



CALL NO. 200

CONTRACT ID. 261110

SCOTT - FAYETTE - WOODFORD COUNTIES

FED/STATE PROJECT NUMBER NHPP 0644 (100)

DESCRIPTION I-64 PAVEMENT REHABILITATION SCOTT COUNTY

WORK TYPE ASPHALT PAVEMENT & ROADWAY REHAB

PRIMARY COMPLETION DATE 11/1/2026

LETTING DATE: February 19,2026

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME February 19,2026. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DBE CERTIFICATION REQUIRED - 0%

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

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 07

CONTRACT ID - 261110
NHPP 0644 (100)
COUNTY - FAYETTE
PCN - DE034006426W1
NHPP 0644 (101)

I-64 PAVEMENT REHABILITATION FAYETTE COUNTY I-64 PAVEMENT REHABILITATION FAYETTE COUNTY, A
DISTANCE OF 03.30 MILES.ASPHALT PAVEMENT & ROADWAY REHAB SYP NO. 07-20008.00.
GEOGRAPHIC COORDINATES LATITUDE 38:07:16.00 LONGITUDE 84:32:23.00
ADT

COUNTY - SCOTT
PCN - DE105006426W1
NHPP 0644 (100)

I-64 PAVEMENT REHABILITATION SCOTT COUNTY I-64 PAVEMENT REHABILITATION SCOTT COUNTY, A
DISTANCE OF 03.89 MILES.ASPHALT PAVEMENT & ROADWAY REHAB SYP NO. 07-20049.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:17.00 LONGITUDE 84:36:10.00
ADT

PCN - MB10500642401
FBP 0644(102)

FRANKFORT - LEXINGTON ROAD (I-64) - 105B00082N BRIDGE 105B00082N OVER I-64 AT MP 67.52BRIDGE
PAINTING & CLEANING SYP NO. 07-10059.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:44.00 LONGITUDE 84:38:13.00
ADT

COUNTY - WOODFORD
PCN - DE120006426W1
NHPP 0644 (099)

I-64 PAVEMENT REHABILITATION WOODFORD COUNTY I-64 PAVEMENT REHABILITATION WOODFORD
COUNTY, A DISTANCE OF 02.25 MILES.ASPHALT PAVEMENT & ROADWAY REHAB SYP NO. 07-20048.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:33.00 LONGITUDE 84:39:22.00
ADT

PCN - MB12000642401
FBP 0644(102)

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00022L BRIDGE 120B00022L OVER US 421 AT MP 64.98.BRIDGE
PAINTING & CLEANING SYP NO. 07-10059.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:37.00 LONGITUDE 84:41:01.00
ADT

PCN - MB12000642402
FBP 0644(102)

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00022R BRIDGE 120B00022R OVER US 421 AT MP 65.00.BRIDGE
PAINTING & CLEANING SYP NO. 07-10059.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:36.00 LONGITUDE 84:40:59.00
ADT

PCN - MB12000642403
FBP 0644(102)

FRANKFORT - LEXINGTON ROAD (I-64) - 102B00024L BRIDGE 120B00024L OVER ELKHORN CREEK AT MP
67.10BRIDGE PAINTING & CLEANING SYP NO. 07-10059.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:36.00 LONGITUDE 84:40:59.00
ADT

PCN - MB12000642404
FBP 0644(102)

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00024R BRIDGE 120B00024R OVER ELKHORN CREEK AT MP 67.10BRIDGE PAINTING & CLEANING SYP NO. 07-10059.00.
GEOGRAPHIC COORDINATES LATITUDE 38:09:36.00 LONGITUDE 84:40:59.00
ADT

COMPLETION DATE(S):
COMPLETED BY 11/01/2026 APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

INSURANCE

Refer to Kentucky Standard Specifications for Road and Bridge Construction, current edition.

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: 1/1/2025

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

102.13 Irregular Bid Proposals

102.09 Proposal Guaranty
- 102.08 Preparation and Delivery of Proposals

102.14 Disqualification of Bidders

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)

Revised: 2/29/2024

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.

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.

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
I-64

ASPHALT PAVEMENT AND
ROADWAY REHABILITATION

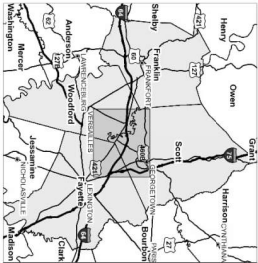
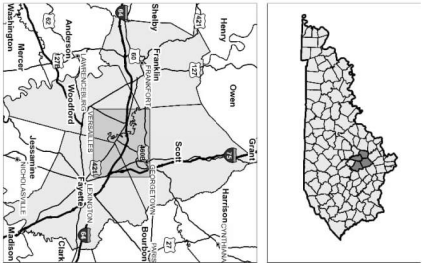
WOODFORD/SCOTT/FAYETTE COUNTY - MP 64.826 - MP 73.965
ITEM NO. 07-20048.00/20049.00/20008.00

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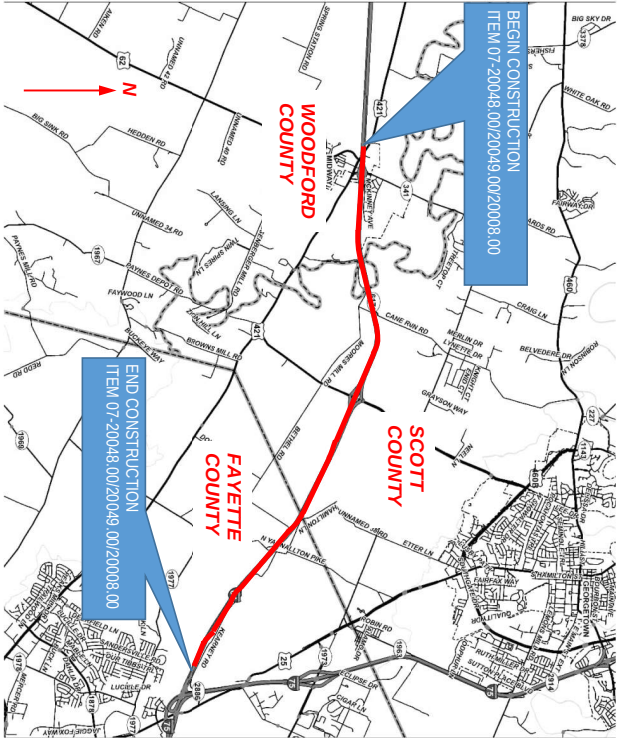
Prepared By:
WSP USA INC.
1792 ALYSHEBA WAY
LEXINGTON, KY 40509

December 10, 2025



KYTC 2024 Traffic Counts:
35,991 AADT 18.75% Trucks

THIS PROJECT IS A FULLY
CONTROLLED ACCESS HIGHWAY



NOT TO SCALE

ITEM NO: 07-20048.00/20049.00/20008.00

PROJECT NO(S): NHPP 0644(099) FD52 120 0064 064-068, NHPP 0644(100) FD52 105 0064 067-07
NHPP 0644(101) FD52 034 0064 071-075

LETTING DATE: January 29, 2026

RECOMMENDED BY:

KYTC Project Manager

DATE

PLAN APPROVED BY:

State Highway Engineer

DATE

FHWA APPROVED BY:

DATE

STANDARD DRAWINGS

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY

PAGE 1 OF 1

APPLICABLE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD
DRAWINGS - CURRENT EDITIONS:

BHS-014	THRIE-BEAM GUARDRAIL TRANSITION (TL-3)
RBE-210	STEEL THRIE-BEAM BULLNOSE TERMINAL
RBI-001	TYPICAL GUARDRAIL INSTALLATIONS
RBI-002	TYPICAL GUARDRAIL INSTALLATIONS
RBR-001	STEEL BEAM GUARDRAIL ("W" BEAM)
RBR-005	GUARDRAIL COMPONENTS
RBR-015	GUARDRAIL POSTS
RBR-025	GUARDRAIL END TREATMENT TYPE 2M
RBR-055	DELINEATORS FOR GUARDRAIL
RBR-100	STEEL BEAM GUARDRAIL (THRIE BEAM)
RDB-005	DROP BOX INLET TYPE 5A-5B-5C-5D-5E &5F
RDD-020	FLUME INLET TYPE 1
RDI-001	CULVERT AND STORM SEWER PIPE TYPES AND COVER HEIGHTS (12" PIPE - 24" PIPE)
RDI-020	PIPE BEDDING FOR CULVERTS, ENTRANCE AND STORM SEWER PIPE
RDI-021	PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONC. PIPE
RDI-025	PIPE BEDDING TRENCH CONDITION
RDI-026	PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE
TPM-105	PAVEMENT MARKER ARRANGEMENTS MULTI-LANE ROADWAYS
TPM-125	INLAID PAVEMENT MARKER ARRANGEMENT EXIT GORE AND OFF RAMP
TPM-126	INLAID PAVEMENT MARKER ARRANGEMENT FOR PARALLEL DECELERATION LANE
TPM-130	INLAID PAVEMENT MARKER ARRANGEMENT ON RAMP WITH TAPERED ACCEL. LANE
TPM-135	INLAID PAVEMENT MARKER ARRANGEMENT ON RAMP WITH PARALLEL ACCEL. LANE
TPM-200	TYPICAL ENTRANCE RAMP MARKINGS FOR INTERSTATES AND PARKWAYS
TPM-201	TYPICAL EXIT RAMP MARKINGS FOR INTERSTATES AND PARKWAYS
TPM-202	TYPICAL EXIT RAMP MARKINGS FOR INTERSTATES AND PARKWAYS
TPM-204	TYPICAL MARKINGS FOR GORE AREAS
TPR-115	SHOULDER & EDGELINE RUMBLE STRIP PLACEMENT DETAILS
TTC-115	LANE CLOSURE MULTI-LANE HIGHWAY CASE I
TTS-115	MOBILE OPERATION FOR PAINT STRIPING CASE IV
TTS-120	MOBILE OPERATION FOR DURABLE STRIPING CASE I
TTS-140	CHANNELIZING DEVICES (INCLUDING BARRICADES)

REFERENCES

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY

PAGE 1 OF 1

1. KENTUCKY TRANSPORTATION CABINET, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION.
2. FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
- CURRENT EDITION WITH REVISIONS.
3. APPLICABLE KENTUCKY DEPARTMENT OF HIGHWAYS SUPPLEMENTAL SPECIFICATIONS:

SPCL. NOTE	ASPHALT MILLING AND TEXTURING
SPCL. NOTE	TYPICAL SECTION DIMENSIONS
SPCL. NOTE	BEFORE YOU DIG
SPCL. NOTE	FIXED COMPLETION DATE AND LIQUIDATED DAMAGES
SPCL. NOTE	EXPERIMENTAL KYCT AND HAMBURG TESTING
SPCL. NOTE	TRAFFIC QUEUE PROTECTION VEHICLE
SPCL. NOTE	PORTABLE QUEUE WARNING ALERT SYSTEM
SPCL. NOTE	GUARDRAIL DELIVERY VERIFICATION SHEET
SPCL. NOTE	LONGITUDINAL PAVEMENT JOINT ADHESIVE
SPCL. NOTE	PAVER MOUNTED TEMPERATURE PROFILES
SPCL. NOTE	RAP STOCKPILE MANAGEMENT
SPCL. NOTE	ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-TICKETING)
SPCL. NOTE	ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-TICKETING) (AGG)
SPCL. NOTE	SIGNING VARIABLE WORK ZONE SPEED LIMITS
SPCL. NOTE	PORTABLE CHANGEABLE MESSAGE SIGNS

GENERAL NOTES
I-64 – WOODFORD, SCOTT & FAYETTE COUNTIES
PAGE 1 OF 3

I. GENERAL

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Current Edition, Supplemental Specifications, any 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 work identified in the proposal.

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.

III. CONSTRUCTION METHODS

A. Maintain and Control Traffic

See Traffic Control Plan and Standard Specifications.

B. Site Preparation

Be responsible for all site preparation. Do not disturb existing signs unless noted on the plans. 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. Other than the bid items listed, no direct payment will be made for site preparation, but will be incidental to the other items of work.

B. Disposal of Waste

Dispose of all cuttings, debris, and other waste off the right-of-way at approved sites obtained by the Contractor at no additional cost to the Department. 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 the disposal of waste and debris from the project or obtaining the necessary permits but will be incidental to the other items of the work.

C. 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. 1. These items are incidental to other items in the contract.

E. Pavement Striping and Pavement Markers

Permanent striping will be in accordance with Sections 112 and 714, except that:

- (1) Permanent and/or temporary striping will be in place before a lane is opened to traffic; and
- (2) Permanent striping will be Durable Tape Type 1 and Extruded Thermoplastic Markings. Contrary to Section 714.02.05 of the Standard Specifications for Road and Bridge Construction, application of 6 inch and 12 inch white and yellow "long-line" thermoplastic striping will be required to be by ribbon-extrusion gun at all locations that are to be applied over milled rumble strips in lieu of an extrusion die application. Also, ribbon-extrusion gun application may be used for all other 6 inch and 12 inch white and yellow "long-line" thermoplastic striping on this project in lieu of an extrusion die application.

GENERAL NOTES
I-64 – WOODFORD, SCOTT & FAYETTE COUNTIES
PAGE 2 OF 3

F. On-Site Inspection

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 themselves with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.

G. 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 their 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.

H. Utility Clearance

It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, if 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.

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic

See Traffic Control Plan.

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. Inlaid Pavement Markers and Permanent Striping

Permanent striping is measured per linear foot. Inlaid Pavement Markers are measured as each.

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 (not to be disturbed) that are damaged by the Contractor will be replaced by the Contractor at his expense.

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. Crushed Stone Base

See Section 302 of the Standard Specifications.

D. Inlaid Pavement Markers and Permanent Striping

See Traffic Control Plan.

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.

GENERAL NOTES
I-64 – WOODFORD, SCOTT & FAYETTE COUNTIES
PAGE 3 OF 3

VI. MISCELLANEOUS

- A. The dimensions shown on the typical sections 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 specified in the Proposal.
- B. The Contractor is advised that locations of low wires crossing the roadway 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.
- C. Guardrail, End Treatments, and Terminal Sections to be replaced are listed by mileposts. Exact placement to be approved by the Engineer on construction.
- D. Any signs (not to be replaced), light poles, and other items that are damaged during Construction are to be replaced at the Contractor's expense.
- E. Pavement rideability requirements in accordance with Section 410 Category A of the standard specifications shall apply on this project.
- F. The Department will accept the compaction of asphalt mixtures furnished for the driving lanes at one inch or greater on this project by Option A according to subsections 402 and 403 of the Standard Specifications. The Department will accept the compaction of all other mixtures by Option B.
- G. The Contractor shall be responsible for the repair of any pavement that becomes detrimental or hazardous to the traveling public during construction. Areas needing repair will be at the discretion of the Engineer. Repair or reconstruction pavement due to maintenance of traffic will be paid for with the pavement construction bid items in the contract.
- H. No tree cutting is allowed nor should it be necessary.
- I. Depth of existing base material of existing pavement is not reflected on the cross sections.
- J. Delineators shall meet the requirements of Section 830 and 838 of the Standard Specifications. Delineators shall be placed in accordance with Section 3F of the M.U.T.C.D., current edition and Kentucky Standard Drawings, current edition.
- K. The interior of the Bull Nose Terminal shall be planted with grass after grading is completed.
- L. Contrary to Section 714.02.05 of the Standard Specifications for Road and Bridge Construction, application of 6 inch and 12 inch white and yellow "long-line" thermoplastic striping will be required to be by ribbon-extrusion gun at all locations that are to be applied over milled rumble strips in lieu of an extrusion die application. Also, ribbon-extrusion gun application may be used for all other 6 inch and 12 inch white and yellow "long-line" thermoplastic striping on this project in lieu of an extrusion die application.

GENERAL SUMMARY

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00

BID CODE	ITEM	UNIT	NOTES	QUANTITIES					
				WOODFORD CO.	SCOTT CO.	FAYETTE CO.			
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64	TOTALS
00003	CRUSHED STONE BASE	TON	2	42	2,975	26		6	3,050
00100	ASPHALT SEAL AGGREGATE	TON		1	63	5		2	71
00103	ASPHALT SEAL COAT	TON		1	8	1		1	11
00194	LEVELING & WEDGING PG76-22	TON		314	35	539	123	229	1,240
00217	CL4 ASPH BASE 1.00D PG64-22	TON			2,229				2,229
00339	CL3 ASPH SURF 0.38D PG64-22	TON		2,190		3,756	861	3,194	10,002
00342	CL4 ASPH SURF 0.38A PG76-22	TON		6,132	1,446	10,550	3,689	4,472	26,289
00356	ASPHALT MATERIAL FOR TACK	TON		41	12	70	23	38	184
00524	STORM SEWER PIPE-24 IN	LF			49				49
01310	REMOVE PIPE	LF			76				76
01505	DROP BOX INLET TYPE 5B	EACH			1				1
01508	DROP BOX INLET TYPE 5C	EACH			1				1
01585	REMOVE DROP BOX INLET	EACH		4					4
01690	FLUME INLET TYPE 1	EACH		4					4
01982	DELINEATOR FOR GUARDRAIL M/W	EACH		7		1			8
01983	DELINEATOR FOR GUARDRAIL M/Y	EACH		24		14		2	40
02003	RELOCATE TEMP CONC BARRIER	LF	7	2,506		1,166			3,672
02014	BARRICADE-TYPE III	EACH	7	10	16	10	16	10	62
02230	EMBANKMENT IN PLACE	CUYD	12	1,835	776	1,430		467	4,508
02351	GUARDRAIL-STEEL W BEAM-S FACE	LF		1,387.5		712.5		100.0	2,200
02370	GUARDRAIL END TREATMENT TYPE 2M	EACH		2					2
02381	REMOVE GUARDRAIL	LF		834		713		121	1,668
02403	REMOVE CONCRETE MASONRY	CUYD	3	20					20
02403	REMOVE CONCRETE MASONRY	CUYD	4			22			22

GENERAL SUMMARY										
I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00										
BID CODE	ITEM	UNIT	NOTES	QUANTITIES					TOTALS	
				WOODFORD CO.	SCOTT CO.	FAYETTE CO.				
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64		
02403	REMOVE CONCRETE MASONRY	CUYD	5			20			20	
02403	REMOVE CONCRETE MASONRY	CUYD	6					22	22	
02562	TEMPORARY SIGNS	SQFT	7	1,000	500	500	500	1,000	3,500	
02568	MOBILIZATION	LS							1	
02569	DEMOBILIZATION	LS							1	
02650	MAINTAIN & CONTROL TRAFFIC	LS	7						1	
02654	TRUCK MOUNTED ATTENUATOR	EACH	7	2				2	4	
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	7	2	2	2	2	2	10	
02677	ASPHALT PAVE MILLING & TEXTURING	TON		8,760	1,172	10,550	3,689	6,389	30,560	
02697	EDGE LINE RUMBLE STRIPS	LF		47,784	16,120	81,956	31,310	34,848	212,018	
02726	STAKING	LS							1	
02690	SAFELOADING	CUYD		22					22	
02898	RELOCATE CRASH CUSHION	EACH	7	4		2			6	
03171	CONC BARRIER WALL TYPE 9T	LF	7	1,340					1,340	
03240	BASE FAILURE REPAIR (w/ UNDERDRAINS)	SQYD		873		2,534		68	3,475	
04793	CONDUIT 1 1/4 INCH	LF	11			80		40	120	
04795	CONDUIT 2 INCH	LF	11			20		40	60	
04820	TRENCHING AND BACKFILLING	LF	11			90		80	170	
04829	PIEZOELECTRIC SENSOR	EACH	11			4		4	8	
04830	LOOP WIRE	LF	11			1,680		1,900	3,580	
04895	LOOP SAW SLOT AND FILL	LF	11			400		260	660	
05963	INITIAL FERTILIZER	TON	13	0.4		0.3			1	
05985	SEEDING AND PROTECTION	SQYD	13	7,400		5,744			13,144	
05992	AGRICULTURE LIMESTONE	TON	13	5		4			8	

GENERAL SUMMARY

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00

BID CODE	ITEM	UNIT	NOTES	QUANTITIES					
				WOODFORD CO.	SCOTT CO.	FAYETTE CO.			
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64	TOTALS
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	7	48,436	11,930	82,072	15,672	31,328	189,438
06542	PAVE STRIPING-THERMO-6 IN W	LF		32,085	6,730	54,632	9,561	20,873	123,882
06543	PAVE STRIPING-THERMO-6 IN Y	LF		24,192	3,889	40,974	5,683	15,655	90,393
06546	PAVE STRIPING-THERMO-12 IN W	LF		1,253	1,247	1,466	1,479		5,445
06556	PAVE STRIPING-DUR TY 1-6 IN W	LF	8	891		237			1,128
06557	PAVE STRIPING-DUR TY 1-6 IN Y	LF	8	520		178			698
06569	PAVE MARKING-THERMO CROSS-HATCH	SQFT			1,892		1,699		3,591
06613	INLAID PAVEMENT MARKER-B W/R	EACH		304		514		196	1,014
06614	INLAID PAVEMENT MARKER-B Y/R	EACH			47		73		120
08001	STRUCTURE EXCAVATION - COMMON	CUYD	3	35					35
08001	STRUCTURE EXCAVATION - COMMON	CUYD	4			40			40
08001	STRUCTURE EXCAVATION - COMMON	CUYD	5			35			35
08001	STRUCTURE EXCAVATION - COMMON	CUYD	6					41	41
08100	CONCRETE CLASS "A"	CUYD	3	41					41
08100	CONCRETE CLASS "A"	CUYD	4			44			44
08100	CONCRETE CLASS "A"	CUYD	5			41			41
08100	CONCRETE CLASS "A"	CUYD	6					45	45
08150	STEEL REINFORCEMENT	LBS	3	1,260					1,260
08150	STEEL REINFORCEMENT	LBS	4			1,402			1,402
08150	STEEL REINFORCEMENT	LBS	5			1,260			1,260
08150	STEEL REINFORCEMENT	LBS	6					1,301	1,301
08912	CRASH CUSHION TY VI CLASS T TL3	EACH	7	2					2
40001	MISC DEMO AND DISPOSAL	LS	3	1					1
40001	MISC DEMO AND DISPOSAL	LS	4			1			1

GENERAL SUMMARY									
I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00									
BID CODE	ITEM	UNIT	NOTES	QUANTITIES					
				WOODFORD CO.	SCOTT CO.	FAYETTE CO.	TOTALS		
				I-64	KY 341 RAMPS	I-64		US 62 RAMPS	I-64
40001	MISC DEMO AND DISPOSAL	LS	5			1			1
40001	MISC DEMO AND DISPOSAL	LS	6					1	1
10020NS	FUEL ADJUSTMENT	DOLL		6,482		10,247		4,145	20,874
10030NS	ASPHALT ADJUSTMENT	DOLL		50,002		79,050		31,976	161,028
20071EC	JOINT ADHESIVE	LF		48,384	6,730	81,948	9,292	31,310	177,664
20359NN	GALVANIZED STEEL CABINET	EACH	11			2			2
20360ES818	WOOD POST	EACH	11			4			4
20391NS835	ELECTRICAL JUNCTION BOX TYPE A	EACH	11			2		2	4
20411ED	LAW ENFORCEMENT OFFICER	HOURL		150		150		100	400
20629NS719	THRIE BEAM TO W BEAM CONNECTOR	EACH		10		10		2	22
23032EB	BRIDGE BARRIER RETROFIT	LF	9	1,084					1,084
23032EB	BRIDGE BARRIER RETROFIT	LF	10			366		366	732
23147EN	HIGH TENSION CABLE-ROPE	LF		314					314
23148EN	END ANCHORS	EACH		3		2			5
23378EC	CONCRETE SEALING	SQFT	3	2,241					2,241
23378EC	CONCRETE SEALING	SQFT	4			3,456			3,456
23378EC	CONCRETE SEALING	SQFT	5			2,511			2,511
23378EC	CONCRETE SEALING	SQFT	6					2,628	2,628
24255EC	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	LF		602					602
24689EC	PAVE MARK THERMO-WRONG WAY ARROW	EACH			4		4		8
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SF		573,408	100,210	983,472	344,410	418,176	2,419,676
25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	EACH		12		4			16
26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	MONT	7	4				4	8
26137EC	QUEUE WARNING PCMS	MONT	7	24				24	48

GENERAL SUMMARY

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00

BID CODE	ITEM	UNIT	NOTES	QUANTITIES					
				WOODFORD CO.	SCOTT CO.	FAYETTE CO.			
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64	TOTALS
26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	MONT	7	24				24	48
26233EC	MOBILIZATION FOR CONCRETE SURF TREATMENT	LS							1
26236EC	THRIE BEAM BULLNOSE TERMINAL	EACH		5		5		2	12
26237EC	CONNECTED ARROW PANEL	MONT	7	12		4			16
26248EC	ELECTRONIC DELIVERY MGMT SYSTEM-AGG	LS							1

NOTES:

- Quantities from all other summary sheets have been carried over and included in this General Summary Sheet.
- Includes 74 tons for guardrail installation and 2,975 tons for KY 341 Ramp Reconstructions.
- For Web Wall Construction at KY 341.
- For Web Wall Construction at Cane Run Road.
- For Web Wall Construction at US 62.
- For Web Wall Construction at N. Yarnallton Pike.
- For maintenance of traffic.
- For pavement markings across concrete bridge decks.
- For Barrier Wall Retrofits at bridges over US 421.
- For Barrier Wall Retrofits at bridges over South Elkhorn Creek
- For permanent traffic data acquisition stations.
- Includes 3,732 cy embankment in place for grading at Bull Nose Terminal. See KYTC Steel Thrie-Beam Bullnose for details.
- and 776 cy for KY 341 Ramp reconstructions.
- For Bull Nose Terminal Installation

PAVING AREAS									
I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00									
				SQUARE YARDS					
BID CODE	ITEM	NOTES	DEPTH (inches)	WOODFORD CO.		SCOTT CO.		FAYETTE CO.	TOTALS
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64	
00003	CRUSHED STONE BASE	1	4.00	184		114		27	326
00003	CRUSHED STONE BASE		6.00		3,357				3,357
00003	CRUSHED STONE BASE WEDGE	4	8.33		3,793				3,793
00100	ASPHALT SEAL AGGREGATE	1	-	19		233		54	305
00100	ASPHALT SEAL AGGREGATE		-		3,116				3,116
00103	ASPHALT SEAL COAT	1	-	19		233		54	305
00103	ASPHALT SEAL COAT		-		3,116				3,116
00194	LEVELING & WEDGING PG76-22	2,3	0.50	11,415	1,265	19,618	4,471	8,325	45,094
00217	CL4 ASPH BASE 1.00D PG64-22		4.00		4,969				4,969
00217	CL4 ASPH BASE 1.00D PG64-22		4.00		5,164				5,164
00339	CL3 ASPH SURF 0.38D PG64-22		1.50	26,547		45,531	10,437	38,720	121,234
00342	CL4 ASPH SURF 0.38A PG76-22		1.50	74,331	17,525	127,878	44,714	54,208	318,656
00356	ASPHALT MATERIAL FOR TACK			100,877	27,658	173,410	55,151	92,928	450,024
02677	ASPHALT PAVE MILLING & TEXTURING		1.50	74,331	12,653	127,878	44,714	54,208	313,784
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT			63,712	11,134	109,275	38,268	46,464	268,853

- NOTES:
- 1. For locations in which guardrail is being replaced.
 - 2. For filling in rumble strips for traffic control.
 - 3. A quantity of 10% of the area being milled has been added for areas in the mainline, shoulders, and ramps that experience scabbing after pavement is milled. An average depth of 0.5 inches for this area used for quantity estimation.
 - 4. Depth is average across the wedge.

PAVING SUMMARY

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 7-20048.00/20049.00/20008.0

BID CODE	ITEM	NOTES	UNIT	WOODFORD CO.		SCOTT CO.		FAYETTE CO.	TOTALS
				I-64	KY 341 RAMPS	I-64	US 62 RAMPS	I-64	
00003	CRUSHED STONE BASE	3,7	TON	42	2,975	26		6	3,050
00100	ASPHALT SEAL AGGREGATE	4	TON	1	63	5		2	71
00103	ASPHALT SEAL COAT	5	TON	1	8	1		1	11
00194	LEVELING & WEDGING PG76-22	2	TON	314	35	539	123	229	1,240
00217	CL4 ASPH BASE 1.00D PG64-22	2	TON		2,229				2,229
00339	CL3 ASPH SURF 0.38D PG64-22	2	TON	2,190		3,756	861	3,194	10,002
00342	CL4 ASPH SURF 0.38A PG76-22	2	TON	6,132	1,446	10,550	3,689	4,472	26,289
00356	ASPHALT MATERIAL FOR TACK	6	TON	41	12	70	23	38	184
02677	ASPHALT PAVE MILLING & TEXTURING	2	TON	8,760	1,172	10,550	3,689	6,389	30,560
20071EC	JOINT ADHESIVE		LF	48,384	6,730	81,948	9,292	31,310	177,664
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT		SQFT	573,408	100,210	983,472	344,410	418,176	2,419,676

NOTES:

1. Quantities are carried over and included in General Summary.
2. Estimated at 110 lbs. per sq. yd. per inch of depth.
3. Estimated at 115 lbs. per sq. yd. per inch of depth.
4. Estimated at 20 lbs. per sq. yd. (two applications).
5. Estimated at 2.4 lbs. per sq. yd. (two applications).
6. Estimated at 0.8 lbs. per sq. yd.
7. For locations in which guardrail is being replaced.

SCHEDULE AND SUMMARY OF GUARDRAIL																	
I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00																	
LOCATION				ITEM													
DIRECTION	NOTES	STATIONS	MILEPOINTS	TON	LIN. FT.				EACH								
				CRUSHED STONE BASE	REMOVE GUARDRAIL	GUARDRAIL - STEEL W BEAM - S FACE	HIGH TENSION CABLE- ROPE BARRIER	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	DELINEATOR FOR GUARDRAIL M/W	DELINEATOR FOR GUARDRAIL M/Y	GUARDRAIL END TREATMENT TYPE 2M	REMOVE GUARDRAIL CON TO BR END	END ANCHOR	THRIE BEAM GUARDRAIL TRANSITION TL-3	THRIE BEAM TO W BEAM CONNECTOR	THRIE BEAM BULLNOSE TERMINAL	
MED	3	1017+17 TO 1018+22	64.90 TO 64.92		00003	02381	02351	23147 EN	24255 EC	01982	01983	02370	02372	23148 EN	25078 ED	20629 NS/19	26236 EC
MED	2	1018+18 TO 1020+85	64.92 TO 64.97	14		269	300.0			104	104			1	2	2	1
WB		1018+90 TO 1019+44	64.93 TO 64.94				37.5			1		1			1		
EB		1020+69 TO 1021+51	64.96 TO 64.98	4		82	62.5			2					1		
WB	3	1021+89 TO 1022+46	64.99 TO 65.00	3		57	37.5	105	249	1				1	1		
MED	3	1022+55 TO 1025+34	65.00 TO 65.05	14		281	300.0	105	249		6			1	2	2	1
EB		1023+96 TO 1024+52	65.03 TO 65.04				37.5			2		1			1		
MED	3	1035+78 TO 1039+43	65.25 TO 65.32	6		126	150.0				3					4	2
MED		1130+99 TO 1133+72	67.05 TO 67.11				425.0				9				2	2	1
WB		1133+22 TO 1133+72	67.10 TO 67.11				37.5			1					1		
EB		1133+52 TO 1133+72	67.10 TO 67.11	1		19									1		
EB		1135+35 TO 1135+93	67.14 TO 67.15				37.5			1					1		
MED		1135+35 TO 1138+15	67.14 TO 67.19	13		258	425.0				9				2	2	1
WB		1135+35 TO 1135+53	67.14 TO 67.14	1		19									1		
MED		1155+71 TO 1157+45	67.52 TO 67.55	6		123	100.0				2					4	2
MED		1229+75 TO 1233+24	68.92 TO 68.99	6		124	150.0				3			2		4	2

SCHEDULE AND SUMMARY OF GUARDRAIL

I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00

LOCATION				ITEM												
DIRECTION	NOTES	STATIONS	MILEPOINTS	TON	LIN. FT.				EACH							
				CRUSHED STONE BASE	REMOVE GUARDRAIL	GUARDRAIL - STEEL W BEAM - S FACE	HIGH TENSION CABLE-ROPE BARRIER	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	DELINEATOR FOR GUARDRAIL M/W	DELINEATOR FOR GUARDRAIL M/Y	GUARDRAIL END TREATMENT TYPE 2M	REMOVE GUARDRAIL CON TO BR END	END ANCHOR	THRIE BEAM GUARDRAIL TRANSITION TL-3	THRIE BEAM TO W BEAM CONNECTOR	THRIE BEAM BULLNOSE TERMINAL
MED		1377+92 TO 1379+65	71.73 TO 71.76	00003	02381	02351	23147 EN	24255 EC	01982	01983	02370	02372	23148 EN	25078 ED	20629 NS719	26236 EC
TOTALS				74	1,479	2,200	314	602	8	40	2	0	5	16		12

NOTES:

1. Quantities are carried over and included in the General Summary.
2. Remove Guardrail includes removal of any end treatments.
3. Indicates locations in which cable barrier system is being removed and reinstalled.

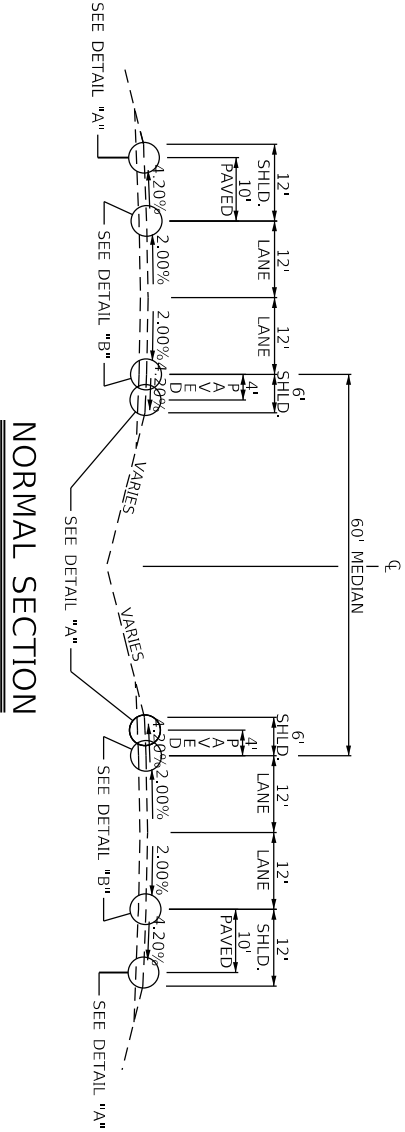
BASE FAILURES REPAIR SUMMARY						
I-64 - WOODFORD/SCOTT/FAYETTE COUNTY - ITEM NO. 07-20048.00/20049.00/20008.00						
APPROXIMATE LOCATION				BASE FAILURE REPAIR (WITH SUBGRADE DRAINAGE)		
STATION	MILEPOINT	DIRECTION	LANE	LENGTH (LF)	WIDTH (LF)	AREA (SY)
1043+00	65.39	EB	OUTSIDE	25	12	34
1045+00	65.43	WB	OUTSIDE	250	12	334
1059+75	65.70	EB	OUTSIDE	25	12	34
1082+50	66.14	WB	OUTSIDE	125	12	167
1117+12	66.79	WB	OUTSIDE	28	12	38
1121+75	66.88	WB	OUTSIDE	39	12	52
1133+00	67.09	WB	OUTSIDE	160	12	214
1141+00	67.24	WB	OUTSIDE	153	12	204
1158+00	67.57	WB	OUTSIDE	775	12	1034
1198+75	68.34	WB	OUTSIDE	131	12	175
1208+90	68.53	WB	OUTSIDE	295	12	394
1220+50	68.75	WB	OUTSIDE	50	12	67
1231+50	68.96	WB	INSIDE	25	12	34
1239+75	69.11	WB	OUTSIDE	194	12	259
1265+50	69.60	WB	OUTSIDE	119	12	159
1305+25	70.35	EB	OUTSIDE	25	12	34
1332+90	70.88	WB	OUTSIDE	25	12	34
1339+00	70.99	WB	OUTSIDE	105	12	140
1340+50	71.02	EB	OUTSIDE	24	12	32
1362+75	71.44	EB	OUTSIDE	27	12	36
TOTALS						3475

NOTE:
LOCATIONS AND SIZES ARE APPROXIMATE. ACTUAL LOCATION AND
SIZE SHALL BE AS DIRECTED BY THE ENGINEER.

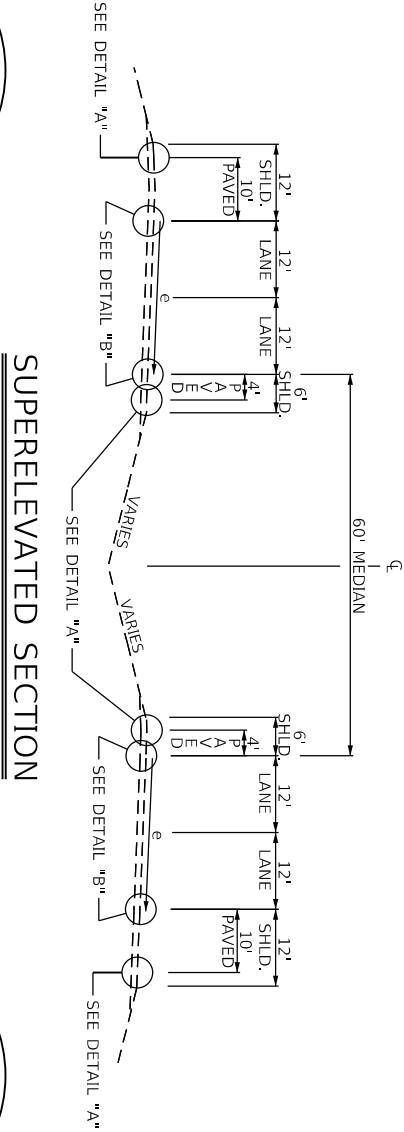
EXISTING TYPICAL SECTIONS

MP 64.856 TO MP 73.965

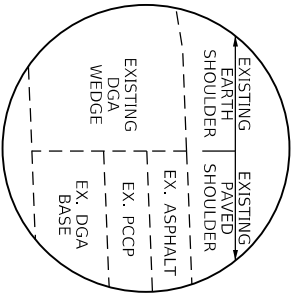
NOTES:
1. CROSS SLOPES BASE ON RECORD PLANS.



NORMAL SECTION

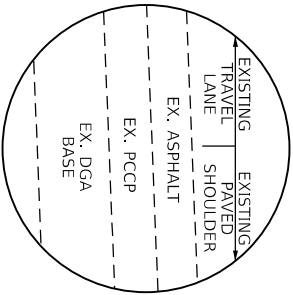


SUPERELEVATED SECTION



DETAIL "A"

NOT TO SCALE



DETAIL "B"

NOT TO SCALE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: EXISTING I-64 TYPICAL SECTIONS

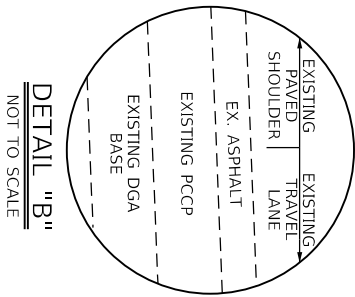
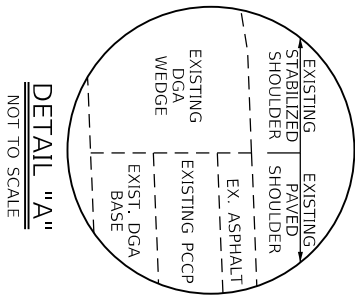
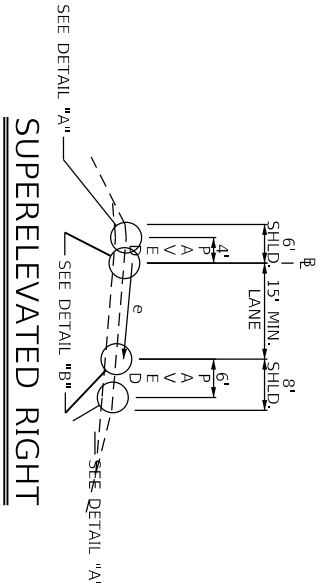
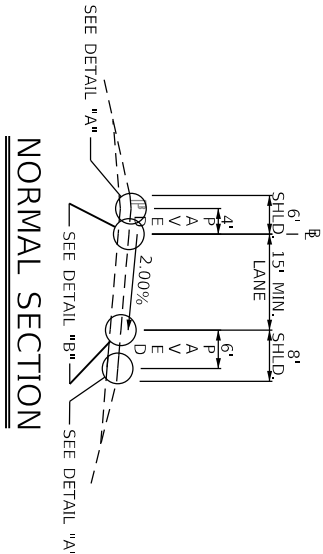
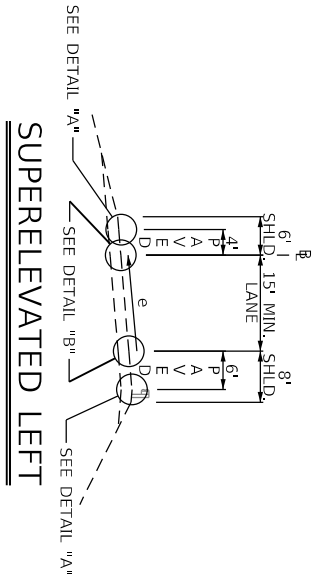
ITEM NO. 7-2094200049
SHEET NO. 0008
PLAN 1 OF 40

COUNTY OF
WOODFORD
SCOTTFAYETTE

EXISTING TYPICAL SECTIONS

KY341 RAMPS A,B,C,D
& US62 RAMPS A,B,C,D

NOTES:
1. CROSS SLOPES BASE ON RECORD PLANS.



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: EXISTING I-64 TYPICAL SECTIONS

ITEM NO. 7-2094020049
SHEET NO. 0008
PLAN 2 OF 40

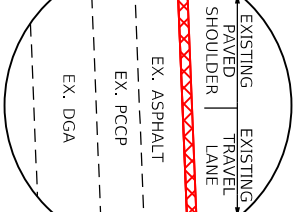
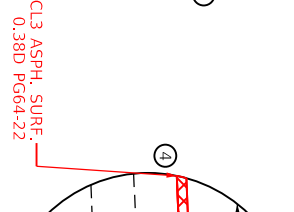
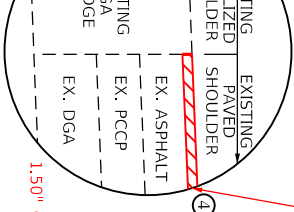
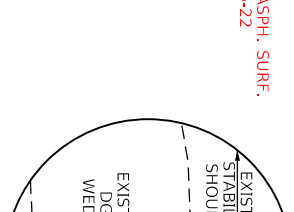
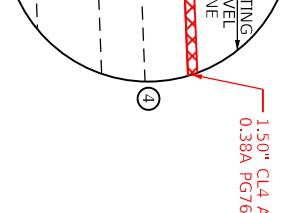
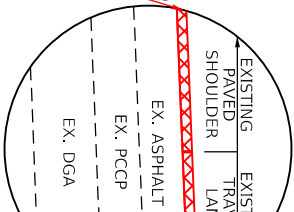
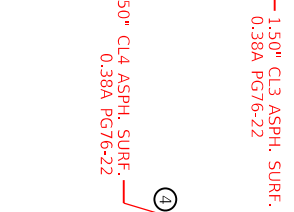
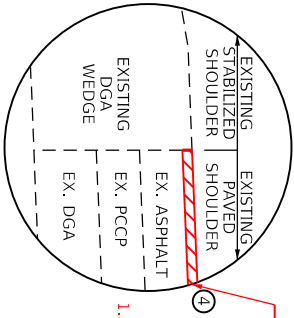
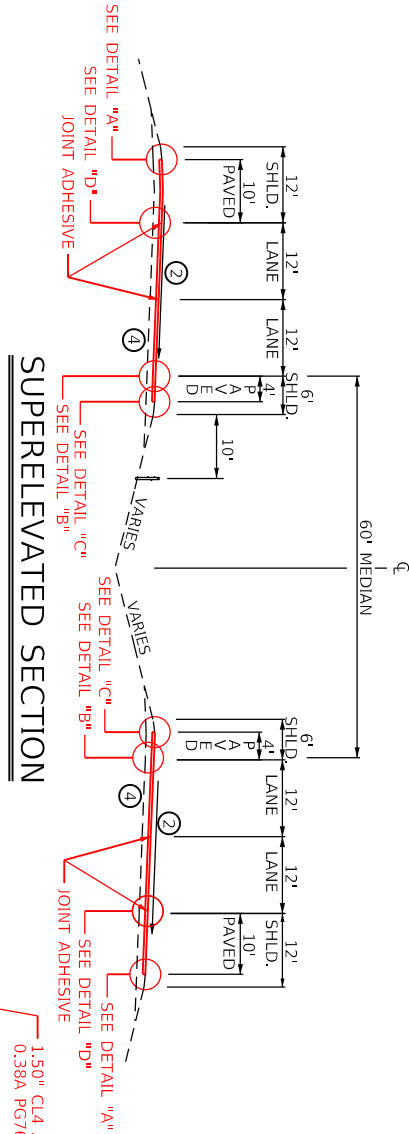
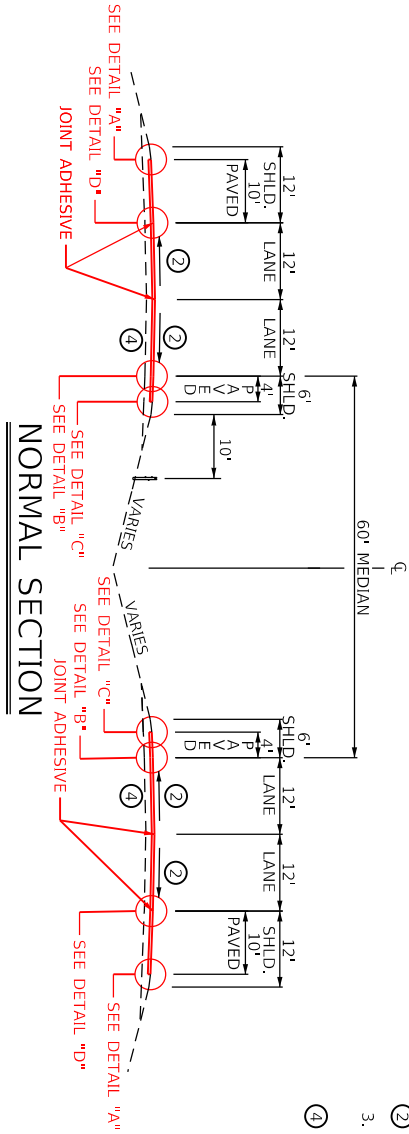
COUNTY OF
WOODFORD
SCOTTFAYETTE

PROPOSED TYPICAL SECTIONS

MP 64.856 TO MP 71.000

NOTES:

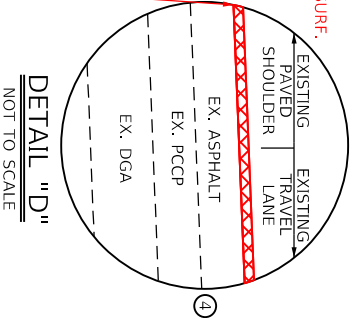
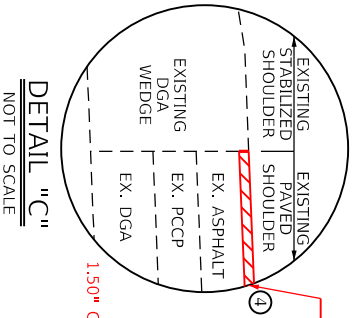
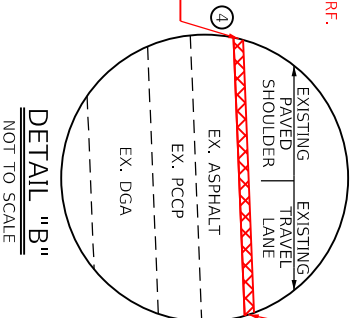
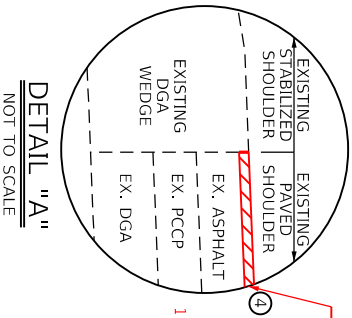
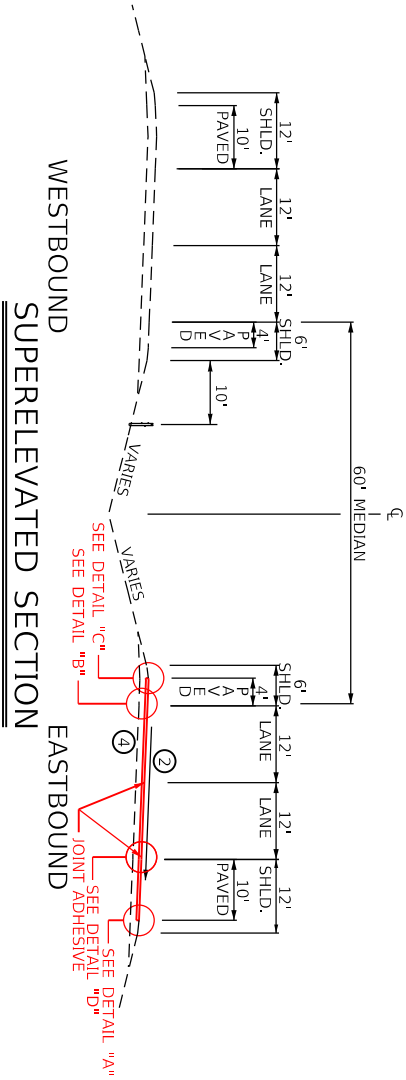
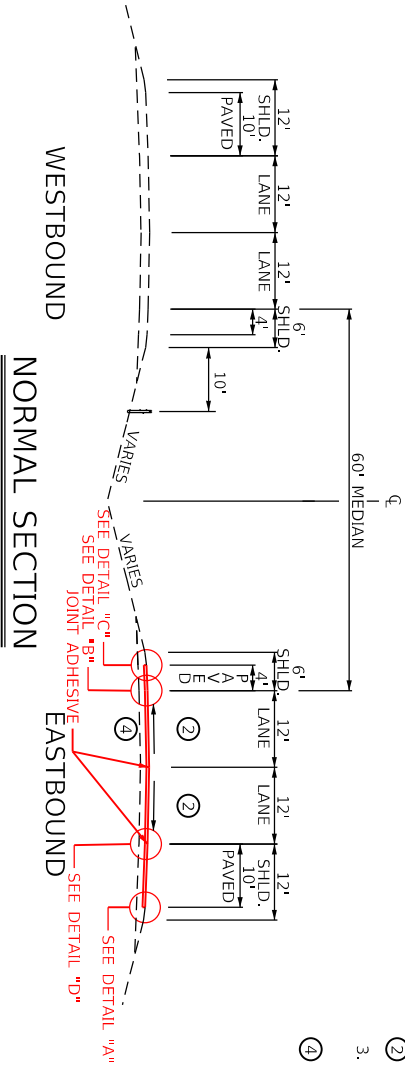
1. PAVED SHOULDER EXTENDS TO FACE OF GUARDRAIL.
2. MATCH EXISTING CROSS SLOPES.
3. JOINT ADHESIVE SHALL BE APPLIED BETWEEN LONGITUDINAL PAVEMENT JOINTS.
4. 1.50" MILLING DEPTH.



PROPOSED TYPICAL SECTIONS

MP 71.000 TO MP 73.965

- NOTES:
- PAVED SHOULDER EXTENDS TO FACE OF GUARDRAIL.
 - MATCH EXISTING CROSS SLOPES.
 - JOINT ADHESIVE SHALL BE APPLIED BETWEEN LONGITUDINAL PAVEMENT JOINTS.
 - 1.50" MILLING DEPTH.



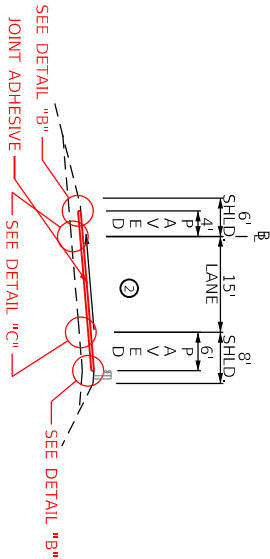
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: PROPOSED I-64 TYPICAL SECTIONS

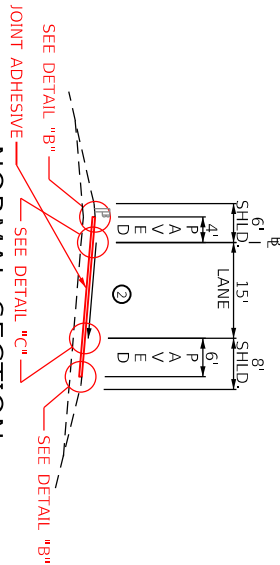
ITEM NO. 7-20944200049
SHEET NO. 0008
COUNTY OF WOODFORD
SCOTTFAYETTE

PROPOSED TYPICAL SECTIONS

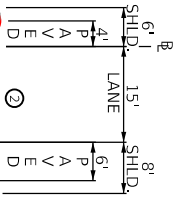
KY 341 RAMPS A,B,C,D
& US 62 RAMPS A,B,C,D
MILL AND OVERLAY SECTIONS



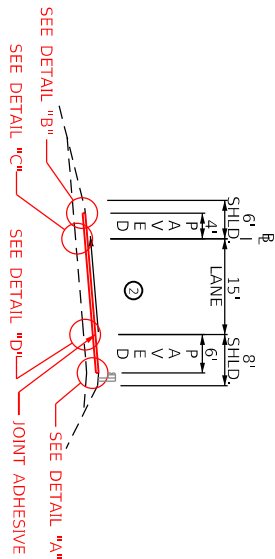
SUPERELEVATED LEFT
KY 341 RAMPS A,B,C,D
MILL AND OVERLAY SECTIONS



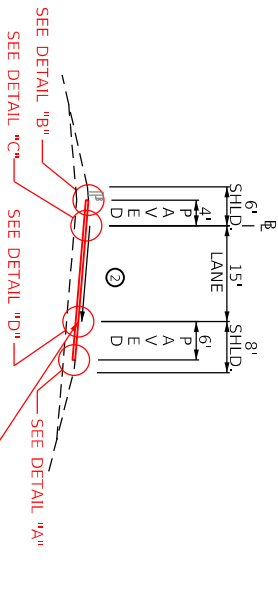
NORMAL SECTION
KY 341 RAMPS A,B,C,D
MILL AND OVERLAY SECTIONS



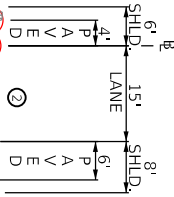
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KY 341 RAMPS A,B,C,D
MILL AND OVERLAY SECTIONS



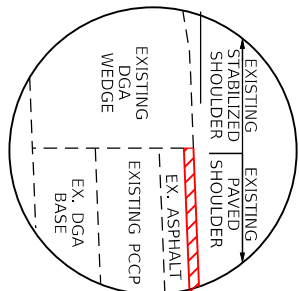
SUPERELEVATED LEFT
US 62 RAMPS



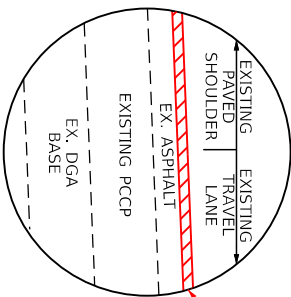
NORMAL SECTION
US 62 RAMPS



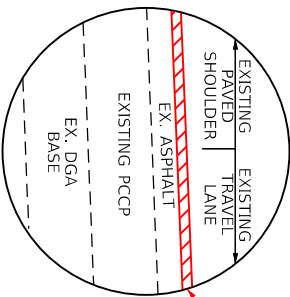
SUPERELEVATED RIGHT
US 62 RAMPS



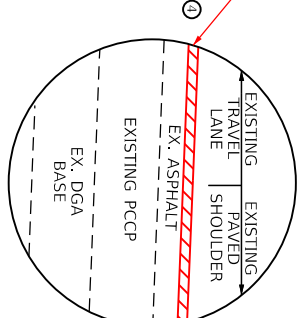
DETAIL "A"
NOT TO SCALE



DETAIL "B"
NOT TO SCALE



DETAIL "C"
NOT TO SCALE



DETAIL "D"
NOT TO SCALE

- NOTES:
1. PAVED SHOULDER EXTENDS TO FACE OF GUARDRAIL.
 2. MATCH EXISTING CROSS SLOPES.
 3. JOINT ADHESIVE SHALL BE APPLIED BETWEEN LONGITUDINAL PAVEMENT JOINTS.

1.50" CL3 ASPH. SURF.
0.38A PG64-22

1.50" CL4 ASPH. SURF.
0.38A PG76-22

1.50" CL4 ASPH. SURF.
0.38A PG76-22

1.50" CL4 ASPH. SURF.
0.38A PG76-22

1.50" CL3 ASPH. SURF.
0.38A PG64-22

DRAWING TITLE: PROPOSED I-64 TYPICAL SECTIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

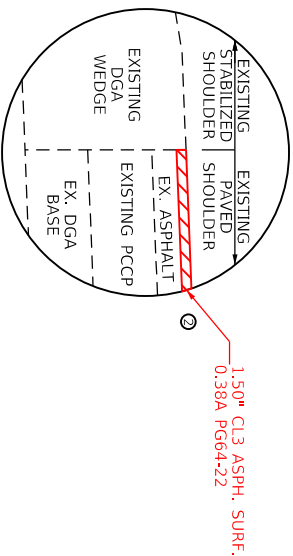
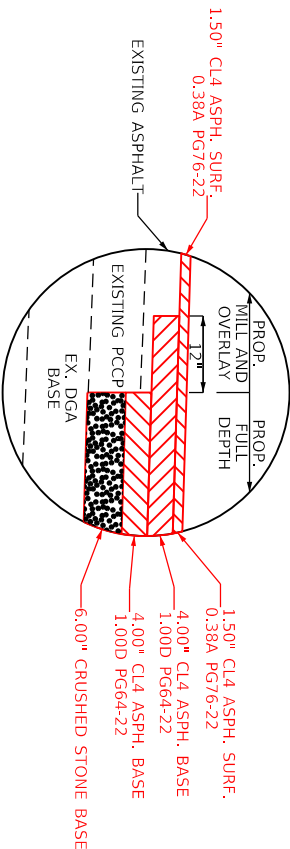
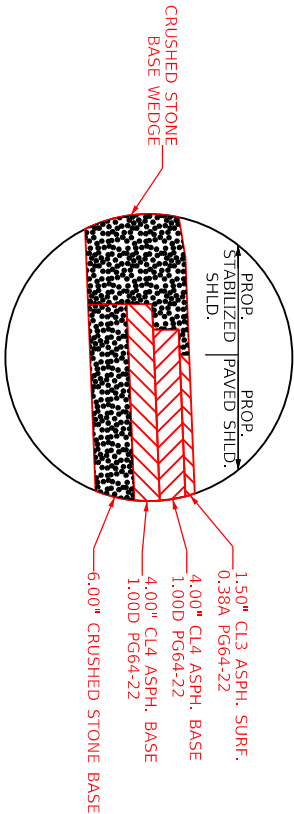
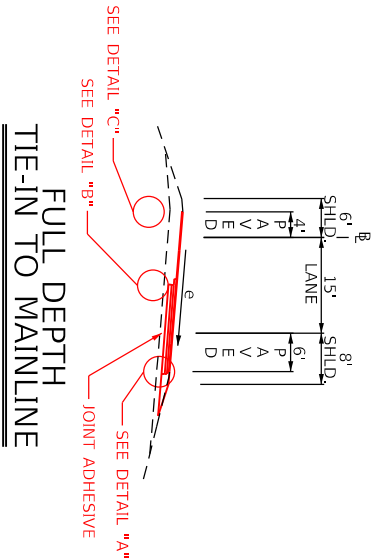
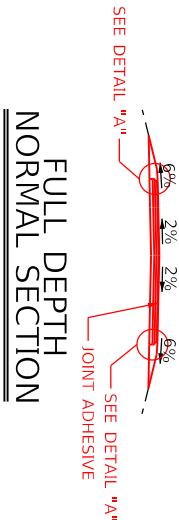
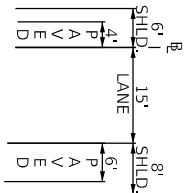
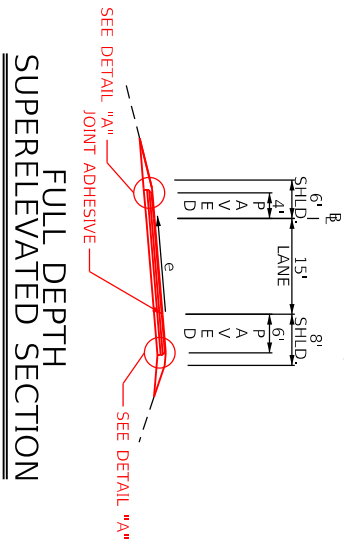


ITEM NO. 7-209400009
SHEET NO. 5 OF 40
COUNTY OF WOODFORD
SCOTTFAYETTE

PROPOSED TYPICAL SECTIONS

KY 341 EASTBOUND AND WESTBOUND ON RAMP
(RAMPS B & D) FULL DEPTH RECONSTRUCTION

- NOTES:
- 1. JOINT ADHESIVE SHALL BE APPLIED BETWEEN LONGITUDINAL PAVEMENT JOINTS.
 - 2. 1.50" MILLING DEPTH.





