



CALL NO. 101

CONTRACT ID. 241112

GRANT COUNTY

FED/STATE PROJECT NUMBER NHPP 0757(154)

DESCRIPTION I-75

WORK TYPE ASPHALT PAVEMENT & ROADWAY REHAB

PRIMARY COMPLETION DATE 10/15/2025

LETTING DATE: November 14,2024

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME November 14,2024. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DBE CERTIFICATION REQUIRED - 9%

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

TABLE OF CONTENTS

PART I	SCOPE OF WORK
	<ul style="list-style-type: none">• PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES• CONTRACT NOTES• FEDERAL CONTRACT NOTES• SIGNIFICANT PROJECT -PROJECT TRAFFIC COORDINATOR• ASPHALT MIXTURE• DGA BASE• INCIDENTAL SURFACING• FUEL AND ASPHALT PAY ADJUSTMENT• ASPHALT PAVEMENT RIDE QUALITY CAT A• COMPACTION OPTION A• SPECIAL NOTE(S) APPLICABLE TO PROJECT• TRAFFIC QUEUE PROTECTION VEHICLE• PORTABLE QUEUE WARNING ALERT SYSTEM• PAVER MOUNTED TEMPERATURE PROFILES• NON-TRACKING TACK COAT• ELECTRONIC DELIVERY MANAGEMENT SYSTEM (E-TICKETING)• EXPERIMENTAL KYCT AND HAMBURG TESTING• DOLOMITIC POLISH-RESISTANT AGGREGATE CLASS A 0.38-IN AND 0.50-IN NOMINAL ASPHALT MIXTURES• DOUBLE ASPHALT SEAL COAT• RIGHT OF WAY CERTIFICATION• UTILITY IMPACT & RAIL CERTIFICATION NOTES• GUARDRAIL DELIVERY VERIFICATION SHEET• BRIDGE DRAWINGS
PART II	SPECIFICATIONS AND STANDARD DRAWINGS
	<ul style="list-style-type: none">• STANDARD AND SUPPLEMENTAL SPECIFICATIONS• [SN-1I] PORTABLE CHANGEABLE MESSAGE SIGNS• [SN-11N] LONGITUDINAL PAVEMENT JOINT ADHESIVE
PART III	EMPLOYMENT, WAGE AND RECORD REQUIREMENTS
	<ul style="list-style-type: none">• FEDERAL-AID CONSTRUCTION CONTRACTS - FHWA 1273• NONDISCRIMINATION OF EMPLOYEES• EXECUTIVE BRANCH CODE OF ETHICS• PROJECT WAGE RATES LOCALITY 3 / FEDERAL• NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EEO GRANT
PART IV	INSURANCE
PART V	BID ITEMS

PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 06

CONTRACT ID - 241112

NHPP 0757(154)

COUNTY - GRANT

PCN - DE04100752412

NHPP 0757(154)

I-75 (MP 157.7) PAVEMENT REHAB WITH BRIDGE WORK (2024CCR) (MP 162.7), A DISTANCE OF 05.00 MILES.ASPHALT REHAB INTERSTATE/PARKWAY SYP NO. 06-20026.00.

GEOGRAPHIC COORDINATES LATITUDE 38:42:26.00 LONGITUDE 84:36:09.00

ADT 58,000

COMPLETION DATE(S):

COMPLETED BY 10/15/2025

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 electronic bidding software. 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 shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. When prescribed in said directives, the contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom shall be contacted through their individual Protection Notification Center. Non-compliance with these directives can result in the enforcement of penalties.

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 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/construction-procurement). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

HARDWOOD REMOVAL RESTRICTIONS

The US Department of Agriculture has imposed a quarantine in Kentucky and several surrounding states, to prevent the spread of an invasive insect, the emerald ash borer. Hardwood cut in conjunction with the project may not be removed from the state. Chipping or burning on site is the preferred method of disposal.

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

Identification of excess material sites and borrow sites shall be the responsibility of the Contractor. The Contractor shall be responsible for compliance with all applicable state and federal laws and may wish to consult with the US Fish and Wildlife Service to seek protection under Section 10 of the Endangered Species Act for these activities.

ACCESS TO RECORDS

The state agency certifies that it is in compliance with the provisions of KRS 45A.150, "Access to contractor's books, documents, papers, records, or other evidence directly pertinent to the contract." The Contractor, as defined in KRS 45A.030, 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 agreement for

the purpose of financial audit or program review. 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. Records and other prequalification information confidentially disclosed as part of the bid process shall not be deemed as directly pertinent to the agreement and shall be exempt from disclosure as provided in KRS 61.878(1)(c).

BOYCOTT PROVISIONS

If applicable, the contractor represents that, pursuant to [KRS 45A.607](#), they are not currently engaged in, and will not for the duration of the contract engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which Kentucky can enjoy open trade. **Note:** The term Boycott does not include actions taken for bona fide business or economic reasons, or actions specifically required by federal or state law.

If applicable, the contractor verifies that, pursuant to KRS 41.480, they do not engage in, and will not for the duration of the contract engage in, in energy company boycotts as defined by KRS 41.472.

LOBBYING PROHIBITIONS

The contractor represents that they, and any subcontractor performing work under the contract, have not violated the agency restrictions contained in [KRS 11A.236](#) during the previous ten (10) years, and pledges to abide by the restrictions set forth in such statute for the duration of the contract awarded.

The contractor further represents that, pursuant to [KRS 45A.328](#), they have not procured an original, subsequent, or similar contract while employing an executive agency lobbyist who was convicted of a crime related to the original, subsequent, or similar contract within five (5) years of the conviction of the lobbyist.

Revised: 9/1/2024

1.0 BUY AMERICA REQUIREMENT.

Follow the “Buy America” provisions as required by 23 U.S.C. § 313 and 23 C.F.R. § 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:

- Coating,
- Galvanizing,
- Painting, and
- Other coating that protects or enhances the value of steel or iron products.

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:

- Pig iron,
- Processed, pelletized, and reduced iron ore material, or
- Processed alloys.

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.

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.

Use foreign materials only under the following conditions:

- 1) When the materials are not permanently incorporated into the project; or
- 2) 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.

The Contractor shall submit to the Engineer the origin and value of any foreign material used.

2.0 – BUILD AMERICA, BUY AMERICA (BABA)

Contractor shall comply with the Federal Highway Administration (FHWA) Buy America Requirement in 23 C.F.R. § 635.410 and all relevant provisions of the Build America, Buy America Act (BABA), contained within the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, §§ 70901-52 enacted November 15, 2021. The BABA requires iron, steel, manufactured products, and construction materials used in infrastructure projects funded by federal financial assistance to be produced in the United States. Comply with 2 C.F.R § 184.

BABA permits FHWA participation in the Contract only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used, and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the total contract amount under the Contract or \$2,500.00 whichever is greater.

BABA permits FHWA participation in the Contract only if all “construction materials” as defined in the Act are made in the United States. The Buy America preference applies to the following construction materials

incorporated into infrastructure projects: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optical glass); Fiber optic cable; optical fiber; lumber; engineered wood; and drywall. Contractor will be required to use construction materials produced in the United States on this Project. The Contractor shall submit a certification stating that all construction materials are certified to be BABA compliant.

Finally, BABA permits the continuation of FHWA's current general applicability waivers for manufactured products, raw materials, and ferryboat parts, but these waivers are subject to reevaluation, specifically the general applicability waiver for manufactured products.

The Contractor has completed and submitted, or shall complete and submit, to the Cabinet a Buy America/Build America, Buy America Certificate prior to the Cabinet issuing the notice to proceed, in the format below. After submittal, the Contractor is bound by its original certification.

A false certification is a criminal act in violation of 18 U.S.C. § 1001. The Contractor has the burden of proof to establish that it is in compliance.

At the Contractor's request, the Cabinet may, but is not obligated to, seek a waiver of Buy America requirements if grounds for the waiver exist under 23 C.F.R. § 635.410(c) or will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by the Cabinet.

Please refer to the Federal Highway Administration's Buy America webpage for more information.

[Buy America - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#)

October 26, 2023 Letting

BUY AMERICA / BUILD AMERICA, BUY AMERICA (ACT) MATERIALS CERTIFICATE OF COMPLIANCE

The Contractor hereby certifies that it will comply with all relevant provisions of the Build America, Buy America Act, contained within the Infrastructure Investment and Jobs Act, Pub. L. NO. 117-58, §§ 70901-52, the requirements of 23 U.S.C. § 313, 23 C.F.R. § 635.410 and 2 C.F.R § 184.

Date Submitted: _____

Contractor: _____

Signature: _____

Printed Name: _____

Title: _____

NOTE: THIS CERTIFICATION IS IN ADDITION TO ANY AND ALL REQUIREMENTS OUTLINED IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND/OR SPECIAL NOTES CONTAINED IN THE PROJECT PROPOSAL.

FEDERAL CONTRACT NOTES

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

- | | |
|--------------------------------|--|
| 102.02 Current Rating | 102.08 Preparation and Delivery of Proposals |
| 102.13 Irregular Bid Proposals | 102.14 Disqualification of Bidders |
| 102.09 Proposal Guaranty | |

CIVIL RIGHTS ACT OF 1964

The Kentucky Transportation Cabinet, Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age (over 40), religion, sexual orientation, gender identity, veteran status, disability, income- level, or Limited English Proficiency (LEP) in consideration for an award.

NOTICE TO ALL BIDDERS

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

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

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

SECOND TIER SUBCONTRACTS

Second tier subcontracts are acceptable per Section 108.01 of the Standard Specifications for Road and Bridge Construction. Sub-Contractors fulfilling a disadvantaged business enterprise goal on a project may enter into a 2nd tier subcontract with a Non-DBE Subcontractor. However, in this instance, none of the work subcontracted to the Non-DBE Contractor will count toward fulfilling the established Disadvantaged Goal for the project.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

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

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

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

DBE GOAL

The Disadvantaged Business Enterprise (DBE) goal established for this contract, as listed on the front page of the proposal, is the percentage of the total value of the contract.

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

OBLIGATION OF CONTRACTORS

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

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

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

CERTIFICATION OF CONTRACT GOAL

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

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

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

DBE PARTICIPATION PLAN

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within **5** days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder’s DBE Plan/Subcontractor Request.**

The DBE Participation Plan shall include the following:

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

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

AFTER PROJECT AWARD AND BEFORE NOTICE TO PROCEED/WORK ORDER IS ISSUED (SEE SECTION 103.06, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION)

Prime Contractors awarded a federally funded project with a DBE Goal greater than zero will be required to submit a fully executed DBE Subcontract, along with the attached FHWA 1273 and Certificate of Liability Insurance for each DBE Firm submitted as part of the previously approved DBE Utilization Plan (TC 14-35). A signed quote or purchase order shall be attached when the DBE subcontractor is a material supplier or broker.

The Certificate of Liability Insurance submitted must meet the requirements outlined in Section 107.18 of the Standard Specifications for Road and Bridge Construction.

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

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

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

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

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

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

FAILURE TO MEET GOOD FAITH REQUIREMENT

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

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

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

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

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

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

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

PROMPT PAYMENT

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

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to complete and submit a **signed and notarized** Affidavit of Subcontractor Payment (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. These documents must be completed and signed within 7 days of being paid by the Cabinet.

Payment information that needs to be reported includes date the payment is sent to the DBE, check number, Contract ID, amount of payment and the check date. Before Final Payment is made on this contract, the Prime Contractor will certify that all payments were made to the DBE subcontractor and/or DBE suppliers.

***** IMPORTANT *****

Please mail the original, signed and completed TC (18-7) Affidavit of Subcontractor Payment form and all copies of checks for payments listed above to the following address:

Office for Civil Rights and Small Business Development
6th Floor West 200 Mero Street
Frankfort, KY 40622

The prime contractor should notify the KYTC Office for Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact in this office is Mr. Tony Youssefi. Mr. Youssefi's current contact information is email address – tyousseffi@ky.gov and the telephone number is (502) 564-3601.

DEFAULT OR DECERTIFICATION OF THE DBE

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

PROHIBITION ON TELECOMMUNICATIONS EQUIPMENT OR SERVICES

In accordance with the FY 2019 National Defense Authorization Act (NDAA), 2 CFR 200.216, and 2 CFR 200.471, Federal agencies are prohibited, after August 13, 2020, from obligating or expending financial assistance to obtain certain telecommunications and video surveillance services and equipment from specific producers. As a result of these regulations, contractors and subcontractors are prohibited, on projects with federal funding participation, from providing telecommunication or video surveillance equipment, services, or systems produced by:

- Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities)
- Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities)

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – CARGO PREFERENCE ACT (CPA).

(REV 12-17-15) (1-16)

SECTION 7 is expanded by the following new Article:

102.10 **Cargo Preference Act – Use of United States-flag vessels.**

Pursuant to Title 46CFR Part 381, the Contractor agrees

- To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
- To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph 1 of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
- To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

PROJECT TRAFFIC COORDINATOR (PTC)

Be advised this project is a significant project pursuant to section 112.03.12.

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-110-06 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

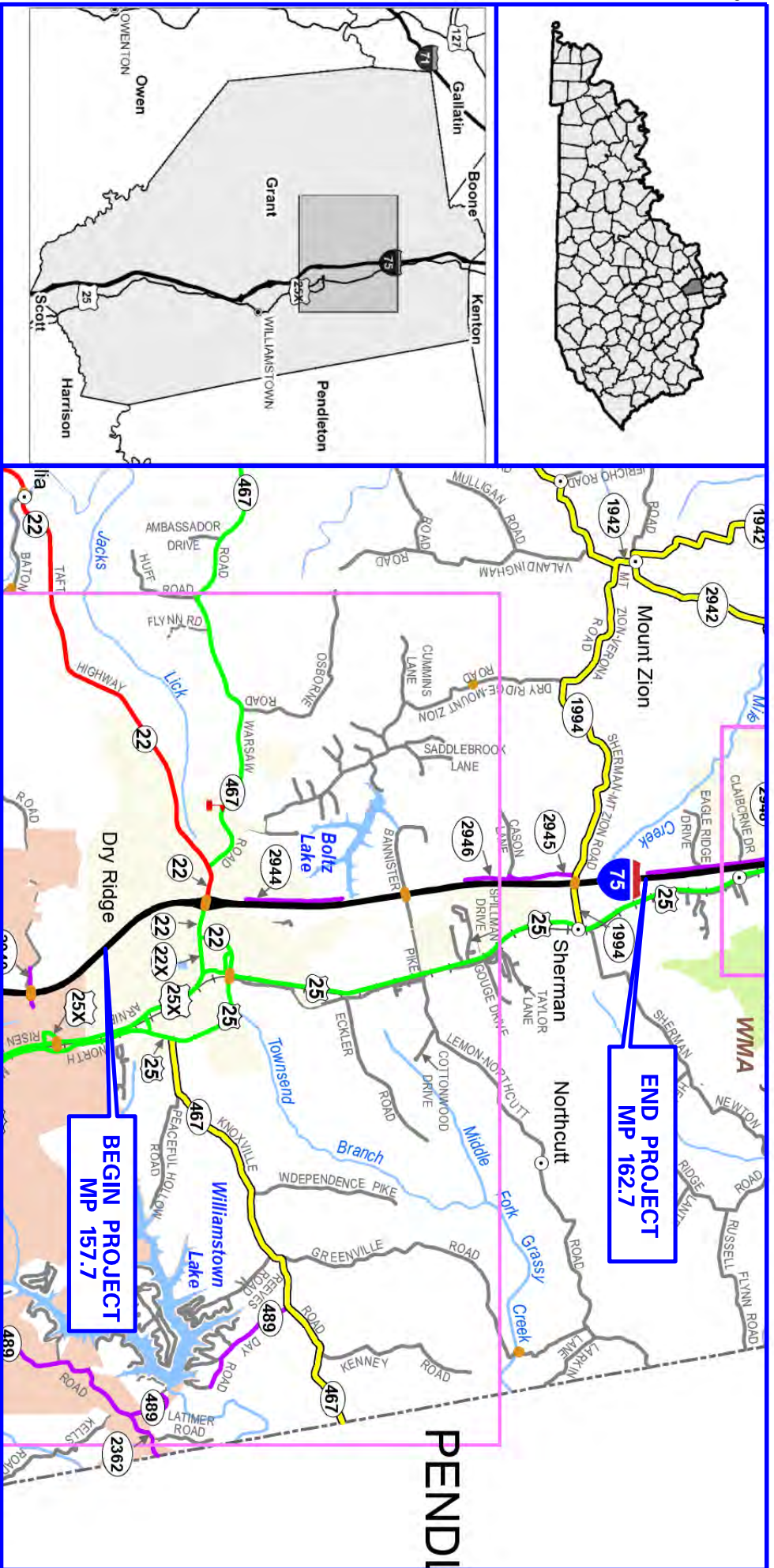
The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of \$1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all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

ASPHALT PAVEMENT RIDE QUALITY CATEGORY A

The Department will apply Pavement Rideability Requirements on this project in accordance with Section 410, Category A.

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.



GRANT COUNTY

PROJECT LENGTH: 5.00 MI.
AADT: 56,289 (2020)

PROJECT NUMBER: NHPP 0757(154), FD52 041 0075 157-163

ITEM NUMBER: 6-20026 **LETTING DATE:** NOVEMBER 14, 2024

RECOMMENDED BY: ANDRE JOHANNES **DATE:** _____

PLAN APPROVED BY: _____ **DATE:** _____

FHWA APPROVED BY: _____ **DATE:** _____

Project Manager

State Highway Engineer



3100B Circle, U.S. 460
Eugene, Oregon 97401
503.495.5800



**BEGIN PAVING SOUTHBOUND
MP 157.736**

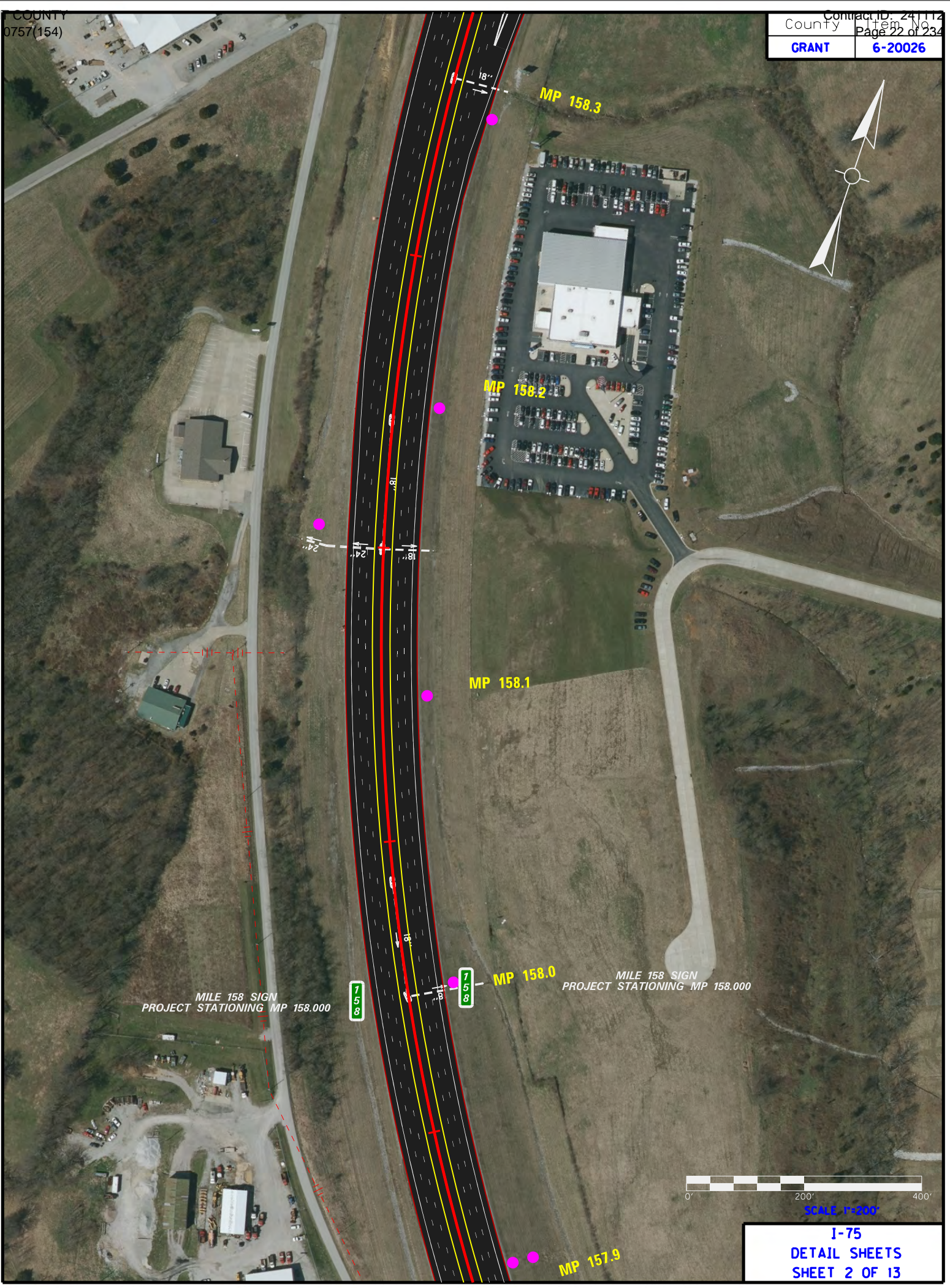
**BEGIN PROJECT
MP 157.70**

LEGEND

- CROSS SLOPE CORRECTION
- EXISTING GUARDRAIL
- PROPOSED GUARDRAIL
- SHOULDER EROSION REPAIR
- EXISTING PIPE OR DRAINAGE STRUCTURE
- EXISTING OVERHEAD UTILITY
- CONTROL POINT
- EXISTING PERFORATED PIPE HEADWALL



**I-75
DETAIL SHEETS
SHEET 1 OF 13**



MILE 158 SIGN
PROJECT STATIONING MP 158.000

7
5
8

7
5
8

MP 158.0

MILE 158 SIGN
PROJECT STATIONING MP 158.0

MP 158.3

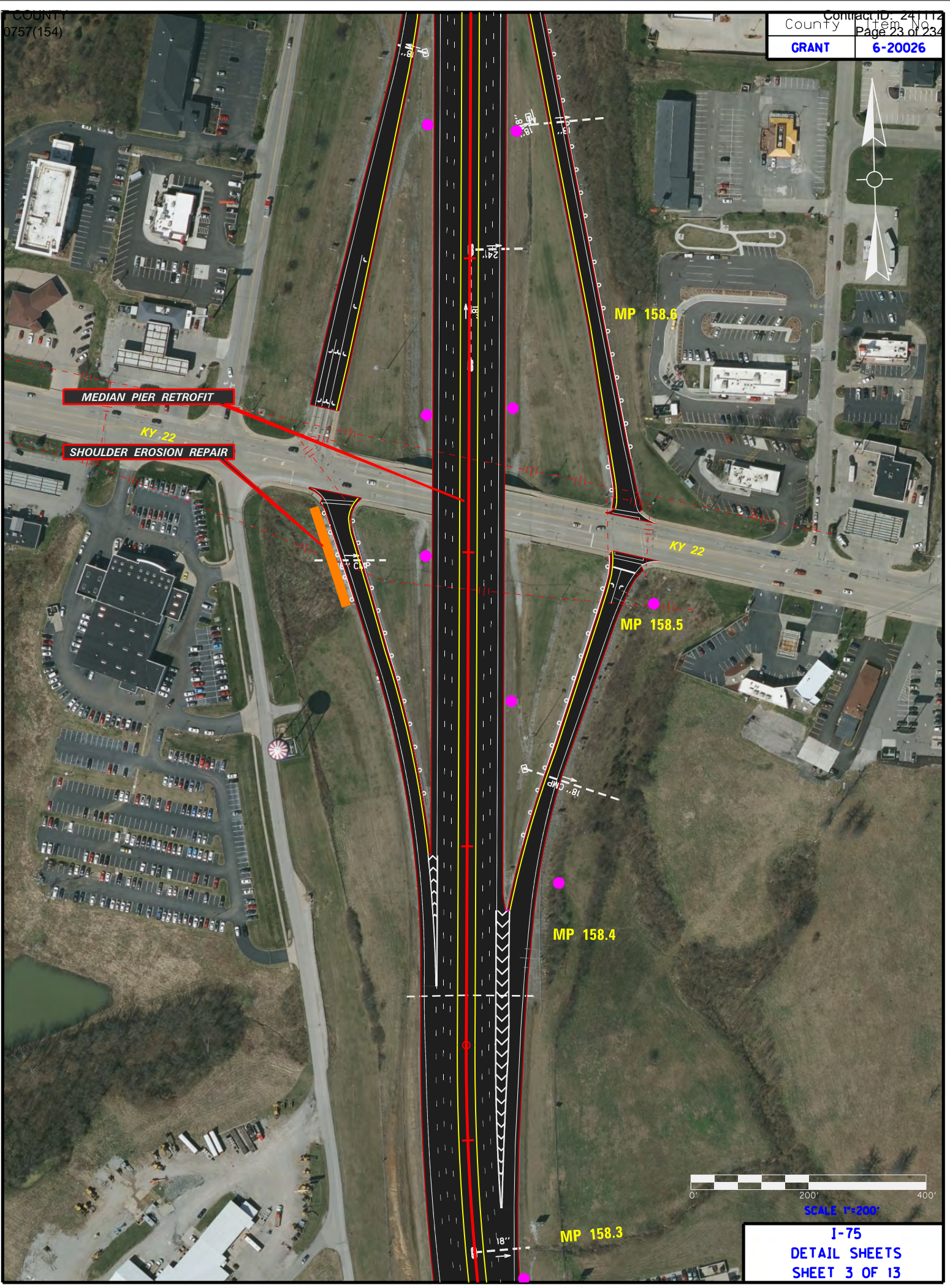
MP 158.2

MP 158.1

MP 157.9



I-75
DETAIL SHEETS
SHEET 2 OF 13



MEDIAN PIER RETROFIT

SHOULDER EROSION REPAIR

KY 22

MP 158.6

MP 158.5

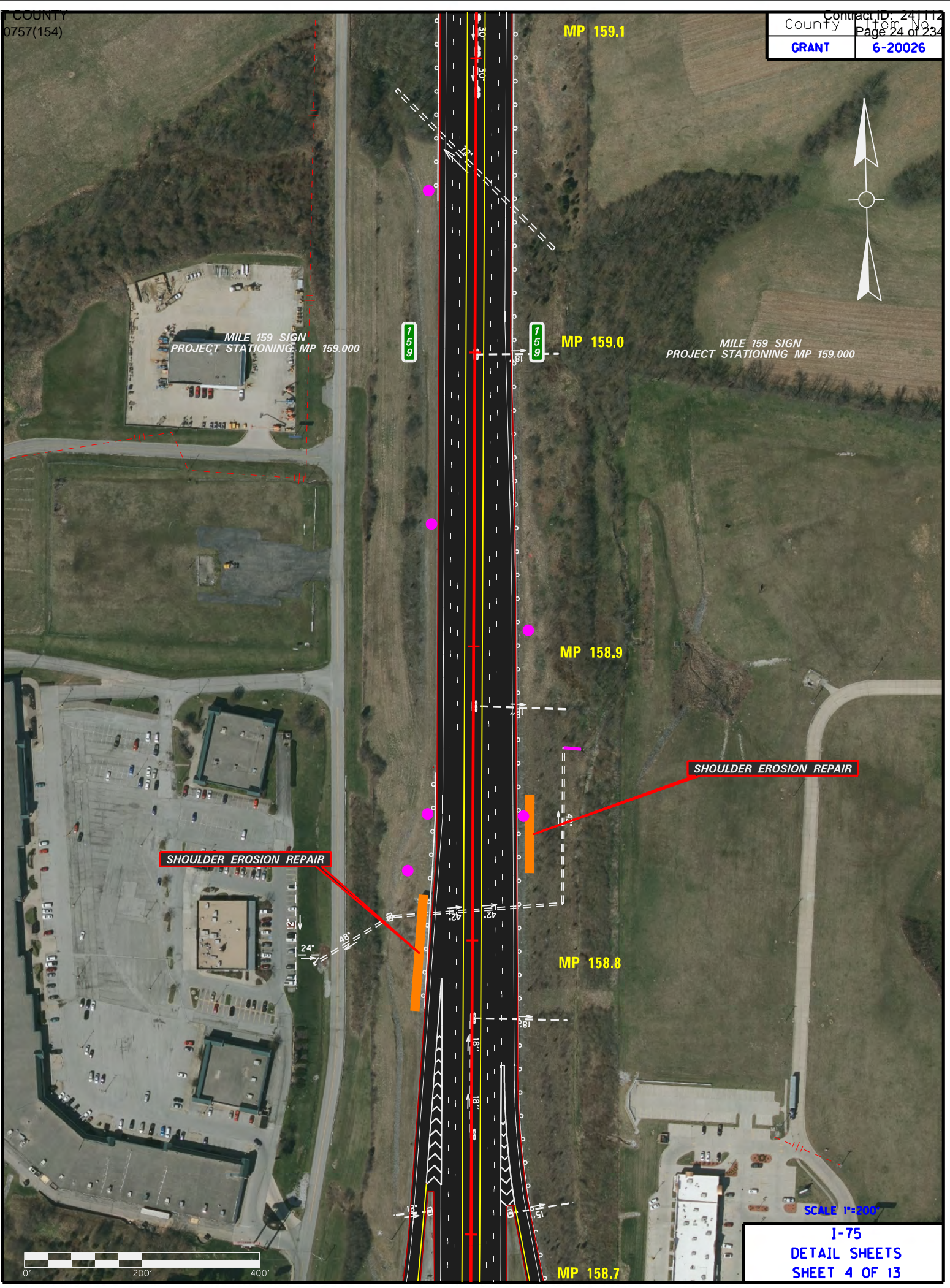
MP 158.4

MP 158.3



SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 3 OF 13**



MILE 159 SIGN
PROJECT STATIONING MP 159.000

MILE 159 SIGN
PROJECT STATIONING MP 159.000

SHOULDER EROSION REPAIR

SHOULDER EROSION REPAIR

MP 159.1

MP 159.0

MP 158.9

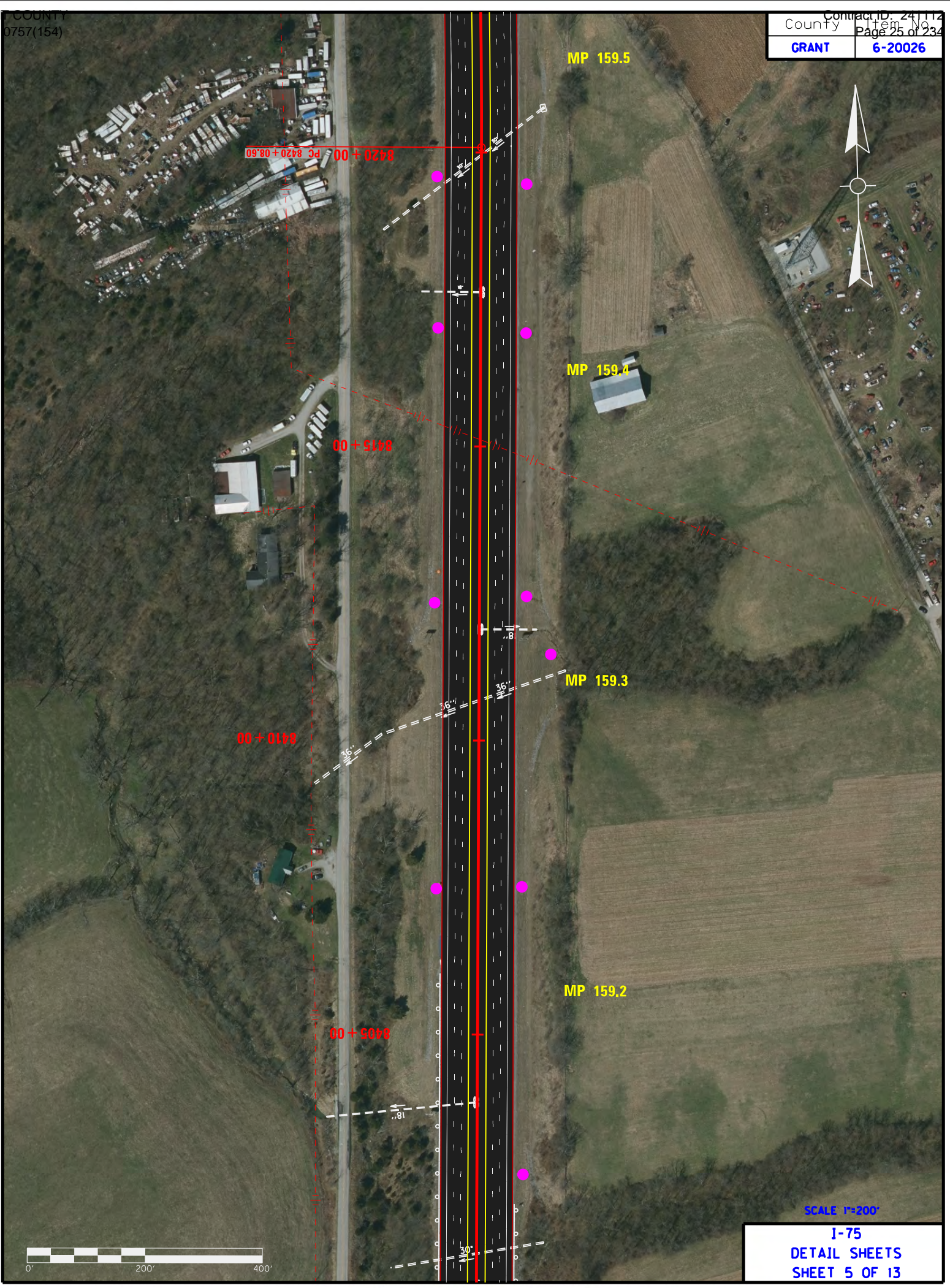
MP 158.8

MP 158.7



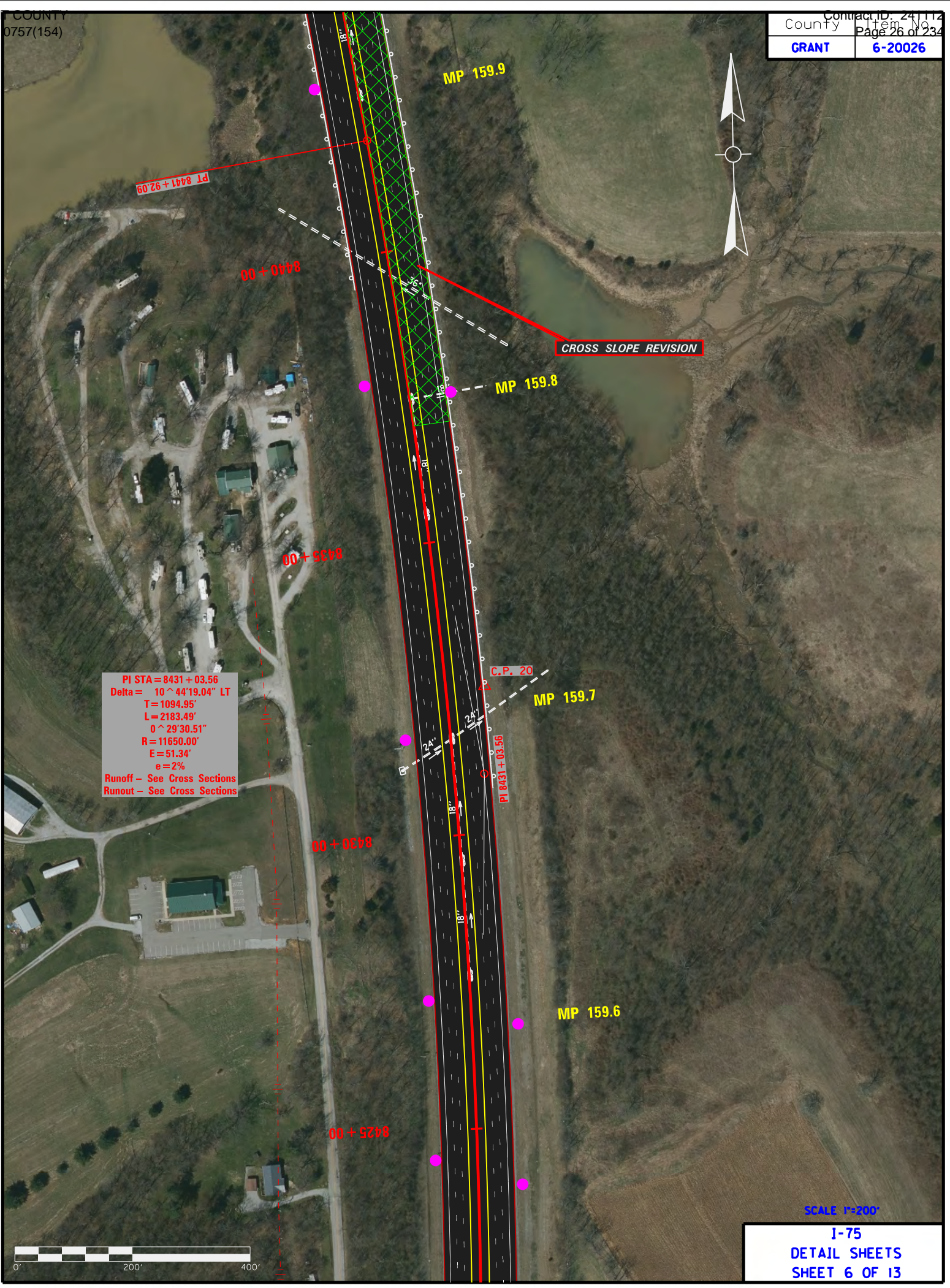
SCALE 1"=200'

I-75
DETAIL SHEETS
SHEET 4 OF 13



SCALE 1"=200'

I-75
DETAIL SHEETS
SHEET 5 OF 13



PI STA=8431+03.56
Delta = 10 ^ 44'19.04" LT
T=1094.95'
L=2183.49'
O ^ 29'30.51"
R=11650.00'
E=51.34'
e=2%
Runoff - See Cross Sections
Runout - See Cross Sections



SCALE 1"=200'
I-75
DETAIL SHEETS
SHEET 6 OF 13



PI STA = 8463 + 00.01
Delta = 0' < 00'37.15" LT

8465 + 00

8460 + 00

8455 + 00

8450 + 00

8445 + 00

MP 160.3

MP 160.2

MP 160.1

MP 160.0

1
6
0

MILE 160 SIGN
PROJECT STATIONING MP 160.008
(CENTER BARRIER)

C.P. 21

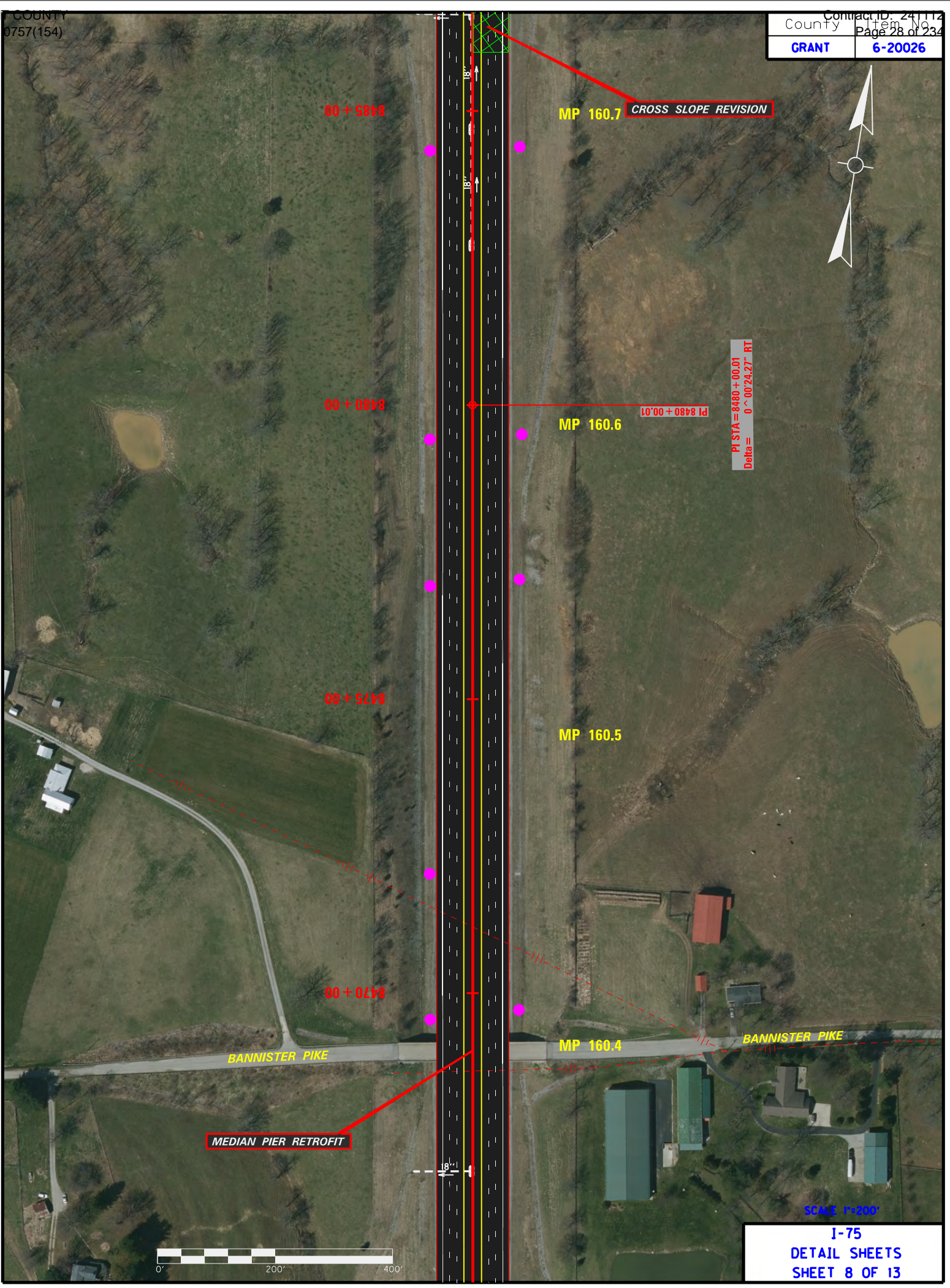
C.P. 22

CROSS SLOPE REVISION



SCALE 1"=200'

I-75
DETAIL SHEETS
SHEET 7 OF 13



MEDIAN PIER RETROFIT

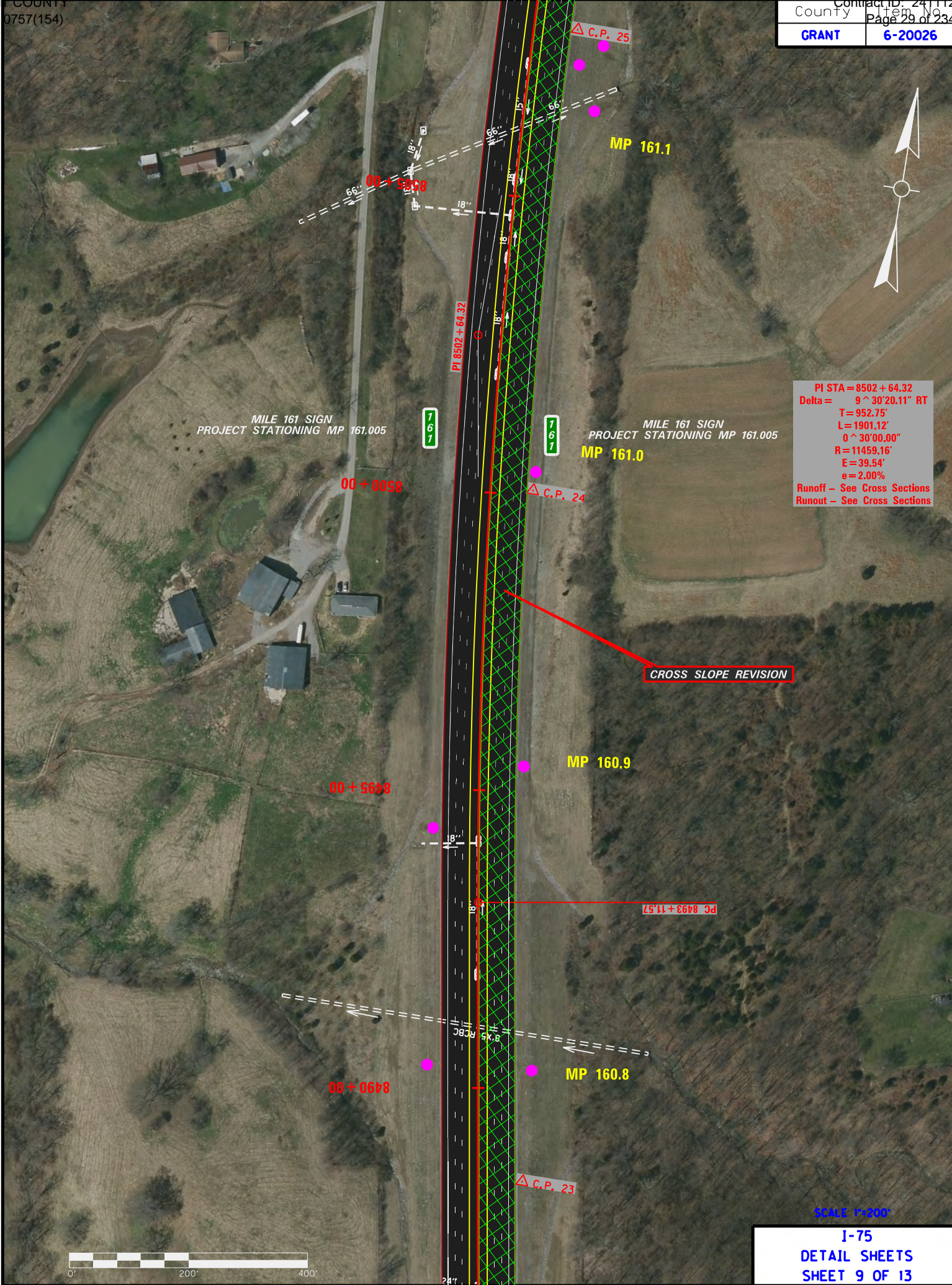
CROSS SLOPE REVISION

PI STA = 8480 + 00.01
Delta = 0° 00' 24.27" RT



SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 8 OF 13**

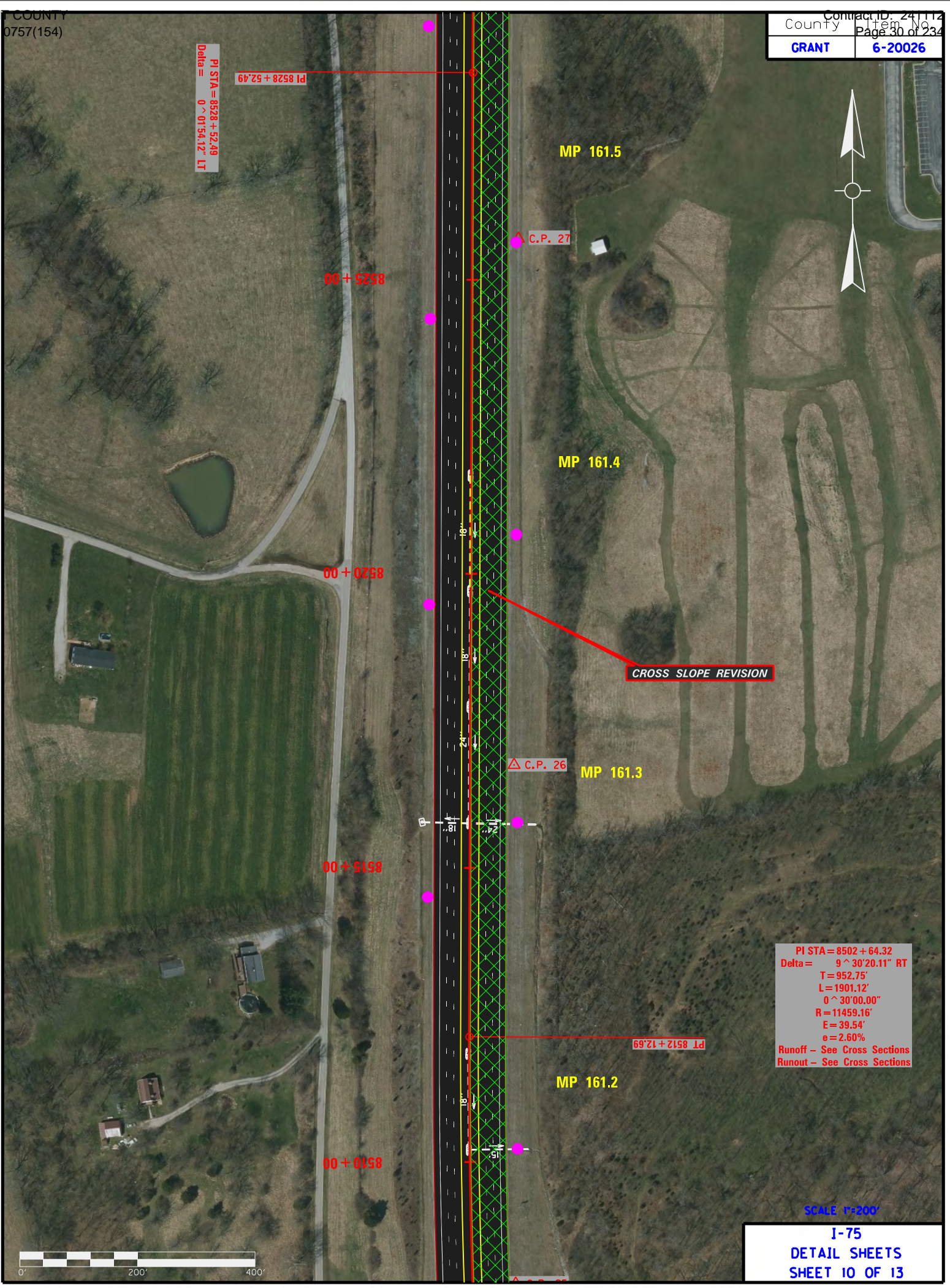


PI STA = 8502 + 64.32
Delta = 9° 30' 20.11" RT
T = 952.75'
L = 1901.12'
O = 30° 00.00"
R = 11459.16'
E = 39.54'
e = 2.00%
Runoff - See Cross Sections
Runout - See Cross Sections

CROSS SLOPE REVISION

SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 9 OF 13**



PI STA = 8528 + 52.29
Delta = 0° 01'54.12" LT

PT 8528 + 52.49

C.P. 27

CROSS SLOPE REVISION

C.P. 26

PT 8512 + 12.69

PI STA = 8502 + 64.32
Delta = 9° 30' 20.11" RT
T = 952.75'
L = 1901.12'
0° 30' 00.00"
R = 11459.16'
E = 39.54'
e = 2.60%
Runoff - See Cross Sections
Runout - See Cross Sections

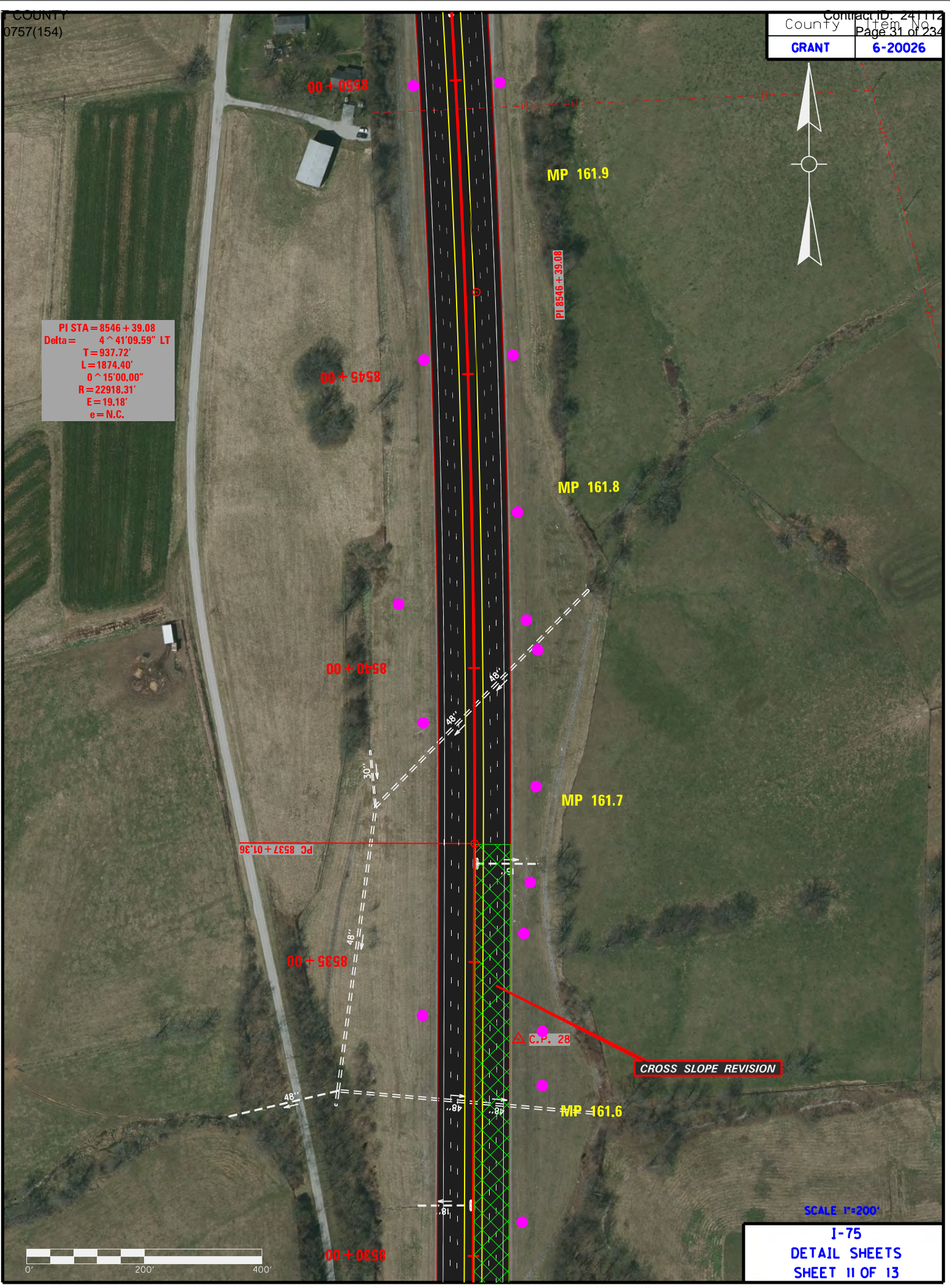


SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 10 OF 13**



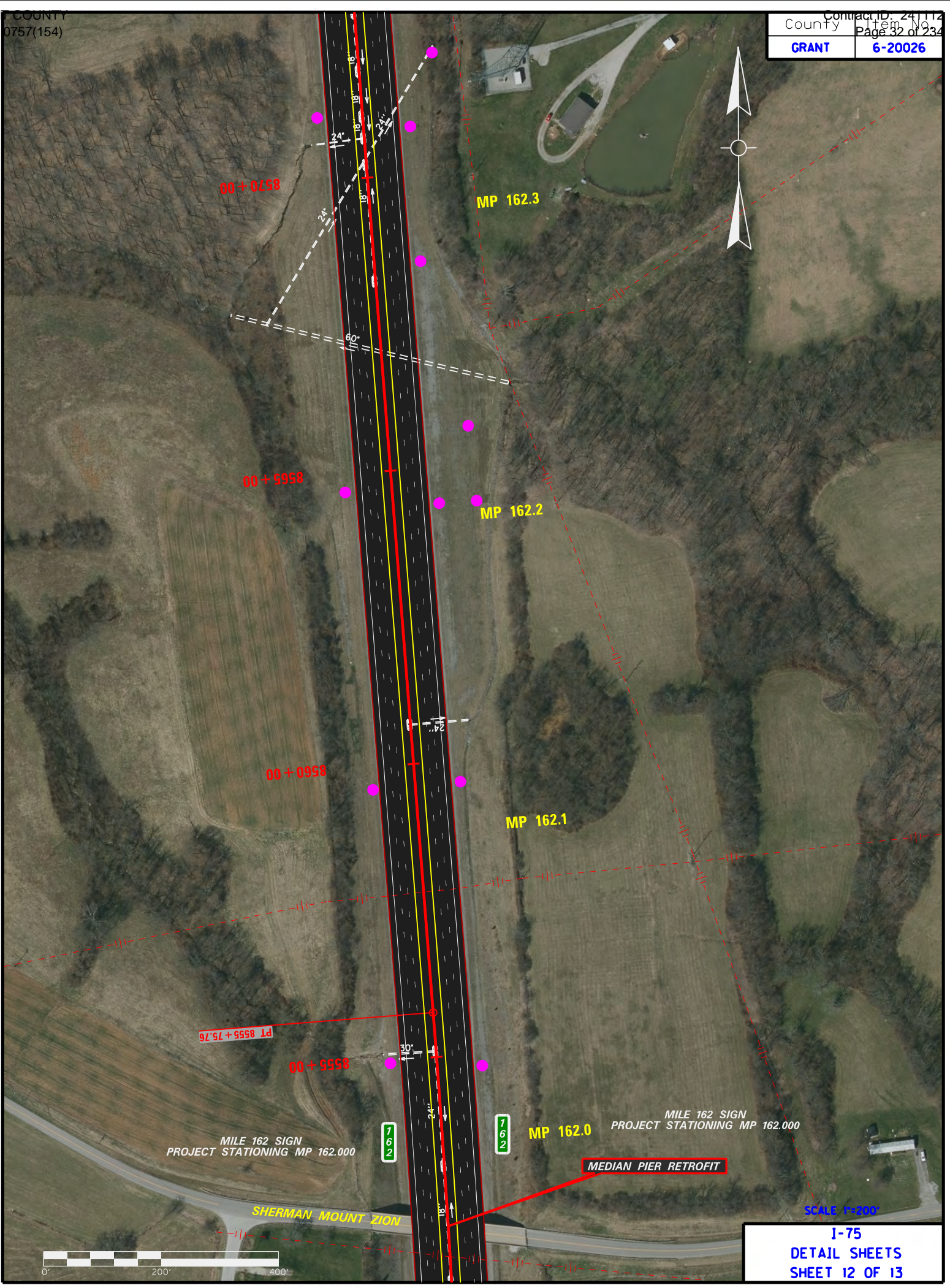
PI STA = 8546 + 39.08
Delta = 4° 41' 09.59" LT
T = 937.72'
L = 1874.40'
O = 15° 00.00"
R = 22918.31'
E = 19.18'
e = N.C.



CROSS SLOPE REVISION

SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 11 OF 13**



MILE 162 SIGN
PROJECT STATIONING MP 162.000

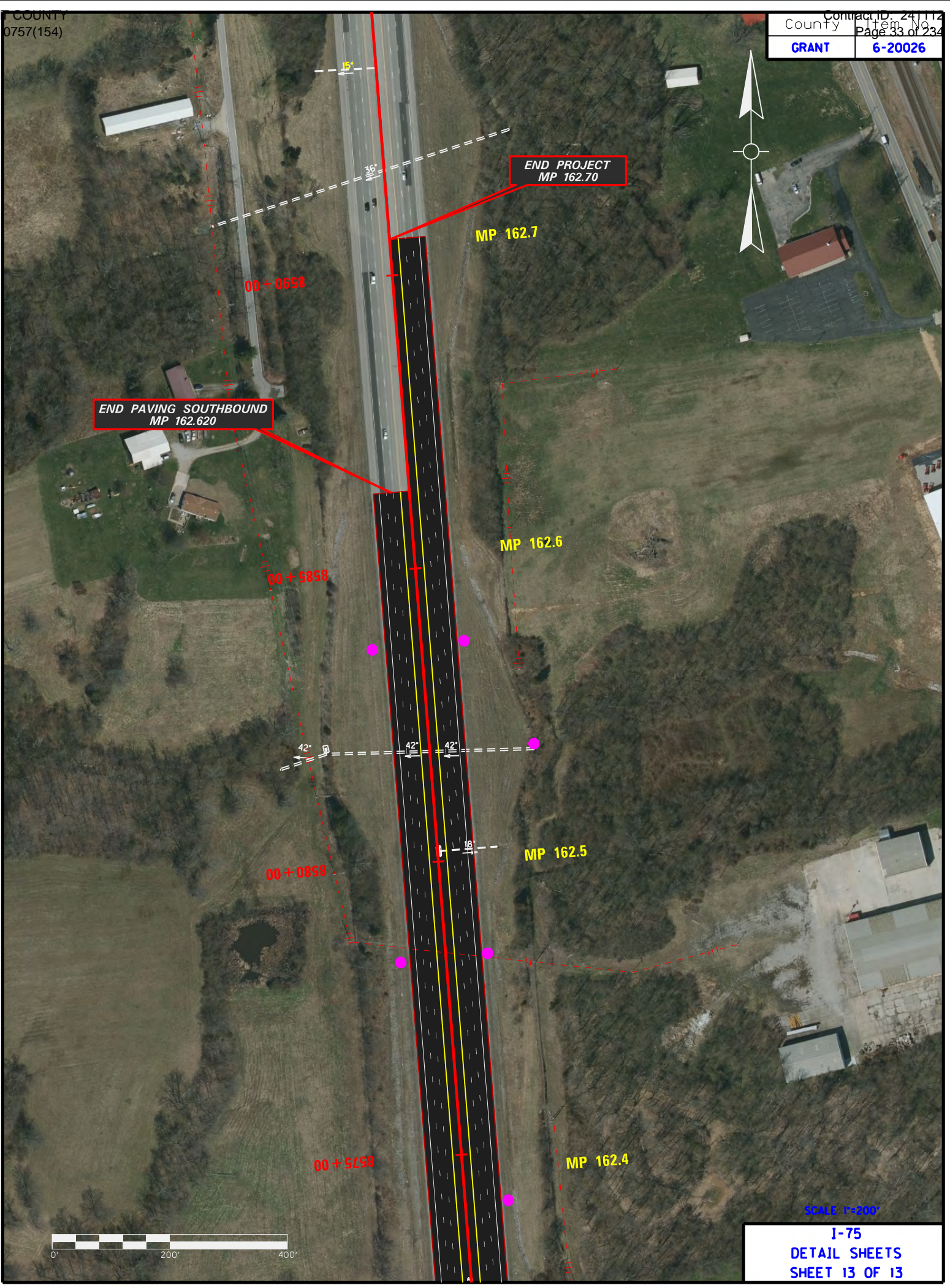
MILE 162 SIGN
PROJECT STATIONING MP 162.000

MEDIAN PIER RETROFIT

SHERMAN MOUNT ZION

SCALE 1"=200'





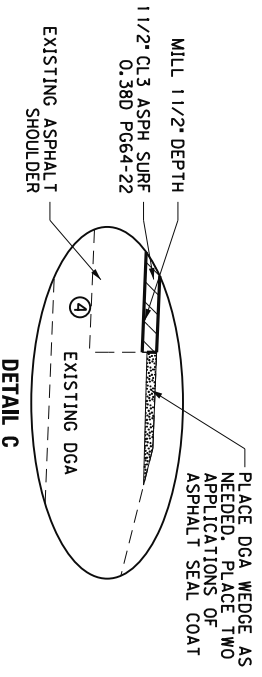
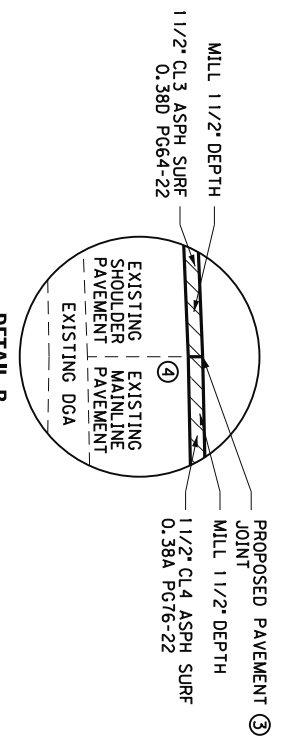
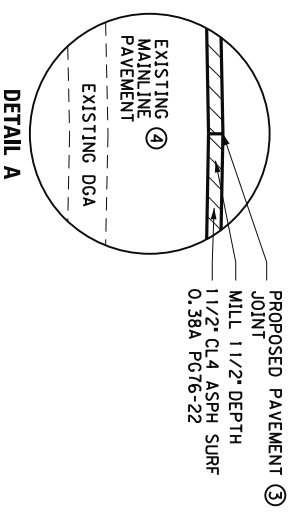
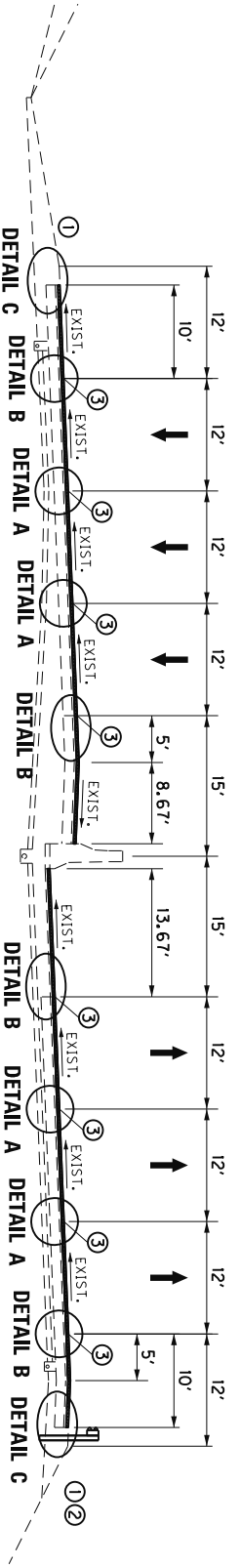
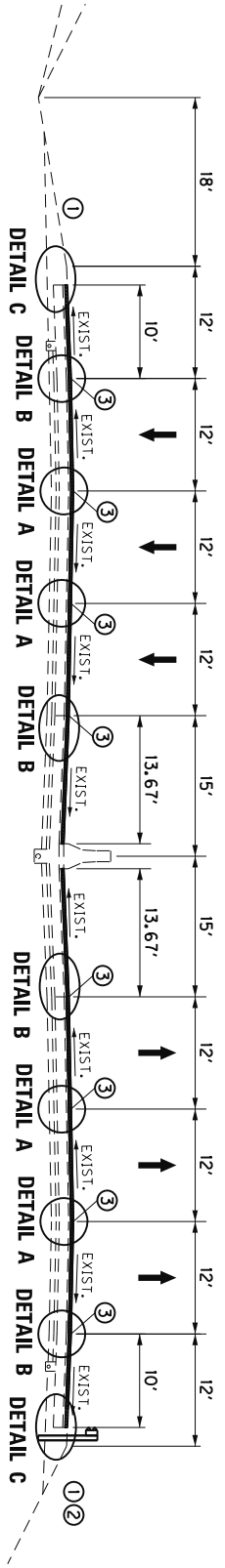
SCALE 1"=200'

**I-75
DETAIL SHEETS
SHEET 13 OF 13**

PROPOSED TYPICAL SECTIONS

M.P. 157.7 - M.P. 162.7

County	Item No.	Sheet
GRANT	6-20026	



- ① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE (Where Applicable), TWO APPLICATIONS OF THE FOLLOWING: ASPHALT SEAL COAT 2.4 lbs. / S.Y. ASPHALT SEAL AGGREGATE 20 lbs. / S.Y.
- ② EX. DGA SHOULDER 2' WHERE GUARDRAIL IS PRESENT, USE 7" POSTS.
- ③ JOINT ADHESIVE
- ④ APPLY ASPHALT MATERIAL FOR TACK AT A RATE OF 0.7 LBS./SY BETWEEN EACH LAYER OF ASPH. CONCRETE.

