CALL NO. 313

CONTRACT ID. 121049

FAYETTE COUNTY

FED/STATE PROJECT NUMBER FD04 SPP 034 0075 105-108

DESCRIPTION OHIO-TENNESSEE STATE LINE ROAD (I-75)

WORK TYPE ASPHALT PAVEMENT & ROADWAY REHAB

PRIMARY COMPLETION DATE 7/31/2013

LETTING DATE: October 19,2012

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME October 19,2012. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

TABLE OF CONTENTS

PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 07

CONTRACT ID - DE03400751249

COUNTY -

PCN - DE03400751249

FD04 SPP 034 0075 105-108

OHIO-TENNESSEE STATE LINE ROAD (I-75) ASPHALT PAVEMENT REHAB ON I-75 FROM MP 105.360 TO MP 107.450.ASPHALT PAVEMENT & ROADWAY REHAB SYP NO. 07-02036.00.

GEOGRAPHIC COORDINATES LATITUDE 38:02:00.00 LONGITUDE 84:30:00.00

COMPLETION DATE(S):

COMPLETED BY 07/31/2013

APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor is advised that the Underground Facility Damage Protection Act of 1994, became law January 1, 1995. It is the contractor's responsibility to determine the impact of the act regarding this project, and take all steps necessary to be in compliance with the provision of the act.

SPECIAL NOTE FOR PIPE INSPECTION

Contrary to Section 701.03.08 of the 2012 Standard Specifications for Road and Bridge Construction and Kentucky Method 64-114, certification by the Kentucky Transportation Center for prequalified Contractors to perform laser/video inspection is not required on this contract. It will continue to be a requirement for the Contractor performing any laser/video pipe inspection to be prequalified for this specialized item with the Kentucky Transportation Cabinet-Division of Construction Procurement.

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.

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. (See attachment)

09/26/2012

Commonwealth of Kentucky
Finance and Administration Cabinet
OFFICE OF THE SECRETARY
Room 383, Capitol Annex
702 Capital Avenue
Frankfort, KY 40601-3462
(502) 564-4240
Fax (502) 564-6785

Steven L. Beshear
Governor

Lori H. Flanery
Secretary

SECRETARY'S ORDER 11-004

FINANCE AND ADMINISTRATION CABINET

Vendor Document Disclosure

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

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

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

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

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

II. Upon the request of an Executive Branch agency, the FAC shall formally review any situation where the agency has requested documents that the agency deems necessary to

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

III. Upon receipt of a request by a state agency pursuant to Sections I & II, the FAC shall consider the request from the Executive Branch agency and the position of the vendor or party opposing the disclosure of the documents, applying any and all relevant law to the facts and circumstances of the matter in controversy. After FAC's review is complete, FAC shall issue a Determination which sets out FAC's position as to what documents and/or records, if any, should be disclosed to the requesting agency. The Determination shall be issued within 30 days of receipt of the request from the agency. This time period may be extended for good cause.

IV. If the Determination concludes that documents are being wrongfully withheld by the private vendor or other party opposing the disclosure from the state agency, the private vendor shall immediately comply with the FAC's Determination. Should the private vendor or other party refuse to comply with FAC's Determination, then the FAC, in concert with the requesting agency, shall effectuate any and all options that it possesses to obtain the documents in question, including, but not limited to, jointly initiating an action in the appropriate court for relief.

V. Any provisions of any prior Order that conflicts with the provisions of this Order shall be deemed null and void.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

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

ASPHALT MIXTURE

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

DGA BASE

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

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.

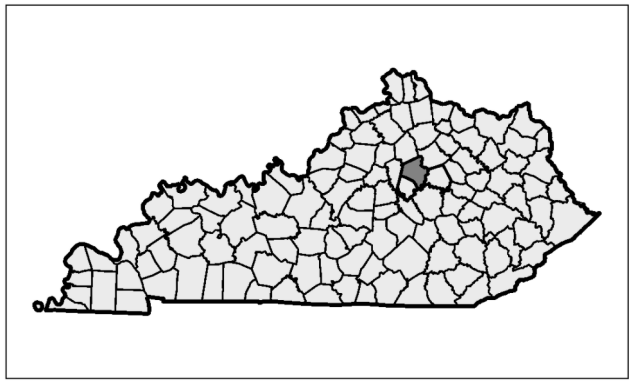
Accept payment at the Contract unit price per ton as full compensation for all labor, materials, equipment, and incidentals for grading and/or shaping of existing shoulders and furnishing, placing, and compacting the DGA Base.

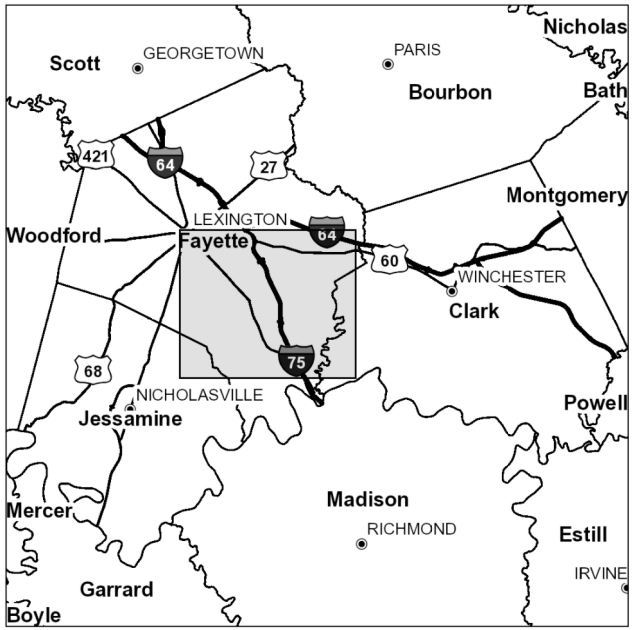
INCIDENTAL SURFACING

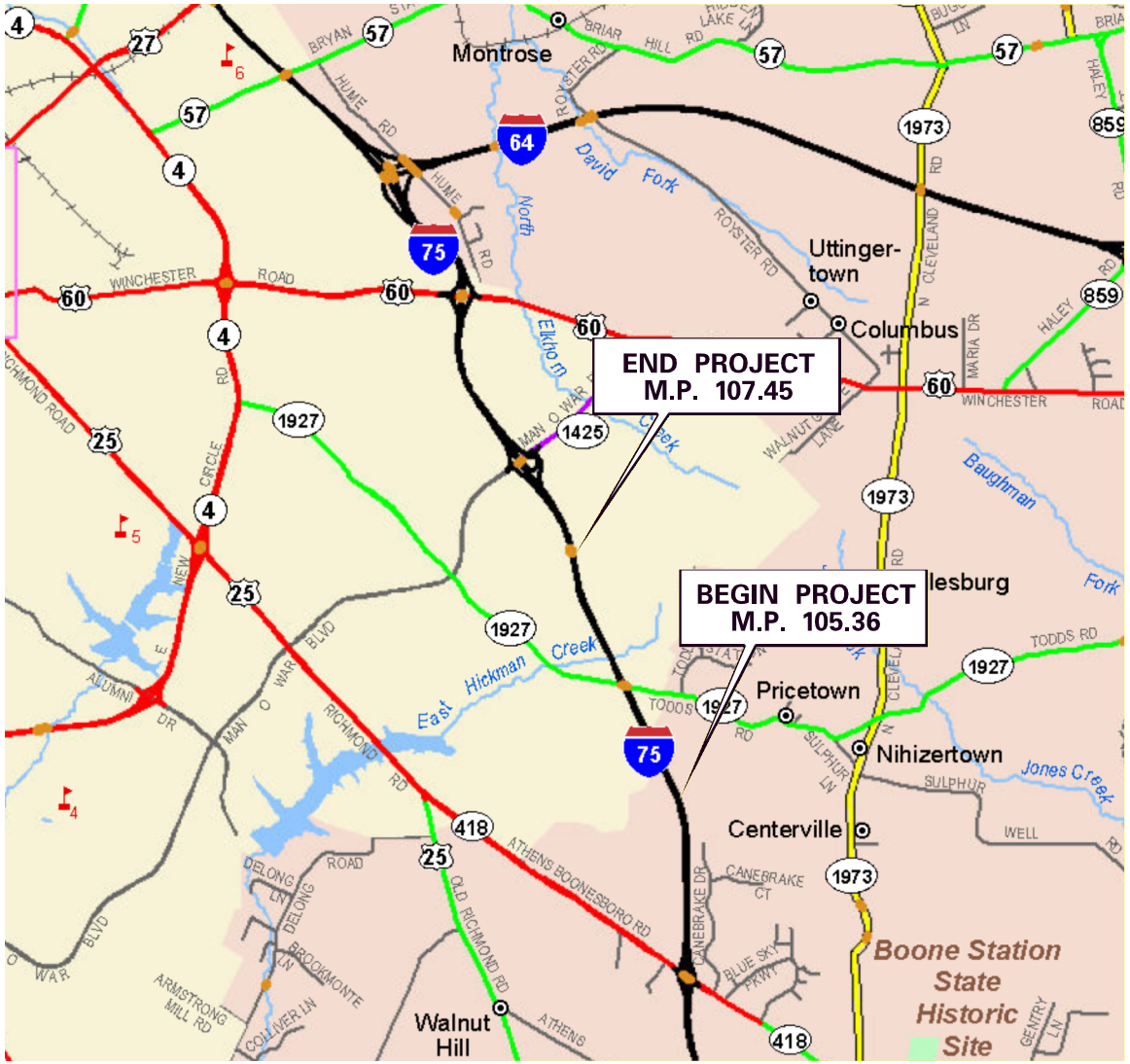
The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, 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.

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.







ITEM NUMBERS: 7-2036

CONSTRUCTION NUMBER: FD04 SPP 034 0075 105-108 **LETTING DATE:** _____

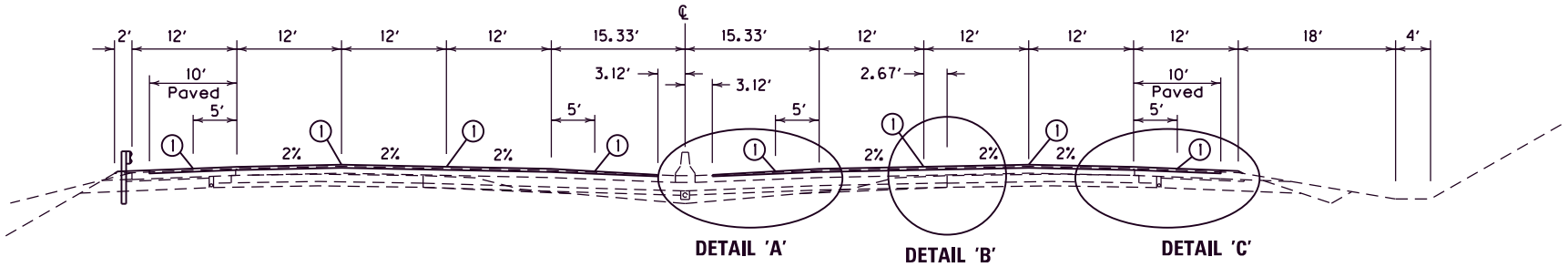
RECOMMENDED BY: _____ **DATE:** _____
Project Manager

PLAN APPROVED BY: _____ **DATE:** _____
State Highway Engineer

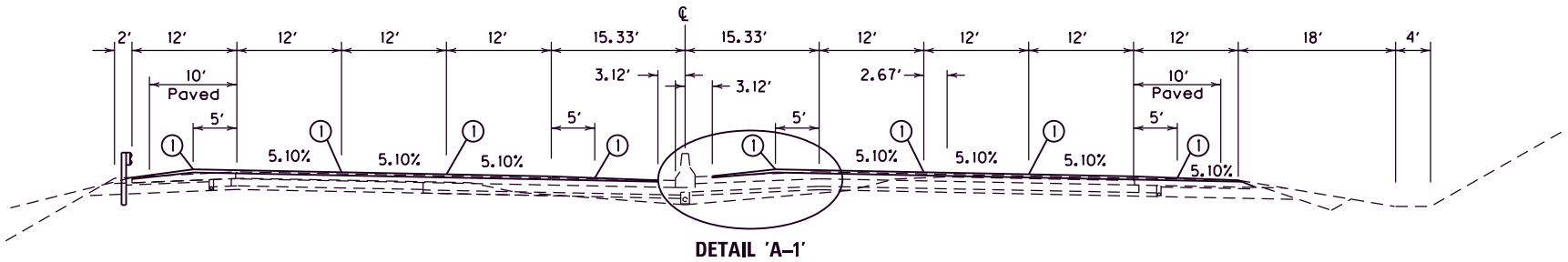
FHWA APPROVED BY: _____ **DATE:** _____

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

TYPICAL SECTIONS
I–75



NORMAL SECTION



SUPERELEVATED SECTION

① JOINT ADHESIVE

SURFACING SCHEDULE

MAINLINE TRAFFIC LANES & 5′ SHLD. (INSIDE & OUTSIDE)

ASPH. PAVE MILLING & TEXTURING ..... 3.0" DEPTH
CLASS 4 ASPH. SURF. 0.38A PG76-22 ..... 1.25" DEPTH
CLASS 4 ASPH. BASE 1.0D PG76-22 ..... 3" DEPTH

INSIDE & OUTSIDE SHLD. (REMAINING PVD. SHLD.)

ASPH. PAVE MILLING & TEXTURING ..... 1.25" DEPTH
LEVEL & WEDGE PG64-22 ..... 0.625" AVG. DEPTH
CLASS 3 ASPH. SURF. 0.38D PG64-22 ..... 1.25" DEPTH
DGA SHOULDER WEDGE ..... 1.5" AVG. DEPTH

ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING :

- ASPHALT SEAL ..... 2.4 lbs. / S.Y.
- ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.

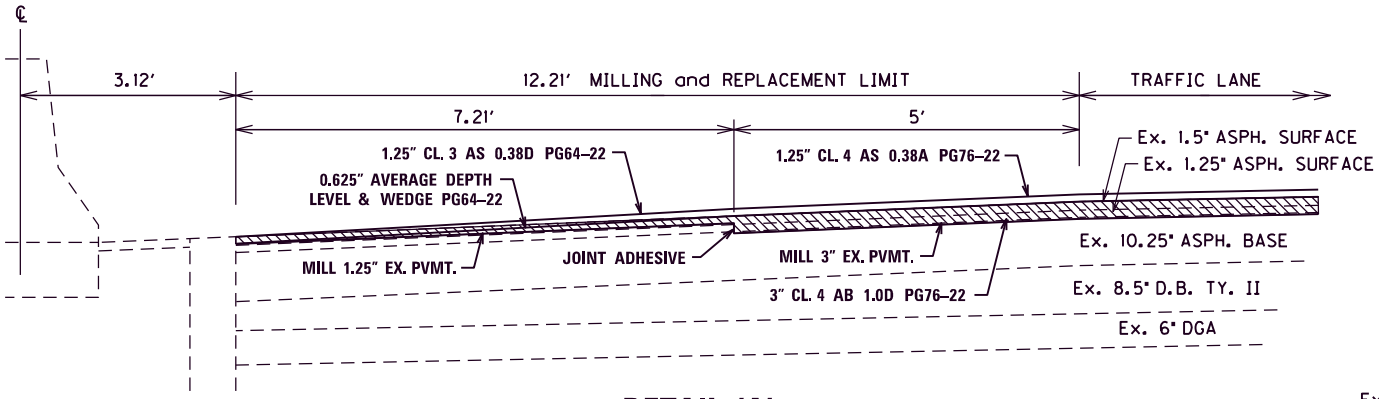
• NOTE: REGARDLESS OF CROSS SLOPES SHOWN, ALL MILLING AND RESURFACING OPERATIONS SHALL MAINTAIN EXISTING CROSS SLOPES ENCOUNTERED DURING CONSTRUCTION.

NOT TO SCALE

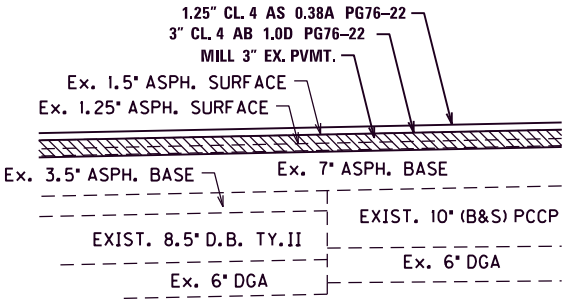
I–75
TYPICAL SECTIONS

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

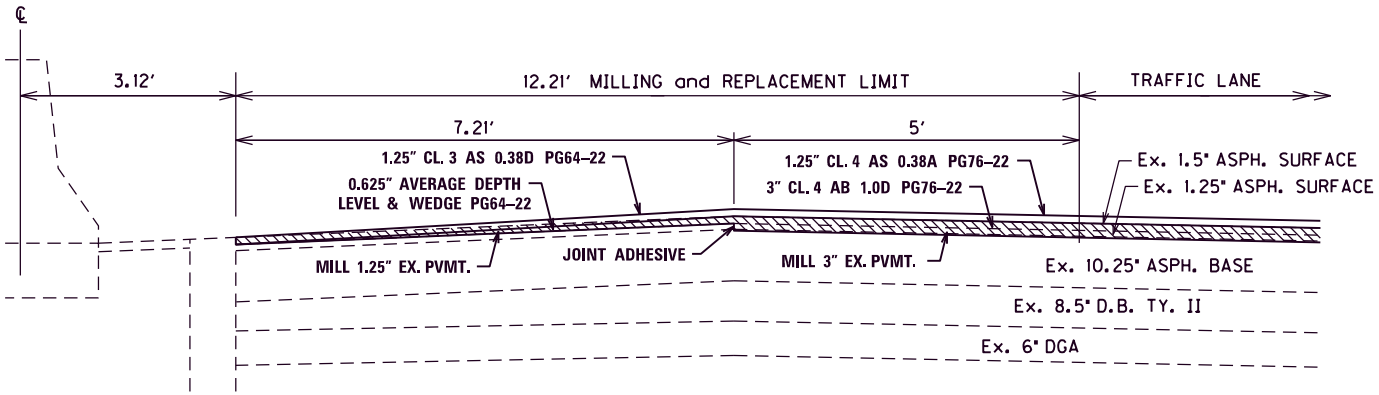
TYPICAL SECTIONS
I–75



DETAIL 'A'



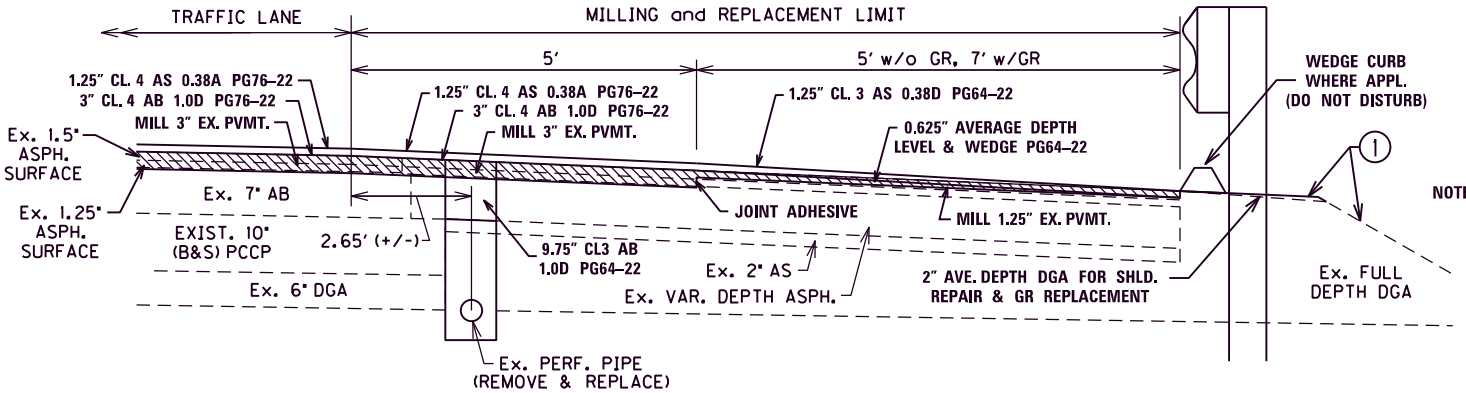
DETAIL 'B'



DETAIL 'A–1'

① ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2 FOOT DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING :

ASPHALT SEAL ..... 2.4 lbs. / S.Y.
ASPHALT SEAL AGGREGATE ..... 20 lbs. / S.Y.



