



CALL NO. 413

CONTRACT ID. 122042

TAYLOR COUNTY

FED/STATE PROJECT NUMBER 109GR12P014-FD05 AND FE01

DESCRIPTION US 68 RESURFACING AND DRAINAGE WORK

WORK TYPE ASPHALT RESURFACING

PRIMARY COMPLETION DATE 11/15/2012

LETTING DATE: February 24, 2012

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME February 24, 2012. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

DEFERRED PAYMENT

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

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PART I
SCOPE OF WORK

CONTRACT ID - 122042 ADMINISTRATIVE DISTRICT - 04

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - TAYLOR
109GR12P014-FD05 AND FE01 US 68 RESURFACING AND DRAINAGE WORK

COUNTY - TAYLOR PES - MP10900681201
FD05 109 0068 005-008
EAST BROADWAY STREET (US 68) FROM KY 323-SOUTH COLUMBIA AVENUE (MP 5.687) EXTENDING EAST TO KY 1799-AMERICAN LEGION ROAD (MP 7.404), A DISTANCE OF 1.72 MILES. ASPHALT RESURFACING.
GEOGRAPHIC COORDINATES LATITUDE 37^20'48" LONGITUDE 85^20'12"
AVERAGE DAILY TRAFFIC - 19700 AVERAGE MAINLINE WIDTH - 52.0 FEET

COUNTY - TAYLOR PES - MP10900681202
FE01 109 0068 006-007
EAST BROADWAY STREET (US 68) FROM ROBERT'S ROAD (KY 68) (MP 6.703) EXTENDING EAST TO ALBION PARK (MP 6.879), A DISTANCE OF 0.18 MILES. MAINTENANCE.
GEOGRAPHIC COORDINATES LATITUDE 37^20'48" LONGITUDE 85^20'12"
AVERAGE DAILY TRAFFIC - 19700 AVERAGE MAINLINE WIDTH - 52.0 FEET

COMPLETION DATE(S):
COMPLETION DATE - November 15, 2012
APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor 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.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

ACCESS TO RECORDS

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

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for

production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004. (See attachment)

10/18/2011



Steven L. Beshear
Governor

Commonwealth of Kentucky
Finance and Administration Cabinet
OFFICE OF THE SECRETARY
Room 383, Capitol Annex
702 Capital Avenue
Frankfort, KY 40601-3462
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Lori H. Flanery
Secretary

SECRETARY'S ORDER 11-004

FINANCE AND ADMINISTRATION CABINET

Vendor Document Disclosure

WHEREAS, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary to conduct a review of the records of a private vendor that holds a contract to provide goods and/or services to the Commonwealth; and

WHEREAS, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary during the course of an audit, investigation or any other inquiry by an Executive Branch agency that involves the review of documents; and

WHEREAS, KRS 42.014 and KRS 12.270 authorizes the Secretary of the Finance and Administration Cabinet to establish the internal organization and assignment of functions which are not established by statute relating to the Finance and Administration Cabinet; further, KRS Chapter 45A.050 and 45A.230 authorizes the Secretary of the Finance and Administration Cabinet to procure, manage and control all supplies and services that are procured by the Commonwealth and to intervene in controversies among vendors and state agencies; and

NOW, THEREFORE, pursuant to the authority vested in me by KRS 42.014, KRS 12.270, KRS 45A.050, and 45A.230, I, Lori H. Flanery, Secretary of the Finance and Administration Cabinet, do hereby order and direct the following:

- I. Upon the request of an Executive Branch agency, the Finance and Administration Cabinet ("FAC") shall formally review any dispute arising where the agency has requested documents from a private vendor that holds a state contract and the vendor has refused access to said documents under a claim that said documents are not directly pertinent or relevant to the agency's inquiry upon which the document request was predicated.
- II. Upon the request of an Executive Branch agency, the FAC shall formally review any situation where the agency has requested documents that the agency deems necessary to

conduct audits, investigations or any other formal inquiry where a dispute has arisen as to what documents are necessary to conclude the inquiry.

- III. Upon receipt of a request by a state agency pursuant to Sections I & II, the FAC shall consider the request from the Executive Branch agency and the position of the vendor or party opposing the disclosure of the documents, applying any and all relevant law to the facts and circumstances of the matter in controversy. After FAC's review is complete, FAC shall issue a Determination which sets out FAC's position as to what documents and/or records, if any, should be disclosed to the requesting agency. The Determination shall be issued within 30 days of receipt of the request from the agency. This time period may be extended for good cause.
- IV. If the Determination concludes that documents are being wrongfully withheld by the private vendor or other party opposing the disclosure from the state agency, the private vendor shall immediately comply with the FAC's Determination. Should the private vendor or other party refuse to comply with FAC's Determination, then the FAC, in concert with the requesting agency, shall effectuate any and all options that it possesses to obtain the documents in question, including, but not limited to, jointly initiating an action in the appropriate court for relief.
- V. Any provisions of any prior Order that conflicts with the provisions of this Order shall be deemed null and void.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

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

03/01/2011

DEFERRED PAYMENT: The successful bidder on this project may request a work order with an effective date prior to June 15, 2012. The successful bidder must make the request in writing to the Department. The Department will issue a work order at the request of the contractor with the distinct understanding that payment for any Work Performed Estimates may be delayed until July 15, 2012. Unless the successful bidder requests an earlier work order date, the Department will issue a work order on June 15, 2012 for this project.

SURFACING AREAS

The Department estimates the mainline surfacing width to be 51-52 feet.

The Department estimates the total mainline area to be surfaced to be 60,077 square yards.

Curb and gutter section. No shoulder work.

ASPHALT MIXTURE

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

DGA BASE

Unless otherwise noted, the Department estimates the rate of application for DGA Base to be 115 lbs/sy per inch of depth.

INCIDENTAL SURFACING

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-05 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

FUEL AND ASPHALT PAY ADJUSTMENT

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

OPTION A

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

**SPECIAL NOTE FOR RECONSTRUCTING CURB BOX INLET
FE01 109-0068-006-007**

Remove and reconstruct the top phase of existing curb box inlet at approximate station 10+00 with new frame and lid to generally conform to Curb Box Inlet Type A. Standard Drawing RDB-270-08. If necessary, remove the existing riser and construct new riser. Do not disturb the pipe chamber. Obtain the Engineer's prior approval of the limits of removal. Vary dimensions of the reconstructed Curb Box Inlet to match existing and/or proposed grades and flow lines as applicable. Obtain the Engineer's approval of grades and inlet elevations and structure dimensions before placing concrete. Provide positive drainage upon completion of construction. Deliver existing frame and lid to the Department's Taylor County Maintenance Headquarters.

Remove existing Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter as required to allow reconstruction of the curb box inlet and to match existing and proposed grades and flow lines. Saw cut existing curb and gutter, pavement, entrance pavement, and sidewalk prior to removal. Obtain the Engineer's prior approval of the limits of removal. Repair any base damage from removal with DGA as directed by the Engineer. Vary dimensions of the reconstructed Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter to match existing or proposed grades and flow lines as applicable; however, do not reduce thicknesses less than specified on the Standard Drawings. Obtain the Engineer's approval of proposed grades, elevations, dimensions, cross slopes, and flow lines before placing concrete for the replacement Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter. Provide positive drainage upon completion of construction.

Waste all removed concrete, steel, excavation, and other waste and debris at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

Be responsible for all damage to public and/or private property resulting from the work. Restore all damaged features in like kind materials and design at no additional cost to the Department.

Reconstruct Curb Box Inlet will be measured as individual units, Each. Accept payment at the Contract unit price, Each, as full compensation for all labor, equipment, materials, and incidentals for removing concrete and steel reinforcement from the existing curb box, reconstructing curb box inlet, furnishing and installing new frame and grate, disposal of waste and debris, and delivering the existing frame and grate to the Department's Taylor County Maintenance Headquarters.

The Department will not measure excavation and removal of DGA, Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter, but shall be incidental to the replacement DGA, Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter, as applicable. Accept payment at the Contract unit prices, as applicable, as full compensation for all labor, equipment, materials, and incidentals for excavating and removing and replacing DGA, Cement Concrete Entrance Pavement, Sidewalk, and Curb and Gutter, disposal of waste and debris, and restoration.



**RECONSTRUCT
CURB BOX INLET**

SPECIAL PROVISION FOR WASTE AND BORROW SITES

Obtain U.S. Army Corps of Engineer's approval before utilizing a waste or borrow site that involves "Waters of the United States". The Corps of Engineers defines "Waters of the United States" as perennial or intermittent streams, ponds or wetlands. The Corps of Engineers also considers ephemeral streams, typically dry except during rainfall but having a defined drainage channel, to be jurisdictional waters. Direct questions concerning any potential impacts to "Waters of the United States" to the attention of the appropriate District Office for the Corps of Engineers for a determination prior to disturbance. Be responsible for any fees associated with obtaining approval for waste and borrow sites from the U.S. Army Corps of Engineer or other appropriate regulatory agencies.

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

SPECIAL NOTE FOR AWARD OF CONTRACT

Contrary to Section 103.02, the Department may hold the Bid Proposals of any or all bidders for a period not to exceed 90 calendar days for final disposition of award. The Department may hold the Bid Proposal of the lowest bidder longer than 90 calendar days if the bidder concurs.

Contrary to Section 103.04, The Department will hold the Proposal Guaranty of the lowest bidder and the Proposal Guaranty of the second lowest bidder, as determined by the Commissioner, until the Department awards the Contract and executes and approves the Contract and bond of the successful bidder, or until the Department rejects all Bid Proposals. If the Department does not make an award within 90 calendar days, the Department will return all Proposal Guaranties.

Except as provided in this note or elsewhere in the proposal, the Department will apply all other applicable portions of Section 103.

1-3002 Award of Contract
01/02/2012

SPECIAL NOTE FOR MANHOLE ADJUSTMENTS

The City of Campbellsville is responsible for manhole adjustments. Notify the Engineer a minimum of 30 calendar days prior to beginning any work on the project. Unless directed otherwise by the Engineer, do not begin resurfacing until the manhole adjustments are completed by the City. The Engineer will coordinate the work between the Contractor and City.

1-3181 Manhole Adjustments
01/01/2009

COORDINATION OF WORK WITH OTHER CONTRACTS

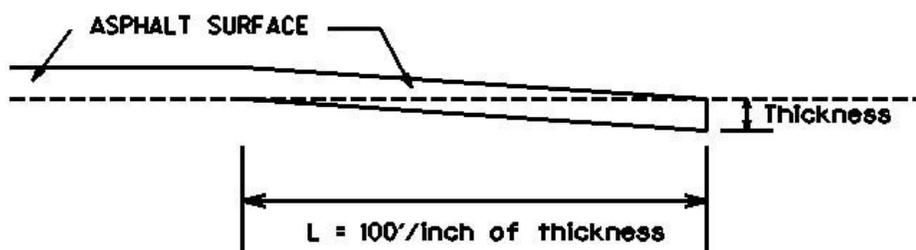
Be advised, there may be an active project(s) adjacent to or within this project. The Engineer will coordinate the work of the Contractors. See Section 105.06.

1-3193 Coordination Contracts
01/02/2012

SPECIAL NOTE FOR EDGE KEY

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

EDGE KEY



Thickness = 1.25 Inches

L = 125 LF

L= Length of Edge Key

1-3309 Edge key by Ton
01/02//2012

**SPECIAL NOTE FOR
ASPHALT MILLING AND TEXTURING**

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

Contrary to Section 408, the Department will retain possession of the material obtained from the milling operations. Deliver this material to the State Maintenance facility in Taylor County. The Contractor, at his option, may elect to keep this material at an agreed cost of \$7.50 per ton. If the Contractor elects this option, the Department will deduct the cost for this material from money due on the Contract.

NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be a part of the construction project, therefore truck operators are subject to receiving prevailing wages.

1-3526 48hours contractor option \$7.50
01/2/2012

SPECIAL NOTE FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to overall milling and/or leveling and wedging, excavate the designated base failure areas by milling to a depth 4 inches below the existing asphalt pavement surface level. Dispose of the excavated materials at waste sites off the Right-of-Way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

Backfill the excavated areas with Class 2 Asphalt Base 1.00D PG64-22. Compact the asphalt base to the compaction required in Section 403.03.10. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not mill or place new asphalt surface over repaired base failure areas until a minimum of 7 calendar days have elapsed after placement of the asphalt base. After a minimum of 7 calendar days and when the Engineer determines the base failure repair areas have sufficiently stabilized, begin milling and/or resurfacing operations. Prior to milling and/or constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claim for additional compensation if the materials encountered that are not in accord with the classification shown.

Accept payment at the Contract unit prices per ton for Asphalt Milling and Texturing, Asphalt Base, and Leveling and Wedging as full compensation for all labor, materials, equipment, and incidentals for removing pavement and disposing of the materials, furnishing and placing asphalt base, leveling and wedging, and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

1-3605 basefailurerepairmillinlaypayton
01/02/2012

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

1-3725 Typical Section Dimensions
01/02/2012

SPECIAL NOTE FOR SIDEWALK RAMPS & DETECTABLE WARNINGS

GENERAL

Unless otherwise stated in the contract, or as directed by or with prior approval from the Engineer, construct Sidewalk Ramps and Detectable Warnings in accordance with Section 505 of the 2008 Standard Specifications; Supplemental Specifications, current edition; Standard Drawings RPM-160 and RPM-172, current editions; and Sepia Drawings 012, 013, 014, and 015, current editions. Saw cut existing sidewalks, curb and gutter, and pavement, if present, as directed by the Engineer. The sidewalk thickness specified in the contract is the nominal minimum required thickness; transition the thickness as directed by the Engineer if the existing sidewalk thickness is found to be greater or less than the thickness specified.

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

MEASUREMENT & PAYMENT

SIDEWALK RAMPS – The Department will measure Sidewalk Ramps as Sidewalk - 4 Inch Concrete in accordance with Section 505.04. Payment at the Contract unit price per square yard shall be full compensation for all labor, materials, equipment, and incidentals required for saw cutting, removal and disposal of existing sidewalk, curb and gutter, and pavement; undercut excavation, backfill, and embankment; construction of the sidewalk ramps, reconstruction of the adjacent curb and/or sidewalk as necessary to install the sidewalk ramps; and restoration of disturbed features in accordance with these notes or as directed by the Engineer.

DETECTABLE WARNINGS EXISTING RAMPS – The Department will measure Detectable Warnings in accordance with the Supplemental Specifications and Sepia Drawing 015, current editions. Payment at the Contract unit price per square foot shall be full compensation for all labor, materials, equipment, and incidentals required for saw cutting, removal and disposal of existing side walk, curb and gutter; under cut excavation and backfill if required; construction of the detectable warnings in the existing sidewalk ramps; reconstruction of the adjacent sidewalk, curb and/or gutter as necessary to install the detectable warnings; and restoration of disturbed features in accordance with these notes or as directed by the Engineer

DETECTABLE WARNINGS NEW RAMPS – The Department will measure and pay for Detectable Warnings in accordance with the Supplemental Specifications and Sepia Drawing 015, current editions.

Revised 03/26/2009

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

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

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition, at the beginning of the work and maintained in like new condition until completion of the work.

PROJECT PHASING & CONSTRUCTION PROCEDURES

At the discretion of the Engineer, days and hours may be specified when lane closures will not be allowed.

Maintain a minimum of one traffic lane (mainline) in each direction at all times during construction. The clear lane width shall be 10 Feet. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, the Contractor shall make provisions for the passage of the bus as quickly as possible.

Phase I – Reconstruct Curb Box

Reconstruct curb box inlet in 1 working day. Do not leave exposed pipe chamber during non-working hours.

Phase II – Sidewalk, Curb and Gutter, and Concrete Entrance Pavement

After reconstructing curb box inlet, remove and replace curb and gutter, sidewalk, and concrete entrance pavement in 1 working day. Maintain a minimum clear access width of 15 feet to the Sherwin Williams parking lot and maintain alternating one way traffic during the hours the store is open for business. Complete Phase II, including concrete curing, within 10 calendar days of beginning Phase I.

Phase III – Asphalt Milling and Resurfacing

After completing Phase I and Phase II begin asphalt milling and resurfacing.

LANE CLOSURES

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

SIGNS

Contrary to section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

BARRICADES

Barricades used in lieu of barrels and cones for channelization or delineation will be incidental to Maintain and Control Traffic according to Section 112.04.01. Barricades used to protect pavement removal areas will be bid as each according to Section 112.04.04.

CHANGEABLE MESSAGE SIGNS

Provide changeable message signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided shall be designated by the Engineer. In the event of damage or mechanical/electrical failure, the Contractor shall repair or replace the Changeable Message Sign within 24 hours. The Department will measure for payment the maximum number of changeable message signs in concurrent use at the same time on a single day on all sections of the contract. Individual changeable message signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged changeable message signs directed by the Engineer to be replaced due to poor condition or readability will not be measured for payment.

ARROW PANEL

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. Individual arrow panels will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged arrow panels directed by the Engineer to be replaced due to poor condition or readability will not be measured for payment. Arrow panels will remain the property of the Contractor after construction is complete.

TEMPORARY ENTRANCES

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

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

Payment will be allowed at the unit price bid for all asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, no direct payment will be allowed for aggregates, excavation and/or embankment needed. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

TRAFFIC LOOP INSTALLATION

All items required for lane closures related to this item of work shall be considered incidental to bid item "Maintain and Control Traffic". Install Traffic signal loops as per special notes. The Contractor shall coordinate the placement of the traffic loops with the Traffic Engineer.

THERMOPLASTIC INTERSECTION MARKING

All items required for lane closures related to this item of work shall be considered incidental to bid item "Maintain and Control Traffic". The Contractor shall be required to locate, document, and replace the markings that are existing in the field upon completion of project or as directed by Engineer.

PAVEMENT MARKINGS

Coordinate the installation of all temporary and permanent striping, thermoplastic marking and type V pavement Markers with the Resident Engineer, and the TEBM for Traffic in the District. If there is a deviation from the existing striping plan, a striping plan for the pavement shall be provided to the Contractor prior to the installation of any temporary or permanent markings.

Do not install temporary pavement striping, permanent pavement striping, and/or thermoplastic or Durable Pavement markings without written permission from the Engineer.

Temporary Striping will be installed as per Section 112 with the following exceptions:

Temporary striping shall include striping of the edgelines.

Temporary or Permanent striping shall be in place before a lane is opened to traffic.

If the Contractor's operations or phasing requires temporary markings that must be subsequently removed from the final surface course, an approved "Removable Lane Tape" shall be used. This removable lane tape will not be measured separately. The "removable lane tape", if used, will be measured and paid as temporary striping.

PAVEMENT EDGE DROP-OFFS

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1½". Warning signs (MUTCD W8-9 or W8-9A, or W8-11) shall be placed in advance of and at 1500' intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. All transverse transitions between newly surfaced pavement and the existing pavement areas that traffic may cross shall be wedged with asphalt mixture for leveling and wedging. Remove wedges prior to placement of the final surface course.

Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. Cones may be used in place of plastic drums, panels, and barricades during daylight working hours. Wedge with asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

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

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

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

Application

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

CMS should not be used for:

- Replacement of static signs (e.g. road work ahead), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

Messages

Basic principles that are important to providing proper messages and insuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed

- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

Placement of the CMS is important to insure that the signs is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent thief (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use

Standard Abbreviations

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

<u>Word</u>	<u>Abbrev.</u>	<u>Example</u>
Access	ACCS	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/MERGE LEFT

Commercial	COMM	OVRSZ COMM VEH/USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/DETOUR EXIT 20
Lane	LN	LN CLOSED/MERGE LEFT
Left	LFT	LANE CLOSED/MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/SLOW
Major	MAJ	MAJ DELWAYS I75/USE ALT RTE
Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 3 MI/30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/DETOUR EXIT 60
Prepare	PREP	ACCIDENT 3 MIL/PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD
Street	ST	MAIN ST CLOSED/USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NO USE THESE ABBREVIATIONS.

<u>Abbrev.</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)

LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

TYPICAL MESSAGES

The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

Reason/Problem

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

Action

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

NO SHOULDER
ONE LANE BRIDGE
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

1/16/10

use and placement of changeable message signs.docx

TRAFFIC CONTROL FOR RAISED PAVEMENT MARKER INSTALLATIONS

Except as provided herein, maintain and control traffic in accordance with the Standard and Supplemental Specifications and the Standard and Sepia Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the beginning of the work and maintain in like new condition until completion of the work. Do not install Type V Raised Pavement Markers on bridge Decks. If raised pavement markers are specified for bridge decks, use flush-mounted Type IV-A markers. Install all necessary traffic control devices before beginning work. Provide egress and ingress to all ramps, side roads, and entrances at all times. After the pavement markers have been placed on the roadway, leave traffic control devices in place to protect the markers from damage by traffic until the Engineer determines the adhesive epoxy has sufficiently hardened. When work is suspended or completed and the Engineer determines the pavement markers are completely bonded to the pavement, immediately remove the traffic control devices.

TWO-LANE, TWO-WAY ROADWAYS:

The Department will consider installation of raised pavement markers on two-lane, two-way roadway sections to be short-duration operations. Accomplish the work in only one lane and affect the adjacent lane as little as possible. Sign approaches to the immediate work area in accordance with Standard Drawings TTC-100-01 and TTC-105-01. Install the signs on approved temporary mountings.