SURFACING SCHEDULE ④

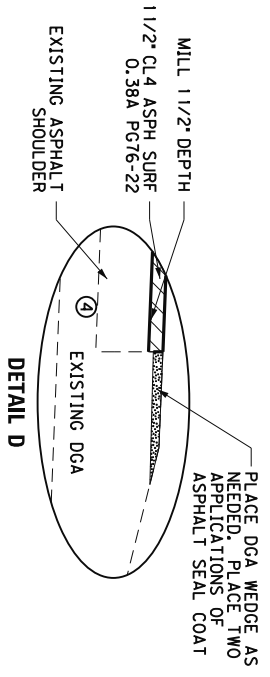
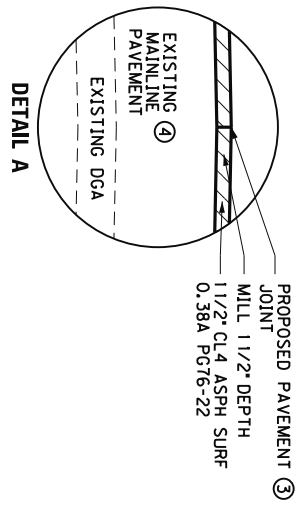
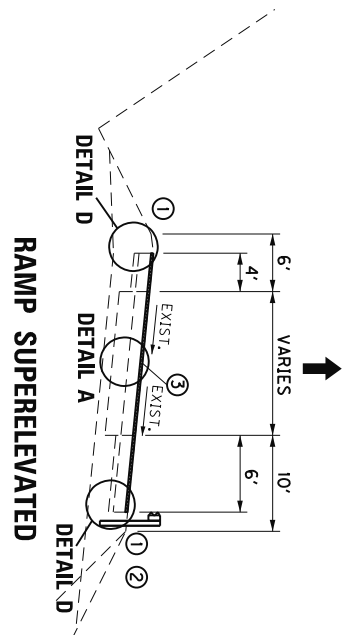
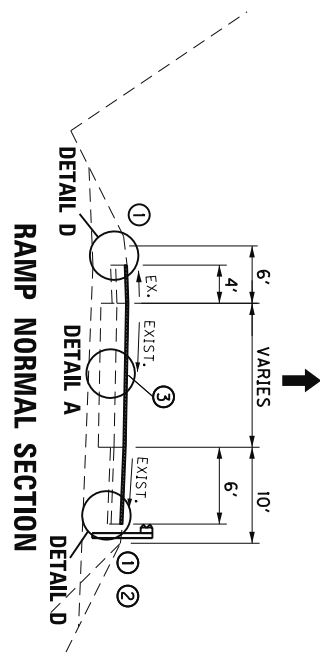
MAINLINE TRAFFIC LANES	ASPHALT PAVEMENT MILLING AND TEXTURING..... 1 1/2" DEPTH CL 4 ASPH SURF 0.38A PG6-22..... 1 1/2" DEPTH
NORTHBOUND INSIDE SHOULDER	ASPHALT PAVEMENT MILLING AND TEXTURING..... 1 1/2" DEPTH CL 3 ASPH SURF 0.38D PG6-22..... 1 1/2" DEPTH
NORTHBOUND OUTSIDE SHOULDER (EXCEPT X-SLOPE REV. AREA)	ASPHALT PAVEMENT MILLING AND TEXTURING..... 1 1/2" DEPTH CL 3 ASPH SURF 0.38D PG6-22..... 1 1/2" DEPTH
NORTHBOUND OUTSIDE SHOULDER (AT X-SLOPE REV. AREA)	ASPHALT PAVEMENT MILLING AND TEXTURING..... 4 1/2" DEPTH CL 3 ASPH BASE 1.00D PG6-22..... 3" DEPTH CL 3 ASPH SURF 0.38D PG6-22..... 1 1/2" DEPTH SEE CROSS SLOPE REVISION DETAIL
SOUTHBOUND INSIDE AND OUTSIDE SHOULDERS	ASPHALT PAVEMENT MILLING AND TEXTURING..... 1 1/2" DEPTH CL 3 ASPH SURF 0.38D PG6-22..... 1 1/2" DEPTH

NOT TO SCALE

1-75
TYPICAL SECTIONS

PROPOSED TYPICAL SECTIONS I-75 RAMPS

County	Item No.	Sheet
GRANT	6-20026	



SURFACING SCHEDULE
RAMP TRAFFIC LANES & SHOULDERS ④

ASPHALT PAVEMENT MILLING AND TEXTURING.....1 1/2" DEPTH
CL4 ASPH SURF 0.38A PG76-22.....1 1/2" DEPTH

- ① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2' FOOT DOWN THE DITCH OR FILL SLOPE (where applicable), TWO APPLICATIONS OF THE FOLLOWING :
ASPHALT SEAL COAT 2.4 lbs. / S.Y.,
ASPHALT SEAL AGGREGATE 20 lbs. / S.Y.
- ② EX. DGA SHOULDER 2' WHERE GUARDRAIL IS PRESENT, USE 7" POSTS.
- ③ JOINT ADHESIVE
- ④ APPLY ASPHALT MATERIAL FOR TACK AT A RATE OF 0.7 LBS/SY BETWEEN EACH LAYER OF ASPH. CONCRETE.

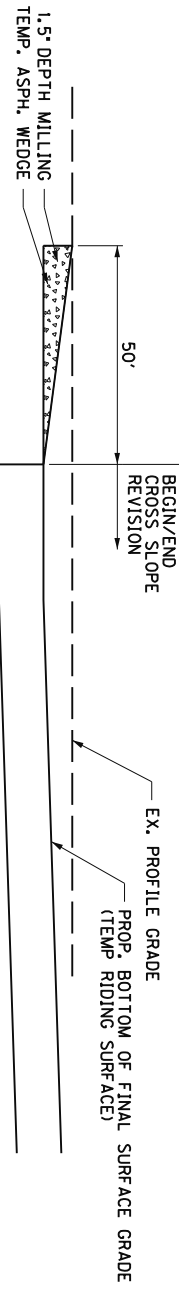
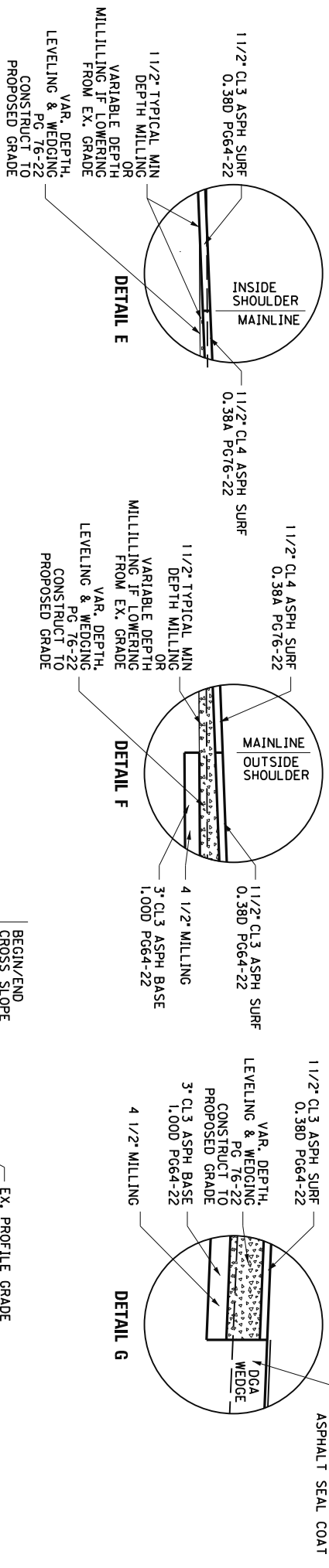
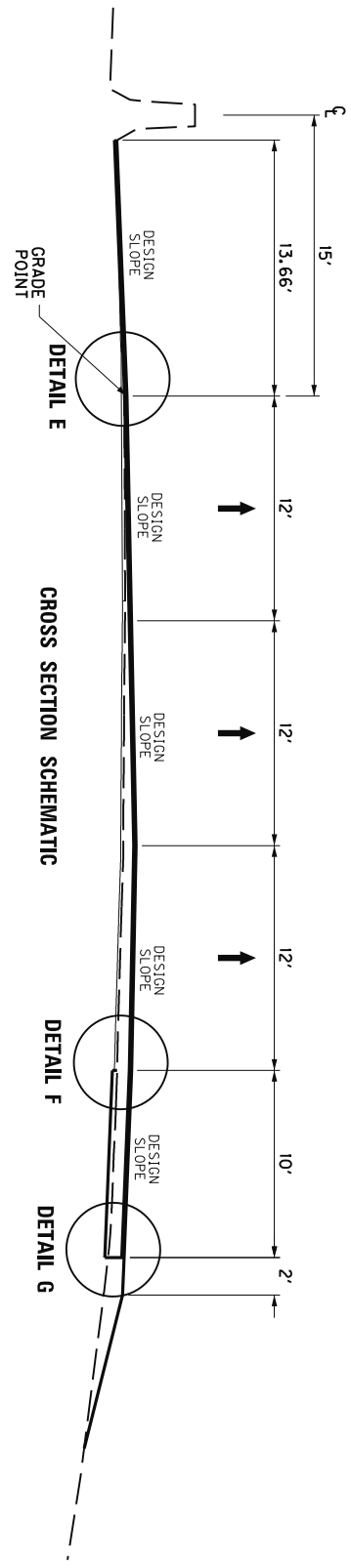
NOT TO SCALE

**I-75
TYPICAL SECTIONS**

PROPOSED TYPICAL SECTIONS

CROSS SLOPE REVISION

County	Item No.	Sheet
GRANT	6-20026	



NOTE: ALL POSSIBLE SCENARIOS NOT SHOWN.

CONSTRUCTION OF THE CROSS SLOPE REVISION SHALL BE CONDUCTED AND COMPLETED TO THE BOTTOM OF FINAL ASPHALT SURFACE LAYER FOR THE FULL WIDTH OF THE TEMPLATE PRIOR TO BEGINNING WORK ON THE TYPICAL MILL AND INLAY OPERATION FOR THE REMAINDER OF THE PROJECT. TRAFFIC WILL BE REQUIRED TO TEMPORARILY TRAVEL ON THE LEVELING AND WEDGING COURSE OR THE ASPHALT BASE COURSE AT THE CONCLUSION OF THIS OPERATION.

CONSTRUCT MINIMUM DEPTH 1.5" THICKNESS MILLING TO REMOVE OXIDIZED EXISTING SURFACE ALL LOCATIONS PRIOR TO PLACEMENT OF LEVELING AND WEDGING. CONSTRUCT VARIABLE DEPTH MILLING AND TEXTURING WHEN MINOR LOWERING OF GRADE IS REQUIRED. CONSTRUCT VARIABLE DEPTH MILLING TO A MINIMUM DEPTH OF 1/2" BELOW THE PROPOSED BOTTOM OF FINAL ASPHALT SURFACE TO ENSURE A MINIMUM 1/2" THICKNESS OF LEVELING AND WEDGING WILL RESULT FOR A TEMPORARY RIDING SURFACE.

SEE MAINLINE TYPICAL SECTIONS FOR PROPOSED ASPHALT MIXES AND TYPICAL DEPTHS. USE AN APPROVED ASPHALT BASE MIX FOR ALL LEVELING AND WEDGING APPLICATIONS GREATER THAN 2" COMPACTED DEPTH, IN LAYERS NOT TO EXCEED THE SPECIFICATIONS.

EXTEND 1.5" DEPTH MILLING AND TEXTURING TO A DISTANCE OF 50' BEYOND LIMITS OF CROSS SLOPE REVISION AREA. PLACE TEMPORARY WEDGE OF LEVELING AND WEDGING TO RAMP PAVEMENT FROM THE EXISTING PROFILE GRADE TO THE PROFILE GRADE OF THE PROPOSED BOTTOM OF FINAL SURFACE COURSE.

NOT TO SCALE

1-75

TYPICAL SECTIONS

I-75
GRANT COUNTY
ITEM NO. 6-20026 , PAVEMENT REHABILITATION
MILEPOINT 157.700 TO 162.700
GENERAL SUMMARY

ITEM NUMBER	ITEM		UNIT	QUANTITY
00001	DGA BASE	①	TON	3,772
00100	ASPHALT SEAL AGGREGATE	①	TON	520
00103	ASPHALT SEAL COAT	①	TON	62
00194	LEVELING & WEDGING PG76-22	①	TON	3,100
00214	CL3 ASPH BASE 1.00D PG64-22	①	TON	2,356
00339	CL3 ASPH SURF 0.38D PG64-22	①	TON	11,772
00342	CL4 ASPH SURF 0.38A PG76-22	①	TON	18,827
02676	MOBILIZATION FOR MILL & TEXT	①	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	①	TON	32,954
20071EC	JOINT ADHESIVE	①	LF	214,778
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	①	TON	151
20757ED	PAVEMENT REPAIR	①	SQYD	4,000
01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	②	EACH	44
02367	GUARDRAIL END TREATMENT TYPE 1	②	EACH	1
02369	GUARDRAIL END TREATMENT TYPE 2A	②	EACH	2
02381	REMOVE GUARDRAIL	②	LF	2,200
02391	GUARDRAIL END TREATMENT TYPE 4A	②	EACH	1
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	②	LF	2,200
01985	DELINEATOR FOR BARRIER - YELLOW		EACH	77
02562	TEMPORARY SIGNS		SQFT	1,200
02650	MAINTAIN & CONTROL TRAFFIC		LS	1
02671	PORTABLE CHANGEABLE MESSAGE SIGN		EACH	4
03171	CONCRETE BARRIER WALL TYPE 9T		LF	3,840
06511	PAVE STRIPING-TEMP PAINT-6 IN		LF	416,489
06513	PAVE STRIPING-TEMP PAINT-12 IN		LF	2,640
06549	PAVE STRIPING-TEMP REM TAPE-B		LF	16,650
06550	PAVE STRIPING-TEMP REM TAPE-W		LF	17,700
06551	PAVE STRIPING-TEMP REM TAPE-Y		LF	8,400
06585	PAVEMENT MARKER TY IVA-MW TEMP		EACH	3,269
06586	PAVEMENT MARKER TY IVA-MY TEMP		EACH	135
08903	CRASH CUSHION TY VI CLASS BT TL3		EACH	6
20411ED	LAW ENFORCEMENT OFFICER		HOUR	300
25075EC	QUEUE PROTECTION VEHICLE		HOUR	300
25117EC	FURNISH QUEUE PROTECTION VEHICLES		MONT	5
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM		MONT	5

- ① CARRIED OVER FROM PAVING SUMMARY.
- ② CARRIED OVER FROM GUARDRAIL SUMMARY.

**I-75
GRANT COUNTY
ITEM NO. 6-20026 , PAVEMENT REHABILITATION
MILEPOINT 157.700 TO 162.700
PAVING SUMMARY**

PAVING AREAS (SY)

ITEM	TOTAL	ITEM	TOTAL
MAINLINE NB		MAINLINE INSIDE SHOULDERS NB & SB	
1.5" ASPHALT PAVE MILLING & TEXTURING	107,844	1.5" ASPHALT PAVE MILLING & TEXTURING	79,271
1.5" CL4 ASPH SURF 0.38A PG76-22	107,844	1.5" CL3 ASPH SURF 0.38D PG64-22	79,271
		RAMP MAINLINE & SHOULDERS	
		1.5" ASPHALT PAVE MILLING & TEXTURING	15,254
		1.5" CL4 ASPH SURF 0.38A PG76-22	15,254
MAINLINE OUTSIDE SHOULDER NB		MAINLINE SHOULDERS	
3" ASPHALT PAVE MILLING & TEXTURING	14,278	ASPHALT SEAL AGGREGATE	23,201
3" CL3 ASPH BASE 1.00D PG64-22	14,278	ASPHALT SEAL COAT	23,201
1.5" ASPHALT PAVE MILLING & TEXTURING	29,210		
1.5" CL3 ASPH SURF 0.38D PG64-22	29,210		
		RAMP SHOULDERS	
		ASPHALT SEAL AGGREGATE	2,822
		ASPHALT SEAL COAT	2,822
MAINLINE OUTSIDE SHOULDER SB		M.O.T. RUMBLE STRIP ERADICATION	
1.5" ASPHALT PAVE MILLING & TEXTURING	28,496	1.5" ASPHALT PAVE MILLING & TEXTURING	5,711
1.5" CL3 ASPH SURF 0.38D PG64-22	28,496	1.5" CL3 ASPH SURF 0.38D PG64-22	5,711

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	QUANTITY
00001	DGA BASE (1)	TON	3,772
00100	ASPHALT SEAL AGGREGATE (2)	TON	520
00103	ASPHALT SEAL COAT (3)	TON	62
00194	LEVELING & WEDGING PG76-22 (4)	TON	3,100
00214	CL3 ASPH BASE 1.00D PG64-22	TON	2,356
			-
00339	CL3 ASPH SURF 0.38D PG64-22	TON	11,772
00342	CL4 ASPH SURF 0.38A PG76-22	TON	18,827
			-
02676	MOBILIZATION FOR MILL & TEXT	LS	1
02677	ASPHALT PAVE MILLING & TEXTURING	TON	32,954
20071EC	JOINT ADHESIVE	LF	214,778
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING (5)	TON	151
20757ED	PAVEMENT REPAIR (6)	SQYD	4,000
			-

(1) 2993 TONS ESTABLISHED FOR WEDGING SHOULDER EDGE DROPOFFS THROUGHOUT PROJECT, 728 TONS FOR CROSS SLOPE CORRECTION AREAS, AND 51 TONS FROM SHOULDER EROSION REPAIR DETAIL.

(2) BASED ON COVERAGE OF 100% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 20 LBS/SY.

(3) BASED ON COVERAGE OF 100% OF SHOULDERS AND BASED ON 2 APPLICATIONS OF 2.4 LBS/SY.

ALL ITEMS CARRIED OVER TO GENERAL SUMMARY

(4) INCLUDES 2,600 TONS FOR CROSS SLOPE CORRECTION AND 500 TONS TO BE USED AS DIRECTED.

(5) BASED ON APPLICATION RATE OF 0.7 LBS/SY.

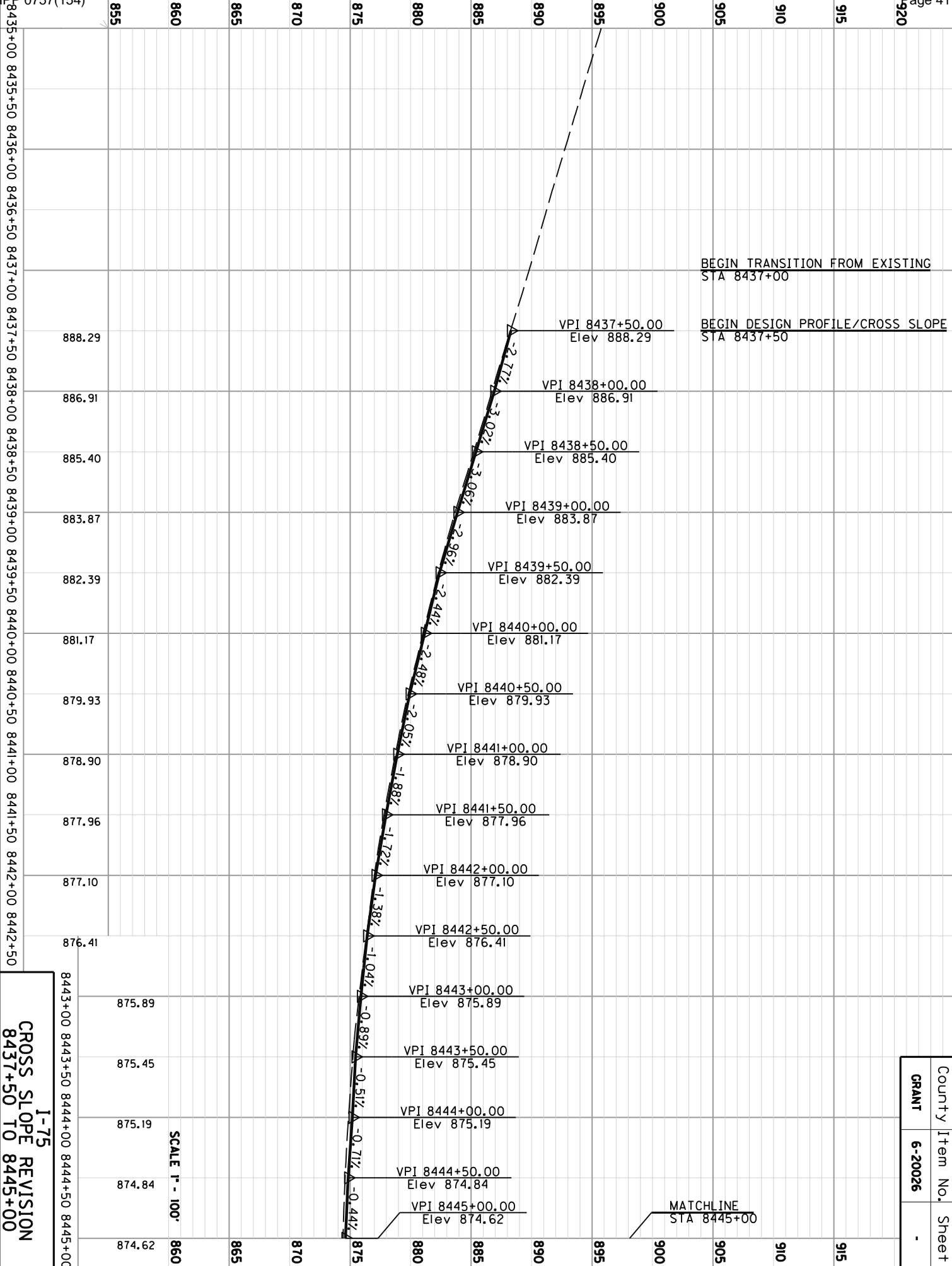
(6) CARRIED OVER FROM PAVEMENT REPAIR DETAIL.

ASPHALT MIXES CALC. BASED ON 110 LBS/SY/IN

**I-75
GRANT COUNTY
ITEM NO. 6-20026 , PAVEMENT REHABILITATION
MILEPOINT 157.700 TO 162.700
GUARDRAIL SUMMARY**

POINT NUMBERS	FROM MILEPOST	TO MILEPOST	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	GUARDRAIL END TREATMENT TYPE 1	GUARDRAIL END TREATMENT TYPE 2A	REMOVE GUARDRAIL	GUARDRAIL END TREATMENT TYPE 4A	G/R STEEL W BEAM-S FACE (7 FT POST)												DESCRIPTION	
ITEM CODE	01982	02367	02369	02381	02391	21802EN															
UNIT	EACH	EACH	EACH	LF	EACH	LF	EACH	LF													
159.801	14		1	687.5		687.5		687.5												CROSS SLOPE REVISION AREA, BEGIN WITH TIE TO EXISTING	
	10			512.5		512.5		512.5												CARRIED OVER FROM SHOULDER EROSION REPAIR SUMMARY	
	20	1	1	1,000	1	1,000		1,000												CONTINGENCY QUANTITY FOR REPAIRS FROM MOT DAMAGE	
PROJECT TOTAL	44	1	2	2,200	1	2,200		2,200													

ALL ITEMS CARRIED OVER TO GENERAL SUMMARY.



BEGIN TRANSITION FROM EXISTING
STA 8437+00

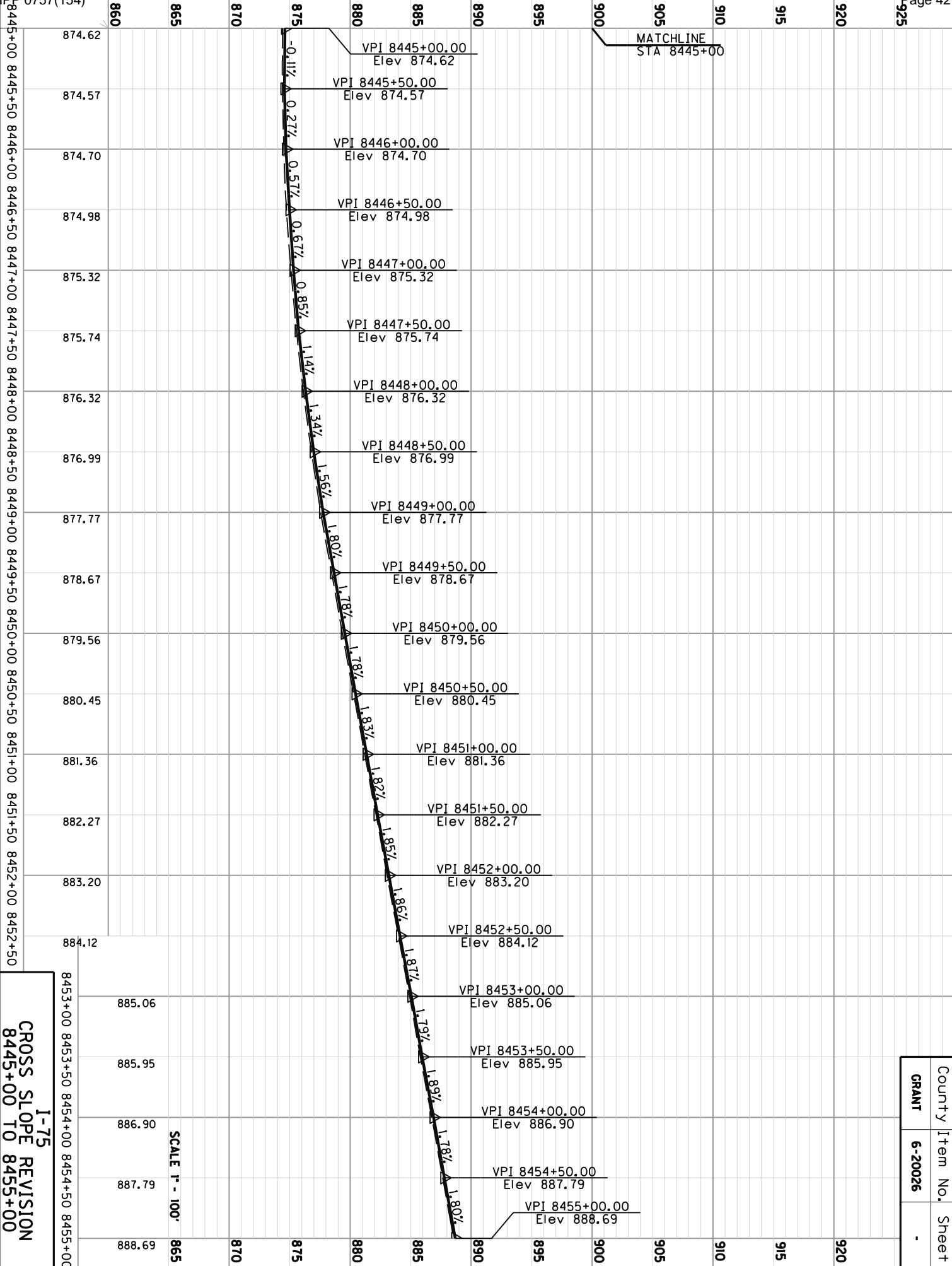
BEGIN DESIGN PROFILE/CROSS SLOPE
STA 8437+50

MATCHLINE
STA 8445+00

SCALE 1" = 100'

8443+00 8443+50 8444+00 8444+50 8445+00
CROSS SLOPE REVISION
I-75
8437+50 TO 8445+00

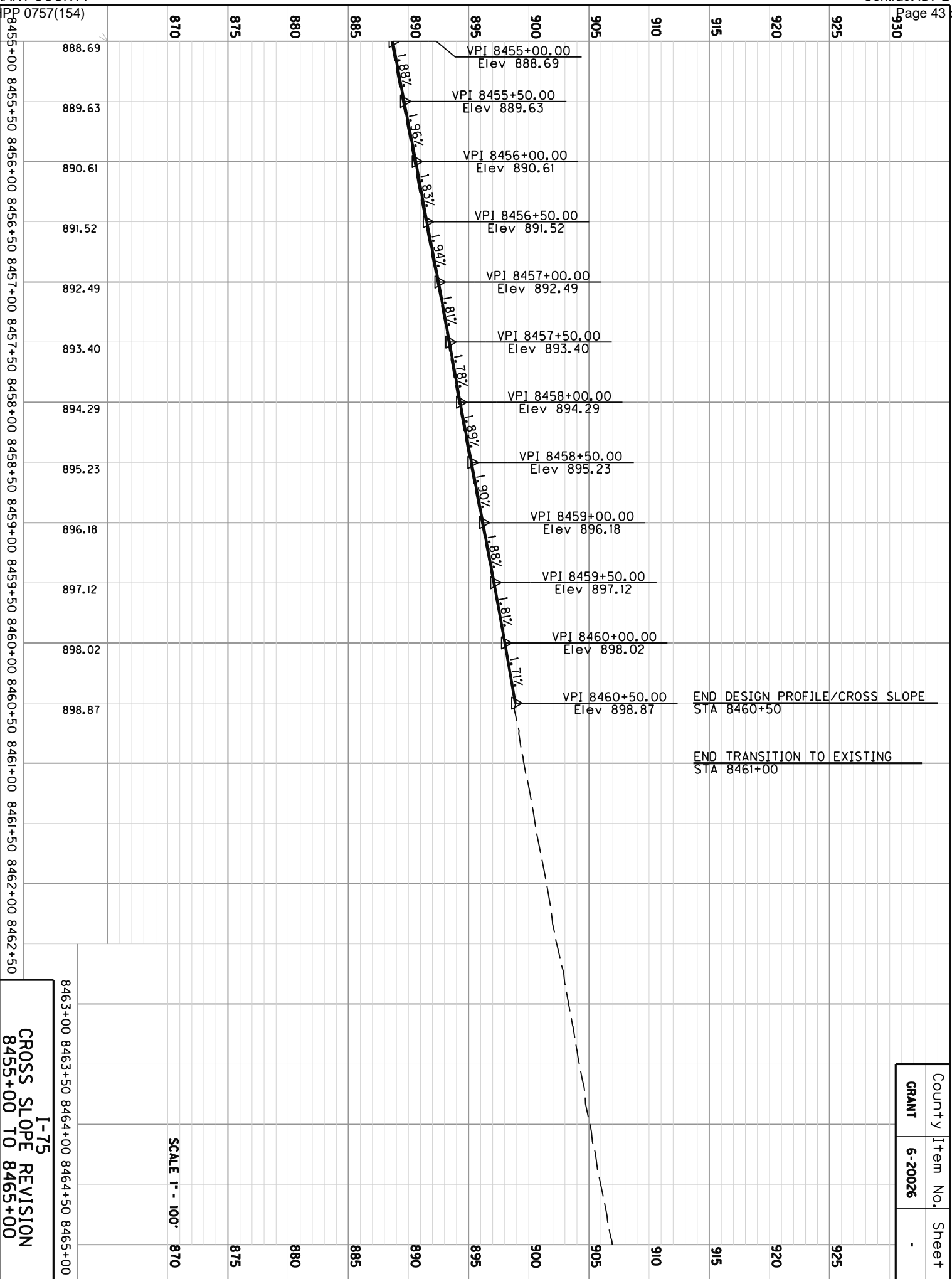
County	Item No.	Sheet
GRANT	6-20026	-



CROSS SLOPE REVISION
 I-75
 8445+00 TO 8455+00

SCALE 1" = 100'
 865

County	Item No.	Sheet
GRANT	6-20026	-



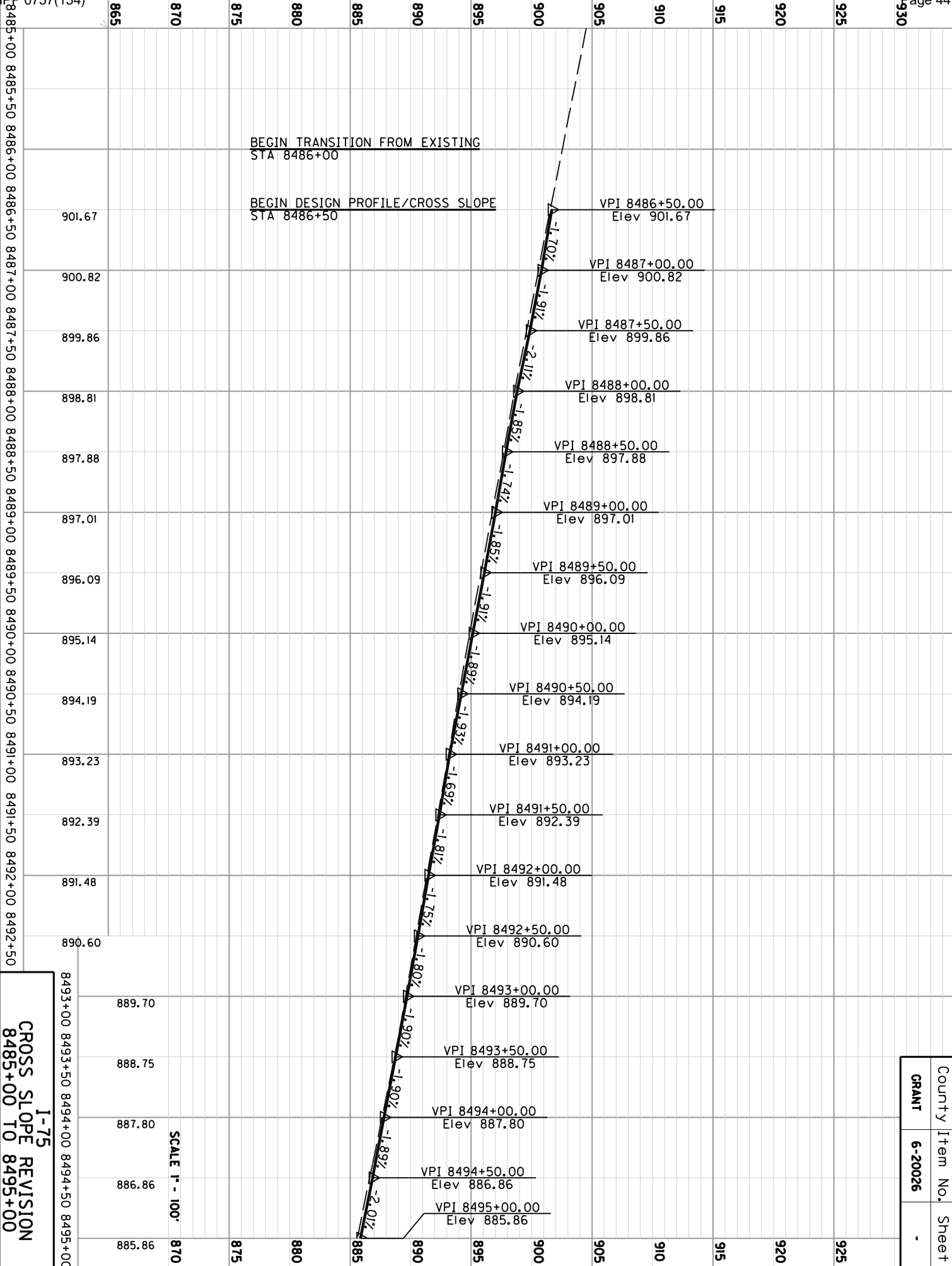
END DESIGN PROFILE/CROSS SLOPE
STA 8460+50

END TRANSITION TO EXISTING
STA 8461+00

SCALE 1" = 100'

8463+00 8463+50 8464+00 8464+50 8465+00
CROSS SLOPE REVISION
 I-75
 8455+00 TO 8465+00

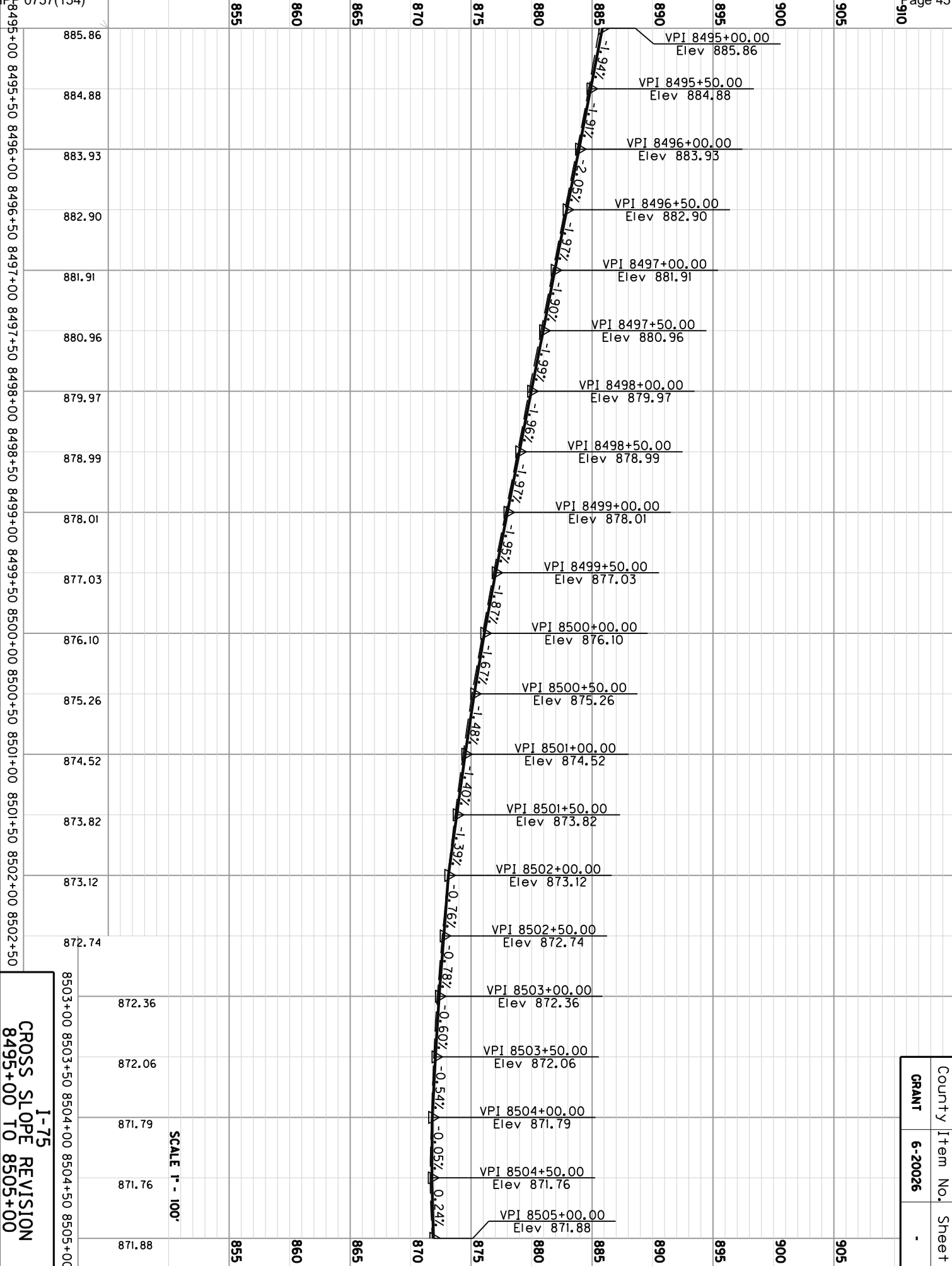
County	Item No.	Sheet
GRANT	6-20026	-



8493+00 8493+50 8494+00 8494+50 8495+00
CROSS SLOPE REVISION
1-75
8485+00 TO 8495+00

SCALE 1" = 100'

County	Item No.	Sheet
GRANT	6-20026	-



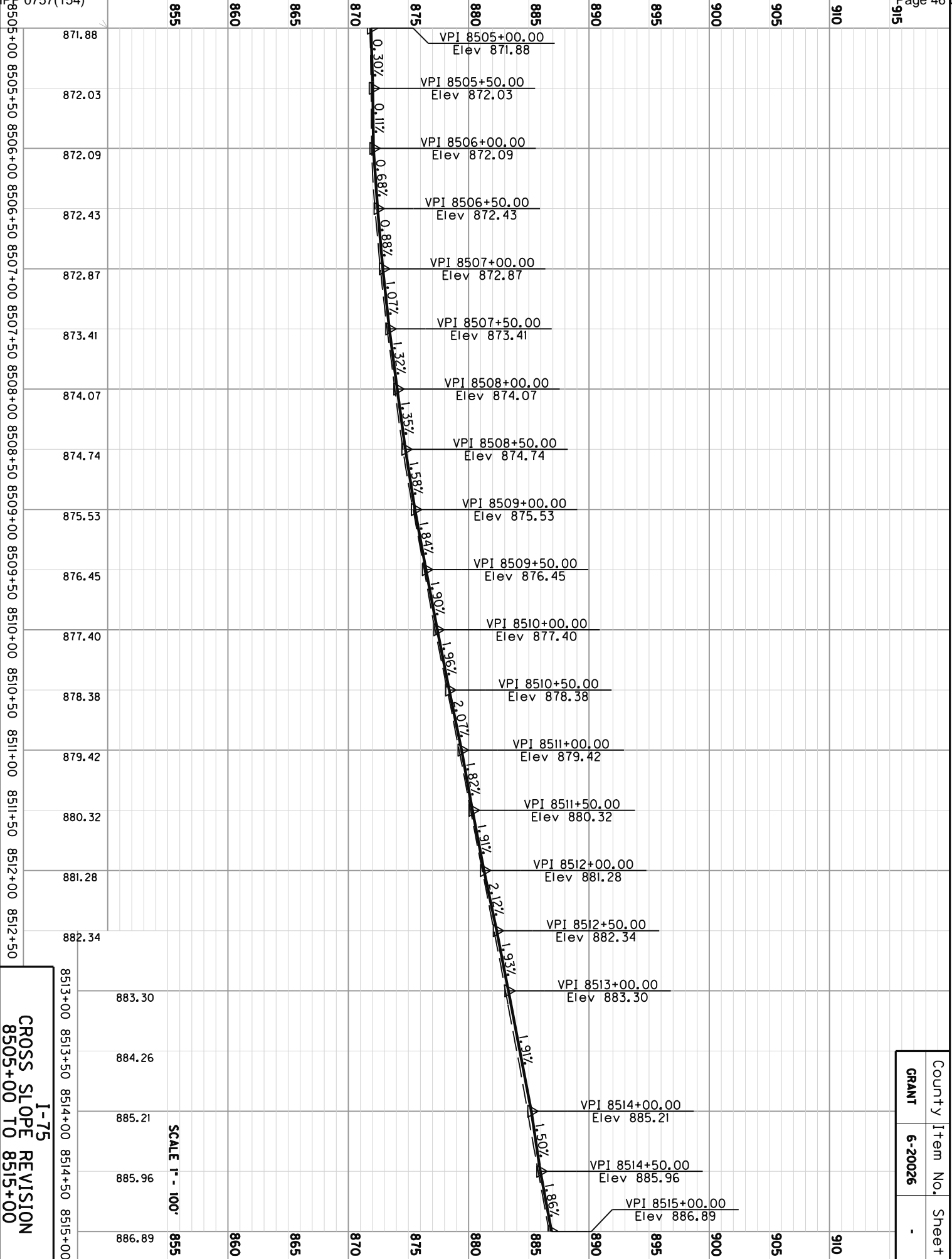
8495+00 8495+50 8496+00 8496+50 8497+00 8497+50 8498+00 8498+50 8499+00 8499+50 8500+00 8500+50 8501+00 8501+50 8502+00 8502+50

8503+00 8503+50 8504+00 8504+50 8505+00

SCALE 1" = 100'

CROSS SLOPE REVISION
1-75
8495+00 TO 8505+00

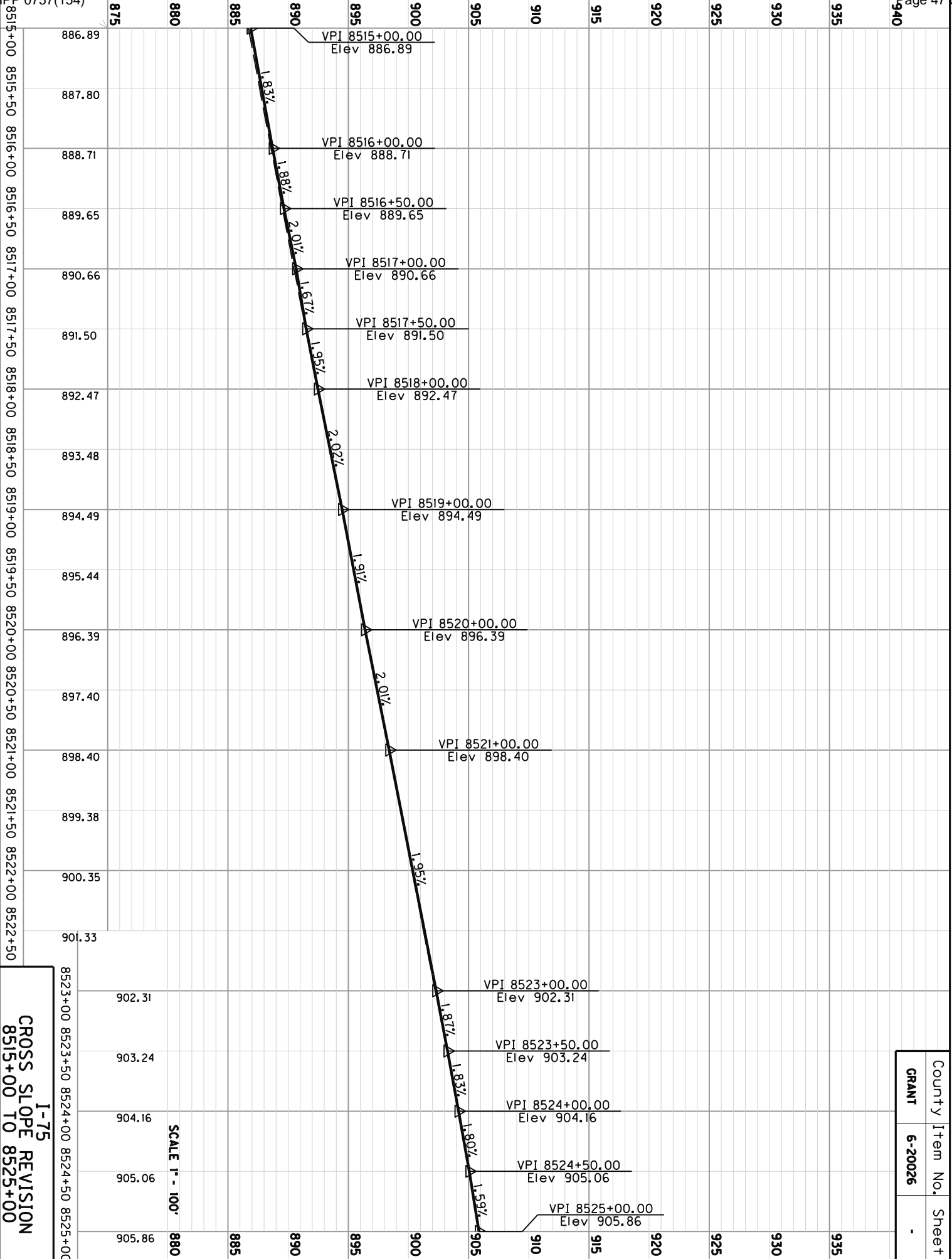
County	Item No.	Sheet
GRANT	6-20026	-



CROSS SLOPE REVISION
 I-75
 8505+00 TO 8515+00

SCALE 1" = 100'

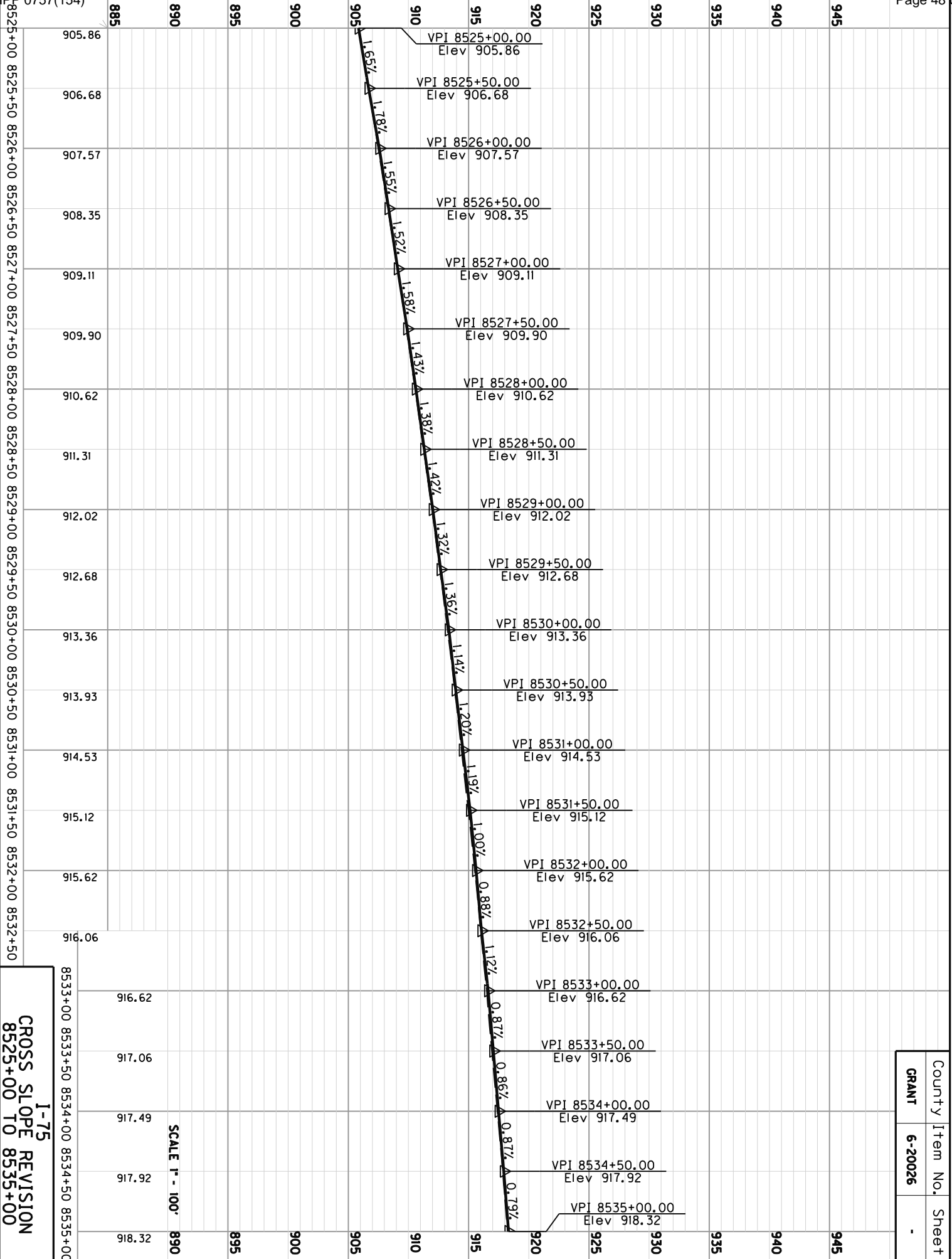
County	Item No.	Sheet
GRANT	6-20026	-



CROSS SLOPE REVISION
 I-75
 8515+00 TO 8525+00

SCALE 1" = 100'

County	Item No.	Sheet
GRANT	6-20026	-



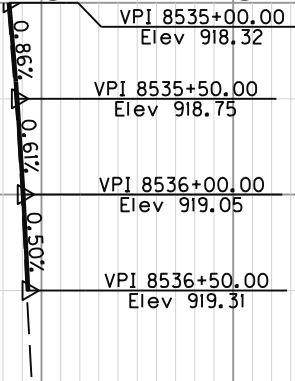
CROSS SLOPE REVISION
 1-75
 8525+00 TO 8535+00

SCALE 1" = 100'
 890

County	Item No.	Sheet
GRANT	6-20026	-

8535+00 8535+50 8536+00 8536+50 8537+00

900
905
910
915
920
925
930
935
940
945



END DESIGN PROFILE/CROSS SLOPE
STA 8536+50

END TRANSITION TO EXISTING
STA 8537+00

SCALE 1" = 100'

I-75
CROSS SLOPE REVISION
8535+00 TO 8537+00

County	Item No.	Sheet
GRANT	6-20026	-

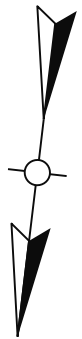
905
910
915
920
925
930
935
940
945

COORDINATE CONTROL POINTS

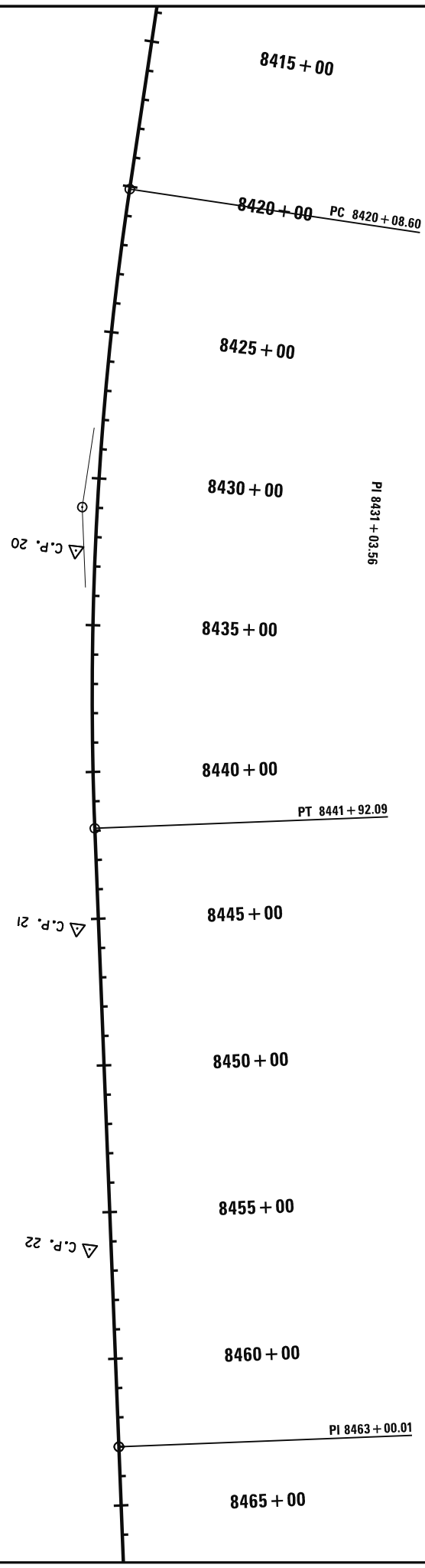
POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
CP 20	IRON PIN & CAP	4144475.541	5249186.833	903.001	8432+48.20	65.95
CP 21	IRON PIN & CAP	4145753.155	5249028.761	872.603	8445+30.44	73.16
CP 22	IRON PIN & CAP	4146833.129	5248856.799	889.774	8456+24.02	73.89

MAINLINE ALIGNMENT

POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	8415+00.00	4143231.79	5249151.24
P.C.	8420+08.60	4144475.54	5249186.83
P.I.	8431+03.56	4144326.28	5249182.84
P.T.	8441+92.09	4145407.50	5249009.94
P.L.	8463+00.01	4147488.97	5248677.10



County	Item No.	Sheet
GRANT	6-20026	-



PI STA=8431+03.56
 Delta alpha = 10° 44' 19.04" LT
 T=1094.95'
 L=2183.49'
 O=29° 30.51"
 R=11650.00'
 E=51.34'
 e=2%
 Runout+ = 96'
 Runout- = 96'

PI STA=8463+00.01
 Delta alpha = 0° 00' 37.15" LT



1-75
CROSS SLOPE REVISION
COORDINATE CONTROL

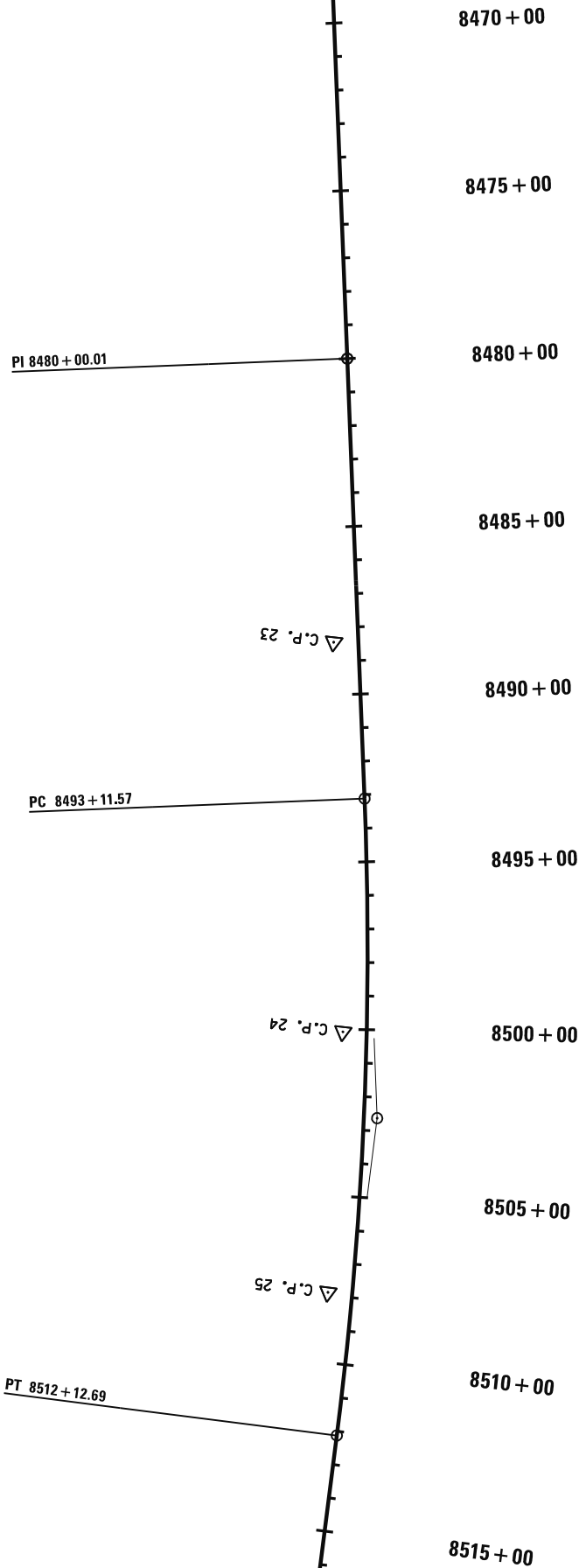
COORDINATE CONTROL POINTS

POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
CP 23	IRON PIN & CAP	4150011.129	5248348.023	896.162	8488 + 42.48	73.66
CP 24	IRON PIN & CAP	4151160.159	5248182.812	873.731	8500 + 07.92	71.01
CP 25	IRON PIN & CAP	4151936.085	5248134.857	869.897	8507 + 90.38	72.56
CP 26	IRON PIN & CAP	4152818.297	5248135.166	888.071	8516 + 75.34	74.18

MAINLINE ALIGNMENT

POINT	STATION	NORTHING (Y)	EASTING (X)
P.I.	8480 + 00.01	4149167.60	5248448.37
P.C.	8493 + 11.57	4150462.70	5248201.19
P.I.	8502 + 64.32	4151403.48	5248050.69
P.T.	8512 + 12.69	4152356.20	5248057.62

PI 8502 + 64.32



PI STA=8480+00.01
Delta= 0°00'24.27" RT

PI STA=8502+64.32
Delta= 9°30'20.11" RT
T=952.75'
L=1901.12'
0°30'00.00"
R=11459.16'
E=39.54'
e=2.60%
Runout+=124'
Runout-=95.38'

1-75
CROSS SLOPE REVISION
COORDINATE CONTROL

County	Item No.	Sheet
GRANT	6-20026	-

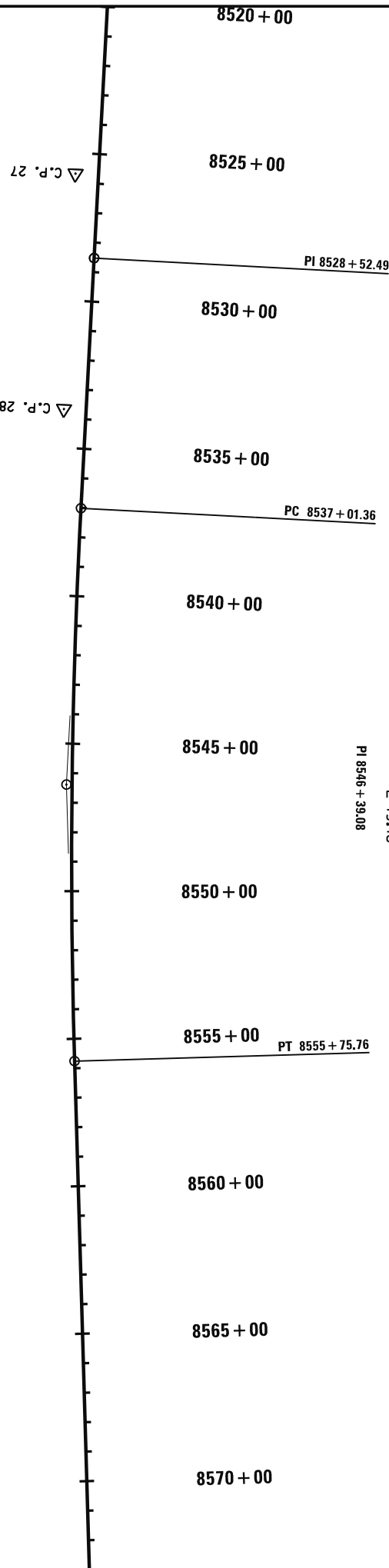
COORDINATE CONTROL POINTS

POINT	DESCRIPTION	State Plane Coordinates			STATION	OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)		
CP 27	IRON PIN & CAP	4153713.163	5248145.753	905.091	8525 + 70.26	78.26
CP 28	IRON PIN & CAP	4154511.744	5248148.537	913.801	8533 + 68.80	75.52

MAINLINE ALIGNMENT					
POINT	STATION	NORTHING (Y)	EASTING (X)	P.O.E.	
P.I.	8528 + 52.49	4153995.96	5248069.55		
P.O.E.	8537 + 00.00	4154843.45	5248075.25		



County	Item No.	Sheet
GRANT	6-20026	-



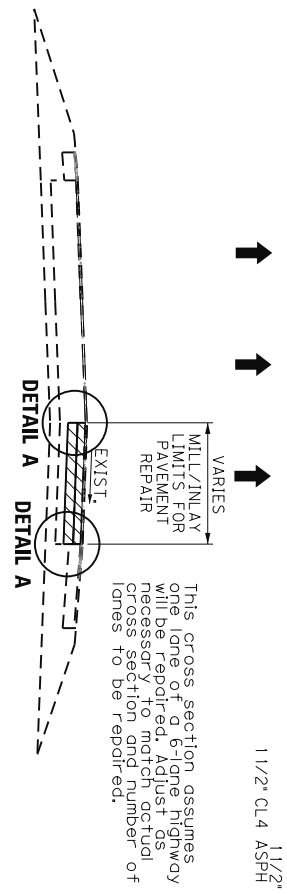
PI STA=8528+52.49
 Delta alpha = 0° 01' 54.12" LT

PI STA=8546+39.08
 Delta alpha = 4° 41' 09.59" LT
 T=937.72'
 L=1874.40'
 R=22918.31'
 E=19.18'

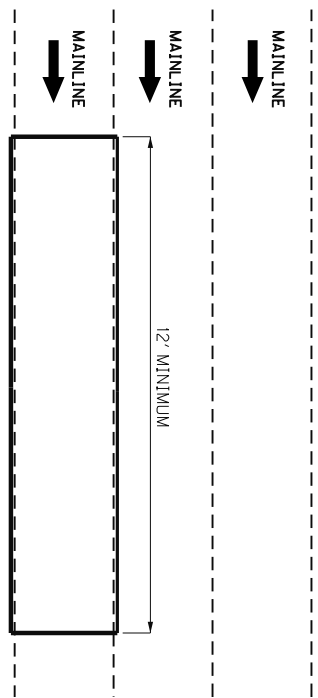
1-75
 CROSS SLOPE REVISION
 COORDINATE CONTROL

I-75 ASPHALT PAVEMENT REPAIR DETAIL

County	Item No.	Sheet
GRANT	6-20026	



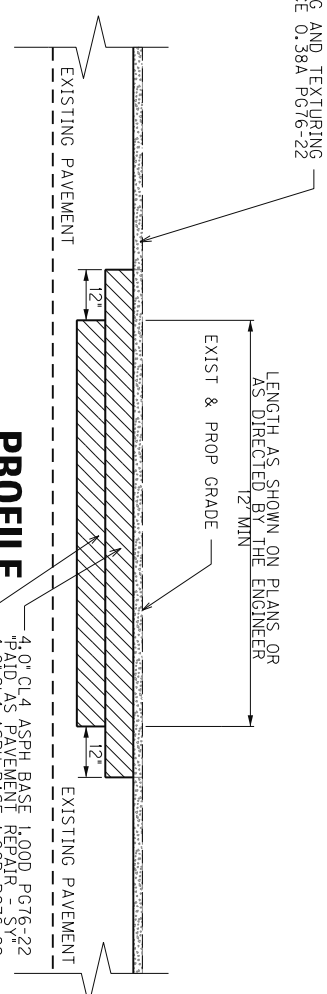
CROSS SECTION



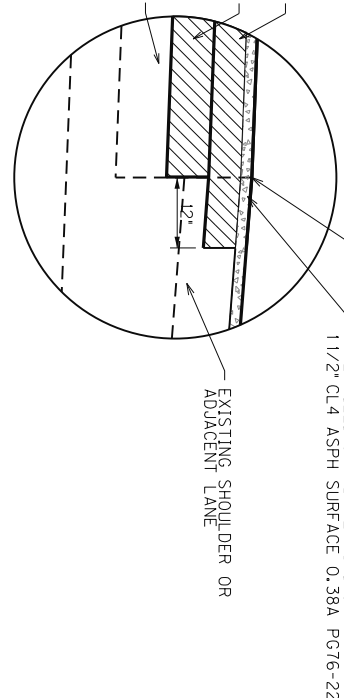
PLAN VIEW

NOTES

1. Caution: Existing concrete pavement may exist below the asphalt pavement.
2. Pavement repairs shall be performed at locations selected by and as directed by the Engineer. The Engineer will assess, select, and mark areas for treatment after the initial 1/2" depth milling is completed. The full lane width will be removed and replaced. The Engineer may elect to perform repairs on one lane or multiple lanes. The engineer may elect to only remove and replace the top lift of base. An edge key 12" into the adjacent lane/shoulder is required for the top course of base, for estimate purposes, a quantity of 4,000 S.Y. has been established to be used as directed by the engineer for repairs to the asphalt pavement of a depth below the typical 1 1/2" mill and inlay.
3. Complete pavement repair operations in one continuous night time operation. Conduct all operations in accordance with the pavement edge drop-off policy, see M.O.T. notes.4.
4. Complete the typical 1 1/2" depth milling prior to construction of the Asphalt Pavement Repairs. Measurement and payment of the S.Y. of the item "Pavement Repair" will include all work necessary to complete the Asphalt Pavement Repair below the level of the typical 1 1/2" depth mill and inlay, including but not limited to milling and texturing to the prescribed depth, surface preparation, asphalt material for tack, and placement and compaction of the asphalt base layer to the prescribed depth. If multiple layers of Asphalt Pavement Repairs are constructed, the S.Y. of each layer constructed will be measured for payment.
5. If required, complete pavement repairs prior to placement of Leveling & Wedging for cross slope revisions. Perform the typical mill and inlay operations with resurfacing items subject to payment as part of the resurfacing operation. Do not allow traffic to travel on milled surfaces.



PROFILE



DETAIL A

BID ITEM

* **2075TED** PAVEMENT REPAIR **4,000 S.Y.**

* Only items listed will be considered for payment and will be considered full compensation for the work required. All other items of work listed for items of work.

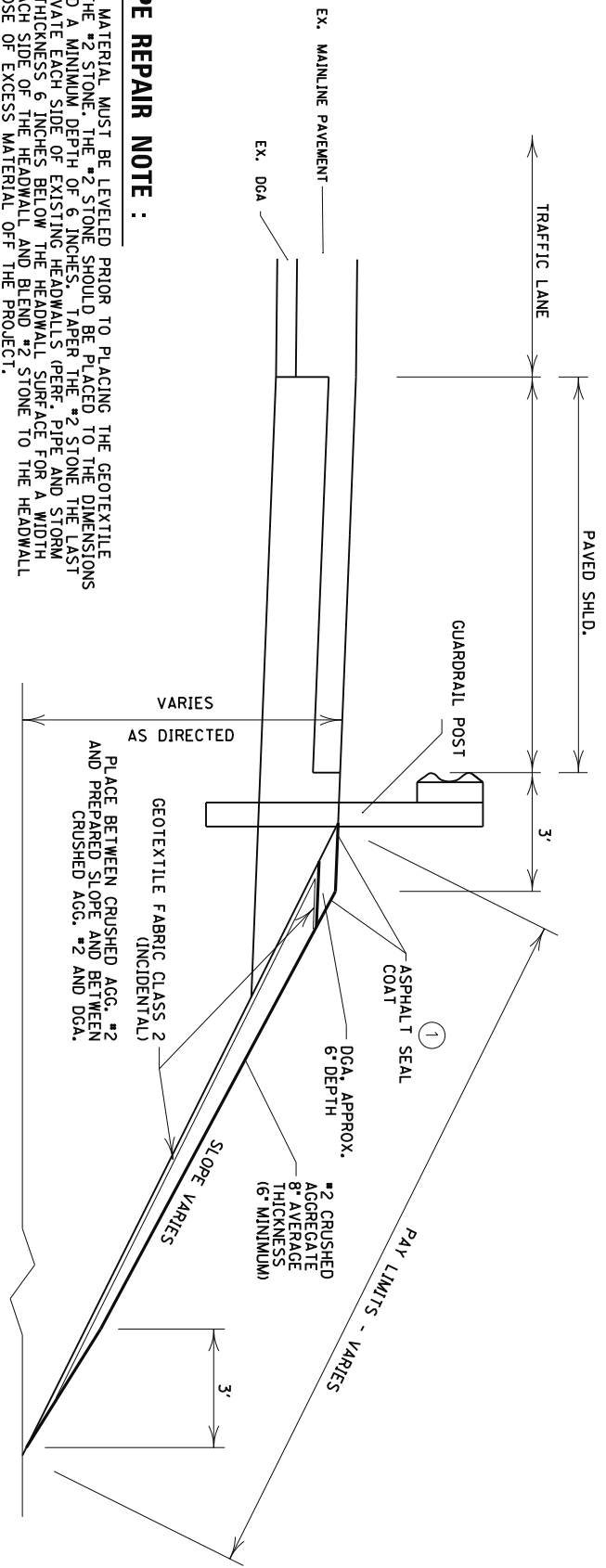
Asph base course class and binder grade to be chosen by designer based on current asphalt warrants and/or to remain consistent with mainline asphalt surface used on the project.

