadway to meet the conduit level.

05/10/06

DRAWING NOT TO SCALE

Loop Characteristics

Figure 6

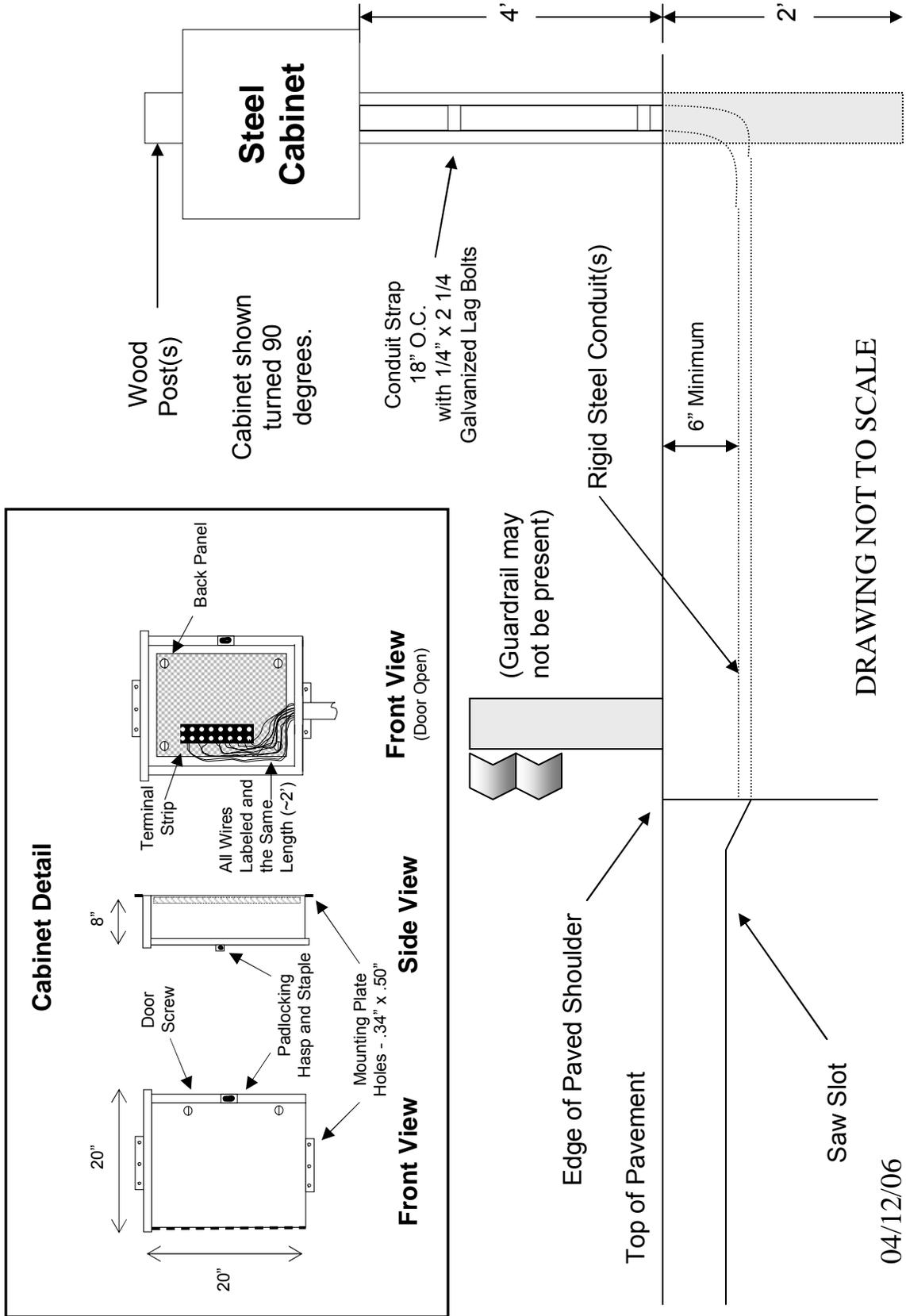


- ① Unless denoted otherwise, all loops are 6' x 6' square, positioned in center of lane with 4 turns of 14 AWG loop wire.
- ② Minimum 12" between loop and lead-ins. Lead-ins should be on the trailing edge of the loop.
- ③ If two loops are installed in a lane, space loops 16' from leading edge to leading edge unless denoted otherwise.
- ④ This distance is typically 6' for 12' lanes, 5.5' for 11' lanes, etc. It cannot be less than the loop is wide.

04/11/05

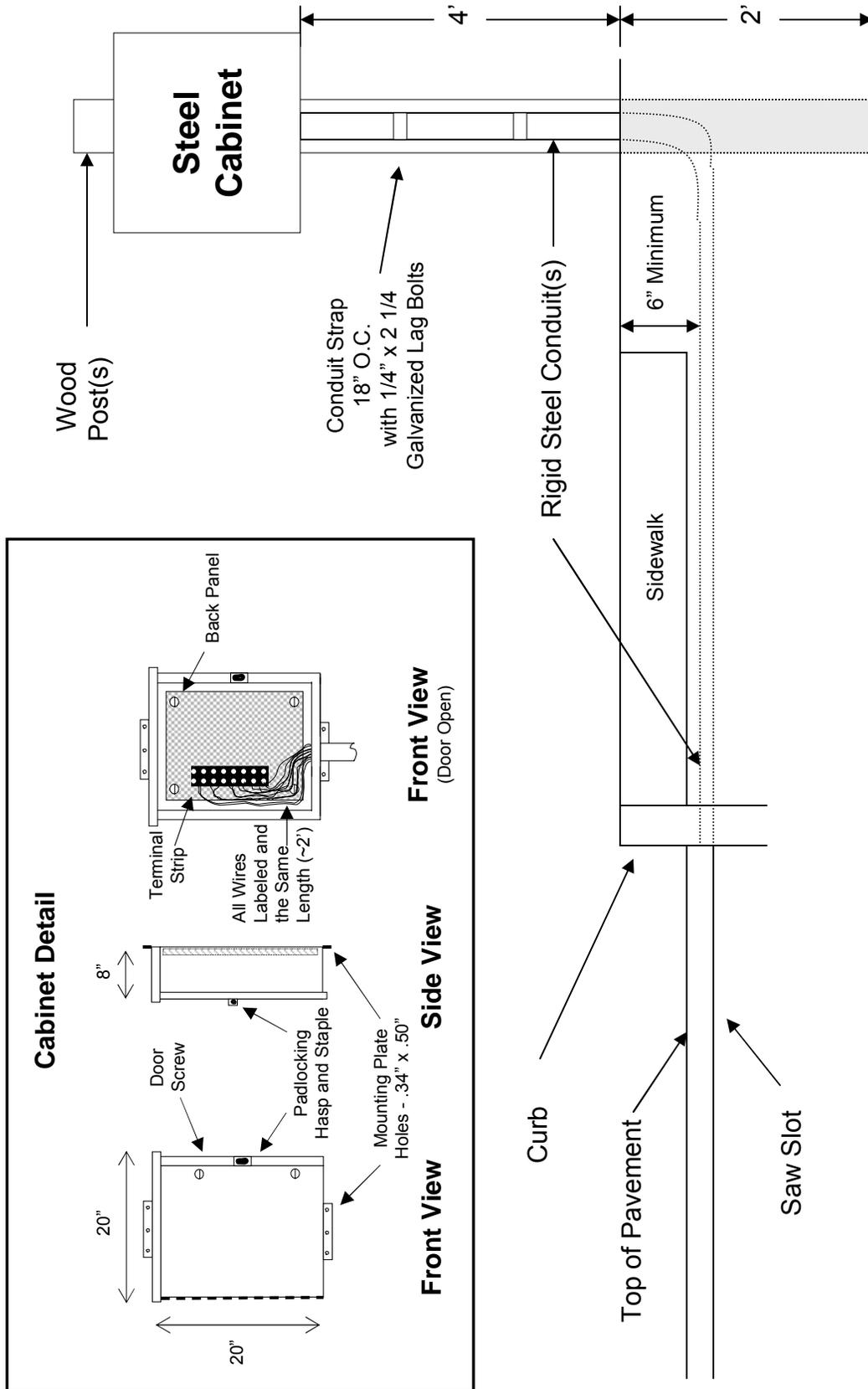
Galvanized Steel Cabinet and Post Installation

Figure 7a



Galvanized Steel Cabinet and Post Installation

Figure 7b

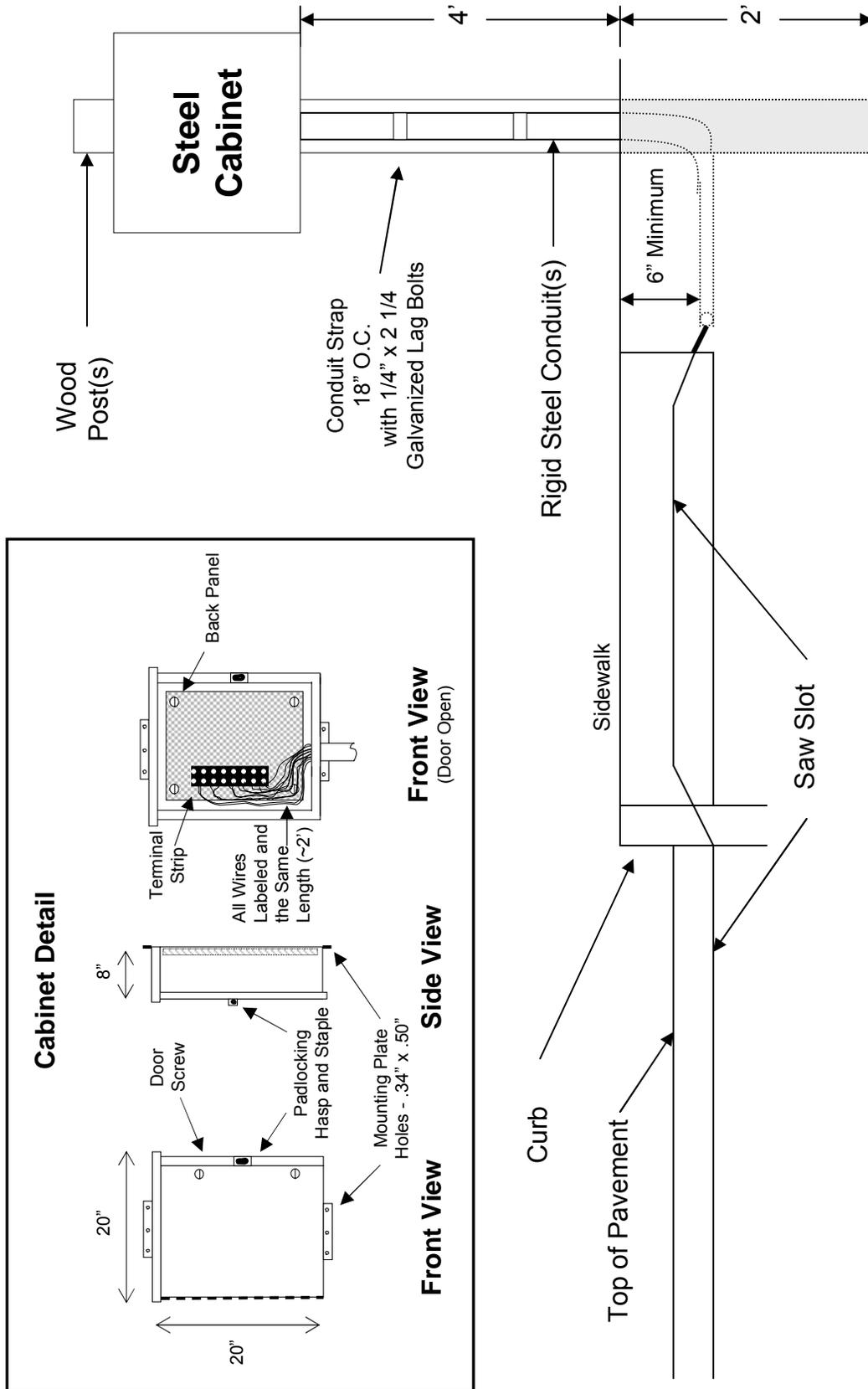


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02/25/05

Galvanized Steel Cabinet and Post Installation

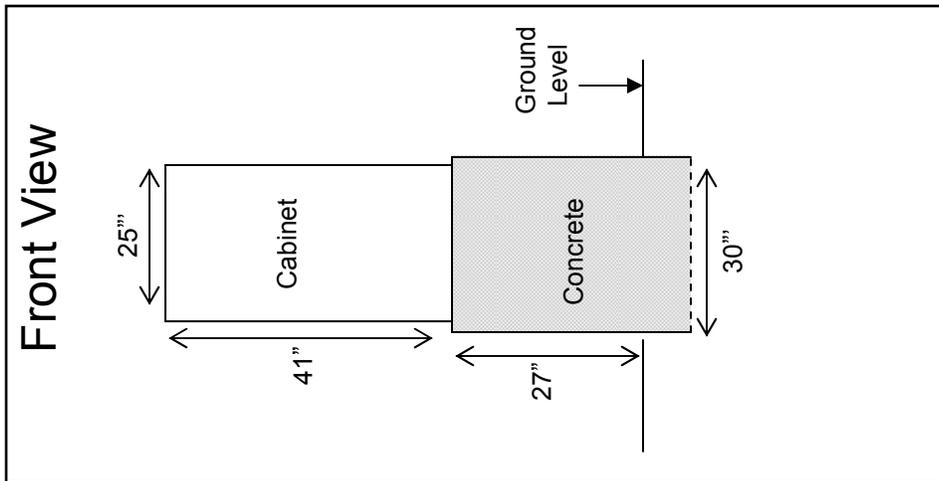
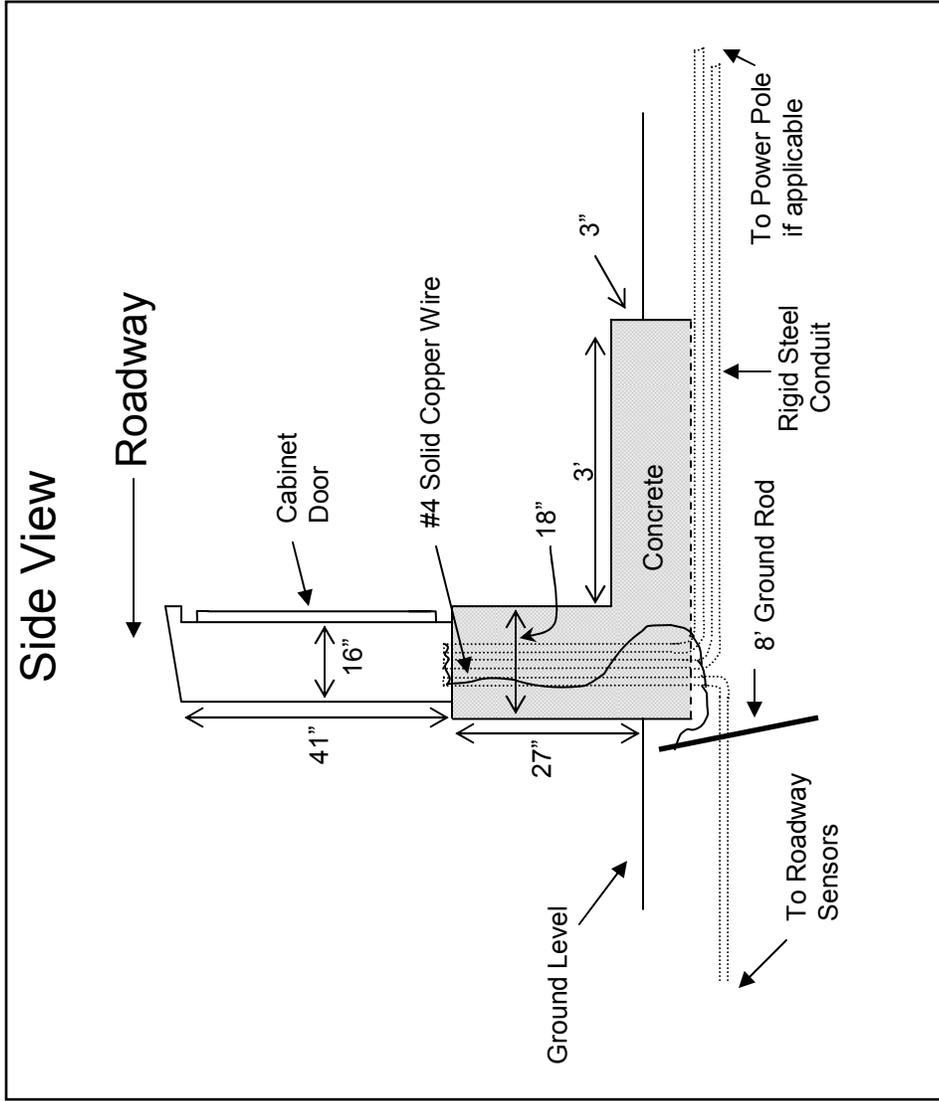
Figure 7c