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



TEAM KENTUCKY

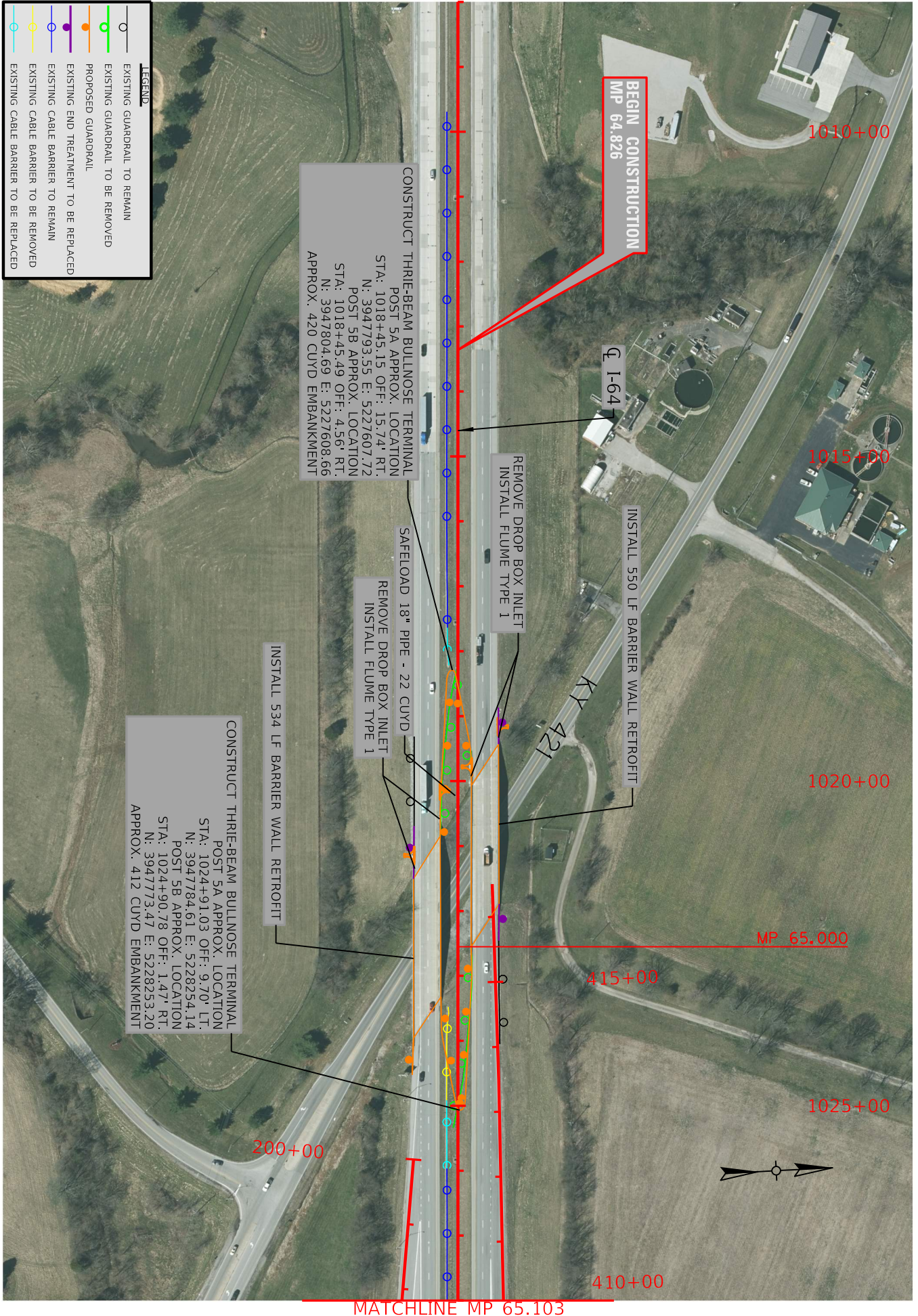
DRAWING TITLE: I-64 PLAN SHEETS
MP 64.826 TO MP 65.103

ITEM NO. 7-20090008
SHEET NO. PLAN 7 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

LEGEND

- EXISTING GUARDRAIL TO REMAIN
- EXISTING GUARDRAIL TO BE REMOVED
- PROPOSED GUARDRAIL
- EXISTING END TREATMENT TO BE REPLACED
- EXISTING CABLE BARRIER TO REMAIN
- EXISTING CABLE BARRIER TO BE REMOVED
- EXISTING CABLE BARRIER TO BE REPLACED



CONSTRUCT THREE-BEAM BULLNOSE TERMINAL
POST 5A APPROX. LOCATION
STA: 1018+45.15 OFF: 15.74' RT.
N: 3947793.55 E: 5227607.72
POST 5B APPROX. LOCATION
STA: 1018+45.49 OFF: 4.56' RT.
N: 3947804.69 E: 5227608.66
APPROX. 420 CU YD EMBANKMENT

CONSTRUCT THREE-BEAM BULLNOSE TERMINAL
POST 5A APPROX. LOCATION
STA: 1024+91.03 OFF: 9.70' LT.
N: 3947784.61 E: 5228254.14
POST 5B APPROX. LOCATION
STA: 1024+90.78 OFF: 1.47' RT.
N: 3947773.47 E: 5228253.20
APPROX. 412 CU YD EMBANKMENT

BEGIN CONSTRUCTION
MP 64.826

Q I-64

REMOVE DROP BOX INLET
INSTALL FLUME TYPE 1

SAFELOAD 18" PIPE - 22 CU YD
REMOVE DROP BOX INLET
INSTALL FLUME TYPE 1

INSTALL 534 LF BARRIER WALL RETROFIT

INSTALL 550 LF BARRIER WALL RETROFIT

415+00

1020+00

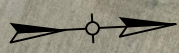
1015+00

1010+00

1025+00

410+00

MATCHLINE MP 65.103





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

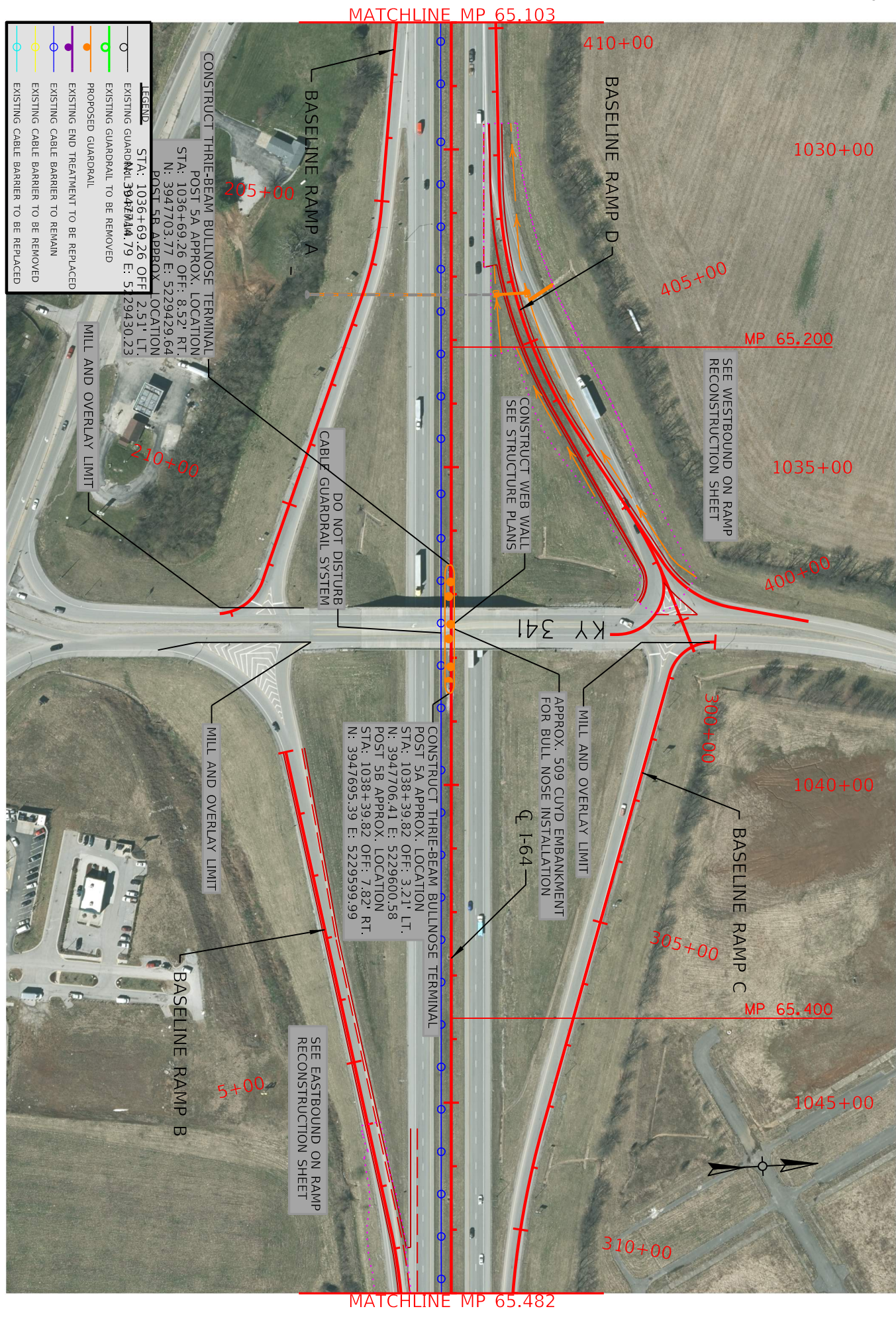
DRAWING TITLE: 1-64 PLAN SHEETS
MP 65.103 TO MP 65.482



HORIZONTAL SCALE: 1"=200'

ITEM NO. 7-2094200049
SHEET NO. 0008
PLAN 8 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: 1-64 PLAN SHEETS

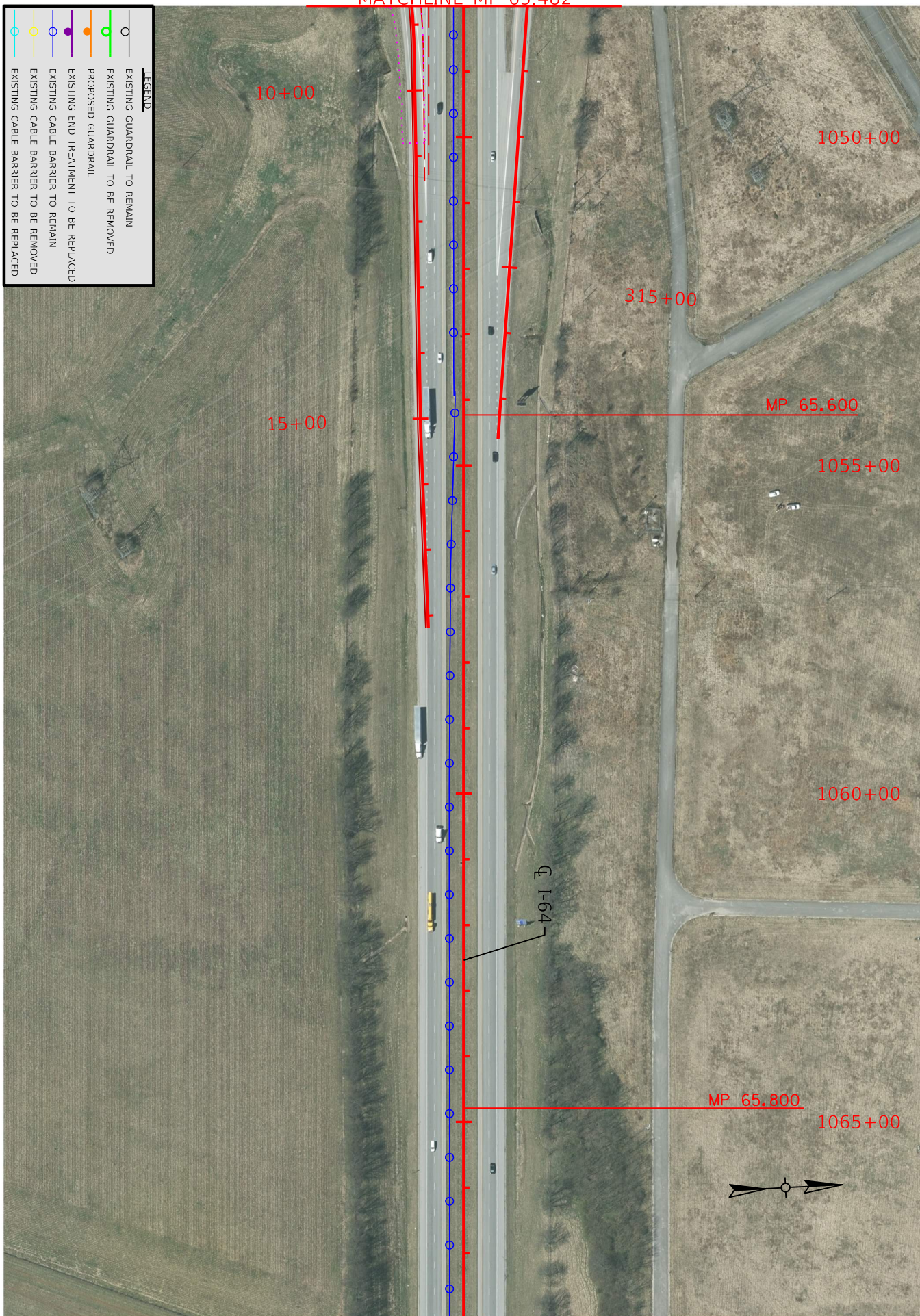
MP 65.482 TO MP 65.861



HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-2094200049	COUNTY OF
SHEET NO.	0008	WOODFORD
PLAN NO.	PLAN 9 OF 40	SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



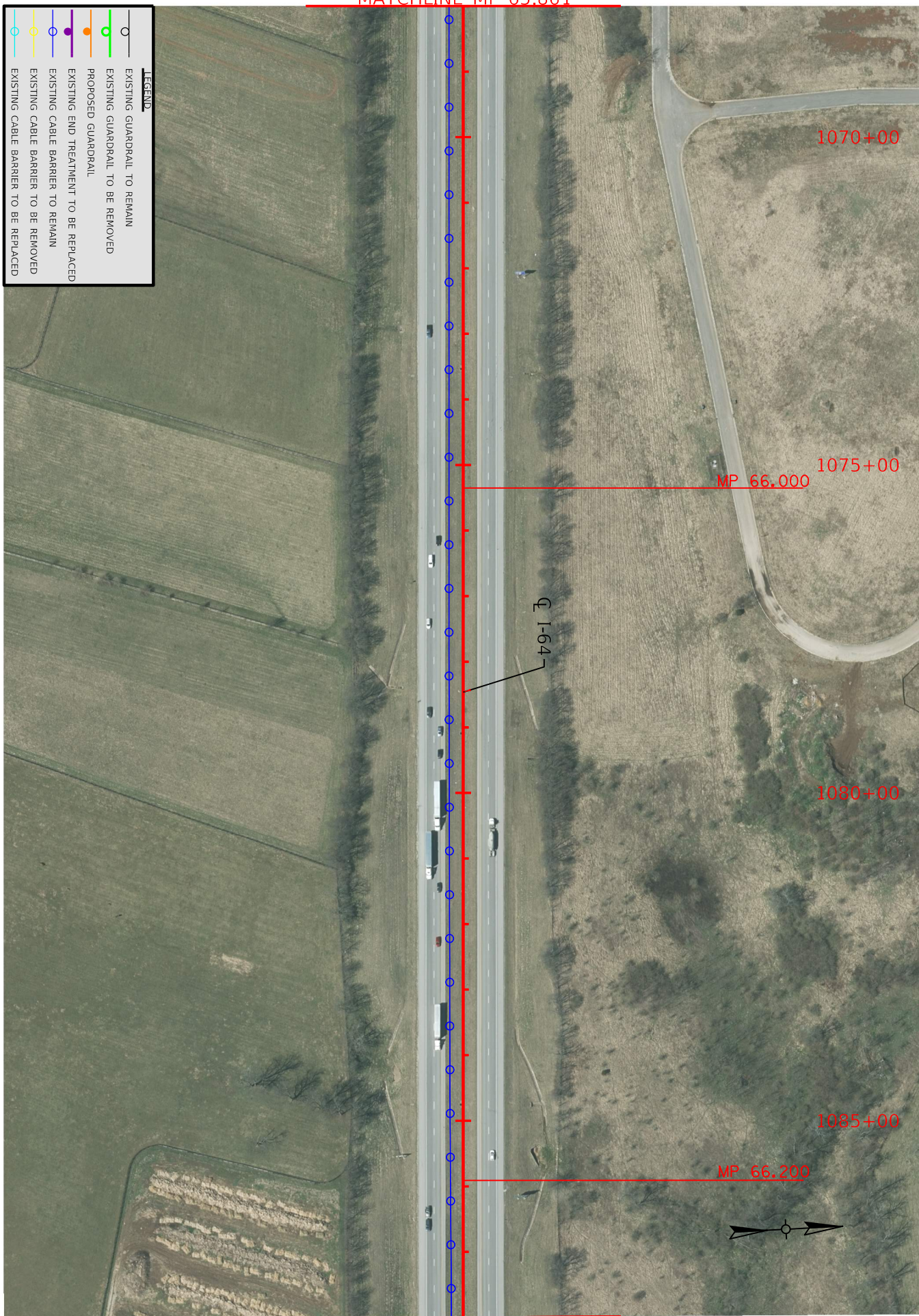
DRAWING TITLE: I-64 PLAN SHEETS

MP 65.861 TO MP 66.240



ITEM NO.	7-209400009	COUNTY OF
SHEET NO.	0008	WOODFORD
PLAN	10 OF 40	SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)



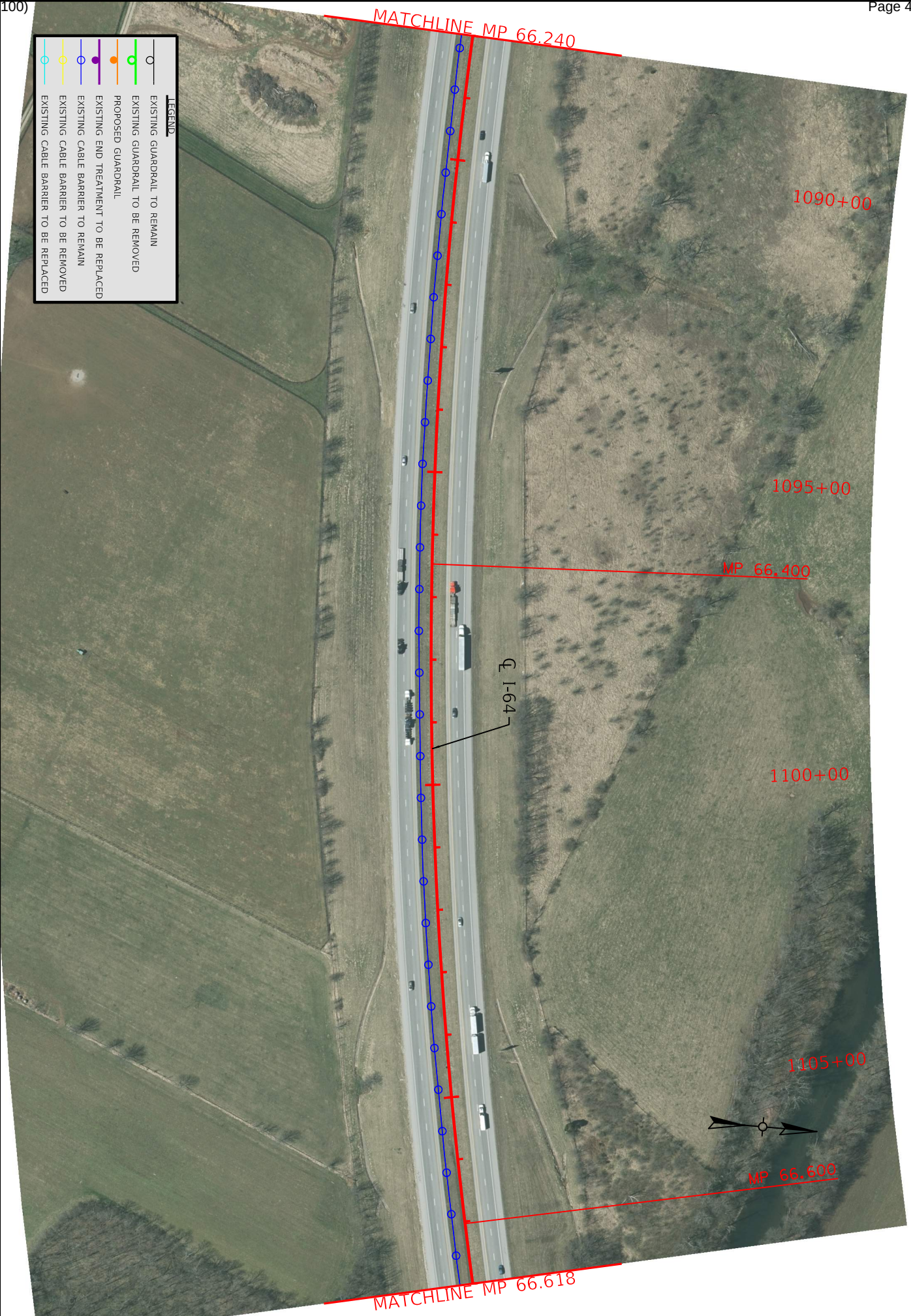
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: I-64 PLAN SHEETS
MP 66.240 TO MP 66.618



ITEM NO. 7-209400049
SHEET NO. 20008
PLAN 11 OF 40

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



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USER: garrisonj

PLAN 7.DGN



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: I-64 PLAN SHEETS

MP 66.997 TO MP 67.376

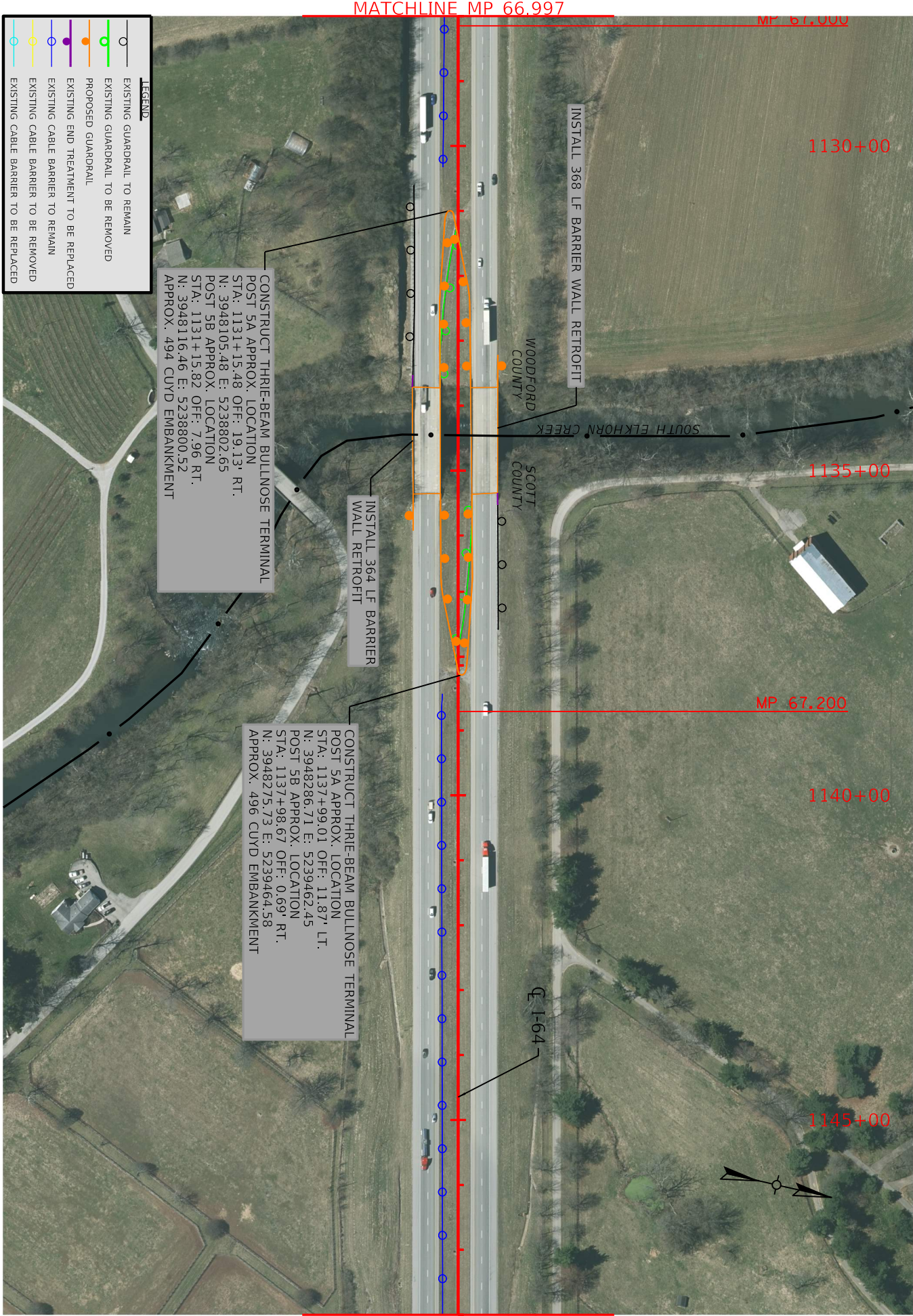


ITEM NO.	7-209400049	COUNTY OF
SHEET NO.	0008	WOODFORD
PLAN	13 OF 40	SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REPLACED
	EXISTING CABLE BARRIER TO BE REPLACED

CONSTRUCT THREE-BEAM BULLNOSE TERMINAL
POST 5A APPROX. LOCATION
STA: 1131+15.48 OFF: 19.13' RT.
N: 3948105.48 E: 5238802.65
POST 5B APPROX. LOCATION
STA: 1131+15.82 OFF: 7.96 RT.
N: 3948116.46 E: 5238800.52
APPROX. 494 CUYD EMBANKMENT

CONSTRUCT THREE-BEAM BULLNOSE TERMINAL
POST 5A APPROX. LOCATION
STA: 1137+99.01 OFF: 11.87' LT.
N: 3948286.71 E: 5239462.45
POST 5B APPROX. LOCATION
STA: 1137+98.67 OFF: 0.69' RT.
N: 3948375.73 E: 5239464.58
APPROX. 496 CUYD EMBANKMENT





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: I-64 PLAN SHEETS

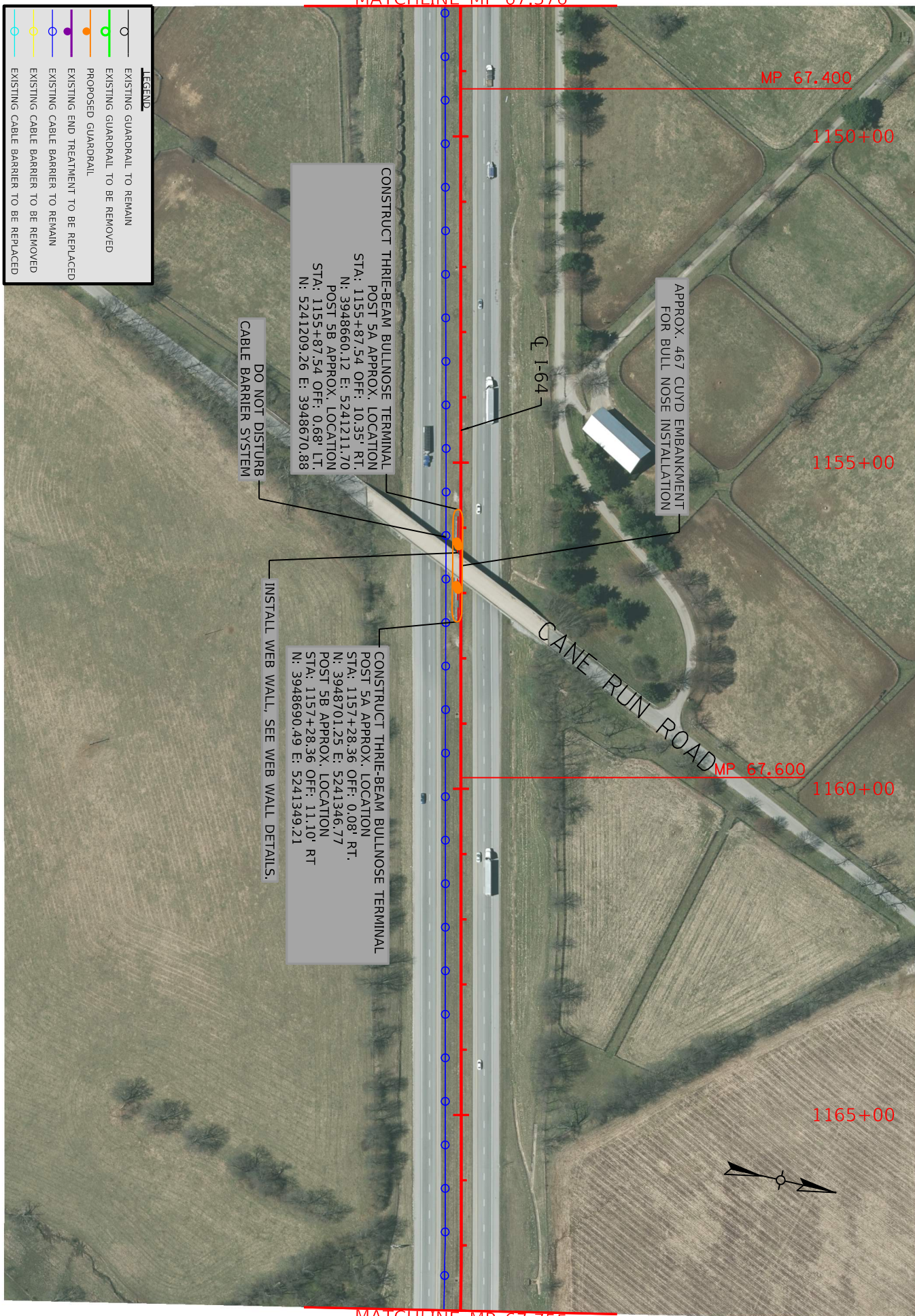
MP 67.376 TO MP 67.755



ITEM NO. 7-2094000049
SHEET NO. 0008
PLAN 14 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 67.376

MP 67.400

1150+00

1155+00

MP 67.600

1160+00

1165+00

MATCHLINE MP 67.755

PP 0644 (100)

OpenRoads Designer v10.12.02.4
FILE NAME: C:\BMS\SWP-US-FW-02\00932982\1-64 WOODFORD-SCOTT-FAYETTE - PLAN 9.DGN

USER: usmp093457



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



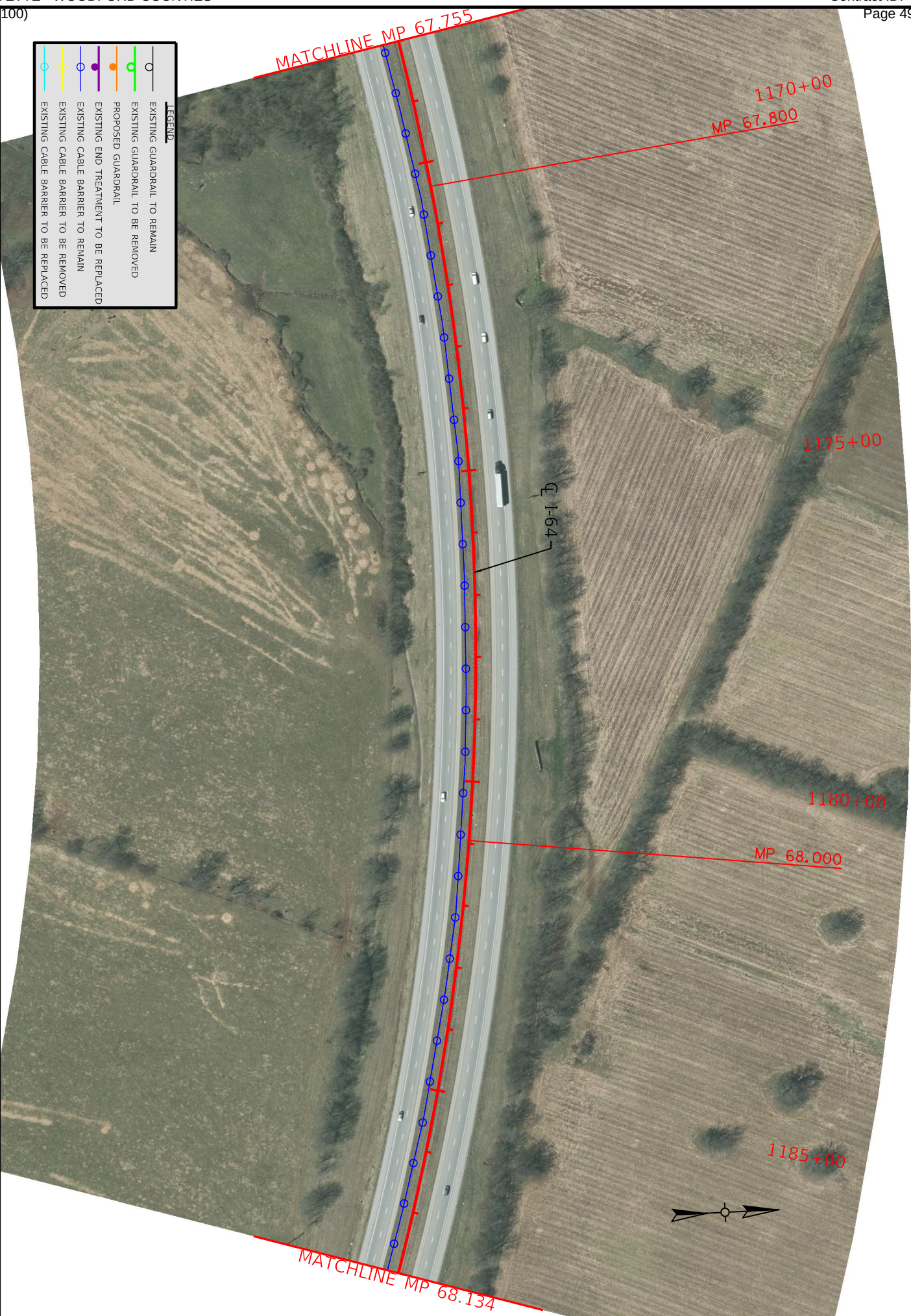
TEAM KENTUCKY
CONSTRUCTION

DRAWING TITLE: I-64 PLAN SHEETS
MP TO 67.755 TO MP 68.134



ITEM NO.	7-2094420009	COUNTY OF
SHEET NO.	0008	WOODFORD
		SCOTT/FAYETTE
	PLAN 15 of 40	

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING END TREATMENT TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED
	EXISTING CABLE BARRIER TO BE REPLACED





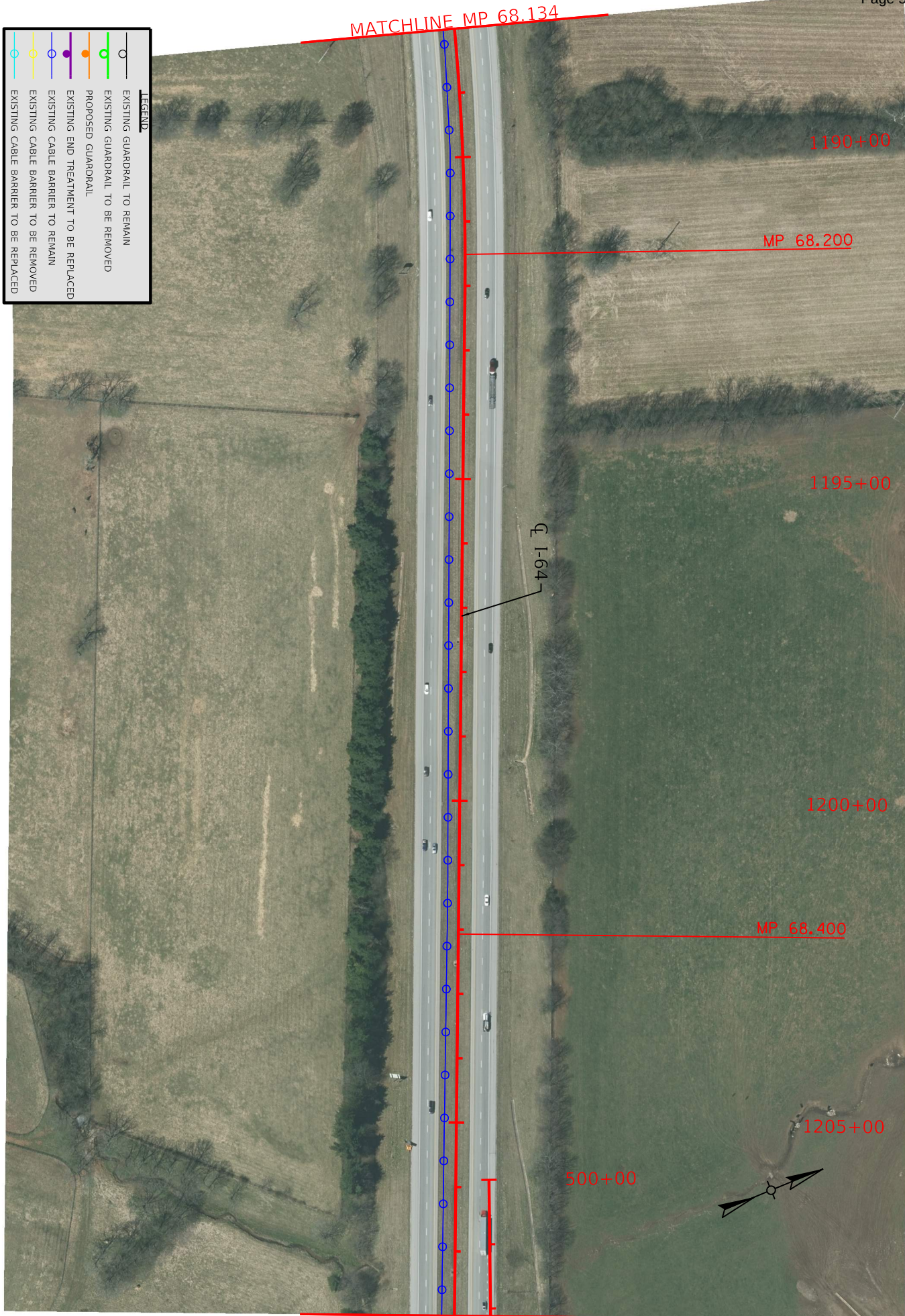
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: I-64 PLAN SHEETS

MP 68.134 TO MP 68.512

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



ITEM NO.	7-209400009	COUNTY OF
SHEET NO.	00008	WOODFORD
PLAN	16 OF 40	SCOTT/FAYETTE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: 1-64 PLAN SHEETS

MP 68.512 TO MP 68.891

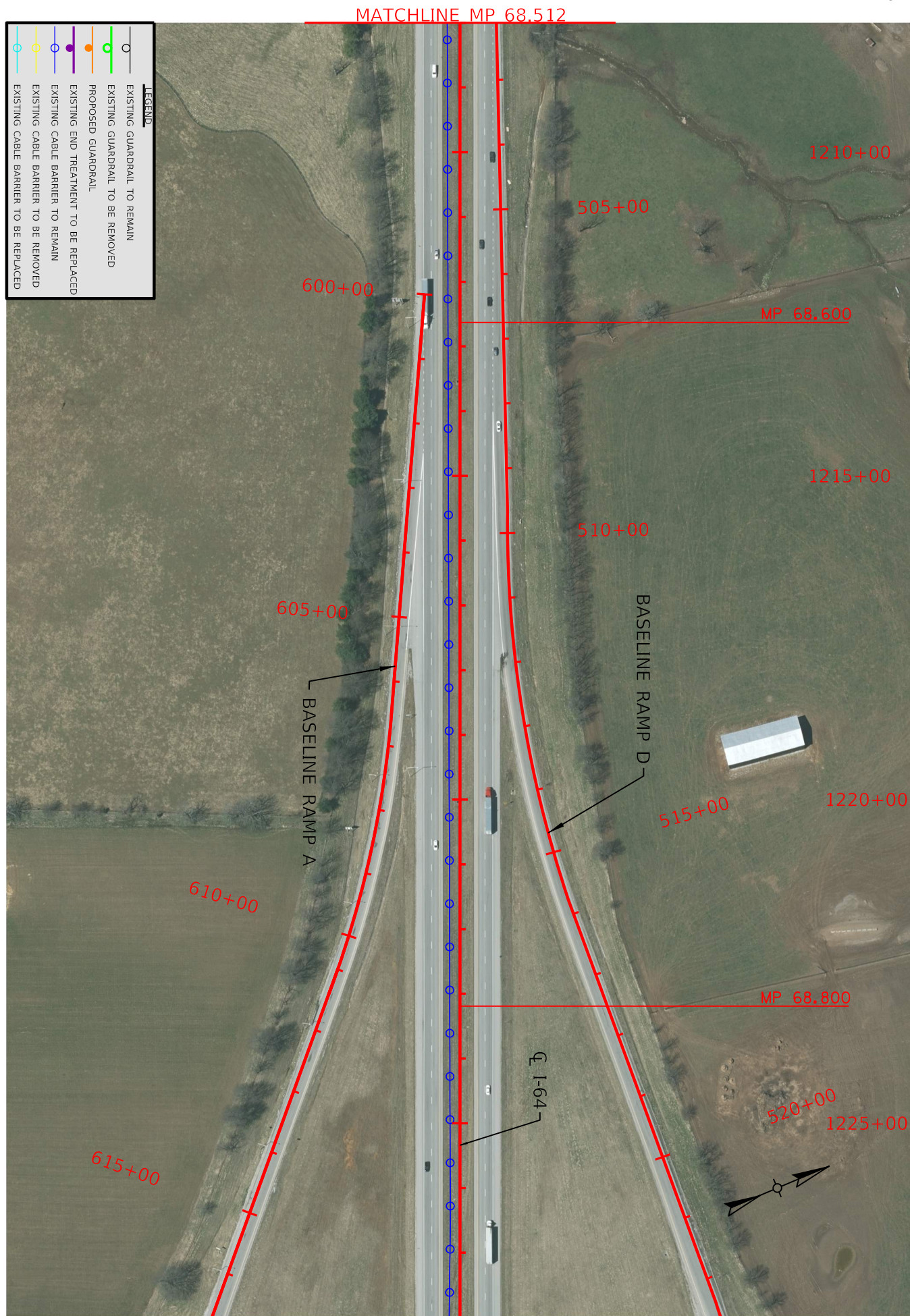


HORIZONTAL SCALE: 1"=200'

SHEET NO.
PLAN 17 OF 40

ITEM NO.
7-20944200049
COUNTY OF
WOODFORD
SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

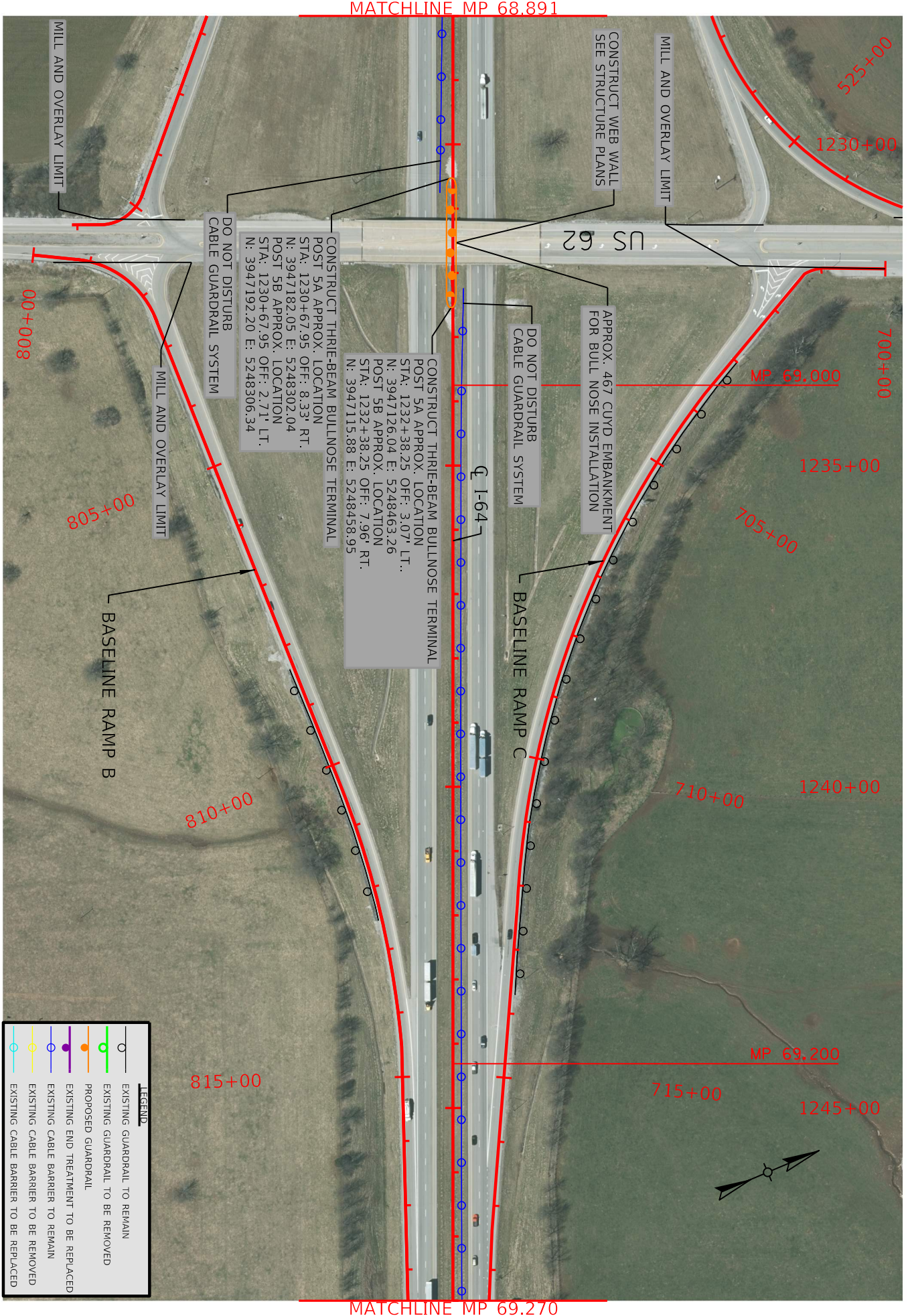
DRAWING TITLE: I-64 PLAN SHEETS

MP 68.891 TO MP 69.270

ITEM NO. 7-2009000049
SHEET NO. 00008
PLAN 18 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

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E:\NAME: C:\BMS\WSP-US-FW-02\0093282\164 WOODFORD-SCOTT-FAYETTE - PLAN 12.DGN
USER: USN-708413



LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

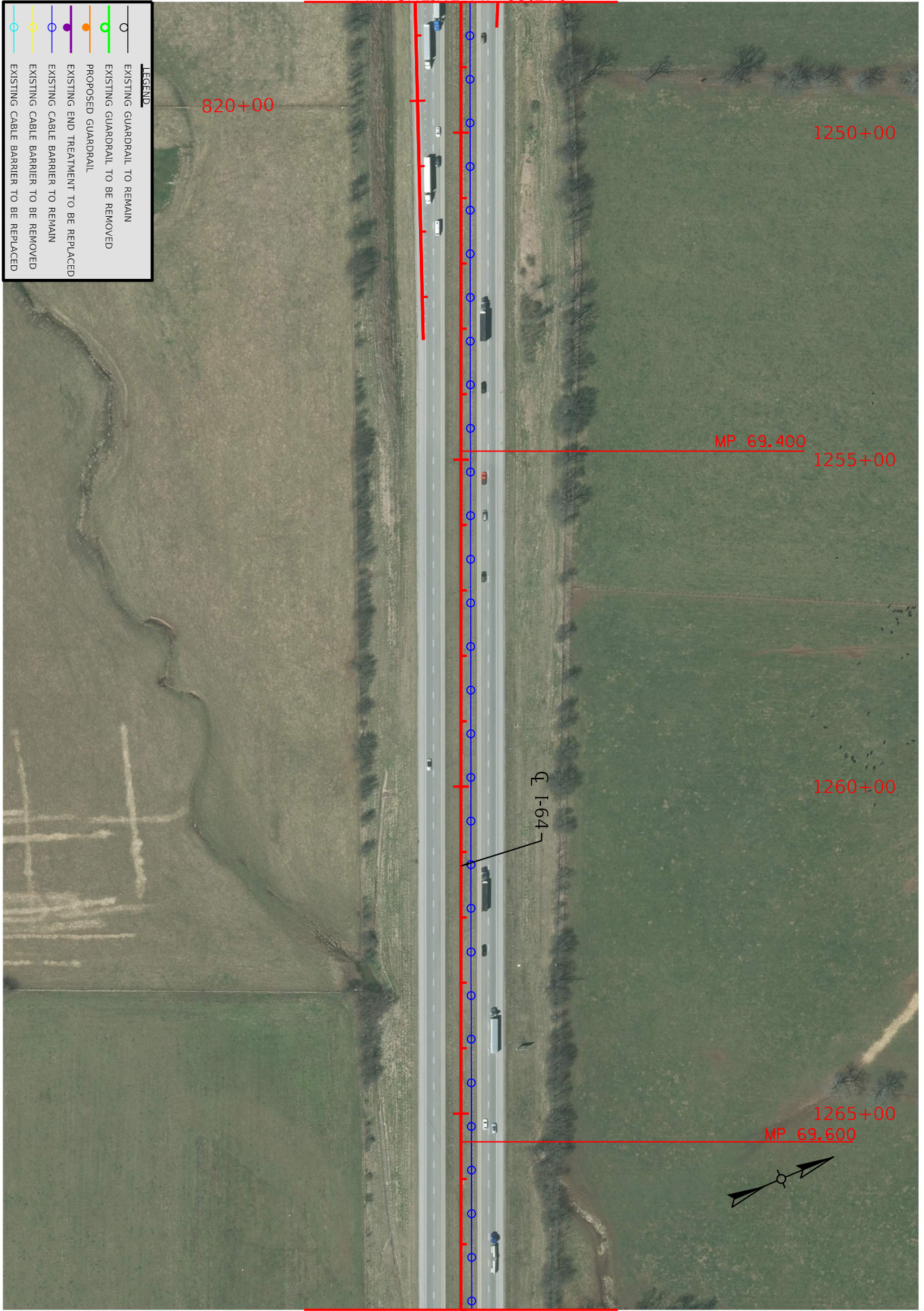
DRAWING TITLE: I-64 PLAN SHEETS
MP 69.270 TO MP 69.949



HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-2004000049	COUNTY OF
SHEET NO.	0008	WOODFORD
		SCOTT/FAYETTE
PLAN 19 OF 40		

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



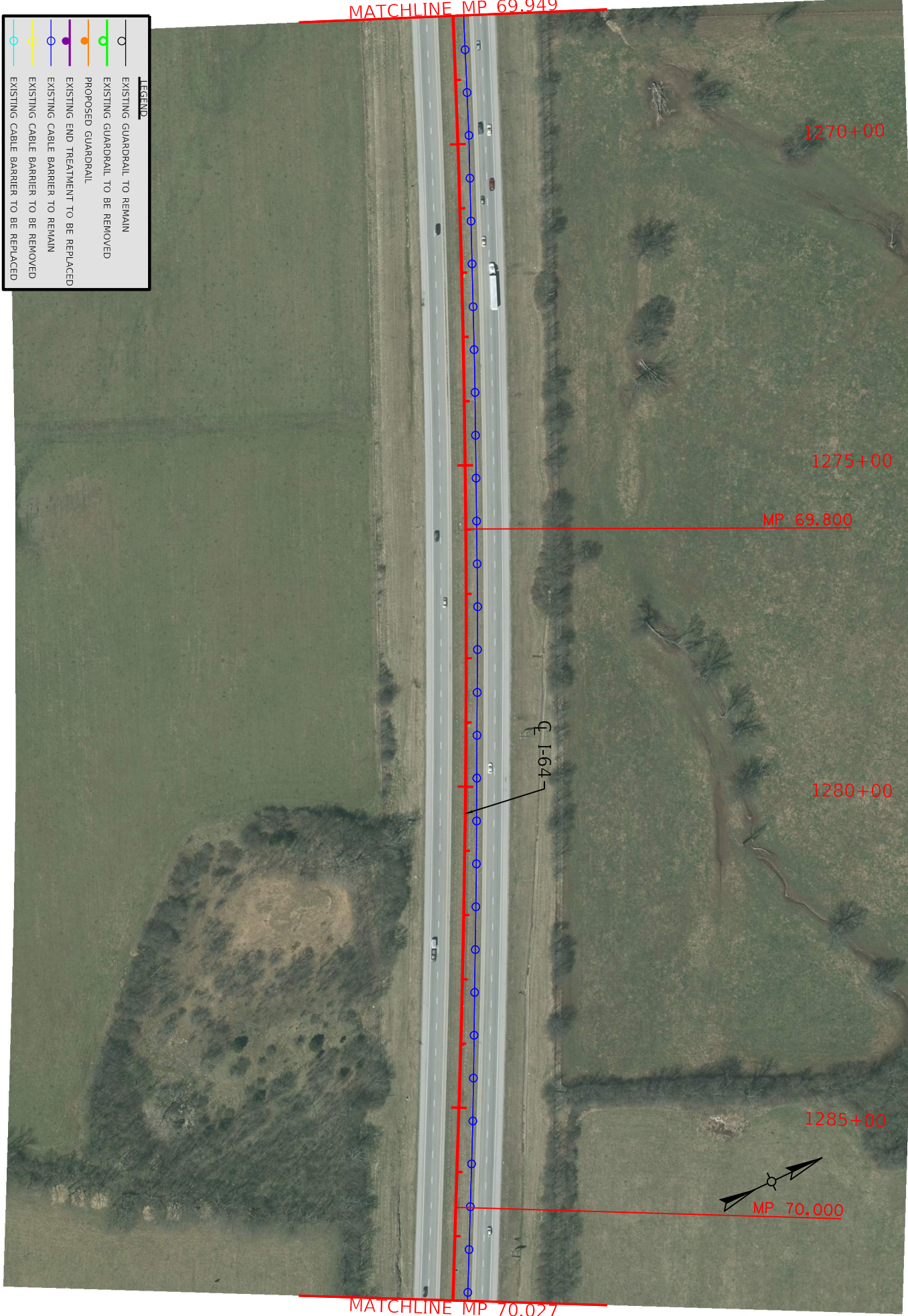
PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

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USER: USN-708413

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO BE REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



DRAWING TITLE: 1-64 PLAN SHEETS
MP 69.949 TO MP 70.027



ITEM NO.	7-209400009	COUNTY OF
SHEET NO.	20 OF 40	WOODFORD
		SCOTT/FAYETTE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: I-64 PLAN SHEETS

MP 70.027 TO MP 70.406

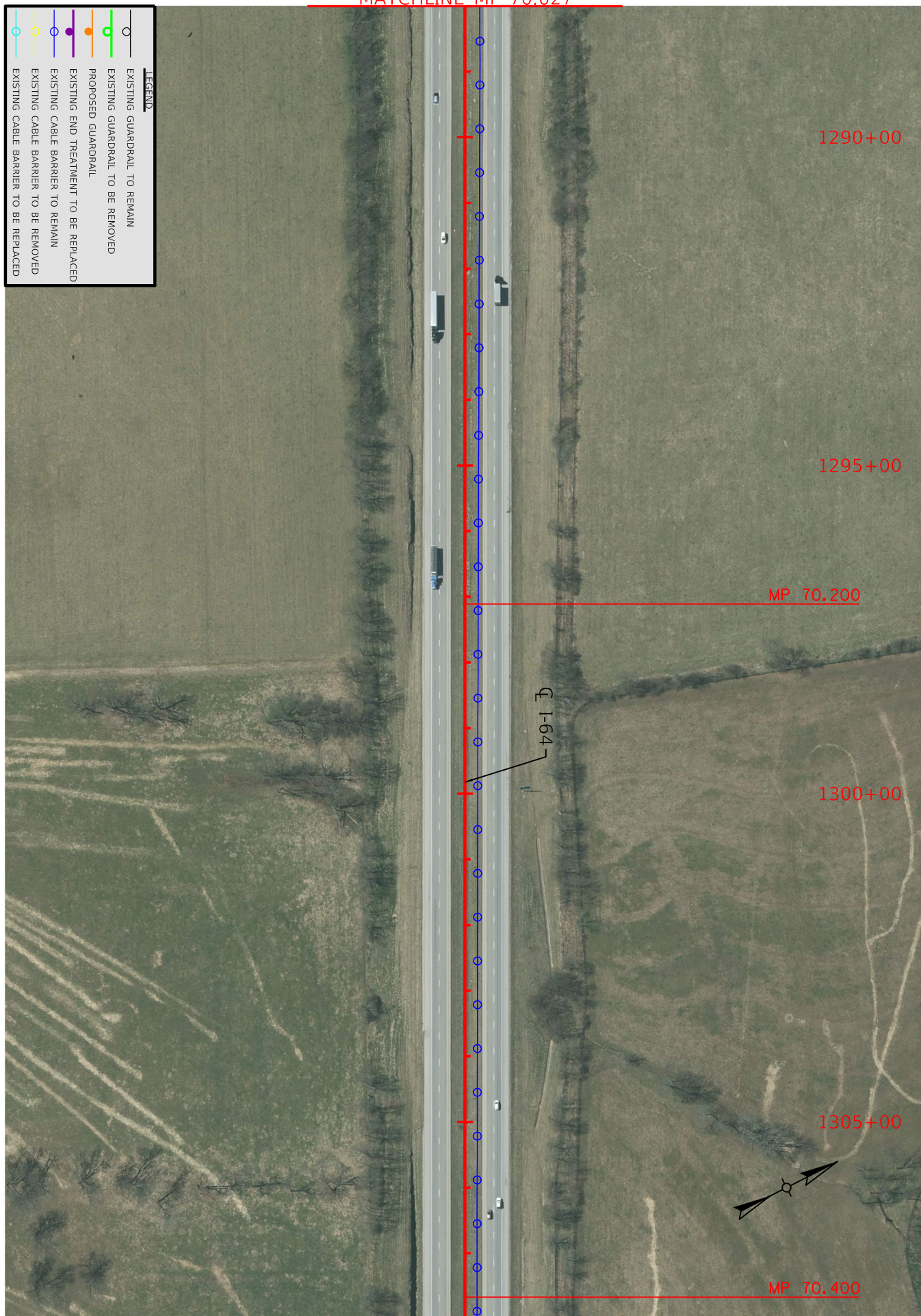


HORIZONTAL SCALE: 1"=200'

ITEM NO. 7-209400009
SHEET NO. 0008
PLAN 21 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 70.027

1290+00

1295+00

MP 70.200

1300+00

1305+00

MP 70.400

MATCHLINE MP 70.406

PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



TEAM KENTUCKY

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USER: USN-706413

DRAWING TITLE: I-64 PLAN SHEETS
MP 70.406 TO MP 70.785

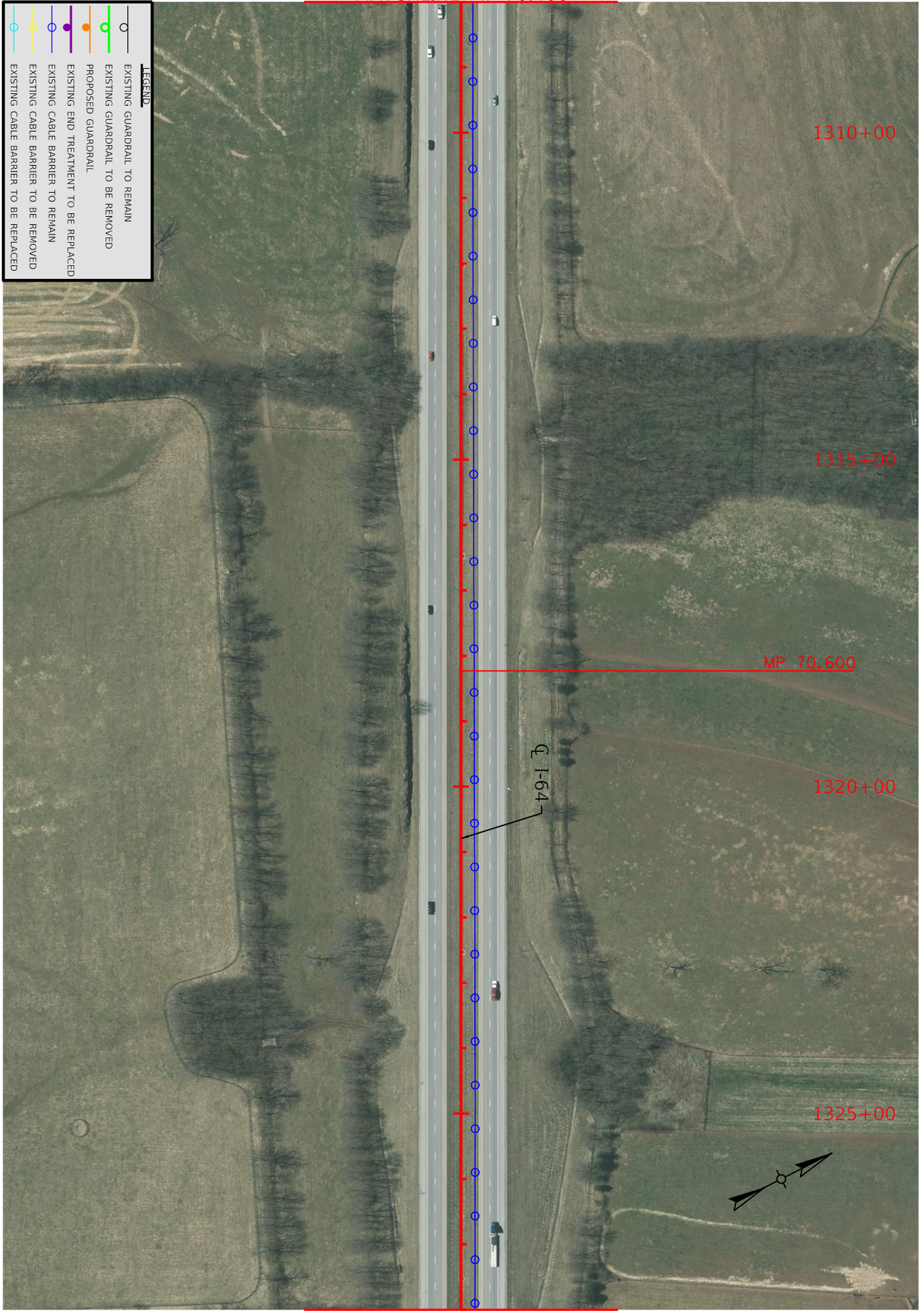


0' 100' 200' 400'

HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-209400049	COUNTY OF
SHEET NO.	20008	WOODFORD
		SCOTT/FAYETTE
	PLAN 22 OF 40	

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
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	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 70.406

MATCHLINE MP 70.785

PP 0644 (100)



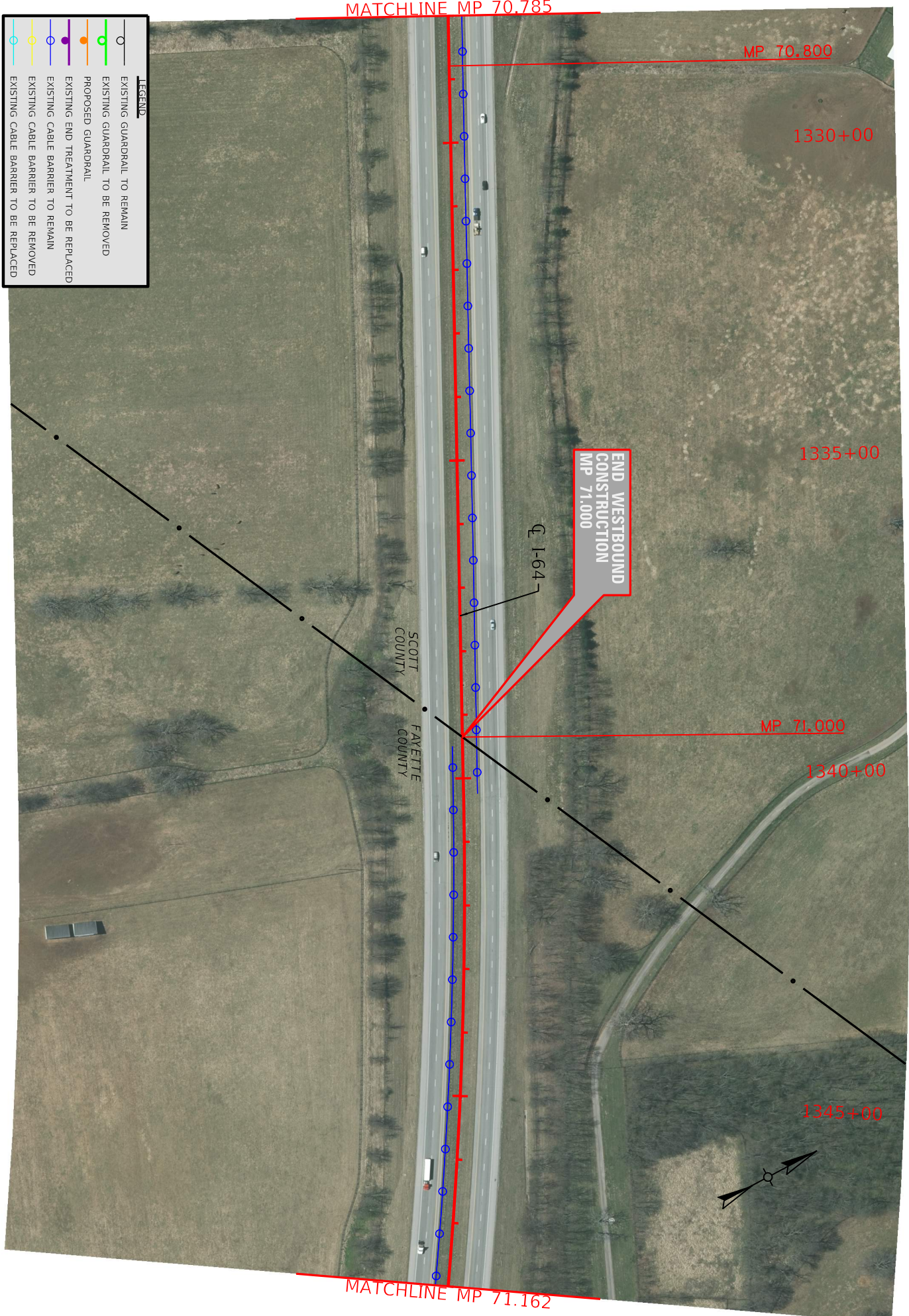
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

Drawn: J. D. Smith
Checked: J. D. Smith
Date: 10/12/2024
File Name: C:\BMS\SWP-US-FW-02\00932821\64 WOODFORD-SCOTT-FAYETTE - PLAN 17.DGN
User: USN-FW0413

DRAWING TITLE: I-64 PLAN SHEETS
MP 70.785 TO MP 71.162



ITEM NO.	7-2004200049	COUNTY OF
SHEET NO.	0008	WOODFORD
		SCOTT/FAYETTE
	PLAN 23 OF 40	



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



TEAM KENTUCKY
CONSULTANTS

DRAWING TITLE: I-64 PLAN SHEETS
MP 71.162 TO MP 71.543

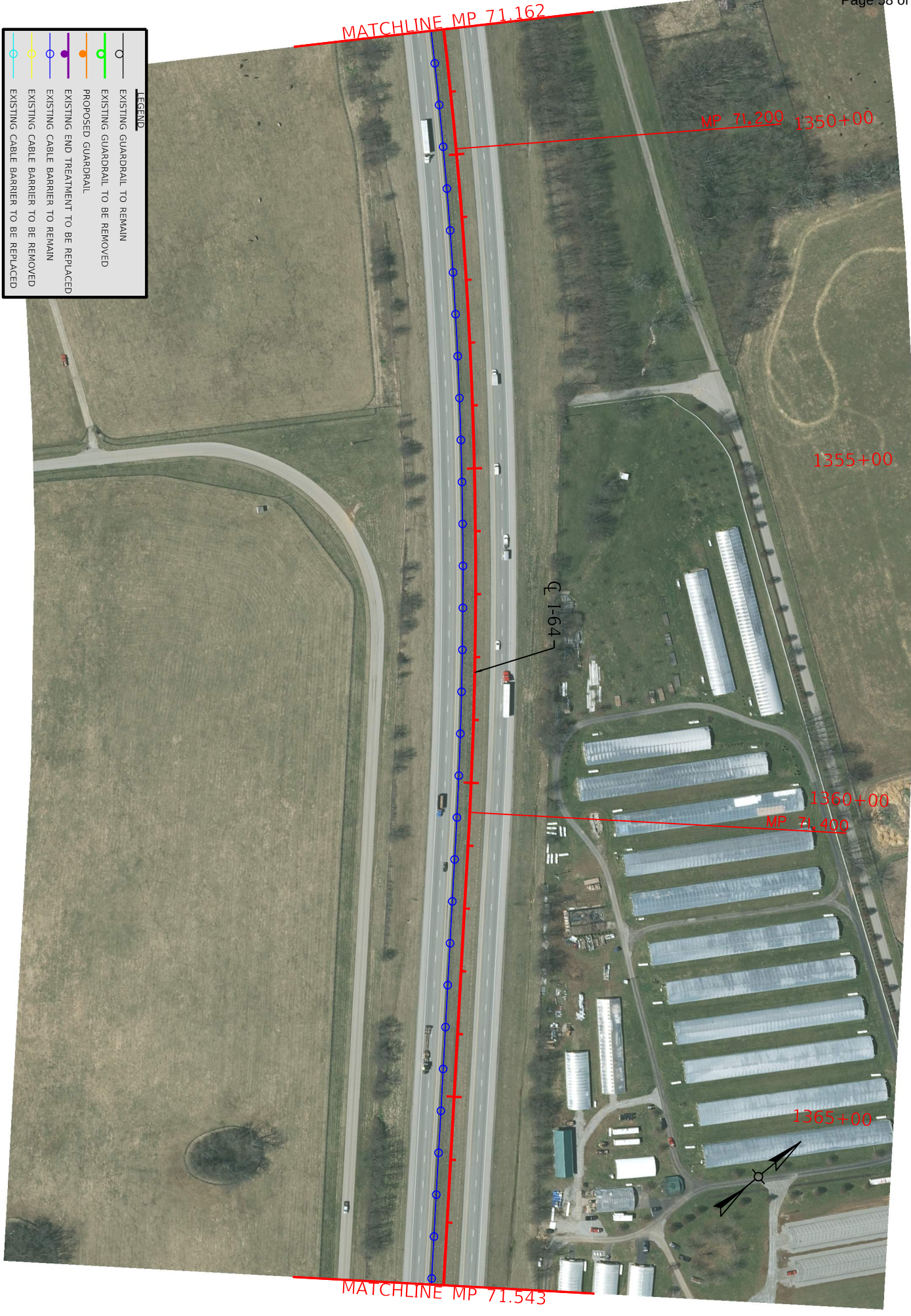


HORIZONTAL SCALE: 1"=200'

ITEM NO. 7-2004000049
SHEET NO. 0008
PLAN 24 OF 40

COUNTY OF WOODFORD
SCOTTFAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

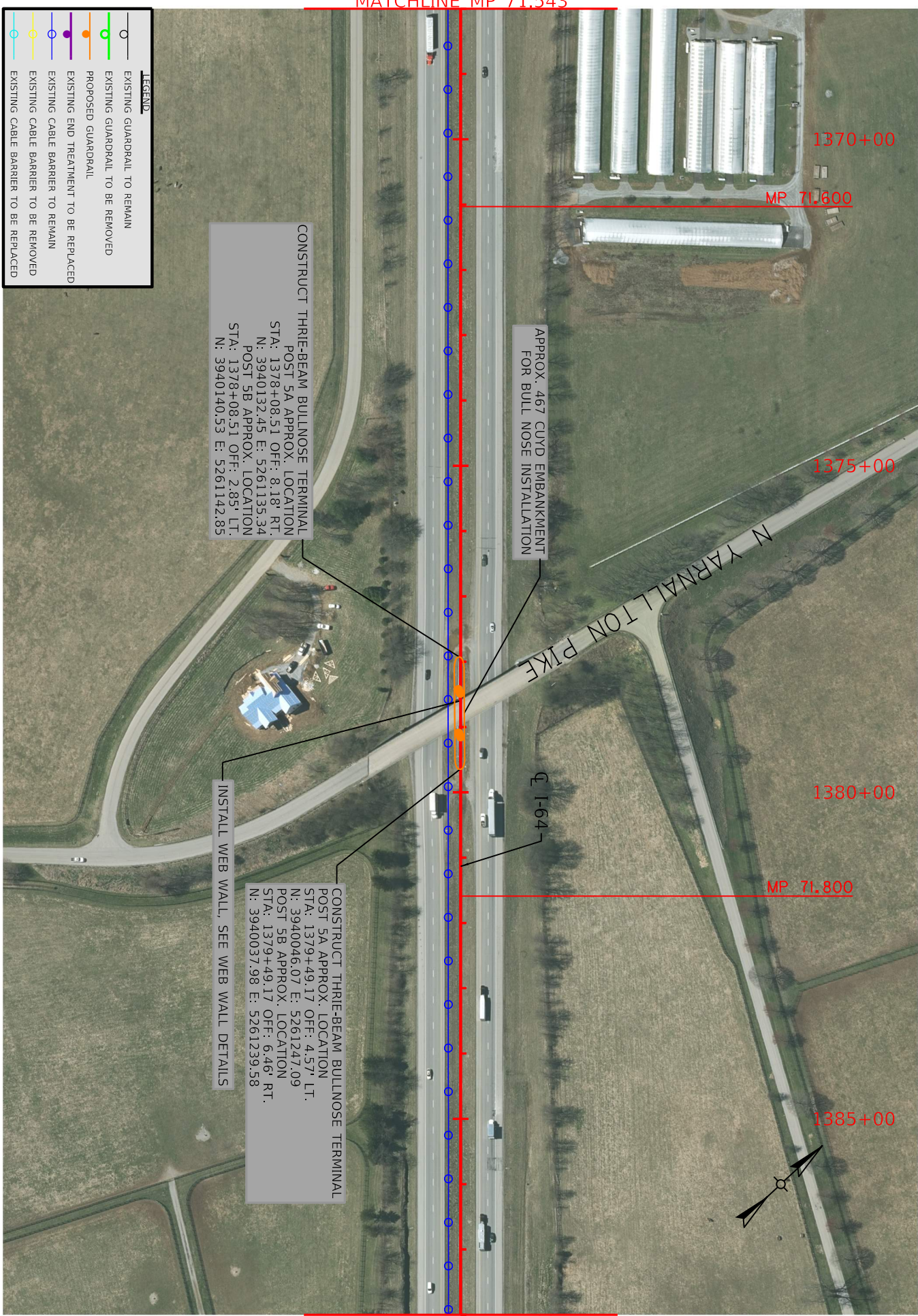
Drawn: J. D. Smith
Checked: J. D. Smith
Date: 10/12/2024

USER: USN-708413

DRAWING TITLE: I-64 PLAN SHEETS

MP 71.543 TO MP 71.921

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 71.543

1370+00

MP 71.600

1375+00

1380+00

MP 71.800

1385+00

MATCHLINE MP 71.921



ITEM NO. 7-209400009
SHEET NO. 0008
PLAN 25 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: I-64 PLAN SHEETS
MP 71.921 TO MP 72.300

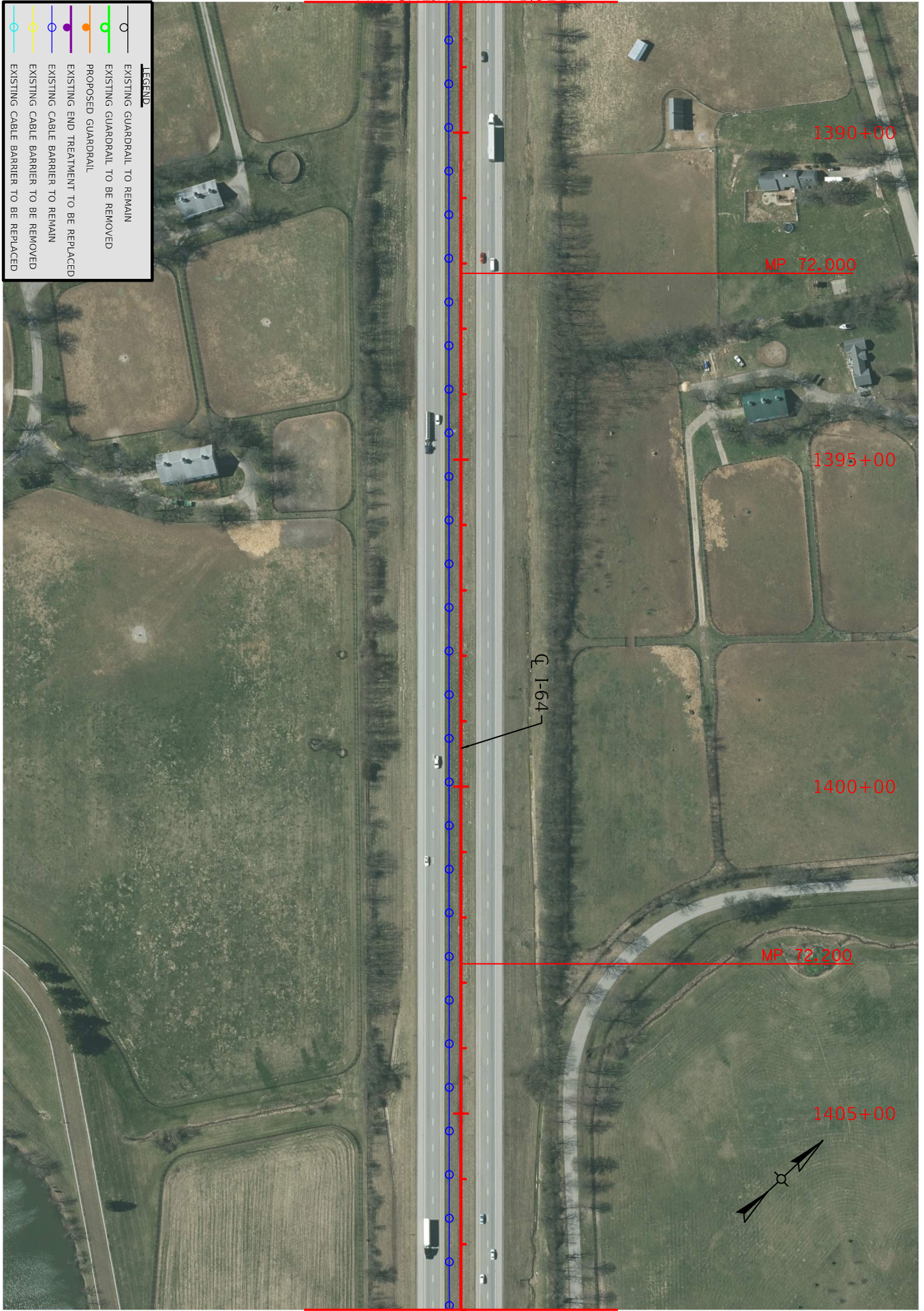


0' 100' 200' 400'
HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-2004200049	COUNTY OF
SHEET NO.	0008	WOODFORD
		SCOTT/FAYETTE
PLAN 28 OF 40		

LEGEND

- EXISTING GUARDRAIL TO REMAIN
- EXISTING GUARDRAIL TO BE REMOVED
- PROPOSED GUARDRAIL
- EXISTING END TREATMENT TO BE REPLACED
- EXISTING END TREATMENT TO REMAIN
- EXISTING CABLE BARRIER TO BE REMOVED
- EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

Drawn: J. D. Smith
Checked: J. D. Smith
Date: 10/12/2024
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User: USN-708413

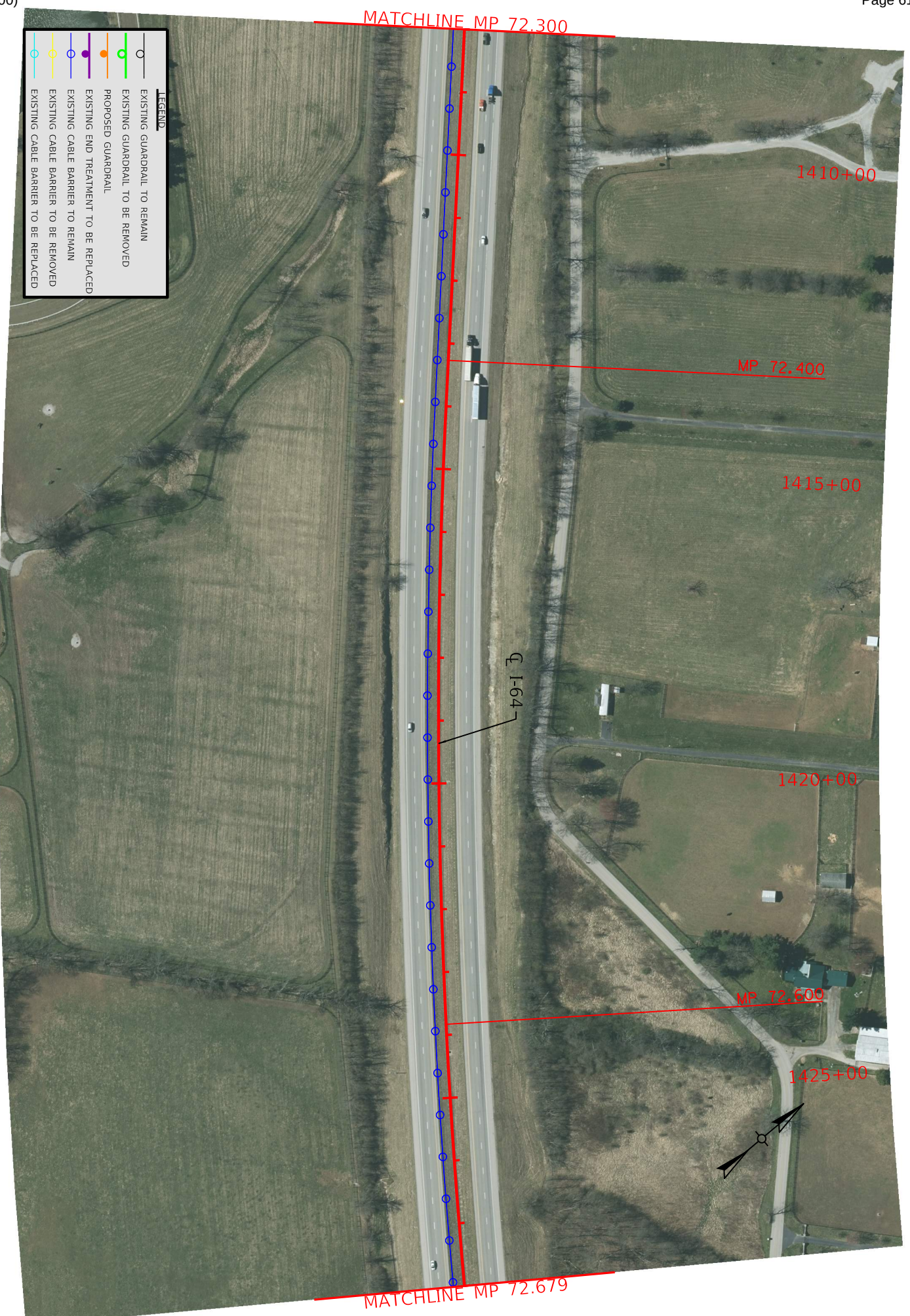
DRAWING TITLE: 1-64 PLAN SHEETS
MP 72.300 TO MP 72.679



0' 100' 200' 400'
HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-20040200049	COUNTY OF
SHEET NO.	20008	WOODFORD
		SCOTT/FAYETTE
	PLAN 27 OF 40	

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



PP 0644 (100)

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USER: USN-F706413



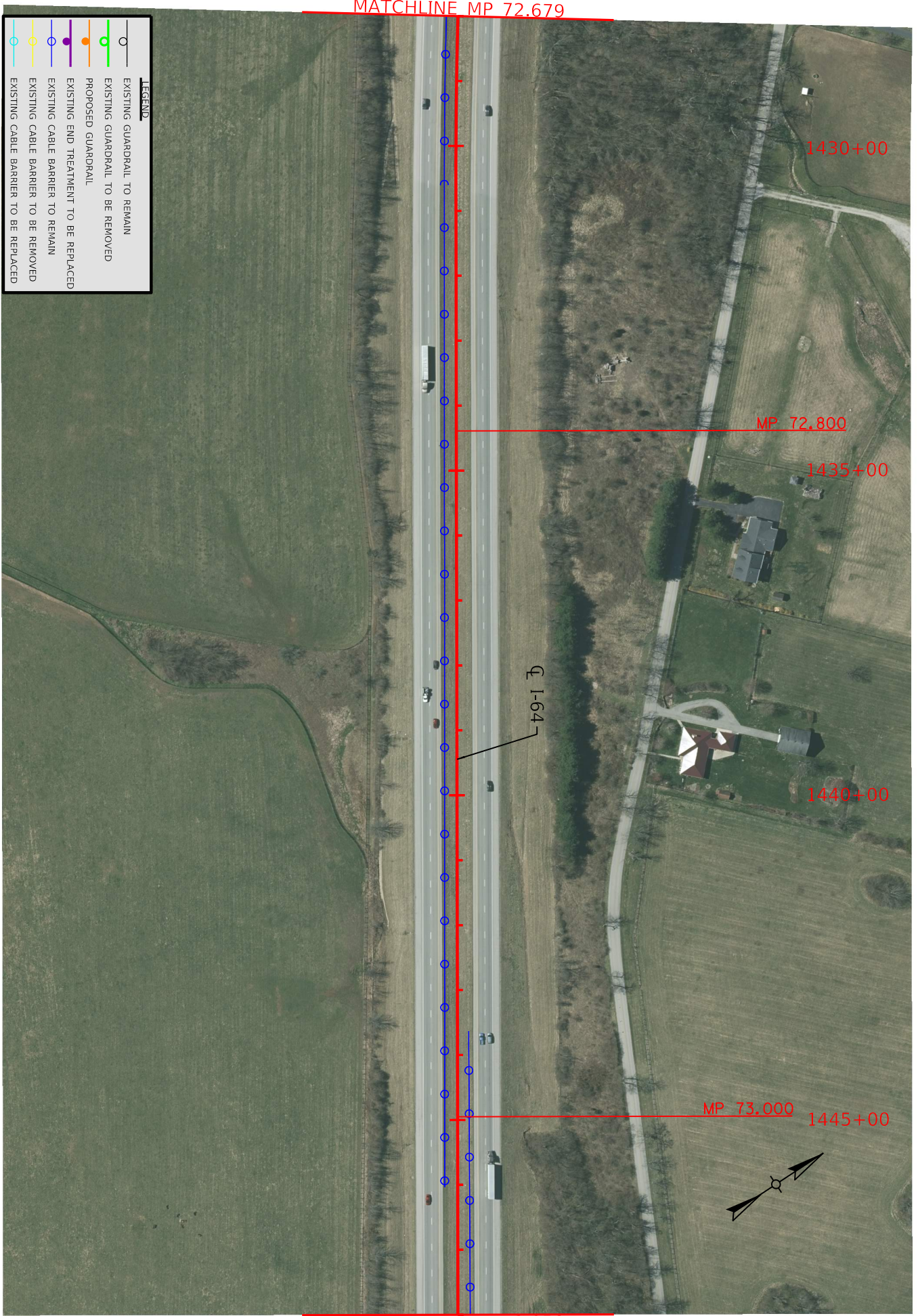
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: I-64 PLAN SHEETS

MP 72.679 TO MP 73.058

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



ITEM NO.	7-2004000049	COUNTY OF
SHEET NO.	30008	WOODFORD
		SCOTT/FAYETTE
PLAN 28 OF 40		

PP 0644 (100)



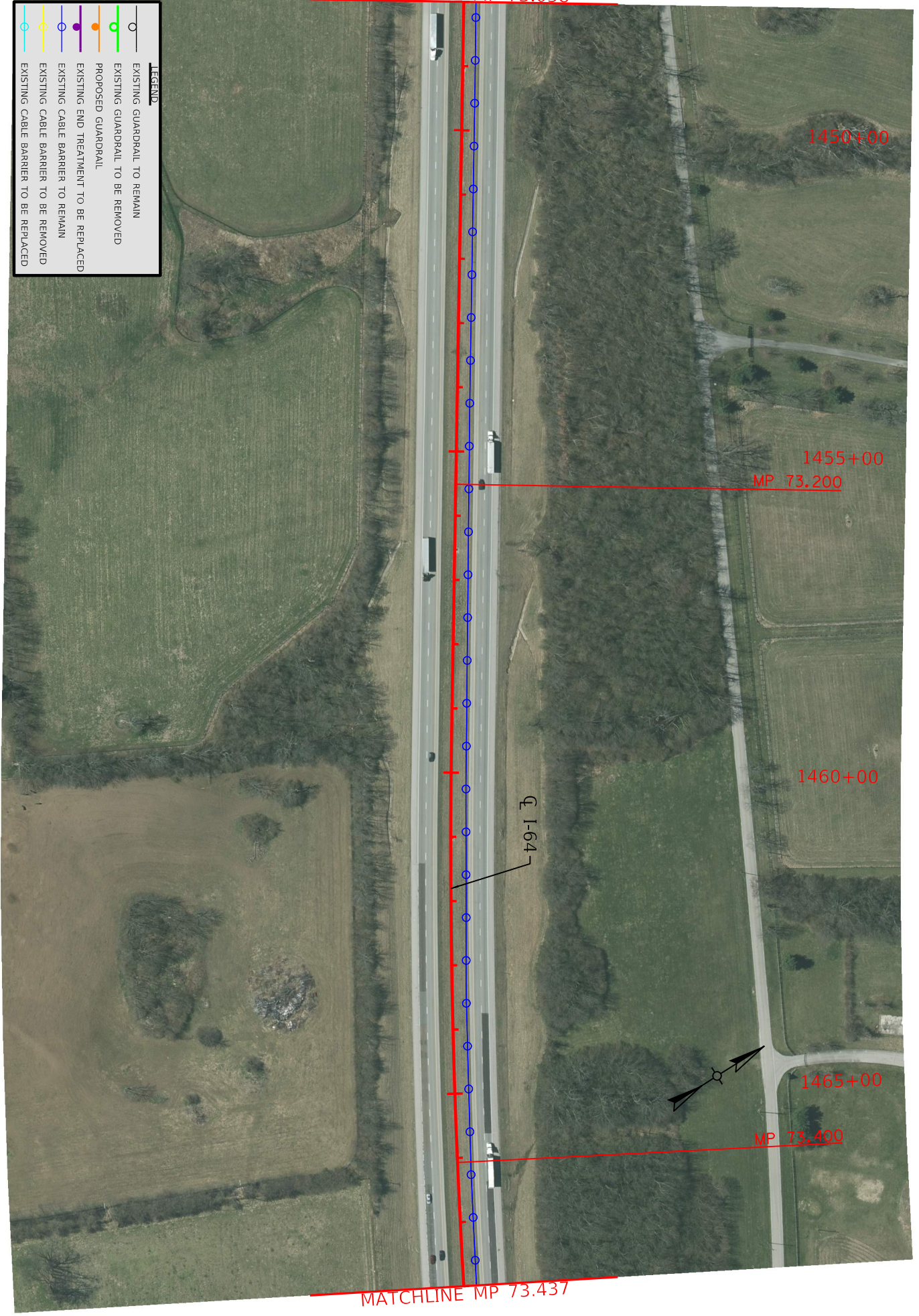
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: I-64 PLAN SHEETS
MP 73.058 TO MP 73.437

ITEM NO. 7-209400049
SHEET NO. 29 OF 40

COUNTY OF WOODFORD
SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 73.058

MATCHLINE MP 73.437

PP 0644 (100)



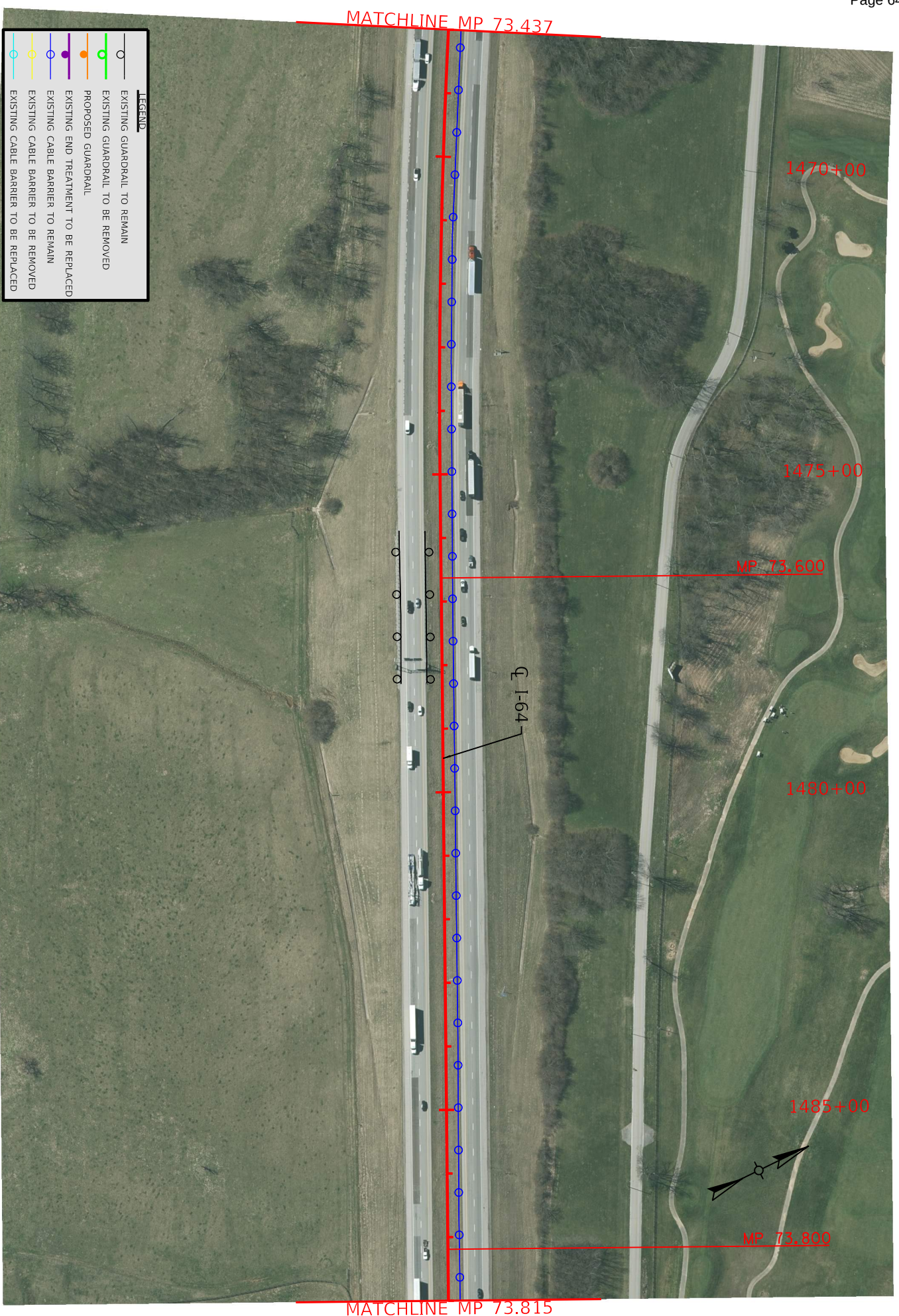
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: I-64 PLAN SHEETS
MP 73.437 TO MP 73.815

HORIZONTAL SCALE: 1"=200'

ITEM NO.	7-2004200049	COUNTY OF
SHEET NO.	0008	WOODFORD
		SCOTT/FAYETTE
PLAN 30 OF 40		

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING END TREATMENT TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



MATCHLINE MP 73.437

MATCHLINE MP 73.815

MP 73.600

MP 73.800



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



TEAM KENTUCKY
CONSTRUCTION MANAGEMENT

DRAWING TITLE: I-64 PLAN SHEETS
MP 73.815 TO MP 74.194



0'
100'
200'
400'

HORIZONTAL SCALE: 1"=200'

ITEM NO.
7-20044200049

COUNTY OF
WOODFORD
SCOTTFAYETTE

SHEET NO.
PLAN 31 OF 40

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING END TREATMENT TO REMAIN
	EXISTING CABLE BARRIER TO BE REMOVED
	EXISTING CABLE BARRIER TO BE REPLACED



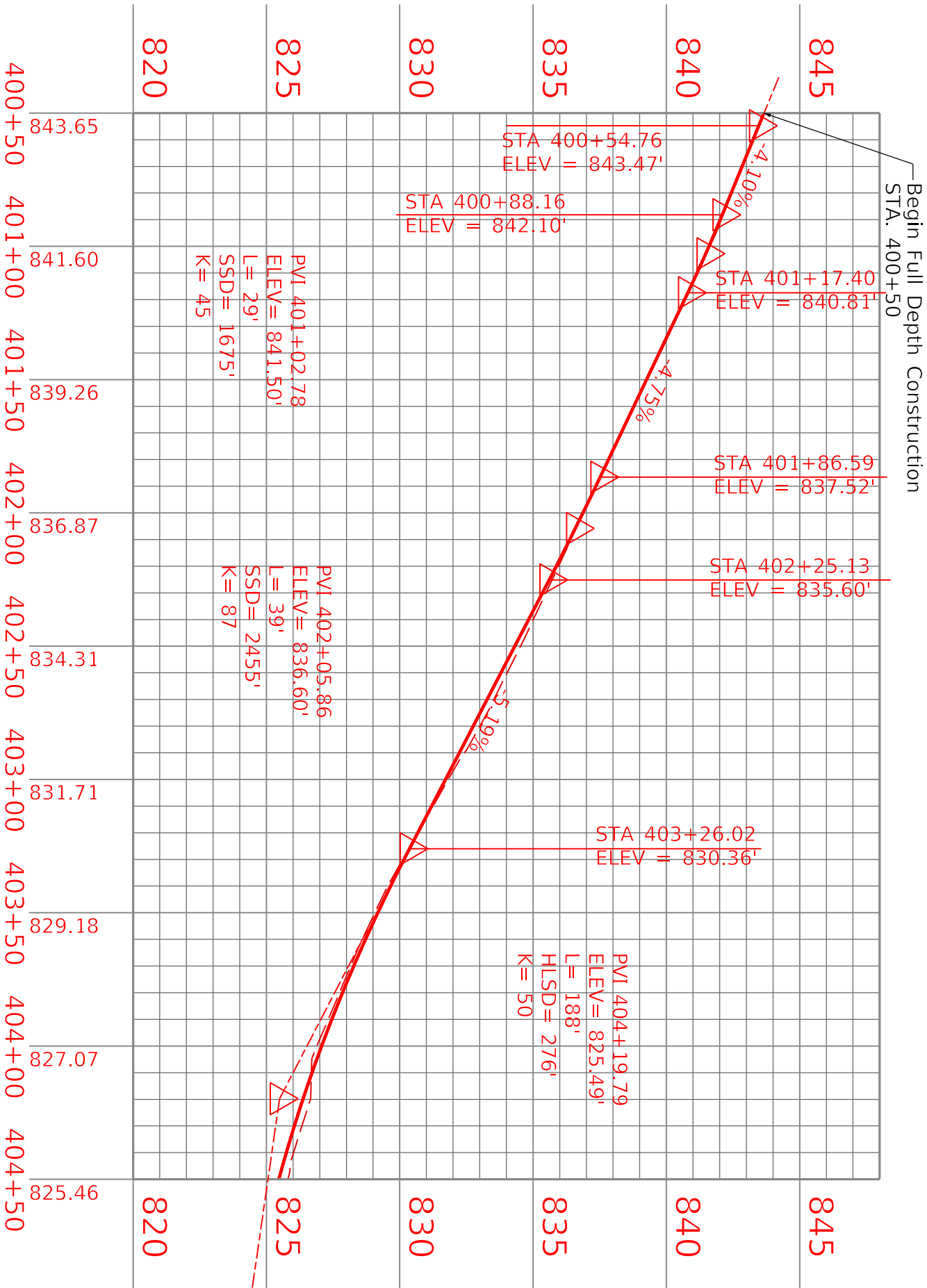
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: KY 341 RAMP D PROFILE

STA. 400+50.00 TO STA. 404+50.00



SHEET NO. 7-20048/20049
PLAN 33 OF 38
COUNTY OF WOODFORD
SCOTT/FAYETTE



PP 0644 (100)

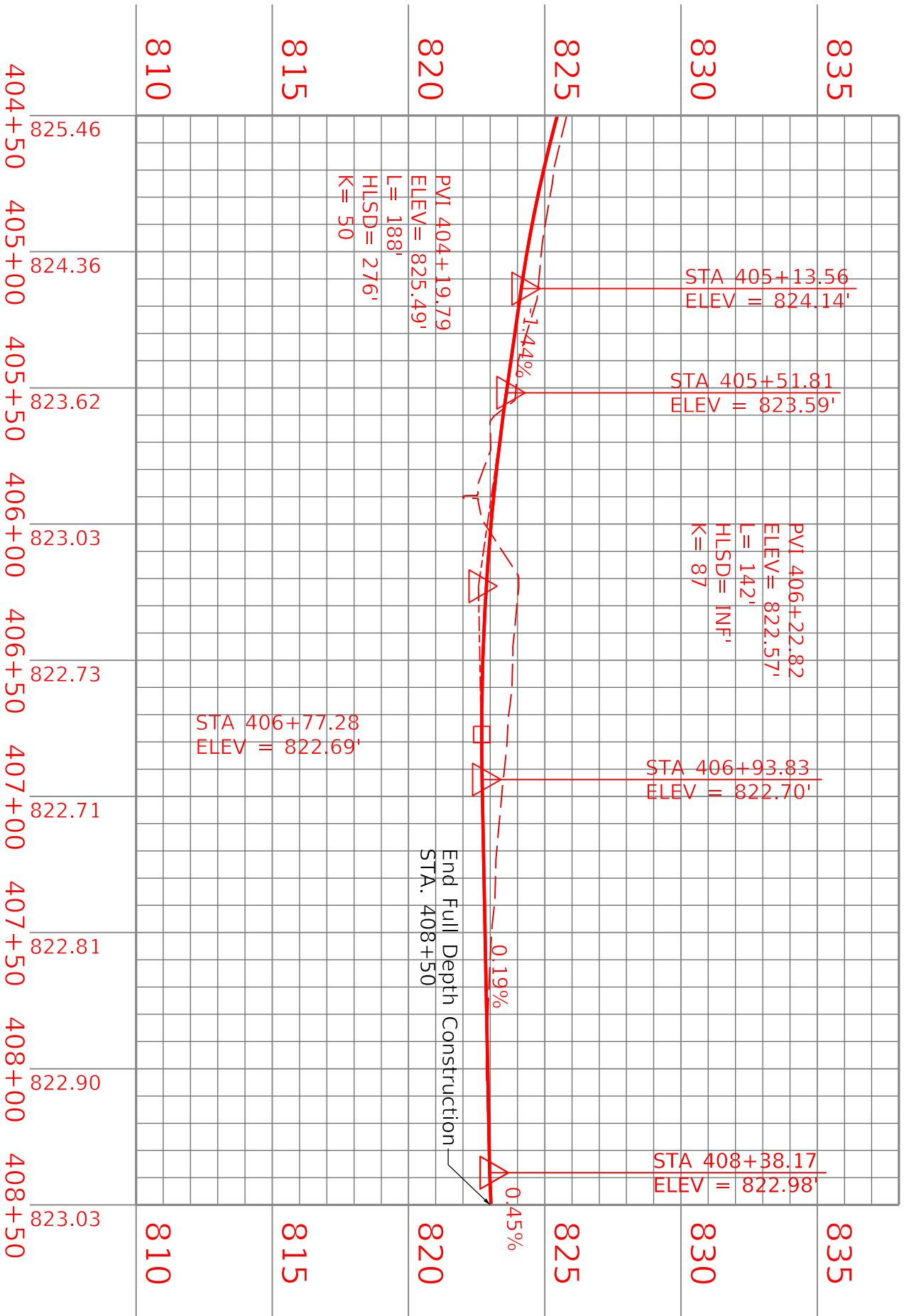


COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: KY 341 RAMP D PROFILE
STA. 404+50.00 TO STA. 408+50.00



ITEM NO. 7-20944200049
SHEET NO. 0008
PLAN 34 OF 38
COUNTY OF WOODFORD
SCOTT/FAYETTE



PIPE DRAINAGE SHEET 1 of 1

STORM SEWER PIPE				CULVERT PIPE				MAXIMUM COVER HEIGHT	DESIGN PH LEVEL	PIPE CULVERT HEADWALL 18 IN	PIPE CULVERT HEADWALL 24 IN	PIPE CULVERT HEADWALL 36 IN	CURB BOX INLET TYPE A	DROP BOX INLET TYPE 5C	DROP BOX INLET TYPE 5B	JUNCTION BOX 24 IN	REMOVE PIPE	CHANNEL LINING CLASS III
15"	18"	24"	36"	36"														
L	I	N	E	A	R		F	E	E	T								

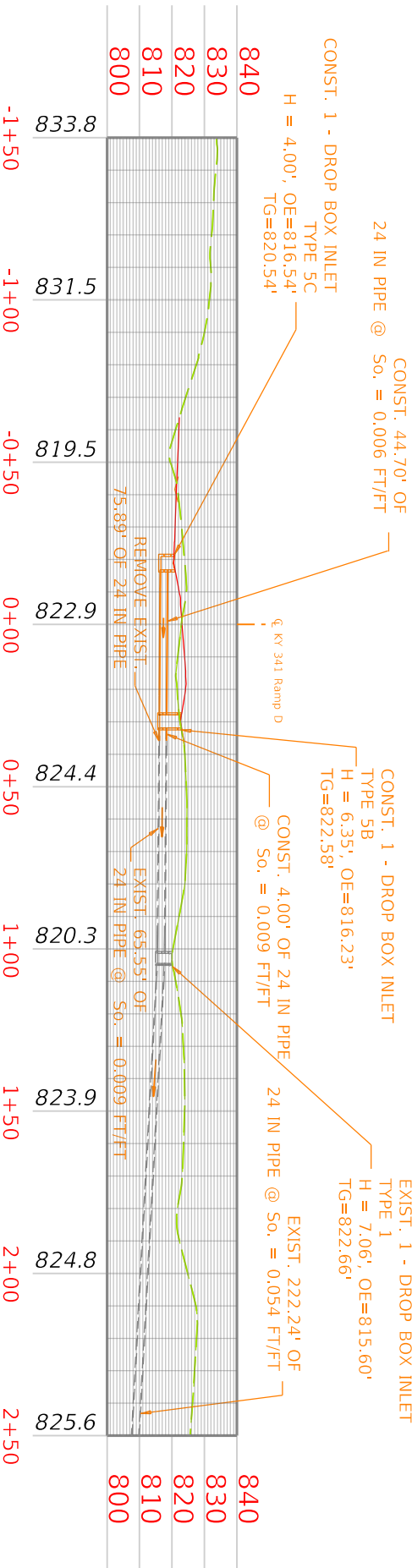
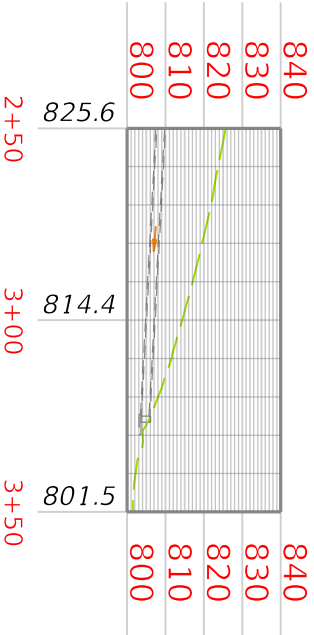
48.70

5.7 M

1

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75.89



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Pipe Sheet - KY 341 Ramp D



TITLE NO. 7-209
SHEET NO. 000049
COUNTY OF SCOTTFAYETTE
PLAN 35 OF 40



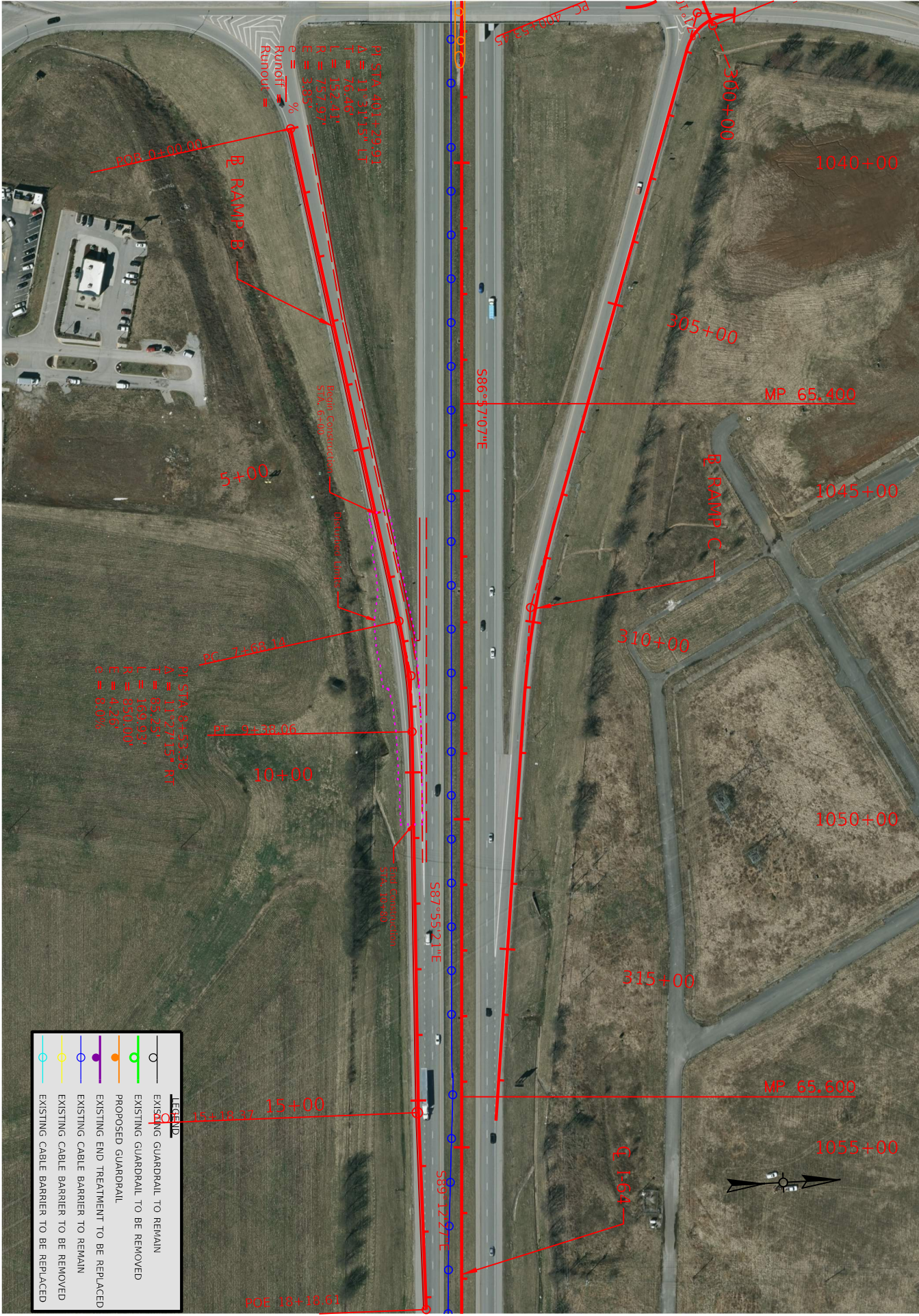
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: KY-341 RAMP B



ITEM NO. 7-209400049
SHEET NO. 36 OF 40
COUNTY OF WOODFORD
SCOTT/FAYETTE

LEGEND	
	EXISTING GUARDRAIL TO REMAIN
	EXISTING GUARDRAIL TO BE REMOVED
	PROPOSED GUARDRAIL
	EXISTING END TREATMENT TO BE REPLACED
	EXISTING CABLE BARRIER TO REMAIN
	EXISTING CABLE BARRIER TO BE REPLACED
	EXISTING CABLE BARRIER TO BE REPLACED





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

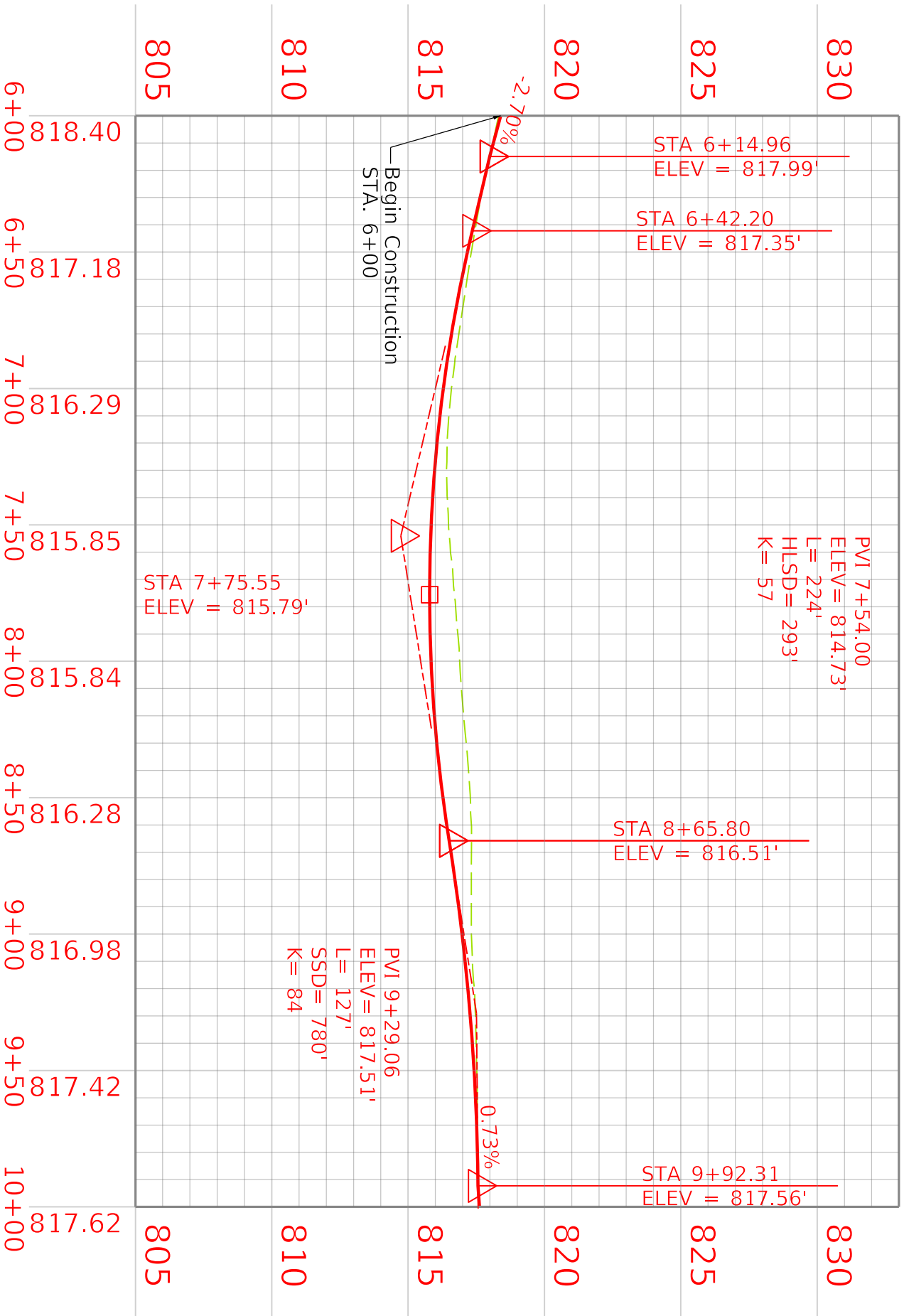


DRAWING TITLE: KY 341 Ramp B Profile

STA. 6+00.00 TO STA. 10+00.00



TITLE NO. 7-20940008
SHEET NO. 37 OF 40
COUNTY OF WOODFORD
SCOTT/FAYETTE



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

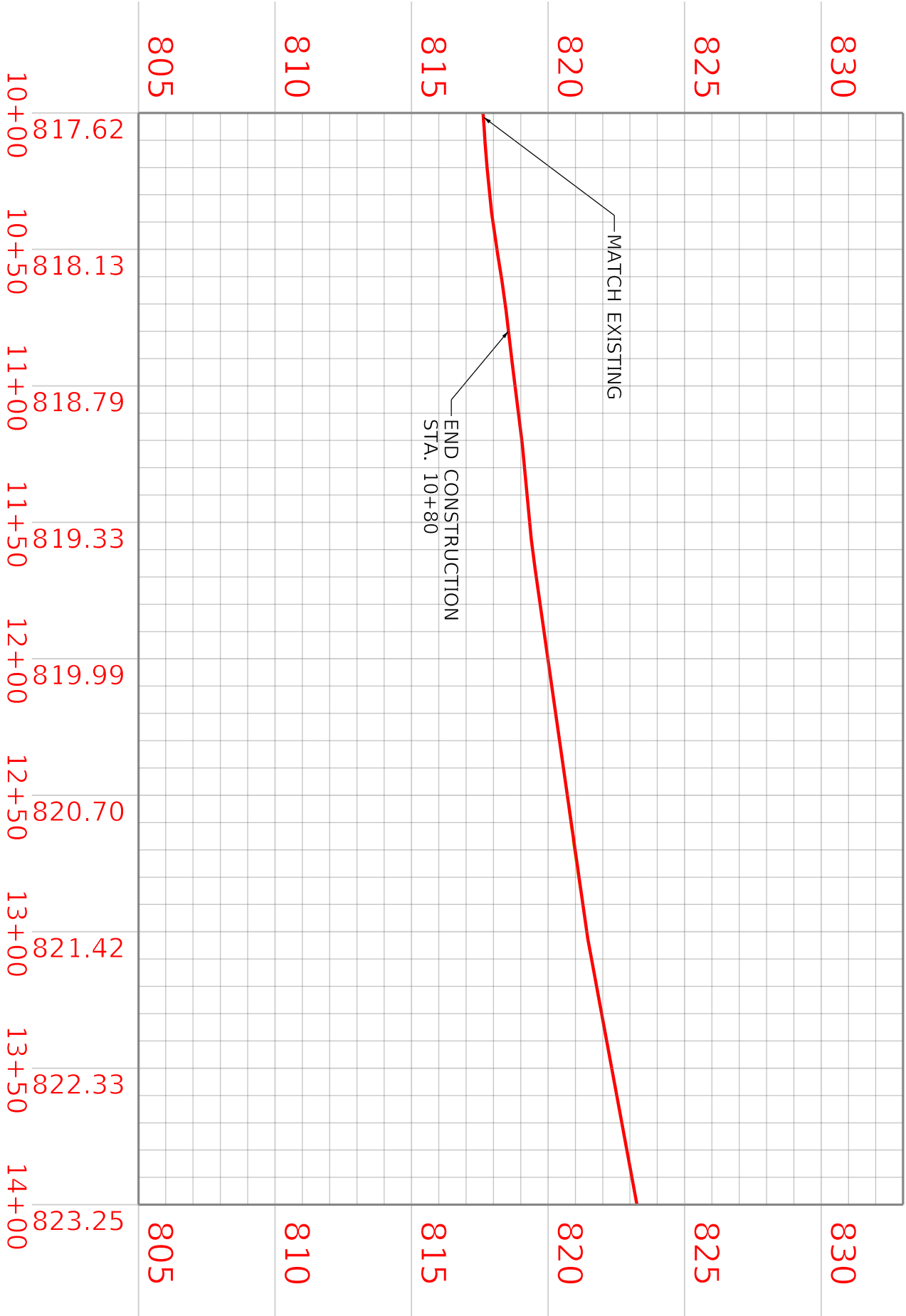
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7-2004820008
SHEET NO.
PLAN 38 OF 40

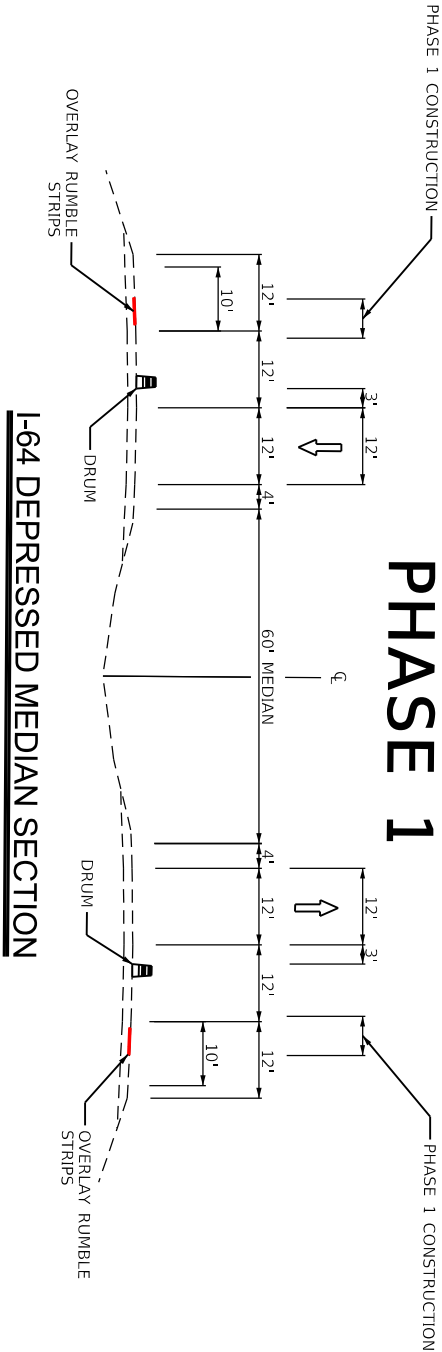
COUNTY OF
WOODFORD
SCOTT/FAYETTE



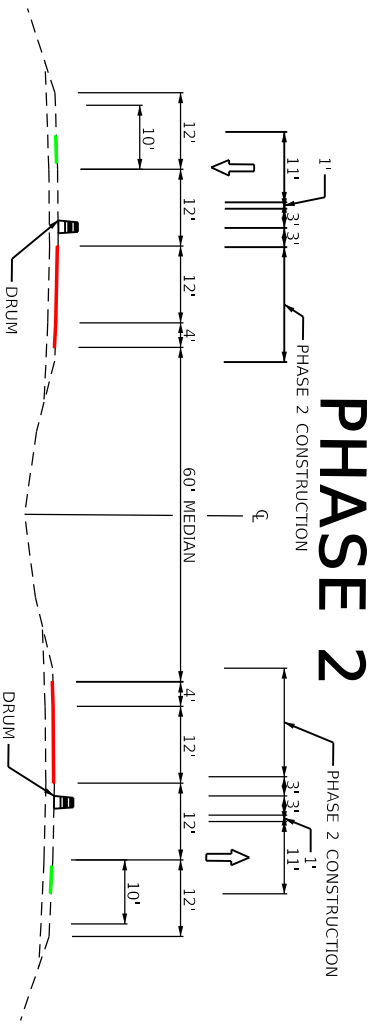
MAINTENANCE OF TRAFFIC TYPICAL SECTION

MP 64.856 TO MP 73.965

- NOTES:
1. MILEPOINT 71.000 TO MILEPOINT 73.965 ONLY HAS CONSTRUCTION IN THE EASTBOUND DIRECTION. NO LANE CLOSURE SHALL BE ALLOWED IN THE WESTBOUND DIRECTION.