As a minimum, equip all work vehicles used in the roadway with strobe lights or rotating beacons. If a flashing arrow board is mounted directly on a work vehicle, operate the board in caution mode only; do not use a flashing arrow indication. The Department will not require the use of a Truck Mounted Attenuator (TMA) on two-lane, two-way roadway sections.

MULTI-LANE ROADWAYS:

Place raised pavement markers behind stationary lane closures. Obtain the Engineer's approval for stationary lane closures prior to use. Sign approved stationary lane closures according to Standard Drawings TTC-115-01 and TTC-125-01. If the Contractor desires an interior lane closure, prepare a plan and obtain the Engineer's approval prior to use. Install all necessary traffic control devices before beginning work.

Protect the work zone with a TMA conforming to Sections 725.02.05 and 725.03.03. Place the TMA within the lane closure at locations approved by the Engineer. Contrary to Section 725.03.03, retain possession of the TMA upon completion of the work.

Restrict the work area to not more than one lane of traffic plus 24 inches maximum of only one adjacent lane in each direction of travel. Provide a minimum lane width of 10 feet; however, provide for passage of vehicles of up to 16 feet in width. Limit the length of a lane closure to not exceed 1 mile in urban areas or 3 miles in rural areas as designated by the Engineer. Do not erect more than one lane closure in each direction of travel unless there is at least 2 miles separation between lane closures and both lane closures are in the same lane.

SPECIAL NOTES FOR TRAFFIC SIGNAL LOOP DETECTORS

Be advised, there are existing traffic signal loop detectors within the construction limits of the subject project. Notify the Engineer in writing, (2) weeks prior to beginning any work. Install and test the new signal loops according to the Special Notes for Traffic Signal Loop Replacement.

The Engineer will contact and maintain liaison with the District Traffic Engineer to coordinate any necessary work.

On projects that include milling of roadways with existing traffic signal loops and if after milling the remnant contents of the existing saw slot (grout, loop wires, backer rod, and/or loop sealant) are not intact and flush with or below the top of the milled portion of the asphalt and with the saw slot completely filled with fines from the milling operation, clear the saw slot of loose remnant contents and refill the saw slot with natural sand. Obtain the Engineer's approval of the stabilized saw slot prior to resurfacing. The Department will not measure for separate payment clearing the saw slot and refilling with natural sand, but shall be incidental to Asphalt Pavement Milling and Texturing.

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01/02/2012

SPECIAL NOTES FOR TRAFFIC SIGNAL LOOP REPLACEMENT

I. DESCRIPTION.

Except as specified herein, perform traffic signal loop replacement in accordance with the Department's 2012 Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for replacement of traffic signal loop installation(s) and all other work specified as part of this contract.

II. MATERIALS.

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

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

B. Loop Saw Slot and Fill. Furnish loop sealant, backer rod, and non-shrink grout according to the Saw Slot Detail. Furnish $\frac{3}{4}$ " rigid steel conduit according to the Loop Wire Transition Details.

C. Conduit. Furnish $\frac{3}{4}$ inch, $1\frac{1}{4}$ inch, and 2 inch rigid steel conduit, galvanized inside and out, conforming to the Underwriters' Laboratories requirements for rigid metallic conduit.

D. Wire and Cable. Furnish all wire and cable plainly marked in accordance with the provisions of the National Electrical Code. Furnish #14 AWG loop wire conforming to IMSA Specification 51-7. Furnish electrically shielded #14 AWG Stranded Paired Conductors loop lead-in cable conforming to IMSA Specification 19-2-1984.

Furnish durable, easily direct buried, and ultraviolet colorfast underground utility warning tape capable of withstanding years of underground burial conforming to the APWA-ULCC National Color Code with black lettering on a red background that continuously reads "CAUTION: ELECTRIC LINE BURIED BELOW" alternating with a "No Digging" symbol, with nominal dimensions of six (6) inches wide and seven (7) mils thick, a minimum tensile strength of 600 lbs./6" width, color code impregnated with alkali and acid stable, lead-free, organic pigments for direct burial, and nondistorting with no elongation.

E. Junction Boxes. Furnish Junction Boxes conforming to the Junction Box Type B Detail.

Traffic Signal Loop Replacement
Page 2 of 8

III. CONSTRUCTION METHODS.

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

B. Loop Saw Slot and Fill. Coordinate the work to ensure the loops are installed prior to any milling work being performed. Saw cut pavement according to the dimensions shown on the Loop Details. Do not cut out any sections of pavement by over-sawing any slot.

C. Trenching and Backfilling. Trench for conduit installation not under pavements as shown on the Depth of Conduit Detail. Obtain the Engineer's approval of the conduit installation prior to backfilling. Upon approval by the Engineer backfill the trench and place underground utility warning tape above the conduit as shown on the Depth of Conduit Detail. When backfilling trenches, place the backfill material in compacted lifts of 9 inches or less.

D. Conduit. Install rigid steel conduit encasement for all conductors except for overhead installations, where conductors are run inside poles or cabinets, and induction loop conductors sealed within pavements. Unless otherwise directed by the Engineer, install all conduit in conformance with National Electrical Code. The Department will allow bonded slip joints for joining rigid conduit to junction boxes. When a standard coupling cannot be used, use an approved threaded union coupling.

Ream all conduit ends to remove burrs and sharp edges. Paint damaged portions of the galvanized surfaces and untreated threads resulting from field cuts with an approved rust prohibitive paint. Ensure that conduit bends have a radius of not less than 12 times the nominal diameter of the conduit.

Lay conduit which will not be subjected to vehicular traffic as shown on the Depth of Conduit Detail at a depth of no less than 18 inches below grade. At crossings under roadway surfaces and shoulders, bore and jack conduit under existing pavement according to the Conduit Under Existing Pavement Detail at a depth of no less than 24 inches below grade. Do not cut any pavement without obtaining the Engineer's prior approval. Bond together conduit, junction boxes, metal poles, and control boxes throughout the system to ground rods by using grounding bushings as shown on the Typical Grounding Detail.

E. Junction Boxes. Obtain the Engineer's approval of the proposed junction box locations prior to excavation. Install junction boxes as shown on the Junction Box Type B Detail.

F. Wire and Cable. Remove existing lead-in cable and install specified wire or cable within conduit, saw slot, or overhead as required. Unless otherwise shown on the detail drawings, install all wiring in conformance with the National Electrical Code. Where more than one circuit is installed within the same conduit, affix permanent circuit identification numbers to the wires wherever the wiring emerges, including conduit junction boxes, pole bases, and control cabinets. Permanently label all wires within 6 inches of the input file.

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Install loop wire in sawed slots as shown on the Saw Slot detail. Install twisted loop lead in wire as shown on the Standard and Quadrapole Loop Details. Twist unshielded loop wiring in loop amplifier connector harness with three to five turns per foot.

Except for the connection of the loop wires to the loop lead-in wires, install all cable runs splice-free from the controller to each loop wire the cable is feeding. Splice loop wires shown as extended to poles or junction boxes into loop lead-in cable at the poles or boxes. Extend loop lead-in cable splice-free from pole or junction box to the controller. Install a separate lead-in cable for each loop; the Department will not accept multiple loops on the same lead-in cable. Place splices in such a manner as to minimize the possibility of water intrusion.

Make underground splices and splices in junction boxes and pole bases with butt splices using copper wire of the correct wire range soldered and encased in waterproof resin filled splicing kits. Use 3M Scotchcast splicing kits with Scotchcast #4 resin covered with 3M Mastic Pad and taped with a 3M brand #33 electrical tape, or approved equal. Cover at least 3 inches past each end of butt splice with the mastic pad. Encase each conductor, including ground, in a separate splice kit.

Consider the splicing specification listed herein to take precedence over any other splicing specifications listed in the Standard Specifications. Obtain the Engineer's approval for exceptions to splicing requirements prior to installation.

After completing the service and installation, conduct an operating test. Demonstrate that the system operates correctly. Ensure that induction loop conductor circuits test free of shorts and unauthorized grounds and have an insulating resistance of no less than 100 megohms when tested with a 500 volt direct current potential in a reasonably dry atmosphere between conductors and ground. The Department may also conduct its own tests with its own equipment before final acceptance.

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

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

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

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

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

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

M. Control. Perform all work under this contract under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with each other's work will be reduced to a minimum. By submitting bid, the Contractor agrees to make no claims against the Department for additional compensation due to delays or other conditions created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor.

IV. MEASUREMENT.

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

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

B. Conduit. Other than the ¾" conduit referenced in the Loop Wire Transition Details, the Department will measure conduit of each type in linear feet. The Department will not measure fittings, expansion joints, grounding wire and bushings, clamps, and weather heads for separate payment, but shall be incidental to the Conduit.

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C. Junction Box Type B. The Department will measure Type B Junction Boxes in individual units each. The Department will not measure hardware, bushings, excavation, #57 aggregate, backfilling, restoration of disturbed areas, and seeding and protection for separate payment, but shall be incidental to the Junction Box.

D. Trenching and backfilling. The Department will measure Trenching and Backfilling in linear feet. The Department will not measure excavation, backfilling materials, underground utility warning tape, restoration of disturbed areas, and seeding and protection for separate payment, but shall be incidental to Trenching and Backfilling.

E. Wire and Cable. The Department will measure wire and cable of each type after twisting in linear feet. The department will not measure twisting, splices, butt splicing materials, and splice boots; cable rings or other hardware required for installing cable; and removal of existing lead-in cable for separate payment, but shall be incidental to the wire or cable.

F. Loop Saw Slot and Fill. The Department will measure Loop Saw Slot and Fill in linear feet. The Department will not measure sawing, cleaning saw slot, loop sealant, backer rod, non-shrink grout, and the 3/4" conduit referenced in the Loop Wire Transition details for separate payment, but shall be incidental to Loop Saw Slot and Fill.

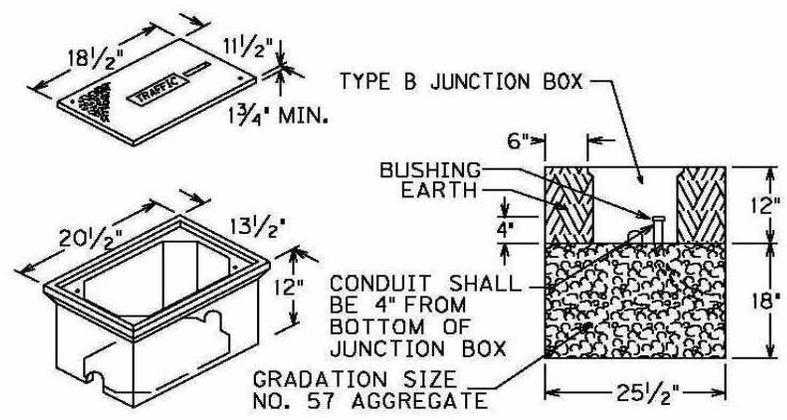
V. PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
04793	Conduit 1¼"	Linear Foot
04795	Conduit 2"	Linear Foot
04811	Junction Box Type B	Each
04820	Trenching and Backfilling	Linear Foot
04830	Loop Wire	Linear Foot
04850	Cable-No. 14/1 Pair	Linear Foot
04895	Loop Saw Slot and Fill	Linear Foot

The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.

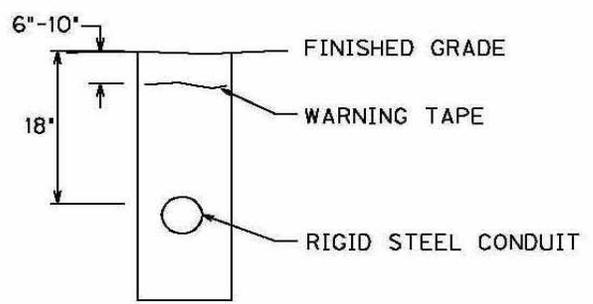
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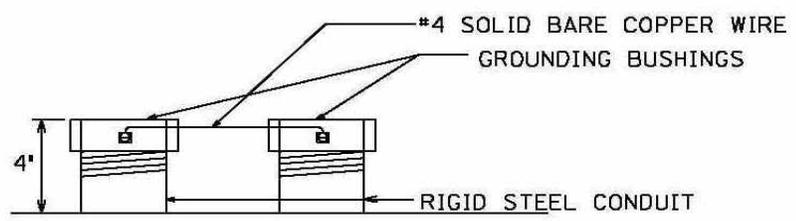


JUNCTION BOXES SHALL CONFORM TO ANSI/SCTE 77 "SPECIFICATIONS FOR UNDERGROUND ENCLOSURE INTEGRITY" FOR TIER 15. COVERS SHALL HAVE A MINIMUM COEFFICIENT OF FRICTION OF 0.05 IN ACCORDANCE WITH ASTM C1028, SHALL BE MARKED 'TRAFFIC' AND BE ATTACHED WITH 3/8" STAINLESS HEX BOLTS. JUNCTION BOXES SHALL BE INSTALLED FLUSH WITH FINISHED GRADE.

JUNCTION BOX TYPE B

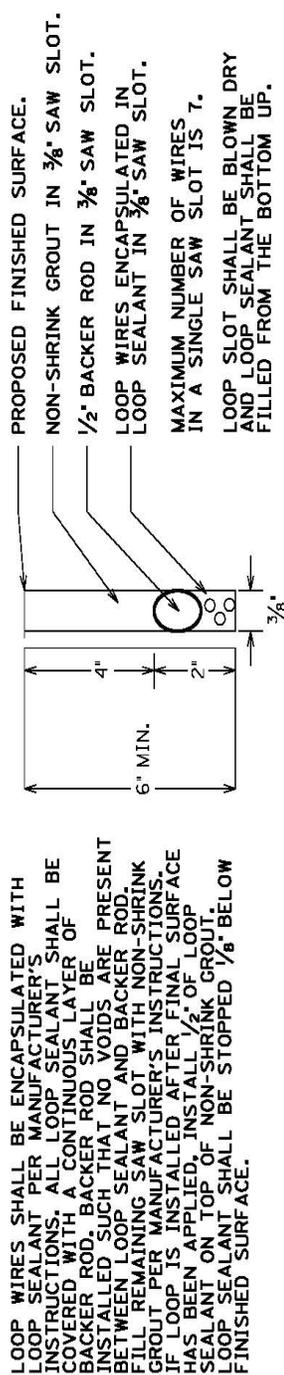


DEPTH OF CONDUIT

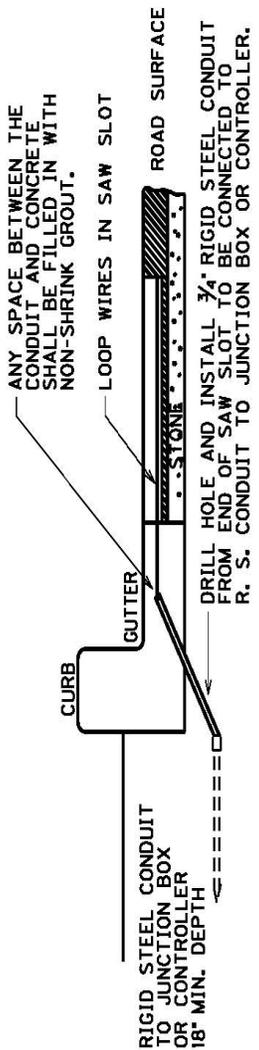


TYPICAL GROUNDING DETAIL

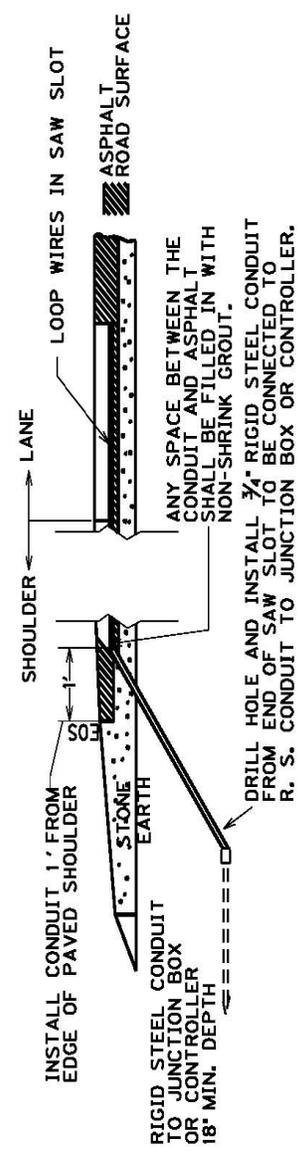
Traffic Signal Loop Replacement
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SAW SLOT DETAIL FOR NON PREFORMED



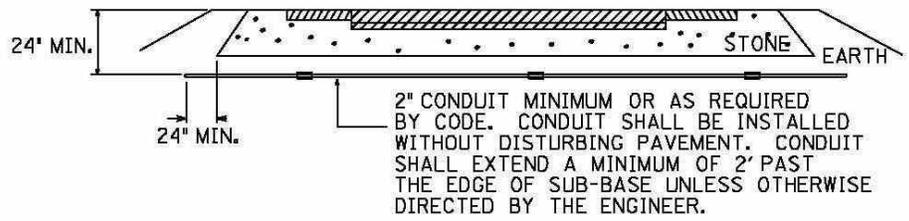
LOOP WIRE TRANSITION - CONCRETE CURB



LOOP WIRE TRANSITION - FLAT SHOULDER

10/2010

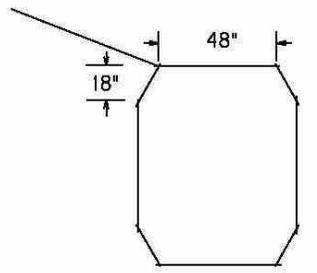
Traffic Signal Loop Replacement
 Page 8 of 8



CONDUIT UNDER EXISTING PAVEMENT DETAIL

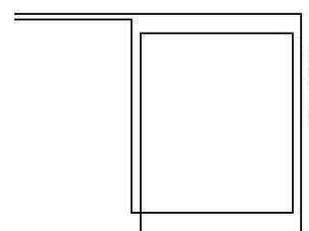
LOOP LEAD-IN WIRES SHALL BE TWISTED WITH THREE TO FIVE TURNS PER FOOT UNTIL TERMINATED AT FIELD CONNECTIONS IN THE CABINET OR CONNECTED TO SHIELDED CABLE.

TO PULL BOX AND/OR CONTROL BOX



SAW CUT DIAGRAM

TO PULL BOX AND/OR CONTROL BOX



LOOP WIRE PLAN

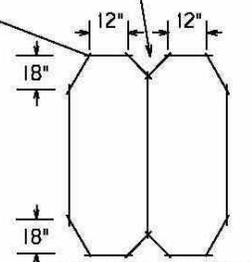
STANDARD LOOP

*ALL 6'x6' LOOPS SHALL BE STANDARD

LOOP LEAD-IN WIRES SHALL BE TWISTED WITH THREE TO FIVE TURNS PER FOOT UNTIL TERMINATED AT FIELD CONNECTIONS IN THE CABINET OR CONNECTED TO SHIELDED CABLE.

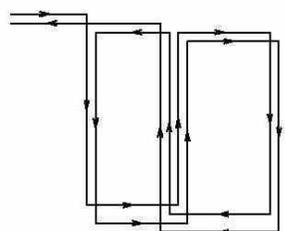
DO NOT SAW CUT MIDDLE SECTION (TYP.)