* (CARRIED ON PAVING SUMMARY) NOT TO SCALE

I-75 ASPHALT PAVEMENT REPAIR

SHOULDER EROSION REPAIR DETAIL

County	Item No.	Sheet
GRANT	6-20026	



SLOPE REPAIR NOTE :

THE EXISTING MATERIAL MUST BE LEVELED PRIOR TO PLACING THE GEOTEXTILE FABRIC AND THE #2 STONE. THE #2 STONE SHOULD BE PLACED TO THE DIMENSIONS AS SHOWN AND A MINIMUM DEPTH OF 6 INCHES. TAPER THE #2 STONE THE LAST 3 FEET, EXCAVATE EACH SIDE OF EXISTING HEADWALLS (PERF. PIPE AND STORM DRAIN) TO A THICKNESS 6 INCHES BELOW THE HEADWALL SURFACE FOR A WIDTH OF 5 FEET EACH SIDE OF THE HEADWALL AND BLEND #2 STONE TO THE HEADWALL WINGS. DISPOSE OF EXCESS MATERIAL OFF THE PROJECT.

THE BID ITEM #CRUSHED AGGREGATE SIZE NO. 2 INCLUDES ALL LABOR AND EQUIPMENT NECESSARY TO GRADE THE EXISTING SLOPE, FURNISH AND INSTALL GEOTEXTILE FABRIC CLASS 2 AND CAP THE SLOPE WITH A MINIMUM OF 6 INCHES OF #2 STONE. NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE FOR GEOTEXTILE FABRIC CLASS 2.

EXTEND THE REPAIRS ONLY THROUGH THE WASH AREA. DO NOT DISTURB AREAS WITH ESTABLISHED VEGETATION.

REMOVE GUARDRAIL WHERE NECESSARY TO PERFORM SHOULDER REPAIRS. PIN ENDS DOWN TO ELIMINATE EXPOSURE TO BLUNT ENDS AND PLACE TRAFFIC DRUMS ON SHOULDER AT 20' SPACING UNTIL GUARDRAIL IS RE-ESTABLISHED. QUANTITIES HAVE BEEN ESTABLISHED FOR PAYMENT OF GUARDRAIL REMOVAL AND INSTALLATION OF NEW RAIL FOR AREAS NOT RECEIVING NEW GUARDRAIL FOR OTHER REASONS.

1-75	LENGTH (FT)	WIDTH (FT)	#2 (TONS)	GUARDRAIL REM/CONST (LF)	DGA (TONS)	COMMENTS
DIR-BEGIN MP						
DIR-END MP						
SB 158.506	171	12	62	175	17	SB. OVRAMP
SB 158.784	195	12	71	200	20	OUTSIDE SHLD
NB 158.828	138	12	50	137.5	14	OUTSIDE SHLD
TO BE USED AS DIRECTED BY ENGINEER	0	0	0	0	0	
TOTAL	183	512.5	51			

BID ITEM

- * 0078 CRUSHED AGGREGATE NO. 2 183 TONS
- ** 2381 REMOVE GUARDRAIL 512.5 LF
- ** 218022EN C/R STEEL W BEAM S-FACE (7 FT POST) 512.5 LF
- *** 0001 DGA BASE 51 TONS

ASPHALT SEAL COAT QUANTITIES ESTABLISHED IN THE PAVING SUMMARY

ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE OR BOTTOM OF DGA LAYER. TWO APPLICATIONS OF THE FOLLOWING :
 ASPHALT SEAL COAT..... 2.4 lbs. / S.Y.
 ASPHALT SEAL AGGREGATE 20 lbs. / S.Y.

- * (CARRIED ON GENERAL SUMMARY)
- ** (CARRIED ON GUARDRAIL SUMMARY)
- *** (CARRIED ON PAVING SUMMARY)

NOT TO SCALE

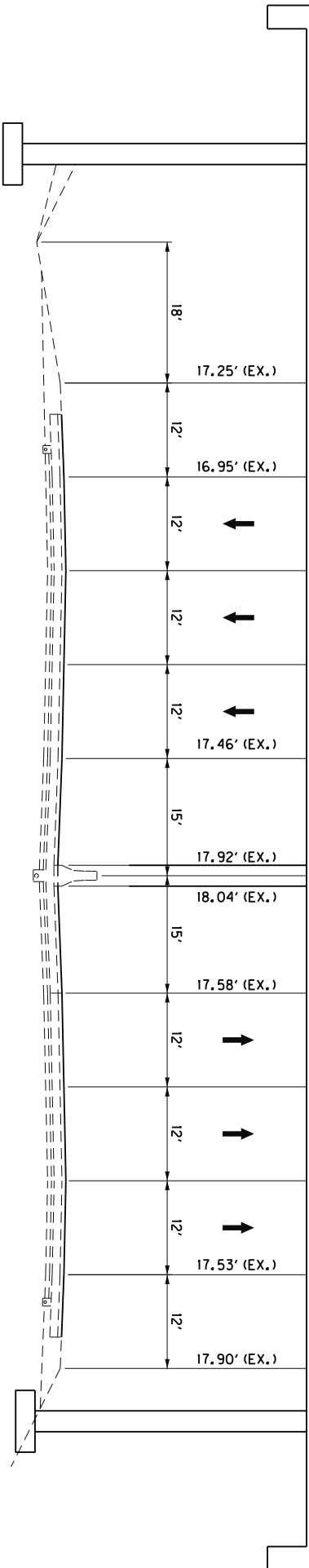
**SHOULDER EROSION REPAIR
DETAIL SHEET**

THE ENGINEER MAY INCLUDE ADDITIONAL LOCATIONS AS NECESSARY.

EXISTING VERTICAL CLEARANCE DETAIL

BROADWAY STREET HWY 22 OVERPASS
M.P. 158.5

EXIST. HWY 22 OVER J-175



NOT TO SCALE

J-75
VERTICAL CLEARANCE

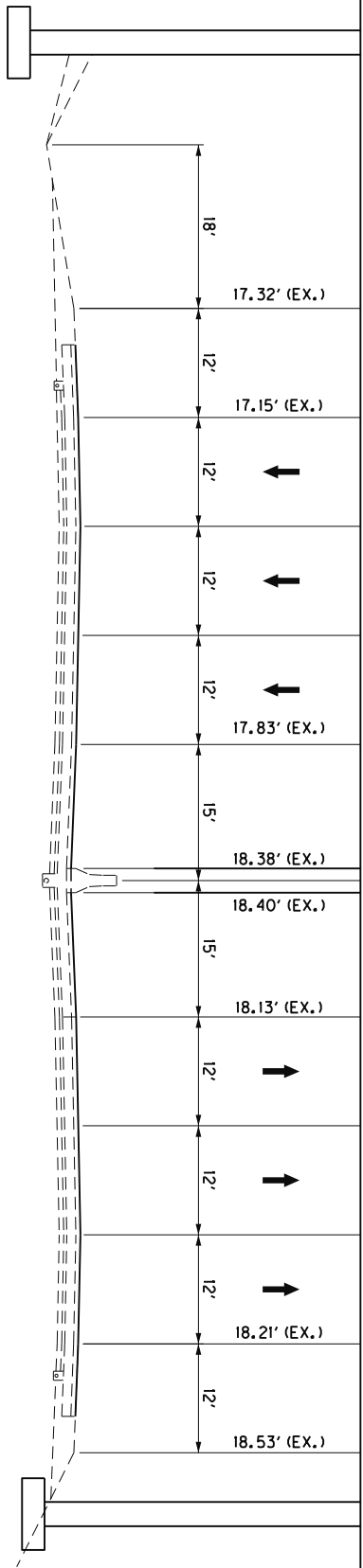
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	

EXISTING VERTICAL CLEARANCE DETAIL

BANNISTER PIKE OVERPASS
M.P. 160.4

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	

EXIST. BANNISTER PIKE OVER I-75



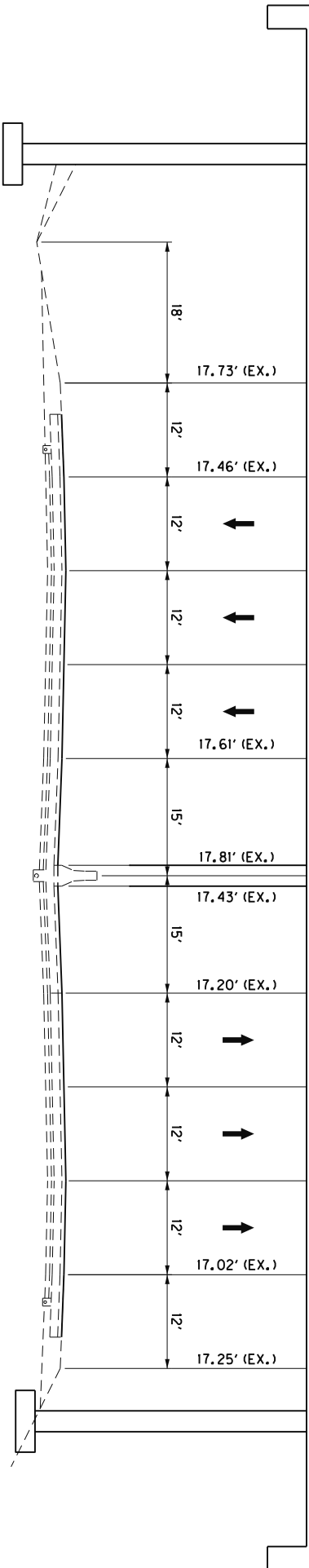
NOT TO SCALE

1-75
VERTICAL CLEARANCE

EXISTING VERTICAL CLEARANCE DETAIL

KY 1994 OVERPASS
M.P. 162.0

EXIST. KY 1994 OVER J-75



NOT TO SCALE

J-75
VERTICAL CLEARANCE

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: SEPIA 007 - IN-LAID PAVEMENT MARKER ARRANGEMENTS MULT-LANE ROADWAYS

ITEM NO. 6-20806 COUNTY OF GRANT
SHEET NO. 58

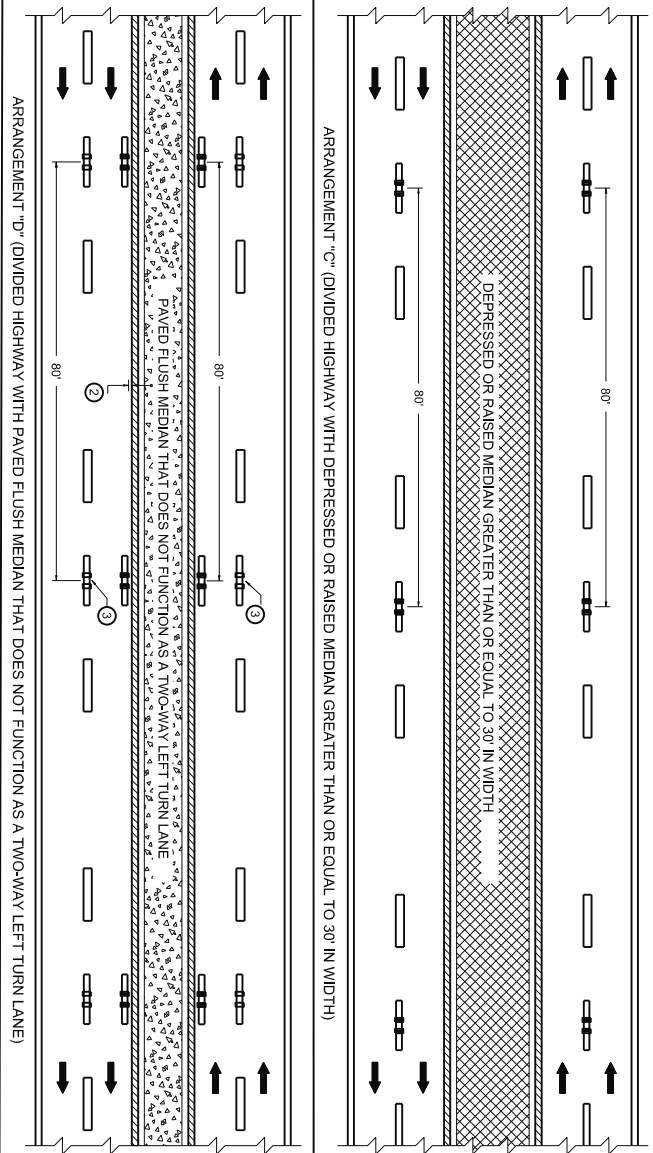
- ~ NOTES ~
1. MARKERS INSTALLED ALONG EDGE LINES SHOULD BE PLACED BETWEEN AND IN LINE WITH THE STRIPS.
 2. MARKERS INSTALLED ALONG EDGE LINES SHOULD BE PLACED SO THAT THE NEAR EDGE OF THE STRIP ENDS NO MORE THAN 1/2" FROM THE NEAR EDGE OF THE LINE.
 3. FLUORESCENT OR PAVED FLUSH MEDIAN MARKERS SHALL BE USED FOR ALL TWO-WAY, BIDIIRECTIONAL (WHITE-HEADED) MARKERS SHALL BE USED ALONG THE LANE LINES IN LEVY OF MONODIRECTIONAL (WHITE) MARKERS.
 4. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.
 5. MARKERS SHALL BE INSTALLED AT 40' SPACING ALONG SOLID WHITE AUXILIARY LINES. MARKER COLOR SHALL MATCH THE MARKERS INSTALLED ALONG THE WHITE LANE LINES.
- BID ITEMS
06610 - IN-LAID PAVEMENT MARKER - MW
06611 - IN-LAID PAVEMENT MARKER - W
06613 - IN-LAID PAVEMENT MARKER - B W/R

LEGEND

	BIDIIRECTIONAL PAVEMENT MARKER (YELLOW)
	BIDIIRECTIONAL PAVEMENT MARKER (WHITE-RED)
	MONODIRECTIONAL PAVEMENT MARKER (WHITE)
	MARKINGS (YELLOW)
	MARKINGS (WHITE)
	FLUSH MEDIAN
	DEPRESSED OR RAISED MEDIAN

DRAWING NOT TO SCALE

SHOWN TO DIMENSIONS





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: SEPIA 011 - INLAID PAVEMENT MARKER ARRANGEMENT EXIT GORE AND OFF RAMP

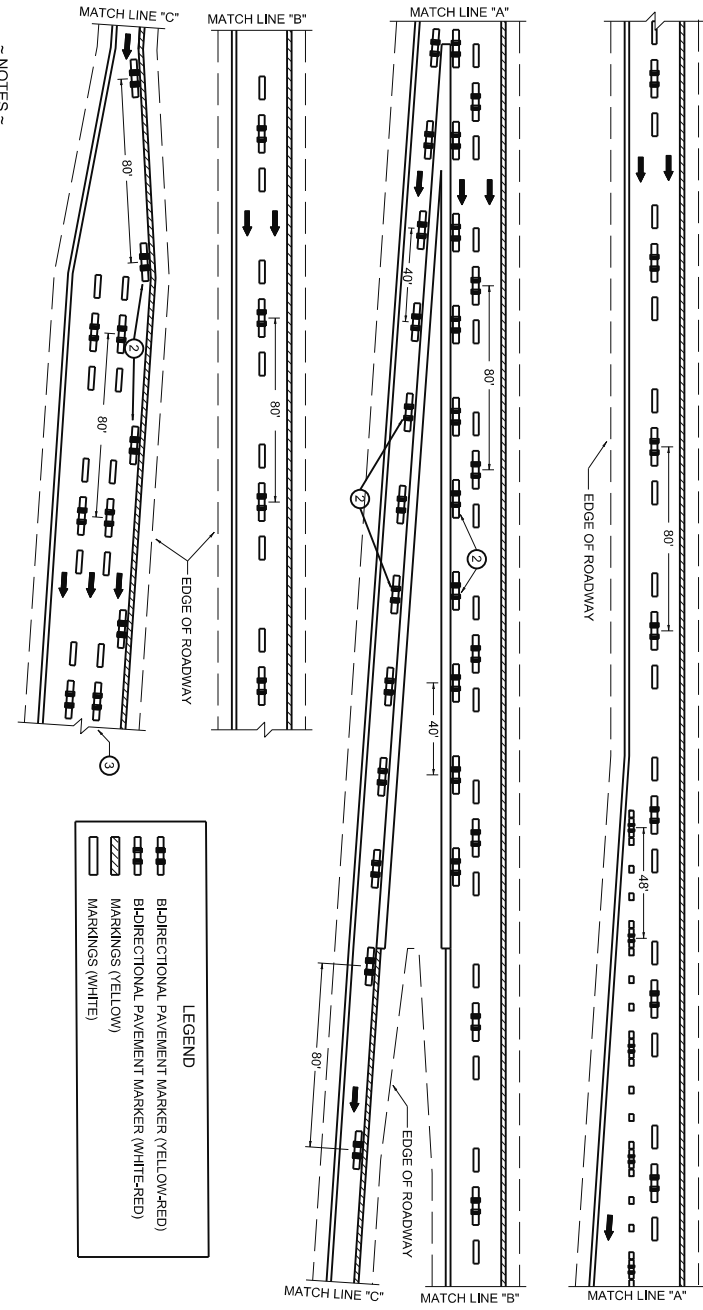
ISSUE NUMBER

DATE PLOTTED: 10/20/22 10:52:00 AM

FILE NAME: S:\180858\180858.dwg

FILE NAME: S:\180858\180858.dwg

ITEM NO. 6-20086
SHEET NO. 44/44
COUNT OF GRANT



- ~ NOTES ~
1. MARKERS INSTALLED ALONG LANE LINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE STRIPS.
 2. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE GROOVE IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LANE.
 3. MARKERS SHALL BE CONTINUED ALONG THE ENTIRE LENGTH OF THE RAMP UNTIL THE INTERSECTION WITH THE CROSS-STREET.
 4. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2' FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.

BID ITEMS
06813 - INLAID PAVEMENT MARKER - B/W/R
06814 - INLAID PAVEMENT MARKER - B/W/R

UNIT TO BID
EACH
EACH

DRAWING NOT TO SCALE
USE WITH CUR. STD. DWG.
TPM-201

SCALE: 1" = 40'



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: SEPIA 014 - INLAID PAVEMENT MARKER ARRANGEMENT ON-RAMP WITH PARALLEL ACCELERATION LANE

ITEM NO. COUNTY OF
SHEET NO. GRANT
DATE

- ~ NOTES ~
1. MARKERS INSTALLED ALONG LANE LINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
 2. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE GROOVE IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LINE.
 3. BIDIRECTIONAL (YELLOW-RED) MARKERS ARE TO BE PLACED ALONG THE ENTIRE LENGTH OF THE YELLOW EDGE LINE FROM THE INTERSECTION OF THE CROSS-STREET TO THE BEGINNING OF THE GORE AREA.
 4. IF DOTTED EXTENSIONS ARE USED IN THE TAPERED ACCELERATION LANE, MARKERS SHALL BE INSTALLED AS DEPICTED.
 5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.
 6. THE NORMAL WIDTH DOTTED WHITE LANE LINE SHALL EXTEND FOR AT LEAST HALF THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER MEASURED FROM THE THEORETICAL GORE.

DRAWING NOT TO SCALE
USE WITH CUR. STD. DWG.
TPM-200

EACH

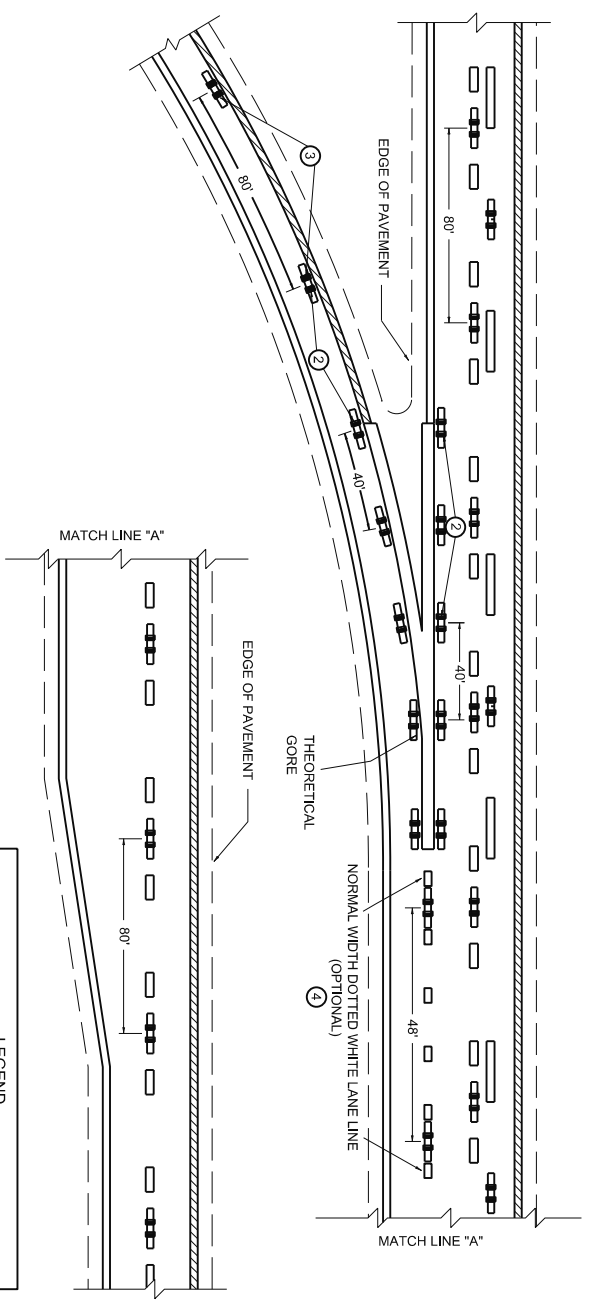
QUANTITY

MARKER

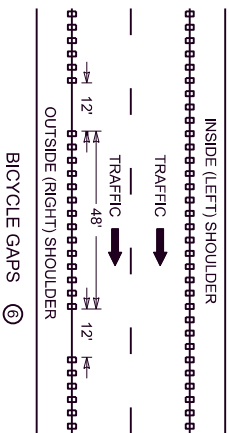
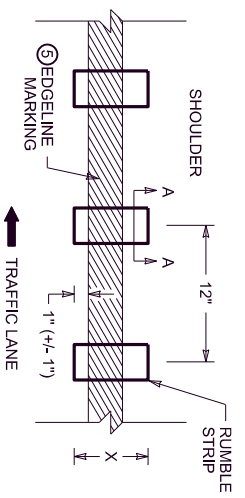
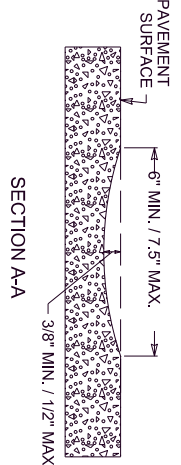
DATE

~ NOTES ~

LEGEND	
	BIDIRECTIONAL PAVEMENT MARKER (YELLOW-RED)
	BIDIRECTIONAL PAVEMENT MARKER (WHITE-RED)
	BIDIRECTIONAL PAVEMENT MARKER (YELLOW)
	BIDIRECTIONAL PAVEMENT MARKER (WHITE)



SHOULDER WIDTH (Z)	RUMBLE TYPE (1)	RUMBLE LENGTH (X)
>=1' up to <3'	ELRS	8"
>=3' up to <6.5'	ELRS (6)	8"
>=6.5' up to <8'	ELRS (6)	12"
>=8'	ELRS (6)	16"



~ NOTES ~

- FOR MULTI-LANE ROADWAYS, THE RUMBLE TYPE TO BE INSTALLED IS EDGE LINE RUMBLE STRIPS (ELRS).
- FOR EDGE LINE RUMBLE STRIPS, THE SHOULDER WIDTH (Z) IS FROM THE LANE SIDE EDGE OF THE EDGE LINE RUMBLE STRIP TO THE OUTSIDE EDGE OF SHOULDER PAVEMENT.
- THE RUMBLE LENGTH (X) MAY BE MODIFIED AS DIRECTED BY THE ENGINEER.
- THE DIMENSIONS SHOWN ON THIS DRAWING ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE.
- PLACE THE EDGE LINE MARKING SO THAT THE LANE SIDE EDGE OF THE MARKING GENERALLY FOLLOWS THE LANE SIDE EDGE OF THE RUMBLE STRIP. THE TARGET IS FOR THE LANE SIDE EDGE OF THE MARKING TO BE 1" BEYOND THE LANE SIDE EDGE OF THE RUMBLE STRIP WITH AN ACCEPTABLE VARIANCE OF +/- 1".
- EDGE LINE RUMBLE STRIPS ALONG OUTSIDE (RIGHT) SHOULDERS THAT ARE 3' OR WIDER SHALL INCLUDE BICYCLE GAPS AS DETAILED. BICYCLE GAPS ARE NOT REQUIRED ON INSIDE (LEFT) SHOULDERS.
NOTE: BICYCLE GAPS SHALL NOT BE USED ON INTERSTATES AND PARKWAYS.
- RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS, OR WHEN THE SHOULDER WIDTH (Z) IS LESS THAN 1 FT.

BID ITEMS AND UNIT TO BID
SHOULDER RUMBLE STRIPS
EDGE LINE RUMBLE STRIPS

LF
LF

DRAWING NOT TO SCALE
USE WITH CUR. STD. DWG.
TPR-115

SUBMITTED _____ DATE 08-21-2023
DIVISION DIRECTOR _____



DRAWING TITLE: SEP1A 030 - EDGE LINE RUMBLE STRIP DETAILS MULTILANE ROADWAYS AND RAMPS

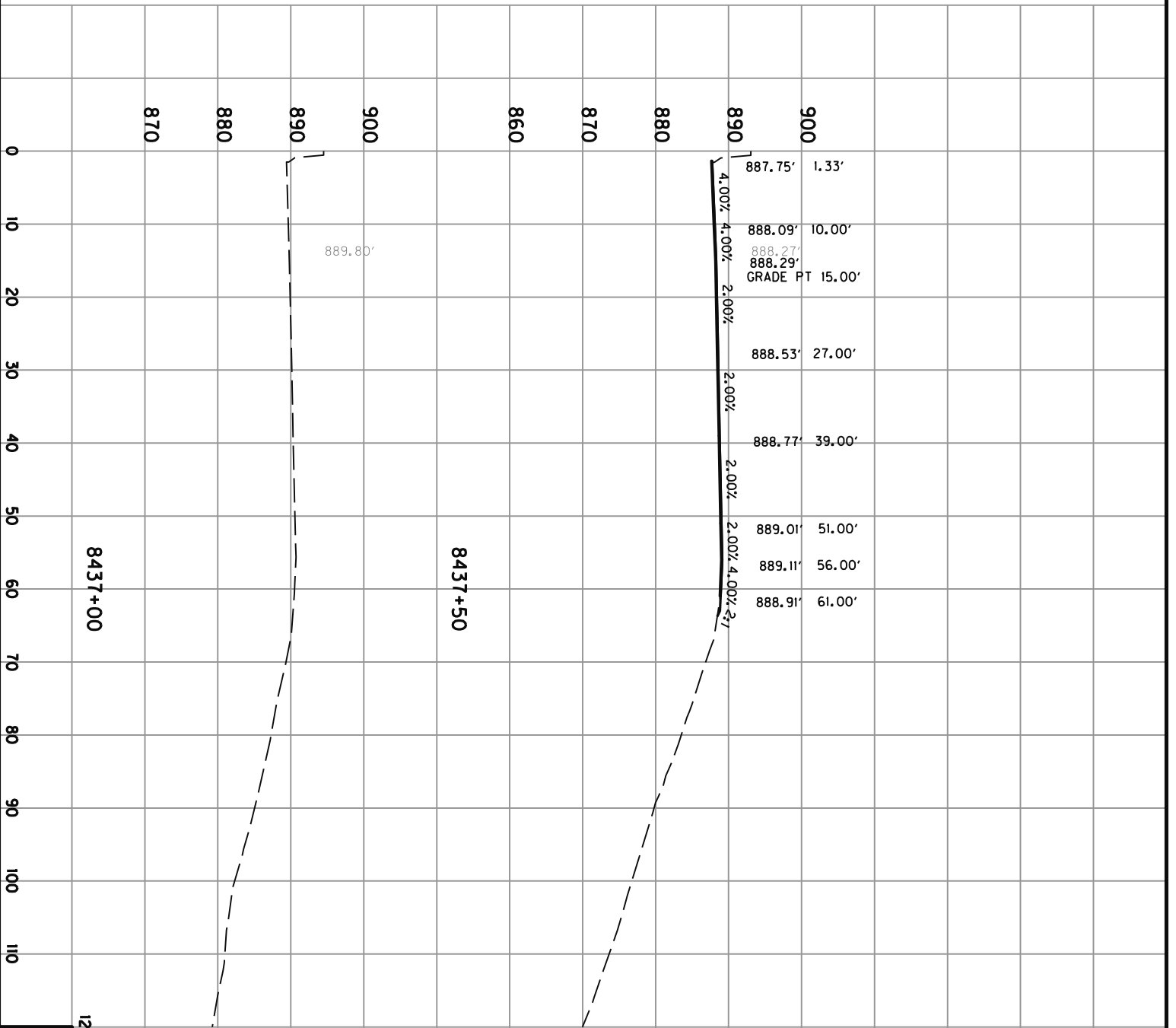
ITEM NO. _____ COUNTY OF _____
SHEET NO. _____

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DWG

MicroStation v8.11.9.459

E-SHEET NAME:



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	XI

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

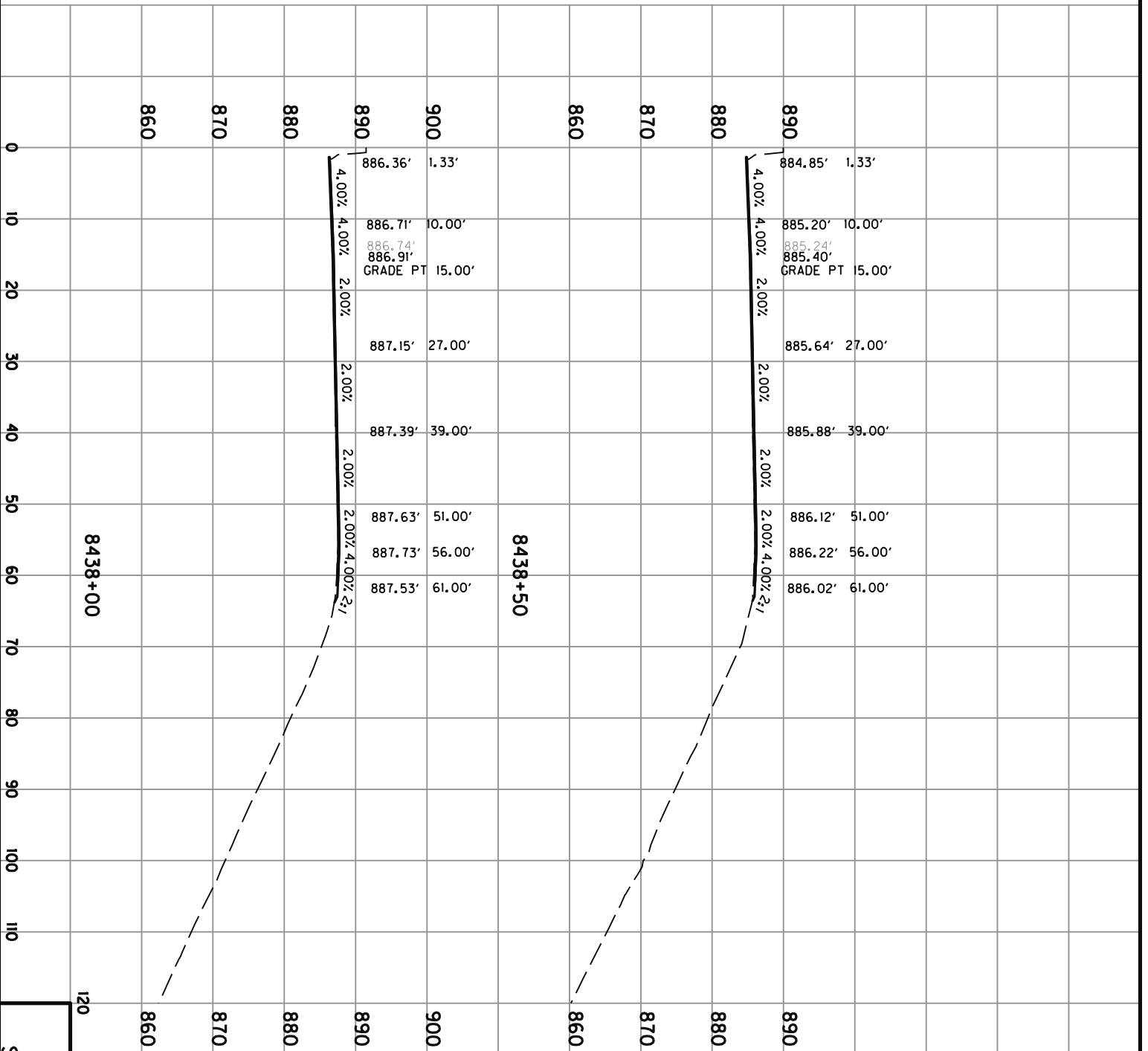
1-75
CROSS SLOPE REVISION
STA. 8437+00 TO STA. 8437+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



8438+00

8438+50

120

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

CROSS SLOPE REVISION
1-75
STA. 8438+00 TO STA. 8438+50

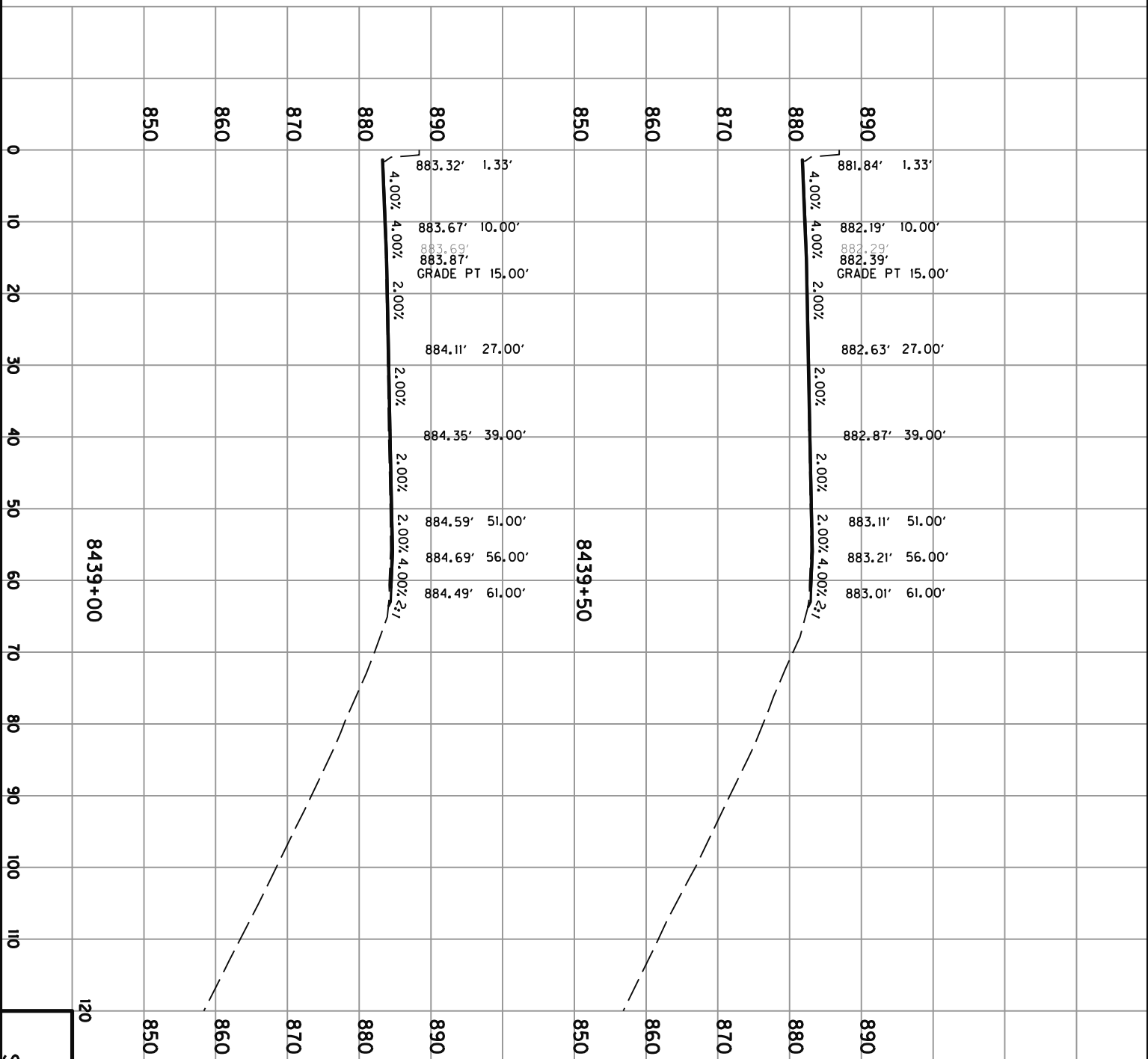
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X2

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG

MicroStation v8.11.9.459

E-SHEET NAME:



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X3

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

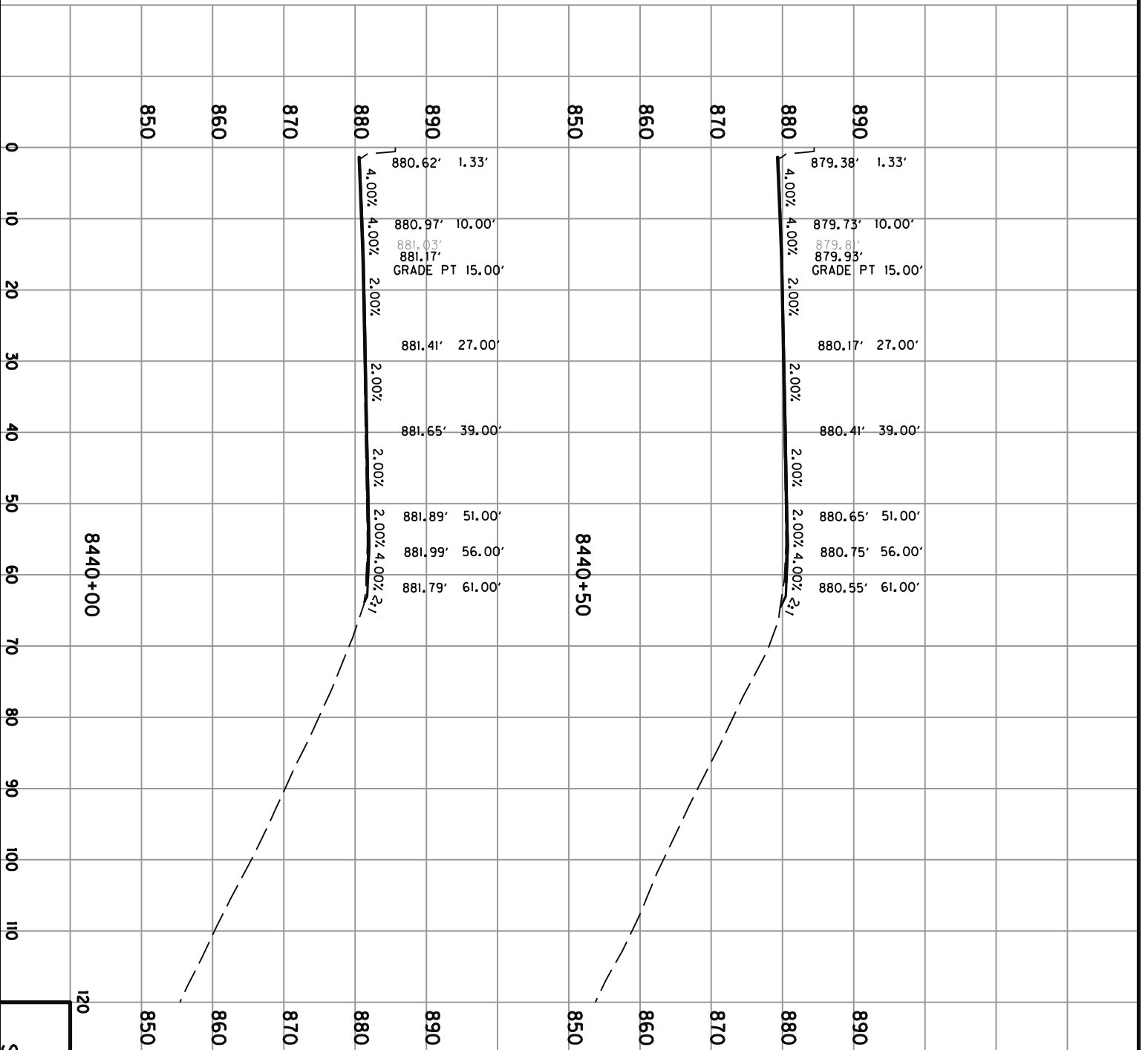
1-75
CROSS SLOPE REVISION
STA. 8439+00 TO STA. 8439+50

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG

MicroStation v8.11.9.459

E-SHEET NAME:



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X4

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

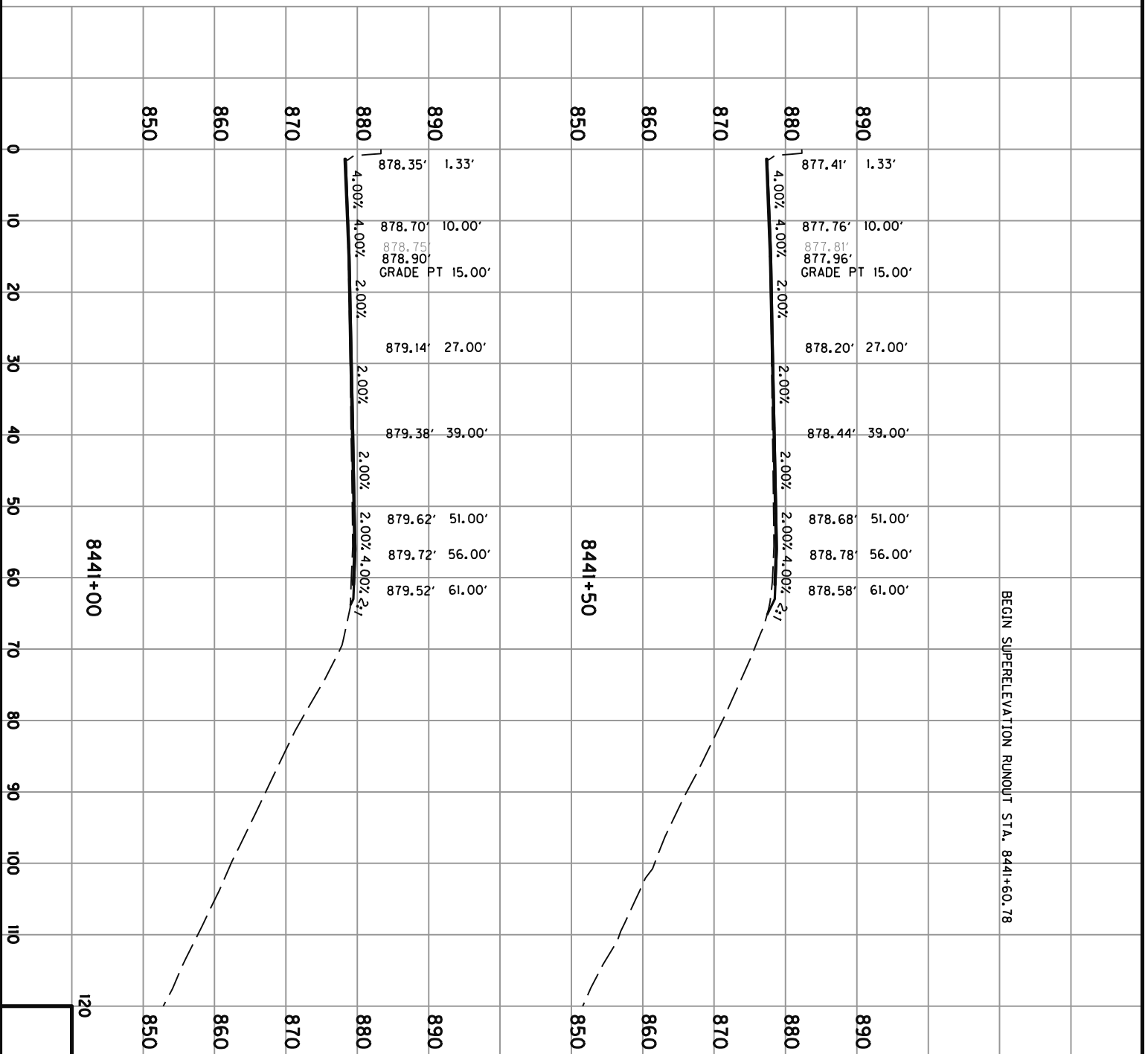
1-75
CROSS SLOPE REVISION
STA. 8440+00 TO STA. 8440+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



BEGIN SUPERELEVATION RUNOUT STA. 8441+60.78

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X5

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

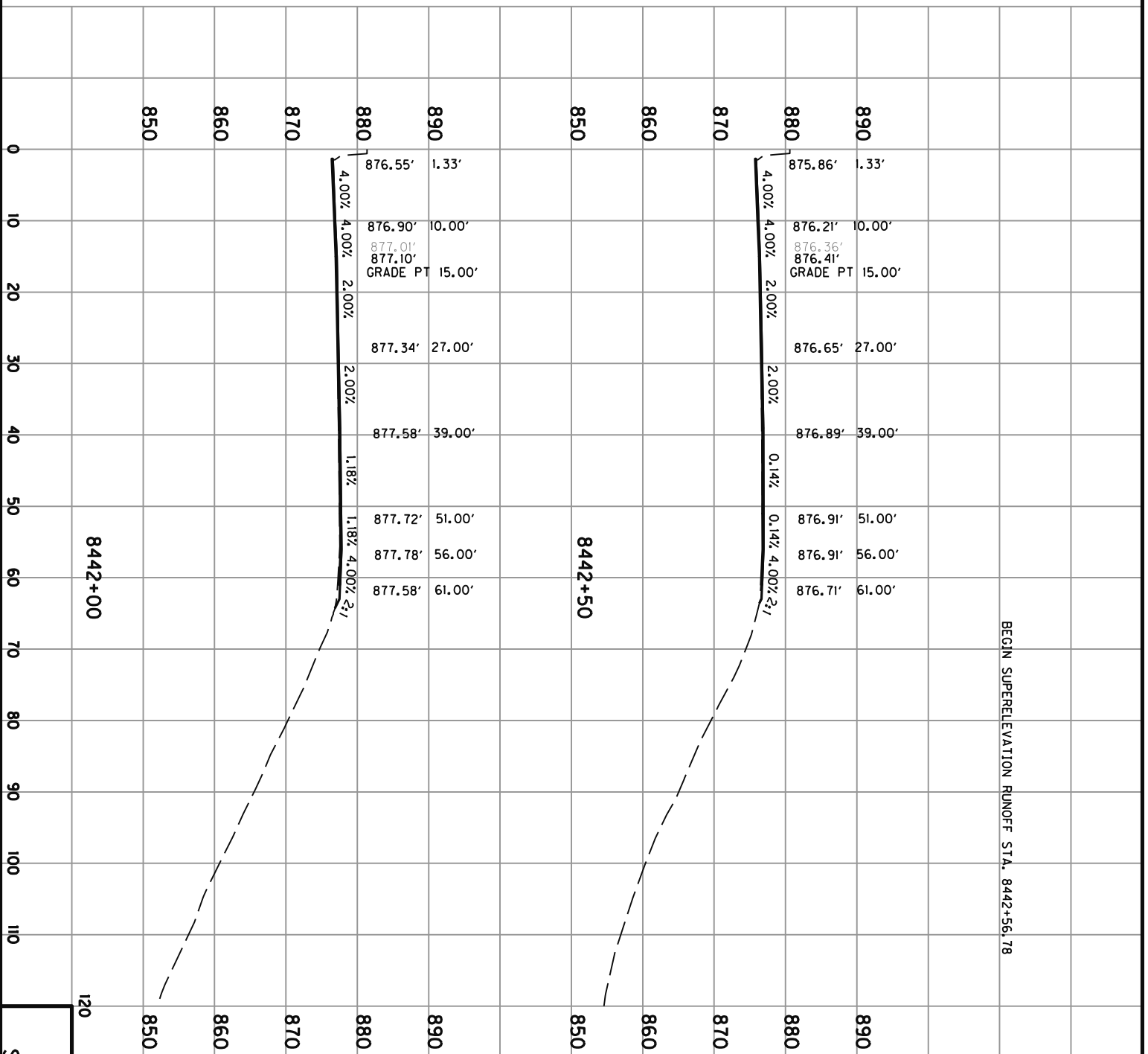
1-75
CROSS SLOPE REVISION
STA. 8441+00 TO STA. 8441+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



BEGIN SUPERELEVATION RUNOFF STA. 8442+56.78

8442+00

8442+50

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X6

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

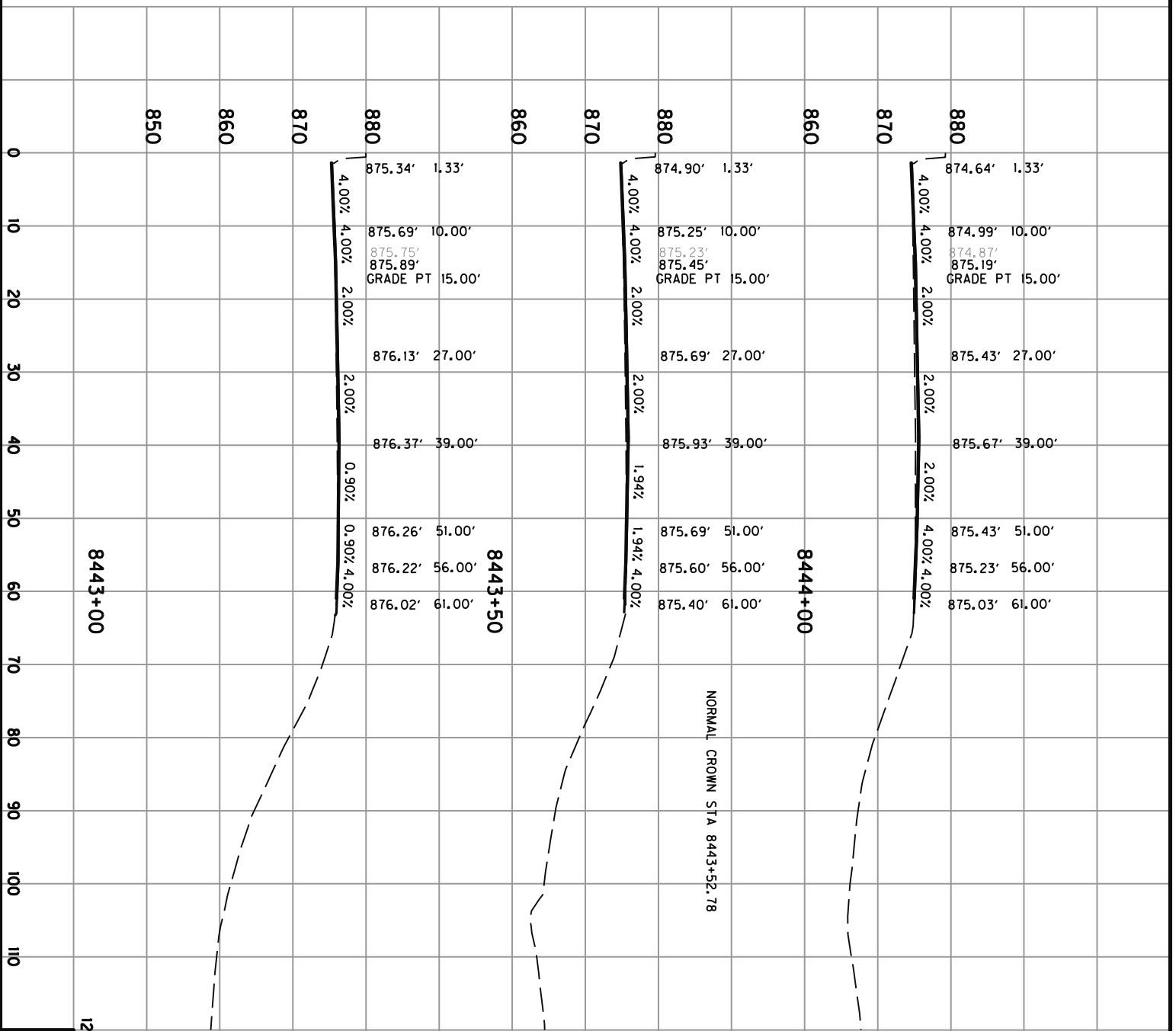
1-75
CROSS SLOPE REVISION
STA. 8442+00 TO STA. 8442+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



NORMAL CROWN STA 8443+52.78

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X7

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

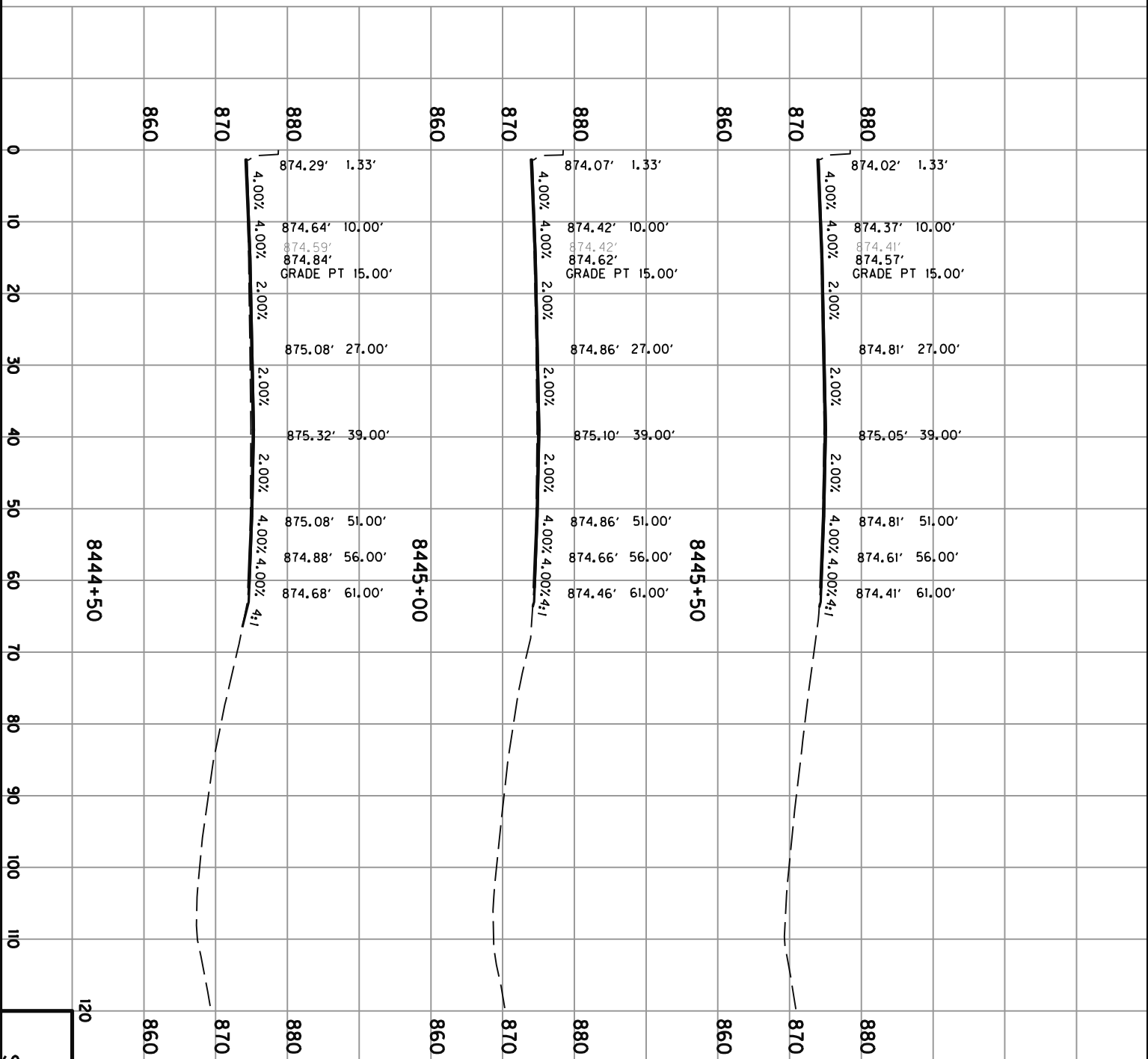
CROSS SLOPE REVISION
1-75
STA. 8443+00 TO STA. 8444+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X8

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

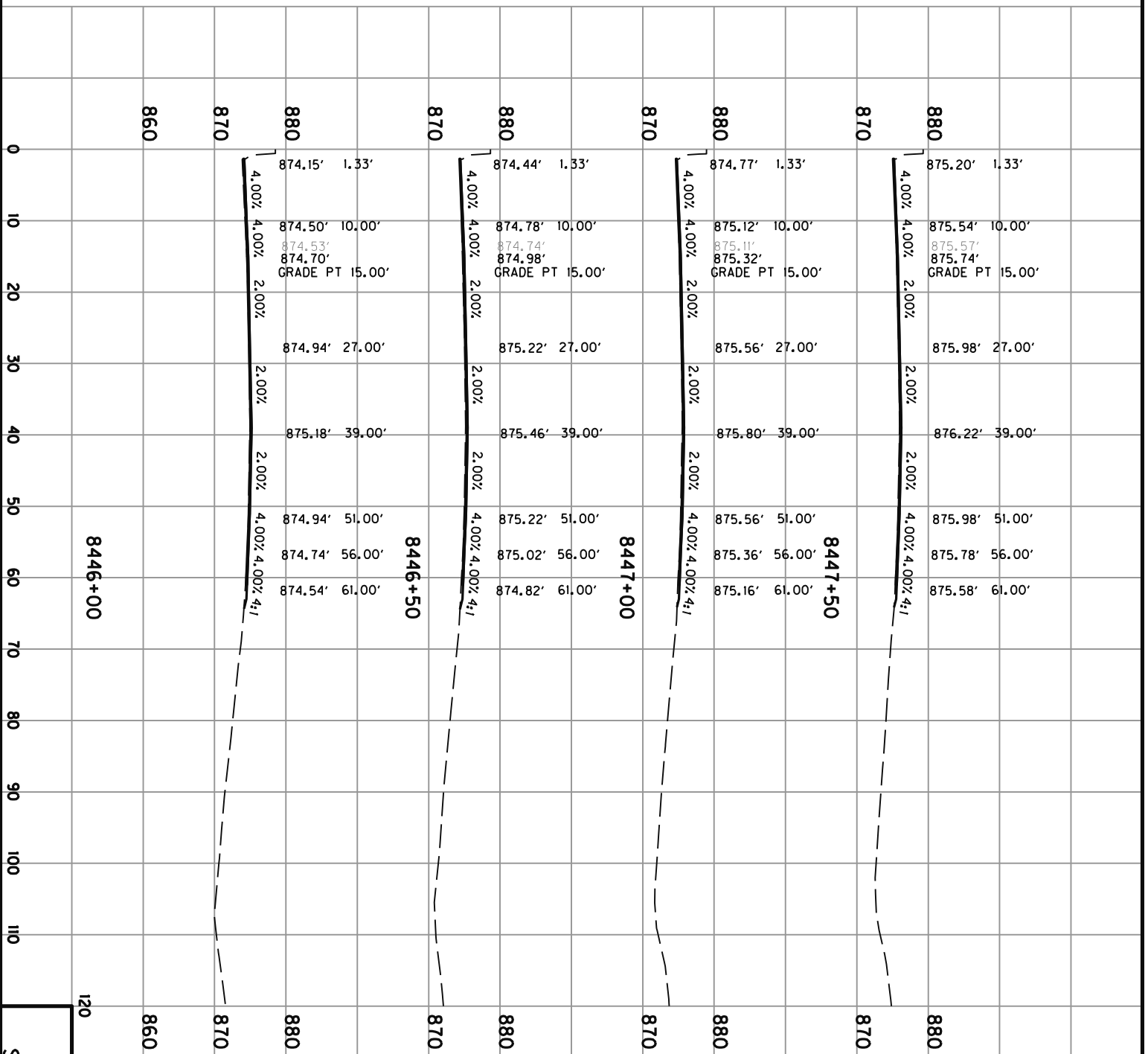
1-75
CROSS SLOPE REVISION
STA. 8444+50 TO STA. 8445+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X9

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

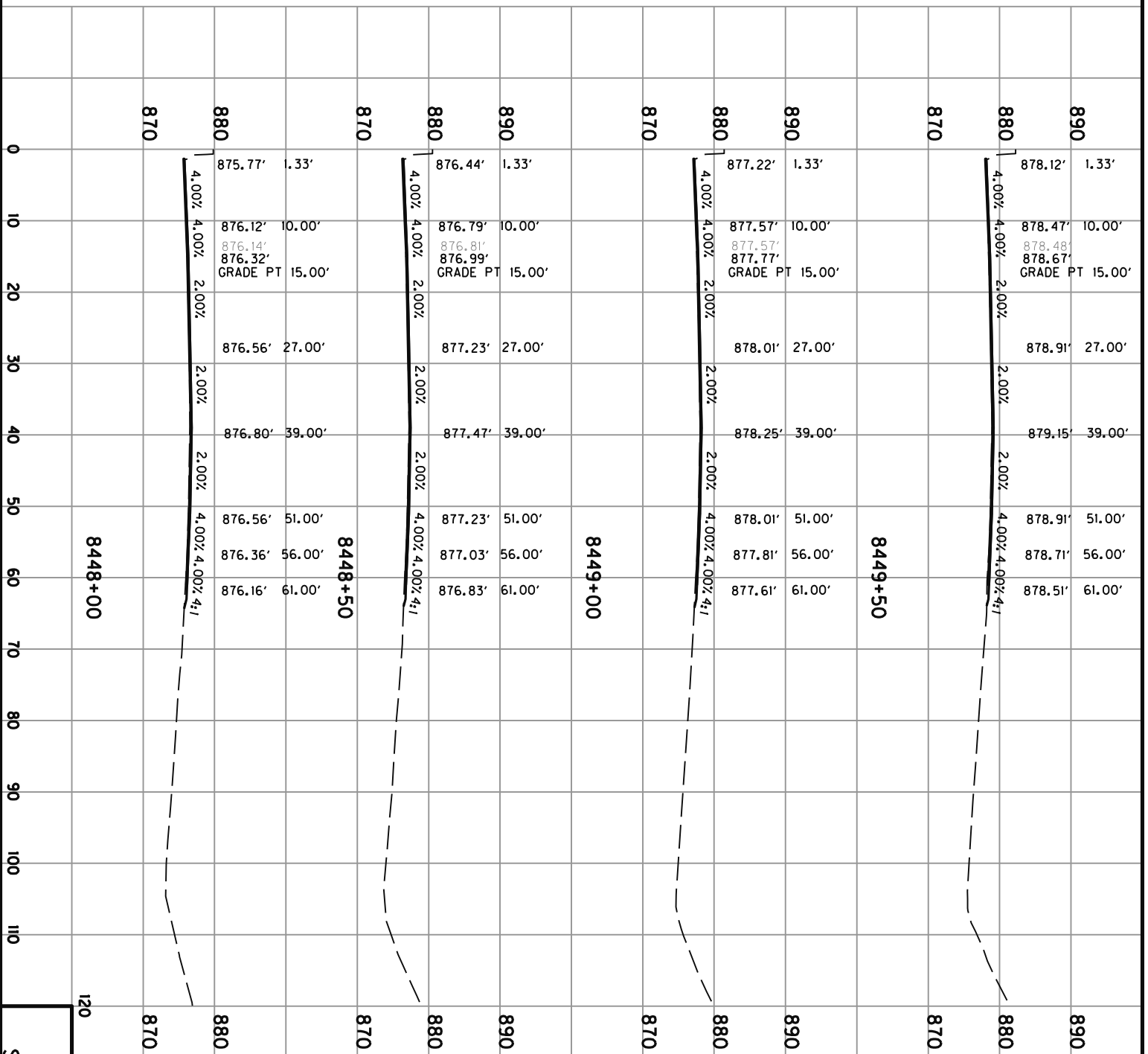
1-75
CROSS SLOPE REVISION
STA. 8446+00 TO STA. 8447+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DWG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X10

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

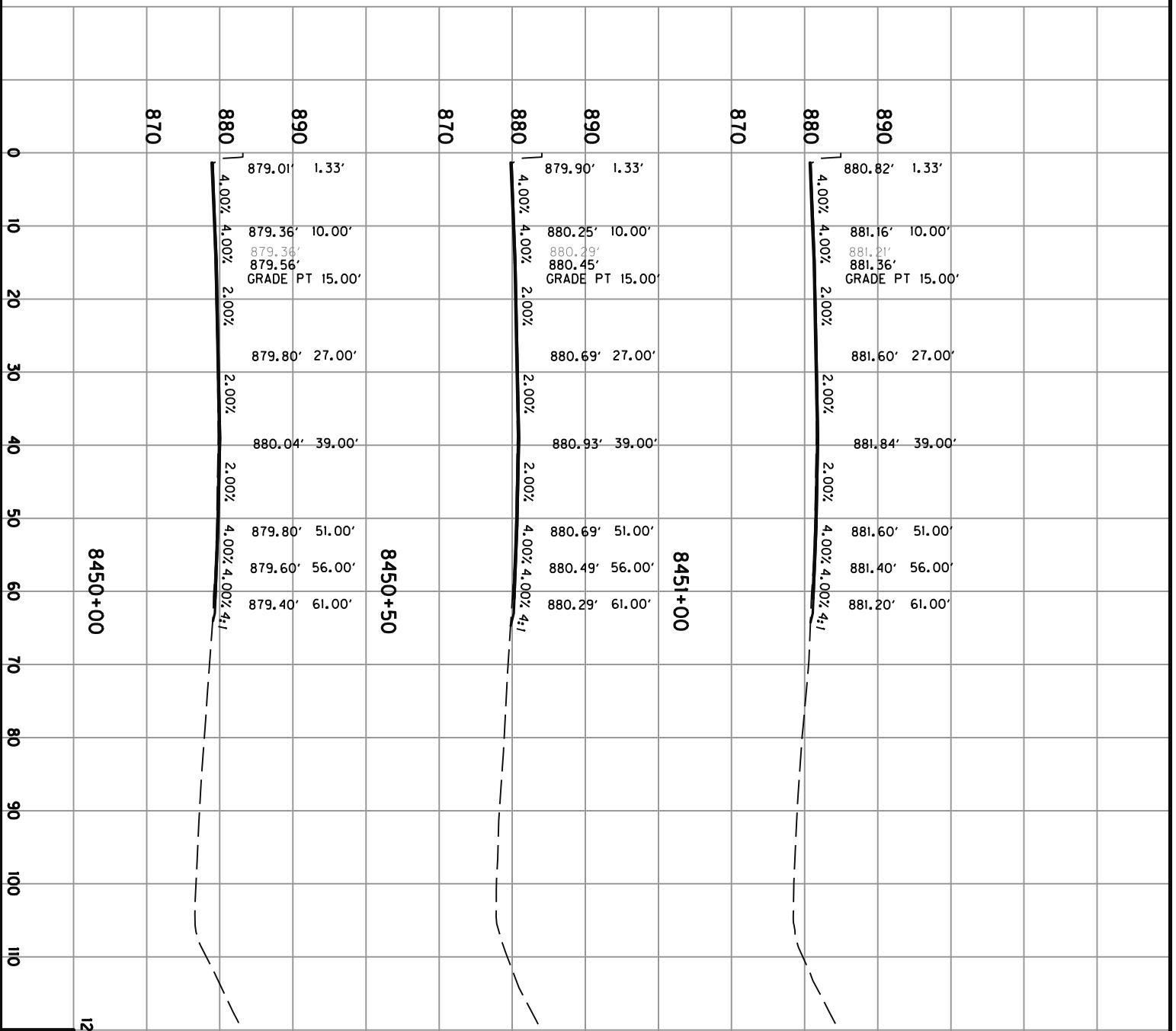
1-75
CROSS SLOPE REVISION
STA. 8448+00 TO STA. 8449+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	XII