DRAWING NOT TO SCALE

02/08/06

Cabinet Type G Figure 8

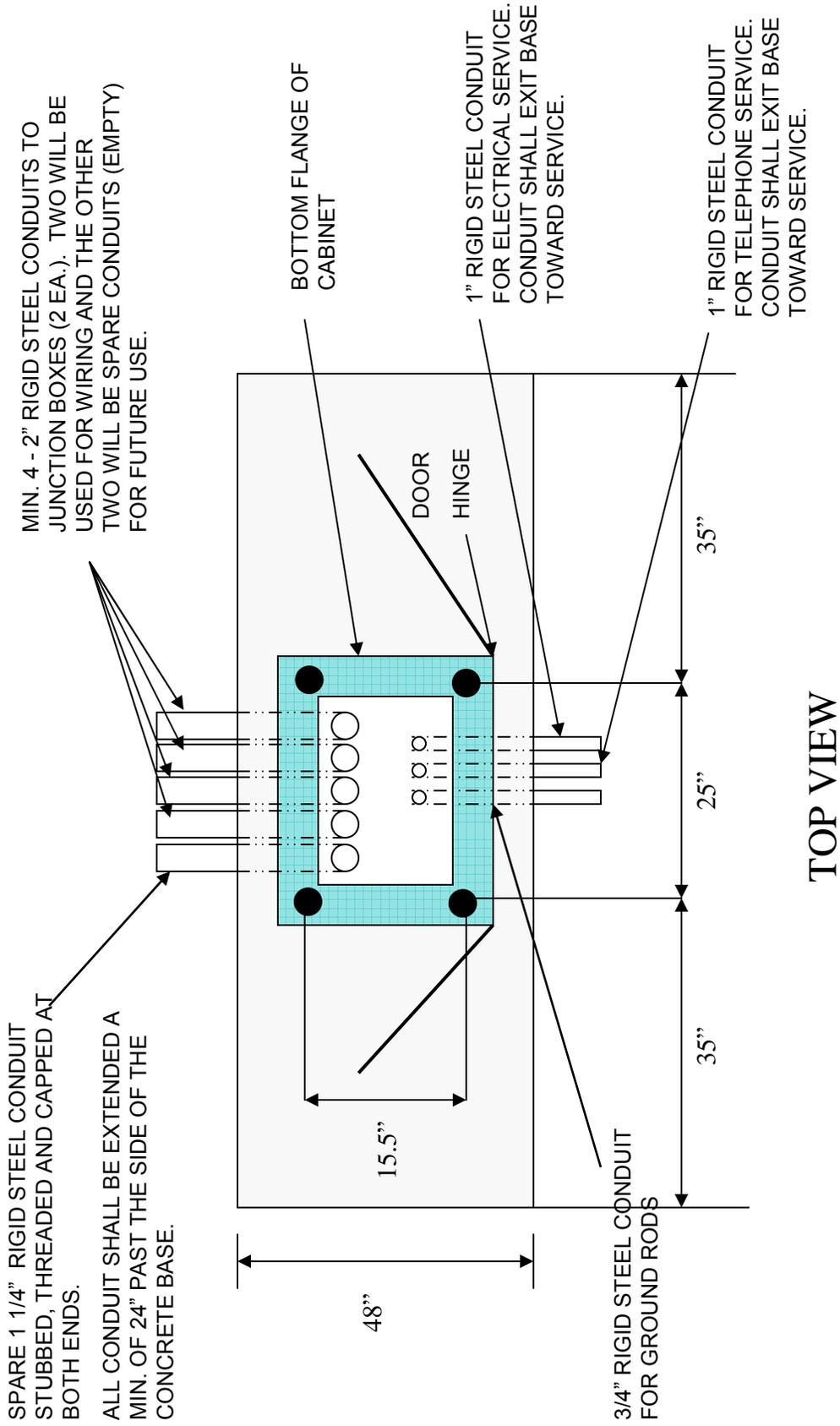


DRAWING NOT TO SCALE

02/15/05

Base Mounted 170 Cabinet Detail

Figure 9a

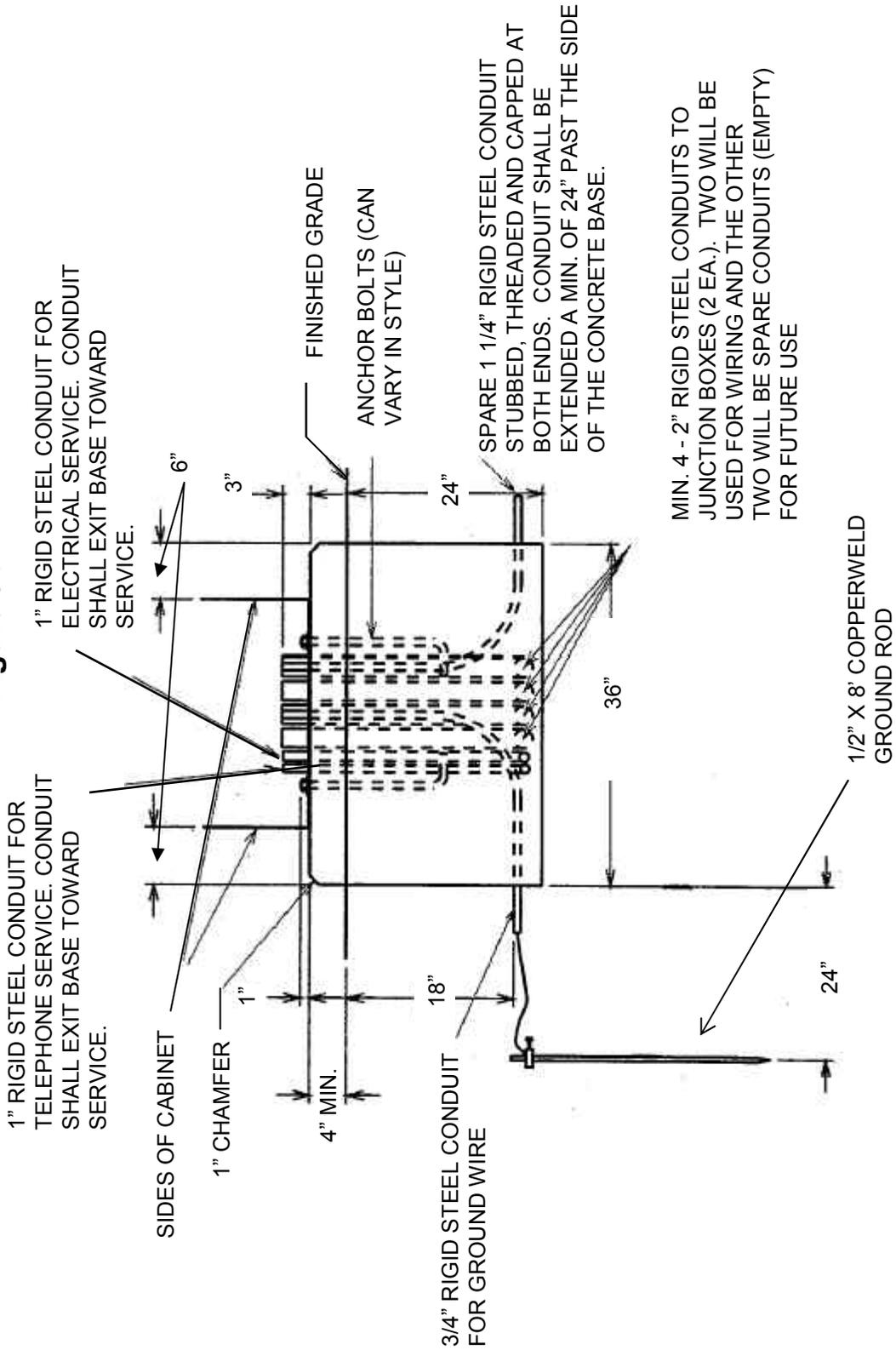


DRAWING NOT TO SCALE

02/15/05

Base Mounted 170 Cabinet Detail

Figure 9b



SIDE VIEW

DRAWING NOT TO SCALE

02/15/05

DIVISION OF PLANNING

SPECIAL NOTES FOR INSTALLATION OF TRAFFIC COUNTING INDUCTANCE LOOPS AND AXLE SENSORS

I. DESCRIPTION

Except as specified in these notes, perform all work according to the Department's 2004 Standard Specifications, applicable Special Provisions and Special Notes, Sepia and Standard Drawings, and the drawings elsewhere in this proposal. Article references are to the Standard Specifications.

Furnish all materials, labor, equipment, and incidentals for the following work: (1) Maintain and control traffic; (2) install inductive loops; and (3) all other work required by the Specifications, Standard Drawings, Special Notes and the drawings in the proposal. The details of the project will be supplied in addition to these Special Notes.

II. MATERIALS

The Department will sample and test all materials according to Department's Sampling Manual. Have all 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. All materials shall be approved prior to being utilized. The Contractor shall submit for approval five (5) copies of descriptive literature, drawings, and any requested design data for the materials he proposes to use. No substitutions for approved materials will be made without the written approval of the Engineer.

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

B. Junction Box Type 6 in. x 6 in. x 4 in. The junction box shall have minimum inside dimensions of at least 6 inches high by 6 inches wide by 4 inches deep, made of a UV stabilized nonmetallic material (plastic) or non-rusting metal, and be weatherproof (NEMA 4X enclosure). It shall have a removable replaceable door with a continuous durable weatherproof gasket between the body and overhanging door to ensure a watertight seal. The door shall be hinged with stainless steel screws, hinge(s) and pin(s). The door shall also have a stainless steel padlockable latch on the side opposite the hinge(s). An approved enclosure is the Hubbell-Wiegmann model VJ606HWPL1.

C. Junction Box Type 10 in. x 8 in. x 4 in. The junction box shall have minimum inside dimensions of at least 10 inches high by 8 inches wide by 4.6 inches deep, made of a UV stabilized nonmetallic material (plastic) or non-rusting metal, and be weatherproof (NEMA 4X enclosure). It shall have a removable replaceable door with a continuous durable weatherproof gasket between the body and overhanging door to ensure a watertight seal. The door shall be hinged with stainless steel screws, hinge(s) and pin(s). The door shall also have a stainless steel padlockable latch on the side opposite the hinge(s). An approved enclosure is the Hubbell-Wiegmann model VJ1008HWPL1.

Inductance Loop and Piezoelectric Axle Sensor Installation
Page 2 of 17

D. Junction Box Type A. The junction box Type A shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC Style, or approved equal. It shall have nominal inside dimensions of 13 inches wide by 24 inches long by 18 inches deep with an open bottom. The removable cover shall be attached with a minimum of two 3/8-inch stainless steel hex bolts and washers.

E. Junction Box Type B. The junction box Type B shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC Style, or approved equal. It shall have nominal inside dimensions of 11 inches wide by 18 inches long by 12 inches deep with an open bottom. The removable cover shall be attached with a minimum of two 3/8-inch stainless steel hex bolts and washers.

F. Junction Box Type C. The junction box Type C shall be constructed of a fiberglass reinforced polymer concrete, Quazite PC Style, or approved equal. It shall have nominal inside dimensions of 24 inches wide by 36 inches long by 30 inches deep with an open bottom. The removable cover shall be attached with a minimum of two 3/8-inch stainless steel hex bolts and washers.

G. Cabinet Type G. A controller cabinet Type G shall be constructed of type 5052-H32 sheet aluminum with a minimum thickness of 0.125 inches. The cabinet shall meet or exceed the industry standards set forth by the UL 50 and the National Electrical Manufacturer's Association (NEMA) 3R. The cabinet shall have a dimension of 41 inches high by 25 inches wide by 16 inches deep. The cabinet shall include kits for a back panel and two shelves. The cabinet shall be designed with a sloped top to prevent the accumulation of water on its top surface. The single door opening shall be double flanged on all four sides, hinged on the right side, equipped with a three-point latching mechanism, and include a door restraint. The door shall be equipped with a Corbin tumbler #2 lock. The cabinet shall be equipped with two adjustable "C" mounting channels on both side and back walls to allow for versatile positioning of shelves. Manufacturer's shop drawings shall be submitted demonstrating details of equipment housing and installation. If electrical service is specified, a 120-volt GFCI AC duplex receptacle shall be provided in the cabinet.

An approved source is provided below. Other approved equal cabinets may be furnished if approved by a representative of the Central Office, Division of Planning. To be considered approved equal, the cabinet shall meet the above requirements and match the specified detailed dimensions.

Econolite Control Products.
P.O. Box 6150
3360 E. La Palma
Anaheim, California 92806-2856

H. Galvanized Steel Cabinet. The cabinet shall be a hinged cover NEMA Type 3R medium enclosure, constructed of 16 or 14 gauge galvanized steel, and have inside

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 3 of 17

dimensions of 20 inches high by 20 inches wide by 8 inches deep. This shall be the standard size that contractors shall place their bids on. The cabinet shall meet the industry standards set forth by the Underwriters Laboratories Inc. (UL) 50 and the National Electrical Manufacturers Association (NEMA). The finish shall consist of an American National Standards Institute (ANSI) 61 gray polyester powder finish inside and out over the galvanized steel. The cabinet shall have the following features:

- Drip shield top and seam-free sides, front, and back, to provide protection in outdoor installations against rain, sleet, and snow.
- 16 gauge galvanized steel continuous stainless steel pin.
- Cover fastened securely with captive plated steel screws.
- Hasp and staple provided for padlocking.
- No gaskets or knockouts.
- Back plate mounted inside the cabinet for terminal strip installation.

An approved source is provided below. Other approved equal cabinets may be furnished if approved by a representative of the Central Office, Division of Planning. To be considered approved equal, the cabinet shall meet the above requirements and match the specified detailed dimensions.

Hoffman Engineering Co.
World Headquarters
900 Ehlen Drive
Anoka, Minnesota 55303-7504

I. Wood Post. The wood post shall be 4 inches by 4 inches by 8 feet long, and is pretreated to conform to the American Wood Preservers' Association (AWPA) C-14. All wood posts shall be sawed on all four sides, having both ends square, and conform to the dimensions specified. The wood post is described in detail in Section 820.01 of the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, 2004 edition.

J. Conduit. Conduit shall be rigid steel waterproofed conduit unless otherwise specified. All conduits shall be galvanized inside and out and shall conform to the Underwriters' Laboratories (UL) requirements for rigid metallic conduit. IMC will not be accepted. Furnish all conduit fittings, bodies, boxes, joints, couplings and mounting hardware.

K. Loop Wire. All loop wire shall be plainly marked in accordance with the provisions of the current editions of the National Electric Code (NEC). The wire shall be 14-gauge single conductor, insulated in polyethylene (PE) with a 0.004-inch thick nylon coating, and enclosed in a 0.030-inch thick PE tube jacket. The wire shall meet the requirements of the International Municipal Signal Association (IMSA) Specification No. 51-7- latest edition. Any other wire shall be of appropriate size and type per the NEC and Section 834.01 Wiring of the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, 2004 edition.

Inductance Loop and Piezoelectric Axle Sensor Installation
Page 4 of 17

L. Cable No. 14/1 Pair. Cable No. 14/1 pair or loop lead-in cable shall be 14 AWG, stranded, paired conductors, electrically shielded and shall conform to IMSA 19-2. All cable shall be plainly marked in accordance with the provisions of the National Electric Code.

M. Traffic Loop Encapsulant. The traffic loop encapsulant shall consist of a one-part polyurethane as described in Section 835.06 of the Kentucky Transportation Cabinet, Department of Highways Standard Specifications for Road and Bridge Construction, 2004 edition.

N. Seeding and Protection. Use seed mixture No. I per Section 212-Erosion Control of the Department's 2004 Standard Specifications for Road and Bridge Construction book.

O. Electrical Service. The contractor shall initiate a work order for the installation of electrical service to the power site. A representative from the Division of Planning and the local utility company shall be consulted prior to choosing an exact location for the pole. The contractor shall be responsible for clearing the right-of-way for the electrical service drop. The electrical service shall be a minimum 60-ampere, which is capable of supplying 120 volts or 240 volts to the electronics. The installation and materials specified in the construction notes below, shall be made incidental to the bid item established for electrical service. A 120-volt GFCI AC duplex receptacle shall be provided in the cabinet. Contractor is responsible for correct size and type of wire. Contractor is responsible for obtaining any and all electrical inspections, memberships, meter base and any other requirements by the utilities serving the installation and pays all fees required.

P. Piezoelectric Sensors. The sensor shall consist of a metal strip 0.260" wide x 0.063" thick; ± 0.005 " and be furnished in the specified lengths. The sensor shall include a 100-foot electrical coax-cable connected to one end. The coax-cable shall be RG 58 type with an underground/direct burial rated outer jacket. The OD of the cable is 0.187". The nominal capacitance of the cable is 27 pF/ft. Piezo lead-in cables are to be run splice free to their cabinets. Many installations exceed the 100-foot length so the piezo should be ordered with a lead-in of appropriate length. Standard lead-ins can be ordered from 100 to 300 feet in 50-foot increments. The manufacturer should be contacted regarding longer distances.

- 1. Piezoelectric Sensor: Roadtrax BL Class I or Approved Equal.** Furnish Class I Piezoelectric Sensor to be used to collect truck weigh-in-motion data. Class I sensors are typically furnished in 6- or 11-foot lengths. See Notes and Estimate of Quantities for sensor type and length. One installation bracket for every 6 inches of sensor length shall also be supplied.
- 2. Piezoelectric Sensor, Roadtrax BL Class II or Approved Equal.** Furnish Class II Piezoelectric Sensor to be used to collect vehicle classification data. Class II sensors are typically furnished in 6-foot lengths. See Notes and Estimate of

Inductance Loop and Piezoelectric Axle Sensor Installation
Page 5 of 17

Quantities for sensor type and length. One installation bracket for every 6 inches of sensor length shall also be supplied.

The vendors listed below are known distributors of the Roadtrax BL Class I and II sensors. Other approved equal sensors may be furnished if approved by a representative of the Central Office, Division of Planning. To be considered approved equal, the sensors shall meet the above requirements and match the specified detailed dimensions.

DIA-L Associates
P. 3302 Aquia Drive
Stafford, VA 22554

Measurement Specialties, Inc.
80 Little Falls Road
Fairfield, NJ 07004

International Road Dynamics, Inc.
702 43rd Street East
Saskatoon, Saskatchewan
Canada, S7K3T9

Grout material shall display fast cure times; tack free in 10 minutes and open to traffic in 40 minutes with full cure within an hour. Material shall have excellent adhesion to concrete and asphalt. It should display excellent chemical resistance, water insensitivity, and thermal stability at high and low temperatures. Ample encapsulation material shall be supplied for each sensor for its proper installation. Approved encapsulation material by the piezo manufacturer includes AS475 Axle Sensor Grout or approved equal. This is a durable two-part resin-based grout suitable for asphalt and concrete applications having the following typical physical properties:

| | | |
|----------------------------|------------|--|
| Compressive Strength (psi) | ASTM D638 | 5000 min. |
| Water Absorbtion | ASTM D570 | 0.3% max |
| Wear Resistance | ASTM D4060 | CS10 wheel, 1000 gm load 1000 cycles, 186 mg loss |

The vendors listed below are known distributors of the approved grout.

DIA-L Associates
P. 3302 Aquia Drive
Stafford, VA 22554
(540) 659-2264

Measurement Specialties, Inc.
80 Little Falls Road
Fairfield, NJ 07004

PAT Traffic Control Corporation
1665 Orchard Drive
Chambersburg, PA 17201

International Road Dynamics, Inc.
702 43rd Street East
Saskatoon, Saskatchewan
Canada, S7K3T9

III. CONSTRUCTION METHODS

Inductance Loop and Piezoelectric Axle Sensor Installation Page 6 of 17

The plans indicate the extent and general arrangement of the installation and are for general guidance. When the contractor deems any modifications of the plans or specifications necessary, details of such changes and the reasons shall be submitted in writing to the Resident Engineer for written approval prior to begin the modified work.

Once the project has been let and awarded, the Division of Construction shall notify the Division of Planning of the scheduled date for a Pre-Construction meeting so that prior arrangements can be made to attend. This will allow the Division of Planning an opportunity to address their concerns and answer any questions that the contractor may have before beginning the work. Planning shall also be notified two weeks before work pertaining to these specifications begins to ensure their personnel are present during sensor installation and once the work has been completed so that their representative can perform a final inspection. The Division of Construction then reviews Planning's final inspection report and determine whether the work is in compliance with the specifications before awarding payment to the contractor.

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

B. Junction Box Type 6" x 6" x 4" or 10" x 8" x 4" (as noted). The contractor shall stub the rigid steel conduit to the junction box so the bottom of the box is approximately 18" above the ground. The junction box shall be located at or beyond the shoulder and mounted on the side of a post approximately 3 feet beyond the guardrail post using banding material or other appropriate mounting hardware with the hinge side up. See Figures 2a and 2b for additional details. Leave approximately 18" of slack lead-in wire coiled inside the junction box. Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or sensors. See Location Drawing for sensor numbers to be placed on all lead-ins.

C. Junction Box Type A (or B or C). Install the Junction Box Type A near the edge of pavement and flush with the ground level (see Figure 3). Place roughly 18 inches of No. 57 aggregate underneath the junction box Type B to allow drainage. Extend the loop lead-in wires splice-free to the cabinet. Run the wire from the junction box Type A through the conduit at a minimum depth of 6 inches. Stub the conduit up into the junction box Type A from its base to accommodate the lead-in wires. Leave at least 2 feet of slack lead-in wire coiled inside the junction box Type A. The conduit fittings, backfilling, and aggregate shall be incidental to the junction box Type A. Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or sensors. See Location Drawing for sensor numbers to be placed on all lead-ins.

D. Cabinet Type G. Locate the cabinet sufficiently beyond the roadside by determining the minimum clear zones in accordance with the "Roadside Design Guide". Place a concrete foundation of appropriate size for mounting the cabinet. The cabinet shall be mounted on the concrete base such that the bottom of the cabinet is 27" above the ground. The door of the cabinet shall open away from traffic. Fasten the cabinet to the foundation using anchor rods and caulk the gap between the cabinet and the base. Stub rigid conduit up into the cabinet from its base. Install an extra 1 ¼" conduit to be stubbed out in the

Inductance Loop and Piezoelectric Axle Sensor Installation Page 7 of 17

bottom of the cabinet and run out 2 feet from the concrete base and plugged with duct seal or taped shut with electrical tape toward the roadway for future use. An 8' copper clad ground rod shall be driven into the soil and bonded to the rigid conduit via #4 solid copper wire and ran through the concrete and up into the cabinet. A ¾" rigid steel conduit shall be stubbed up into the cabinet and run 2 feet up the electrical service pole and terminated to a ¾" weatherhead. This conduit shall be run in the same ditch as the electrical service. If electrical service is not provided as an item in the contract, the ¾" rigid steel conduit shall be run out 2 feet from the concrete base and plugged with plumbers putty or taped shut with electrical tape. The location of the plugged end shall be marked with a wooden stake and labeled "¾ in. conduit end" (see Figure 8). A 120-volt, 20-amp GFCI AC duplex receptacle shall be provided in the cabinet.

Leave at least 5 feet of slack lead-in wire in the cabinet. Include the following major items as incidental to the cost of the cabinet: concrete foundation, anchor rods, ground rod, #4 solid copper wire, bonding clamps, and caulking. The Division of Planning will supply additional harnesses and do final connections inside the cabinet. Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or sensors. See Location Drawing for sensor numbers to be placed on all lead-ins.

E. Install Base Mount Enclosure. Locate the cabinet sufficiently beyond the roadside by determining the minimum clear zones in accordance with the "Roadside Design Guide". For this project, a base mount Model 170 Controller Cabinet, without anchor bolts, will be State-furnished. The contractor shall construct each cabinet foundation as shown on the plans per the attached Figures 9a and 9b, "Base Mounted 170 Cabinet Detail", (including furnishing and installing anchor bolts). Contractor shall install the cabinet on the concrete base such that the doors of the cabinet open away from traffic (hinges are away from traffic), and shall make all field wiring connections to the sensors, electrical and telephone services (as applicable). Fasten the cabinet to the foundation using anchor rods and caulk the gap between the cabinet and the base. Stub rigid conduit up into the cabinet from its base. Install an extra 1 ¼" conduit to be stubbed out in the bottom of the cabinet and run out 2 feet from the concrete base and plugged with duct seal or taped shut with electrical tape toward the roadway for future use. An 8' copper clad ground rod shall be driven into the soil and bonded to the rigid conduit via #4 solid copper wire and ran through the concrete and up into the cabinet. Two 1" rigid steel conduits shall be stubbed up into the cabinet, one for electrical service and one for telephone service (whether installed at this time or in the future). They shall be run a minimum of 2 feet up the electrical service pole and/or telephone source and terminated to 1" weatherheads. These conduits shall be run in the same ditch if possible. If electrical service is not provided as an item in the contract, the 1" rigid steel conduit shall be run out 2 feet from the concrete base and plugged with plumbers putty or taped shut with electrical tape. The location of the plugged end shall be marked with a wooden stake and labeled "1 in. conduit end". A 120-volt, 20-amp GFCI AC duplex receptacle shall be provided in the cabinet.

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 8 of 17

Leave at least 6 feet of slack sensor lead-in wire in the cabinet. Include the following major items as incidental to the cost of this bid item: concrete foundation, anchor rods and associated hardware, ground rod, #4 solid copper wire, bonding clamps, caulking, electrical material and connections (if applicable). The Division of Planning will supply the cabinet, additional harnesses and do final sensor connections inside the cabinet. Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or other sensors. See Location Drawing for sensor numbers to be placed on all lead-ins.