TO PULL BOX AND/OR CONTROL BOX



SAW CUT DIAGRAM

TO PULL BOX AND/OR CONTROL BOX



LOOP WIRE PLAN

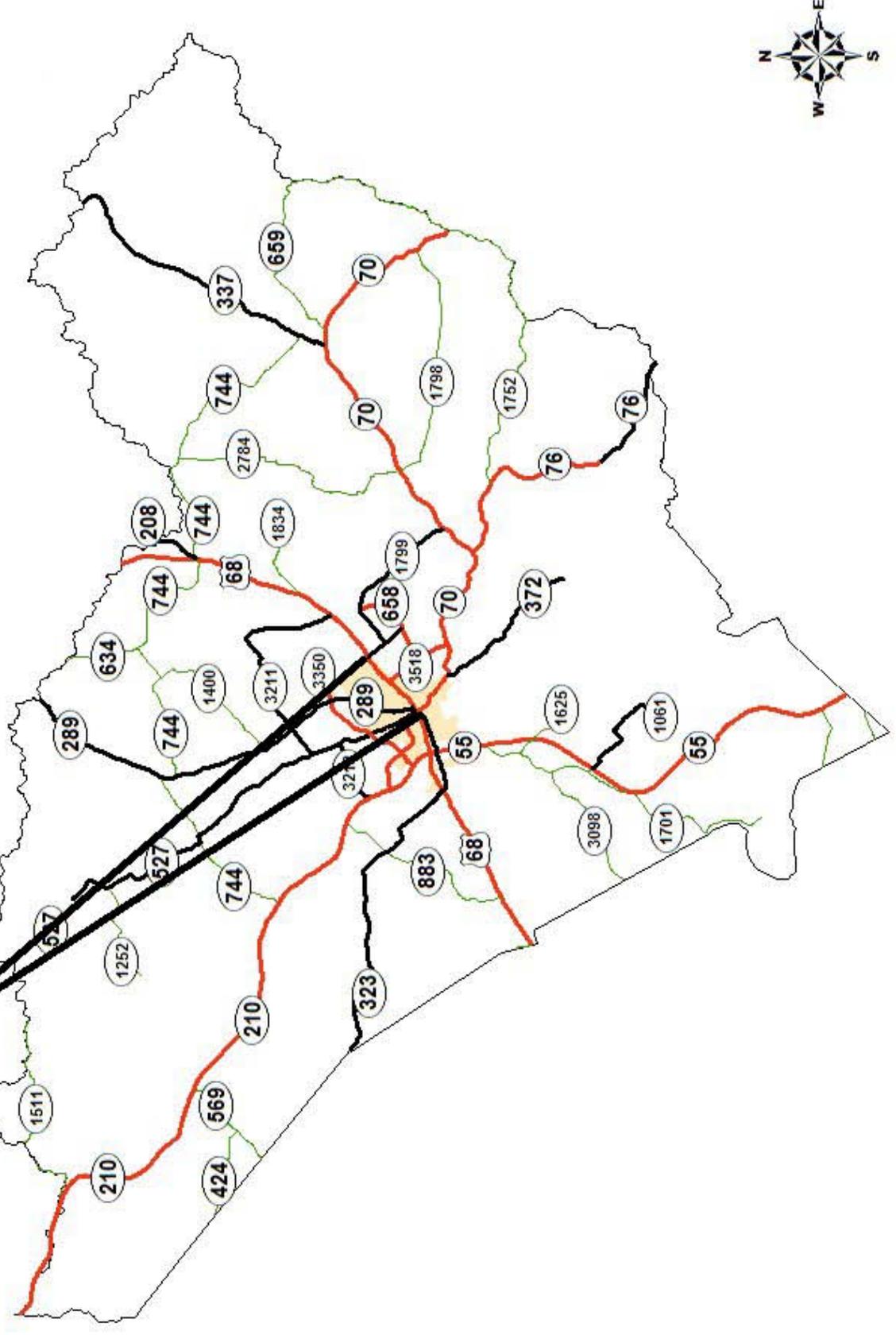
QUADRAPOLE LOOP

*ALL 6'x30' LOOPS SHALL BE QUADRAPOLE

DEPARTMENT OF HIGHWAYS
MAP OF
TAYLOR COUNTY



FD05 109 0068 005-008
FE01 109 0068 006-007



MATERIAL SUMMARY

CONTRACT ID: 122042

FD05 109 0068 005-008

PES NO: MP10900681201

EAST BROADWAY STREET (US 68) FROM KY 323-SOUTH COLUMBIA AVENUE (MP 5.687) EXTENDING EAST TO KY 1799-AMERICAN LEGION ROAD (MP 7.404), A DISTANCE OF 1.720000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00190	LEVELING & WEDGING PG64-22	217.00	TON
0020	00212	CL2 ASPH BASE 1.00D PG64-22	92.00	TON
0030	02562	SIGNS	730.00	SQFT
0040	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
		FD05		
0050	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0060	02676	MOBILIZATION FOR MILL & TEXT	1.00	LS
0070	02677	ASPHALT PAVE MILLING & TEXTURING	2,152.00	TON
0080	02720	SIDEWALK-4 IN CONCRETE	457.71	SQYD
0090	02775	ARROW PANEL	2.00	EACH
0100	04793	CONDUIT-1 1/4 IN	150.00	LF
0110	04811	JUNCTION BOX TYPE B	7.00	EACH
0120	04830	LOOP WIRE	9,578.00	LF
0130	04850	CABLE-NO. 14/1 PAIR	910.00	LF
0140	04895	LOOP SAW SLOT AND FILL	3,919.00	LF
0150	06510	PAVE STRIPING-TEMP PAINT-4 IN	15,000.00	LF
0160	06514	PAVE STRIPING-PERM PAINT-4 IN	29,500.00	LF
0170	06565	PAVE MARKING-THERMO X-WALK-6 IN	1,500.00	LF
0180	06567	PAVE MARKING-THERMO STOP BAR-12IN	505.00	LF
0190	06568	PAVE MARKING-THERMO STOP BAR-24IN	126.00	LF
0200	06574	PAVE MARKING-THERMO CURV ARROW	43.00	EACH
0210	06589	PAVEMENT MARKER TYPE V-MW	65.00	EACH
0220	06591	PAVEMENT MARKER TYPE V-BY	397.00	EACH
0230	06600	REMOVE PAVEMENT MARKER TYPE V	678.00	EACH
0240	10020NS	FUEL ADJUSTMENT	1.00	DOLL
0250	10030NS	ASPHALT ADJUSTMENT	1.00	DOLL
0260	22906ES403	CL3 ASPH SURF 0.38A PG64-22	4,135.00	TON
0270	23158ES505	DETECTABLE WARNINGS	102.00	SQFT
		RETROFIT		
0280	23158ES505	DETECTABLE WARNINGS	459.00	SQFT
		NEW		
0290	02569	DEMOBILIZATION	1.00	LS

FE01 109 0068 006-007

PES NO: MP10900681202

EAST BROADWAY STREET (US 68) FROM ROBERT'S ROAD (KY 68) (MP 6.703) EXTENDING EAST TO ALBION PARK (MP 6.879), A DISTANCE OF 0.180000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00001	DGA BASE	15.00	TON
0020	01810	STANDARD CURB AND GUTTER	20.00	LF
0030	02014	BARRICADE-TYPE III	2.00	EACH
0040	02101	CEM CONC ENT PAVEMENT-8 IN	25.00	SQYD
0050	02562	SIGNS	190.00	SQFT
0060	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
		FE01		
0070	02720	SIDEWALK-4 IN CONCRETE	14.00	SQYD
0080	20904ED	RECONSTRUCT CURB BOX INLET	1.00	EACH
0090	02569	DEMOBILIZATION	1.00	LS

Base Failure Repair Summary

Milepoint	Length	Width
5.697	20	50
5.807	20	11
5.881	20	22
5.899	20	22
5.909	20	50
6.974	20	12

Taylor County
SIDEWALK RAMP AND DETECTABLE WARNING SUMMARY
FD05-109-0068-005-008

INTERSECTION	RAMP TYPE	RAMP SY	DETECTABLE WARNING QUANTITY		Retrofit DETECTABLE WARNING		NOTES
			SF	SF	SF	SF	
S. Court St-West Side	3	13.50	11	32			
S. Court St-East Side					22		
KY 70 West Side					13		
KY 527 West Side	3	20.75	26				
KY 527 East Side	3	17.50	16.5				
Lebanon Ave.-West Side	3	19.60	32				
Lebanon Ave.-East Side	3			35			
N. Court St-West Side	1	14.00	17.5				
N. Court St-East Side	1	15.33	20				
N. Columbia Ave-East Side	3	18.33	35				
Stockyard St. East Side	1	11.11	10				
Stockyard St. West Side	1	11.11	10				
S. Jackson St. East Side	3	14.33	10				
S. Jackson St. West Side	3	14.33	10				
S. Poplar St. East Side	1	11.11	10				
S. Poplar St. West Side	1	11.11	10				
N. Poplar St. West Side	1	11.11	10				
N. Poplar St. East Side	1	11.11	10				
N. Jackson St. West Side	3	13.61	21				
N. Jackson St. East Side	3	18.33	20				
Central Plaza West Side	1	11.11	10				
Central Plaza East Side	1	11.11	10				
Durham St. East Side	3	12.22	10				
Durham St. West Side	3	12.22	10				
Baptist St. East Side	1	11.11	10				
Baptist St. West Side	1	11.11	10				
Wickliffe Ave. West Side	1	11.11	10				
Wickliffe Ave. East Side	1	11.11	10				
Lowell Ave West Side	1	11.11	10				
Lowell Ave East Side	1	11.11	10				
Ingram Ave. West Side	1	11.11	10				
Shields Ct. West Side	1	11.11	10				
Shields Ct. East Side	1	12.00	10			pours to side street steps	
Royal St. West Side	1	12.78	10				
Royal St. East Side	1	12.78	10				
Roberts Rd. West Side	1	12.78	10				
Roberts Rd. East Side	1	12.78	10				
USPS Entrance West Side	1	12.78	10			Ties to non-standard curb	
TOTAL	30	457.71	459	102			

Taylor County
TRAFFIC LOOP SUMMARY
FD05-109-0068-005-008

INTERSECTION	DIRECTION	SAW, SLOT AND FILL		LOOP WIRE		CABLE NO. 14		CONDUIT JUNCTION		NOTES
		LF	LF	LF	EA	LF	EA	LF	EA	
US 68 @ 323 (Old 3183)	SOUTHBOUND									
	EASTBOUND									
	NORTHBOUND									
	WESTBOUND	356		892		150				
	SOUTHBOUND	152		364		175				
	EASTBOUND	152		364		175				
US 68 @ KY 70	NORTHBOUND	177		414		20				
	WESTBOUND	132		324		20				
	EASTBOUND	162		384		150	1			
US 68 @ KY 289	NORTHBOUND	229		578		15	1			
	WESTBOUND									Loops were installed when KY 289 was resurfaced
	SOUTHBOUND									Loops were installed when KY 289 was resurfaced
US 68 @ CENTRAL SHOP	EASTBOUND	356		892		660	1			
	NORTHBOUND	127		314		250				
	WESTBOUND	381		942		25				
	SOUTHBOUND	254		628		20				
	NORTHBOUND	122		304		175				
	SOUTHBOUND	122		304		50	1			
US 68 @ ROBERTS	EASTBOUND	406		992		50				
	WESTBOUND	406		992		525	1			
	NORTHBOUND	122		304		190	1			
US 68 @ LONDON	SOUTHBOUND	117		294		20	1			
	EASTBOUND	73		146		620				Advanced Loops are 50' prior to the Stop Bar
	WESTBOUND	73		146		100				Advanced Loops are 50' prior to the Stop Bar
TOTAL		3919	9578	910	150	7	0	0		

NOTES:

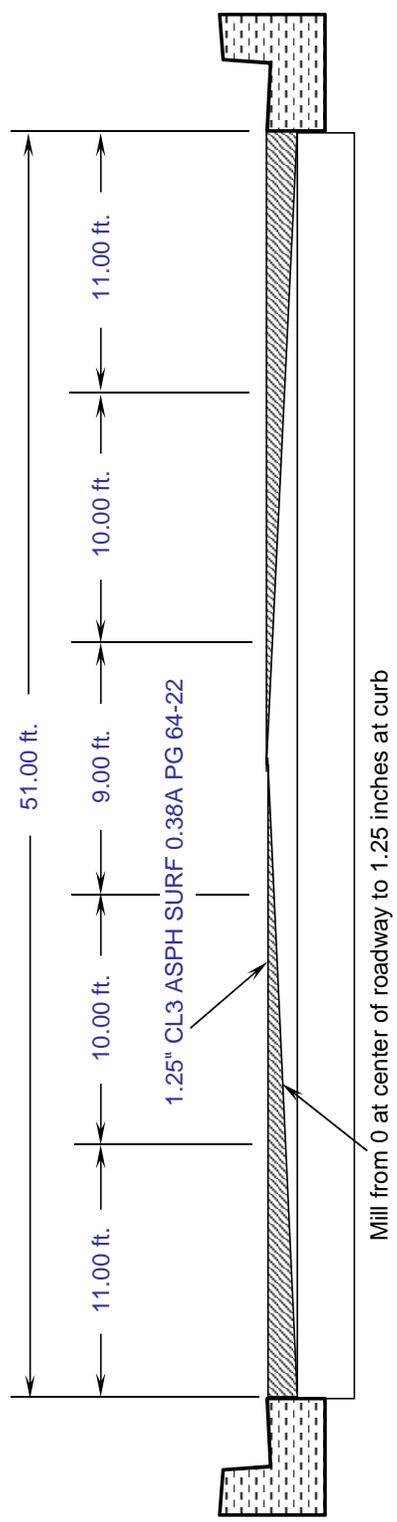
Drainage elevation summary sheet
Taylor County
FE01 109 0068 006-007

Station	GL elev	current slope	CL elev	plan slope	plan gl elev	2" box drawdown
0+10	797.32	1.86%	797.73	1.86%	797.32	
0+20	797.58	1.91%	798	1.91%	797.58	
0+30	797.77	2.27%	798.27	2.27%	797.77	
0+40	797.96	2.45%	798.5	2.27%	798.00	
0+50	797.95	3.59%	798.74	2.27%	798.24	
0+60	797.84	5.45%	799.04	2.27%	798.54	798.37
0+70	798.5	3.27%	799.22	2.27%	798.72	
0+80	798.89	2.32%	799.4	2.27%	798.90	
0+90	799.14	2.14%	799.61	2.27%	799.11	
1+00	799.31	2.27%	799.81	2.27%	799.31	

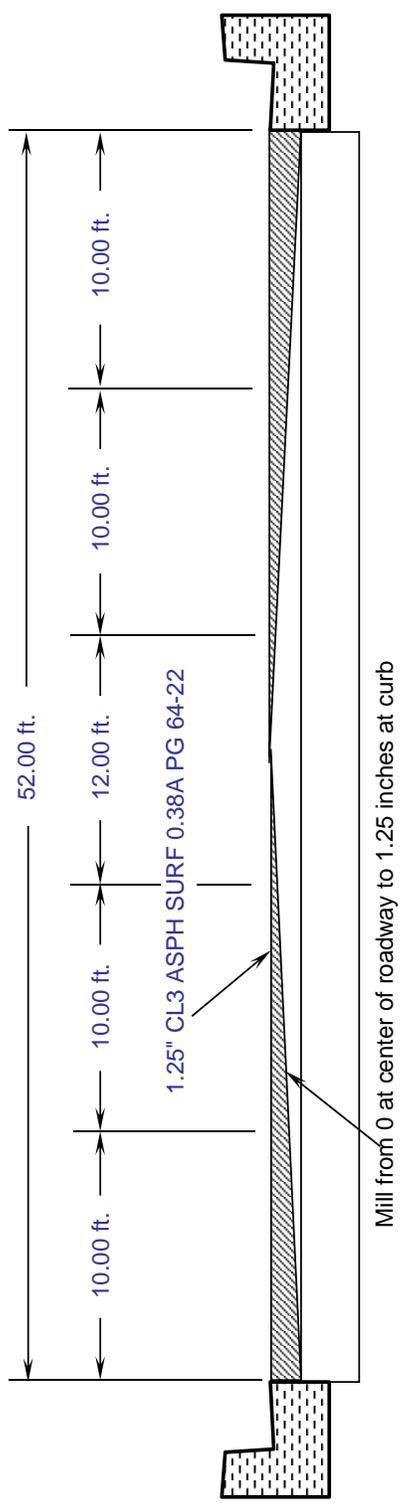
Elevation control based on assumed elevation of 800.00 for signal pole anchor bolt painted orange at the intersection of KY 658 and US 68.

Stationing is based on 0+10 starting at the Western edge of the concrete entrance pavement for Sherwin Williams

TYPICAL SECTION
Taylor County
FD05 109 0068 005-008
MP 5.687-5.923



TYPICAL SECTION
Taylor County
FD05 109 0068 005-008
MP 5.923-7.404



PART II
SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to the *Standard Specifications for Road and Bridge Construction, Edition of 2004*, and *Standard Drawings, Edition of 2000* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2008* and *Standard Drawings, Edition of 2003 with the 2008 Revision*.

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition**
(Effective with the July 15, 2011 Letting)

SUBSECTION: REVISION:	101.02 Abbreviations. Insert the following abbreviation and text into the section: KEPSC Kentucky Erosion Prevention and Sediment Control
SUBSECTION: REVISION:	101.03 Definitions. Replace the definition for Specifications – <i>Special Provisions</i> with the following: Additions and revisions to the Standard and Supplemental Specifications covering conditions peculiar to an individual project.
SUBSECTION: REVISION:	102.03 Contents of the Bid Proposal Form. Replace the first sentence of the first paragraph with the following: The Bid Proposal form will be available on the Department internet website (http://transportation.ky.gov/contract/). Delete the second paragraph. Delete the last paragraph.
SUBSECTION: REVISION:	102.04 Issuance of Bid Proposal Form. Replace Heading with the following: 102.04 Bidder Registration. Replace the first sentence of the first paragraph with the following: The Department reserves the right to disqualify or refuse to place a bidder on the eligible bidder's list for a project for any of the following reasons: Replace the last sentence of the subsection with the following: The Department will resume placing the bidder on the eligible bidder's list for projects after the bidder improves his operations to the satisfaction of the State Highway Engineer.
SUBSECTION: REVISION:	102.06 Examination of Plans, Specifications, Special Provisions, Special Notes, and Site of Work. Replace the first paragraph with the following: Examine the site of the proposed work, the Bid Proposal, Plans, specifications, contract forms, and bulletins and addendums posted to the Department's website and the Bid Express Bidding Service Website before submitting the Bid Proposal. The Department considers the submission of a Bid Proposal prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the Contract.
SUBSECTION: REVISION:	102.07.01 General. Replace the first sentence with the following: Submit the Bid Proposal on forms furnished on the Bid Express Bidding Service website (www.bidx.com). Replace the first sentence of the third paragraph with the following: Bid proposals submitted shall use an eligible Digital ID issued by Bid Express.

**Supplemental Specifications to The Standard Specifications
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(Effective with the July 15, 2011 Letting)

SUBSECTION: REVISION:	<p>102.07.02 Computer Bidding. Replace the first paragraph with the following:</p> <p>Subsequent to registering for a specific project, use the Department's Expedite Bidding Program on the internet website of the Department of Highways, Division of Construction Procurement (http://transportation.ky.gov/contract/). Download the bid file from the Bid Express Bidding Service Website to prepare a Bid Proposal for submission to the Department. Submit Bid Proposal electronically through Bid Express Bidding Service.</p> <p>Delete the second and third paragraph.</p>
SUBSECTION: REVISION:	<p>102.08 Irregular Bid Proposals. Delete the following from the first paragraph: 4) fails to submit a disk created from the Highway Bid Program.</p> <p>Replace the second paragraph with the following: The Department will consider Bid Proposals irregular and may reject them for the following reasons:</p> <ol style="list-style-type: none">1) when there are unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the Bid Proposal incomplete, indefinite, or ambiguous as to its meaning; or2) when the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a Contract pursuant to an award; or3) any failure to comply with the provisions of Subsection 102.07; or4) Bid Proposals in which the Department determines that the prices are unbalanced; or when the sum of the total amount of the Bid Proposal under consideration exceeds the bidder's Current Capacity Rating.
SUBSECTION: REVISION:	<p>102.09 Bid Proposal Guaranty. Insert the following after the first sentence:</p> <p>Bid Proposals must have a bid proposal guaranty in the amount indicated in the bid proposal form accompany the submittal. A guaranty in the form of a paper bid bond, cashier's check, or certified check in an amount no less than the amount indicated on the submitted electronic bid is required when the electronic bid bond was not utilized with the Bid Express Bidding Service. Paper bid bonds must be delivered to the Division of Construction Procurement prior to the time of the letting.</p>
SUBSECTION: REVISION:	<p>102.10 Delivery of Bid Proposals. Replace paragraph with the following:</p> <p>Submit all Bid Proposals prior to the time specified in the Notice to Contractors. All bids shall be submitted electronically using Bid Express Bidding Services. Electronically submitted bids must be done in accordance with the requirements of the Bid Express Bidding Service.</p>
SUBSECTION: REVISION:	<p>102.11 Withdrawal or Revision of Bid Proposals. Replace the paragraph with the following:</p> <p>Bid Proposals can be withdrawn in accordance the requirements of the Bid Express Bidding Service prior to the time of the Letting.</p>

**Supplemental Specifications to The Standard Specifications
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SUBSECTION: REVISION:	<p>102.13 Public Opening of Bid Proposals. Replace Heading with the following: 102.13 Public Announcement of Bid Proposals.</p> <p>Replace the paragraph with the following: The Department will publicly announce all Bid Proposals at the time indicated in the Notice to Contractors.</p>
SUBSECTION: REVISION:	<p>103.02 Award of Contract. Replace the first sentence of the third paragraph with the following:</p> <p>The Department will normally award the Contract within 10 working days after the date of receiving Bid Proposals unless the Department deems it best to hold the Bid Proposals of any or all bidders for a period not to exceed 60 calendar days for final disposition of award.</p>
SUBSECTION: REVISION:	<p>105.02 Plans and Working Drawings. Insert the following after the fourth paragraph:</p> <p>Submit electrical shop drawings, design data, and descriptive literature for materials in electronic format to the Division of Traffic Operations for approval. Drawings and literature shall be submitted for lighting and signal components. Notify the Engineer when submitting information to the Division of Traffic Operations. Do not begin work until shop drawings are approved.</p> <p>Submit shop drawings for traffic counting equipment and materials in electronic format to the Engineer or the Division of Planning. Notify the Engineer when submitting information directly to the Division of Planning. Do not begin work until shop drawings are reviewed and approved.</p>
SUBSECTION: REVISION:	<p>105.03 Record Plans. Replace the section with the following:</p> <p>Record Plans are those reproductions of the original Plans on which the accepted Bid Proposal was based and, and signed by a duly authorized representative of the Department. The Department will make these plans available for inspection in the Central Office at least 24 hours prior to the time of opening bids and up to the time of letting of a project or projects. The quantities appearing on the Record Plans are the same as those on which Bid Proposals are received. The Department will use these Record Plans as the controlling plans in the prosecution of the Contract. The Department will not make any changes on Record Plans subsequent to their issue unless done so by an approved contract modification. The Department will make 2 sets of Record Plans for each project, and will maintain one on file in the Central Office and one of file in the District Office. The Department will furnish the Contractor with the following: 1 full size, 2 half size and an electronic file copy of the Record Plans at the Pre-Construction conference.</p>

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition**
(Effective with the July 15, 2011 Letting)