I-64 DEPRESSED MEDIAN SECTION



I-64 DEPRESSED MEDIAN SECTION

LEGEND

UNDER CONSTRUCTION

CONSTRUCTED IN PREVIOUS PHASE

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

TEAM KENTUCKY

DRAWING TITLE: I-64 MOT TYPICAL SECTIONS

MP 64.856 TO MP 73.965

ITEM NO. 7-2094300049

SHEET NO. 39 OF 40

COUNTY OF WOODFORD

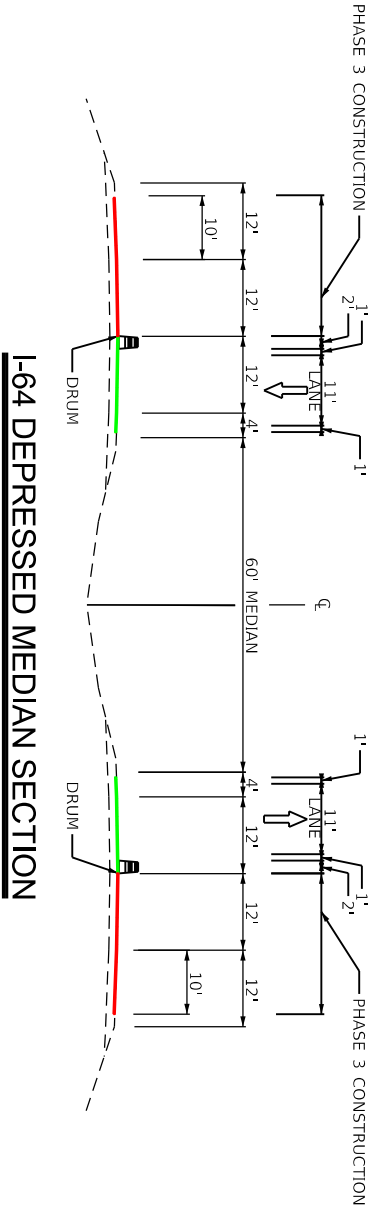
SCOTTFAYETTE

MAINTENANCE OF TRAFFIC TYPICAL SECTION

MP 64.856 TO MP 73.965

- NOTES:
1. MILEPOINT 71.000 TO MILEPOINT 73.965 ONLY HAS CONSTRUCTION IN THE EASTBOUND DIRECTION. NO LANE CLOSURE SHALL BE ALLOWED IN THE WESTBOUND DIRECTION.

PHASE 3



LEGEND

UNDER CONSTRUCTION

CONSTRUCTED IN PREVIOUS PHASE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: MOT TYPICAL SECTIONS

MP 64.856 TO MP 73.965

ITEM NO. 7-2004030049
SHEET NO. 0008
PLAN 40 OF 40

COUNTY OF WOODFORD
SCOTTFAYETTE

I-64 / KY 341 Interchange						
Ramp B Geometric Control						
Point Type	Station	Northing	Easting	Radius	Length	Tangent
START	0+00.00	3947437.187	5229694.796			
PC	7+68.14	3947562.338	5230452.669			
PC	7+68.14	3947562.338	5230452.669			
HPI	8+53.39	3947576.227	5230536.778	850	169.928	85.248
PT	9+38.06	3947573.137	5230621.969			
PT	9+38.06	3947573.137	5230621.969			
HPI	15+18.37	3947552.101	5231201.893			
HPI	15+18.37	3947552.101	5231201.893			
END	18+18.61	3947547.948	5231502.104			

I-64 / KY 341 Interchange						
Ramp D Geometric Control						
Point Type	Station	Northing	Easting	Radius	Length	Tangent
START	399+46.55	3948087.832	5229571.936			
PC	400+53.45	3948053.341	5229470.75			
PC	400+53.45	3948053.341	5229470.75			
HPI	401+29.91	3948028.671	5229398.376	757.966	152.409	76.462
PT	402+05.86	3947990.044	5229332.389			
PT	402+05.86	3947990.044	5229332.389			
PC	403+39.18	3947922.696	5229217.336			
PC	403+39.18	3947922.696	5229217.336			
HPI	405+55.44	3947813.441	5229030.693	749.653	421.103	216.269
PT	407+60.28	3947820.39	5228814.536			
PT	407+60.28	3947820.39	5228814.536			
HPI	413+49.11	3947839.312	5228226.006			
HPI	413+49.11	3947839.312	5228226.006			
END	416+50.85	3947845.305	5227924.325			

TRAFFIC CONTROL PLAN

I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES

PAGE 1 OF 6

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all other items of work, described herein, necessary to maintain and control traffic, will be paid for with the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the project shall be in compliance with the appropriate Standard Drawings and MUTCD.

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 of I-64 to 60 miles per hour 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 FINES ZONE" signs will be dual mounted. At the end of the work zone, the "END HIGHER FINES ZONE" signs will be dual mounted as well.

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

PROJECT PHASING AND CONSTRUCTION PROCEDURES

The contractor shall maintain along I-64 a minimum of one 11-foot lane in each direction, except as noted in this proposal. Lane closures shall only occur at night, 7:00 PM to 6:00 AM, except as noted in this proposal, as directed by The Engineer.

Use a lane closure at all times when work is performed in the lane or adjacent shoulder. Traffic shall not be allowed to travel on milled surface unless directed by the Engineer. When shoulders are utilized, they may need maintenance as deemed necessary by the Engineer to maintain traffic, and this work shall be paid by leveling and wedging. All removal of existing striping shall be by water blasting, unless otherwise directed by the Engineer. Remove edge lines as necessary and approved by the Engineer throughout the project. Provide temporary edge lines through the lane closure area, except as noted in this proposal.

Note that lane shifts are required throughout the project. Stripe according to the Standard Drawings and MUTCD.

The Contractor must notify the Engineer at least fourteen (14) days prior to beginning construction in either direction.

CONSTRUCTION PHASES

I-64 OVER KY 341 BARRIER WALL RETRO FIT PHASE 1

Shift traffic to the outside lane. Place temporary barrier wall two feet from center line. Construct inside barrier wall retro fit. Lane closures shall not exceed more than 10 continuous days total per wall.

I-64 OVER KY 341 BARRIER WALL RETRO FIT PHASE 2

Shift traffic to the inside lane. Place temporary barrier wall four feet from center line. Construct outside barrier wall retro fit. Lane closures shall not exceed more than 10 continuous days total per wall.

TRAFFIC CONTROL PLAN

I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES

PAGE 2 OF 6

I-64 OVER US 62 BARRIER WALL RETRO FIT PHASE 1

Shift traffic to the outside lane. Place temporary barrier wall two feet from center line. Construct inside barrier wall retro fit. Lane closures shall not exceed more than 10 continuous days total per wall.

I-64 OVER US 62 BARRIER WALL RETRO FIT PHASE 2

Shift traffic to the inside lane. Place temporary barrier wall four feet from center line. Construct outside barrier wall retro fit. Lane closures shall not exceed more than 10 continuous days total per wall.

I-64 WEB WALLS (KY 341, Cane Run Road, US 62, N Yarnallton Pike)

Close inside shoulders. Construct inside web walls. Temporary barrier wall shall be used for shoulder closures in compliance with Standard Drawing TTC-135.

PHASE 1

Using nighttime lane closures of outside travel lanes. Overlay outside rumble strips. Traffic may be reduced to one lane per direction from 7:00 PM to 6:00 AM nightly and on no holidays, as approved by the Engineer.

PHASE 2

Using nighttime lane closures, Shift traffic to the outside lane as directed by the Engineer. Then complete milling, and asphalt surface course on inside lane and shoulder. Traffic may be reduced to one lane per direction from 7:00 PM to 6:00 AM nightly and on no holidays, as approved by the Engineer.

PHASE 3

Using nighttime lane closures, Shift traffic to the inside lane as directed by the Engineer. Then complete milling, and asphalt surface course on outside lane and shoulder. Traffic may be reduced to one lane per direction from 7:00 PM to 6:00 AM nightly and on no holidays, as approved by the Engineer.

PHASE 4

Complete rumble strips and place permanent striping and markers using temporary lane closures as directed by the Engineer.

US 62 RAMPS

The US 62 Ramps may be closed, one at time, to complete milling and paving. Nightly Closure, as approved by the Engineer, can occur from 7:00 PM to 6:00 AM Sunday night through Friday morning and on no holidays. All work, for a given ramp, must be completed in two nights. Place Type III Barricades across the terminals of the on-ramps as directed by the Engineer. Construction on US 62 Ramps shall not occur concurrently with KY 341 ramps.

TRAFFIC CONTROL PLAN

I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES

PAGE 3 OF 6

KY 341 RAMP OVERLAYS

The KY 341 Ramps, shown being overlayed in the proposal, will be constructed using part width construction. This may be done concurrently with other phases of construction. Construction on KY 341 Ramps shall not occur concurrently with US 62 ramps.

PHASE 1

Shift traffic to the left shoulder and half of the travel lane. Mill and overlay the right shoulder and travel lane.

PHASE 2

Shift traffic to the right shoulder and half of the travel lane. Mill and overlay the left shoulder and travel lane.

LANE AND SHOULDER CLOSURES

Limit the lengths of lane and shoulder closures to only that needed for actual operations in accordance with the phasing specified herein.

Other than the holidays listed in the current Standard Specifications and University of Kentucky Home football games, the Engineer may specify additional days and hours when lane closures are not allowed. Do not leave lane closures in place during prohibited periods.

Contrary to Section 112, lane and shoulder closures will NOT be measured for payment but are considered incidental to “Maintain and Control Traffic.”

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 MILES, LEFT/RIGHT LANE CLOSED 3 MILES, SLOWED/STOPPED TRAFFIC AHEAD. 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 lane shifts, “Roadwork Ahead” signs on entrance ramps, and extra Higher Fine signs and Speed Limit signs between interchanges to be paid for only once no matter how many times they are moved or relocated.

Traffic control signs in addition to normal lane closure signing detailed in the Standard Drawings may be required by the Engineer.

TRAFFIC CONTROL PLAN
I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES
PAGE 4 OF 6

CONNECTED ARROWS

Connected arrows will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the connected arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

The Portable Changeable Message Signs are being bid independently of the Queue Warning System and 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 removed or relocated. The department **WILL NOT** take possession of the PCMS upon completion of the work.

BARRELS

Barrels are to be used for channelization or delineation, as directed by the Engineer, and will be incidental to "Maintain and Control Traffic" according to Section 112.04.01. Replacement of damaged barrels or cones due to poor condition or reflectivity, as directed by the Engineer, will not be measured for payment.

TRUCK MOUNTED ATTENUATORS

Furnish and install MUTCD approved Truck Mounted Attenuators (TMAs) 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.. The Department WILL NOT take possession of the TMAs upon completion of the work.

PAVEMENT MARKINGS

If lane closures are in place during nighttime hours, 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 and replacing or covering and uncovering the lenses but will be incidental to "Maintain and Control Traffic".

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

1. Temporary and permanent striping will be 6" and 12" in width and as shown in standard drawings for interchanges;
2. If the Contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used;
3. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic; and
4. Permanent striping will be Extruded Thermoplastic Marking on asphalt and Durable Tape Type 1 on concrete surface.

The Contractor is to restripe the roadway back to its original configuration, except as noted elsewhere in this proposal.

TRAFFIC CONTROL PLAN

I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES

PAGE 5 OF 6

BARRICADES

As directed by the Engineer replacements for damaged barricades to be replaced due to poor condition or reflectivity will not be measured for payment.

TEMPORARY BARRIER WALL

Concrete Barrier Wall Type 9T shall be installed for barrier wall retrofit. There shall be a minimum of one (1) delineator per section of wall. The delineators shall be bi-directional and placed on top of the wall.

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 foot 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.

TRAFFIC COORDINATOR

This project is designated as a Significant Project in accordance with Section 112.03.12 of the Kentucky Standard Specifications.

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

TRAFFIC CONTROL PLAN

I-64 – WOODFORD / SCOTT / FAYETTE COUNTIES

PAGE 6 OF 6

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

Do not use or allow employees to use median crossovers at any time except when inside lanes are closed for construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

INCIDENTAL TO MAINTENANCE OF TRAFFIC

As noted in above paragraphs the following items will not be measured but are considered incidental to “Maintain and Control Traffic.”

- Lane and Shoulder Closures
- Barrels and Replacement of Damaged Barrels
- Relocations of Portable Changeable Message Signs
- Relocations of Flashing Arrows
- Relocation or Covering of Signs
- Replacement of Damage Signs
- Removing and Replacing or Covering and Uncovering of Pavement Marker Lenses

GENERAL NOTES

The following abbreviations may have been used in the preparation of these plans:

bet.	Between
BF	Back Face
BOF	Bottom of Footing
bot.	Bottom
Brg.	Bearing
C to C	Center to Center
C.Y.	Current Edition
C.Y.	Cubic Yard
Chd.	Chord
CL	Center Line
Clr.	Clear
Conc.	Concrete
Const.	Construction
Cu.	Cubic
Dwg.	Drawing
EF	Each Face
Elev.	Elevation
Eq.	Equal
Est.	Estimate
Ext.	Exterior
F to F	Face to Face
FF	Front Face
FS	Far Side
Fr.	Front
Ft.	Feet
I.D.	Inside Diameter
In.	Inch
Int.	Interior
L	Left
Lbs	Low Bridge Seat
Lbs.	Pounds
M	Meter
MPH	Miles per Hour
NS	Near Side
O.D.	Outside Diameter
Opp.	Opposite
PC	Point of Curve
Perp.	Perpendicular
PI	Point of Intersection
PCC	Precast Prestressed Concrete
PCCDU	Precast Prestressed Concrete Deck Unit
PSI	Pounds per Square Inch
PT	Point of Tangent
R	Radius
R	Right
RCBS	Reinforced Concrete Box Culvert
RCDG	Reinforced Concrete Deck Girder
Req'd.	Required
RR	Railroad
Shld.	Shoulder
Spa.	Spaces
Sta.	Station
Std.	Standard
Str.	Straight
Tan	Tangent
Thru	Through
TOF	Top of Footing
Tot.	Total
Typ.	Typical
Vert.	Vertical
W.P.	Working Point
Yd.	Yard

SPECIFICATIONS: References to the Specifications are to the current Edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction including any current supplemental Specifications. All references to the AASHTO Specifications are to the current edition of the AASHTO LRFD Bridge Design Specifications, with Interims.

MATERIALS DESIGN SPECIFICATIONS:

For Class "A" Reinforced Concrete $f'c = 3500$ psi
For Class "AA" Reinforced Concrete $f'c = 4000$ psi
For Steel Reinforcement $fy = 60000$ psi

CONCRETE: Class "AA" Concrete is to be used throughout the superstructure and in the portions of the substructure above the tops of caps. Class "A" concrete is to be used in the substructure below the caps. Prestressed beam concrete shall be in accordance with the plans and specifications.

REINFORCEMENT: Dimensions shown from the face of concrete to bars are to center of bars unless otherwise shown. Clear distance to face of concrete is 2" unless otherwise noted. Spacing of bars is from center to center of bars. Any reinforcing bars designated by suffix "ve" in the plans shall be epoxy coated in accordance with section 811.10 of the Standard Specifications. Any reinforcing bars designated by suffix "s" in a Bill of Reinforcement shall be considered a stirrup for purposes of bend diameters.

BEVELED EDGES: All exposed edges shall be beveled $\frac{3}{4}$ ", unless otherwise shown.

COMPLETION OF THE STRUCTURE: The Contractor is required to complete the structure in accordance with the plans and specifications. Material, labor, or construction operations not otherwise specified, are to be included in the bid item most appropriate to the work involved and otherwise considered incidental to the Contract. This may include cofferdams, shoring, excavations, backfilling, removal of all or parts of existing structures, phase construction, incidental materials, labor, or anything else required to complete the structure.

UTILITIES: Before beginning work, locate all existing utilities. Consider location of utilities shown on the 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.

VERIFYING FIELD CONDITIONS: The contractor shall field 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.

DIMENSIONS: Dimensions are for a normal temperature of 60 degrees Fahrenheit. Layout dimensions are horizontal dimensions.

FOUNDATION PREPARATION: Foundation Preparation shall be in accordance with the Special Note for Foundation Preparation.

Foundation excavations should be properly braced/shored to provide adequate safety to persons working in or around excavations. Bracing should be performed in accordance with applicable federal, state and local guidelines.

Temporary shoring, sheeting, cofferdams, and/or dewatering methods may be required to facilitate foundation construction. It should be anticipated that groundwater will be encountered at foundation locations within the flood plain.

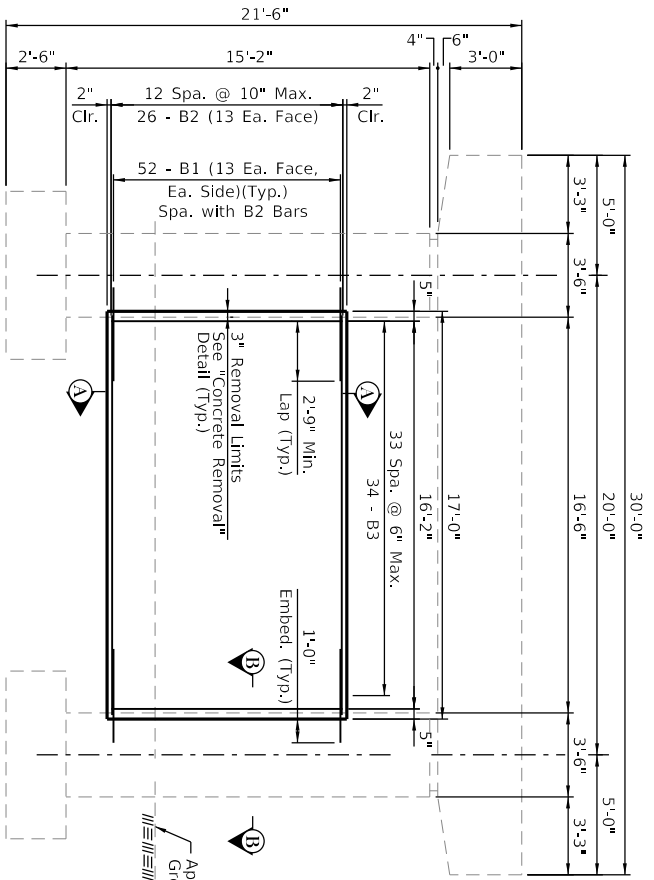
Temporary shoring, bracing, sheeting, cofferdams, and dewatering shall be included in the Lump Sum Bid for Foundation Preparation.



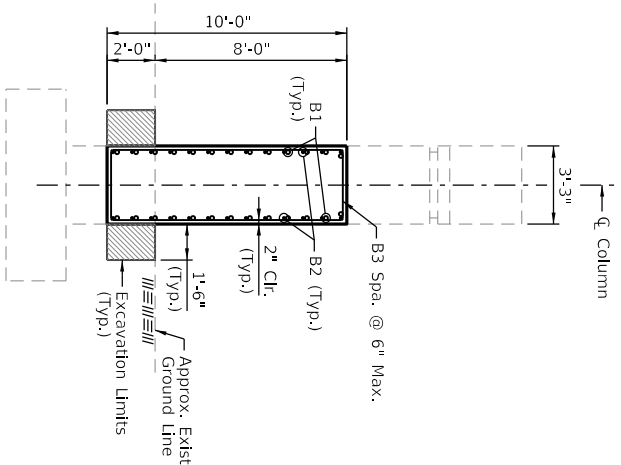
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: PIER CRASHWALL DETAILS
KY 341 OVER I-64

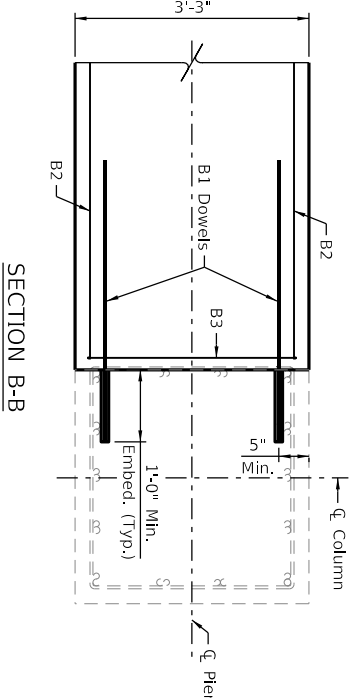
ITEM NO. 7120.48/20049
SHEET NO. 20008
PLAN SHEET X OF X



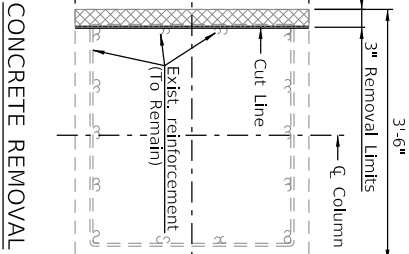
ELEVATION - PIER 2



SECTION A-A



SECTION B-B

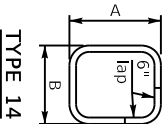


CONCRETE REMOVAL

NOTES:

1. Bottom of webwall elevation a min of 2' below ground line or rest on top of footing.
2. The dowels embedded in existing concrete should develop a minimum tensile bond strength of 23.2 kip. Drilled hole diameter and depth to be determined by the manufacturer specifications for the bar size indicated.
3. Concrete shall be Class "A".
4. Remove specified limits on pier columns prior to drilling holes to anchor reinforcing. Do not hit vertical reinforcing bars in the pier columns. Verify location of existing reinforcing and adjust drilled hole locations if needed.
5. The existing barrier between pier columns will be excavated and removed prior to webwall construction.
6. Concrete seal all existing and new surfaces of concrete pier.
7. Excavated material is to be backfilled with the same material removed.

BILL OF REINFORCEMENT (PIER 2)						
MARK	TYPE	NUMBER	SIZE	LENGTH	LOCATION	
B1	STR	52	#5	4'-2"	WEBWALL DOWELS	
B2	STR	26	#5	16'-2"	TEMPERATURE REINFORCEMENT	
B3	14s	34	#4	26'-2"	TEMPERATURE STIRRUPS	



TYPE 14



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: BILL OF REINFORCEMENT
KY 341 OVER I-64

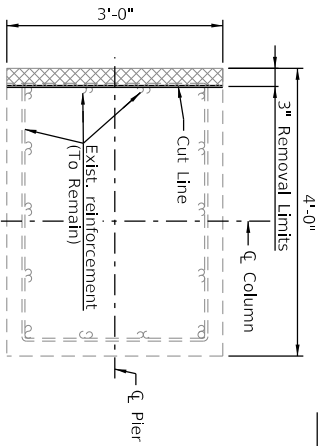
ITEM NO. 7-20048/20049
SHEET NO. 20008
COUNTY OF WOODFORD/SCOTT/FAYETTE
PLAN SHEET X OF X



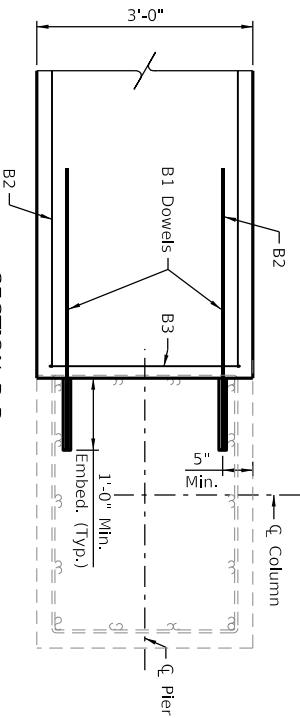
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: PIER CRASHWALL DETAILS
CANE RUN ROAD OVER I-64

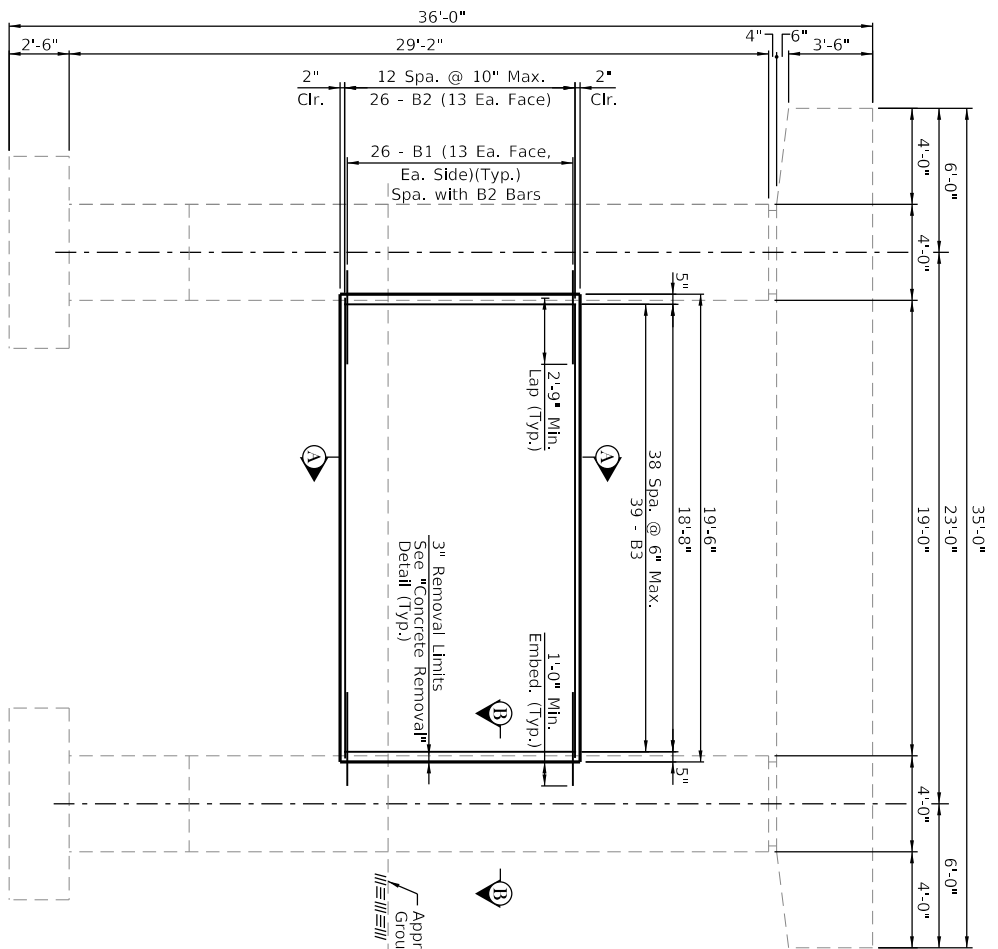
CONCRETE REMOVAL



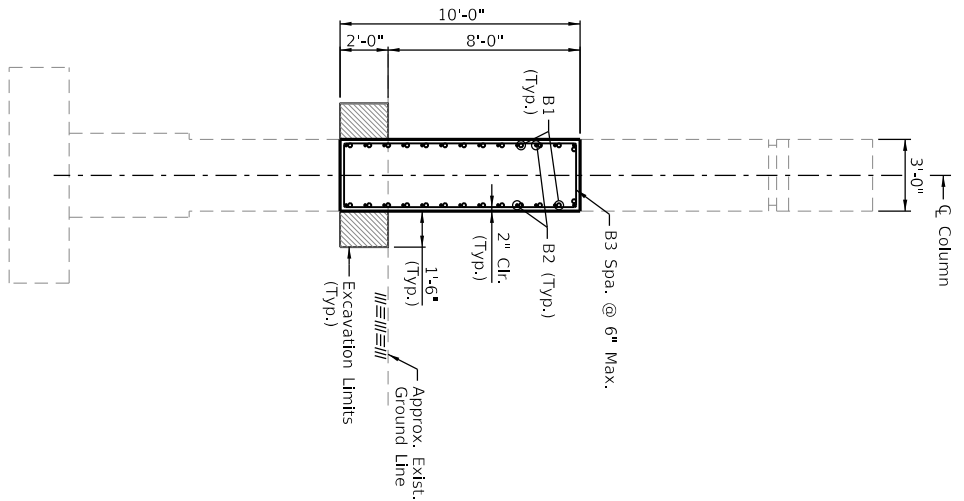
SECTION B-B



ELEVATION - PIER 2



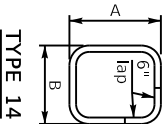
SECTION A-A



NOTES:

1. Bottom of webwall elevation a min of 2' below ground line or rest on top of footing.
2. The dowels embedded in existing concrete should develop a minimum tensile bond strength of 23.2 kip. Drilled hole diameter and depth to be determined by the manufacturer specifications for the bar size indicated.
3. Concrete shall be Class "A".
4. Remove specified limits on pier columns prior to drilling holes to anchor reinforcing. Do not hit vertical reinforcing bars in the pier columns. Verify location of existing reinforcing and adjust drilled hole locations if needed.
5. The existing barrier between pier columns will be excavated and removed prior to webwall construction.
6. Concrete seal all existing and new surfaces of concrete pier.
7. Excavated material is to be backfilled with the same material removed.

BILL OF REINFORCEMENT (PIER 2)						
MARK	TYPE	NUMBER	SIZE	LENGTH	LOCATION	
B1	STR	52	#5	4'-2"	WEBWALL DOWELS	
B2	STR	26	#5	18'-8"	TEMPERATURE REINFORCEMENT	
B3	14s	39	#4	25'-8"	TEMPERATURE STIRRUPS	



TYPE 14



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: BILL OF REINFORCEMENT
CANE RUN ROAD OVER I-64

TECH. NO. 7-20048/20049
SHEET NO. 20008
COUNTY OF WOODFORD/
SCOTT/FAYETTE
PLAN SHEET X OF X



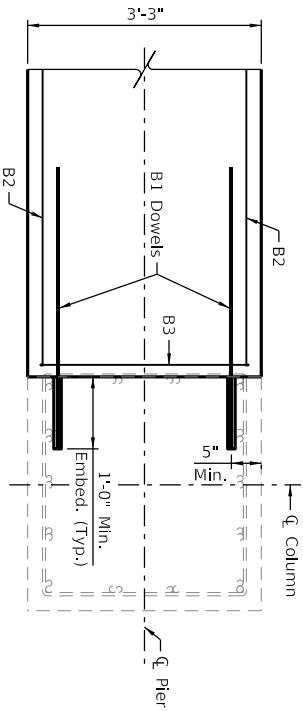
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: PIER CRASHWALL DETAILS
US-62 OVER I-64

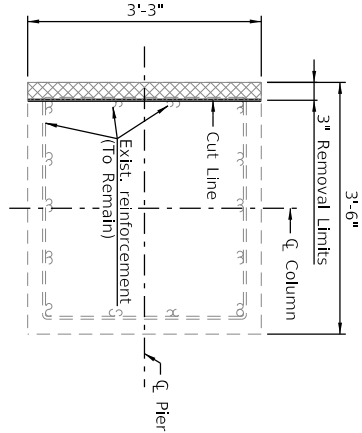
ITEM NO. 7-20(48/2004)9
SHEET NO. 20008
PLAN SHEET X OF X

COUNTY OF WOODFORD/SCOTT/FAYETTE

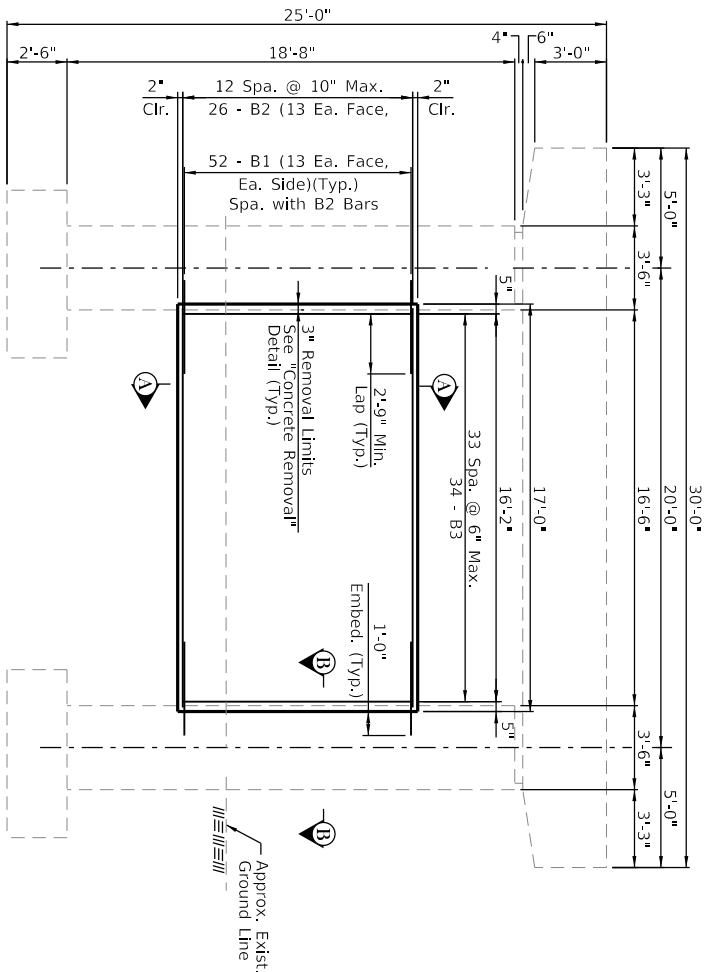
SECTION B-B



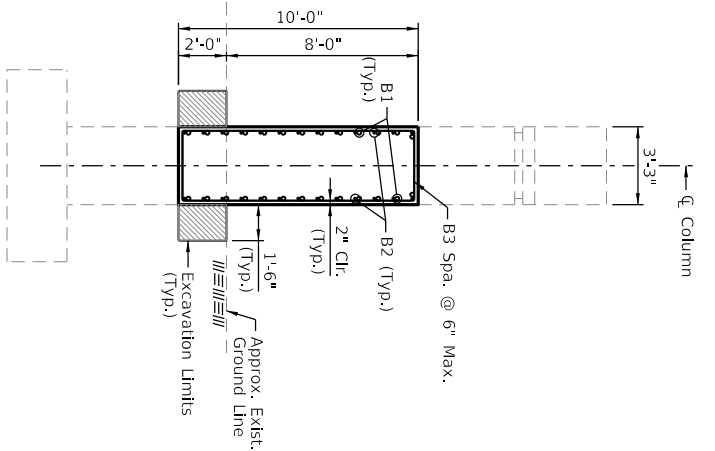
CONCRETE REMOVAL



ELEVATION - PIER 2



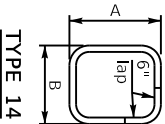
SECTION A-A



NOTES:

1. Bottom of webwall elevation a min of 2' below ground line or rest on top of footing.
2. The dowels embedded in existing concrete should develop a minimum tensile bond strength of 23.2 klp. Drilled hole diameter, and depth to be determined by the manufacturer specifications for the bar size indicated.
3. Concrete shall be Class "A".
4. Remove specified limits on pier columns prior to drilling holes to anchor reinforcing. Do not hit vertical reinforcing bars in the pier columns. Verify location of existing reinforcing and adjust drilled hole locations if needed.
5. The existing barrier between pier columns will be excavated and removed prior to webwall construction.
6. Concrete seal all existing and new surfaces of concrete pier.
7. Excavated material is to be backfilled with the same material removed.

BILL OF REINFORCEMENT (PIER 2)						
MARK	TYPE	NUMBER	SIZE	LENGTH	LOCATION	
B1	STR	52	#5	4'-2"	WEBWALL DOWELS	
B2	STR	26	#5	16'-2"	TEMPERATURE REINFORCEMENT	
B3	14s	34	#4	26'-2"	TEMPERATURE STIRRUPS	



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: BILL OF REINFORCEMENT
US 62 OVER I-64



ITEM NO. 7-20048/20049
SHEET NO. 20008
COUNTY OF WOODFORD/SCOTT/FAYETTE
PLAN SHEET X OF X



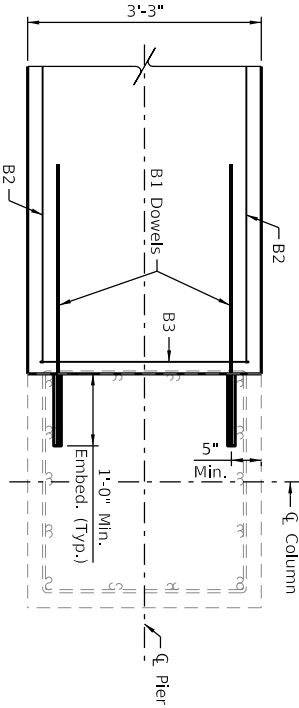
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: PIER CRASHWALL DETAILS
YARNALTON OVER I-24

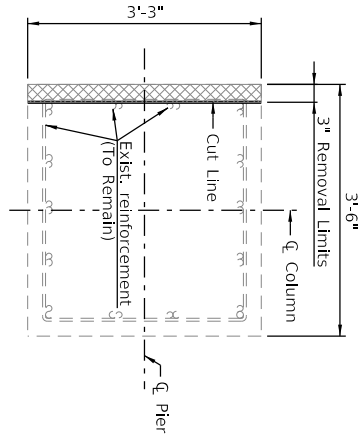
ITEM NO.
7-210418/20049
SHEET NO.
20008
PLAN SHEET X OF X

COUNTY OF
WOODFORD/
SCOTT/FAYETTE

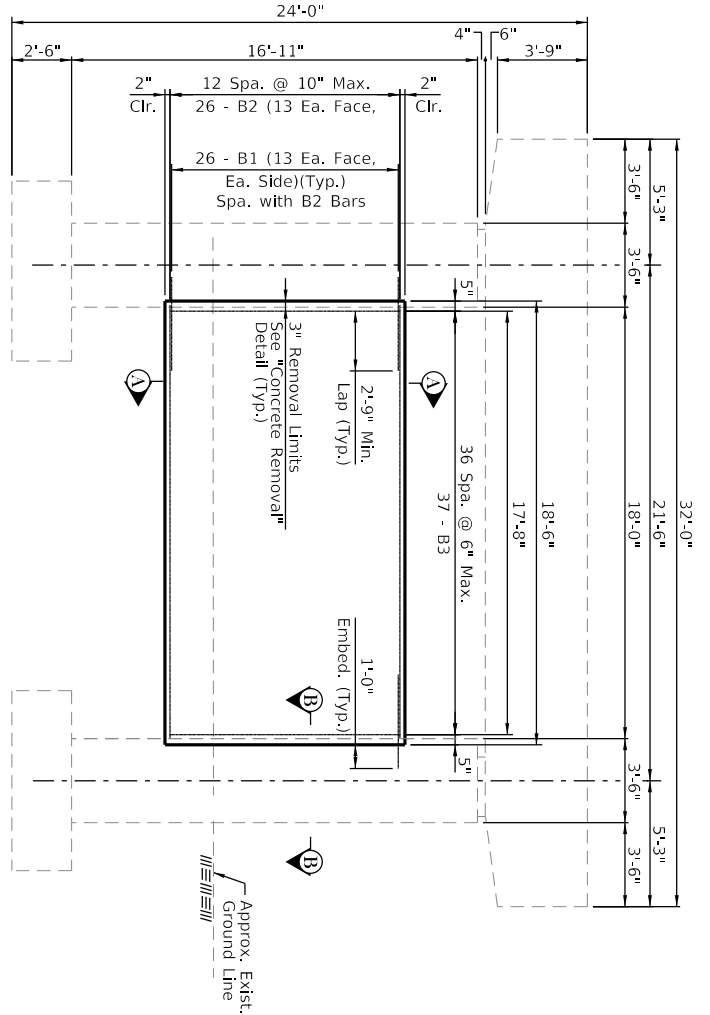
SECTION B-B



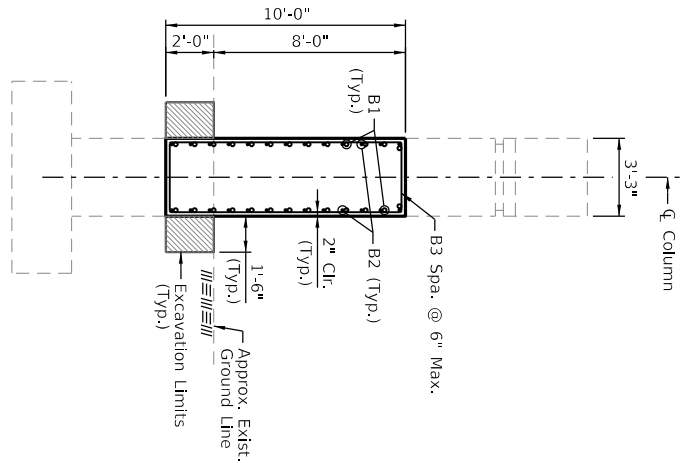
CONCRETE REMOVAL



ELEVATION - PIER 2



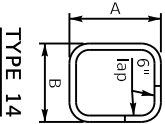
SECTION A-A



NOTES:

1. Bottom of webwall elevation a min of 2' below ground line or rest on top of footing.
2. The dowels embedded in existing concrete should develop a minimum tensile bond strength of 23.2 kip. Drilled hole diameter and depth to be determined by the manufacturer specifications for the bar size indicated.
3. Concrete shall be Class "A".
4. Remove specified limits on pier columns prior to drilling holes to anchor reinforcing. Do not hit vertical reinforcing bars in the pier columns. Verify location of existing reinforcing and adjust drilled hole locations if needed.
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6. Concrete seal all existing and new surfaces of concrete pier.
7. Excavated material is to be backfilled with the same material removed.

BILL OF REINFORCEMENT (PIER 2)						
MARK	TYPE	NUMBER	SIZE	LENGTH	LOCATION	
B1	STR	52	#5	4'-2"	WEBWALL DOWELS	
B2	STR	26	#5	17'-8"	TEMPERATURE REINFORCEMENT	
B3	14s	34	#4	26'-2"	TEMPERATURE STIRRUPS	



PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

TRANSPORTATION
CABINET

DRAWING TITLE: BILL OF REINFORCEMENT
YARNALTON ROAD OVER I-64

ITEM NO. 7-20048/20049
SHEET NO. 20008
COUNTY OF WOODFORD/SCOTT/FAYETTE
PLAN SHEET X OF X

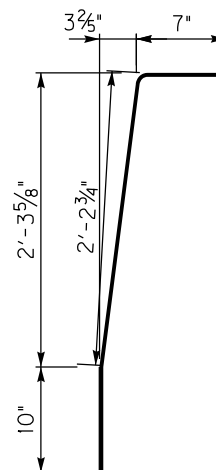
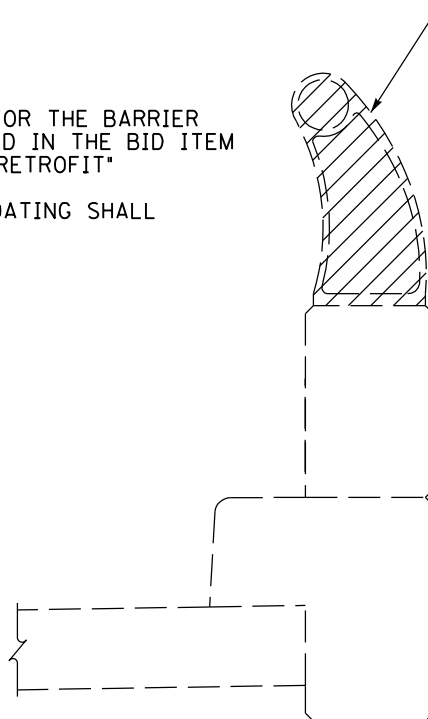
I-64 OVER US 421 BARRIER RETROFIT DETAIL

NOTE:

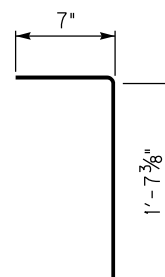
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT"

EXISTING CONCRETE COATING SHALL BE REMOVED.

HANDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT. INCLUDED IN THE UNIT BID FOR "BRIDGE BARRIER RETROFIT"



S1(E) #5 BAR
478 REQUIRED



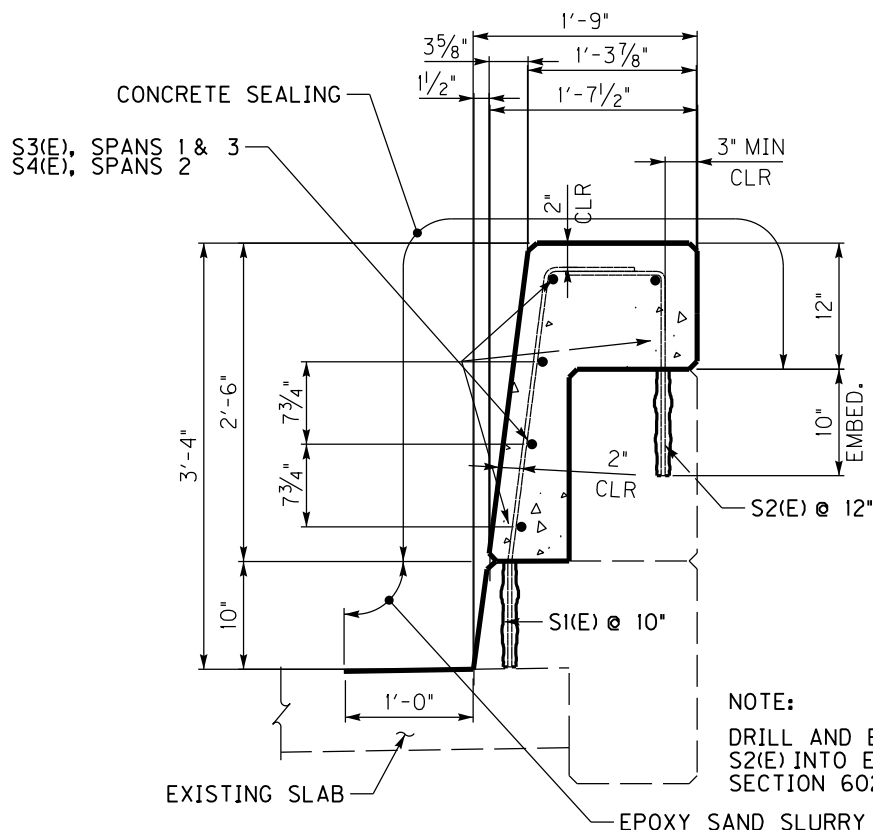
S2(E) #5 BAR
478 REQUIRED

68'-0" SPAN 1
103'-0" SPAN 2
68'-0" SPAN 3

S3(E) #5 BAR, SPANS 1 & 3
20 REQUIRED
S4(E) #5 BAR, SPAN 2
20 REQUIRED

**TOTAL WEIGHT 7,898 LBS
(PER BRIDGE L/R)**

EXISTING BARRIER SECTION



NOTE:

DRILL AND EPOXY BARS S1(E) AND S2(E) INTO EXISTING BARRIER. SEE SECTION 602 OF STANDARD SPECIFICATIONS

EPOXY SAND SLURRY

BARRIER RETROFIT SECTION

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Master Model
BARRIER WALL RETROFIT

ITEM NO.
05-22031.00
COUNTY OF
FRANKLIN

SHEET NO.

PP 0644 (100)

Design: Designer V10.16.2.267
File Name: C:\USERS\GARRISON\BUDOC\DOCUMENTS\164 - BARRIER WING.DGN

USER: garrisonj



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: Master Model
BARRIER WALL RETROFIT

I-64 OVER US 421 BARRIER RETROFIT DETAIL AT WING

NOTE:

ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT"

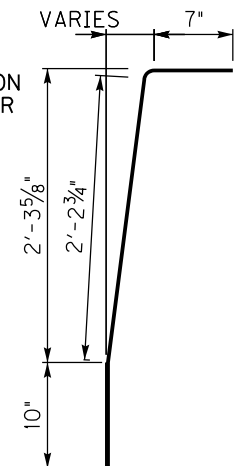
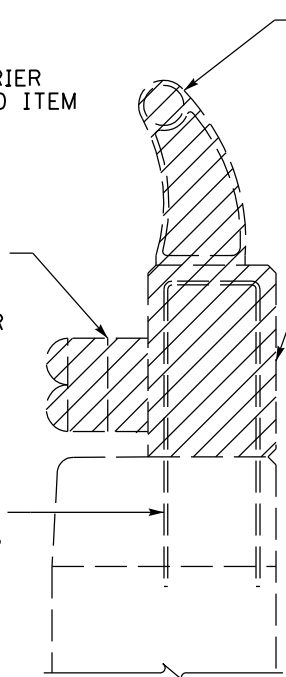
EXISTING CONCRETE COATING SHALL BE REMOVED.

GUARDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT. INCLUDED IN THE UNIT BID FOR "BRIDGE BARRIER RETROFIT"

KEEP EXISTING STIRRUP BARS, CLEAN AND PREPARE FOR REUSE.

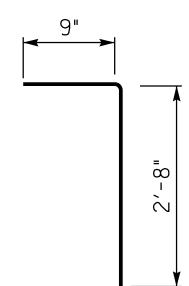
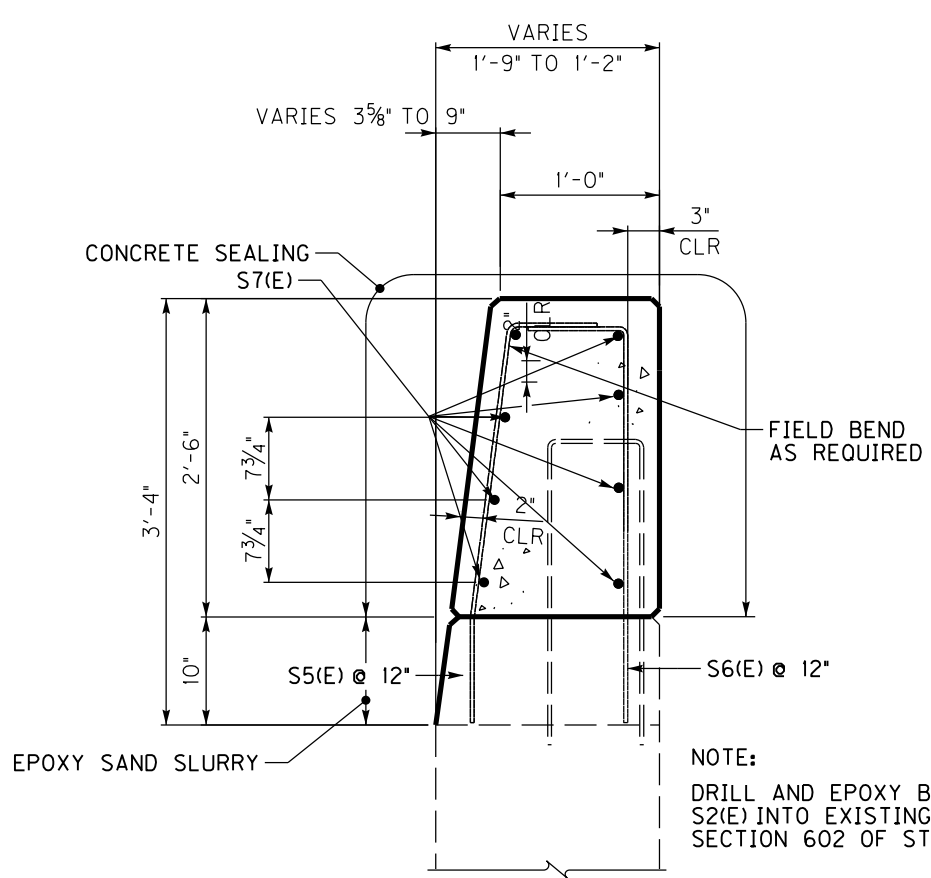
HANDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT.

REMOVE THIS SECTION OF EXISTING BARRIER

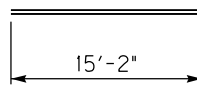


S5(E) #5 BAR
60 REQUIRED

EXISTING BARRIER SECTION



S6(E) #5 BAR
60 REQUIRED



S7(E) #5 BAR
32 REQUIRED

**TOTAL WEIGHT 938 LBS
PER BRIDGE L/R**

NOTE:

DRILL AND EPOXY BARS S1(E) AND S2(E) INTO EXISTING BARRIER. SEE SECTION 602 OF STANDARD SPECIFICATIONS

BARRIER RETROFIT SECTION

ITEM NO.
05-22031.00
COUNTY OF
FRANKLIN

I-64 OVER ELKHORN CREEK BARRIER RETROFIT DETAIL

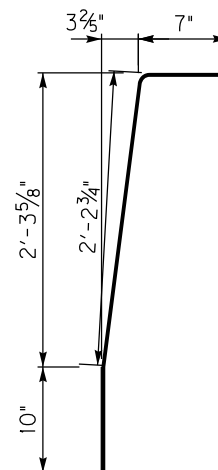
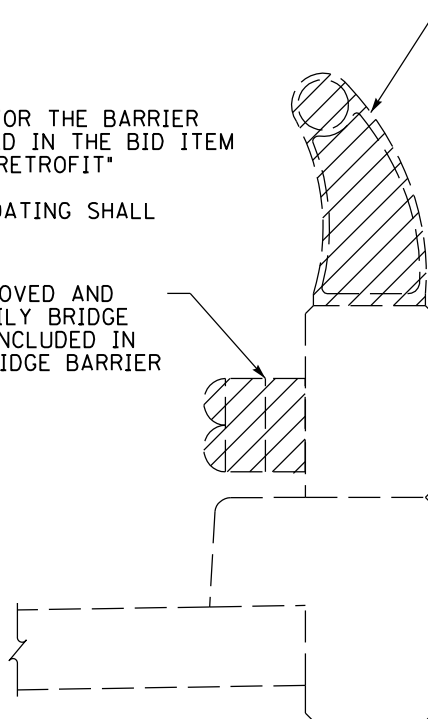
NOTE:

ALL ITEMS REQUIRED FOR THE BARRIER
RETROFIT ARE INCLUDED IN THE BID ITEM
FOR "BRIDGE BARRIER RETROFIT"

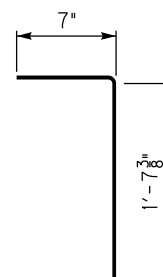
EXISTING CONCRETE COATING SHALL
BE REMOVED.

GUARDRAIL TO BE REMOVED AND
DELIVERED TO THE BAILY BRIDGE
LOT IN FRANKFORT. INCLUDED IN
THE UNIT BID FOR "BRIDGE BARRIER
RETOFIT"

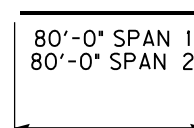
HANDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT. INCLUDED IN THE UNIT BID FOR "BRIDGE BARRIER RETROFIT"



SI(E) #5 BAR
478 REQUIRED



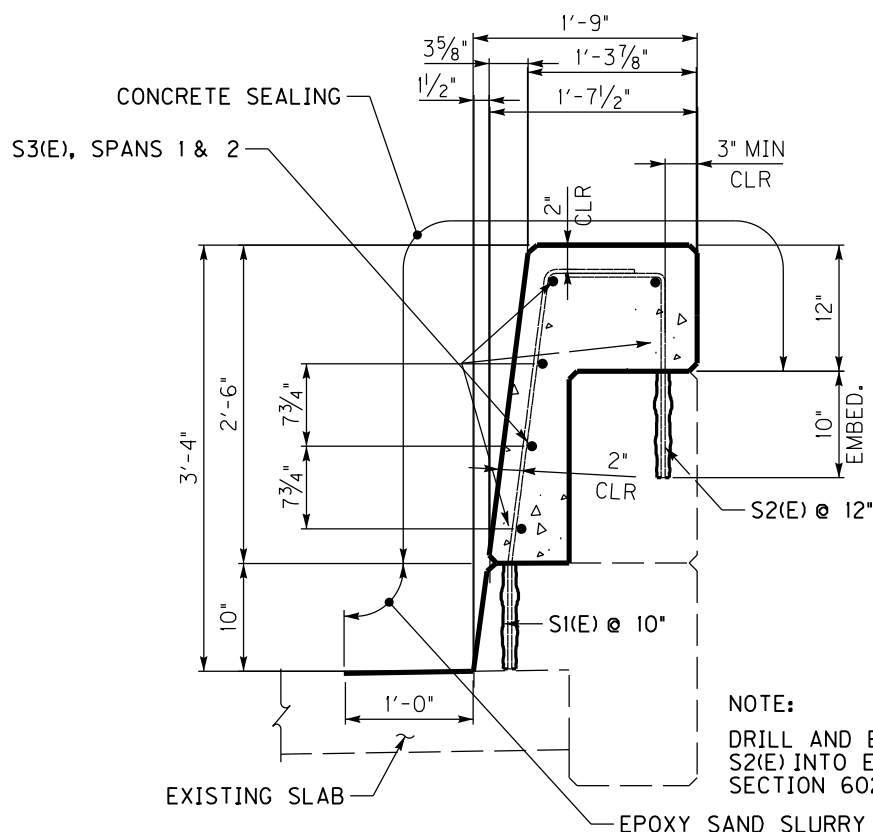
S2(E) #5 BAR
478 REQUIRED



S3(E) #5 BAR, SPANS 1 & 2
20 REQUIRED

**TOTAL WEIGHT 5,288 LBS
(PER BRIDGE L/R)**

EXISTING BARRIER SECTION



NOTE:

DRILL AND EPOXY BARS S1(E) AND
S2(E) INTO EXISTING BARRIER. SEE
SECTION 602 OF STANDARD SPECIFICATIONS

- EPOXY SAND SLURRY

BARRIER RETROFIT SECTION

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

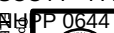
TEAM KENTUCKY
TRANSPORTATION CENTER
COLUMBIA

DRAWING TITLE: Master Model
BARRIER WALL RETROFIT

ITEM NO.
05-22031.00
SHEET NO.

COUNTY OF
FRANKLIN

PP 0644 (100)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DRAWING TITLE: Master Model
BARRIER WALL RETROFIT

ITEM NO.
05-22031.00
COUNTY OF
FRANKLIN

I-64 OVER US ELKHORN CREEK BARRIER RETROFIT DETAIL AT WING

NOTE:

ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT"

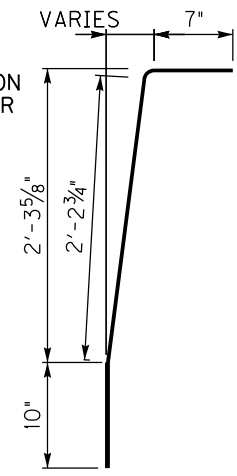
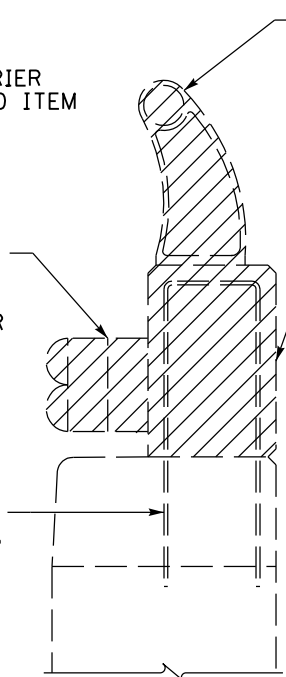
EXISTING CONCRETE COATING SHALL BE REMOVED.

GUARDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT. INCLUDED IN THE UNIT BID FOR "BRIDGE BARRIER RETROFIT"

KEEP EXISTING STIRRUP BARS, CLEAN AND PREPARE FOR REUSE.

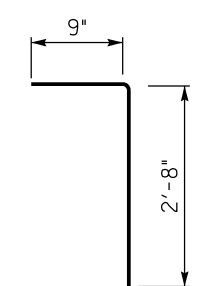
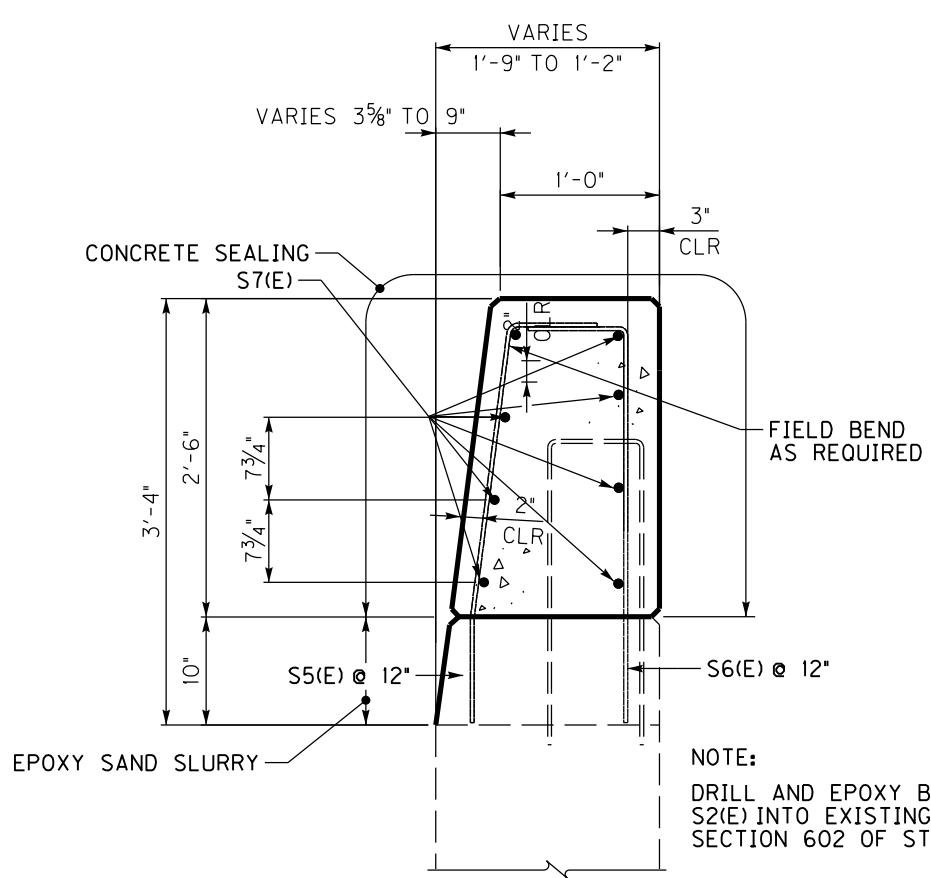
HANDRAIL TO BE REMOVED AND DELIVERED TO THE BAILY BRIDGE LOT IN FRANKFORT.

