CALL NO. 304

CONTRACT ID. 232051

CARROLL COUNTY

FED/STATE PROJECT NUMBER FD05 021 0036 008-009

DESCRIPTION OWENTON ROAD (KY 36)

WORK TYPE PAVEMENT (WITH ALTERNATES)

PRIMARY COMPLETION DATE 9/30/2023

LETTING DATE: January 26,2023

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME January 26,2023. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DEFERRED PAYMENT

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

TABLE OF CONTENTS

PART I SCOPE OF WORK
- PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES
- CONTRACT NOTES
- STATE CONTRACT NOTES
- DEFERRED PAYMENT
- SURFACING AREAS
- ASPHALT MIXTURE
- DGA BASE FOR SHOULDERS
- INCIDENTAL SURFACING
- COMPACTION OPTION B
- SPECIAL NOTE(S) APPLICABLE TO PROJECT
- WASTE AND BORROW SITES
- NON-TRACKING TACK COAT
- EDGE KEY (BY TON)
- BASE FAILURE REPAIR
- TYPICAL SECTION DIMENSIONS
- TRAFFIC CONTROL PLAN
- DURABLE PAVEMENT EDGE DETAILS
- SKETCH MAP(S)
- SUMMARY SHEET(S)
- TYPICAL SECTION(S)

PART II SPECIFICATIONS AND STANDARD DRAWINGS
- SPECIFICATIONS REFERENCE
- SUPPLEMENTAL SPECIFICATION
- [SN-1I] PORTABLE CHANGEABLE SIGNS
- 2020 STANDARD DRAWINGS THAT APPLY

PART III EMPLOYMENT, WAGE AND RECORD REQUIREMENTS
- LABOR AND WAGE REQUIREMENTS
- EXECUTIVE BRANCH CODE OF ETHICS
- KENTUCKY EQUAL EMPLOYMENT OPPORTUNITY ACT OF 1978 LOCALITY / STATE
- PROJECT WAGE RATES / STATE FUNDED

PART IV INSURANCE

PART V BID ITEMS

PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 06

CONTRACT ID - 232051

FD05 021 0036 008-009

COUNTY - CARROLL

PCN - MP02100362301
FD05 021 0036 008-009

OWENTON ROAD (KY 36) (MP 8.132) BEGIN AT US 42 EXTENDING EAST TO KY 227 (MP 8.998), A DISTANCE OF 0.86 MILES.PAVEMENT (WITH ALTERNATES)

GEOGRAPHIC COORDINATES LATITUDE 38:40:40.05 LONGITUDE 85:09:24.09

ADT 10,968

COMPLETION DATE(S):

COMPLETED BY 09/30/2023 APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

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 contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially

disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004.

BUILD AMERICA, BUY AMERICA ACT (BABA)

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58, includes the Build America, Buy America Act ("the Act"). Pub. L. No. 117-58, §§70901-52. The Act strengthens the Buy America preference to include "construction materials." The current temporary waiver for **"construction materials"** will expire on November 10, 2022.

The Act will apply to construction materials as outlined in the guidance issued in OMB M-22-11.

Construction Materials – Includes an article, material, or supply – other than an item of primarily iron or steel; a manufactured product; cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives – that is or consists primarily of:

- Non-ferrous metals
- Plastic/polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
- Glass (including optic glass);
- Lumber; or
- Drywall.

Construction Materials only applies to items, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project.

Construction Materials does not apply to tools, equipment or supplies brought to the jobsite and removed before completion.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

RECIPROCAL PREFERENCE TO BE GIVEN BY PUBLIC AGENCIES TO RESIDENT BIDDERS

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

April 30, 2018

DEFERRED PAYMENT

The successful bidder on this project has the distinct understanding that payment for any work may be delayed until July 15, 2023. Work Order/Notice to Proceed will be issued in accordance the Standard Specifications for Road and Bridge Construction, current edition.

SURFACING AREAS

The Department estimates the mainline surfacing width to be varied 36 to 60 feet.
The Department estimates the total mainline area to be surfaced to be 31,580 square yards.
The Department estimates the shoulder width to be varied 0 to 4 feet on each side.
The Department estimates the total shoulder area to be surfaced to be 1,183 square yards.

ASPHALT MIXTURE

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

DGA BASE FOR SHOULDERS

Unless otherwise noted, the Department estimates the rate of application for DGA Base for Shoulders to be 115 lbs/sy per inch of depth. The Department will not measure necessary grading and/or shaping of existing shoulders prior to placing of DGA Base, but shall be incidental to the Contract unit price per ton for DGA Base.
Accept payment at the Contract unit price per ton as full compensation for all labor, materials, equipment, and incidentals for grading and/or shaping of existing shoulders and furnishing, placing, and compacting the DGA Base.

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.

OPTION B

Be advised that the Department will control and accept compaction of asphalt mixtures furnished on this project under OPTION B in accordance with Sections 402 and 403.

SPECIAL NOTE FOR THERMOPLASTIC PAVEMENT MARKINGS REMOVAL

Remove existing Thermoplastic Pavement Markings just prior to placement of the overlay as directed by the Engineer. The Department will not measure removal of the Thermoplastic Pavement Markings, but shall be incidental to the other items of work. Lane Striping thermo removal will be paid for as indicated by the Bid Item 06531 PAVE STRIPING REMOVAL-6 IN

SPECIAL NOTE FOR POLISH-RESISTANT AGGREGATE IN NO 4 THINLAY ASPHALT MIXTURES

Contrary to Section 409.03.03 of the *Standards and Specifications*, for 4.75mm asphalt mixtures requiring Class D aggregate, recycled asphalt pavement (RAP) shall not exceed 15% of cold feed percentage, and the use of recycled asphalt shingles (RAS) is prohibited.

Contrary to Section 402 of the *Standards and Specifications*, Warm Mix Asphalt (WMA) will not be permitted for all 4.75mm asphalt mixtures.

Contrary to Section 403.03.01 the NO 4 surface mixtures, do not place the mixture between September 30 and May 1 unless requested in writing and approved by the engineer.

CAPE SEAL SPECIAL NOTE

A cape seal treatment shall consist of one or more layers of chip/scrub seal application(s) followed by a surface treatment. Prior to placement of the surface treatment, the chip/scrub seal application shall have a curing time of no less than 72 hours and placement shall start before 10 days after the chip/scrub seal application.