NOTE : DGA ESTIMATED AT 1.5" WEDGE FOR FINAL DRESSING OF SHOULDER

DETAIL 'C'

NOT TO SCALE

I–75
TYPICAL SECTION
DETAILS

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

LONGITUDINAL EDGE DRAIN DETAIL

SPECIAL NOTE FOR PAVEMENT SUBSURFACE DRAINAGE OUTLET

A QUANTITY OF CRUSHED AGGREGATE SIZE NO. 2 AS DEFINED IN THE CURRENT "KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" SHALL BE USED AT ALL PERFORATED PIPE HEADWALL OUTLETS AS ILLUSTRATED IN THE DETAIL AT RIGHT. CRUSHED AGGREGATE SIZE NO. 2 SHALL BE PLACED A MINIMUM DEPTH OF 4 INCHES AS DETAILED AT RIGHT.

DENSE GRADED AGGREGATE (DGA) REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE USED TO DRESS THE EXISTING SHOULDERS WHERE DGA IS EXPOSED. OTHER MATERIALS REMOVED DURING PLACEMENT OF THE CRUSHED AGGREGATE SIZE NO. 2 SHALL BE WASTED AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE ALLOWED FOR DISPOSAL OF WASTED MATERIAL.

THE CONTRACT UNIT PRICE FOR "CRUSHED AGGREGATE SIZE NO. 2" SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, AND OTHER INCIDENTALS NECESSARY TO PLACE CRUSHED AGGREGATE SIZE NO. 2 FOR CONTROL OF VEGETATION AND/OR EROSION CONTROL AT PAVEMENT EDGE DRAIN OUTLETS.

SEE CURRENT STANDARD DRAWING RDP-010 FOR DIMENSIONS AND OTHER DETAILS.

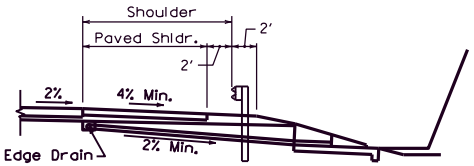
ESTIMATE ONE TON OF CRUSHED AGGREGATE SIZE NO. 2 FOR EACH PERFORATED PIPE HEADWALL OUTLET.

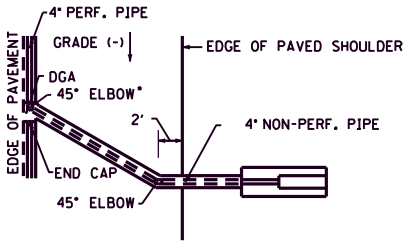
NOTES :

(1) EXISTING LONGITUDINAL EDGE DRAINS ON THE OUTSIDE EDGE OF EXISTING PAVEMENT SHALL BE REMOVED AND NEW EDGE DRAINS CONSTRUCTED AS SHOWN IN THE DETAILS FOR THE PROJECT. ASPHALT QUANTITIES HAVE BEEN ADDED FOR THE CAP REPLACEMENT (SEE DETAIL).

ALL LONGITUDINAL PIPE DRAINAGE SYSTEMS FOR THE PAVEMENT SHALL BE OUTLETTED TO A HEADWALL OR MEDIAN BOX INLET. OUTLETS SHALL BE IN FILL SECTION WHENEVER POSSIBLE. OUTLET SPACING FOR THE 4" PIPE ON THE OUTSIDE EDGE OF EXIST. PVMT. SHALL NOT EXCEED 500 FEET EXCEPT GRADES 1% OR LESS, THEN THE SPACING SHALL NOT EXCEED 250 FEET. ALL SAGS SHALL HAVE AN OUTLET. USE EXISTING OUTFALL LOCATIONS WHERE POSSIBLE.

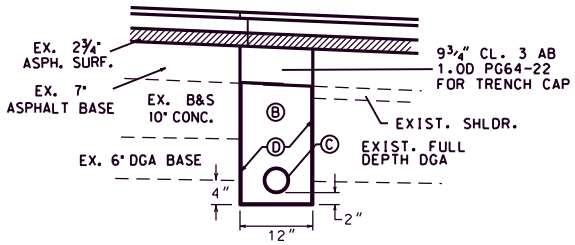
(2) FABRIC GEOTEXTILE TYPE IV AND CRUSHED AGGREGATE SIZE NO. 57 ARE INCIDENTAL TO PERFORATED PIPE-4". REMOVAL OF EXISTING EDGE DRAIN ON THE OUTSIDE SHOULDER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR NEW PERFORATED PIPE. WASTE THE EXISTING UNDERDRAIN PIPE. EXISTING PERFORATED PIPE HEADWALLS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.





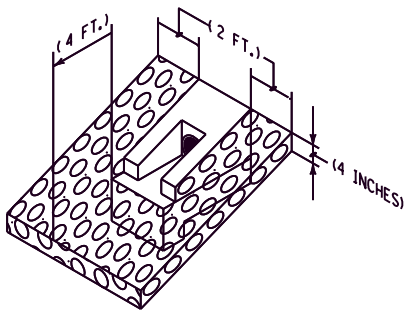
* Use Tee in Lieu of Elbow at Sump Conditions

(OUTSIDE SHOULDER)



Ⓑ CRUSHED AGGREGATE SIZE No. 57 (NO SAND)
Ⓒ PERFORATED PIPE - 4" (NO SOCK)
NON-PERFORATED PIPE - 4" (OUTLET)
Ⓓ TYPE IV GEOTEXTILE FABRIC

PERFORATED PIPE
DRAIN REPLACEMENT



PAVEMENT SUBSURFACE DRAINAGE OUTLET

NOT TO SCALE

I–75
EDGE DRAIN DETAIL

I-75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7-2036.00
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
2391	GUARDRAIL END TREATMENT TYPE 4A ⑥	EACH	5
2369	GUARDRAIL END TREATMENT TYPE 2A ⑥	EACH	5
1982	DELINEATORS FOR GUARDRAIL (W)	EACH	46
21802EN	GUARDRAIL - STEEL W BEAM - S FACE (7' POST) ⑥	L.F.	4,100
1985	DELINEATORS FOR BARRIER - Y	EACH	110
2565	OBJECT MARKER TYPE 2	EACH	2
23143ED	KPDES PERMIT & TEMPORARY EROSION CONTROL	L.S.	1
5950	EROSION CONTROL BLANKET	S.Y.	15,000
2575	DITCHING & SHOULDERING	L.F.	11,035
6417	FLEXIBLE DELINEATOR POSTS (W)	EACH	26
24489EC	INLAID PAVEMENT MARKER	EACH	1,104
24189ER	DURABLE WATERBORNE MARKING - 6" W	L.F.	32,759
24190ER	DURABLE WATERBORNE MARKING - 6" Y	L.F.	21,840
6511	PAVEMENT STRIPING TEMPORARY PAINT - 6"	L.F.	54,599
22664EN	WATER BLAST EXISTING STRIPE	L.F.	2,600
6550	PAVE STRIPING TEMPORARY REMOVABLE TAPE - W	L.F.	4,650
6551	PAVE STRIPING TEMPORARY REMOVABLE TAPE - Y	L.F.	3,800
2650	MAINTAIN AND CONTROL TRAFFIC	L.S.	1
78	CRUSHED AGGREGATE SIZE NO. 2 ①	TON	1,000
2483	CLASS II CHANNEL LINING ①	TON	2,000
2484	CLASS III CHANNEL LINING ①	TON	2,000
2562	SIGNS	S.F.	744
2696	SHOULDER RUMBLE STRIPS - SAWED	L.F.	43,680
10020NS	FUEL ADJUSTMENT	DOLLAR	28,209
10030NS	ASPHALT ADJUSTMENT	DOLLAR	56,988
3240	BASE FAILURE REPAIR ②	S.Y.	1,730
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2
2677	ASPHALT PAVEMENT MILLING & TEXTURING ⑤	TON	21,273
2676	MOBILIZATION FOR MILLING & TEXTURING	L.S.	1
2568	MOBILIZATION	L.S.	1
2569	DEMOBILIZATION	L.S.	1
20071EC	JOINT ADHESIVE	L.F.	88,280
23783EC	REMOVE EXISTING CONCRETE MEDIAN BARRIER	L.F.	30
3144	CONCRETE MEDIAN BARRIER TYPE 9C1	L.F.	30

CONT. ON NEXT SHT.

① TO BE USED AS DIRECTED BY THE ENGINEER & AT PERF. PIPE HDWLS
② INCLUDES 100 S.Y. TO BE USED AS DIRECTED BY THE ENGINEER.
③ CARRIED OVER FROM PIPE SUMMARY
④ CARRIED OVER FROM TRAFFIC DATA ACQUISITION SUMMARY
⑤ CARRIED OVER FROM PAVING SUMMARY
⑥ CARRIED OVER FROM GUARDRAIL SUMMARY

I–75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7–2036.00
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
4793	CONDUIT 1-1/4" INCH ④	L.F.	80
4820	TRENCHING AND BACKFILLING ④	L.F.	80
4829	PIEZOELECTRIC SENSOR ④	EACH	6
4830	LOOP WIRE ④	L.F.	2,900
4895	LOOP SAW SLOT AND FILL ④	L.F.	560
2775	ARROW BOARDS	EACH	2
24522EC	REPAIR	L.S.	1
1897	ASPHALT WEDGE CURB	L.F.	8
2625	REMOVE EXISTING HEADWALL ③	EACH	1
1451	24" SLOPED & FLARED BOX INLET - OUTLET ③	EACH	1
464	24" RCP ③	L.F.	4
8160	STRUCTURAL STEEL ③	LBS.	2,138
1000	4" PERF. PIPE	L.F.	22,070
1010	4" NON-PERF. PIPE	L.F.	970
1020	PERF. PIPE HDWL. TYPE 1 - 4"	EACH	11
1028	PERF. PIPE HDWL. TYPE 3 - 4"	EACH	53
1015	INSPECT & CERTIFY EDGE DRAIN SYSTEM	L.S.	1
1	DGA BASE ⑤	TONS	1,046
339	CLASS 3 ASPH. SURFACE 0.38D PG64-22 ⑤	TONS	2,122
342	CLASS 4 ASPH. SURFACE 0.38A PG76-22 ⑤	TONS	7,756
214	CLASS 3 ASPH. BASE 1.0D PG64-22 (FOR TRENCH CAP) ⑤	TONS	1,315
214	CLASS 3 ASPH. BASE 1.0D PG64-22 ⑤	TONS	5,091
219	CLASS 4 ASPH. BASE 1.0D PG76-22 ⑤	TONS	18,613
100	ASPHALT SEAL AGGREGATE ⑤	TONS	196
103	ASPHALT SEAL COAT ⑤	TONS	23.5
191	ASPHALT SCRATCH COURSE ⑤	TONS	540
190	LEVELING & WEDGING PG64-22 ⑤	TONS	1,061

① TO BE USED AS DIRECTED BY THE ENGINEER.
② INCLUDES 100 S.Y. TO BE USED AS DIRECTED BY THE ENGINEER.
③ CARRIED OVER FROM PIPE SUMMARY
④ CARRIED OVER FROM TRAFFIC ACQUISITION SUMMARY
⑤ CARRIED OVER FROM PAVING SUMMARY
⑥ CARRIED OVER FROM GUARDRAIL SUMMARY

I–75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7–2036.00
PAVING SUMMARY

PAVING AREAS
MAINLINE

ITEM	TOTAL	ITEM	TOTAL
TRAFFIC LANES & 5' SHOULDER	S.Y.	**INSIDE SHOULDER – REMAINING 7.21'**	S.Y.
1.25" CL4 ASPH SURF 0.38A PG76-22	112,803	1.25" CL3 ASPH SURF 0.38D PG76-22	17,681
3" CL4 ASPH BASE 1.0D PG76-22	112,803	3" CL3 ASPH BASE 1.0D PG64-22	17,681
		LEVELING & WEDGING 5/8" AVERAGE DEPTH	17,681
OUTSIDE SHOULDER – REMAINING 5'–7' PVD.	S.Y.		
1.25" CL3 ASPH SURF 0.38D PG64-22 ②	13,173	**ASPHALT PAVE MILLING & TEXTURING**	S.Y.
3" CL3 ASPH BASE 1.0D PG64-22 ②	13,173	MAINLINE & 5' SHLD (3")	112,803
LEVELING AND WEDGING 5/8" AVERAGE DEPTH	13,173	REMAINDER OF PVD. SHLD. (1.25")	30,854
DGA 1 1/2" AVERAGE DEPTH	9,809	MOT - INSIDE RUMBLE STRIPS & STRIPE	9,809
ASPHALT SEAL (2 APPLICATIONS)	19,618		
ASPHALT SEAL AGGREGATE (2 APPLICATIONS)	19,618	**MOT – INSIDE RUMBLE STRIPS & STRIPE**	
		1" SCRATCH COURSE	9,809
		LONGITUDINAL EDGE DRAIN	
		9 3/4" CL3 ASPH BASE 1.0D PG64-22 (FOR TRENCH CAP)	2,452

PAVING SUMMARY (TONS)

CODE	ITEM	MAINLINE			PROJECT TOTAL
1	DGA BASE	846			1,046 ①
339	CLASS 3 ASPH. SURFACE 0.38D PG64-22	2,122			2,122
342	CLASS 4 ASPH. SURFACE 0.38A PG76-22	7,756			7,756
214	CLASS 3 ASPH. BASE 1.0D PG64-22 (FOR TRENCH CAP)	1,315			1,315
214	CLASS 3 ASPH. BASE 1.0D PG64-22	5,091			5,091
219	CLASS 4 ASPH. BASE 1.0D PG76-22	18,613			18,613
2677	ASPHALT PAVE MILLING & TEXTURING	21,273			21,273
100	ASPHALT SEAL AGGREGATE	196			196
103	ASPHALT SEAL COAT	23.5			23.5
191	ASPHALT SCRATCH COURSE	540			540
190	LEVELING AND WEDGING PG64-22	1,061			1,061

① INCLUDES ADDITIONAL 200 TONS TO BE USED FOR GR END TREATMENT REPLACEMENT
② INCLUDES 2' WIDENING FOR GUARDRAIL LOCATIONS

I-75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7-2036.00
PIPE DRAINAGE SUMMARY

MILE POINT	CULVERT PIPE		SAFETY INLETS		MISCELLANEOUS					REMARKS
		24"		24" S. & F. BOX I-0	GRATE FOR 18" SLOPED BOX OUTLET TY. 1	GRATE FOR 24" S. & F. BOX I-0 TY. 1	REMOVE EXIST HEADWALL		STRUCTURAL STEEL	
ITEM CODE		464		1451			2625		8160	
UNIT TO BID	FEET		E A C H						LBS.	
MP 105.44 (Left)						1			454	REPLACE GRATE
MP 105.95 (Left)		4		1			1			
MP 105.98 (Right)						1			454	REPLACE GRATE
MP 106.15 (Right)						1			454	REPLACE GRATE
MP 106.15 (Left)						1			454	REPLACE GRATE
MP 106.46 (Left)					1				161	REPLACE GRATE
MP 106.56 (Left)					1				161	REPLACE GRATE
TOTAL PROJECT		4		1	2	4	1		2138	
					①	①				

① GRATES TO BE BID AS STRUCTURAL STEEL (See Std. Dwgs.)

