Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the March 27, 2009 Letting)

SUBSECTION:	102.07.01 General.
REVISION:	Replace the first sentence with the following: Submit the Bid Proposal on forms furnished on the Department internet website (http://transportation.ky.gov/contract/), including the Bid Packet and disk created from the Expedite Bidding Program.
SUBSECTION:	102.07.02 Computer Bidding.
REVISION:	Replace the first paragraph with the following: Subsequent to ordering a Bid Proposal 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 Department's website to prepare a Bid Proposal for submission to the Department. Include the completed Bid Packet produced by the Expedite Bidding Program in the Bid Proposal and submit it along with the disk created by said program. Replace the second paragraph with the following: In case of a dispute, the printed Bid Proposal and bid item sheets created by the Expedite Bidding Program take precedence over any bid submittal.
SUBSECTION:	102.08 IRREGULAR BID PROPOSALS.
REVISION:	Replace point four of the first paragraph with the following: 4) fails to submit a disk created from the Expedite Bidding Program. Replace point one of the second paragraph with the following: 1) when the Bid Proposal is on a form other than that furnished by the Department or printed from other than the Expedite Bidding Program, or when the form is altered or any part is detached; or
SUBSECTION:	103.02 AWARD OF CONTRACT.
REVISION:	Replace the first sentence of the third paragraph with the following: 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.
SUBSECTION:	105.01.01 Authority of the Engineer.
REVISION:	Insert the following after the third paragraph: The Engineer or his designee will perform all duties and responsibilities as stipulated in the Specifications or other documents to the best of his ability with the available resources.
SUBSECTION:	105.13 CLAIM RESOLUTION PROCESS.
REVISION:	Delete the last paragraph from the section.
SUBSECTION:	106.10 FIELD WELDER CERTIFICATION REQUIREMENTS.
REVISION:	Insert the following sentence before the first sentence of the first paragraph: All field welding must be performed by a certified welder unless otherwise noted.
SUBSECTION:	112.03.12 Project Traffic Coordinator (PTC).
REVISION:	Add the following at the end of the subsection: 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.

SUBSECTION: 213.03.03 Inspection and Maintenance.

REVISION: Insert the following paragraph after the second paragraph:

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 5 days.

SUBSECTION: 213.03.05 Temporary Control Measures.

PART: F) Temporary Mulch.

REVISION: Replace the last sentence with the following:

Place temporary mulch to an approximate 2-inch loose depth (2 tons per acre) and 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.

SUBSECTION: 303.05 PAYMENT.

REVISION: Replace the second paragraph of the section with the following:

The Department will make payment for Drainage Blanket-Type II (ATDB) according to the Lot Pay Adjustment Schedule for Specialty Mixtures in Section 402.

SUBSECTION: 402.05.02 Asphalt Mixtures and Mixtures with RAP.

REVISION: Replace the paragraph with the following:

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 sublot and average the sublot 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.

SUBSECTION: 402.05.02 Asphalt Mixtures and Mixtures with RAP.

PART: Lot Pay Adjustment Schedule, Compaction Option A, Base and Binder Mixtures

TABLES: VMA

REVISION: Replace the VMA table with the following:

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.

SUBSECTION: 402.05.02 Asphalt Mixtures and Mixtures With RAP.
PART: Lot Pay Adjustment Schedule, Compaction Option A, Surface Mixtures
TABLES: VMA
REVISION: Replace the VMA table with the following:

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.

SUBSECTION: 402.05.02 Asphalt Mixtures and Mixtures With RAP.
PART: Lot Pay Adjustment Schedule, Compaction Option B Mixtures
TABLE: VMA
REVISION: Replace the VMA table with the following:

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.
(2)	> 1.0 below min.

SUBSECTION: 403.03.03 Preparation of Mixture.
PART: C) Mix Design Criteria.
NUMBER: 1) Preliminary Mix Design.
REVISION: Replace the last two sentences of the paragraph and table with the following:

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:

		Number of Gyrations		
Class	**ESAL's (millions)**	$N_{initial}$	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

SUBSECTION: 403.03.09 Leveling and Wedging, and Scratch Course.
PART: A) Leveling and Wedging.
REVISION: Replace the first sentence of the first paragraph with the following:

Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.

SUBSECTION: 403.03.09 Leveling and Wedging, and Scratch Course.
PART: B) Scratch Course.
REVISION: Replace the second sentence of the first paragraph with the following:

Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.

SUBSECTION: 410.01 DESCRIPTION.

REVISION: Delete the second sentence of the paragraph.

SUBSECTION: 410.03.01 Corrective Work.

REVISION: 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.

SUBSECTION: 410.03.02 Ride Quality.

PART: B) Requirements.

NUMBER: 1) Category A.

REVISION: 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.

SUBSECTION: 410.03.02 Ride Quality.

PART: B) Requirements.

NUMBER: 2) Category B.

REVISION: 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.

SUBSECTION: 410.05 PAYMENT.

REVISION: 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.

SUBSECTION: 413.05.02 CL3 SMA BASE 1.00D PG76-22.

REVISION: 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.

SUBSECTION: 413.05.02 CL3 SMA BASE 1.00D PG 76-22.

TABLE: JOINT DENSITY TABLE

REVISION: Replace the joint density table with the following:

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

SUBSECTION: 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22.