REMOVE THIS SECTION OF EXISTING BARRIER

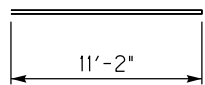


S5(E) #5 BAR
38 REQUIRED

EXISTING BARRIER SECTION



S6(E) #5 BAR
38 REQUIRED



S7(E) #5 BAR
32 REQUIRED

TOTAL WEIGHT 668 LBS
PER BRIDGE L/R

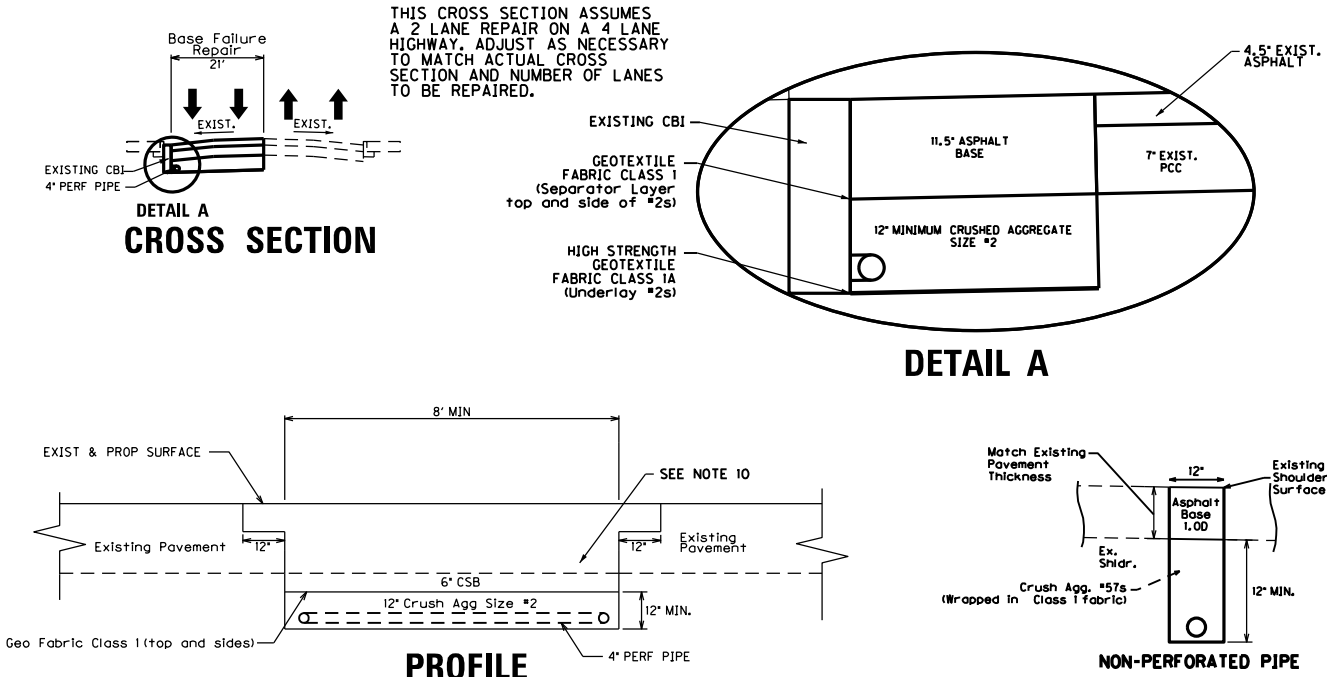
NOTE:

DRILL AND EPOXY BARS S1(E) AND S2(E) INTO EXISTING BARRIER. SEE SECTION 602 OF STANDARD SPECIFICATIONS

BARRIER RETROFIT SECTION

COUNTY OF	ITEM NO.
WOODFORD	07-20048.00
SCOTT	07-20049.00
FAYETTE	07-20008.00

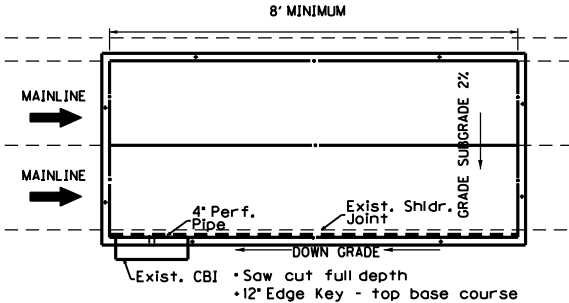
BASE FAILURE REPAIR DETAIL WITH SUBGRADE DRAINAGE



* QUANTITIES TO BID

03240 BASE FAILURE REPAIR (W/ UNDERDRAINS) SQ. YD.

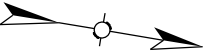
The bid item BASE FAILURE REPAIR shall include all materials and work to complete the repair as directed by the Engineer. This includes saw cuts of pavement, removal of pavement, edge keys, crushed stone base, crushed graded aggregate size #57s, crushed graded aggregate (size #2), Class I and Class 1A geotextile fabric, perforated pipes, non-perforated pipe, perforated headwall or coring to drainage box, and asphalt base courses. Non-perforated pipe shall be PVC.



NOTES

- (NOTE NOT USED)
- Full depth base failure repairs shall be performed at locations selected by and as directed by the Engineer. The Engineer will assess, select, and mark areas for treatment. The full lane width will be removed and replaced. The Engineer may elect to perform repairs on one lane or multiple lanes. An edge key 12" into existing pavement is required for the top course of base. If only one lane is being repaired, carry top base course 12" into adjacent lane when M0T allows.
- When replacing the outside lane, perforated pipe should be placed under the shoulder by extending the repair area 12 inches into the existing shoulder.
- Select an appropriate outlet source which may include a perf pipe headwall or cored hole in an existing drop box inlet. Non-perf outlet pipe may require installation at significant length or adjusted alignment to provide positive drainage. Grade subgrade to the outlet side of the excavation at 2%, install a longitudinal perforated pipe on the low side of subgrade connecting to the down grade outlet.
- Complete base failure operations in one continuous operation or protect with barrier wall. Do not leave an unprotected hole with no workers present. If barrier wall must be used for base failure repairs, it will be considered incidental to other items of work and not be considered for payment.
- After completing base failure repair operations, open to traffic for a minimum of 14 days before resurfacing. Monitor pavement for settlement during this 14+ days and repair by leveling and wedging, as approved by the Engineer, until placement of final surface course.
- (NOTE NOT USED)
- (NOTE NOT USED)
- Perform typical mill and inlay operations with resurfacing items subject to payment as part of the resurfacing operation.
- Asphalt base courses to be 4" thick as directed by Engineer and shall be CL4 ASPH BASE 1.00D PG64-22
- Utilities may be present at base failure repair locations. Care should be taken to not damage any utilities. If any utilities are damaged during base failure repair operations, the Contractor shall be responsible for repairs at no cost to the Cabinet.

SCOTT CO. I-64 M.P. ~ 61.12
~LAT/LONG 38.16121, W 84.64364
STATION 539



SITE LOCATION IS APPROXIMATE AND WILL BE DETERMINED IN THE FIELD AND APPROVED BY DIVISION OF PLANNING PERSONNEL PRIOR TO ANY CONSTRUCTION.

ALL LOOPS SHALL BE 6'X6' SQUARE AND SHALL BE INSTALLED 16' FROM LEADING EDGE TO LEADING EDGE AS SHOWN. PIEZOELECTRIC SENSORS (PIEZOS) SHALL BE INSTALLED 5' FROM THE EDGE OF LOOPS WITH THE EDGE OF EACH PIEZO FLUSH WITH THE EDGE OF THE CORRESPONDING DRIVING LANE. LOOPS AND PIEZOS SHALL BE INSTALLED SPLICE-FREE TO THE CABINET AND A MINIMUM OF 2' OF WIRE FOR EACH SENSOR SHALL BE COILED INSIDE EACH JUNCTION BOX AND CABINET. ALL LOOPS AND PIEZOS SHALL BE LABELED IN ALL JUNCTION BOXES AND CABINETS. DIVISION OF PLANNING PERSONNEL WILL CONNECT THE LOOPS AND PIEZOS INSIDE THE CABINETS.

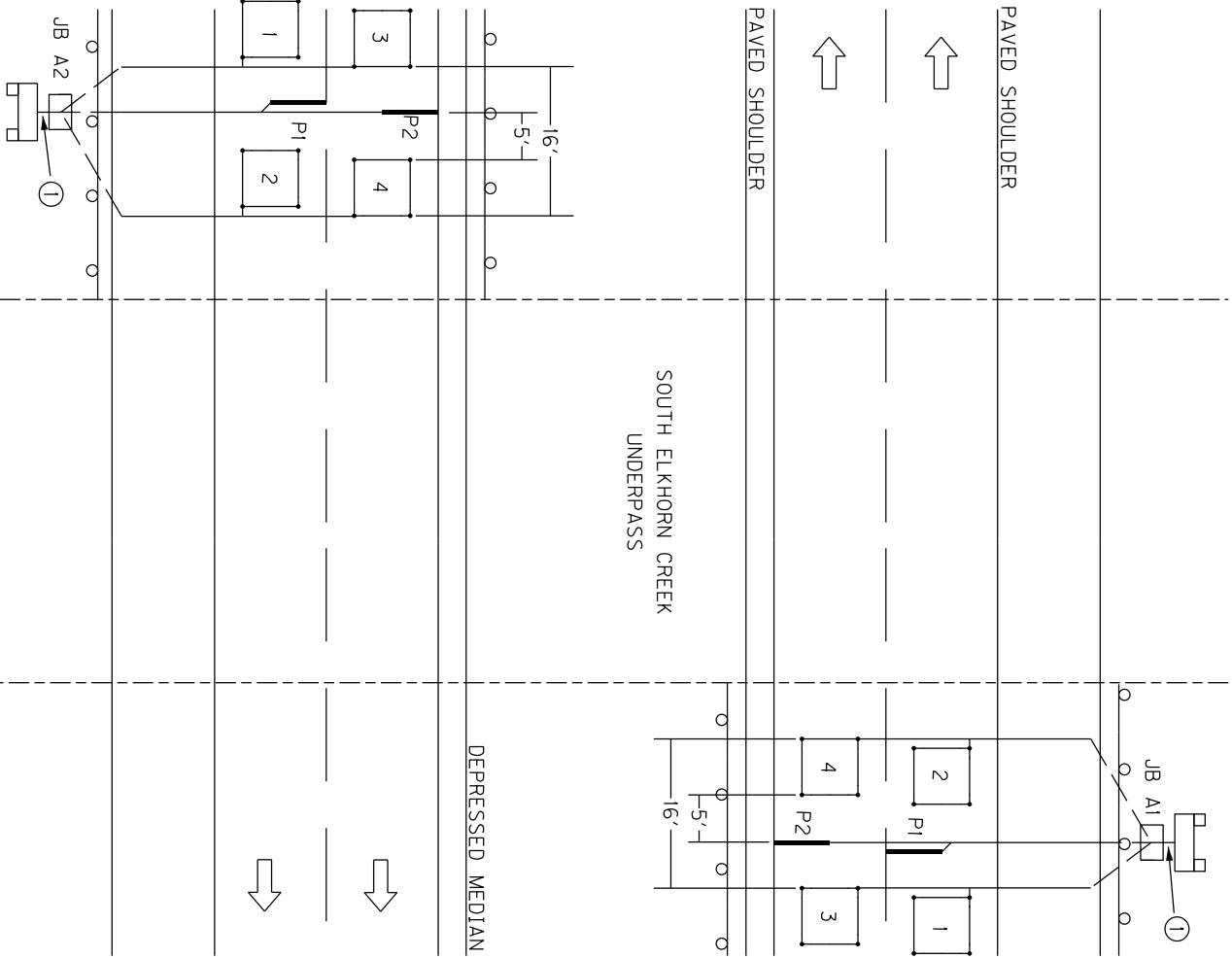
INSTALL ONE (1) 1 1/4" CONDUIT FROM EACH SAW SLOT TO NEAREST JUNCTION BOX.

INSTALL TWO (2) TYPE A JUNCTION BOXES (JB A1, JB A2).

INSTALL TWO (2) 20"x20"x8" CABINETS MOUNTED TO TWO (2) WOOD POSTS EACH.

CODED NOTE:

① INSTALL ONE (1) 2" CONDUIT.



FAYETTE CO. I-64 ~m.p. 71.7
~LAT/LONG N 38.13858, W 84.56893
STATION P74 (EB ONLY)

SITE LOCATION IS APPROXIMATE AND WILL BE DETERMINED IN THE FIELD AND APPROVED BY DIVISION OF PLANNING PERSONNEL PRIOR TO ANY CONSTRUCTION.

REMOVE EX. LOOP WIRES, SHIELDED ONE PAIR AND PIEZOELECTRIC SENSOR (PIEZO) CABLES FROM EX. CONDUITS AND JUNCTION BOXES TO BE REUSED AND DISPOSE OF OFF THE PROJECT.

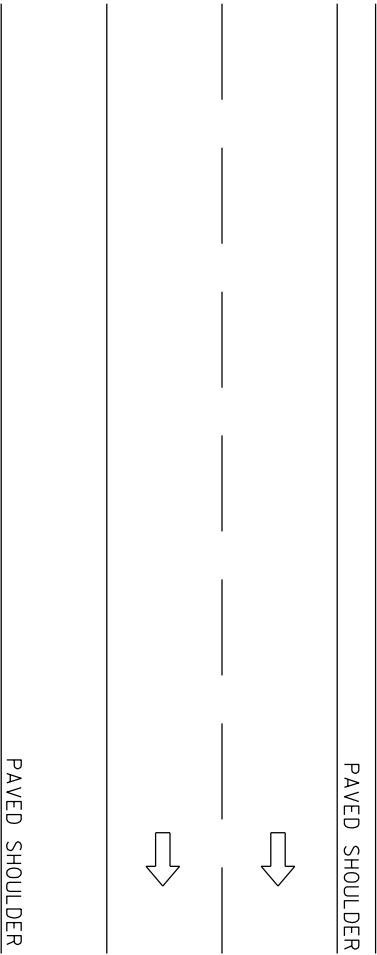
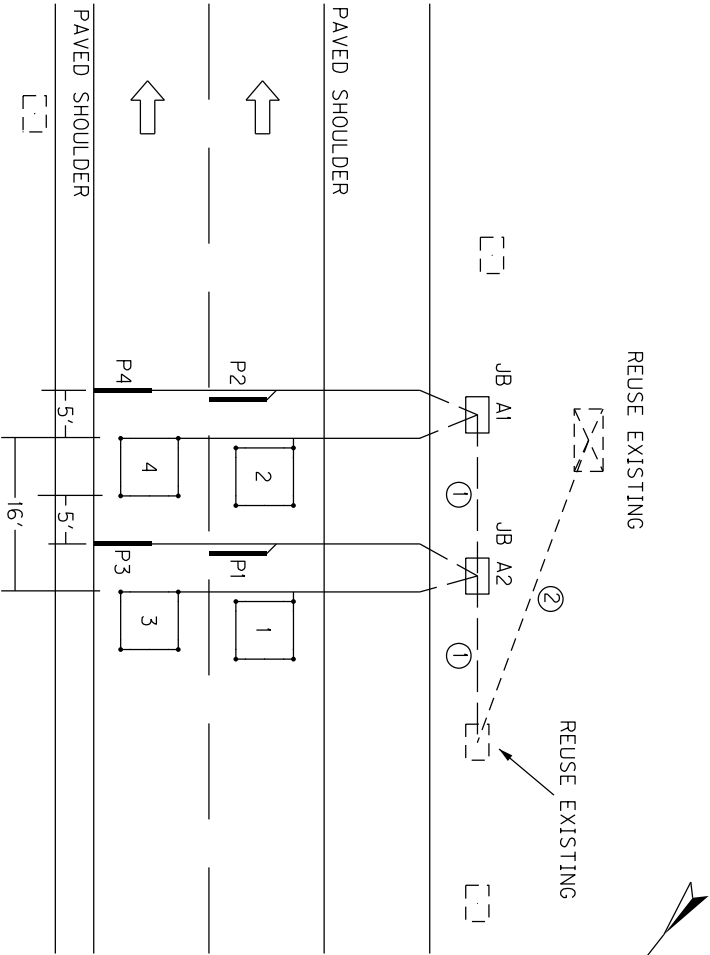
ALL LOOPS SHALL BE 6'X6' SQUARE AND SHALL BE INSTALLED 16' FROM LEADING EDGE TO LEADING EDGE AS SHOWN. PIEZOS SHALL BE INSTALLED 5' FROM THE EDGE OF LOOPS WITH THE EDGE OF EACH PIEZO FLUSH WITH THE EDGE OF THE CORRESPONDING DRIVING LANE. LOOPS AND PIEZOS SHALL BE INSTALLED SPLICE-FREE TO THE CABINET AND A MINIMUM OF 2' OF WIRE FOR EACH SENSOR SHALL BE COILED INSIDE EACH JUNCTION BOX AND 6' OF WIRE FOR EACH SENSOR INSIDE THE CABINET. ALL LOOPS AND PIEZOS SHALL BE LABELED IN ALL JUNCTION BOXES AND CABINET. DIVISION OF PLANNING PERSONNEL WILL CONNECT THE LOOPS AND PIEZOS INSIDE THE CABINET.

INSTALL TWO (2) TYPE-A JUNCTION BOXES (JB A1, JB A2).

INSTALL ONE (1) 1/4" RIGID CONDUIT FROM EACH SAW SLOT TO NEAREST NEWLY INSTALLED TYPE-A JUNCTION BOX.

CODED NOTE:

- ① INSTALL 2" CONDUIT.
- ② REUSE EXISTING 2" CONDUIT.



Permanent Traffic Data Acquisition Station
Estimate Of Quantities

Revised February 2025

PERMANENT TRAFFIC DATA ACQUISITION STATIONS
ESTIMATE OF QUANTITIES

Bid Item Code	Description	Unit	Quantity
4793	CONDUIT 1 ¼ INCH	LIN FT	120
4795	CONDUIT 2 INCH	LIN FT	60
4811	ELECTRICAL JUNCTION BOX TYPE B	EACH	
4820	TRENCHING AND BACKFILLING	LIN FT	170
4821	OPEN CUT ROADWAY	LIN FT	
4829	PIEZOELECTRIC SENSOR	EACH	8
4830	LOOP WIRE	LIN FT	3580
4833	WIRE – NO. 8	LIN FT	
4834	WIRE – NO. 6	LIN FT	
4850	CABLE NO. 14/1 PAIR	LIN FT	
4871	POLE – 35’ WOODEN	EACH	
4895	LOOP SAW SLOT AND FILL	LIN FT	660
4899	ELECTRICAL SERVICE	EACH	
4960	REMOVE AND REPLACE SIDEWALK	SQYD	
20213EC	INSTALL PAD MOUNT ENCLOSURE	EACH	
20359NN	GALVANIZED STEEL CABINET	EACH	2
20360ES818	WOOD POST	EACH	4
20391NS835	ELECTRICAL JUNCTION BOX TYPE A	EACH	4
20392NS835	ELECTRICAL JUNCTION BOX TYPE C	EACH	
20468EC	ELECTRICAL JUNCTION BOX 10x8x4	EACH	
21543EN	BORE AND JACK CONDUIT – 2 INCH	LIN FT	
23206EC	INSTALL CONTROLLER CABINET	EACH	
24963ED	LOOP TEST	EACH	

**MATERIAL, INSTALLATION, AND BID ITEM NOTES FOR
PERMANENT TRAFFIC DATA ACQUISITION STATIONS**

1. DESCRIPTION

Except as specified in these notes, all work shall consist of furnishing and installing all materials necessary for permanent data acquisition station equipment installation(s) and shall be performed in accordance with the current editions of:

- The Contract
- Division of Planning Standard Detail Sheets
- Kentucky Transportation Cabinet, Department of Highways, *Standard Specifications for Road and Bridge Construction*
- Kentucky Transportation Cabinet, Department of Highways, Standard Drawings
- National Fire Protection Association (NFPA) 70: *National Electrical Code*
- Institute of Electrical and Electronic Engineers (IEEE), *National Electrical Safety Code*
- Federal Highway Administration, *Manual on Uniform Traffic Control Devices*
- American Association of State Highway and Transportation Officials (AASHTO), *Roadside Design Guide*.
- Standards of the utility company serving the installation, if applicable

The permanent traffic data acquisition station layout(s) indicate the extent and general arrangement of the proposed installation and are for general guidance. Any omission or commission shown or implied shall not be cause for deviation from the intent of the plans and specifications. Information shown on the plans and in this proposal and the types and quantities of work listed are not to be taken as an accurate or complete evaluation of the material and conditions to be encountered during construction. The bidder must draw his own conclusion as to the conditions encountered. The Department of Highways (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 shown. If any modifications of the plans or specifications are considered necessary by the Contractor, details of such modifications and the reasons, therefore, shall be submitted in writing to the Engineer for written approval prior to beginning such modified work.

The Contractor shall contact all utility companies and the district utility agent prior to beginning construction to insure proper clearance and shielding from existing and proposed utilities. The Contractor shall use all possible care in excavating on this project so as not to disturb any existing utilities whether shown on the plans or not shown on the plans. Any utilities disturbed or damaged by the Contractor during construction shall be replaced or repaired to original condition by the Contractor at no cost to the department. If necessary, to avoid existing utilities, the Contractor shall hand dig areas where poles or conduit cross utilities.

The Contractor shall be responsible for all damage to public and/or private property resulting from his work.

The Contractor shall inspect the project site prior to submitting a bid and shall be thoroughly familiarized with existing conditions. Submission of a bid will be considered an affirmation of this inspection having been completed. The Department will not honor any claims resulting from site conditions.

2. MATERIALS

All proposed materials shall be approved prior to being utilized. The Contractor shall submit for material approval an electronic file of descriptive literature, drawings and any requested design data for the proposed materials. After approval, no substitutions of any approved materials may be made without the written approval of the Engineer.

Materials requiring sampling shall be made available a sufficient time in advance of their use to allow for necessary testing.

2.1. Anchoring

2.1.1. Anchor and Anchor Rod

Anchor, except rock anchor, shall be expanding type, with a minimum area of 135 square inches.

Anchor rod shall be galvanized steel, double-eye, have a minimum diameter of 5/8 inches, and a minimum length of 84 inches. Minimum holding capacity shall be 15,400 lbs.

Rock anchor shall be galvanized steel, triple-eye, expanding type, with a minimum diameter of ¾ inch, a minimum 53 inches long, and a minimum tensile strength of 23,000 lb.

2.1.2. Guy Wire and Guy Guard

Guy wire shall be Class A, Zinc-coated, 3/8 inch diameter, high strength grade steel (minimum 10,800 lb.) and galvanized per ASTM A475. Guy guard shall be 8' long, fully-rounded, yellow, and able to be securely attached to the guy wire.

2.1.3. Strandwise for Guy Wire

Strandwise for guy wire shall be 3/8 inch and rated to hold a minimum of 90% of the rated breaking strength (RBS) of the strand used.

2.2. Asphalt

Asphalt shall be a minimum CL2 Asph Surf 0.38B PG64-22 and conform to the *Standard Specifications for Road and Bridge Construction*.

2.3. Backer Rod

Backer rod shall be ½ inch diameter, closed cell polyethylene foam and shall meet or exceed the following physical properties:

- Density (average): 2.0 lbs/cu.ft. (minimum): ASTM D 1622 test method
- Tensile Strength: 50 PSI (minimum): ASTM D 1623 test method
- Compression Recovery: 90% (minimum): ASTM D 5249 test method
- Water Absorption: 0.03 gm/cc (maximum): ASTM C 1016 test method

2.4. Cabinets

2.4.1. Galvanized Steel Cabinet

Galvanized Steel Cabinet shall be constructed of 16 or 14 gauge galvanized steel and shall meet or exceed the industry standards set forth by UL 50 and NEMA 3R. The finish shall be an ANSI 61 gray polyester powder finish inside and out over the galvanized steel. Cabinet shall have minimum inside dimensions of 20 inches high by 20 inches wide by 8 inches deep.

The cabinet shall be equipped with the following:

- Drip shield top
- Seam-free sides, front, and back, to provide protection in outdoor installations against rain, sleet, and snow
- Hinged cover with 16 gauge galvanized steel continuous stainless steel pin.
- Cover fastened with captive plated steel screws, knob or latch
- Hasp and staple for padlocking
- No gaskets or knockouts
- Back panel for terminal block installation
- Post mounting hardware
- Terminal Blocks

2.4.2. Anchor Bolt for Pad Mounted Cabinet

Anchor bolt for pad mounted cabinet shall be galvanized steel with minimum dimensions of 3/8 inch by 6 inches.

2.5. Concrete

Concrete shall be Class A and conform to the *Standard Specifications for Road and Bridge Construction*.

2.6. Conduit and Conduit Fittings

Conduit and conduit fittings shall be rigid steel unless otherwise specified.

Conduit shall be zinc galvanized inside and out and conform to the NEC, UL Standard 6, and ANSI C-80.1.

Rigid Steel Conduit Fittings shall be galvanized inside and out and conform to the NEC, UL Standard 514B, and ANSI C-80.4. Intermediate Metal Conduit (IMC) will not be approved as an acceptable alternative to rigid steel conduit.

2.7. Conduit sealant

Conduit sealant shall be weather-, mold-, and mildew-resistant and chemically resistant to gasoline, oil, dilute acids and bases. Conduit sealant shall be closed cell type and shall meet or exceed the following properties:

- | | |
|------------------------------------|--------------------------|
| • Cure Time | 20 minutes max. |
| • Density | 64.4 kg/m3; 6 lbs/ft3 |
| • Compressive Strength (ASTM 1691) | 13.8 MPa; 330 or 300 psi |

- Tensile Strength (ASTM 1623) 15.9 MPa; 270 or 250 psi
- Flexural Strength (ASTM D790) 14.5 MPa; 460 or 450 psi
- Service Temperature -20 to 200 F

2.8. Electrical Service Meter Base
Electrical service meter base shall meet or exceed all requirements of the National Electrical Code and the local utility providing the electrical service.

2.9. Electrical Service Disconnect
Electrical service disconnect shall meet or exceed all requirements of the National Electrical Code and the local utility providing the electrical service.

2.10. Flashing Arrow
Flashing Arrow shall conform to the *Standard Specifications for Road and Bridge Construction*.

2.11. Ground Fault Circuit Interrupter (GFCI) Receptacle
Ground Fault Circuit Interrupter Receptacle shall be 2-pole, 3-wire, 20 Amp, 125 Volt, 60 Hz, NEMA 5-20R configuration and meet or exceed the following standards and certifications:

- NEMA WD-1 and WD-6
- UL 498 and 943
- NOM 057
- ANSI C-73

This item shall include a UL listed, 4 inch x4 inch x 2¹/₈ inch box with ¾ inch side and end knockouts and a 1½ inches deep, single-receptacle cover to house the GFCI receptacle. Box and cover shall be hot rolled, galvanized steel with a minimum thickness of 0.62 inches.

2.12. Grounding
2.12.1. Ground Rod
Ground Rod shall be composite shaft consisting of a pure copper exterior (5 mil minimum) that has been inseparably molten welded to a steel core. Ground Rod shall have a minimum diameter of 5/8 inch, a minimum length of 8 feet and shall be manufactured for the sole purpose of providing electrical grounding.

2.12.2. Ground Rod Clamp
Ground rod shall be equipped with a one piece cast copper or bronze body with a non-ferrous hexagonal head set screw and designed to accommodate a 10 AWG solid through 2 AWG stranded grounding conductor.

2.13. Grout
2.13.1. Grout for Inductive Loop Installation
Grout for inductive loop installation shall be non-shrink, shall meet the requirements of the *Standard Specifications for Road and Bridge Construction*,

and shall be included on the KYTC Division of Materials, *List of Approved Materials*.

2.13.2. Grout for Piezoelectric Sensor Installation

Grout for piezoelectric sensor installation shall be per the piezoelectric sensor manufacturer’s recommendation. Grout shall be suitable for installation in both asphalt and Portland cement pavements. Grout shall have a short curing time (tack free in ten minutes; open to traffic in forty minutes; and fully cured within sixty minutes) to prevent unnecessary lane closure time and should be of sufficient consistency to prevent running when applied on road surfaces with a drainage cross slope. Particulate matter within the grout shall not separate or settle and the grout shall not shrink during the curing process.

2.14. Hardware

Except where specified otherwise, all hardware such as nuts, bolts, washers, threaded ends of fastening devices, etc. with a diameter less than 5/8 inch shall be passivated stainless steel, alloy type 316 or type 304. Stainless steel hardware shall meet ASTM F593 and F594 for corrosion resistance. All other nuts and bolts shall meet ASTM A307 and shall be galvanized.

2.14.1. Conduit Strap

Conduit strap shall be double-hole, stainless steel, and sized to support specified conduit. Conduit strap shall attach to wood pole or post with two 2 ¼ inch wood screws.

2.14.2. Mounting Strap for Pole Mount Cabinet

Mounting strap for pole mount cabinet shall be ¾ inch x 0.03 inch stainless steel; equipped with clips or buckles to securely hold strap.

2.14.3. Metal Framing Channel and Fittings

Metal framing channel shall be 1 5/8 inches wide galvanized steel that conforms to ASTM A1011 and ASTM A653. One side of the channel shall have a continuous slot with in-turned edges to accommodate toothed fittings.

Fittings shall be punch pressed from steel plates and conform to ASTM A575 and the physical requirements of ASTM A1011.

2.15. Junction Box

2.15.1. Junction Box Type A, B, or C

Junction Box Type A, B, or C shall meet or exceed ANSI/SCTE 77-2007, Tier 15. Box shall have an open bottom. A removable, non-slip cover marked “PLANNING” shall be equipped with a lifting slot and attached with a minimum of two 3/8 inch stainless steel hex bolts and washers. Type A Box shall have nominal inside dimensions of 13 inches wide by 24 inches long by 18 inches deep. Type B Box shall have nominal inside dimensions of 11 inches wide by 18 inches long by 12

inches deep. Type C Box shall have nominal inside dimensions of 24 inches wide by 36 inches long by 30 inches deep.

2.15.2. Aggregate for Junction Box Type A, B, or C

Aggregate for junction box type A, B, or C shall be gradation size no. 57 and conform to the *Standard Specifications for Road and Bridge Construction*.

2.15.3. Junction Box 10x8x4

Junction Box Type 10x8x4 shall be constructed of a UV-stabilized, nonmetallic material or non-rusting metal and be weatherproof in accordance with NEMA 4X. Box shall be equipped with an overhanging door with a continuous durable weatherproof gasket between the body and door. Door shall be hinged with screws, hinge(s) and pin(s) and shall be equipped with a padlockable latch on the side opposite the hinge(s). Junction Box 10x8x4 shall have minimum inside dimensions of 10 inches high by 8 inches wide by 4 inches deep.

2.16. Maintain and Control Traffic

Materials for the bid item Maintain and Control Traffic shall conform to the *Standard Specifications for Road and Bridge Construction*, and the KYTC Department of Highways *Standard Drawings*.

2.17. Piezoelectric Sensor

Piezoelectric sensor (piezo) shall provide a consistent level voltage output signal when a vehicle axle passes over it, shall have a shielded transmission cable attached, and shall meet the following requirements:

- Dimensions: such that sensor will fit in a ¾ inch wide by 1 inch deep saw cut. Total length shall be 6 feet unless specified otherwise.
- Output uniformity: ± 7% (maximum)
- Typical output level range: 250mV (minimum) from a wheel load of 400 lbs.
- Working temperature range: -40° to 160° F.
- Sensor life: 30 million Equivalent Single Axle Loadings (minimum)

Shielded transmission cable shall be coaxial and shall meet the following requirements:

- RG 58C/U with a high density polyethylene outer jacket rated for direct burial
- Length shall be a minimum of 100 feet. Installations may exceed 100 feet so the piezo shall be supplied with a lead-in of appropriate length so that the cable can be installed splice-free from the piezo to the cabinet.
- Soldered, water resistant connection to the sensor.

One installation bracket for every 6 inches of sensor length shall also be supplied. Piezo shall be a RoadTrax BL Class I or approved equal.

2.18. Saw Slot Sealant

Saw Slot Sealant shall be non-shrink, non-stringing, moisture cure, polyurethane

encapsulant suitable for use in both asphalt and concrete pavements. It shall provide a void-free encapsulation for detector loop cables and adequate compressive yield strength and flexibility to withstand heavy vehicular traffic and normal pavement movement.

The cured encapsulant shall meet or exceed the following:

- Hardness (Indentation): 35-65 Shore A, ASTM D2240
- Tensile Strength: 150 psi minimum, ASTM D412
- Elongation: 125% minimum 2 inch/minute pull, ASTM D412
- Tack-free Drying Time: 24 hours maximum, ASTM C679
- Complete Drying Time: 30 hours maximum, KM 64-447
- Chemical Interactions (seven day cure at room temperature, 24-hour immersion, KM 64-446):
 - Motor Oil: No effect
 - Deicing Chemicals: No effect
 - Gasoline: Slight swell
 - Hydraulic Brake Fluid: No effect
 - Calcium Chloride (5%): No effect

2.19. Seeding and Protection
Material for Seeding and Protection shall be Seed Mixture Type I and conform to the *Standard Specifications for Road and Bridge Construction*.

2.20. Signs
Materials for signs shall conform to the *Standard Specifications for Road and Bridge Construction*.

2.21. Splicing Materials
2.21.1. Electrical Tape
Electrical tape shall be a premium grade, UL-listed, all-weather, vinyl-insulating tape with a minimum thickness of 7 mil. Tape shall be flame retardant and resistant to abrasion, moisture, alkalis, acids, corrosion, and weather (including ultraviolet exposure).

2.21.2. Splice Kit
Splice kit shall be inline resin-type and rated for a minimum of 600V. Resin shall be electrical insulating-type and shall provide complete moisture and insulation resistance.

2.22. Steel Reinforcing Bar
Steel reinforcing bar shall be #5 and shall conform to the *Standard Specifications for Road and Bridge Construction*.

2.23. Terminal Block
Terminal block shall be rated for a minimum of 300 V and have a minimum of six

terminal pairs with 9/16-inch nominal spacing (center to center) for connecting loop and piezoelectric sensor wires to cable assemblies. Terminal block shall have screw type terminal strips to accommodate wire with spade-tongue ends.

2.24. Warning Tape

Warning tape shall be acid and alkali resistant formulated for direct burial. Tape shall be a minimum of 3 inches wide by 4.0 mils (nominal) thick, and shall be permanently imprinted with a minimum 1 inch black legend on a red background warning of an electric line. Tape shall meet or exceed the following industry specifications:

- American Gas Association (AGA) 72-D-56
- American Petroleum Institute (API) RP 1109
- American Public Works Association (APWA) Uniform Color Code
- Department of Transportation (DOT) Office of Pipeline Safety USAS B31.8
- Federal Gas Safety Regulations S 192-321 (e)
- General Services Administration (GSA) Public Buildings Service Guide: PBS 4-1501, Amendment 2
- National Transportation Safety Board (NTSB) PSS 73-1
- Occupational Safety and Health Administration (OSHA) 1926.956 (c) (1)

2.25. Wire and Cable

All cable and wire shall be plainly marked in accordance with the National Electrical Code (NEC).

2.25.1. Loop Wire

Loop wire shall be 14 AWG, stranded, copper, single conductor, and shall conform to the International Municipal Signal Association (IMSA) Specification No. 51-7.

2.25.2. Cable No. 14/1 Pair

Cable No. 14/1 pair loop lead-in cable shall be 14 AWG, stranded, copper paired, electrically shielded conductors, and shall conform to IMSA 19-2.

2.25.3. Grounding conductor

Grounding conductor and bonding jumper shall be solid or stranded, 4 AWG bare copper.

2.25.4. Service Entrance Conductor

Service entrance conductor shall be stranded, copper, Type USE-2, sized as required to comply with the NEC.

2.25.5. Terminal for electrical wire or cable

Terminal for electrical wires or cables shall be insulated, solderless, spade tongue terminals of correct wire and stud size. Terminal for electrical wires or cables shall be incidental to the wire or cable (including piezoelectric sensor transmission cable) to be connected to terminal strips.

2.26. Wood Post

Wood post shall be Southern Pine pretreated to conform to the American Wood Preservers’ Association (AWPA) C-14 or UC4B and shall have minimum dimensions of 4 inches by 4 inches by 8 feet long (for Galvanized Steel Cabinet) or 4 feet long (for Junction Box 10x8x4), sawed on all four sides with both ends square.

2.27. Wooden Pole

Wooden pole shall be a Class IV wood pole of the length specified and shall conform to the *Standard Specifications for Road and Bridge Construction* except the pole shall be treated in accordance with AWPA P9 Type A.

3. CONSTRUCTION METHODS

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

After the project has been let and awarded, the Division of Construction shall notify the Division of Planning of the scheduled date for a Pre-Construction meeting so that prior arrangements can be made to attend. This will allow the Division of Planning an opportunity to address any concerns and answer any questions that the Contractor may have before beginning the work.

The Division of Planning Equipment Management Team (502-564-7183) shall be notified a minimum of seven days before any work pertaining to these specifications begins to allow their personnel the option to be present during installation.

Unless otherwise specified, installed materials shall be new.

Construction involving the installation of loops or piezoelectric sensors shall not be performed when the temperature of the pavement is less than 38°F.

A final inspection will be performed by a member of the Central Office Division of Planning equipment staff after the installation is complete to verify that the installation is in compliance with the plans and specifications.

Any required corrective work shall be performed per the *Standard Specifications for Road and Bridge Construction*.

3.1. Anchoring

Furnish: Anchor, anchor rod, guy wire, strand vise, guy guard.

Anchor shall be installed in relatively dry and solid soil. Rock anchor shall be installed in solid rock. Excavate the hole at a 45° to 60° angle in line with the guy (hole size shall be slightly larger than the expanded anchor – see manufacturer’s recommendation). Attach rod to anchor, install assembly into hole, and expand anchor. Backfill and tamp entire disturbed area. The effectiveness of the anchor is dependent upon the thoroughness of backfill tamping. Attach guy to strand vise on pole and anchor rod and tighten to required tension. Install guy guard on guy.

3.2. Bore and Jack Pipe – 2”

Furnish: Steel Encasement Pipe, 2”

Bore and jack pipe – 2” shall conform to the Section 706 of the *Standard Specifications for Road and Bridge Construction*.

3.3. Cleanup and Restoration

Furnish: Seed Mix Type 1 (as required); fertilizer (as required); agricultural limestone (as required); mulch or hydromulch (as required); tackifier (as required).

The Contractor shall be responsible for repairing any damage to public and/or private property resulting from his work. Upon completion of the work, restore all disturbed highway features in like kind design and materials. This shall include filling any ruts and leveling ground appropriately. Contractor shall dispose of all waste and debris off the project. Sow all disturbed earthen areas with Seed Mix Type 1 per Section 212 of the *Standard Specifications for Road and Bridge Construction*. All materials and labor necessary for cleanup and restoration shall be considered incidental to other bid items.

3.4. Conduit

Furnish: Conduit; conduit fittings; bushings (grounding where required); LB condulets (as required); weatherheads (as required); conduit straps; hardware; conduit sealant.

Conduit that may be subject to regular pressure from traffic shall be laid to a minimum depth of 24 inches below grade. Conduit that will not be subject to regular pressure from traffic shall be laid to a minimum depth of 18 inches below grade.

Conduit ends shall be reamed to remove burrs and sharp edges. Cuts shall be square and true so that the ends will butt together for the full circumference of the conduit. Tighten couplings until the ends of the conduit are brought together. Do not leave exposed threads. Damaged portions of the galvanized surfaces and untreated threads resulting from field cuts shall be painted with an Engineer-approved, rust inhibitive paint. Conduit bends shall have a radius of no less than 12 times the nominal diameter of the conduit, unless otherwise shown on the plans.

Contractor shall install a bushing (grounding bushing where required) on both ends of all conduits. Cap spare conduits on both ends with caps or conduit sealant.

Conduit openings in junction boxes and cabinets shall be waterproofed with a flexible, removable conduit sealant, working it around the wires, and extending it a minimum 1 inch into the end of the conduit.

After the conduit has been installed and prior to backfilling, the conduit installation shall be inspected and approved by the Engineer.

3.5. Electrical Service

Furnish: Meter base, service disconnect, wire, GFCI AC duplex receptacle with box and cover; conduit, conduit fittings, bushings (grounding where required); LB condulets (as required); weatherhead; conduit straps; hardware; conduit sealant; ground rod with clamp; grounding conductor.

Prior to any construction, the Contractor shall initiate a work order with the local power

company for the installation of electrical service to the site. A representative from the Division of Planning and the local power company shall be consulted prior to choosing an exact location for the pole. The Contractor shall clear the right-of-way for the electrical service drop.

Contractor shall obtain electrical inspections, memberships, meter base, service disconnect and any other requirements by the utility serving the installation and pay all fees as required.

Install meter-base and disconnect panel with a 30-ampere, fused, circuit breaker inside. Install a manufactured weatherproof hub connector to connect the conduit to the top of the meter base and service disconnect.

Install a rigid ¾ inch conduit with three 8 AWG service conductors from the cabinet, through the service disconnect to the meter base and a 1¼” conduit with three 8 AWG service conductors from the meter base to a weatherhead two feet from the top of the electrical service pole. Install conduit straps 30 inches on center and provide a drip loop where the wire enters the weatherhead. Splice electric drop with service entrance conductors at the top of the pole.

The limit of conduit incidental to “Install Electrical Service” for a pad mounted cabinet is 24 inches beyond face of service pole.

Install a 120-volt, 20-amp GFCI AC duplex receptacle with box and cover in the automatic data recorder (ADR) cabinet.

Install a ground rod with clamp. Install a grounding conductor wire from the meter base, through the disconnect panel, to the ground rod clamp. Install grounding conductor in 1-¾” conduit from service disconnect to ground rod.

After completing the installation and before the electrical service is connected, obtain a certificate of compliance from the Kentucky Department of Housing, Buildings and Construction, Electrical Inspection Division.

3.6. Flashing Arrow
Furnish: Arrow Panel

Construction of Flashing Arrow shall conform to the *Standard Specifications for Road and Bridge Construction*.

3.7. Galvanized Steel Cabinet
Furnish: Cabinet; wood posts; concrete; conduit fittings; metal framing channel; pipe clamp; terminal block(s); spade tongue wire terminals; wire labels; hardware.

Where right-of-way allows, locate the cabinet such that it is outside the clear zone in accordance with the *Roadside Design Guide*. Install Cabinet such that the door of the

cabinet faces the roadway.

Excavate as required and install wood posts to a depth of 36 inches and place concrete around posts as shown on the standard detail sheets. Install metal framing channel with pipe clamp between posts.

Install Cabinet on wood posts 38 inches above the finished grade as shown on the standard detail sheets. Install a unistrut between posts when two posts are specified.

Install the required number of terminal blocks on the cabinet back plate. Install a spade tongue terminal on each loop and piezo sensor wire entering the cabinet and connect wires to terminal block(s). Wiring shall be neat and orderly. Label all wires and cables inside cabinet.

Install conduit from ground to cabinet and attach to pipe clamp. Install locknuts to attach conduit to cabinet and install a conduit bushing as shown on the standard detail sheets.

3.8. Grounding

Furnish: Ground rod with clamp; grounding conductor.

At sites with electrical or solar service, all conduits, poles, and cabinets shall be bonded to ground rods and the electrical system ground to form a complete grounded system.

Install such that top of ground rod is a minimum of 3 inches below finished grade.

Grounding systems shall have a maximum 25 ohms resistance to ground. If the resistance to ground is greater than 25 ohms, two or more ground rods connected in parallel shall be installed. Adjacent ground rods shall be separated by a minimum of 6 feet.

3.9. Install Pad Mount Enclosure

Furnish: Concrete; anchor bolts with washers and nuts; conduit; conduit fittings; conduit grounding bushings; ground rod with clamp; grounding conductor; conduit sealant; wooden stakes (where required); wire labels; hardware.

The Contractor shall be responsible for securing the enclosure from the Central Office Division of Planning Warehouse in Frankfort and transporting it to the installation site.

Where right-of-way allows, locate the enclosure such that it is outside the clear zone in accordance with the *Roadside Design Guide*.

Excavate as required, and place concrete to construct the enclosure foundation as specified on the standard detail sheets. Install enclosure on the concrete base such that the door(s) of the enclosure opens away from traffic (hinges away from traffic). Install anchor bolts, washers, and nuts to secure the enclosure to the foundation.

Install ground rod with clamp and install one ¾ inch rigid conduit from enclosure base to

ground rod. Install a grounding conductor from ground rod to enclosure base and bond to each conduit bushing in the base.

Install one ¾ inch rigid steel conduit for electrical service from the base of the enclosure to 24 inches beyond the concrete base. Make all field wiring connections to the electrical service, as applicable.

If electrical service is not provided as a bid item in the contract, plug conduit on both ends with a cap, conduit sealant, or electrical tape. Mark the location of the buried conduit end with a wooden stake labeled “¾ in. conduit.”

Install specified rigid steel conduit(s) into the base of the enclosure for sensor wire entry. Install one spare 2-inch conduit from the enclosure base to 2 feet beyond the concrete base. Plug spare conduit on both ends with a cap, conduit sealant or electrical tape.

The limit of all conduits incidental to “Install Pad Mount Enclosure” is 24 inches beyond the edge of the concrete base.

Wiring in enclosure shall be neat and orderly. Label all wires and cables inside enclosure. KYTC personnel will furnish and install terminal blocks and connect sensors to terminal blocks.

3.10. Install Controller Cabinet

Furnish: Mounting brackets; mounting straps; conduit; LB condulets; conduit fittings; conduit grounding bushings; ground rod with clamp; grounding conductor; cable staples; conduit sealant; wooden stakes (where required); wire labels; hardware.

The Contractor shall be responsible for securing the cabinet from the Central Office Division of Planning Warehouse in Frankfort and transporting it to the installation site. Any existing holes in the cabinet not to be reused shall be covered or plugged to meet NEC requirements.

Install mounting brackets and secure cabinet to pole with mounting straps.

Install a ground rod with clamp. Install grounding conductor in 1-¾” conduit from cabinet to ground rod.

Install one ¾ inch rigid steel conduit with two lb. condulets from cabinet to electrical service disconnect box. Make all field wiring connections to the electrical service, as applicable.

If electrical service is not provided as a bid item in the contract, plug conduit on both ends with cap, plumbers putty, conduit sealant, or electrical tape. Mark the location of the buried conduit end with a wooden stake labeled “¾ in. conduit”.

Install specified rigid steel conduit(s) and type LB condulet(s) into the bottom of the

cabinet for sensor wire entry. The limit of conduits incidental to “Install Controller Cabinet” is 24 inches beyond the face of the pole.

Wiring in cabinet shall be neat and orderly. Label all wires and cables inside cabinet. KYTC personnel will furnish and install terminal blocks and connect sensors to terminal blocks.

3.11. Junction Box Type 10x8x4

Furnish: Junction box; wood post; conduit fittings; wire labels; hardware.

Where right-of-way allows, locate the junction box such that it is outside the clear zone in accordance with the Roadside Design Guide.

Excavate as required and install wood post(s) to a depth of 18 inches. Install junction box on wood post such that the bottom of the box is 18 inches above the finished grade as shown on the standard detail sheets. Box shall be installed with four (4) 2½ inch wood screws and washers.

Install locknuts to attach conduit to junction box and install a conduit bushing as shown on the standard detail sheets.

Wiring inside box shall be neat and orderly. Label all wires and cables inside box.

3.12. Junction Box Type A, B, or C

Furnish: Junction box, No. 57 aggregate; grounding conductor

Excavate as required and place approximately 12 inches of No. 57 aggregate beneath the proposed junction box to allow for drainage. Install specified junction box type A, B, or C near the edge of pavement, flush with finished grade per the detail sheets. Where required, orient the box so that the dimensions comply with the National Electrical Code. Stub conduits with grounding bushings into junction box at its base to accommodate wires and connect grounding conductor to all grounding bushings. Backfill to existing grade, and restore disturbed area to the satisfaction of the Engineer.

Wiring inside box shall be neat and orderly. Label all wires and cables inside box.

3.13. Loops - Proposed

Furnish: Wire; saw slot sealant; backer rod; grout; conduit sealant.

The plans and notes specify the approximate location for loop installations. Prior to sawing slots or drilling cores, the Contractor shall meet with a representative of the Division of Planning to verify the precise layout locations on site. Avoid expansion joints and pavement sections where potholes, cracks, or other roadway flaws exist.

Upon completion of this meeting, the Contractor shall measure out and mark the proposed loop locations with spray paint or chalk such that the saw slots will be parallel

and perpendicular to the direction of traffic. Marked lines shall be straight and exact to the locations determined and sized as shown on the plans. Unless indicated otherwise, loops shall be 6 feet by 6 feet square and loops in the same lane shall be spaced 16 feet from leading edge to leading edge.

On resurfacing, rehabilitation, and new construction projects that include new asphalt pavement, the Contractor shall install loops prior to laying the final surface course. On projects with milling and texturing, the Contractor may install the loops prior to or after the milling operation; however, if installed prior to milling, the Contractor shall be responsible for ensuring that the loops are installed at a depth such that the milling operation will not disturb the newly installed loops. The Contractor shall correct damage caused by the milling operations to newly installed loops prior to placement of the final surface course at no additional cost to the Cabinet.

For projects that include the installation of new asphalt and piezoelectric sensors, the Contractor shall mark or otherwise reference all loops installed prior to the final surface course such that the loops can be accurately located when the piezoelectric sensors are installed after placement of the final surface course.

For projects that do not have asphalt surfacing, the Contractor shall install the loops in the surface of the pavement.

The Prime Contractor shall coordinate the installation of loops with the electrical sub-Contractor and the Engineer to ensure correct operation of the completed installation.

The following is a typical step by step procedure for the installation of a loop.

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and centered in the lane.
- Make each saw-cut 3/8-inch wide and at a depth such that the top of the backer rod is a minimum of 2 inches below the surface of rigid (PCC/Concrete) pavement or 4 inches below the surface of asphalt pavement.
- Drill a 1½ inch core hole at each corner and use a chisel to smooth corners to prevent sharp bends in the wire.
- Clean ALL foreign and loose matter out of the slots and drilled cores and within 1 foot on all sides of the slots using a high-pressure washer.
- Completely dry the slots and drilled cores and within 1 foot on all sides of the slots using oil-free forced air, torpedo heaters, electric heaters, or natural evaporation, depending on weather conditions. Be very careful not to burn the asphalt if heat is used.
- Measure 9-12 inches from the edge of the paved surface (shoulder break or face of curb) and drill a 1½ inch hole on a 45° angle to the conduit adjacent to the roadway.
- Closely inspect all cuts, cores, and slots for jagged edges or protrusions prior to the placement of the wire. All jagged edges and protrusions shall be ground or re-cut and cleaned again.

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- Place the loop wire splice-free from the termination point (cabinet or junction box) to the loop, continue around the loop for four turns, and return to the termination point.
- Push the wire into the saw slot with a blunt object such as a wooden stick. Make sure that the loop wire is pushed fully to the bottom of the saw slot.
- Install conduit sealant to a minimum of 1" deep into the cored 1½ inch hole.
- Apply loop sealant from the bottom up and fully encapsulate the loop wires in the saw slot. The wire should not be able to move when the sealant has set.
- Cover the encapsulated loop wire with a continuous layer of backer rod along the entire loop and home run saw slots such that no voids are present between the loop sealant and backer rod.
- Finish filling the saw cut with non-shrinkable grout per manufacturer's instructions. Alleviate all air pockets and refill low spaces. There shall be no concave portion to the grout in the saw slot. Any excess grout shall be cleaned from the roadway to alleviate tracking.
- Clean up the site and dispose of all waste off the project.
- Ensure that the grout has completely cured prior to subjecting the loop to traffic. Curing time varies with temperature and humidity.

Exceptions to installing loop wire splice-free to the junction box or cabinet may be considered on a case-by-case basis and must be pre-approved by the Engineer. If splices are allowed, they shall be located in a junction box and shall conform to the construction note for Splicing.

If loop lead-in cable (Cable No. 14/1 Pair) is specified, cable shall be installed splice free to the cabinet ensuring that extra cable is left in each junction box or cabinet. All wires and cables shall be labeled in each junction box and cabinet.

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

3.14. Loop Test

When noted on a data collection station layout sheet that there are existing inductive loops within the limits of the project, notify the Engineer in writing, a minimum of 14 calendar days prior to beginning milling operations. After milling and prior to placing asphalt inlay, conduct an operating test on the existing inductance loops at the control cabinet in the presence of the Engineer to determine if the inductance loop conductors have an insulating resistance of a minimum of 100 megohms when tested with a 500-volt direct current potential in a reasonably dry atmosphere between conductors and ground. The Department may also conduct its own tests with its own equipment.

If the tests indicate the loop resistances are above the specified limit and the Engineer determines the system is operable, proceed with the asphalt inlay. If the test indicates the loop resistance is not within the specified limits or if the Engineer determines the system is otherwise not operable, prior to placing the asphalt inlay install and test new loop detectors according to the station layout, notes, and Detail Drawings.

The Engineer will contact and maintain liaison with the District Planning Engineer and the Division of Planning in order to coordinate any necessary work.

3.15. Maintain and Control Traffic

Furnish (all as required): Drums, traffic cones, barricades used for channelization purposes, delineators, and object markers.

Maintain and Control Traffic shall conform to the plans, the Standard Specifications for Road and Bridge Construction, and the KYTC Department of Highways Standard Drawings.

3.16. Open Cut Roadway

Furnish: Concrete, reinforcing bars.

Excavate trench by sawing and chipping away roadway to dimensions as indicated on the detail sheets. After placing conduit, install concrete and steel reinforcing bars per the *Standard Specifications for Road and Bridge Construction*. Restore any disturbed sidewalk to its original condition.

3.17. Piezoelectric Sensor

Furnish: Piezoelectric sensor and cable; sensor support brackets; saw slot sealant; backer rod; grout; conduit sealant.

The plans and notes specify the approximate location for piezoelectric sensor (piezo) installations. Prior to sawing slots or drilling cores, the Contractor shall meet with a representative of the Division of Planning to verify the final layout on site. Avoid expansion joints and pavement sections where potholes, cracks, or other roadway flaws exist. Roadway ruts at the proposed piezo location shall not be in excess of ½ inch under a 4-foot straight edge.

Install the piezo perpendicular to traffic in the final surface course of the pavement. Locate the sensor in the lane as shown on the site layout drawing. Eleven-foot length sensors shall be centered in the lane.

The following is a typical step by step procedure for the installation of a piezo. Refer specifically to the manufacturer’s instructions provided with the sensor prior to installation.

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and properly positioned in the lane.

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- It is strongly recommended that a $\frac{3}{4}$ inch wide diamond blade be used for cutting the slot, or that blades be ganged together to provide a single $\frac{3}{4}$ inch wide cut. The slot shall be wet cut to minimize damage to the pavement.
- Cut a slot $\frac{3}{4}$ inch wide ($\pm 1/16$ inch) by 1 inch minimum deep. The slot should be a minimum of 2 inches longer than the sensor (including the lead attachment). Drop the saw blade an extra $\frac{1}{2}$ inch down on both ends of the sensor. The lead out of the passive cable should be centered on the slot.
- Cut the slot for the passive cable $\frac{1}{4}$ inch wide and at a depth so that the top of the backer rod is a minimum of 2 inches below the road surface.
- Clean ALL foreign and loose matter out of the slot and within 1 foot on all sides of the slot using a high-pressure washer.
- Completely dry the slot and within 1 foot on all sides of the slot using oil-free forced air, torpedo heaters, electric heaters, or natural evaporation, depending on weather conditions. Be very careful not to burn the asphalt if heat is used.
- Measure 9-12 inches from the edge of the paved surface (shoulder break or face of curb) and drill a $1\frac{1}{2}$ inch hole on a 45° angle to the conduit adjacent to the roadway.
- Place strips of 2-4-inch-wide tape strips on the pavement along the lengths of both sides of the sensor slot, $1/8$ inch away from the slot.
- Wear clean, protective latex (or equivalent) gloves at all times when handling sensors. Visually inspect sensor to ensure it is straight. Check lead attachment and passive cable for cuts, gaps, cracks and/or bare wire. Verify that the correct sensor type and length is being installed by checking the data sheet. Verify there is sufficient cable to reach the cabinet. Piezo lead-in cable shall not be spliced.
- Test the sensor for capacitance, dissipation factor and resistance, according to the directions enclosed with the sensor. Capacitance and dissipation should be within $\pm 20\%$ of the piezo data sheet. Resistance (using the 20M setting) should be infinite. Record the sensor serial number and the test results and label “pre-installation.” This information should be stored in the counter cabinet and/or returned to Department Planning personnel.
- Lay the sensor next to the slot and ensure that it is straight and flat.
- Clean the sensor with steel wool or an emery pad and wipe with alcohol and a clean, lint-free cloth.
- Place the installation bracket clips every 6 inches along the length of the sensor.
- Bend the tip of the sensor downward at a 30° angle. Bend the lead attachment end down at a 15° angle and then 15° back up until level (forming a lazy Z).
- Place the sensor in the slot, with the brass element $3/8$ inch below the road surface along the entire length. The tip of the sensor should be a minimum of 2 inches from the end of the slot and should not touch the bottom of the slot. The top of the plastic installation bracket clips should be $1/8$ inch below the surface of the road. The lead attachment should not touch the bottom or sides of the slot. Ensure the sensor ends are pushed down per the manufacturer’s instructions.
- Visually inspect the length of the sensor to ensure it is at uniform depth along its length and it is level (not twisted, canted or bent).

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- On the passive cable end, block the end of the slot approximately 3-5 inches beyond the end of the lead attachment area creating an adequate “dam” so that the sensor grout does not flow out.
- Use one bucket of sensor grout per piezo installation. Overfill the slot with sensor grout and allow to cure for a minimum of 10 minutes before continuing with the installation. Ensure that sensor grout fills around and beneath the sensor completely and that there is not a trough on top.
- Remove the tape along the sides of the saw slot when the adhesive starts to cure.
- Carefully remove the dam from the end of the sensor.
- Route the lead-in cable through the saw slot
- Install conduit sealant to a minimum of 1” deep into the cored 1½ inch hole.
- Cover the lead-in cable with encapsulant, backer rod, and grout.
- If necessary, after the grout has hardened, grind with an angle grinder until the profile is a 1/16-inch mound. There shall be no concave portion to the mound.
- Clean up the site and dispose of all waste off the project.
- Ensure that the sensor grout has completely cured prior to subjecting the sensor to traffic. Curing time will vary with temperature and humidity.

Upon installation, test the sensor for capacitance, dissipation factor and resistance, according to the directions enclosed with the sensor. Capacitance and dissipation should be within $\pm 20\%$ of the piezo data sheet. Resistance (using the 20M setting) should be infinite. Perform a functional test of the piezo with an oscilloscope to ensure that the sensor is generating a proper response to the passage of vehicles.

Record the sensor serial number and the test results and label “post-installation.” This information should be stored in the counter cabinet and/or returned to Department Planning personnel.

3.18. Pole – Wooden

Furnish: Pole; anchoring equipment (as required); hardware (as required).

Excavate and install wood pole to a minimum depth of one-sixth the total pole height. Place backfill material in hole and compact until flush with existing grade. Install guy wire, guy guard, anchor, anchor rod, and strand vise, if necessary. Anchor shall be a minimum of one-third the pole height from the face of the pole. Provide temporary erosion control, seeding, protection and restoration of disturbed areas to the satisfaction of the Engineer.

3.19. Removal of Existing Equipment

The Contractor shall remove existing materials (including but not limited to: poles, anchors, cabinets, junction boxes, conduit and wire) not to be reused. Contractor shall dispose of all removed materials off the project. All materials and labor necessary for the removal of existing equipment shall be considered incidental to other bid items.

3.20. Signs

Furnish: Signs; sign standards; hardware.

Construction of signs shall conform to the *Standard Specifications for Road and Bridge Construction*.

3.21. Splicing

Furnish: Splice kit; solder.

These notes describe the splicing process (if permitted) and are not intended to grant permission to splice. Permission to splice shall be determined by the Division of Planning and the locations shall be shown on the layout sheet. If splicing is needed but not shown on the layout sheet, the Contractor shall receive prior written approval from the Division of Planning.

All splices shall conform to the provisions of the NEC.

Splices for loop and loop lead-in wire shall be twisted and soldered. Abrade the outer jacket of both wires to promote good adhesion and prevent capillary leak paths. Seal the splice with an electrical sealing resin. Spliced loop conductors shall test free of shorts and unauthorized grounds and shall have an insulating resistance of at least 100 megohms when tested with a 500-volt direct current potential in a reasonably dry atmosphere between conductors and ground.

For piezos, the same type coax cable, supplied by the manufacturer, shall be used to splice to the sensor's lead-in cable. Cables shall be soldered. Abrade the outer jacket of both cables to promote good adhesion and prevent capillary leak paths. Seal the splice with an electrical sealing resin. Spliced piezo cables shall be tested and have a minimum resistance of 20 megohms, a maximum dissipation factor of 0.03, a capacitance within the manufacturer's recommended range based upon the length of additional cable. A functional test of the piezo shall be performed to ensure that the sensor is generating a proper response to the passage of vehicles.

3.22. Trenching and Backfilling

Furnish: Warning tape; seed mix type I; cereal rye or German foxtail-millet; mulch; concrete (as required); asphalt (as required).

Excavate trench and provide required cover as shown on the standard detail sheets. After placing conduit, backfill material shall be placed and compacted in lifts of 9 inches or less. Install warning tape as shown on the detail sheet. Provide temporary erosion control, seeding, protection and restoration of disturbed areas to the satisfaction of the Engineer.