I–75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7–2036.00
NORTHBOUND GUARDRAIL SUMMARY

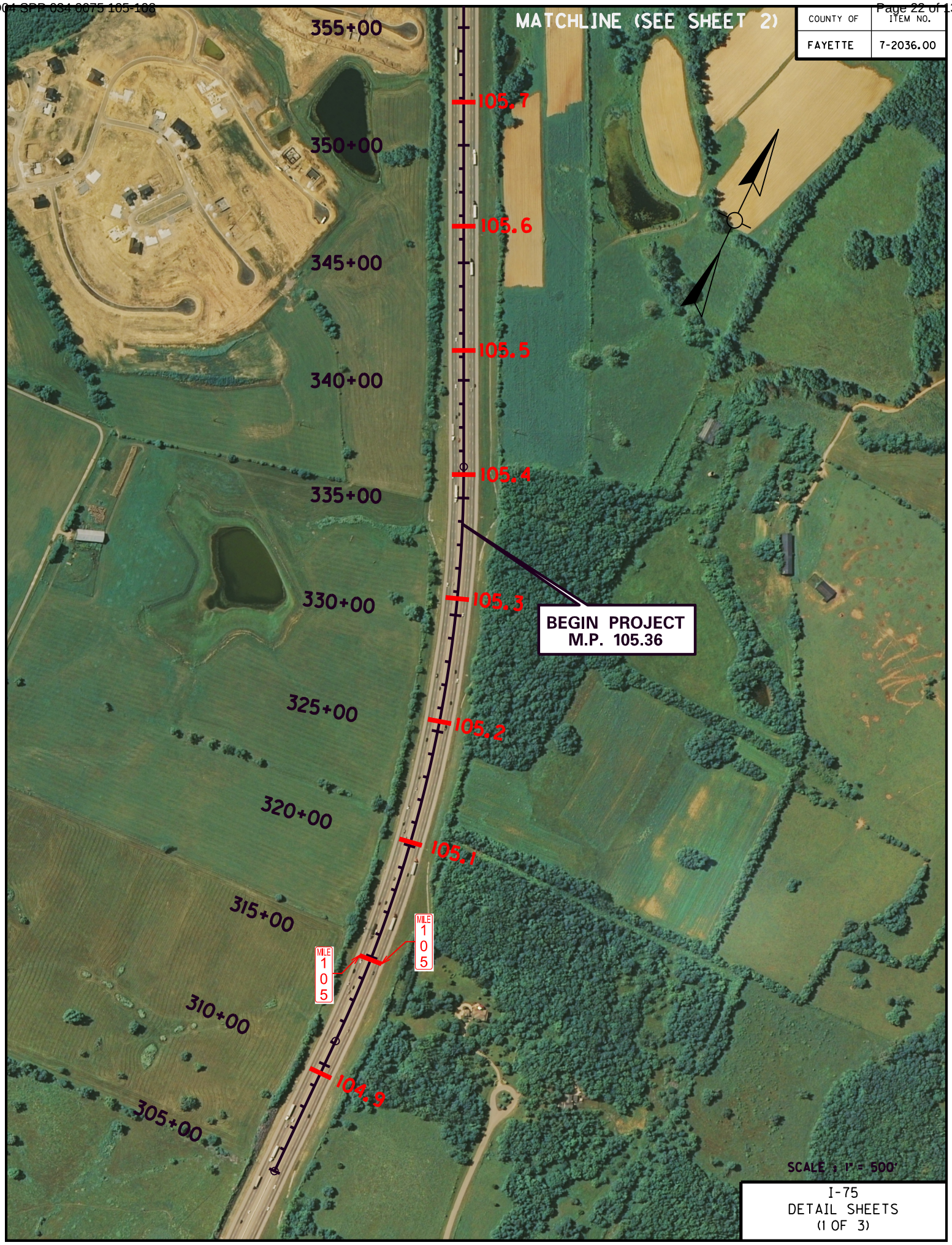
SURVEY POINT NUMBERS	FROM MILEPOST	TO MILEPOST	GUARDRAIL–STEEL W BEAM–S FACE (7 FT POST) (LF)	GUARDRAIL–STEEL W BEAM–S FACE (LF)	GUARDRAIL CONNECTOR TO BRIDGE END TY A (EACH)	GUARDRAIL END TREATMENT TYPE 1 (EACH)	GUARDRAIL END TREATMENT TYPE 2A (EACH)	GUARDRAIL END TREATMENT TYPE 3 (EACH)	GUARDRAIL END TREATMENT TYPE 4A (EACH)	REMOVE GUARDRAIL (LF)	DESCRIPTION
ITEM NO.			21802EN	2351	2363	2367	2369	2373	2391	2381	
188-186	105.84	105.89	200				1		1		REPLACE GUARDRAIL
172-168	106.21	106.27	250						1		TIE TO EXISTING BRIDGE END CONNECTOR
167-164	106.28	106.30	50				1				TIE TO EX. GUARDRAIL 25' FROM BRIDGE PIER
112-113	106.83	106.88	225				1		1		REPLACE GUARDRAIL
118-141	107.13	107.42	1,487.5						1		TIE TO EXISTING BRIDGE END CONNECTOR
SHEET TOTAL			2,212.5				3		4		
PROJ. TOTAL			4,100 *				5 *		5 *		

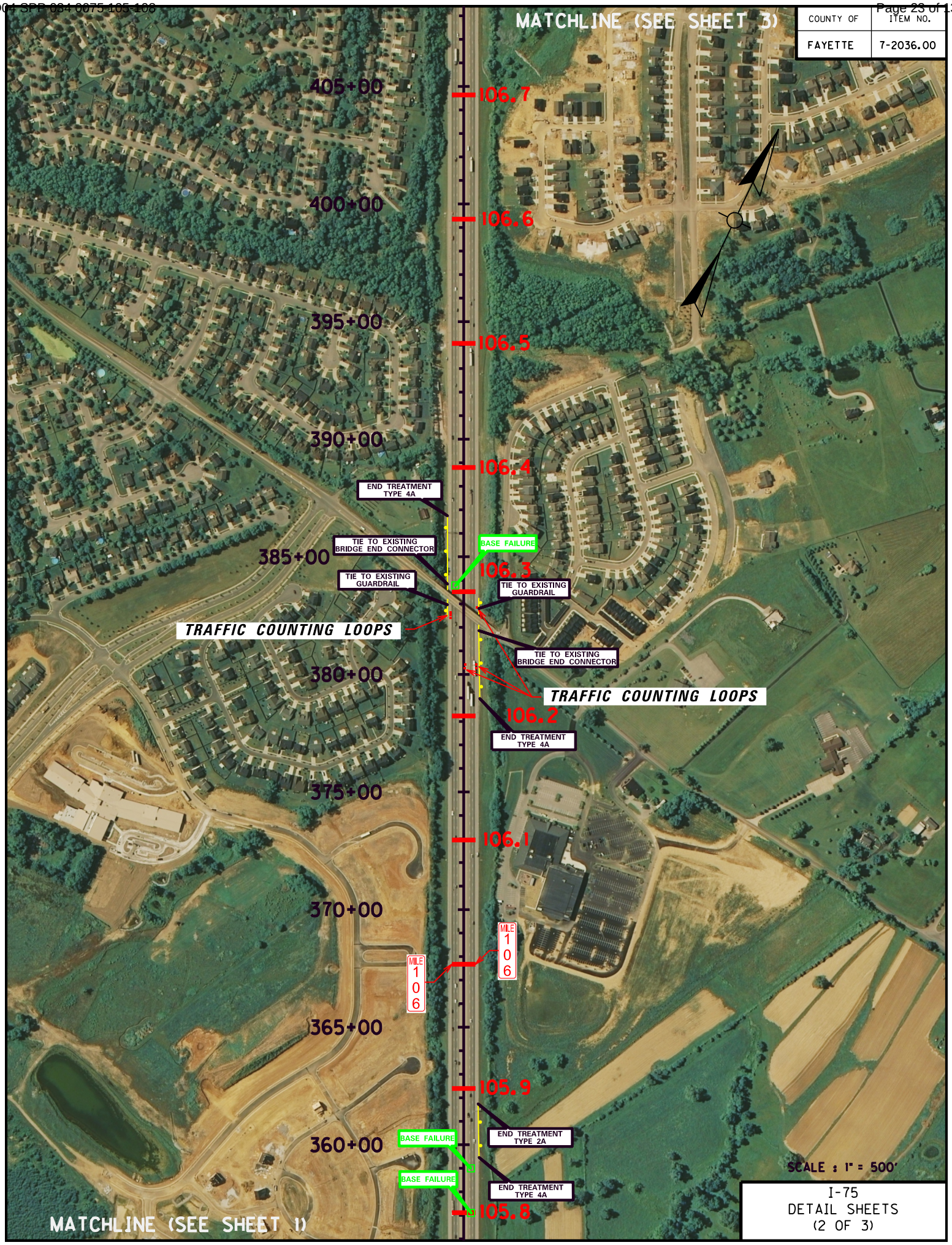
* CARRIED OVER TO GENERAL SUMMARY

I–75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7–2036.00
SOUTHBOUND GUARDRAIL SUMMARY

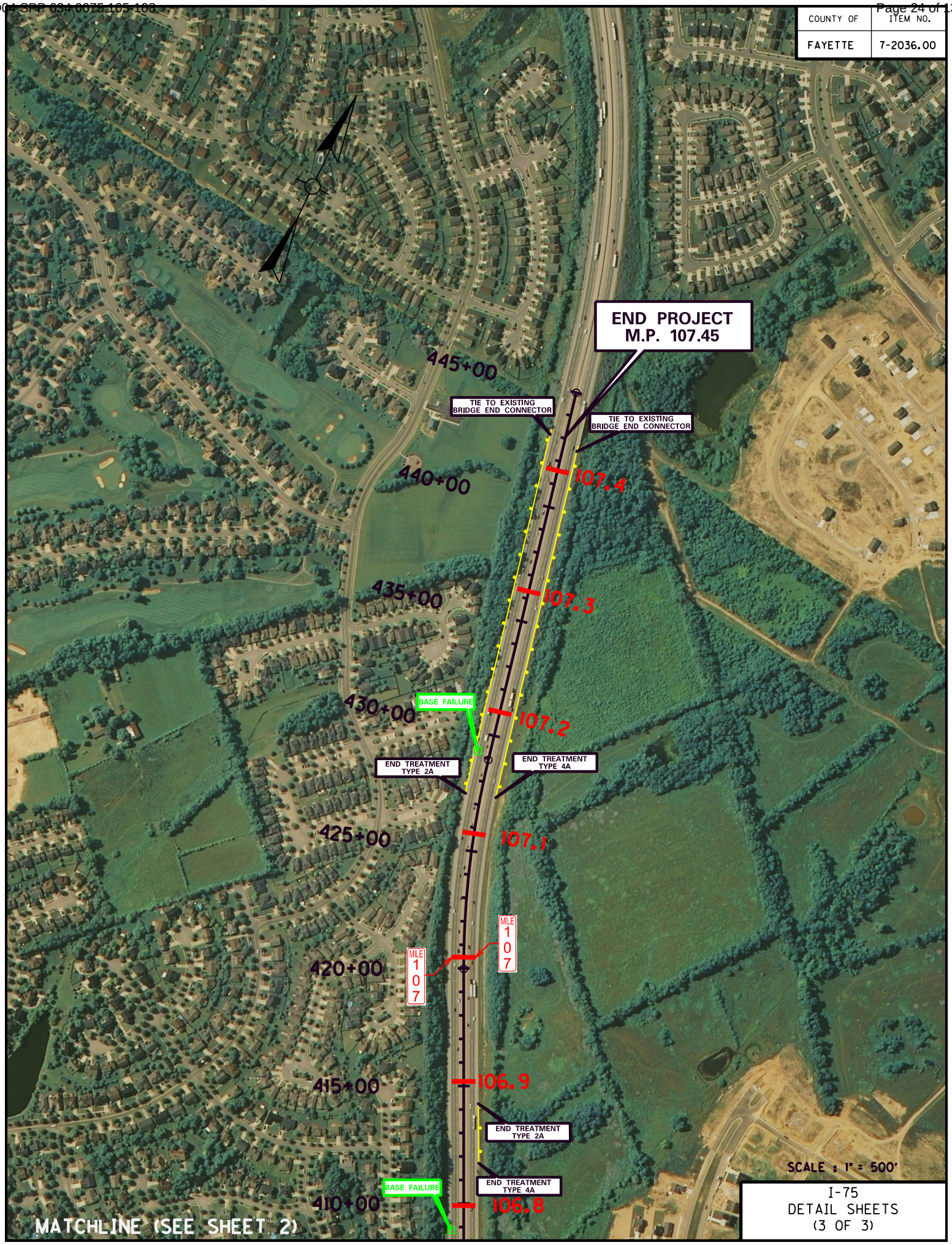
SURVEY POINT NUMBERS	FROM MILEPOST	TO MILEPOST	GUARDRAIL–STEEL W BEAM–S FACE (7 FT POST) (LF)	GUARDRAIL–STEEL W BEAM–S FACE (LF)	GUARDRAIL CONNECTOR TO BRIDGE END TY A (EACH)	GUARDRAIL END TREATMENT TYPE 1 (EACH)	GUARDRAIL END TREATMENT TYPE 2A (EACH)	GUARDRAIL END TREATMENT TYPE 3 (EACH)	GUARDRAIL END TREATMENT TYPE 4A (EACH)	REMOVE GUARDRAIL (LF)	DESCRIPTION
ITEM NO.			21802EN	2351	2363	2367	2369	2373	2391	2381	
464-463	106.28	106.29	50				1				TIE TO EX. GUARDRAIL 25' FROM BRIDGE PIER
460-458	106.30	106.36	262.5						1		TIE TO EXISTING BRIDGE END CONNECTOR
415-433	107.13	107.43	1,575				1				TIE TO EXISTING BRIDGE END CONNECTOR
SHEET TOTAL			1,887.5				2		1		
PROJ. TOTAL			4,100 *				5 *		5 *		

* CARRIED OVER TO GENERAL SUMMARY


MATCHLINE (SEE SHEET 2)
COUNTY OF
FAYETTE
ITEM NO.
7-2036.00
355+00
105.7
350+00
105.6
345+00
105.5
340+00
105.4
335+00
330+00
105.3
BEGIN PROJECT
M.P. 105.36
325+00
105.2
320+00
105.1
315+00
MILE 105
MILE 105
310+00
104.9
305+00
SCALE : 1" = 500'
I-75
DETAIL SHEETS
(1 OF 3)


MATCHLINE (SEE SHEET 3)
COUNTY OF
FAYETTE
ITEM NO.
7-2036.00
405+00
106.7
400+00
106.6
395+00
106.5
390+00
106.4
END TREATMENT TYPE 4A
TIE TO EXISTING BRIDGE END CONNECTOR
BASE FAILURE
385+00
106.3
TIE TO EXISTING GUARDRAIL
TIE TO EXISTING GUARDRAIL
TRAFFIC COUNTING LOOPS
TIE TO EXISTING BRIDGE END CONNECTOR
380+00
TRAFFIC COUNTING LOOPS
106.2
END TREATMENT TYPE 4A
375+00
106.1
370+00
MILE 106
MILE 106
365+00
105.9
END TREATMENT TYPE 2A
360+00
BASE FAILURE
BASE FAILURE
END TREATMENT TYPE 4A
105.8
SCALE : 1" = 500'
MATCHLINE (SEE SHEET 1)
I-75
DETAIL SHEETS
(2 OF 3)

COUNTY OF	ITEM NO.
FAYETTE	7-2036.00



I-75
DETAIL SHEETS
(3 OF 3)

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

I–75
BASE FAILURE REPAIR

NOTE FOR BASE FAILURE REPAIR DETAIL

(1) "BASE FAILURE" locations are shown in the proposal by Mile Points. The Engineer shall make the final determination as to the width and the exact location of the Base Failure. Locations shown on the plans may be eliminated by the Engineer.

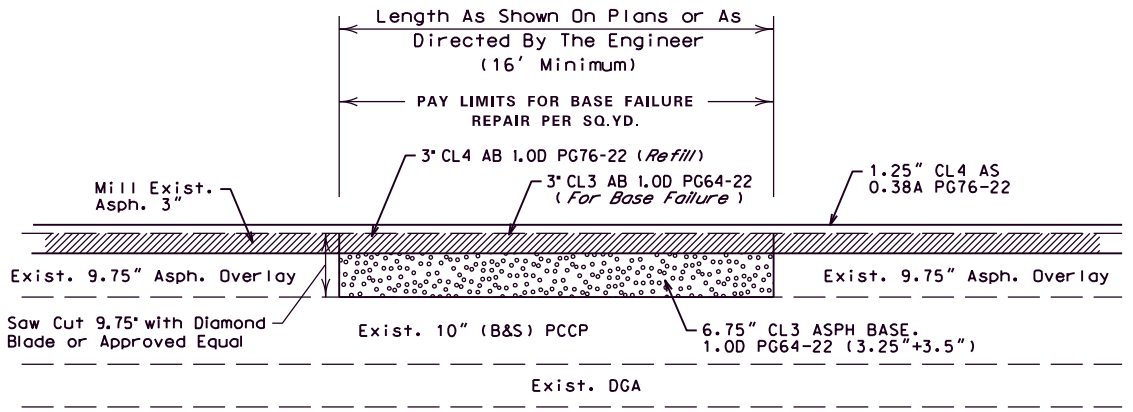
After all existing material has been removed to the dimensions shown, each course of Asphalt Refill shall be compacted to the proper density for the material being placed as required in the Standard Specifications.

The Contractor shall allow 2 weeks minimum between completion of the Base Failure Repair and the Asphalt Overlay Construction to allow for settlement.

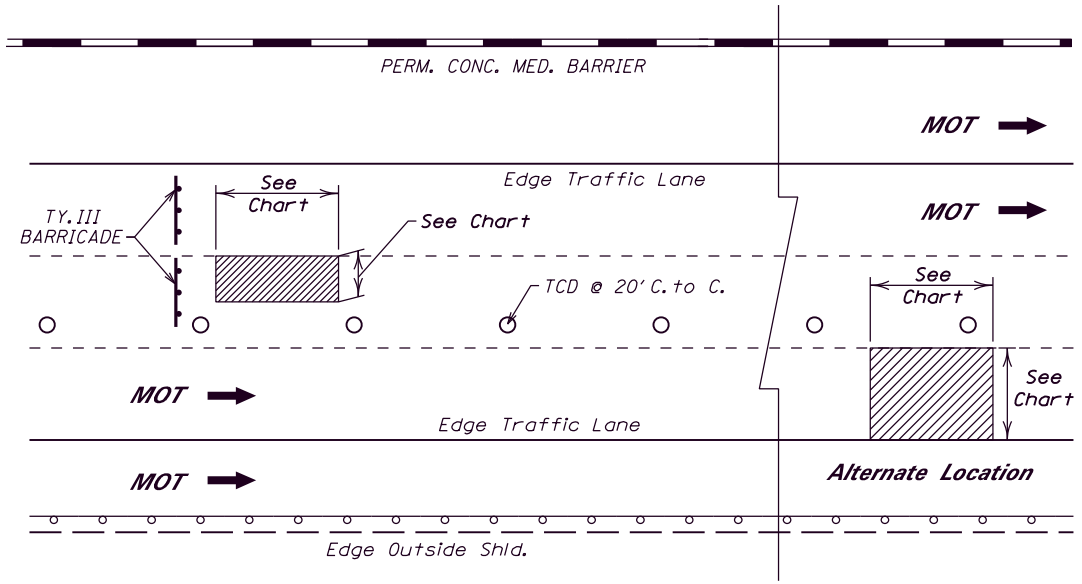
The contract unit bid price per SQ YD for "Base Failure Repair" shall include saw cutting through the asphalt, removing pavement and replacement of the asphalt base courses back to the original pavement elevation. After the required settlement period the top 3" asphalt base course shall be milled at the same time as the mainline traffic lanes.