A tack coat shall be applied on top of chip/scrub seal aggregate before placing the asphalt surface. Contrary to section **406.03.03 B** of the Kentucky Standard Specifications for Road and Bridge Construction, tack coat application rate for 4.75mm thinlay asphalt surface shall for be 0.40lbs – 0.65lbs (0.05 gal – 0.08 gal) per sqyd. The tack coat application rate for emulsified microsurface asphalt surface shall be 0.25lbs – 0.50lbs (0.03 gal – 0.06 gal) per sqyd.

SPECIAL NOTE FOR FINE MILLING

Perform Fine Milling at areas outlined in the Typical Sections and as directed by the Engineer.

A. Equipment. Provide a cold milling machine with a fine tooth milling drum and an electronic grade control system. The tool spacing of the drum shall not exceed 3/8 inch. The machine shall be equipped with a grade control system capable of determining a mean value from a minimum of three grade sensors. The sensors shall span a minimum length of 20 feet longitudinally. The drum must be capable of producing a macrotexture measurement greater than or equal to 9.5 inches as described in C. Testing.

B. Construction. The milling machine shall be operated as a speed and drum revolution per minute such that the macrotexture measurement is greater than or equal to 9.5 inches as described in C. Testing and the milled pavement profile does not vary longitudinally more than ¼ inch from a 16' straight edge. Maintain the milling drum such that the cross-slope does not vary more than 1/8 inch from a 10 foot straightedge. Milling shall be performed so that the cross-slope breaks between driving lanes and shoulders remain at their existing locations. Depth of milling shall be set so as to remove rutting, rumble strips, and profile errors. Contractor will take possession of all millings from milling operations. The milled surface shall be swept clean of all loose material after milling and prior to resurfacing. Prior to resurfacing, allow traffic to drive on the milled surface for a minimum of 5 days to permit the removal of fine dust from the milled surface.

C. Testing. Testing shall be performed to determine the macrotexture of the milled pavement surface at a random location chosen in accordance with Kentucky Method KM 64-113-14. Test area shall be cleaned with a stiff wire and or soft bristle brush and protected with a wind screen as necessary. Pour 200 ml of Type 1 glass beads (meeting AASHTO M247) from a height of 4 inches or less onto the milled pavement surface. Using a round plexiglass disk (8 inches in diameter x ½ inch thick) with a round handle, place gently on the pile of beads and spread in a slow circular motion to disperse the beads in a circular area and create a defined crest around the perimeter. Continue spreading until the beads are well dispersed and the disk rides on top of the high points of the milled pavement surface. Measure the diameter of the pile in inches at 0 degrees, 45 degrees, 90 degrees and 135 degrees. Determine the macrotexture measurement in inches by adding the four measurements and dividing by four. Frequency of testing shall be a minimum of once daily and additional testing will be performed as determined necessary by the project engineer.

D. Measurement. The Department will measure Fine Milling in Sq. Yds. of surface milled.

E. Payment. Payment at the contract unit price per Sq. Yd. of Asphalt Pavement Milling and Texturing (Fine Milling) shall be full compensation for all equipment, labor, materials, and incidentals necessary to complete the operations described herein.

SPECIAL NOTE FOR ASPHALT CHIP SEAL

1. DESCRIPTION. Construct an asphalt chip seal consisting of one or more applications each of asphalt material and cover aggregate.

2. MATERIAL AND EQUIPMENT.

Asphalt Material. Furnish undiluted CRS-2P or CMS-1P or CMS-1PC polymer modified emulsion that conforms to **AASHTO M 316** and the requirements **Section 806.05.**

When surface cracks have been previously crack sealed, CRS-2P may be required. Otherwise, application shall require undiluted CMS-1P or CMS-1PC polymer modified emulsion that meets requirements below:

EMULSIFIED ASPHALT SPECIFICATION			
PROPERTY	**METHOD**	**SPECIFICATION**	
		CMS-1P	**CMS-1PC**
Test on Emulsion			
Viscosity @ 122 ˚F (SFS)	AASHTO T 59	100 - 350	100-350
Residue, w%, minimum. (1)	AASHTO T 59	67	60
pH	ASTM E 70	2.0-5.0	2.0-5.0
Sieve, w%, max.	AASHTO T 59	0.1	0.1
Oil distillate, w%, max.	AASHTO T 59	0.5	0.5
TEST ON RESIDUE			
Viscosity @ 140 °F, P, maximum.	AASHTO T 201	3000	-
Penetration @ 39.2 °F, minimum.	AASHTO T 49	40	30
Elastic Recovery on residue by distillation, %, minimum (2)	AASHTO T 301	50	50
Test on Polymer:			
Tensile strength, die C dumbbell, psi, minimum	ASTM D 412 (3)	500	800
Swelling in rejuvenating agent, % maximum; 48 hours exposure @ 104 °F	ASTM D 471 (4) Modified	40% intact film	40%
Latex Density @ 73 °F	ASTM D 6937 (5,6)	-	1.00-1.05
TEST ON REJUVENATING AGENT:			
Flash point, COC, °F	AASHTO T 48	380 Min	
Viscosity, 140 °F, CST	AASHTO T 201	50-175	
Saturate, % by wt.	ASTM D 2007	30 Max	
Asphaltenes	ASTM D 2007	1.0 Max.	
Test on Residue from RTFO	AASHTO T 240		
Weight Change, %		6.5 Max.	
Viscosity Ratio		3 Max	

(1) Exception to AASHTO T59: Bring the temperature on the lower thermometer slowly to 350 ± 10 ˚F. Maintain at this temperature for 20 minutes. Complete total distillation in 60 ± 5 min from first application of heat.

(2) Elastic Recovery @ 10 ˚C (50 ˚F): Hour glass sides, pull 20 cm, hold 5 minutes then cut, let sit 1 hour.

(3) Tensile Strength Determination: Samples for testing for tensile strength in accordance with ASTM D412 shall be tested with the following test procedure modifications:

(4) Prepare the polymer film, dilute the waterborne polymer to 40% Total Solids Content and pour 57 g into a Teflon or silicone release mold of dimensions 7" X 7" X ¼". Allow to dry at 23°C (73 °F) and 50% RH (controlled conditions) for 7 – 10 days total time, during which time the film should be flipped around once, preferably after 3 or 4 days. The film should be transparent in the end. To drive out any residual water, place the film in an oven at 50 °C for 30 min. Dried film thickness should be 25 ± 5 mils. Discard films <20 mil. Cut out dumbbell-shaped test specimens of dimension 75 mm total length, 25 mm mid-section (L) and 4 mm width of mid-section. Grip in Instron machine with gap size 1 inch, use 8 in/min cross-head speed.