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

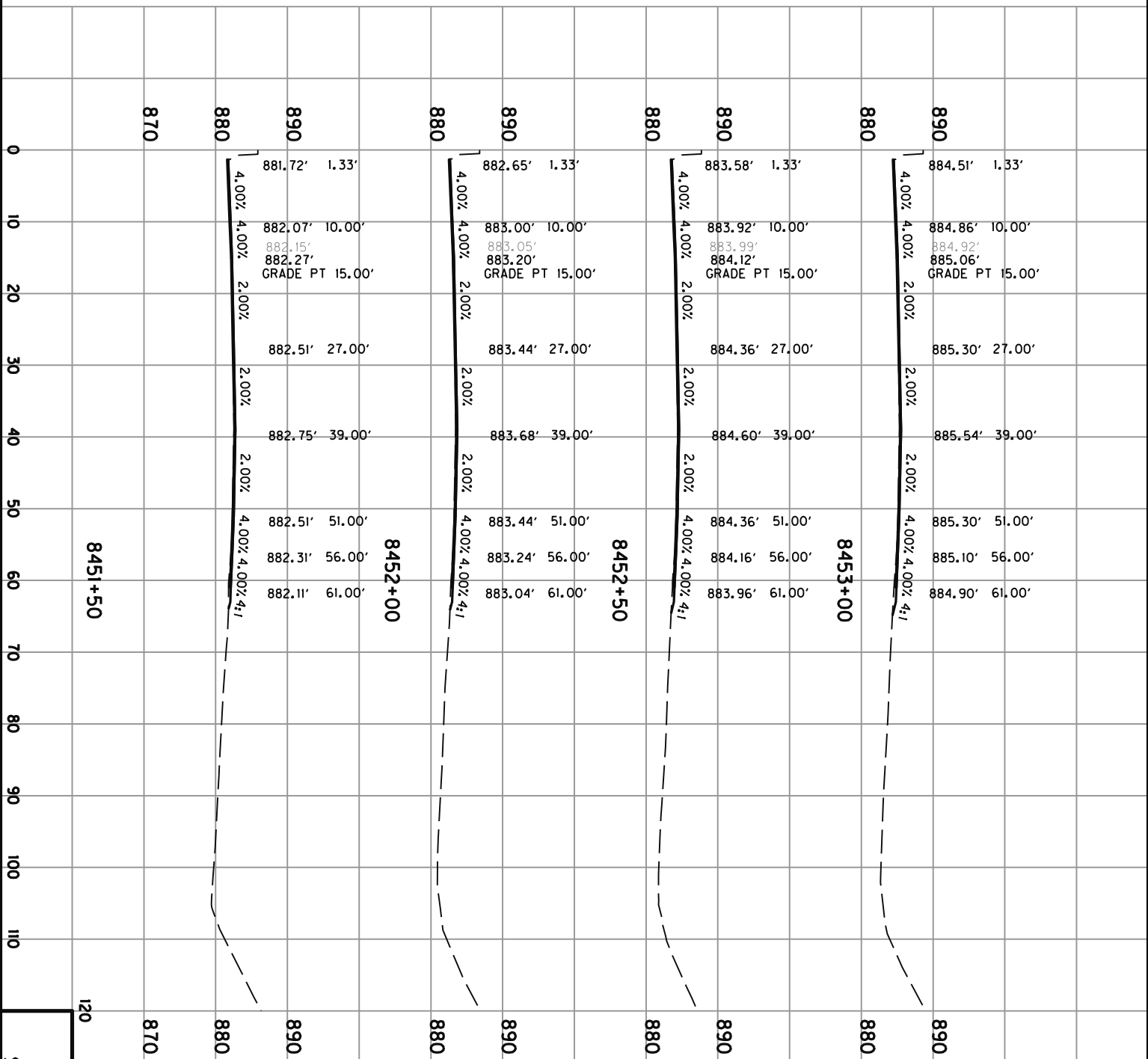
1-75
CROSS SLOPE REVISION
STA. 8450+00 TO STA. 8451+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X12

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

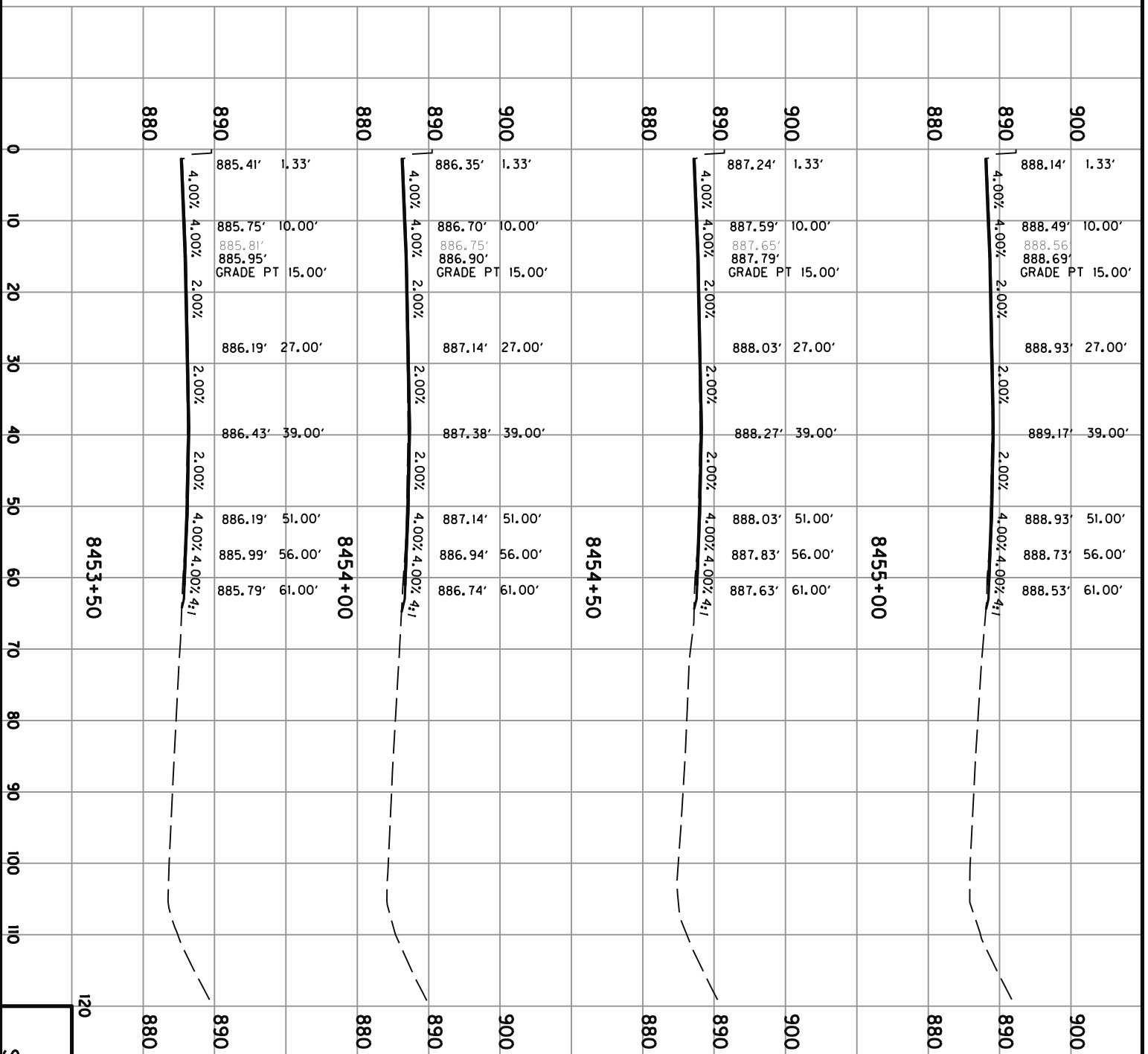
1-75
CROSS SLOPE REVISION
STA. 8451+50 TO STA. 8453+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	113

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

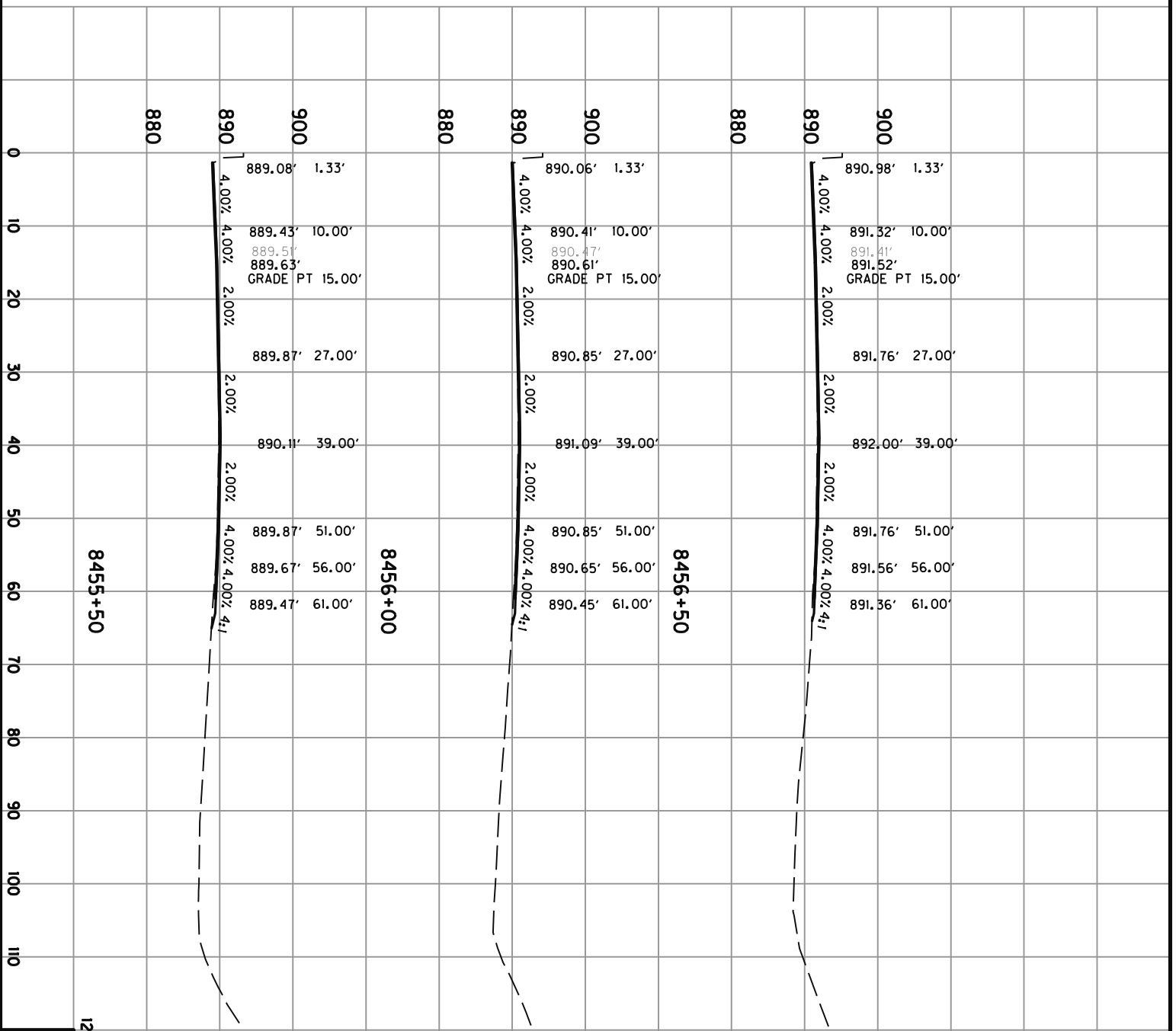
1-75
CROSS SLOPE REVISION
STA. 8453+50 TO STA. 8455+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X14

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

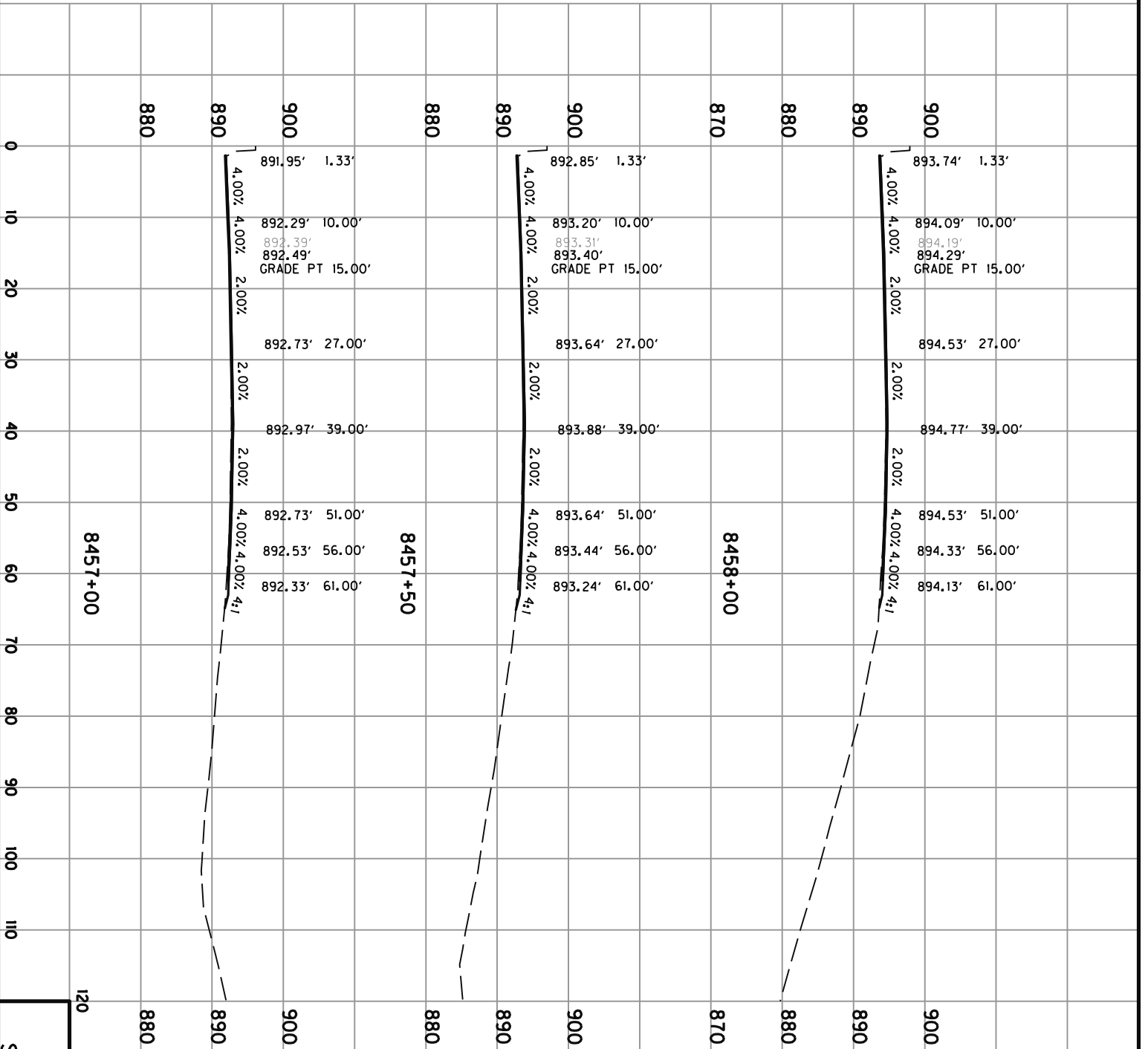
1-75
CROSS SLOPE REVISION
STA. 8455+50 TO STA. 8456+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X15

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

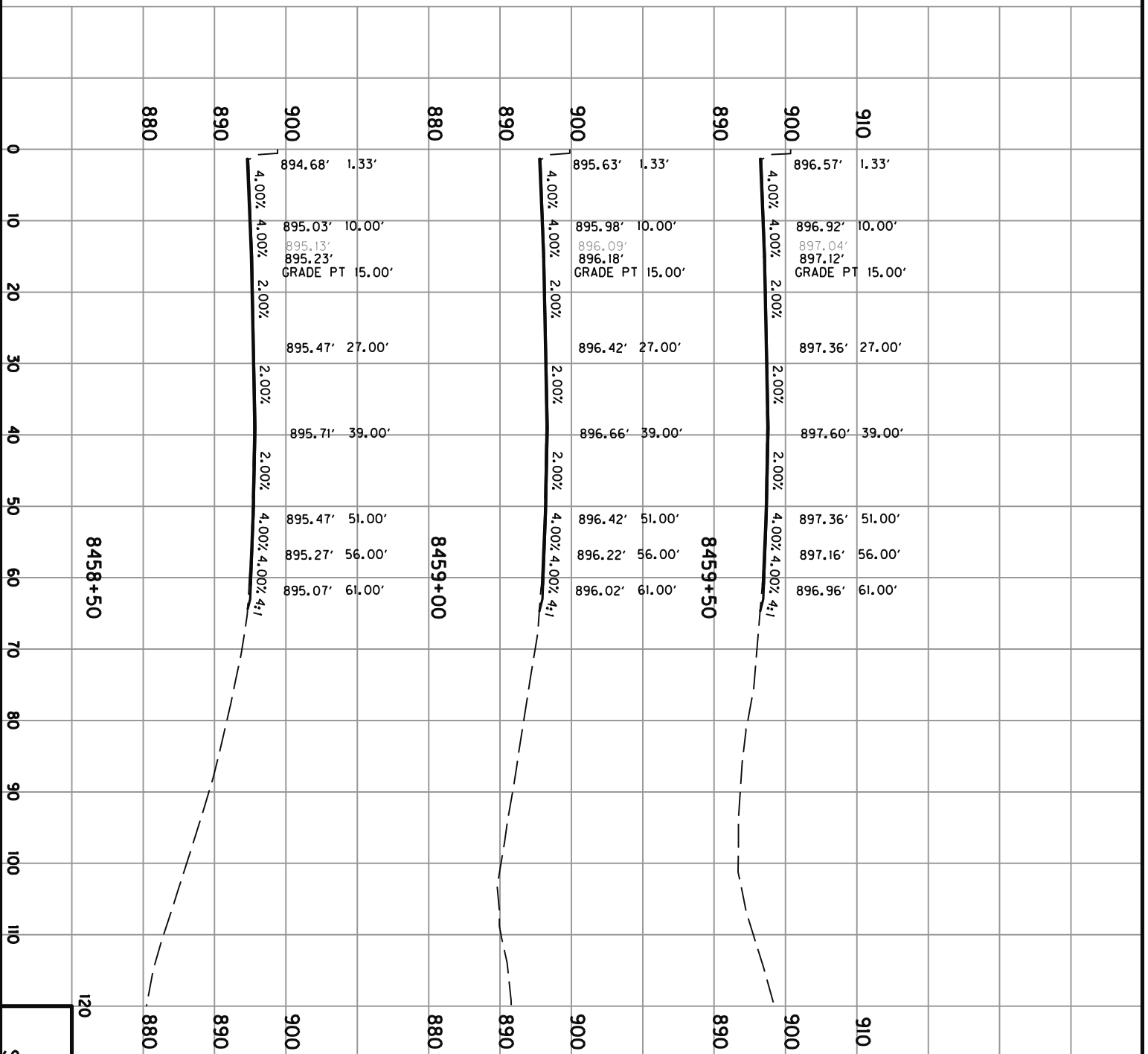
1-75
CROSS SLOPE REVISION
STA. 8457+00 TO STA. 8458+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X16

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

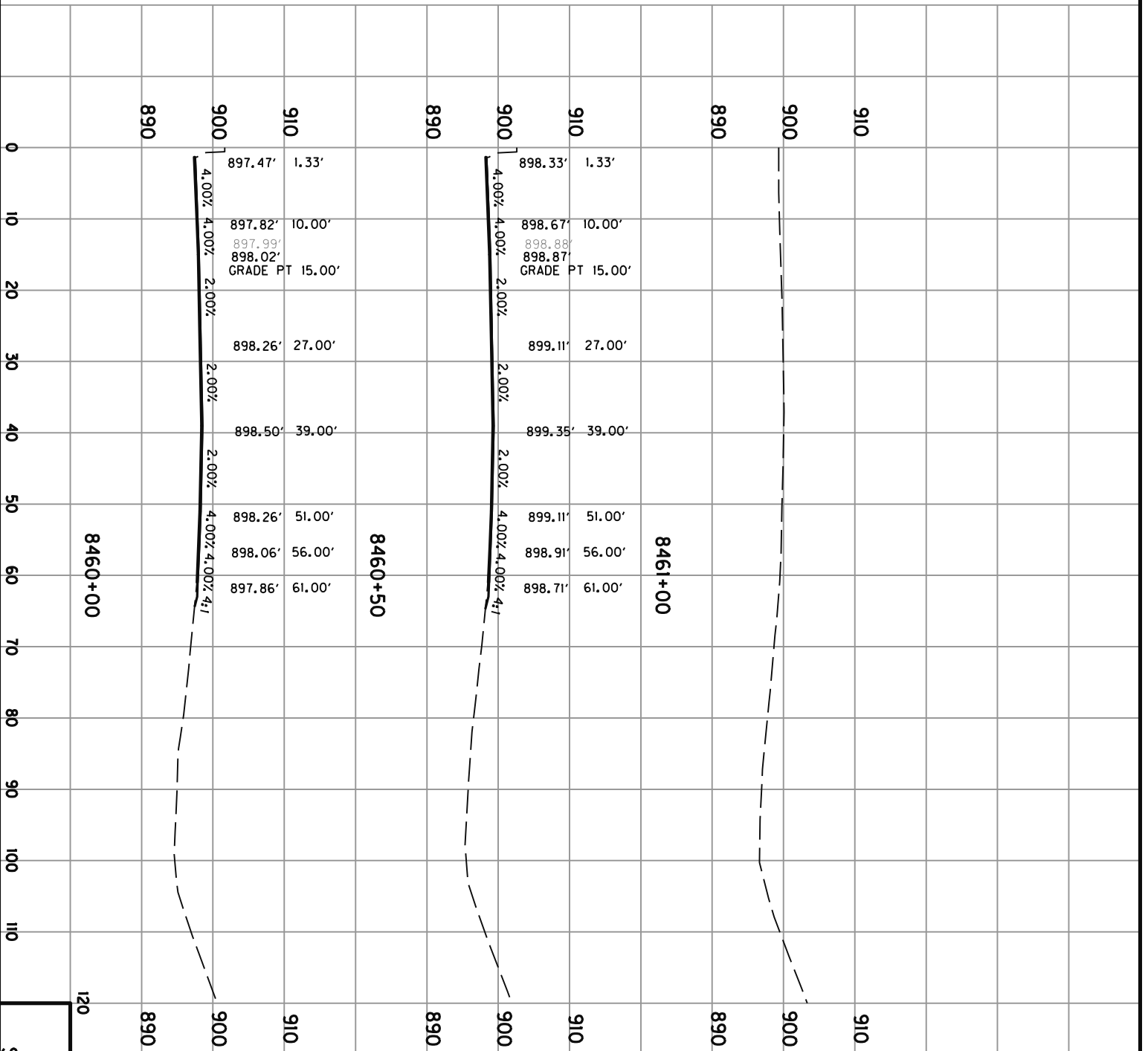
1-75
CROSS SLOPE REVISION
STA. 8458+50 TO STA. 8459+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X17

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

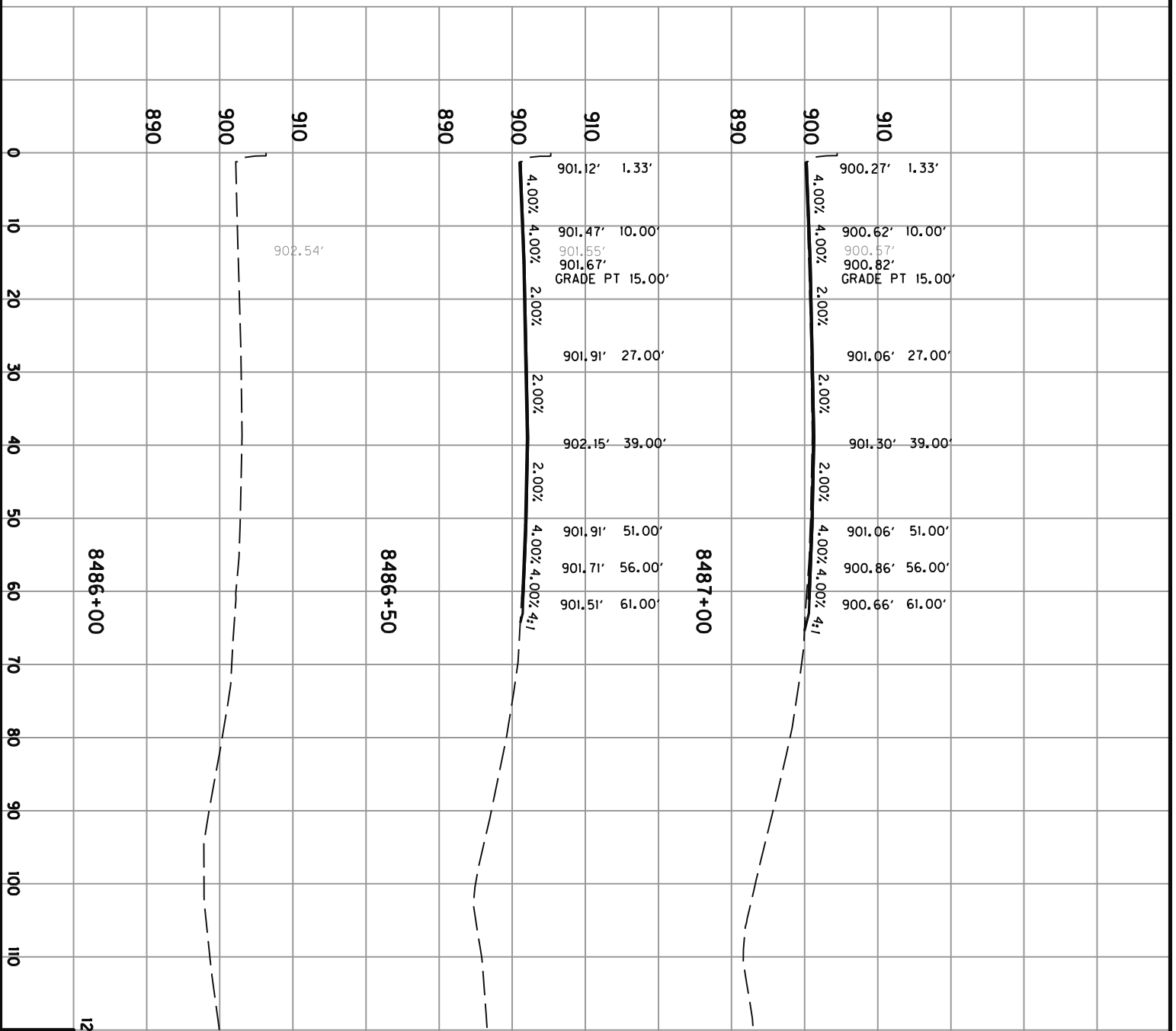
1-75
CROSS SLOPE REVISION
STA. 8460+00 TO STA. 8461+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X18

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

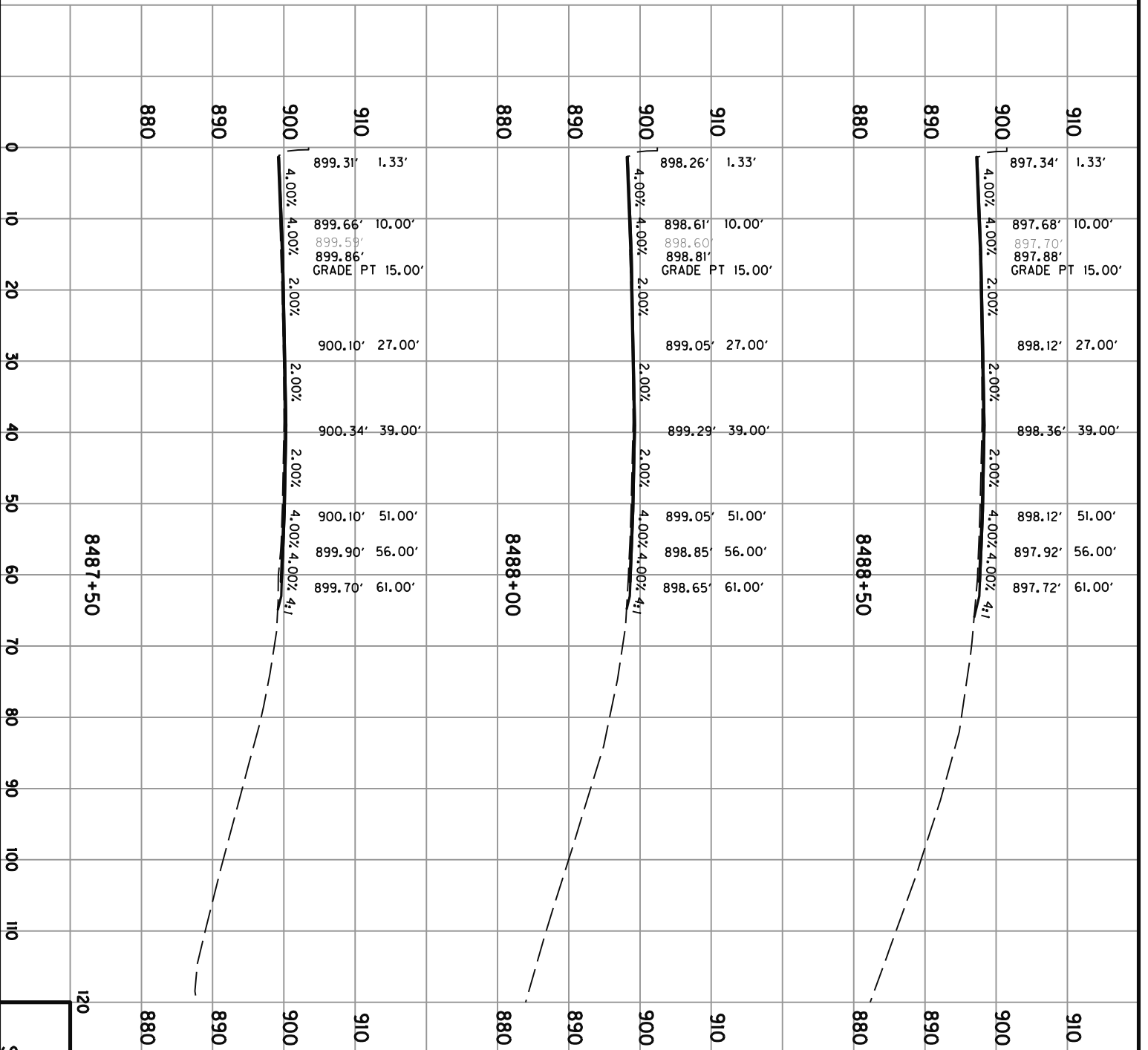
1-75
CROSS SLOPE REVISION
STA. 8486+00 TO STA. 8487+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X19

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

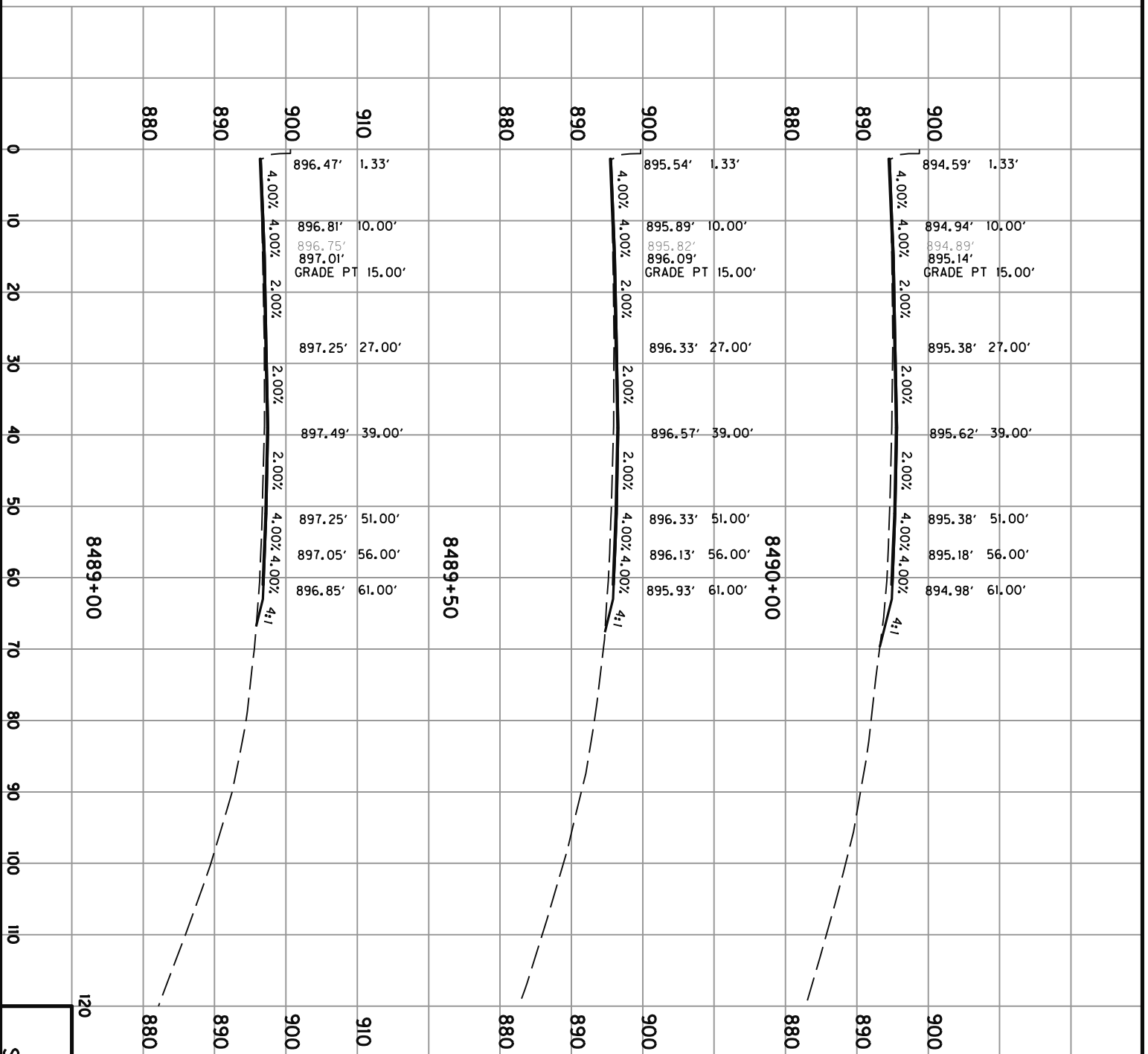
1-75
CROSS SLOPE REVISION
STA. 8487+50 TO STA. 8488+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
 DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG

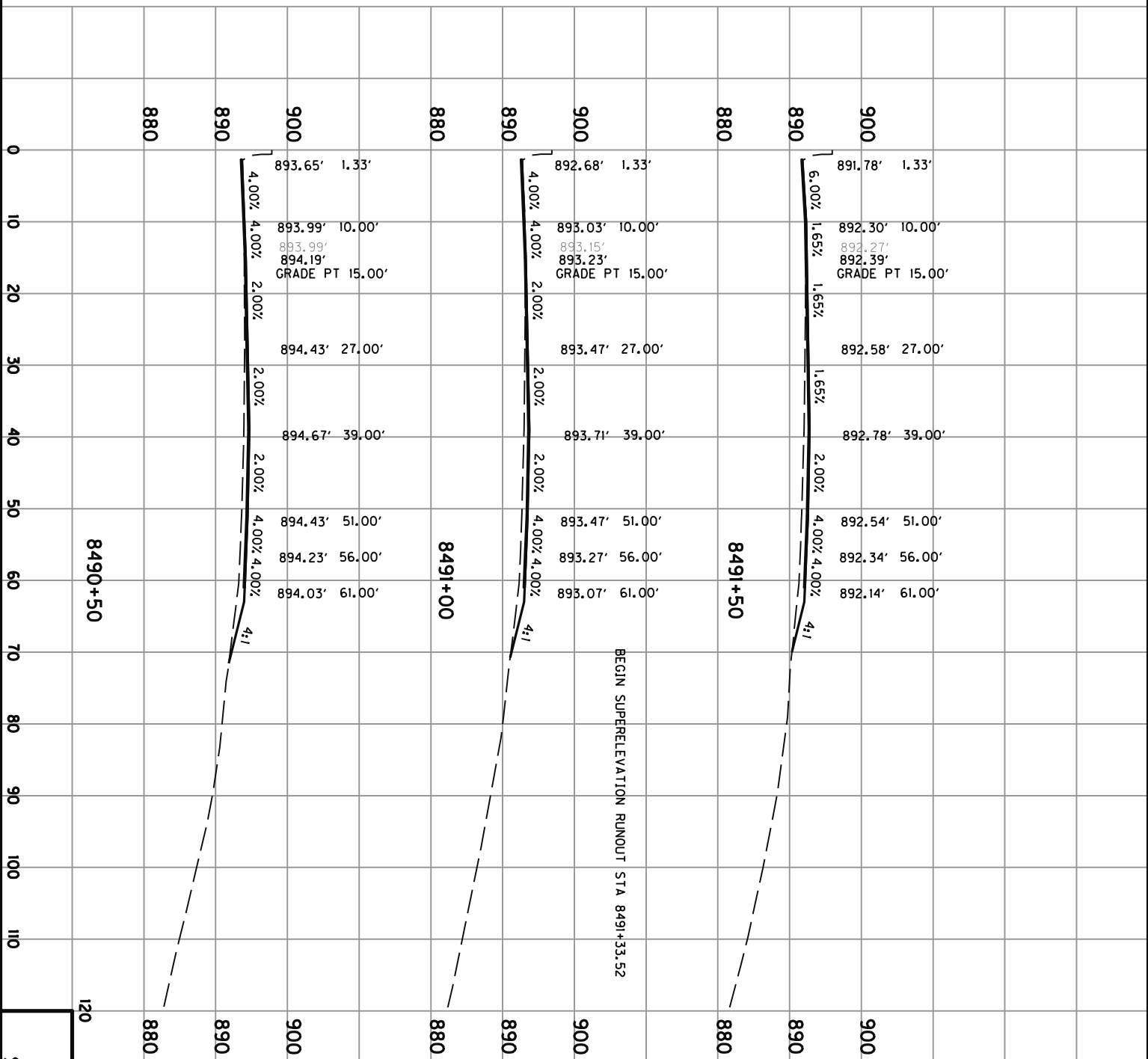


COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X20

SCALE: 1" = 20' HORIZONTAL
 1" = 20' VERTICAL

1-75
 CROSS SLOPE REVISION
 STA. 8489+00 TO STA. 8490+00

MicroStation v8.11.9.459 E-SHEET NAME: USER: phoward DATE PLOTTED: October 1, 2024 FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



1-75
CROSS SLOPE REVISION
STA. 8490+50 TO STA. 8491+50

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

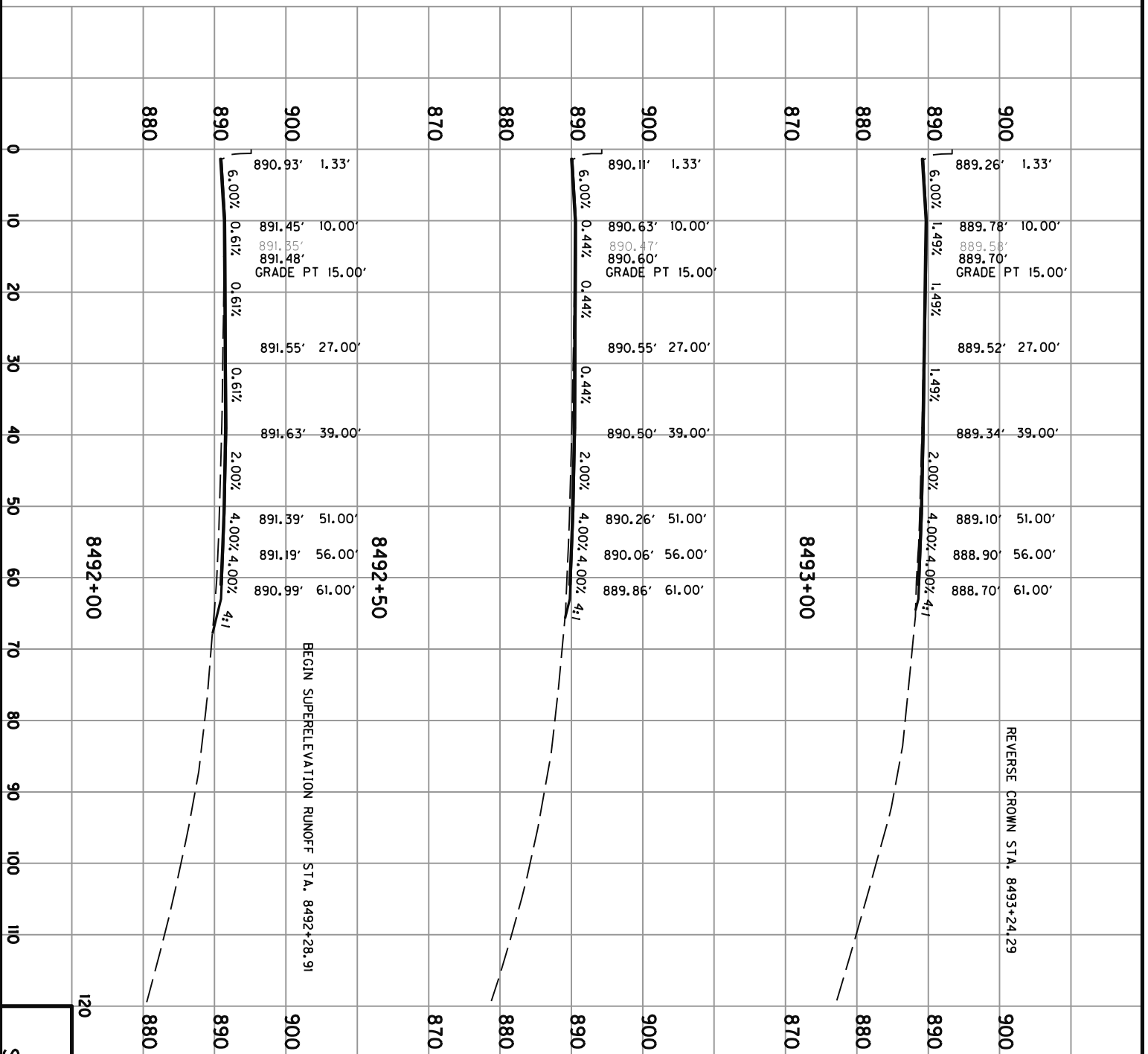
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X21

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X22

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

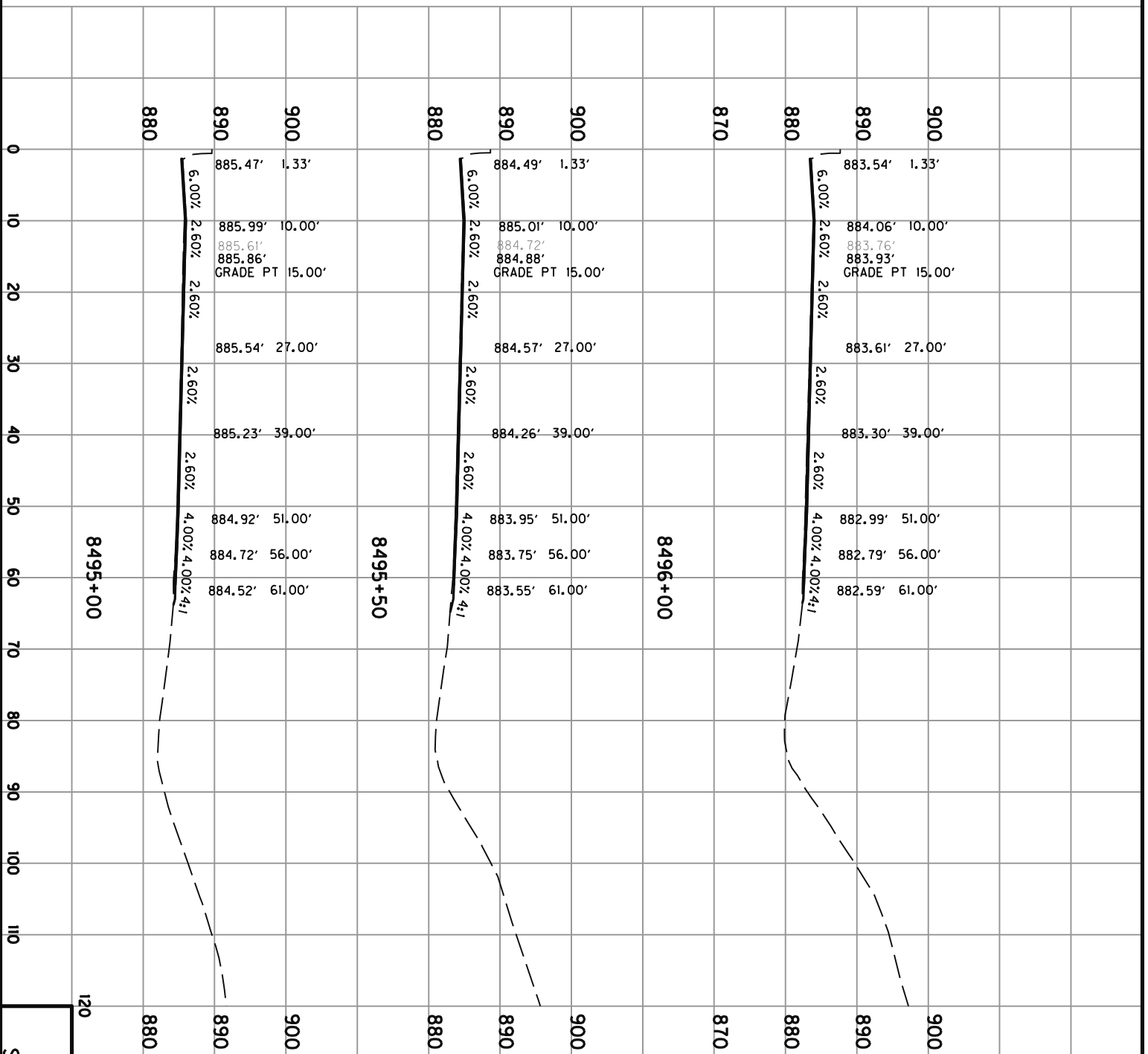
1-75
CROSS SLOPE REVISION
STA. 8492+00 TO STA. 8493+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X24

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

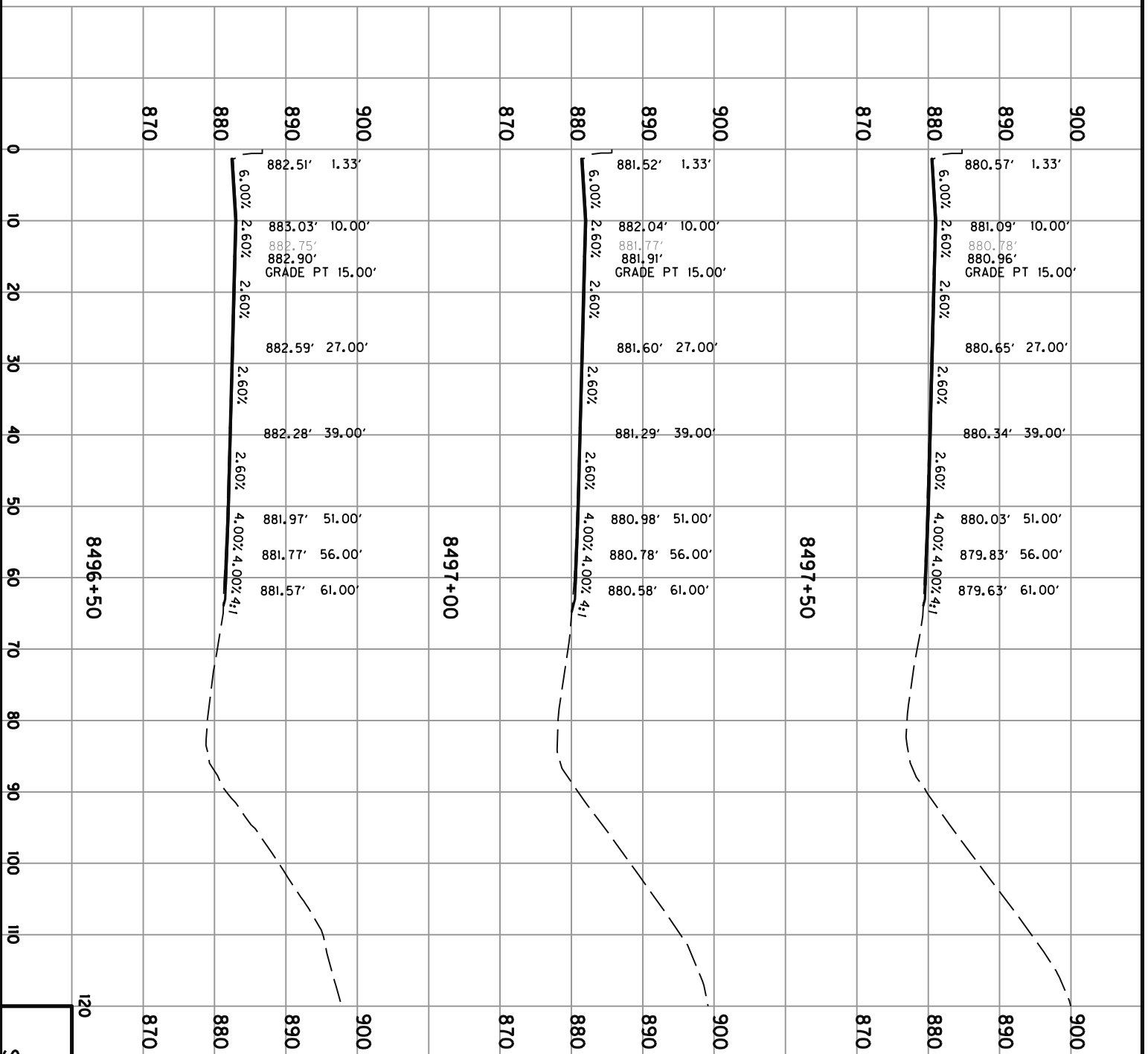
1-75
CROSS SLOPE REVISION
STA. 8495+00 TO STA. 8496+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X25

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

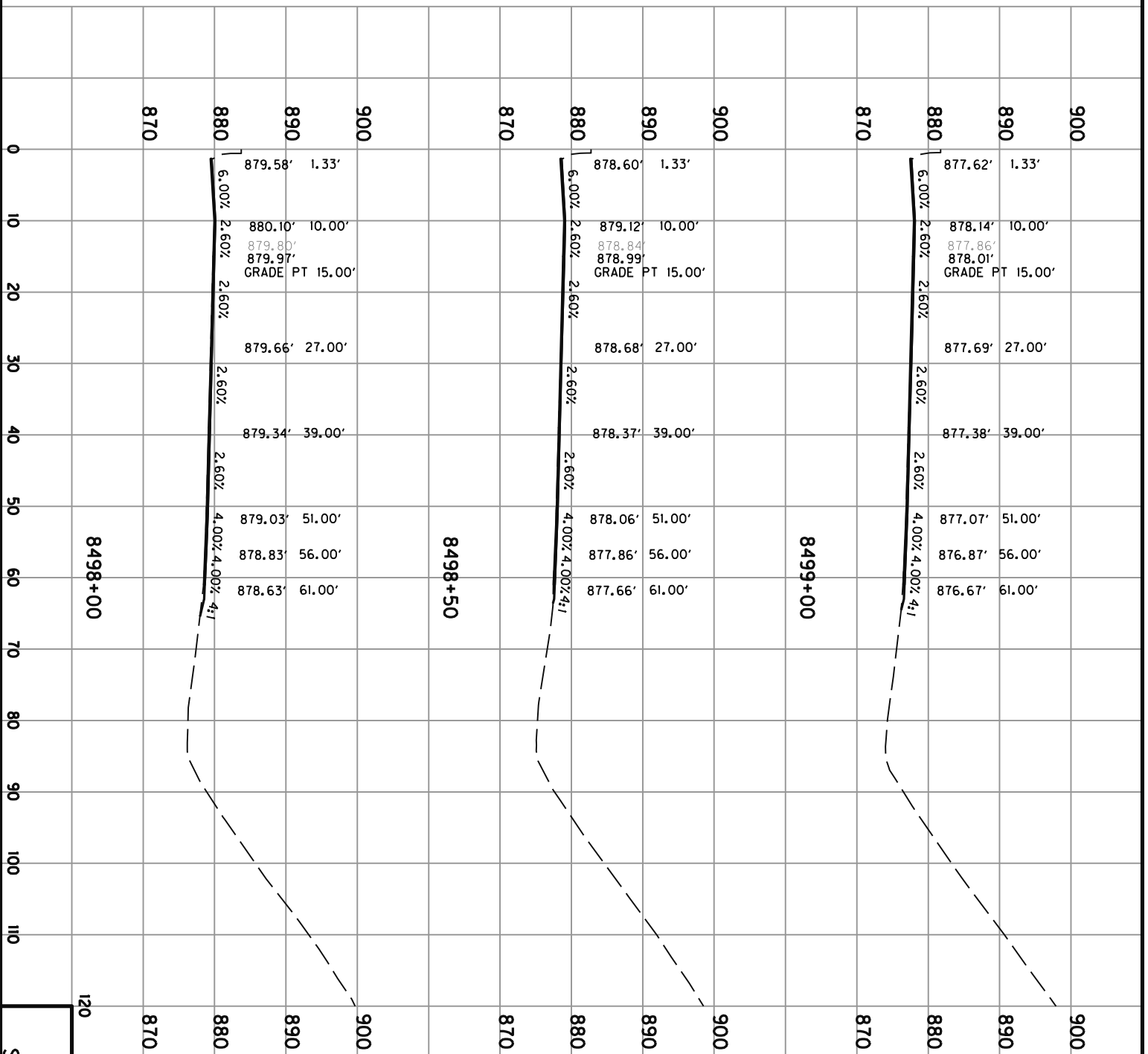
1-75
CROSS SLOPE REVISION
STA. 8496+50 TO STA. 8497+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X26

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

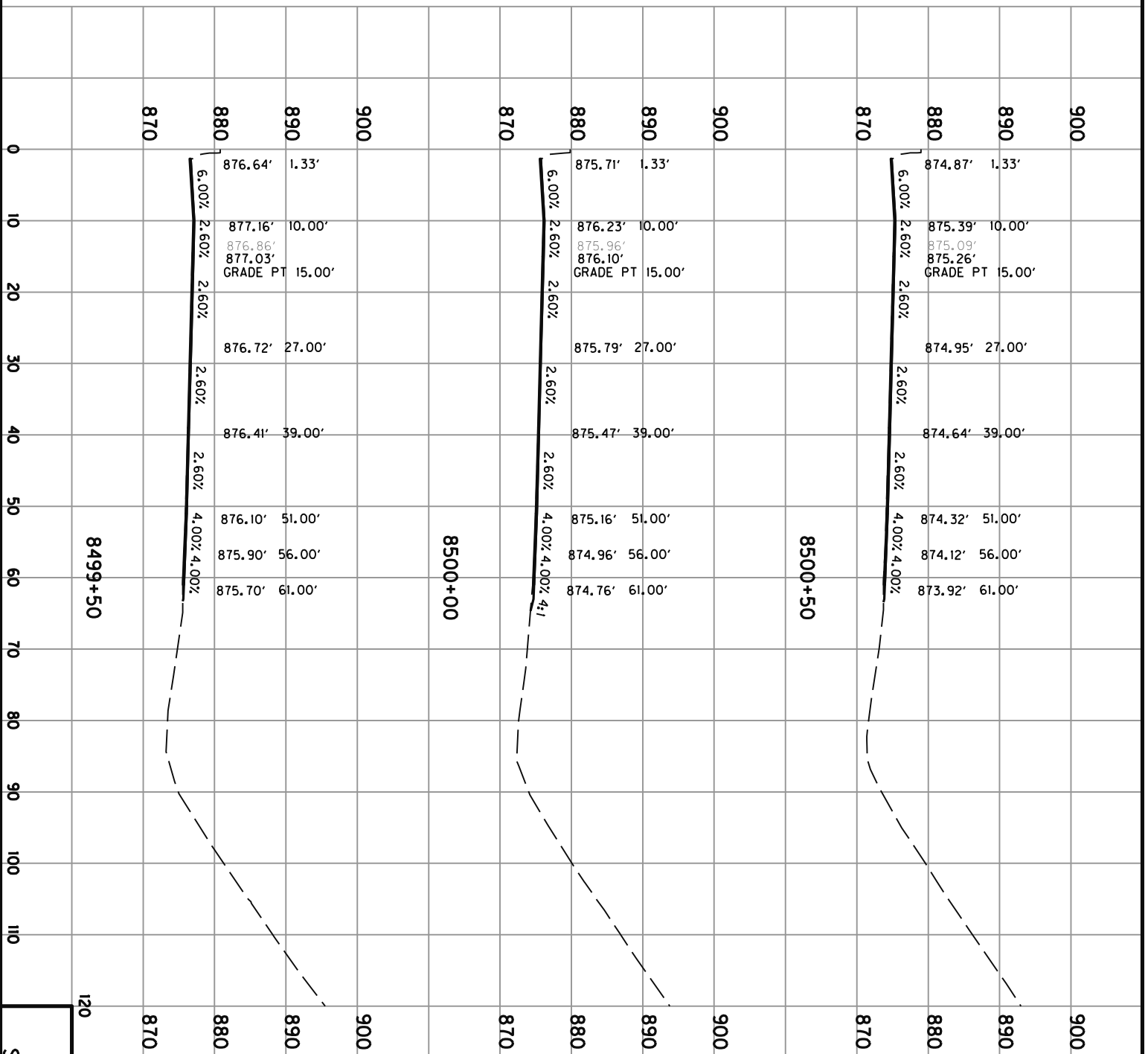
1-75
CROSS SLOPE REVISION
STA. 8498+00 TO STA. 8499+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DWG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X27

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

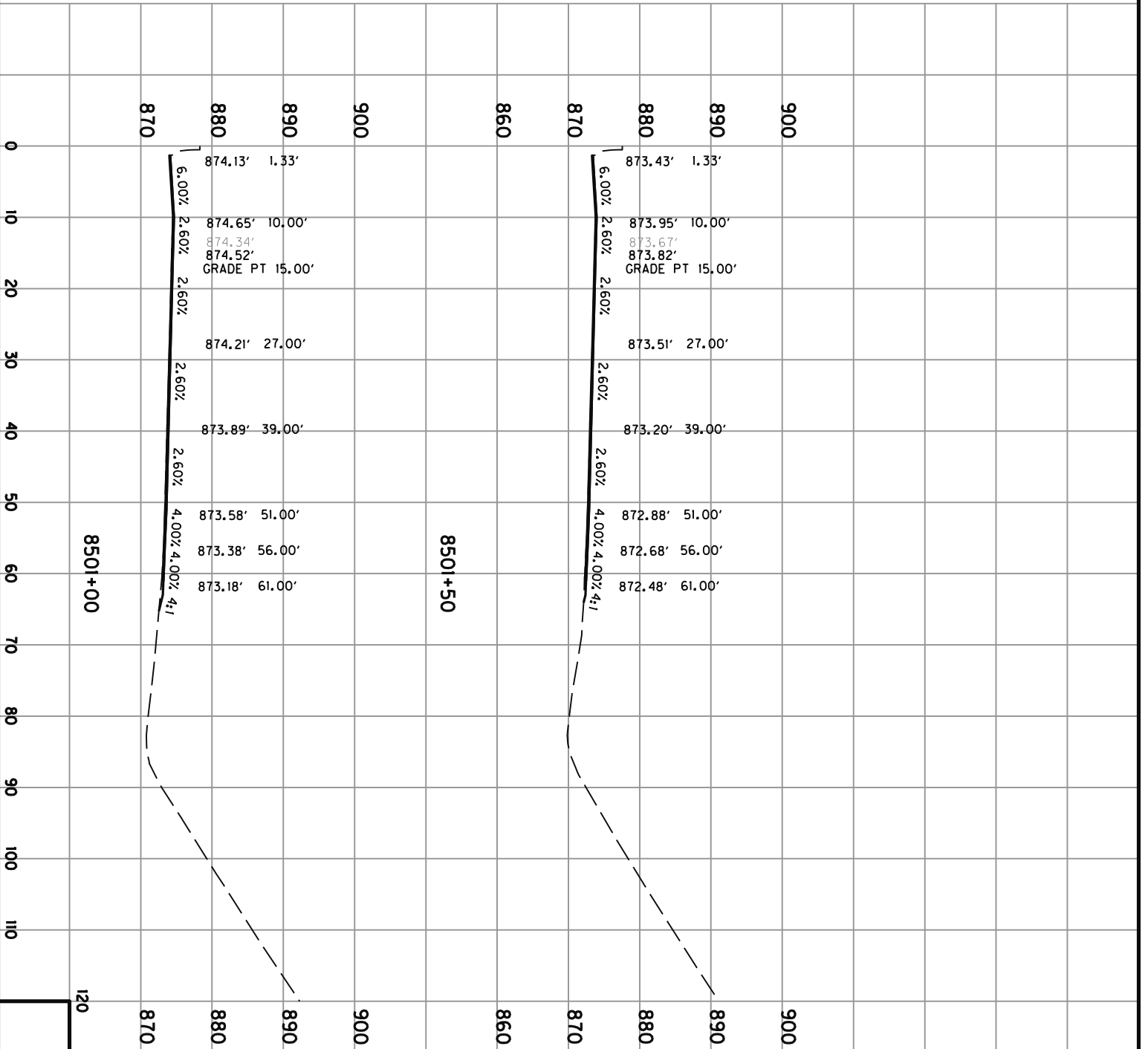
1-75
CROSS SLOPE REVISION
STA. 8499+50 TO STA. 8500+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X28

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

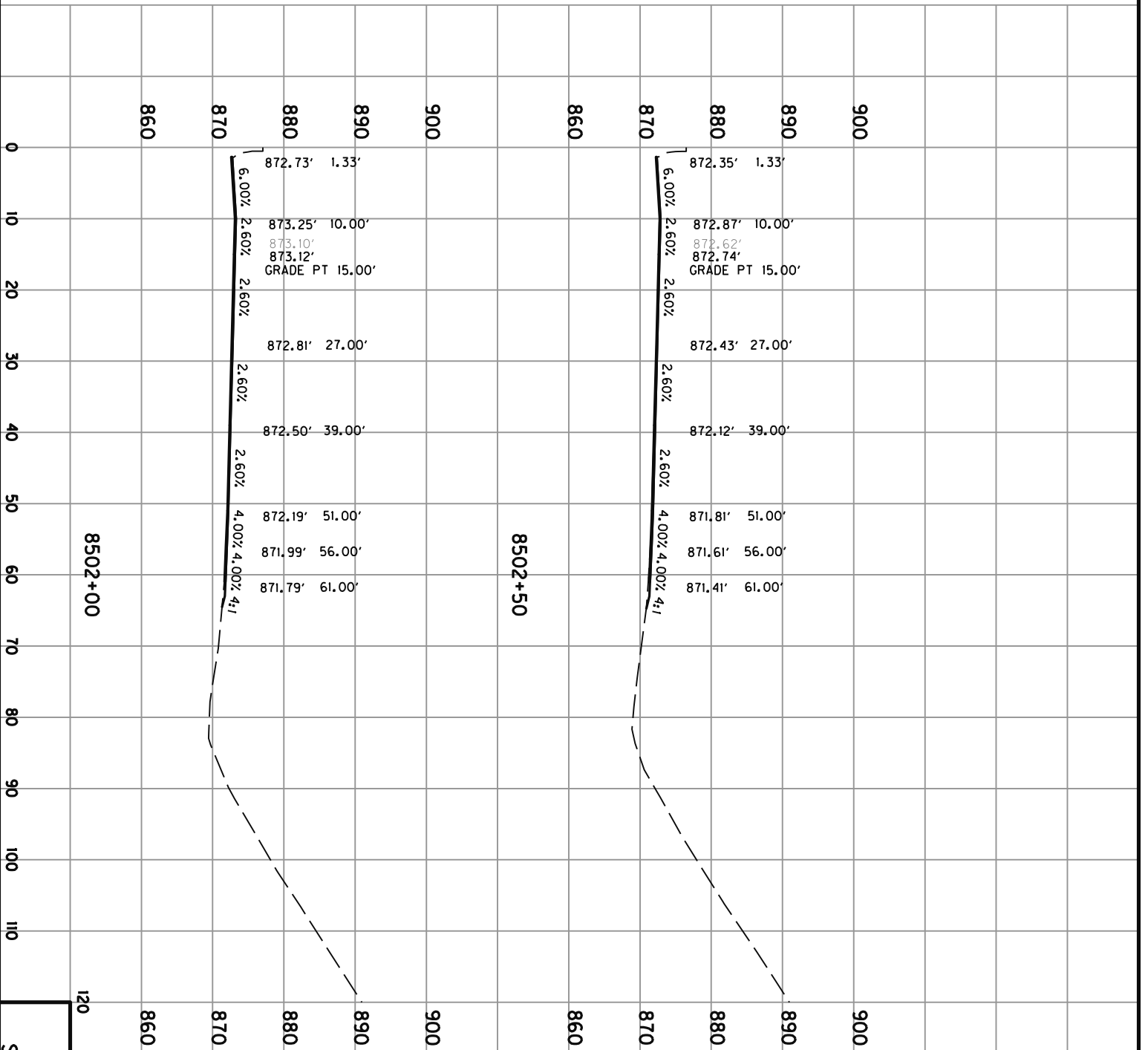
1-75
CROSS SLOPE REVISION
STA. 8501+00 TO STA. 8501+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X29

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

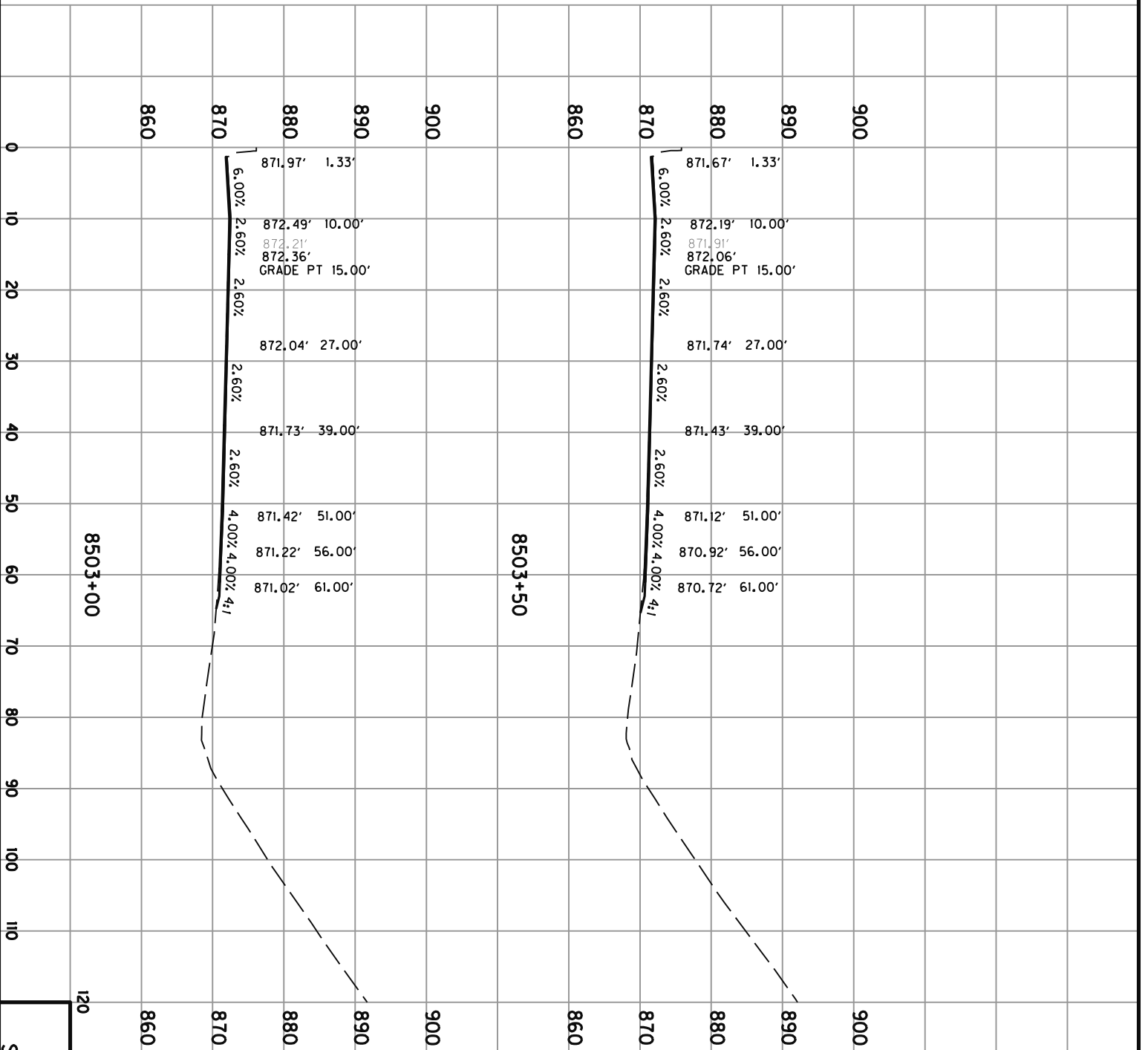
1-75
CROSS SLOPE REVISION
STA. 8502+00 TO STA. 8502+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X30