F. Galvanized Steel Cabinet. The contractor shall determine the amount of clearance required from the road to the cabinet for each specific station location. The "Roadside Design Guide", developed by the American Association of State Highway Officials (AASHTO), shall be used as a tool to determine roadside safety based on design and speed limit. The contractor and Planning shall discuss and resolve any conflicts in the Pre-Construction meeting that might arise from following the station descriptions of the Location Table.

Use terminal strips on the back plate with a minimum of eight terminals each and 7/16-inch spacing (center to center) to mount inside the cabinet in order to connect the lead-in wires to the cable assemblies. Use screw type terminal strips to accommodate wire with spade-tongue ends. Allow for at least 20 inches of slack lead-in wire in the cabinet before connecting them to the terminal strip. Wires connected to the terminal strips shall have insulated, solderless, spade tongue terminals of correct wire and stud size. Wires shall be labeled correctly. See Location Drawing and Wiring Table.

Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or sensors. See Location Drawing for sensor numbers to be placed on all lead-ins.

G. Wood Post. Set the treated-wood post 3 feet below the ground and place the backfill material in the hole, compacting until flush with the existing earth. Mount the cabinet to the post using 1/4" x 2 1/2" galvanized lag bolts at the top and bottom of the cabinet. The base of the cabinet shall be 4 feet above ground level. Stub the rigid steel conduit up into the base of the cabinet. Affix the conduit to the post using two conduit straps, a maximum of 18" on-center, and 1/4" x 2 1/2" galvanized lag bolts. Cabinet door shall open facing away from traffic (see Figure 7).

H. Conduit. Rigid steel waterproofed conduit encasement shall be provided for all conductors where conductors run to a junction box or cabinet. All conduit installations shall conform to the provisions of the NEC, except where directed otherwise. Bonded slip joints will be permitted for joining rigid conduit to the junction box or cabinet. Where a standard coupling cannot be used, an approved threaded union coupling shall be used.

All conduit ends shall be reamed to remove burrs and sharp edges. Damaged portions of the galvanized surfaces and untreated threads resulting from field cuts shall be painted

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 9 of 17

with a rust inhibitive paint. Conduit bends shall have a radius of no less than 12 times the nominal diameter of the conduit, unless otherwise shown on the plans.

Conduit that will be subject to regular pressure from traffic shall be laid to a minimum depth of 24 inches below grade. Conduit that will not be subject to regular pressure from traffic shall be laid to a minimum depth of 6 inches below grade. All conduit openings shall be waterproofed with a flexible, removable sealant, including those ending in junction boxes and cabinets. This shall be accomplished using duct seal, or plumber's putty, by working it around the wires and then extending it 1 inch into the end of the conduit. After the conduit has been installed and before the backfilling is started, the conduit installation shall be inspected and approved by the Engineer. In backfilling trenches, the backfill material shall be placed and compacted in lifts of 9 inches or less. Any area disturbed as a result of the contractor's operations shall be restored to the satisfaction of the Engineer.

I. Wiring. All wiring shall conform to the provisions of the NEC unless otherwise shown on the plans. Permanent identification numbers shall be affixed to all wires in each junction box and cabinet in order to distinguish between the loops and/or sensors. See Location Drawing Figure 1 for sensor numbers to be placed on all lead-ins. All wiring shall be taken to a cabinet or junction box. Leave at least 2 feet of "slack" lead-in wire inside each Type B junction box and steel cabinet, a minimum of 4 feet of wire inside the Type G cabinet and a minimum of 6 feet of wire inside the base mounted Type 170 cabinet.

J. Splicing. Sensor lead-in cable lengths for each sensor shall allow sufficient but not excessive slack for splicing connections. All splices shall conform to the provisions of the NEC unless otherwise shown on the plans. Loop lead-in wire splices to shielded pair cables shall be twisted and soldered. Other splices shall be twisted and soldered or made with mechanical connectors of a type approved by the Engineer. Splices for loop wire shall be protected by either heat shrink tubing or a double spiral wrapping of vinyl electrical tape. For splicing home-run coax cable to the sensor's lead-in cable, the same coax cable, supplied by the manufacturer, shall be used. For coax-cable splices, the contractor shall provide kits (3M Scotchcast 3832 Buried Service Wire Encapsulation Kit or equal) to protect them. All splices are to be made in junction boxes unless approved by a representative of the Division of Planning.

K. Loops. A location table is furnished in the Supplemental Notes, along with an estimate of quantities, to display the approximate location for loop installation in the existing pavement. The contractor and a representative of Planning will verify the precise location on site. The contractor shall be careful to avoid expansion joints and pavement sections where potholes, cracks, or any other roadway flaws exist. This will not only facilitate installation of the equipment, but also will increase the accuracy and service life span of the sensors.

There shall be a minimum of 6 feet between loops in adjacent lanes for 12-foot wide

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 10 of 17

lanes. Unless indicated otherwise, loops in the same lane shall be spaced 16 feet from leading edge to leading edge (see Figure 6). All loop dimensions shall be 6 feet by 6 feet square unless otherwise indicated by the Location Drawing. Center and mark each loop in the lane such that its sides are parallel and perpendicular to the direction of traffic. Make the saw-cut for the loop 1/4-inch wide and at a depth such that the top loop wire is a minimum of 1 inch below the surface of rigid (PCC/Concrete) pavement or 3 inches below the surface of asphalt pavement. Drill a 1.5" hole at all four corners of the loop to prevent sharp bends in the wire (see Figure 4).

Make the saw-cut for the home run slot 1/4 inch wide. Since it may contain several lead-in wires, the depth should be such that the top lead-in wire is a minimum of 1 inch below the surface of rigid (concrete) pavement or 3 inches below the surface of bituminous (asphalt) pavement. Depending on the number of road sensors at a particular site, the home run slot will gradually need to be cut deeper as you approach the shoulder in order to maintain the minimum depth for the top lead-in wire and directly enter the buried conduit (6 inch depth).

Clean the mud, debris, water, and loose particles from the slot, roadway and surrounding areas. High-pressure washer shall be used to wash the area followed by clean (oil free) compressed air.

Measure out the appropriate length of loop lead-in wire to allow slack in the final cabinet or junction box. Insert the loop wire into the loop slot for four rotations (see Figure 5). Push the wire in with a wooden stick, such as a paint stir stick or other blunt wooden object. If the wire insulation is broken, apply heat shrink tubing or a double wrapping of vinyl electrical tape to protect from corrosion. Extend the loop lead-in wire splice-free to the junction box or cabinet. Exceptions to this shall be considered on a case-by-case basis and must be approved by the Engineer. If splices cannot be avoided, every effort shall be made to locate them in a junction box. If loop lead-in cable (Cable No. 14/1 Pair) is specified, loop wires shall be twisted and run to the nearest type Junction Box and the wires twisted and soldered to the lead-in cable. The lead-in cable shall then be run splice free to the cabinet ensuring that extra cable is left in each subsequent junction box that it may be run through as well as the cabinet. All wires and cables shall be labeled in each junction box and cabinet.

Twist each pair of loop lead-in wires, exclusive of shielded coax-cable, with three to five turns per foot before placement into the conduit, junction box, and cabinet. Do not twist different pairs of loop wire together. Once the loop wire is installed in the roadway, apply loop encapsulant by allowing the material to flow slowly into the saw-cut and settle until level with the road surface. Every attempt should be made to alleviate air pockets and low spaces should be refilled. Any excess loop encapsulant shall be cleaned from the roadway via squeegee, etc. to help alleviate tracking. The loop encapsulant shall be incidental to the bid item "Loop Saw Slot and Fill".

Loops shall be cut in the surface asphalt course. They shall not be installed between the intermediate and surface courses, unless approved by the Central Office, Division of

Inductance Loop and Piezoelectric Axle Sensor Installation Page 11 of 17

Planning Equipment Branch.

All loop inductance readings shall be between 100 and 300 microhenries. The loop inductance between two loops in the same lane shall be within 20 microhenries of each other. Inductance loop conductors shall test free of shorts and unauthorized grounds. Upon completion of the project, all loops must pass an insulation resistance test of at least 100 million ohms to ground when tested with a 500 Volt direct current potential in a reasonably dry atmosphere between conductors and ground.

L. Electrical Service. A treated-wood service pole, per Section 820 of the Department's 2004 Standard Specifications, with a 20-foot minimum length and a 6- to 12-inch diameter, or approved equal, is to be furnished by the Contractor. Install the electrical service pole adjacent to the cabinet at a depth of at least 4 feet while maintaining a 12-foot minimum clearance for the electrical service drop. Compact the backfill material to support the electrical service drop without leaning. Install an appropriate pole support guy wire and anchor if necessary. Install rigid conduit up the length of the pole with three separate insulated conductors (No. 4 copper wire) in the conduit and a weatherhead at the top.

Space the conduit straps 30 inches apart and leave 24 inches of cable for the drip loop. Install a meter-base and a disconnect panel with a 20-ampere circuit breaker inside. A 120-volt, 20-amp GFCI AC duplex receptacle shall be provided in the cabinet. A manufactured weatherproof hub connector is required to connect the meter-base to the disconnect panel. Do not use service entrance cable inside the conduit. The conduit from the disconnect panel is required to be at a depth of 6 inches below grade. Install a 5/8-inch by 8-foot ground rod below the finished grade. Extend the ground wire through a separate hole in the disconnect panel and clamp to the ground rod. Install a 1" rigid conduit to 2 feet above ground level and install a weatherhead at the top opening. This conduit shall be run to and stubbed up into the Cabinet. The conduit shall be attached to the pole at a minimum of 2" from ground level and 2" from the weatherhead.

M. Piezoelectric Sensor, Roadtrax BL Class I/II or Approved Equal. Determine where on the roadway the piezoelectric sensor will be installed. Roadway ruts shall not be in excess of 1/2 inch under a 4-foot straight edge. Install the piezoelectric sensor perpendicular to traffic. Locate the sensor in the lane as shown on the site detail sheet. Eleven-foot length sensors should be centered in the lane. The following is a typical step by step procedure for the installation of a piezoelectric sensor. Refer specifically to the manufacturer's current instructions provided with the sensor prior to installation.

1. Carefully mark the slot to be cut, perpendicular to the flow of traffic. Ensure that the sensors are properly positioned in the lane.
2. It is strongly recommended that a 3/4" wide diamond blade be used for cutting the slot, or that blades be ganged together to get a single 3/4 inch wide cut. The slot shall be wet cut to minimize damage to the road.

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 12 of 17

3. Cut a slot $\frac{3}{4}$ inch wide ($\pm 1/16$ ") by 1" minimum deep. The slot should be 8" longer than the sensor (including the lead attachment). Drop the saw blade an extra $\frac{1}{2}$ " down on both ends of the sensor. The lead out should be centered on the slot.
4. Cut the home-run slot for the coax-cable $\frac{1}{4}$ -inch wide and at a depth so that the cable is a minimum of 1 inch below the road surface in rigid pavement (concrete) or 3 inches below the road surface in bituminous (asphalt) pavement.
5. Sweep and wash out all debris left in the slot and ensure it is clean and dry.
6. Use high pressure water, or water and oil-free compressed air to clean ALL foreign and loose matter out of the slot and within 1 foot on all sides of the slot.
7. Totally remove excess water and debris from roadway and shoulder area. Debris should be disposed of properly.
8. Carefully dry the slot, and within 1 foot on all sides of the slot, using oil-free forced air, torpedo heaters, electric heaters, or natural evaporation, depending on weather conditions. Be very careful not to burn the asphalt if heat is used.
9. Place a strip of duct tape on the pavement along the length of both sides of the sensor slot. Place the 2-4" wide duct tape $\frac{1}{8}$ " away from the slot.
10. Remove BL sensor from the box. Visually inspect each sensor to ensure it is straight without any twists or curls. Check lead attachment and passive cable for cuts, gaps, cracks and/or bare wire. Verify the correct sensor (type and length) is being installed by checking the data sheet. Verify there is sufficient cable to reach the cabinet.
11. Test the sensor for Capacitance, Dissipation Factor and Resistance, according to the directions enclosed with the sensor. Capacitance and dissipation should be within $\pm 20\%$ of the enclosed data sheet. Resistance (using the 20M setting) should be infinite. Record the sensor serial number and the test results. This information should be stored in the counter cabinet and/or returned to KYTC Planning personnel.
12. Lay the sensor on the tape next to the slot. Ensure that the sensor is straight and flat. Ensure that you are wearing clean protective latex (or equivalent) gloves at all times when handling sensors.
13. Clean sensor with steel wool or emery pad. Wipe down with alcohol and clean lint-free cloth.
14. Place the installation bracket clips on the sensor, about every 6" for the length of the sensor.
15. Bend the end of the sensor downward at a 30° angle. Bend the lead attachment end down at a 15° angle and then 15° back up until level (forming a lazy Z)
16. Place the sensor in the slot, with the brass element $\frac{3}{8}$ " below the road surface along the entire length. The end of the sensor should be at least 2" from the end of the slot and the tip should not touch the bottom of the slot. The top of the plastic installation bracket clips should be $\frac{1}{8}$ " below the surface of the road. The lead attachment should also not touch the bottom or sides of the slot. Ensure the ends of the sensors are pushed down sufficiently per the manufacturer's instructions.
17. Visually inspect the length of the sensor to ensure it is at uniform depth along its length and it is level (not twisted, canted or bent).
18. Block off the ends of the slot using plumbers putty. Ensure that there are adequate "dams" at both ends so that the encapsulation material does not flow out. On the

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 13 of 17

- passive cable end, the dam should be about 3-5" past the end of the lead attachment area.
19. The encapsulation material should be placed full depth, overfilled, and allowed to cure 10 minutes before shaving level with the surface. Ensure it fills around and underneath the sensor completely and there is not a trough on top.
 20. Remove the tape on the sides of the sensor as soon as the adhesive starts to cure.
 21. Carefully remove all the plumbers putty from ends of the sensor.
 22. Route the lead in cable through the slot cut for it, and cover with approved loop sealant.
 23. After the encapsulant has hardened, grind the top of the installation using an angle grinder. The profile should be flush with the road surface or with a slight, 1/16" mound. There shall be no concave portion to the mound.
 24. Clean up the site. Sealant curing time varies with temperature and humidity. Contractor shall ensure that the complete curing of the encapsulation material has taken place prior to subjecting the sensors to traffic.

After the installation is complete, the minimum output voltages of each piezoelectric sensor shall meet the following: 1.5 Volts (peak) for a 10,000 pound axle and 200 millivolts (peak) for a car axle. The piezoelectric sensor lead-in cable is part of the sensor and can be ordered in different lengths (100' standard). Piezoelectric sensor lead-in cable shall not be spliced.

N. Cleanup and Restoration. The contractor will be responsible for all damage to public and/or private property resulting from his work. Upon completion of the work, restore all disturbed highway features in like kind design and materials. This includes any filling of ruts and leveling ground appropriately. Clean the site and 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 Mixture No. I per Section 212.03.03 Permanent Seeding and Protection of the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, 2004 edition.

O. On-Site Inspection. 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 themselves 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. The Department will not honor any claims resulting from site conditions.

P. Property Damage. The contractor will be responsible for all damage to public and/or private property resulting from his work.

Q. Caution. Information shown on the plans and 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

Inductance Loop and Piezoelectric Axle Sensor Installation

Page 14 of 17

compensation if the conditions encountered are not in accordance with the information shown.

R. Utility Clearance. 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.

S. Site Inspections. All sensors are to be tested by a member of the Central Office Division of Planning equipment staff after the installation is complete to verify that the station is operating properly. Tests shall demonstrate that the system operates in accordance with the plans and specifications. Inductance loop conductors shall test free of shorts and unauthorized grounds and shall have an insulating resistance of at least 100 megaohms when tested with a 500 volt direct current potential in a reasonably dry atmosphere between conductors and ground. If the sensors do not meet the specifications and/or KYTC's traffic recording equipment does not perform properly because of an improperly functioning sensor, the contractor shall be responsible for the replacement of the faulty sensor(s), as soon as practicable at their total cost.

Inductance Loop and Piezoelectric Axle Sensor Installation
Page 15 of 17

IV. BID NOTES AND METHOD OF MEASUREMENT FOR PAYMENT

Only the bid items listed will be measured for payment. All other items required to complete the vehicle detection installation shall be incidental to the other items of work. Payment at the contract unit price shall be full compensation for all materials, labor, equipment and incidentals to furnish and install these items.

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

B. Junction Box Type 6" x 6" x 4" (or Type 10" x 8" x 4" if noted). Each type junction box shall include furnishing and installing specified junction box in accordance with the specifications. This item includes connectors, splice sleeves, conduit fittings, mounting materials and any other items required to complete this part of the installation. Incidental to this item is furnishing and installing any specified post (wood, channel, metal, etc.) as required for the installation.

C. Junction Box Type A (B or C). Each type junction box shall include furnishing and installing specified junction box in accordance with the specifications. This item includes concrete (if required), #57 aggregate, conduit fittings and backfilling around the unit.

D. Cabinet Type G (NEMA-3R). Cabinet (each) shall include furnishing and installing a Type G cabinet as specified. This item shall include constructing the concrete base or mounting cabinet to pole, installation of duplex receptacle and connection of all detectors (where applicable). Incidental to this item shall be furnishing, installing electrical service conductors, conduits, fused cutout, ground rods, all internal shelving, brackets, any necessary pole mounting hardware and electrical inspection fees.

E. Install Base Mount Enclosure. Install base mount enclosure (each) shall include installing a State-furnished cabinet or enclosure as specified. This item shall include all materials and labor for constructing the concrete base (or, if specified, mounting cabinet to pole), installation of the cabinet, duplex receptacle and connection of all detectors (where applicable). Incidental to this item shall be furnishing, installing electrical service conductors, conduits, fused cutout, ground rods, telephone service conduits from the cabinet to the telephone company disconnect box, all internal shelving, brackets, anchor bolts, any necessary pole mounting hardware and electrical inspection fees if applicable.

F. Galvanized Steel Cabinet. Cabinet (each) shall include furnishing and installing a galvanized steel cabinet and post(s) as specified on the drawing. This item shall include mounting the cabinet to post and the connection of all detectors. Incidental to this item shall be furnishing and installing conductors, conduit, ground rods, any necessary pole mounting hardware and any electrical inspection fees.

G. Wood Post. Wood post (each) shall include furnishing and installing a wood post as specified. This item includes excavation, concrete (if required), and backfilling around the unit.

Inductance Loop and Piezoelectric Axle Sensor Installation
Page 16 of 17

H. Conduit. Conduit shall include furnishing and installing specified conduit in accordance with specifications. This item includes conduit fittings, bodies, boxes, expansion joints, couplings, duct seal, bonding straps and any other necessary hardware. Conduit will be measured in linear feet.

I. Wire (or Cable). Wire or cable shall include furnishing and installing specified wire or cable within conduit, saw slot, or overhead as indicated on the detail sheets. This can include, but is not limited to: loop wire, Cable No. 14/1 Pair, etc. Incidental to this item shall be the labeling of all wires and cables in each junction box, cabinet and splice box; furnishing and installing of splice boots, cable rings or other hardware required for installing cable. Loop wire and cable will be measured in linear feet.

J. Loop Saw Slot and Fill. Loop saw slot and fill shall include sawing, cleaning and filling saw slots for induction loops, lead-in wires, etc. with loop sealant or specified approved material. Sawing and filling slot for wire will be measured in linear feet.

K. Trenching and Backfilling. Trenching and backfilling shall include excavation, backfilling, temporary erosion control, seeding, protection and restoration of disturbed areas to original condition. This item includes concrete, asphalt or approved replacement material for sidewalks, curbs, roadways, etc. (if required). Trenching and backfilling will be measured in linear feet.

L. Electrical Service. Electrical services shall include all related work, labor, materials (e.g. meter, straps, conduit, fittings, wire, etc.) and fees towards furnishing and installing an electrical service, which has passed all required inspections. This will be measured in individual units each.

M. Telephone Service. Telephone services shall include all related work, labor, materials (e.g. meter, straps, conduit, fittings, wire, etc.) and fees towards furnishing and installing a telephone service, which has passed all required inspections. This will be measured in individual units each.

N. Piezoelectric Sensor or Approved Equal. Piezoelectric sensor (each) shall include furnishing and installing a Class I or Class II Piezoelectric Sensor in accordance with the specifications. Lead-in wire, splice kits, encapsulation material, grout, testing, and accessories shall be incidental to this bid item.

REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways Standard Specifications for Road and Bridge Construction, 2004 edition, and Supplemental Specifications.
2. National Electrical Code (NEC), latest edition.
3. International Municipal Signal Association (IMSA) Specification No. 51-7- latest edition.
4. FHWA Manual of Uniform Traffic Control Devices, latest edition.
5. "Roadside Design Guide", developed in 1996 by the American Association of State Highway and Transportation Officials (AASHTO).
6. Kentucky Department of Highways Standard Drawings, current editions, as applicable:

| | |
|---------|---|
| TTC-115 | Lane Closure Case II |
| TTC-135 | Shoulder Closure |
| TTD-100 | Miscellaneous Traffic Control Devices (sheet 1) |
| TTD-105 | Miscellaneous Traffic Control Devices (sheet 2) |
| TTD-110 | Post Splicing Detail |
| TTD-115 | Flashing Arrow |

7. Kentucky Department of Highways Sepia Drawings:

Silt Fence

Updated: April 11, 2006

Right-of-Way Certification Form

This form must be completed and submitted to FHWA with the PS&E package for federal-aid funded Interstate, Appalachia, and Mega projects. This form shall also be submitted to FHWA for all federal-aid projects that fall under conditions No. 2 & 3 outlined elsewhere in this form. For all other federal-aid projects, this form shall be completed and retained in the KYTC project file.