(5) Polymer testing shall be prepared from polymer as follows: Resistance to Swelling: Using a syringe, place 0.8 g of latex into an 18 mm diameter DSR mold. Allow the sample to dry at ambient lab conditions (air conditioned) on the bench for 72 hours. Sample should be easily removable from the mold. Take the "button" out of the mold and place the sample into a forced air oven at 40 °C (104 °F) for 48 h (on release paper). If at the end of the ambient dry, the sample sticks to the mold, place it into the oven and check it after 1-2 h. After 48 h, cool and weigh the sample to the nearest 0.0001 g and record the weight. Put ½ in of Rejuvenating Agent into a 3 oz penetration tin. Place the "button" on the rejuvenating agent, and add another ½ in of rejuvenating agent, so that the "button" is covered. Put the cap on the penetration tin and place it into the 40 °C oven for 48 h. Remove the "button from the Rejuvenating Agent, blot surface of the "button" to remove excess Rejuvenating Agent, cool the "button" to room temperature and weigh it. Calculate weight gain of the "button", express as a percent.

(6) Replace "Emulsified Asphalt" with "Latex" in text of test method. The testing temperature used should be 25 ± 3 ˚C. The calculation in Section 7 should be as follows:

$$D = (W_f - W_t) * 0.1$$
$$S.G. = D / 8.337$$

Where: W_f = Weight of filled cup (g)
W_t = Weight of empty cup (g)

The Department will require a sample of the polymerized emulsion to be taken from the distributor spray bar at a lot frequency of one sample per 5,000 gallons of emulsion. Take two 1 gallon samples of the heated material and forward the sample to the Division of Materials for testing. Ensure the product temperature is between 160° and 180° F at the time of sampling.

Aggregate. Provide a cleaned damp aggregate cover material from an approved aggregate producer and shall meet the material requirements that conform to **Section 805**, as applicable. Contrary to section 805.05.04 provide coarse aggregates having no more than 2.0 percent passing the No. 200 sieve.

Equipment. Provide, and keep on the project at all times, an accurate thermometer, hand brooms, and other small tools and equipment essential for completion of the work.

Calibration of equipment application rates shall be completed prior to application or as directed by the engineer. A test strip shall be required at the beginning of each new project or as directed by the engineer.

The asphalt distributor for the application of the emulsion shall have full circulation spray bar that is adjustable to at least 16 feet wide in 2 feet increments and capable of heating and circulating the emulsion simultaneously, conforming to **Section 406.02.05**. It must have computerized rate control for adjusting and controlling the application from the cab within 0.01 gallons per square yard increments. The distributor shall also be equipped with a volume measuring device and a thermometer for measuring the emulsion temperature in the tank. For each emulsion application, follow manufactures recommendations for proper nozzle type and adjustment.

The aggregate spreader shall be a front discharge, continuous mechanical feed, self-propelled aggregate spreader with a screen capable of removing oversized materials. It must have computerized control for adjusting and regulating application rates, as well as width, from the operating platform. Ensure the spreader can evenly distribute the aggregate from the transporting vehicle directly onto the fresh asphalt material in smooth, uniform layers, independent of the forward speed. The spreader must be capable of being filled and moved without discharging aggregate. The spreader must be equipped with a locking mechanism compatible with the triaxle trucks used to supply aggregate.

Rollers. Pneumatic tire roller shall weigh at least 5 tons. Double steel wheel type roller shall weigh at least 5 tons but no more than 8 tons.

3. CONSTRUCTION.

Weather Limitations. Application of chip seal shall be applied when air temperature is at least 50 degrees F and rising and a minimum surface temperature of 70 degrees F. Do not construct when the ambient temperature within the preceding 24 hours has been 35 degrees F or lower. Do not proceed with construction if rain is expected in a minimum period of 4 hours. If an unexpected shower arises during operations, the asphalt distributor should be shut off immediately and placement of aggregate continued until all asphalt has been covered.

Preparation of Mixture. Submit a complete mix design a minimum of 14 days prior to construction. Mix design shall be prepared by an approved laboratory, to verify the compatibility of the

aggregate, asphalt emulsion and other additives. Perform the mix design with the same materials that will be used on the project.

Surface Preparation. Prior to operation, the contractor shall remove all existing thermoplastic striping, thermoplastic legends, and raised markers within application limits. All surfaces intended for application shall be thoroughly cleaned of all vegetation, loose material, dirt, or other objectionable material immediately before application of emulsion using a mechanical sweeper and wire hand brooms, when necessary. Clean the edges of the surface providing a full and uniformly clean width of roadway. Where mud or earth exists, remove it in advance and allow surface to thoroughly dry before applying emulsion. Mowing or removal of shoulder vegetation and or brush may be necessary for proper application.

If cracks cannot be adequately filled by emulsion, fill with proper asphalt material or hot pour joint sealer conforming to **Section 807.03.01.** If applicable, apply cover aggregate before applying chip seal application.

4. APPLICATION.

Application Rates of Materials for Single Layer Chip Seal.

Properties	Minimum	Maximum
Application rate of emulsion, gal/sqyd	0.30	0.38
Emulsion temperature, F	120	180
Application rate of aggregate, lb/sqyd	15	20

Application Rates of Materials for Double Layer Chip Seal.

Properties	Total Rate Minimum	Total Rate Maximum	Minimum For Any Layer	Maximum For Any Layer
Application rate of emulsion, gal/sqyd	0.60	0.76	0.30	0.38
Emulsion temperature, F	120	180	120	180
Application rate of aggregate, lb/sqyd	30	40	15	20

Double chip seal treatment shall consist of two single layers. The first layer of material shall be applied at 40-50% of the total combined material rate. The second layer shall be applied at 50-60% of the total combined material rate. When a double layer of chip application is required the second layer of chip seal shall not be applied until three days after placement of the first layer. Sweep the first layer before starting the construction of the second layer of chip seal.

Application of Emulsion. Heat and maintain emulsion between 120 and 180 degrees F during application. Polymer modified emulsion shall be applied when air temperature is at least 50 degrees F and rising and a minimum surface temperature of 70 degrees F. Emulsion shall be applied using a pressure distributor in a uniform, continuous quantity at specified rates.

Keep the nozzles of the spray bar clean at all times. Immediately make any streaked areas uniform by use of a hand hose equipped with a nozzle.

Do not allow distributor to apply asphalt material ahead of aggregate spreader for more than 150 feet.

When the chip seal treatment is constructed in half-widths, provide complete coverage by overlapping the 2 applications approximately 4 inches along centerline and sweep the centerline before constructing the adjoining lane.

When a double layer of chip application is required the second layer of chip seal shall not be applied until three days after placement of the first layer. Sweep the first layer before starting the construction of the second layer of chip seal.