<p>SUBSECTION: REVISION:</p>	<p>105.12 Final Inspection and Acceptance of Work. Insert the following paragraphs after the first paragraph:</p> <p>Notify the Engineer when all electrical items are complete. A notice of the electrical work completion shall be made in writing to the Contractor. Electrical items will be inspected when the electrical work is complete and are not subject to waiting until the project as a whole has been completed. The Engineer will notify the Division of Traffic Operations within 3 days that all electrical items are complete and ready for a final inspection. A final inspection will be completed within 90 days after the Engineer notifies the Division of Traffic Operations of the electrical work completion.</p> <p>Energize all electrical items prior to notifying the Engineer that all electrical items are complete. Electrical items must remain operational until the Division of Traffic Operations has inspected and accepted the electrical portion of the project. Payment for the electrical service is the responsibility of the Contractor from the time the electrical items are energized until the Division of Traffic Operations has accepted the work.</p> <p>Complete all corrective work within 90 calendar days of receiving the original electrical inspection report. Notify the Engineer when all corrective work is complete. The Engineer will notify the Division of Traffic Operations that the corrective work has been completed and the project is ready for a follow-up inspection. Upon re-inspection, if additional corrective work is required, complete within the same 90 calendar day allowance. The Department will not include time between completion of the corrective work and the follow up electrical inspection(s). The 90 calendar day allowance is cumulative regardless of the number of follow-up electrical inspections required.</p> <p>The Department will assume responsibility for the electrical service on a project once the Division of Traffic Operations gives final acceptance of the electrical items on the project. The Department will also assume routine maintenance of those items. Any damage done to accepted electrical work items by other Contractors shall be the responsibility of the Prime Contractor. The Department will not be responsible for repairing damage done by other contractors during the construction of the remaining project.</p> <p>Failure to complete the electrical corrective work within the 90 calendar day allowance will result in penalties assessed to the project. Penalties will be assessed at ½ the rate of liquidated damages established for the contract.</p> <p>Replace the following in the second sentence of the second paragraph:</p> <p>Replace Section 213 with Section 212.</p> <p>Delete the fifth paragraph from the section.</p>
<p>SUBSECTION: REVISION:</p>	<p>105.13 Claim Resolution Process. Replace the last sentence of the 3. Bullet with the following:</p> <p>If the Contractor did not submit an as-bid schedule at the Pre-Construction Meeting or a written narrative in accordance with Subsection 108.02, the Cabinet will not consider the claim for delay.</p> <p>Delete the last paragraph from the section.</p>

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition**
(Effective with the July 15, 2011 Letting)

SUBSECTION: REVISION:	<p>106.04 Buy America Requirement. Replace the section with the following:</p> <p>106.04 Buy America Requirement. Follow the “Buy America” provisions as required by Title 23 Code of Federal Regulations § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of:</p> <ul style="list-style-type: none">• Coating,• Galvanizing,• Painting, and• Other coating that protects or enhances the value of steel or iron products. <p>The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:</p> <ul style="list-style-type: none">• Pig iron,• Processed, pelletized, and reduced iron ore material, or• Processed alloys. <p>The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States.</p> <p>Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department.</p> <p>Use foreign materials only under the following conditions:</p> <ol style="list-style-type: none">1) When the materials are not permanently incorporated into the project; or2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or \$2,500.00, whichever is greater. <p>The Contractor shall submit to the Engineer the origin and value of any foreign material used.</p>
SUBSECTION: REVISION:	<p>106.10 Field Welder Certification Requirements. Insert the following sentence before the first sentence of the first paragraph:</p> <p>All field welding must be performed by a certified welder unless otherwise noted.</p>
SUBSECTION: REVISION:	<p>108.02 Progress Schedule. Insert the following prior to the first paragraph:</p> <p>Specification 108.02 applies to all Cabinet projects except the following project types:</p> <ul style="list-style-type: none">• Right of Way Mowing and/or Litter Removal• Waterborne Paint Striping• Projects that contain Special Provision 82• Projects that contain the Special Note for CPM Scheduling <p>Insert the following paragraph after paragraph two:</p> <p>Working without the submittal of a Written Narrative is violation of this specification and additionally voids the Contractor’s right to delay claims.</p> <p>Insert the following paragraph after paragraph six:</p> <p>The submittal of bar chart or Critical Path Method schedule does not relieve the Contractor’s requirement to submit a Written Narrative schedule.</p>

**Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition**
(Effective with the July 15, 2011 Letting)

	<p>Insert the following at the beginning of the first paragraph of A) Written Narrative.:</p> <p>Submit the Written Narrative Schedule using form TC 63-50 available at the Division of Construction's website (http://www.transportation.ky.gov/construction/ResCenter/ResCenter.htm).</p> <p>Replace Part A) Written Narrative 1. And 2. with the following:</p> <ol style="list-style-type: none"> 1. Provide a description that includes how the Contractor will sequence and stage the work, how the Contractor plans to maintain and control traffic being specific and detailed, and what equipment and crew sizes are planned to execute the work. 2. Provide a list of project milestones including, if applicable, winter shut-downs, holidays, or special events. The Contractor shall describe how these milestones and other dates effect the prosecution of the work. Also, include start date and completion date milestones for the contract, each project if the contract entails multiple projects, each phase of work, site of work, or segment of work as divided in the project plans, proposal, or as subdivided by the Contractor.
<p>SUBSECTION: REVISION:</p>	<p>109.07.01 Liquid Asphalt. Add the following to the Adjustable Contract Items:</p> <ul style="list-style-type: none"> • Stone Matrix Asphalt for Base • Stone Matrix Asphalt for Surface
<p>SUBSECTION: REVISION:</p>	<p>110.01 Mobilization. Replace paragraph three with the following:</p> <p>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 Bid Proposals that are in excess of this amount down to 5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for Mobilization is less than 5 percent, or the Department will award the Contract for the adjusted bid amount of 5 percent when the amount bid for Mobilization is greater than 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.</p>
<p>SUBSECTION: REVISION:</p>	<p>110.02 Demobilization. Replace the third paragraph with the following:</p> <p>Bid an amount for Demobilization that is a minimum of \$1,000 or 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. The Department will automatically adjust any Bid Proposal that is less than this amount up to \$1,000 or 1.5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for demobilization exceeds 1.5 percent, or the Department will award the Contract for the adjusted bid amount when the amount bid for demobilization is less than the minimum of \$1,000 or 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.</p>
<p>SUBSECTION: REVISION:</p>	<p>110.04 Payment. Insert the following paragraph following the demobilization payment schedule (4th paragraph):</p> <p>The Department will withhold an amount equal to \$1,000 for demobilization, regardless of the schedule listed above. The \$1,000 withheld for demobilization will be paid when the final estimate is paid.</p>

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<p>SUBSECTION: REVISION:</p>	<p>112.03.01 General Traffic Control. Replace paragraph three with the following:</p> <p>All flaggers shall be trained in current MUTCD flagging procedures. Proof of training must be available for review at the Department's request. Flagging credentials must be current within the last 5 years.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>112.03.11 Temporary Pavement Markings. B) Placement and Removal of Temporary Striping. Replace the 2nd sentence of the first paragraph with the following:</p> <p>On interstates and parkways, and other roadways approved by the State Highway Engineer, install pavement striping that is 6 inches in width.</p>
<p>SUBSECTION: REVISION:</p>	<p>112.03.12 Project Traffic Coordinator (PTC). Add the following at the end of the subsection:</p> <p>After October 1, 2008 the Department will require the PTC to have successfully completed the applicable qualification courses. Personnel that have not successfully completed the applicable courses by that date will not be considered qualified. Prior to October 1, 2008, conform to Subsection 108.06 A) and ensure the designated PTC has sufficient skill and experience to properly perform the task.</p>
<p>SUBSECTION: REVISION:</p>	<p>112.03.15 Non-Compliance of Maintain and Control of Traffic. Add the following section:</p> <p>112.03.15 Non-Compliance of Maintain and Control of Traffic. It is the Contractor's responsibility to conform to the traffic control requirements in the TCP, Proposal, plan sheets, specifications, and the Manual on Uniform Traffic Control Devices.</p> <p>Unless specified elsewhere in the contract, a penalty will be assessed in the event of non-compliance with Maintain and Control of Traffic requirements. These penalties will be assessed when the Contractor fails to correct a situation or condition of non-compliance with the contract traffic control requirements after being notified by the Engineer. The calculation of accrued penalties for non-compliance will be based upon the date/time of notification by the Engineer.</p> <p>The amount of the penalty assessed for non-compliance will be determined based upon the work zone duration, as defined by the MUTCD, and will be the greatest of the different calculation methods indicated below:</p> <p style="padding-left: 40px;">A) Long-term stationary work that occupies a location more than 3 days.</p> <p style="padding-left: 40px;">Correct the non-compliant issue within 24 hours from initial notification by the Engineer. If the issue is not corrected within 24 hours from the initial notification, a penalty for non-compliance will be assessed on a daily basis beginning from the initial notification of non-compliance. The Contractor will be assessed a \$1,000 daily penalty or the amount equal to the contract liquidated damages in Section 108.09, whichever of the 2 is greater. The penalty for non-compliance will escalate as follows for continued non-compliance after the initial notification.</p> <p style="padding-left: 40px;">3 Days after Notification \$1,500 daily penalty or 1.5 times the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.</p> <p style="padding-left: 40px;">7 Days after Notification \$2,000 daily penalty or double the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.</p>

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	<p>B) Intermediate-term stationary work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.</p> <p>Correct the non-compliant issue within 4 hours from initial notification by the Engineer. If the issue is not corrected within 4 hours from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at \$200 per hour.</p> <p>C) Short-term stationary is work that occupies a location for more than 1 hour within a single 24-hour period.</p> <p>Correct the non-compliant issue within 1 hour from initial notification by the Engineer. If the issue is not corrected within 1 hour from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at \$200 per hour.</p> <p>If the Contractor remains in violation of the Maintain and Control of Traffic requirements, or if the Department determines it to be in the public's interest, work will be suspended in accordance with Section 108.08 until the deficiencies are corrected. The Department reserves the right to correct deficiencies by any means available and charge the Contractor for labor, equipment, and material costs incurred in emergency situations.</p>
<p>SUBSECTION: REVISION:</p>	<p>206.03.02 Embankment Replace the last paragraph with the following:</p> <p>When rock roadbed is specified, construct the upper 2 feet of the embankment according to Subsection 204.03.09 A).</p>
<p>SUBSECTION: REVISION:</p>	<p>213.03.03 Inspection and Maintenance. Replace the last sentence of the second paragraph with the following:</p> <p>Initiate corrective action within 24 hours of any noted deficiency and complete the work within 7 calendar days of receipt of the report. The Contractor shall make a concentrated effort to complete any corrective action required prior to the next predicted rainfall event.</p> <p>Insert the following paragraph after the second paragraph:</p> <p>When the Contractor is required to obtain the KPDES permit, it is their responsibility to ensure compliance with the inspection and maintenance requirements of the permit. The Engineer will perform verification inspections a minimum of once per month and within 7 days of a ½ inch or greater rainfall event. The Engineer will document these inspections using Form TC 63-61 A. The Engineer will provide copies of the inspection only when improvements to the BMP's are required. Verification inspections performed by the Engineer do not relieve the Contractor of any responsibility for compliance with the KPDES permit. Initiate corrective action within 24 hours of any noted deficiency and complete the work within 7 calendar days of receipt of the report. The Contractor shall make a concentrated effort to complete any corrective action required prior to the next predicted rainfall event.</p>

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<p>SUBSECTION: PART: REVISION:</p>	<p>213.03.05 Temporary Control Measures. E) Temporary Seeding and Protection. Replace the first paragraph with the following:</p> <p>Apply an Annual Rye seed mix at a rate of 100 pounds per acre during the months of March through August. In addition to the Annual Rye, add 10 pounds of German Foxtail-Millet (<i>Setaria italica</i>), when performing temporary seeding during the months of June through August. During the months of September through February, apply Winter Wheat or Rye Grain at a rate of 100 pounds per acre. Obtain the Engineer's approval prior to the application of the seed mixture.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>213.03.05 Temporary Control Measures. F) Temporary Mulch. Replace the last sentence with the following:</p> <p>Place temporary mulch to an approximate 2-inch loose depth (2 tons per acre) and anchor it into the soil by mechanically crimping it into the soil surface or applying tackifier to provide a protective cover. Regardless of the anchoring method used, ensure the protective cover holds until disturbance is required or permanent controls are in installed.</p>
<p>SUBSECTION: REVISION:</p>	<p>303.05 Payment. Replace the second paragraph of the section with the following:</p> <p>The Department will make payment for Drainage Blanket-Type II (ATDB) according to the Lot Pay Adjustment Schedule for Specialty Mixtures in Section 402.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>401.02.04 Special Requirements for Dryer Drum Plants. F) Production Quality Control. Replace the first sentence with the following:</p> <p>Stop mixing operations immediately if, at any time, a failure of the automatic electronic weighing system of the aggregate feed, asphalt binder feed, or water injection system control occurs.</p>
<p>SUBSECTION: REVISION:</p>	<p>401.02.04 Special Requirements for Dryer Drum Plants. Add the following:</p> <p>Part G) Water Injection System. Provided each system has prior approval as specified in Subsection 402.01.01, the Department will allow the use of water injection systems for purposes of foaming the asphalt binder and lowering the mixture temperature for production of Warm Mix Asphalt (WMA).</p> <p>Ensure the equipment for water injection meets the following requirements:</p> <ol style="list-style-type: none"> 1) Injection equipment computer controls are automatically coupled to the plants controls (manual operation is not permitted); 2) Injection equipment has variable controls that introduce water ratios based on production rates of mixtures; 3) Injects water into the flow of asphalt binder prior to contacting the aggregate; 4) Provides alarms on the water injection system that operate when the flow of water is interrupted or deviates from the prescribed water rate.
<p>SUBSECTION: REVISION:</p>	<p>401.03.01 Preparation of Mixtures. Replace the last sentence of the second paragraph with the following:</p> <p>Do not use asphalt binder while it is foaming in a storage tank.</p>

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<p>SUBSECTION: REVISION:</p>	<p>401.03.01 Preparation of Mixtures. Replace the third paragraph and Mixing and Laying Temperature table with the following:</p> <p>Maintain the temperature of the component materials and asphalt mixture within the ranges listed in the following table:</p> <table border="1" data-bbox="391 409 1385 856"> <thead> <tr> <th colspan="4">MIXING AND LAYING TEMPERATURES (°F)</th> </tr> <tr> <th>Material</th> <th></th> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Aggregates</td> <td></td> <td>240</td> <td>330</td> </tr> <tr> <td>Aggregates used with Recycled Asphalt Pavement (RAP)</td> <td></td> <td>240</td> <td>—</td> </tr> <tr> <td rowspan="2">Asphalt Binders</td> <td>PG 64-22</td> <td>230</td> <td>330</td> </tr> <tr> <td>PG 76-22</td> <td>285</td> <td>350</td> </tr> <tr> <td rowspan="4">Asphalt Mixtures at Plant (Measured in Truck)</td> <td>PG 64-22 HMA</td> <td>250</td> <td>330</td> </tr> <tr> <td>PG 76-22 HMA</td> <td>310</td> <td>350</td> </tr> <tr> <td>PG 64-22 WMA</td> <td>230</td> <td>275</td> </tr> <tr> <td>PG 76-22 WMA</td> <td>250</td> <td>300</td> </tr> <tr> <td rowspan="4">Asphalt Mixtures at Project (Measured in Truck When Discharging)</td> <td>PG 64-22 HMA</td> <td>230</td> <td>330</td> </tr> <tr> <td>PG 76-22 HMA</td> <td>300</td> <td>350</td> </tr> <tr> <td>PG 64-22 WMA</td> <td>210</td> <td>275</td> </tr> <tr> <td>PG 76-22 WMA</td> <td>240</td> <td>300</td> </tr> </tbody> </table>	MIXING AND LAYING TEMPERATURES (°F)				Material		Minimum	Maximum	Aggregates		240	330	Aggregates used with Recycled Asphalt Pavement (RAP)		240	—	Asphalt Binders	PG 64-22	230	330	PG 76-22	285	350	Asphalt Mixtures at Plant (Measured in Truck)	PG 64-22 HMA	250	330	PG 76-22 HMA	310	350	PG 64-22 WMA	230	275	PG 76-22 WMA	250	300	Asphalt Mixtures at Project (Measured in Truck When Discharging)	PG 64-22 HMA	230	330	PG 76-22 HMA	300	350	PG 64-22 WMA	210	275	PG 76-22 WMA	240	300
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<p>SUBSECTION: REVISION:</p>	<p>402.01 Description. Replace the paragraph with the following:</p> <p>Provide the process control and acceptance testing of all classes and types of asphalt mixtures which may be furnished either as hot mix asphalt (HMA) or warm mix asphalt (WMA) produced with water injection systems.</p>																																																	
<p>SUBSECTION REVISION:</p>	<p>402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval. Add the following subsection:</p> <p>402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval. The Department will evaluate trial production of WMA by use of a water injection system provided the system is installed according to the manufacturer's requirements and satisfies the requirements of Section 401. Evaluation will include production and placement of WMA to demonstrate adequate mixture quality including volumetric properties and density by Option A as specified in Subsection 402.03.02 D). Do not place WMA for evaluation on Department projects. Provided production and placement operations satisfy the applicable quality levels, the Department will approve WMA production on Department projects using the water injection system as installed on the specific asphalt mixing plant evaluated.</p>																																																	
<p>SUBSECTION: REVISION:</p>	<p>402.05.02 Asphalt Mixtures and Mixtures With RAP. Replace Subsection Title as below:</p> <p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.</p>																																																	
<p>SUBSECTION: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Replace the paragraph with the following:</p> <p>The Department will pay for the mixture at the Contract unit bid price and apply a Lot Pay Adjustment for each lot placed based on the degree of compliance with the specified tolerances. Using the appropriate Lot Pay Adjustment Schedule, the Department will assign a pay value for the applicable properties within each subplot and average the subplot pay values to determine the pay value for a given property for each lot. The Department will apply the Lot Pay Adjustment for each lot to a defined unit price of \$50.00 per ton. The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.</p>																																																	