Date: December 6, 2006

Project Name: Expansion joint replacement, mill & overlay decks & misc. repairs on the Riverside Expressway (I-64) Bridges between Preston St. & the Shawnee Expressway in Louisville

Project #:

County: Jefferson

Item #: 5-73.00

Federal #:

Letting Date: Jan. 19, 2007

Projects that require NO new or additional right-of-way acquisitions and/or relocations

X The proposed transportation improvement will be built within the existing rights-of-way and there are no properties to be acquired, individuals and families ("relocatees") to be relocated, or improvements to be removed as a part of this project.

Projects that require new or additional right-of-way acquisitions and/or relocations

Per 23 CFR 635.309, the KYTC hereby certify that all relocatees have been relocated to decent, safe, and sanitary housing or that KYTC has made available to relocatees adequate replacement housing in accordance with the provisions of the current FHWA directive(s) covering the administration of the Highway Relocation Assistance Program and that at least one of the following three conditions has been met. (Check those that apply.)

1. All necessary rights-of-way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish these improvements and enter on all land. **Fair market value has been paid or deposited with the court.**

2. Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish these improvements. **Fair market value has been paid or deposited with the court for most parcels. Fair market value for all pending parcels will be paid or deposited with the court prior to start of construction. (See note.)**

Note: The KYTC shall re-submit a right-of-way certification form for this project prior to the start of construction, verifying that fair market value for all parcels has been paid or deposited with the court.

Right-of-Way Certification Form

3. The acquisition or right of occupancy and use of a **few** remaining parcels are not complete and/or some parcels still have occupants. However, all remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. The KYTC is hereby requesting authorization to advertise this project for bids and to proceed with physical construction even though the necessary rights-of-way will not be fully acquired, and/or some occupants will not be relocated, and/or the fair marked value will not be paid or deposited with the court for some parcels at the start of construction. KYTC will fully meet all the requirements outlined in 23 CFR 309(c)(3) and 49 CFR 102(j) and will expedite completion of all acquisitions, relocations, and full payments after construction starts. A full explanation and reason for this request, including identification of each such parcel and dates on which acquisitions, payments, and relocations will be completed, is attached to this certification form for FHWA consideration of approval. **(See note.)**

Note: The KYTC may request authorization on this basis only in unique and unusual circumstances. Proceeding to construction of projects on this basis shall be the exception and never become the rule. In all FHWA-approved cases, the KYTC shall make extraordinary efforts to expedite completion of the acquisition, payment for all affected parcels, and the relocation of all relocatees promptly after start of construction.

Approved: Glenda Luster _____ Right-of-Way Supervisor
Printed Name Signature

Approved: Elsworth H. Turner _____ KYTC, Director of ROW & Utilities
Printed Name Signature

Approved: A. Olivia Michael _____ FHWA, Right-of-Way Officer
Printed Name Signature 12/13/06

Right-of-Way Certification Form

Date: December 6, 2006

Project Name: Misc. repairs & Rehab of I-64 Bridges between Preston St. & the Shawnee Expressway
 Project #: _____ County: Jefferson
 Item #: 5-73.00 Federal #:
 Letting Date: Jan. 19, 2007

This project has 0 total number of parcels to be acquired, and 0 total number of individuals or families to be relocated, as well as 0 total number of businesses to be relocated.

- Parcels where acquired by a signed fee simple deed and fair market value has been paid
- Parcels have been acquired by IOJ through condemnation and fair market value has been deposited with the court
- Parcels have not been acquired at this time (*explain below for each parcel*)
- Parcels have been acquired or have a "right of entry" but fair market value has not been paid or has not been deposited with the court (*explain below for each parcel*)
- Relocatees have not been relocated from parcels _____, _____, _____, _____, _____, _____, and _____ (*explain below for each parcel*)

| Parcel # | Name/Station | Explanation for delayed acquisition, delayed relocation, or delayed payment of fair market value | Proposed date of payment or of relocation |
|----------|--------------|--|---|
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There are 0 billboards and/or 0 cemeteries involved on this project.

There are 0 water or monitoring wells on parcels _____, _____, _____, _____, and _____. All have been acquired and are the responsibility of the project contractor to close/cap.

UTILITY NOTES TO BE INCLUDED IN THE PROPOSAL
SPECIAL NOTES FOR UTILITY CLEARANCE
IMPACT ON CONSTRUCTION

Jefferson County
Item No. 5-73.00
I-64 Riverside Expressway Rehabilitation Project

There are no utilities directly involved on subject project. The Contractor should use caution when working under and around any utilities to insure there is no damage to these facilities. The minimum vertical clearance of existing overhead utilities should be 18 feet on state roads and 24 feet when crossing the interstate or other limited access highway roadways and ramps. Clearance must also adhere to the requirements of the National Electric Safety Code, American National Standards Institute, and Institute of Electrical & Electronic Engineers, Inc. Any questions concerning working around the existing facilities in the area can be addressed at the preconstruction meeting.

PROTECTION OF UTILITIES

The location of utilities provided in the contract documents has been furnished by the facility owners and/or by reviewing record drawings and may not be accurate. It will be the roadway contractor's responsibility to locate utilities before excavating by calling the various utility owners and by examining any supplemental information supplied by the cabinet. If necessary, the roadway contractor shall determine the exact location and elevation of utilities by hand digging to expose utilities before excavating in the area of a utility. The cost for repair and any other associated costs for any damage to utilities caused by the roadway contractor's operations shall be borne by the roadway contractor.

The contractor should exercise extra caution when working in the vicinity of any existing ITS – Components on this project. It will be the contractor's responsibility to contact and coordinate with the appropriate utility company for service to the facility. All overhead and underground installation should also be coordinated so as not to cause conflict with any other utility.

The Contractor is advised to contact BUD one-call system; however, the Contractor should be aware that owners of underground facilities are not required to be members of the BUD one-call system. It may be necessary for the Contractor to contact the County Court Clerk to determine what utility companies have facilities in the project area.

Note:

The Contractor is advised to contact the BUD one-call system; however, the Contractor should be aware that not all owners may be a member of the BUD one-call system.

Call Before You Dig (BUD) 1-800-752-6007

LETTING March 2007

**KENTUCKY TRANSPORTATION CABINET
COMMUNICATING ALL PROMISES (CAP)**

JEFFERSON COUNTY

5-73.00

(NO CAPS INVOLVED IN PROJECT)

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

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| <p>SUBSECTION: 105.07 COOPERATION WITH UTILITIES. REVISION: In the last paragraph, replace “KRS 367 Sections 1 through 10” with “KRS 367.4901 through 367.4917”</p> |
| <p>SUBSECTION: 108.01 SUBCONTRACTING OF CONTRACT. REVISION: Replace the second and third sentence of the first paragraph with the following:</p> <p style="padding-left: 40px;">When the Engineer gives such consent, the Engineer will allow the Contractor to subcontract a portion, but the Contractor must perform with his own organization work amounting to no less than 30 percent of the total Contract cost. The Department will not allow any subcontractor to exceed the percentage to be performed by the Contractor and will require the Contractor to maintain a supervisory role over the entire project.</p> |
| <p>SUBSECTION: 109.07 PRICE ADJUSTMENT. REVISION: Replace the section with the following:</p> <p style="padding-left: 40px;">109.07 PRICE ADJUSTMENTS. Due to the fluctuating costs of petroleum products, the Department will adjust the compensation of specified liquid asphalt items and diesel fuel in contracts when contract quantity thresholds are met.</p> <p style="padding-left: 40px;">109.07.01 Liquid Asphalt. The Department will compare the Kentucky Average Price Index (KAPI), for the month that the Contract is let, to the index for the month that the Contractor places the material on the project to determine the percent change. When the original contract quantity for asphalt items is equal to or greater than 3,000 tons and when the average price of the liquid asphalt products increases or decreases more than 5 percent, the Department will adjust the Contractor’s compensation. The KAPI is calculated monthly using the average price, per ton at the terminal, from the active suppliers of liquid asphalt.</p> <p style="padding-left: 40px;"><u>Adjustable Contract Items:</u></p> <ul style="list-style-type: none"> • Asphalt Curing Seal • Asphalt Material for Prime • Asphalt Base, All Classes • Asphalt Binder • Asphalt Surface, All Classes • Sand Asphalt Surface • Asphalt Open-Graded Surface • Asphalt Seal Coat • Asphalt Mixture for Leveling and Wedging • Drainage Blanket - Type II - Asphalt <p style="padding-left: 40px;">The Department will determine the price adjustment using the following formulas:</p> <p style="padding-left: 40px;"><u>When PC is greater than PL</u> Asphalt Price Adjustment = $(Q \times A) / 100 \times PL \times [(PC-PL) / PL - 0.05]$</p> <p style="padding-left: 40px;"><u>When PC is less than PL</u> Asphalt Price Adjustment = $(Q \times A) / 100 \times PL \times [(PC-PL) / PL + 0.05]$</p> <p style="padding-left: 40px;">Where: Q = Tons of material or mixture placed each month. A = Percent of material or mixture that is asphalt. PL = KAPI for the month that the Contract is let. PC = KAPI for the month that the Contractor places the material or mixture.</p> <p style="padding-left: 40px;">The job-mix formula for asphalt base, binder, and surface mixtures determines “A”, which is the percent of asphalt. For recycled mixtures, the Department will determine the adjustment for the new asphalt cement only. The Department will consider materials for prime and seal as 100 percent asphalt.</p> |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

Revision
Continued

109.07.02 Fuel. The Department will adjust the Contractor's compensation when the average price of diesel fuel increases or decreases more than 5 percent and the original Contract quantity for the item on which the fuel is consumed is equal to or greater than the threshold quantities listed in the following table.

| <u>Item</u> | <u>Threshold Quantity</u> | <u>Fuel/Work</u> |
|---|-----------------------------------|------------------|
| Roadway Excavation | 10,000 cubic yards | 0.25 |
| Embankment-in-Place | 10,000 cubic yards | 0.25 |
| Borrow Excavation | 10,000 cubic yards | 0.25 |
| DGA Base or Crushed Stone Base | 5,000 tons | 0.52 |
| Stabilized Aggregate Base | 5,000 tons | 0.52 |
| Drainage Blanket, Cement Treated or Untreated | 5,000 tons | 0.52 |
| Drainage Blanket, Asphalt Treated | 5,000 tons | 3.00 |
| Crushed Sandstone Base (Cement Treated) | 5,000 tons | 0.52 |
| Hot-Mixed Asphalt Mixtures for Pavements or Shoulders | 3,000 tons ⁽¹⁾ | 3.00 |
| PCC Pavement, Base, or Shoulders | 2,000 square yards ⁽²⁾ | 0.14 |

⁽¹⁾Total of all hot mixed asphalt Contract items.

⁽²⁾Total of all JPC pavement, JPC shoulder, and PCC base, Contract items.

The Department will determine the price adjustment using the following formulas:

When PC is greater than PL

$$\text{Fuel Price Adjustment} = Q \times F \times PL \times [(PC-PL)/PL - 0.05]$$

When PC is less than PL

$$\text{Fuel Price Adjustment} = Q \times F \times PL \times [(PC-PL)/PL + 0.05]$$

Where:

Q = Quantity for applicable item placed or performed that month.

F = The fuel to work unit ratio for each applicable item.

PL = Average reseller price of diesel fuel, excluding taxes, discounts, and superfund line items, in the Kentucky region for the month that the Contract is let.

PC = Average reseller price of diesel fuel, excluding taxes, discounts, and superfund line items, in the Kentucky region for the month that the Contractor uses the fuel on the project.

109.07.03 Payments and Deductions. When thresholds are met, the Department will adjust the Contractor's compensation for each eligible pay item, paid or deducted, monthly.

If later price decreases indicate that the Department made an overpayment, the Department will withhold the overpayment from succeeding pay estimates on the project, or the Contractor shall immediately refund the over payment to the Department.

When the Contractor places materials during any month after the month that the Contract time (including all approved time extensions) expires, the Department will use the average price for the month that the Contractor places the material or the average price for the last month of the Contract time; whichever is least.

The Department will not grant a time extension for any overrun in the Contract amount due to payments made according to this section. The Department will not make any additional compensation due to adjustments made according to this section.

The Department will adjust the Contractor's compensation on the following months pay estimate and on the final pay estimate. The Department will make the final adjustment of the Contractor's compensation on the final estimate for the project.

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

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| SUBSECTION: | 110.01 MOBILIZATION. |
| REVISION: | Replace the third paragraph with the following: Do not bid an amount for Mobilization that exceeds 5 percent of the sum of the total amounts bid for all items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. The Department will automatically adjust any bids in excess of this amount to 5 percent for bid comparisons. The Department will base the award on the maximum allowable bid of 5 percent. If any errors in unit bid prices for other Contract items in a Contractor's Bid Proposal are discovered after bid opening and such errors reduce the total amount bid for all other items, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives, so that the percent bid for Mobilization is larger than 5 percent, the Department will adjust the amount bid for Mobilization to 5 percent of the sum of the corrected total bid amounts. |
| SUBSECTION: | 110.02 DEMOBILIZATION. |
| REVISION: | Replace the first sentence of the third paragraph with the following: Do not bid an amount for Demobilization that is less than 1.5 percent of the sum of the total amounts bid for all other items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. |
| SUBSECTION: | 206.03.03 Compaction. |
| REVISION: | Replace "KM 64-412" with "KM 64-002" |
| SUBSECTION: | 212.03.03 Permanent Seeding and Protection. |
| PART: | B) Procedures for Permanent Seeding. |
| REVISION: | Add the following after the fourth sentence: Unless the Engineer directs otherwise, track all slopes 3:1 or greater. Ensure that tracking is performed up and down and not across. |
| SUBSECTION: | 213.03.01 Best Management Practices (BMP). |
| REVISION: | Replace the third sentence of the first paragraph with the following: Ensure that the BMP provides storage for 3,600 cubic feet of water per surface acre disturbed. |
| SUBSECTION: | 213.03.03 Inspection and Maintenance |
| REVISION: | Replace both "0.1-inch" references with "0.5-inch". |
| SUBSECTION: | 213.03.05 Temporary Control Measures. |
| PART: | B) Silt Checks. |
| REVISION: | B) Silt Checks. Use one of the following types: 1) Silt Check Type II - Crushed stone such as cyclopean stone riprap, quarry run stone, or other size material approved by the Engineer, dumped in place and shaped to the configuration required. 2) Silt Check Type III - Blasted or broken rock dumped in place and shaped to the configuration required. Remove and properly dispose of sediment deposited at silt checks as necessary. When no longer needed, remove the silt checks and dispose of surplus materials as excavated materials according to Section 204. Seed and protect the entire area disturbed, as directed. Do not leave silt checks in place after completion of the project unless allowed by the Engineer or specified in the Plans. |
| SUBSECTION: | 213.03.05 Temporary Control Measures. |
| PART: | G) Temporary Mulch. |
| REVISION: | Replace the last sentence with the following: Place temporary mulch to an approximate 2-inch loose depth (2 tons per acre) and apply tackifier. |
| SUBSECTION: | 213.04.15 Temporary Silt Ditch. |
| REVISION: | Replace with the following: The Department will measure the quantity in linear feet. |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

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| SUBSECTION: | 213.04 MEASUREMENT. |
| REVISION: | Add the following Subsection: 213.04.24 Clean Temporary Silt Ditch. The Department will measure the quantity in linear feet along the ditch line. |
| SUBSECTION: | 213.05 PAYMENT. |
| REVISION: | Add the following lines: 20594 Temporary Silt Ditch Linear Foot 20601 Clean Temporary Silt Ditch Linear Foot |
| SUBSECTION: | 303.03.01 Mixture |
| PART: | C) Cement Treated Mixture. |
| REVISION: | Delete the "For asphalt pavements" from the second paragraph. |
| SUBSECTION: | 303.03.01 Mixture |
| PART: | C) Cement Treated Mixture. |
| REVISION: | Delete requirement "2". |
| SUBSECTION: | 402.03.02 Acceptance. |
| PART: | D) Testing Responsibilities. |
| NUMBER: | 4) Density. |
| REVISION: | Replace the first sentence of the third paragraph with the following: For surface mixtures placed on driving lanes and ramps, furnish 2 cores per subplot to the nearest laboratory facility (Contractor or Department lab) for density determination by the Engineer. |
| SUBSECTION: | 402.03.02 Acceptance. |
| PART: | H) Unsatisfactory Work. |
| NUMBER: | 1) Based on Lab Data. |
| REVISION: | Replace the "AASHTO MP2" references in the second paragraph with "AASHTO M 323". |
| SUBSECTION: | 402.04 MEASUREMENT. |
| REVISION: | Replace the last sentence with the following: The Department will not measure construction of rolled rumble strips or pavement wedge texturing for payment and will consider them incidental to the asphalt mixture. |
| SUBSECTION: | 402.04.01 Weight. |
| REVISION: | Replace first sentence of the second paragraph with the following: The Department will determine the bulk, oven-dry specific gravity for the fine and coarse aggregates according to KM64-605 and AASHTO T 85, respectively. |
| SUBSECTION: | 402.04.02 Thickness on New Construction. |
| REVISION: | Delete the third paragraph and add the following at the end of the subsection: The Department will not measure initial thickness check coring or coring of corrective work for payment and will consider it incidental to the asphalt mixture. |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

| SUBSECTION: | 402.05.02 | | | | | | | | | | | | |
|--|---|-----|--|-----------|---------------------------|------|-------------------------|------|--------------------|---------------------|--------------------|---------------------------------|------------------|
| PARTS: | Lot Pay Adjustment Schedule, Compaction Option A, Base and Binder Mixtures Lot Pay Adjustment Schedule, Compaction Option A, Surface Mixtures Lot Pay Adjustment Schedule, Compaction Option B Mixtures | | | | | | | | | | | | |
| REVISION: | Replace the VMA table with the following: | | | | | | | | | | | | |
| <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">VMA</th> </tr> <tr> <th style="width: 50%;">Pay Value</th> <th style="width: 50%;">Deviation From Minimum</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1.00</td> <td style="text-align: center;">≤ 0.5 below min. VMA</td> </tr> <tr> <td style="text-align: center;">0.95</td> <td style="text-align: center;">0.6-1.0 below min.</td> </tr> <tr> <td style="text-align: center;">0.90⁽²⁾</td> <td style="text-align: center;">1.1-1.5 below min.</td> </tr> <tr> <td style="text-align: center;">⁽¹⁾/₍₂₎</td> <td style="text-align: center;">> 1.5 below min.</td> </tr> </tbody> </table> | | VMA | | Pay Value | Deviation From Minimum | 1.00 | ≤ 0.5 below min. VMA | 0.95 | 0.6-1.0 below min. | 0.90 ⁽²⁾ | 1.1-1.5 below min. | ⁽¹⁾ / ₍₂₎ | > 1.5 below min. |
| VMA | | | | | | | | | | | | | |
| Pay Value | Deviation From Minimum | | | | | | | | | | | | |
| 1.00 | ≤ 0.5 below min. VMA | | | | | | | | | | | | |
| 0.95 | 0.6-1.0 below min. | | | | | | | | | | | | |
| 0.90 ⁽²⁾ | 1.1-1.5 below min. | | | | | | | | | | | | |
| ⁽¹⁾ / ₍₂₎ | > 1.5 below min. | | | | | | | | | | | | |
| SUBSECTION: | 403.03.03 Preparation of Mixture. | | | | | | | | | | | | |
| PART: | A) Mixture Composition. | | | | | | | | | | | | |
| REVISION: | Replace the "AASHTO MP2" reference in the first paragraph with "AASHTO M 323". From the aggregate requirements list, delete 3) Type C. | | | | | | | | | | | | |
| SUBSECTION: | 403.03.03 Preparation of Mixture. | | | | | | | | | | | | |
| PART: | C) Mix Design Criteria. | | | | | | | | | | | | |
| REVISION: | Replace the "AASHTO MP2" references with "AASHTO M 323". Replace the "AASHTO PP28" references in the second paragraph with "AASHTO R 35". | | | | | | | | | | | | |
| SUBSECTION: | 403.03.03 Preparation of Mixture. | | | | | | | | | | | | |
| PART: | C) Mix Design Criteria. | | | | | | | | | | | | |
| NUMBER | 1) Preliminary Mix Design. | | | | | | | | | | | | |
| REVISION: | Add the following footnote to the table and associate it with the ESAL's field "<0.3": * For CL1 ASPH SURF 0.38D PG64-22 only. | | | | | | | | | | | | |
| SUBSECTION: | 403.03.06 Thickness Tolerances. | | | | | | | | | | | | |
| PART: | B) New Construction. | | | | | | | | | | | | |
| REVISION: | Replace the first paragraph with the following: Under the Engineer's supervision, perform coring for thickness checks according to KM 64-420, as soon as practical after completion of all, or a major portion, of the asphalt base. The Engineer will measure the cores. Fill all core holes either with compacted asphalt mixture or non-shrink grout. Complete all remedial overlay work before placing the final course. | | | | | | | | | | | | |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

SUBSECTION: 403.03.08 Rumble Strips.
REVISION: Replace with the following:

403.03.08 Shoulder Rumble Strips and Pavement Wedge Texturing.

A) Shoulder Rumble Strips.