Prevent spotting or discoloring curbs, headwalls, and other structures. When such discolorations occur, remove them at no expense to KYTC.

Provide and use building paper or other materials approved by the engineer to provide a clean and proper at every construction joint. A straight edge shall be used to ensure a consistent and even joint.

Aggregate. Aggregate cover material shall be cleaned to remove dirt and dust, ensuring appropriate adhesion with emulsion. Aggregate shall be damp during application. Aggregate shall only be stockpiled once per project and must be placed on a pad clean from unwanted materials and debris. The Department will sample and test the aggregate from the stockpile to determine if the aggregate meets the washed gradation and the percent passing the No. 200 sieve requirements before any placement of the aggregate. Reject the stockpile when the aggregate doesn't meet the requirements. Prior to breaking of the emulsion, aggregate shall be continuously and evenly spread with the proper equipment at the specified rates. Spreading equipment shall not contact the asphalt material before it is covered with aggregate. Precautions should be taken not to exceed the designated rate by more than 5 percent. Use hand brooms to correct any irregularities.

Rolling. Two self-propelled pneumatic tire rollers and one double steel wheel roller shall be used for the required rolling of the aggregate. This shall be done no more than 5 minutes after the spreading of aggregate. Operate the rollers parallel to the centerline in a manner preventing the dislodgment of newly applied aggregate. Rolling should proceed from the outer edge to the center, with each pass overlapping the previous by one-half. Rolling shall consist of at least 2 passes or more with pneumatic tire roller, followed by at least 1 pass with the double steel wheel roller when the engineer directs. Roller speeds shall not exceed 5 mph. Additional roller patterns and/or equipment may be required as directed by the engineer depending on speed of application.

Sweeping. Power sweep and/or vacuum the completed application to remove all excess aggregate after each day(s) of production. The curing time shall be determined by the engineer. Surface shall be swept or vacuumed prior to any striping or other surface applications. If directed by the engineer, water may be applied during sweeping process. A second sweeping may be required following the initial application day. If applying an additional surface treatment over the chip seal, it may be opened to traffic for an amount of time specified in the contract or as directed by the engineer. At the end of each day(s) production, the treated portion of the roadway shall be swept.

Little to no aggregate shall be remaining on the following:

Entrances
Exit aprons
Intersections
Crossroads
Driveways
Lawns
Curbs
Shoulders

5. MEASUREMENT.

Asphalt Material. KYTC will measure the quantity in tons according to **Section 109.**

Aggregate. KYTC will measure the quantity in sqyd according to **Section 109.**

6. PAYMENT.

Contrary to **Section 805.15**, the department will apply a 50 percent reduction on the bid price for asphalt seal aggregate when exceeding 2 percent on the No. 200 sieve. The washed gradation acceptance will follow section 805.15 guidelines for the aggregate size used for the asphalt seal aggregate. KYTC will make payment for the completed and accepted quantities under the following:

Pay Item	**Pay Unit**
Polymer Modified Emulsified Asphalt	Ton
Asphalt Seal Aggregate	Sqyd

KYTC will consider payment as full compensation for all work required under this section.

INSTALL RADAR PRESENCE DETECTOR TYPE A

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

SPECIAL PROVISION FOR WASTE AND BORROW SITES

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

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

SPECIAL NOTE FOR NON-TRACKING TACK COAT

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

2. MATERIALS, EQUIPMENT, AND PERSONNEL.

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

2.1.1 Provide a tack conforming to the following material requirements:

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

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

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

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

3. CONSTRUCTION.

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

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

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

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

4. MEASUREMENT. The Department will measure the quantity of non-tracking tack in tons. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of non-tracking tack, the cleaning of the pavement surface, or furnishing and placing the non-tracking tack. The Department will consider all such items incidental to the non-tracking tack.

5. PAYMENT. The Department will pay for the non-tracking tack at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. Non-tracking tack will not be permitted for use from October 1st to May 15th. During this timeframe, the department will allow the use of an approved asphalt emulsion in lieu of a non-tracking tack product but will not adjust the unit bid price of the material. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

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

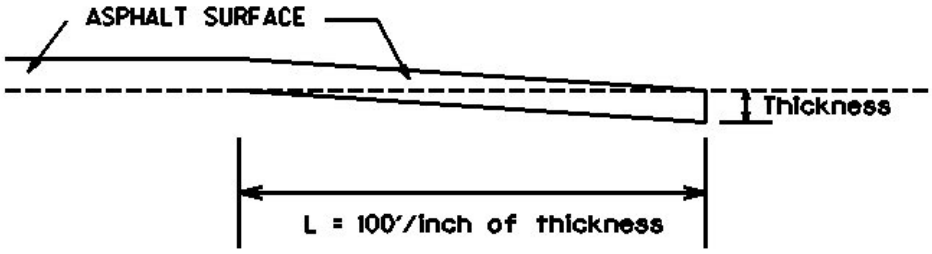
Code	Pay Item	Pay Unit
24970EC	Asphalt Material for Tack Non-Tracking	Ton

Revised: May 23, 2022

SPECIAL NOTE FOR EDGE KEY

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

EDGE KEY



y

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

SPECIAL NOTE FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to overall milling and/or leveling and wedging, excavate the designated base failure areas to a depth 8 inches below the existing asphalt pavement surface level. Dispose of the excavated materials at waste sites off the Right-of-Way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

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

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

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

1-3606basefailurerepairmillinlaypaybysy
01/02/2012

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

1-3725 Typical Section Dimensions
01/02/2012

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

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

Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the beginning of the work and maintain in like new condition until completion of the work.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Maintain all lanes open to traffic and perform no work during the following hours:

5:00 a.m. – 9:00 p.m.	Monday through Thursday
5:00 a.m. – 9:00 p.m.	Friday
5:00 a.m. – 9:00 p.m.	Saturday
5:00 a.m. – 9:00 p.m.	Sunday

The Engineer may permit minor operations that do not require a lane closure and cause little disruption to traffic between the hours of 5:00 a.m. to 9:00 p.m.

The Engineer may specify additional days and hours when lane closures will not be allowed.

At locations with three or more lanes, maintain one lane of traffic in each direction at all times during construction. At locations with two lanes, maintain alternating one-way traffic during construction. Provide a minimum clear lane width of 11 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

The Department will allow night work on this project. Obtain the Engineer’s approval of the method of lighting prior to performing night work.

Take these restrictions into account in submitting bid. The Department will not consider any claims for money or grant contract time extensions for any delays to the Contractor as a result of these restrictions.