LOCATION	M.P.	PT. #	WIDTH *	LENGTH *	S.Y.
CENTER NB	105.40	491	12	170	226
OUTSIDE SB	105.80	191	8	30	27
OUTSIDE SB	105.84	189	8	30	27
OUTSIDE SB	105.91	184	12	140	187
CENTER NB	106.12	473	12	112	149
CENTER NB	106.30	461	12	72	96
OUTSIDE NB	106.30	461	12	72	96
OUTSIDE NB	106.30	459	12	30	54
CENTER NB	106.38	456	12	140	186
OUTSIDE NB	106.38	456	12	140	186
CENTER NB	106.78	408	8	32	28
CENTER SB	106.98	115	12	160	213
CENTER NB	107.17	417	8	60	53
OUTSIDE SB	107.17	121	12	52	69
OUTSIDE SB	107.27	147	12	25	33
TOTAL					1630

*WIDTH AND LENGTH MAY BE MODIFIED BY THE ENGINEER



BASE FAILURE REPAIR PROFILE DETAIL



NOT TO SCALE

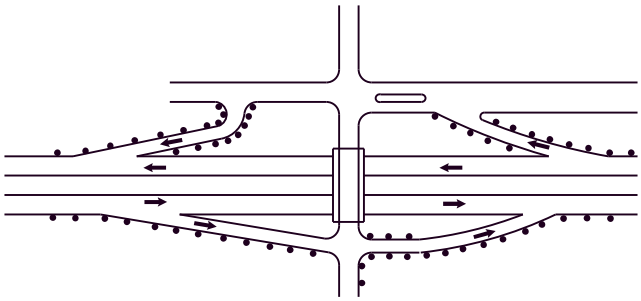
I–75 FAYETTE CO.
OUTSIDE LANE
BASE FAILURE REPAIR

I–75
FAYETTE COUNTY
PAVEMENT REHABILITATION, MILEPOST 105.36 TO 107.45
ITEM NO. 7–2036.00
FLEXIBALE DELINEATOR POST SPACING DETAILS

SPACING FOR HIGHWAY DELINEATORS ON HORIZONTAL CURVES

(DISTANCE IN FEET ROUNDED TO THE NEAREST 5 FEET)

RADIUS OF CURVE (IN FEET)	SPACING ON CURVE (IN FEET)	SPACING IN ADVANCE AND BEYOND CURVE (IN FEET)		
		1ST	2ND	3RD
50	20	40	65	125
150	30	60	90	180
200	35	70	110	215
250	40	85	125	250
300	50	95	145	290
400	55	110	170	300
500	65	125	190	300
600	70	140	210	300
700	75	150	230	300
800	80	165	245	300
900	85	175	260	300
1000	90	185	275	300



TYPICAL INTERCHANGES RAMP DELINEATION

SPACING FOR SPECIFIC RADII NOT SHOWN MAY BE INTERPOLATED FROM TABLE. THE MINIMUM SPACING SHOULD BE 20 FEET. THE SPACING ON CURVES SHOULD NOT EXCEED 300 FEET. IN ADVANCE OF OR BEYOND A CURVE, AND PROCEEDING AWAY FROM THE END OF THE CURVE, THE SPACING OF THE FIRST DELINEATOR IS 2S, THE SECOND 3S, AND THE THIRD 6S BUT NOT TO EXCEED 300 FEET. S REFERS TO THE DELINEATOR SPACING FOR SPECIFIC RADII COMPUTED FROM THE FORMULA $S=3\sqrt{R-50}$.

DELINEATION ON THE TANGENT SECTION OF THE MAINLINE WHERE RAISED PAVEMENT MARKERS ARE IN PLACE IS NOT REQUIRED. HOWEVER, DELINEATION IS REQUIRED ON ALL CURVES OF THE MAINLINE. THE SPACING SHALL BE COMPUTED FROM THE FORMULA $S=3\sqrt{R-50}$.

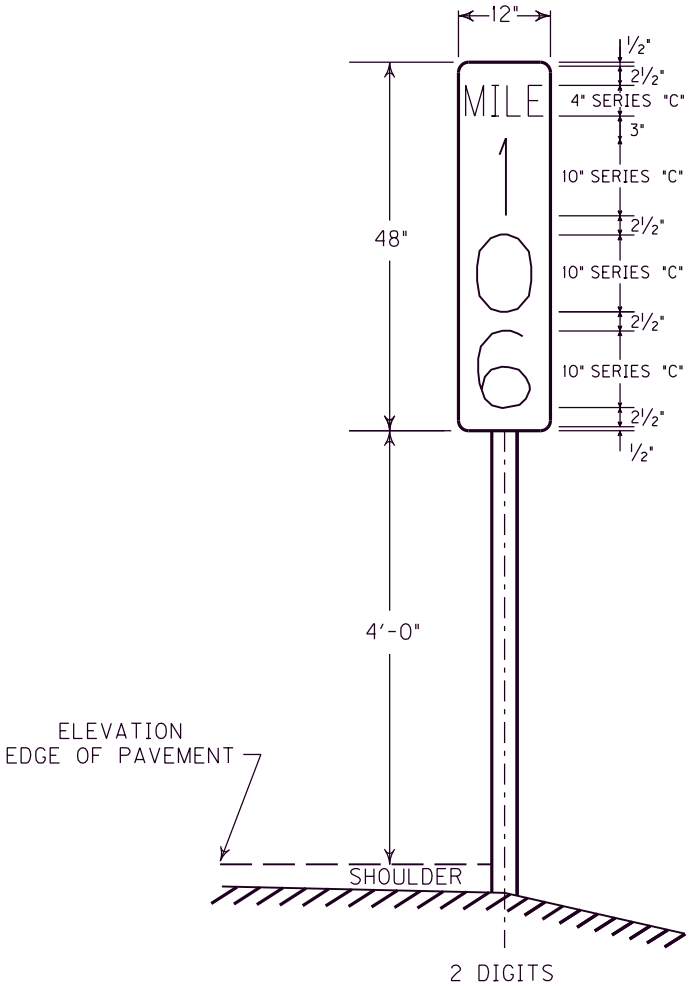
NOTE: CHANNELIZATION ON RAISED ISLANDS ON RAMPS AT RAMP TERMINI IS TO BE DELINEATED WITH A MINIMUM OF THREE DELINEATORS PER ISLAND. NO DELINEATION ON PAINTED ISLANDS.

FOR ADDITIONAL INFORMATION ON DELINEATION, SEE SECTION 3D OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

I-75 FAYETTE CO.
FLEXIBLE DELINEATOR
POST SPACING DETAIL

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

REFERENCE LOCATION SIGN



MILE POINT RANGE FOR SOUTHBOUND DIRECTION	* NUMBER OF MILE POSTS
107 TO 106	2

MILE POINT RANGE FOR NORTHBOUND DIRECTION	* NUMBER OF MILE POSTS
106 TO 107	2

NOTES:

* MILE POSTS ARE TO BE PLACED AT 1.0 MILE INTERVAL.

** REMOVAL OF EXISTING REFERENCE MARKERS IS TO BE CONSIDERED INCIDENTAL TO THE CONTRACT.

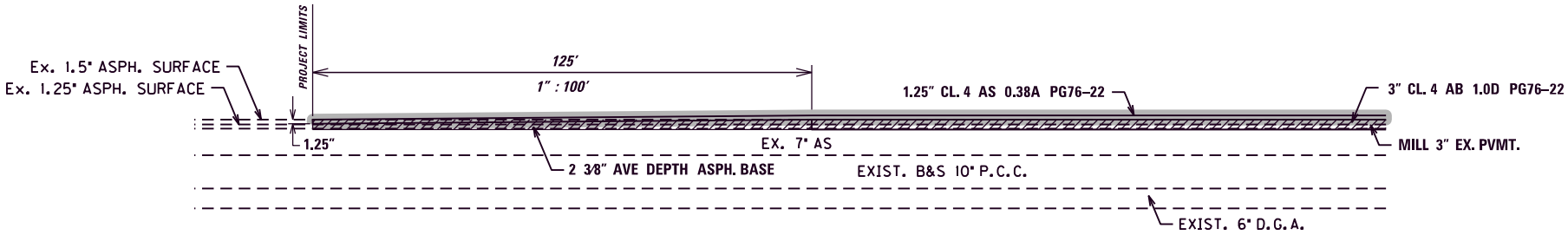
TYPICAL SIGN PANEL DIMENSIONS AND REFERENCE MARKER LOCATION

NOT TO SCALE

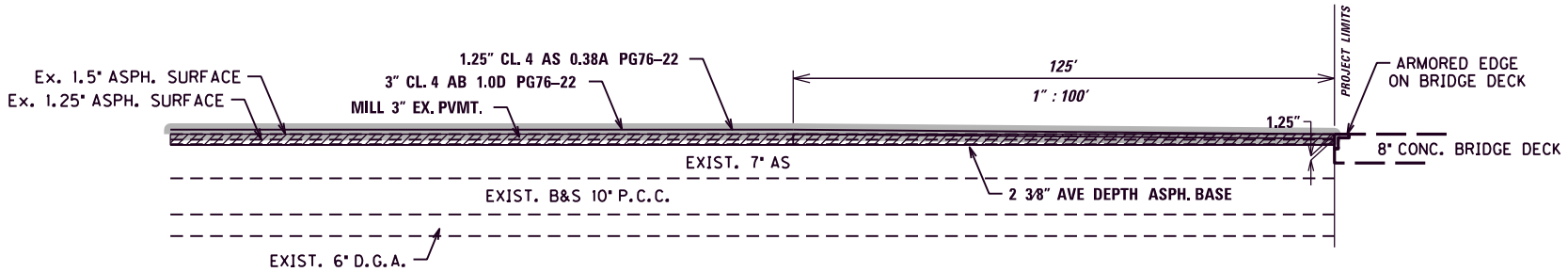
REFERENCE MARKER (MILEPOST) DETAIL SHEET

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

I–75 FAYETTE CO.
TIE–INS FOR OVERLAYS AT PROJECT TERMINI



PROJECT LIMITS AT MP 105.36



PROJECT LIMITS AT MP 107.45

NOT TO SCALE

I–75 FAYETTE CO.
PROJECT TIE–INS @
MP 105.36 & MP 107.45

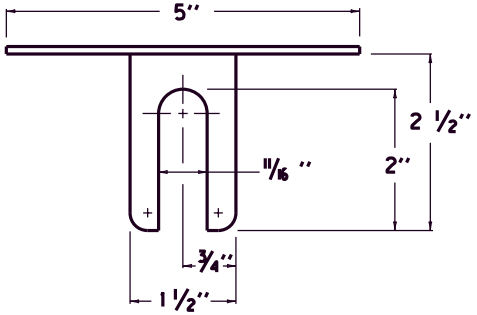
COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036	

NOTES

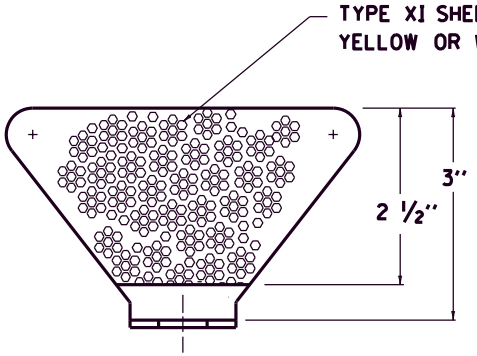
1. THE DELINEATOR'S SHAPE AND DIMENSIONS ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. TYPES OF DELINEATORS PERMITTED SHALL BE FROM THE LIST OF APPROVED MATERIALS.
2. DELINEATOR SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
3.

CODE	PAY ITEM	PAY UNIT
1982	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL WHITE	EACH
1983	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL YELLOW	EACH
1987	DELINEATOR FOR GUARDRAIL - BI-DIRECTIONAL WHITE	EACH

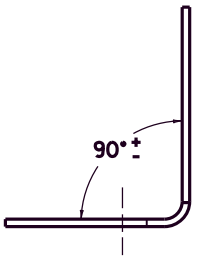
4. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL GUARDRAIL.
5. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
6. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MANUFACTURER'S TOLERANCES.
7. WHEN CONCRETE BARRIERS EXTEND ACROSS BRIDGE STRUCTURES IN LIEU OF STEEL BEAM GUARDRAIL, DELINEATORS SHALL BE INSTALLED AT SAME VERTICAL ALIGNMENT AS ON THE GUARDRAIL, AND DELINEATORS SHALL COMPLY WITH CURRENT SEPIA DRAWING 004.
8. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



PLAN VIEW

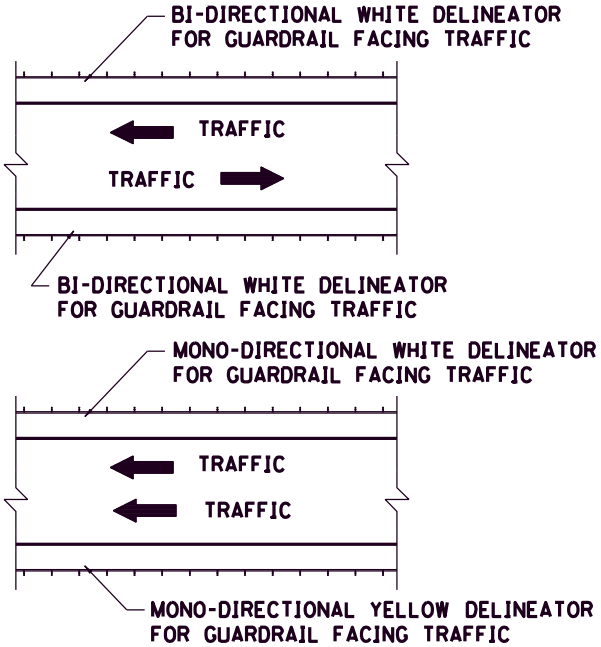


FRONT VIEW

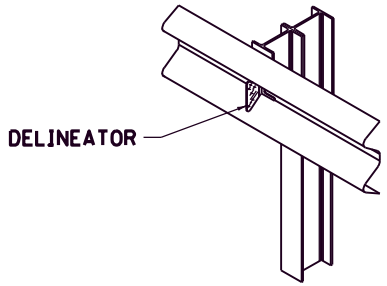


SIDE VIEW

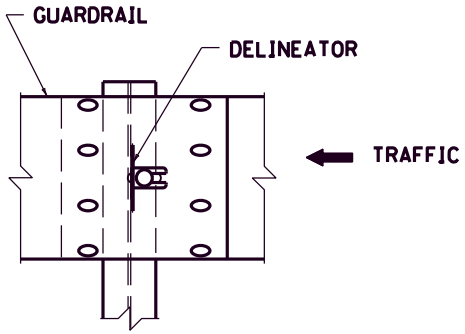
NOTE: DIMENSIONS SHOWN ARE FOR ONE VERSION OF A WEB-MOUNTED GUARDRAIL DELINEATOR. DELINEATORS WITH ALTERNATE DIMENSIONS MAY BE CONSIDERED FOR INCLUSION ON THE APPROVED PRODUCTS LIST.



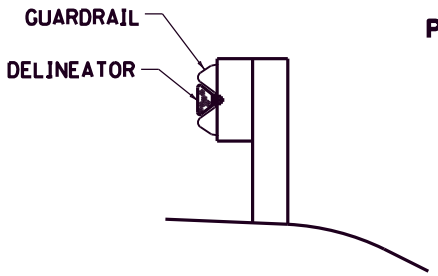
PLACEMENT OF DELINEATORS FOR GUARDRAIL



ISOMETRIC VIEW



FRONT VIEW



SIDE VIEW

APPROXIMATE DELINEATOR SPACING	
TANGENT	100'
CURVE	50'

SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.