1) Interstates and Parkways. Construct sawed rumble strips on all mainline shoulders to the dimensions shown below. Do not place rumble strips on ramps.

2) Other Roads. Construct rolled rumble strips on shoulders of facilities with posted speed limits greater than 45 MPH. Unless specified in the plans or directed by the Engineer, do not construct rumble strips on facilities with posted speed limits of 45 MPH or less.

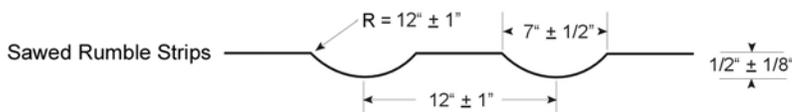
Construct rolled rumble strips on mainline shoulders to the dimensions shown below. On shoulders less than 3 feet wide, shorten the width and distance of the strips as the Engineer directs. Time the rolling operation so indentations are at the specified size and depth without causing unacceptable displacement of the asphalt mat. Correct unacceptable rolled rumble strips by sawing.

B) Pavement Wedge Texturing. Perform texturing on all pavement wedges constructed monolithically with the mainline or constructed using a surface mixture. When furnishing Asphalt Mixture for Pavement Wedge, binder, or a base mixture for the wedge, the Department will not require texturing.

Texture to the dimensions shown below. On wedges less than 3 feet, shorten the length and distance of the texturing as the Engineer directs. Time the rolling operation so indentations are at the specified size and depth without causing unacceptable displacement of the asphalt mat.



Place one foot out from the mainline pavement and to a width of 2 feet.



Place one foot out from the mainline pavement and to a width of 16 inches.

SUBSECTION: 403.04.03 Asphalt Mixtures.
REVISION: Replace the second sentence with the following:

The Department will not measure rolled rumble strips or pavement wedge texturing for payment and will consider them incidental to this bid item.

SUBSECTION: 403.04.07 Sawed Rumble Strips.
REVISION: Add the following subsection:

403.04.07 Sawed Rumble Strips. The Department will measure the quantity in linear feet. When rolled in rumble strips are specified, the Department will not measure sawed rumble strips for payment and will consider them incidental to the asphalt mixture.

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

| SUBSECTION: | 403.05 PAYMENT | | | | | | |
|--------------------|--|-----------------|-----------------|-----------------|-------|--------------------------------|-------------|
| REVISION: | Add the following bid item: | | | | | | |
| | <table border="0"> <thead> <tr> <th align="left"><u>Code</u></th> <th align="left"><u>Pay Item</u></th> <th align="left"><u>Pay Unit</u></th> </tr> </thead> <tbody> <tr> <td>20362</td> <td>Shoulder Rumble Strips – Sawed</td> <td>Linear Foot</td> </tr> </tbody> </table> | <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> | 20362 | Shoulder Rumble Strips – Sawed | Linear Foot |
| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> | | | | | |
| 20362 | Shoulder Rumble Strips – Sawed | Linear Foot | | | | | |
| SUBSECTION: | 501.03.20 Opening to Public Traffic. | | | | | | |
| REVISION: | Delete the last sentence of the first paragraph. | | | | | | |
| SUBSECTION: | 501.03.21 Tolerance in Pavement Thickness. | | | | | | |
| REVISION: | Add the following: Core the pavement as the Engineer directs. | | | | | | |
| SUBSECTION: | 501.04.06 Thickness. | | | | | | |
| REVISION: | Add the following: The Department will not measure coring for payment and will consider it incidental to the concrete pay items. | | | | | | |
| SUBSECTION: | 502.03 CONSTRUCTION. | | | | | | |
| PART: | C) Curing and Protecting Pavement. | | | | | | |
| NUMBER: | 3) | | | | | | |
| REVISION: | Replace the last sentence with the following: The Department will allow permanent removal of the cover when the concrete attains the required opening strength of 3,000 psi. | | | | | | |
| SUBSECTION: | 502.03 CONSTRUCTION. | | | | | | |
| PART: | D) Strength Testing and Opening to Traffic. | | | | | | |
| NUMBER: | 2) Testing. | | | | | | |
| REVISION: | Replace the second paragraph with the following: When the average compressive strength is 3,000 psi, the Department will allow the pavement to be opened to traffic and will test the remaining sets of cylinders at the required age. When the average compressive strength is less than 3,000 psi at the required age, do not open the pavement to traffic until the pavement has been in place for 7 days. The Engineer may accept the pavement based on additional testing. | | | | | | |
| SUBSECTION: | 503.03.09 Ride Quality. | | | | | | |
| REVISION: | Replace parts 5) and 6) with the following: 5) Perform corrective work to achieve the required IRI by regrinding the entire width of the traffic lane at areas having a high IRI. The Engineer may exclude pavement areas where grinding alone will not correct deficiency. 6) The Department will create a strip chart when the test results show that the IRI is greater than 60 or upon request for lower IRI values. | | | | | | |
| SUBSECTION: | 601.03.02 Concrete Producer Responsibilities. | | | | | | |
| REVISION: | Replace the first sentence with the following: Use a concrete producer from the List of Approved Materials when the quantity of concrete delivered to the project in a plastic condition is 250 cubic yards or more. Ensure that the concrete producer complies with the following requirements: | | | | | | |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

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| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: C) Quality Control. REVISION: Replace the first paragraph with the following:</p> | <p>Take full responsibility for the batch weight calculations and quality control of concrete mixtures at the plant. Ensure that the Level II concrete technician is present when work is in progress and is responsible for inspecting trucks, batch weight calculations, monitoring batching, making mixture adjustments, reviewing the slump, air content and unit weight tests, and monitoring the concrete temperature, all to provide concrete to the project conforming to specifications. A Level I concrete technician is responsible for testing production material for slump, entrained air, unit weight and temperature of the mixture. Ensure the technician performs all sampling and testing according to the appropriate Kentucky Methods.</p> <p>Delete the third paragraph.</p> |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: F) Records. REVISION: Retain all concrete technician records, test results and batch tickets pertaining to concrete produced for a Department project for at least 3 years after formal acceptance of the project. Make all records available to the Engineer and the Contractor on the project for review upon request.</p> | |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. REVISION: Replace the last sentence of the first paragraph with the following:</p> | <p>Before producing any concrete for the project, submit a proposed mixture design to the Engineer and obtain the District Materials engineer's or the Central Office Material's approval.</p> |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. NUMBER: 1) New Mixture Designs. REVISION: Replace the first sentence with the following:</p> | <p>Base the proposed mix design on standard Department methods unless the District Materials Engineer, or Central Office Materials approves otherwise.</p> |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. NUMBER: 1) Changes in Approved Mix Designs. REVISION: Replace the second sentence with the following:</p> | <p>The District Materials Engineer or Central Office Materials will provide an average value of the specific gravity aggregate absorption.</p> |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. NUMBER: 3) Changes in Approved Mix Designs. LETTER: g) REVISION: Replace the fourth and fifth sentence with the following:</p> | <p>Central Office Materials will observe all phases of the trial batches. Have the producer submit a report containing mix proportions and test results for slump, air content, water/cement ratio, unit weight, and compressive strength for each trial batch to the Engineer for Central Office Materials review and approval.</p> |
| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. NUMBER: 2) Approval. REVISION: Replace the first sentence with the following:</p> | <p>The District Materials Engineer or Central Office Materials will base approval of the mixture design on the following criteria:</p> |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

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| <p>SUBSECTION: 601.03.02 Concrete Producer Responsibilities. PART: G) Mix Designs. NUMBER: 3) Changes in Approved Mix Designs. REVISION: Replace the first sentence with the following:</p> | <p>Do not change the source of supply of the mixture ingredients without the District Materials Engineer's or Central Office Materials written permission.</p> <p>Replace the third sentence with the following:</p> <p>Upon the District Materials Engineer's or Central Office Materials written approval, the Department will allow the use of aggregate from the new source.</p> |
| <p>SUBSECTION: 601.03.03 Proportioning and Requirements. PART: A) Concrete. TABLE: INGREDIENT PROPORTIONS AND REQUIREMENTS FOR VARIOUS CLASSES OF CONCRETE REVISION: Under Class of Concrete replace "A"AA⁽⁹⁾" with "AAA⁽⁸⁾"</p> | |
| <p>SUBSECTION: 601.03.03 Proportioning and Requirements. PART: A) Concrete. FOOTNOTE: (6) REVISION: Add the following after the first sentence of the first paragraph:</p> | <p>For products with voids, the slump may be increased to 7 inches.</p> <p>Replace the "0.3" requirement for Spring and Fall mix designs with "0.37".</p> |
| <p>SUBSECTION: 601.03.03 Proportioning and Requirements. PART: A) Concrete. FOOTNOTE: (7) REVISION: Replace with the following:</p> | <p>The precast fabricator may increase the slump of Class A concrete to a maximum of 7 inches provided the fabricator uses a high range water reducer (Type F and G) and maximum water/cement ratio of 0.46.</p> |
| <p>SUBSECTION: 601.03.03 Proportioning and Requirements. PART: E) Measuring. NUMBER: 3) Water. REVISION: Delete the last sentence of the second paragraph.</p> | |
| <p>SUBSECTION: 601.03.03 Proportioning and Requirements. PART: E) Measuring. NUMBER: 4) Measuring Admixtures. REVISION: Replace with the following:</p> | <p>4) Measuring Admixtures. Introduce liquid admixtures into the concrete batch along with, or as part of, the mixing water. Keep air-entraining admixtures completely separate from all other admixtures until introduction into the batch. Maintain and equip dispensing equipment to ensure no chlorides are introduced into any Department mix.</p> <p>Use approved dispensing equipment with a meter, gauge, or scale that can accurately be pre-set for the needed amount of admixture and can consistently deliver quantities of admixture to successive batches at any setting with satisfactory accuracy. The dispensing equipment must be visible to the batch operator if the actual dispensed amounts are not recorded on the computer batch ticket. Ensure admixture dispensers are inspected, calibrated and certified every 6 months.</p> <p>The Department may allow admixtures to be added, to the truck, at the project site provided the Engineer's approval is obtained first.</p> |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

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| SUBSECTION: | 601.03.04 Classes and Primary Uses. |
| REVISION: | Add the following part: R) Dry Cast. Precast units. |
| SUBSECTION: | 601.03.05 Admixtures. |
| REVISION: | Replace the last sentence of the fourth paragraph with the following: Store admixtures where the liquid temperatures can be maintained between 32 and 110 °F. |
| SUBSECTION: | 601.03.09 Placing Concrete. |
| PART: | D) Weather Limitations and Protection. |
| REVISION: | Delete the last sentence of paragraph two. |
| SUBSECTION: | 605.03 CONSTRUCTION. |
| REVISION: | Insert the following sentence after the first sentence: Ensure all non-composite box beam concrete contains an approved corrosion inhibitor from the List of Approved Materials. |
| SUBSECTION: | 605.03.03 Casting. |
| REVISION: | Delete the first sentence in the first paragraph. Add the following after the first sentence of the third paragraph: Do not vibrate Self-Consolidating Concrete (SCC). |
| SUBSECTION: | 605.03.04 Tack welding. |
| REVISION: | Replace the first sentence with the following: When tack welding steel reinforcement, use ASTM A 706 steel and conform to the following conditions. |
| SUBSECTION: | 605.03.04 Tack Welding. |
| NUMBER: | 3) |
| REVISION: | Replace the first sentence with the following: Tack weld only at intersections of bars except do not tack weld in any bend or within 2 bar diameters of a bend. |
| SUBSECTION: | 605.03.04 Tack Welding. |
| NUMBER: | 5) |
| REVISION: | Replace the last sentence with the following: Each sample must meet the minimum requirement for elongation, ductility, tensile and yield strength of the bar stock. |
| SUBSECTION: | 605.03.04 Tack Welding. |
| NUMBER: | 6) |
| REVISION: | Delete the last sentence. |
| SUBSECTION: | 605.03.04 Tack Welding. |
| REVISION: | Change footnote “(4) (d)” to “(5)” |
| SUBSECTION: | 605.03.07 Removal of Forms and Surface Finish. |
| REVISION: | Add the following sentence before the last sentence of the paragraph: Finish dry cast products according to the Precast/Prestressed Concrete Manual. |
| SUBSECTION: | 611.02.01 Concrete. |
| REVISION: | Replace with the following: Conform to Subsections 601.02 and 601.03 and the Precast/Prestress Concrete Manual. |
| SUBSECTION: | 611.03.02 Precast Unit Construction. |
| REVISION: | Replace “AASHTO C 1433” with “ASTM C 1433” |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

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| <p>SUBSECTION: 611.03.02 Precast Unit Construction. NUMBER: 2) REVISION: Replace with the paragraph with the following:</p> <p>Mark all box culverts sections with the following information on the inside top of each section with letters no less than 2 inches high:</p> <ul style="list-style-type: none">a) Span, rise, maximum and minimum design earth cover, and KY Table 3.b) Date of manufacture.c) Name and trademark of the manufacturer. <p>For entrance and exit box sections, indent the required information. Mark interior sections by indenting or with waterproof paint.</p> |
| <p>SUBSECTION: 701.02.05 Backfill Materials. PART: A) Granular Backfill. NUMBER: 1) REVISION: Remove "A2" from the list of acceptable materials.</p> |
| <p>SUBSECTION: 701.03.03 Pipe Bedding. REVISION: Replace with the following:</p> <p>701.03.03 Pipe Bedding.</p> <p>A) Reinforced Concrete Pipe. Construct bedding according to the Standard Drawings and this section.</p> <ul style="list-style-type: none">1) Type 1 Installation. When working on a rock foundation, place bedding to a depth of 6 inches or equal to $Bc/12$, the pipe diameter in inches divided by 12, whichever is greater. For all other foundations, place a minimum of 4 inches of bedding. Shape the bedding to conform to the invert shape throughout the entire width and length of the proposed structure. Compact the bedding, but leave the center third of the pipe diameter ($Bc/3$) uncompacted. Place and compact additional bedding material in lifts 6 inches or less to an elevation of 0.30 the culvert diameter.2) Type 4 Installation. When working on a rock foundation, place bedding to a depth of 6 inches or equal to $Bc/12$, the pipe diameter in inches divided by 12, whichever is greater. For all other foundations, place a minimum of 4 inches of bedding. <p>B) Corrugated Metal, Thermoplastic, and Structural Plate Pipe. Place and compact bedding to provide 4 inches of bedding below the outside invert of the pipe after shaping. Shape the bedding to conform to the invert shape throughout the entire width and length of the proposed structure. Place and compact additional bedding material in lifts 6 inches or less to an elevation of 0.30 the culvert diameter.</p> |
| <p>SUBSECTION: 701.03.06 Initial Backfill. PART: A) Reinforced Concrete REVISION: Replace with the following:</p> <p>A) Reinforced Concrete Pipe.</p> <ul style="list-style-type: none">1) Type 1 Installation. When the top of the pipe is not within one pipe diameter of the subgrade, backfill with granular backfill, additional bedding material, or flowable fill from the top of the bedding to an elevation equal to 1/2 the pipe diameter, and either granular backfill, flowable fill, or embankment material in 6-inch lifts to an elevation of one-foot above the pipe.2) Type 4 Installation. Backfill from the top of the bedding with granular backfill, flowable fill, or embankment material in 6-inch lifts to an elevation of one-foot above the pipe. The Department will allow Type 4 installations for median drains and pipe installations located 35 feet or more from the edge of shoulder, back of curb, or any paved surface. |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition**
(Effective with the January 19, 2007 Letting)

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| SUBSECTION: | 701.05 PAYMENT. |
| REVISION: | Replace bid item “2599 Fabric-Geotextile, Type IV Square Yard” with “21433ES214 Fabric-Geotextile, Type IV for Pipe Square Yard ⁽²⁾ ” |
| | Replace foot note “** The unit bid price is \$2.00 per square yard for Geotextile Fabric, Type III” with “ ⁽²⁾ The unit price is \$2.00 per square yard for Fabric-Geotextile, Type IV for Pipe” |
| SUBSECTION: | 710.02.15 Plastic Adjusting Rings. |
| REVISION: | Replace this section with: |
| | 710.02.15 Plastic or Rubber Adjusting Rings. Provide plastic or rubber adjusting rings that are on the Department’s List of Approved Materials. |
| SUBSECTION: | 710.03.03 Adjusted Small Drainage Structures. |
| REVISION: | Replace the last sentence of the first paragraph: |
| | For plastic or rubber adjusting rings, install and seal according to the manufacturer’s recommendations. |
| SUBSECTION: | 711.02 MATERIALS. |
| REVISION: | Replace with the following: |
| | Conform to the Contract requirements. |
| SUBSECTION: | 713.03 CONSTRUCTION. |
| REVISION: | Add the following after the third paragraph: |
| | Offset longitudinal lines at least 2 inches from longitudinal pavement construction joints. Offset longitudinal lane lines on multi-lane highways 2 inches towards the median. |
| SUBSECTION: | 714.03.06 Proving Period for Durable Markings. |
| PART: | B) Failure. |
| REVISION: | Replace the first sentence with the following: |
| | During the proving period, the Department will consider markings defective when the retroreflectivity falls below the minimum required or the material fails to meet the other requirements of A) above. Additionally, when more than 10 percent of any one-mile section or individual gore area is defective, the Department will consider the entire section defective. |
| SUBSECTION: | 716.03.08 Testing. |
| REVISION: | Replace “10 megohms” with “100 megohms” |
| SUBSECTION: | 723.03 CONSTRUCTION. |
| REVISION: | Replace the first sentence of the fourth paragraph with the following: |
| | Set right-of-way markers within 12 inches of the right-of-way line. |
| SUBSECTION: | 724.02.01 Plants. |
| REVISION: | Replace the reference “American Association of Nurserymen” with “American Nursery and Landscape Association”. |
| SUBSECTION: | 801.01 REQUIREMENTS. |
| REVISION: | Add the following sentence after the third sentence of the first paragraph: |
| | Mills must request and be approved by the Department to supply cement with an SO ₃ content above the value in Table 1 of ASTM C 150. |
| SUBSECTION: | 804.01.03 Conglomerate Sand. |
| REVISION: | Replace second sentence of the paragraph with the following: |
| | Conglomerate sand may include some material which has been produced by crushing larger pieces of the parent material. |
| SUBSECTION: | 804.02 Approval. |
| REVISION: | Replace first sentence of the second paragraph with the following: |
| | The Department will consider a source for inclusion on the Aggregate Source List when the aggregate producer complies with KM 64-608 and provides the following: |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

| |
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| SUBSECTION: 804.03 Concrete. REVISION: Second sentence in first paragraph should be a separate paragraph immediately following the first and should read as follows: Provide natural, crushed, or conglomerate sand. The Department will allow any combination of natural, crushed, or conglomerate sand when the combination is achieved in the concrete plant weigh hopper. The Engineer may allow other sands. Use natural or conglomerate sands as fine aggregates in concrete intended as a wearing surface for traffic. Conform to the following: |
| SUBSECTION: 804.04.03 Polish-Resistant Aggregate. REVISION: Add the following paragraph: Provide a signed certification from the aggregate producer for the manufactured polish-resistant fine aggregate stating that the aggregate is supplied from the approved parent material as found on the Department's List of Approved Materials, Polish-Resistant Aggregate Source List and Guidelines on the Division of Materials' webpage. |
| SUBSECTION: 804.04.04 Requirements for Combined Aggregates. PART: D) Absorption. REVISION: Delete the first sentence and replace the second sentence with the following: Provide total combined fine aggregates having a water absorption of no more than 4.0 percent. |
| SUBSECTION: 804.11 Sampling and Testing. REVISION: For Absorption (Fine Aggregate), replace method "AASHTO T 84" with "KM 64-605" |
| SUBSECTION: 805.02 Approval. REVISION: Replace first sentence of the second paragraph with the following: The Department will consider a source for inclusion on the Aggregate Source List when the aggregate producer complies with KM 64-608 and provides the following: |
| SUBSECTION: 805.04.01 JPC Base, JPC Pavement, JPC Shoulders, and Concrete for Bridge Decks. REVISION: Replace the subsection heading and first sentence with the following: 805.04.01 JPC Base, JPC Pavement, JPC Shoulders, Concrete for Bridge Decks, and Precast Products. Add the following paragraph: Provide a signed certification from the aggregate producer for the approved freeze-thaw coarse aggregate stating that the aggregate is supplied from the approved parent material as found on the Department's List of Approved Materials and Concrete Aggregate Restriction List. |
| SUBSECTION: 805.04.01 JPC Base, JPC Shoulders, and Concrete for Bridge Decks. PART: 3) REVISION: Replace the "tests" with "test" in the last sentence. |
| SUBSECTION: 805.05.05 Polish-Resistant Aggregate. REVISION: Add the following paragraph: Provide a signed certification from the aggregate producer for the manufactured polish-resistant coarse aggregate stating that the aggregate is supplied from the approved parent material as found on the Department's List of Approved Materials, Polish-Resistant Aggregate Source List and Guidelines on the Division of Materials' webpage. |