LANE CLOSURES

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

SIGNS

At locations where scrub seal has been applied and not covered by the final surface course, place "LOOSE GRAVEL" warning signs and "SPEED LIMIT 25 MPH" as directed by the engineer. Sign posts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. Signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, only long-term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

CHANGEABLE MESSAGE SIGNS

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

ARROW PANELS

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure for payment the maximum number of Arrow Panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged

Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.

TEMPORARY ENTRANCES

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

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

The Department will measure asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, the Department will not measure aggregates, excavation, and/or embankment, but shall be incidental to Maintain and Control Traffic. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

THERMOPLASTIC INTERSECTION MARKINGS

Consider the locations listed on the summary as approximate only. Prior to milling and/or resurfacing, locate and document the locations of the existing markings. After resurfacing, replace the markings at their approximate existing locations or as directed by Engineer. Place markings not existing prior to resurfacing as directed by the Engineer.

BARRICADES

The Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic according to Section 112.04.01.

The Department will measure barricades used to protect pavement removal areas in individual units Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of the work.

PAVEMENT MARKINGS

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course. Install Temporary Striping according to Section 112 with the following exceptions:

1. Include edge lines in Temporary Striping; and
2. Place Temporary or Permanent Striping before opening a lane to traffic; and
3. If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

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

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

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

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

Application

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

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

CMS should not be used for:

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

Messages

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

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

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

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

Standard Abbreviations

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

Word	Abbrev.	Example
Access	ACCS	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/DETOUR EXIT 20
Lane	LN	LN CLOSED/MERGE LEFT
Left	LFT	LANE CLOSED/MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/SLOW
Major	MAJ	MAJ DELWAYS I75/USE ALT RTE

Traffic Control Plan
Page 9 of 11

Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 3 MI/30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/DETOUR EXIT 60
Prepare	PREP	ACCIDENT 3 MIL/PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD
Street	ST	MAIN ST CLOSED/USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/POSSIBLE DELAYS

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

Abbrev.	**Intended Word**	**Word Erroneously Given**
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard

TEMP	Temporary	Temperature
WRNG	Warning	Wrong

TYPICAL MESSAGES

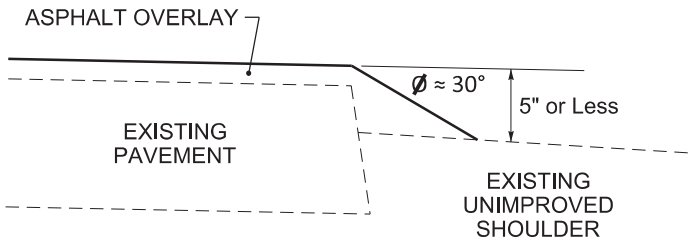
The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

Reason/Problem	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT
FOG XX MILES	PASS TO RIGHT
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER
NO PASSING	
NO SHOULDER	
ONE LANE BRIDGE	

PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

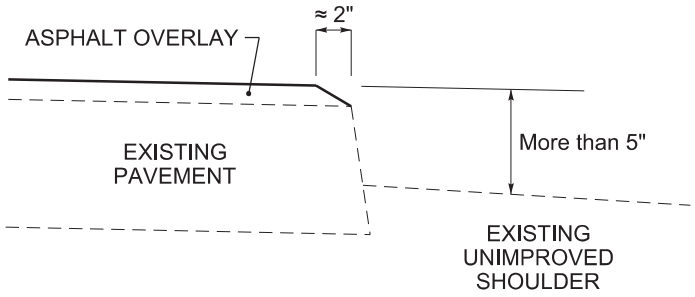
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of 5 inches or less)



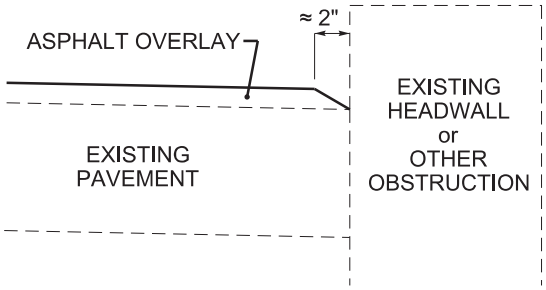
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to low shoulder with dropoff of more than 5 inches)



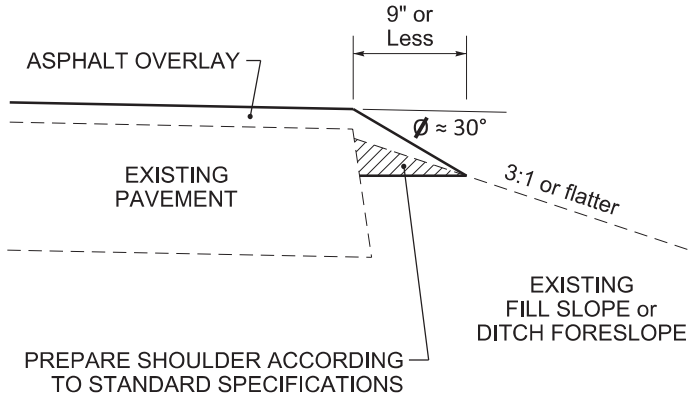
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to an obstruction, such as an existing headwall)



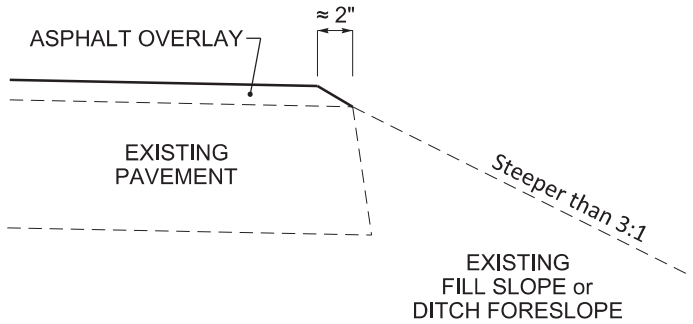
DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is 3:1 or less)



DURABLE PAVEMENT EDGE DETAIL

(Resurfacing adjacent to fill slope or ditch foreslope that is steeper than 3:1)