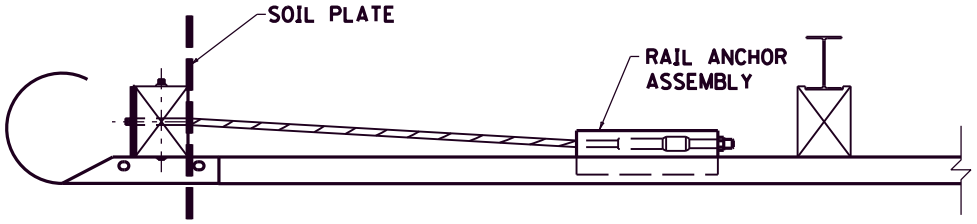
KENTUCKY
DEPARTMENT OF HIGHWAYS

DELINEATORS FOR GUARDRAIL

SUBMITTED _____ 6-15-2012
DIRECTOR DIVISION OF DESIGN — DATE

002

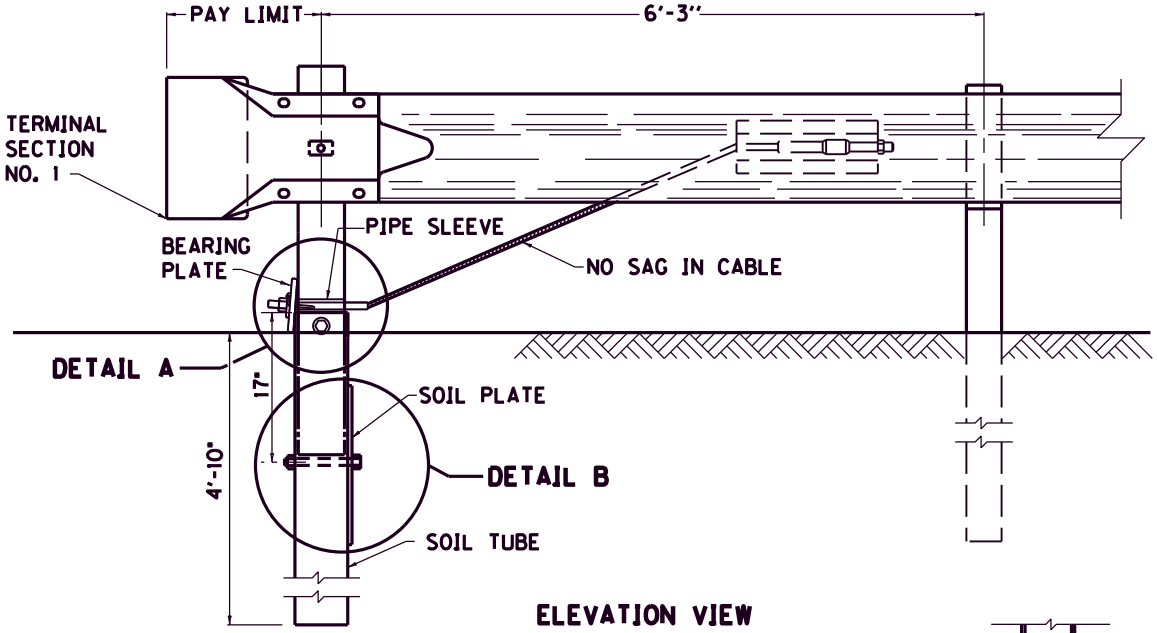
COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036	



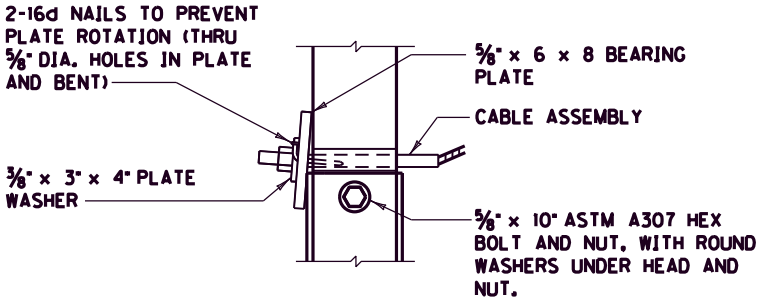
PLAN VIEW

NOTES

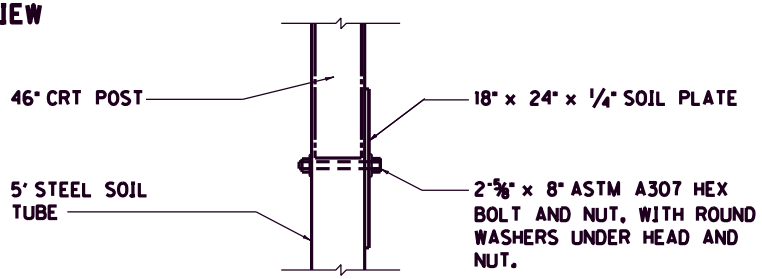
1. GUARDRAIL END TREATMENT TYPE 2A SHALL BE TO THE PAY LIMITS AS DETAILED. THE CONTRACT UNIT BID IS EACH AND SHALL INCLUDE A TERMINAL SECTION NO. 1, RAIL ANCHOR ASSEMBLY, CABLE ANCHOR ASSEMBLY AND ALL OTHER INCIDENTALS NECESSARY FOR A COMPLETE INSTALLATION AS DETAILED.
2. IN THE EVENT SOLID ROCK IS ENCOUNTERED, THE SOIL TUBE MAY BE SHORTENED, PROVIDED IT EXTENDS INTO THE SOLID GROUND A MINIMUM OF 3 FEET.
3. INSTALL BEARING PLATE SO THAT THE "V" OPENING IS AT THE TOP.



ELEVATION VIEW



DETAIL A



DETAIL B

USE WITH CUR. STD. DWGS.
RBR-010, RBI-001,
RBI-002, RBI-003

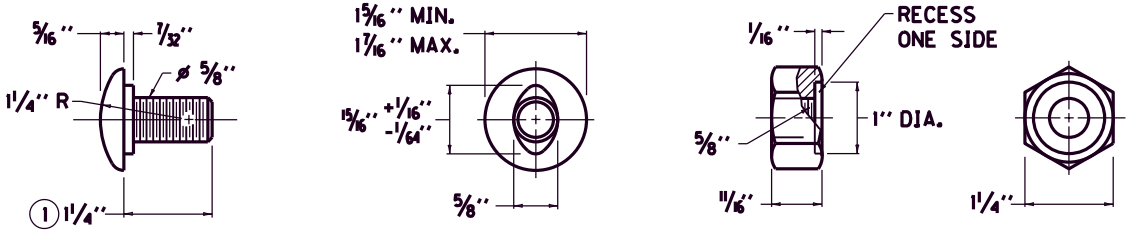
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL
END TREATMENT
TYPE 2A

SUBMITTED _____ 6-15-2012
TEBM DIVISION OF DESIGN DATE

007

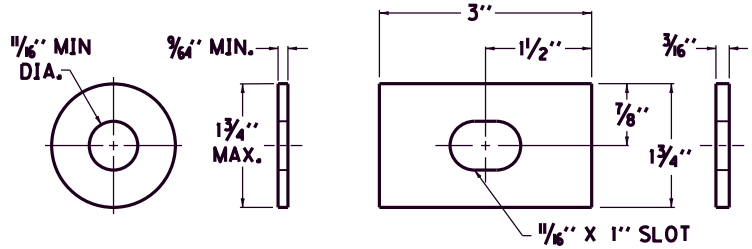
COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036	



5/8" BUTTON HEAD BOLT AND RECESSED NUT

NOTES

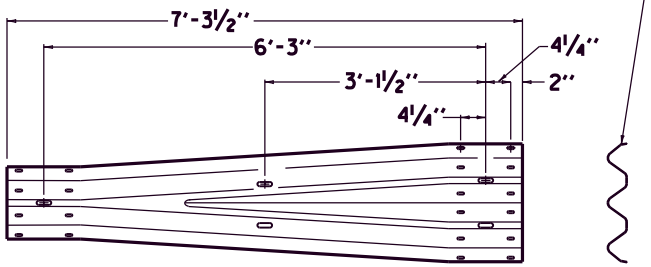
① RAIL BOLT SIMILAR EXCEPT LENGTH.
② THE THRIE BEAM TO "W" BEAM CONNECTOR SHALL COMPLY WITH AASHTO M-180 CLASS A, TYPE 2 EXCEPT WHERE IN CONFLICT WITH THIS DETAIL.



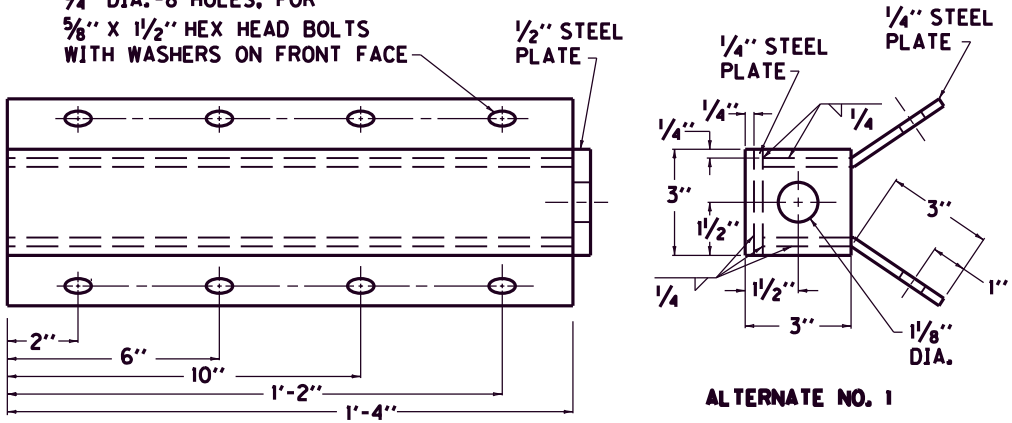
ROUND WASHER AND RECTANGULAR PLATE WASHER

SEE CUR. STD. DWG. RBR-001 FOR DIMENSIONS

SEE CUR. STD. DWG. RBR-100 FOR DIMENSIONS



THRIE BEAM TO "W" BEAM CONNECTOR ②



ALTERNATE NO. 1

ALTERNATE NO. 2

RAIL ANCHOR ASSEMBLY

KENTUCKY DEPARTMENT OF HIGHWAYS

GUARDRAIL COMPONENTS

SUBMITTED Jeff Draper 6-15-2012
TEBM DIVISION OF DESIGN DATE

008

FAYETTE COUNTY
I-75
MP 105.36 TO MP 107.45
Item No. 7-2036.0

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

I. DESCRIPTION

Perform all work in accordance with the Department's 2012 Standard Specifications, Supplemental Specifications, applicable Special Provisions, and applicable Standard and Sepia Drawings, except as hereafter specified. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for the following work:

Northbound and Southbound Lanes and Shoulders

(1) Maintain and Control Traffic; (2) Remove and replace Guardrail and Guardrail End treatments, (3) Inlaid pavement markers and Durable Waterborne Markings;(4) Asphalt Pavement Milling and Texturing; (5) Asphalt Surface and Asphalt Base (6) Base Failure Repairs, (7) Longitudinal Edge Drain Replacement (8) All other work specified as part of this contract.

II. MATERIALS

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

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

B. **Dense Graded Aggregate Base.** Crushed Stone Base shall not be used in lieu of DGA on this project.

C. **Pavement Markings -6 inch.** Use Durable Waterborne Markings 6-inch for permanent striping

D. **Crushed Aggregate Size No. 2.** Crushed Aggregate Size No. 2 will be limestone.

E. **Channel Lining Class II & III.** Channel lining will be limestone and is to be placed at pipe outlets with significant erosion and in ditch repair locations as directed by the Engineer.

F. **Erosion Control Blanket.** Erosion control blanket is to be placed in all ditching areas when ditching is complete, on slope stabilization areas, or as directed by the Engineer. Use Seed Mixture No. 1

III. CONSTRUCTION METHODS

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

B. **Site Preparation.** Be responsible for all site preparation. Do not disturb existing signs. This item will include, but is not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of materials; sweeping and removal of debris; shoulder preparation and restoration, temporary and permanent erosion and pollution control; and all incidentals. Site preparation will be only as approved or directed by the Engineer. 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.

C. **Disposal of Waste.** Dispose of all 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.

D. **Final Dressing, Clean Up, and Seeding and Protection.** After all work is completed, completely remove all debris from the job site. Perform Class A Final Dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. I. These items are incidental to other items in the contract.

E. **Guardrail.** Remove and replace guardrail and guardrail End Treatments listed in the Guardrail Summary or as directed by the Engineer. Quantities are approximate only. Actual locations will be determined by the Engineer at the time of construction. Grade and reshape shoulders to proper template for new End Treatment. Utilize DGA for embankments and redressing shoulders when required for new guardrail and end treatments. Remove existing guardrail with a lane closure in place. Do not leave the area unprotected. After the guardrail is removed, a shoulder closure shall remain in place until the guardrail is replaced in that area.

F. **Pavement Striping and Pavement Markers.** Permanent striping will be in accordance with Section 112, except that:

(1). Striping will be 6" in width
(2). Permanent or temporary striping will be in place before a lane is opened to traffic
(3). Permanent striping will be Durable Waterborne Markings.
(4.) Pavement Markers shall be Inlaid Pavement Markers (See Special Note)

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

H. **Caution:** Information shown on the drawings and in this proposal and the types and quantities of work listed are not to be taken as an accurate or complete evaluation of the material and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the conditions encountered are not in accordance with the information above.

I. **Utility Clearance.** It is not anticipated that utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities.

J. **Asphalt Wedge Curb.** The existing damaged asphalt wedge curb at MP 107.28 has been damaged and requires replacement.

K. **Dense Grade Aggregate.** Quantities of Dense Grade Aggregate have been included in the proposal to be used in the shouldering construction where existing dropoffs at the edge of the outside shoulder exists, to dress the shoulder after guardrail and end treatments are removed and prior to their replacement and at other locations as directed by the Engineer.

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. **Crushed Aggregate Size No. 2.** Payment will be based on the tons used around the perforated pipe outlet headwalls, erosion around pipe inlets and outlets, washouts behind guardrail and other areas as directed by the Engineer.

D. **Raised Pavement Markers and Permanent Striping.** Permanent striping Durable Waterborne Markings (6") is measured per linear foot. See Traffic Control Plan. Inlaid Pavement Markers are measured as each. (See Special Note). No direct payment will be made for the removal of the existing pavement markers prior to the milling operation and shall be considered incidental to milling and texturing.

E. **Erosion Control.** Erosion control items that are not listed as bid items and will not be measured for payment, but will be considered incidental to the "lump sum" price for the bid item "KPDES Permit and Temporary Erosion Control".

F. **Erosion Control Blanket.** Erosion Control Blanket is measured by square yard.

G. **Base Failure Repair.** Base failure repair shall be bid "square yards" and consists of all labor, equipment and materials to complete the repair as shown in the detail provided in the proposal. Additional quantities have been included for base failure repairs to be used as directed by the Engineer.

H. **Remove and Replace Existing Concrete Median Barrier** The existing concrete median barrier at MP 107.38 shall be removed at the adjacent joint to the damaged area. The length of removal shall be 30 feet. Replace the damaged section with Concrete Median Barrier Ty. 9C-1 as shown in the Standard Drawings.

I. **Concrete Median Barrier Patching** The existing concrete median barrier at MP 107.13 and MP 107.14 shall be repaired. See Special Note for Repair / Patch Barrier.

J. **Asphalt Wedge Curb** The unit bid price per "linear feet" shall include removal of the existing wedge curb.

K. **Reference Markers** Existing Mile Markers shall be removed and replaced. The unit bid price per each shall include removal and replacement of the Reference Markers.

V. BASIS OF PAYMENT

No direct payment will be made other than for the bid items listed. All other items required to complete the construction will be incidental to the bid items listed. Existing signs damaged by the Contractor will be replaced by the Contractor at his expense.

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. **Dense Graded Aggregate Base.** See Section 302 of the Standard Specifications.

D. **Inlaid Pavement Markers.** See Special Note

E. **Lane Closures.** Contrary to the specifications Lane Closures in operation for more than three days shall not be a bid item and shall be considered incidental to the bid item “Maintain and Control Traffic”. Arrow boards and signs shall be paid for one time regardless of how many times they are moved.

L. **Milling and Texturing.** Milling and texturing will be paid for per section 408.05 of the 2012 Standard Specifications. No direct payment will be made for stockpiling, reloading and placing the milled material in areas specified in the proposal.

NOTES APPLICABLE TO PROJECT
PAVEMENT REHABILITATION
I-75 Fayette County
Item No. 7-2036.0

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1. There is a summary of base failure repair locations on the base failure detail sheet. The Engineer will determine the ultimate locations that will be repaired based upon the condition of the pavement at the time the repairs are accomplished. The repair locations listed may be lengthened, shortened, or eliminated completely if the conditions are such that modification of the locations would be deemed desirable by the Department.

2. The dimensions shown on the typical section for pavement and shoulder widths and thickness are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened unless otherwise specified in the Proposal.

3. The contractor is to be advised of the locations of overhead utility wires on the project. The following locations are approximate:

   MP 106.09
   MP 105.95
   MP 105.05

CAUTION: Other overhead utility locations may exist. These and all other utilities, including KYTC facilities, 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.

4. Milepost 106 and 107 shall be replaced in its current location.

5. All existing Guardrail, End Treatments, and Terminal Sections with the exception of the Bridge End Connectors at the Todds Mill Overpass piers are to be replaced with this project. The location of new guardrail and end treatments are listed by mile points. Exact placement is to be approved by the Engineer during construction. Guardrail installation is to take place one week after the general milling & filling paving operations are completed. Remove any existing guardrail with a lane closure in place. Do not leave the area unprotected. After the guardrail is removed, a shoulder closure shall remain in place until the guardrail is replaced in that area. A maximum of seven calendar days will be allowed between the removal of a guardrail section and the installation of new guardrail at that same location.

6. The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle center at 1224 Wilkinson Blvd in Frankfort, KY. Contact Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:30PM, Monday through Friday. There is a guardrail delivery verification sheet which must be completed and signed by the Contractor, Engineer and a representative of the Central Sign Shop and Recycle Center.

7. A quantity of Crushed Aggregate No.2, Channel Lining Class II & Channel Lining Class III have been included to be used at eroded areas around drainage outlets / inlets, shoulder washouts behind the guardrail and other areas as directed by the Engineer. Geotextile Fabric Type I will not be measured for payment and will be considered incidental to channel lining.

8. Any roadway signs that are damaged during construction are to be replaced at the contractor's expense.

9. Any light poles that are damaged during construction are to be replaced at the contractor's expense.

10. The existing perforated pipe and headwalls on the outside edge of the traffic lane shall be removed and replaced per detail. The existing pipe and headwalls shall become the property of the contractor and disposed of off the project. Outlet pipes and headwalls are to be located where existing perforated pipe headwalls occur in the field. Some headwalls were not discovered during the initial survey. The contractor shall space outfall pipes and headwalls per notes on the edge drain detail.

11. Perforated pipe headwall types are to be field verified prior to ordering. Class 3 Asphalt Base 1.0D PG64-22 shall be used in the trench cap to bring the top of trench elevation back to the original grade prior to milling and resurfacing (See Typical Section). Separate quantities for the asphalt cap have been included in the summaries.

TRAFFIC CONTROL PLAN
FAYETTE COUNTY
I-75
MP 105.36 to MP 107.45
Item No.7-2036.0
FD04 SPP 034 0075 105-108

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

TRAFFIC CONTROL GENERAL (ADT 47,900)

Except as provided herein, “Maintain and Control Traffic” shall be in accordance with the 2012 Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use cones for lane closures or shoulder closures.

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

Reduce the speed limit in work areas to 55 miles per hour and establish double 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 double fine signs. At the beginning of the work zone, the “WARNING FINE DOUBLED IN WORK ZONE” signs will be dual mounted. At the end of the work zone, the “END DOUBLE FINE” signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period of time. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to “Maintain and Control Traffic,” lump sum.

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

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed during the following days unless otherwise directed and/or approved by the Engineer:

November 21-25, 2012	Thanksgiving Weekend
December 22-26, 2012	Christmas Weekend
December 31, 2012-January 2, 2013	New Years Weekend
March 30, 2013 – April 1, 2013	Easter Weekend
April 30 - May 5, 2013	Derby Week
May 29-June 3, 2013	Memorial Day Weekend
July 4, 2013 – July 7, 2013	Independence Day Weekend

Traffic may be reduced to two lanes in each direction all other times.