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<p>SUBSECTION: PART: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. C) Conventional and RAP Mixtures Placed on Shoulders. Replace Title and Text with the following:</p> <p>C) HMA, WMA and RAP Mixtures Placed on Shoulders or Placed as Asphalt Pavement Wedge.</p> <ol style="list-style-type: none"> 1) Placed monolithically with the Mainline – Width of 4 feet or less. The Department will pay as mainline mixture. 2) Placed monolithically with the Mainline – Width of greater than 4 feet. The Department will pay as mainline mixture but use 1.00 for the Lane and Joint Density Pay Value for shoulder or Asphalt Pavement Wedge quantities. 3) Placed Separately. The Department will use 1.00 for the Lane and Joint Density Pay Value. 												
<p>SUBSECTION: PART: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. D) Conventional and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge. Replace the title with the following: D) HMA, WMA, and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge.</p> <p>Delete the following: D) HMA, WMA, and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge. The Department will pay as mainline mixture but use a 1.00 pay value for all properties.</p>												
<p>SUBSECTION: PART: REVISION:</p>	<p>402.05.02 Asphalt Mixtures for Temporary Pavement. E) Asphalt Mixtures for Temporary Pavement. Replace E) Asphalt Mixtures for Temporary Pavement with the following:</p> <p>D) Asphalt Mixtures for Temporary Pavement.</p>												
<p>SUBSECTION: PART: TABLES: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Lot Pay Adjustment Schedule, Compaction Option A, Base and Binder Mixtures VMA Replace the VMA table with the following:</p> <table border="1" data-bbox="727 1230 1092 1449"> <thead> <tr> <th colspan="2">VMA</th> </tr> <tr> <th>Pay Value</th> <th>Deviation From Minimum</th> </tr> </thead> <tbody> <tr> <td>1.00</td> <td>≥ min. VMA</td> </tr> <tr> <td>0.95</td> <td>0.1-0.5 below min.</td> </tr> <tr> <td>0.90</td> <td>0.6-1.0 below min.</td> </tr> <tr> <td>(1)</td> <td>> 1.0 below min.</td> </tr> </tbody> </table>	VMA		Pay Value	Deviation From Minimum	1.00	≥ min. VMA	0.95	0.1-0.5 below min.	0.90	0.6-1.0 below min.	(1)	> 1.0 below min.
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<p>SUBSECTION: PART: TABLES: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Lot Pay Adjustment Schedule, Compaction Option A, Surface Mixtures VMA Replace the VMA table with the following:</p> <table border="1" data-bbox="711 1612 1076 1864"> <thead> <tr> <th colspan="2">VMA</th> </tr> <tr> <th>Pay Value</th> <th>Deviation From Minimum</th> </tr> </thead> <tbody> <tr> <td>1.00</td> <td>≥ min. VMA</td> </tr> <tr> <td>0.95</td> <td>0.1-0.5 below min.</td> </tr> <tr> <td>0.90</td> <td>0.6-1.0 below min.</td> </tr> <tr> <td>(1)</td> <td>> 1.0 below min.</td> </tr> </tbody> </table>	VMA		Pay Value	Deviation From Minimum	1.00	≥ min. VMA	0.95	0.1-0.5 below min.	0.90	0.6-1.0 below min.	(1)	> 1.0 below min.
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<p>SUBSECTION: PART: TABLE: REVISION:</p>	<p>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Lot Pay Adjustment Schedule, Compaction Option B Mixtures VMA Replace the VMA table with the following:</p> <table border="1" data-bbox="717 388 1083 659"> <thead> <tr> <th colspan="2">VMA</th> </tr> <tr> <th>Pay Value</th> <th>Deviation From Minimum</th> </tr> </thead> <tbody> <tr> <td>1.00</td> <td>≥min. VMA</td> </tr> <tr> <td>0.95</td> <td>0 1-0.5 bel w min.</td> </tr> <tr> <td>0.9</td> <td>0.6-1.0 below min.</td> </tr> <tr> <td>⁽²⁾</td> <td>> 1.0 below min.</td> </tr> </tbody> </table>	VMA		Pay Value	Deviation From Minimum	1.00	≥min. VMA	0.95	0 1-0.5 bel w min.	0.9	0.6-1.0 below min.	⁽²⁾	> 1.0 below min.											
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<p>SUBSECTION: PART: NUMBER: REVISION:</p>	<p>403.03.03 Preparation of Mixture. C) Mix Design Criteria. 1) Preliminary Mix Design. Replace the last two sentences of the paragraph and table with the following:</p> <p>Complete the volumetric mix design at the appropriate number of gyrations as given in the table below for the number of 20-year ESAL's. The Department will define the relationship between ESAL classes, as given in the bid items for Superpave mixtures, and 20-year ESAL ranges as follows:</p> <table border="1" data-bbox="542 957 1248 1110"> <thead> <tr> <th rowspan="2">Class</th> <th rowspan="2">ESAL's (millions)</th> <th colspan="3">Number of Gyration</th> </tr> <tr> <th>$N_{initial}$</th> <th>N_{design}</th> <th>N_{max}</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>< 3.0</td> <td>6</td> <td>50</td> <td>75</td> </tr> <tr> <td>3</td> <td>3.0 to < 30.0</td> <td>7</td> <td>75</td> <td>115</td> </tr> <tr> <td>4</td> <td>≥ 30.0</td> <td>8</td> <td>100</td> <td>160</td> </tr> </tbody> </table>	Class	ESAL's (millions)	Number of Gyration			$N_{initial}$	N_{design}	N_{max}	2	< 3.0	6	50	75	3	3.0 to < 30.0	7	75	115	4	≥ 30.0	8	100	160
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<p>SUBSECTION: PART: REVISION:</p>	<p>403.03.09 Leveling and Wedging, and Scratch Course. A) Leveling and Wedging. Replace the first sentence of the first paragraph with the following:</p> <p>Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.</p>																							
<p>SUBSECTION: PART: REVISION:</p>	<p>403.03.09 Leveling and Wedging, and Scratch Course. B) Scratch Course. Replace the second sentence of the first paragraph with the following:</p> <p>Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.</p>																							
<p>SUBSECTION: REVISION:</p>	<p>407.01 DESCRIPTION. Replace the first sentence of the paragraph with the following:</p> <p>Construct a pavement wedge composed of a hot-mixed or warm-mixed asphalt mixture.</p>																							
<p>SUBSECTION: REVISION:</p>	<p>409.01 DESCRIPTION. Replace the first sentence of the paragraph with the following:</p> <p>Use reclaimed asphalt pavement (RAP) from Department projects or other approved sources in hot mix asphalt (HMA) or warm mix asphalt (WMA) provided mixture requirements are satisfied.</p>																							
<p>SUBSECTION: REVISION:</p>	<p>410.01 DESCRIPTION. Delete the second sentence of the paragraph.</p>																							

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<p>SUBSECTION: REVISION:</p>	<p>410.03.01 Corrective Work. Replace the last sentence of the paragraph with the following: Provide a final surface comparable to the adjacent pavement that does not require corrective work in respect to texture, appearance, and skid resistance.</p>														
<p>SUBSECTION: PART: NUMBER: REVISION:</p>	<p>410.03.02 Ride Quality. B) Requirements. 1) Category A. Replace the last sentence of the first paragraph with the following: At the Department's discretion, a pay deduction of \$1200 per 0.1-lane-mile section may be applied in lieu of corrective work.</p>														
<p>SUBSECTION: PART: NUMBER: REVISION:</p>	<p>410.03.02 Ride Quality. B) Requirements. 2) Category B. Replace the second and third sentence of the first paragraph with the following: When the IRI is greater than 90 for a 0.1-mile section, perform corrective work, or remove and replace the pavement to achieve the specified IRI. At the Department's discretion, a pay deduction of \$750 per 0.1-lane-mile section may be applied in lieu of corrective work.</p>														
<p>SUBSECTION: REVISION:</p>	<p>410.05 PAYMENT. Add the following sentence to the end of the first paragraph: The sum of the pay value adjustments for ride quality shall not exceed \$0 for the project as a whole.</p>														
<p>SUBSECTION: REVISION:</p>	<p>413.05.02 CL3 SMA BASE 1.00D PG76-22. Insert the following sentence between the first and second sentence of the first paragraph: The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.</p>														
<p>SUBSECTION: TABLE: REVISION:</p>	<p>413.05.02 CL3 SMA BASE 1.00D PG 76-22. JOINT DENSITY TABLE Replace the joint density table with the following:</p> <table border="1" data-bbox="673 1409 1117 1675"> <thead> <tr> <th colspan="2">LANE DENSITY</th> </tr> <tr> <th>Pay Value</th> <th>Test Result (%)</th> </tr> </thead> <tbody> <tr> <td>1.05</td> <td>95.0-96.5</td> </tr> <tr> <td>1.00</td> <td>93.0-94.9</td> </tr> <tr> <td>0.95</td> <td>92.0-92.9 or 96.6-97.0</td> </tr> <tr> <td>0.90</td> <td>91.0-91.9 or 97.1-97.5</td> </tr> <tr> <td>(1)</td> <td>< 91.0 or > 97.5</td> </tr> </tbody> </table>	LANE DENSITY		Pay Value	Test Result (%)	1.05	95.0-96.5	1.00	93.0-94.9	0.95	92.0-92.9 or 96.6-97.0	0.90	91.0-91.9 or 97.1-97.5	(1)	< 91.0 or > 97.5
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(1)	< 91.0 or > 97.5														
<p>SUBSECTION: REVISION:</p>	<p>413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22. Insert the following sentence between the first and second sentence of the first paragraph: The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.</p>														

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<p>SUBSECTION: 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22. TABLE: JOINT DENSITY TABLE REVISION: Replace the joint density table with the following:</p>	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;">DENSITY</th> </tr> <tr> <th style="text-align: center;">Pay Value</th> <th style="text-align: center;">Lane Density Test Result (%)</th> <th style="text-align: center;">Joint Density Test Result (%)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1.05</td> <td style="text-align: center;">95.0-96.5</td> <td style="text-align: center;">92.0-96.0</td> </tr> <tr> <td style="text-align: center;">1.00</td> <td style="text-align: center;">93.0-94.9</td> <td style="text-align: center;">90.0-91.9</td> </tr> <tr> <td style="text-align: center;">0.95</td> <td style="text-align: center;">92.0-92.9 or 96.6-97.0</td> <td style="text-align: center;">89.0-89.9 or 96.1-96.5</td> </tr> <tr> <td style="text-align: center;">0.90</td> <td style="text-align: center;">91.0-91.9 or 97.1-97.5</td> <td style="text-align: center;">88.0-88.9 or 96.6-97.0</td> </tr> <tr> <td style="text-align: center;">0.75</td> <td style="text-align: center;">----</td> <td style="text-align: center;">< 88.0 or > 97.0</td> </tr> <tr> <td style="text-align: center;">⁽¹⁾</td> <td style="text-align: center;">< 91.0 or > 97.5</td> <td style="text-align: center;">----</td> </tr> </tbody> </table>	DENSITY			Pay Value	Lane Density Test Result (%)	Joint Density Test Result (%)	1.05	95.0-96.5	92.0-96.0	1.00	93.0-94.9	90.0-91.9	0.95	92.0-92.9 or 96.6-97.0	89.0-89.9 or 96.1-96.5	0.90	91.0-91.9 or 97.1-97.5	88.0-88.9 or 96.6-97.0	0.75	----	< 88.0 or > 97.0	⁽¹⁾	< 91.0 or > 97.5	----
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⁽¹⁾	< 91.0 or > 97.5	----																							
<p>SUBSECTION: 501.05.02 Ride Quality. REVISION: Add the following sentence to the end of the first paragraph:</p>	<p>The sum of the pay value adjustments for the ride quality shall not exceed \$0 for the project as a whole.</p>																								
<p>SUBSECTION: 505.03.04 Detectable Warnings. REVISION: Replace the first sentence with the following:</p>	<p>Install detectable warning pavers at all sidewalk ramps and on all commercial entrances according to the Standard Drawings.</p>																								
<p>SUBSECTION: 505.04.04 Detectable Warnings. REVISION: Replace the paragraph with the following:</p>	<p>The Department will measure the quantity in square feet. All retrofit applications for maintenance projects will require the removal of existing sidewalks to meet the requirements of the standard drawings applicable to the project. The cost associated with the removal of the existing sidewalk will be incidental to the detectable warnings bid item or incidental to the bid item for the construction of the concrete sidewalk unless otherwise noted.</p>																								
<p>SUBSECTION: 505.05 PAYMENT. REVISION: Add the following to the bid item table:</p>	<table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Code</u></th> <th style="text-align: left;"><u>Pay Item</u></th> <th style="text-align: left;"><u>Pay Unit</u></th> </tr> </thead> <tbody> <tr> <td>23158ES505</td> <td>Detectable Warnings</td> <td>Square Foot</td> </tr> </tbody> </table>	<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>	23158ES505	Detectable Warnings	Square Foot																		
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23158ES505	Detectable Warnings	Square Foot																							
<p>SUBSECTION: 509.01 DESCRIPTION. REVISION: Replace the second paragraph with the following:</p>	<p>The Department may allow the use of similar units that conform to the National Cooperative Highway Research Program (NCHRP) 350 Test Level 3 (TL-3) requirements and the typical features depicted by the Standard Drawings. Obtain the Engineers approval prior to use. Ensure the barrier wall shape, length, material, drain slot dimensions and locations typical features are met and the reported maximum deflection is 3 feet or less from the NCHRP 350 TL-3 for Test 3 – 11 (pickup truck impacting at 60 mph at a 25-degree angle.)</p>																								

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<p>SUBSECTION: REVISION:</p>	<p>601.03.02 Concrete Producer Responsibilities. Replace the first sentence with the following:</p> <p>Obtain the concrete from producers that are in compliance with KM 64-323 and on the Department's List of Approved Materials.</p> <p>Add the following to the first paragraph:</p> <p>If a concrete plant becomes unqualified during a project and there are no other qualified plants in the region, the Department will provide qualified personnel to witness and ensure the producer follows the required specifications. The Department will assess the Contractor a \$100 per hour charge for this service.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>601.03.02 Concrete Producer Responsibilities. B) Certified Personnel. Replace the second sentence with the following:</p> <p>Ensure that the concrete technicians are certified as ACI Level I (Level I) and KRMCA Level II (Level II).</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>601.03.02 Concrete Producer Responsibilities. C) Quality Control. Replace the second sentence with the following:</p> <p>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, unit weight, temperature, and aggregate tests, all to provide conforming concrete to the project.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>601.03.02 Concrete Producer Responsibilities. D) Producer Testing. Replace with the following:</p> <p>When producing for state work, have a Qualified Concrete Aggregate Technician or KYTC Qualified Aggregate Technician perform, at a minimum, weekly gradations and minus 200 wash tests and daily moisture contents of coarse and fine aggregate (Fine aggregates will not require a minus 200 wash test). Using the daily moisture contents, adjust the approved mix design accordingly prior to production. 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, unit weight, temperature, and aggregate tests, all to provide conforming concrete to the project.</p>
<p>SUBSECTION: PART: REVISION:</p>	<p>601.03.02 Concrete Producer Responsibilities. E) Trip Tickets. Replace the second sentence with the following:</p> <p>Include on the trip ticket the Sample ID for the approved mix design and a statement certifying that the data on the ticket is correct and that the mixture conforms to the mix design.</p>
<p>SUBSECTION: PART: NUMBER: REVISION:</p>	<p>601.03.03 Proportioning and Requirements. C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures 2) Mineral Admixtures. Replace the second sentence with the following:</p> <p>Reduction of the total cement content by a combination of mineral admixtures will be allowed, up to a maximum of 40 percent.</p>

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SUBSECTION: PART: NUMBER: LETTER: REVISION:	601.03.03 Proportioning and Requirements. C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures 2) Mineral Admixtures. a) Fly Ash. Delete the last sentence of the third paragraph.
SUBSECTION: PART: NUMBER: LETTER: REVISION:	601.03.03 Proportioning and Requirements. C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures 2) Mineral Admixtures. b) Ground Granulated Blast Furnace Slag (GGBF Slag). Delete the second sentence of the third paragraph.
SUBSECTION: PART: REVISION:	601.03.03 Proportioning and Requirements. E) Measuring. Add the following sentence: Conform to the individual ingredient material batching tolerances in Appendix A.
SUBSECTION: PART: REVISION:	601.03.09 Placing Concrete. A) General. Replace the last sentence of the fourth paragraph with the following: Do not use aluminum or aluminum alloy troughs, pipes, or chutes that have surface damage or for lengths greater than 20 feet. Replace the second sentence of the fifth paragraph with the following: When pumping, equip the delivery pipe with a nozzle, having a minimum of 2 right angles, at the discharge end. Alternate nozzles or restriction devices may be allowed with prior approval by the Engineer.
SUBSECTION: REVISION:	605.02.05 Forms. Delete the last sentence.
SUBSECTION: REVISION:	605.03.04 Tack Welding. Replace with the following: The Department does not allow tack welding.
SUBSECTION: REVISION:	606.02.11 Coarse Aggregate. Replace with the following: Conform to Section 805, size No. 8 or 9-M.
SUBSECTION: PART: REVISION:	609.03.04 Expansion and Fixed Joints. D) Preformed Neoprene Joint Seals. Replace the last sentence of paragraph seven with the following: Field splices will not be allowed during partial width construction. It is Contractor's responsibility to determine and install the length of seal required for the joint to barrier wall as per the standard drawing.
SUBSECTION: REVISION:	609.03.09 Finish with Burlap Drag. Delete the entire section.
SUBSECTION: REVISION:	609.04.06 Joint Sealing. Replace Subsection 601.04 with the following: Subsection 606.04.08.

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<p>SUBSECTION: REVISION:</p>	<p>609.05 Payment. Replace the Pay Unit for Joint Sealing with the following: See Subsection 606.05.</p>
<p>SUBSECTION: REVISION:</p>	<p>701.03.06 Initial Backfill. Replace the first sentence of the last paragraph with the following: When the Contract specifies, perform quality control testing to verify compaction according to KM 64-512.</p>
<p>SUBSECTION: REVISION:</p>	<p>701.03.08 Testing of Pipe. Replace and rename the subsection with the following:</p> <p>701.03.08 Inspection of Pipe. The engineer will visually inspect all pipe. The Department will require camera/video inspection on a minimum of 50 percent of the linear feet of all installed pipe structures. Conduct camera/video inspection according to KM 64-114. The pipe to be installed under pavement will be selected first. If the total linear feet of pipe under pavement is less than 50 percent of the linear feet of all pipe installed, the Engineer will randomly select installations from the remaining pipe structures on the project to provide for the minimum inspection requirement. The pipe will be selected in complete runs (junction-junction or headwall-headwall) until the total linear feet of pipe to be inspected is at least 50 percent of the total linear feet of all installed pipe on the project.</p> <p>Unless the Engineer directs otherwise, schedule the inspections no sooner than 30 days after completing the installation and completion of earthwork to within 1 foot of the finished subgrade. When final surfacing conflicts with the 30-day minimum, conduct the inspections prior to placement of the final surface. The contractor must ensure that all pipe are free and clear of any debris so that a complete inspection is possible.</p> <p>Notify the Engineer immediately if distresses or locations of improper installation are discovered. When camera testing shows distresses or improper installation in the installed pipe, the Engineer may require additional sections to be tested. Provide the video and report to the Engineer when testing is complete in accordance with KM 64-114.</p> <p>Pipes that exhibit distress or signs of improper installation may necessitate repair or removal as the Engineer directs. These signs include, but are not limited to: deflection, cracking, joint separation, sagging or other interior damage. If corrugated metal or thermoplastic pipes exceed the deflection and installation thresholds indicated in the table below, provide the Department with an evaluation of each location conducted by a Professional Engineer addressing the severity of the deflection, structural integrity, environmental conditions, design service life, and an evaluation of the factor of safety using Section 12, "Buried Structures and Tunnel Liners," of the AASHTO LRFD Bridge Design Specifications. Based on the evaluation, the Department may allow the pipe to remain in place at a reduced unit price as shown in the table below. Provide 5 business days for the Department to review the evaluation. When the pipe shows deflection of 10 percent or greater, remove and replace the pipe. When the camera/video or laser inspection results are called into question, the Department may require direct measurements or mandrel testing.</p> <p>The Cabinet may elect to conduct Quality Assurance verifications of any pipe inspections.</p>
<p>SUBSECTION: REVISION:</p>	<p>701.04.07 Testing. Replace and rename the subsection with the following:</p> <p>701.04.07 Pipeline Video Inspection. The Department will measure the quantity in linear feet along the pipe invert of the structure inspected. When inspection above the specified 50 percent is performed due to a disagreement or suspicion of additional distresses and the Department is found in error, the Department will measure the quantity as Extra Work according to Subsection 104.03. However, if additional distresses or non-conformance is found, the Department will not measure the additional inspection for payment.</p>

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SUBSECTION: REVISION:	701.05 PAYMENT. Add the following pay item to the list of pay items: <table border="0"> <tr> <td><u>Code</u></td> <td><u>Pay Item</u></td> <td><u>Pay Unit</u></td> </tr> <tr> <td>23131ER701</td> <td>Pipeline Video Inspection</td> <td>Linear Foot</td> </tr> </table>	<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>	23131ER701	Pipeline Video Inspection	Linear Foot						
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23131ER701	Pipeline Video Inspection	Linear Foot											
SUBSECTION: TABLE: REVISION:	701.05 PAYMENT PIPE DEFLECTION DETERMINED BY CAMERA TESTING Replace this table with the following table and note: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">PIPE DEFLECTION</th> </tr> <tr> <th>Amount of Deflection (%)</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>0.0 to 5.0</td> <td>100% of the Unit Bid Price</td> </tr> <tr> <td>5.1 to 9.9</td> <td>50% of the Unit Bid Price ⁽¹⁾</td> </tr> <tr> <td>10 or greater</td> <td>Remove and Replace</td> </tr> </tbody> </table> <p>(1) Provide Structural Analysis as indicated above. Based on the structural analysis, pipe may be allowed to remain in place at the reduced unit price.</p>	PIPE DEFLECTION		Amount of Deflection (%)	Payment	0.0 to 5.0	100% of the Unit Bid Price	5.1 to 9.9	50% of the Unit Bid Price ⁽¹⁾	10 or greater	Remove and Replace		
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SUBSECTION: TABLE: REVISION:	701.05 PAYMENT PIPE DEFLECTION DETERMINED BY MANDREL TESTING Delete this table.												
SUBSECTION: REVISION:	713.02.01 Paint. Replace with the following: Conform to Section 842 and Section 846.												
SUBSECTION: REVISION:	713.03 CONSTRUCTION. Replace the first sentence of the second paragraph with the following: On interstates and parkways, and other routes approved by the State Highway Engineer, install pavement striping that is 6 inches in width.												
SUBSECTION: REVISION:	713.03.03 Paint Application. Replace the second paragraph with the following table: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Material</th> <th>Paint Application Rate</th> <th>Glass Beads Application Rate</th> </tr> </thead> <tbody> <tr> <td>4 inch waterborne paint</td> <td>Min. of 16.5 gallons/mile</td> <td>Min. of 6 pounds/gallon</td> </tr> <tr> <td>6 inch waterborne paint</td> <td>Min. of 24.8 gallons/mile</td> <td>Min. of 6 pounds/gallon</td> </tr> <tr> <td>6 inch durable waterborne paint</td> <td>Min. of 36 gallons/mile</td> <td>Min. of 6 pounds/gallon</td> </tr> </tbody> </table>	Material	Paint Application Rate	Glass Beads Application Rate	4 inch waterborne paint	Min. of 16.5 gallons/mile	Min. of 6 pounds/gallon	6 inch waterborne paint	Min. of 24.8 gallons/mile	Min. of 6 pounds/gallon	6 inch durable waterborne paint	Min. of 36 gallons/mile	Min. of 6 pounds/gallon
Material	Paint Application Rate	Glass Beads Application Rate											
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6 inch durable waterborne paint	Min. of 36 gallons/mile	Min. of 6 pounds/gallon											
SUBSECTION: REVISION:	713.03.04 Marking Removal. Replace the last sentence of the paragraph with the following: Vacuum all marking material and removal debris concurrently with the marking removal operation.												
SUBSECTION: REVISION:	713.05 PAYMENT. Insert the following codes and pay items below the Pavement Striping – Permanent Paint: <table border="0"> <tr> <td><u>Code</u></td> <td><u>Pay Item</u></td> <td><u>Pay Unit</u></td> </tr> <tr> <td>24189ER</td> <td>Durable Waterborne Marking – 6 IN W</td> <td>Linear Foot</td> </tr> <tr> <td>24190ER</td> <td>Durable Waterborne Marking – 6 IN Y</td> <td>Linear Foot</td> </tr> <tr> <td>24191ER</td> <td>Durable Waterborne Marking – 12 IN W</td> <td>Linear Foot</td> </tr> </table>	<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>	24189ER	Durable Waterborne Marking – 6 IN W	Linear Foot	24190ER	Durable Waterborne Marking – 6 IN Y	Linear Foot	24191ER	Durable Waterborne Marking – 12 IN W	Linear Foot
<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>											
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24191ER	Durable Waterborne Marking – 12 IN W	Linear Foot											

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SUBSECTION: REVISION:	714.03 CONSTRUCTION. Insert the following paragraph at the end of the third paragraph: Use Type I Tape for markings on bridge decks, JPC pavement and JPC intersections. Thermoplastic should only be used for markings on asphalt pavement.
SUBSECTION: REVISION:	714.03.07 Marking Removal. Replace the third sentence of the paragraph with the following: Vacuum all marking material and removal debris concurrently with the marking removal operation.
SUBSECTION: REVISION:	716.01 DESCRIPTION. Insert the following after the first sentence: Energize lighting as soon as it is fully functional and ready for inspection. Ensure that lighting remains operational until the Division of Traffic Operations has provided written acceptance of the electrical work.
SUBSECTION: REVISION:	716.02.01 Roadway Lighting Materials. Replace the last two sentences of the paragraph with the following: Submit for material approval an electronic file of descriptive literature, drawings, and any requested design data to the Division of Traffic Operations. Do not begin work until shop drawings are approved. Notify the Engineer when submitting any information to the Division of Traffic Operations. Do not make substitutions for approved materials without written permission as described above.
SECTION: REVISION:	717 – THERMOPLASTIC INTERSECTION MARKINGS. Replace the section name with the following: INTERSECTION MARKINGS.
SUBSECTION: REVISION:	717.01 DESCRIPTION: Replace the paragraph with the following: Furnish and install thermoplastic or Type I tape intersection markings (Stop Bars, Crosswalks, Turn Arrows, etc.) Thermoplastic markings may be installed by either a machine applied, screed extrusion process or by applying preformed thermoplastic intersection marking material.
SUBSECTION: REVISION:	717.02 MATERIALS AND EQUIPMENT. Insert the following subsection: 717.02.06 Type I Tape. Conform to Section 836.
SUBSECTION: REVISION:	717.03.03 Application. Insert the following part to the subsection: B) Type I Tape Intersection Markings. Apply according to the manufacturer's recommendations. Cut all tape at pavement joints when applied to concrete surfaces.