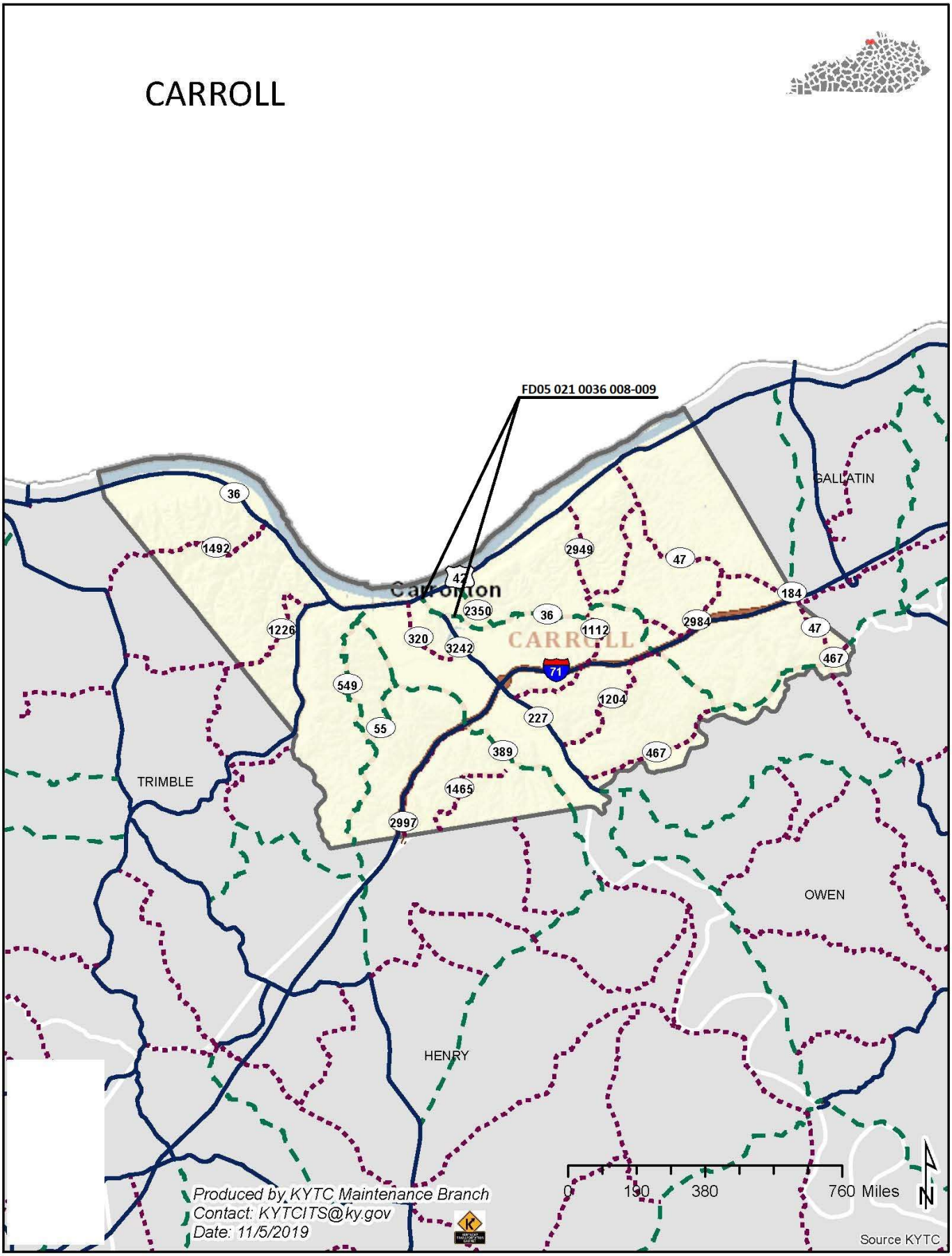


NOTES

1. DETAILS DO NOT APPLY TO OVERLAYS LESS THAN 1 INCH THICK.
2. THE DURABLE PAVEMENT EDGE DEVICE MAY BE DISENGAGED AT DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT, AS APROVED BY THE ENGINEER.

DRAWING NOT TO SCALE

DURABLE PAVEMENT EDGE DETAILS


CARROLL
FD05 021 0036 008-009
Carrollton
CARROLL
GALLATIN
TRIMBLE
HENRY
OWEN
36
1492
47
2949
184
2350
1226
320
3242
1112
2984
467
549
71
1204
55
227
389
1465
2997
Produced by KYTC Maintenance Branch
Contact: KYTCITS@ky.gov
Date: 11/5/2019
0
190
380
760 Miles
N
Source KYTC

Base Failure Summary Sheet

Project: FD05 021
0036 008-009

County: Carroll

District: D6 - Covington

Direction	Milepoint	Length (ft)	Width (ft)	Assumed Depth (in)	Total Sq. Yards	BASE FAILURE REPAIR
East Bound	8.574	175	8	24	156	156
				Total:	**156**	**156**

Milling
Summary
FD05 021 0036 008-009

			TOTAL	9430
Milepoint	**Comment**	**Length**	**Width**	**Sq Yds**
8.132	JPC SECTION	500	24	1333
8.205	FISHER AVE (BACK OF RADIUS)	30	140	467
8.215	BARKER RD (BACK OF RADIUS)	30	22	73
8.215	CURB SECTION	1885	8	1676
8.341	FRAMME ST. (BACK OF RADIUS)	30	25	83
8.451	HIGH SCHOOL (BEHIND STOP BAR)	30	45	150
8.451	SCHUERMAN ST (BACK OF RADIUS)	30	30	100
8.572	CURB SECTION	1885	8	1676
8.572	GILLOCK AVE (BACK OF RADIUS)	30	60	200
8.647	RAISED MEDIAN	800	8	711
8.702	AREA BETWEEN RAISED MEDIANS	222	15	370
8.759	RAISED MEDIAN	800	8	711
8.998	KY 227 APPROACH (EXISTING JOINT)	100	44	489
8.998	KY 36 APPROACH	100	125	1389
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