**Supplemental Specifications to The Standard Specifications
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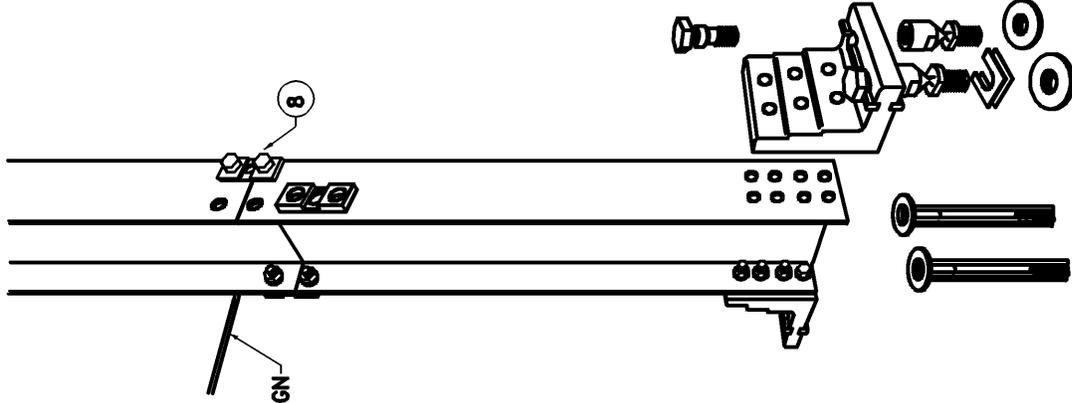
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| SUBSECTION: 805.13.01 Cyclopean Stone Riprap and Channel Lining Class III. REVISION: Replace the subsection with the following: 805.13.01 Cyclopean Stone Riprap and/or Channel Lining Class III. Provide material meeting the general requirements of Section 805. Ensure that 100 percent passes through a square opening of 16 inches by 16 inches, and no more than 20 percent passes through square openings of 8 inches by 8 inches. The Department may allow stones of smaller sizes for filling voids in the upper surface and dressing to the proper slope. |
| SUBSECTION: 806.03.03 Modification. REVISION: Replace the first sentence with the following: Use only styrene-butadiene (SB) or styrene-butadiene-styrene (SBS) modifiers. |
| SUBSECTION: 810.02 APPROVAL. REVISION: Replace reference "KM 114" with "KM 115". |
| SUBSECTION: 810.03.06 Identification and Markings. REVISION: Delete the following text from the first paragraph: "When the manufacturer has more than one plant, include the plant letter assigned by the Division of Materials after the date of manufacture as follows: L-Louisville N-London" Delete the following paragraph: "The Department will not require the certification on the shipment approval form to be notarized. The Department will not require the information under "Pipe Data" on the approval form when the manufacture's shipment ticket is attached and contains the necessary information." |
| SUBSECTION: 811.02.01 Requirements. REVISION: Replace the subsection with the following: Furnish bar reinforcement for bridges, cast-in-place culverts, and cast-in-place retaining walls that conforms to ASTM A 615 (billet) or ASTM A 996 (rail). ASTM A 706 steel is acceptable with prior approval of the Division of Materials. Do not weld any steel bar reinforcement unless it is ASTM A 706 rebar. The Engineer will accept rail steel bar reinforcement in straight lengths only. Do not use rail steel reinforcement where field bending is allowed or required. |
| SUBSECTION: 811.09.02 Dowel Bars. REVISION: Replace the reference to "ASTM A 616" with "ASTM A 996" Insert the following sentence between the third and fourth sentence of the first paragraph: Broken or sheared ends are acceptable with prior approval of the Division of Materials. |
| SUBSECTION: 811.06 BAR MATS. REVISION: Replace the subsection with the following: Conform to ASTM A 184 and fabricate by welding deformed Grade 60 weldable bars. |
| SUBSECTION: 811.09.02 Dowel Bars. REVISION: Replace the first paragraph with the following: Furnish dowel bars that are plain round bars conforming to ASTM A 706, A 615, A 996, or A 617 with respect to mechanical properties only. Provide either Grade 40, 50 or 60 steel. Saw cut the free ends of the dowels and ensure that they are free of burrs or projections. Broken or sheared ends are acceptable with prior approval of the Division of Materials. Coat dowel bars according to AASHTO M 254 with the following exceptions for Type B coatings: |

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2004 Edition
(Effective with the January 19, 2007 Letting)**

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| SUBSECTION: | 811.10.02 Epoxy Coating Material. |
| REVISION: | Replace both the reference to "ASTM D 3963 Annex" and "ASTM D 3963" with "AASHTO M 284". |
| SUBSECTION: | 812.01.02 Hot-Rolled Carbon Steel Sheets and Strip of Structural Quality, Grade 33 (Corrugated Steel Plank for Bridge Floors). |
| REVISION: | Replace the reference to "ASTM A 570" with "ASTM A 1011" |
| SUBSECTION: | 827.04 SEED. |
| PART: | 1) |
| REVISION: | Replace with the following: Obtain seed only through registered dealers holding a permit to label seed. |
| SUBSECTION: | 827.04 SEED. |
| REVISION: | Replace the second paragraph with the following: Do not use seed (grasses, native grasses and legumes) if the seed test date is over 9 months old exclusive of the month tested, or if the limits of noxious weed seed is exceeded. |
| SUBSECTION: | 827.04 SEED. |
| REVISION: | Replace the last paragraph with the following: Wildflower seed shall not be planted until approved by the Division of Materials |
| SUBSECTION: | 828.02 APPROVAL. |
| REVISION: | Add the following: The Department will continue to include the masonry coatings on the list contingent upon receiving an annual certification containing the following information: 1) A statement that the masonry coating to be furnished during the particular calendar year is of the same composition as that previously approved for inclusion on the approved list. 2) A statement that the masonry coating conforms to the appropriate requirements of the Kentucky Standard Specifications for Road and Bridge Construction. 3) A statement that notification will be made to the Division of Materials of any changes in composition for review and approval before furnishing the material to projects. |
| SUBSECTION: | 843.01.02 Acceptance Procedures for Non-Specification Fabric. |
| TABLE: | GRAB STRENGTH PAYMENT REDUCTION |
| REVISION: | Add the following note: The Department will use the lowest value of MACHINE and CROSS for the reduction calculation. |
| SUBSECTION: | 844.02.01 Fly Ash. |
| PART: | 1) |
| REVISION: | Delete the last sentence. |
| SUBSECTION: | 844.02.01 Fly Ash. |
| REVISION: | Replace the subsection with the following: 844.02.01 Fly Ash. Select from the Department's List of Approved Materials for fly ash sources. To be placed on the list, furnish samples and ASTM C 618 test data developed over the previous 3 months, and confirm to the requirements in KM 64-325. |

~NOTES~

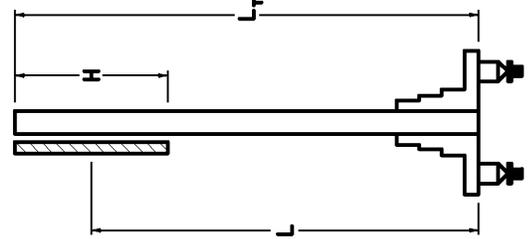
1. BREAKAWAY SIGN SUPPORT SYSTEM FOR TYPE C BEAM SHALL BE SELECTED FROM THE KENTUCKY DEPARTMENT OF HIGHWAYS APPROVED LIST FOR BREAKAWAY SIGN SUPPORT SYSTEMS OR AN APPROVED EQUAL. ACCEPTABLE ALTERNATE BREAKAWAY SIGN SUPPORT SYSTEMS SHALL BE APPROVED BY THE DIVISION OF HIGHWAY DESIGN AND FHWA PRIOR TO INSTALLATION.
2. SELECTION OF THE PROPER BRACKET NUMBER SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
3. ALL HARDWARE ITEMS SUPPLIED ARE AMERICAN STANDARD SIZES AND SHALL BE GALVANIZED AND CONFORM TO ASTM A153 OR ASTM B695.
4. FASTENERS, EXCEPT FOR SPECIAL BOLT AND COUPLINGS, ARE INSTALLED WITH LOCKWASHERS, AND DO NOT HAVE SPECIFIC TORQUE REQUIREMENTS. FASTENERS SHALL BE SECURED AS TIGHT AS POSSIBLE WITH CONVENTIONAL WRENCHES, UNLESS NOTED OTHERWISE.
5. SQUARE UP AND LEVEL INDIVIDUAL COMPONENTS, PARTICULARLY ANCHORS TO MINIMIZE THE NEED FOR SHIMMING BETWEEN THE COUPLINGS AND ANCHORS.
6. NO MORE THAN TWO SHIMS SHALL BE PLACED UNDER ANY ONE COUPLING.
7. NO MORE THAN THREE SHIMS UNDERNEATH ANY PAIR OF COUPLINGS.
8. THE CONTRACTOR SHALL FURNISH TWO (2) COMPLETE SETS OF SHOP PLANS FOR APPROVAL BY THE ENGINEER A MINIMUM OF TWO WEEKS PRIOR TO INSTALLATION.
9. THE HINGE SHOULD BE AT LEAST 7'-0" ABOVE THE GROUND.
10. A SINGLE POST IF 7'-0" OR MORE FROM ANOTHER POST, SHALL HAVE A WEIGHT LESS THAN 45 LB./FT. TOTAL WEIGHT BELOW THE HINGE, BUT ABOVE THE SHEAR PLATE OF THE BREAKAWAY BASE, SHOULD NOT EXCEED 600 LB.
11. FOR TWO POSTS SPACED LESS THAN 7'-0" APART, EACH POST SHOULD HAVE A WEIGHT LESS THAN 18 LB./FT. COUPLINGS SHALL NOT BE USED IN SIGN STRUCTURES WITH THREE SUPPORTS OR MORE IF POSTS ARE CLOSER THAN 7'-0" APART.
12. REFER TO DETAIL SHEET "FOOTING DETAILS FOR TYPE C BEAM" FOR FOOTER DETAILS.



BRACKET SELECTION TABLE

| I-BEAM POST SIZE | BRACKET NO. 1 | | BRACKET NO. 2 | | BRACKET NO. 3 | |
|---------------------|---------------|----------|---------------|----------|---------------|----------|
| | MIN. "L" | MAX. "L" | MIN. "L" | MAX. "L" | MIN. "L" | MAX. "L" |
| 6" | 12'-0" | 29'-0" | 9'-0" | 12'-0" | 0 | 9'-0" |
| 8" | 14'-0" | 29'-0" | 10'-0" | 14'-0" | 0 | 10'-0" |
| 10" | 16'-0" | 29'-0" | 11'-0" | 16'-0" | 0 | 11'-0" |
| 12" | 18'-0" | 29'-0" | 13'-0" | 18'-0" | 0 | 13'-0" |
| 14" | 19'-0" | 29'-0" | 14'-0" | 19'-0" | 0 | 14'-0" |
| 16" | 21'-0" | 29'-0" | 15'-0" | 21'-0" | 0 | 15'-0" |
| 18" | 23'-0" | 29'-0" | 16'-0" | 23'-0" | 0 | 16'-0" |
| 21" | 25'-0" | 29'-0" | 18'-0" | 25'-0" | 0 | 18'-0" |

$L = L_T - H/2$



~ ELEVATION VIEW ~

KENTUCKY
DEPARTMENT OF HIGHWAYS

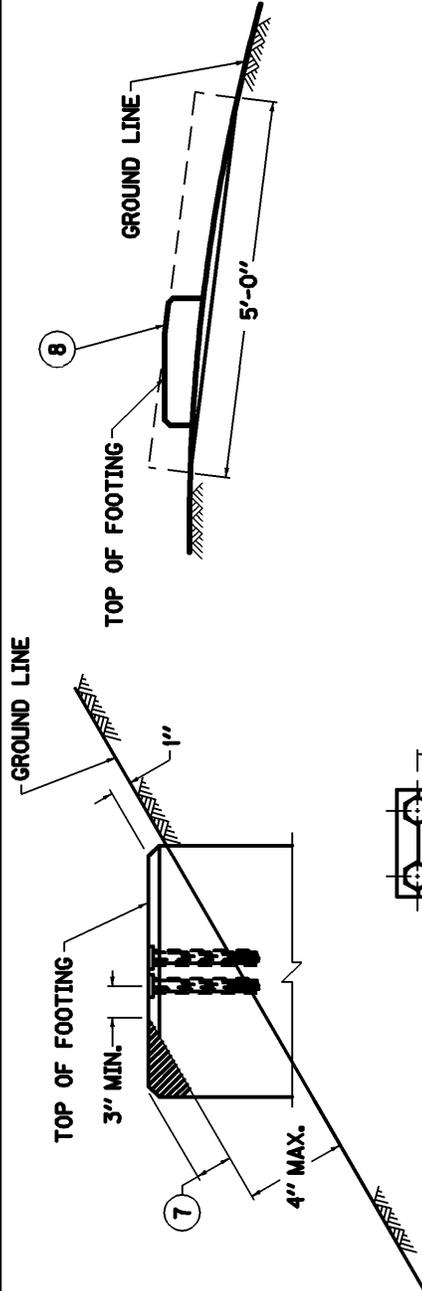
**BREAKAWAY SIGN
SUPPORT SYSTEM
FOR TYPE C BEAM**

Contract ID 07-16
30 of 33
DATE 6-6-2005
SUBMITTED TO KENTUCKY DEPARTMENT OF HIGHWAYS

| | | |
|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
| | | 57 |

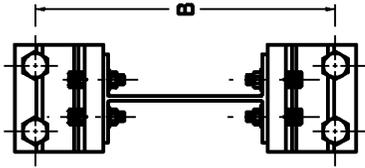
FOOTING SELECTION TABLE

| POST SIZE | L ₁ DIA. | D ₁ DEPTH | STEEL F. BARS | | CONC. CUL. YD. |
|-----------|---------------------|----------------------|---------------|------|----------------|
| | | | QTY | SIZE | |
| W6 | 2'-0" | 5'-0" | 5 | #4 | 0.58 |
| W8 | 2'-6" | 7'-0" | 7 | #4 | 1.27 |
| W10 | 3'-0" | 8'-0" | 8 | #4 | 2.09 |
| W12 | 3'-0" | 8'-0" | 8 | #4 | 2.09 |
| W14 | 3'-0" | 9'-0" | 9 | #4 | 2.36 |
| W16 | 3'-6" | 9'-0" | 9 | #4 | 3.21 |
| W18 | 3'-5" | 9'-0" | 9 | #4 | 3.21 |
| W21 | 4'-0" | 9'-0" | 9 | #4 | 4.19 |

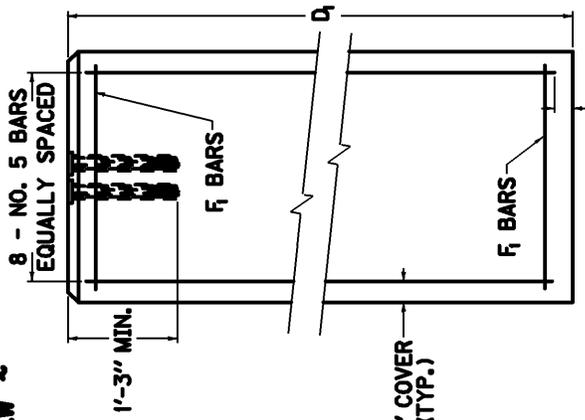


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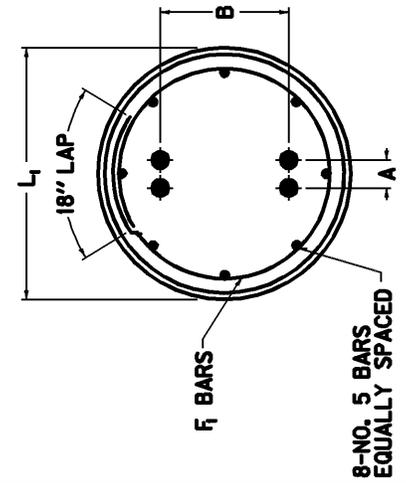
1. ENTER FOOTING SELECTION TABLE WITH REQUIRED POST SIZE AND FIND REQUIRED FOOTING VALUES AS SHOWN IN DETAILS.
2. THE ANCHOR SHALL BE 304 STAINLESS STEEL WITH 1053 STEEL ROD AND COIL.
3. FORM TOP 1'-0" OF THE FOOTING.
4. USE CLASS "A" CONCRETE IN ALL FOOTINGS.
5. ACTUAL DIMENSIONS 'A' & 'B' SHOULD BE OBTAINED FROM THE MANUFACTURER OR MEASURED FROM THE ASSEMBLED BRACKET'S PRIOR TO PLACEMENT OF ANCHORS.
6. TO INSURE PROPER SPACING AND ALIGNMENT OF ANCHORS, IT IS RECOMMENDED THAT ALL ANCHORS BE HELD IN PLACE BY A RIGID TEMPLATE WHILE THE CONCRETE IS PLACED AND CURED.
7. FOOTING PROJECTIONS ABOVE GROUND LINE SHALL BE MINIMIZED. THE MAXIMUM PERMISSIBLE FOOTING PROJECTION SHALL BE 4" ON THE LOWER SLOPE SIDE. WHERE NECESSARY, THE SHADED AREA OF THE FOOTING SHALL BE REMOVED AND REINFORCEMENT SHALL BE BENT TO FIT.
8. THE TOP OF THE FOOTING SHALL NOT PROJECT MORE THAN 4" ABOVE ANY 5'-0" CHORD ALIGNED PERPENDICULAR TO THE EDGE OF THE ROADWAY BETWEEN A POINT ON THE GROUND SURFACE ON ONE SIDE OF THE SUPPORT TO A POINT ON THE GROUND SURFACE ON THE OTHER SIDE OF THE SUPPORT.



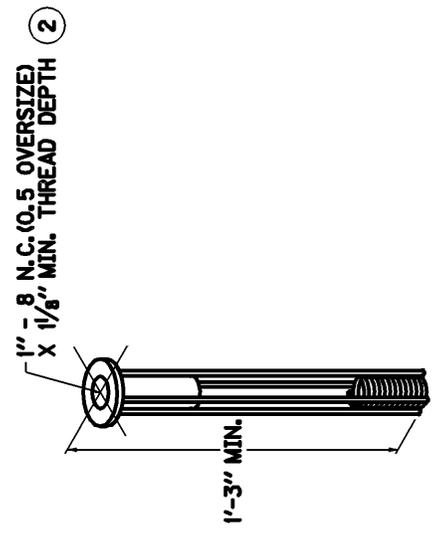
~ PLAN VIEW ~



~ SIDE VIEW ~



~ TOP VIEW ~



~ ANCHOR PICTORIAL VIEW ~

KENTUCKY
DEPARTMENT OF HIGHWAYS

**FOOTING DETAILS
FOR
TYPE C BEAM**

Contract ID 075016
Page 131 of 133
DATE 6-6-2005

TESTED BY
SUBMITTED BY
DESIGNED BY

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

| | Page |
|---|------|
| I. General----- | 1 |
| II. Nondiscrimination----- | 1 |
| III. Nonsegregated Facilities----- | 3 |
| IV. Payment of Predetermined Minimum Wage----- | 3 |
| V. Statements and Payrolls----- | 6 |
| VI. Record of Materials, Supplies, and Labor----- | 6 |
| VII. Subletting or Assigning the Contract----- | 7 |
| VIII. Safety: Accident Prevention----- | 7 |
| IX. False Statements Concerning Highway Projects----- | 7 |
| X. Implementation of Clean Air Act and Federal Water Pollution Control Act----- | 8 |
| XI. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion----- | 8 |
| XII. Certification Regarding Use of Contract Funds for Lobbying----- | 9 |

ATTACHMENTS

- A. Employment Preference for Appalachian Contracts
(included in Appalachian contracts only)

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

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

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

- Section I, paragraph 2;
- Section IV, paragraphs 1, 2, 3, 4, and 7;
- Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6. **Selection of Labor:** During the performance of this contract, the contractor shall not:

a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

b. The contractor will accept as his operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin,

age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of \$10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. General:

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics

shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. Classification:

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. Payment of Fringe Benefits:

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable

classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under an approved definition, shall be paid not less than the applicable wage rate on the wagedetermination for the classification of work actually performed.

5. Apprentices and Trainees (Programs of the U.S. DOT):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of

Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. Withholding:

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. Violation:

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of \$10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. Withholding for Unpaid Wages and Liquidated Damages:

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any

liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. Compliance with Copeland Regulations (29 CFR 3):

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. Payrolls and Payroll Records:

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less than the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than \$1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined not more than \$10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transactions:

(Applicable to all Federal-aid contracts - 49 CFR 29)

a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which

this proposal is submitted for assistance in obtaining a copy of those regulations.

f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Covered Transactions:

(Applicable to all subcontracts, purchase orders and other lower tier transactions of \$25,000 or more - 49 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and

submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

**EMPLOYMENT REQUIREMENTS
RELATING TO
NONDISCRIMINATION OF EMPLOYEES
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)**

**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 (between forty and seventy); 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 (between forty and seventy). 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, disability or age (between forty and seventy), except that such notice or advertisement may indicate a preference, limitation, or specification based on religion, or national origin when religion, or national origin is a bona fide occupational qualification for employment.

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 (between forty and seventy), 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: 12-3-92

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 (6) provides:

No present or former public servant shall, within six (6) months of 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 the state in matters in which he was directly involved during 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, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved 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.