3.23. Wiring

Furnish: Wire; wire labels; spade tongue wire terminals (as required).

Installation of all wiring shall conform to the NEC. Permanent identification numbers

shall be affixed to all wires in all junction boxes and cabinets (see Layout(s) for loop and piezo numbers).

Additional lengths of each loop and piezo sensor wire shall be neatly coiled in all cabinets and junction boxes as follows:

Enclosure Type	Additional length of each wire
Galvanized Steel Cabinet	2' – 3'
Pad Mount Cabinet (332)	6' - 8'
Pole Mount Cabinet (336)	3' - 4'
Junction Box Type 10x8x4	2' – 3'
Junction Box Type A, B, or C	2' – 3'

3.24. Wood Post

Furnish: Wood post; concrete (as required); seed mix type I; cereal rye or German foxtail-millet; mulch.

Excavate hole to specified depth and place concrete, if required. Install post, backfill to existing grade, and tamp backfill. Provide temporary erosion control, seeding, protection and restoration of disturbed areas to the satisfaction of the Engineer.

3.25. Remove and Replace Sidewalk

Furnish: Lumber, stakes, nails or screws, and concrete.

Remove existing sidewalk to install rigid conduit from edge of roadway to nearest junction box or cabinet. Form, pour and finish concrete in place of old existing sidewalk making sure to replace the expansion joints in their respective locations. Concrete shall conform to the *Kentucky Standard Specifications for Road and Bridge Construction* for sidewalks.

4. BID ITEM NOTES AND METHOD OF MEASUREMENT FOR PAYMENT

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

4.1. Bore and Jack Pipe – 2”

Bore and jack pipe – 2” shall be furnished, installed, and measured for payment per the *Standard Specifications for Road and Bridge Construction*.

4.2. Conduit

Conduit shall include furnishing and installing specified conduit in accordance with the specifications. This item shall include conduit fittings, bodies, boxes, weatherheads, expansion joints, couplings, caps, conduit sealant, electrical tape, clamps, bonding straps and any other necessary hardware. Conduit will be measured in linear feet.

4.3. Electrical Service

Electrical Service shall include furnishing and installing all necessary materials and payment of all fees toward the complete installation of an electrical service which has passed all required inspections. Incidental to this item shall be furnishing and installing:

- Meter-base per utility company’s specifications
- Service disconnect panel per utility company’s specifications
- Meter base and service disconnect entrance hubs, waterproof
- Service entrance conductors
- Rigid steel conduit
- Rigid steel conduit fittings
- Conduit straps
- Weatherhead
- Duplex GFCI receptacle, 120-volt, 20-amp
- Ground rod with clamp
- Grounding conductor

Also incidental to this item shall be any necessary clearing of right of way for the electrical service drop.

Electrical service will be measured in individual units each.

4.4. Flashing Arrow

Flashing Arrow shall be furnished, installed, and measured for payment per the *Standard Specifications for Road and Bridge Construction*.

4.5. Galvanized Steel Cabinet

Galvanized Steel Cabinet shall include furnishing and installing galvanized steel cabinet on post as specified. Incidental to this item shall be furnishing and installing grounding hardware, and any necessary post/pole mounting hardware. Also incidental to this item shall be furnishing and installing the required number of terminal blocks and connection of all

sensors to the terminal blocks. Galvanized Steel Cabinet will be measured in individual units each.

4.6. Install Pad Mount Enclosure

Install Pad Mount Enclosure shall include installing a Department-furnished enclosure as specified on the detail sheets.

This item shall include obtaining the enclosure from KYTC and transporting it to the installation site and furnishing and installing the following:

- Concrete foundation (including any excavation necessary)
- Anchor bolts, lock washers, and nuts
- Conduit
- Conduit fittings (including grounding bushings)
- Weatherhead
- Terminal Strip(s)
- Ground rod with clamp
- Grounding conductor

Install Pad Mount Enclosure will be measured in individual units each.

4.7. Install Controller Cabinet

Install Controller Cabinet shall include installing a Department-furnished cabinet as specified on the detail sheets.

This item shall include obtaining the cabinet from KYTC and transporting it to the installation site and furnishing and installing the following:

- Conduit
- Conduit Fittings
- Terminal Strip(s)
- Ground rod with clamp
- Grounding conductor

Install Controller Cabinet will be measured in individual units each.

4.8. Junction Box Type 10" x 8" x 4"

Junction Box Type 10"x8"x4" shall include furnishing and installing specified junction box in accordance with the specifications. This item shall include connectors, splice sleeves, conduit fittings, mounting materials and any other items required to complete the installation. Incidental to this item shall be furnishing and installing specified post (wood, channel, metal, etc.) as required for the installation. Junction Box Type 10"x8"x4" will be measured in individual units each.

4.9. Junction Box Type A, B, or C

Junction Box Type A, B, or C shall include furnishing and installing specified junction box in accordance with the specifications. This item shall include excavation, furnishing and installing #57 aggregate, backfilling around the box, and restoration of disturbed areas to the satisfaction of the Engineer. Incidental to this item shall be furnishing and installing a

grounding conductor bonding all conduit grounding bushings in the box. Junction Box Type A, B, or C will be measured in individual units each.

4.10. Loop Saw Slot and Fill

Loop Saw Slot and Fill shall include sawing and cleaning saw slots and furnishing and installing conduit sealant, loop sealant, backer rod, grout, or other specified material. Loop Saw Slot and Fill will be measured in linear feet of sawed slot.

4.11. Maintain and Control Traffic

Maintain and Control Traffic shall be measured for payment per the *Standard Specifications for Road and Bridge Construction*.

4.12. Open Cut Roadway

Open Cut Roadway shall include excavating trench (sawing and chipping roadway) to dimensions as indicated on the detail sheets and furnishing and placing concrete, steel reinforcing bars, and asphalt. This item also includes restoring any disturbed sidewalk to its original condition. Open Cut Roadway will be measured in linear feet.

4.13. Piezoelectric Sensor

Piezoelectric sensor (piezo) shall include sawing and cleaning saw slots and furnishing and installing piezo in accordance with the specifications. This item shall include furnishing and installing lead-in wire, conduit sealant, encapsulation material, backer rod, grout, testing, and accessories. Piezo will be measured in individual units each.

4.14. Pole – 35’ Wooden

Pole – 35’ Wooden shall include excavation, furnishing and installing specified wood pole, backfilling and restoring disturbed areas to the satisfaction of the Engineer. Incidental to this item shall be furnishing and installing guy wire, anchor and anchor rod, strand vise, and guy guard, if specified.
Pole – 35’ Wooden will be measured in individual units each.

4.15. Signs

Signs shall be furnished, installed, and measured for payment per the *Standard Specifications for Road and Bridge Construction*.

4.16. Trenching and Backfilling

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

4.17. Wire or Cable

Wire or cable shall include furnishing and installing specified wire or cable within saw slot, conduit, junction box, cabinet, or overhead as indicated on the detail sheets. Incidental to this item shall be the labeling of all wires and cables in each junction box, cabinet and splice

box, and furnishing and installing other hardware required for installing cable. Wire or Cable will be measured in linear feet.

4.18. Wood Post

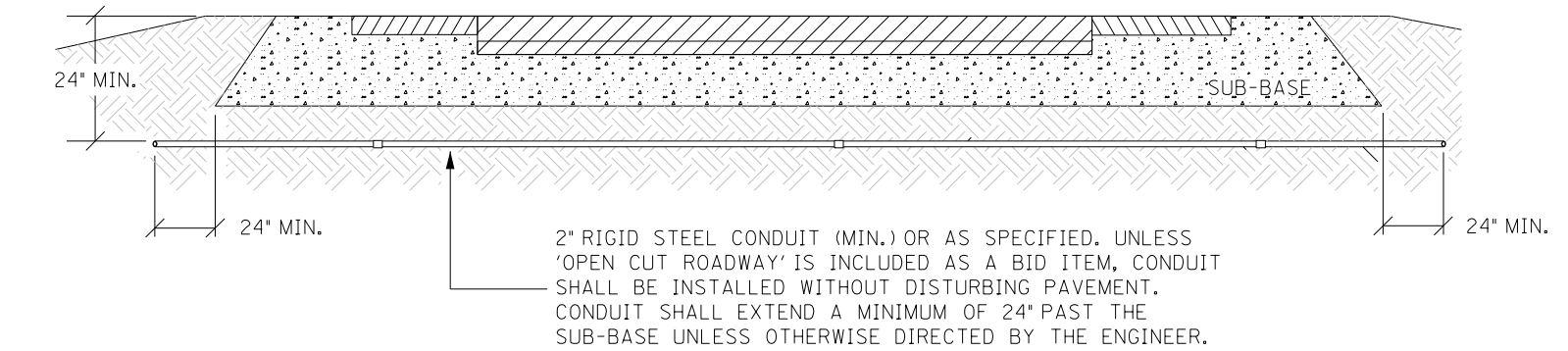
Wood Post shall include furnishing and installing wood post as specified. This item shall include excavation, furnishing and placing concrete (if required), backfilling around the post, and restoration of disturbed areas to the satisfaction of the engineer. Wood Post will be measured in individual units each.

4.19. Remove and Replace Sidewalk

Remove and Replace Sidewalk shall include removing existing sidewalk to install conduit and/or junction box (if required) and replacing old existing sidewalk with new sidewalk after installation of required items. This item includes removing old sidewalk and disposing of off the project and forming, pouring and finishing the new sidewalk after installation of required items.

4.20. Loop Test

Loop Test includes conducting an operating test on the existing inductance loops at the control cabinet in the presence of the Engineer to determine if the inductance loop conductors have an insulating resistance of a minimum of 100 megohms when tested with a 500-volt direct current potential in a reasonably dry atmosphere between conductors and ground.

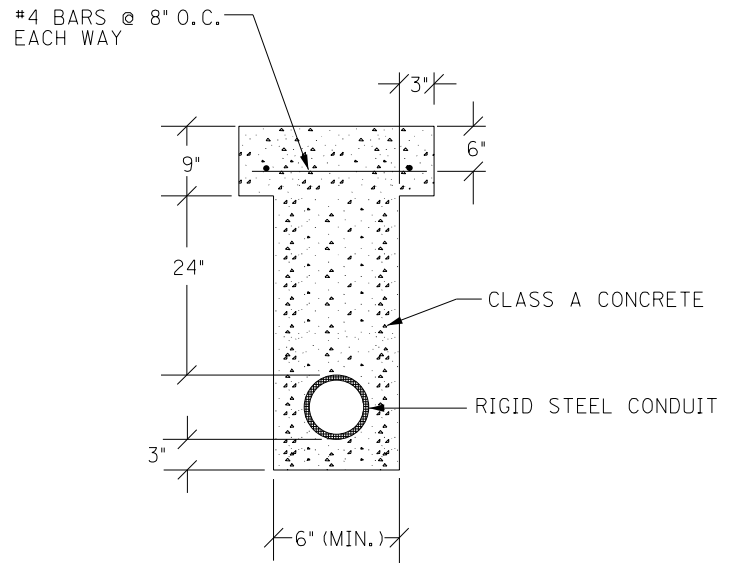
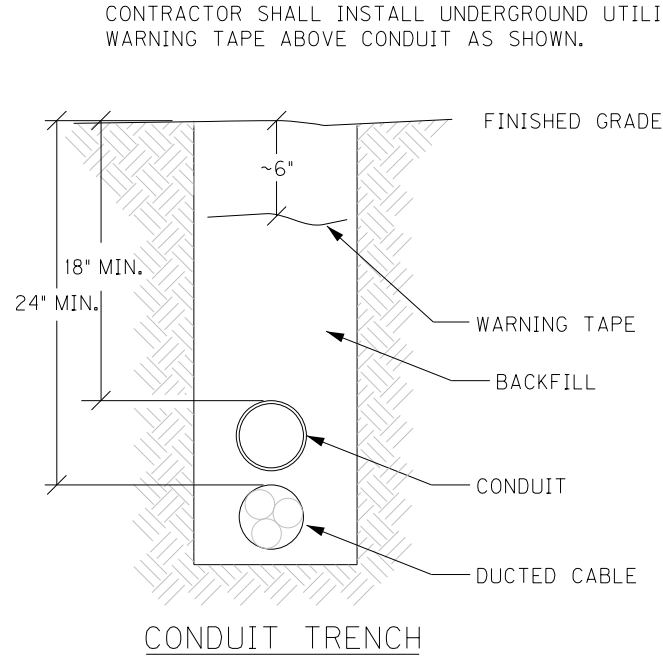


CONDUIT UNDER PAVEMENT

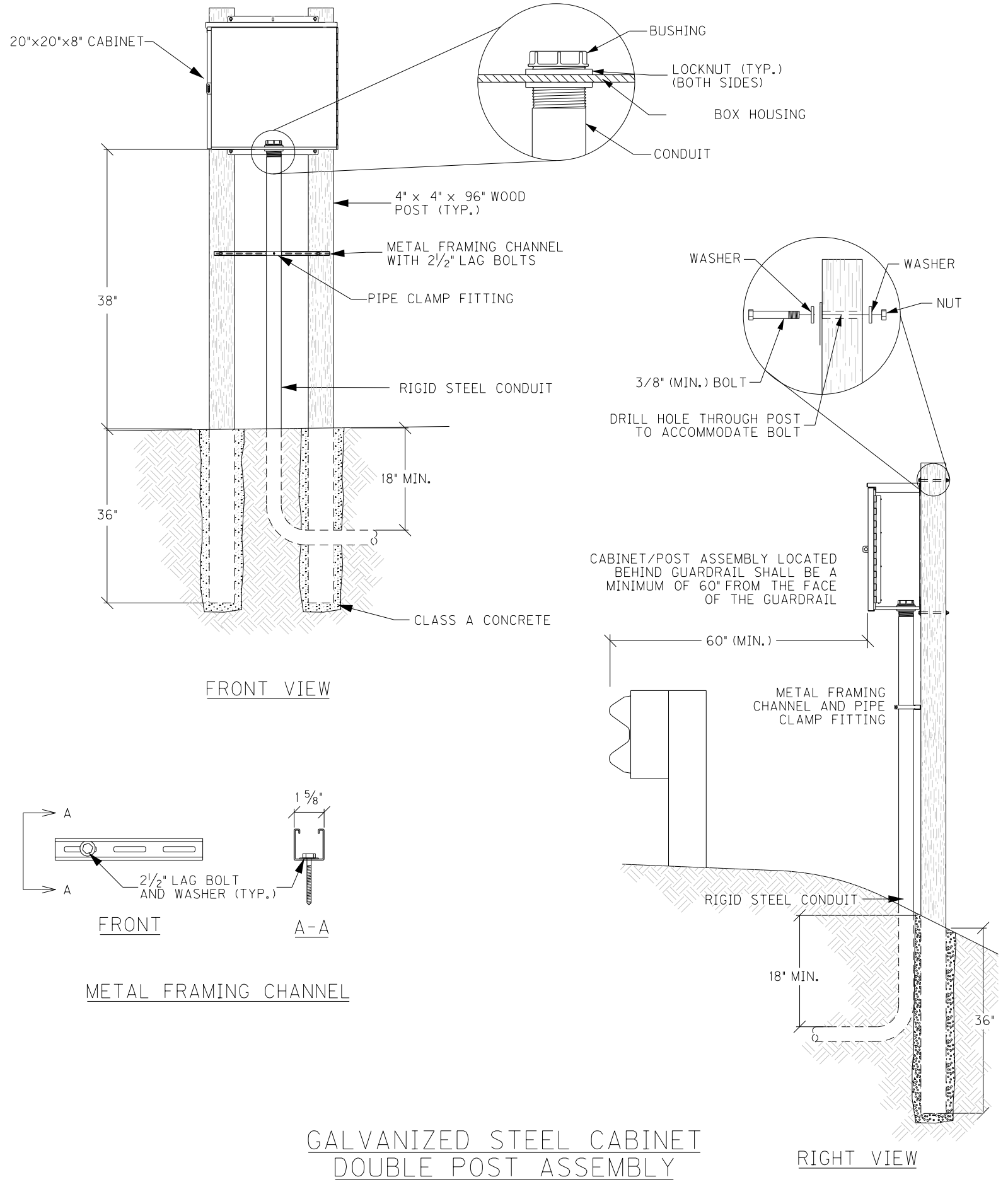
TOTAL TRENCH WIDTH SHALL BE 3" (NOM.) WIDER THAN THE SUM OF THE OUTSIDE DIAMETER(S) OF THE CONDUIT(S) INSTALLED. CONDUIT(S) SHALL BE CENTERED IN TRENCH.

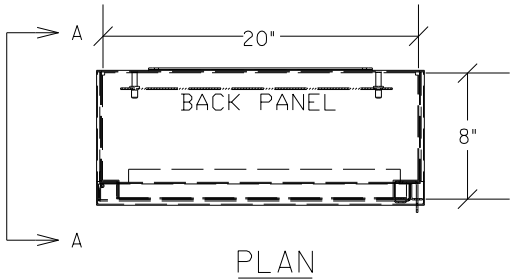
CONTRACTOR SHALL PLACE BACKFILL IN LIFTS (9" MAX.) COMPACT BACKFILL, AND RESTORE DISTURBED AREA TO THE SATISFACTION OF THE ENGINEER

CONTRACTOR SHALL INSTALL UNDERGROUND UTILITY WARNING TAPE ABOVE CONDUIT AS SHOWN.

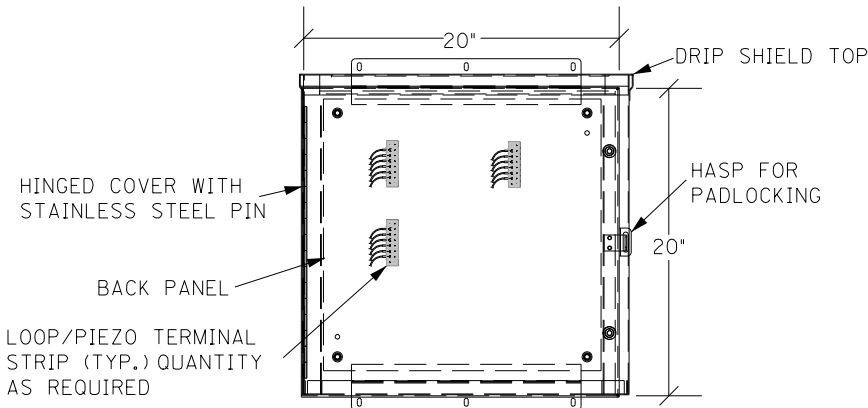
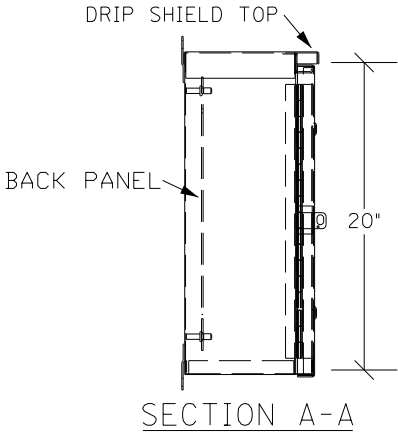


CONDUIT INSTALLATION



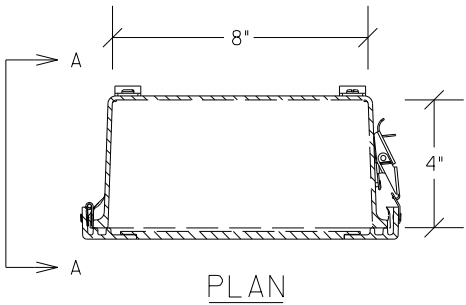


PLAN

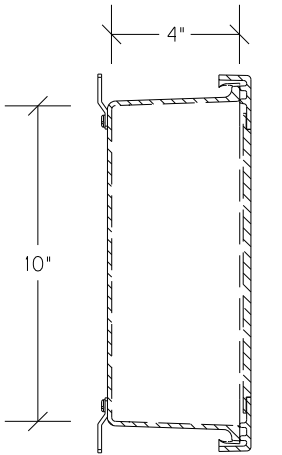


ELEVATION

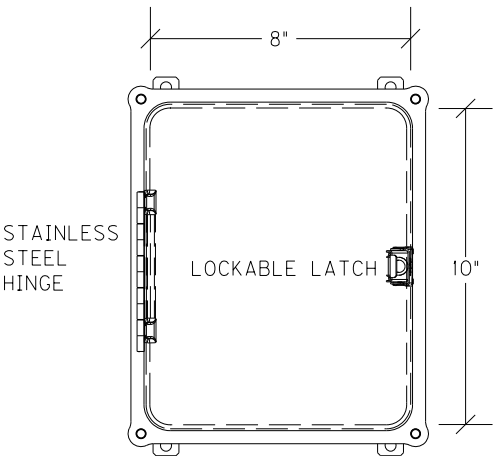
GALVANIZED STEEL CABINET



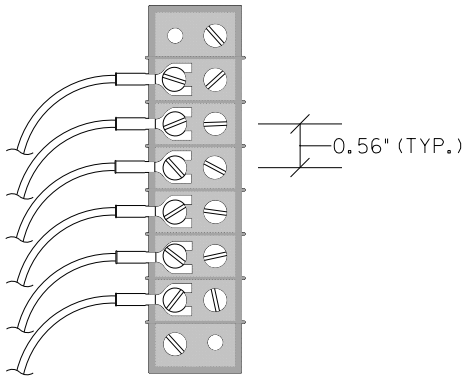
PLAN



SECTION A-A

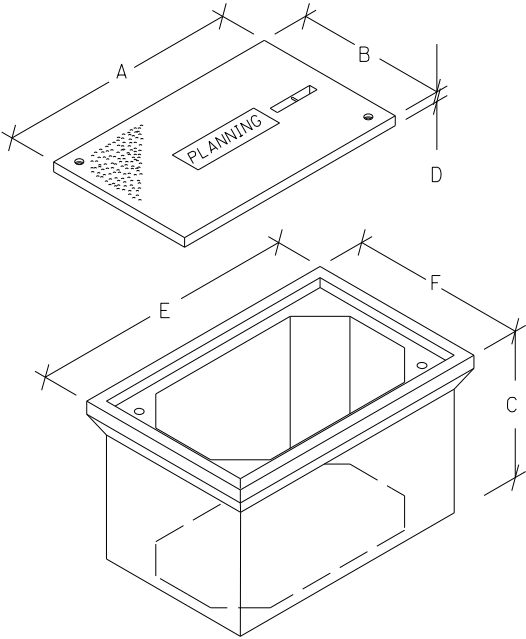


ELEVATION



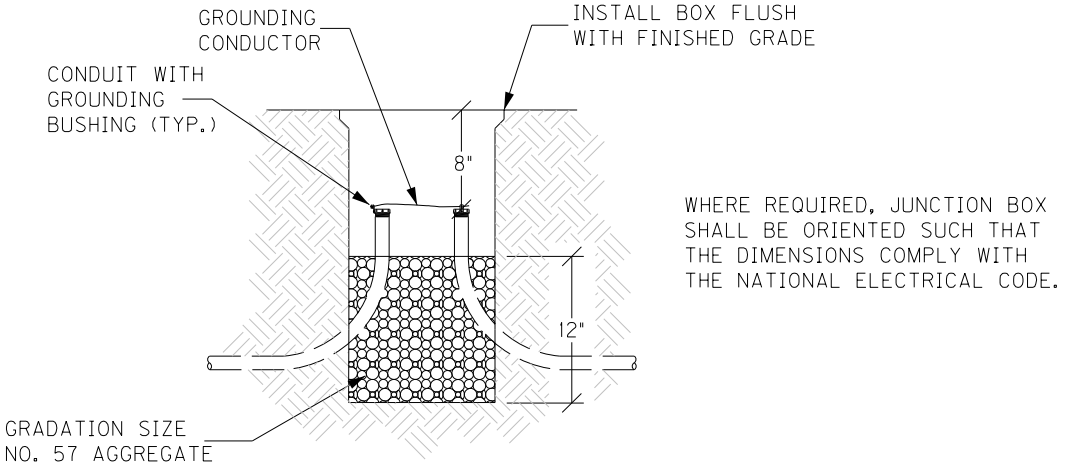
TERMINAL STRIP (TYP.)

JUNCTION BOX 10"X8"X4"

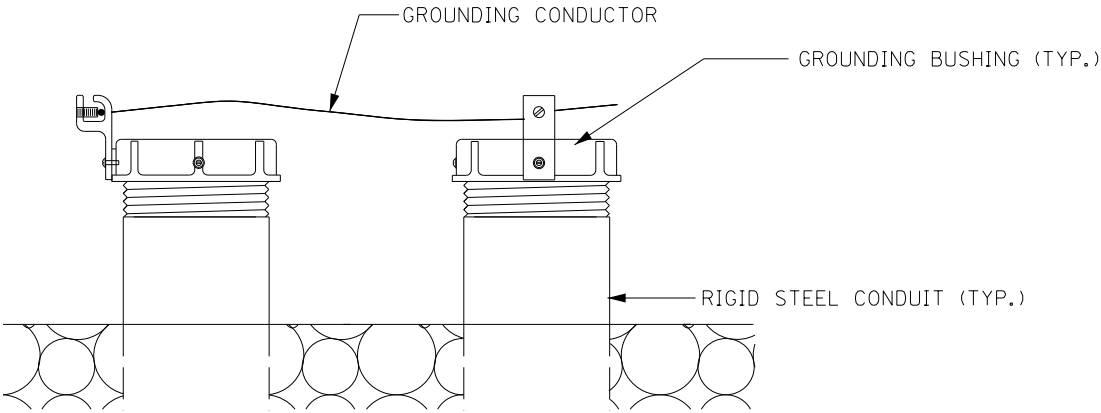


JUNCTION BOX DIMENSIONS (NOMINAL)						
	A	B	C	D*	E	F
TYPE A	23"	14"	18"	2"	25"	16"
TYPE B	18"	11"	12"	1¾"	20"	13"
TYPE C	36"	24"	30"	3"	38"	26"

* MINIMUM
STACKABLE BOXES ARE PERMITTED



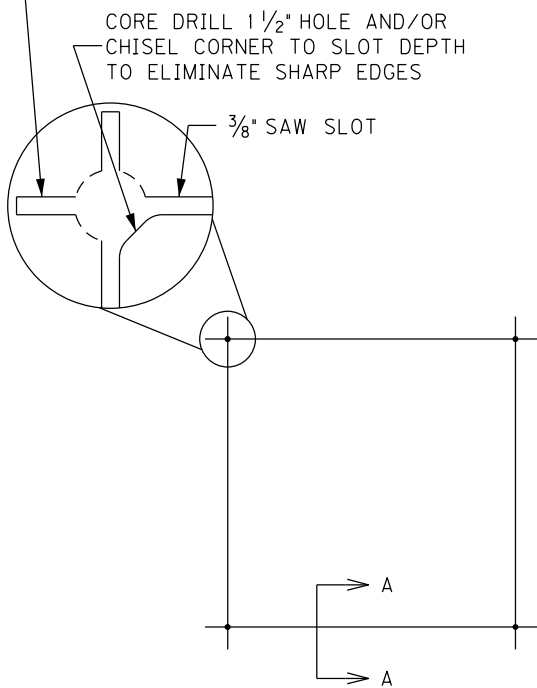
ELEVATION



GROUNDING DETAIL

JUNCTION BOX - TYPE A, TYPE B, TYPE C

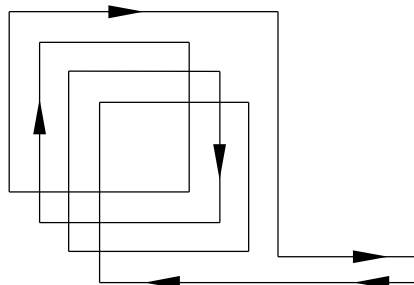
SCOTT - FAYETTE WOODBOND CORP
NHPP 0644 (100)



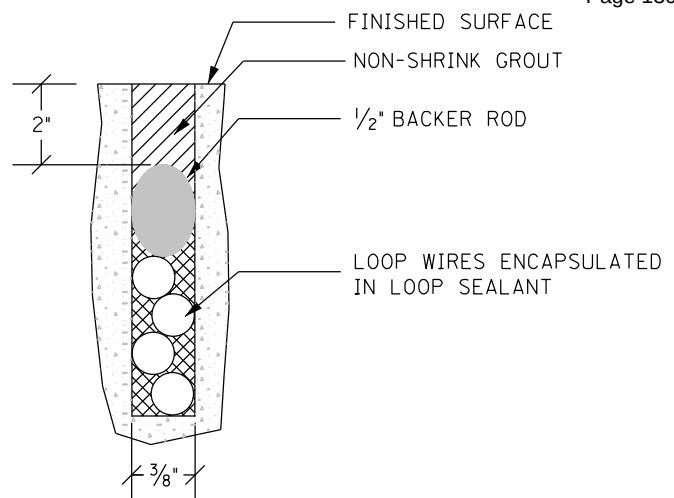
SAW CUT PLAN

UNLESS SPECIFIED OTHERWISE, ALL LOOPS SHALL BE 6' x 6' SQUARE, CENTERED IN EACH LANE, WITH FOUR (4) TURNS OF 14 AWG LOOP WIRE.

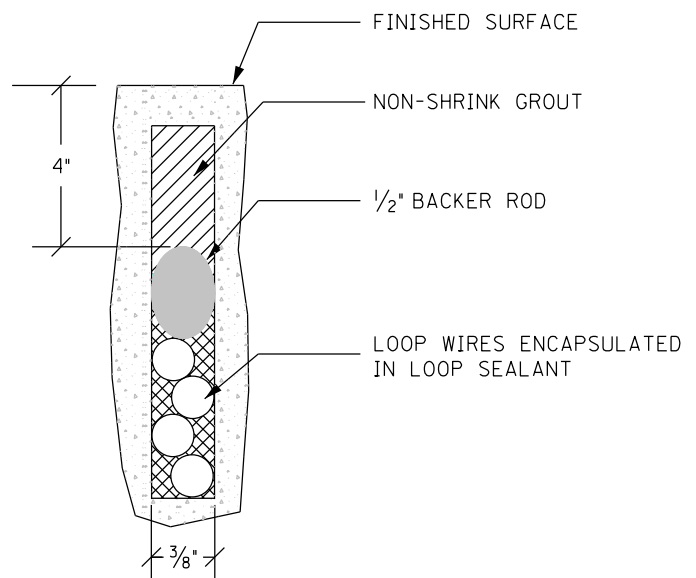
ADJACENT SAW SLOTS SHALL BE A MINIMUM OF 12" APART.



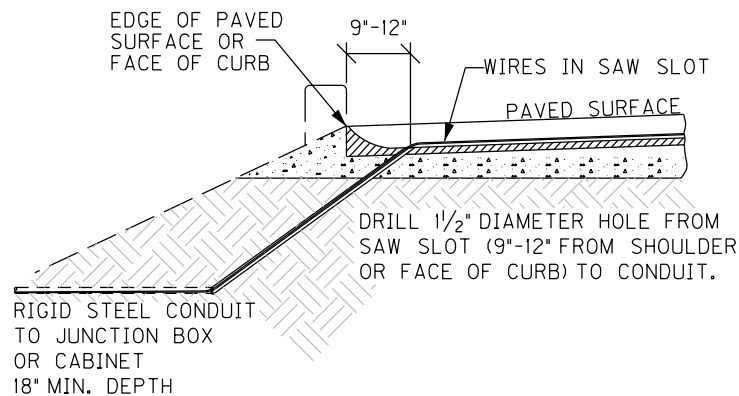
WIRING PLAN



SECTION A-A (CONCRETE)



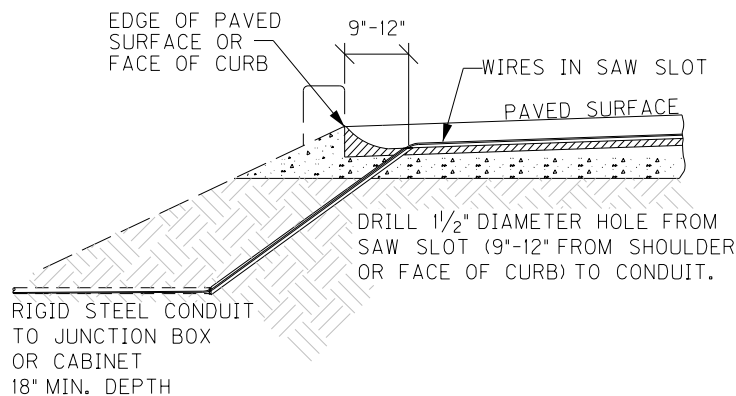
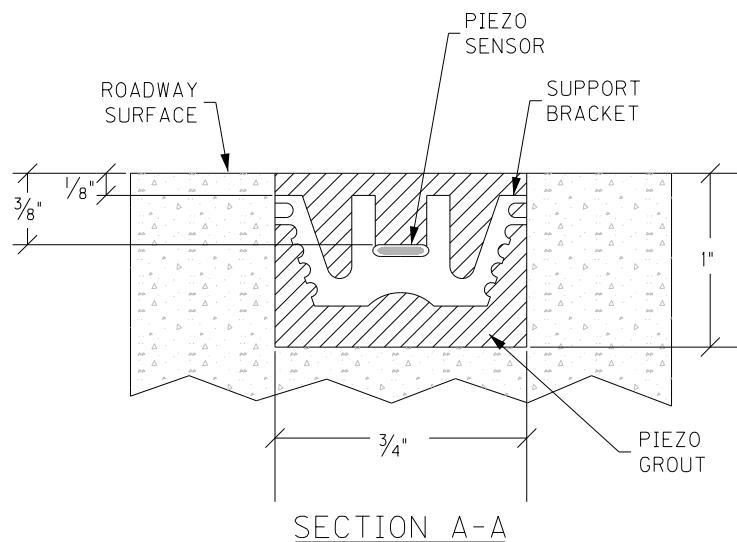
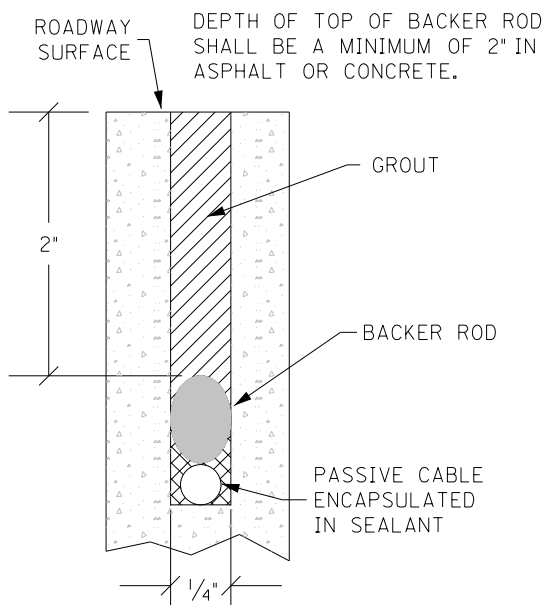
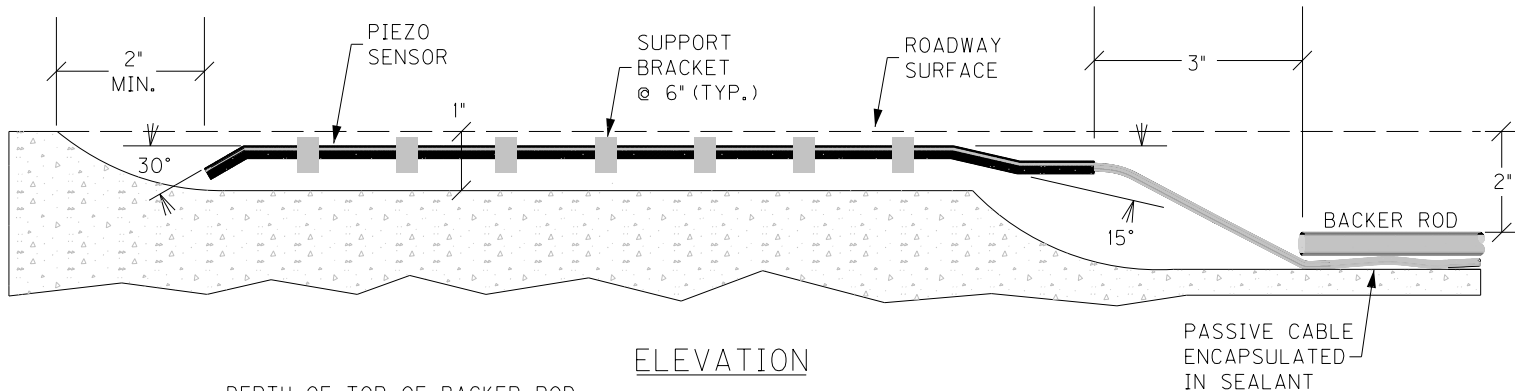
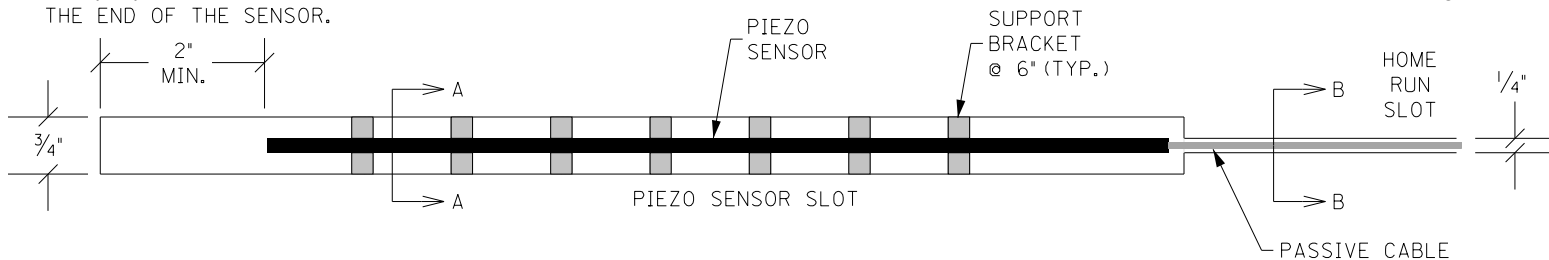
SECTION A-A (ASPHALT)



SAW SLOT EDGE OF PAVEMENT TRANSITION

INDUCTIVE LOOP DETECTOR

NOT TO SCALE



PIEZOELECTRIC SENSOR INSTALLATION

**Special Note for Fixed Completion Date
And Liquidated Damages**

Liquidated damages per the Standard Specifications will be assessed for each day work remains uncompleted beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of **November 1, 2026**.

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 a sealer from the KYTC list of approved materials.
- 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.

THREE BEAM BULLNOSE TERMINAL MATERIALS LIST

PART NUMBER	QUANTITY	DESCRIPTION	MATERIAL SPECIFICATION
A1	2	LONG FOUNDATION TUBE	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
A2	2	FOUNDATION TUBE	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
A3	2	BEARING PLATE AT POST	ASHTO M11/ASTM A133 ASTM A500 MAX. STRENGTH 36 ksi OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi
B1	12	LOWER SHEAR PLATE	ASHTO M11/ASTM A133 ASTM A500 MAX. STRENGTH 36 ksi OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi
B2	12	FOUNDATION TUBE	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
C1	12	UPPER SHEAR PLATE	ASHTO M11/ASTM A133 ASTM A500 MAX. STRENGTH 36 ksi OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi, OR ASTM A572 MAX. STRENGTH 50 ksi
C2	12	STEEL POST	ASTM SPEC. A14
D1	20	BLOCK FOR STEEL POST - WOOD	ASTM SPEC. A14
D2	12	TAPERED BLOCK FOR BOLT POST - WOOD	ASTM SPEC. A14
D3	2	TAPERED BLOCK FOR BOLT POST - WOOD	ASTM SPEC. A14
E1	4	THREE BEAM RAIL	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
E2	1	THREE BEAM RAIL - PUNCHED	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
E3	2	THREE BEAM RAIL - PUNCHED	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
E4	2	SHIP BENT AND PUNCHED	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
F1	4	5/8" DIA. HEAVY HEAD GROUND STRUT AND YOKE BOLT	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
F2	8	5/8" DIA. GROUND STRUT AND YOKE BOLT	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
F3	4	GROUND STRUT AND YOKE BOLT	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
G1	14	5/8" DIA. POST BOLT - 45" LONG	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
G1b	12	5/8" DIA. POST BOLT - 10" LONG	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
G2	6	POST BOLT - WASHER 1 1/2" OUTSIDE DIAMETER, 1/2" INSIDE DIAMETER	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
G3	26	POST BOLT - NUT 3/4", 1/2" THICK	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
H1	4	7/8" DIA. SOIL TUBE BOLT	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
H2	8	SOIL TUBE BOLT - WASHER 3 1/2" OUTSIDE DIAMETER, 1/2" INSIDE DIAMETER	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
H3	4	SOIL TUBE BOLT - NUT 1 1/2" THICK	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
J1	36	160 DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM A162 TYPE L STEEL 1/4" (16 DOUBLE HEAD)
L1	4	BOLT TAMER POST	ASTM SPEC. A14
L2	2	BOLT POST SLEEVE	ASTM SPEC. A14
M1	8	WEEKS 5 OR WEEKS STEEL POST	ASTM SPEC. A14
N1	2	ANCHOR BRACKET	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
N2	2	ANCHOR BRACKET - BEARING PLATE	ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501



STEEL THREE BEAM BULLNOSE TERMINAL

SHEET 010: MATERIALS LIST

SEPIA NUMBER
SEPIA 095

PART NUMBER	QUANTITY	DESCRIPTION	MATERIAL SPECIFICATION
F1	16	5/8" DIA. ANCHOR BRACKET BOLT 1 1/2" LONG, 1/2" DIAMETER - 14 UNC	HOT DIP ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
F2	32	THREE 1 1/2" OUTSIDE DIAMETER, 1/2" INSIDE DIAMETER	HOT DIP ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
F3	16	ANCHOR BRACKET BOLT - NUT 3/4", 1/2" THICK	HOT DIP ASHTO M11/ASTM A133 ASTM A500 GRADE B OR ASTM A 501
G1	3	5/8" DIA. NOSE CABLE AND WIRE WIRE	ASTM SPEC. A14
G2	6	NOSE CABLE SWAGE BULBION	ASTM SPEC. A14
R1	6	NOSE CABLE ANCHOR BRACKET	ASTM SPEC. A14
S1	120	5/8" DIA. SPICE BOLT - BOLT	ASTM SPEC. A14
S2	120	SPICE - BOLT NUT 3/4" THICK	ASTM SPEC. A14
T1	9	1/4" DIA. NOSE CABLE - U BOLT	ASTM SPEC. A14
T2	9	U BOLT - PLATE WASHER	ASTM SPEC. A14
T3	18	U BOLT NUT	ASTM SPEC. A14
U1	48	7/8" DIA. SUP POST ASSEMBLY - DIAMETER 1 1/2" LONG	ASTM SPEC. A14
U2	182	5/8" DIA. SUP POST ASSEMBLY - DIAMETER 1 1/2" LONG	ASTM SPEC. A14
U3	48	5/8" DIA. SUP POST ASSEMBLY - DIAMETER 1 1/2" LONG	ASTM SPEC. A14
V1	2	1/4" DIA. BOLT CABLE	ASTM SPEC. A14
V2	4	ANCHOR CABLE SWAGE FITTING, 1 1/2" DIAMETER	ASTM SPEC. A14
V3	4	1" DIA. ANCHOR CABLE WASHER	ASTM SPEC. A14
V4	4	1" DIA. ANCHOR CABLE NUT	ASTM SPEC. A14
W1	3	REDUCTOR	ASTM SPEC. A14

BARRIERS

APPROVED: *[Signature]* DATE: 03-03-2025
STATE HIGHWAY ENGINEER

REVISION DATE: 12 10 2024
REVISION NUMBER: 0

**SPECIAL NOTE FOR
ASPHALT MILLING AND TEXTURING**

Begin paving operations immediately after the commencement of the asphalt milling operation. Continue paving operations continuously until completed. Do not allow public traffic to drive on the milled surface. If paving operations are not begun within this time period, liquidated damages will be assessed at the rate prescribed by Section 108.09 of the current Standard Specifications until such time as paving operations are begun.

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

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

The dimensions shown on the typical sections for pavement and shoulder widths are nominal or typical dimensions. The actual dimensions to be constructed or diamond ground 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 specified elsewhere in the Proposal.

Special Note for Connected Arrow Panels

1. DECRPTION

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

Special Note for Signing Variable Work Zone Speed Limits in Construction Work Zones

This note establishes criteria for implementing variable work zone speed limits in construction work zones.

1. Definition

A variable work zone speed limit is in effect only when specified work zone conditions are present.

2. Application of Variable Work Zone Speed Limits

Post a reduced work zone speed limit of 60 miles per hour only where any of the following work zone conditions are present and only for the length of the affected roadway:

- Workers present within 15 feet of the traveled way
- Frequent construction vehicle entry/exit
- Temporary barrier within 2 feet of a travel lane
- Drop-offs greater than 2 inches within 8 feet of a travel lane
- Uneven or milled surfaces

If the Engineer determines a condition that is present but not listed above warrants a reduced work zone speed limit, the Contractor shall lower the speed limit to 60 mph as directed by the Engineer.

3. Location and Placement of Speed Zone Signs

Install speed zone signs per [Standard Drawing TTD-130, Option A](#), and every two (2) miles throughout the project. If an interchange is present, install a set of signs within 500 feet of the on-ramp termination, then every two (2) miles unless another interchange is located within that distance.

Put the reduced work zone speed limit into operation by switching on the flashing lights of the first speed zone sign located upstream of the work zone condition.

Operationalize the reduced speed limit (a) only in the direction affected by the work zone condition and (b) only for the length of roadway affected. For example, if a work zone condition is only present in the northbound direction along a three-mile segment, only put the reduced speed limit into effect on that segment. Retain the original posted speed limit along all remaining northbound segments and the entirety of the southbound direction.

The first speed limit sign located downstream of the point at which the work zone condition ends should (a) reinstate the original posted speed limit and (b) have no flashing lights activated.

4. Duration of Reduced Speed Limit Posting

The reduced work zone speed limit should remain in effect so long as the following are present:

- Any condition listed in Section 2, or
- Any other condition identified by the Engineer as warranting a speed limit reduction.

If a work zone condition is expected to be paused for less than six hours, do not reinstate the original posted speed limit during this period.

5. Penalties

If the Engineer observes the reduced work zone speed limit has not been put into effect as defined in Section 3, they should alert the Contractor of their failure to comply with this Special Note. If the signing is not in compliance within one (1) hour from initial notification by the Engineer, a penalty of \$200 per hour will be assessed on an hourly basis beginning from the initial notification of non-compliance.

SPECIAL NOTE FOR
HIGH TENSION CABLE-ROPE MEDIAN BARRIER

Sheet 1 of 3

DESCRIPTION This work shall consist of removing and re-installing a high tension cable-rope HTC median barrier. The existing cable-rope barrier system is a Brifen Wire Rope Safety Fence (WRSF).

GENERAL REQUIREMENTS The HTC median barrier system shall match the existing and shall be a four cable-rope system that meets the National Cooperative Highway Research Program (NCHRP) Report 350, Test Level 4 testing for 6H:1V slopes and be accepted by FHWA as such. HTC installed on front slope grades steeper than 6H:1V but 4H:1V or flatter shall be Test Level 3 tested and accepted as such. Each of the four cable-ropes shall be independently anchored to a concrete end-anchor. The terminals/end anchorages shall be tested and accepted under NCHRP Report 350 Test Level 3. The maximum post spacing for the HTC System shall be 10.5 feet, center to center.

MATERIALS Samples for testing shall be provided as directed by the Physical Section of the Division of Materials. Contractors shall contact the Physical Section of the Division of Materials at 502-564-3160 for department specific sampling and testing procedures prior to bid. Section references are from the *Kentucky Standard Specifications for Road and Bridge Construction (current edition)*.

Concrete, Class A	Section 601
Steel Reinforcement (Minimum Grade 40 steel)	Section 811
Anchor Bolts and Nuts	Section 813
Galvanizing (Bolts, Nuts & Washers)	AASHTO M 232
Fittings (Steel) Hardware	AASHTO M 30
Reflective Sheeting	Section 830

Cable-rope The cable-rope shall be a galvanized ¾ inch diameter, 3x7 wire rope construction meeting AASHTO M30 Type I Class A coating. The wire rope shall be pre-stretched during manufacturing to exhibit a minimum modulus of elasticity of 11,805,090 pounds/inch² after pre-stretching. If cable rope or fittings of higher strength were used at the time of NCHRP 350 evaluation, use the higher strength materials.

Posts Posts shall be the socketed versions with caps, placed in metal or plastic sleeves installed in a concrete foundation. All posts shall be fabricated from materials meeting ASTM A-36 or greater steel and galvanized after fabrication to A-123. The required welding shall be performed by a certified welder in accordance with AWS D1.1. Posts shall be domestic hot-rolled mild steel, or cold-formed from hot-rolled mild steel. A fitting gasket, profiled to fit tightly around each post, shall be provided to prevent debris from entering the socket.

SPECIAL NOTE FOR
HIGH TENSION CABLE-ROPE MEDIAN BARRIER
Sheet 2 of 3

Fittings Only swaged fittings shall be provided. Field-installed, galvanized-steel fittings (i.e., turnbuckles and splices) shall be one-inch diameter. Smaller fittings may be allowed with written permission from the Division of Design, Division of Construction, and the Division of Materials. Factory applied or stainless steel fittings shall meet AASHTO M30 Type I Class A. Threaded terminals shall be right hand or left hand threaded M24 X 3 pitch to ANSI B 1.13M. The body of the threaded terminal shall provide a minimum of 6 inches wire rope engagement depth. Threaded terminals shall be either stainless steel or galvanized, after processing, to ASTM A-153.

Turnbuckles Turnbuckles (i.e. Rigging Screws) shall be threaded to accept the fitting described above. Turnbuckles may be either the open or closed body type (with two inspection holes to determine threaded rope terminal penetration). The turnbuckles shall allow for a minimum of 6 inches of penetration from each end. Turnbuckles shall meet AASHTO M30 Type I Class A and shall be either stainless steel or galvanized, after processing, to ASTM A-153.

Mechanical Anchor Fittings Fittings shall be provided at the anchor termination of each cable-rope and shall be of the same type as used in the connection to the turnbuckles. The fittings shall meet AASHTO M30 Type I Class A yielding, shall be capable of release and reuse, and shall be either stainless steel or galvanized, after processing, to ASTM A-153.

End Terminals End Terminals placed within the clear zone, as defined by AASHTO Roadside Design Guide, shall be NCHRP Report 350 compliant, meeting Test Level 3 (TL-3) requirements, and having an FHWA letter of acceptance. Other terminals may be used in locations where impacts are unlikely or if properly shielded by impact attenuator, if approved by the Engineer. Each of the four cable-ropes of the system shall have separate anchor connections to the terminal end section. End anchors shall be fabricated from materials meeting ASTM A-36 and galvanized after fabrication to A-123. All welding shall be performed by a certified welder in accordance with AWS D1.1.

CONSTRUCTION The Contractor shall install high tension cable-rope barrier system according to Brifen’s design and recommendation. Prior to construction, the proposed layout and location of the HTC System will be approved by the Department.

The posts shall be installed plumb and in accordance with the proposed layout, spacing, and location shown in the HTC System layout plans as approved by the Department.

Turnbuckles shall be included to allow for tensioning of the cable-ropes. For installations greater than 1,000 feet in length, at least one Turnbuckle per 1,000 feet shall be included per length of cable-rope. For installations less than 1,000 feet in length, one Turnbuckle per length of cable-rope shall be included near the center of the installation.

Extreme care shall be taken in ensuring proper cable-rope height. The area shall be relatively smooth, without edge drop-offs, holes, other depressions or abrupt slope changes between the edge of the traveled way and the cable-rope barrier system.

SPECIAL NOTE FOR
HIGH TENSION CABLE-ROPE MEDIAN BARRIER
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The HTC System shall be placed and tensioned immediately after initial installation per the manufacturer's recommendations. Tension shall be rechecked approximately two (2) to three (3) weeks after initial tensioning and adjusted, if necessary. A tension log form shall be completed showing the time, date, location, ambient temperature, and final tension reading, signed by the person performing the tension reading. This log shall be furnished to the Engineer upon completion of work. This form shall also include the manufacturer's recommended tension chart.

Line post shall be socketed with sleeves set in concrete. The minimum diameter for the line post foundations shall be 12 inches. Minimum installation depth for the concrete line posts footings shall be 36-inches for non-rock installation. Greater depths may be required for non-rock installation due to manufacturer's recommendations based on soil information as shown in this proposal. Depths and requirements for installations in rock shall be based on manufacturer's recommendations.

The HTC System shall be delineated with retro-reflective sheeting. The delineation shall be applied to the last five posts at each end of an installation and throughout the remainder of the installation at a maximum spacing of 50 feet. The delineation shall provide a minimum of seven square inches of area when viewed on a line parallel to the roadway centerline. For median installations, the sheeting shall be applied to both sides of the post. The delineation shall be attached near the top of the posts as recommended by the manufacturer. The sheeting shall be yellow or white and shall be the same color as the adjacent edge line.

Contractor shall not allow traffic to be exposed to trenching and/or excavated post anchor holes for longer than one working shift, as directed by the Engineer.

MEASUREMENT

High Tension Cable-Rope Barrier will be measured by the linear foot. Any costs associated with the cable-rope, intermediate line posts, line post foundations, cable-rope tensioning, reflective sheeting, and all necessary incidentals shall be included in the price bid for this item.

End Anchors will be measured by each unit. The Contractor's proposed layout and location plans will specify the type and number of end terminals required. Any costs associated with the excavation, reinforcing steel, concrete, and other incidentals shall be included in the price bid for this item. End anchor pay limits vary by manufacturer. See manufacturers shop drawings for details.

PAYMENT

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
23147EN	HIGH TENSION CABLE-ROPE BARRIER	LINEAR FOOT
23148EN	END ANCHORS	EACH

Such payment shall be full compensation for furnishing all materials, equipment, labor, and incidentals to complete the work as specified.

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

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

4.0 MEASUREMENT. The Department will not measure the electronic delivery management system.

5.0 PAYMENT. The Department will not measure this work for payment and will consider all items contained in this note to be incidental to the asphalt mixtures on the project, as applicable.

March 2025

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 aggregate material delivered to the project to report loads and provide daily running totals of weighed aggregate 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. Aggregate 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
 - o Supplier Name
 - o Supplier Address
 - o Supplier Phone
 - o Plant location
 - o Date
 - o Time at source
 - o Project Location

March 2025

- o Contract ID#
- o Carrier Name
- o Unique Truck ID
- o Description of Material
- o Load Number
- o Gross, Tare and Net Weight
- o 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>
26248EC	ELECTRONIC DELIVERY MGMT SYSTEM-AGG	LS

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.

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. 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, 2 line 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 ± 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 ELECTRONIC DELIVERY MANAGEMENT SYSTEM (e-Ticketing) ASPHALT

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 not measure the electronic delivery management system.

5.0 PAYMENT. The Department will not measure this work for payment and will consider all items contained in this note to be incidental to the asphalt mixtures on the project, as applicable.

May 5, 2025

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

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 aggregate material delivered to the project to report loads and provide daily running totals of weighed aggregate 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. Aggregate 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
- Load 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>
26248EC	ELECTRONIC DELIVERY MGMT SYSTEM-AGG	LS

May 5, 2025

SPECIAL NOTE FOR EXPERIMENTAL KYCT AND FIELD RUT TESTING
June 2025 Update

1.0 General

1.1 Description. The KYCT (Kentucky Method for Cracking Test) and the IDEAL-RT/IDT-HT 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 and stability of the bituminous mixes. Additionally, the data will help the Department to create future performance-based specifications which will include the KYCT and field rutting test methods.

2.0 Equipment

2.1 KYCT Testing Equipment. The Department will require a Marshall Test Press with digital recording 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 Field Rutting Tests. If the contractor elects to perform the IDEAL-RT test, in conformance with ASTM D8360-22, the acquisition of the “Option A” or “Option B” test fixture is required. If the IDT-HT is desired, the test press utilized for the KYTC is sufficient. The Department shall approve all test configurations at their discretion.

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.

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 plant production of all surface mixtures. Conform to KYTC Specifications for Mix Design approvals. All production testing is currently informational.

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 after the specified amount of oven conditioning, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens 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 three replicates for cracking resistance analyses and three replicates for rutting resistance analyses. The specimens shall be compacted at the 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.

While the fabricated specimens are allowed to cool in air (fan is permissible) for 30 minutes +/- 5 minutes, find the bulk specific gravity of each specimen according to AASHTO T166. Next, condition the replicates 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 Field Rut testing, reheating of the asphalt mixture is prohibited.

3.2.3 Long Term Aging CT's. For long-term aging and cracking resistance considerations in mix design, mix and condition 3 specimens uncovered for 20 hours at compaction temperature in accordance with KM 64-411. Perform KYCT testing in accordance with KM 64-450 and record the results on the Long-Term KYCT tab of the latest version of the MixPack.

3.2.4 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.

3.2.5 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 Field Rut Testing. Perform the rut resistance analysis (IDEAL-RT or IDT-HT) in accordance with ASTM D8360-22 or ALDOT458, respectively. Contrary to ASTM D8360 & ALDOT458, precondition the test specimens in a water bath or forced draft oven at 50 °C +/- 1 °C for 60 +/- 5 min before completing the test.

3.3.1 Field Rut Testing Frequency. Perform one test per lot of mixture produced. The plant produced bituminous material sampled for the field rut test does not have to be obtained at the same time as the acceptance and KYCT sample. If the field rut 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 test specimens.

3.3.2 Number of Specimens and Conditioning. Fabricate in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, for field specimens, fabricate three

replicates for rutting resistance analyses. The specimens shall be compacted at the 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.

3.3.3 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. All times shall be recorded on the AMAW.

3.3.4 File Name. Record all field rut data in the latest version of the AMAW.

4.0 Data

Submit the AMAW and all test data that was obtained for acceptance, gradation, KYCT, and field rut 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 field rut specimens shall be considered incidental to the asphalt surface line item. The Department will perform the testing for the KYCT and field rut specimens if a producer does not possess the proper equipment.

June 12th, 2025

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 RECYCLED ASPHALT PAVEMENT (RAP) STOCKPILE MANAGEMENT

I. GENERAL

The use of reclaimed asphalt pavement (RAP) from Department projects or other approved sources in hot mix asphalt (HMA) or warm mix asphalt (WMA) shall be subject to stockpile management and handling of material as described in this section.

The Department approves RAP on a stockpile basis, following the process set forth in this method. The contractor’s responsibilities in the process are as follows:

- To obtain the Department’s approval of all RAP prior to its use on a Department project and to deliver test data and samples as required
- To monitor and preserve the quality and uniformity of the approved material during storage and handling, adding no unapproved material to the existing stockpile
- To comply with the Department’s requirements regarding replenishment of approved stockpiles

The Department will approve RAP based on its composition and variability in gradation and asphalt content, and on visual inspections of the stockpile, which the Department may conduct at its discretion. The Department may withdraw approval of a stockpile if the requirements of this specification are not followed in good faith.

The Maximum Percentage Allowed in a mix design will be based on these criteria and on the category of RAP source, as defined in this document.

II. APPROVAL PROCESS

Qualified asphalt producers (listed in List of Approved Materials-Asphalt Mixing Plants) may submit requests for RAP stockpile approval to the Asphalt Branch, Division of Materials, in the Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment. The requester shall provide test results as prescribed in Part IID. The Division of Materials may, at their discretion, collect samples or inspect a RAP stockpile consistent with Section IIE.

Upon completion of the review of testing results and, if applicable, visual inspection, the Division of Materials, Asphalt Branch will approve or disapprove the material by letter and will assign a Stockpile Identification Number for each approved RAP stockpile. Note: The contractor's average gradation and asphalt content, as listed in the approval letter, shall be the gradation used in subsequent mix designs. The approval letter will state the applicable limits on the use of the material in mix designs and will summarize the Department's findings, listing the average gradation and asphalt content from the contractor's tests and the corresponding values found by the Department. Where the Maximum Percentage Allowed is low due to variability, the contractor may elect to improve the uniformity of the material by further processing and may again sample, test, and request approval for the material.

No material shall be added to a stockpile after it has been approved, except as provided in Parts V, VI, and VII below.

IIA. RAP Quality Management Plan

For a contractor to receive approval to use RAP on any department project, a RAP Quality Management Plan must first be approved by the department. The RAP Quality Management Plan shall be submitted to the

Division of Materials annually for approval as part of the Contractor’s Quality Control Plan/Checklist. The Quality Management Plan is required to demonstrate how the Contractor will provide consistency and quality of material utilized in all asphalt mixes produced for use on Department projects. The Quality Management Plan shall include:

- Unprocessed RAP Stockpiles
 - Designation of stockpile(s) as single or multiple source
 - Designation of stockpile(s) as classified or unclassified
 - Designation of stockpile(s) as captive or continuously replenishing
 - Plan for how stockpile(s) is built (layers, slope, etc.)
 - Plan to minimize stockpile(s) contamination
- Processing and Crushing
 - Equipment used to feed screener or crusher
 - Excavation process based on equipment type
- Processing Millings
 - Single Project or Source
 - Screening, Fractionation, or Crushing plan
 - Multiple Source
 - Process to achieve uniform material from stockpile
 - Screening, Fractionation, or Crushing plan
- Processed RAP Stockpiles
 - Minimization of segregation
 - Minimization of moisture

IIB. RAP Stockpile Placement

All processed RAP stockpiles shall be placed on a sloped, paved surface. The requirement for a paved surface may be waived by the Cabinet if the Contractor’s RAP Quality Management Plan demonstrates effective material handling that will minimize deleterious material from beneath the processed stockpile entering the plant. *No processed stockpile will be placed directly on grass or dirt.*

IIC. Stockpile Identification Signs

RAP stockpiles shall be identified with posted signs displaying the gradation of material in the stockpile (course, intermediate, or fine). These signs shall be made of weatherproof material and shall be highly visible. Numerals shall be easily readable from outside the stockpile area. If a stockpile exists in two or more parts, each part must have its own sign.