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<p>SUBSECTION: PART: REVISION:</p>	<p>717.03.05 Proving Period. A) Requirements. Insert the following to this section:</p> <p>2) Type I Tape. During the proving period, ensure that the pavement marking material shows no signs of failure due to blistering, excessive cracking, bleeding, staining, discoloration, oil content of the pavement materials, drippings, chipping, spalling, poor adhesion to the pavement, loss of retroreflectivity, vehicular damage, and normal wear. Type I Tape is manufactured off site and warranted by the manufacturer to meet certain retroreflective requirements. As long as the material is adequately bonded to the surface and shows no signs of failure due to the other items listed in Subsection 714.03.06 A) 1), retroreflectivity readings will not be required. In the absence of readings, the Department will accept tape based on a nighttime visual observation.</p>																																							
<p>SUBSECTION: REVISION:</p>	<p>717.03.06 Marking Removal. Replace the third sentence of the paragraph with the following:</p> <p>Vacuum all marking material and removal debris concurrently with the marking removal operation.</p>																																							
<p>SUBSECTION: REVISION:</p>	<p>717.05 PAYMENT. Insert the following bid item codes:</p> <table border="0" data-bbox="386 856 1453 1247"> <thead> <tr> <th><u>Code</u></th> <th><u>Pay Unit</u></th> <th><u>Pay Item</u></th> </tr> </thead> <tbody> <tr> <td>06563</td> <td>Pave Marking – R/R X Bucks 16 IN</td> <td>Linear Foot</td> </tr> <tr> <td>20782NS714</td> <td>Pave Marking Thermo – Bike</td> <td>Each</td> </tr> <tr> <td>23251ES717, 23264ES717</td> <td>Pave Mark TY I Tape X-Walk, Size</td> <td>Linear Foot</td> </tr> <tr> <td>23252ES717, 23265ES717</td> <td>Pave Mark TY I Tape Stop Bar, Size</td> <td>Linear Foot</td> </tr> <tr> <td>23253ES717</td> <td>Pave Mark TY I Tape Cross Hatch</td> <td>Square Foot</td> </tr> <tr> <td>23254ES717</td> <td>Pave Mark TY I Tape Dotted Lane Extension</td> <td>Linear Foot</td> </tr> <tr> <td>23255ES717</td> <td>Pave Mark TY I Tape Arrow, Type</td> <td>Each</td> </tr> <tr> <td>23268ES717-23270ES717</td> <td></td> <td></td> </tr> <tr> <td>23256ES717</td> <td>Pave Mark TY I Tape- ONLY</td> <td>Each</td> </tr> <tr> <td>23257ES717</td> <td>Pave Mark TY I Tape- SCHOOL</td> <td>Each</td> </tr> <tr> <td>23266ES717</td> <td>Pave Mark TY 1 Tape R/R X Bucks-16 IN</td> <td>Linear Foot</td> </tr> <tr> <td>23267ES717</td> <td>Pave Mark TY 1 Tape-Bike</td> <td>Each</td> </tr> </tbody> </table>	<u>Code</u>	<u>Pay Unit</u>	<u>Pay Item</u>	06563	Pave Marking – R/R X Bucks 16 IN	Linear Foot	20782NS714	Pave Marking Thermo – Bike	Each	23251ES717, 23264ES717	Pave Mark TY I Tape X-Walk, Size	Linear Foot	23252ES717, 23265ES717	Pave Mark TY I Tape Stop Bar, Size	Linear Foot	23253ES717	Pave Mark TY I Tape Cross Hatch	Square Foot	23254ES717	Pave Mark TY I Tape Dotted Lane Extension	Linear Foot	23255ES717	Pave Mark TY I Tape Arrow, Type	Each	23268ES717-23270ES717			23256ES717	Pave Mark TY I Tape- ONLY	Each	23257ES717	Pave Mark TY I Tape- SCHOOL	Each	23266ES717	Pave Mark TY 1 Tape R/R X Bucks-16 IN	Linear Foot	23267ES717	Pave Mark TY 1 Tape-Bike	Each
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23252ES717, 23265ES717	Pave Mark TY I Tape Stop Bar, Size	Linear Foot																																						
23253ES717	Pave Mark TY I Tape Cross Hatch	Square Foot																																						
23254ES717	Pave Mark TY I Tape Dotted Lane Extension	Linear Foot																																						
23255ES717	Pave Mark TY I Tape Arrow, Type	Each																																						
23268ES717-23270ES717																																								
23256ES717	Pave Mark TY I Tape- ONLY	Each																																						
23257ES717	Pave Mark TY I Tape- SCHOOL	Each																																						
23266ES717	Pave Mark TY 1 Tape R/R X Bucks-16 IN	Linear Foot																																						
23267ES717	Pave Mark TY 1 Tape-Bike	Each																																						
<p>SUBSECTION: REVISION:</p>	<p>725.02.02 Type VI Class C & CT. Replace bullet 2) with the following:</p> <p>2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM -beam connectors after fabrication according to ASTM A 123.</p>																																							
<p>SUBSECTION: REVISION:</p>	<p>725.02.04 Type VII Class C. Replace bullet 2) with the following:</p> <p>2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM-beam connectors after fabrication according to ASTM A 123.</p>																																							
<p>SUBSECTION: REVISION:</p>	<p>801.01 REQUIREMENTS. Delete the fourth sentence of the first paragraph and add the following to the second paragraph.</p> <p>When supplying cement with a SO₃ content above the value in table I of ASTM C 150, include supportive ASTM C 1038 14-day expansion test data for the supplied SO₃ content on the certification.</p>																																							

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SUBSECTION: REVISION:	805.01 GENERAL. Replace the second paragraph with the following: The Department's List of Approved Materials includes the Aggregate Source List, the list of Class A and Class B Polish-Resistant Aggregate Sources, and the Concrete Restriction List.
SUBSECTION: REVISION:	805.04 CONCRETE. Delete footnote (1) The permissible lightweight particle content of gravel coarse aggregate for reinforced concrete box culvert sections, concrete pipe, pipe arches, or for use only in concrete that will be permanently protected from freezing by 2 feet or more of cover is 10.0 percent.
SUBSECTION: REVISION:	805.04 CONCRETE. Replace the "AASHTO T 160" reference in first sentence of the third paragraph with "KM 64-629"
SUBSECTION: TABLE: PART: REVISION:	805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE. AGGREGATE SIZE USE Cement Concrete Structures and Incidental Construction Replace "9-M for Waterproofing Overlays" with "8 or 9-M for Waterproofing Overlays"

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SUBSECTION: 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.
REVISION: Replace the "SIZES OF COARSE AGGREGATES" table in with the following:

SIZES OF COARSE AGGREGATES																	
AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS) PERCENTAGE BY WEIGHT																	
Aggregate Size	Sieve	4 inch	3 1/2 inch	3 inch	2 1/2 inch	2 inch	1 1/2 inch	1 inch	3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 30	No. 100	No. 200
Aggregate Size	Nominal ⁽¹⁾ Maximum Aggregate Size																
1	3 1/2 inch	100	90-100		25-60		0-15		0-5								
2	2 1/2 inch			100	90-100	35-70	0-15		0-5								
23	2 inch			100		40-90		0-15		0-5							
3	2 inch				100	90-100	35-70	0-15		0-5							
357	2 inch				100	95-100		35-70		10-30		0-5					
4	1 1/2 inch				100	90-100	20-55	0-15		0-5							
467	1 1/2 inch				100	95-100		35-70		10-30		0-5					
5	1 inch				100	90-100	20-55	0-10	0-5								
57	1 inch				100	95-100		25-60				0-10	0-5				
610	1 inch				100	85-100		40-75				15-40					
67	3/4 inch				100	90-100		20-55		0-10	0-5						
68	3/4 inch				100	90-100		30-65		5-25	0-10	0-5					
710	3/4 inch				100	80-100		30-75		0-30							
78	1/2 inch				100		90-100	40-75		5-25	0-10	0-5					
8	3/8 inch				100		85-100	10-30		0-10	0-5						
9-M	3/8 inch				100		75-100	0-25	0-5								
10 ⁽²⁾	No. 4				100		85-100					10-30					
11 ⁽²⁾	No. 4				100		40-90					10-40					
DENSE GRADED AGGREGATE ⁽¹⁾	3/4 inch				100		70-100		50-80		30-65				10-40		4-13
CRUSHED STONE BASE ⁽¹⁾	1 1/2 inch				100		90-100		60-95		30-70				5-20		0-8

⁽¹⁾ Gradation performed by wet sieve KM 64-620 or AASHTO T 117 T 27.
⁽²⁾ Sizes shown for convenience and are not to be considered as coarse aggregates.
⁽³⁾ Nominal Maximum Size is the largest sieve on the gradation table for an aggregate size on which any material may be retained.
 Note: The Department will allow blending of same source/same type aggregate when precise procedures are used such as cold feed, belt, or equivalent and combining of sizes or types of aggregate using the weigh hopper at concrete plants or controlled feed belts at the pugmill to obtain designated sizes.

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<p>SUBSECTION: REVISION:</p>	<p>805.16 SAMPLING AND TESTING. Replace the "AASHTO T 160" method with the "KM 64-629" method for the Concrete Beam Expansion Test. Replace the "ASTM D 3042" method with the "KM 64-625" method for Insoluble Residue.</p>									
<p>SUBSECTION: REVISION:</p>	<p>810.04.01 Coating Requirements. Replace the "Subsection 806.07" references with "Subsection 806.06"</p>									
<p>SUBSECTION: PART: REVISION:</p>	<p>810.06.01 Polyvinyl Chloride (PVC) Pipe. B) Culvert and Entrance Pipe. Replace the title with the following: B) Culvert Pipe, Storm Sewer, and Entrance Pipe.</p>									
<p>SUBSECTION: REVISION:</p>	<p>823.02 LIQUID MEMBRANE FORMING COMPOUNDS. Add the following: Effective July 1, 2011, to remain on or be added to the Department's approved list, products must have completed testing or been submitted for testing through the National Transportation Product Evaluation Program (NTPEP) for Concrete Curing Compounds.</p>									
<p>SUBSECTION: REVISION:</p>	<p>837.03 APPROVAL. Replace the last sentence with the following: The Department will sample and evaluate for approval each lot of thermoplastic material delivered for use per contract prior to installation of the thermoplastic material. Do not allow the installation of thermoplastic material until it has been approved by the Division of Materials. Allow the Department a minimum of 10 working days to evaluate and approve thermoplastic material.</p>									
<p>SUBSECTION: REVISION:</p>	<p>837.03.01 Composition. COMPOSITION Table: Replace <table border="1" data-bbox="391 1199 1295 1289"> <tr> <td>Lead Chromate</td> <td>0.0 max.</td> <td>4.0 min.</td> </tr> <tr> <td colspan="3">with</td> </tr> <tr> <td>Heavy Metals Content</td> <td colspan="2">Comply with 40 CFR 261</td> </tr> </table> </p>	Lead Chromate	0.0 max.	4.0 min.	with			Heavy Metals Content	Comply with 40 CFR 261	
Lead Chromate	0.0 max.	4.0 min.								
with										
Heavy Metals Content	Comply with 40 CFR 261									
<p>SUBSECTION: TABLE: REVISION:</p>	<p>842.02 APPROVAL. PAINT COMPOSITION Revise the following in the table: Replace the 2.0ΔE* values in the table with 4.0ΔE* for both Yellow and White Paint on both the Daytime and Nighttime Color Spectrophotometer.</p>									
<p>SECTION: REVISION:</p>	<p>DIVISION 800 MATERIAL DETAILS Add the following section in Division 800 SECTION 846 – DURABLE WATERBORNE PAINT 846.01 DESCRIPTION. This section covers quick-drying durable waterborne pavement striping paint for permanent applications. The paint shall be ready-mixed, one-component, 100% acrylic waterborne striping paint suitable for application on such traffic-bearing surfaces as Portland cement concrete, bituminous cement concrete, asphalt, tar, and previously painted areas of these surfaces. 846.02 Approval. Select materials that conform to the composition requirements below. Provide independent analysis data and certification for each formulation stating the total concentration of each heavy metal present, the test method used for each determination, and compliance to 40 CFR 261 for leachable heavy metals content. Submit initial samples for approval before beginning striping</p>									

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operations. The initial sample may be sent from the manufacture of the paint. The Department will randomly sample and evaluate the paint each week that the striping operations are in progress.

The non-volatile portion of the vehicle shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis. The acrylic resin used shall be a 100% cross-linking acrylic as evidenced by infrared peaks at wavelengths 1568, 1624, and 1672 cm⁻¹ with intensities equal to those produced by an acrylic resin known to be 100% cross-linking.

PAINT COMPOSITION		
Property and Test Method	Yellow	White
Daytime Color (CIELAB) Spectrophotometer using illuminant D65 at 45° illumination and 0° viewing with a 2° observer	L* 81.76 a* 19.79 b* 89.89 Maximum allowable variation 4.0ΔE*	L* 93.51 a* -1.01 b* 0.70 Maximum allowable variation 4.0ΔE*
Nighttime Color (CIELAB) Spectrophotometer using illuminant A at 45° illumination and 0° viewing with a 2° observer	L* 86.90 a* 24.80 b* 95.45 Maximum allowable variation 4.0ΔE*	L* 93.45 a* -0.79 b* 0.43 Maximum allowable variation 4.0ΔE*
Heavy Metals Content	Comply with 40 CFR 261	Comply with 40 CFR 261
Titanium Dioxide ASTM D 4764	NA	10% by weight of pigment min.
VOC ASTM D 2369 and D 4017	1.25 lb/gal max.	1.25 l /gal max.
Contrast Ratio (at 15 mils wft)	0.97	0.99

846.02.01 Manufacturers Certification. Provide a certification of analysis for each lot of traffic paint produced stating conformance to the requirements of this section. Report the formulation identification, traffic paint trade name, color, date of manufacturer, total quantity of lot produced, actual quantity of traffic paint represented, sampling method utilized to obtain the samples, and data for each sample tested to represent each lot produced.

846.03 ACCEPTANCE PROCEDURES FOR NON-SPECIFICATION DURABLE WATERBORNE PAVEMENT STRIPING PAINT. When non-specification paint is inadvertently incorporated into the work the Department will accept the material with a reduction in pay. The percentage deduction is cumulative based on its compositional properties, but will not exceed 60 percent. The Department will calculate the payment reduction on the unit bid price for the routes where the non-specification paint was used.

DURABLE WATERBORNE PAVEMENT STRIPING PAINT REDUCTION SCHEDULE						
Non-conforming Property	Resin	Color	Contrast	TiO ₂	VOC	Heavy Metals Content
Reduction Rate	60%	10%	10%	10%	60%	60%

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APPENDIX A: PART: REVISION:	TABLUATION OF CONSTRUCTION TOLERANCES. 601.03.03 Replace with the following: Concrete accuracy of individual ingredient material for each batch. ± 2.0% for aggregates ± 1.0% for water ± 1.0% for cement in batches of 4 cubic yards or greater ± 1.0% for total cementitious materials in batches of 4 cubic yards or greater 0.0% to + 4.0% for cement in batches less than 4 cubic yards 0.0% to + 4.0% for total cementitious materials in batches less than 4 cubic yards ± 3.0% for admixtures
APPENDIX A: PART: REVISION:	TABLUATION OF CONSTRUCTION TOLERANCES. 601.03.03 C) 2) Delete

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

This Special Note will apply when indicated on the plans or in the proposal.

1.0 DESCRIPTION. Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

2.0 MATERIALS.

2.1 General. Use LED or flip disk/LED Variable Message Signs Class I, II, or III, as appropriate, from the Department's List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

2.2 Sign and Controls. All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
 - a) Keyboard or keypad.
 - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
 - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
 - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Allow direct wiring for operation of the sign or arrow board from an external power source when desired.
- 7) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 8) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 9) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 10) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.

- 11) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 12) Provide a photocell control to provide automatic dimming.
- 13) Allow an on-off flashing sequence at an adjustable rate.
- 14) Provide a sight to aim the message.
- 15) Provide a LED display color of approximately 590 nm amber.
- 16) Provide a controller that is password protected.
- 17) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 18) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

/KEEP/RIGHT/⇒⇒⇒/	/MIN/SPEED/**MPH/
/KEEP/LEFT/⇐⇐⇐/	/ICY/BRIDGE/AHEAD/ /ONE
/LOOSE/GRAVEL/AHEAD/	LANE/BRIDGE/AHEAD/
/RD WORK/NEXT/**MILES/	/ROUGH/ROAD/AHEAD/
/TWO WAY/TRAFFIC/AHEAD/	/MERGING/TRAFFIC/AHEAD/
/PAINT/CREW/AHEAD/	/NEXT/**/MILES/
/REDUCE/SPEED/**MPH/	/HEAVY/TRAFFIC/AHEAD/
/BRIDGE/WORK/**0 FT/	/SPEED/LIMIT/**MPH/
/MAX/SPEED/**MPH/	/BUMP/AHEAD/
/SURVEY/PARTY/AHEAD/	/TWO/WAY/TRAFFIC/

*Insert numerals as directed by the Engineer.
Add other messages during the project when required by the Engineer.

2.3 Requirements for Flip-Disc Type Signs. Flip-disc type signs will have the following additional requirements:

- 1) Disc faces are fluorescent yellow on one side, and flat black on the reverse.
- 2) Discs are at least 3.5 square inches with a minimum character size of 5 discs horizontally by 7 discs vertically.
- 3) Discs are designed to operate without lubrication for at least 200 million operations.
- 4) Line change speed of 600 milliseconds or less.
- 5) When power is lost, the sign automatically becomes blank or displays a preprogrammed default message.

2.4 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.
- 2) Diesel Power Source. Ensure the following is provided for:
 - a) At least 24 spare bulbs available on the project for quick replacement of burned out bulbs.
 - b) Black light at both top and bottom of each line to illuminate discs for visibility at night or under adverse weather conditions, for flip disk signs.

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- c) Diesel generator and electric start assembly, including batteries and a fuel capacity adequate to provide at least 72 hours continuous operation without refueling.
- d) Fuel gage.
- e) Provide all other specific features, such as bulb size, protection from sun glare, and shock protection for electronics and bulbs, to the satisfaction of the Engineer.