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

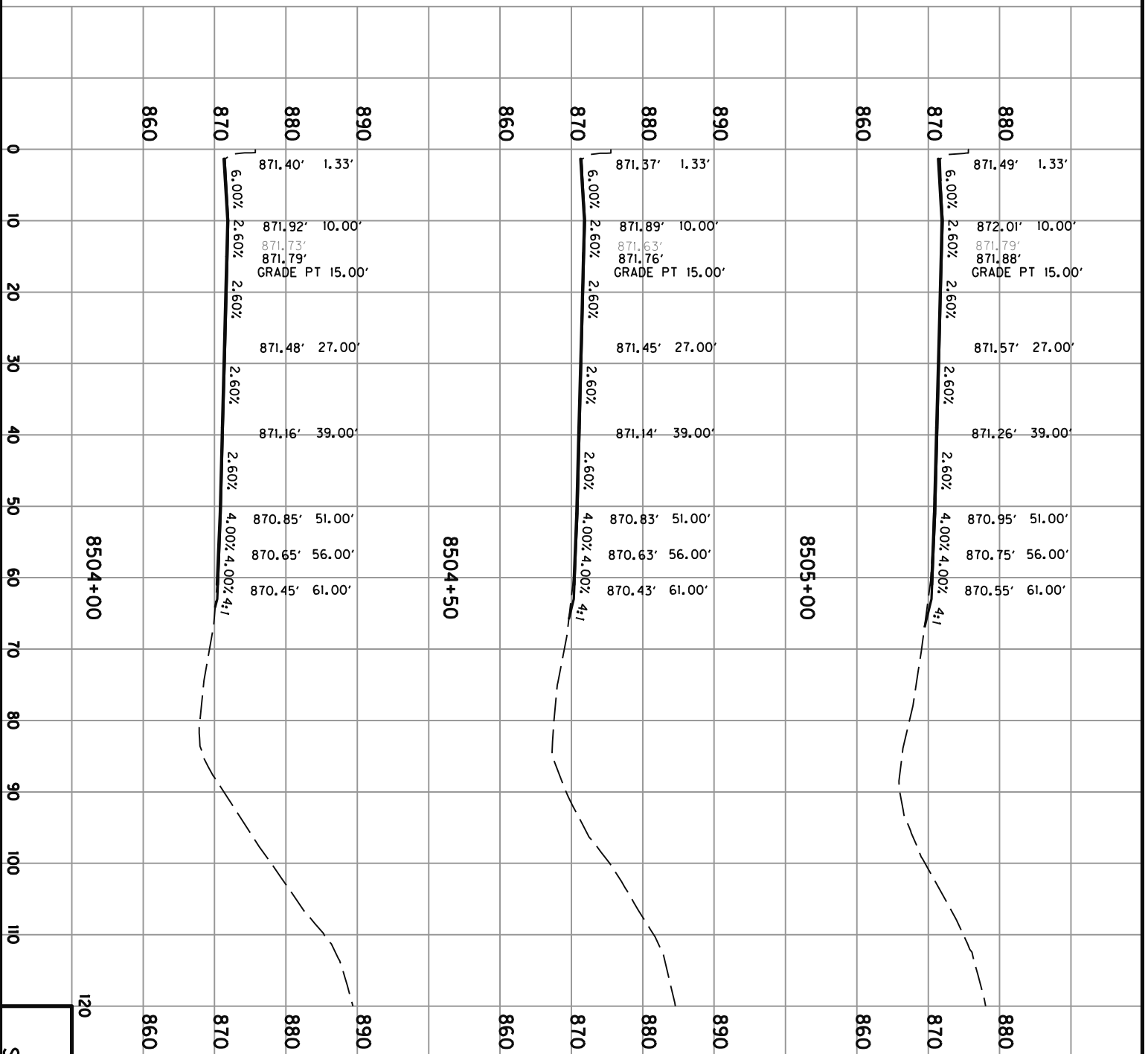
1-75
CROSS SLOPE REVISION
STA. 8503+00 TO STA. 8503+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X31

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

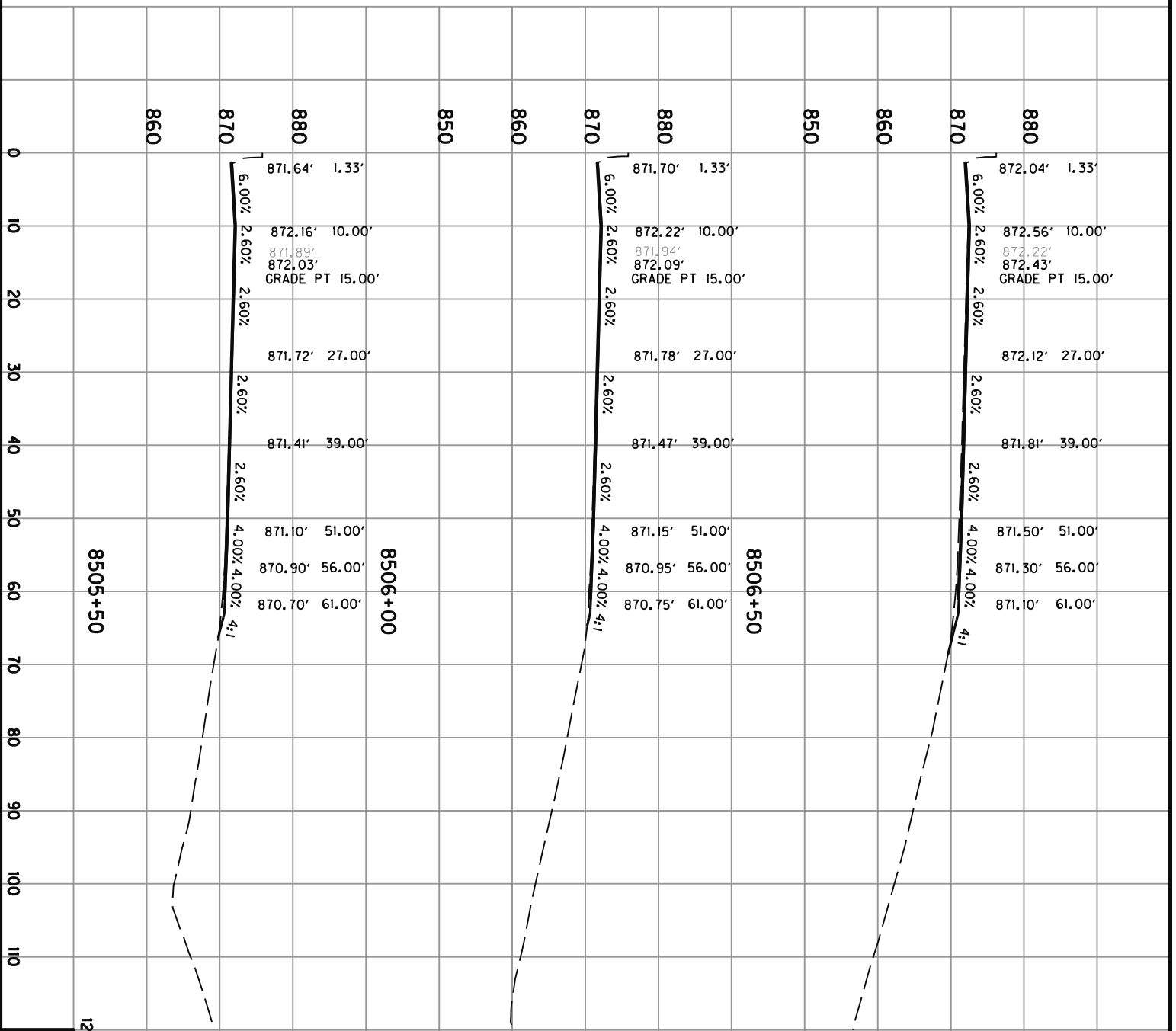
1-75
CROSS SLOPE REVISION
STA. 8504+00 TO STA. 8505+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X32

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

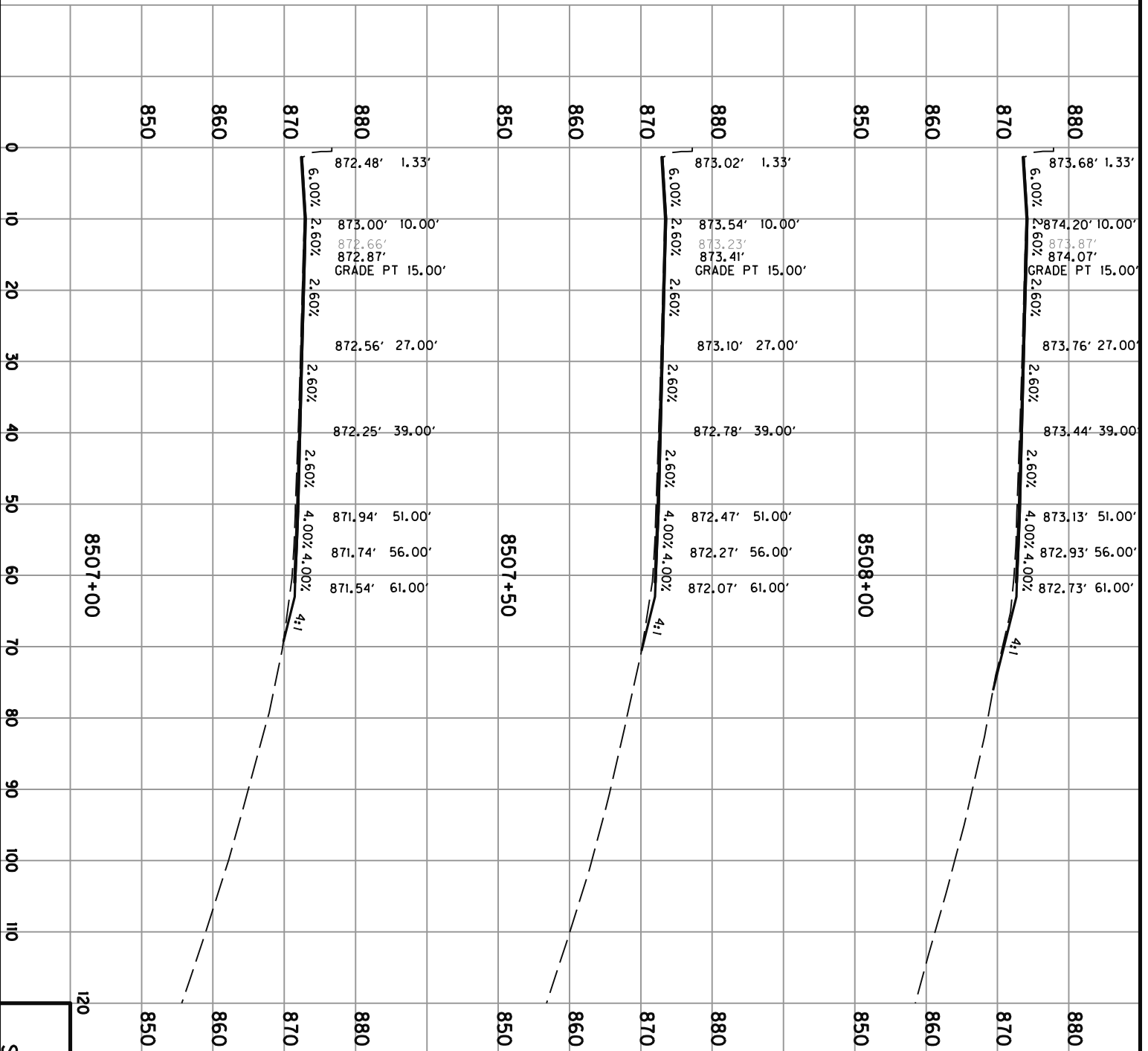
1-75
CROSS SLOPE REVISION
STA. 8505+50 TO STA. 8506+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X33

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

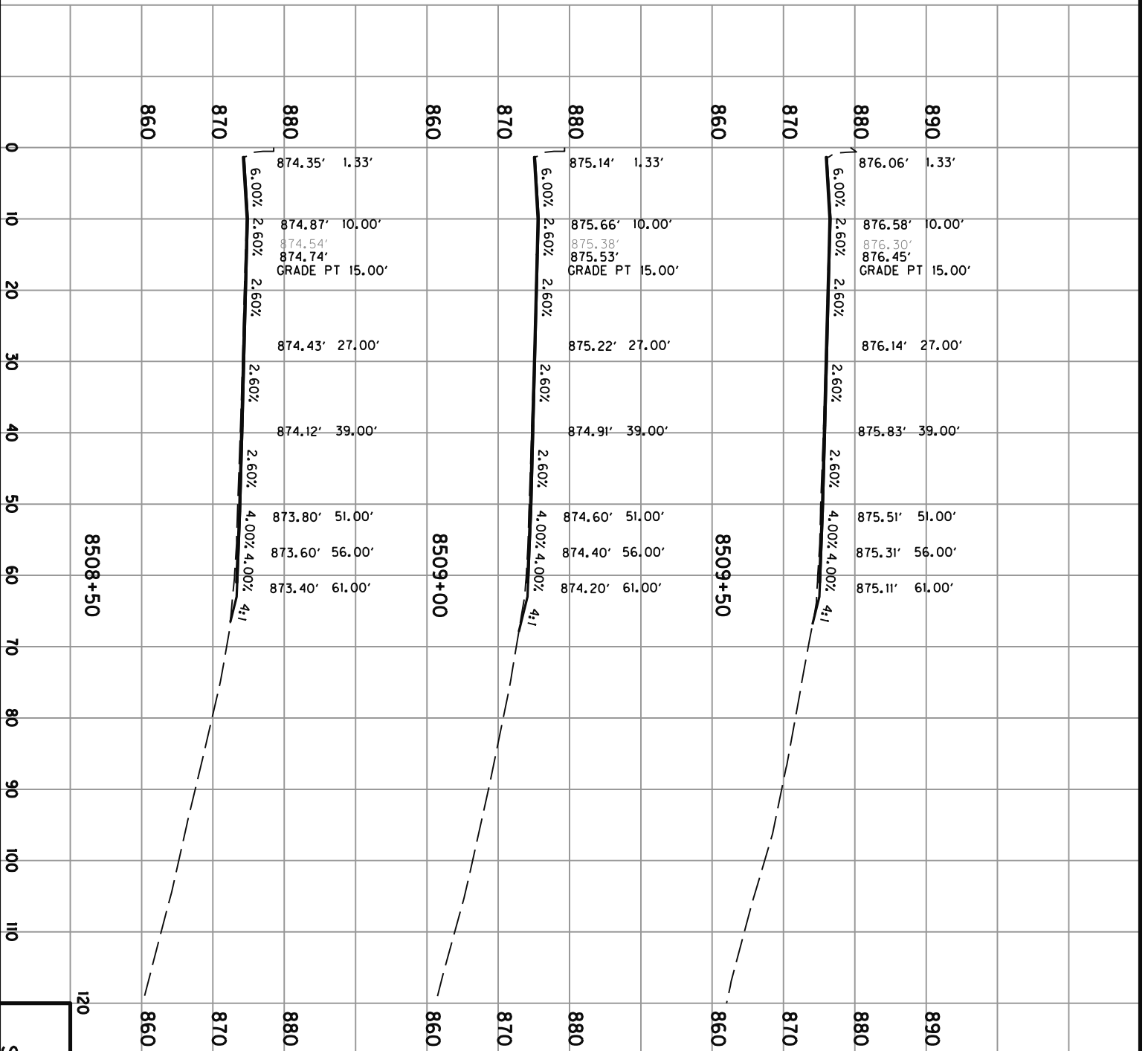
1-75
CROSS SLOPE REVISION
STA. 8507+00 TO STA. 8508+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG

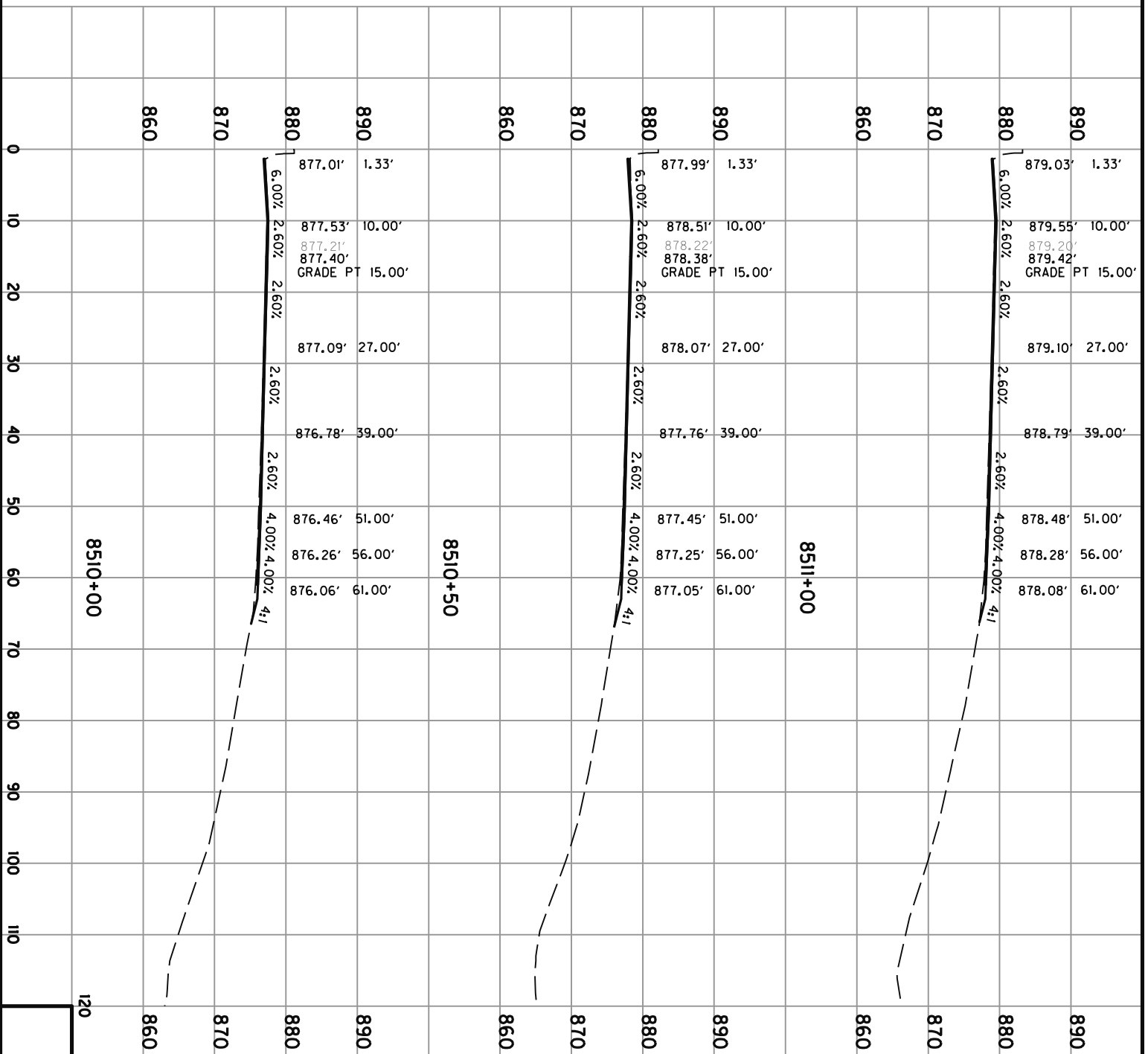


COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X34

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

1-75
CROSS SLOPE REVISION
STA. 8508+50 TO STA. 8509+50

MicroStation v8.11.9.459 E-SHEET NAME: USER: phoward DATE PLOTTED: October 1, 2024 FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



8510+00

SCALE: 1" = 20' HORIZONTAL
 1" = 20' VERTICAL

8511+00

CROSS SLOPE REVISION
 1-75
 STA. 8510+00 TO STA. 8511+00

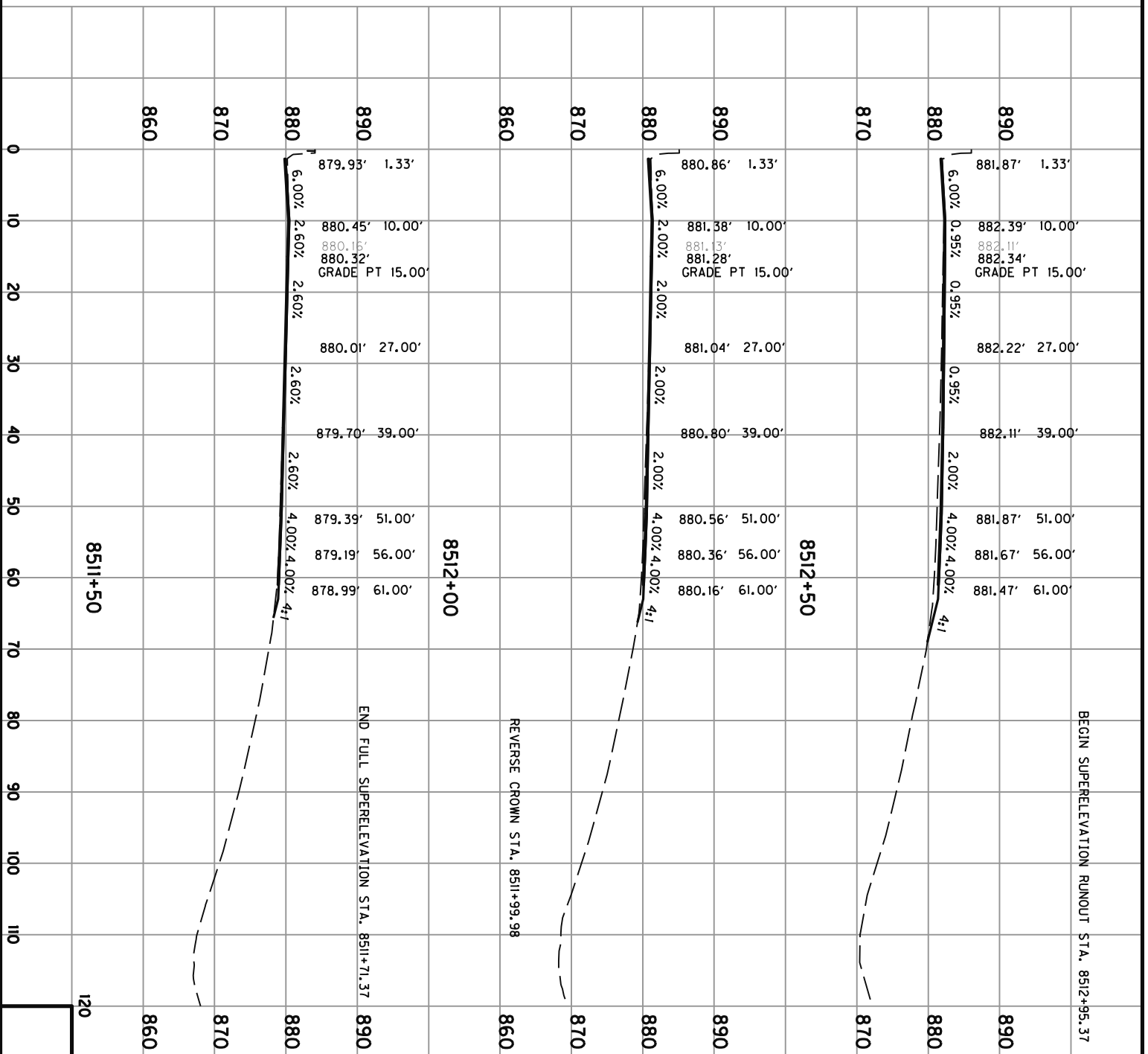
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X35

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



BEGIN SUPERELEVATION RUNOUT STA. 8512+95.37

REVERSE CROWN STA. 8511+99.98

END FULL SUPERELEVATION STA. 8511+71.37

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X36

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

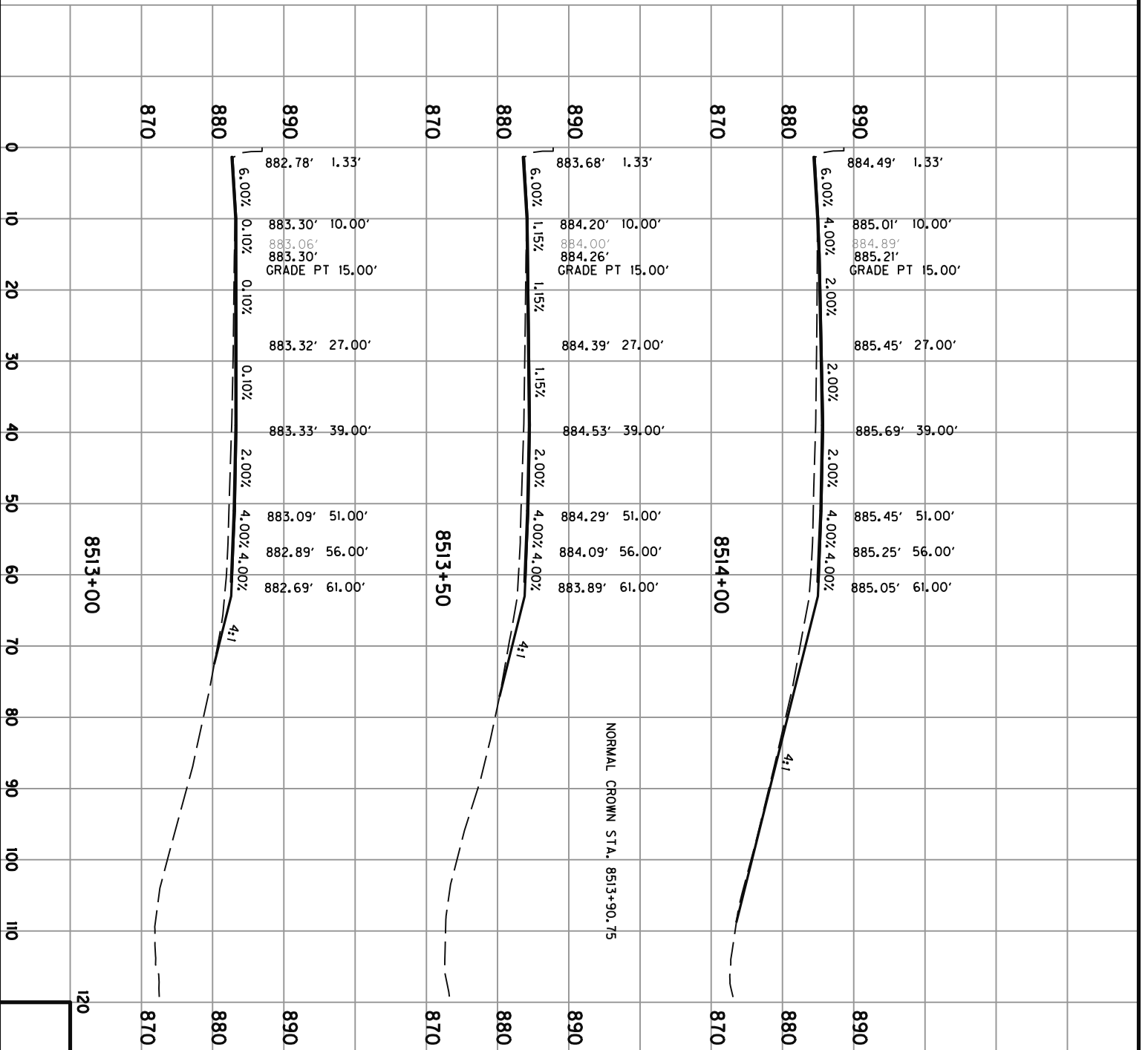
1-75
CROSS SLOPE REVISION
STA. 8511+50 TO STA. 8512+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X37

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

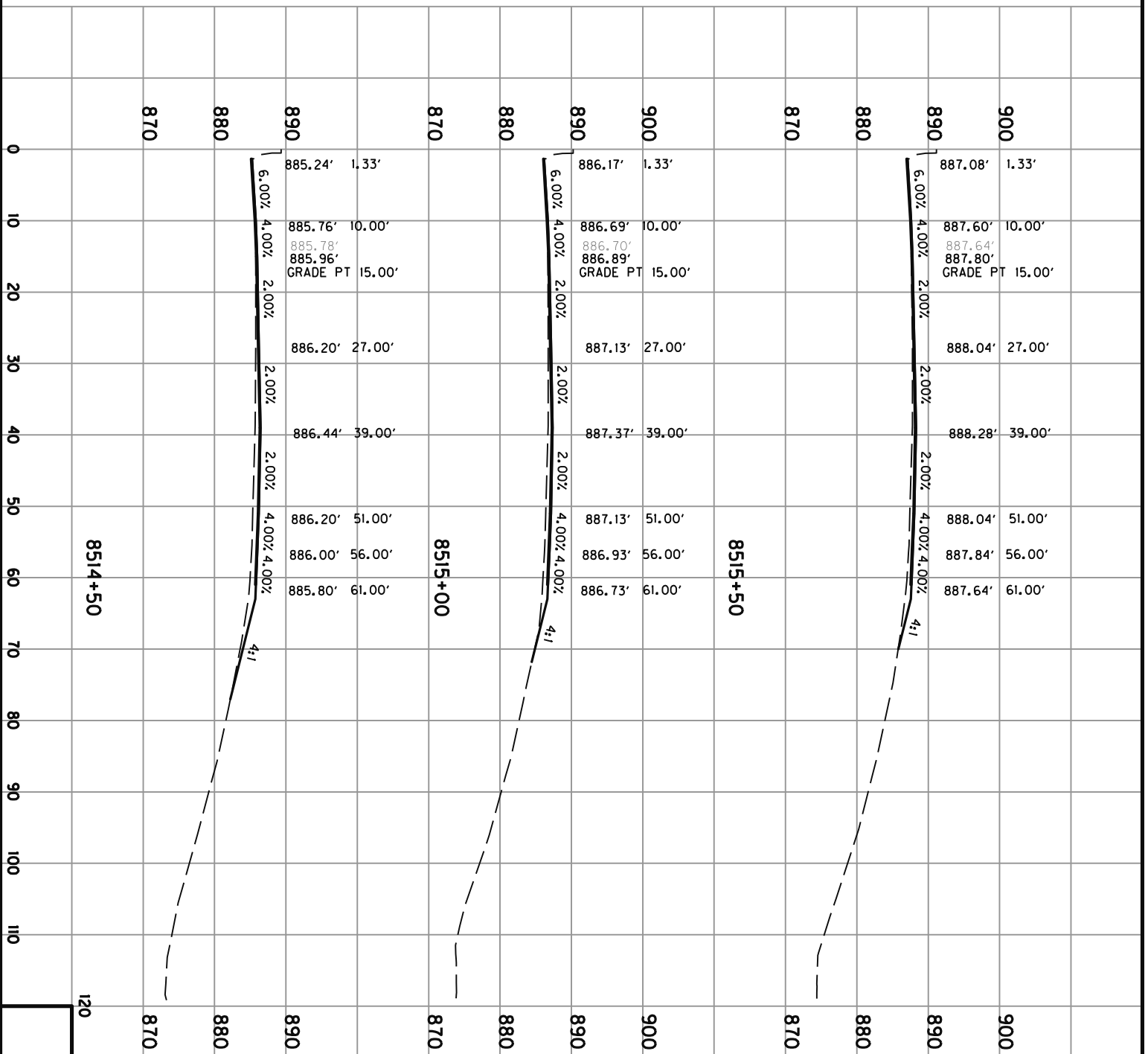
1-75
CROSS SLOPE REVISION
STA. 8513+00 TO STA. 8514+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X38

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

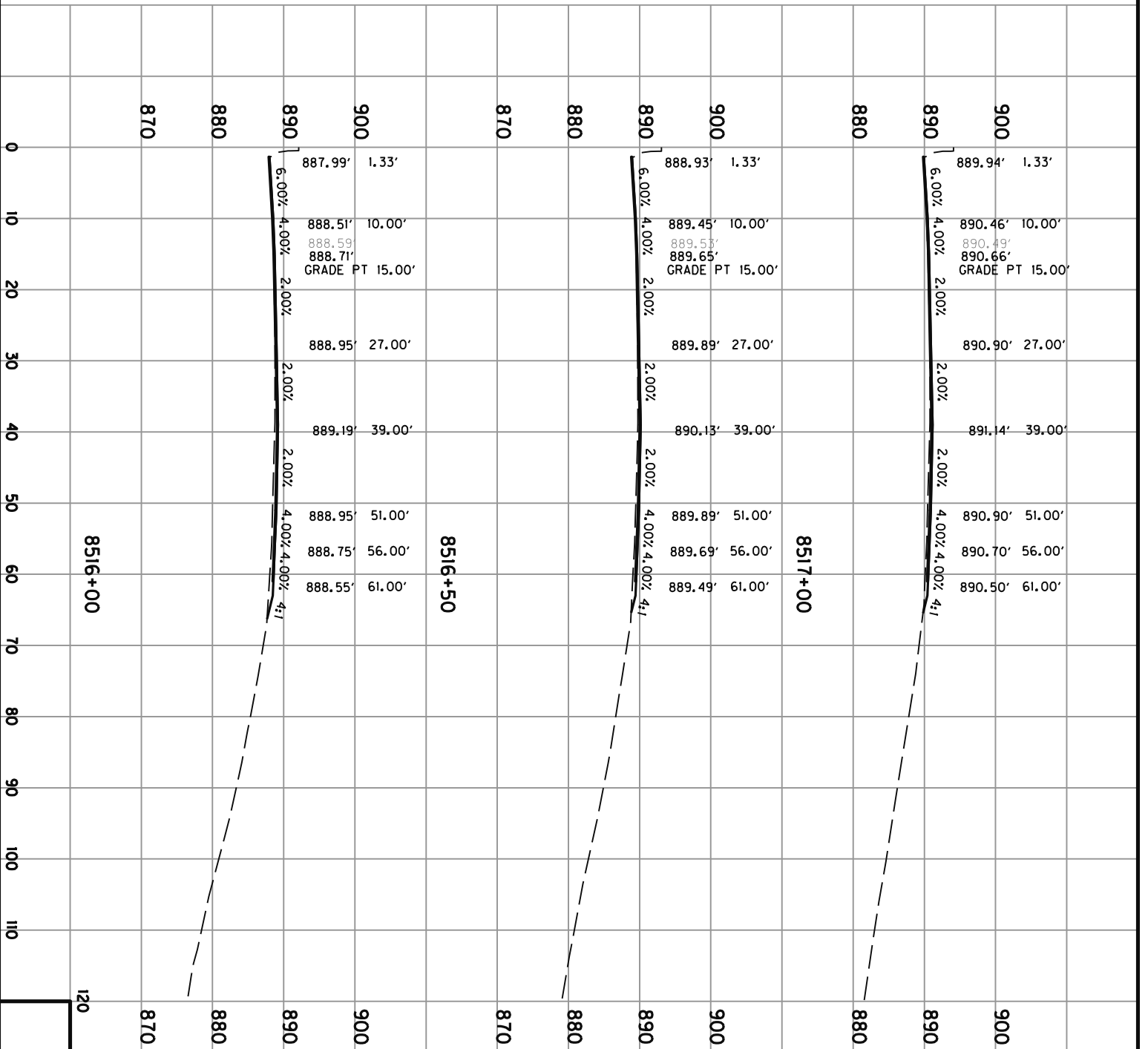
1-75
CROSS SLOPE REVISION
STA. 8514+50 TO STA. 8515+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X39

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

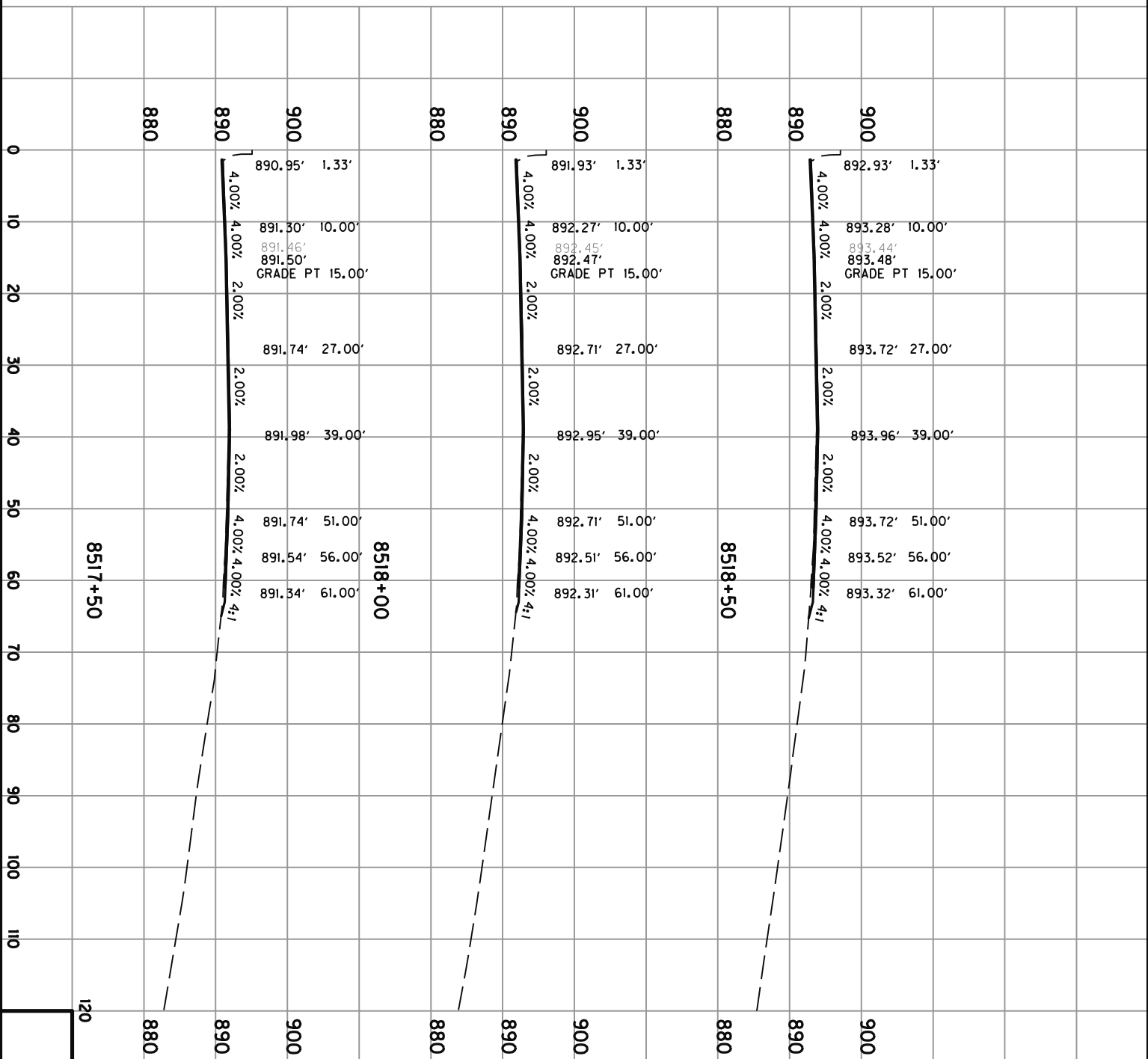
1-75
CROSS SLOPE REVISION
STA. 8516+00 TO STA. 8517+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



120

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

1-75
CROSS SLOPE REVISION
STA. 8517+50 TO STA. 8518+50

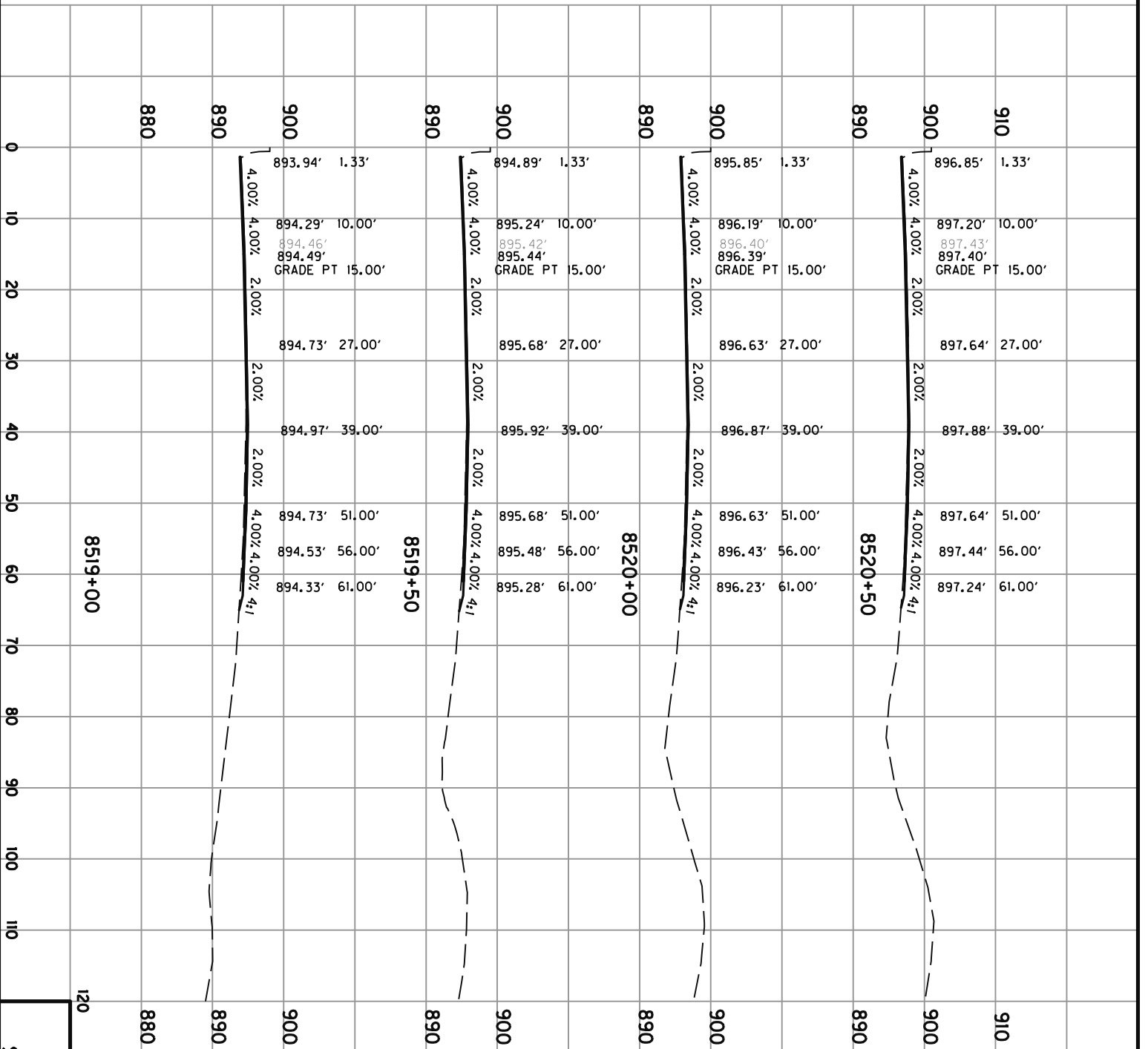
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X40

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DWG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X41

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

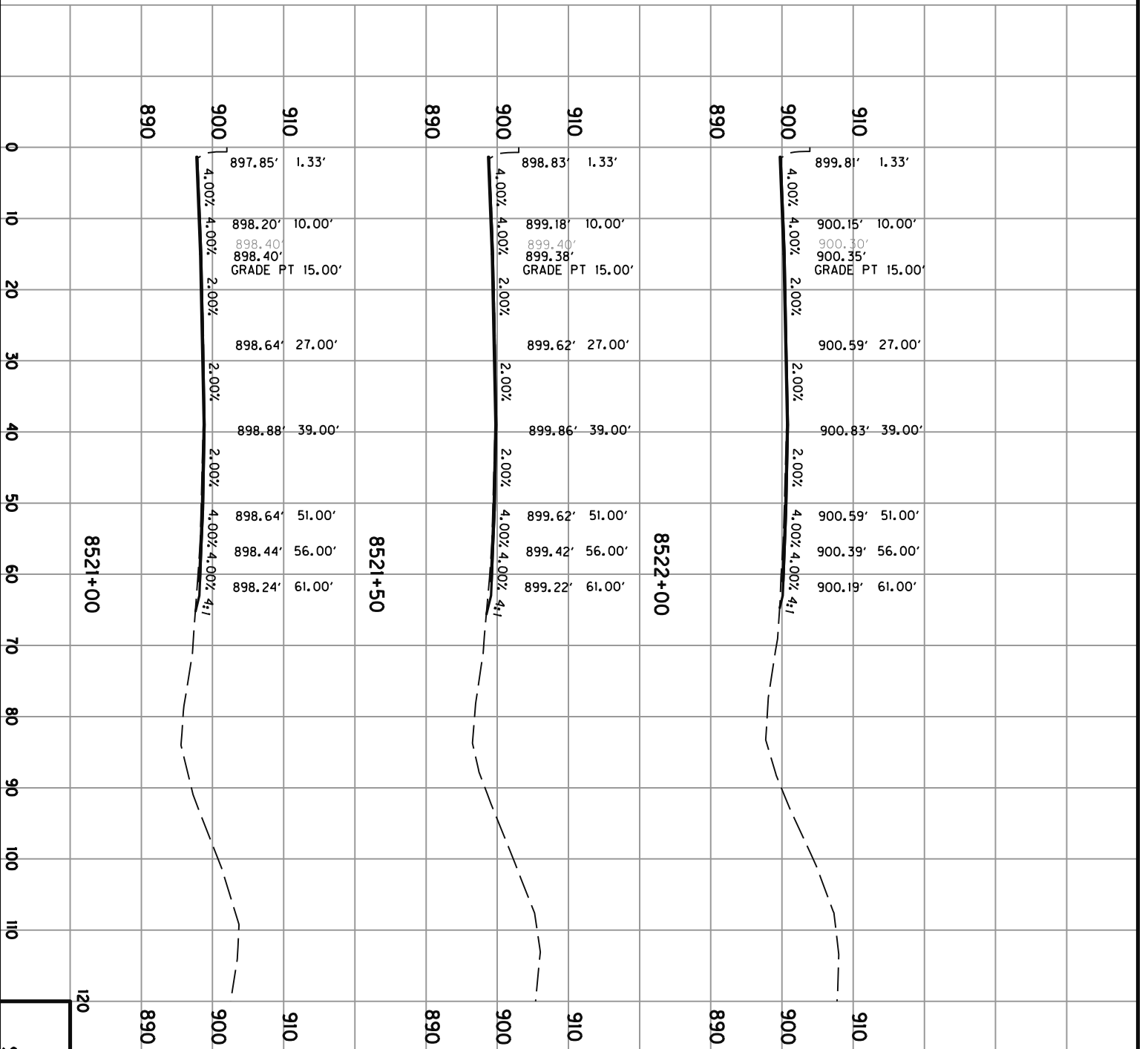
1-75
CROSS SLOPE REVISION
STA. 8519+00 TO STA. 8520+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X42

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

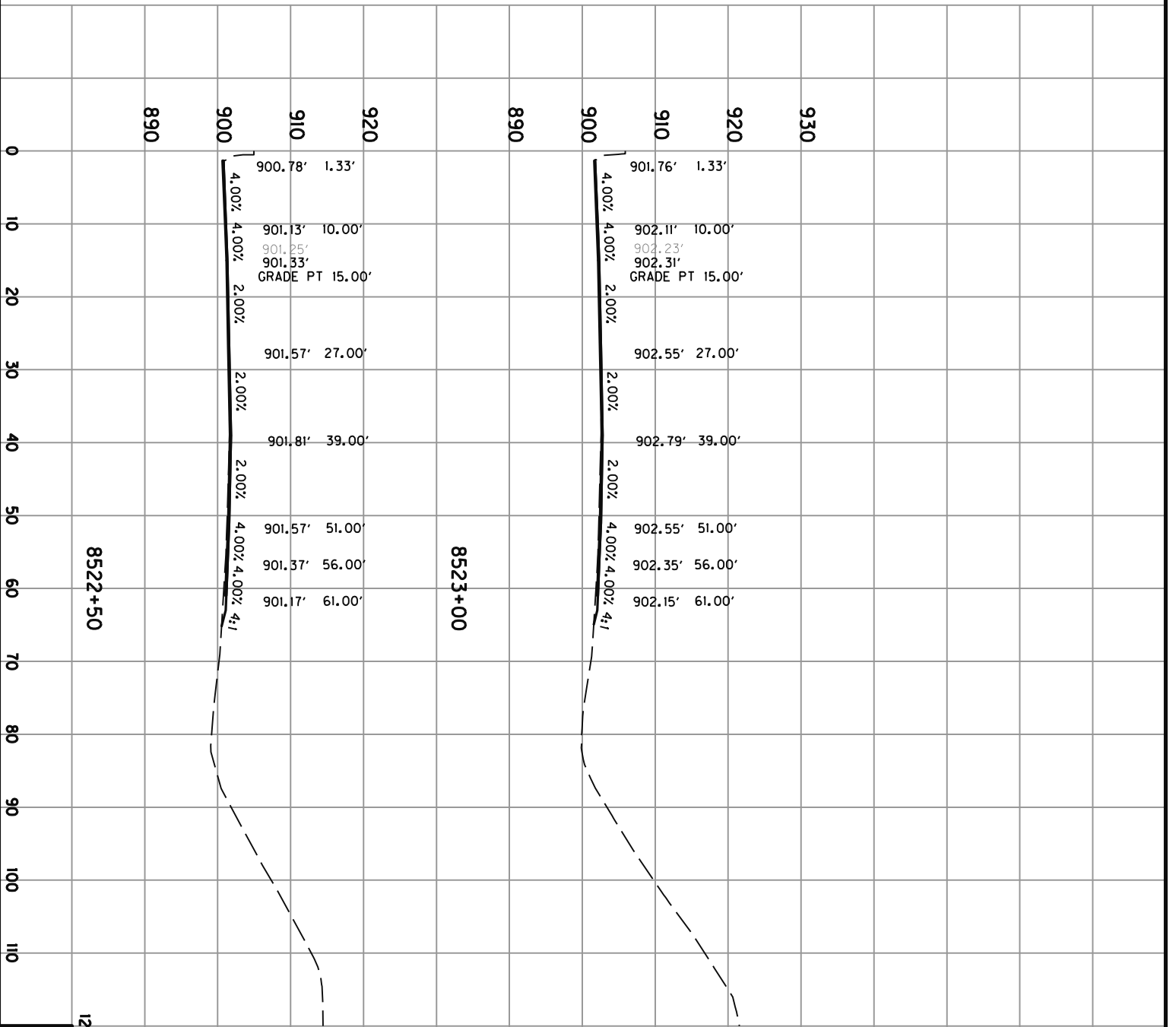
1-75
CROSS SLOPE REVISION
STA. 8521+00 TO STA. 8522+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

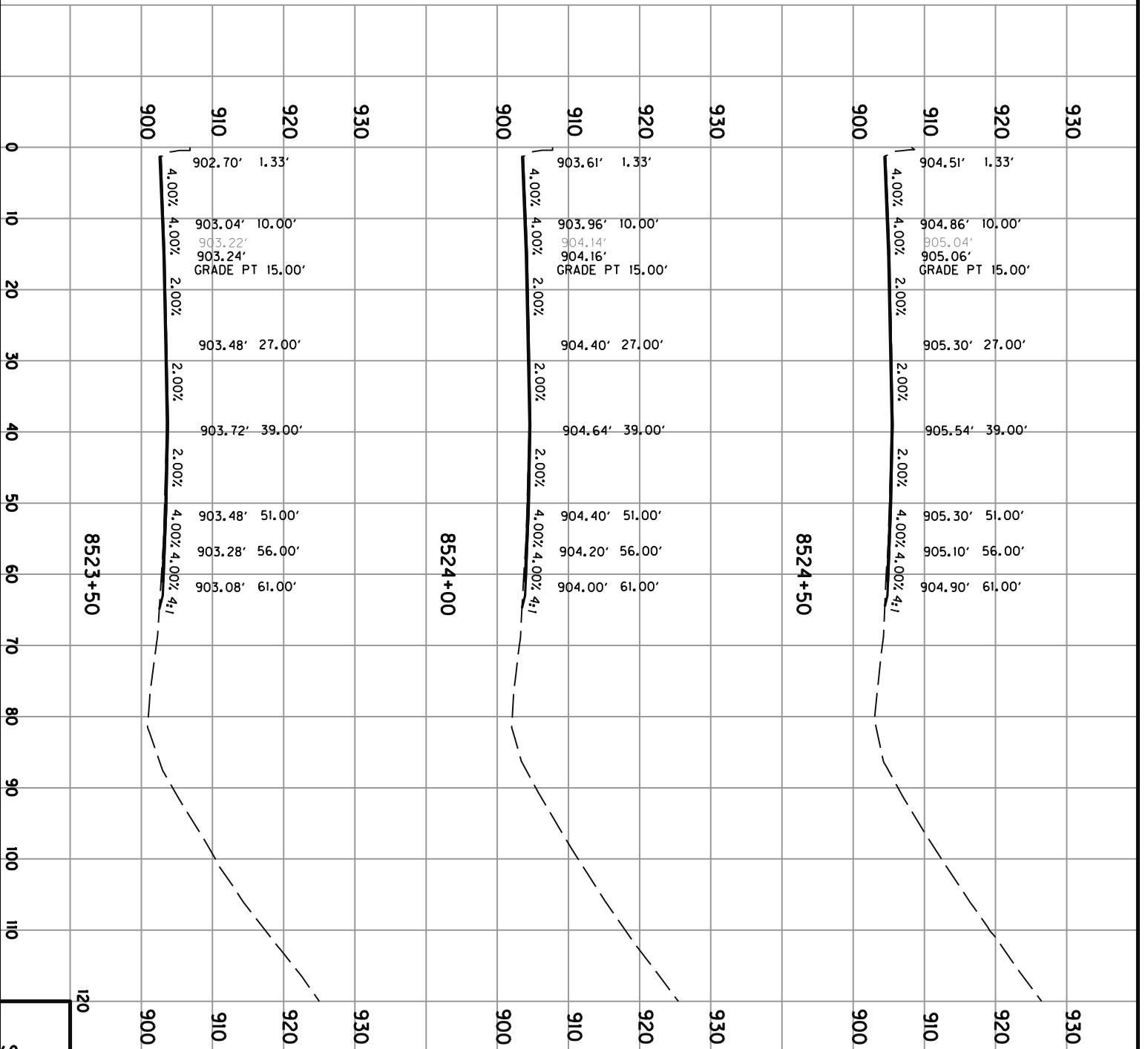
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COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X43

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

1-75
CROSS SLOPE REVISION
STA. 8522+50 TO STA. 8523+00



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X44

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

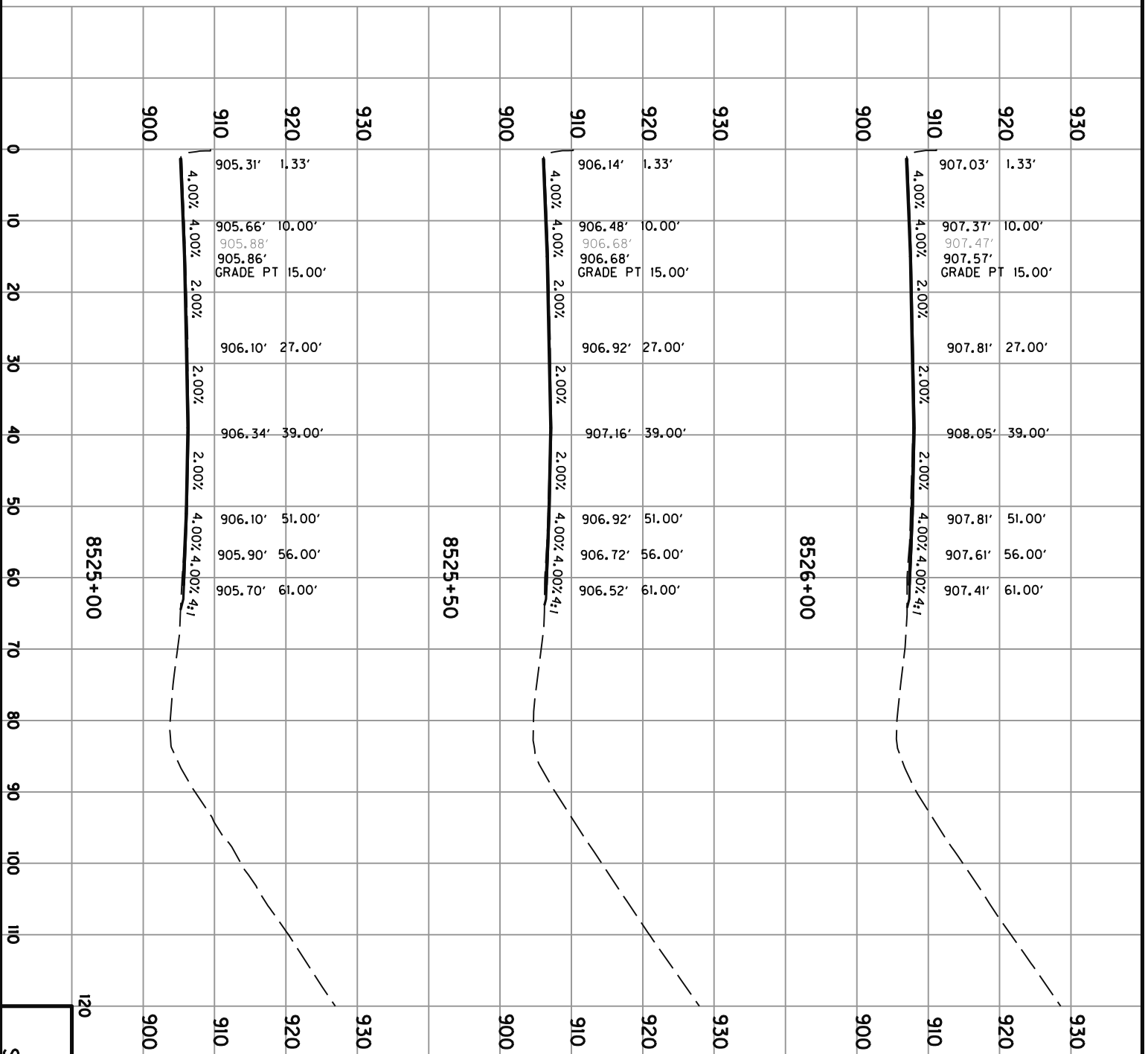
1-75
CROSS SLOPE REVISION
STA. 8523+50 TO STA. 8524+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
 DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X45

SCALE: 1" = 20' HORIZONTAL
 1" = 20' VERTICAL

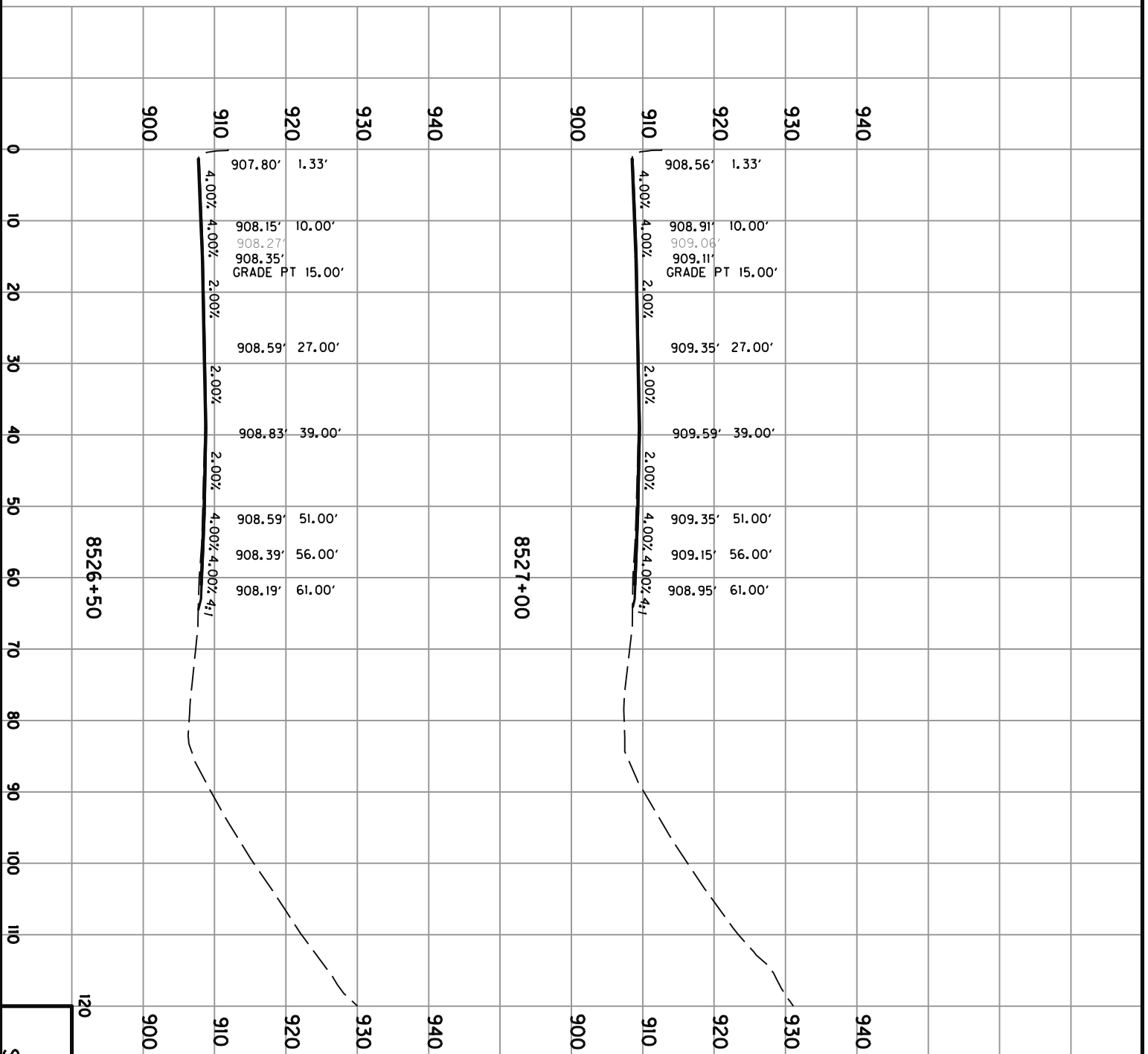
1-75
 CROSS SLOPE REVISION
 STA. 8525+00 TO STA. 8526+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X46

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

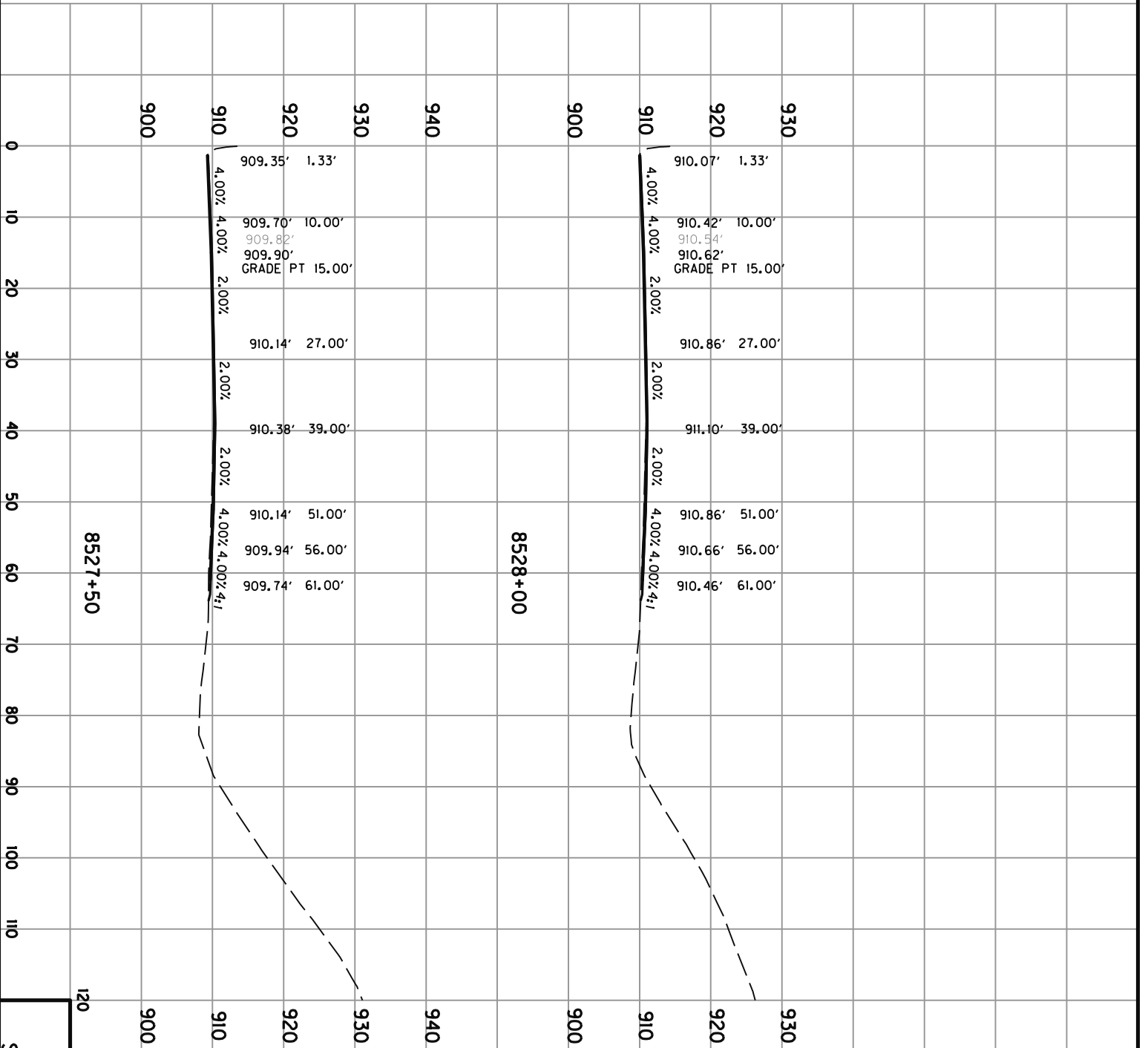
1-75
CROSS SLOPE REVISION
STA. 8526+50 TO STA. 8527+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X47

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

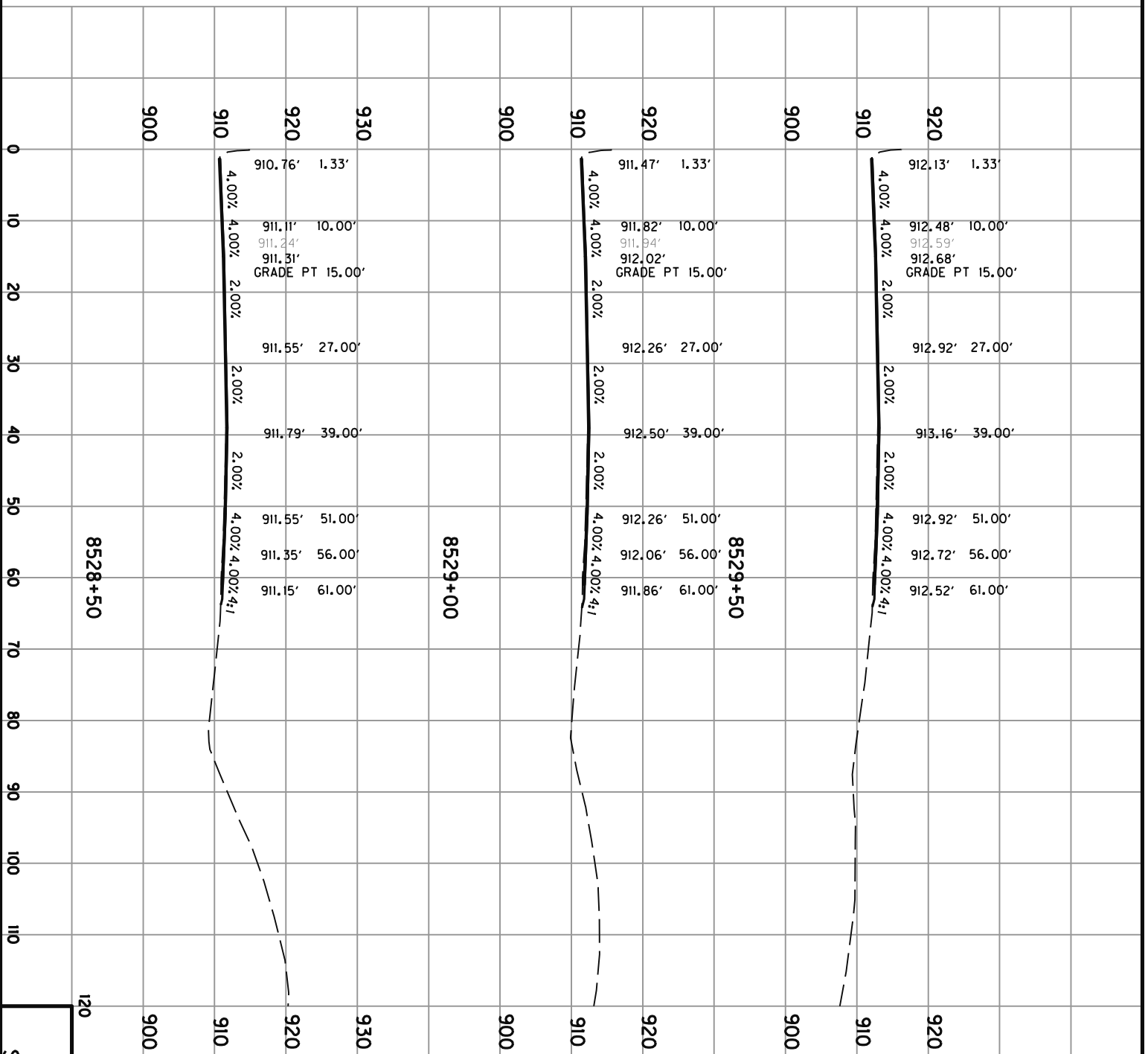
1-75
CROSS SLOPE REVISION
STA. 8527+50 TO STA. 8528+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
 DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