IID. Standard Approval Procedure

The Contractor shall obtain random samples representative of the entire stockpile and shall have each sample tested for gradation and asphalt content according to KM 64-426, KM 64-427, and AASHTO T308. The material samples must be in its final condition after all crushing and screening. At least one sample shall be obtained for each 1,000 tons of processed RAP, with a minimum of five samples per stockpile. Sampling shall be performed according to the method prescribed for asphalt mix aggregates in the Department’s Materials Field Testing and Sampling Manual and KM 64-601. The minimum sampling size (after quartering) for tests of RAP samples is 1,500 g. except for samples containing particles more than one inch in diameter, for which the minimum is 2,000 g.

To request approval of a RAP stockpile, submit the following documents to the Division of Materials. It is the requester’s responsibility to correctly address, label, and deliver these submittals:

- Submit request for approval at beginning of the paving season as part of the Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment.
- If requesting approval after paving season begins, submit memo, including stockpile portion of the inspection list for Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment, to Division of Materials.
- Reports of the tests prescribed above using the Stockpile <INSERT NAME> document.
- A drawing of the plant site showing the location of the stockpile to be approved *and all other stockpiles on the premises*

Mail, deliver or email the request form, with test reports and site drawing, to:

Kentucky Transportation Cabinet
Division of Materials
ATTN: Asphalt Branch Manager
1227 Wilkinson Boulevard
Frankfort, Kentucky 40601

Robert.Semones@ky.gov

III. Tests and inspections by the Department

The Department shall have the right to observe the collection of samples, or to perform the sampling and testing as a verification of contractor submittal. As a condition of approval, the Department may at any time inspect and sample RAP stockpiles for which approval has been requested and may perform additional quality control tests to determine the consistency and quality of the material.

The approval letter issued by the Department will include any results of verification testing performed by the Cabinet. The approved contractor results should be used by mix design technicians in the design calculations.

III. RAP STOCKPILE TIERED MANAGEMENT AND EFFECTIVE BINDER CONTENT

The stockpile management and approval requirements will be tiered based on the maximum cold feed percentages as defined in this section and Table 1. below.

Table 1. Tiered Testing Requirements

Mix Type	0-<12%	12-<20%	20-<35%
Surface	Tier 1	Tier 2	Tier 3
Base	Tier 1	Tier 2	Tier 3

NOTE: All asphalt mixes and binder selection will be subject to Section 409 of the current Standard Specifications.

The following requirements will apply based on the percentage of RAP in the mix.

Tier 1

Tier 1 mixes (less than or equal to 12% RAP) will be subject to the requirements of sections IIA, IIB, and IIC.

Tier 2

Tier 2 mixes (12% to less than 20% RAP) will be subject to the requirements of Section II in its entirety and Table 2 requirements.

Tier 3

Tier 3 Asphalt Base mixes with 20% to less than 35% RAP, Tier 3 Asphalt Surface mixes with 20% to less than 30% RAP will be subject to Section II in its entirety and Table 2 requirements.

IV. MAXIMUM PERCENTAGE OF RAP ALLOWED

The Maximum Percent of RAP allowed in mix designs shall be the lowest percentage determined by the gradation and asphalt content of the RAP, as established under the criteria below, and requirements listed in Section III.

Limits according to range in gradation and bitumen content

The Maximum Percent of RAP Allowed, based on gradation and asphalt content, shall be determined by the Department using the standard deviation of these values. This standard deviation will be calculated using data provided by the contractor from at least five samples. While the contractor is required to provide the data from these tested samples, the Department retains the discretion to perform its own sampling and testing to support or verify its findings. An apparent outlier shall not be considered in determining these ranges. Where one result appears to be unrepresentative of the whole, two or more additional samples shall be tested. The outlying value of all tests shall then be excluded from the range. The maximum percentage of RAP allowable shall be the lowest percentage determined according to Table 2 below.

Table 2. Maximum Percent RAP According to Variability in Test Results

	Standard Deviation as calculated above:		
Surface			
% asphalt content	< 0.4	< 0.5	
% passing No. 200 sieve	< 1.25	< 1.5	
% passing Median Sieve	< 4.0	< 5.0	
	Allowable RAP Cold Feed %		
	Tier 3 - 20%-30%	Tier 2 - 12%-20%	Tier 1 - 0%-12%
Base			
% asphalt content	< 0.5	< 0.75	
% passing No. 200 sieve	< 1.5	< 2.25	
% passing Median sieve	< 5.0	< 7.0	
	Allowable RAP Cold Feed %		
	Tier 3 - 20%-35%	Tier 2 - 12%-20%	Tier 1 - 0%-12%

NOTE: These allowances notwithstanding, the Contractor is required to maintain the mixture within the Mixture Control Tolerances of Kentucky Method 443.

The percentage allowable in mix designs shall be limited to meet the design criteria for viscosity established in the Standard Specifications.

V. GENERAL STOCKPILE REQUIREMENTS AND REPLENISHMENT

V.A. Single Pavement Source

Early approval of material from a single pavement source. When a new stockpile is to consist entirely of millings removed from a single existing pavement, the stockpile may be approved based on samples taken during the milling and processing operations, prior to completion of milling. The initial stockpile may be approved as either a new stockpile or a new stockpile in continual replenishment status.

For continual replenishment status, samples shall be taken from the processed stockpile after it reaches 1,000 tons. A total of five initial samples, plus one additional sample for every 1,000 tons, is required. As prescribed in Part II above, the contractor shall test all samples and deliver the test results, together with a letter request for approval in Continual Replenishment status, to the address indicated. The stockpile shall be subject to initial approval as prescribed above in Part II. Once approved, it may be replenished without further approvals as provided in Part VII below.

V.B. Heterogeneous or contaminated material

Asphalt pavement millings containing traffic detection loops, raised pavement markers, or other debris must be separated and excluded before stockpiling RAP for approval for use in KYTC asphaltic concrete mixtures.

No material other than RAP from an approved stockpile shall be included in mixtures for State projects. The following materials are specifically excluded:

- Material contaminated with foreign matter such as liquids, soil, concrete, or debris
- Plant waste, especially waste containing abnormal concentrations of bitumen, drum build-up, or material from spills or plant clean-up operations

The following materials shall not be added to or placed in proximity to an approved stockpile but may be accumulated in a separate stockpile and submitted for approval according to Part III:

- Production mixtures returned to the plant for any reason.
- Mis-proportioned mixtures, especially those generated at start-up.

VI. REPLENISHMENT OF STOCKPILES

An approved RAP stockpile may be replenished with Department approval, provided the replenishment material meets all necessary requirements for approval and maintains uniformity in gradation and asphalt content as outlined in this document.

VI.A. Procedure and approval criteria

The procedure for requesting approval of a stockpile replenishment, that is not in continual replenishment status, shall be the same as for approval of an original stockpile, and the material for the replenishment shall meet all criteria for approval as a new stockpile. RAP proposed for replenishment shall be sampled and tested by the Contractor for gradation and asphalt cement as prescribed in Section II above. The Laboratory shall

review these results and provide approval for use in Department asphalt mix designs, according to Table 2 above.

VI.B. Effect of replenishment on existing approved mix designs

Replenishment of a stockpile may render certain mix designs invalid, depending on the percent RAP allowed in the design and on the difference in average properties between the old and new stockpiles. A replenished stockpile may be used as the RAP ingredient in an existing approved design provided that:

1. The Maximum Percent Allowed for the replenishment stockpile equals or exceeds the percent RAP called for in the mix design. In no case may the Maximum Percent Allowed be exceeded.

However, if a mix design calls for up to 5.0 percent more than the Maximum Percent Allowed for the replenishment, the *design* may be adjusted, with approval, to use the lower percent allowed, provided that the production mixture continues to meet all acceptance criteria. For example, a design which calls for 20 percent RAP may be adjusted and produced with 15 percent if it continues to meet for acceptance.

VII. CONTINUAL REPLENISHMENT WITHOUT RE-APPROVAL

At the request of the contractor, a previously approved stockpile may be placed in Continual Replenishment Status and may be replenished any number of times without re-approval provided that:

1. Replenishment is within six months of the last stockpile addition.
2. The contractor shall continue to monitor and test the materials added to the stockpile and shall forward these results to the Division of Materials for every 1,000 tons of RAP added to the stockpile.
3. The contractor must certify that replenishment materials are free of contaminants.
4. The Department shall be notified by letter to the Director of the Division of Materials that the stockpile is being replenished on a continual basis.
5. The RAP Maximum Percent Allowed for continual replenishment shall be limited by Sections III and IV.

Note: Upon request, one 20-pound sample bag of RAP for each Continual Replenishment Stockpile shall be submitted to the Division of Materials for petrographic analysis every 12 months.

The Department may inspect, sample, and test such stockpiles at its discretion and may, upon determining that the stockpile is unsuitable, withdraw approval of the material and all mix designs which include it. Approval of the stockpile may be withdrawn at any time based upon extreme or erratic ingredient proportions, unsuitable ingredients, or poor performance, as determined by the Division of Materials, Asphalt Branch. The Department will conduct periodic comparison testing on the opposite quarters of samples submitted by the Contractor for special replenishment approval category. The approval of the stockpile may be withdrawn if

erroneous information was found on the contractor’s testing and/or improper sampling procedures were involved after a thorough investigation.

VIII. DEPLETION OF STOCKPILE AND EXPIRATION OF APPROVAL

When a stockpile has been fully depleted, the Contractor may replenish it within 24 months after the date of depletion; a depleted stockpile not replenished after 24 months will be removed from the approved list and may not be replenished.

Approval of a stockpile may be withdrawn if, in the finding of the Division of Materials, Asphalt Branch, the total amount of material used in new mixtures equals the total tonnage of the original stockpile plus all approved replenishments. Six years from the original approval of a stockpile or from its most recent replenishment, a stockpile shall be presumed to be depleted, and its approval shall expire. This shall apply to all stockpiles, regardless of status or history of use.

IX. RECORDS

The Contractor shall maintain records at the plant site on all RAP stockpiles. These records shall be available for inspection by representatives of the Department and shall include the following:

- All test results.
- The Department’s approval letter for each stockpile and replenishment, together with the Contractor’s requests for approval and all data submitted therewith.
- A current drawing of all stockpile locations at the plant site, including unapproved stockpiles, showing stockpile numbers of all stockpiles approved for State work.

X. RELOCATION OF STOCKPILE

If material from an approved RAP stockpile is to be moved to another location, the contractor shall seek approval from the Department prior to its further use on State projects. A letter request shall be submitted to the Division of Materials indicating the current stockpile location, the total quantity of material to be moved, and the amount, if any, to remain in the current location. The Division of Materials will issue an approval letter applicable to the new location.

June 18, 2025



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Tom Mathews
District: Central Office
Date: January 16, 2024
Conducted By: O'Dail Lawson
Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: 07-10059.00
Structure ID: Scott 105B00082N
Structure Location: CR 1206 (Cane Run Road) over Interstate 64
Sample Description: Any suspect materials collected were negative for asbestos.
Inspection Date: January 12th, 2024

Results and Recommendations

The results of the samples collected were negative for the presence of asbestos above 1%.
No abatement is required at this time.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition ([Notification Form DEP 7036](#)) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the [EEC Forms Homepage](#)

MRS, Inc. Analytical Laboratory Division

(502) 495-1212
Fax: (502) 491-7111

Analysis N#	# 3401162	Address:	Scott County - Item # 105B00082N
Client Name:	K Y T C		
Sampled By:	O'Dail Lawson		

[illegible]

Date Analyzed : 16-Jan-24
Analyst : Winterford Mensah

Reviewed By: Winters Mencia
Signature

AIHA # 102459

AJHA #1 02459

MRS, INC.		<u>MRS, Inc. Analytical Laboratory Division</u>	
332 West Broadway, Suite # 902		Phone #	: (502) 495-1212
Louisville, Kentucky 40202		E-Mail Address	: CEOMRSInc@AOL.Com
Client:	<u>K Y T C</u>	Project No:	<u># 3401162</u>
Address:	<u>200 Mero Street, 5th Floor W.</u>	Sample ID:	<u># 81 - 1</u>
	<u>Frankfort, KY</u>	Sampled:	<u>12-Jan-24</u>
	<u>40622</u>	Received:	<u>12-Jan-24</u>
		Analyzed:	<u>16-Jan-24 - Point Count -</u>
	<u>Attention : O'Dail Lawson</u>		

Bulk Sample Analysis	
Sampled By	: <u>O'Dail Lawson</u>
Facility/Location:	<u>Scott County - Item # 105B00082N</u>
Field Description:	<u>Guard Rail Mastic</u>
Laboratory Description:	<u>Thick Gray Material</u>
Asbestos Materials:	<u>Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative</u>
Non-Asbestos Fibrous Materials :	
	<u>Cellulose 0.25 %</u>
	<u>Binders 99.50 %</u>
Remarks:	<u>The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.</u>
Analyst:	<u>Winterford Mensah</u>
Reviewed By:	<u></u> Signature



Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West

Frankfort, Kentucky 40622

(502) 564-7250 fax (502) 564-5655

[illegible]



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Tom Mathews

District: Central Office

Date: January 16, 2024

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: 07-10059.00

Structure ID: Woodford 120B00022L

Structure Location: Interstate 64 over US 421 (Leestown Road)

Sample Description: Any suspect materials collected were negative for asbestos.

Inspection Date: January 12th, 2024

Results and Recommendations

The results of the samples collected were negative for the presence of asbestos above 1%.
No abatement is required at this time.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition ([Notification Form DEP 7036](#)) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the [EEC Forms Homepage](#)

MRS, Inc. Analytical Laboratory Division

(502) 495-1212
Fax: (502) 491-7111

Analysis N#	# 3401163	Address:	Woodford - Item # 120B00022L
Client Name:	KYTC		
Sampled By:	O'Dail Lawson		

[illegible]

Date Analyzed : 16-Jan-24
Analyst : Winterford Mensah

Reviewed By: Winters Mencia
Signature

AIHA # 102459

AJHA #1 02459

MRS, INC.		<u>MRS, Inc. Analytical Laboratory Division</u>	
332 West Broadway, Suite # 902		Phone #	: (502) 495-1212
Louisville, Kentucky 40202		E-Mail Address	: CEOMRSInc@AOL.Com
Client:	<u>K Y T C</u>	Project No:	<u># 3401163</u>
Address:	<u>200 Mero Street, 5th Floor W.</u>	Sample ID:	<u># 22 - 1</u>
	<u>Frankfort, KY</u>	Sampled:	<u>12-Jan-24</u>
	<u>40622</u>	Received:	<u>12-Jan-24</u>
		Analyzed:	<u>16-Jan-24 - Point Count -</u>
	<u>Attention : O'Dail Lawson</u>		

Bulk Sample Analysis	
Sampled By	: <u>O'Dail Lawson</u>
Facility/Location:	<u>Woodford County - Item # 120B00022L</u>
Field Description:	<u>Guard Rail Mastic</u>
Laboratory Description:	<u>Thick Gray Material</u>
Asbestos Materials:	<u>Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative</u>
Non-Asbestos Fibrous Materials :	
	<u>Cellulose 0.25 %</u>
	<u>Binders 99.50 %</u>
Remarks:	<u>The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.</u>
Analyst:	<u>Winterford Mensah</u>
Reviewed By:	<u></u> Signature



Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West

Frankfort, Kentucky 40622

(502) 564-7250 fax (502) 564-5655

[illegible]



Andy Beshear
GOVERNOR

TRANSPORTATION CABINET

200 Mero Street
Frankfort, Kentucky 406 01

Jim Gray
SECRETARY

Asbestos Inspection Survey

To: Tom Mathews
District: Central Office
Date: January 16, 2024
Conducted By: O'Dail Lawson
Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: 07-10059.00
Structure ID: Woodford 120B00024L
Structure Location: Interstate 64 over South Elkhorn Creek
Sample Description: Any suspect materials collected were negative for asbestos.
Inspection Date: January 12th, 2024

Results and Recommendations

The results of the samples collected were negative for the presence of asbestos above 1%.
No abatement is required at this time.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition ([Notification Form DEP 7036](#)) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth. This form can be submitted electronically at the [EEC Forms Homepage](#)

MRS, Inc. Analytical Laboratory Division

(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N#	# 3401163	Address:	Woodford - Item # 120B00024L
Client Name:	KYTC		
Sampled By:	O'Dail Lawson		

[illegible]

Reviewed By: Winters Mencia
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AJHA #1 02459

<i>MRS, INC.</i>		<i>MRS, Inc. Analytical Laboratory Division</i>	
332 West Broadway, Suite # 902		Phone #	: (502) 495-1212
Louisville, Kentucky 40202		E-Mail Address	: CEOMRSInc@AOL.Com
Client:	<u>K Y T C</u>	Project No:	<u># 3401164</u>
Address:	<u>200 Mero Street, 5th Floor W.</u>	Sample ID:	<u># 24-2</u>
	<u>Frankfort, KY</u>	Sampled:	<u>12-Jan-24</u>
	<u>40622</u>	Received:	<u>12-Jan-24</u>
		Analyzed:	<u>16-Jan-24 - Point Count -</u>
	<u>Attention : O'Dail Lawson</u>		

Bulk Sample Analysis	
Sampled By	: <u>O'Dail Lawson</u>
Facility/Location:	<u>Woodford County - Item # 120B00024L</u>
Field Description:	<u>Guard Rail Mastic</u>
Laboratory Description:	<u>Thick Gray Material</u>
Asbestos Materials:	<u>Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative</u>
Non-Asbestos Fibrous Materials :	
	<u>Cellulose 0.25 %</u>
	<u>Binders 99.50 %</u>
Remarks:	<u>The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.</u>
Analyst:	<u>Winterford Mensah</u>
Reviewed By:	<u></u> Signature



Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 4th Floor West

Frankfort, Kentucky 40622

(502) 564-7250 fax (502) 564-5655

[illegible]

ENVIRONMENTAL TRAINING CONCEPTS, INC
P.O. Box 99603 Louisville, KY 40269
(502)640-2951

Certification Number: ETC-AIR-032223-00200

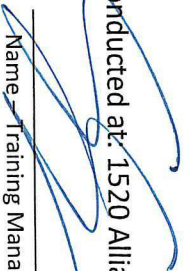
O'Dail Lawson

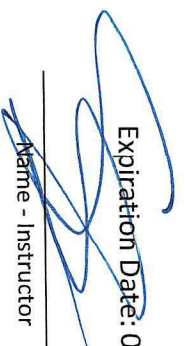
has on 03-22-2023 attended and successfully completed the requirements and passed the examination with a score of 70% of better on the entitled course.

ASBESTOS INSPECTOR REFRESHER

Training was in accordance with 40 CFR Part 763 (AHERA) approved by the Commonwealth of Kentucky, the Indiana Department of Environmental Management, Tennessee Department of Environment & Conservation and The Arkansas Department of Environmental Quality. The above student received requisite training for Asbestos Accreditation under Title II of the Toxic Substance Act (TSCA).

Conducted at: 1520 Alliant Ave., Louisville, KY


Name - Training Manager

Expiration Date: 03-22-2024

Name - Instructor

TEAM KENTUCKY

TRANSPORTATION CABINET

KENTUCKY TRANSPORTATION CABINET

Department of Highways

DIVISION OF RIGHT OF WAY & UTILITIES

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RIGHT OF WAY CERTIFICATION

☒	Original	☐	Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #		COUNTY	PROJECT # (STATE)		PROJECT # (FEDERAL)
7-20048.00		Woodford	FD52 120 0064 064-068		NHPP 0644 (099)
PROJECT DESCRIPTION					
164 Asphalt pavement rehab/milling/filling - MP 64.856 to MP 67.106 - Woodford County - Both directions					
☒	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.					
☐	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.					
☐	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					
☐	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		0			
Condemnation		0			
Signed ROE		0			
Notes/ Comments (Text is limited. Use additional sheet if necessary.)					
LPA RW Project Manager			Right of Way Supervisor		
Printed Name			Printed Name	Digitally signed by Cecil D. Smith	
Signature			Signature		
Date			Date	Date: 2025.01.23 09:17:12 -05'00'	
Right of Way Director			FHWA		
Printed Name			Printed Name		
Signature			Signature		
Date	2025.01.23 13:09:04 -05'00'		Date		

TEAM
KENTUCKY

TRANSPORTATION
CABINET

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

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RIGHT OF WAY CERTIFICATION

☒	Original	☐	Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #		COUNTY	PROJECT # (STATE)		PROJECT # (FEDERAL)
7-20049.00		Scott	FD52 105 0064 067-071		NHPP 0644 (100)
PROJECT DESCRIPTION					
164 Asphalt pavement rehab/milling/filling - MP 67.106 to MP 71.000 - Scott County - Both directions					
☒	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.					
☐	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.					
☐	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					
☐	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		0			
Condemnation		0			
Signed ROE		0			
Notes/ Comments (Text is limited. Use additional sheet if necessary.)					
LPA RW Project Manager			Right of Way Supervisor		
Printed Name			Printed Name	Digitally signed by Cecil D. Smith	
Signature			Signature	 Date: 2025.01.23 09:16:34	
Date			Date	-05'00'	
Right of Way Director			FHWA		
Printed Name	2025.01.23		Printed Name		
Signature	 13:13:30 -05'00'		Signature		
Date			Date		



KENTUCKY TRANSPORTATION CABINET

Department of Highways

DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226

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RIGHT OF WAY CERTIFICATION

☒	Original	☐	Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #		COUNTY		PROJECT # (STATE)	PROJECT # (FEDERAL)
7-20008.00		Fayette		FD52 034 0064 071-075	NHPP 0644 (101)
PROJECT DESCRIPTION					
164 Asphalt pavement rehab/milling/filling - MP 71.000 to MP 74.300 - Fayette County - Eastbound lanes only					
☒	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.					
☐	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.					
☐	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					
☐	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		0			
Condemnation		0			
Signed ROE		0			
Notes/ Comments (Text is limited. Use additional sheet if necessary.)					
LPA RW Project Manager			Right of Way Supervisor		
Printed Name			Printed Name	Digitally signed by Cecil D. Smith	
Signature			Signature		
Date			Date	Date: 2025.01.23 09:15:39 -05'00'	
Right of Way Director			FHWA		
Printed Name	2025.01.23		Printed Name		
Signature			Signature		
Date	13:04:17 -05'00'		Date		



KENTUCKY TRANSPORTATION CABINET

Department of Highways

DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226

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RIGHT OF WAY CERTIFICATION

☒	Original	☐	Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #		COUNTY		PROJECT # (STATE)	PROJECT # (FEDERAL)
7-10059.00		Scott/Woodford		*See notes section below*	FBP 0703 (355)
PROJECT DESCRIPTION					
Scott/Woodford counties - Bridge cleaning and painting with repairs					
☒	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.					
☐	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.					
☐	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					
☐	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		0			
Condemnation		0			
Signed ROE		0			
Notes/ Comments (Text is limited. Use additional sheet if necessary.)					
1. Scott - FD52 105 1206 003-004 - CR 1206 (Cane Run Road) over I64 - 105B00082N at mm 67.52 (I-64)					
2. Woodford - FD52 120 0064 064-065 - I64 EB over US421 (Leestown Rd) - 120B00022L at mm 64.98					
3. Woodford - FD52 120 0064 064-065 - I-64 WB over US 421 (Leestown Rd) 120B00022R at mm 65.00					
4. Woodford - FD52 120 0064 067-068 - I-64 EB over South Elkhorn Creek 120B00024L at mm 67.10					
5. Woodford - FD52 120 0064 067-068 - I-64 WB over South Elkhorn Creek 120B00024R at 67.10					
LPA RW Project Manager			Right of Way Supervisor		
Printed Name			Printed Name		Digitally signed by Cecil D. Smith
Signature			Signature		
Date			Date		Date: 2024.04.01 14:24:05 -04'00'
Right of Way Director			FHWA		
Printed Name			Printed Name		
Signature			Signature		
Date		2024.04.01 14:51:07 -04'00'	Date		

UTILITIES AND RAIL CERTIFICATION NOTE

Woodford, Scott & Fayette Counties

FD52 120 0064 064--068, FD52 105 0064 067-071, FD52 034 0064 071-075

NHPP 0644(099), NHPP 0644(100), NHPP 0644(101)

Mile point: 64.856 – 74.300

ADDRESS CONDITION OF I-64 FROM MILEPOINT 64.856 TO MILEPOINT 74.300

ITEM NUMBER: 07-20048, 07-20049, & 07-20008

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 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

UTILITIES AND RAIL CERTIFICATION NOTE

Woodford, Scott & Fayette Counties

FD52 120 0064 064--068, FD52 105 0064 067-071, FD52 034 0064 071-075

NHPP 0644(099), NHPP 0644(100), NHPP 0644(101)

Mile point: 64.856 – 74.300

ADDRESS CONDITION OF I-64 FROM MILEPOINT 64.856 TO MILEPOINT 74.300

ITEM NUMBER: 07-20048, 07-20049, & 07-20008

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.

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

The Contractor is fully responsible for protection of all utilities

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

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

UTILITIES AND RAIL CERTIFICATION NOTE

Woodford /Scott Counties
FBP 0644 (102)
Scott Co. – FD52 105 1206 003-004
Woodford Co. – FD52 120 0064 067-068
Woodford Co. – FD52 120 0064 064-065
Scott/ Woodford Counties – Bridge cleaning and painting with repairs

Item No. – 7-10059.00

PROJECT NOTES ON UTILITIES

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

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

South Woodford Water District

Kentucky Utilities

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

UTILITIES AND RAIL CERTIFICATION NOTE

Woodford /Scott Counties FBP 0644 (102) Scott Co. – FD52 105 1206 003-004 Woodford Co. – FD52 120 0064 067-068 Woodford Co. – FD52 120 0064 064-065 Scott/ Woodford Counties – Bridge cleaning and painting with repairs Item No. – 7-10059.00

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

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

UTILITIES AND RAIL CERTIFICATION NOTE

Woodford /Scott Counties FBP 0644 (102) Scott Co. – FD52 105 1206 003-004 Woodford Co. – FD52 120 0064 067-068 Woodford Co. – FD52 120 0064 064-065 Scott/ Woodford Counties – Bridge cleaning and painting with repairs Item No. – 7-10059.00
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UTILITIES AND RAIL CERTIFICATION NOTE

Woodford /Scott Counties
FBP 0644 (102)
Scott Co. – FD52 105 1206 003-004
Woodford Co. – FD52 120 0064 067-068
Woodford Co. – FD52 120 0064 064-065
Scott/ Woodford Counties – Bridge cleaning and painting with repairs

Item No. – 7-10059.00

AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
South Woodford Water District	117 Crossfield Dr. Versailles, KY 40383	Mathew Coyle	(859)873-1308	Matthew@southwoodfordwater.com
Kentucky Utilities	820 W. Broadway Louisville, KY 40202	Caroline Justice	(502)627-3708	Caroline.justice@lge-ku.com

MATERIAL SUMMARY

CONTRACT ID: 261110

NHPP 0644 (100)

DE034006426W1

I-64 PAVEMENT REHABILITATION FAYETTE COUNTY I-64 PAVEMENT REHABILITATION FAYETTE COUNTY
ASPHALT PAVEMENT & ROADWAY REHAB, A DISTANCE OF 3.3 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1035	00003	CRUSHED STONE BASE	6.00	TON
1040	00100	ASPHALT SEAL AGGREGATE	2.00	TON
1045	00103	ASPHALT SEAL COAT	1.00	TON
1050	00190	LEVELING & WEDGING PG64-22	229.00	TON
1055	00339	CL3 ASPH SURF 0.38D PG64-22	3,194.00	TON
1060	00342	CL4 ASPH SURF 0.38A PG76-22	4,472.00	TON
1065	00356	ASPHALT MATERIAL FOR TACK	38.00	TON
1070	20071EC	JOINT ADHESIVE	31,310.00	LF
1075	24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	418,176.00	SF
1080	01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	2.00	EACH
1085	02014	BARRICADE-TYPE III	10.00	EACH
1090	02230	EMBANKMENT IN PLACE	467.00	CUYD
1095	02351	GUARDRAIL-STEEL W BEAM-S FACE	100.00	LF
1100	02381	REMOVE GUARDRAIL	121.00	LF
1105	02562	TEMPORARY SIGNS	1,000.00	SQFT
1110	02650	MAINTAIN & CONTROL TRAFFIC - FAYETTE CO	1.00	LS
1115	02654	TRUCK MOUNTED ATTENUATOR	2.00	EACH
1120	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
1125	02677	ASPHALT PAVE MILLING & TEXTURING	6,389.00	TON
1130	02697	EDGE LINE RUMBLE STRIPS	34,848.00	LF
1135	02726	STAKING - FAYETTE CO	1.00	LS
1140	03240	BASE FAILURE REPAIR	68.00	SQYD
1145	06511	PAVE STRIPING-TEMP PAINT-6 IN	31,328.00	LF
1150	06542	PAVE STRIPING-THERMO-6 IN W	20,873.00	LF
1155	06543	PAVE STRIPING-THERMO-6 IN Y	15,655.00	LF
1160	06613	INLAID PAVEMENT MARKER-B W/R	196.00	EACH
1165	10020NS	FUEL ADJUSTMENT	4,145.00	DOLL
1170	10030NS	ASPHALT ADJUSTMENT	31,976.00	DOLL
1175	20411ED	LAW ENFORCEMENT OFFICER	100.00	HOURL
1180	20629NS719	THRIE BEAM TO W BEAM CONNECTOR	2.00	EACH
1185	23032EN	BRIDGE BARRIER RETROFIT	366.00	LF
1190	26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	4.00	MONT
1195	26137EC	QUEUE WARNING PCMS	24.00	MONT
1200	26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	24.00	MONT
1205	26233EC	MOBILIZATION FOR CONCRETE SURF TREATMENT - FAYETTE CO	1.00	LS
1210	26236EC	THRIE BEAM BULLNOSE TERMINAL	2.00	EACH
1215	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG	1.00	LS
1220	02403	REMOVE CONCRETE MASONRY	22.00	CUYD
1225	08001	STRUCTURE EXCAVATION-COMMON	41.00	CUYD
1230	08100	CONCRETE-CLASS A	45.00	CUYD
1235	08150	STEEL REINFORCEMENT	1,301.00	LB
1240	23378EC	CONCRETE SEALING	2,628.00	SQFT

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1245	40001	MISC DEMO AND DISPOSAL	1.00	LS
1250	04793	CONDUIT-1 1/4 IN	40.00	LF
1255	04795	CONDUIT-2 IN	40.00	LF
1260	04820	TRENCHING AND BACKFILLING	80.00	LF
1265	04829	PIEZOELECTRIC SENSOR	4.00	EACH
1270	04830	LOOP WIRE	1,900.00	LF
1275	04895	LOOP SAW SLOT AND FILL	260.00	LF
1280	20391NS835	ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH
1285	02568	MOBILIZATION	1.00	LS
1290	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 261110

NHPP 0644 (100)

DE105006426W1

I-64 PAVEMENT REHABILITATION SCOTT COUNTY I-64 PAVEMENT REHABILITATION SCOTT COUNTY
ASPHALT PAVEMENT & ROADWAY REHAB, A DISTANCE OF 3.89 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0680	00003	CRUSHED STONE BASE	26.00	TON
0685	00100	ASPHALT SEAL AGGREGATE	5.00	TON
0690	00103	ASPHALT SEAL COAT	1.00	TON
0695	00190	LEVELING & WEDGING PG64-22	662.00	TON
0700	00339	CL3 ASPH SURF 0.38D PG64-22	4,617.00	TON
0705	00342	CL4 ASPH SURF 0.38A PG76-22	14,239.00	TON
0710	00356	ASPHALT MATERIAL FOR TACK	70.00	TON
0715	20071EC	JOINT ADHESIVE	91,240.00	LF
0720	24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	1,327,882.00	SF
0725	01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	1.00	EACH
0730	01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	14.00	EACH
0735	02003	RELOCATE TEMP CONC BARRIER	1,166.00	LF
0740	02014	BARRICADE-TYPE III	26.00	EACH
0745	02230	EMBANKMENT IN PLACE	1,430.00	CUYD
0750	02351	GUARDRAIL-STEEL W BEAM-S FACE	712.50	LF
0755	02381	REMOVE GUARDRAIL	713.00	LF
0760	02562	TEMPORARY SIGNS	1,000.00	SQFT
0765	02650	MAINTAIN & CONTROL TRAFFIC - SCOTT COUNTY	1.00	LS
0770	02671	PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH
0775	02677	ASPHALT PAVE MILLING & TEXTURING	14,239.00	TON
0780	02697	EDGE LINE RUMBLE STRIPS	113,266.00	LF
0785	02726	STAKING - SCOTT COUNTY	1.00	LS
0790	02898	RELOCATE CRASH CUSHION	2.00	EACH
0795	03240	BASE FAILURE REPAIR	2,534.00	SQYD
0800	05963	INITIAL FERTILIZER	0.30	TON
0805	05985	SEEDING AND PROTECTION	5,744.00	SQYD
0810	05992	AGRICULTURAL LIMESTONE	4.00	TON
0815	06511	PAVE STRIPING-TEMP PAINT-6 IN	97,744.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0820	06542	PAVE STRIPING-THERMO-6 IN W	64,193.00	LF
0825	06543	PAVE STRIPING-THERMO-6 IN Y	46,657.00	LF
0830	06546	PAVE STRIPING-THERMO-12 IN W	2,945.00	LF
0835	06556	PAVE STRIPING-DUR TY 1-6 IN W	237.00	LF
0840	06557	PAVE STRIPING-DUR TY 1-6 IN Y	178.00	LF
0845	06569	PAVE MARKING-THERMO CROSS-HATCH	1,699.00	SQFT
0850	06613	INLAID PAVEMENT MARKER-B W/R	514.00	EACH
0855	06614	INLAID PAVEMENT MARKER-B Y/R	73.00	EACH
0860	10020NS	FUEL ADJUSTMENT	10,247.00	DOLL
0865	10030NS	ASPHALT ADJUSTMENT	79,050.00	DOLL
0870	20411ED	LAW ENFORCEMENT OFFICER	150.00	HOURL
0875	20629NS719	THRIE BEAM TO W BEAM CONNECTOR	10.00	EACH
0880	23032EN	BRIDGE BARRIER RETROFIT	366.00	LF
0885	23148EN	END ANCHORS	2.00	EACH
0890	24689EC	PAVE MARK THERMO-WRONG WAY ARROW	4.00	EACH
0895	25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	4.00	EACH
0900	26233EC	MOBILIZATION FOR CONCRETE SURF TREATMENT - SCOTT COUNTY	1.00	LS
0905	26236EC	THRIE BEAM BULLNOSE TERMINAL	5.00	EACH
0910	26237EC	CONNECTED ARROW PANEL	4.00	MONT
0915	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG	1.00	LS
0920	02403	REMOVE CONCRETE MASONRY	22.00	CUYD
0925	08001	STRUCTURE EXCAVATION-COMMON	40.00	CUYD
0930	08100	CONCRETE-CLASS A	44.00	CUYD
0935	08150	STEEL REINFORCEMENT	1,402.00	LB
0940	23378EC	CONCRETE SEALING	3,456.00	SQFT
0945	40001	MISC DEMO AND DISPOSAL	1.00	LS
0950	02403	REMOVE CONCRETE MASONRY	20.00	CUYD
0955	08001	STRUCTURE EXCAVATION-COMMON	35.00	CUYD
0960	08100	CONCRETE-CLASS A	41.00	CUYD
0965	08150	STEEL REINFORCEMENT	1,260.00	LB
0970	23378EC	CONCRETE SEALING	2,511.00	SQFT
0975	40001	MISC DEMO AND DISPOSAL	1.00	LS
0980	04793	CONDUIT-1 1/4 IN	80.00	LF
0985	04795	CONDUIT-2 IN	20.00	LF
0990	04820	TRENCHING AND BACKFILLING	90.00	LF
0995	04829	PIEZOELECTRIC SENSOR	4.00	EACH
1000	04830	LOOP WIRE	1,680.00	LF
1005	04895	LOOP SAW SLOT AND FILL	400.00	LF
1010	20359NN	GALVANIZED STEEL CABINET	2.00	EACH
1015	20360ES818	WOOD POST	4.00	EACH
1020	20391NS835	ELECTRICAL JUNCTION BOX TYPE A	2.00	EACH
1025	02568	MOBILIZATION	1.00	LS
1030	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0320	00003	CRUSHED STONE BASE	3,017.00	TON
0325	00100	ASPHALT SEAL AGGREGATE	64.00	TON
0330	00103	ASPHALT SEAL COAT	9.00	TON
0335	00194	LEVELING & WEDGING PG76-22	339.00	TON
0340	00217	CL4 ASPH BASE 1.00D PG64-22	2,229.00	TON
0345	00339	CL3 ASPH SURF 0.38D PG64-22	2,190.00	TON
0350	00342	CL4 ASPH SURF 0.38A PG76-22	7,578.00	TON
0355	00356	ASPHALT MATERIAL FOR TACK	53.00	TON
0360	20071EC	JOINT ADHESIVE	55,114.00	LF
0365	24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	573,408.00	SF
0370	01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	7.00	EACH
0375	01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	24.00	EACH
0380	02003	RELOCATE TEMP CONC BARRIER	2,506.00	LF
0385	02014	BARRICADE-TYPE III	26.00	EACH
0390	02230	EMBANKMENT IN PLACE	2,611.00	CUYD
0395	02351	GUARDRAIL-STEEL W BEAM-S FACE	1,387.50	LF
0400	02370	GUARDRAIL END TREATMENT TYPE 2M	2.00	EACH
0405	02381	REMOVE GUARDRAIL	834.00	LF
0410	02562	TEMPORARY SIGNS	1,500.00	SQFT
0415	02650	MAINTAIN & CONTROL TRAFFIC - WOODFORD COUNTY	1.00	LS
0420	02654	TRUCK MOUNTED ATTENUATOR	2.00	EACH
0425	02671	PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH
0430	02677	ASPHALT PAVE MILLING & TEXTURING	9,932.00	TON
0435	02690	SAFELOADING	22.00	CUYD
0440	02697	EDGE LINE RUMBLE STRIPS	63,904.00	LF
0445	02726	STAKING - WOODFORD COUNTY	1.00	LS
0450	02898	RELOCATE CRASH CUSHION	4.00	EACH
0455	03171	CONC BARRIER WALL TYPE 9T	1,340.00	LF
0460	03240	BASE FAILURE REPAIR	873.00	SQYD
0465	05963	INITIAL FERTILIZER	0.40	TON
0470	05985	SEEDING AND PROTECTION	7,400.00	SQYD
0475	05992	AGRICULTURAL LIMESTONE	5.00	TON
0480	06511	PAVE STRIPING-TEMP PAINT-6 IN	60,366.00	LF
0485	06542	PAVE STRIPING-THERMO-6 IN W	38,815.00	LF
0490	06543	PAVE STRIPING-THERMO-6 IN Y	28,081.00	LF
0495	06546	PAVE STRIPING-THERMO-12 IN W	2,500.00	LF
0500	06556	PAVE STRIPING-DUR TY 1-6 IN W	891.00	LF
0505	06569	PAVE MARKING-THERMO CROSS-HATCH	1,892.00	SQFT
0510	06613	INLAID PAVEMENT MARKER-B W/R	304.00	EACH
0515	06614	INLAID PAVEMENT MARKER-B Y/R	47.00	EACH
0520	08912	CRASH CUSHION TY 6 CLASS T TL3	2.00	EACH
0525	10020NS	FUEL ADJUSTMENT	6,482.00	DOLL
0530	10030NS	ASPHALT ADJUSTMENT	50,002.00	DOLL
0535	20411ED	LAW ENFORCEMENT OFFICER	150.00	HOURL
0540	20629NS719	THRIE BEAM TO W BEAM CONNECTOR	10.00	EACH
0545	23032EN	BRIDGE BARRIER RETROFIT	1,084.00	LF

MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0550	23147EN	HIGH TENSION CABLE-ROPE BARRIER	314.00	LF
0555	23148EN	END ANCHORS	3.00	EACH
0560	24255EC	REMOVE CABLE GUARDRAIL BARRIER SYSTEM	602.00	LF
0565	24689EC	PAVE MARK THERMO-WRONG WAY ARROW	4.00	EACH
0570	25078ED	THRIE BEAM GUARDRAIL TRANSITION TL-3	12.00	EACH
0575	26136EC	PORTABLE QUEUE WARNING ALERT SYSTEM	4.00	MONT
0580	26137EC	QUEUE WARNING PCMS	24.00	MONT
0585	26138EC	QUEUE WARNING PORTABLE RADAR SENSORS	24.00	MONT
0590	26233EC	MOBILIZATION FOR CONCRETE SURF TREATMENT - WOODFORD COUNTY	1.00	LS
0595	26236EC	THRIE BEAM BULLNOSE TERMINAL	5.00	EACH
0600	26237EC	CONNECTED ARROW PANEL	12.00	MONT
0605	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG	1.00	LS
0610	00524	STORM SEWER PIPE-24 IN	49.00	LF
0615	01310	REMOVE PIPE	76.00	LF
0620	01505	DROP BOX INLET TYPE 5B	1.00	EACH
0625	01508	DROP BOX INLET TYPE 5C	1.00	EACH
0630	01585	REMOVE DROP BOX INLET	4.00	EACH
0635	01690	FLUME INLET TYPE 1	4.00	EACH
0640	02403	REMOVE CONCRETE MASONRY	20.00	CUYD
0645	08001	STRUCTURE EXCAVATION-COMMON	35.00	CUYD
0650	08100	CONCRETE-CLASS A	41.00	CUYD
0655	08150	STEEL REINFORCEMENT	1,260.00	LB
0660	23378EC	CONCRETE SEALING	2,241.00	SQFT
0665	40001	MISC DEMO AND DISPOSAL	1.00	LS
0670	02568	MOBILIZATION	1.00	LS
0675	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 261110

NHPP 0644 (100)

MB10500642401

FRANKFORT - LEXINGTON ROAD (I-64) - 105B00082N BRIDGE 105B00082N OVER I-64 AT MP 67.52 BRIDGE PAINTING & CLEANING.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	03298	EXPAN JOINT REPLACE 4 IN	70.60	LF
0010	03299	ARMORED EDGE FOR CONCRETE	70.60	LF
0015	08150	STEEL REINFORCEMENT	270.00	LB
0020	08434	CLEAN & PAINT STRUCTURAL STEEL	1.00	LS
0025	23166ED	BEARING RETAINER	8.00	EACH
0030	24981EC	BRIDGE CLEANING - .	1.00	LS
0035	24982EC	CONCRETE COATING - .	1.00	LS
0040	02568	MOBILIZATION	1.00	LS
0045	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 261110

NHPP 0644 (100)

MB12000642401

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00022L BRIDGE 120B00022L OVER US 421 AT MP 64.98. BRIDGE PAINTING & CLEANING.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0050	02562	TEMPORARY SIGNS	100.00	SQFT
0055	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
0060	02653	LANE CLOSURE	1.00	EACH
0065	08434	CLEAN & PAINT STRUCTURAL STEEL	1.00	LS
0070	23166ED	BEARING RETAINER	12.00	EACH
0075	23386EC	JOINT SEAL REPLACEMENT - TYPE 1 (END BENT 1)	73.60	LF
0080	23386EC	JOINT SEAL REPLACEMENT - TYPE 2 (END BENT 2)	73.60	LF
0085	24981EC	BRIDGE CLEANING - .	1.00	LS
0090	24982EC	CONCRETE COATING - .	1.00	LS
0095	02568	MOBILIZATION	1.00	LS
0100	02569	DEMOBILIZATION	1.00	LS

CONTRACT ID: 261110

NHPP 0644 (100)

MB12000642402

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00022R BRIDGE 120B00022R OVER US 421 AT MP 65.00. BRIDGE PAINTING & CLEANING.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0105	02562	TEMPORARY SIGNS	100.00	SQFT
0110	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
0115	02653	LANE CLOSURE	1.00	EACH
0120	08434	CLEAN & PAINT STRUCTURAL STEEL - - 120B00022R	1.00	LS
0125	23166ED	BEARING RETAINER	12.00	EACH
0130	23386EC	JOINT SEAL REPLACEMENT - TYPE 1 (END BENT 1)	73.60	LF
0135	23386EC	JOINT SEAL REPLACEMENT - TYPE 2 (END BENT 2)	73.60	LF
0140	24981EC	BRIDGE CLEANING - .	1.00	LS
0145	24982EC	CONCRETE COATING - .	1.00	LS
0150	02568	MOBILIZATION	1.00	LS
0155	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 261110

NHPP 0644 (100)

MB12000642403

FRANKFORT - LEXINGTON ROAD (I-64) - 102B00024L BRIDGE 120B00024L OVER ELKHORN CREEK AT MP 67.10 BRIDGE PAINTING & CLEANING.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0160	03298	EXPAN JOINT REPLACE 4 IN	78.50	LF
0165	03299	ARMORED EDGE FOR CONCRETE	78.50	LF
0170	03304	BRIDGE OVERLAY APPROACH PAVEMENT	873.00	SQYD
0175	06514	PAVE STRIPING-PERM PAINT-4 IN	915.00	LF
0180	08150	STEEL REINFORCEMENT	270.00	LB
0185	08434	CLEAN & PAINT STRUCTURAL STEEL	1.00	LS
0190	08504	EPOXY SAND SLURRY	91.00	SQYD
0195	08526	CONC CLASS M FULL DEPTH PATCH	1.00	CUYD
0200	08534	CONCRETE OVERLAY-LATEX	30.20	CUYD
0205	08549	BLAST CLEANING	815.00	SQYD
0210	08551	MACHINE PREP OF SLAB	724.00	SQYD
0215	24094EC	PARTIAL DEPTH PATCHING	25.00	CUYD
0220	24981EC	BRIDGE CLEANING - .	1.00	LS
0225	24982EC	CONCRETE COATING - .	1.00	LS
0230	02568	MOBILIZATION	1.00	LS
0235	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 261110

NHPP 0644 (100)

MB12000642404

FRANKFORT - LEXINGTON ROAD (I-64) - 120B00024R BRIDGE 120B00024R OVER ELKHORN CREEK AT MP 67.10 BRIDGE PAINTING & CLEANING.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0240	03298	EXPAN JOINT REPLACE 4 IN	78.50	LF
0245	03299	ARMORED EDGE FOR CONCRETE	78.50	LF
0250	03304	BRIDGE OVERLAY APPROACH PAVEMENT	873.00	SQYD
0255	06514	PAVE STRIPING-PERM PAINT-4 IN	915.00	LF
0260	08150	STEEL REINFORCEMENT	270.00	LB
0265	08434	CLEAN & PAINT STRUCTURAL STEEL	1.00	LS
0270	08504	EPOXY SAND SLURRY	91.00	SQYD
0275	08526	CONC CLASS M FULL DEPTH PATCH	1.00	CUYD
0280	08534	CONCRETE OVERLAY-LATEX	30.20	CUYD
0285	08549	BLAST CLEANING	815.00	SQYD
0290	08551	MACHINE PREP OF SLAB	724.00	SQYD
0295	24094EC	PARTIAL DEPTH PATCHING	25.00	CUYD
0300	24981EC	BRIDGE CLEANING - .	1.00	LS
0305	24982EC	CONCRETE COATING - .	1.00	LS
0310	02568	MOBILIZATION	1.00	LS
0315	02569	DEMOBILIZATION	1.00	LS

Contract Id: _____ Contractor: _____

Section Engineer: _____ District & County: _____

DESCRIPTION	UNIT	QTY LEAVING PROJECT	QTY RECEIVED@BB YARD
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: _____

SPECIAL NOTES
DISTRICT NO. 7
SCOTT AND WOODFORD COUNTIES
BRIDGE CLEANING AND PAINTING WITH REPAIRS
ITEM NO. 7-10059.00 ~ FBP 0644 (102)

FD52 105 1206 003-004

Scott County ~ CR 1206 (Can Run Road) over I-64 105B00082N at 67.52 (I-64)

Geographic Coordinates

Latitude 38° 09' 44.00"
Longitude -84° 38' 13.00"

Description

63'-111'-111'-63' Steel Girder Spans, Drawing No. 17615

FD52 120 0064 064-065

Woodford County ~ I-64 EB over US 421 (Leestown Road) 120B00022L at 64.98

Geographic Coordinates

Latitude 38° 09' 37.00"
Longitude -84° 41' 01.00"

Description

69'-104'-69' Steel Girder Spans, Drawing No. 17619

FD52 120 0064 064-065

Woodford County ~ I-64 WB over US 421 (Leestown Road) 120B00022R at 65.00

Geographic Coordinates

Latitude 38° 09' 36.00"
Longitude -84° 40' 59.00"

Description

69'-104'-69' Steel Girder Spans, Drawing No. 17619

FD52 120 0064 067-068

Woodford County ~ I-64 EB over South Elkhorn Creek 120B00024L at 67.10

Geographic Coordinates

Latitude 38° 09' 37.00"
Longitude -84° 38' 40.00"

Description

81'-81' Steel Girder Spans, Drawing No. 16468

FD52 120 0064 067-068

Woodford County ~ I-64 WB over South Elkhorn Creek 120B00024R at 67.10

Geographic Coordinates

Latitude 38° 09’ 39.00”
Longitude -84° 38’ 40.00”

Description

81’-81’ Steel Girder Spans, Drawing No. 16468

SPECIAL NOTES FOR CLEANING AND PAINTING

SPECIAL NOTE FOR BIDDING PREQUALIFICATION AND STAFFING

SPECIAL NOTE FOR BRIDGE CLEANING AND PAINTING

SPECIAL NOTE FOR PREVENTIVE MAINTENANCE

SPECIAL NOTE FOR BEARING RETAINER

SPECIAL NOTE FOR JOINT SEAL REPLACEMENT

SPECIAL NOTE FOR BRIDGE DECK RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

SPECIAL NOTE FOR UTILITIES AND SIGNS

SPECIAL NOTE FOR WEIGHT LIMITS ON STRUCTURE

SPECIAL NOTE FOR CONCTRACT COMPLETION DATE AND PENALTIES ON BRIDGE REPAIR CONCTRACTS

SPECIAL NOTE FOR CONSTRUCTION ACTIVITIES

SPECIAL NOTE FOR MAINTAINING AND CONTROLLING TRAFFIC

SPECIAL NOTE FOR PORTABLE QUEUE WARNING ALERT SYSTEM

SPECIAL NOTE FOR TRAFFIC QUEUE PROTECTION VEHICLE

**SPECIAL NOTE FOR BIDDING PREQUALIFICATION
AND STAFFING**

Bidders shall be Pre-qualified under I18B – Bridge Painting to have a bid opened and read.

The contractor(s) and or subcontractor(s) performing painting operations shall retain staff meeting the requirements listed below for the duration of this contract. Any production work conducted while not meeting these requirements shall not be eligible for payment. The contractor(s) and or subcontractor(s) performing painting operations personnel shall have been directly responsible for field operations of a structure painting project containing the requirements listed below.

- 1. A structure over a river or having multiple structures (more than three)
- 2. Having specific containment requirements
- 3. Maintaining vehicular traffic.

The projects shall have been completed to the facility owners’ satisfaction.

The Contractor(s) and or Subcontractor(s) performing the repair operations required in this contract (not paint related) shall be Pre-qualified for appropriate work items.

SPECIAL NOTE BRIDGE CLEANING AND PAINTING

1. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway’s Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, (current editions), this Note and Attached Detailed Drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Cleaning and Painting and (3) Any other work specified as part of this contract.

2. CONSTRUCTION. All structural steel shall be cleaned and painted in accordance with the Kentucky Transportation Cabinet, Department of Highways Standard Specifications for Road and Bridge Construction (current edition) Section 614.
All structural steel shall be Abrasive Blast Cleaned and Painted. See Section 614.03.09 for Abrasive Blast Cleaning and Painting.

3. RECYCABLE MATERIAL. Contrary to Section 614.03.09 section 5 transport and recycling the Contractor shall send all recyclable debris and complete their supplier profile form to the recycler listed below instead of the supplier profile form from the Division of Construction’s website given.

The recycler is: The Doe Run Company: Resource Recycling Division, 18594 HWY KK, Boss, MO 65440, phone (573) 538-4801, web site www.doerun.com. The contractor shall complete the Doe Run Supplier Profile Form and provide copies of it to both Doe Run and the Engineer prior to transporting the surface preparation debris.

The Contractor shall confirm that Doe Run will be accepting the recyclable debris before preparing their bid. Should Doe Run not be accepting the recyclable debris, the Contractor shall be responsible for classification of the recyclable debris. If the recyclable debris is determined to be hazardous material, the Contractor shall dispose of the material as addressed in section 614.03.09 under “**Hazardous Waste**”. If the recyclable debris is determined to be non-hazardous material, it shall be disposed of as construction debris as addressed in section 614.03.09 under “**Industrial Waste**”.

4. SEQUENCING. All work required for bridge repairs (not paint related) specified in this must be completed prior to any cleaning and painting production operations commence.

5. FINISH COAT COLOR.
Contrary to Section 614. The finish coat shall be **Kentucky Blue** and shall meet the following values:
L* = 35.44 a* = 9.83 b* = -48.11
Federal Standard 595 Color **X5095**. See Section 821.

6. DAMAGE TO STRUCTURE. The Contractor shall bear all responsibility and expense for any and all damage to the structure during the painting work, even to the removal and replacement of a fallen span, should the fallen span result from the Contractors actions.

SPECIAL NOTE FOR PREVENTIVE MAINTENANCE

1. DESCRIPTION.

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, (current editions), this Note and Attached Detailed Drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Bridge Cleaning, (3) Pressure Washing, (4) Concrete Coatings and (5) Any other work specified as part of this contract.

2. MATERIALS.

A. Wash Water

Use clean potable water for all pressure washing.

B. Concrete Coatings

See The Division of Material's list of approved materials for concrete coatings and Section 821.

3. CONSTRUCTION.

A. Bridge Cleaning.

All debris shall be removed from the bridge components. See attached detailed drawings for each bridge addressing components having debris removal. Equipment for removing debris from the bridge components shall be determined by the Contractor, subject to the approval of the Engineer. The Contractor shall prevent any debris from entering any body of water, bridge drainage system, or traffic lanes. All debris removed shall be disposed of in a suitable off-site disposal facility. Prior to all cleaning work, the Contractor shall confirm that any bridge drainage system is not blocked by un-removable debris. A blocked drainage system is considered to be one from which debris cannot be removed using the means specified in this note. If the Engineer has been notified and concurs that the drainage system is blocked prior to performing other cleaning work, then proceed at the direction of the engineer. If the Contractor does not inspect the bridge drainage system and notify the engineer prior to beginning work any blocked drains will be considered to be the result of the Contractor's operations, and all clearing and cleaning of the drainage system shall be done as part of the work of the specification. All vegetation present at areas of the bridge that are to be addressed in this proposal shall be removed as determined by the Engineer.

All cost to complete Debris Removal, Clean Deck Drains and Remove Vegetation shall as specified shall be included in the Lump Sum price for "Concrete Coatings".

B. Pressure Washing.

Specified bridge components shall be pressure washed. See attached detailed drawings for each bridge addressing components to be pressure washed. All equipment for pressure washing shall be operated at a minimum pressure of up 4,000 psi with 0 degree spinner tip and/or fan tips as determined by the engineer at the working location with a minimum flow rate of 3.5 gal/minute provided that these pressures do not damage any components of the structure. Pressure and flow rates shall be reduced to a level satisfactory to the Engineer should any damage occur due to power washing procedures. Pressure washing shall be operated at distance of approximately six inches from and perpendicular to the surface. All pressure washing wands shall be equipped with a gauge to accurately determine the amount pressure used. Pressure washing of any bridge element will proceed from top of wash area to bottom of wash area. Wash water will not be released to a bridge element previously washed. Preform all pressure washing at temperatures above 40 degrees Fahrenheit.

All cost to complete Pressure Washing as specified shall be included in the Lump Sum price for Lump Sum price for “Concrete Coatings”.

C. Concrete Coatings Application.

Specified bridge components shall have concrete coating applied to as specified after debris removal and power washing. See attached detailed drawings for addressing the bridge components. Use compressed air to remove any loose debris from the surfaces that are to be coated after power washing. See concrete coating diagram.

All coatings shall be applied within manufacturers recommended dry film thickness range. For recommended conditions for application, see Section 614.03.02 and coatings supplier specifications. Allow the surfaces to be coated to dry before any coating is applied. The coating must be applied to a clean and dry surface. All coating application shall be executed using brushes, rollers, etc. No spray application will be permitted.

The Department requires acceptance testing of samples obtained on a per-lot basis per-shipment. The Division of Materials will perform acceptance testing. See Section 821.04. The finish coat shall be Light Gray for Concrete. See Section 821.02.

All cost to complete Concrete Coating Application as specified shall be included in the Lump Sum price for “Concrete Coatings”.

D. Sequence of Work.

Complete work in the sequence listed below:

1. Debris Removal
2. Pressure Washing
3. Concrete Coating Application.

E. Inspection.

The Cabinet will provide inspection for all items required in this contract. Visual inspection will be required upon completion of each work item for each structure component or at the discretion of the Engineer at any time. All visual inspection shall be performed within arm’s length distance.

- 1. Debris Removal:** Visual Inspection.
- 2. Power Washing:** Visual Inspection.
- 3. Concrete Coating:**
 - Prime Coat Application** Check for wet film thickness*, and defects in the paint.
 - Finish Coat Application** Check for wet film thickness*, paint appearance, color and quality of application.

F. Verifying Field Conditions.

The Contractor shall be familiar with all conditions at each bridge site. The Cabinet will not consider any claims due to the Contractor having not familiarized themselves with requirements of this work.

G. Residual Lead.

Residual lead paint may still be on bridge. The Contractor is advised to take all necessary protective measures including worker safety and environmental regulations when performing surface preparation. The Department will not consider any claims based on residual lead paint.

H. Damage to the structure.

The Contractor shall bear all responsibility and expense for any and all damage to the structure during the repair work, even to the removal and replacement of a fallen span, should the fallen span result from the contractor’s actions.

4. MEASUREMENT.

A. Concrete Coating.

The Cabinet will measure this item by Lump Sum, completed and accepted.

5. PAYMENT.

A. Concrete Coating (24982EC).

Payment at the contract unit price for “Lump Sum” is full compensation for applying the concrete coatings and all incidental items required to complete this work as specified in this note and attached detailed drawings.

**SPECIAL NOTE FOR BEARING RETAINER
(105B00082N and 120B00022L&R)**

1. **DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway’s Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings (current editions), this note, and the attached detailed drawings for Bearing Retainer. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment. (2) Bearing Retainer. (3) Any other work specified as part of this contract.
2. **MATERIALS.**

A. **Structural Steel**
ASTM Material, A709 Grade 50 Structural Steel Plates and Shapes. Minimum structural steel yield strength $F_y \sim 50,000$ psi.

B. **Expansion Anchors.**
Expansion anchors shall be 3/4” diameter HILTI KWIK Bolt 3 SS or equal with a working shear capacity of 5.5 K minimum.

C. **Paint.**
See Section Special Note for Cleaning and Painting Structural Steel or ASTM A123 for Galvanizing.
3. **CONSTRUCTION.**

A. **Bearing Retainer.**
Complete bearing retainer as specified in this special note and shown in the attached detailed drawings. The bearing retainer may be installed after cleaning and painting is completed.

B. **Expansion Anchors.**
See attached detailed drawings.

C. **Cleaning and Painting.**
All new steel shall be shop cleaned and receive the prime coat in accordance with Special Note for Cleaning and Painting Structural Steel. Finish and intermediate coats shall be field applied. In leu of panting all new steel may be galvanized.

D. **Verifying Field Conditions.**
The Contractor shall field verify all plate and shape dimensions, bolt patterns and locations before ordering any material. New material that is unsuitable due to variation in existing structure shall be replaced at the Contractors expense.

E. **Damage to the structure.**
The Contractor shall bear all responsibility and expense for any and all damage to the structure during the repair work, even to the removal and replacement of a fallen span, should the fallen span result from the Contractors actions.
4. **MEASUREMENT.**

A. **Bearing Retainer.** The Department will measure the quantity as “Each” for Bearing Retainer”
5. **PAYMENT.**

A. **Bearing Retainer (23166ED).** Payment at the contract unit price for “Each” is full compensation for furnishing and installing all material as specified.

**SPECIAL NOTE FOR JOINT SEAL REPLACEMENT
(120B00022L&R)**

1.

DESCRIPTION.

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway’s Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications (Current Editions), this note and attached detailed drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing joint seal; (3) Install joint seal as specified (4) Maintain and control traffic; and (5) Any other work specified as part of this contract.
2.

MATERIALS.

A. Expansion Joint Seals.

See The Division of Material’s list of approved materials and Standard Drawing BJE-005 C.E.
3.

CONSTRUCTION.

A. Remove Existing Materials.

End Bent 1 (West End): Remove existing seal and mounting extrusions. Remove mounting extrusion by saw cutting and grid smooth the existing welds. Armored edge to remain.

End Bent 2 (East End): Remove the existing seal. Armored edges to remain.

Clean according to section 606.03.11 and as directed by the Engineer. Dispose of all removed material entirely away from the job site.

B. New Joint Material. Use a system listed in 2. Materials to reseal joints. Install as recommended from the manufacture. Provide the engineer with the manufacture’s documents for installation

C. Verifying Field Conditions. The Contractor shall field verify all joint openings, locations and manufacture before ordering any material. New material that is unsuitable due to variation in existing structure shall be replaced at the Contractors expense.
4.

MEASUREMENT.

A. Joint Seal Replacement. The Department will measure the quantity in linear feet from gutter line to gutter line along the centerline of the joint. The Department will not measure the portion of the new seal extending through the barrier. The portion of the joint seal extending through the barriers will be considered incidental.
5.

PAYMENT.

A. Joint Seal Replacement (23386EC). - Payment at the contract unit price per linear foot is full compensation for removing and disposing of specified existing materials, furnishing and installing the new specified system, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and the standard specification.