Approximate pavement repair locations are listed in the proposal. The Engineer will determine the exact location at the time of construction. Once removal of pavement at a particular repair location has begun, work continuously to complete the work and eliminate the "hole". Place Type III Barricades immediately in front of pavement removal areas. Type III Barricades will not be measured for payment and will be considered incidental to "Maintain and Control Traffic."

During the days when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes and typical sections. Please refer to the "Special Note for Fixed Completion Date and Liquidated Damages" for damage rates per hour associated with failure to maintain two lanes of traffic both northbound and southbound.

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

SHOULDER PREPARATION AND RESTORATION

The clear lane width will be 12 feet; however, make provisions for the passage of wide loads up to 16'. Use a lane closure all times when work is performed in the lane or adjacent shoulder. Shoulders used as temporary roadways will be inspected by the Engineer and if deemed necessary by the Engineer, repaired with asphalt mixture for level & wedging as directed prior to opening to traffic. Perform any maintenance of the shoulder as deemed necessary by the Engineer in order to maintain traffic. Remove failed materials and perform additional patching as directed by the Engineer during the time the shoulder is used as a travel lane. Patch and remove any foreign debris on the shoulders as directed by the Engineer. Remove existing striping by water blasting. Paint temporary edge lines through the lane closure.

The shoulders are to be inspected and low spots refilled to the satisfaction of the Engineer prior to placing traffic on the shoulders. Daytime shoulder closures will be permitted to repair the stabilized shoulders. Install delineators for the existing barrier wall before shifting traffic onto the shoulders. All work required for shoulder preparation and restoration is incidental to Maintenance of Traffic.

TRAFFIC PHASING

LONGITUDINAL EDGE DRAIN

Using outside lane closures as shown in the Standard Drawings close the outside lane and shoulder and remove and replace the perforated pipe underdrain system. Both Northbound and Southbound can be closed simultaneously. This work shall be completed prior to the milling and resurfacing construction.

PHASE I

Close the inside lane and inside shoulder to traffic using lane closures and reduce the number of traveled lanes to two.
Mill the inside rumble strips and yellow stripe 4 feet in width and replace with a 1" scratch course. Payment will be made for the milling and scratch course replacement.
Install temporary paint as shown on the MOT Typical Section. Reverse the lane closure and close the 2 outside lanes and shoulder and direct traffic to the inside lane and shoulder as shown on the MOT plan in Phase I. Remove existing striping that is in conflict with the lane shift and lane closure and replace with temporary removable tape. Use 55:1 taper for lane shift at both project termini.
While maintaining traffic on the inside lane and shoulder construct the base failures on the outside lane as shown in the proposal or as directed by the Engineer. Complete all base failures on the outside lane during one period of allowed lane closure times. After completion of the settlement period for the base failure repairs reinstall the lane closure and direct traffic to the inside lane and shoulder. Mill the 2 outside lanes and shoulders and construct the 3" asphalt base course. Construct temporary striping as shown on the MOT plan in Phase II.

PHASE 1A

Install a lane closure and lane shift closing the two inside lanes directing traffic to the outside lane and shoulder. Construct the base failures on the center lane as shown on the base failure detail (center lane).

PHASE II

Install a lane closure closing the inside lane and shoulder and reduce the number of traffic lanes to two. While maintaining 2 lanes of traffic on the 2 outside lanes construct the 3" asphalt base course and the 1.25" asphalt surface course and install rumble strips, permanent striping and markings.

NOTE on pavement repair (base failure) operations: Once the pavement has been removed, the contractor must work continuously until the pavement has been replaced. Pavement repairs must be completed 2 weeks prior to any general milling & filling pavement operations on those specific repair locations.

PHASE III

Using lanes closures complete the 1.25" final asphalt surface course on the outside two lanes and shoulder and install rumble strips, permanent striping and pavement markers.

Two lanes of traffic must be maintained at all times during the surface course, rumble strips and pavement markings and marker construction.

NOTE on pavement striping. After all other work is completed, place remainder of permanent striping. Mobile operations may be utilized.

PHASE IV

Using lane closures and/or shoulder closures, construct the DGA wedge on the outside shoulder, all guardrail removal and replacement and any other construction item requiring a shoulder closure.

PHASE V – TRAFFIC COUNTING INDUCTANCE LOOPS

After paving and guardrail operations are completed install traffic counting inductance loops. Traffic may be reduced to one lane from 10:00 pm to 5:00 am if required to install the traffic loops. Liquid damages shall be applied at the rates specified in the Special Note for Fixed Completion Date and Liquidated Damages for failing to reopen at least two lanes of traffic after the time specified. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure.

LANE CLOSURES

Lane closures may be installed for the entire length of the project in each direction both northbound and southbound. Contrary to section 112, lane closures will **NOT** be measured for payment, but are considered incidental to "Maintain and Control Traffic," lump sum.

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 TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILE, LEFT/RIGHT LANE CLOSED 3 MILE, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double 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 closures, double fine signs and speed limit signs throughout the project to be paid only once no matter how many times they are moved or relocated.

ARROW PANELS

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

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. 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 PCMS. Place PCMS one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional PCMS so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The PCMS will be in operation at all times. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

TRUCK MOUNTED ATTENUATORS

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

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 existing pavement markers prior to milling operations or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic," lump sum.

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

1. Temporary and permanent striping will be 6" in width
2. If the contractor's operations or phasing deviates from the proposal phasing and requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used; however removable tape will be measured and paid as Pavement Striping-Temporary Paint 6". Temporary removable tape will be paid per LF for the lanes shifts ant each end of the project.
3. Edge lines will be required for temporary striping
4. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic
5. Permanent striping will be Durable Waterbourne Paint

Should the Contractor change the existing striping pattern, the Contractor is to restripe the roadway back to its original configuration after a certain period of time especially if no work is anticipated for a period of time (i.e. winter shutdown).

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings.

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

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time. Construct a wedge with compacted cuttings from milling, trenching, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

Greater than 4" – Pavement Repair areas – In areas where pavement is to be removed, work should proceed continuously so that traffic is exposed to a drop-off for the minimum amount

of time necessary to bring the pavement back up to existing grade. Barrel spacing should be 20 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations.

Guardrail Installation – Guardrail installation is to take place one week after the general milling & filling paving operations are completed. All areas from which guardrail is removed shall be protected by a shoulder closure or other method approved by the Engineer until the new guardrail is installed. A maximum of seven calendar days will be allowed between the removal of a guardrail section and the installation of new guardrail at that same location.

TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA). The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate portable changeable message boards as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

COORDINATION OF WORK

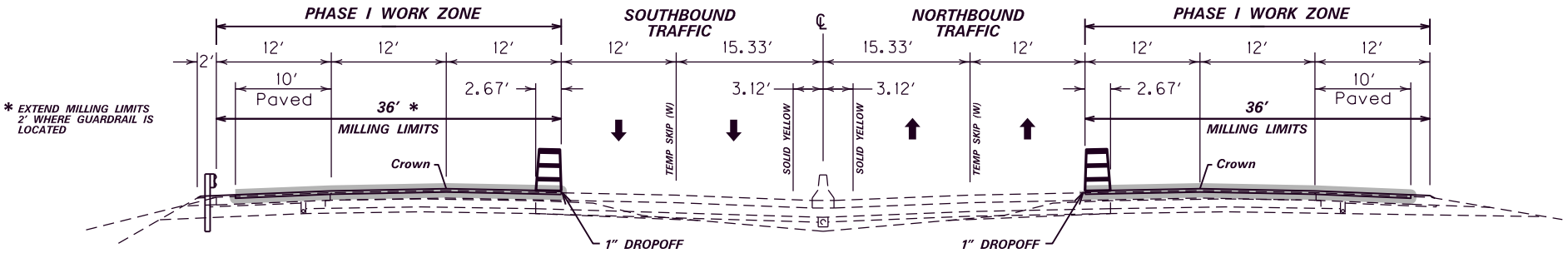
The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with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

CONTRACTOR’S AND CONTRACTOR’S EMPLOYEES’ VEHICLES

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.

COUNTY OF	ITEM NO.	SHEET NO.
FAYETTE	7-2036.0	

M.O.T. TYPICAL SECTIONS
I–75 FAYETTE CO.



PHASE I

SEQUENCE OF CONSTRUCTION

(SEE TRAFFIC CONTROL NOTES)

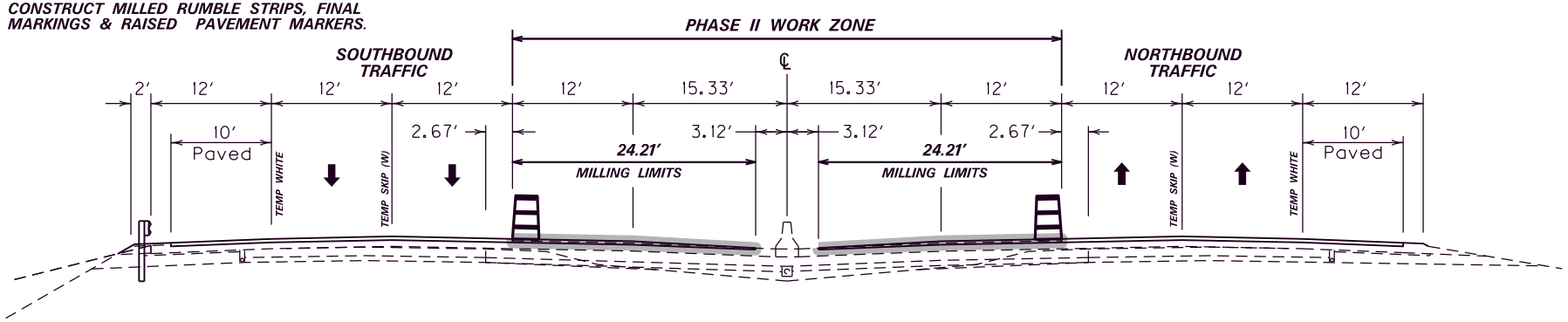
MILL 2" EX. ASPHALT SURFACE

REPLACE WITH 3" CL4 AB 0.75D PG76-22

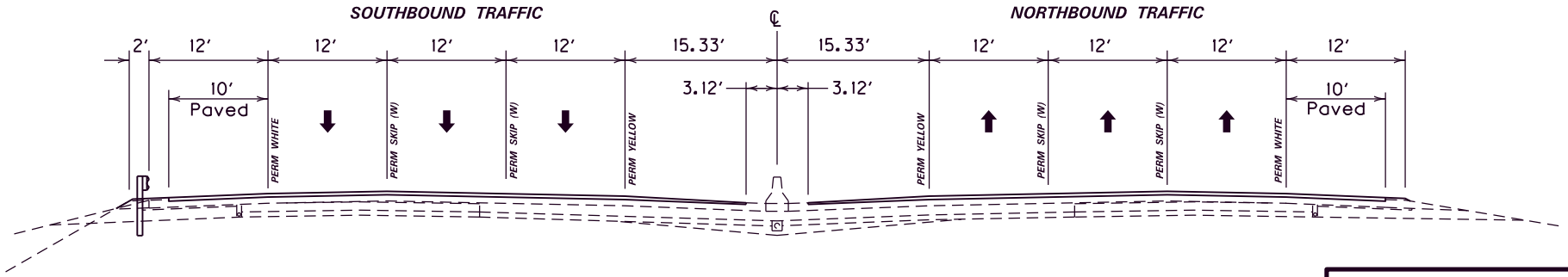
OVERLAY 1.25" ASPHALT SURFACE UNDER TRAFFIC

CONSTRUCT MILLED RUMBLE STRIPS, FINAL MARKINGS & RAISED PAVEMENT MARKERS.

BARRELS ARE TO BE SHIFTED AND LANE SHIFTED TO INSIDE SHOULDER IN MILLING AND REPAVING AREAS, SHIFT BARRELS BACK TO ORIGINAL LOCATION AS THE MILLING AND REPAVING OPERATION ADVANCES.



PHASE II



PHASE III

NOT TO SCALE

I–75 M.O.T. TYPICAL SECTIONS

REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2012.

2. FHWA Manual on Uniform Traffic Control Devices – 2009 Edition.

3. Kentucky Department of Highways Standard Drawings, Edition 2012, as applicable:

RBI-001-09	TYPICAL GUARDRAIL INSTALLATIONS
RBI-002-06	TYPICAL GUARDRAIL INSTALLATIONS
RBI-003-08	TYPICAL INSTALLATION FOR GUARDRAIL END TREATMENT TYPE 2A
RBM-001-09	CONCRETE MEDIAN BARRIER (PERMANENT)
RBR-001-11	STEEL BEAM GUARDRAIL (W-BEAM)
RBR-005-10	GUARDRAIL COMPONENTS
RBR-010-05	GUARDRAIL TERMINAL SECTIONS
RBR-015-04	GUARDRAIL POSTS
RBR-016-04	GUARDRAIL POSTS
RBR-020-04	GUARDRAIL END TREATMENT TYPE 1
RBR-025-04	GUARDRAIL END TREATMENT TYPE 2A
RDB-105-05	SLOPED AND FLARED BOX INLET-OUTLET 18”-24”-30”-36” ALL SKEWS
RDB-106-04	GRATES FOR SLOPED AND FLARED BOX INLET-OUTLET
RDD-040-04	CHANNEL LINING CLASS II AND III
RDI- 001-09	CULVERT, ENTRANCE AND STORM SEWER PIPE TYPES AND COVER HEIGHTS
RDI-020-08	PIPE BEDDING FOR CULVERTS ENTRANCE AND STORM SEWER PIPE
RDI-026	PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE
RDP-001-05	PERFORATED PIPE TYPES AND COVER HEIGHTS
RDP-010-08	PERFORATED PIPE HEADWALLS
RDX-210	TEMPORARY SILT FENCE
RDX-220-04	SILT TRAP - TYPE A
RDX-225	SILT TRAP - TYPE B
RDX-230	SILT TRAP - TYPE C
TPM-105-02	PAVEMENT MARKER ARRANGEMENTS MULTI-LANE ROADWAYS
TPM-125-02	PAVEMENT MARKER ARRANGEMENT EXIT-GORE AND OFF-RAMP
TPM-135-02	PAVEMENT MARKER ARRANGEMENT ON-RAMP WITH PARALLEL ACCELERATION LANE
TTC-115-02	LANE CLOSURE MULTI-LANE HIGHWAY CASE I
TTC-135-01	SHOULDER CLOSURE

TTD-110-01	POST SPLICING DETAIL
TTD-120	WORK ZONE SPEED LIMIT AND DOUBLE FINE SIGNS
TTD-125	PAVEMENT CONDITION WARNING SIGNS
TTS-110-01	MOBILE OPERATION FOR PAINT STRIPING CASE III
TTS-115-01	MOBILE OPERATION FOR PAINT STRIPING CASE IV
TTS-120-01	MOBILE OPERATION FOR DURABLE STRIPING CASE 1

4. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2012, Appendix B - Supplemental Specifications, as applicable:

Special Note	Special Note for use of MTV
Special Note 1I	Portable Changeable Message Signs *attached*
Special Note	Typical Section Dimensions *attached*
Special Note	Before You Dig *attached*
Special Note	Guardrail Delivery Verification Sheet *attached*
Special Note	Fixed Completion Date and Liquidated Damages *attached*
Special Note	Erosion Prevention and Sediment Control *attached*
General Note 444	Asphalt Pavement Ride Quality *attached*
General Note 447	Compaction of Asphalt Mixtures *attached*
Special Note	Asphalt Milling and Texturing *attached*
Special Note	Longitudinal Pavement Joint Adhesive *attached*
Special Note 10W	Water Blasting Striping Removal *attached*
	Material, Installation and Bid Item Notes for Permanent Traffic Data Acquisition Stations *attached*
Special Note	Inlaid Pavement Markers *attached*
Special Note	Concrete Median Barrier Repairs *attached*
Special Note	Base Failure Repair *attached*

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
I-75
FAYETTE COUNTY
ITEM NO. 7-2036.0

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

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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/⇒⇒⇒/
/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 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

SPECIAL NOTE FOR BEFORE YOU DIG

Call 1-800-752-6007 toll free a minimum of two and no more than ten business days prior to excavation for information on the location of existing under-ground utilities which subscribe to the before-u-dig (BUD) service. Coordinate excavation with all utility owners, including those who do not subscribe to BUD.

Guardrail Delivery Verification Sheet

Item No. *7-2036.0*

Guardrail, End Treatment, Terminal Section or Post Type	**Unit**	**Field Verified Amount**	**Delivered Amount**
Guardrail-Steel W Beam	LF		
Temporary Guardrail	LF		
Guardrail Terminal Section No.1	Each		
Crash Cushion Type Ix-A	Each		
Guardrail End Treatment Type 1	Each		
Guardrail End Treatment Type 2a	Each		
Guardrail End Treatment Type 3	Each		
Guardrail End Treatment Type 4a	Each		
Guardrail End Treatment Type 7	Each		
Guardrail Connector To Bridge End	Each		
Guardrail Connector To Conc. Med Barr	Each		
Guardrail Connect-Shld. Bridge Pier	Each		
Steel Offset Blocks	Each		
Steel Guardrail Post	Each		

Removed guardrail, end treatments, terminal sections, and posts shall be delivered to the Central Sign Shop and Recycle Center in Frankfort, KY (502-564-8187) between the hours of 8:00 AM and 3:00 PM Monday through Friday and shall be neatly stacked in accordance with section 719.03.07 of the standard specifications. Contractor, engineer, and Central Sign Shop and Recycle Center representative must all sign off on this sheet before payment may be made.

	Printed Name	Signature	Date
Resident Engineer (or Representative)			
Contractor (or Representative)			
Central Sign Shop and Recycle Center Representative			

Special Note for Fixed Completion Date and
Liquidated Damages
I-75
Fayette County
Item Nos. 7-2036.0

Contrary to Section 108.09, Liquidated Damages of $5,000 per calendar day will be assessed for each day work remains uncompleted beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of July 31, 2013.

Liquidated Damages of $5,000.00 will be assessed for the first hour and $10,000.00 for the second and succeeding hours that 2 lanes are not open to traffic other than inductance loop construction.

During lane closures for inductance loop construction liquidated damages will be assessed at the rate of $5,000.00 for the 1st hour and $10,000.00 for the second and succeeding hours that traffic is reduced to one lane beyond the limits specified in the MOT notes.