8528+50

8529+00

8529+50

120

1-75
 CROSS SLOPE REVISION
 STA. 8528+50 TO STA. 8529+50

SCALE: 1" = 20' HORIZONTAL
 1" = 20' VERTICAL

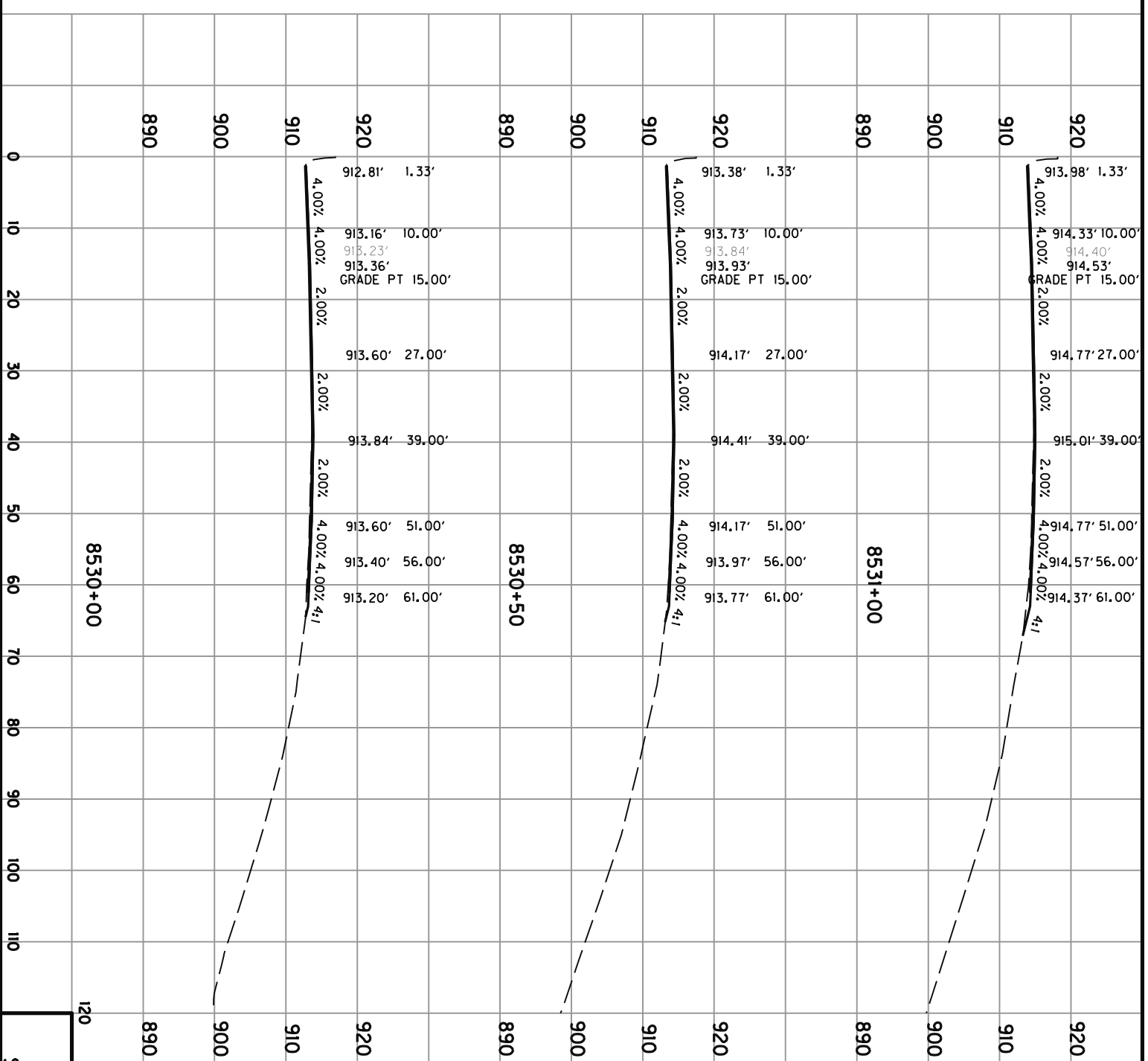
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X48

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



8530+00

8531+00

8530+50

120

CROSS SLOPE REVISION
1-75
STA. 8530+00 TO STA. 8531+00

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

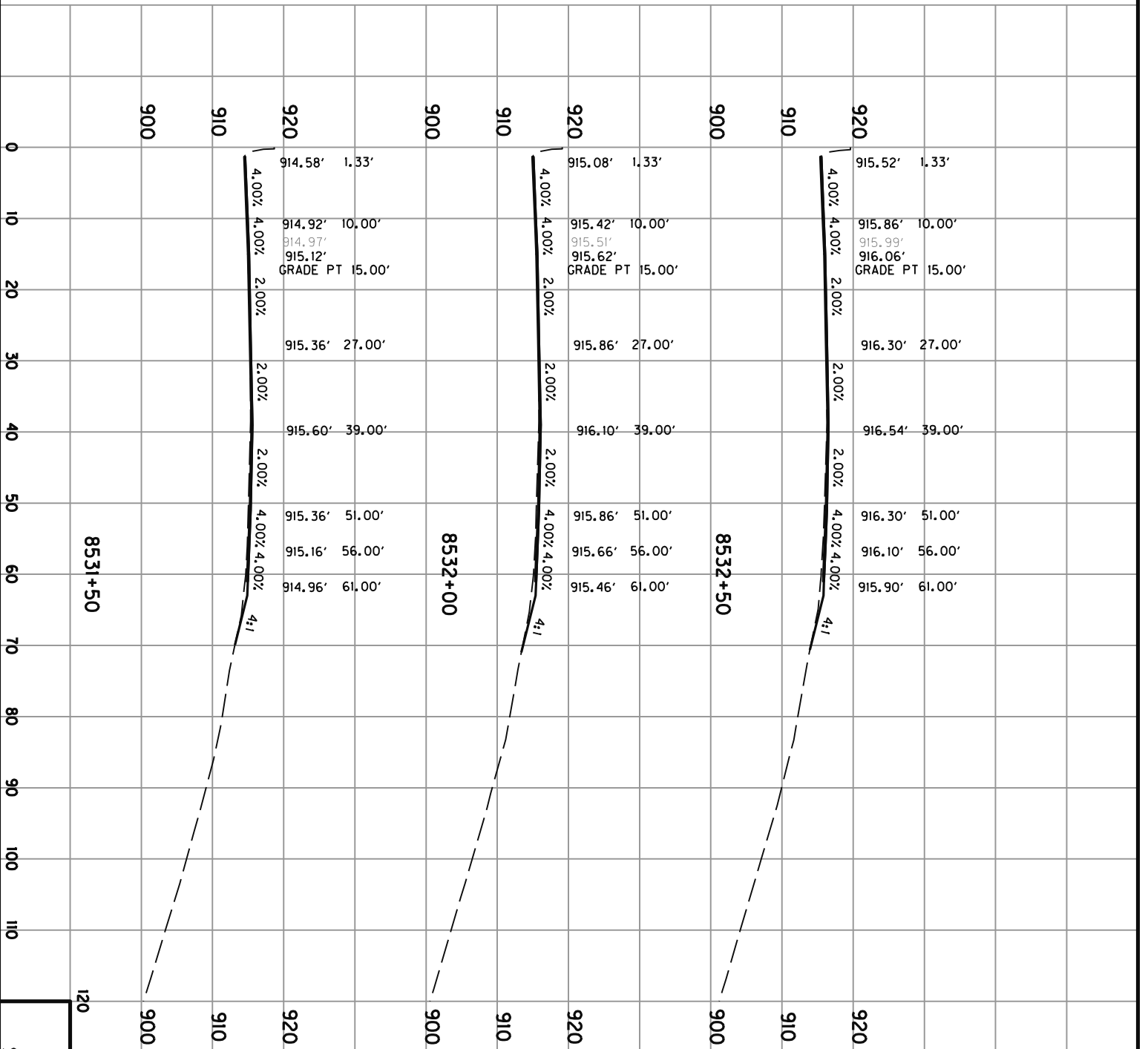
COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X49

MicroStation v8.11.9.459

E-SHEET NAME:

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DATE PLOTTED: October 1, 2024

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COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X50

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1" = 20' VERTICAL

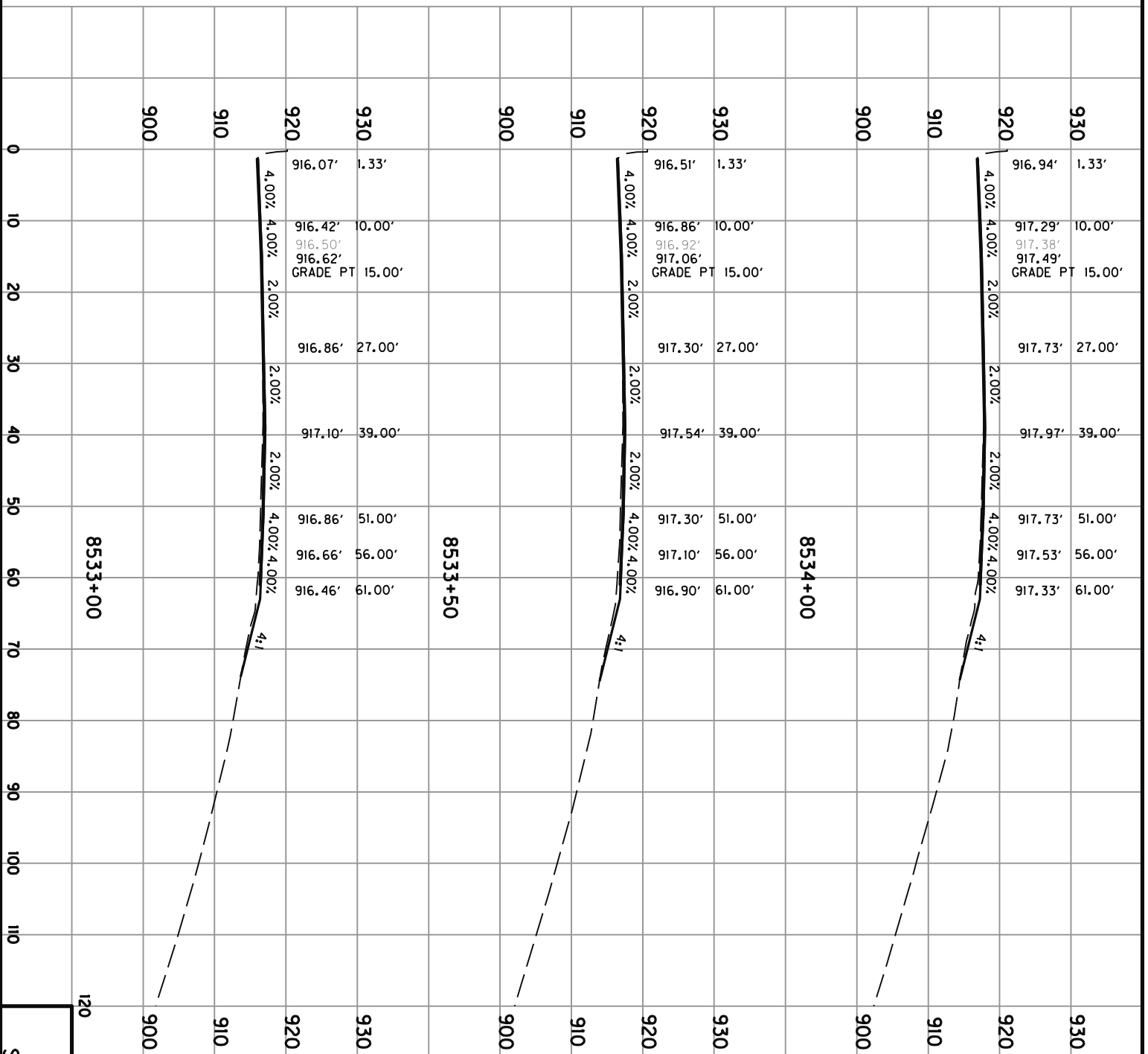
1-75
CROSS SLOPE REVISION
STA. 8531+50 TO STA. 8532+50

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DWG



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X51

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

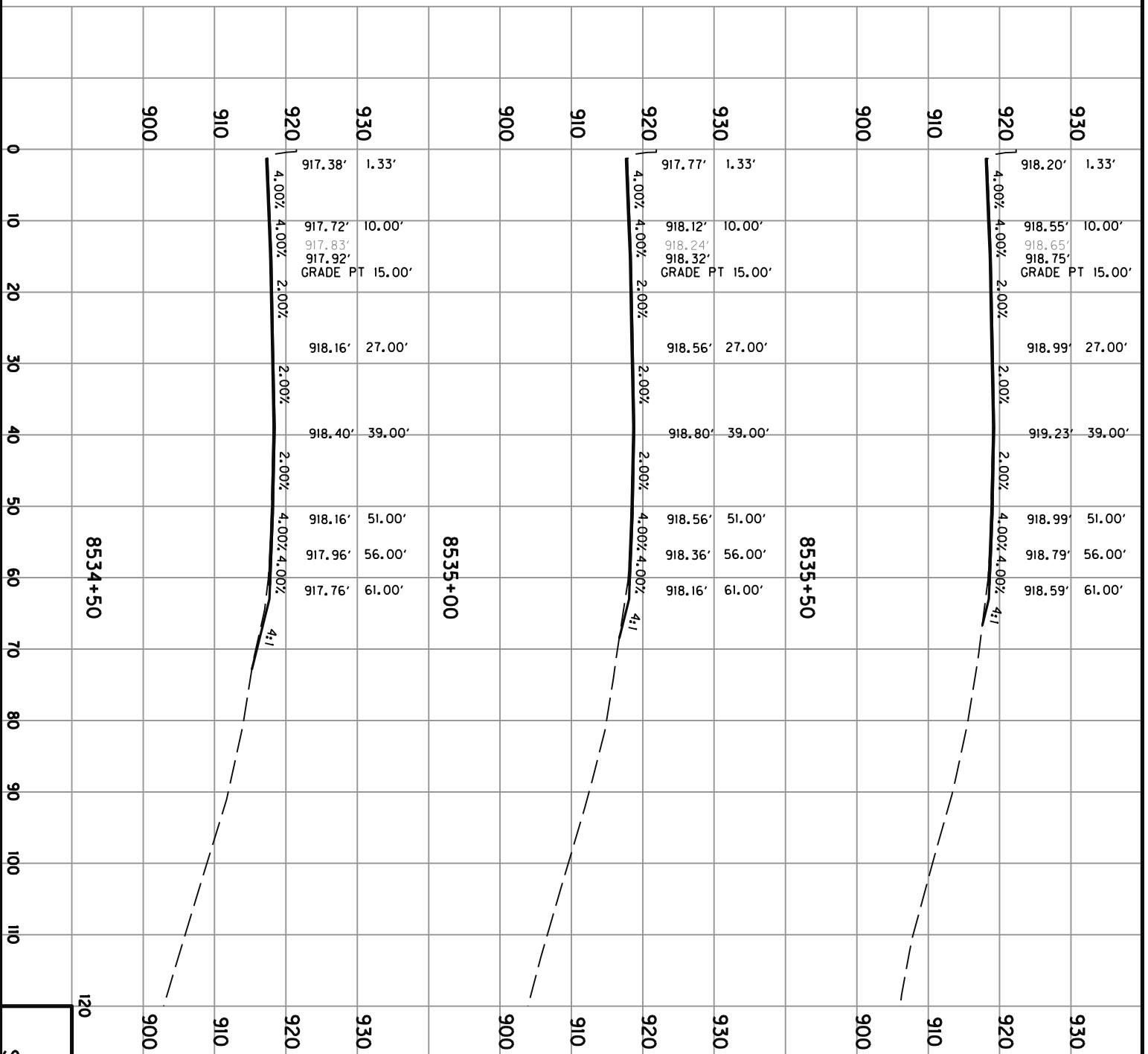
1-75
CROSS SLOPE REVISION
STA. 8533+00 TO STA. 8534+00

MicroStation v8.11.9.459

E-SHEET NAME:

USER: phoward
DATE PLOTTED: October 1, 2024

FILE NAME: G:\ENGR\HD1422.07 GRANT\CAD\PLAN\XSEC\XSEC - CROSS SLOPE REVISION.DG



8534+50

8535+00

8535+50

COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X52

SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

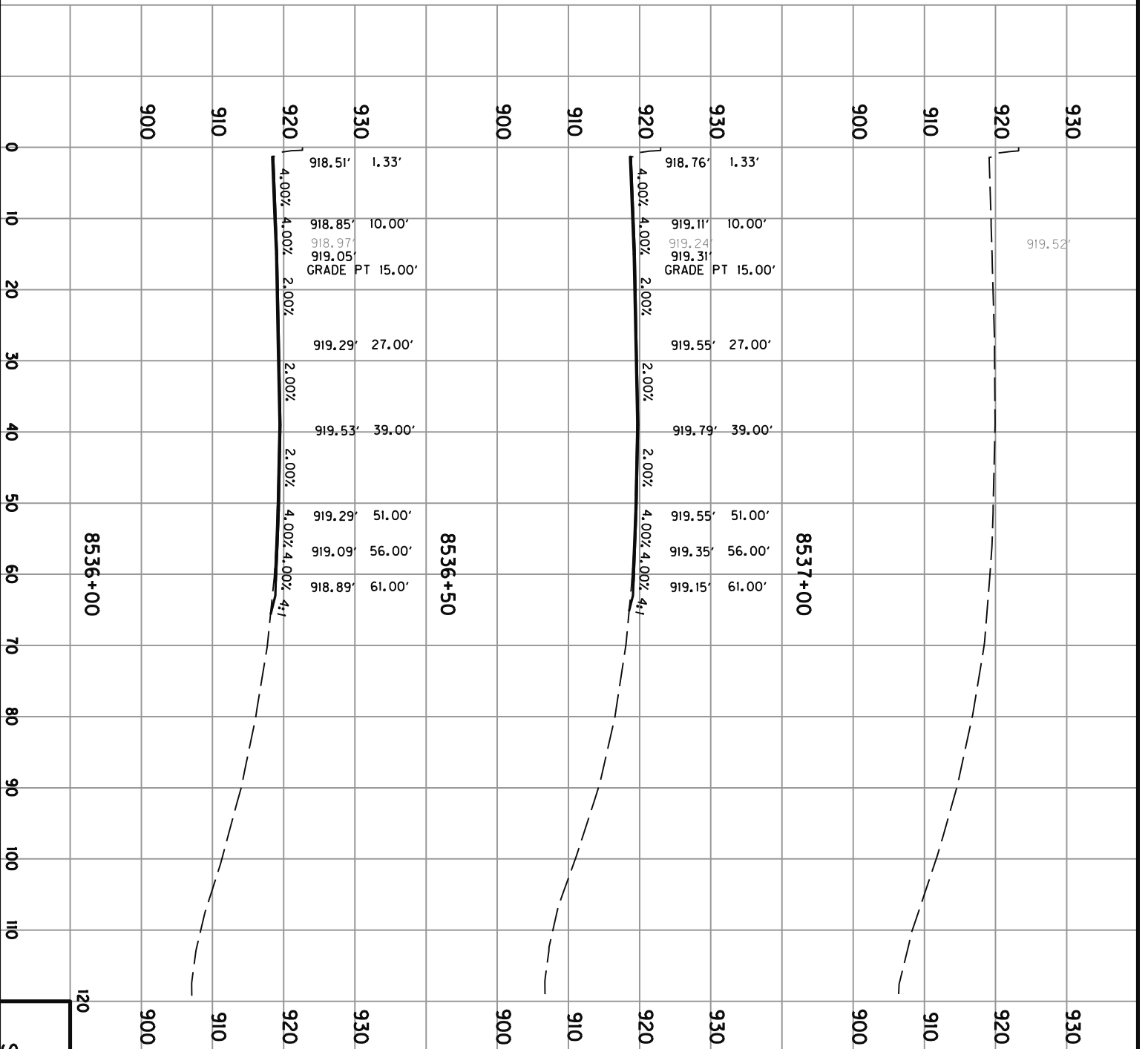
STA. 8534+50 TO STA. 8535+50

USER: phoward
DATE PLOTTED: October 1, 2024

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MicroStation v8.11.9.459

E-SHEET NAME:



COUNTY OF	ITEM NO.	SHEET NO.
GRANT	6-20026	X53

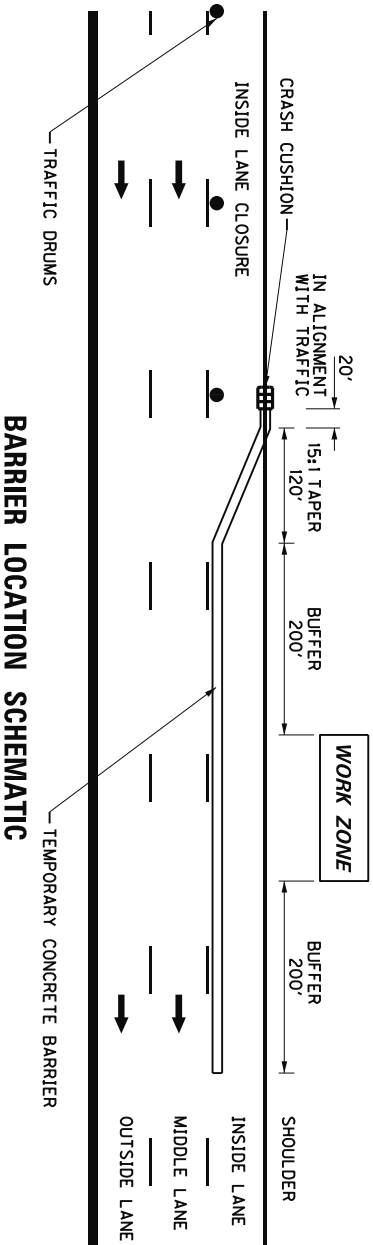
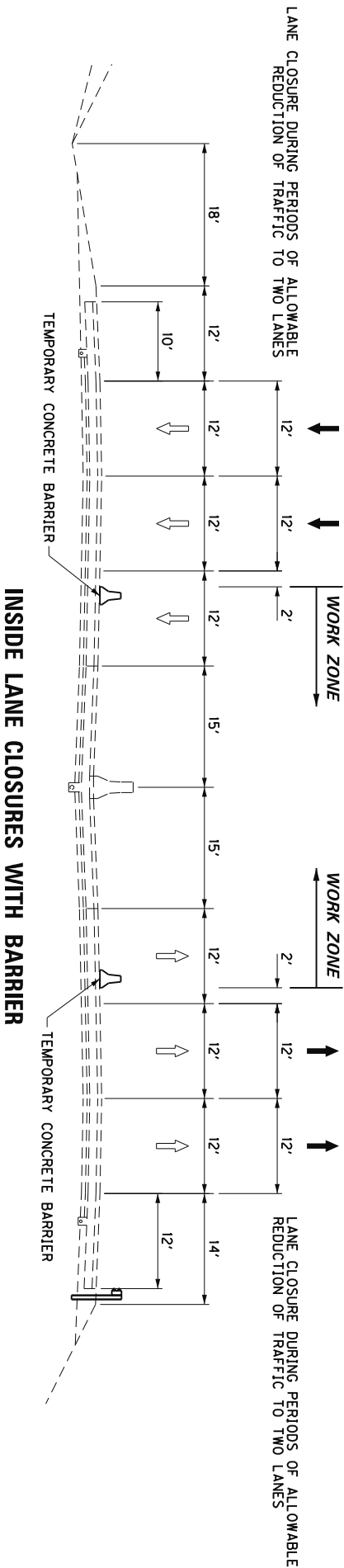
SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

1-75
CROSS SLOPE REVISION
STA. 8536+00 TO STA. 8537+00

M.O.T. TYPICAL SECTIONS

MEDIAN PIER RETROFITS
 MP 158.5 KY 22 OVER I-75
 MP 160.4 BANNISTER PIKE OVER I-75
 MP 162.0 KY 1994 OVER I-75

PHASE I



BARRIER LOCATION SCHEMATIC

MAINTAIN 2 LANES OF TRAVEL PER DIRECTION IN THE CURRENT LANE CONFIGURATION (WITHOUT TRAFFIC SHIFTS).

MAINTAIN A MINIMUM 2' WIDE INSIDE SHOULDER. INSTALL TEMPORARY CONCRETE MEDIAN BARRIER THROUGH THE WORK ZONE. EXTEND TEMPORARY BARRIER APPROXIMATELY 200' BEYOND THE STRUCTURE CONSTRUCTION LIMITS TO ESTABLISH A BUFFER. EXTEND AN ADDITIONAL 140' OF TEMPORARY BARRIER BEYOND THE APPROACH END BUFFER AND TAPER AT 15:1 TO TAPER THE CRASH CUSHION TO APPROXIMATELY 8' FROM THE PROPOSED TEMPORARY SHOULDER. PLACE THE FINAL 20' OF TEMPORARY BARRIER IN LINE WITH TRAFFIC AND INSTALL A TEMPORARY CRASH CUSHION IN THE SAME ALIGNMENT AS TRAFFIC FLOW.

THE SCHEMATIC DEPICTS A SUGGESTED TEMPORARY BARRIER LAYOUT FOR ONE DIRECTION OF TRAVEL. ERECT LANE CLOSURES AND TEMPORARY BARRIER IN BOTH DIRECTIONS OF TRAVEL FOR BRIDGE PIER RETROFIT ACTIVITIES.

NOT TO SCALE

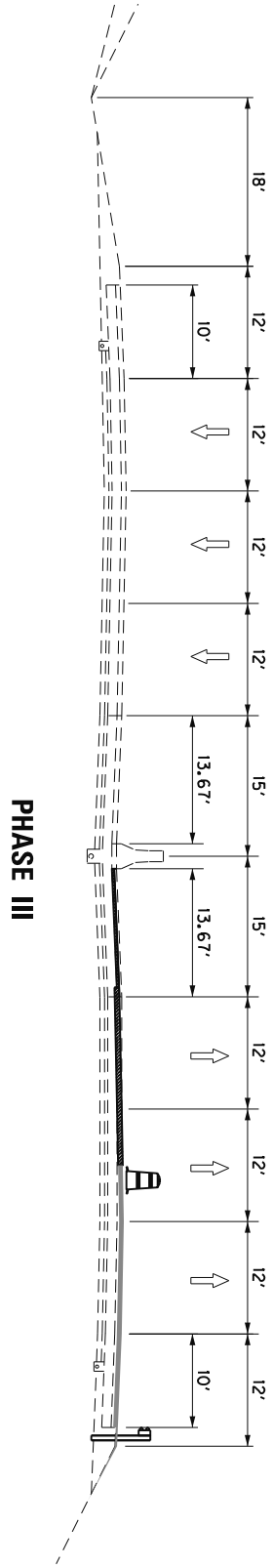
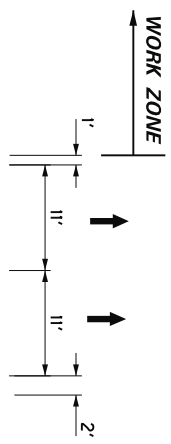
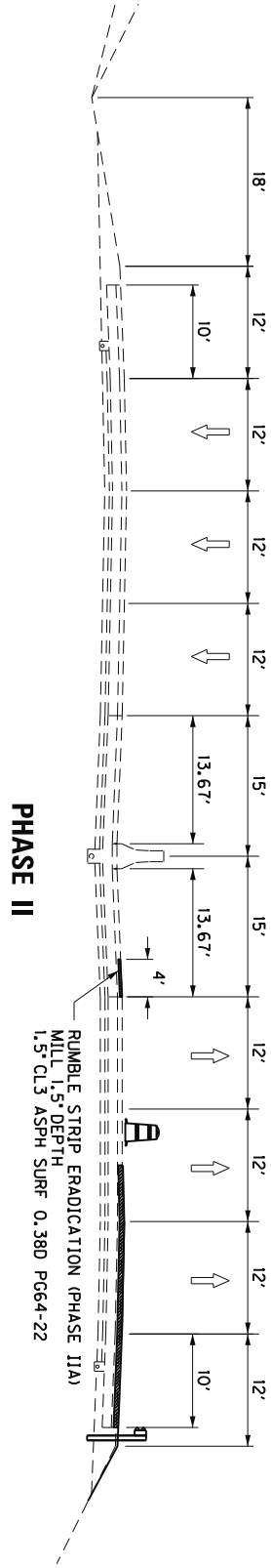
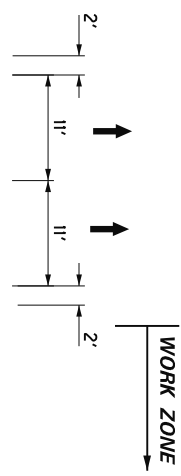
I-75
TYPICAL SECTIONS

County	Item No.	Sheet
GRANT	6-20026	

M.O.T. TYPICAL SECTIONS

CROSS SLOPE REVISION

County	Item No.	Sheet
GRANT	6-20026	



CONSTRUCT THIS PHASE
CONSTRUCTED IN A PREVIOUS PHASE

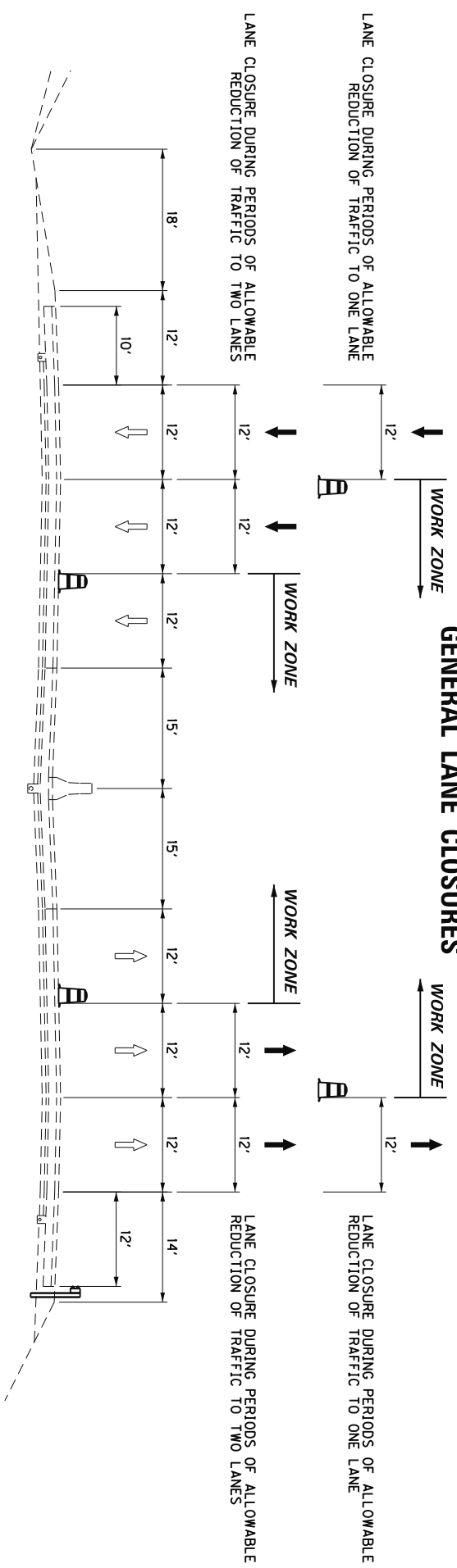
NOT TO SCALE

I-75
TYPICAL SECTIONS

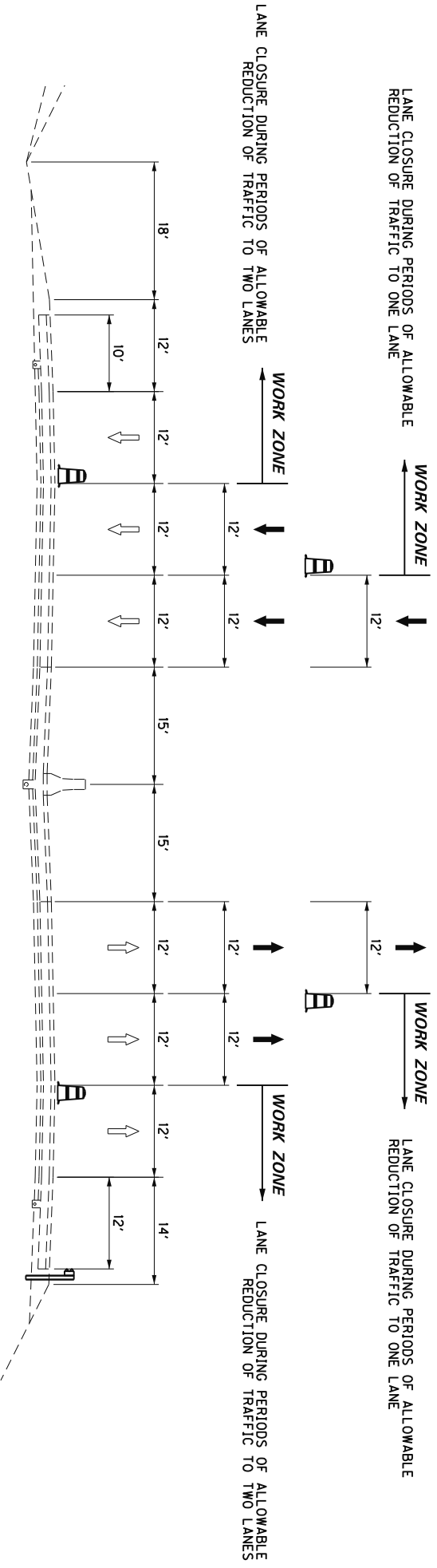
M.O.T. TYPICAL SECTIONS

M.P. 157.7 - M.P. 162.7
GENERAL LANE CLOSURES

County	Item No.	Sheet
GRANT	6-20026	



TYPICAL INSIDE LANE CLOSURE



TYPICAL OUTSIDE LANE CLOSURE

NOT TO SCALE
I-75
TYPICAL SECTIONS

**TRAFFIC CONTROL PLAN
GRANT COUNTY
I-75
NHPP 0757(154)
FD52 0041 0075 157-163
Item No. 6-20026**

**THIS PROJECT IS A FULLY
CONTROLLED ACCESS HIGHWAY**

TRAFFIC CONTROL GENERAL

Except as provided herein, "Maintain and Control Traffic" shall be in accordance with the Standard Specifications and the Standard Drawings, and the Manual on Uniform Traffic Control Devices (MUTCD), current Edition at the time of letting. 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". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings.

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. Traffic control devices will conform to current MUTCD.

Reduce the speed limit in work areas to 55 miles per hour (35 miles per hour for ramps if applicable) and establish higher fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the higher fine signs. At the beginning of the work zone, the "BEGIN HIGHER FINE ZONE" signs will be dual mounted. At the end of the work zone, the "END HIGHER FINE ZONE" signs will be dual mounted as well. Remove or cover the signs or turn off flashers when the highway work zone does not have workers present for more than a two-hour period of time. Payment for the signs will be at the unit bid price for Temporary Signs. Any relocation or covering of the signs or operation of flashers will be incidental to "Maintain and Control Traffic", lump sum.

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

TRAFFIC PHASING OVERVIEW

Construction of most items of work will be completed while maintaining two lanes of traffic. Northbound shoulders will be utilized as a temporary driving surface and used to maintain two open lanes of traffic northbound during some phases of northbound construction. Traffic will be maintained in the current lanes with no traffic shifts in both northbound and southbound construction, except lane shifts will be required for the northbound cross slope revisions. Construction of asphalt base repairs and placement of final asphalt surface on the center lane (both directions) will be constructed by double lane closures (reduction of traffic to one lane) during days and times allowed herein.

Any request for changes to the maintenance of traffic plan and phasing must be made by the contractor in writing and approved by the engineer prior to implementation.

Access to ramps shall be maintained at all times.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Reduction of Traffic to 2 Lanes

Lane closures which reduce traffic to 2 lanes, will be allowed during the following dates:

April 14th, 2025 – October 15th, 2025

No work may begin on the project prior to April 14th, 2025.

Reduction of Traffic to 1 Lane

Lane closures that reduce traffic to one lane in a direction of travel will be prohibited during the following days unless otherwise approved by the Engineer:

Memorial Day	May 23 rd , 2025 – May 26 th , 2025
Independence Day	July 4 th , 2025
Labor Day	October 29 th , 2025 – September 1 st , 2025
Thanksgiving	November 27 th , 2025 – November 30 th , 2025

Additionally, traffic shall not be reduced to one lane except for the activities listed and during times listed below:

Traffic may be reduced to one lane only for work associated with implementing a new traffic scheme, construction of asphalt base repairs in the center lane only, placement of final asphalt surface and pavement markings in the center lane only and emergency guardrail repairs. Times that traffic may be reduced to one lane will be limited to the following each week except as prohibited by holiday restrictions:

Northbound Sunday 9:00 pm to Monday 6:00 am
Northbound Monday 9:00 pm to Tuesday 6:00 am
Northbound Tuesday 9:00 pm to Wednesday 6:00 am
Northbound Wednesday 9:00 pm to Thursday 6:00 am
Northbound Thursday 9:00 pm to Friday 6:00 am
Southbound Sunday 9:00 pm to Monday 6:00 am
Southbound Monday 9:00 pm to Tuesday 6:00 am
Southbound Tuesday 9:00 pm to Wednesday 6:00 am
Southbound Wednesday 9:00 pm to Thursday 6:00 am
Southbound Thursday 9:00 pm to Friday 6:00 am

All hours of the week, other than the specific hours of the week listed above, are considered hours that reduction of traffic to one lane is prohibited.

Hourly penalties as specified in the Special Note for Project Completion and Liquidated Damages will be applied any time that a lane closure reducing traffic to 1 lane in a direction of travel is in place during prohibited days or prohibited times of day.

Note: In the event that traffic backups reach an unacceptable level, the days and hours of allowable single lane traffic may be modified by the Cabinet.

Project Phasing:

Phase I - Median Pier Retrofits

Close the inside lanes both northbound and southbound through the limits of the bridge pier retrofit work. Install temporary concrete barrier wall and crash cushions northbound and southbound as shown on the MOT typical sections or as directed by the engineer. Complete the bridge pier retrofit work.

Northbound – (Phase II, Phase IIA, and Phase III)

Localize the work zone to only the area needed to complete Phase I and Phase II cross slope revision activities to bottom of the final asphalt surface layer. Complete Phase II and Phase III Prior to beginning work on the overall project mill and fill activities in order to minimize the time traffic could be exposed to an adjacent lip that could channelize drainage.

Phase IIA

Close the inside lane in the local area of the northbound cross slope revision. Eradicate the rumble strip on the inside shoulder from station 8422+50 to station 8551+50 (1500' in advance and beyond cross slope revision limits) by milling and inlaying the inside shoulder 4' width. Configure temporary striping to shift traffic onto the inside shoulder. Utilize 55:1 lane width reduction and lane shift tapers to shift traffic onto shoulders and provide an approximate 200' long buffer in advance of the work limits.

Phase II

Close the outside lane, reducing traffic to 2 lanes. Utilizing 55:1 tapers, reduce lane widths to 11' in advance of the proposed traffic shift. Utilizing 55:1 lane shift tapers, shift traffic partially onto the inside shoulders as shown in the MOT typical sections. Complete the lane shift approximately 200' in advance of the cross-slope revision work limits. Complete the typical 1 ½" depth milling to the middle of the center lane to remove the existing oxidized surface layer. Remove an additional 3" depth on the outside shoulder northbound and inlay with asphalt base to reinforce the shoulder for future application of traffic. Complete the inlay of asphalt base on the outside shoulder and complete placement of leveling and wedging to the proposed bottom of final asphalt surface on the outside shoulder, outside lane and half of the center lane. Configure striping in preparation to partially shift traffic onto the outside shoulder for Phase II construction.

Phase III

Open the outside lane and close the inside lane, reducing traffic to 2 lanes. Utilizing 55:1 tapers, reduce lane widths to 11' in advance of the proposed traffic shift. Utilizing 55:1 lane shift tapers, shift traffic partially onto the outside shoulders as shown in the MOT typical sections. Complete the lane shift approximately 200' in advance of the cross-slope revision work limits. Complete the milling and placement of leveling and wedging to the proposed bottom of final asphalt surface on the inside shoulder, inside lane and remaining half of the center lane.

Phase IV

Complete all remaining items of work both northbound and southbound utilizing lane closures that reduce traffic to 2 lanes when possible. Complete the remainder of work that cannot be completed with reduction of traffic to 2 lanes during times of allowable closures to one lane. Complete all work on ramps half width, maintaining traffic on ramps at all times.

LANE CLOSURES

Contrary to Section 112.04.17, lane closures, whether long term or short term, will not be measured for payment and will be incidental to the bid item "Maintain and Control Traffic".

Traffic may be reduced to one lane for specific operations only during allowable times listed in this plan. When traffic is reduced to one lane, a law enforcement officer will be required approximately 500' in advance of the lane closure taper or resulting traffic queue. The officer's location should be adjusted continually during times of traffic backup to warn traffic of stopped traffic. An officer will be required for each direction of travel that traffic is reduced to one lane.

Do not reduce traffic to 2 lanes during extended periods of inactivity. If work is to be suspended for a period of more than 7 days, restore traffic to 3 lanes per the direction of inactivity.

SHOULDER PREPARATION AND RESTORATION

Traffic will be required to travel on the existing shoulders for prescribed activities and prescribed locations on the project. Clean any debris from the shoulders prior to beginning any work on the project and periodically when debris accumulates throughout the duration of the project. Monitor shoulder conditions and perform repairs as necessary if damage develops. Repairs to shoulders are to be paid by the tons of milling measured, asphalt material for tack, and the measured tons of the asphalt mixture used. Use asphalt base, asphalt surface or leveling and wedging for repairs as directed by the engineer. No direct payment for these repairs will be made other than measurement and payment of established contract work items necessary to make the repairs. No additional mobilization or traffic control will be considered for payment for these potential repairs.

LAW ENFORCEMENT OFFICER

Law enforcement officers will be required to be furnished on the project at any time that traffic is reduced to one lane and at other times as directed by the engineer. The contractor will be required to establish an agreement with a local law enforcement agency to provide an officer and police cruiser to be used to warn traffic of lane closures and stopped traffic ahead. The contractor will be responsible to reimburse the agency of the costs for this service. This requirement is solely for the intent of warning traffic of a potential danger ahead and not for the purpose of issuance of traffic violations. The officer should however have authority to issue citations if necessary and at his discretion. Patrolling for speeding and issuance of higher fine citations should be performed by a separate officer and the contractor will not be required to reimburse the agency for that operation.

LANE WIDTHS

The minimum clear lane width will be 11'. Make provisions for the passage of wide loads up to 16'. Use a lane closure all times when work is performed in the lane or adjacent shoulder.

Maintain minimum 9' lane widths for ramps during active construction operations.

SIGNS

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

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

A quantity of signs has been included for “Roadwork Ahead” signs on entrance ramps, extra higher fine signs, keep left/keep right and speed limit signs between interchanges. These are to be paid for only once regardless of how many times they are moved or relocated.

SPEED LIMIT REDUCTIONS AND HIGHER FINE ZONES

Install all signing for speed zone reductions in accordance with Standard Drawing TTD-130.

Reduce the speed limit to 55 MPH for the duration of the project.

Utilize higher fine zone signs in strict accordance with Standard Drawing TTD-120-03.

TYPE III BARRICADES

Utilize Type III Barricades at asphalt base repair locations and at all other locations required by the Standard Drawings or MUTCD. Contrary to the specifications, no direct payment will be made for Type III Barricades and will be considered incidental to “Maintain and Control Traffic”.

ARROW PANELS

Connected Arrow Panels will be required to be used on the project. The Department **WILL NOT** take possession of the flashing arrows upon completion of the work. See Special Note for Connected Arrow Panels.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. PCMS being bid independently of the Queue Warning System shall be used as directed by the engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

TRUCK MOUNTED ATTENUATORS

Furnish and install MUTCD approved truck mounted attenuators (TMA) in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location directed by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations shall be approved by the Engineer. TMA will not be measured for payment, but are incidental to “Maintain and Control Traffic,” Lump Sum. The Department **WILL NOT** take possession of the TMAs upon completion of the work.

GUARDRAIL

Guardrail may be removed and later reinstalled at the contractor's expense to access the work areas. Reinstall guardrail that has been temporarily removed for access as soon as practical after completion of the activity necessitating the guardrail removal. Reinstall guardrail that has been removed for replacement of damaged guardrail, shoulder erosion repairs, or other scheduled removal activities as soon as possible and upon completion of the activity necessitating the guardrail removal.

A lane closure or shoulder closure will be required at all times guardrail is not in place. All blunt ends will be eliminated by removal of additional posts and pinning the blunt end to the ground and covering the end with soil or DGA. Maintain drums at 20' spacing in any area in which guardrail has been removed until such time it is replaced.

The contractor shall be responsible for repairs to guardrail damaged by traffic during construction. Payment for the removal of damaged guardrail and installation of new guardrail and/or end treatments will be made at the contract unit price. Repairs to guardrail damaged by traffic during construction shall be made as soon as possible. Reduction of traffic to one lane during times of allowable closure to one lane will be permissible if necessary.

PAVEMENT MARKINGS

Remove or cover the lenses of raised pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic," lump sum.

Place temporary and permanent striping in accordance with Section 112, 713, and 714, except that:

1. Temporary and permanent striping will be 6" in width and see Standard Drawings for gore area and chevron width.
2. Edge lines will be required for temporary striping for lane closures greater than 3 days duration.
3. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic.
4. Permanent striping will be Thermoplastic Pavement Markings on asphalt pavement.
5. Striping removal will be performed by water blasting methods only in a non-destructive manner. The Contractor will be required to adjust his operations to ensure no damage results to ultimate pavement due to striping removal efforts. Temporary removable tape will be used to mask lines and for temporary striping on permanent pavement that is not to be replaced.

Should the Contractor change the existing striping pattern, the Contractor is to restripe the roadway back to its original configuration at his own expense if no work is anticipated for a period of time.

ADJACENT LANE DROP-OFFS

No vertical drop-off, two inches or greater, should occur between adjacent lanes where traffic is expected to cross in a lane-change maneuver.

- Less than two inches—no protection required

Note: Warning signs (MUTCD - Uneven Lane, W8-11) should be placed in advance of and at 1500 feet intervals, or as directed by the Engineer, throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. (MUTCD - Uneven Lane, W8-11)

- Two to four inches—plastic drums or vertical panels should be used in accordance with MUTCD and Kentucky Standard Drawings. Place Type III Barricades at the beginning of the lane or shoulder closures, and place additional Type III Barricades spaced at 2,500 feet, or as directed by the Engineer, during the time the lane closure is in place.
- Greater than four inches

Channelizing devices should be used in accordance with MUTCD, Kentucky Standard Drawings and these notes. A 5 foot buffer between the edge of the travel lane and the drop-off should be provided with channelization devices. A positive separation is needed when the buffer cannot be achieved. In lieu of positive separation, a pavement wedge may be constructed with compacted cuttings from milling, DGA, or asphalt mixtures with a 3:1 or flatter slope when workers are not present. When the drop-off is greater than 4 inches and within 10 feet of the traveled lane, positive separation should be considered. Place Type III Barricades at the beginning of the lane or shoulder closures, and place additional Type III Barricades spaced at 2,500 feet, or as directed by the Engineer, during the time the lane closure is in place, except when positive separation is in use. When concrete barriers are used, special reflective devices or steady-burn lights should be used for overnight installations.

- Temporary Conditions

For temporary conditions, drop-off areas greater than 4", and less than 5' from the edge of traveled way, may be protected by drums at 50' spacing provided work is pursued continually until the drop-off is eliminated, with the utilization of adequate lighting to illuminate the area during nighttime operations.

PROJECT TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must meet the requirements of section 112.03.12 of the Standard Specifications. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

This project is designated a "Significant Project" and subject to the requirements of section 112.03.12 of the Specifications for projects of that designation.

COORDINATION OF WORK

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

CONTRACTOR'S AND CONTRACTOR'S EMPLOYEES' VEHICLES

In accordance with Section 112.03.03 of the Specifications, place all construction equipment and materials outside the clear zone, beyond the ditch, behind guardrail or off the existing right of way when not in use.

WIDE LOADS

Wide load detours will not be established on this project. Provide for passage of wide loads up to 16 feet. Wide loads may use a portion of the shoulder to allow for passage.

Special Note For Maintenance of Traffic

KYTC Item #06-20026

**Address Pavement Condition of I-75 in Both
Directions from Milepoint 157.73 to Milepoint 162.52**

***Contractor Shall Notify the District 6 Public Information
Officer (PIO) Whenever Construction Activities Require I-75
to Be Restricted to One Lane in Either Direction. Notification
Will Be Made to the District PIO at Least 24 Hours Prior to
Such a Planned Restriction.***

**If there are any question regarding this note, please contact Mr. Danny Peake,
Director, Division of Environmental Analysis, Kentucky Transportation Cabinet,
200 Mero Street, Frankfort, KY 40601 (502) 564-7250**

**I-75
Grant County
NHPP 0757(154)
FD52 041 0075 157-163
Item No. 6-20026
MP 157.70 TO MP 162.70**

**THIS PROJECT IS A FULLY
CONTROLLED ACCESS HIGHWAY**

I. DESCRIPTION

Perform all work in accordance with the Department's 2019 Standard Specifications, Supplemental Specifications, Applicable Special Provisions, and Applicable Standard and Sepia Drawings, except as hereafter specified. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for the following work:

- (1) Maintain and Control Traffic; (2) Guardrail; (3) Asphalt Pavement and Milling and Texturing; (4) Pavement Markers and Markings; (5) Erosion Repairs; (6) Cross Slope Revision; (7) Bridge Pier Retrofit; (8) All other work specified as part of this contract.

II. MATERIALS

Except as specified in these notes or on the drawings, all materials will be according to the Standard Specifications and applicable Special Provisions and Special Notes. The Department will sample and test all materials according to Department's Sampling Manual and the Contractor will have the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these notes.

- A. **Maintain and Control Traffic.** See Traffic Control Plan.
- B. **Pavement Markings - 6 inch.** Use extruded Thermoplastic Pavement Markings for permanent striping.
- C. **Asphalt Material for Tack Non-Tracking.** See "Special Note for Non-Tracking Tack Coat".
- D. **Joint Adhesive.** See "Special Note for Longitudinal Pavement Joint Adhesive"
- E. **Guardrail.** Use 7' posts for all guardrail installations.

- F. **Portable Queue Warning Alert System.** See “Special Note for Portable Queue Warning Alert System”.
- G. **Queue Protection Vehicle.** See “Special Note for Queue Protection Vehicle”.
- H. **Asphalt Seal Aggregate.** Use crushed limestone #8 or #9m meeting requirements of section 805 of the Specifications.
- I. **Pavement Repair.** See Asphalt Pavement Repair Detail.
- J. **Electronic Delivery Management System.** See Special Note for Electronic Delivery Management System.
- K. **Radar Presence Detector Type A.** See Special Note for Install Radar Presence Detector Type A.
- L. **Connected Arrow Panels.** See Special Note for Connected Arrow Panels.

III. CONSTRUCTION METHODS

- A. **Maintain and Control Traffic.** See Traffic Control Plan. Use waterblasting methods only for striping removal when necessary, in lieu of abrasive or other methods. Placement of Temporary Striping on permanent final asphalt surfacing will be required for some phasing. Monitor removal methods and modify methods if necessary to avoid damage to pavement.
- B. **Site Preparation.** Be responsible for all site preparation. Do not disturb existing signs. This item will include, but is not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of materials; sweeping and removal of debris; shoulder preparation and restoration, temporary and permanent erosion and pollution control; and all incidentals. Site preparation will be only as approved or directed by the Engineer.
- C. **Disposal of Waste.** Dispose of all cuttings, debris, and other waste off the right-of-way at approved sites obtained by the Contractor. The contractor will be responsible for obtaining any necessary permits for this work. Temporary openings in the right of way fence for direct access to waste sites off the right of way or for access to other public roads will not be allowed. No separate payment will be made for obtaining the necessary permits but will be incidental to the other items of the work. Disposal of existing cuttings and brush shall adhere to Section 202 of the current Standard Specifications.
- D. **Final Dressing, Clean Up, and Seeding and Protection.** After all work is completed, completely remove all debris from the job site. Perform Class A Final Dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. I or Seed Mixture No. II as applicable and use erosion control blanket in lieu of “Seeding and Protection” in all seeding applications.

- E. **Guardrail.** Remove guardrail where necessary to perform erosion repairs, cross slope revision, or other activities necessary requiring removal of guardrail for access. Replace guardrail as soon as practical at the conclusion of the work requiring the removal of the guardrail.
- F. **Pavement Striping and Inlaid Pavement Markers.** Pavement striping will be in accordance with Section 112 for temporary striping and Section 714 for Thermoplastic Markings, except that:
- (1). Striping will be 6" in width.
 - (2). Permanent striping or temporary striping will be in place before a lane is opened to traffic.
 - (3). Pavement Markers shall be installed per Sepia 7, Sepia 11 or Sepia 14.
- G. **On-Site Inspection.** In accordance with section 102.06, each Contractor submitting a bid for this work will make a thorough inspection of the site prior to submitting a bid and will thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.
- H. **Caution:** Information shown on the drawings and in this proposal, and the types and quantities of work listed are not to be taken as an accurate or complete evaluation of the material and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the conditions encountered are not in accordance with the information above.
- I. **Utility Clearance.** It is not anticipated that utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities.
- J. **Asphalt Material for Tack Non-Tracking.** See "Special Note for Non-Tracking Tack Coat".
- K. **Joint Adhesive.** See "Special Note for Longitudinal Pavement Joint Adhesive".
- L. **Portable Queue Warning Alert System.** See Special Note for Portable Queue Warning Alert System.
- M. **Queue Protection Vehicle.** See Special Note for Queue Protection Vehicle.
- N. **Saw Cut.** Saw cut (full depth) the existing pavement where pavement removal is

necessary for median barrier removal or bridge retrofit construction. Saw cut the existing concrete median barrier prior to removal.

- O. **Pavement Repair.** See Asphalt Pavement Repair Detail.
- P. **Electronic Delivery Management System.** See Special Note for Electronic Delivery Management System.
- Q. **Radar Presence Detector Type A.** See Special Note for Install Radar Presence Detector Type A.
- R. **Connected Arrow Panels.** See Special Note for Connected Arrow Panels.

IV. METHOD OF MEASUREMENT

- A. **Maintain and Control Traffic.** See Traffic Control Plan. Only the bid items listed will be measured for payment. No measurement or payment for striping removal or removal or covering of existing pavement marker lenses will be made and will be considered incidental to “Maintain and Control Traffic”.
- B. **Site Preparation.** Other than the bid items listed, site preparation will not be measured for payment but will be incidental to the other items of work.
- C. **Asphalt Material for Tack Non-Tracking.** See “Special Note for Non-Tracking Tack Coat”.
- D. **Joint Adhesive.** See “Special Note for Longitudinal Pavement Joint Adhesive”.
- E. **Portable Queue Warning Alert System.** See Special Note for Portable Queue Warning Alert System.
- F. **Queue Protection Vehicle.** See Special Note for Queue Protection Vehicle.
- G. **Pave Mark Thermo Chevron.** Pave Mark Thermo Chevron will be measured as the actual area of paint applied to construct the Chevron and not the total area of gore or island.
- H. **Pavement Repair.** See Asphalt Pavement Repair Detail.
- I. **Electronic Delivery Management System.** See Special Note for Electronic Delivery Management System.
- J. **Radar Presence Detector Type A.** See Special Note for Install Radar Presence Detector Type A.
- K. **Connected Arrow Panels.** See Special Note for Connected Arrow Panels.

V. BASIS OF PAYMENT

No direct payment will be made other than for the bid items listed. All other items required to complete the construction will be incidental to the bid items listed. Existing signs damaged by the Contractor will be replaced by the Contractor at his expense. Payment will be made in accordance with the KYTC Standard Specifications, current edition with supplemental specifications and current Standard Drawings unless otherwise specified herein.

- A. **Maintain and Control Traffic.** See Traffic Control Plan.
- B. **Site Preparation.** Other than the bid items listed, no direct payment will be allowed for site preparation but will be incidental to the other items of work.
- C. **Pavement Marker Removal.** No direct payment will be made for the removal of the existing pavement markers prior to the milling operation and shall be considered incidental to milling and texturing.
- D. **Temporary Striping.** In accordance with Section 714.04.01, the Department will **NOT** measure temporary paint used for interim markings for Thermoplastic Paint applications.
- E. **Lane Closures.** Contrary to Section 112, lane closures will not be measured for payment but will be incidental to the bid item "Maintain and Control Traffic". Arrow boards, portable message boards, and signs shall be paid for one time regardless of how many times they are moved.
- F. **Barricade Type III.** Contrary to the specifications, no direct measurement or payment will be made for Barricade Type III.
- G. **Erosion Control.** No direct measurement or payment will be made for temporary or permanent erosion control on the project. Any disturbance to the roadside shall be regraded and repaired and reseeded and mulched with Erosion Control Blanket at the contractor's expense.
- H. **Waterblasting Striping Removal.** Waterblasting Striping Removal will be required for all striping removal applications and will be considered incidental to "Maintain and Control Traffic".
- I. **Joint Adhesive.** See "Special Note for Longitudinal Pavement Joint Adhesive"
- J. **Asphalt Material for Tack Non-Tracking.** See Special Note for Non Tracking Tack Coat.
- K. **Guardrail.** The Department will only measure and pay for the removal of guardrail and placement of new guardrail for items of work that have an established contract quantity of guardrail items. Removal of guardrail may be allowed for other work items for access to the work area, however the removal and

reinstallation of guardrail for these applications will be at the contractor's expense.

- L. **Portable Queue Warning Alert System.** See Special Note for Portable Queue Warning Alert System. No measurement or payment for Portable Queue Warning Alert System, Message Boards, or Sensors will be made for months that there is no activity on the project or lane closures.
- M. **Queue Protection Vehicle.** See Special Note for Queue Protection Vehicle. No measurement or payment for Queue Protection Vehicle or Furnish Queue Protection Vehicle will be made for months that there is no activity on the project or lane closures.
- N. **Truck Mounted Attenuator.** See Traffic Control Plan. No direct measurement or payment will be made for Truck Mounted Attenuator and will be considered incidental to Maintain and Control Traffic.
- O. **Asphalt Pave Milling & Texturing.** The unit price for Asphalt Pave Milling & Texturing will be considered full compensation for all work required to achieve the depth of milling required. Variable depth milling will be required to complete the cross-slope revision to the designed grades and will be considered incidental to the unit price for Asphalt Pave Milling & Texturing. No additional payment will be made for monitoring of grades or multiple passes if required.
- P. **Saw Cut.** No direct payment will be made for "Saw Cut" and will be considered incidental to other items of work.
- Q. **Pavement Repair.** See Asphalt Pavement Repair Detail.
- R. **Clearing and Grubbing.** No direct measurement or payment will be made for Clearing and Grubbing and any cleaning, clearing, or removal of brush or sod will be considered to be a Site Preparation activity.
- S. **Electronic Delivery Management System.** See Special Note for Electronic Delivery Management System.
- T. **Radar Presence Detector Type A.** See Special Note for Install Radar Presence Detector Type A.
- U. **Connected Arrow Panels.** See Special Note for Connected Arrow Panels.

**I-75
Grant County
NHPP 0757(154)
FD52 041 0075 157-163
Item No. 6-20026
MP 157.70 TO MP 162.70**

This project is intended to construct a thin mill and inlay both northbound and southbound.

1. The dimensions shown on the typical section for pavement and shoulder widths and thickness are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened unless otherwise specified in the Proposal. Original construction was based on metric nominal lane and shoulder widths, thus minor adjustments to the maintenance of traffic temporary lane widths and locations and location of temporary barrier may be necessary to accomplish the proposed phasing. The contractor will be responsible for measuring and assessing the total width of existing pavement available and determine and obtain approval from the engineer for the actual lane widths and locations.
2. The contractor is to be advised of the locations of overhead utility wires on the project. The following locations are approximate:

Mile 158.511	Mile 158.553	Mile 161.923
Mile 158.506 Ramp	Mile 158.559	Mile 161.962
Mile 158.517 Ramp	Mile 158.563	Mile 162.080
Mile 158.540 Ramp	Mile 159.377	Mile 162.471
Mile 158.543 Ramp	Mile 160.438	

CAUTION: Other overhead utility locations may exist. These and all other utilities should be avoided on this project. If any utility is impacted, it will be the contractor's responsibility to contact the affected utility and cover any costs associated with the impact.

3. The contractor is advised that the planned locations of work established by milepoints are referenced to the official KYTC Mile Point Route Log and may not match the existing reference marker (mile makers).
4. Quantities of guardrail removal and installation of new guardrail have been established for areas requiring removal for specific repairs. The contractor will place traffic drums on 20' spacing in the areas and pin down exposed blunt ends until such time that guardrail is re-established. Either a lane closure or shoulder closure shall be in place at any time that a section of guardrail is not in place. Hang guardrail daily on all posts driven and eliminate all blunt ends by the end of each day's production shift. The contractor shall either install end treatments on the leading end of each string of guardrail by the end of each day's shift or pin the leading end guardrail down and cover with DGA or soil until such time that an end treatment can be installed.

Contingency quantities of guardrail items have been established for potential repairs to guardrail damaged by traffic during construction. See Guardrail Summary and see Maintenance of Traffic plan. Responsibility for guardrail repairs for guardrail damaged by traffic during construction is considered the responsibility of the contractor. Payment for these repairs will be made at the contract unit price for the established pay items.

5. The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle center at 1224 Wilkinson Blvd in Frankfort, KY. Contact Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:30PM, Monday through Friday. There is a Guardrail Delivery Verification Sheet which must be completed and signed by the Contractor, Engineer and a representative of the Central Sign Shop and Recycle Center. A copy of this sheet is included elsewhere in the proposal.
6. Flexible Delineators shall meet the requirements of Section 830 and 838 of the Standard Specifications and be placed in accordance with Section 3D of the M.U.T.C.D., current edition and current Standard Drawing.
7. This project requires the use of a Material Transfer Vehicle. In accordance with Section A of 403.03.05.
8. The speed limit on the project will be reduced to 55 mph while lane closures are in place. Any time work is suspended the speed limit will revert back to 70 mph. Also, higher fine signs are set up in the project to be installed while workers are present in the work zone and not protected by barrier wall.
9. The contractor is to take care not to damage any existing roadway signs. Any roadway signs that are damaged during construction are to be replaced at the contractor's expense in accordance with section 105.08 of the standard specifications.
10. Quantities of Asphalt Seal Coat and Seal Aggregate, and DGA base have been established to wedge and eliminate greater than 1 inch drop offs. Due to the inconsistent nature of the slopes outside the paved shoulder, and due to the presence of existing guardrail, application of asphalt seal coat will not be practical in all locations. The intent is to provide a DGA wedge to eliminate drop-off situations and to re-establish the typical stone shoulder width where needed and where practical to do so. Minor grading of existing DGA shoulders may be required to remove excess material, debris, or vegetation, or on wide shoulders to eliminate rutted and shoved material, prior to placement of the new DGA material. Perform the minor grading as needed and flat roll the surface prior to placement of additional DGA or Asphalt Seal Coat.

11. Coordinate activities of any adjacent contracts with this contract. The engineer will decide the relative priority concerning phasing and maintenance of traffic when conflicts arise with projects in close proximity with this project.
12. Preserve the existing edge drain system unless otherwise directed by the engineer. Any damage to the existing system caused by construction activities on the project will be required to be repaired at the contractor's expense.
13. Any excavation, embankment, sod removal or clearing of vegetation necessary to prepare the roadside outside the paved shoulder for placement of the DGA wedge in the cross-slope revision area will be considered site preparation and will not be measured for payment.
14. A cross-slope revision is required northbound from MP 159.79 to MP 160.25 and northbound from MP 160.72 to MP 161.69. Cross sections have been provided for this work.

The contractor will be required to provide as-built cross sections on 50' spacing to verify the constructed pavement elevations within the cross-slope revision areas are within acceptable tolerances as required in Appendix A of the Specifications.

ATTENTION: Due to the vertical constraints of the existing concrete median barrier wall and shoulder grading requirements, it will be necessary in some locations to lower the existing pavement grades by milling at a greater depth than the proposed overlay. The contractor will be responsible for monitoring milling operations and provide survey and staking to control the milling operation and provide a final milled surface that will accept the proposed thickness of overlay at the proposed elevation. Daylight milling across the existing DGA shoulder if necessary to modify the DGA shoulder grade to maintain drainage.

A quantity of Asphalt Pave Milling & Texturing and CL3 Asph Base has been established to reinforce the existing outside shoulder pavement northbound in the vicinity of the cross-slope revision areas. The intent is to mill an additional 3" depth and place new asphalt base below the typical 1.5" depth milling on the outside shoulder northbound and only in the area that traffic will be temporarily shifted onto the outside shoulder for cross slope revision construction.

REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2019.
2. FHWA Manual on Uniform Traffic Control Devices – 2009 Edition.
3. Kentucky Department of Highways Standard Drawings, Current Edition, as applicable:

RBE-100-11	CRASH CUSHION TYPE VI-BT
RBI-001-12	TYPICAL GUARDRAIL INSTALLATIONS
RBI-002-07	TYPICAL GUARDRAIL INSTALLATIONS
RBI-003-09	TYPICAL INSTALLATION FOR GUARDRAIL END TREATMENT TYPE 2A
RBI-004-06	INSTALLATION OF GUARDRAIL END TREATMENT TYPE 1
RBM-020-09	DELINEATORS FOR CONCRETE BARRIERS
RBM-115-10	CONCRETE BARRIER WALL TYPE 9T (TEMPORARY)
RBR-001-13	STEEL BEAM GUARDRAIL (“W” BEAM)
RBR-005-11	GUARDRAIL COMPONENTS
RBR-010-06	GUARDRAIL TERMINAL SECTIONS
RBR-015-06	STEEL GUARDRAIL POSTS
RBR-018	GUARDRAIL SYSTEM TRANSITION
RBR-020-07	GUARDRAIL END TREATMENT TYPE 1
RBR-025-06	GUARDRAIL END TREATMENT TYPE 2A
RBR-035-12	GUARDRAIL END TREATMENT TYPE 4A
RBR-055-01	DELINEATORS FOR GUARDRAIL
RGS-002-06	SUPERELEVATION FOR MULTI-LANE PAVEMENT
RGX-001-06	MISCELLANEOUS STANDARDS
TPM-170-01	FLEXIBLE DELINEATOR POST ARRANGEMENTS FOR HORIZONTAL CURVES
TPM-171-01	FLEXIBLE DELINEATOR POST ARRANGEMENTS FOR INTERCHANGE RAMP AND CROSSOVERS
TPM-200	TYPICAL ENTRANCE RAMP MARKINGS FOR INTERSTATES AND PARKWAYS
TPM -201	TYPICAL EXIT RAMP MARKINGS FOR INTERSTATES AND PARKWAYS
TPM-203	TYPICAL MARKINGS AT SIGNALIZED INTERSECTIONS
TPM-204	TYPICAL MARKINGS FOR GORE AREAS
TPM-206	TYPICAL MARKINGS FOR TURN LANES
TPR-130	RUMBLE STRIP DETAILS MULTI-LANE ROADWAYS AND RAMPS
TTC-115-04	LANE CLOSURE MULTI-LANE HIGHWAY CASE I
TTC-125-04	DOUBLE LANE CLOSURE
TTC-135-03	SHOULDER CLOSURE
TTC-155-02	TEMPORARY PAVEMENT MARKER ARRANGEMENTS FOR CONSTRUCTION ZONES
TTC-160-02	TEMPORARY PAVEMENT MARKER ARRANGEMENTS FOR LANE CLOSURES
TTD-120-03	DOUBLE FINES ZONE SIGNS
TTD-125-03	PAVEMENT CONDITION WARNING SIGNS
TTD-130	SPEED ZONE SIGNING FOR WORK ZONES
TTS-110-02	MOBILE OPERATION FOR PAINT STRIPING CASE III
TTS-115-02	MOBILE OPERATION FOR PAINT STRIPING CASE IV
TTS-120-02	MOBILE OPERATION FOR DURABLE STRIPING CASE I
TTS-125-02	MOBILE OPERATION FOR DURABLE STRIPING CASE II

4. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2019, Including - Supplemental Specifications, as applicable:

- Special Note Typical Section Dimensions *attached*
- Special Note Portable Changeable Message Signs *attached*
- Special Note Before You Dig *attached*
- Special Note Fixed Completion Date and Liquidated Damages *attached*
- General Note Asphalt Pavement Ride Quality (Cat A) *attached*
- General Note Compaction of Asphalt Mixtures (Option A) *attached*
- Special Note Asphalt Milling and Texturing *attached*
- Special Note Special Note for Significant Project *attached*
- Special Note Guardrail Delivery Verification Sheet *attached*
- Special Note Special Note for Longitudinal Pavement Joint Adhesive *attached*
- Special Note Special Note for Paver Mounted Temperature Profiles *attached*
- Special Note Special Note for Non-Tracking Tack Coat *attached*
- Special Note Special Note for Experimental KYCT and Hamburg Testing *attached*
- Special Note Special Note for Portable Queue Warning Alert System *attached*
- Special Note Special Note for Queue Protection Vehicle *attached*
- Special Note Special Note for Electronic Delivery Management System (e-Ticketing) *attached*
- Special Note Special Note for Project Release of Warehouse Material Form *attached*
- Special Note Special Note for Install Radar Presence Detector Type A *attached*
- Special Note Special Note for Connected Arrow Panels *attached*

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
I-75
GRANT COUNTY
ITEM NO. 6-20026

The dimensions shown on the typical sections for pavement and shoulder widths are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened or narrowed **EXCEPT** where specified elsewhere in the Proposal.

SPECIAL NOTE FOR BEFORE YOU DIG

**I-75
GRANT COUNTY
ITEM NO. 6-20026**

The contractor is instructed to call 1-800-752-6007 to reach KY 811, the one-call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 one-call before-u-dig (bud) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the county court clerk to determine what utility companies have facilities in the area.

Special Note for Fixed Completion Date and

Liquidated Damages

I-75

GRANT COUNTY

ITEM NO. 6-20026

Liquidated Damages in the amount specified in the Standard Specifications, per calendar day, will be assessed for each day work remains incomplete beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of October 15th, 2025.