REVISION: 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 disinctives but will not allow the overall pay value for a lot to exceed 1.00.

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:

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	----

SUBSECTION: 501.05.02 Ride Quality.

REVISION: Remove the last sentence of the first paragraph.

SUBSECTION: 501.05.02 Ride Quality.

TABLE: RIDE QUALITY ADJUSTMENT SCHEDULES.

REVISION: Replace the Ride Quality Adjustment Schedule table with the following:

RIDE QUALITY ADJUSTMENT SCHEDULES

CATEGORY A PROJECTS		CATEGORY B PROJECTS	
IRI	**Pay Value Adjustment(1)**	**IRI**	**Pay Value Adjustment(1)**
60 to 80	0	66 to 85	0
81	-$30	86	-$20
82	-$70	87	-$45
83	-$120	88	-$80
84	-$180	89	-$120
85	-$250	90	-$170
86	-$330	91	-$220
87	-$420	92	-$280
88	-$520	93	-$350
89	-$630	94	-$420
90	-$750	95	-$500
91 or higher	corrective work(2)	96 or higher	corrective work(3)

(1) Contractor may correct areas to prevent a negative pay value adjustment.
(2) When it is in the best interest of the Department, a minimum pay value deduction of $1200 per 0.1-lane-mile section may be applied in lieu of corrective work.
(3) When it is in the best interest of the Department, a minimum pay value deduction of $750 per 0.1-lane-mile section may be applied in lieu of corrective work.

SUBSECTION: 505.03.04 Detectable Warnings.

REVISION: Replace the first sentence with the following:

Install detectable warning pavers at all sidewalk ramps and on all commercial entrances according to the Standard Drawings.

SUBSECTION:	505.04.04 Detectable Warnings.
REVISION:	Replace the paragraph with the following: 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.
SUBSECTION:	505.05 PAYMENT.
REVISION:	Add the following to the bid item table: Code — Pay Item — Pay Unit 23158ES505 — Detectable Warnings — Square Foot
SUBSECTION:	509.01 DESCRIPTION.
REVISION:	Replace the second paragraph with the following: 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.)
SUBSECTION:	601.03.02 Concrete Producer Responsibilities.
REVISION:	Add the following to the first paragraph: 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.
SUBSECTION:	606.02.11 Coarse Aggregate.
REVISION:	Replace with the following: Conform to Section 805, size No. 8 or 9-M.
SUBSECTION:	609.04.06 Joint Sealing.
REVISION:	Replace Subsection 601.04 with the following: Subsection 606.04.08.
SUBSECTION:	609.05 Payment.
REVISION:	Replace the Pay Unit for Joint Sealing with the following: See Subsection 606.05.

SUBSECTION: 701.03.08 Testing of Pipe.

REVISION: Replace and rename the subsection with the following:

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.

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.

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.

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.

The Cabinet may elect to conduct Quality Assurance verifications of any pipe inspections.

SUBSECTION: 701.04.07 Testing.

REVISION: Replace and rename the subsection with the following:

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.

SUBSECTION: 701.05 PAYMENT.

REVISION: Add the following pay item to the list of pay items:

Code	Pay Item	Pay Unit
23131ER701	Pipeline Video Inspection	Linear Foot

SUBSECTION: 701.05 PAYMENT

TABLE: PIPE DEFLECTION DETERMINED BY CAMERA TESTING

REVISION: Replace this table with the following table and note:

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

[(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.*

SUBSECTION: 701.05 PAYMENT

TABLE: PIPE DEFLECTION DETERMINED BY MANDREL TESTING

REVISION: Delete this table.

SUBSECTION: 805.01 GENERAL.

REVISION: 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: 805.04 CONCRETE.

REVISION: Replace the "AASHTO T 160" reference in first sentence of the third paragraph with "KM 64-629"

SUBSECTION: 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.

TABLE: AGGREGATE SIZE USE

PART: Cement Concrete Structures and Incidental Construction

REVISION: Replace "9-M for Waterproofing Overlays" with "8 or 9-M for Waterproofing Overlays"

SUBSECTION: 805.16 SAMPLING AND TESTING.

REVISION: 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.

SUBSECTION: 810.04.01 Coating Requirements.

REVISION: Replace the "Subsection 806.07" references with "Subsection 806.06"

SUBSECTION: 837.03 APPROVAL.

REVISION: 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.

SUBSECTION: 837.03.01 Composition.

REVISION: COMPOSITION Table:

Replace

Lead Chromate	0.0 max.	4.0 min.

with

Heavy Metals Content	Comply with 40 CFR 261

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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

	Sieve	AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS) PERCENTAGE BY WEIGHT															
Aggregate Size	Nominal [3] Maximum Aggregate Size	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
1	3 ½ inch	100	90-100		25-60		0-15		0-5								
2	2 ½ 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 ½ inch					100	90-100	20-55	0-15		0-5						
467	1 ½ 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			0-5	
DENSE GRADED AGGREGATE [1]	3/4 inch							100	70-100		50-80	30-65			10-40		4-13
CRUSHED STONE BASE [1]	1 ½ inch				100		90-100		60-95		30-70	15-55			5-20		0-8

[1] *Gradation performed by wet sieve KM 64-620 or AASHTO T 11/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.