All other applicable portions of Section 108 apply.

Special Note For:
Erosion Prevention and Sediment Control
Items 7-2036.0: I-75 – Fayette County

The Contractor shall be responsible for filing the Kentucky Pollution Discharge Elimination System (KPDES) KYR10 permit Notice of Intent (NOI) with the Kentucky Division of Water (DOW) and any KPDES local Municipal Separate Storm Sewer System (MS4) program that has jurisdiction. The NOI shall name the contractor as the Facility Operator and include the KYTC Contract ID Number (CID) for reference.

The Contractor shall perform all temporary erosion/sediment control functions including: providing a Best Management Practice (BMP) Plan, conducting required inspections, modifying the BMP plan documents as construction progresses and documenting the installation and maintenance of BMPs in conformance with the KPDES KYR10 permit effective on August 1, 2009 or a permit re-issued to replace that KYR10 permit. This work shall be conducted in conformance with the requirements of Section 213 of KYTC 2008 Department of Highways, Standard Specifications for Road and Bridge Construction.

Contrary to Section 213.03.03, paragraph 2, the Engineer shall conduct inspections as needed to verify compliance with Section 213 of KYTC 2012 Department of Highways, Standard Specifications for Road and Bridge Construction. The Engineer's inspections shall be performed a minimum of once per month and within seven days after a storm of ½ inch or greater. Copies of the Engineer's inspections shall not be provided to the contractor unless improvements to the BMP's are required. The contractor shall initiate corrective action within 24 hours of any reported deficiency and complete the work within 5 days. The Engineer shall use Form TC 63-61 A for this report. Inspections performed by the Engineer do not relieve the Contractor of any responsibility for compliance with the KPDES permit.

Contrary to Section 213.05, bid items for temporary BMPs will not be listed and will be replaced with one lump sum item for the services. Payment will be pro-rated based on the Project Schedule as submitted by the Contractor and as agreed to by the Engineer.

The contractor shall be responsible for applying "good engineering practices" as required by the KPDES permit. The contractor may use any temporary BMPs with the approval of the KYTC Engineer.

The contractor shall provide the Engineer copies of all documents required by the KPDES permit at the time they are prepared.

The contractor shall be responsible for the examination of the soils to be encountered and make his own independent determination of the temporary BMPs that will be required to accomplish effective erosion prevention and sediment control.

The Contractor shall be responsible for filing the KPDES permit Notice of Termination (NOT) with the Kentucky DOW and any local MS4 program that has jurisdiction. The NOT shall be filed after the Engineer agrees that the project is stabilized or the project has been formally accepted.

Payment: Payment will be at the contract unit price for K.P.D.E.S Permit & Temporary Erosion Control: Lump Sum.

SPECIAL NOTE FOR MATERIAL TRANSFER VEHICLE (MTV)

Provide and use a MTV in accordance with Sections 403.02.10 and 403.03.05.

General Note 444
Asphalt Pavement Ride Quality
Items 7-2036.0: I-75 – Fayette County

Pavement Rideability Requirements, In accordance with Section 410 of the Standard Specifications, Current Edition, shall apply on this project. Category A shall apply.

General Note 447
Compaction of Asphalt Mixtures
Items 7-20360: I-75 – Fayette Co.

We will accept the compaction of asphalt mixtures furnished for the driving lanes and ramps at one inch or greater on this project by Option A according to subsections 402 and 403 of the standard specifications, current edition. Use joint cores as described in subsection 402.03.02 for surface mixtures only. We will accept the compaction of all other asphalt mixtures by option B.

SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING

Begin paving operations immediately after the milling operation. Continue paving operations continuously until completed. Do not allow public traffic to drive on milled surfaces. 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.

The Contractor, at his option, may elect to retain the material at an agreed cost of $7.50 per ton. The cost to the Contractor for this material will be deducted from money due on the Contract. If the contractor elects not to keep the material it shall be delivered to the District 7 Maintenance Facility in Lexington, Ky.

Notice to Contractor
Transfer of millings to the state maintenance facility is considered a part of the construction project, therefore truck operators are subject to receiving prevailing wages.

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 and shoulder joint 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 or 2.1.2.

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 3236
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
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.

2.1.2. Provide an adhesive conforming to the following requirements:

Property	Specification	Test Procedure
Softening Point[1] ,° F	176 min.	AASHTO T 53
Cone Penetration[2], 77 °□F	20-60	ASTM D 5329
Flow[1], 140 °□F (mm)	5.0 max.	ASTM D 5329
Tensile Adhesion, 77 °□F (%)	500 min.	ASTM D 5329
Asphalt Compatibility	Pass	ASTM D 5329
Resilience[2], 77 °□F (%)	30 min.	ASTM D 5329
Slump Test[1], 300 ° F (mm)	2.0 max.	ASTM D 2202

[1] Cold sample forced into molds at 325 º F.
[2] Field sample extruded into mold at application temperature.

Ensure the temperature of the pavement joint adhesive is between 300 and 350 °F when the material is extruded in a 0.20 to 0.40-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 re-circulating systems.

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

2.2.3. 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 ^{o}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.

Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Joint Adhesive Referenced in Subsection 2.1.1						
Viscosity, 400 ° F (Pa•s) ASTM D 3236	4.0-10.0	3.5-10.5	3.0-3.4 10.6-11.0	2.5-2.9 11.1-11.5	2.0-2.4 11.6-12.0	≤ 1.9 ≥ 12.1
Cone Penetration, 77 ° F ASTM D 5329	60-100	57-103	54-56 104-106	51-53 107-109	48-50 110-112	≤ 47 ≥ 113
Flow, 140 ° F (mm) ASTM D 5329	≤ 5.0	≤ 5.5	5.6-6.0	6.1-6.5	6.6-7.0	≥ 7.1
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	≥ 28	26-27	24-25	22-23	≤ 21
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Softening Point, ° F AASHTO T 53	≥ 171	≥ 169	166-168	163-165	160-162	≤ 159
Ductility, 77 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Ductility, 39 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Joint Adhesive Referenced in Subsection 2.1.2						
Flow, 140 ° F (mm) ASTM D 5329	≤ 5	5.1-5.2	5.3-5.4	5.5-5.6	5.7-5.8	≥ 5.9
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	29	28-27	26-25	24-23	≤ 22
Softening Point, ° F AASHTO T 53	≥ 176	≥ 174	171-173	168-170	165-167	≤ 164
Cone Penetration, 77 ° □F ASTM D 5329	20-60	18-62	16-17 63-64	14-15 65-66	12-13 67-68	≤ 11 ≥ 69
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Slump Test, 300 ° F (mm) ASTM D 2202	≥ 2.0	≤ 2.5	2.6-3.0	3.1-3.5	3.6-4.0	≥ 4.1
Asphalt Compatibility, ASTM D 5329	Pass					

CODE	PAY ITEM	PAY UNIT
20071EC	Joint Adhesive	Linear Feet

SPECIAL NOTE FOR WATERBLASTING STRIPING REMOVAL

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2008 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Remove pavement striping, temporary or permanent, from asphalt or concrete pavement using ultra-high pressure water.

2.0 MATERIALS AND EQUIPMENT.

2.1 Truck Mounted Ultra-high Pressure Pump and Water Tank. Use a truck having a separate hydrostatic transmission capable of speed increments of ±1 foot per minute at operator's discretion. Use a pump capable of delivering a minimum of 30,000 psi to a bumper mounted deck containing an operator controlled rotating manifold that is speed variable up to at least 3,000 rpm and accepts interchangeable waterjet nozzles. Provide all necessary waterjet nozzle setups and patterns to ensure clean sufficient removal. Ensure the deck's discharge directs the water and removal material in a manner that is not hazardous to vehicles or pedestrians.

2.2 Water. Conform to Section 803.

3.0 CONSTRUCTION. Before starting work, provide the Engineer with a contractor work history of 2 projects where striping removal was completed acceptably for a similar type of pavement. If no history is available, complete 1,000 linear feet of striping removal and obtain the Engineer's approval before continuing.

Conduct striping removal under lane closures meeting the conditions of the MUTCD and Kentucky Standard Drawings and Specifications. Waterblast to remove temporary or permanent striping completely as the Engineer directs. Do not damage the pavement in any way and protect all joint seals. If damage is observed, stop the removal process until the operator can make changes and demonstrate acceptable striping removal. Repair any damage to the pavement. Vacuum all marking material and removal debris concurrently with the blasting operation.

4.0 MEASUREMENT. The Department will measure the quantity in linear feet. When the removal area's width exceeds 8 inches and a second pass is required, the Department will measure the length of the additional pass for Payment. The Department will not measure for payment additional passes for widths of 8 inches or less or passes to further eradicate markings. The Department will not measure repair of damaged pavement for payment and will consider it incidental to this item of work.

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

Code	Pay Item	Pay Unit
23237EN10W	Waterblast Stripe Removal	Linear Foot

The Department will consider payment as full compensation for all work required under this note.
January 1, 2008

SPECIAL NOTE FOR INLAID PAVEMENT MARKERS (EXPERIMENTAL)
FD04 SPP 034 0075 105-108
FAYETTE CO. I-75 MP 105.36 to 107.45

I. DESCRIPTION.

Except as provided herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and applicable Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. This work shall consist of:

(1) Maintain and Control Traffic; and (2) Furnish and install Inlaid Pavement Markers (IPMs) in recessed grooves; and (3) Any other work as specified by these notes and the Contract.

II. MATERIALS.

The Department will sample and all materials in accordance with the Department's Sampling Manual. Make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

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

B. Markers. Use Marker One Model R-100 or approved equal, mono-directional white. Provide reflective lenses with depth control breakaway positioning tabs. Before furnishing the markers, provide to the Engineer the manufacturer's current recommendations for adhesives and installation procedures. Use one brand and design throughout the project.

C. Adhesives. Use adhesives that conform to the manufacturer's recommendations.

III. CONSTRUCTION.

A. Experimental Evaluation. The University of Kentucky Transportation Center will be evaluating this experimental installation of IPMs. Notify the Engineer a minimum of 14 calendar days prior to beginning work. The Engineer will coordinate the University's activities with the Contractor's work.

B. Maintain and Control Traffic. See Traffic Control Plan.

C. Installation. Install IPMs in recessed grooves cut into the final course of asphalt pavement according to the manufacturer's recommendations. Do not cut the grooves

until the pavement has cured sufficiently to prevent tearing or raveling. Remove all dirt, grease, oil, loose or unsound layers, and any other material from the marker area which would reduce the bond of the adhesive. Maintain pavement surfaces in a clean condition until placing markers.

Prepare the pavement surfaces, and install the markers in the recessed groove according to the manufacturer's recommendations. Ensure that the adhesive bed area is equal to the bottom area of the marker, and apply adhesive in sufficient quantity to force excess out around the entire perimeter of the marker. Use materials, equipment, and construction procedures that ensure proper adhesion of the markers to the pavement surface according to the manufacturer's recommendations. Remove all excess adhesive from in front of the reflective faces. If any adhesive or foreign matter cannot be removed from the reflective faces, or if any marker fails to properly adhere to the pavement surface, remove and replace the marker at no additional cost to the Department.

D. Location and Spacing. Install the markers in the pattern for High Reflectivity Option with two (2) IPMs per groove. Locate and space markers as shown on the drawing. Do not install markers on bridge decks. Do not install a marker on top of a pavement joint or crack. Offset the recessed groove a minimum of 2 inches from any longitudinal pavement joint or crack and at least one inch from the painted stripe, ensuring that the finished line of markers is straight with minimal lateral deviation. Give preference to maintaining the 2-inch offset between recessed groove and joint as opposed to keeping the line of markers straight.

Place inlaid markers as much in line with existing pavement striping as possible. Place markers installed along an edgeline or channelizing line so that the near edge of the plastic housing is no more than one inch from the near edge of the line. Place markers installed along a lane line between and in line with the dashes. Do not place markers over the lines except where the lines deviate visibly from their correct alignment, and then only after obtaining the Engineer's prior approval of the location.

If conflicts between recessed groove placement in relation to pavement joint and striping cannot be resolved, obtain the Engineer's approval to eliminate the marker or revise the alignment.

E. Disposal of Waste. Dispose of all removed asphalt pavement, debris, and other waste at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for waste and Borrow.

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

G. On-Site Inspection. Make a thorough inspection of the site prior to submitting a bid and be thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as

evidence of this inspection having been made and will not honor any claims for money or grant Contract time extensions resulting from site conditions.

H. Caution. Do not take information shown on the drawings and in this proposal and the types and quantities of work listed as an accurate or complete evaluation of the material and conditions to be encountered during construction, but consider the types and quantities of work listed as approximate only. The bidder must draw his own conclusion 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 or extension of Contract time if the conditions encountered are not in accordance with the information shown.

IV. MEASUREMENT.

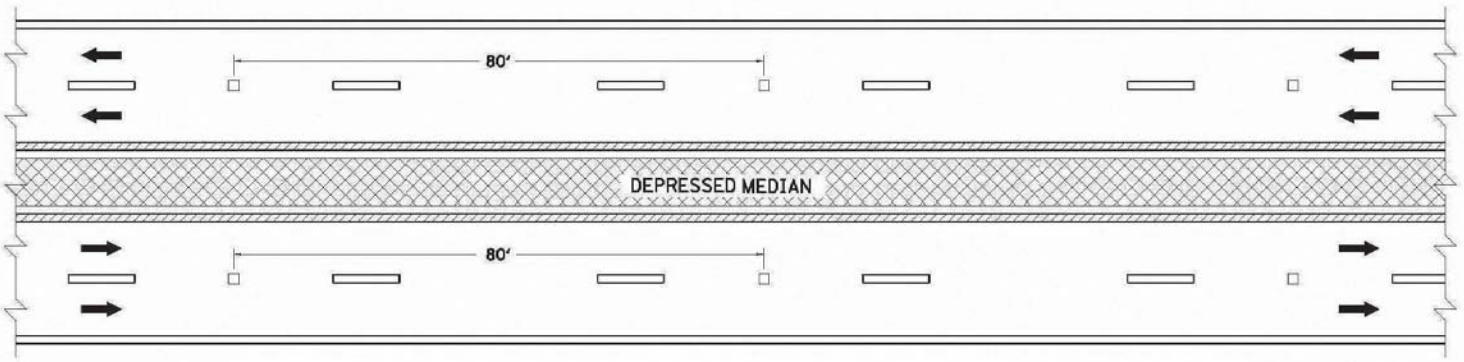
A. Maintain and Control Traffic. See Traffic Control Plan.

B. Inlaid Pavement Markers. The Department will measure only the bid items listed. The Department will measure the quantity of IPMs of each type by individual marker, Each. The Department will not measure grooving pavement, removal of asphalt cuttings and debris, preheating pavement to remove moisture, adhesives, or lenses, but shall be incidental to the Inlaid Pavement Markers.

V. PAYMENT.

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

B. Inlaid Pavement Markers. The Department will make payment for the completed and accepted quantity of IPMs Markers at the Contract unit price, Each. Accept payment as full compensation for all labor, equipment, materials, and incidentals to accomplish this work to the satisfaction of the Engineer.



(DIVIDED HIGHWAY WITH DEPRESSED OR RAISED MEDIAN LESS THAN 30' IN WIDTH)

GENERAL NOTES

1. MARKERS INSTALLED ALONG LANE LINES SHOULD BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
2. MARKERS SHOULD NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED AT THE DISCRETION OF THE ENGINEER.

LEGEND

- MONO-DIRECTIONAL (WHITE)
- MARKINGS (YELLOW)
- MARKINGS (WHITE)
- DEPRESSED OR RAISED MEDIAN

DRAWING NOT TO SCALE

KENTUCKY
DEPARTMENT OF HIGHWAYS

PAVEMENT MARKER
ARRANGEMENTS
MULTI-LANE ROADWAYS

Fayette County
I-75
FD04 SPP 034 0075 105-108

SPECIAL NOTE FOR CONCRETE MEDIAN BARRIER REPAIRS

I. DESCRIPTION.

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2000 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawing(s). Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove damaged, spalled, or deteriorated concrete from the existing concrete median barrier; (3) Clean concrete surfaces to be repaired; (4) Apply MG-KRETE or an approved equal repair areas according to manufactures specifications; (6) Maintain and control traffic; and (7) Any other work specified as part of this contract.

II. MATERIALS.

A. MG-KRETE or APPROVED EQUAL

III. CONSTRUCTION.

A. Remove Existing Materials. Remove damaged, spalled, or deteriorated concrete from concrete median barrier with chipping hammers as directed by the Engineer.

B. Repair Concrete. Repair concrete blast clean all areas of existing concrete and structural steel to come in contact with the MG-Krete until free of all laitance and deleterious substances immediately prior to the placement of the MG-Krete. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

IV. MEASUREMENT.

A. Repair. The Department will measure the quantity as "Lump Sum" for "Repair" for the concrete median barrier.

V. PAYMENT.

A. Repair. Payment at the contract unit price per "Lump Sum" is full compensation for removing and disposing of specified existing materials, blast cleaning, applying MG-KRETE, and all incidental items necessary to complete the work as specified by this note and as shown on the attached detail drawing(s).

The Department will consider payment as full compensation for all work required by this note and the attached detail drawing(s).

SPECIAL NOTE FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to overall milling and/or leveling and wedging, excavate the designated base failure areas by milling to a depth 9.75 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 3 Asphalt Base 1.00D PG 64-22. 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 14 calendar days have elapsed after placement of the asphalt base. After a minimum of 14 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 as full compensation for all labor, materials, equipment, and incidentals for saw cutting, 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

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. Strandvise for Guy Wire

Strandvise 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 0.38C 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 $2^{1}/_{8}$ 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 stainless steel screws, hinge(s) and pin(s) and shall be equipped with a stainless steel 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 as specified.
- 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. Telephone Wire

Telephone wire shall be Category 3 (Cat 3) or Category 5 (Cat 5) and shall be equipped with an RJ-11 modular plug.

2.25.6. 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 pretreated to conform to the American Wood Preservers' Association (AWPA) C-14 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 38ºF.

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, 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 connectors 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 two ¾ inch rigid steel conduits: one for electrical service and one for telephone service from the base of the enclosure to 24 inches beyond the concrete base. Make all field wiring connections to the electrical service and/or telephone service, as applicable.