No work may begin on the project prior to April 14th, 2025.

Times and dates that mainline lane closures that reduce traffic to 1 lane in a direction of travel are prohibited on the project have been established in the Traffic Control Plan. An hourly penalty will be applied to each lane closure that is in place reducing traffic to 1 lane in a direction of travel during a time of day or date that is prohibited in the Traffic Control Plan. A penalty of \$5,000 will be assessed for the first hour, or portion of an hour that traffic is reduced to one lane during a time of day or date prohibited in the Traffic Control Plan. A penalty of \$10,000 will be assessed for the second hour or portion of an hour, and all successive hours or portion of an hour, that traffic is reduced to one lane during a time of day or date prohibited in the Traffic Control Plan until such time that traffic is restored to compliance with the Traffic Control Plan. Multiple penalties will be applied for multiple lane closures that are not in compliance with the Traffic Control Plan. Penalties for non-compliant lane closures will be assessed in addition to any other applicable Liquidated Damages, or other penalties, if applicable.

All Liquidated Damages and any other applicable penalties will be applied cumulatively and concurrently.

Also contrary to Section 108, Liquidated Damages and penalties for non-compliant lane closures will be charged during the months of December through March.

**SPECIAL NOTE FOR
ASPHALT MILLING AND TEXTURING
I-75
GRANT COUNTY
ITEM NO. 6-20026**

Do not allow public traffic to drive on the milled surface on mainline I-75.

The Contractor will take possession and dispose of the millings at a location off the right of way.

Removal of the existing pavement markers prior to the milling operation is considered incidental to the bid item "Asphalt Pavement Milling and Texturing".

Milling and Texturing of the cross-slope revision area is generally intended to remove the existing paving materials to the prescribed depth prior to application of the leveling and wedging. The contractor shall be required to check the grade of the milled surface prior to application of the leveling and wedging. Additional passes of milling will be required to prepare the pavement for placement of a minimum thickness of leveling and wedging in some locations. Monitoring of grades will be considered incidental to "Staking".

No additional payment will be made for potential additional passes of milling other than the established unit price for the quantities measured and subject to section 104.02.02 of the Specifications.

SPECIAL NOTE FOR CONCRETE SEALING

These Notes or designated portions thereof, apply where so indicated on the plans, proposals or bidding instruction.

I. DESCRIPTION. Perform all work in accordance with the Department's 2019 Standard Specifications, and applicable Supplemental Specifications, the attached sketches, and these Notes. Section references are to the Standard Specifications.

This work consists of: (1) Furnish all labor, materials, tools, and equipment; (2) Clean the bridge deck; (3) Seal the bridge deck; (4) Maintain & control traffic; and, (5) Any other work specified as part of this contract.

II. MATERIALS.

A. Sealer. Use one of the following:

Product	Supplier
Protectosil BHN	Evonik Industries
Protectosil 300S	Evonik Industries
TK-590-40 Tri-Silane 40%	TK Products
SW-244-100	Chemical Products Industries, Inc.
TK-590-1 MS Tri-Silane	TK Products
MasterProtect H1000	BASF
Aquanil Plus 40	ChemMasters
SIL-ACT ATS-100	Advanced Chemical Technologies
Certivex Penseal BTS 100%	Vexcon
Pentreat 244-40	W.R. Meadows
Aquanil Plus 40A	ChemMasters

- B. Coverage Rate:** Follow all manufacturers recommendations for coverage rates except the application rate must not exceed the square footage coverage rate per gallon of sealer as given in the chart below. If the manufacturer recommends a coverage rate greater than given in the table below, apply sealer at the rate given in the table below for the chosen sealers silane percentage.

% Silane	Coverage rate (ft ² /gallon)
100	300
40	120
20	60

III. CONSTRUCTION.

- A. Curing Compound.** Contrary to Section 609.03.12 of the specifications, curing compound is not to be used on this deck due to potentially causing issues with the concrete sealer. During the deck pour, finishing, and tining operations the Class AA concrete shall be kept continuously moist with the use of a mister until burlap or curing blankets are applied to the surface. At no point should water be pooling or running off the surface or the surface of the concrete be allowed to become dry. After the burlap or curing blankets are installed, cure in accordance with the specifications. Include all costs in the unit price bid for Class AA concrete. Failure to properly cure the concrete in accordance with this note and the specifications may result in weakened or cracked concrete. If the concrete is weakened or cracked due to improper curing, the contractor will be responsible for providing alternates to fix the issues to the Engineer for review and the contractor will be solely responsible for all costs to do so, up to complete replacement. Do not begin any construction on fixing any issues without approval of the Engineer.
- B. Contract Time.** Concrete Sealing may need to be installed after contract time has elapsed in a separate mobilization and after the Engineer has declared the project otherwise complete. Liquidated damages shall not be charged provided Concrete Sealing is complete within 60 days after the last concrete pour on the structure. When the Contractor has not completed Concrete Sealing within the time frame allotted, Liquidated Damages shall be charged at 25 percent of the original contract daily charge from the expiration of the time allowed until the Contractor completes the work except the Department will not deduct liquidated damages when weather limitations prohibit the Contractor from performing the work.
- C. Cleaning the Deck.** Dry clean the deck to remove all loose debris. Remove all visible hydrocarbons from the surface with detergent approved by the manufacturer of the deck sealant. Pressure wash all surfaces to be sealed at 2000 to 3000 psi. Install pressure gauges at each wand to verify pressure. Use 30° fan tip or as recommended by the

manufacturer of the deck sealant. Hold pressure washing wand a minimum of 45° from the deck with a maximum stand-off distance of 12 inches.

- D. Sealing the Deck.** Allow new concrete to cure a minimum 28 days prior to application of sealer. Monitor weather conditions prior to sealer application. Refer to manufacturer's recommendations for proper ambient conditions. Do not apply sealer if precipitation is anticipated within the time stated by the manufacturer. Allow the deck to dry 24 hours (after washing or rain event) before sealer application. The deck can be reopened to traffic while drying. Sealer must be applied within 48 hours of washing or the deck must be rewashed. Divide the deck into predefined areas of specific square footage to aid in determining usage. Comply with manufacturer's usage recommendation. Using a low pressure pump, apply sealer and spread evenly with broom or squeegee; do not allow pooling to remain. When each predefined area is complete, measure the amount of sealer used to verify proper usage. After sealing, follow manufacturer's recommended cure time before opening to traffic. On vertical surfaces, apply the sealer in a flooding application from the bottom up, so the material runs down 6 to 8 inches below the spray pattern.
- E. Inspection:** Monitor all aspects of the project to assure compliance to this specification. Observe and document general conditions during the entirety of the project. Verify that each phase of work has been satisfactorily completed prior to beginning the next phase. Phases are described as follows:
1. Dry cleaning to remove loose debris, verify and document:
 - a. All debris has been removed and disposed of properly.
 2. Removal of hydrocarbons, verify and document:
 - a. The manufacturer's recommended detergent is used for removal.
 - b. Hydrocarbons have been satisfactorily removed.
 3. Pressure washing, verify and document:
 - a. Washing pressure at the wand.
 - b. Tip size used.
 - c. Wash angle and stand-off distance.
 - d. The deck is satisfactorily cleaned.
 4. Sealer application, verify and document:
 - a. Proper cure time for new concrete.
 - b. Deck surface is dry.
 1. Document time since washed.
 2. Was deck opened to traffic after washing?
 - c. Ambient conditions.
 1. Document ambient temperature, surface temperature, relative humidity, and dew point.
 - d. Application and distribution method.
 - e. Coverage to be complete and even.
 - f. Material is not allowed to remain pooled.
 - g. Monitor material usage.

- h. No traffic until proper cure time is allowed.

IV. MEASUREMENT

- A. **Concrete Sealing.** The Department will measure the quantity per square feet of each area sealed.
- B. **Mobilization – For Concrete Surface Treatment.** The Department will pay the lump sum bid for an additional mobilization when Concrete Sealing must be performed after the Engineer has deemed the project complete except for Concrete Sealing, structure is opened to traffic, and Contractor has fully demobilized.

V. PAYMENT

- A. **23378EC - Concrete Sealing – Sq. Ft.** Payment at the contract unit price per square feet is full compensation for the following: (1) Furnish all labor, materials, tools, and equipment; (2) Clean the bridge deck; (3) Seal the bridge deck; (4) Maintain & control traffic; and, (5) Any other work specified as part of this contract.
- B. **26233EC - Mobilization – For Concrete Surface Treatment – L.S.** Payment at the contract lump sum price bid shall be full compensation for the Contractor to remobilize on the project to perform Concrete Sealing as detailed herein this special note.

**PROJECT MATERIALS RELEASE FORM
FOR SIGNAL AND LIGHTING**

Note: Email form with signatures to KYTC's warehouse (kim.stamper@ky.gov) at least two (2) days prior to arrival for pickup. Ensure Contractor's delivery driver has a copy of form with signatures. Failure to do either may result in long delays or refusal to distribute materials upon arrival.

Item Number: 6-20026
County: GRANT
Description: I-75 NB OFF RAMP AND KY-22 (DRY RIDGE)

Cabinets	Master code	
0	T-01-0000	Aluminum Cabinet (Beacon)
0	T-01-0010	Pole Mounted 336 Cabinet
0	T-01-0020	Base Mounted 332 Cabinet
0	T-01-0100	170 Controller
0	T-01-0105	ATC Controller
0	T-01-0106	1C w/Maxtime (this should go with item ATC controller)
0	T-01-0110	170NX Compact Controller
0	T-01-0200	School Clock
0	T-01-0501	Conflict Monitor, Model 2018
0	T-01-0510	Isolator, Model 242 (1 for 2070, plus for ped detector and railroad)
0	T-01-0600	Loop Detector, Model 222
0	T-01-0700	Load Switches

Signals		
0	T-02-0001	1-section beacon backplate
0	T-02-0009	Siemens 3 Section Signal
0	T-02-0032	Siemen 3 section backplate
0	T-02-0033	Siemen 4 section 12" signal (poly)
0	T-02-0034	Siemen 4 section 12" signal double red
0	T-02-0040	Siemen 5 section, 12 inch signal (poly)
0	T-02-0041	Siemen 5 section backplate
0	T-02-0042	4-sec dbl red backplate only
0	T-02-0043	Siemen 4-sec. straight signal backplate
0	T-02-0051	2" wide fluorescent yellow reflective tape
0	T-02-0080	12 inch red/yellowbeacon
0	T-02-0090	Pedestrian signal housing
0	T-02-0099	Audible pedestrian detector
0	T-02-0300	LED Module 12" red arrow
0	T-02-0310	LED Module 12" yellow arrow
0	T-02-0320	LED Module 12" green arrow
0	T-02-0330	LED Module 12" red ball
0	T-02-0340	LED Module 12" yellow ball
0	T-02-0350	LED Module 12" green ball
0	T-02-0365	LED Countdown Pedestrian Module

Special items		
0	T-02-0400	Video Detection System Camera Detector, SP
0	T-02-0401	Camera Mounting System
0	T-02-0500	MDS Radios 9810
0	T-02-0504	Router (this includes power supply/antenna/cabling)
0	T-02-0507	Ethernet/Serial Data Radio
0	T-02-0510	Antenna 6 db omni
0	T-02-0520	Antenna 10 db yagi
0	T-02-0530	Antenna 9 db omni
0	T-03-0230	Jumper 3' N-N RG-58
0	T-03-0240	Jumper 60' N-N RG-213
0	T-06-0800	Surge Protector for Radio
0	T-09-0410	Sign Hanger for 48" signs
0	T-09-0415	30 X 36 through 36 X 36 sign hanger (New)
0	T-02-0650	Pedstl.top mntg.bkt One-way
0	T-02-0660	Pedstl.top mntg.bkt Two-way
0	T-02-0661	Post Top for Pedestal (each)
0	T-02-0670	Pedestal
0	T-06-0710	Ped Detector Pole Mount FSA Box
0	T-06-0730	Ped Button w/o Plunger
0	T-17-0015	9 X 15 Countdown Ped Sign DBL Sided
1		Radar Presence Detector Type A

Poles		
0	T-04-0010	Steel Strain Pole 28 foot
0	T-04-0020	Steel Strain Pole 30 foot
0	T-04-0030	Steel Strain Pole 32 foot
0	T-04-0040	Steel Strain Pole 34 foot
0	T-04-0051	Steel Strain Pole 36 foot
0	T-04-0054	Steel Strain Pole 38 foot
0	T-04-0055	Steel Strain Pole 40 foot

REQUIRED

Electrical Contractor Name _____
 Electrical Contractor Supervisor _____ Contact number for Supervisor _____
 Project Engineer _____ Contact number for Project Engineer _____
 Project Engineer attests that the mentioned contractor is the actual electrical contractor on this project
 Signature of Project Engineer or Designee _____

INSTALL RADAR PRESENCE DETECTOR TYPE A

Install Radar Presence Detector Type A shall consist of installation of a pole mounted radar presence sensor, sensor mounting bracket, sensor cables, interface boxes, lead-in cable, connectors (furnished by contractor), and controller interface assembly. Radar Presence Detector Type A bid item shall include all labor required to provide a functional detection system. Radar Presence Detector Type A shall be installed and wired in accordance with the manufacturer's instructions. After the detector is installed and before the detector is powered on, the contractor shall coordinate with District Traffic Division's representatives to schedule a time to perform the detector setup. The contractor shall double check to verify that all wiring is correctly installed and connected before scheduling the setup work. Representatives from KYTC and/or the manufacturer or sales representative will assist with setup and calibration. The contractor shall provide a bucket truck and operators at this time for final aiming of the sensors. The contractor shall provide individuals capable of operating the setup software and learning the setup process so that future installations may be completed without assistance from others.

Special Note for Connected Arrow Panels

1. DESCRIPTION

Furnish, install, operate, and maintain connected arrow panels at the locations shown on the plans or designated by the Engineer. Remove and retain possession of arrow panels when they are no longer needed on the project. The connected arrows panels shall be capable of reporting real-time lane closure and location information to the Kentucky Transportation Operations Center as well as for third party GPS vendors (Mapping, Navigation, Connected Vehicles, etc).

2. MATERIALS & EQUIPMENT

2.1. General

Conform to the current requirements of the Standard Drawings and the MUTCD. Mount on traffic-worthy carriages that meet all applicable safety standards. Devices shall be compliant with current MASH standards. Use either diesel powered, electric, or solar powered. A portable dynamic message sign may be used to simulate an arrow panel if it meets the requirements in this section. The use of retrofit kits to modify older arrow panel equipment to become "connected" will be allowed as long as they are in compliance with this special note, meet the manufacturer's specifications and recommendations, and are approved by the Engineer.

Materials installed on the project shall be provided by the Contractor in new or like-new condition, shall be corrosion resistant, and in strict accordance with all the details shown within Contractor's Plans approved by KYTC. The Contractor shall maintain an adequate inventory of parts and replacement units to support maintenance and repair of the arrow panels. Pre-deployment is a condition of the system's acceptance and is based on the successful performance demonstration for a (5) day continuous period in accordance with this specification and as set forth in the plans.

2.2. Capabilities and Performance Requirements

2.2.1. Power System: The arrow panels power source shall be capable of maintaining power as well as ability to broadcast location and operations data for year-round deployment in a stand-alone state and without intervention.

2.2.2. Display: Type C Arrow panels as defined in Part 6 of the MUTCD are required for all applications. The following display requirement shall apply to Connected Arrow Panels:

- Minimum display size shall be 96 inches wide by 48 inches tall.
- Minimum legibility distance is 1 mile.
- Minimum number of elements (or pixels) is 15.
- Elements shall be capable of at least 50% dimming from full brightness. Use dimmed mode for nighttime operation.
- Color presented by elements shall be yellow.

2.2.3. Operating Modes: Connected Arrow Panel shall be switched between the following modes in accordance with the contract or as directed by the Engineer:

- Blank – The unit is turned ON, but the display shall be blank and the connected arrow panel shall make transmissions to the data feed.
- Flashing Left/Right Arrow
- Flashing Double Arrow
- Alternating Diamond/Flashing Caution

2.2.4. GPS and Remote Communications: The connected arrow panels shall be connected to the cloud and provide a data feed compliant with latest specification of the U.S Department of Transportation Work Zone Data Exchange (WZDx) Device Feed. Furthermore, the real time data program shall be in compliance with “Title 23 of the Code of Federal Regulations (CFR) Chapter 1 Subchapter F Part 511.305-315 (<https://www.ecfr.gov/current/title-23/part-511/subpart-C>).” Arrow panels shall have the ability to receive and transmit the GPS coordinates (latitude and longitude) within a 30-foot diameter of its true location. Arrow panels shall transmit status and location as follows: a). Mode change within 2 minutes. b). Location (if moved more than 500 feet) within 2 minutes. c). Health check every 30 minutes.

Data shall be accessible through a website and the Contractor shall provide a username and password for protection. The website shall be accessible seven (7) days a week and twenty - four (24) hours a day. The website shall provide historical & real-time data in graphical and numerical formats and shall have the capability of being integrated within the Department's Traffic Operations Center (if requested). The website should be compatible to most handheld devices. Data shall be saved on the manufacturer's network for up to (5) years from the deployment date of system and shall be provided at the request of the Department at any time within the (5) year window. The use of the website shall be included within the price of connected arrow panels.

3. CONSTRUCTION

The Contractor will be required to perform a trial run with the arrow panels to be utilized for a project at least 1 week prior to being deployed in the presence of the Engineer. The trial run shall go through a series of steps and meet all the following requirements to the satisfaction of the Engineer to ensure the devices are communicating and responding in the provided WZDx Device Feed:

- Make sure device is turned on, with a blank display, and at the start location – Make sure it is blank and the data feed accurately represents this.
- Right Arrow – Turn the arrow panel to right and wait at least 5 minutes, so the data is archived.
- Left Arrow – Turn the arrow panel to left and wait at least 5 minutes, so the data is archived.
- Move 500’ – Blank the display. Move the arrow panel at least 500’ (try to minimize as much as possible).

- Wait 5 minutes after 1st move – Turn on Right Arrow Display. Wait 5 minutes to see if the location is refined.
- Move 500’ again – Blank the display. Move the arrow panel again at least 500’ (try to minimize as much as possible).
- Wait 5 minutes after 2nd move – Turn on Left Arrow Display. Wait 5 minutes to see if the location is refined.
- Right Arrow again – Change to right arrow to make sure the device location and information is updated.
- Wait 1 hour (if on roadway wait as long as possible) – Wait 1 hour to see how much the check-in occurs.
- Turn Device Off – Turn the device off and record information.

Once the arrow panels are approved by the Engineer, install them at the beginning of the lane closure taper per plan or as the Engineer directs and ensure the panels operate continuously when deployed on the project. The Contractor shall have available one portable flashing arrow that has been approved in reserve. Place the reserve arrow panel in operation if one is damaged or if there is mechanical or electrical failure. A qualified technician will be responsible to correct any deficiencies in accordance with Section 112.03.15 deemed necessary by the Engineer.

When the connected arrow panel is not displaying the flashing left or right arrow, the display shall be blank and the connected arrow panel shall make transmissions to the data feed. When a connected arrow panel is switched to Flashing Left Arrow mode or Flashing Right Arrow mode, the display shall flash accordingly, and the connected arrow panel shall transmit its location and its current operating mode to the data feed. The Connected Arrow Panels central server shall provide real-time status change alerts to a list of designated personnel via text and/or email. An alert shall be sent each time a device is switched between operating modes (i.e., switched between ON mode and OFF mode; each time a connected arrow panel is switched between blank, flashing left arrow mode, flashing right arrow mode, flashing caution mode), each alert shall include the current operating mode, the previous operating mode, the date and time of the mode switch, and the location (latitude and longitude) of the device at the time of the mode switch.

4. MEASUREMENT

The Department will measure each item below in Months. For partial months the Department will pay in 0.25 increments based on the number of calendar days in the below table.

Partial Month Payment Schedule

<u>Days</u>	<u>Increment</u>
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

The Department will not measure any costs associated with the required cellular communications (SAT communications will be required, if cellular is not available), all supporting field equipment, website access, and unlimited data reports accessible by the Engineer, but will consider them incidental to this item of work. The Department will not measure the reserved flashing arrows for payment and will consider them incidental to this item of work. The Department will not measure installation, maintenance, or removal for payment and will consider them incidental to this item of work. Always maintain system components in good working condition. Repair or replace damaged or malfunctioning components, at no cost to the Department, as soon as possible and within (12) hours of notification by the Engineer. The quantity to be paid for arrow panels will be the maximum number of arrow panels in use at any one time on the project.

5. PAYMENT

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
26237EC	Connected Arrow Panels	MONTH

Rev 7/2021

Special Note for Traffic Queue Protection Vehicle

- 1.0 DESCRIPTION.** Furnish, Operate, and Maintain Traffic Queue Protection Vehicle at locations and times described herein. The Queue Protection Vehicle is expected to alert motorists (inside and outside of project limits) of all stopped traffic caused by construction activities or incidents within the project limits.
- 2.0 MATERIALS.** The contractor shall provide a minimum of one (1) queue protection vehicle for each traveling direction where traffic flow is reduced or modified in a manner where a queue could occur. One (1) additional queue protection vehicle shall be onsite in reserve. The Traffic Queue Protection Vehicle must fulfill the following minimum requirements:
1. A truck mounted attenuators that meets or exceeds NCHRP TL-3 requirements.
 2. Four (4) round yellow strobe lights (with auto-dimmers) positioned rear facing
 - Two (2) mounted under rear bumper
 - Two (2) mounted at cab level
 - Visibility of strobe lights can not be deterred by attenuator
 3. One (1) standard cab mounted light bar.
 4. A truck mounted message board with a minimum of 3 Lines and 8 Characters per line.
 5. Four Hour National Traffic Incident Management (TIM) Responder Training for Queue Truck Operators.
- 3.0 CONSTRUCTION.** A queue will be defined as anytime that traffic traveling through the project is reduced to a speed of twenty (20) miles per hour or less. The following procedures will be followed when a traffic queue occurs until free flow traffic conditions are present:
- The queue protection vehicle shall be positioned no further than ½ mile upstream from the back of the slow moving traffic.
 - The queue protection vehicle shall be positioned on the shoulder and clear of the traveled way so as not to impede traffic.
 - The queue protection vehicle shall relocate as needed to maintain approximately ½ mile distance from the back of the slow moving traffic.
 - The 2nd queue protection vehicle shall be held in reserve, on site, and support the primary vehicle if conditions prevent repositioning by reverse. This vehicle shall not be paid for idle time.
 - Queue Protection Vehicles shall be kept in project limits during planned lane closures and other project activities expected to cause a queue. One Queue Protection Vehicle shall remain on the project at all times available to respond to incidents within the project limits in a timely manner.
 - Queue length estimates and traffic conditions shall be reported to the KYTC project engineer or designee at the following periods:
 1. At 30 minute intervals
 2. At significant changes
 3. When free flow traffic is achieved
 - The KYTC project engineer or designee will document all daily queue reports and provide these logs to the Director of Maintenance and Director of Construction at the end of each month.

The Queue Protection Vehicle shall be mobilized by the Project Engineer or designee for planned construction activities. For unplanned incidents mobilization should be initiated by the first person (KYTC's or Contractor's project staff) receiving notification of the queue.

4. MEASUREMENT.

4.01 Queue Protection Vehicle. The Department will measure the time from when the vehicle is in position protecting the queue until either free flow traffic is achieved or the vehicle is no longer protecting the queue, whichever occurs first. Idle time will not be paid. The Department will not measure mobilization, removal, maintenance, labor, fuel, or any additional items but will consider them all incidental to this item of work.

4.02 Furnish Queue Protection Vehicles. The Department will measure the quantity by each month the Engineer requires to have the Contractor furnish vehicles as defined in '2.0 Materials' of this Special Note. The Department will not measure mobilization, removal, labor, fuel, or any additional items but will consider them all incidental to this item of work. Partial Months will be calculated as shown in the table below.

Days	Increment
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

5. PAYMENT.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
25075EC	Queue Protection Vehicle	Hour
25117EC	Furnish Queue Protection Vehicles	Month

Rev 8/2021

Special Note for Portable Queue Warning Alert System

1.0 Description

This item shall consist of furnishing, installing, relocating, operating, servicing, and removing various components of a portable, quickly deployable, real-time automated ITS queue warning alert system (PQWAS), in accordance with the standard specifications and this special provision. The Contractor shall also provide the maintenance of the complete system for the duration of the project or as directed by the Project Engineer. The Department is willing to look at different technologies (i.e. allow the use of crowd sourcing data to be used in lieu of the portable radar sensors). Any changes to the below requirements must be submitted and approved by the Engineer.

2.0 Materials

Materials shall be in accordance as follows:

All materials used shall meet the manufacturer's specifications and recommendations.

All PQWAS materials installed on the project shall be provided by the Contractor in excellent quality condition, shall be corrosion resistant and in strict accordance with all of the details shown within Contractor's Plans approved by KYTC. The Contractor shall maintain an adequate inventory of parts and replacement units to support maintenance and repair of the PQWAS. Pre-deployment is a condition of the system's acceptance and is based on the successful performance demonstration for a (5) day continuous period in accordance to this specification and as set forth in the plans. Ensure compliance to all FCC and Department specifications.

The Contractor shall maintain this system and shall be locally available to service and maintain system components, move portable devices as necessary and respond to emergency situations. The Contractor has oversight responsibility for directing placement of devices in the project area. The Contractor is to be accessible seven (7) days a week and twenty-four (24) hours a day while the system is deployed. The Contractor shall provide contact information for the system's coordinator and others responsible for maintenance of the system prior to installation of the system. Furnish a System Coordinator for monitoring the PQWAS throughout all periods of deployment.

A. General Capabilities and Performance Requirements

1. Overall PQWAS capabilities and performance requirements include the following:
 - a. Furnish a system capable of providing advance traffic information to motorists when there is a queueing of traffic due to congestion resulting from lane reductions, emergency events or other conditions. The condition-responsive notification to the motorist occurs with the use of Portable Changeable Message Signs (PCMS) in accordance to the below capabilities and performance requirements, activated through real-time traffic data collected downstream of the PCMS locations. This equipment must

be a packaged system, pre-programmed and operates as a stand-alone PQWAS meeting this specification. Conditions might exist that require relocation of the portable sensors at any given time, the sensors shall be portable and shall not require re-calibration in the field for fast deployments. Due to the potential need to replace damaged sensors or to change the position of one or more sensors at any given time, sensors must be interchangeable and relocatable by an unskilled laborer. The system must continue to function if as many as half the sensors fail to function.

- b. Provide a PQWAS that consists of the following field equipment: portable radar sensors and portable changeable message signs (PCMS). Provide a system capable of withstanding inclement weather conditions while continuing to provide adequate battery power. The portable radar sensor battery, in a stand-alone state and without a solar panel for recharging, shall be capable of keeping power and capable of sending data for (10) consecutive days or longer. The system shall notify drivers of real-time queue events via specifically placed PCMS units up stream of the work zone. All predetermined/preprogrammed messages are to be approved by KYTC. The number and location of portable radar sensors and PCMS units shall be as directed by the Project Engineer. The decision to deploy or relocate field equipment is made by the Project Engineer and instrumented through the System Coordinator. The decision for equipment removal is made by the Project Engineer after work is complete. The sensors and PCMS units shall be identifiable via global positioning system (GPS) and shall contain an accelerometer to detect and alert of unauthorized movement.
- c. The portable radar sensor shall be capable of collecting traffic speed data. The processed data is used to remotely control PCMS units to display user definable, Engineer approved and locally stored messages. The message trigger state thresholds for slow and stopped speeds shall be user configurable and revisable in less than {1} hour from the Project Engineer's request. Weekly Traffic Data Reports shall be presented to the Project Engineer and shall include speed data per sensor location, travel times, and queue lengths in graphical and numerical formats. In the event the Project Engineer requires a report, other than a weekly report, for any reason; then the Contractor shall provide report within (48) hours of request. Unlimited data reports shall be included within price of system. Sensors shall require no calibration adjustments in the field. Sensor should begin transmitting data within (30) seconds of being turned on. Satellite (SAT) communications will be required when cellular service does not provide continuous communications. Contractor shall identify the most trustworthy cellular provider within the project area.
- d. Data shall be accessible through a website and the Contractor shall provide a username and password for protection. The website shall be accessible seven (7) days a week and twenty - four (24) hours a day. The website shall provide historical & real-time data in graphical and numerical formats and shall have the capability of being integrated within the Department's Traffic Management Center (if requested). The website should be compatible to most hand held devices. Data shall be saved on the manufacturer's network for up to (5) years from the deployment date of system and shall be provided at the request

of the Department at any time within the (5) year window. The use of the website shall be included within the price of system.

- e. Warning Alerts: queue events, low battery voltage warnings, sensor movement alerts, high and low speed alerts shall be provided via cellular text messaging and/or via email messaging at the request of select Contractor personnel and KYTC officials.
- f. The PQWAS system shall have the capabilities to provide alternate route messaging on specifically placed portable changeable message units and/or fixed Variable Message Systems (VMS). The intent of this service is to provide alternate route messaging to motorists before entering the project limits from all directions and giving them appropriate time to adjust their routes. Alternative routes shall be predefined and approved by KYTC. Additional PCMS units may be required for alternate route messaging and will be as per Section 5.0 of this note. KYTC's Traffic Management Center will provide detour messages via fixed VMS units during the term of the project.

B. Portable Radar Sensor Capabilities and Performance Requirements

The PQWAS shall include portable radar sensors (PRD) to monitor and detect queue events.

1. The Radar Sensor shall be FHWA accepted to meet NCHRP 350 test requirements
2. The Radar Sensor shall be locatable at all times via an internal Global Positioning System (GPS) and shall be capable of Cellular or SAT Communications.
3. The Radar Sensor shall have a dry-cell battery capable of powering the system for (10) consecutive days or longer
4. The Radar sensor shall be K-Band technology and have a line of sight up to 200 linear feet without obstruction
5. The Radar sensor shall have the ability to be charged in the field through adaptable solar recharging technology in the case the sensor is utilized for more than 10 consecutive days

C. PCMS Capabilities and Performance Requirements

The PQWAS shall include portable changeable message signs (PCMS) designated to relay automated messaging of queue events, alternate route messages, and caution for the work area defined by the project limits. PCMS placements shall meet the requirements set forth by the Cabinet in each direction of the National Highway System (NHS).

1. The PCMS unit shall be a Full Matrix 24 rows x 50 columns and shall be capable of 1 line, 2line or 3 line messages
2. The PCMS unit shall be legible from a distance over twelve hundred feet (1200')
3. The height and size of characters shall be 18" to 58"
4. The PCMS shall be capable of storing up to 199 pre-programmed messages and up to 199 user-defined messages
5. The PCMS shall have a weather tight control cabinet with back lit LCD handheld controller.
6. The PCMS shall utilize a hydraulic lift to raise the unit to display height
7. The PCMS unit shall include solar recharging ports to allow for recharging of the portable radar sensors when they are not deployed.
8. The PCMS shall be NTCIP compliant and shall have an active Modem with active cellular service.

9. The user shall have the ability to communicate and override the PCMS remotely in the event of an emergency, Amber Alert, etc.
10. The PCMS unit shall have a docking station to include safety rails that allow a commercial safety strap to tie down the portable radar sensors while in transport. The docking station shall hold-up to (4) sensors safely and securely at all times

3.0 Construction Requirements

All communication costs include cellular telephone services, FCC licensing, wireless data networks, satellite and internet subscription charges, and battery charging and maintenance. Additional to these requirements, the Contractor shall assume all responsibility for any and all damaged equipment due to crashes, vandalism, and adverse weather that may occur during the contract period.

The PQWAS shall operate continuously (24 hours/ 7 Days) when deployed on the project. The system is in a constant "data collection" mode when deployed. The Contractor shall provide technical support for the PQWAS for all periods of operation.

In the event communication is lost with any component of the PQWAS, provide a means and staff to manually program a PCMS message. If communication is lost for more the 10 consecutive minutes, the system shall revert to a fail-safe ROADWORK/# MILES/AHEAD message displayed on the PCMS units until communication is restored.

System Operator, local control function and remote management operation must be password protected.

The PQWAS shall be capable of acquiring traffic information and selecting messages automatically without operator intervention after system utilization. The lag time between changes in threshold ranges and the posting of the appropriate PCMS message(s) shall be no greater than (60) seconds. The system operation and accuracy must not be appreciably degraded by inclement weather or degraded visibility conditions including precipitation, fog, darkness, excessive dust, and road debris.

The system shall be capable of storing ad-hoc messages created by the System Coordinator and logging this action when overriding any default or automatic advisory message.

The PQWAS communication system shall incorporate an error detection/correction mechanism to insure the integrity of all traffic conditions data and motorists information messages. Any required configuration of the PQWAS communication system shall be performed automatically during system initialization.

The system's acceptance is based on the successful performance demonstration of PQWAS for a (5) day continuous period in accordance to this specification and as set forth in the plans. Ensure compliance to all FCC and Department specifications.

4.0 Equipment Maintenance.

Maintain system components in good working condition at all times. Repair or replace damaged or malfunctioning components, at no cost to the Department, as soon as possible and within (12) hours of notification by the Engineer. Periodically clean PCMS units if necessary.

5.0 Measurement. The Department will measure each item below in Months. For partial months the Department will pay in 0.25 increments based on the number of calendar days in the below table.

Partial Month Payment Schedule	
Days	Increment
0-7 days	0.25
8-14 days	0.50
15-21 days	0.75
22-31 days	1.00

5.1 Portable Queue Warning Alert System includes cellular (SAT communications will be required if cellular is not available), all supporting field equipment, website, and unlimited data reports accessible by the Engineer. It will be measured by the number of months authorized by the Engineer for use on the project.

5.2 Queue Warning PCMS will be measured by each individual unit multiplied by the number of months authorized by the Engineer for use on the project.

5.3 Queue Warning Portable Radar Sensors will be measured by each individual unit multiplied by the number of months authorized by the Engineer for use on the project. Queue Warning Portable Radar Sensors will not be measured for payment if the Contractor utilizes a system operating on crowd sourcing data. Crowd sourcing data systems will only be allowed as approved by the engineer and will be considered incidental to Portable Queue Warning Alert System.

6.0 Payment.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
26136EC	Portable Queue Warning Alert System	Month
26137EC	Queue Warning PCMS	Month
26138EC	Queue Warning Portable Radar Sensors	Month

Rev 9/2021

SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Provide a paver mounted infrared temperature equipment to continually monitor the temperature of the asphalt mat immediately behind all paver(s) during the placement operations for all mainline pavements (including ramps for Interstates and Parkways) within the project limits. Provide thermal profiles that include material temperature and measurement locations.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02 Utilize a thermal equipment supplier that can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verification, and data management and processing as needed during the Project to maintain equipment within specifications and requirements.

Provide operator settings, user manuals, required viewing/export software for analysis. Ensure the temperature equipment will meet the following:

(A) A device with one or more infrared sensors that is capable of measuring in at least 1 foot intervals across the paving width, with a minimum width of 12 feet, or extending to the recording limits of the equipment, whichever is greater. A **Maximum of two (2)** brackets are allowed in the influence area under the sensors. A temperature profile must be made on at least 1 foot intervals longitudinally down the road:

(B) Infrared sensor(s):

(1) Measuring from 32°F to 400°F with an accuracy of $\pm 2.0\%$ of the sensor reading.

(C) Ability to measure the following:

(1) The placement distance using a Global Positioning System (GPS) or a Distance Measuring Instrument (DMI) and a Global Positioning System (GPS).

(2) Stationing

(D) GPS: Accuracy ± 4 feet in the X and Y Direction

(E) Latest version of software to collect, display, retain and analyze the mat temperature readings during placement. The software must have the ability to create and analyze:

(1) Full collected width of the thermal profiles,

(2) Paver speed and

(3) Paver stops and duration for the entire Project.

(F) Ability to export data automatically to a remote data server ("the cloud").

At the preconstruction meeting, provide the Cabinet with rights to allow for web access to the data file location. Access to the data is not to be hindered in any way. The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the thermal profile bid item. The Cabinet is to have access to all data as it is being collected. If a third party is used for collecting and distributing the data the Cabinet is to have the same access rights and time as the Contractor.

This web-based software must also provide the Department with the ability to download the raw files and software and to convert them into the correct format.

(G) The thermal profile data files must provide the following data in a neat easy to read table format.

(1) Project information including Road Name and Number, PCN, Beginning and Ending MPs.

(2) IR Bar Manufacturer and Model number

(3) Number of Temperature Sensors (N)

(4) Spacing between sensors and height of sensors above the asphalt mat

(5) Total number of individual records taken each day (DATA BLOCK)

- (a) Date and Time reading taken
- (b) Latitude and Longitude
- (c) Distance paver has moved from last test location
- (d) Direction and speed of the paver
- (e) Surface temperature of each of the sensors

3.0 CONSTRUCTION. Provide the Engineer with all required documentation at the pre-construction conference.

(A) Install and operate equipment in accordance with the manufacturer’s specifications.

(B) Verify that the temperature sensors are within ± 2.0% using an independent temperature device on a material of known temperature. Collect and compare the GPS coordinates from the equipment with an independent measuring device.

(1) Ensure the independent survey grade GPS measurement device is calibrated to the correct coordinate system (using a control point), prior to using these coordinates to validate the equipment GPS.

(2) The comparison is considered acceptable if the coordinates are within 4 feet of each other in the X and Y direction.

(C) Collect thermal profiles on all Driving Lanes during the paving operation and transfer the data to the “cloud” network or if automatic data transmission is not available, transfer the data to the Engineer at the end of daily paving.

(D) Contact the Department immediately when System Failure occurs. Daily Percent Coverage will be considered zero when the repairs are not completed within two (2) working days of System Failure. The start of this two (2) working day period begins the next working day after System Failure.

(E) Evaluate thermal profile segments, every 150 feet, and summarize the segregation of temperature results. Results are to be labeled as Minimal 0°-25°F, Moderate 25.1°-50°F and Severe >50°. Severe readings over 3 consecutive segments or over 4 or more segments in a day warrant investigation on the cause of the differential temperature distribution.

4.0 MEASUREMENT. The Department will measure the total area of the pavement lanes mapped by the infrared scanners. Full payment will be provided for all lanes with greater than 85% coverage. Partial payment will be made for all areas covered from 50% coverage to 85% coverage at the following rate Coverage area percentage X Total bid amount. And area with less than 50% coverage will not be measured for payment.

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

1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
2. Delays due to GPS satellite reception of signals or equipment breakdowns will not be considered justification for contract modifications or contract extensions.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SQFT

SPECIAL NOTE FOR NON-TRACKING TACK COAT

1. DESCRIPTION AND USEAGE. This specification covers the requirements and practices for applying a non-tracking tack asphalt coating. Place this material on the existing pavement course, prior to placement of a new asphalt pavement layer. Use when expedited paving is necessary or when asphalt tracking would negatively impact the surrounding area. This material is not suitable for other uses. Ensure material can “break” within 15 minutes under conditions listed in 3.2.

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Non-Tracking Tack. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide a tack conforming to the following material requirements:

Property	Specification	Test Procedure
Viscosity, SFS, 77 ° F	20 – 100	AASHTO T 72
Sieve, %	0.3 max.	AASHTO T 59
Asphalt Residue ¹ , %	50 min.	AASHTO T 59
Oil Distillate, %	1.0 max.	AASHTO T 59
Residue Penetration, 77 ° F	0 - 30	AASHTO T 49
Original Dynamic Shear (G*/sin δ), 82 ° C	1.0 min.	AASHTO T 315
Softening Point, ° F	149 min.	AASHTO T 53
Solubility, %	97.5 min.	AASHTO T 44

¹ Bring sample to 212 °F over a 10-15 minute period. Maintain 212 °F for 15-20 minutes or until 30-40 mL of water has distilled. Continue distillation as specified in T59.

2.2. Equipment. Provide a distributor truck capable of heating, circulating, and spraying the tack between 170 °F and 180 °F. Do not exceed 180 °F. Circulate the material while heating. Provide the correct nozzles that is recommend by the producer to ensure proper coverage of tack is obtained. Ensure the bar can be raised to between 14” and 18” from the roadway.

2.3. Personnel. Ensure the tack supplier has provided training to the contractor on the installation procedures for this product. Make a technical representative from the supplier available at the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the non-tracking tack, ensure the pavement surface is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the surface by scraping, sweeping, and the use of compressed air. Ensure this preparation process occurs shortly before application to prevent the return of debris on to the pavement. If rain is expected within one hour after application, do not apply material. Apply material only when the surface is dry, and no precipitation is expected.

3.2 Non-tracking Tack Application. Placement of non-tracking tack is not permitted from October 1st to May 15th. When applying material, ensure the roadway temperature is a minimum of 40°F and rising. Prior to application, demonstrate competence in applying the tack according to this note to the satisfaction of the Engineer. Heat the tack in the distributor to between 170 – 180 °F. After the initial heating, between 170 – 180 °F, the material may be sprayed between 165 °F and 180 °F. Do not apply outside this temperature range. Apply material at a minimum rate of 0.70 pounds (0.08 gallons) per square yard. Ensure full coverage of the material on the pavement surface. Full coverage of this material is critical. Increase material application rate if needed to achieve full coverage. Schedule the work so that, at the end of the day's production, all non-tracking tack is covered with the asphalt mixture. If for some reason the non-tracking tack cannot be covered by an asphalt mixture, ensure the non-tracking tack material is clean and reapply the non-tracking tack prior to placing the asphalt mixture. Do not heat material more than twice in one day.

3.3 Non-tracking Tack Certification. Furnish the tack certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a sample of non-tracking tack be taken from the distributor at a rate of one sample per 15,000 tons of mix. Take two 1 gallon samples of the heated material and forward the sample to the Division of Materials for testing within 7 days. Ensure the product temperature is between 170 and 180 °F at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of non-tracking tack in tons. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of non-tracking tack, the cleaning of the pavement surface, or furnishing and placing the non-tracking tack. The Department will consider all such items incidental to the non-tracking tack.
5. PAYMENT. The Department will pay for the non-tracking tack at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. Non-tracking tack will not be permitted for use from October 1st to May 15th. During this timeframe, the department will allow the use of an approved asphalt emulsion in lieu of a non-tracking tack product but will not adjust the unit bid price of the material. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

Non-Tracking Tack Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Viscosity, SFS, 77 ° F	20 – 100	19 - 102	17 - 18	15 - 16	14	≤13
			103 - 105	106 - 107	108 - 109	≥ 110
Sieve, %	0.30 max.	≤ 0.40	0.41 - 0.50	0.51 - 0.60	0.61 - 0.70	≥ 0.71
Asphalt Residue, %	50 min.	≥49.0	48.5 – 48.9	48.0 – 48.4	47.5-47.9	≤ 47.4
Oil Distillate, %	1.0 max.	≤1.0	1.1-1.5	1.6 - 1.7	1.8-1.9	>2.0
Residue Penetration, 77 ° F.	30 max.	≤ 31	32 - 33	34 - 35	36 - 37	≥ 38
Original Dynamic Shear (G*/sin δ), 82 ° C	1.0 min.	≥0.95	0.92 – 0.94	0.90 – 0.91	0.85 - 0.89	≤ 0.84
Softening Point, ° F	149 min.	≥145	142 - 144	140 - 141	138 - 139	≤ 137
Solubility, %	97.5 min.	≥ 97.0	96.8 – 96.9	96.6 – 96.7	96.4 – 96.5	≤ 96.3

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24970EC	Asphalt Material for Tack Non-Tracking	Ton

Revised: May 23, 2022

SPECIAL NOTE FOR ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-Ticketing)

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Incorporate an e-Ticketing Delivery Software for weighed asphalt material delivered to the project to report loads and provide daily running totals of weighed asphalt material for pay items and incidental work during the construction processes from the point of measurement and loading to the point of incorporation to the project.

2.0 MATERIALS AND EQUIPMENT. Contractor shall supply material data in JavaScript Object Notation (JSON) documents to the KYTC e-Ticketing Delivery Software (KYTC e-Ticketing Portal) via Application Programming Interface (API) or direct connection. Test and verify that ticket data can be shared from the original source no fewer than 30 days prior to material placement activities. An e-Ticketing Delivery Software supplier can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verifications, and data management and processing as needed during the Project to maintain material data delivery capabilities. Virtual meetings may be hosted in lieu of on-site meetings when deemed appropriate by the Engineer.

Provide e-Ticketing Delivery Software that will meet the following:

1. The e-Ticketing Delivery Software shall be fully integrated with the Contractor's Load Read-Out scale system at the material source location.
2. The e-Ticketing Delivery Software shall provide real-time delivery to KYTC e-Ticketing Portal.
3. Transmit any updates to the ticket data within 5 minutes of a change.

3.0 CONSTRUCTION. Provide the Engineer with the manufacturer's specifications and all required documentation for data access at the pre-construction conference.

A. Construction Requirements

1. Install and operate software in accordance with the manufacturer's specifications.
2. Verify that all pertinent information is provided by the software within the requirements of this Special Note.

B. Data Deliverables

Provide to the Engineer a means in which to gather report summaries by way of iOS apps, web pages, or any other method at the disposal of the Engineer. The Engineer may request data at any time during the project.

1. Asphalt Material

a. Real-time Continuous Data Items

Provide the Engineer access to JSON documents capable of being transmitted through the KYTC's e-Ticketing Portal that displays the following information in real-time with a web-based system compatible with iOS and Windows environments.

- Each Truck
 - Supplier Name
 - Supplier Address
 - Supplier Phone
 - Plant location
 - Date
 - Time at source
 - Project Location

- Contract ID#
- Carrier Name
- Unique Truck ID
- Description of Material
- Mix Design Number
- Gross, Tare and Net Weight
- Weighmaster

4.0 MEASUREMENT. The Department will measure the electronic delivery management system as a lump sum item.

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

1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
2. Payment will be full compensation for costs related to providing the e-Ticketing Delivery Software, including integration with plant load-out systems, and report viewing/exporting process. All quality control procedures including the software representative's technical support and on-site training shall be included in the Contract lump sum price.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
26228EC	ELECTRONIC DELIVERY MGMT SYSTEM	LS

January 2024

SPECIAL NOTE FOR EXPERIMENTAL KYCT AND HAMBURG TESTING

1.0 General

1.1 Description. The KYCT (Kentucky Method for Cracking Test) and the Hamburg test results will help determine if the mixture is susceptible to cracking and rutting. During the experimental phase, data will be gathered and analyzed by the Department to determine the durability of the bituminous mixes. Additionally, the data will help the Department to create future performance-based specifications which will include the KYCT and Hamburg test methods.

2.0 Equipment

2.1 KYCT Testing Equipment. The Department will require a Marshall Test Press with digital recordation capabilities. Other CT testing equipment may be used for testing with prior approval by the Department.

2.2 Water Baths. One or more water baths will be required that can maintain a temperature of 77° +/- 1.8° F with a digital thermometer showing the water bath temperature. Also, one water bath shall have the ability to suspend gyratory specimen fully submerged in water in accordance with AASHTO T-166, current edition.

2.3 Hamburg Wheel Track Testing. The department encourages the use of the PTI APA/Hamburg Jr. test equipment to perform the loaded wheel testing. The Department will allow different equipment for the Hamburg testing, but the testing device must be approved by the Department prior to testing.

2.4 Gyratory Molds. Gyratory molds will be required to assist in the production of gyratory specimens in accordance with AASHTO T-312, current edition.

2.5 Ovens. Adequate (minimum of two ovens) will be required to accommodate the additional molds and asphalt mixture necessary to perform the acceptance testing as outlined in Section 402 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

2.6 Department Equipment. The Department will provide gyratory molds, PINE 850 Test Press with digital recordation, and CT testing equipment to assist during this experimental phase so data can be gathered. Hamburg test specimens will be submitted to the Division of Materials for testing on the PTI APA/Hamburg Jr if the asphalt contractor or district materials office does not have an approved Hamburg testing device.

3.0 Testing Requirements

3.1 Acceptance Testing. Perform all acceptance testing and aggregate gradation as according with Section 402 and Section 403 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

3.2 KYCT Testing. Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the mix design phase and during the plant production of all surface mixtures. For mix design approvals, submit KYCT results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for verification.

3.2.1 KYCT Frequency. Obtain an adequate sample of hot mix asphalt to ensure the acceptance testing, gradation, and KYCT gyratory samples can be fabricated and is representative of the bituminous mixture. Acceptance specimens shall be fabricated first, then immediately after, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens and gradation will be required one per subplot produced from the same asphalt material and at the same time as the acceptance specimen is sampled and tested.

3.2.2 Number of Specimens and Conditioning. Fabricate specimens in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, for field specimens, fabricate a minimum of 3 and up to 6 test specimens. The specimens shall be compacted at the temperature in accordance with KM 64-411. KYCT mix design specimens shall be short-term conditioned uncovered for four hours at compaction temperature in accordance with KM 64-411. Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours uncovered in the oven at compaction temperature in accordance with KM 64-411. Additionally, fabricated specimens shall be allowed to cool in air (fan is permissible) for 30 minutes +/- 5 minutes and conditioned in a 77 °F water bath for 30 minutes +/- 5 minutes. To ensure confidence and reliability of the test results provided by KYCT testing and Hamburg testing, reheating of the asphalt mixture is prohibited.

3.2.3 Record Times. For each subplot, record the time required between drying aggregates in the plant to KYCT specimen fabrication. The production time may vary due to the time that the bituminous material is held in the silo. Record the preconditioning time when the time exceeds the one-hour specimen cool down time as required in accordance with The Kentucky Method for KYCT Index Testing. The preconditioning time may exceed an hour if the technician is unable to complete the test on the same day or within the specified times as outlined in The Kentucky Method for KYCT Index Testing. The production time and the preconditioning time shall be recorded on the AMAW.

3.2.4 File Name. As according to section 7.12 of The Kentucky Method for KYCT Index Testing, save the filename with the following format: "CID_Approved Mix Number_Lot Number_Sublot Number_Date"

3.3 Hamburg Testing. Perform the rut resistance analysis (Hamburg) in accordance with AASTHO T-324, not to exceed 20,000 passes for all bituminous mixtures during the mix design phase and production. For mix design approvals, submit Hamburg results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.

3.3.1 Hamburg Testing Frequency. Perform testing and analysis per lot of material. The plant produced bituminous material sampled for the Hamburg test does not have to be obtained at the same time as the acceptance and KYCT sample. If the Hamburg test sample is not obtained at the same time as the KYCT sample, determine the Maximum Specific Gravity of the KYCT sample in accordance with AASHTO T-209 coinciding with the Hamburg specimens.

3.3.2 Record Times. Record the production time as according to section 3.2.3 in this special note. Also record the time that the specimens were fabricated and the time the Hamburg testing was started. All times shall be recorded on the AMAW.

3.3.3 File Name. Save the Excel spreadsheet with the following file name; “Hamburg_CID_Approved Mix Number_Lot Number_Sublot Number_Date” and upload the file into the AMAW.

4.0 Data

Submit the AMAW and all test data that was obtained for acceptance, gradation, KYCT, and Hamburg testing within five working days once all testing has been completed for a lot to Central Materials Lab and the District Materials Engineer. Also, any data and or comments that the asphalt contractor or district personnel deem informational during this experimental phase, shall also be submitted to the Central Materials Lab and the District Materials Engineer. Any questions or comments regarding any item in this Special Note can be directed to the Central Office, Division of Materials, Asphalt Branch.

5.0 Payment

Any additional labor and testing equipment that is required to fabricate and test the KYCT and Hamburg specimens shall be considered incidental to the asphalt surface line item. The Department will perform the testing for the KYCT and Hamburg specimens if a producer does not possess the proper equipment.

June 15th, 2022

SPECIAL NOTE FOR DOLOMITIC POLISH-RESISTANT AGGREGATE IN CLASS A 0.38-IN. AND 0.50-IN. NOMINAL ASPHALT MIXTURES

Contrary to Subsection 403.03.03, when utilizing a dolomitic polish-resistant aggregate as the coarse portion of the Class A 0.38-in. or 0.50-in.-nominal asphalt surface mixture, provide an asphalt mixture conforming to the following requirements:

- 70 percent of total combined aggregate is Class A polish-resistant aggregate.
- Any coarse aggregate utilized in the mixture shall be classified as Class A polish-resistant.
- Non-dolomitic substitutes from other Class A sources may be used as direct substitutes
- All mixes must have DFT testing/results submitted to Division of Materials with any supporting documentation prior to completion of the project.

Dynamic Friction Testing Procedure. Prepare samples for DFT analysis in accordance with PP 104. Friction testing shall be conducted by an AASHTO-accredited facility and data shall be provided in accordance with ASTM E1911 conforming to the following three-wheel polishing schedule. Variations to the testing frequency or methodology shall be coordinated with Division of Materials prior to testing.

<i>Polishing Cycles</i>
5,000
25,000
75,000
150,000

SPECIAL NOTE FOR DOUBLE ASPHALT SEAL COAT

Use RS-2 or RS-2C asphalt material that is compatible with the seal aggregate. Apply the first course of asphalt seal coat at the rate of 3.2 lbs/sy of asphalt and 30 lbs/sy of size #78 seal coat aggregate. Apply the second course at 2.8 lbs/sy of asphalt and 20 lbs/sy of size #9M seal coat aggregate. The Engineer may adjust the rate of application as conditions warrant. Use caution in applying liquid asphalt material to avoid over spray getting on curbs, gutter, barrier walls, bridges, guardrail, and other roadway appurtenances.

The Department will not measure any surface preparation required prior to applying the asphalt seal coat, but shall be incidental to “Asphalt Material for Asphalt Seal Coat”.

1-3215 Double Asphalt Seal Coat
01/02/2012



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226
Rev. 01/2016
Page 1 of 1

RIGHT OF WAY CERTIFICATION

<input checked="" type="checkbox"/>	Original	<input type="checkbox"/>	Re-Certification	RIGHT OF WAY CERTIFICATION
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ITEM #	COUNTY	PROJECT # (STATE)	PROJECT # (FEDERAL)
6-20026	Grant	FD52 041 0075 157-163	NHPP 0757(154)
PROJECT DESCRIPTION			
Mileposts: 157.70 – 162.70 (Both Directions), Northbound - Intermediate Asphalt Replacement, Southbound - Asphalt Thin Mill/Fill			

<input checked="" type="checkbox"/>	No Additional Right of Way Required
-------------------------------------	--

Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.

<input type="checkbox"/>	Condition # 1 (Additional Right of Way Required and Cleared)
--------------------------	---

All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.

<input type="checkbox"/>	Condition # 2 (Additional Right of Way Required with Exception)
--------------------------	--

The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract

<input type="checkbox"/>	Condition # 3 (Additional Right of Way Required with Exception)
--------------------------	--

The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.

Total Number of Parcels on Project	0	EXCEPTION (S) Parcel #	ANTICIPATED DATE OF POSSESSION WITH EXPLANATION
Number of Parcels That Have Been Acquired			
Signed Deed			
Condemnation			
Signed ROE			

Notes/ Comments (Text is limited. Use additional sheet if necessary.)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	Lynn Whalen
Signature		Signature	<i>Lynn Whalen</i> Date: 2024.08.07
Date		Date	09:13:32 -04'00'
Right of Way Director		FHWA	
Printed Name		Printed Name	
Signature	<i>Kelly Divine</i>	Signature	
Date	Digitally signed by Kelly Divine Date: 2024.08.07 16:41:26 -05'00'	Date	

UTILITIES AND RAIL CERTIFICATION NOTE

Grant County
FD52 041 0075 157-163
NHPP 0757(154)
Mile point: 157.70 TO 162.70
ADDRESS PAVEMENT CONDITION OF I-75 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 157.70 TO
MILEPOINT 162.70 (2024CCR)
ITEM NUMBER: 06-20026.00

PROJECT NOTES ON UTILITIES

For all projects under 2000 Linear feet which require a normal excavation locate request pursuant to KRS 367.4901-4917, the awarded contractor shall field mark the proposed excavation or construction boundaries of the project (also called white lining) using the procedure set forth in KRS 367.4909(9)(k). For all projects over 2000 linear feet, which are defined as a "Large Project" in KRS 367.4903(18), the awarded contractor shall initially mark the first 2000 linear feet minimally of proposed excavation or construction boundaries of the project to be worked using the procedure set forth in KRS 367.4909(9)(k). This temporary field locating of the project excavation boundary shall take place prior to submitting an excavation location request to the underground utility protection Kentucky Contact Center. For large projects, the awarded contractor shall work with the impacted utilities to determine when additional white lining of the remainder of the project site will take place. This provision shall not alter or relieve the awarded contractor from complying with requirements of KRS 367.4905 to 367.4917 in their entirety.

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more

UTILITIES AND RAIL CERTIFICATION NOTE

Grant County
FD52 041 0075 157-163
NHPP 0757(154)
Mile point: 157.70 TO 162.70
ADDRESS PAVEMENT CONDITION OF I-75 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 157.70 TO
MILEPOINT 162.70 (2024CCR)
ITEM NUMBER: 06-20026.00

than ten (10) business days prior to excavation. The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

Utility coordination efforts determined that no significant utility relocation work is required to complete the project. Any work pertaining to these utility facilities is defined in the bid package and is to be carried out as instructed by the Kentucky Transportation Cabinet. The contractor will be responsible for any coordination or adjustments that are discussed or quantified in the proposal.

NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

There may be overhead utility lines that cross over the project. None of these should be in conflict with the project.

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

Not Applicable

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

Not Applicable

UTILITIES AND RAIL CERTIFICATION NOTE

<p style="text-align: center;">Grant County FD52 041 0075 157-163 NHPP 0757(154) Mile point: 157.70 TO 162.70 ADDRESS PAVEMENT CONDITION OF I-75 NON-CARDINAL DIRECTION(S) FROM MILEPOINT 157.70 TO MILEPOINT 162.70 (2024CCR) ITEM NUMBER: 06-20026.00</p>
--

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

Not Applicable

RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

No Rail Involvement Rail Involved Rail Adjacent

GUARDRAIL DELIVERY VERIFICATION SHEET

Contract Id: _____

Contractor: _____

Section Engineer: _____

District & County: _____

<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QTY LEAVING PROJECT</u>	<u>QTY RECEIVED@BB YARD</u>
GUARDRAIL (Includes End treatments & crash cushions)	LF	_____	_____
STEEL POSTS	EACH	_____	_____
STEEL BLOCKS	EACH	_____	_____
WOOD OFFSET BLOCKS	EACH	_____	_____
BACK UP PLATES	EACH	_____	_____
CRASH CUSHION	EACH	_____	_____
NUTS, BOLTS, WASHERS	BAG/BCKT	_____	_____
DAMAGED RAIL TO MAINT. FACILITY	LF	_____	_____
DAMAGED POSTS TO MAINT. FACILITY	EACH	_____	_____

***Required Signatures before Leaving Project Site**

Printed Section Engineer's Representative _____ & Date _____

Signature Section Engineer's Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

***Required Signatures after Arrival at Bailey Bridge Yard (All material on truck must be counted & the quantity received column completed before signatures)**

Printed Bailey Bridge Yard Representative _____ & Date _____

Signature Bailey Bridge Yard Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

**Payment for the bid item remove guardrail will be based upon the quantities shown in the Bailey Bridge Yard received column. Payment will not be made for guardrail removal until the guardrail verification sheets are electronically submitted to the Section Engineer by the Bailey Bridge Yard Representative.

Completed Form Submitted to Section Engineer Date: _____ By: _____

GENERAL NOTES

SPECIFICATIONS

ALL REFERENCES TO THE STANDARD SPECIFICATIONS ARE TO THE 2019 EDITION OF THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WITH SUPPLEMENTAL SPECIFICATIONS.

ALL REFERENCES TO THE AASHTO SPECIFICATIONS ARE TO THE LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION.

SPECIAL NOTES

SPECIAL NOTE FOR CONCRETE SEALING

DESIGN LOAD

THE COLUMNS AND CRASH WALL ARE DESIGNED FOR 600 KIP COLLISION FORCE.

DESIGN METHOD

ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD AND RESISTANCE FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

MATERIALS DESIGN SPECIFICATIONS

FOR CLASS 'A' REINFORCED CONCRETE: F'C = 3500 psi
FOR STEEL REINFORCEMENT: FY = 60000 psi

REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE TO CENTER OF BAR UNLESS OTHERWISE SHOWN. CLEAR DISTANCE TO THE FACE OF CONCRETE IS 2" UNLESS NOTED OTHERWISE. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

SMOOTH EPOXY COATED DOWELS ARE TO BE GROUTED 1'-6" INTO THE EXISTING PIER STEMS AS SHOWN ON THE PLANS. THE 1' LENGTH EXTENDING INTO THE PROPOSED INCLINED TAPERED WALL TRANSITIONS SHALL TO BE COATED WITH A BOND BREAKER FROM THE DEPARTMENT'S LIST OF APPROVED MATERIALS FOR LOAD TRANSFER ASSEMBLIES.

DRILLING AND ANCHORING INTO EXISTING CONCRETE

FOR ANCHORING NEW REINFORCING STEEL INTO EXISTING CONCRETE, SEE SECTIONS 511 AND 602.03.04 OF STANDARD SPECIFICATIONS. AVOID DRILLING THROUGH COLUMN REINFORCEMENT (VERTICAL AND HOOP). IF REINFORCEMENT CAN NOT BE LOCATED PRIOR TO DRILLING AND IS HIT, STOP DRILLING IMMEDIATELY, SHIFT DRILL TEMPLATE LOCATION AND RE-DRILL. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR STEEL REINFORCEMENT.

BONDING NEW CONCRETE TO EXISTING CONCRETE

IMMEDIATELY PRIOR TO PLACING NEW CLASS 'A' CONCRETE, THE SURFACE AREAS OF EXISTING CONCRETE ARE TO BE COATED WITH A TWO-COMPONENT EPOXY RESIN SYSTEM IN ACCORDANCE WITH SECTIONS 511 AND 826 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING LABOR, TOOLS, AND MATERIALS IS TO BE INCIDENTAL TO THE UNIT BID PRICE FOR CLASS 'A' CONCRETE.

CONCRETE SEALING

CONTRARY TO THE SPECIFICATIONS, DO NOT APPLY MASONRY COATING. INSTEAD APPLY CONCRETE SEALER IN ACCORDANCE WITH THE SPECIAL NOTE FOR CONCRETE SEALING.

BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED 3/4" UNLESS OTHERWISE SHOWN.

TRAFFIC CONTROL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING PROPER BARRICADES AND ADVANCE WARNING SIGNALS FOR ROAD CONSTRUCTION AND ROAD CLOSURE.

UTILITIES

BEFORE BEGINNING WORK, LOCATE ALL EXISTING UTILITIES. CONSIDER LOCATION OF ANY UTILITIES SHOWN ON THE EXISTING OR CONTRACT DRAWINGS TO BE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THE DEPARTMENT DOES NOT WARRANT THE LOCATIONS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS. THE CONTRACTOR MUST MAKE HIS OWN DETERMINATION, EXCEPT AS SHOWN ON THE PLANS, WORK AROUND AND DO NOT DISTURB EXISTING UTILITIES.

REMOVE CONCRETE MASONRY

THE EXISTING NON-STRUCTURAL CONCRETE BARRIER ATTACHED OR ADJACENT TO THE EXISTING PIERS OR BETWEEN PIER STEMS IS TO BE REMOVED AS SHOWN IN THE PLANS. ALL CONCRETE REMOVAL, INCLUDING ANY STEEL REINFORCEMENT, WITHIN THE LIMITS OF THE EXISTING PIER (END TO END) WILL BE MEASURED AND PAID AS "REMOVE CONCRETE MASONRY". REMOVAL OF THE EXISTING BARRIER CONCRETE OUTSIDE THE LIMITS OF THE EXISTING PIER FACE WILL BE PAID AS "REMOVE BARRIER" PER LINEAR FEET, MEASURED ALONG THE ROADWAY CENTERLINE, AND REGARDLESS OF EXISTING BARRIER THICKNESS.

STRUCTURES EXCAVATION

THE COST FOR ANY EXCAVATION REQUIRED TO REMOVE AND CONSTRUCT CRASHWALL AND BARRIER IS INCIDENTAL TO THE UNIT BID PRICE FOR CLASS A.

PLANS OF EXISTING STRUCTURES

AS AN AID TO THE CONTRACTOR, PLANS OF THE EXISTING BRIDGES ARE AVAILABLE (SEE DRAWING NUMBER 13514 AND 23957, 24498, AND 24505). THE COMPLETENESS AND ACCURACY OF THE DRAWINGS IS NOT GUARANTEED.

VERIFYING FIELD CONDITIONS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ORDERING MATERIAL. NEW MATERIAL THAT IS UNSUITABLE BECAUSE OF VARIATIONS IN THE EXISTING STRUCTURE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

DAMAGE TO THE STRUCTURES

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE EXISTING STRUCTURES, SHOULD IT BE ALLOWED TO FALL DUE TO THE CONTRACTOR'S ACTIONS. THE CONTRACTOR IS RESPONSIBLE FOR BOTH THE REMOVAL AND REPLACEMENT OF THE FALLEN PORTION AT THE CONTRACTOR'S EXPENSE.