**SPECIAL NOTE FOR BRIDGE DECK RESTORATION AND WATERPROOFING
WITH CONCRETE OVERLAYS
(120B00024L&R)**

- 1. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings (current editions), this Note, and the attached detail drawings. Section references are to the Standard Specifications. This work consists of the following: (1) Furnish all labor, materials, tools, and equipment, (2) Machine prep the existing slab, (3) Complete full-depth and partial depth repairs as directed by the Engineer, (4) Repair/replace damaged and corroded reinforcing bars, (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606, (6) Complete asphalt approach pavement, and (7) Any other work specified as part of this contract. All construction will be in accordance with Section 606 unless otherwise specified.
- 2. MATERIALS.**
 - A. Latex Concrete.** See Section 606.03.17.
 - B. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
 - C. Bituminous Asphalt.** Use CL2 ASPH SURF 0.38D PG64-22.
 - D. Epoxy-Sand Slurry.** See Section 606.03.10.
- 3. CONSTRUCTION.**
 - A. Machine Preparation of Existing Slab.** Remove concrete from existing slab to a depth of at least ¼" below the existing surface, and remove all patches completely, in accordance with the requirements of Section 606.03.03.
 - C. Partial Depth Slab Repair and Latex Overlay.** Remove areas determined to be unsound by the Engineer via hydro-demolition or via handheld jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING". Mix and place Latex Modified Concrete Overlay in accordance with Sections 606.03.08 and 606.03.17. See Standard Drawing BGX-009 C.E, for limits of epoxy sand slurry treatment and finish at bridge deck drains.
 - D. Asphalt Approach Pavement.** Mill each existing asphalt approach to the distance indicated in the attached detailed drawings. Remove the bituminous material uniformly by making an edge key, so as to provide a smooth transition to the finished bridge when a new bituminous overlay of compacted depth of approximately 1½" is added to the approaches. The grinding depth may vary depending on the condition of the existing approach and final elevation of bridge end. Dispose of all removed material away from the site.
 - E. Surface Texturing.** Texture the concrete surface of the overlay in accordance with Section 609.03.10.
 - F. Pavement Markings.** Restore pavement markings to original patterns and/or as directed by the Engineer in accordance with Sections 713, 714 and 837.

- G. Verifying Field Conditions.** The Contractor shall field all dimensions. New material that is unsuitable due to variation in existing structure shall be replaced at the Contractor's expense.
- H. Damage to the Structure.** The Contractor shall bear all responsibility and expense for all damage to the structure during the repair work even to removal and replacement of a fallen span, should the fallen span result from the Contractor's actions.
4. **MEASUREMENT.** See Section 606 and the following:
- A. Latex Modified Concrete for Overlay.** The Department will measure the quantity in cubic yards using the theoretical volume as follows for each bridge:
105B00024L (166'0" x 39'3" x 1.50") = 30.2
105B00024R (166'0" x 39'3" x 1.50") = 30.2
- B. Machine Prep of Slab, Blast Cleaning, Epoxy Sand Slurry and Bridge Overlay Approach Pavement.** The Department will measure the removal of the existing overlay in square yards.
- C. Partial Depth Patching.** The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of Concrete required to obtain the finished grade shown on the plans or established by the Engineer.
- D. Concrete Class M Full Depth Patch and Concrete Latex Overlay.** The Department will measure the quantity in cubic yards.
- E. Steel Reinforcement.** The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds.
- F. Pave Striping-Perm 4 Inch.** The Department will measure the quantity in lineal feet.
5. **PAYMENT.** See Section 606 and the following:
- A. Machine Pre of Slab (08551).** Payment at the contract unit price in square yards is full compensation for the machine preparation of the existing slab.
- B. Partial Depth Patching (24094EC).** Payment at the contract unit price in cubic yards is full compensation for removing existing materials, furnishing and placing all new materials completed and accepted.
- C. Concrete Class M Full Depth Patch (08526).** Payment at the contract unit price in cubic yards is full compensation for removing existing materials, furnishing and placing all new materials.
- D. Blast Cleaning (08549).** Payment at the contract unit price in square yards is full compensation for blast cleaning all surfaces specified.
- E. Epoxy Sand Slurry (08504).** Payment at the contract unit price in square yards is full compensation for furnishing and placing all new materials as specified.
- F. Concrete Latex Overlay (08534).** Payment at the contract unit price in cubic yards is full compensation for furnishing and placing all new material as specified.
- G. Steel Reinforcement (08150).** Payment at the contract unit price in pounds is full compensation for furnishing and placing all new material as specified if necessary.
- H. Asphalt Approach Pavement (03304).** Payment at the contract unit price in square yards is full compensation for removing existing materials, furnishing and placing all new materials as specified.

- I. Pave Striping-Perm 4 Inch (06514).** Payment at the contract unit price per lineal feet is full compensation for furnishing and placing permanent striping as specified.

SPECIAL NOTE FOR UTILITIES AND SIGNS

All utilities, traffic signs shall be maintained and protected from damage.

All electric power that may on or near the structure shall be de-energized. The Contractor shall coordinate with the Department to have the power de-energized.

SPECIAL NOTE FOR WEIGHT LIMITS ON STRUCTURE

105B00082N is rated at **50** tons.

120B00022L is rated at **52** tons.

120B00022R is rated at **52** tons.

120B00024L is rated at **55** tons.

120B00024R is rated at **55** tons.

No equipment, materials, vehicles, trailers nor combination of thereof exceeding the load rating of each structure listed above shall be placed on or drive across the structure. If the Contractor chooses to stage from the bridge deck he must submit a plan for approval by the KYTC Engineer showing placement and weight of all equipment.

SPECIAL NOTE FOR CONTRACT COMPLETION DATE AND
PENALTIES ON BRIDGE REPAIR CONTRACTS

1. COMPLETION DATE.
- The Contractor has the option of selecting the starting date for this Contract. Once selected, notify the Department in writing of the date selected at least two weeks prior to beginning work. An allotted number of Calendar days are assigned to each structure in this contract as shown below.

<u>WORK TO BE DONE</u>	<u>ALLOTED TIME</u>
*Bridge Deck Restoration 120B00024L	Within the lane closures set up for the pavement project, as long as they are at a minimum, 2 ~ 57-Hour Periods
120B00024R	Within the lane closures set up for the pavement project, as long as they are at a minimum, 2 ~ 57-Hour Periods
All Other Work	Final project completion date

* Bridge deck restoration work must be completed before painting production work commences.

Contrary to Section 108.07.03, the Engineer will begin charging calendar days for a structure on the day the Contractor starts work or sets up traffic control on that particular structure. If the minimum of 2~ 57- Hour periods are used for the bridge deck restoration work is used, A **penalty of \$1000.00 per each hour past the 57 hour time period or \$1000.00 per day past the 15 calendar days** will be assessed when the allotted time period is exceeded for the listed structures.

Contrary to Section 108.09, **a penalty of \$1000 per quarter hour (15 minutes) past the allotted time schedule** for the lane closures on US 421- see the Special Note for Maintain and Control Traffic for the bridge projects.

All construction must be completed in accordance with the weather limitations specified in Section 606 and/or Section 601 as applicable. No extension of Contract time will be granted due to inclement weather or temperature limitations that occur due to starting work on the Contract or a structure late in the construction season.

SPECIAL NOTE FOR MAINTAIN AND CONTROL TRAFFIC

All lane closures on this project shall be in accordance with **No. TTC 100, TTC 110, TTC-115, TTC-120, TTC-135, TTD 120, RBM-020, RBM-115, RBM-120 and the FHWA Manual for Uniform Traffic Control Devices (current editions) unless otherwise specified.** Lane closures should be used only when absolutely necessary and kept to the shortest duration possible in order to minimize disruption to the traveling public. No work will be conducted over unprotected traffic at any location. At the discretion of the Engineer, lane closures may be restricted on holiday weekends. The contractor must submit a traffic control plan for review and approval by the KYTC Engineer 14 days prior to the Pre-Construction Conference.

1. EMERGENCY REPAIRS AND COORDINATION WITH OTHER CONTRACTS.

In the event it becomes necessary to make emergency repairs at this project by state forces or by other outside contractors, the (painting) contractor agrees to alter his work pattern as directed by the engineer so as not to interfere with the emergency work. The contractor shall be required to coordinate his efforts with those of any other contractor in the construction area.

2. TRAFFIC CONTROL DEVICES.

The contractor will be required to furnish all traffic control devices whenever his operations endanger or interfere with vehicular traffic as determined by the engineer. The contractor shall furnish any additional traffic control devices necessary to protect traffic and his workmen. Placement of all devices for lane closures shall start and proceed in the direction of flow of traffic. Removal of devices shall start at the end of the construction area and proceed toward oncoming traffic. The contractor shall provide for the installation of all necessary traffic control devices before beginning work and their immediate removal as soon as work is suspended or completed. During the fully operational periods, when no lane closures are permitted, all equipment shall be totally removed from the job site. Traffic control signs shall be removed or covered if lane closure is not in place. All cost to furnish and install any additional traffic control devices needed and traffic control devices not listed in the measurement and payment items sections of this note shall be considered incidental to maintain and control traffic.

3. VEHICLES.

The contractor's vehicles shall always move with and not across or against the flow of traffic. Vehicles shall enter or leave work areas in a manner that will not be hazardous to or interfere with normal roadway traffic. Vehicles shall not park or stop except within designated work areas. Personal vehicles will not be permitted to park within the state right-of-way. The contractor's vehicles will be prohibited from crossing the roadway and all pedestrian movement of the contractor's personnel on the roadway will be limited to within the closed work areas.

4. MINIMUM VERTICAL AND HORIZONTAL CLEARANCES.

A minimum vertical clearance of **16'-0"** for routes above I-64 and **15'-0"** for routes below I-64 shall be maintained for any rigging and containment materials left in place above traffic. This minimum vertical clearance must be signed. The Contractor shall notify the Kentucky Transportation Cabinet's Department of Motor Carriers Oversize Permits Section: for height and width restrictions when any rigging and containment is in place with minimal clearance

Kentucky Transportation Cabinet's Department of Motor Carriers Oversize Permits Section:

<https://drive.ky.gov/motor-carriers/Pages/OWOD-Services.aspx>

5. ROLLING ROAD BLOCKS.

Rolling roadblocks will be permitted for rigging and containment installation/removal. When using rolling road blocks the Contractor shall employ one vehicle per lane including ramps as necessary, in one direction at a predetermined time and predetermined speed as directed by the Engineer. There shall be no stopping of the rolling roadblock. Prior to instituting such the roadway ahead shall be cleared of traffic as directed by the Engineer. The area of influence shall be sealed off (all on-ramps or access intersection closed) by use of flaggers and or Contractor's vehicles. The purpose is to seal off a certain work area and/or work function as designated in the notes so that the Contractor can perform certain work without any hazard to traffic. The rolling roadblock shall prevent any other vehicles at a slower speed than normal and forcing all vehicles to follow behind the Contractor's vehicles at their predetermined speed. Rolling roadblock will be used during specified hours for each bridge as directed by the Engineer.

See links below for additional requirements.

Kentucky Transportation Cabinet's Permits Branch:

Form-TC 99-210 Rolling Road Block for Permitted Work Full Controlled Highways

<https://transportation.ky.gov/OrganizationalResources/Forms/TC%2099-210.pdf>

6. STAGING IN MEDIAN AND GORE AREAS.

Staging in the median and gore areas will be permitted. The Contractor shall be responsible for any base material to park equipment on in these areas. This material must be removed and site restored to original condition as directed by the Engineer upon completion of the project.

7. TEMPORARY CONCRETE BARRIERS FOR STAGING IN THE MEDIAN AND SHOULDER CLOSURES.

Staging in median areas and shoulder closures specified for each bridge shall require temporary Concrete Barriers 9t (**NO ALTERNATIVES ALLOWED**) to protect work area in the median clear zones and shoulder closures, as directed by the engineer. All temporary barrier for shoulder closures shall be use in accordance the applicable standard specifications and standard drawings listed in this note. Temporary Concrete Barriers shall remain the Contractor's property and shall be removed from the construction site upon completion of construction. Cost of temporary concrete barrier 9t for this work shall be considered incidental to the "Lump Sum Bid for Maintain and Control Traffic.

8. VEHICULAR PLATFORM USE.

Vehicular platform methods and equipment will be permitted to complete work with specified maintenance of traffic. The Contractor must submit their deployment plan to the use vehicular platform methods and equipment with the required traffic control plan submittal.

9. MISC.

The Contractor shall reduce the speed limit to **45 MPH** on US 421.

The use of Double Fine Zones may be used at the Contractor's discretion.

The Engineer may elect to use Variable Message Boards when necessary.

10. NARRITIVES.

105B00082N

I-64 (Route Below)

Lane closures from the pavement job shall be utilized for the bridge work. All MOT bid items for the mainline I-64 shall cover all traffic control work necessary.

CR 1206 ~ Can Run Road (Route above)

Maintain one usable 12-foot minimum lane for all work. Flagging or traffic signals shall be used. If traffic signals are used the Contractor shall use flagging to minimize impact on school bus traffic when school is in session. The Contractor shall be responsible for establishing the dates and times when school bus traffic will impact the job site. The MOT bid items for the mainline I-64 shall cover all traffic control work necessary.

120B00022L&R

US 421 (Route Below)

Maintain one 12' driving lane in each direction for all work. **The work must be completed Monday through Friday 10:30 am to 2:30 pm and 7:00 pm to 6:00 am; and 7:00 pm Friday to 6:00 am Monday. The roadway must be returned to its original state and fully open to traffic Monday through Friday 6:00 am to 10:30 am and 2:30 pm to 7:00 pm to avoid liquidated damages. Liquidated damages will be \$1,000 per quarter hour (15 minutes) over the allotted time schedule.**

I-64 (Route above)

Lane closures from the pavement job shall be utilized for the bridge work. All MOT bid items for the mainline I-64 shall cover all traffic control work necessary.

120B00024L&R

Lane closures from the pavement job shall be utilized for the bridge work. All MOT bid items for the mainline I-64 shall cover all traffic control work necessary.

11. ADDITIONAL LANE CLOSURES AND OVER-DIMENSIONAL LOAD SIGNAGE

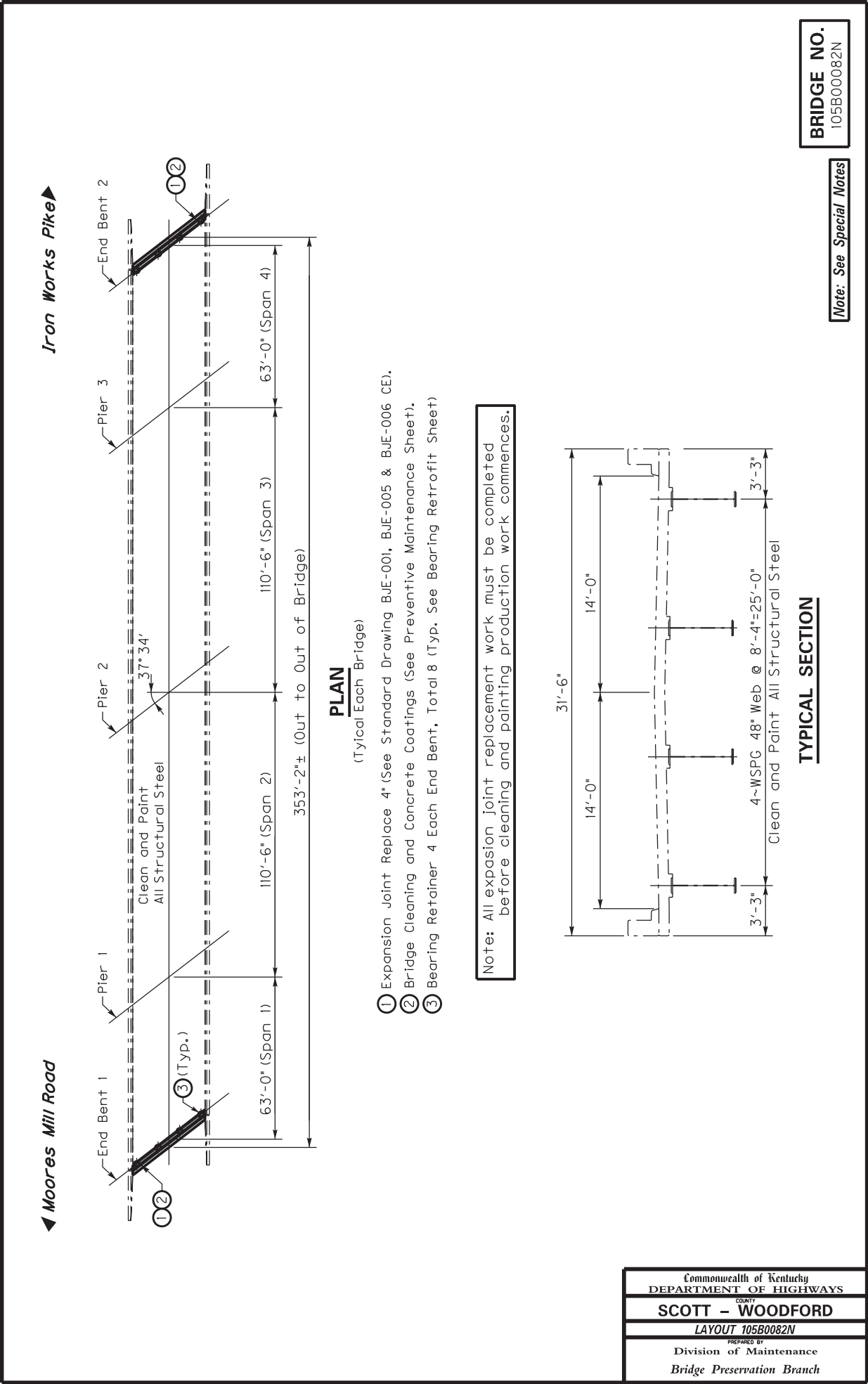
Shoulder and single will be permitted for structures crossing US 421 for any necessary work below the structure. These shoulder, lane closures and over-dimensional load signage will be determined by the Engineer. All shoulder and lane closures shall be removed when not working. All cost shall be considered incidental to the lump sum bid for Maintain and Control Traffic.

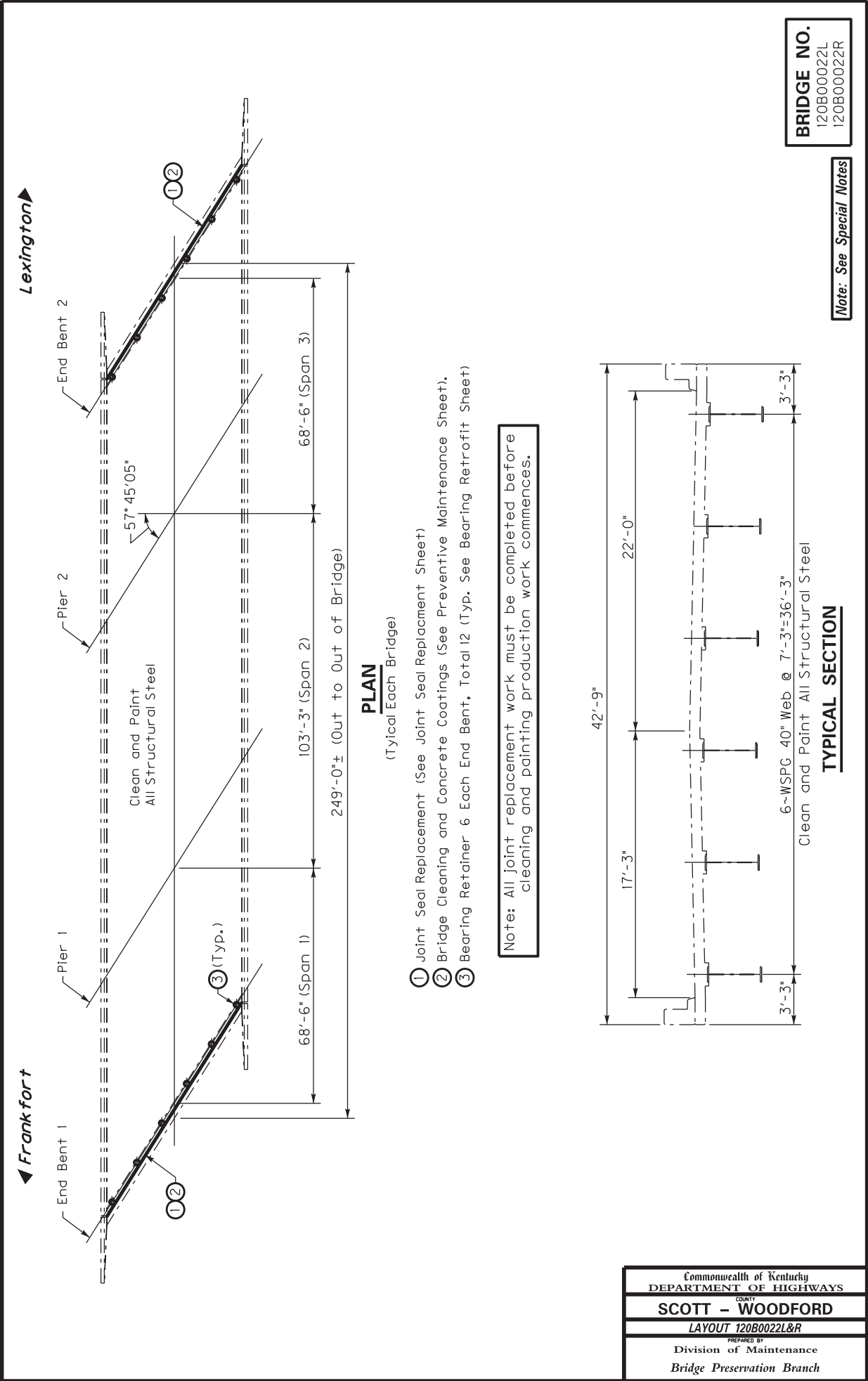
13. MEASUREMENT.

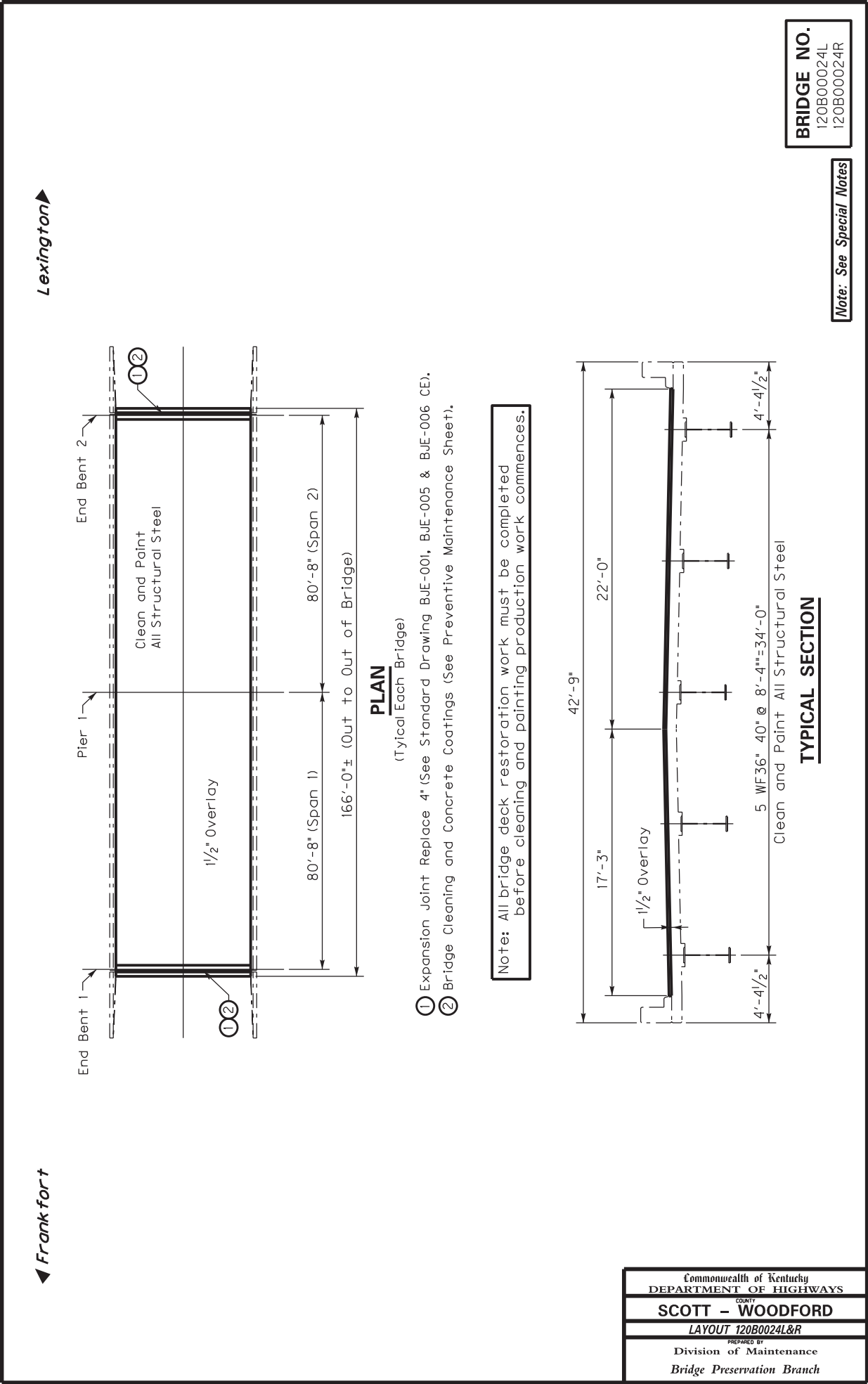
- A. Maintain and Control Traffic:** The Department will measure the quantity as “Lump Sum”.
- B. Lane Closure:** The Cabinet will measure this item by “Each”.
- C. Temporary Signs:** The Cabinet will measure this item by “Square Feet”.

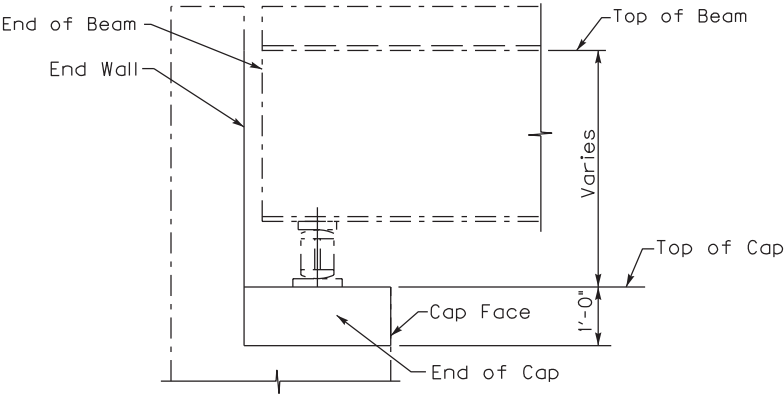
14. PAYMENT.

- A. Maintain and Control Traffic (02650):** Payment of the contract lump sum amount for "maintain and control traffic" shall be full compensation for all items necessary to maintain and control traffic as specified for this project. All traffic control items shall remain the property of the contractor when the work is complete.
- B. Temporary Signs (02562):** Payment at the contract unit price for “Square Feet” is full compensation for all items to complete this work as specified.
- C. Lane Closure (02653):** Payment at the contract unit price “Each” is full compensation for all items to complete this work as specified.









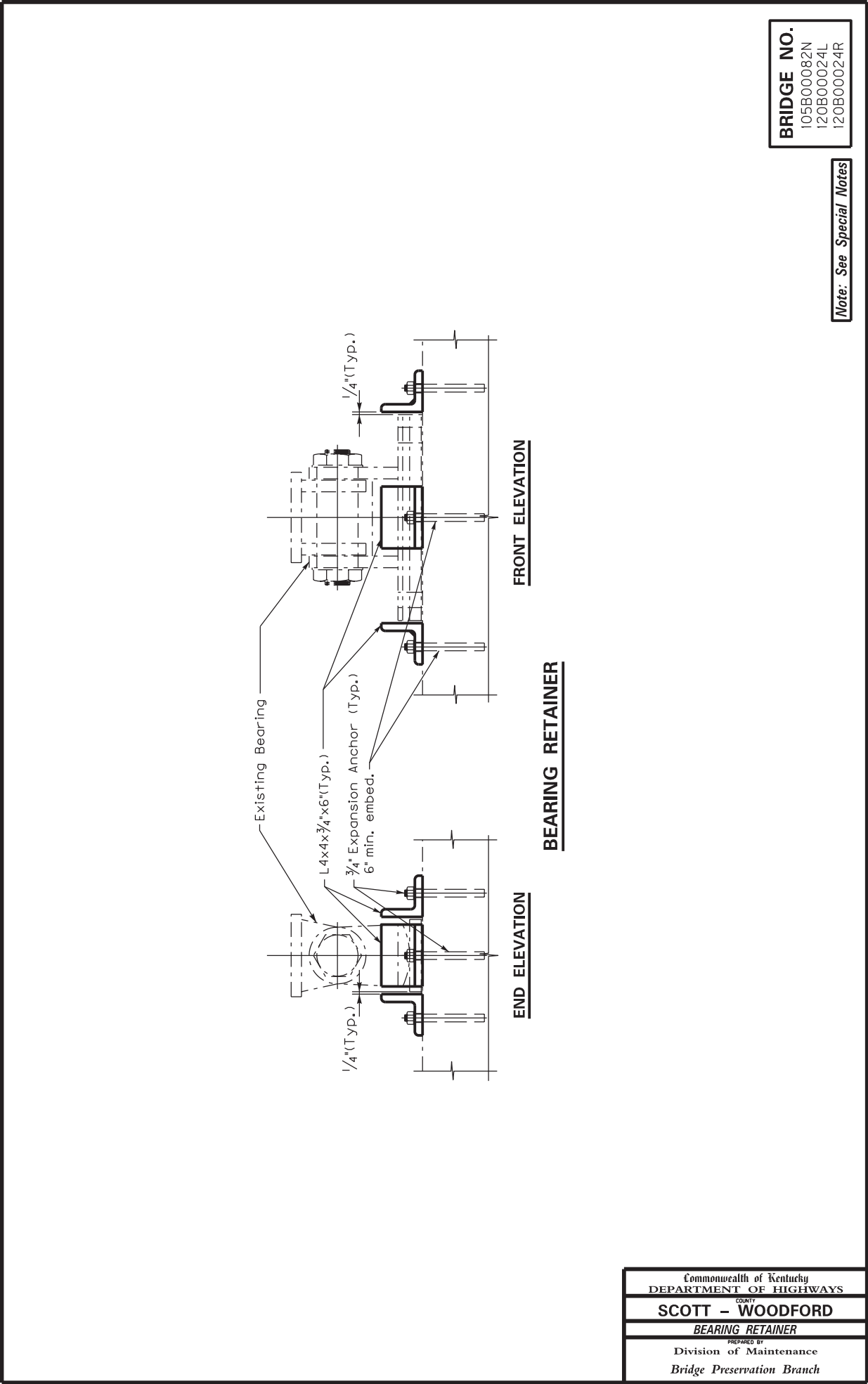
SECTION THROUGH END BENT CAP AND BEAM END

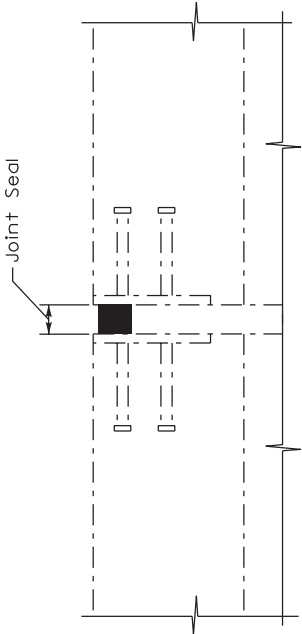
Front Face of End Wall, Top and Face of Cap the Entire Length of Cap including Cap Ends shall have debris removed pressure washed and have concrete coating applied as specified within the limits shown.

BRIDGE NO.
105B00082N
120B00022L
120B00022R
120B00024L
120B00024R

Note: See Special Notes

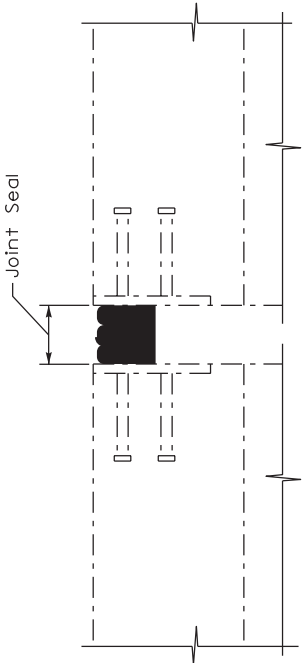
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS
COUNTY SCOTT – WOODFORD
PREVENTIVE MAINTENANCE
PREPARED BY Division of Maintenance Bridge Preservation Branch





SECTION THROUGH JOINT
(Proposed)

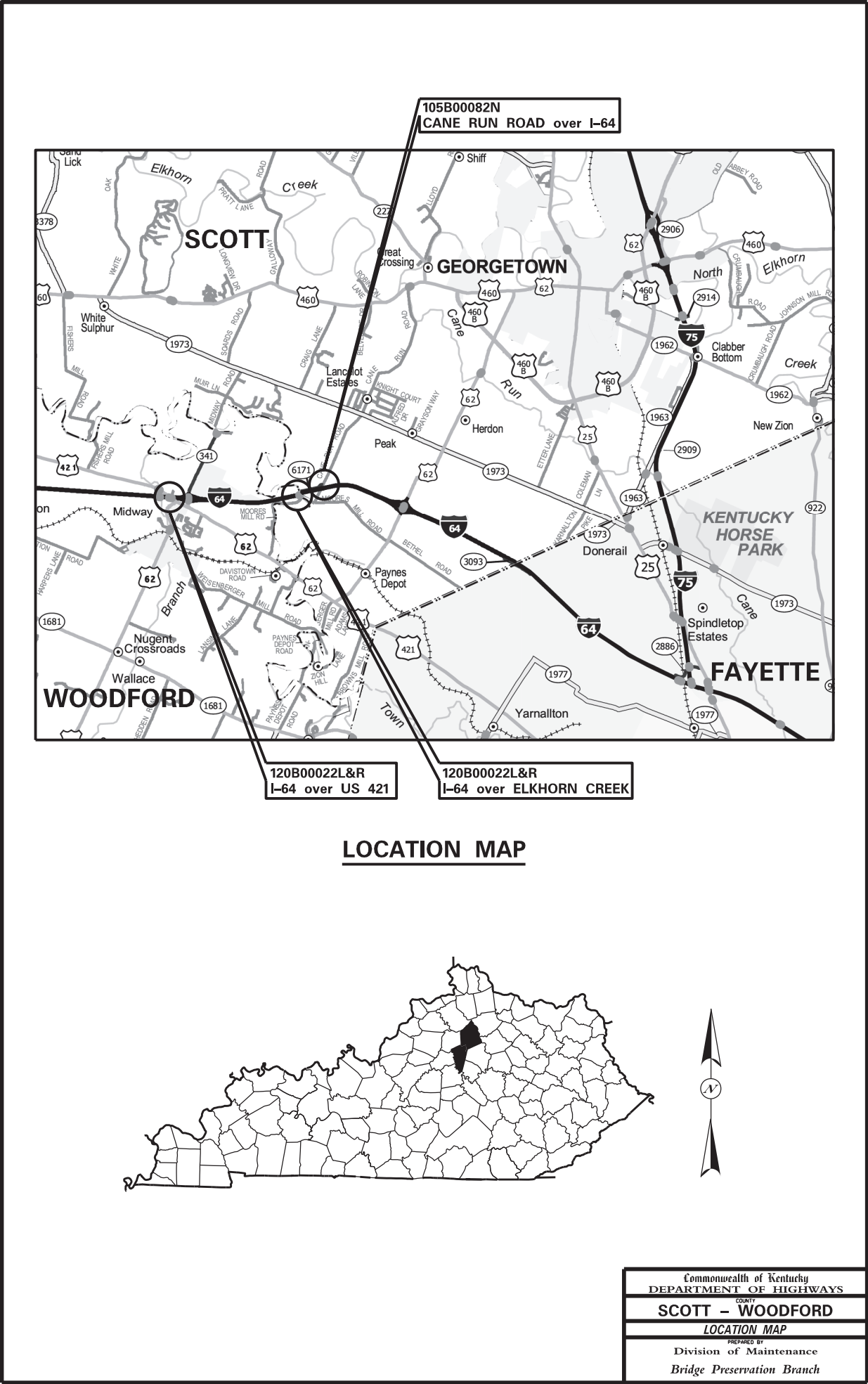
JOINT SEAL REPLACEMENT ~ TYPE 2
(End Bent 2)



SECTION THROUGH JOINT (Proposed)

JOINT SEAL REPLACEMENT ~ TYPE 1
(End Bent 1)

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY
SCOTT - WOODFORD
JOINT SEAL REPLACEMENT
PREPARED BY
Division of Maintenance



STANDARD DRAWINGS THAT APPLY
DISTRICT NO. 7
SCOTT AND WOODFORD COUNTIES
BRIDGE CLEANING AND PAINTING WITH REPAIRS
ITEM NO. 7-10059.00 ~ FBP 0703 (355)
CID 242950 ~ 121GR24M002

TRAFFIC
~ TEMPORARY ~

LANE CLOSURE TWO LANE HIGHWAY	TTC-100 C.E.
LANE CLOSURE USING TRAFFIC SIGNALS	TTC-110 C.E.
LANE CLOSURE MULTI-LANE HIGHWAY CASE I	TTC-115 C.E.
LANE CLOSURE MULTI-LANE HIGHWAY CASE II	TTC-120 C.E.
SHOULDER CLOSURE	TTC-135 C.E.
DOUBLE FINE ZONE SIGNS	TTC-120 C.E.

ROADWAY

DELINATORS FOR CONCRETE BARRIERS	RBM-020 C.E.
CONCRETE MEDIAN BARRIER TYPE 9T (TEMPORARY)	RBM-115 C.E.
BOX BEAM STIFFING PR TEMPORARY CONCRETE BARRIER	RBM-120 C.E.

BRIDGES

BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS	BGX-009 C.E.
AMORED EDGES	BJE-001 C.E.
EXPANSION JOINT REPLACEMENT GENERAL NOTES	BJE-005 C.E.
EXPANSION JOINT REPLACEMENT 4" & 5"	BJE-006 C.E.

Special Note for Bridge Demolition, Renovation and Asbestos Abatement

If the project includes any bridge demolition or renovation, the successful bidder is required to notify Kentucky Division for Air Quality (KDAQ) via filing of form (DEP 7036) a minimum of 10 working days prior to commencement of any bridge demolition or renovation work.

Any available information regarding possible asbestos containing materials (ACM) on or within bridges to be affected by the project has been included in the bid documents. These are to be included with the Contractor's notification filed with the KDAQ. If not included in the bid documents, the Department will provide that information to the successful bidder for inclusion in the KDAQ notice as soon as possible. If there are no documents stating otherwise, the bidders should assume there are no asbestos containing materials that will in any way affect the work.

SPECIAL NOTE

For Construction Activities

**Scott County
BRIDGE PROJECTS IN SCOTT AND WOODFORD
COUNTIES ON (105B00082N) CANE RUN RD,
(120B00024L&R) OVER ELKHORN CREEK, AND
(120B00022L&R) OVER US 421 ALONG I-64.
Item No. 07-10059**

DUE TO THE POTENTIAL OF FEDERALLY PROTECTED MUSSEL SPECIES
WITHIN THE PROJECT SITES, NO STREAM IMPACTS OF ANY KIND WILL BE
PERMITTED TO ANY OF THE STREAMS WITHIN THE PROJECT FOOTPRINTS.
ALL DEBRIS FROM THE PROJECTS MUST BE KEPT OUT OF THE STREAMS.
NO DISTURBANCE OF ANY KIND TO ANY OF THE STREAMS IS PERMITTED.

**If there are any questions regarding this note, please contact Danny Peake, Director,
Division of Environmental Analysis, 200 Mero Street, Frankfort, KY 40601; Phone:
(502) 564-7250.**

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 2026* and *Standard Drawings, Edition of 2025*.

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

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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)			3.0-3.4	2.5-2.9	2.0-2.4	≤1.9
ASTM D 3236	4.0-10.0	3.5-10.5	10.6-11.0	11.1-11.5	11.6-12.0	≥ 12.1
Cone Penetration, 77 ° F			54-56	51-53	48-50	≤ 47
ASTM D 5329	60-100	57-103	104-106	107-109	110-112	≥ 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

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/WHDL/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

The Executive Branch Code of Ethics created by Kentucky Revised Statutes (KRS) Chapter 11A, effective July 14, 1992, establishes the ethical standards that govern the conduct of all executive branch employees. The Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

A present or former public servant listed in KRS 11A.010(9)(a) to (g) shall not, within one (1) year following termination of his or her 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 one (1) year, he or she personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his or her 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 to obtain private benefits.

If you have worked for the executive branch of state government within the past year, 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 105, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: March 11, 2025

"General Decision Number: KY20260038 01/02/2026

Superseded General Decision Number: KY20250038

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).

Modification Number	Publication Date
0	01/02/2026

BRIN0004-003 06/01/2024

BRECKENRIDGE COUNTY

	Rates	Fringes
BRICKLAYER.....	\$ 33.70	16.57

BRKY0001-005 06/01/2024		

BULLITT, CARROLL, GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, & TRIMBLE COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 35.00	17.13

BRKY0002-006 06/01/2024		

BRACKEN, GALLATIN, GRANT, MASON & ROBERTSON COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 35.00	17.13

BRKY0007-004 06/01/2024		

BOYD, CARTER, ELLIOT, FLEMING, GREENUP, LEWIS & ROWAN COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 41.05	21.79

BRKY0017-004 06/01/2024		

ANDERSON, BATH, BOURBON, BOYLE, CLARK, FAYETTE, FRANKLIN,
HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS,
OWEN, SCOTT, WASHINGTON & WOODFORD COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 35.00	17.13

CARP0064-001 04/01/2025		

	Rates	Fringes
CARPENTER.....	\$ 33.89	24.06
Diver.....	\$ 51.21	24.06
PILEDRIVERMAN.....	\$ 34.39	24.06

ELEC0212-008 06/02/2025		

BRACKEN, GALLATIN and GRANT COUNTIES

	Rates	Fringes
ELECTRICIAN.....	\$ 38.05	22.97

ELEC0212-014 11/27/2023		

BRACKEN, GALLATIN & GRANT COUNTIES:

	Rates	Fringes
Sound & Communication Technician.....	\$ 27.20	14.54

ELEC0317-012 06/02/2025		

BOYD, CARTER, ELLIOT & ROWAN COUNTIES:

	Rates	Fringes
ELECTRICIAN (Wiremen).....	\$ 41.15	29.35

ELEC0369-007 05/27/2025		

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.....	\$ 40.96	22.44

ELEC0575-002 05/29/2023		

FLEMING, GREENUP, LEWIS & MASON COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 37.00	22.26

ENGI0181-018 07/01/2025		

Rates

Fringes

POWER EQUIPMENT OPERATOR

GROUP 1.....	\$ 41.55	19.60
GROUP 2.....	\$ 38.69	19.60
GROUP 3.....	\$ 39.14	19.60
GROUP 4.....	\$ 38.37	19.60

OPERATING ENGINEER CLASSIFICATIONS

GROUP 1 - A-Frame Winch Truck; Auto Patrol; Backfiller; Batcher Plant; Bituminous Paver; Bituminous Transfer Machine; Boom Cat; Bulldozer; Mechanic; Cableway; Carry-All Scoop; Carry Deck Crane; Central Compressor Plant; 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; Gurries; Heavy Equipment Robotics Operator/Mechanic; High Lift; Hoe-Type Machine; Hoist (Two or More Drums); Hoisting Engine (Two or More Drums); Horizontal Directional Drill Operator; Hydrocrane; Hyster; KeCal Loader; LeTourneau; Locomotive; 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.

IRON0044-009 06/01/2025

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.....	\$ 35.88	23.90
Structural.....	\$ 37.77	23.90

IRON0070-006 06/01/2025

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, Stampling Ground & Woodlake);

	Rates	Fringes
IRONWORKER.....	\$ 36.17	25.80

IRON0769-007 06/01/2025

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,
Pecksville, Plummers Landing, Plummers Mill, Poplar Plains,
Ringos Mills, Tilton & Wallingford);
MASON (Eastern third, including Townships of Helena, Marshall,
Orangeburg, Plumville & Springdale);
NICHOLAS (Eastern eighth, including the Township of Moorefield
Sprout)

	Rates	Fringes
IRONWORKER		
ZONE 1.....	\$ 39.70	29.59
ZONE 2.....	\$ 40.10	29.59
ZONE 3.....	\$ 41.70	29.59

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 07/01/2025

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.....	\$ 26.87	19.66
GROUP 2.....	\$ 27.12	19.66
GROUP 3.....	\$ 27.17	19.66
GROUP 4.....	\$ 27.77	19.66

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 07/01/2025

ANDERSON, BULLITT, CARROLL, HARDIN, HENRY, JEFFERSON, LARUE,
MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE &
WASHINGTON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 26.87	19.66
GROUP 2.....	\$ 27.12	19.66
GROUP 3.....	\$ 27.17	19.66
GROUP 4.....	\$ 27.77	19.66

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 07/01/2025

BRECKINRIDGE & GRAYSON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 26.87	19.66
GROUP 2.....	\$ 27.12	19.66
GROUP 3.....	\$ 27.17	19.66
GROUP 4.....	\$ 27.77	19.66

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 12/01/2024

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS and ROWAN COUNTIES

	Rates	Fringes
Painters:		
Bridges; Locks; Dams; Tension Towers & Energized Substations.....	\$ 37.53	23.95
Power Generating Facilities..	\$ 34.29	23.95

PLUM0248-003 06/01/2025

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS & ROWAN COUNTIES:

	Rates	Fringes
Plumber and Steamfitter.....	\$ 42.75	25.76

PLUM0392-007 06/01/2025

BRACKEN, CARROLL (Eastern Half), GALLATIN, GRANT, MASON, OWEN & ROBERTSON COUNTIES:

	Rates	Fringes
Plumbers and Pipefitters.....	\$ 43.30	27.40

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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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>.

Note: Executive Order 13658 generally applies to contracts subject to the Davis-Bacon Act that were awarded on or between January 1, 2015 and January 29, 2022, and that have not been renewed or extended on or after January 30, 2022. Executive Order 13658 does not apply to contracts subject only to the Davis-Bacon Related Acts regardless of when they were awarded. If a contract is subject to Executive Order 13658, the contractor must pay all covered workers at least \$13.30 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 2025. The applicable Executive Order minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under Executive Order 13658 is available at www.dol.gov/whd/govcontracts.

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 classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than ""SU"", ""UAVG"", ?SA?, or ?SC? denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate 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. The date, 07/01/2024 in the example, is the effective date of the most current negotiated rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the 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. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were 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. The date, 01/03/2024 in the example, 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:

- a) a survey underlying a wage determination
- b) an existing published wage determination
- c) an initial WHD letter setting forth a position on a wage determination matter
- d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail 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 an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail 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 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.

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

PART IV

BID ITEMS

261110

Section: 0001 - PAVING - FAYETTE COUNTY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	3,049.00	TON		\$	
0020	00100		ASPHALT SEAL AGGREGATE	71.00	TON		\$	
0030	00103		ASPHALT SEAL COAT	11.00	TON		\$	
0040	00190		LEVELING & WEDGING PG64-22	891.00	TON		\$	
0050	00194		LEVELING & WEDGING PG76-22	339.00	TON		\$	
0060	00217		CL4 ASPH BASE 1.00D PG64-22	2,229.00	TON		\$	
0070	00339		CL3 ASPH SURF 0.38D PG64-22	10,001.00	TON		\$	
0080	00342		CL4 ASPH SURF 0.38A PG76-22	26,289.00	TON		\$	
0090	00356		ASPHALT MATERIAL FOR TACK	161.00	TON		\$	
0100	20071EC		JOINT ADHESIVE	177,664.00	LF		\$	
0110	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	2,319,466.00	SF		\$	

Section: 0002 - ROADWAY - FAYETTE COUNTY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0120	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	8.00	EACH		\$	
0130	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	40.00	EACH		\$	
0140	02003		RELOCATE TEMP CONC BARRIER	3,672.00	LF		\$	
0150	02014		BARRICADE-TYPE III	62.00	EACH		\$	
0160	02230		EMBANKMENT IN PLACE	4,508.00	CUYD		\$	
0170	02351		GUARDRAIL-STEEL W BEAM-S FACE	2,200.00	LF		\$	
0180	02370		GUARDRAIL END TREATMENT TYPE 2M	2.00	EACH		\$	
0190	02381		REMOVE GUARDRAIL	1,668.00	LF		\$	
0200	02562		TEMPORARY SIGNS	3,500.00	SQFT		\$	
0210	02650		MAINTAIN & CONTROL TRAFFIC FAYETTE CO	1.00	LS		\$	
0220	02650		MAINTAIN & CONTROL TRAFFIC SCOTT COUNTY	1.00	LS		\$	
0230	02650		MAINTAIN & CONTROL TRAFFIC WOODFORD COUNTY	1.00	LS		\$	
0240	02654		TRUCK MOUNTED ATTENUATOR	4.00	EACH		\$	
0250	02671		PORTABLE CHANGEABLE MESSAGE SIGN	10.00	EACH		\$	
0260	02677		ASPHALT PAVE MILLING & TEXTURING	30,560.00	TON		\$	
0270	02690		SAFELOADING	22.00	CUYD		\$	
0280	02697		EDGE LINE RUMBLE STRIPS	212,018.00	LF		\$	
0290	02726		STAKING FAYETTE CO	1.00	LS		\$	
0300	02726		STAKING SCOTT COUNTY	1.00	LS		\$	
0310	02726		STAKING WOODFORD COUNTY	1.00	LS		\$	
0320	02898		RELOCATE CRASH CUSHION	6.00	EACH		\$	
0330	03171		CONC BARRIER WALL TYPE 9T	1,340.00	LF		\$	
0340	03240		BASE FAILURE REPAIR	3,475.00	SQYD		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0350	05963		INITIAL FERTILIZER	0.70	TON		\$	
0360	05985		SEEDING AND PROTECTION	13,144.00	SQYD		\$	
0370	05992		AGRICULTURAL LIMESTONE	9.00	TON		\$	
0380	06511		PAVE STRIPING-TEMP PAINT-6 IN	189,438.00	LF		\$	
0390	06542		PAVE STRIPING-THERMO-6 IN W	123,881.00	LF		\$	
0400	06543		PAVE STRIPING-THERMO-6 IN Y	90,393.00	LF		\$	
0410	06546		PAVE STRIPING-THERMO-12 IN W	5,445.00	LF		\$	
0420	06556		PAVE STRIPING-DUR TY 1-6 IN W	1,128.00	LF		\$	
0430	06557		PAVE STRIPING-DUR TY 1-6 IN Y	178.00	LF		\$	
0440	06569		PAVE MARKING-THERMO CROSS-HATCH	3,591.00	SQFT		\$	
0450	06613		INLAID PAVEMENT MARKER-B W/R	1,014.00	EACH		\$	
0460	06614		INLAID PAVEMENT MARKER-B Y/R	120.00	EACH		\$	
0470	08912		CRASH CUSHION TY 6 CLASS T TL3	2.00	EACH		\$	
0480	10020NS		FUEL ADJUSTMENT	20,874.00	DOLL	\$1.00	\$	\$20,874.00
0490	10030NS		ASPHALT ADJUSTMENT	161,028.00	DOLL	\$1.00	\$	\$161,028.00
0500	20411ED		LAW ENFORCEMENT OFFICER	400.00	HOURL		\$	
0510	20629NS719		THRIE BEAM TO W BEAM CONNECTOR	22.00	EACH		\$	
0520	23032EN		BRIDGE BARRIER RETROFIT	1,816.00	LF		\$	
0530	23147EN		HIGH TENSION CABLE-ROPE BARRIER	314.00	LF		\$	
0540	23148EN		END ANCHORS	5.00	EACH		\$	
0550	24255EC		REMOVE CABLE GUARDRAIL BARRIER SYSTEM	602.00	LF		\$	
0560	24689EC		PAVE MARK THERMO-WRONG WAY ARROW	8.00	EACH		\$	
0570	25078ED		THRIE BEAM GUARDRAIL TRANSITION TL-3	16.00	EACH		\$	
0580	26136EC		PORTABLE QUEUE WARNING ALERT SYSTEM	8.00	MONT		\$	
0590	26137EC		QUEUE WARNING PCMS	48.00	MONT		\$	
0600	26138EC		QUEUE WARNING PORTABLE RADAR SENSORS	48.00	MONT		\$	
0610	26233EC		MOBILIZATION FOR CONCRETE SURF TREATMENT FAYETTE CO	1.00	LS		\$	
0620	26233EC		MOBILIZATION FOR CONCRETE SURF TREATMENT SCOTT COUNTY	1.00	LS		\$	
0630	26233EC		MOBILIZATION FOR CONCRETE SURF TREATMENT WOODFORD COUNTY	1.00	LS		\$	
0640	26236EC		THRIE BEAM BULLNOSE TERMINAL	12.00	EACH		\$	
0650	26237EC		CONNECTED ARROW PANEL	16.00	MONT		\$	
0660	26248EC		ELECTRONIC DELIVERY MGMT SYSTEM - AGG	1.00	LS		\$	

Section: 0003 - DRAINAGE - WOODFORD COUNTY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0670	00524		STORM SEWER PIPE-24 IN	49.00	LF		\$	
0680	01310		REMOVE PIPE	76.00	LF		\$	
0690	01505		DROP BOX INLET TYPE 5B	1.00	EACH		\$	
0700	01508		DROP BOX INLET TYPE 5C	1.00	EACH		\$	
0710	01585		REMOVE DROP BOX INLET	4.00	EACH		\$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0720	01690		FLUME INLET TYPE 1	4.00	EACH		\$	

Section: 0004 - BRIDGES - 105B00082N

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0730	03298		EXPAN JOINT REPLACE 4 IN	70.60	LF		\$	
0740	03299		ARMORED EDGE FOR CONCRETE	70.60	LF		\$	
0750	08150		STEEL REINFORCEMENT	270.00	LB		\$	
0760	08434		CLEAN & PAINT STRUCTURAL STEEL	1.00	LS		\$	
0770	23166ED		BEARING RETAINER	8.00	EACH		\$	
0780	24981EC		BRIDGE CLEANING .	1.00	LS		\$	
0790	24982EC		CONCRETE COATING .	1.00	LS		\$	

Section: 0005 - BRIDGES - 120B00022L

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0800	02562		TEMPORARY SIGNS	100.00	SQFT		\$	
0810	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0820	02653		LANE CLOSURE	1.00	EACH		\$	
0830	08434		CLEAN & PAINT STRUCTURAL STEEL	1.00	LS		\$	
0840	23166ED		BEARING RETAINER	12.00	EACH		\$	
0850	23386EC		JOINT SEAL REPLACEMENT TYPE 1 (END BENT 1)	73.60	LF		\$	
0860	23386EC		JOINT SEAL REPLACEMENT TYPE 2 (END BENT 2)	73.60	LF		\$	
0870	24981EC		BRIDGE CLEANING .	1.00	LS		\$	
0880	24982EC		CONCRETE COATING .	1.00	LS		\$	

Section: 0006 - BRIDGES - 120B00022R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0890	02562		TEMPORARY SIGNS	100.00	SQFT		\$	
0900	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0910	02653		LANE CLOSURE	1.00	EACH		\$	
0920	08434		CLEAN & PAINT STRUCTURAL STEEL - 120B00022R	1.00	LS		\$	
0930	23166ED		BEARING RETAINER	12.00	EACH		\$	
0940	23386EC		JOINT SEAL REPLACEMENT TYPE 1 (END BENT 1)	73.60	LF		\$	
0950	23386EC		JOINT SEAL REPLACEMENT TYPE 2 (END BENT 2)	73.60	LF		\$	
0960	24981EC		BRIDGE CLEANING .	1.00	LS		\$	
0970	24982EC		CONCRETE COATING .	1.00	LS		\$	

Section: 0007 - BRIDGES - 120B00024L

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0980	03298		EXPAN JOINT REPLACE 4 IN	78.50	LF		\$	
0990	03299		ARMORED EDGE FOR CONCRETE	78.50	LF		\$	
1000	03304		BRIDGE OVERLAY APPROACH PAVEMENT	873.00	SQYD		\$	
1010	06514		PAVE STRIPING-PERM PAINT-4 IN	915.00	LF		\$	
1020	08150		STEEL REINFORCEMENT	270.00	LB		\$	
1030	08434		CLEAN & PAINT STRUCTURAL STEEL	1.00	LS		\$	
1040	08504		EPOXY SAND SLURRY	91.00	SQYD		\$	
1050	08526		CONC CLASS M FULL DEPTH PATCH	1.00	CUYD		\$	
1060	08534		CONCRETE OVERLAY-LATEX	30.20	CUYD		\$	
1070	08549		BLAST CLEANING	815.00	SQYD		\$	
1080	08551		MACHINE PREP OF SLAB	724.00	SQYD		\$	
1090	24094EC		PARTIAL DEPTH PATCHING	25.00	CUYD		\$	
1100	24981EC		BRIDGE CLEANING .	1.00	LS		\$	
1110	24982EC		CONCRETE COATING .	1.00	LS		\$	

Section: 0008 - BRIDGES - 120B00024R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1120	03298		EXPAN JOINT REPLACE 4 IN	78.50	LF		\$	
1130	03299		ARMORED EDGE FOR CONCRETE	78.50	LF		\$	
1140	03304		BRIDGE OVERLAY APPROACH PAVEMENT	873.00	SQYD		\$	
1150	06514		PAVE STRIPING-PERM PAINT-4 IN	915.00	LF		\$	
1160	08150		STEEL REINFORCEMENT	270.00	LB		\$	
1170	08434		CLEAN & PAINT STRUCTURAL STEEL	1.00	LS		\$	
1180	08504		EPOXY SAND SLURRY	91.00	SQYD		\$	
1190	08526		CONC CLASS M FULL DEPTH PATCH	1.00	CUYD		\$	
1200	08534		CONCRETE OVERLAY-LATEX	30.20	CUYD		\$	
1210	08549		BLAST CLEANING	815.00	SQYD		\$	
1220	08551		MACHINE PREP OF SLAB	724.00	SQYD		\$	
1230	24094EC		PARTIAL DEPTH PATCHING	25.00	CUYD		\$	
1240	24981EC		BRIDGE CLEANING .	1.00	LS		\$	
1250	24982EC		CONCRETE COATING .	1.00	LS		\$	

Section: 0009 - BRIDGE - N YARNALLTON PIKE OVER I-64

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1260	02403		REMOVE CONCRETE MASONRY	22.00	CUYD		\$	
1270	08001		STRUCTURE EXCAVATION-COMMON	41.00	CUYD		\$	
1280	08100		CONCRETE-CLASS A	45.00	CUYD		\$	
1290	08150		STEEL REINFORCEMENT	1,301.00	LB		\$	

Report Date 1/29/26

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1300	23378EC		CONCRETE SEALING	2,628.00	SQFT		\$	
1310	40001		MISC DEMO AND DISPOSAL	1.00	LS		\$	

Section: 0010 - BRIDGE - CANE RUN ROAD OVER I-64

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1320	02403		REMOVE CONCRETE MASONRY	22.00	CUYD		\$	
1330	08001		STRUCTURE EXCAVATION-COMMON	40.00	CUYD		\$	
1340	08100		CONCRETE-CLASS A	44.00	CUYD		\$	
1350	08150		STEEL REINFORCEMENT	1,402.00	LB		\$	
1360	23378EC		CONCRETE SEALING	3,456.00	SQFT		\$	
1370	40001		MISC DEMO AND DISPOSAL	1.00	LS		\$	

Section: 0011 - BRIDGE - US 62 OVER I-64

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1380	02403		REMOVE CONCRETE MASONRY	20.00	CUYD		\$	
1390	08001		STRUCTURE EXCAVATION-COMMON	35.00	CUYD		\$	
1400	08100		CONCRETE-CLASS A	41.00	CUYD		\$	
1410	08150		STEEL REINFORCEMENT	1,260.00	LB		\$	
1420	23378EC		CONCRETE SEALING	2,511.00	SQFT		\$	
1430	40001		MISC DEMO AND DISPOSAL	1.00	LS		\$	

Section: 0012 - BRIDGE - KY 341 OVER I-64

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1440	02403		REMOVE CONCRETE MASONRY	20.00	CUYD		\$	
1450	08001		STRUCTURE EXCAVATION-COMMON	35.00	CUYD		\$	
1460	08100		CONCRETE-CLASS A	41.00	CUYD		\$	
1470	08150		STEEL REINFORCEMENT	1,260.00	LB		\$	
1480	23378EC		CONCRETE SEALING	2,241.00	SQFT		\$	
1490	40001		MISC DEMO AND DISPOSAL	1.00	LS		\$	

Section: 0013 - TRAFFIC LOOPS - FAYETTE COUNTY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1500	04793		CONDUIT-1 1/4 IN	120.00	LF		\$	
1510	04795		CONDUIT-2 IN	60.00	LF		\$	
1520	04820		TRENCHING AND BACKFILLING	170.00	LF		\$	
1530	04829		PIEZOELECTRIC SENSOR	8.00	EACH		\$	
1540	04830		LOOP WIRE	3,580.00	LF		\$	
1550	04895		LOOP SAW SLOT AND FILL	660.00	LF		\$	
1560	20359NN		GALVANIZED STEEL CABINET	2.00	EACH		\$	
1570	20360ES818		WOOD POST	4.00	EACH		\$	
1580	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	4.00	EACH		\$	

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PROPOSAL BID ITEMS

Report Date 1/29/26

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Section: 0014 - MOBILIZATION/DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1590	02568		MOBILIZATION	1.00	LS		\$	
1600	02569		DEMOBILIZATION	1.00	LS		\$	