KRS 11A.040 (8) states:

A former public servant shall not represent a person in a matter before a state agency in which the former public servant was directly involved, 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, Room 136, Capitol Building, 700 Capitol Avenue, Frankfort, Kentucky 40601; telephone (502) 564-7954.

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

| HIGHWAY BASIC HOURLY RATES | FRINGE BENEFIT PAYMENTS COMBINED |
|---|---|
| <u>CRAFTS:</u> | |
| Breckinridge County: | |
| Bricklayers..... | 25.25..... 10.20 |
| Bullitt, Carroll, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer and Trimble Counties: | |
| Bricklayers..... | 22.33..... 8.35 |
| Bracken, Gallatin, Grant, Mason and Robertson Counties: | |
| Bricklayers..... | 25.96..... 8.64 |
| Boyd, Carter, Elliott, Fleming, Greenup, Lewis and Rowan Counties: | |
| Bricklayers..... | 24.44..... 13.56 |
| Anderson, Bath, Bourbon, Boyle, Clark, Fayette, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Owen, Scott, Washington and Woodford Counties: | |
| Bricklayers..... | 22.33..... 8.35 |
| Bricklayers (Layout Men) | 22.58..... 8.35 |
| Refractory/Acid Brick/Glass..... | 22.83..... 8.35 |
| All Counties | |
| Carpenters: | 23.60..... 8.97 |
| Divers | 35.78..... 8.97 |
| Piledrivermen..... | 23.85..... 8.97 |
| Bracken and Grant Counties: | |
| Millwrights | 21.90..... 7.92 |
| Anderson, Bath, Bourbon, Boyle, Clark, Fayette, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Owen, Scott and Woodford Counties: | |
| Millwrights | 21.00..... 12.05 |
| Boyd, Carter, Elliott, Fleming, Greenup, Lewis, Mason, Robertson, and Rowan Counties: | |
| Millwrights | 28.34..... 11.67 |
| Breckinridge, Bullitt, Carroll, Gallatin, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties: | |
| Millwrights | 23.25..... 13.52 |
| Bracken, Gallatin and Grant Counties: | |
| Electricians | 24.24..... 9.34 |
| Sound Communications: | |
| CablePuller | 9.00..... 2.64 |
| Installer..... | 18.00..... 3.475 |

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

| HIGHWAY BASIC HOURLY RATES | FRINGE BENEFIT PAYMENTS COMBINED |
|---|---|
|---|---|

CRAFTS: (continued)

Boyd, Carter, Elliott and Rowan Counties:

Electricians:

| | | |
|----------------------|------------|-------|
| Cable Splicers | 27.46..... | 16.12 |
| Electricians | 26.15..... | 16.08 |

Anderson, Bath, Bourbon, Boyle, Breckinridge, Bullitt, Carroll, Clark, Fayette, Franklin, Grayson, Hardin, Harrison, Henry, Jefferson, Jessamine, Larue, Madison, Marion, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Robertson, Scott, Shelby, Spencer, Trimble, Washington and Woodford Counties:

| | | |
|--------------------|------------|--------------|
| Electricians | 25.91..... | 23.5% + 4.55 |
|--------------------|------------|--------------|

Fleming, Greenup, Lewis and Mason Counties:

| | | |
|--------------------|------------|-------|
| Electricians | 27.94..... | 11.35 |
|--------------------|------------|-------|

Bourbon (Northern third, including Townships of Jackson, Millersburg, Ruddel Mills & Shawhan); Carroll (Eastern third, including the Township of Ghent); Fleming (Western part, excluding Townships of Beechburg, Colfax, Elizaville, Flemingsburg, Flemingsburg Junction, Foxport, Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton, Peckstridge, Plummers Landing, Plummers Mill, Poplar Plains, Ringos Mills, Tilton & Wallingford); Mason (Western two-thirds, including Townships of Dover, Lewisburg, Mays Lick, Maysville, Minerva, Moranburg, Murphysville, Ripley, Sardis, Shannon, South Ripley & Washington);

Nicholas (Townships of Barefoot, Barterville, Carlisle, Ellisville, Headquarters, Henryville, Morningglory, Myers & Oakland Mills); Owen (Townships of Beechwood, Bromley, Fairbanks, Holbrook, Jonesville, Long Ridge, Lusby's Mill, New, New Columbus, New Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita & Wheatley); Scott (Northern two-thirds, including Townships of Biddle, Davis, Delaplain, Elmville, Longlick, Muddy Ford, Oxford, Rogers Gap, Sadieville, Skinnersburg & Stonewall) & Bracken, Gallatin, Grant, Harrison & Robertson Counties:

Ironworkers:

| | | |
|---------------------|------------|-------|
| Fence Erector | 22.05..... | 14.62 |
| Structural..... | 24.50..... | 14.62 |

Bourbon (Southern two-thirds, including Townships of Austerlity, Centerville, Clintonville, Elizabeth, Hutchison, Littlerock, North Middletown & Paris); Carroll (Western two-thirds, including Townships of Carrollton, Easterday, English, Locust, Louis, Prestonville & Worthville); Clark (Western two-thirds, including Townships of Becknerville, Flanagan, Ford, Pine Grove, Winchester & Wyandotte); Owen (Eastern eighth, including Townships of Glenmary, Gratz, Monterey, Perry Park & Tacketts Mill); Scott (Southern third, including Townships of Georgetown, Great Crossing, Newtown, Stamping Ground & Woodlake); Anderson, Boyle, Breckinridge, Bullitt, Fayette, Franklin, Grayson, Hardin, Henry, Jefferson,

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

| HIGHWAY BASIC HOURLY RATES | FRINGE BENEFIT PAYMENTS COMBINED |
|---|---|
|---|---|

CRAFTS: (continued)

Jessamine, Larue, Madison, Marion, Meade, Mercer, Nelson, Oldham, Shelby, Spencer, Trimble, Washington & Woodford Counties:

Ironworkers..... 23.49..... 14.80

Bourbon (Northern third, including Townships of Jackson, Millersburg, Ruddel Mills & Shawhan); Carroll (Eastern third, including the Townships of Ghent); Fleming (Western part, excluding Townships of Beechburg, Colfax, Elizaville, Flemingsburg, Flemingsburg Junction, Foxport, Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton, Pecksville, Plummers Landing, Plummers Mill, Poplar Plains, Ringos Mills, Tilton & Wallingford); Mason (Western two-thirds, including Townships of Dover, Lewisburg, Mays Lick, Maysville, Minerva, Moranburg, Murphysville, Ripley, Sardis, Shannon, South Ripley & Washington); Nicholas (Townships of Barefoot, Barterville, Carlisle, Ellisville, Headquarters, Henryville, Morningglory, Myers & Oakland Mills); Owen (Townships of Beechwood, Bromley, Fairbanks, Holbrook, Jonesville, Long Ridge, Lusby's Mill, New, New Columbus, New Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita & Wheatley); Scott (Northern two-thirds, including Townships of Biddle, Davis, Delaplain, Elmville, Longlick, Muddy Ford, Oxford, Rogers Gap, Sadieville, Skinnersburg & Stonewall); Bracken, Gallatin, Grant, Harrison & Robertson Counties:

Ironworkers:

Up to and including 30- mile radius of Hamilton County, Ohio Courthouse 23.95.....14.00

Beyond 30- mile radius of Hamilton County, Ohio Courthouse 23.70.....14.00

Clark (Eastern third, including Townships of Bloomingdale, Hunt, Indian Fields, Kiddville, Loglick, Rightangele & Thomson); Fleming (Townships of Beechburg, Colfax, Elizaville, Flemingsburg, Flemingsburg Junction, Foxport, Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton, Pecksville, Plummers Landing, Plummers Mill, Poplar Plains, Ringos Mills, Tilton & Wallingford); Mason (Eastern third, including Townships of Helena, Marshall, Orangeburg, Plumville & Springdale); Nicholas (Eastern eighth, including the Township of Moorefield Sprout); Bath, Boyd, Carter, Elliott, Greenup, Lewis, Montgomery & Rowan Counties:

Ironworkers:

Zone 1 26.17..... 15.07

Zone 2 26.57..... 15.07

Zone 3 28.17..... 15.07

Zone 1 - Up to 10 mi. radius of union hall, Ashland, KY, 1643 Greenup Avenue;

Zone 2 - 10 to 50 mi. radius of union hall;

Zone 3 - 50 mi. radius and beyond.

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

| HIGHWAY BASIC HOURLY RATES | FRINGE BENEFIT PAYMENTS COMBINED |
|--|---|
| <u>CRAFTS:</u> (continued) | |
| Anderson, Breckinridge, Bullitt, Carroll, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties: | |
| Painters: | |
| Brush & Roller | 17.37..... 8.32 |
| Spray, Sand Blast, Power Tools, Water Blast & Steam Cleaning..... | 17.87..... 8.32 |
| Bracken, Gallatin, Grant, Mason, and Owen Counties: | |
| Painters: | |
| (Heavy and Highway Bridges- Guardrails–Lightpoles-Striping): | |
| Bridge/Equipment Tender and Containment Builder | 19.93..... 6.20 |
| Brush and Roller | 22.45..... 6.20 |
| Elevated Tanks; | |
| Steeplejack Work; Bridge & Lead Abatement..... | 23.45..... 6.20 |
| Sand Blasting & Water Blasting | 23.20..... 6.20 |
| Spray | 22.95..... 6.20 |
| Bath, Bourbon, Boyle, Clark, Fayette, Fleming, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Robertson, Scott and Woodford Counties | |
| Painters: | |
| Brush & Roller | 21.30..... 5.90 |
| Elevated Tanks; | |
| Steeplejack Work; Bridge & Lead Abatement..... | 22.30..... 5.90 |
| Sandblasting & Waterblasting | 22.05..... 5.90 |
| Spray | 21.80..... 5.90 |
| Bridge/Equipment Tender and/or Containment Builder | 18.90..... 5.90 |
| Boyd, Carter, Elliott, Greenup, Lewis and Rowan Counties | |
| Painters: | |
| Bridges | 24.93..... 10.90 |
| All Other Work..... | 20.38..... 10.90 |

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

| HIGHWAY BASIC HOURLY RATES | FRINGE BENEFIT PAYMENTS COMBINED |
|---|---|
|---|---|

CRAFTS: (continued)

Breckinridge, Bullitt, Carroll (Western Half), Franklin (Western three-fourths), Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties:

Plumber 27.20 12.47

Boyd, Carter, Elliott, Greenup, Lewis and Rowan Counties:

Plumbers and Steamfitters 24.61 15.98

Bracken, Carroll (Eastern Half), Gallatin, Grant, Mason, Owen and Robertson Counties:

Pipefitters and Plumbers 26.93 12.61

LABORERS:

Bath, Bourbon, Boyd, Boyle, Bracken, Carter, Clark, Elliott, Fayette, Fleming, Franklin, Gallatin, Grant, Greenup, Harrison, Jessamine, Lewis, Madison, Mason, Mercer, Montgomery, Nicholas, Owen, Robertson, Rowan, Scott, & Woodford Counties:

GROUP 1 - Aging and curing of concrete, Asbestos Abatement Worker, Asphalt Plant, Asphalt, Batch Truck Dump, Carpenter Tender, Cement Mason Tender, Cleaning of Machines, Concrete, Demolition, Dredging, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guard rail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 18.83

FRINGE BENEFITS 8.78

Group 2 - Batter Board Man (Sanitary And Storm Sewer), Brickmason Tender, Mortar Mixer Operator, Scaffold Builder, Burner and Welder, Bushhammer, Chain Saw Operator, Concrete Saw Operator, Deckhand Scow Man, Dry Cement Handler, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operator for Masonary, Form Setter, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jackhammer, Pavement Breaker, Paving Joint Machine, Pipelayer, Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Digger, Precast Manhole Setter, Walk-Behind Tamper, Walk-Behind Trencher, Sand Blaster, Concrete Chipper, Surface Grinder, Vibrator Operator and Wagon Driller.

BASE RATE 19.08

FRINGE BENEFITS 8.78

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

LABORERS: (continued)

GROUP 3 - Asphalt Luteman and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 19.13
FRINGE BENEFITS 8.78

GROUP 4 - Caisson Worker (Free Air), Cement Finisher, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Levels A and B, Miner and Driller (Free Air), Tunnel Blaster and Tunnel Mucker (Free Air), Directional & Horizontal Boring, Air Track Drillers (all types), Powdermen & Blasters, Troxler & Concrete Tester if Laborer is Utilized.

BASE RATE 19.73
FRINGE BENEFITS 8.78

LABORERS:

Anderson, Bullitt, Carroll, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble & Washington Counties:

GROUP 1 - Aging and curing of concrete, Asbestos Abatement Worker, Asphalt Plant, Asphalt, Batch Truck Dump, Carpenter Tender, Cement Mason Tender, Cleaning of Machines, Concrete, Demolition, Dredging, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guard rail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 18.73
FRINGE BENEFITS 8.88

Group 2 - Batter Board Man (Sanitary And Storm Sewer), Brickmason Tender, Mortar Mixer Operator, Scaffold Builder, Burner and Welder, Bushhammer, Chain Saw Operator, Concrete Saw Operator, Deckhand Scow Man, Dry Cement Handler, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operator for Masonary, Form Setter, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jackhammer, Pavement Breaker, Paving Joint Machine, Pipelayer, Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Digger, Precast Manhole Setter, Walk-Behind Tamper, Walk-Behind Trencher, Sand Blaster, Concrete Chipper, Surface Grinder, Vibrator Operator and Wagon Driller.

BASE RATE 18.98
FRINGE BENEFITS 8.88

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

LABORERS: (continued)

GROUP 3 - Asphalt Luteman and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 19.03
FRINGE BENEFITS 8.88

GROUP 4 - Caisson Worker (Free Air), Cement Finisher, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Levels A and B, Miner and Driller (Free Air), Tunnel Blaster and Tunnel Mucker (Free Air), Directional & Horizontal Boring, Air Track Drillers (all types), Powdermen & Blasters, Troxler & Concrete Tester if Laborer is Utilized.

BASE RATE 19.63
FRINGE BENEFITS 8.88

LABORERS:

Breckinridge & Grayson Counties:

GROUP 1 - Aging and curing of concrete, Asbestos Abatement Worker, Asphalt Plant, Asphalt, Batch Truck Dump, Carpenter Tender, Cement Mason Tender, Cleaning of Machines, Concrete, Demolition, Dredging, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guard rail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 19.18
FRINGE BENEFITS 8.43

Group 2 - Batter Board Man (Sanitary And Storm Sewer), Brickmason Tender, Mortar Mixer Operator, Scaffold Builder, Burner and Welder, Bushhammer, Chain Saw Operator, Concrete Saw Operator, Deckhand Scow Man, Dry Cement Handler, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operator for Masonary, Form Setter, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jackhammer, Pavement Breaker, Paving Joint Machine, Pipelayer, Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Digger, Precast Manhole Setter, Walk-Behind Tamper, Walk-Behind Trencher, Sand Blaster, Concrete Chipper, Surface Grinder, Vibrator Operator and Wagon Driller.

BASE RATE 19.43
FRINGE BENEFITS 8.43

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

LABORERS: (continued)

GROUP 3 - Asphalt Lutean and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 19.48
FRINGE BENEFITS 8.43

GROUP 4 - Caisson Worker (Free Air), Cement Finisher, Environmental - Nuclear, Radiation, Toxic and Hazardous Waste - Levels A and B, Miner and Driller (Free Air), Tunnel Blaster and Tunnel Mucker (Free Air), Directional & Horizontal Boring, Air Track Drillers (all types), Powdermen & Blasters, Troxler & Concrete Tester if Laborer is Utilized.

BASE RATE 20.08
FRINGE BENEFITS 8.43

TRUCK DRIVER CLASSIFICATIONS:

BASE RATE

GROUP 1 - Mobile Batch Truck Tender 16.57

GROUP 2 - Greaser, Tire Changer and Mechanic Tender 16.68

GROUP 3 - Single Axle Dump, Flatbed, Semi-trailer or Pole Trailer when used to pull building materials and equipment, Tandem Axle Dump, Distributor, Mixer and Truck Mechanic 16.86

GROUP 4 - Euclid & Other Heavy Earthmoving Equipment & Lowboy, Articulator Cat, 5-Axle Vehicle, Winch & A-Frame when used in transporting materials, Ross Carrier, Forklift when used to transport building materials and Pavement Breaker..... 16.96

FRINGE BENEFITS 7.34

OPERATING ENGINEERS:

A-Frame Winch Truck, Auto Patrol, Backfiller, Batcher Plant, Bituminous Paver, Bituminous Transfer Machine, Boom Cat, Bulldozer, Mechanic, Cableway, Carry-All Scoop, Carry Deck Crane, Central Compressor Plant, Clamshell, Concrete Mixer (21 Cu. Ft. or Over), Concrete Paver, Truck-Mounted Concrete Pump, Core Drill, Crane, Crusher Plant, Derrick, Derrick Boat, Ditching and Trenching Machine, Dragline, Dredge Operator, Dredge Engineer, Elevating Grader and Loaders, Grade-All, Gurries, Heavy Equipment Robotics Operator/Mechanic, High Lift, Hoe-Type Machine, Hoist (two or more drums), Hoisting Engine (two or more drums), Horizontal Directional Drill Operator, Hydrocrane, Hyster, Kecal Loader, Letourneau, Locomotive,

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

OPERATING ENGINEERS: (continued)

Mechanically Operated Laser Screed, Mechanic Welder, Mucking Machine, Motor Scraper, Orangepeel Bucket, Piledriver, Power Blade, Pumpcrete, Push Dozer, Rock Spreader Attached to Equipment, Rotary Drill, Roller (Bituminous), Scarifier, Scoopmobile, Shovel, Side Boom, Subgrader, Tailboom, Telescoping Type Forklift, Tow or Push Boat, Tower Crane (French, German and other types), Tractor Shovel and Truck Crane, Tunnel Mining Machines, Including Moles, Shields or similar types of Tunnel Mining Equipment.

BASE RATE 22.95
FRINGE BENEFITS 11.90

Air Compressor (over 900 cu. ft. per min.), Bituminous Mixer, Boom Type Tamping Machine, Bull Float, Concrete Mixer (under 21 cu. ft.), Dredge Engineer, Electric Vibrator Compactor/Self-Propelled Compactor, Elevator (one drum or Buck Hoist), Elevator (when used to hoist building material), Finish Machine, Fireman & Hoist (one drum), Flexplane, Forklift (regardless of lift height), Form Grader, Joint Sealing Machine, Outboard Motor Boat, Power Sweeper (riding type), Roller (rock), Ross Carrier, Skid Mounted Or Trailer Mounted Concrete Pump, Skid Steer Machine with all attachments, Switchman or Brakeman, Throttle Valve Person, Tractair and Road Widening Trencher, Tractor (50 H.P. or over), Truck Crane Oiler, Tugger, Welding Machine, Well Points and Whirley Oiler.

BASE RATE 20.53
FRINGE BENEFITS 11.90

All off road material handling equipment, including Articulating Dump Trucks, Greaser on Grease facilities servicing heavy equipment.

BASE RATE 20.91
FRINGE BENEFITS 11.90

Bituminous Distributor, Burlap and Curing Machine, Cement Gun, Concrete Saw, Conveyor, Deckhand Oiler, Grout Pump, Hydraulic Post Driver, Hydro Seeder, Mud Jack, Oiler, Paving Joint Machine, Power Form Handling Equipment, Pump, Roller (Earth), Steerman, Tamping Machine, Tractor (under 50 H.P.) and Vibrator.

BASE RATE 20.27
FRINGE BENEFITS 11.90

Cranes - with Booms 150 ft. and over (including jib), and where the length of the Boom in combination with the length of the piling leads equals or exceeds 150 ft. - \$1.00 over Group 1 rate.

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

Employees assigned to work below ground level are to be paid 10% above basic wage rate. This does not apply to open cut work.

WELDERS - Receive rate for craft in which welding is incidental.

Fringe benefit amounts are applicable for all hours worked except when otherwise noted.

These rates are listed pursuant to Kentucky Determination No. CR-05-III HWY dated May 16, 2006 and/or Federal Decision Number KY20070027 dated February 9, 2007.

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

**TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES**

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

The wages indicated on this wage schedule are the least permitted to be paid for the occupations indicated. When an employee works in more than one classification, the employer must record the number of hours worked in each classification at the prescribed hourly base rate.

OVERTIME:

Overtime is to be paid after an employee works eight (8) hours a day or forty (40) hours a week, whichever gives the employee the greater wages. At least time and one-half the base rate is required for all overtime. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate.

Wage violations or questions should be directed to the designated Engineer or the undersigned.

Steve Waddle, Director
Division of Construction Procurement
Frankfort, Kentucky 40622

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

| GOALS FOR MINORITY PARTICIPATION IN EACH TRADE | GOALS FOR FEMALE PARTICIPATION IN EACH TRADE |
|---|---|
| 11.2% | 6.9% |

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed. The notification shall be mailed to:

**Evelyn Teague, Regional Director
Office of Federal Contract Compliance Programs
61 Forsyth Street, SW, Suite 7B75
Atlanta, Georgia 30303-8609**

4. As used in this Notice, and in the contract resulting from this solicitation, the "**covered area**" is Jefferson County.