ABBREVIATIONS

C	CENTERLINE	EO	EQUAL	TYP	TYPICAL
COL	COLUMN	MIN	MINIMUM	UNO	UNLESS NOTED OTHERWISE
CLR	CLEAR	MAX	MAXIMUM	VAR	VARIES
EF	EACH FACE	PROJ	PROJECTION		
EMBED	EMBEDMENT	SPA	SPACE		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
S1	GENERAL NOTES
S2	KY 22 PIER CRASHWALL ADDITION 1 OF 2
S3	KY 22 PIER CRASHWALL ADDITION 2 OF 2
S4	KY 22 INCLINE WALL TAPER DETAILS
S5	KY 22 BILL OF REINFORCEMENT
S6	KY 1994 PIER CRASHWALL ADDITION
S7	KY 1994 INCLINE WALL TAPER DETAILS
S8	KY 1994 BILL OF REINFORCEMENT
S9	BANNISTER PIKE PIER CRASHWALL ADDITION
S10	BANNISTER PIKE INCLINE WALL TAPER DETAILS
S11	BANNISTER PIKE BILL OF REINFORCEMENT

SPECIAL NOTES

CONCRETE SEALING



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION	DATE

PREPARED BY
HMB PROFESSIONAL ENGINEERS, LLC

DATE: 10/2024	CHECKED BY
DESIGNED BY: B. Kite	L. Bolter
DETAILED BY: T. Polen	L. Bolter

GENERAL NOTES

CROSSING
J-75

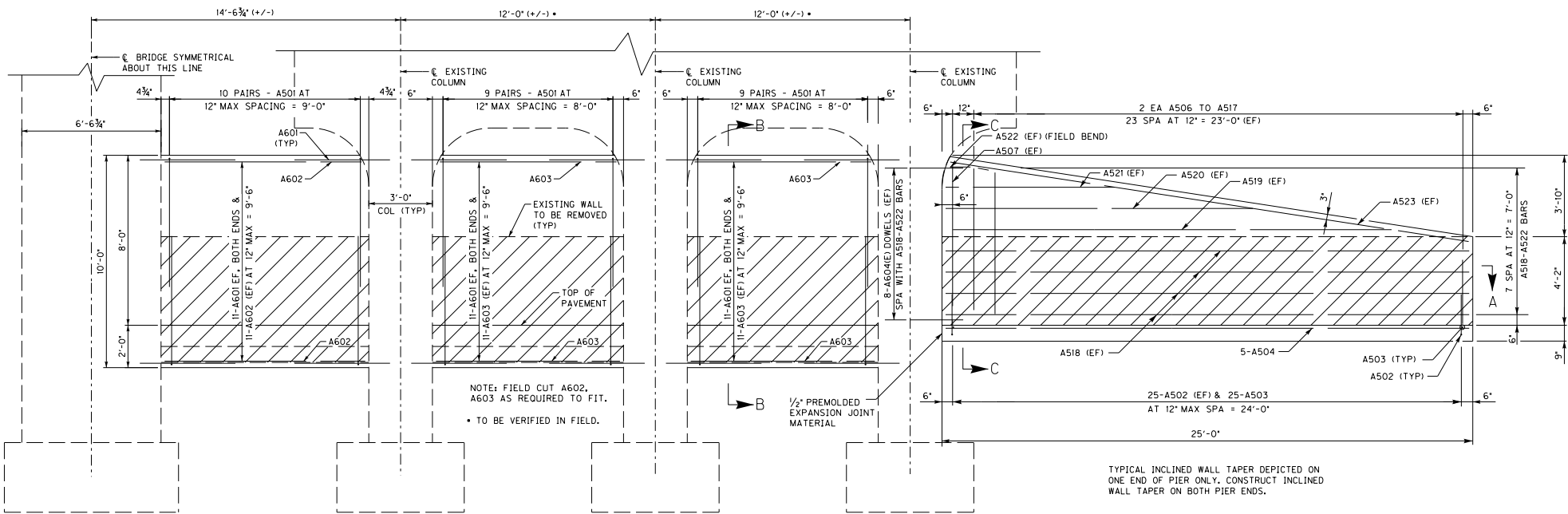
ROUTE

ITEM NO.
6-20026

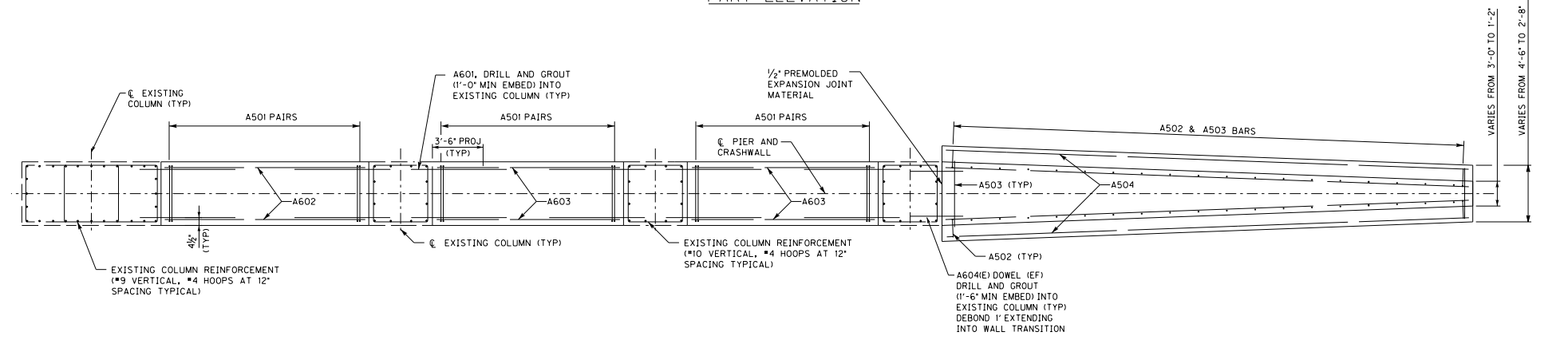
SHEET NO.
S1

COUNTY OF
GRANT

DRAWING NUMBER

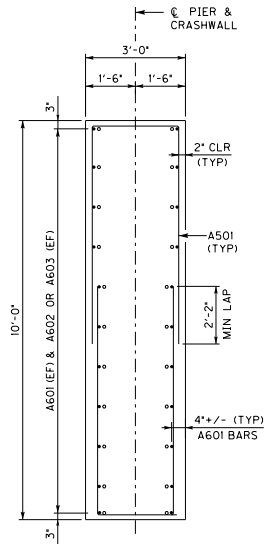


PART ELEVATION

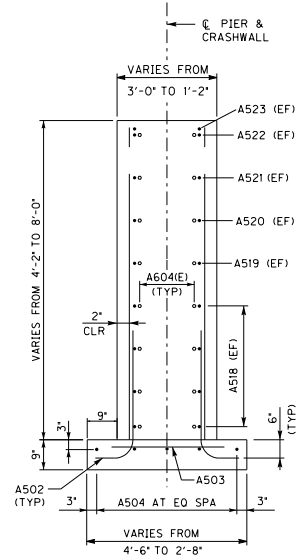


SECTION A-A

	REVISION	DATE	PREPARED BY	DATE: 10/2024	CHECKED BY	PIER CRASHWALL ADDITION 1 OF 2	ROUTE	ITEM NO.	COUNTY OF
			HMB PROFESSIONAL ENGINEERS, LLC	DESIGNED BY: B. Kile	L. Bolter		ROUTE	6-20026	GRANT
				DESIGNED BY: T. Polen	L. Bolter	CROSSING	KY 22	SHEET NO.	DRAWING NUMBER
OpenRoads Designer v10.12.03.2 USER: #USER# DATE PLOTTED: #DATE# #TIME# FILE: #FILE#						J-75		S2	-----



SECTION B-B



SECTION C-C

ESTIMATE OF QUANTITIES						
BID ITEM CODE	02403	08100	08150	08151	20591EC	23378EC
BID ITEM	REMOVE CONCRETE MASONRY	CONCRETE-CLASS A	STEEL REINFORCEMENT	STEEL REINFORCEMENT- EPOXY COATED	REMOVE BARRIER	CONCRETE SEALING
UNIT	CU YD	CU YD	LB	LB	LF	SQ FT
TOTALS	33	104	9,914	481	50	2,040



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION	DATE

PREPARED BY
HMB PROFESSIONAL
ENGINEERS, LLC

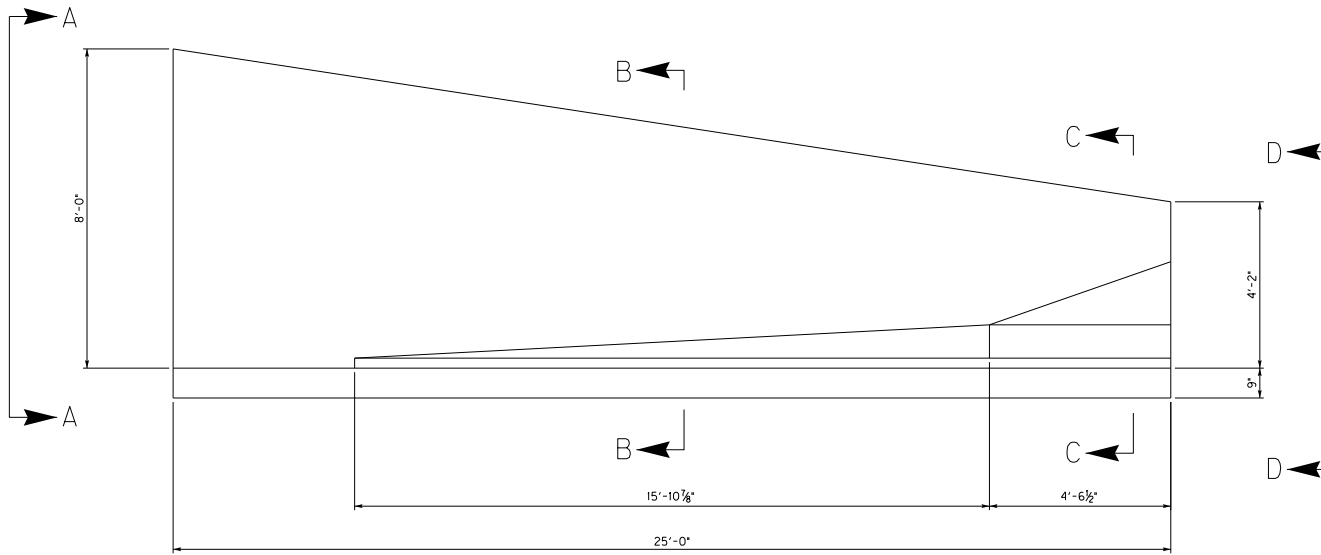
DATE: 10/2024	CHECKED BY
DESIGNED BY: B. Kite	L. Bolter
DETAILED BY: T. Polen	L. Bolter

PIER CRASHWALL ADDITION 2 OF 2
CROSSING
J-75

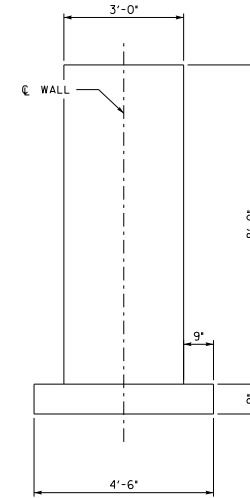
ROUTE
KY 22

ITEM NO.
6-20026
SHEET NO.
S3

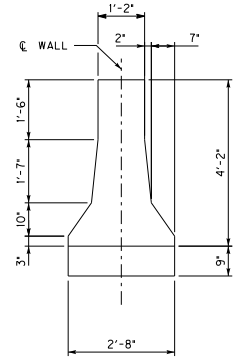
COUNTY OF
GRANT
DRAWING NUMBER



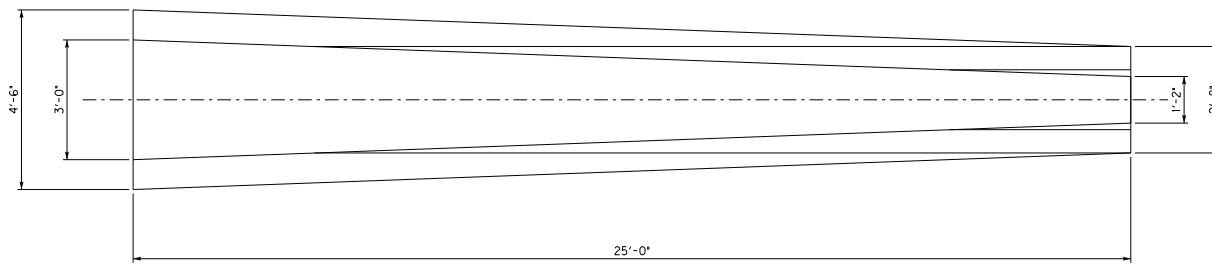
ELEVATION



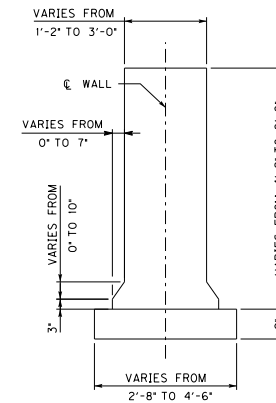
ELEVATION A-A
(SYMMETRICAL ABOUT ϵ WALL)



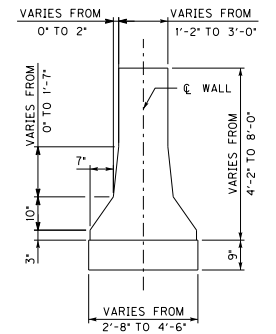
ELEVATION D-D
(SYMMETRICAL ABOUT ϵ WALL)



PLAN



SECTION B-B
(SYMMETRICAL ABOUT ϵ WALL)



SECTION C-C
(SYMMETRICAL ABOUT ϵ WALL)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION	DATE

PREPARED BY
HMB PROFESSIONAL
ENGINEERS, LLC

DATE	CHECKED BY
10/2024	L. Bolter
DESIGNED BY: B. Kile	L. Bolter
DETAILED BY: T. Polen	L. Bolter

INCLINE WALL TAPER DETAILS

CROSSING
J-75

ROUTE
KY 22

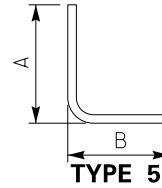
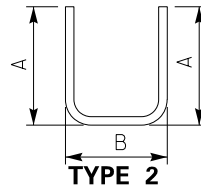
ITEM NO.
6-20026
SHEET NO.
S4

COUNTY OF
GRANT
DRAWING NUMBER

KY 22 BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F		G	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN
A501		2	#5	14	6	WALL	5	11	2	8										
A502		5	#5	2	9	WALL	2	0	0	9										
A503	STR	30	#5	2	8	WALL														
A504	STR	100	#5	24	8	WALL														
A505	STR	50	#5	7	6	WALL														
A506	STR	10	#5	7	2	WALL														
A507	STR	4	#5	6	9	WALL														
A508	STR	8	#5	6	5	WALL														
A509	STR	8	#5	6	0	WALL														
A510	STR	8	#5	5	8	WALL														
A511	STR	8	#5	5	4	WALL														
A512	STR	8	#5	4	11	WALL														
A513	STR	8	#5	4	7	WALL														
A514	STR	8	#5	4	3	WALL														
A515	STR	8	#5	3	10	WALL														
A516	STR	8	#5	3	5	WALL														
A517	STR	8	#5	3	1	WALL														
A518	STR	16	#5	24	8	WALL														
A519	STR	4	#5	21	0	WALL														
A520	STR	4	#5	14	6	WALL														
A521	STR	4	#5	8	0	WALL														
A522	STR	4	#5	1	6	WALL														
A523	STR	4	#5	24	8	WALL														
A601	STR	280	#6	4	6	WALL/COLUMN														
A602	STR	44	#6	9	9	WALL														
A603	STR	88	#6	9	0	WALL														
A604E	STR	32	D	2	6	WALL/COLUMN DOWEL														

D INDICATES 1/2" COMMERCIAL GRADE SMOOTH ROUND BAR.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION DATE

PREPARED BY
HMB PROFESSIONAL ENGINEERS, LLC

DATE: 10/2024
DESIGNED BY: B. Kite
DETAILED BY: T. Polen

CHECKED BY
L. Bolter
L. Bolter

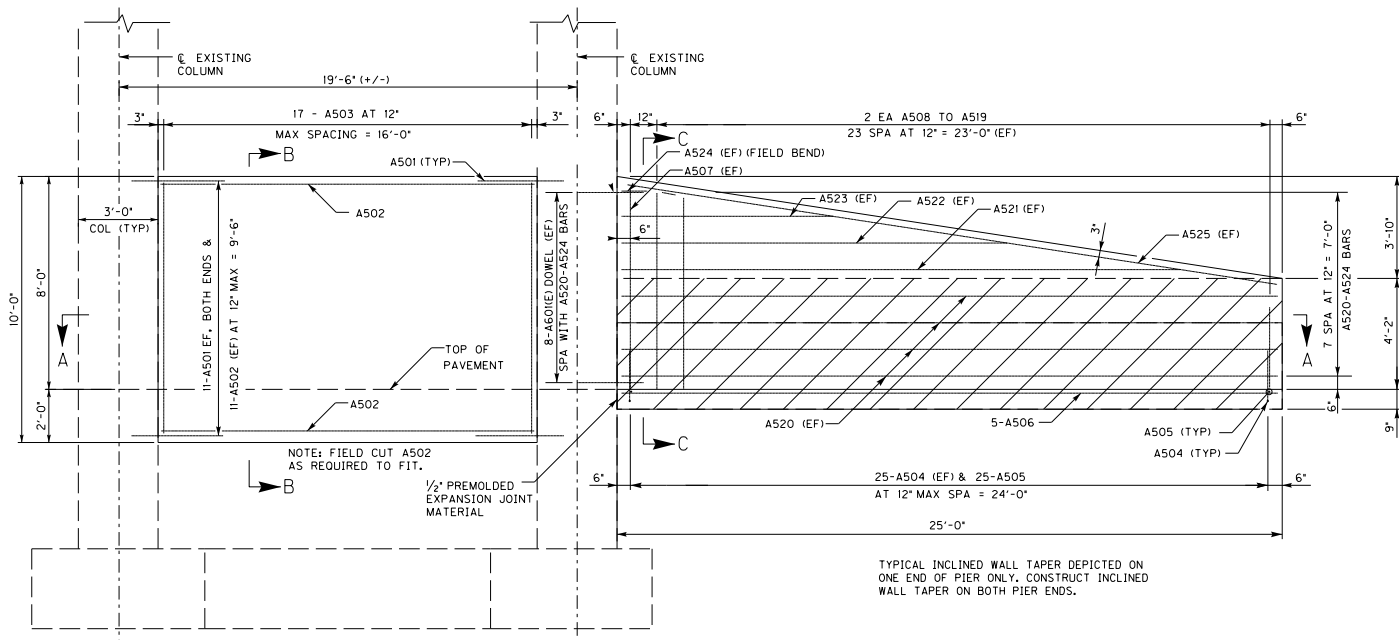
BILL OF REINFORCEMENT

CROSSING
J-75

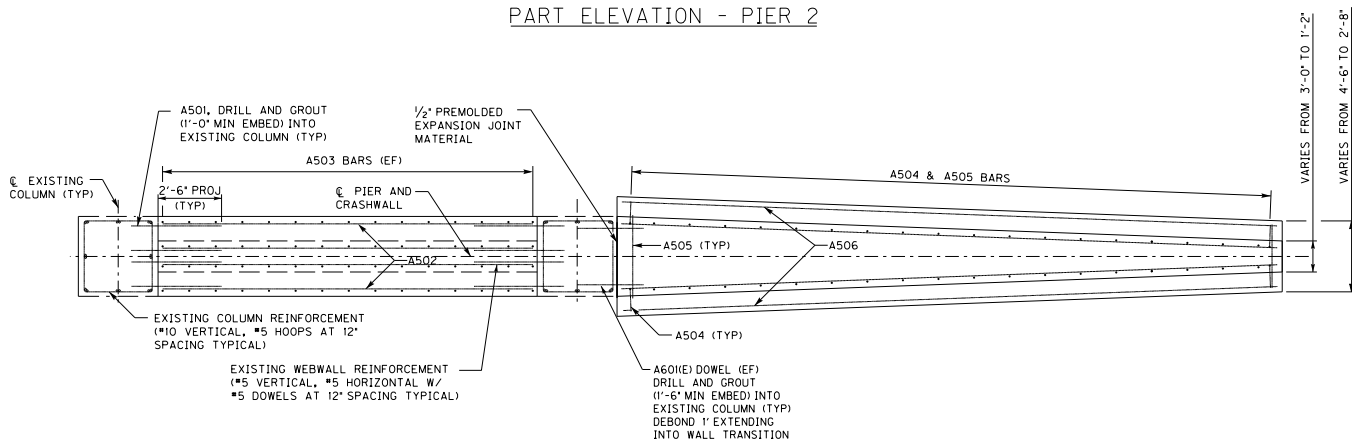
ROUTE
KY 22

ITEM NO.
6-20026
SHEET NO.
S5

COUNTY OF
GRANT
DRAWING NUMBER



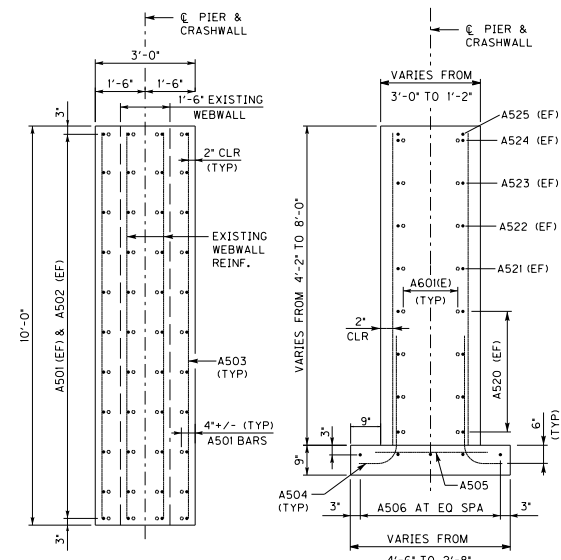
PART ELEVATION - PIER 2



SECTION A-A

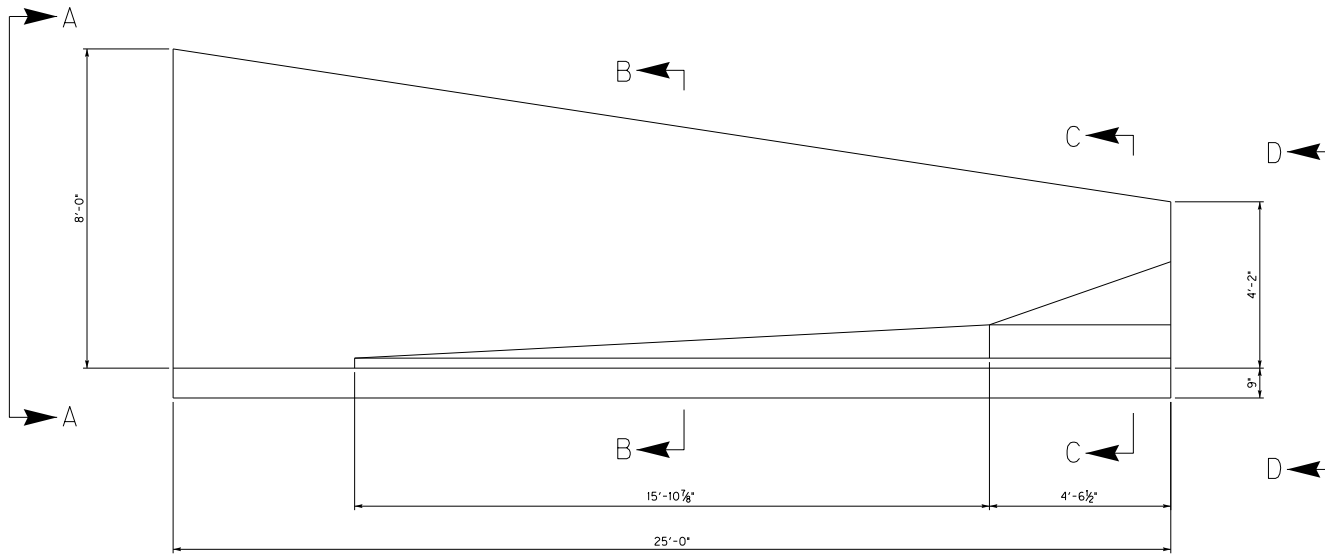
TYPICAL INCLINED WALL TAPER DEPICTED ON ONE END OF PIER ONLY. CONSTRUCT INCLINED WALL TAPER ON BOTH PIER ENDS.

ESTIMATE OF QUANTITIES						
BID ITEM CODE	02403	08100	08150	08151	20591EC	23378EC
BID ITEM	REMOVE CONCRETE MASONRY	CONCRETE-CLASS A	STEEL REINFORCEMENT	STEEL REINFORCEMENT- EPOXY COATED	REMOVE BARRIER	CONCRETE SEALING
UNIT	CU YD	CU YD	LB	LB	LF	SQ FT
TOTALS	7	45	2,855	481	50	1,048

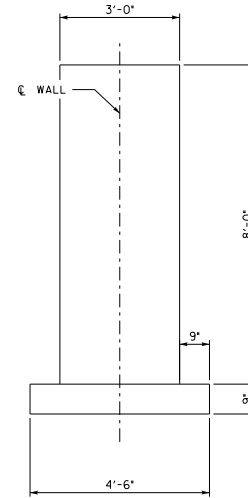


SECTION B-B

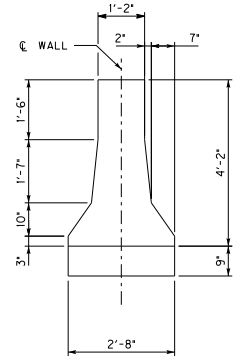
SECTION C-C



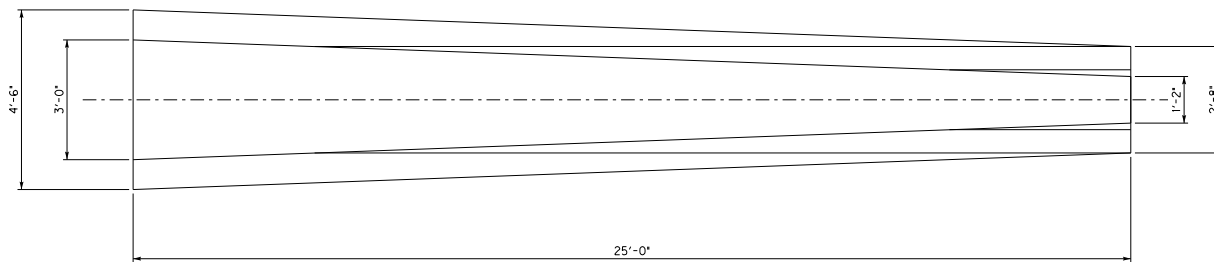
ELEVATION



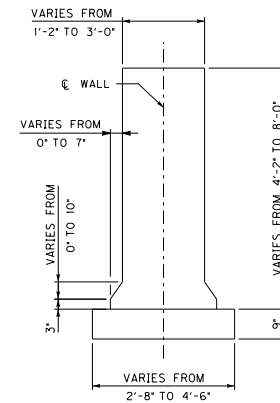
ELEVATION A-A
(SYMMETRICAL ABOUT ϵ WALL)



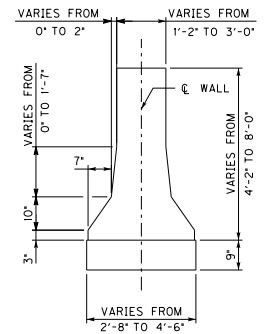
ELEVATION D-D
(SYMMETRICAL ABOUT ϵ WALL)



PLAN



SECTION B-B
(SYMMETRICAL ABOUT ϵ WALL)



SECTION C-C
(SYMMETRICAL ABOUT ϵ WALL)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION	DATE

PREPARED BY
HMB PROFESSIONAL
ENGINEERS, LLC

DATE	CHECKED BY
10/2024	L. Bolter
DESIGNED BY: B. Kile	L. Bolter
DETAILED BY: T. Polen	L. Bolter

INCLINE WALL TAPER DETAILS

CROSSING
J-75

ROUTE
KY 1994

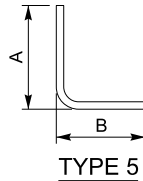
ITEM NO.
6-20026
SHEET NO.
S7

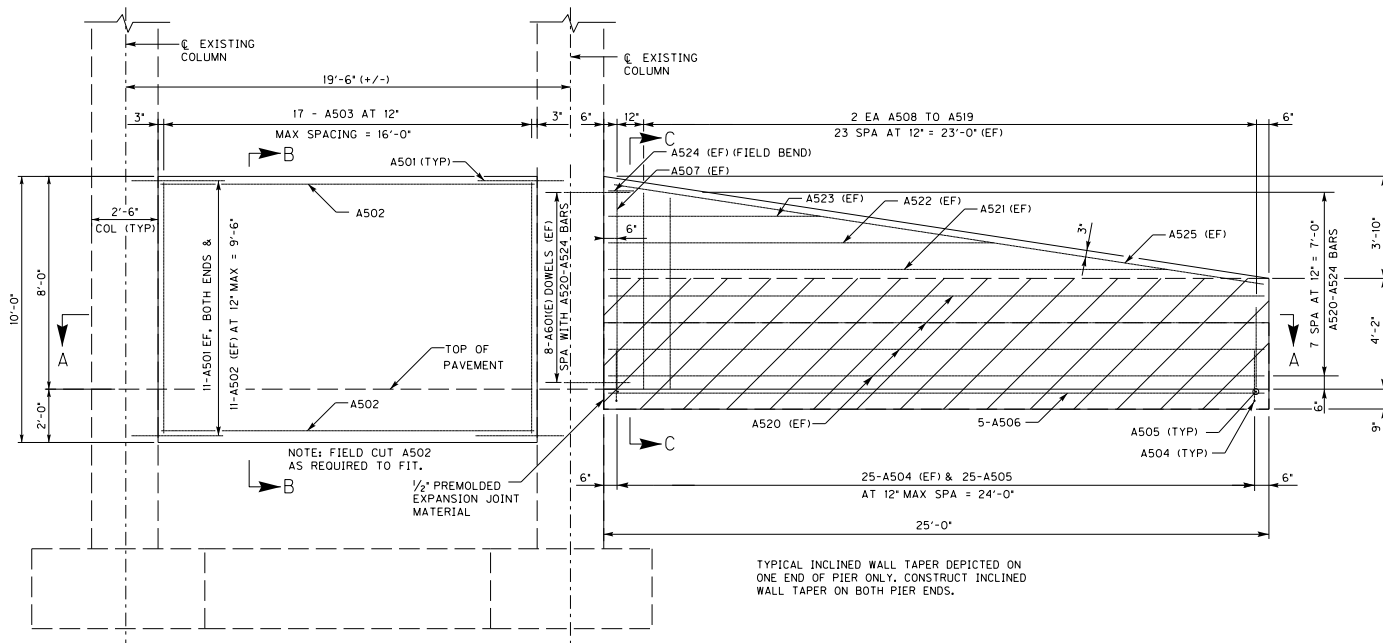
COUNTY OF
GRANT
DRAWING NUMBER

KY 1994 BILL OF REINFORCEMENT

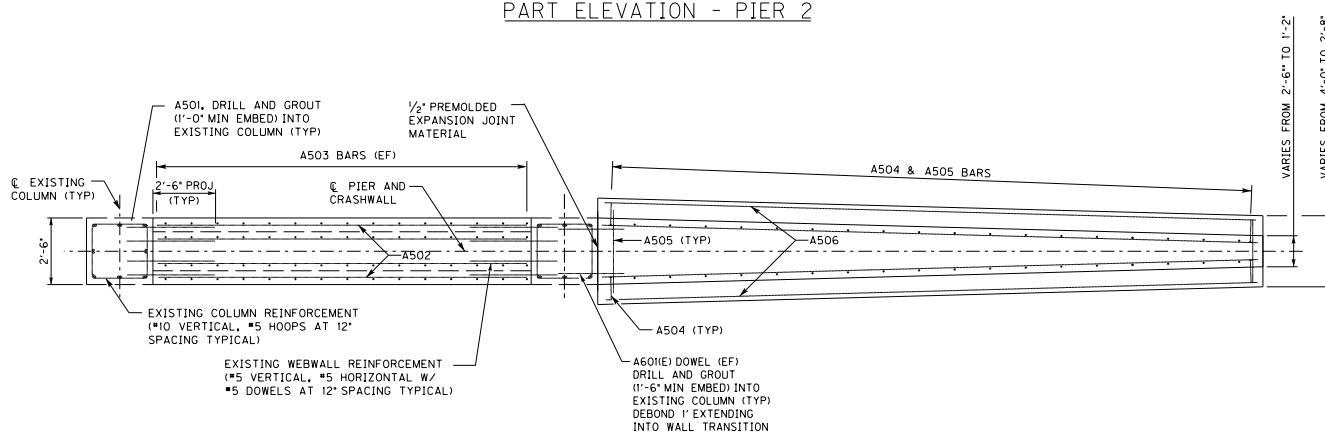
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				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN
A501	STR	60	#5	3	6	WALL/COLUMN														
A502	STR	22	#5	16	6	WALL														
A503	STR	34	#5	9	7	WALL														
A504		5	100	#5	2	9	WALL	2	0	0	9									
A505	STR	50	#5	2	8	WALL														
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A515	STR	8	#5	4	7	WALL														
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A520	STR	16	#5	24	8	WALL														
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A524	STR	4	#5	1	6	WALL														
A525	STR	4	#5	24	8	WALL														
A601E	STR	32	D	2	6	WALL/COLUMN DOWEL														

D INDICATES 1 1/2" COMMERCIAL GRADE SMOOTH BAR.



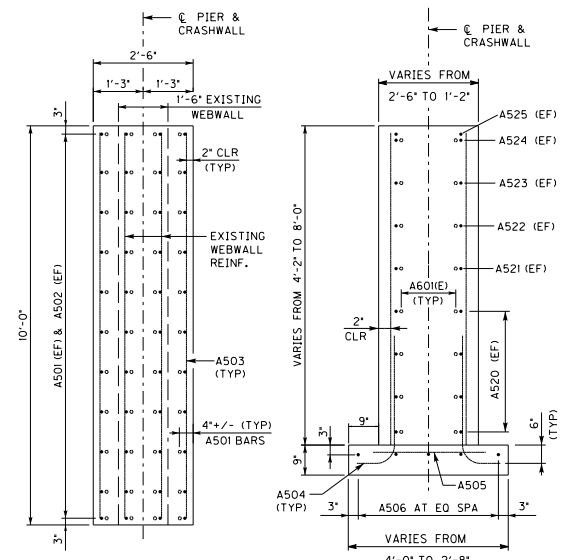


PART ELEVATION - PIER 2



SECTION A-A

ESTIMATE OF QUANTITIES						
BID ITEM CODE	02403	08100	08150	08151	20591EC	23378EC
BID ITEM	REMOVE CONCRETE MASONRY	CONCRETE-CLASS A	STEEL REINFORCEMENT	STEEL REINFORCEMENT- EPOXY COATED	REMOVE BARRIER	CONCRETE SEALING
UNIT	CU YD	CU YD	LB	LB	LF	SQ FT
TOTALS	6	44	2,763	481	50	920



SECTION B-B

SECTION C-C



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION DATE

PREPARED BY
HMB PROFESSIONAL
ENGINEERS, LLC

DATE: 10/2024

DESIGNED BY: B. Klie
DETAILED BY: T. Polen

CHECKED BY

L. Bolter
L. Bolter

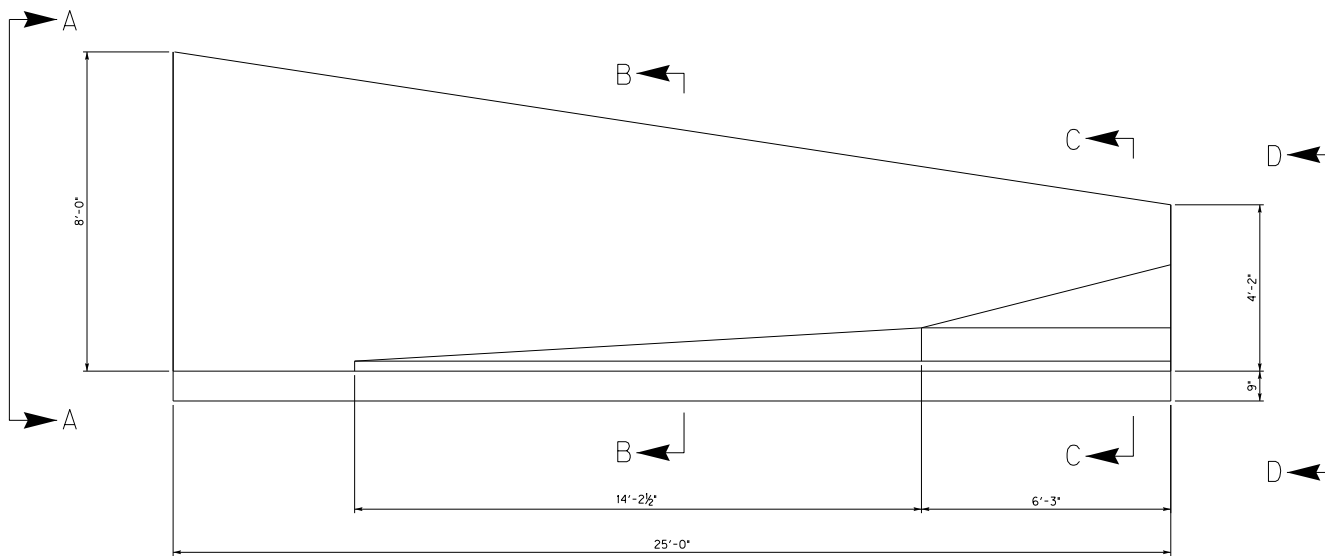
PIER CRASHWALL ADDITION

CROSSING
I-75

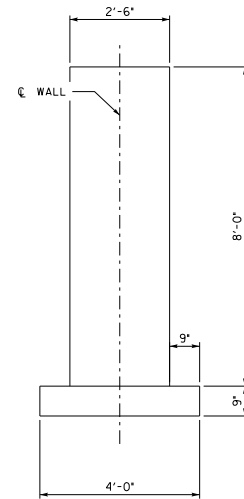
ROUTE
BANNISTER
PIKE

ITEM NO.
6-20026
SHEET NO.
S9

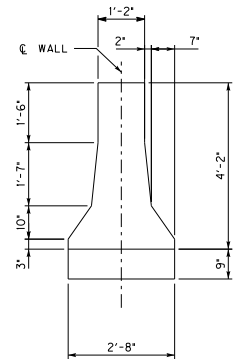
COUNTY OF
GRANT
DRAWING NUMBER



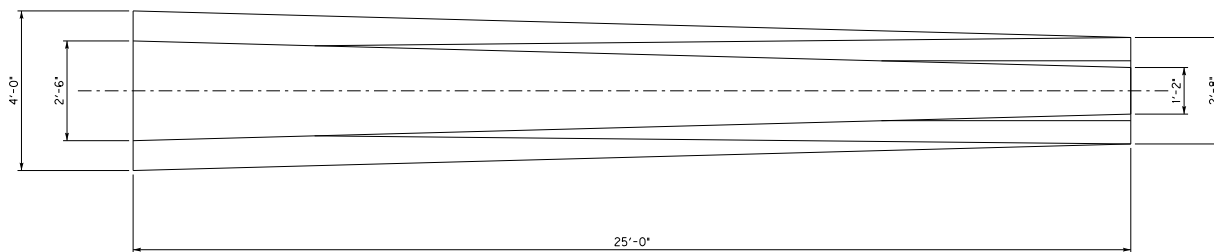
ELEVATION



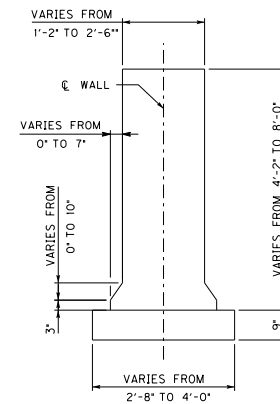
ELEVATION A-A
(SYMMETRICAL ABOUT ϵ WALL)



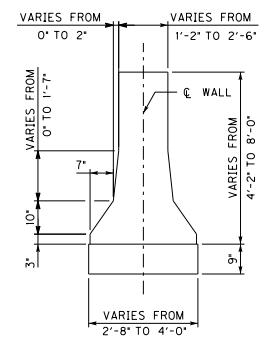
ELEVATION D-D
(SYMMETRICAL ABOUT ϵ WALL)



PLAN



SECTION B-B
(SYMMETRICAL ABOUT ϵ WALL)



SECTION C-C
(SYMMETRICAL ABOUT ϵ WALL)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



REVISION	DATE

PREPARED BY
HMB PROFESSIONAL
ENGINEERS, LLC

DATE: 10/2024
DESIGNED BY: B. Kite
DETAILED BY: T. Polen

CHECKED BY
L. Bolter
L. Bolter

INCLINE WALL TAPER DETAILS
CROSSING
J-75

ROUTE
BANNISTER
PIKE

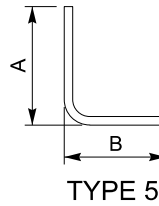
ITEM NO.
6-20026
SHEET NO.
S10

COUNTY OF
GRANT
DRAWING NUMBER

BANNISTER PIKE BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH		LOCATION	A		B		C		D		E		F		G	
				FT	IN		FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN	FT	IN
A501	STR	60	#5	3	6	WALL/COLUMN														
A502	STR	22	#5	14	3	WALL														
A503	STR	30	#5	9	7	WALL														
A504	S	100	#5	2	9	WALL	2	0	0	9										
A505	STR	50	#5	2	8	WALL														
A506	STR	10	#5	24	8	WALL														
A507	STR	4	#5	7	6	WALL														
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A514	STR	8	#5	4	11	WALL														
A515	STR	8	#5	4	7	WALL														
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A520	STR	16	#5	24	8	WALL														
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A523	STR	4	#5	8	0	WALL														
A524	STR	4	#5	1	6	WALL														
A525	STR	4	#5	24	8	WALL														
A601E	STR	32	D	2	6	WALL/COLUMN DOWEL														

D INDICATES 1 1/2" COMMERCIAL GRADE SMOOTH BAR.



PART II
SPECIFICATIONS AND STANDARD DRAWINGS

STANDARD SPECIFICATIONS

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2019* and *Standard Drawings, Edition of 2020*.

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting. The Supplemental Specifications can be found at the following link:
<http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx>

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 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) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 7) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 8) 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.
- 9) 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.
- 10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 11) Provide a photocell control to provide automatic dimming.

- 12) Allow an on-off flashing sequence at an adjustable rate.
- 13) Provide a sight to aim the message.
- 14) Provide a LED display color of approximately 590 nm amber.
- 15) Provide a controller that is password protected.
- 16) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 17) 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 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide direct wiring for operation of the sign or arrow board from an external power source to 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.

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.

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.

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

11

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

Effective June 15, 2012

SPECIAL NOTE FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

1. DESCRIPTION. This specification covers the requirements and practices for applying an asphalt adhesive material to the longitudinal joint of the surface course of an asphalt pavement. Apply the adhesive to the face of longitudinal joint between driving lanes for the first lane paved. Then, place and compact the adjacent lane against the treated face to produce a strong, durable, waterproof longitudinal joint.
2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Joint Adhesive. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide an adhesive conforming to the following requirements:

Property	Specification	Test Procedure
Viscosity, 400 ° F (Pa·s)	4.0 – 10.0	ASTM D 4402
Cone Penetration, 77 ° F	60 – 100	ASTM D 5329
Flow, 140 ° F (mm)	5.0 max.	ASTM D 5329
Resilience, 77 ° F (%)	30 min.	ASTM D 5329
Ductility, 77 ° F (cm)	30.0 min.	ASTM D 113
Ductility, 39 ° F (cm)	30.0 min.	ASTM D 113
Tensile Adhesion, 77 ° F (%)	500 min.	ASTM D 5329, Type II
Softening Point, ° F	171 min.	AASHTO T 53
Asphalt Compatibility	Pass	ASTM D 5329

Ensure the temperature of the pavement joint adhesive is between 380 and 410 °F when the material is extruded in a 0.125-inch-thick band over the entire face of the longitudinal joint.

2.2. Equipment.

2.2.1 Melter Kettle. Provide an oil-jacketed, double-boiler, melter kettle equipped with any needed agitation and recirculating systems.

2.2.2 Applicator System. Provide a pressure-feed-wand applicator system with an applicator shoe attached.

2.3 Personnel. Ensure a technical representative from the manufacturer of the pavement joint adhesive is present during the initial construction activities and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the pavement joint adhesive, ensure the face of the longitudinal joint is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the joint face by the use of compressed air.

Ensure this preparation process occurs shortly before application to prevent the return of debris on the joint face.

3.2 Pavement Joint Adhesive Application. Ensure the ambient temperature is a minimum of 40 ° F during the application of the pavement joint adhesive. Prior to applying the adhesive, demonstrate competence in applying the adhesive according to this note to the satisfaction of the Engineer. Heat the adhesive in the melter kettle to the specified temperature range. Pump the adhesive from the melter kettle through the wand onto the vertical face of the cold joint. Apply the adhesive in a continuous band over the entire face of the longitudinal joint. Do not use excessive material in either thickness or location. Ensure the edge of the extruded adhesive material is flush with the surface of the pavement. Then, place and compact the adjacent lane against the joint face. Remove any excessive material extruded from the joint after compaction (a small line of material may remain).

3.3 Pavement Joint Adhesive Certification. Furnish the joint adhesive's certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a random sample of pavement joint adhesive from each manufacturer's lot of material. Extrude two 5 lb. samples of the heated material and forward the sample to the Division of Materials for testing. Reynolds oven bags, turkey size, placed inside small cardboard boxes or cement cylinder molds have been found suitable. Ensure the product temperature is 400°F or below at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of Pavement Joint Adhesive in linear feet. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of Pavement Joint Adhesive, the cleaning of the joint face, or furnishing and placing the adhesive. The Department will consider all such items incidental to the Pavement Joint Adhesive.
5. PAYMENT. The Department will pay for the Pavement Joint Adhesive at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

11N

Pavement Joint Adhesive Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Joint Adhesive Referenced in Subsection 2.1.1						
Viscosity, 400 ° F (Pa•s) ASTM D 3236	4.0-10.0	3.5-10.5	3.0-3.4 10.6-11.0	2.5-2.9 11.1-11.5	2.0-2.4 11.6-12.0	≤1.9 ≥ 12.1
Cone Penetration, 77 ° F ASTM D 5329	60-100	57-103	54-56 104-106	51-53 107-109	48-50 110-112	≤ 47 ≥ 113
Flow, 140 ° F (mm) ASTM D 5329	≤ 5.0	≤ 5.5	5.6-6.0	6.1-6.5	6.6-7.0	≥ 7.1
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	≥ 28	26-27	24-25	22-23	≤ 21
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Softening Point, ° F AASHTO T 53	≥ 171	≥ 169	166-168	163-165	160-162	≤ 159
Ductility, 77 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Ductility, 39 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9

Code
20071EC

Pay Item
Joint Adhesive

Pay Unit
Linear Foot

May 7, 2014

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

FHWA-1273 – Revised October 23, 2023

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

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

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

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

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

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

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

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

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

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

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

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

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

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

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

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

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

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

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

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

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

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

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

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

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

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

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

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

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

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

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to DBAconformance@dol.gov. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

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

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division

under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901–3907](#).

3. Records and certified payrolls (29 CFR 5.5)

a. Basic record requirements (1) Length of record retention. All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) Information required. Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) Additional records relating to fringe benefits. Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) Additional records relating to apprenticeship. Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. Certified payroll requirements (1) Frequency and method of submission. The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting

agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) Information required. The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHD/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) Statement of Compliance. Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) Use of Optional Form WH-347. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access (1) Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address

of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices (1) Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and [29 CFR part 30](#).

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. 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 such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* \$31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

4. Subcontracts. The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the

event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

- a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;
- b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;
- c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or
- d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;

- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and

health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

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

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

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

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

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

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

- a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.
- c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.
- d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

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

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

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

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

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

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

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

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

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

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

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

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

cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

**KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

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

**AN ACT OF THE KENTUCKY GENERAL ASSEMBLY
TO PREVENT DISCRIMINATION IN EMPLOYMENT**

**KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972**

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); 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 forty (40) and over. 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, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, 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 forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Standard Title VI/Non-Discrimination Statutes and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

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 (7) provides:

No present or former public servant shall, within six (6) months 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, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of 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, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure 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, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, 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, 1025 Capital Center Drive, Suite 104, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: May 23, 2022

"General Decision Number: KY20240038 10/18/2024

Superseded General Decision Number: KY20230038

State: Kentucky

Construction Type: Highway

Counties: Anderson, Bath, Bourbon, Boyd, Boyle, Bracken, Breckinridge, Bullitt, Carroll, Carter, Clark, Elliott, Fayette, Fleming, Franklin, Gallatin, Grant, Grayson, Greenup, Hardin, Harrison, Henry, Jefferson, Jessamine, Larue, Lewis, Madison, Marion, Mason, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Robertson, Rowan, Scott, Shelby, Spencer, Trimble, Washington and Woodford Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

<p>If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:</p>	<ul style="list-style-type: none"> . Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least \$17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024.
<p>If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:</p>	<ul style="list-style-type: none"> . Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least \$12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a

conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/05/2024
1	02/09/2024
2	03/01/2024
3	03/15/2024
4	03/22/2024
5	05/31/2024
6	06/14/2024
7	07/05/2024
8	09/06/2024
9	09/13/2024
10	09/20/2024
11	10/18/2024

BRIN0004-003 06/01/2023

BRECKENRIDGE COUNTY

	Rates	Fringes
BRICKLAYER.....	\$ 34.17	19.60

BRKY0001-005 06/01/2023		

BULLITT, CARROLL, GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, & TRIMBLE COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 33.48	15.92

BRKY0002-006 06/01/2023		

BRACKEN, GALLATIN, GRANT, MASON & ROBERTSON COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 33.48	15.92

BRKY0007-004 06/01/2023		

BOYD, CARTER, ELLIOT, FLEMING, GREENUP, LEWIS & ROWAN COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 39.46	20.14

BRKY0017-004 06/01/2023		

ANDERSON, BATH, BOURBON, BOYLE, CLARK, FAYETTE, FRANKLIN, HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS, OWEN, SCOTT, WASHINGTON & WOODFORD COUNTIES:

Rates	Fringes
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BRICKLAYER.....	\$ 33.48	15.92
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CARP0064-001 04/01/2024

	Rates	Fringes
CARPENTER.....	\$ 32.90	23.33
Diver.....	\$ 49.73	23.33
PILEDRIVERMAN.....	\$ 33.40	23.33

ELEC0212-008 06/05/2024

BRACKEN, GALLATIN and GRANT COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 35.43	22.05

ELEC0212-014 11/27/2023

BRACKEN, GALLATIN & GRANT COUNTIES:

	Rates	Fringes
Sound & Communication Technician.....	\$ 27.20	14.54

* ELEC0317-012 06/03/2024

BOYD, CARTER, ELLIOT & ROWAN COUNTIES:

	Rates	Fringes
ELECTRICIAN (Wiremen).....	\$ 38.30	23.12

ELEC0369-007 05/29/2024

ANDERSON, BATH, BOURBON, BOYLE, BRECKINRIDGE, BULLITT, CARROLL,
CLARK, FAYETTE, FRAONKLIN, GRAYSON, HARDIN, HARRISON, HENRY,
JEFFERSON, JESSAMINE, LARUE, MADISON, MARION, MEADE, MERCER,
MONTGOMERY, NELSON, NICHOLAS, OLDHAM, OWEN, ROBERTSON, SCOTT,
SHELBY, SPENCER, TRIMBLE, WASHINGTON, & WOODFORD COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 37.88	21.38

ELEC0575-002 05/29/2023

FLEMING, GREENUP, LEWIS & MASON COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 37.00	22.26

ENGI0181-018 07/01/2024

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1.....	\$ 40.05	19.10
GROUP 2.....	\$ 37.19	19.10
GROUP 3.....	\$ 37.64	19.10
GROUP 4.....	\$ 36.87	19.10

OPERATING ENGINEER CLASSIFICATIONS

GROUP 1 - A-Frame Winch Truck; Auto Patrol; Backfiller; Batch Plant; Bituminous Paver; Bituminous Transfer Machine; Boom Cat; Bulldozer; Mechanic; Cableway; Carry-All Scoop; Carry Deck Crane; Central Compressor Plant; Cherry Picker; Clamshell; Concrete Mixer (21 cu. ft. or Over); Concrete Paver; Truck-Mounted Concrete Pump; Core Drill; Crane; Crusher Plant; Derrick; Derrick Boat; Ditching & Trenching Machine; Dragline; Dredge Operator; Dredge Engineer; Elevating Grader & Loaders; Grade-All; Gurrries; Heavy Equipment Robotics Operator/Mechanic; High Lift; Hoe-Type Machine; Hoist (Two or More Drums); Hoisting Engine (Two or More Drums); Horizontal Directional Drill Operator; Hydrocrane; Hyster; KeCal Loader; LeTourneau; Locomotive; Mechanic; Mechanically Operated Laser Screed; Mechanic Welder; Mucking Machine; Motor Scraper; Orangepeel Bucket; Overhead Crane; Piledriver; Power Blade; Pumpcrete; Push Dozer; Rock Spreader, attached to equipment; Rotary Drill; Roller (Bituminous); Rough Terrain Crane; Scarifier; Scoopmobile; Shovel; Side Boom; Subgrader; Tailboom; Telescoping Type Forklift; Tow or Push Boat; Tower Crane (French, German & other types); Tractor Shovel; Truck Crane; Tunnel Mining Machines, including Moles, Shields or similar types of Tunnel Mining Equipment

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float; Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Concrete Pump; Skid Steer Machine with all Attachments; Switchman or Brakeman; Throttle Valve Person; Tractair & Road Widening Trencher; Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger; Welding Machine; Well Points; & Whirley Oiler

GROUP 3 - All Off Road Material Handling Equipment, including Articulating Dump Trucks; Greaser on Grease Facilities servicing Heavy Equipment

GROUP 4 - Bituminous Distributor; Burlap & Curing Machine; Cement Gun; Concrete Saw; Conveyor; Deckhand Oiler; Grout Pump; Hydraulic Post Driver; Hydro Seeder; Mud Jack; Oiler; Paving Joint Machine; Power Form Handling Equipment; Pump; Roller (Earth); Steerman; Tamping Machine; Tractor (Under 50 H.P.); & Vibrator

CRANES - with booms 150 ft. & Over (Including JIB), and where the length of the boom in combination with the length of the piling leads equals or exceeds 150 ft. - \$1.00 over Group 1 rate

EMPLOYEES ASSIGNED TO WORK BELOW GROUND LEVEL ARE TO BE PAID 10%

ABOVE BASIC WAGE RATE. THIS DOES NOT APPLY TO OPEN CUT WORK.

BRACKEN, GALLATIN, GRANT, HARRISON, ROBERTSON,
BOURBON (Northern third, including Townships of Jackson,
Millersburg, Ruddel Mills & Shawhan);
CARROLL (Eastern third, including the Township of Ghent);
FLEMING (Western part, excluding Townships of Beechburg, Colfax,
Elizaville, Flemingsburg, Flemingsburg Junction, Foxport,
Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills,
Nepton, Pecksridge, Plummers Landing, Plummers Mill, Poplar
Plains, Ringos Mills, Tilton & Wallingford);
MASON (Western two-thirds, including Townships of Dover,
Lewisburg, Mays Lick, Maysville, Minerva, Moranburg,
Murphysville, Ripley, Sardis, Shannon, South Ripley &
Washington);
NICHOLAS (Townships of Barefoot, Barterville, Carlisle,
Ellisville, Headquarters, Henryville, Morningglory, Myers &
Oakland Mills);
OWEN (Townships of Beechwood, Bromley, Fairbanks, Holbrook,
Jonesville, Long Ridge, Lusby's Mill, New, New Columbus, New
Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita &
Wheatley);
SCOTT (Northern two-thirds, including Townships of Biddle,
Davis, Delaplain, Elmville, Longlick, Muddy Ford, Oxford,
Rogers Gap, Sadieville, Skinnersburg & Stonewall)

	Rates	Fringes
IRONWORKER		
Fence Erector.....	\$ 33.60	23.00
Structural.....	\$ 35.37	23.00

IRON0070-006 06/01/2024

ANDERSON, BOYLE, BRECKINRIDGE, BULLITT, FAYETTE, FRANKLIN,
GRAYSON, HARDIN, HENRY, JEFFERSON, JESSAMINE, LARUE, MADISON,
MARION, MEADE, MERCER, NELSON, OLDHAM, SHELBY, SPENCER,
TRIMBLE, WASHINGTON & WOODFORD
BOURBON (Southern two-thirds, including Townships of Austerlity,
Centerville, Clintonville, Elizabeth, Hutchison, Littlerock,
North Middletown & Paris);
CARROLL (Western two-thirds, including Townships of Carrollton,
Easterday, English, Locust, Louis, Prestonville & Worthville);
CLARK (Western two-thirds, including Townships of Becknerville,
Flanagan, Ford, Pine Grove, Winchester & Wyandotte);
OWEN (Eastern eighth, including Townships of Glenmary, Gratz,
Monterey, Perry Park & Tacketts Mill);
SCOTT (Southern third, including Townships of Georgetown, Great
Crossing, Newtown, Stamping Ground & Woodlake);

	Rates	Fringes
IRONWORKER.....	\$ 34.59	25.00

IRON0769-007 06/01/2024

BATH, BOYD, CARTER, ELLIOTT, GREENUP, LEWIS, MONTGOMERY & ROWAN
CLARK (Eastern third, including townships of Bloomingdale,
Hunt, Indian Fields, Kiddville, Loglick, Rightangele & Thomson);
FLEMING (Townships of Beechburg, Colfax, Elizaville,
Flemingsburg, Flemingsburg Junction, Foxport, Grange City,
Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton,
Pecksridge, Plummers Landing, Plummers Mill, Poplar Plains,
Ringos Mills, Tilton & Wallingford);
MASON (Eastern third, including Townships of Helena, Marshall,

Orangeburg, Plumville & Springdale);
NICHOLAS (Eastern eighth, including the Township of Moorefield
Sprout)

	Rates	Fringes
IRONWORKER		
ZONE 1.....	\$ 37.66	29.24
ZONE 2.....	\$ 38.06	29.24
ZONE 3.....	\$ 39.66	29.24

ZONE 1 - (no base rate increase) Up to 10 mile radius of
Union Hall, 1643 Greenup Ave, Ashland, KY.

ZONE 2 - (add \$0.40 per hour to base rate) 10 to 50 mile
radius of Union Hall, 1643 Greenup Ave, Ashland, KY.

ZONE 3 - (add \$2.00 per hour to base rate) 50 mile radius &
over of Union Hall, 1643 Greenup Ave, Ashland, KY.

LAB00189-003 07/01/2023

BATH, BOURBON, BOYD, BOYLE, BRACKEN, CARTER, CLARK, ELLIOTT,
FAYETTE, FLEMING, FRANKLIN, GALLATIN, GRANT, GREENUP, HARRISON,
JESSAMINE, LEWIS, MADISON, MASON, MERCER, MONTGOMERY, NICHOLAS,
OWEN, ROBERTSON, ROWAN, SCOTT, & WOOLFORD COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 23.96	17.57
GROUP 2.....	\$ 24.21	17.57
GROUP 3.....	\$ 24.26	17.57
GROUP 4.....	\$ 24.86	17.57

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement
Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter
Tender; Cement Mason Tender; Cleaning of Machines;
Concrete; Demolition; Dredging; Environmental - Nuclear,
Radiation, Toxic & Hazardous Waste - Level D; Flagperson;
Grade Checker; Hand Digging & Hand Back Filling; Highway
Marker Placer; Landscaping, Mesh Handler & Placer; Puddler;
Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail
& Fence Installer; Signal Person; Sound Barrier Installer;
Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper;
Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer);
Brickmason Tender; Mortar Mixer Operator; Scaffold Builder;
Burner & Welder; Bushhammer; Chain Saw Operator; Concrete
Saw Operator; Deckhand Scow Man; Dry Cement Handler;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Level C; Forklift Operator for Masonary; Form Setter;
Green Concrete Cutting; Hand Operated Grouter & Grinder
Machine Operator; Jackhammer; Pavement Breaker; Paving
Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven
Georgia Buggy & Wheel Barrow; Power Post Hole Digger;
Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind
Trencher; Sand Blaster; Concrete Chipper; Surface Grinder;
Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster; & Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Drillers (All Types); Powdermen & Blasters; Troxler & Concrete Tester if Laborer is Utilized

LAB00189-008 07/01/2023

ANDERSON, BULLITT, CARROLL, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE & WASHINGTON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 23.96	17.57
GROUP 2.....	\$ 24.21	17.57
GROUP 3.....	\$ 24.26	17.57
GROUP 4.....	\$ 24.86	17.57

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster;

& Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Drillers (All Types); Powdermen & Blasters; Troxler & Concrete Tester if Laborer is Utilized

LAB00189-009 07/01/2023

BRECKINRIDGE & GRAYSON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 23.96	17.57
GROUP 2.....	\$ 24.21	17.57
GROUP 3.....	\$ 24.26	17.57
GROUP 4.....	\$ 24.86	17.57

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster; & Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Drillers (All Types); Powdermen & Blasters; Troxler & Concrete Tester if Laborer is Utilized

PAIN0012-005 06/11/2005

BATH, BOURBON, BOYLE, CLARK, FAYETTE, FLEMING, FRANKLIN, HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS, ROBERTSON, SCOTT & WOODFORD COUNTIES:

	Rates	Fringes
PAINTER		
Bridge/Equipment Tender and/or Containment Builder..	\$ 18.90	5.90
Brush & Roller.....	\$ 21.30	5.90
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement.....	\$ 22.30	5.90
Sandblasting & Waterblasting.....	\$ 22.05	5.90
Spray.....	\$ 21.80	5.90

PAIN0012-017 05/01/2015

BRACKEN, GALLATIN, GRANT, MASON & OWEN COUNTIES:

	Rates	Fringes
PAINTER (Heavy & Highway Bridges - Guardrails - Lightpoles - Striping)		
Bridge Equipment Tender and Containment Builder.....	\$ 20.73	9.06
Brush & Roller.....	\$ 23.39	9.06
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement.....	\$ 24.39	9.06
Sandblasting & Water Blasting.....	\$ 24.14	9.06
Spray.....	\$ 23.89	9.06

PAIN0118-004 06/01/2018

ANDERSON, BRECKINRIDGE, BULLITT, CARROLL, GRAYSON, HARDIN,
HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY,
SPENCER, TRIMBLE & WASHINGTON COUNTIES:

	Rates	Fringes
PAINTER		
Brush & Roller.....	\$ 22.00	12.52
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning.....	\$ 23.00	12.52

PAIN1072-003 12/01/2023

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS and ROWAN COUNTIES

	Rates	Fringes
Painters:		
Bridges; Locks; Dams; Tension Towers & Energized Substations.....	\$ 35.64	23.69
Power Generating Facilities..	\$ 32.40	23.69

PLUM0248-003 06/01/2024

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS & ROWAN COUNTIES:

Rates	Fringes
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Plumber and Steamfitter.....	\$ 41.50	25.01
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PLUM0392-007 06/01/2024

BRACKEN, CARROLL (Eastern Half), GALLATIN, GRANT, MASON, OWEN & ROBERTSON COUNTIES:

	Rates	Fringes
Plumbers and Pipefitters.....	\$ 40.70	26.75

PLUM0502-003 08/01/2024

BRECKINRIDGE, BULLITT, CARROLL (Western Half), FRANKLIN (Western three-fourths), GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE & WASHINGTON COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 41.90	24.89

* SUKY2010-160 10/08/2001

	Rates	Fringes
Truck drivers:		
GROUP 1.....	\$ 16.57 **	7.34
GROUP 2.....	\$ 16.68 **	7.34
GROUP 3.....	\$ 16.86 **	7.34
GROUP 4.....	\$ 16.96 **	7.34

TRUCK DRIVER CLASSIFICATIONS

GROUP 1 - Mobile Batch Truck Tender

GROUP 2 - Greaser; Tire Changer; & Mechanic Tender

GROUP 3 - Single Axle Dump; Flatbed; Semi-trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Distributor; Mixer; & Truck Mechanic

GROUP 4 - Euclid & Other Heavy Earthmoving Equipment & Lowboy; Articulator Cat; 5-Axle Vehicle; Winch & A-Frame when used in transporting materials; Ross Carrier; Forklift when used to transport building materials; & Pavement Breaker

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 (\$17.20) or 13658 (\$12.90). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all

rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

State Adopted Rate Identifiers

Classifications listed under the ""SA"" identifier indicate that the prevailing wage rate set by a state (or local) government was adopted under 29 C.F.R. 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 01/03/2024 reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal

process described here, initial contact should be with the
Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an
interested party (those affected by the action) can request
review and reconsideration from the Wage and Hour Administrator
(See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the
interested party's position and by any information (wage
payment data, project description, area practice material,
etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an
interested party may appeal directly to the Administrative
Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

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 a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

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 to an employee at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty (40) hours in such workweek. Wage violations or questions should be directed to the designated Engineer or the undersigned.

Director
Division of Construction Procurement
Frankfort, Kentucky 40622
502-564-3500

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

GOALS FOR MINORITY PARTICIPATION IN EACH TRADE	GOALS FOR FEMALE PARTICIPATION IN EACH TRADE
9.2%	6.9%

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Notification of Construction Contract Award Portal (NCAP) is OFCCP's preferred method for receiving construction contract award notifications. The NCAP can be found on OFCCP's website at <https://www.dol.gov/agencies/ofccp/ncap>. Users who prefer not to use the portal maintain the option to send their notifications via mail, email and facsimile to the OFCCP Regional office in which the work will be performed. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification must include: Prime Contract Number (issued by the federal agency or applicant); Name of Awarding Federal Agency, Applicant or Contractor; Contracting Officer, Applicant Representative or Contractor Representative Submitting Notification with name, phone number, email address; Contractor Awarded Contract or Subcontract with name, address, phone number, email address, EIN, dollar amount of the contract, estimated start date of the contract, estimated completion date of the contract, geographical area in which the contract is to be performed (state, county's city (if applicable)).

The notification shall be mailed to:

**Regional Director
Office of Federal Contract Compliance Programs
61 Forsyth Street, SW, Suite 7B75
Atlanta, Georgia 30303-8931
Main Number: 404-893-4545 Fax: 404-893-4546
Regional Director Contact: OFCCP-SE@dol.gov
Construction Award Email: OFCCP-SE-ConstructionAward@dol.gov**

4. As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is Grant County.

PART IV
INSURANCE

Refer to
Kentucky Standard Specifications for Road and Bridge Construction,
current edition

PART V
BID ITEMS

PROPOSAL BID ITEMS

241112

Page 1 of 3

Report Date 10/21/24

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	3,772.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	520.00	TON		\$	
0030	00103		ASPHALT SEAL COAT	62.00	TON		\$	
0040	00194		LEVELING & WEDGING PG76-22	3,100.00	TON		\$	
0050	00214		CL3 ASPH BASE 1.00D PG64-22	2,356.00	TON		\$	
0060	00339		CL3 ASPH SURF 0.38D PG64-22	11,772.00	TON		\$	
0070	00342		CL4 ASPH SURF 0.38A PG76-22	18,827.00	TON		\$	
0080	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		\$	
0090	02677		ASPHALT PAVE MILLING & TEXTURING	32,954.00	TON		\$	
0100	20071EC		JOINT ADHESIVE	214,778.00	LF		\$	
0110	20757ED		PAVEMENT REPAIR	4,000.00	SQYD		\$	
0120	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	151.00	TON		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0130	00078		CRUSHED AGGREGATE SIZE NO 2	183.00	TON		\$	
0140	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	44.00	EACH		\$	
0150	01985		DELINEATOR FOR BARRIER - YELLOW	77.00	EACH		\$	
0160	02367		GUARDRAIL END TREATMENT TYPE 1	1.00	EACH		\$	
0170	02369		GUARDRAIL END TREATMENT TYPE 2A	2.00	EACH		\$	
0180	02381		REMOVE GUARDRAIL	2,200.00	LF		\$	
0190	02391		GUARDRAIL END TREATMENT TYPE 4A	1.00	EACH		\$	
0200	02562		TEMPORARY SIGNS	1,200.00	SQFT		\$	
0210	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0220	02671		PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH		\$	
0230	02696		SHOULDER RUMBLE STRIPS	118,754.00	LF		\$	
0240	02726		STAKING	1.00	LS		\$	
0250	03171		CONCRETE BARRIER WALL TYPE 9T	3,840.00	LF		\$	
0260	06401		FLEXIBLE DELINEATOR POST-M/W	290.00	EACH		\$	
0270	06404		FLEXIBLE DELINEATOR POST-M/Y	64.00	EACH		\$	
0280	06511		PAVE STRIPING-TEMP PAINT-6 IN	416,489.00	LF		\$	
0290	06513		PAVE STRIPING-TEMP PAINT-12 IN	2,640.00	LF		\$	
0300	06542		PAVE STRIPING-THERMO-6 IN W	82,508.00	LF		\$	
0310	06543		PAVE STRIPING-THERMO-6 IN Y	55,377.00	LF		\$	
0320	06546		PAVE STRIPING-THERMO-12 IN W	2,640.00	LF		\$	
0330	06549		PAVE STRIPING-TEMP REM TAPE-B	16,650.00	LF		\$	
0340	06550		PAVE STRIPING-TEMP REM TAPE-W	17,700.00	LF		\$	
0350	06551		PAVE STRIPING-TEMP REM TAPE-Y	8,400.00	LF		\$	
0360	06568		PAVE MARKING-THERMO STOP BAR-24IN	40.00	LF		\$	
0370	06574		PAVE MARKING-THERMO CURV ARROW	8.00	EACH		\$	
0380	06575		PAVE MARKING-THERMO COMB ARROW	2.00	EACH		\$	
0390	06585		PAVEMENT MARKER TY IVA-MW TEMP	3,269.00	EACH		\$	
0400	06586		PAVEMENT MARKER TY IVA-MY TEMP	135.00	EACH		\$	

PROPOSAL BID ITEMS

241112

Page 2 of 3

Report Date 10/21/24

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	06613		INLAID PAVEMENT MARKER-B W/R	2,697.00	EACH		\$	
0420	06614		INLAID PAVEMENT MARKER-B Y/R	48.00	EACH		\$	
0430	08903		CRASH CUSHION TY VI CLASS BT TL3	6.00	EACH		\$	
0440	10020NS		FUEL ADJUSTMENT	56,121.00	DOLL	\$1.00	\$	\$56,121.00
0450	10030NS		ASPHALT ADJUSTMENT	140,961.00	DOLL	\$1.00	\$	\$140,961.00
0460	20411ED		LAW ENFORCEMENT OFFICER	300.00	HOUR		\$	
0470	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	2,200.00	LF		\$	
0480	24679ED		PAVE MARK THERMO CHEVRON	1,593.00	SQFT		\$	
0490	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	2,014,371.00	SF		\$	
0500	25075EC		QUEUE PROTECTION VEHICLE	300.00	HOUR		\$	
0510	25117EC		FURNISH QUEUE PROTECTION VEHICLES	5.00	MONT		\$	
0520	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	5.00	MONT		\$	
0530	26137EC		QUEUE WARNING PCMS	30.00	MONT		\$	
0540	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	30.00	MONT		\$	
0550	26228EC		ELECTRONIC DELIVERY MGMT SYSTEM	1.00	LS		\$	
0560	26233EC		MOBILIZATION FOR CONCRETE SURF TREATMENT	1.00	LS		\$	
0570	26237EC		CONNECTED ARROW PANEL	20.00	MONT		\$	

Section: 0003 - 041B0047N - KY22 OVER I-75 - MP 159.544

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0580	02403		REMOVE CONCRETE MASONRY	33.00	CUYD		\$	
0590	08100		CONCRETE-CLASS A	104.00	CUYD		\$	
0600	08150		STEEL REINFORCEMENT	9,914.00	LB		\$	
0610	08151		STEEL REINFORCEMENT-EPOXY COATED	481.00	LB		\$	
0620	20591EC		REMOVE BARRIER	50.00	LF		\$	
0630	23378EC		CONCRETE SEALING	2,040.00	SQFT		\$	

Section: 0004 - 041B00049N - BANNISTER PIKE OVER I-75 - MP 160.398

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0640	02403		REMOVE CONCRETE MASONRY	6.00	CUYD		\$	
0650	08100		CONCRETE-CLASS A	44.00	CUYD		\$	
0660	08150		STEEL REINFORCEMENT	2,763.00	LB		\$	
0670	08151		STEEL REINFORCEMENT-EPOXY COATED	481.00	LB		\$	
0680	20591EC		REMOVE BARRIER	50.00	LF		\$	
0690	23378EC		CONCRETE SEALING	920.00	SQFT		\$	

Section: 0005 - 041B00050N - KY 1994 OVER I-75 - MP 161.966

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0700	02403		REMOVE CONCRETE MASONRY	7.00	CUYD		\$	
0710	08100		CONCRETE-CLASS A	45.00	CUYD		\$	
0720	08150		STEEL REINFORCEMENT	2,855.00	LB		\$	

PROPOSAL BID ITEMS

241112

Page 3 of 3

Report Date 10/21/24

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0730	08151		STEEL REINFORCEMENT-EPOXY COATED	481.00	LB		\$	
0740	20591EC		REMOVE BARRIER	50.00	LF		\$	
0750	23378EC		CONCRETE SEALING	1,048.00	SQFT		\$	

Section: 0006 - SIGNALIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0760	26119EC		INSTALL RADAR PRESENCE DETECTOR TYPE A	1.00	EACH		\$	

Section: 0007 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0770	02568		MOBILIZATION	1.00	LS		\$	
0780	02569		DEMOBILIZATION	1.00	LS		\$	