3.0 CONSTRUCTION. Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater. Unless the Contract specifies flip-disk signs, use Class I signs on interstates and parkways.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel or disk.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

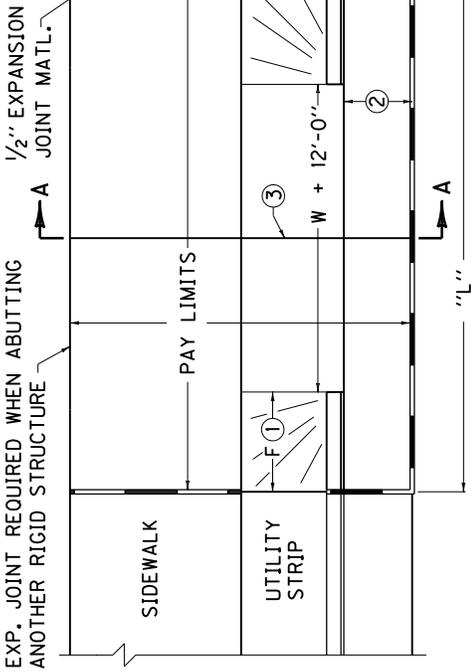
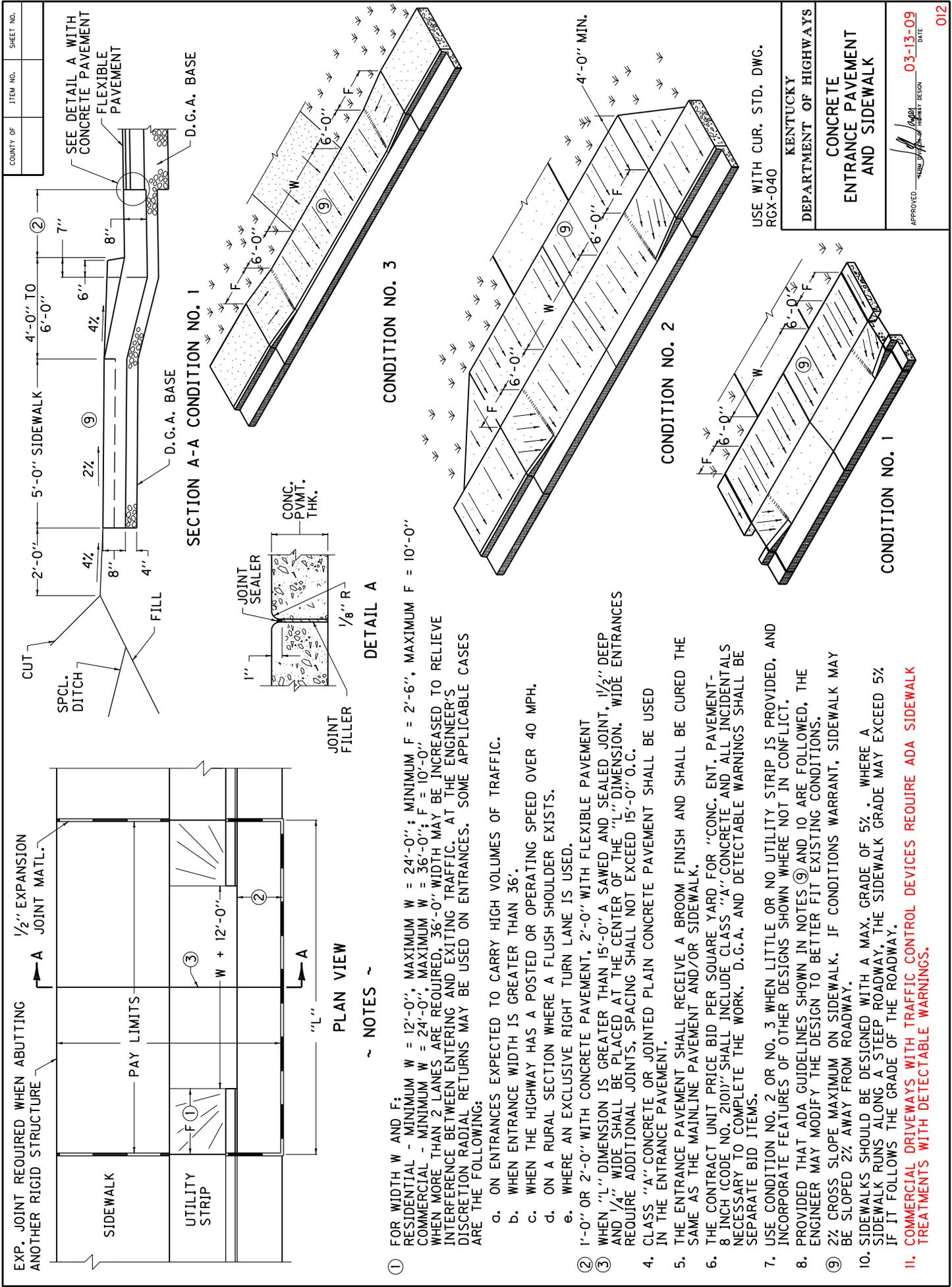
5.0 PAYMENT. The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
02671	Portable Changeable Message Sign	Each

January 5, 2010

STANDARD DRAWINGS THAT APPLY

CURB BOX INLET TYPE A (DETAIL DRAWING).....	RDB-270-08
CURB BOX INLET TYPE A (STEEL DRAWING).....	RDB-271-04
CURB BOX INLET TYPE A (TOP PHASE TABLES).....	RDB-272-06
CURB BOX INLET TYPE A (DETAIL & BAR CHART FOR 8" LID).....	RDB-273-05
CURB BOX INLET TYPE B (DETAIL DRAWING).....	RDB-280-05
CURB BOX INLET TYPE B (STEEL DRAWING).....	RDB-281-02
CURB BOX INLET TYPE B (TOP PHASE TABLES).....	RDB-282-03
CURB BOX INLET TYPE B (DETAIL & BAR CHART FOR 8" LID).....	RDB-283-03
STANDARD CURB BOX INLET TYPE F.....	RDB-320-05
BOX INLET RISER.....	RDB-400-04
CURVE WIDENING AND SUPERELEVATION TRANSITIONS.....	RGS-001-06
SUPERELEVATION FOR MULTILANE PAVEMENTS.....	RGS-002-05
MISCELLANEOUS STANDARDS PART 1.....	RGX-001-05
CURB AND GUTTER, CURBS AND VALLEY GUTTER.....	RPM-100-09
NETTING.....	RRE-002-04
PAVEMENT MARKER ARRANGEMENTS TWO-WAY LEFT TURN LANE.....	TPM-140-01
LANE CLOSURE MULTI-LANE HIGHWAY CASE I.....	TTC-115-01
LANE CLOSURE MULTI-LANE HIGHWAY CASE II.....	TTC-120-01
SHOULDER CLOSURE.....	TTC-135-01
POST SPLICING DETAIL.....	TTD-110-01
MOBILE OPERATION FOR PAINT STRIPING CASE III.....	TTS-110-01
MOBILE OPERATION FOR PAINT STRIPING CASE IV.....	TTS-115-01



① FOR WIDTH W AND F:
RESIDENTIAL - MINIMUM W = 12'-0", MAXIMUM W = 24'-0"; MINIMUM F = 2'-6", MAXIMUM F = 10'-0"
COMMERCIAL - MINIMUM W = 24'-0", MAXIMUM W = 36'-0"; F = 10'-0"
WHEN MORE THAN 2 LANES ARE REQUIRED, 36'-0" WIDTH MAY BE INCREASED TO RELIEVE INTERFERENCE BETWEEN ENTERING AND EXITING TRAFFIC. AT THE ENGINEER'S DISCRETION RADIAL RETURNS MAY BE USED ON ENTRANCES. SOME APPLICABLE CASES ARE THE FOLLOWING:

- a. ON ENTRANCES EXPECTED TO CARRY HIGH VOLUMES OF TRAFFIC.
 - b. WHEN ENTRANCE WIDTH IS GREATER THAN 36'.
 - c. WHEN THE HIGHWAY HAS A POSTED OR OPERATING SPEED OVER 40 MPH.
 - d. ON A RURAL SECTION WHERE A FLUSH SHOULDER EXISTS.
 - e. WHERE AN EXCLUSIVE RIGHT TURN LANE IS USED.
- ② 1'-0" OR 2'-0" WITH CONCRETE PAVEMENT, 2'-0" WITH FLEXIBLE PAVEMENT
- ③ WHEN "L" DIMENSION IS GREATER THAN 15'-0" A SAWED AND SEALED JOINT, 1/2" DEEP AND 1/4" WIDE SHALL BE PLACED AT THE CENTER OF THE "L" DIMENSION. WIDE ENTRANCES REQUIRE ADDITIONAL JOINTS, SPACING SHALL NOT EXCEED 15'-0" O.C.

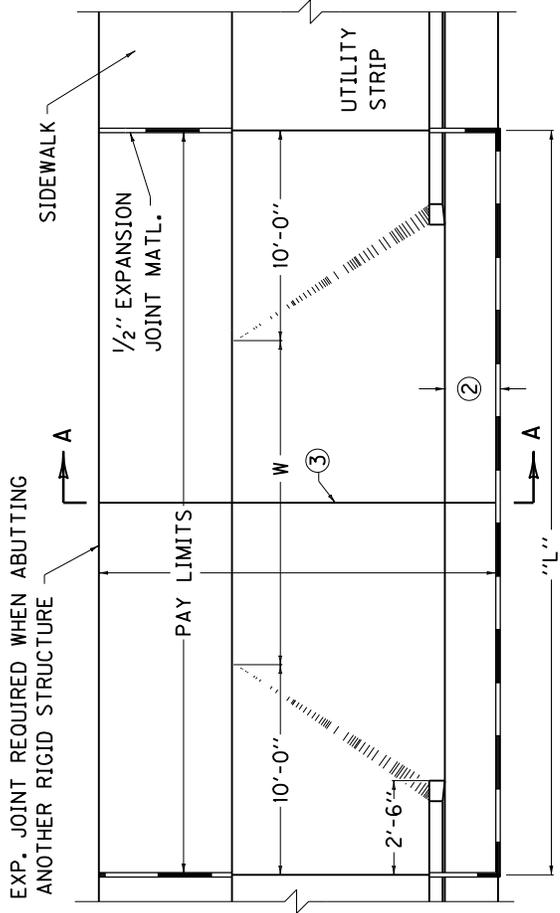
- 4. CLASS "A" CONCRETE OR JOINTED PLAIN CONCRETE PAVEMENT SHALL BE USED IN THE ENTRANCE PAVEMENT.
- 5. THE ENTRANCE PAVEMENT SHALL RECEIVE A BROOM FINISH AND SHALL BE CURED THE SAME AS THE MAINLINE PAVEMENT AND/OR SIDEWALK.
- 6. THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR "CONC. ENT. PAVEMENT- 8 INCH (CODE NO. 210)" SHALL INCLUDE CLASS "A" CONCRETE AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK. D.G.A. AND DETECTABLE WARNINGS SHALL BE SEPARATE BID ITEMS.
- 7. USE CONDITION NO. 2 OR NO. 3 WHEN LITTLE OR NO UTILITY STRIP IS PROVIDED, AND INCORPORATE FEATURES OF OTHER DESIGNS SHOWN WHERE NOT IN CONFLICT.
- 8. PROVIDED THAT ADA GUIDELINES SHOWN IN NOTES ⑨ AND 10 ARE FOLLOWED, THE ENGINEER MAY MODIFY THE DESIGN TO BETTER FIT EXISTING CONDITIONS.
- ⑨ 2% CROSS SLOPE MAXIMUM ON SIDEWALK. IF CONDITIONS WARRANT, SIDEWALK MAY BE SLOPED 2% AWAY FROM ROADWAY.
- 10. SIDEWALKS SHOULD BE DESIGNED WITH A MAX. GRADE OF 5%. WHERE A SIDEWALK RUNS ALONG A STEEP ROADWAY, THE SIDEWALK GRADE MAY EXCEED 5% IF IT FOLLOWS THE GRADE OF THE ROADWAY.

11. COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.

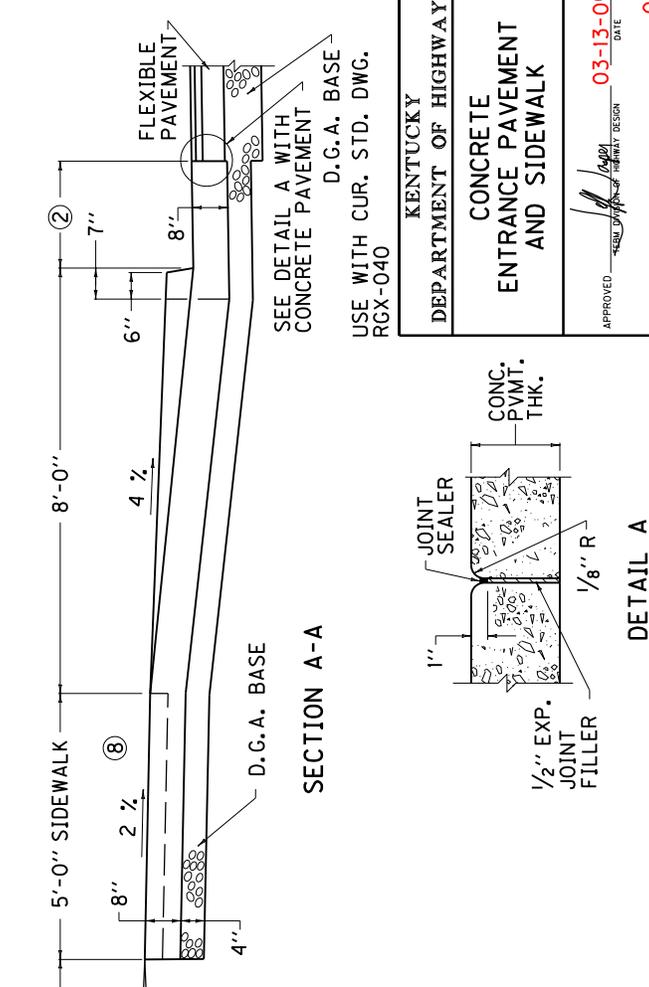
COUNTY OF	ITEM NO.	SHEET NO.

~ NOTES ~

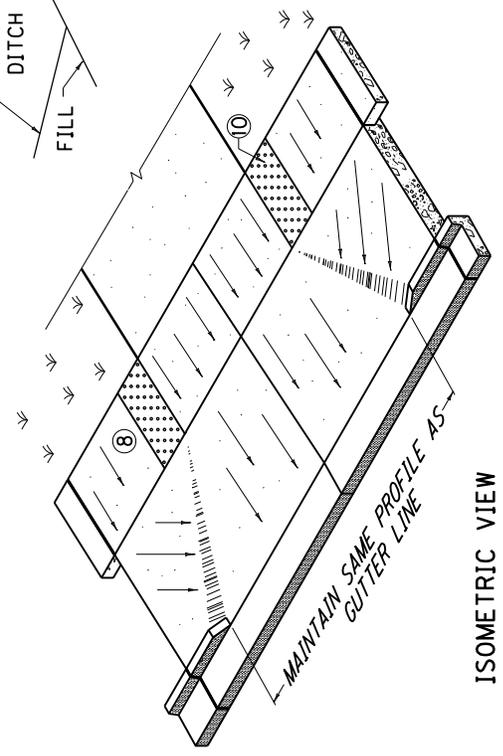
- ① FOR WIDTH W: COMMERCIAL - MINIMUM W = 24'-0", MAXIMUM W = 36'-0" WHEN MORE THAN 2 LANES ARE REQUIRED, 36'-0" WIDTH MAY BE INCREASED TO RELIEVE INTERFERENCE BETWEEN ENTERING AND EXITING TRAFFIC. AT THE ENGINEER'S DISCRETION RADIAL RETURNS MAY BE USED ON ENTRANCES. SOME APPLICABLE CASES ARE THE FOLLOWING:
 - a. ON ENTRANCES EXPECTED TO CARRY HIGH VOLUMES OF TRAFFIC.
 - b. WHEN ENTRANCE WIDTH IS GREATER THAN 36'.
 - c. WHEN THE HIGHWAY HAS A POSTED OR OPERATING SPEED OVER 40 MPH.
 - d. ON A RURAL SECTION WHERE A FLUSH SHOULDER EXISTS.
 - e. WHERE AN EXCLUSIVE RIGHT TURN LANE IS USED.
- ② 1'-0" OR 2'-0" WITH CONCRETE PAVEMENT, 2'-0" WITH FLEXIBLE PAVEMENT.
- ③ WHEN "L" DIMENSION IS GREATER THAN 15'-0" A SAWED AND SEALED JOINT, 1/2" DEEP AND 1/4" WIDE SHALL BE PLACED AT THE CENTER OF THE "L" DIMENSION. WIDE ENTRANCES REQUIRE ADDITIONAL JOINTS, SPACING SHALL NOT EXCEED 15'-0" O.C. CLASS "A" CONCRETE OR JOINTED PLAIN CONCRETE PAVEMENT SHALL BE USED IN THE ENTRANCE PAVEMENT.
5. THE ENTRANCE PAVEMENT SHALL RECEIVE A BROOM FINISH AND SHALL BE CURED THE SAME AS THE MAINLINE PAVEMENT AND/OR SIDEWALK.
6. THE CONTRACT UNIT PRICE BID PER SQUARE YARD FOR "CONC. ENT. PAVEMENT-8 INCH (CODE NO. 2101)" SHALL INCLUDE CLASS "A" CONCRETE AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK. D.G.A. AND DETECTABLE WARNINGS SHALL BE SEPARATE BID ITEMS.
7. PROVIDING THAT ADA GUIDELINES SHOWN IN NOTE ⑧ AND 9 ARE FOLLOWED, THE ENGINEER MAY MODIFY THE DESIGN TO BETTER FIT EXISTING CONDITIONS.
- ⑧ 2% CROSS SLOPE MAXIMUM ON SIDEWALK.
9. SIDEWALKS SHOULD BE DESIGNED WITH A MAX. GRADE OF FIVE PERCENT. WHERE A SIDEWALK RUNS ALONG A STEEP ROADWAY, THE SIDEWALK GRADE MAY EXCEED FIVE PERCENT IF IT FOLLOWS THE GRADE OF THE ROADWAY.
- ⑩ COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.



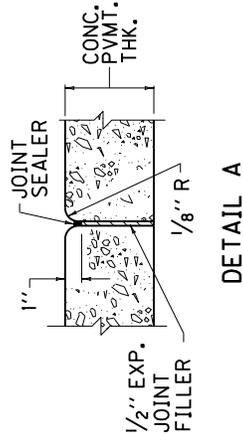
PLAN VIEW



SECTION A-A



ISOMETRIC VIEW



DETAIL A

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE
ENTRANCE PAVEMENT
AND SIDEWALK

APPROVED: *[Signature]* DATE: 03-13-06
DESIGN: *[Signature]*

USE WITH CUR. STD. DWG.
RCX-040

SEE DETAIL A WITH
CONCRETE PAVEMENT
D.G.A. BASE

FLEXIBLE
PAVEMENT

②

7"

8"

8'-0"

7'-0"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

6"

4 1/2"

2 1/2"

8"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

4 1/2"

D.G.A. BASE

SECTION A-A

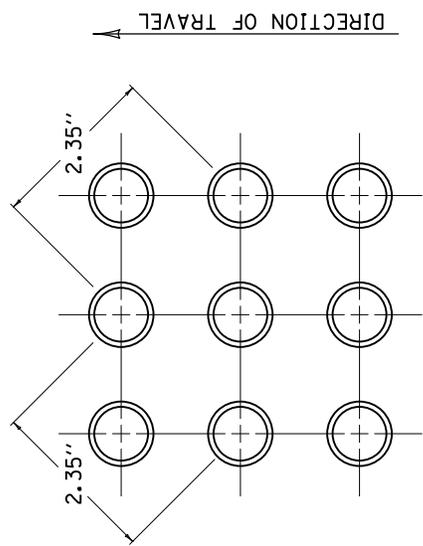
JOINT SEALER

CONC.
PVMT.
THK.

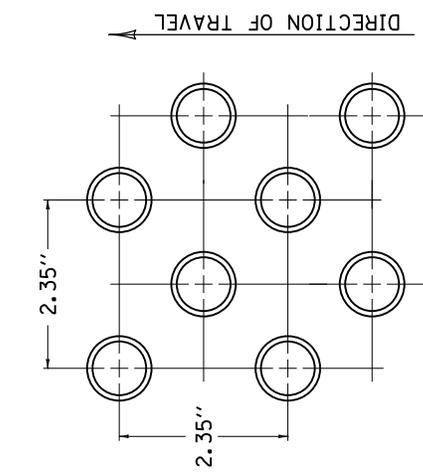
1/2" EXP.
JOINT
FILLER

DETAIL A

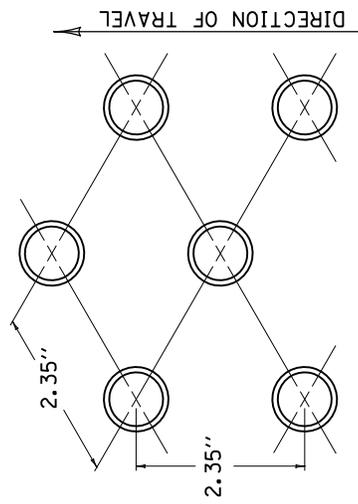
COUNTY OF	ITEM NO.	SHEET NO.