PART IV

INSURANCE

INSURANCE

The Contractor shall carry the following insurance in addition to the insurance required by law:

1. Contractor's Public Liability Insurance not less than \$100,000.00 for damages arising out of bodily injuries to or death to one person. Not less than \$300,000.00 for damages arising out of bodily injuries to or death to two or more persons.
2. Contractor's Property Damages Liability Insurance. Not less than \$100,000.00 for all damages arising out of injury or destruction of property in any one accident. Not less than \$300,000.00 for all damages during the policy period.
3. Contractor's Protective Public Liability and Property Damage Insurance. The contractor shall furnish evidence with respect to operations performed for him by subcontractors that he carries in his own behalf for the above stipulated amounts.
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. 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.

PART V

STATEMENT OF INCOMPLETE WORK

STATEMENT OF INCOMPLETED WORK

All active prime contracts must be reported. This includes prime contracts with public and private owners and joint-ventured contracts. The names of the joint venturers must be shown when reporting these projects. A machine or typed listing reporting the status of each contract is acceptable when attached to this report; however, the total amounts on the itemized listing must be reported in the space provided below:

| CONTRACT WITH | PROJECT IDENTIFICATION | PRIME CONTRACT AMOUNT | EARNINGS THROUGH LAST APPROVED ESTIMATE | TOTAL AMOUNT OF WORK REMAINING |
|---|------------------------|-----------------------|---|--------------------------------|
| | | | | |
| | | | | |
| | | | | |
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| | | | | |
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| | | | | |
| | | | | |
| | | | | |
| TOTAL (Attach Summary if not itemized above) | | \$ | \$ | \$ |

PART VI

BID ITEMS

TRANSPORTATION CABINET

Department of Highways

FRANKFORT, KY 40622

Sheet No: 1

Contract ID: 07-1016

JEFFERSON COUNTY

IM 64-2(157)

Letting: 3/23/07

THE BIDDER MUST MAKE THE EXTENSIONS AND ADDITIONS
SHOWING TOTAL AMOUNT BID USING FIGURES ONLY

| Item No. | Code No. | Item | Approximate Quantity | Unit | Unit Price Dollars | Amount Dollars |
|----------|----------|--------------------------------------|----------------------|------|--------------------|----------------|
| | | ROADWAY | | | . | . |
| 0010 | 00003 | CRUSHED STONE BASE | 16,940.00 | TON | . | . |
| 0020 | 00190 | LEVELING & WEDGING PG64-22 | 600.00 | TON | . | . |
| 0030 | 00208 | CL4 ASPH BASE 1.50D PG64-22 | 40,495.00 | TON | . | . |
| 0040 | 00219 | CL4 ASPH BASE 1.00D PG76-22 | 14,714.00 | TON | . | . |
| 0050 | 00300 | CL1 ASPH SURF 0.38D PG64-22 | 300.00 | TON | . | . |
| 0060 | 00338 | ASPHALT PLACEMENT WITH MTV | 63,076.00 | TON | . | . |
| 0070 | 00342 | CL4 ASPH SURF 0.38A PG76-22 | 2.00 | TON | . | . |
| 0080 | 01984 | DELINEATOR FOR BARRIER-WHITE | 600.00 | EACH | . | . |
| 0090 | 01985 | DELINEATOR FOR BARRIER-YELLOW | 610.00 | EACH | . | . |
| 0100 | 02003 | RELOCATE TEMP CONC MED BARRIER | 600.00 | LF | . | . |
| 0110 | 02009 | REMOVE ASPHALT MEDIAN | 20.00 | SQYD | . | . |
| 0120 | 02014 | BARRICADE-TYPE III | 100.00 | EACH | . | . |
| 0130 | 02084 | JPC PAVEMENT-8 INCH | 20.00 | SQYD | . | . |
| 0140 | 02091 | REMOVE PAVEMENT | 73,627.00 | SQYD | . | . |
| | | JPC PAVEMENT | | | | |
| 0150 | 02242 | WATER | 7,000.00 | MGAL | . | . |
| 0160 | 02359 | GUARDRAIL CONNECTOR TO CONC MED BARR | 1.00 | EACH | . | . |
| 0170 | 02562 | SIGNS | 9,500.00 | SQFT | . | . |
| 0180 | 02570 | PROJECT CPM SCHEDULE | 1.00 | LS | . | . |
| 0190 | 02585 | EDGE KEY | 186.00 | LF | . | . |
| 0200 | 02599 | FABRIC-GEOTEXTILE TYPE IV | 73,627.00 | SQYD | . | . |
| 0210 | 02650 | MAINTAIN & CONTROL TRAFFIC | 1.00 | LS | . | . |
| 0220 | 02653 | LANE CLOSURE | 24.00 | EACH | . | . |
| 0230 | 02655 | CROSSOVER | 1.00 | LS | . | . |
| | | EB1 | | | | |
| 0240 | 02655 | CROSSOVER | 1.00 | LS | . | . |
| | | EB2 | | | | |

TRANSPORTATION CABINET

Department of Highways

FRANKFORT, KY 40622

Sheet No: 2

Contract ID: 07-1016

JEFFERSON COUNTY

IM 64-2(157)

Letting: 3/23/07

THE BIDDER MUST MAKE THE EXTENSIONS AND ADDITIONS
SHOWING TOTAL AMOUNT BID USING FIGURES ONLY

| Item No. | Code No. | Item | Approximate Quantity | Unit | Unit Price Dollars | Amount Dollars |
|----------|------------|-----------------------------------|----------------------|------|--------------------|----------------|
| 0250 | 02655 | CROSSOVER WB1 | 1.00 | LS | . | . |
| 0260 | 02655 | CROSSOVER WB2 | 1.00 | LS | . | . |
| 0270 | 02671 | VAR MESSAGE SIGN-PORT 3 LINE | 25.00 | EACH | . | . |
| 0280 | 02676 | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | . | . |
| 0290 | 02726 | STAKING | 1.00 | LS | . | . |
| 0300 | 02775 | FLASHING ARROW | 12.00 | EACH | . | . |
| 0310 | 02894 | CRASH CUSHION TYPE VI-T | 4.00 | EACH | . | . |
| 0320 | 02898 | RELOCATE CRASH CUSHION | 4.00 | EACH | . | . |
| 0330 | 03171 | CONCRETE BARRIER WALL TYPE 9T | 14,300.00 | LF | . | . |
| 0340 | 06511 | PAVE STRIPING-TEMP PAINT-6 IN | 26,000.00 | LF | . | . |
| 0350 | 06531 | PAVE STRIPING REMOVAL-6 INCH | 25,000.00 | LF | . | . |
| 0360 | 06549 | PAVE STRIPING-TEMP REM TAPE-B | 75,000.00 | LF | . | . |
| 0370 | 06550 | PAVE STRIPING-TEMP REM TAPE-W | 45,000.00 | LF | . | . |
| 0380 | 06551 | PAVE STRIPING-TEMP REM TAPE-Y | 45,000.00 | LF | . | . |
| 0390 | 06567 | PAVE MARKING-THERMO STOP BAR-12IN | 36.00 | LF | . | . |
| 0400 | 06585 | PAVEMENT MARKER TY IVA-MW TEMP | 500.00 | EACH | . | . |
| 0410 | 06586 | PAVEMENT MARKER TY IVA-MY TEMP | 1,500.00 | EACH | . | . |
| 0420 | 06592 | PAVEMENT MARKER TYPE V-B W/R | 1,462.00 | EACH | . | . |
| 0430 | 06593 | PAVEMENT MARKER TYPE V-B Y/R | 1,129.00 | EACH | . | . |
| 0440 | 06600 | REMOVE PAVEMENT MARKER TYPE V | 2,500.00 | EACH | . | . |
| 0450 | 10000NS | LOT PAY ADJUSTMENT | 127,952.00 | DOLL | 1.0000 | 127,952.00 |
| 0460 | 10020NS | FUEL ADJUSTMENT | 59,612.00 | DOLL | 1.0000 | 59,612.00 |
| 0470 | 10030NS | ASPHALT ADJUSTMENT | 115,157.00 | DOLL | 1.0000 | 115,157.00 |
| 0480 | 20068ES112 | SHOULDER CLOSURE | 30.00 | EACH | . | . |
| 0490 | 20353ED | MILLING CONCRETE PAVEMENT | 94.00 | TON | . | . |

TRANSPORTATION CABINET

Department of Highways

FRANKFORT, KY 40622

Sheet No: 3

Contract ID: 07-1016

JEFFERSON COUNTY

IM 64-2(157)

Letting: 3/23/07

THE BIDDER MUST MAKE THE EXTENSIONS AND ADDITIONS
SHOWING TOTAL AMOUNT BID USING FIGURES ONLY

| Item No. | Code No. | Item | Approximate Quantity | Unit | Unit Price Dollars | Amount Dollars |
|----------|----------|--|----------------------|------|--------------------|----------------|
| 0500 | 20411ED | LAW ENFORCMENT OFFICER | 29,900.00 | HOUR | . | . |
| 0510 | 20430ED | SAW CUT | 55,000.00 | LF | . | . |
| 0520 | 21132NC | INSTALL PROJECT ID SIGN (72" X 120") | 22.00 | EACH | . | . |
| 0530 | 21138ED | ASPHALT WATERPROOFING MIX | 8,405.00 | TON | . | . |
| 0540 | 21339ED | PAVE STRIPING PERM-6 IN HD21A-WHITE | 75,627.00 | LF | . | . |
| 0550 | 21340ED | PAVE STRIPING PERM-6 IN HD21A-YELLOW | 52,488.00 | LF | . | . |
| 0560 | 21592EN | THIN FILM COATING | 36,500.00 | SQFT | . | . |
| 0570 | 21667EN | PAVE STRIPING PERM- 12 IN HD21A-WHITE | 5,388.00 | LF | . | . |
| 0580 | 21883EN | CONC MED BARRIER TY 9 D1 | 2,421.00 | LF | . | . |
| 0590 | 21935EN | REMOVE CONC MEDIAN BARRIER | 1,421.00 | LF | . | . |
| 0600 | 21936NN | CLEAN OUT PERFORATED PIPE HEADWALL | 24.00 | EACH | . | . |
| 0610 | 21937NN | TEMP BARRIER WALL Y SECTION | 2.00 | EACH | . | . |
| | | BRIDGE | | | . | . |
| 0620 | 02110 | PARTIAL DEPTH PATCHING | 10,000.00 | CUFT | . | . |
| 0630 | 02350 | ADJUST GUARDRAIL | 225.00 | LF | . | . |
| 0640 | 02351 | GUARDRAIL-STEEL W BEAM-S FACE | 225.00 | LF | . | . |
| 0650 | 02353 | INSTALL GUARDRAIL-STEEL W BM-S FACE | 225.00 | LF | . | . |
| 0660 | 02363 | GUARDRAIL CONNECTOR TO BRIDGE END TY A | 8.00 | EACH | . | . |
| 0670 | 02381 | REMOVE GUARDRAIL | 225.00 | LF | . | . |
| 0680 | 02387 | GUARDRAIL CONNECTOR TO BRIDGE END TY A | 1.00 | EACH | . | . |
| 0690 | 04780 | FUSED CONNECTOR KIT | 308.00 | EACH | . | . |
| 0700 | 04795 | CONDUIT-2 INCH | 2,000.00 | LF | . | . |
| 0710 | 04835 | WIRE-NO. 4 | 74,000.00 | LF | . | . |
| 0720 | 04835 | WIRE-NO. 4 | 37,000.00 | LF | . | . |
| | | GROUND | | | . | . |
| 0730 | 08434 | CLEAN & PAINT STRUCTURAL STEEL | 1.00 | LS | . | . |
| 0740 | 08510 | REM EPOXY BIT FOREIGN OVERLAY | 152,429.00 | SQYD | . | . |

TRANSPORTATION CABINET

Department of Highways

FRANKFORT, KY 40622

Sheet No: 4

Contract ID: 07-1016

JEFFERSON COUNTY

IM 64-2(157)

Letting: 3/23/07

THE BIDDER MUST MAKE THE EXTENSIONS AND ADDITIONS
SHOWING TOTAL AMOUNT BID USING FIGURES ONLY

| Item No. | Code No. | Item | Approximate Quantity | Unit | Unit Price Dollars | Amount Dollars |
|----------|----------|----------------------------------|----------------------|------|--------------------|----------------|
| 0750 | 08526 | CONC CLASS M FULL DEPTH PATCH | 16.00 | CUYD | . | . |
| 0760 | 08551 | MACHINE PREP OF SLAB | 13,829.00 | SQYD | . | . |
| 0770 | 21138ED | ASPHALT WATERPROOFING MIX | 13,104.00 | TON | . | . |
| 0780 | 21592EN | THIN FILM COATING | 406,900.00 | SQFT | . | . |
| 0790 | 21984EN | EXPANSION JOINT RECONSTRUCTION | 6,567.00 | LF | . | . |
| 0800 | 21985NN | G/R END CONN RETROFIT | 9.00 | EACH | . | . |
| 0810 | 21986NN | RETROFIT PIER | 1.00 | LS | . | . |
| | | KENNEDY PIER 5 | | | | |
| 0820 | 21986NN | RETROFIT PIER | 1.00 | LS | . | . |
| | | PIER 109 | | | | |
| 0830 | 21987NN | REPAIR SIGN TRUSS | 1.00 | LS | . | . |
| | | TRUSS 115 | | | | |
| 0840 | 21987NN | REPAIR SIGN TRUSS | 1.00 | LS | . | . |
| | | TRUSS 147 | | | | |
| 0850 | 21988NN | JUNCTION BOX-6 IN X 6 IN X 16 IN | 40.00 | EACH | . | . |
| 0860 | 21989EN | TERMINAL JOINT RECONSTRUCTION | 92.50 | LF | . | . |
| 0870 | 21990NN | CROSSFRAME REMOVAL | 92.00 | EACH | . | . |
| 0880 | 21991NN | WEB REPAIR TY A | 59.00 | EACH | . | . |
| 0890 | 21992NN | WEB REPAIR TY B | 38.00 | EACH | . | . |
| | | SIGNING | | | . | . |
| 0900 | 06405 | SBM ALUMINUM PANEL SIGNS | 8,268.00 | SQFT | . | . |
| | | TRAFFIC LOOPS | | | . | . |
| 0910 | 04793 | CONDUIT-1 1/4 INCH | 160.00 | LF | . | . |
| 0920 | 04795 | CONDUIT-2 INCH | 170.00 | LF | . | . |
| 0930 | 04820 | TRENCHING AND BACKFILLING | 980.00 | LF | . | . |
| 0940 | 04829 | PIEZOELECTRIC SENSOR | 25.00 | EACH | . | . |
| 0950 | 04830 | LOOP WIRE | 7,140.00 | LF | . | . |
| 0960 | 04850 | CABLE-NO. 14/1 PAIR | 400.00 | LF | . | . |

TRANSPORTATION CABINET

Department of Highways

FRANKFORT, KY 40622

Sheet No: 5

Contract ID: 07-1016

JEFFERSON COUNTY

IM 64-2(157)

Letting: 3/23/07

THE BIDDER MUST MAKE THE EXTENSIONS AND ADDITIONS
SHOWING TOTAL AMOUNT BID USING FIGURES ONLY

| Item No. | Code No. | Item | Approximate Quantity | Unit | Unit Price Dollars | Amount Dollars |
|------------------|------------|-----------------------------|----------------------|------|--------------------|----------------|
| 0970 | 04895 | LOOP SAW SLOT AND FILL | 1,435.00 | LF | . | . |
| 0980 | 04899 | ELECTRICAL SERVICE | 2.00 | EACH | . | . |
| 0990 | 20213EC | INSTALL PAD MOUNT ENCLOSURE | 2.00 | EACH | . | . |
| 1000 | 20359EC | GALVANIZED STEEL CABINET | 6.00 | EACH | . | . |
| 1010 | 20391ES835 | JUNCTION BOX TYPE A | 10.00 | EACH | . | . |
| | | DEMobilIZATION | | | . | . |
| 1020 | 02568 | MOBILIZATION | 1.00 | LS | . | . |
| 1030 | 02569 | DEMobilIZATION | 1.00 | LS | . | . |
| TOTAL BID | | | | | \$ | . |

THIS PROJECT CONTAINS AN INCENTIVE/DISINCENTIVE CLAUSE. THE PROJECT WILL BE BID USING AN "A+B" BIDDING CONCEPT AS DEFINED IN THE "SPECIAL NOTE FOR INCENTIVE PAY AND DISINCENTIVE FEES 'A+B'". ALL BIDDERS MUST FULLY COMPLETE THIS TABULATION SHEET TO HAVE HIS OR HER BID CONSIDERED.

EACH BID SUBMITTED SHALL CONSIST OF TWO PARTS:

- A = THE DOLLAR AMOUNT FOR ALL WORK TO BE PERFORMED UNDER THE CONTRACT
- B = THE HOURS OF WORK REQUIRED TO COMPLETE WORK UNDER MAINLINE I-64 CLOSURE

A + [B] x \$9,000.00 = GRAND TOTAL

THE SUM OF THE FOLLOWING EQUATION WILL BE THE GRAND TOTAL:

| | |
|--|----------|
| (A) TOTAL BID | \$ _____ |
| + (B) HOURS _____ (MAX 944) x \$9,000.00 | \$ _____ |
| = GRAND TOTAL | \$ _____ |

PART VII
CERTIFICATIONS

PROVISIONS RELATIVE TO SENATE BILL 258 (1994)

During the performance of the contract, the contractor agrees to comply with applicable provisions of:

1. KRS 136 Corporation and Utility Taxes
2. KRS 139 Sale and Use Taxes
3. KRS 141 Income Taxes
4. KRS 337 Wages and Hours
5. KRS 338 Occupational Safety and Health of Employees
6. KRS 341 Unemployment Compensation
7. KRS 342 Workers Compensation

Any final determinations of a violation by the contractor within the previous five (5) years pursuant to the applicable statutes above are revealed as follows:

NON-COLLUSION CERTIFICATION

COMMONWEALTH OF KENTUCKY

COUNTY _____

PROJECT NO. _____

I, _____, _____, under
(Name of officer signing certification) (Title)

penalty of perjury under the laws of the United States, do hereby certify that

(Insert name of Individual, Joint Venture, Co-partnership, or Corporation submitting bid)

its agent, officers or employees have not directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken action in restraint of free competitive bidding in connection with this proposal.

(Signature)

(Title)

REVISED: 8-23-89

NON-COLLUSION CERTIFICATION

COMMONWEALTH OF KENTUCKY

COUNTY _____

PROJECT NO. _____

I, _____, _____, under
(Name of officer signing certification) (Title)

penalty of perjury under the laws of the United States, do hereby certify that

(Insert name of Individual, Joint Venture, Co-partnership, or Corporation submitting bid)

its agent, officers or employees have not directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken action in restraint of free competitive bidding in connection with this proposal.

(Signature)

(Title)

REVISED: 8-23-89

CERTIFICATION OF ORGANIZATION(S)

COMMONWEALTH OF KENTUCKY

COUNTY _____

PROJECT NO. _____

I, _____, _____, under penalty
(President or Authorized Official of Bidder) (Title)

perjury under the laws of the United States, do hereby certify that, except as noted below,

(Insert name of individual, Joint Venture, Co-Partnership or Corporation Submitting Bid)

any person associated therewith in the capacity of (owner, partner, director, officer, principal investigator, project director, manager, auditor, or any position involving the Administration of Federal Funds): is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded or determined ineligible by any federal agency within the past 3 years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgement rendered against (it) by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

Please list below any exceptions to the foregoing, to whom it applies, initiating agency and dates of action.

Exceptions: _____

(Signature)

(Title)

CERTIFICATION OF PERFORMANCE

Certification with regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of Required Reports.

The bidder _____, proposed subcontractor _____, hereby certifies that he has _____, has not _____, participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that he has _____, has not _____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the Former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

(Company)

By: _____

(Title)

Date: _____

NOTE: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7(b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with the contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders of their implementing regulation.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed reports should note that 41 CFR 60-1.7(b) (1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

CERTIFICATION FOR FEDERAL-AID CONTRACT

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agent.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

This certification is a material representation of fact which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

(Insert name of Individual, Joint Venture, Co-partnership, or Corporation submitting bid)

(Signature)

(Title)

CERTIFICATION OF BID PROPOSAL / DBE

We (I) propose to furnish all labor, equipment and materials necessary to construct and/or improve the subject project in accordance with the plans, the Transportation Cabinet's Standard Specifications for Road and Bridge Construction, current edition, special provisions, notes applicable to the project as indicated herein and all addenda issued on this project subsequent to purchase of proposal.

We (I) attach a bid proposal guaranty as provided in the special provisions in an amount not less than 5% of the total bid. We agree to execute a contract in accordance with this bid proposal within 15 calendar days after the receipt of the notice of award for the project.

We (I) have examined the site of proposed work, project plans, specifications, special provisions, and notes applicable to the project referred to herein. We understand that the quantities shown herein are estimated quantities subject to increase or decrease as provided in the specifications.

We (I) acknowledge receipt of all addendum(s) (if applicable) and have made the necessary revisions to the bid proposal. We have considered all addendum(s) in the calculation of the submitted bid and applied the updated bid items, which are included.

“The bidder certifies that it has secured participation by Disadvantaged Business Enterprises (“DBE”) in the amount of _____ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program.”

Name of Contracting Firm

BY: _____
Authorized Agent (Signature) Title

Address City State Zip Code

Telephone Number

When two or more organizations bid as a joint venture, enter names of each organization and an authorized agent for each organization must sign above.