Thermo Summary Sheet

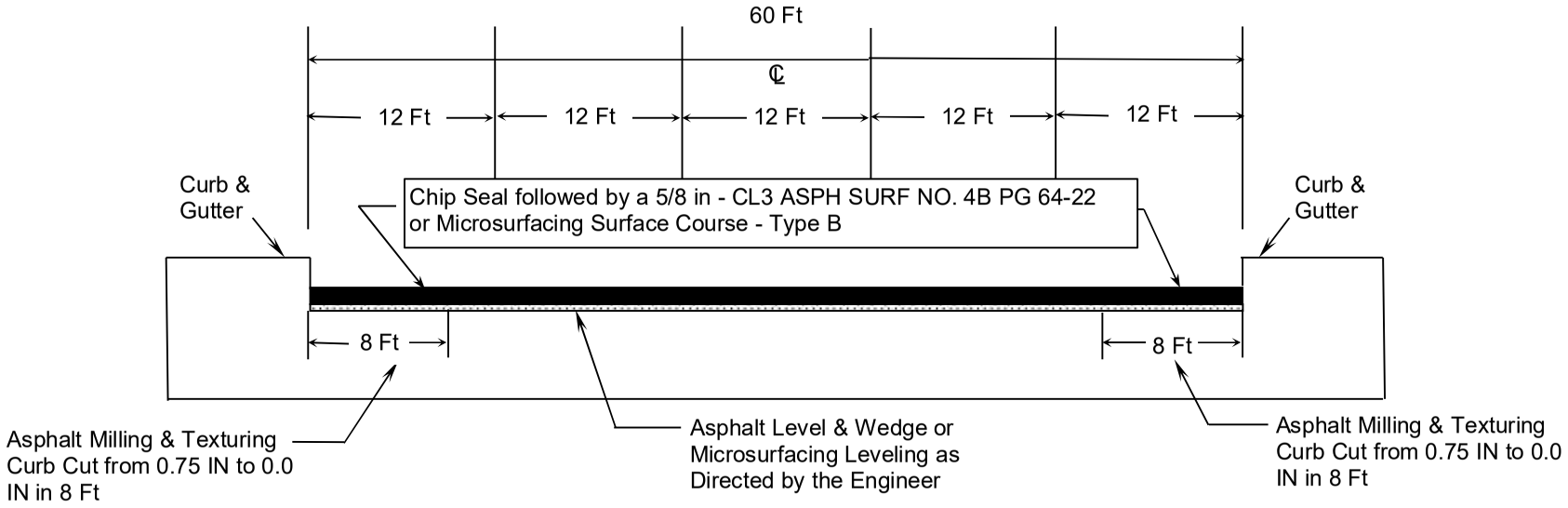
Project: FD05 021 0036 008-009
County: Carroll
District: D6 - Covington

Milepoint	Location	Notes	PAVE MARKING-THERMO CROSS-HATCH	PAVE MARKING-THERMO CURV ARROW	PAVE MARKING-THERMO STOP BAR-24IN	PAVE MARKING-THERMO X-WALK-12 IN	PAVE MARKING-THERMO X-WALK-6 IN
8.132	US 42	RETRACE IF DIRECTED		4	45		238
8.205	FISHER AVE					120	
8.215	BARKER RD				15		
8.215	MEDIAN		255				
8.259	TWLTL	INSTALL TWLTL ARROWS		2			
8.306	TWLTL	INSTALL TWLTL ARROWS		2			
8.341	FRAMME ST				18		
8.348	TWLTL	INSTALL TWLTL ARROWS		2			
8.373	TWLTL	INSTALL TWLTL ARROWS		2			
8.451	SCHUERMAN ST	INSTALL CROSSWALK BARS		2	118	390	
8.515	MEDIAN		350				
8.572	GILLOCK AVE	INSTALL CROSSWALK BARS		3	83	210	
8.998	KY 227			4	38		
		Total:	605	21	317	720	238

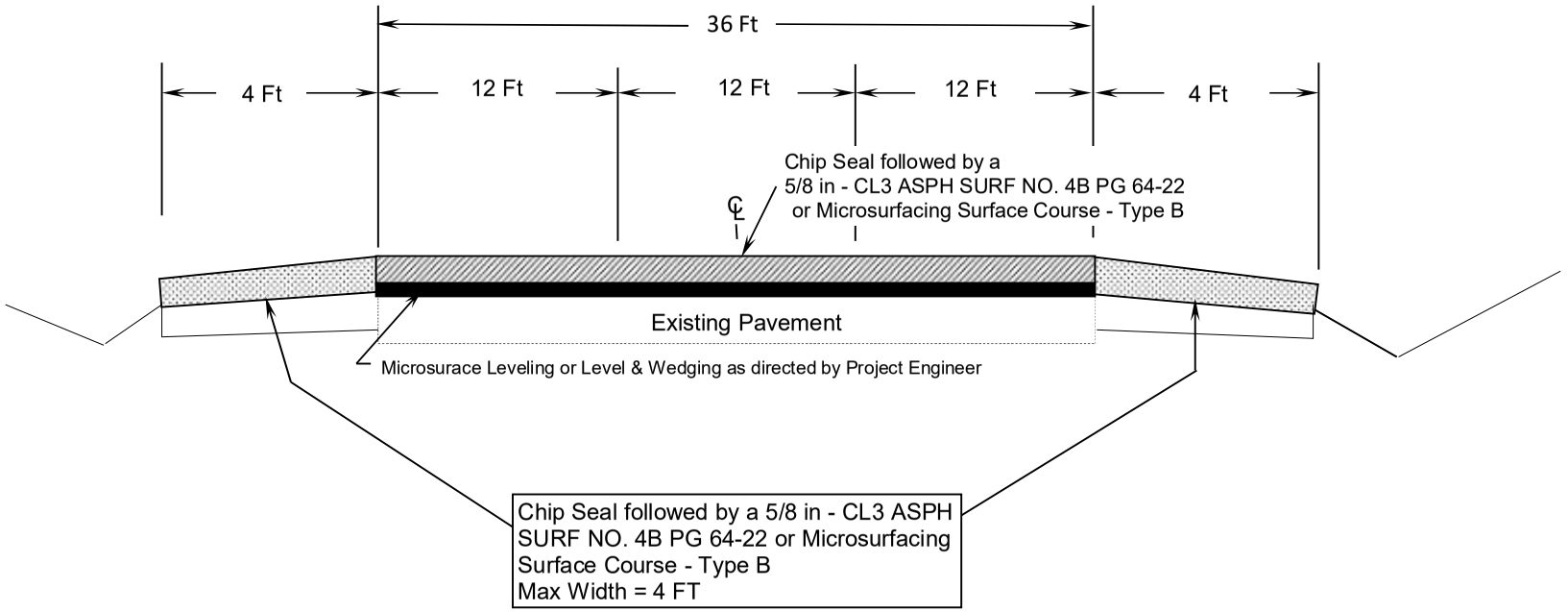
Carroll County
RADAR DETECTION SUMMARY
FD05 021 0036 008-009

MPT.	Intersection	Radar Detection Type A EA					NOTES
8.132	US 42	4					If existing loops are severed
8.451	SCHUERMAN ST	4					If existing loops are severed
8.998	KY 227	3					If existing loops are severed
TOTAL		11					

Carroll County
TYPICAL SECTION
FD05 021 0036 008-009
MP's 8.132 to 8.746



Carroll County
TYPICAL SECTION
FD05 021 0036 008-009
MP's 8.746 to 8.998



PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

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

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting. The Supplemental Specifications can be found at the following link:

http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx

1I

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.