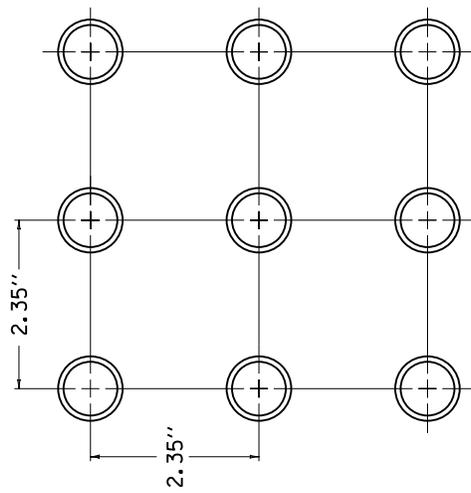
SQUARE PATTERN (PARALLEL ALIGNMENT)



SQUARE PATTERN (DIAGONAL ALIGNMENT)



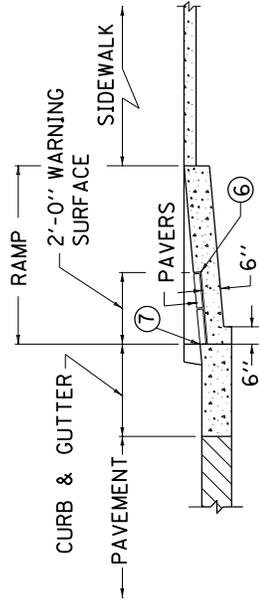
TRIANGULAR PATTERN



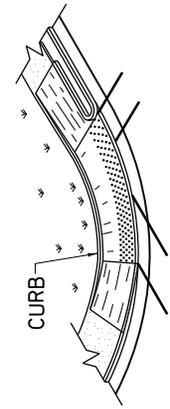
SQUARE PATTERN

NOTES

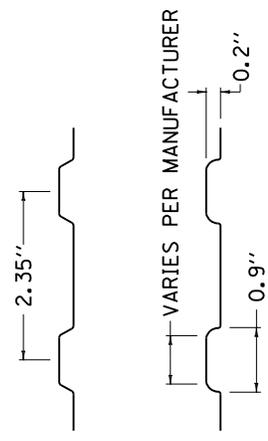
- BID ITEM AND UNIT TO BID.
DETECTABLE WARNINGS - SQ. FT.
- 1. LANDINGS WILL PROVIDE A LEVEL AREA (LESS THAN 2% GRADE OR CROSS SLOPE) AT APPROXIMATE STREET ELEVATION. A 4 FOOT SQUARE LEVEL LANDING IS THE REQUIRED MINIMUM.
- 2. ALL SIDEWALK RAMPS REQUIRE DETECTABLE WARNINGS.
- 3. **COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.**
- 4. PAVERS SHALL BE CONCRETE WITH A MINIMUM THICKNESS OF 2".
- 5. PAVERS SHALL BE A COLOR HOMOGENOUS THROUGHOUT THE PAVER, THAT COLOR SHALL CONTRAST VISUALLY WITH THE ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE DEPARTMENT WILL ALLOW EITHER YELLOW OR RED AS COLORS.
- ⑥ PAVERS TO BE SET IN MORTAR.
- ⑦ DETECTABLE WARNING SURFACE BEGINS AT BACK OF CURB.



TYPICAL DETECTABLE WARNING INSTALLATION



TYPICAL PLACEMENT PARALLEL CURB RAMPS



DETECTABLE WARNINGS PROFILE

USE WITH CUR. STD. DWGS.
RPM-160 AND RPM-170

KENTUCKY DEPARTMENT OF HIGHWAYS
DETECTABLE WARNINGS

APPROVED	DATE
<i>[Signature]</i>	03-13-19

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

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

- I. Application
- II. Nondiscrimination of Employees (KRS 344)
- III. Payment of Predetermined Minimum Wages
- IV. Statements and Payrolls

I. APPLICATION

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

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

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (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.

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

1. These special provisions are supplemented elsewhere in the contract by special provisions which set forth certain predetermined minimum wage rates. The contractor shall pay not less than those rates.

2. The minimum wage determination schedule shall be posted by the contractor, in a manner prescribed by the Department of Highways, at the site of the work in prominent places where it can be easily seen by the workers.

IV. STATEMENTS AND PAYROLLS

1. All contractors and subcontractors affected by the terms of KRS 337.505 to 337.550 shall keep full and accurate payroll records covering all disbursements of wages to their employees to whom they are required to pay not less than the prevailing rate of wages. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of one (1) year from the date of completion of this contract.

2. The payroll records shall contain the name, address and social security number of each employee, his correct classification, rate of pay, daily and weekly number of hours worked, itemized deductions made and actual wages paid.

3. The contractor shall make his daily records available at the project site for inspection by the State Department of Highways contracting office or his authorized representative.

Periodic investigations shall be conducted as required to assure compliance with the labor provisions of the contract. Interrogation of employees and officials of the contractor shall be permitted during working hours.

Aggrieved workers, Highway Managers, Assistant District Engineers, Resident Engineers and Project Engineers shall report all complaints and violations to the Division of Contract Procurement.

The contractor shall be notified in writing of apparent violations. The contractor may correct the reported violations and notify the Department of Highways of the action taken or may request an informal hearing. The request for hearing shall be in writing within ten (10) days after receipt of the notice of the reported violation. The contractor may submit

records and information which will aid in determining the true facts relating to the reported violations.

Any person or organization aggrieved by the action taken or the findings established as a result of an informal hearing by the Division of Contract Procurement may request a formal hearing.

4. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payments, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

5. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

6. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

7. Every employee on the work covered by this contract shall be permitted to lodge, board, and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

8. Every employee on the project covered by this contract shall be an employee of either the prime contractor or an approved subcontractor.

9. No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

10. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals.

No Covered employee may be employed on the work except in accordance with the classification set forth in the schedule mentioned above; provided, however, that in the event additional classifications are required, application shall be made by the contractor to the Department of Highways and (1) the Department shall request appropriate classifications and rates from the proper agency, or (2) if there is urgent need for additional classification to avoid undue delay in the work, the contractor may employ such workmen at rates deemed comparable to rates established for similar classifications provided he has made written application through the Department of Highways, addressed to the proper agency, for the supplemental rates. The contractor shall retroactively adjust, upon receipt of the supplemental rates schedule, the wages of any employee paid less than the established rate and may adjust the wages of any employee overpaid.

11. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any laborer or mechanic in any work-week in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such work-week unless such laborer or mechanic receives compensation at a rate not less than one and one half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such work-week. 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. This agreement shall be in writing and shall be executed prior to the employee working in excess of eight (8) hours, but not more than ten (10) hours, in any one (1) calendar day.

12. Payments to the contractor may be suspended or withheld due to failure of the contractor to pay any laborer or

mechanic employed or working on the site of the work, all or part of the wages required under the terms of the contract. The Department may suspend or withhold payments only after the contractor has been given written notice of the alleged violation and the contractor has failed to comply with the wage determination of the Department of Highways.

13. Contractors and subcontractors shall comply with the sections of Kentucky Revised Statutes, Chapter 337 relating to contracts for Public Works.

Revised 2-16-95

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.

Kentucky Equal Employment Opportunity Act of 1978

The requirements of the Kentucky Equal Employment Opportunity Act of 1978 (KRS 45.560-45.640) shall apply to this Contract. The apparent low Bidder will be required to submit EEO forms to the Division of Construction Procurement, which will then forward to the Finance and Administration Cabinet for review and approval. No award will become effective until all forms are submitted and EEO/CC has certified compliance. The required EEO forms are as follows:

- EEO-1: Employer Information Report
- Affidavit of Intent to Comply
- Employee Data Sheet
- Subcontractor Report

These forms are available on the Finance and Administration's web page under ***Vendor Information, Standard Attachments and General Terms*** at the following address:
<https://www.eProcurement.ky.gov>.

Bidders currently certified as being in compliance by the Finance and Administration Cabinet may submit a copy of their approval letter in lieu of the referenced EEO forms.

For questions or assistance please contact the Finance and Administration Cabinet by email at **finance.contractcompliance@ky.gov** or by phone at 502-564-2874.

KENTUCKY LABOR CABINET
PREVAILING WAGE DETERMINATION
CURRENT REVISION
HIGHWAY CONSTRUCTION LOCALITY NO. II

Determination No. CR-11-II-HWY

Project No. Highway

Date of Determination: August 4, 2011

This schedule of the prevailing rate of wages for Locality No. II including the counties of ADAIR, BARREN, BELL, BREATHITT, CASEY, CLAY, CLINTON, CUMBERLAND, ESTILL, FLOYD, GARRARD, GREEN, HARLAN, HART, JACKSON, JOHNSON, KNOTT, KNOX, LAUREL, LAWRENCE, LEE, LESLIE, LETCHER, LINCOLN, MCCREARY, MAGOFFIN, MARTIN, MENIFEE, METCALFE, MONROE, MORGAN, OWSLEY, PERRY, PIKE, POWELL, PULASKI, ROCKCASTLE, RUSSELL, TAYLOR, WAYNE, WHITLEY, and WOLFE has been determined in accordance with the provisions of KRS 337.505 to 337.550. This determination shall be referred to as Prevailing Wage Determination No. CR-11-II-HWY.

The following schedule of rates is to be used for highway construction projects advertised or awarded by the Kentucky Transportation Cabinet. This includes any contracts for the relocation of any utilities or other incidental construction projects advertised or awarded by public authorities as a result of the highway construction project.

Apprentices or trainees shall be permitted to work in accordance with Administrative Regulations adopted by the Commissioner of the Department of Workplace Standards. Copies of these regulations will be furnished upon request to any interested person.

Overtime is to be computed at not less than one and one-half (1 1/2) times the indicated BASE RATE for all hours worked in excess of eight (8) hours per day, or in excess of forty (40) hours per week. However, KRS 337.540 permits an employee and employer to agree, in writing, that the employee will be compensated at a straight time base rate for hours worked in excess of eight (8) hours in any one calendar day, but not more than ten (10) hours worked in any one calendar day, if such written agreement is prior to the over eight (8) hours in a calendar day actually being worked, or where provided for in a collective bargaining agreement. The fringe benefit rate is to be paid for each hour worked at a straight time rate for all hours worked. Fringe benefit amounts are applicable for all hours worked except when otherwise noted. Welders will receive rate for craft in which welding is incidental.

No laborer, workman or mechanic shall be paid at a rate less than that of the General Laborer except those classified as bona fide apprentices registered with the Kentucky State Apprenticeship Supervisor unless otherwise specified in this schedule of wage rates.



 Michael Donta, Deputy Commissioner
 Department of Workplace Standards

CLASSIFICATIONS **RATE AND FRINGE BENEFITS**

BOILERMAKERS: BASE RATE \$24.65
FRINGE BENEFIT 12.94

BRICKLAYERS:
 Bricklayers: BASE RATE \$22.90
FRINGE BENEFITS 8.50

Stone Mason: BASE RATE \$21.50
FRINGE BENEFITS 8.50

CARPENTERS:
 Carpenters: BASE RATE \$22.40
FRINGE BENEFITS 8.75

Piledrivers: BASE RATE \$22.05
FRINGE BENEFITS 8.75

CEMENT MASONS: BASE RATE \$21.25
FRINGE BENEFITS 8.50

ELECTRICIANS: *BASE RATE \$29.36
FRINGE BENEFITS 10.55

*When workmen are required to work from bosum chairs, trusses, stacks, tanks, scaffolds, catwalks, radio and T.V. towers, structural steel (open, unprotected, unfloored raw steel), and bridges or similar hazardous locations where workmen are subject to a direct fall, except where using JLG's and bucket trucks up to 75 feet: Add 25% to workman's base rate for 50 to 75 feet, and add 50% to workman's base rate for over 75 feet.

LINEMAN: *BASE RATE \$30.09
FRINGE BENEFITS 10.94

EQUIPMENT OPERATOR: *BASE RATE \$26.90
FRINGE BENEFITS 10.31

GROUNDSMAN: *BASE RATE \$17.79
FRINGE BENEFITS 8.51

IRONWORKERS: BASE RATE \$ 25.77
FRINGE BENEFITS 18.54

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

LABORERS:

General laborer, flagman, steam jenny:	BASE RATE	\$20.84
	FRINGE BENEFITS	8.75
Batch truck dumper, deck hand or scow man, hand blade operator:	BASE RATE	\$20.84
	FRINGE BENEFITS	8.75
Power driven tool operator of the following: wagon drill, chain saw, sand blaster, concrete chipper, pavement breaker, vibrator, power wheelbarrow, power buggy, sewer pipe layer, bottom men, dry cement handler, concrete rubber, mason tender:	BASE RATE	\$21.09
	FRINGE BENEFITS	8.75
Asphalt lute and rakerman, side rail setter:	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Gunnite nozzle man, gunnite operator:	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Tunnel laborer (free air):	BASE RATE	\$21.14
	FRINGE BENEFITS	8.75
Tunnel mucker (free air):	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Tunnel miner, blaster and driller (free air):	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Caisson worker:	BASE RATE	\$21.74
	FRINGE BENEFITS	8.75
Powderman:	BASE RATE	\$21.44
	FRINGE BENEFITS	8.75
Drill operator of percussion type drills which are both powered and propelled by an independent air supply:	BASE RATE	\$22.64
	FRINGE BENEFITS	8.75

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

OPERATING ENGINEERS:

Group A:

Auto patrol, batcher plant, bituminous paver, cable-way, clamshell, concrete mixer (21 cu. ft. or over), concrete pump, crane, crusher plant, derrick, derrick boat, ditching and trenching machine, dragline, dredge engineer, elevator (regardless of ownership when used for hoisting any building material), elevating grader and all types of loaders, hoe-type machine, hoisting engine, locomotive, LeTourneau or carry-all scoop, bulldozer, mechanic, orangepeel bucket, piledriver, power blade, roller (bituminous), roller (earth), roller (rock), scarifier, shovel, tractor shovel, truck crane, well points, winch truck, push dozer, grout pump, high lift, fork lift (regardless of lift height), all types of boom cats, multiple operator, core drill, tow or push boat, A-Frame winch truck, concrete paver, gradeall, hoist, hyster, material pump, pumpcrete, ross carrier, sheepfoot, sideboom, throttle-valve man, rotary drill, power generator, mucking machine, rock spreader attached to equipment, scoopmobile, KeCal loader, tower cranes (French, German and other types), hydrocrane, tugger, backfiller guries, self-propelled compactor, self-contained hydraulic percussion drill:

BASE RATE \$23.80
FRINGE BENEFITS 8.75

Group B:

All air compressors (200 cu. ft. per min. or greater capacity), bituminous mixer, concrete mixer (under 21 cu. ft.), welding machine, form grader, tractor (50 H.P. and over), bull float, finish machine, outboard motor boat, brakeman, mechanic helper, whirly oiler, tractair and road widening trencher, articulating trucks:

BASE RATE \$21.55
FRINGE BENEFITS 8.75

Group B2:

Greaser on grease facilities servicing heavy equipment:

BASE RATE \$21.90
FRINGE BENEFITS 8.75

Group C:

Bituminous distributor, cement gun, conveyor, mud jack, paving joint machine, pump, tamping machine, tractors (under 50 H.P.), vibrator, oiler, air compressors (under 200 cu. ft. per min. capacity), concrete saw, burlap and curing machine, hydro seeder, power form handling equipment, deckhand oiler, hydraulic post driver:

BASE RATE \$21.31
FRINGE BENEFITS 8.75

PAINTERS:

All Excluding Bridges:

BASE RATE \$19.92
FRINGE BENEFITS 9.57

Bridges:

BASE RATE \$23.92
FRINGE BENEFITS 10.07

CLASSIFICATIONS

RATE AND FRINGE BENEFITS

PLUMBERS:

BASE RATE \$22.52
FRINGE BENEFITS 7.80

SHEET METAL:

BASE RATE \$20.40
FRINGE BENEFITS 7.80

TRUCK DRIVERS:

Truck helper and warehouseman:

BASE RATE \$21.10
FRINGE BENEFITS 8.75

Driver, winch truck and A-Frame when used in transporting materials:

BASE RATE \$21.46
FRINGE BENEFITS 8.75

Driver, (semi-trailer or pole trailer), driver (dump truck, tandem axle), driver of distributor:

BASE RATE \$21.45
FRINGE BENEFITS 8.75

Driver on mixer trucks (all types):

BASE RATE \$21.45
FRINGE BENEFITS 8.75

Truck mechanic:

BASE RATE \$21.38
FRINGE BENEFITS 8.75

Driver (3 tons and under), tire changer and truck mechanic helper:

BASE RATE \$21.15
FRINGE BENEFITS 8.75

Driver on pavement breakers:

BASE RATE \$21.46
FRINGE BENEFITS 8.75

Driver (over 3 tons), driver (truck mounted rotary drill):

BASE RATE \$21.45
FRINGE BENEFITS 8.75

Driver, Euclid and other heavy earth moving equipment and Low Boy:

BASE RATE \$21.46
FRINGE BENEFITS 8.75

Greaser on greasing facilities:

BASE RATE \$21.15
FRINGE BENEFITS 8.75

ERRATUM

Refer to the Locality Number and Determination Number listed below published by the Kentucky Labor Cabinet, Division of Employment Standards, Apprenticeship and Mediation dated August 4, 2011.

Locality: Highway Construction Locality No. II, including the following counties: Adair, Barren, Breathitt, Casey, Clay, Clinton, Cumberland, Estill, Floyd, Garrard, Green, Harlan, Hart, Jackson, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lincoln, McCreary, Magoffin, Martin, Menifee, Metcalfe, Monroe, Morgan, Owsley, Perry, Pike, Powell, Pulaski, Rockcastle, Russell, Taylor, Wayne, Whitley and Wolfe.

Determination Number: CR-II-II-HWY

DELETE:

Ironworkers	BASE RATE	\$25.77
	FRINGE BENEFIT	18.54

INSERT:

Ironworker (Structural)	BASE RATE	\$22.50
	FRINGE BENEFIT	8.75

Ironworker (Reinforcing)	BASE RATE	\$22.30
	FRINGE BENEFIT	8.75



Michael L. Dixon, Commissioner
Department of Workplace Standards
Kentucky Labor Cabinet
Frankfort, KY 40601

This 8th day of November, 2011.

Kentucky Determination No. CR-11-II-HWY dated August 04, 2011

Fringe benefit amounts are applicable for all hours worked except when otherwise noted.

No laborer, workman or mechanic shall be paid at a rate less than that of the General Laborer except those classified as bona fide apprentices registered with the Kentucky State Apprenticeship Supervisor unless otherwise specified in this schedule of wage rates.

These rates are listed pursuant to the Kentucky Determination No. CR-11-II HWY dated August 04, 2011 and erratum dated November 8, 2011. 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.

Kentucky Determination No. CR-11-II-HWY dated August 04, 2011

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 to the undersigned.

Ryan Griffith, Director
Division of Construction Procurement
Frankfort, Kentucky 40622

PART IV
INSURANCE

INSURANCE

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

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

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

PART V
BID ITEMS

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 122042
COUNTY: TAYLOR
PROPOSAL: 109GR12P014-FD05 AND FE01

PAGE: 1
LETTING: 02/24/12
CALL NO: 413

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT

	SECTION 0001	ROADWAY			

0010	00001	DGA BASE	15.000 TON		

0020	00190	LEVELING & WEDGING PG64-22	217.000 TON		

0030	00212	CL2 ASPH BASE 1.00D PG64-22	92.000 TON		

0040	01810	STANDARD CURB AND GUTTER	20.000 LF		

0050	02014	BARRICADE-TYPE III	2.000 EACH		

0060	02101	CEM CONC ENT PAVEMENT-8 IN	25.000 SQYD		

0070	02562	SIGNS	920.000 SQFT		

0080	02650	MAINTAIN & CONTROL TRAFFIC FD05	(1.00) LS		

0090	02650	MAINTAIN & CONTROL TRAFFIC FE01	(1.00) LS		

0100	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EACH		

0110	02676	MOBILIZATION FOR MILL & TEXT	(1.00) LS		

0120	02677	ASPHALT PAVE MILLING & TEXTURING	2,152.000 TON		

0130	02720	SIDEWALK-4 IN CONCRETE	471.710 SQYD		

0140	02775	ARROW PANEL	2.000 EACH		

0150	04793	CONDUIT-1 1/4 IN	150.000 LF		

0160	04811	JUNCTION BOX TYPE B	7.000 EACH		

0170	04830	LOOP WIRE	9,578.000 LF		

0180	04850	CABLE-NO. 14/1 PAIR	910.000 LF		

0190	04895	LOOP SAW SLOT AND FILL	3,919.000 LF		

0200	06510	PAVE STRIPING-TEMP PAINT-4 IN	15,000.000 LF		

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LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0210	06514	PAVE STRIPING-PERM PAINT-4 IN	29,500.000	LF		
0220	06565	PAVE MARKING-THERMO X-WALK-6 IN	1,500.000	LF		
0230	06567	PAVE MARKING-THERMO STOP BAR-12IN	505.000	LF		
0240	06568	PAVE MARKING-THERMO STOP BAR-24IN	126.000	LF		
0250	06574	PAVE MARKING-THERMO CURV ARROW	43.000	EACH		
0260	06589	PAVEMENT MARKER TYPE V-MW	65.000	EACH		
0270	06591	PAVEMENT MARKER TYPE V-BY	397.000	EACH		
0280	06600	REMOVE PAVEMENT MARKER TYPE V	678.000	EACH		
0290	10020NS	FUEL ADJUSTMENT	1.000	DOLL	10,706.00	10,706.00
0300	10030NS	ASPHALT ADJUSTMENT	1.000	DOLL	6,080.00	6,080.00
0310	20904ED	RECONSTRUCT CURB BOX INLET	1.000	EACH		
0320	22906ES403	CL3 ASPH SURF 0.38A PG64-22	4,135.000	TON		
0330	23158ES505	DETECTABLE WARNINGS NEW	459.000	SQFT		
0340	23158ES505	DETECTABLE WARNINGS RETROFIT	102.000	SQFT		
SECTION 0002 DEMOBILIZATION						
0350	02569	DEMOBILIZATION (AT LEAST 1.5%)		LUMP		
TOTAL BID						