1I

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

1I

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:

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

2020 KENTUCKY STANDARD DRAWINGS

CURVE WIDENING AND SUPERELEVATION TRANSITIONS RGS-001-07
SUPERELEVATION FOR MULTILANE PAVEMENT RGS-002-06
MISCELLANEOUS STANDARDS RGX-001-06
APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT RPM-110-07
LANE CLOSURE TWO-LANE HIGHWAY TTC-100-04
LANE CLOSURE MULTI-LANE HIGHWAY CASE I TTC-115-04
LANE CLOSURE MULTI-LANE HIGHWAY CASE II TTC-120-04
SHOULDER CLOSURE TTC-135-02
PAVEMENT CONDITION WARNING SIGNS TTD-125-02
MOBILE OPERATION FOR PAINT STRIPING CASE I TTS-100-02
MOBILE OPERATION FOR PAINT STRIPING CASE II TTS-105-02
MOBILE OPERATION FOR PAINT STRIPING CASE III TTS-110-02
MOBILE OPERATION FOR PAINT STRIPING CASE IV TTS-115-02
CURB AND GUTTER, CURBS AND VALLEY GUTTER RPM-100-11

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

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

I. Application
II. Nondiscrimination of Employees (KRS 344)

I. APPLICATION

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

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

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (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 administrating agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

No present or former public servant shall, within six (6) months following termination of his office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:

a) The date of leaving office or termination of employment; or
b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 1025 Capital Center Drive, Suite 104, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: May 23, 2022

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

EMPLOYEE RIGHTS
UNDER THE FAIR LABOR STANDARDS ACT

THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE
$7.25 PER HOUR
BEGINNING JULY 24, 2009

OVERTIME PAY

At least 1½ times your regular rate of pay for all hours worked over 40 in a workweek.

CHILD LABOR

An employee must be at least **16** years old to work in most non-farm jobs and at least **18** to work in non-farm jobs declared hazardous by the Secretary of Labor.

Youths **14** and **15** years old may work outside school hours in various non-manufacturing, non-mining, non-hazardous jobs under the following conditions:

No more than

- **3** hours on a school day or **18** hours in a school week;
- **8** hours on a non-school day or **40** hours in a non-school week.

Also, work may not begin before **7 a.m.** or end after **7 p.m.**, except from June 1 through Labor Day, when evening hours are extended to **9 p.m.** Different rules apply in agricultural employment.

TIP CREDIT

Employers of "tipped employees" must pay a cash wage of at least $2.13 per hour if they claim a tip credit against their minimum wage obligation. If an employee's tips combined with the employer's cash wage of at least $2.13 per hour do not equal the minimum hourly wage, the employer must make up the difference. Certain other conditions must also be met.

ENFORCEMENT

The Department of Labor may recover back wages either administratively or through court action, for the employees that have been underpaid in violation of the law. Violations may result in civil or criminal action.

Employers may be assessed civil money penalties of up to $1,100 for each willful or repeated violation of the minimum wage or overtime pay provisions of the law and up to $11,000 for each employee who is the subject of a violation of the Act's child labor provisions. In addition, a civil money penalty of up to $50,000 may be assessed for each child labor violation that causes the death or serious injury of any minor employee, and such assessments may be doubled, up to $100,000, when the violations are determined to be willful or repeated. The law also prohibits discriminating against or discharging workers who file a complaint or participate in any proceeding under the Act.

ADDITIONAL INFORMATION

- Certain occupations and establishments are exempt from the minimum wage and/or overtime pay provisions.
- Special provisions apply to workers in American Samoa and the Commonwealth of the Northern Mariana Islands.
- Some state laws provide greater employee protections; employers must comply with both.
- The law requires employers to display this poster where employees can readily see it.
- Employees under 20 years of age may be paid $4.25 per hour during their first 90 consecutive calendar days of employment with an employer.
- Certain full-time students, student learners, apprentices, and workers with disabilities may be paid less than the minimum wage under special certificates issued by the Department of Labor.

For additional information:

1-866-4-USWAGE

(1-866-487-9243) TTY: 1-877-889-5627

WHD U.S. Wage and Hour Division

WWW.WAGEHOUR.DOL.GOV

U.S. Department of Labor | Wage and Hour Division

WHD Publication 1088 (Revised July 2009)

PART IV

INSURANCE

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

PART V

BID ITEMS

232051

PROPOSAL BID ITEMS

Page 1 of 1

Report Date 12/22/22

Section: 0001 - MICROSURFACE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	21652EN		MICROSURFACING-LEVELING COURSE	36,763.00	SQYD		$	
0020	24957EC		MICROSURFACING-SURFACE COURSE - TYPE B	31,580.00	SQYD		$	

Section: 0002 - THINLAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0030	00190		LEVELING & WEDGING PG64-22	135.00	TON		$	
0040	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		$	
0050	23307EC		CL3 ASPH SURF NO.4B PG64-22	1,150.00	TON		$	
0060	24964EC		FINE MILLING	9,430.00	SQYD		$	
0070	24970EC		ASPHALT MATERIAL FOR TACK NON-TRACKING	13.00	TON		$	

Section: 0003 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0080	02562		TEMPORARY SIGNS	300.00	SQFT		$	
0090	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0100	02671		PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH		$	
0110	02775		ARROW PANEL	1.00	EACH		$	
0120	03240		BASE FAILURE REPAIR	156.00	SQYD		$	
0130	06510		PAVE STRIPING-TEMP PAINT-4 IN	16,500.00	LF		$	
0140	06542		PAVE STRIPING-THERMO-6 IN W	7,500.00	LF		$	
0150	06543		PAVE STRIPING-THERMO-6 IN Y	9,000.00	LF		$	
0160	06565		PAVE MARKING-THERMO X-WALK-6 IN	238.00	LF		$	
0170	06566		PAVE MARKING-THERMO X-WALK-12 IN	720.00	LF		$	
0180	06568		PAVE MARKING-THERMO STOP BAR-24IN	317.00	LF		$	
0190	06569		PAVE MARKING-THERMO CROSS-HATCH	605.00	SQFT		$	
0200	06574		PAVE MARKING-THERMO CURV ARROW	21.00	EACH		$	
0210	24858EC		POLYMER ASPHALT EMULSION FOR SCRUB SEAL	54.00	TON		$	
0220	24880EC		REMOVE PAVEMENT MARKER	230.00	EACH		$	
0230	24961EC		ASPHALT SEAL AGGREGATE - TYPE D	32,763.00	SQYD		$	
0240	26119EC		INSTALL RADAR PRESENCE DETECTOR TYPE A	10.00	EACH		$	

Section: 0004 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0250	02569		DEMOBILIZATION	1.00	LS		$	