If electrical and/or telephone service are not provided as bid items in the contract, plug conduit on both ends with a cap, conduit sealant, or electrical tape. Mark the location of the buried conduit end(s) with a wooden stake labeled "3/4 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 form cabinet to ground rod.

Install one ¾ inch rigid steel conduit with two lb condulets from cabinet to electrical service disconnect box. Install one ¾ inch rigid steel conduit with two LB condulets from cabinet to telephone network interface device box. Make all field wiring connections to the electrical service and/or telephone service, as applicable.

If electrical and/or telephone service are not provided as bid items 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(s) with a wooden stake labeled "3/4 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

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 45º 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.
- 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 at least 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. 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.

3.15. 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.

3.16. 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.
- It is strongly recommended that a ¾ inch wide diamond blade be used for cutting the slot, or that blades be ganged together to provide a single ¾ inch wide cut. The slot shall be wet cut to minimize damage to the pavement.
- Cut a slot ¾ inch wide (±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 ½ 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 ¼ 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 1½ inch hole on a 45º 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 ±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).
- 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 +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.

3.17. 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.

3.18. 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.

3.19. Signs

Furnish: Signs; sign standards; hardware.

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

3.20. 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.

3.21. Telephone Service

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

The Contractor shall contact the local telephone company for the installation of telephone service to the site. Telephone Company will install service to a telephone network interface device (NID) on the pole.

Install rigid ¾ inch conduit with weatherhead from the cabinet to 72 inches above the finished grade and install conduit straps every 30 inches on center. Install telephone cable with and RJ-11 modular plug from NID to cabinet. Leave eight feet of additional telephone cable coiled inside cabinet.

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

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. This item shall include concrete, asphalt or approved replacement material for sidewalks, curbs, roadways, etc. (if required).

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’
Pad Mount Cabinet (332)	8’
Pole Mount Cabinet (336)	4’
Junction Box Type 10x8x4	2’
Junction Box Type A, B, or C	2’

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.

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. Telephone Service

Telephone Services shall include furnishing and installing all necessary materials and payment of all fees toward the complete installation of a telephone service, which has passed all required inspections. Incidental to this item shall be furnishing and installing:

- Telephone cable with an RJ-11 modular plug
- Rigid steel conduit
- Rigid steel conduit fittings
- Conduit straps
- Weatherhead

Telephone service will be measured in individual units each.

4.17. 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.

4.18. 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.

4.19. 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.

FAYETTE CO. I-75 m.p. 106.3
STATION 336
FIGURE 1

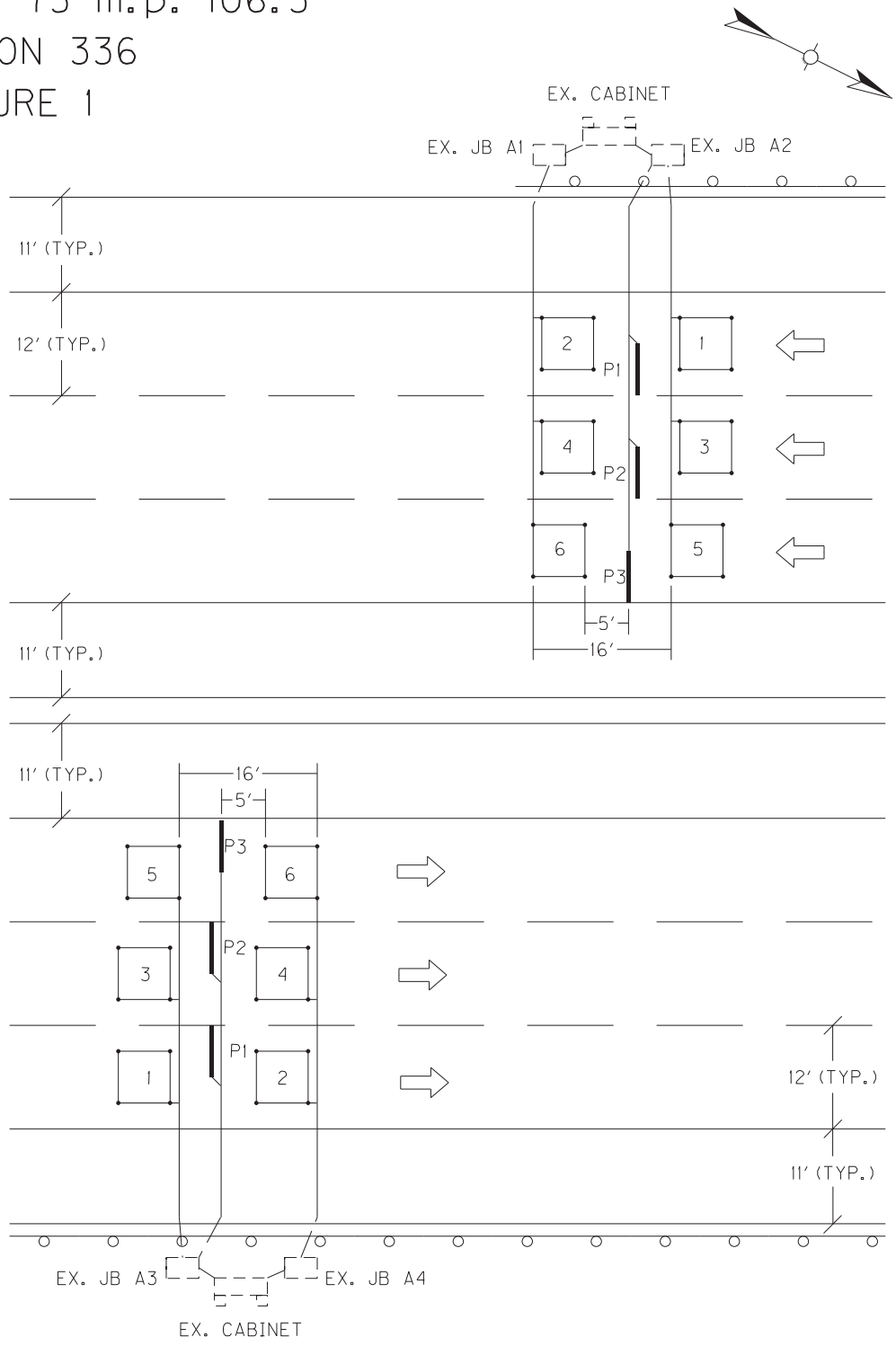
SITE LOCATION IS APPROXIMATE AND WILL BE DETERMINED IN THE FIELD AND APPROVED BY DIVISION OF PLANNING PERSONNEL PRIOR TO ANY CONSTRUCTION.

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 EACH 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.

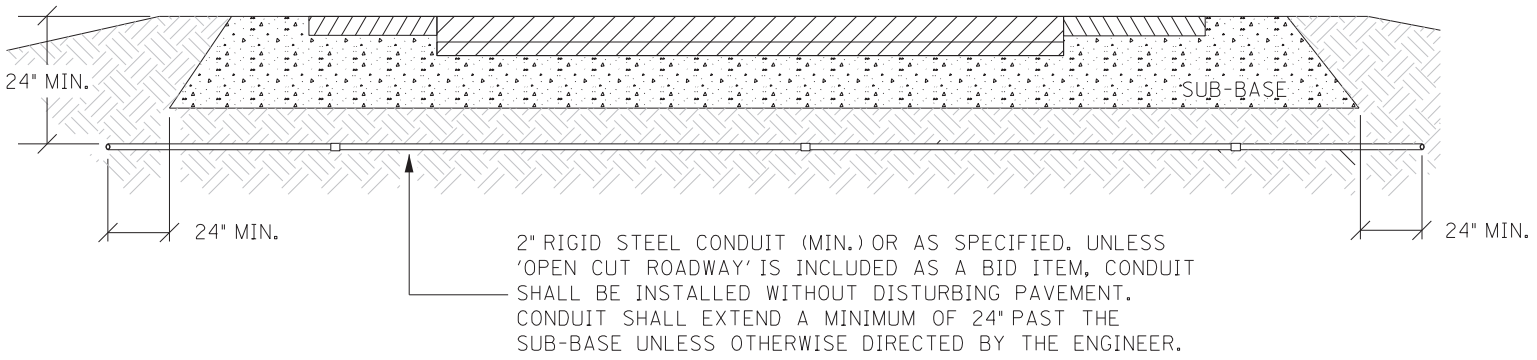
INSTALL NEW 1¼" CONDUIT FROM EACH SAW SLOT TO NEAREST JUNCTION BOX AND USE EXISTING CONDUIT FROM JUNCTION BOX ONTO THE CABINET.

USE EXISTING TYPE A JUNCTION BOXES (JB A1, A2, A3 AND A4).

USE EXISTING 20"X20"X8" CABINETS.



SCALE 1"=30'

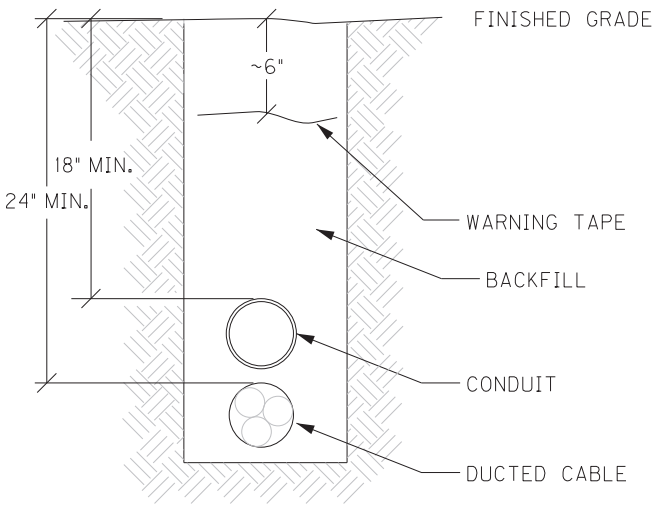


CONDUIT UNDER PAVEMENT

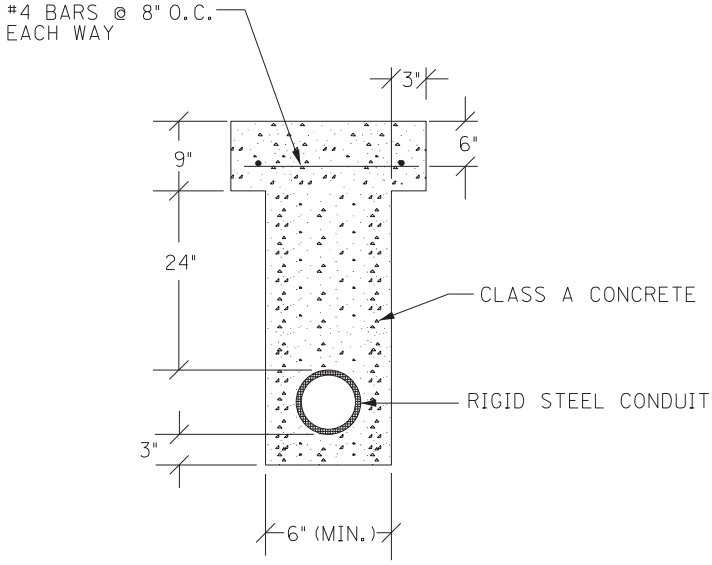
TOTAL TRENCH WIDTH SHALL BE 3" (NOM.) WIDER THAN THE SUM OF THE OUTSIDE DIAMETER(S) OF THE CONDUIT(S) INSTALLED. CONDUIT(S) SHALL BE CENTERED IN TRENCH.

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.



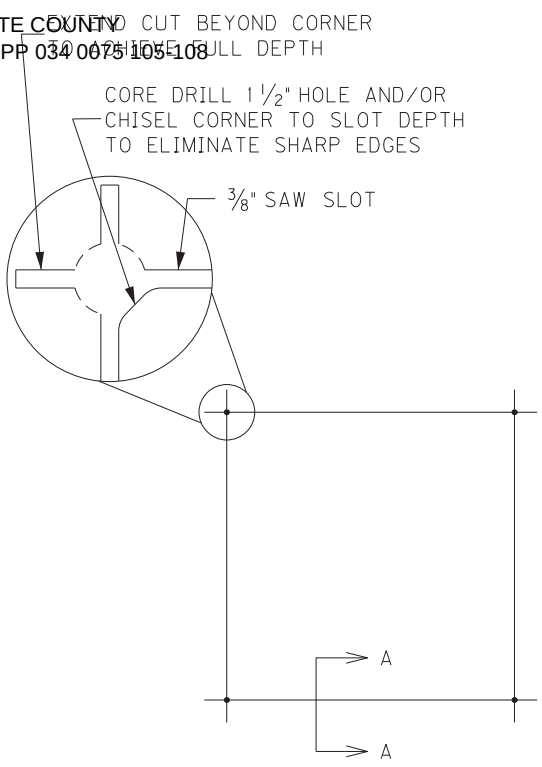
CONDUIT TRENCH



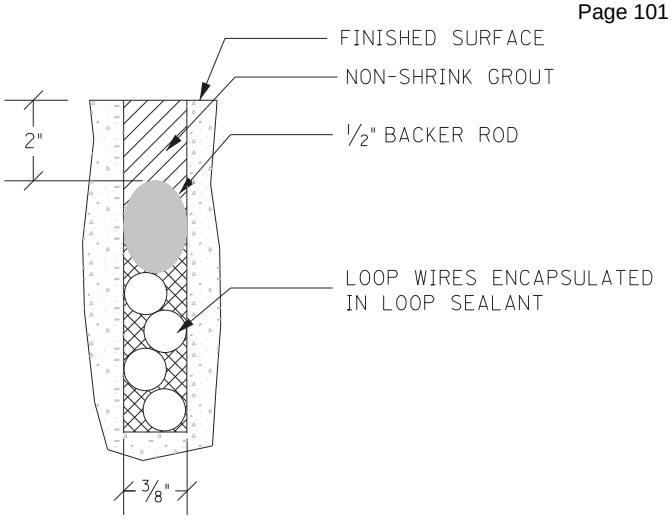
OPEN CUT PAVEMENT DETAIL

CONDUIT INSTALLATION

NOT TO SCALE



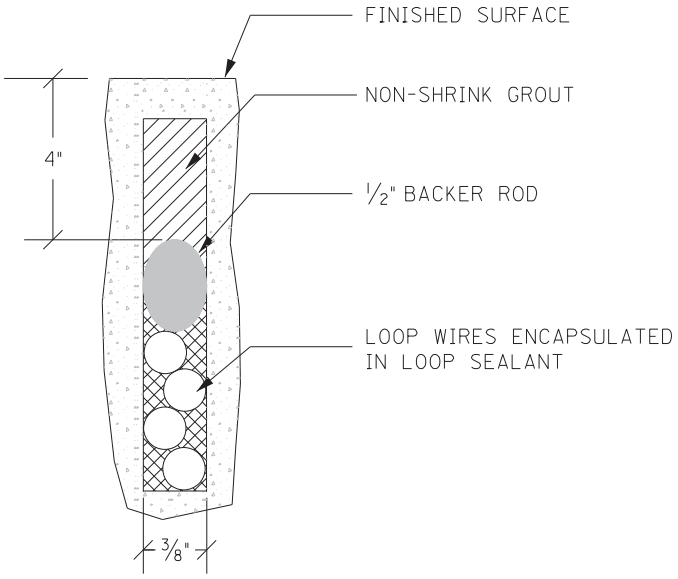
SAW CUT PLAN



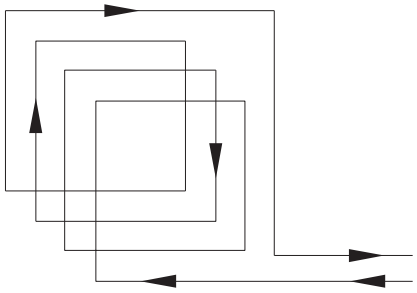
SECTION A-A (CONCRETE)

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

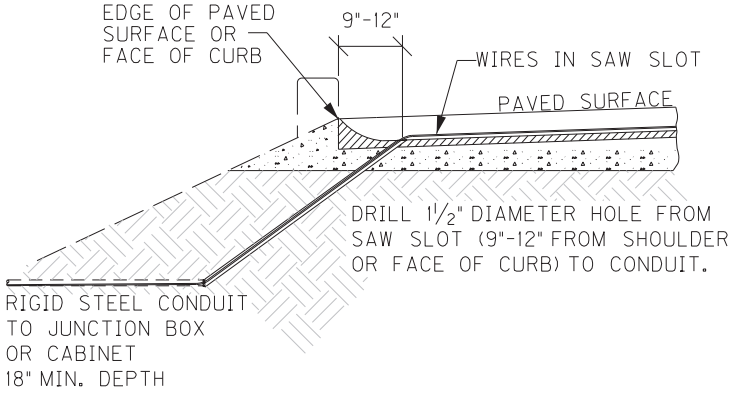
ADJACENT SAW SLOTS SHALL BE A MINIMUM OF 12" APART.



SECTION A-A (ASPHALT)



WIRING PLAN

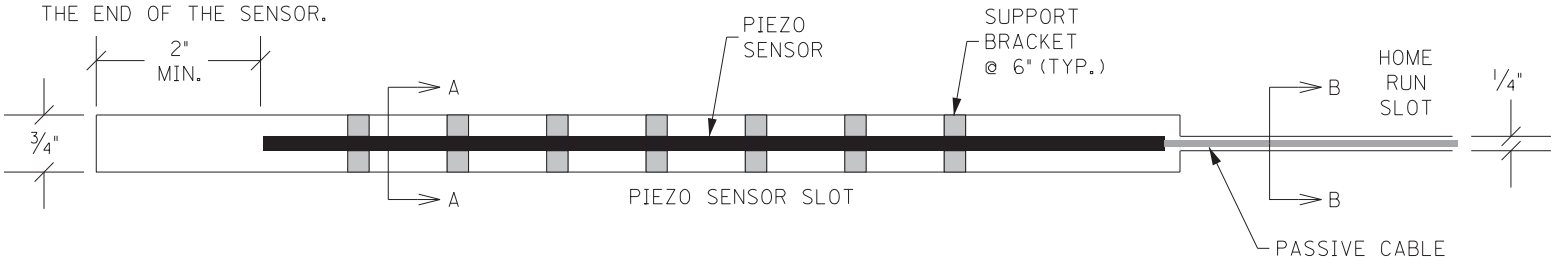


SAW SLOT EDGE OF PAVEMENT TRANSITION

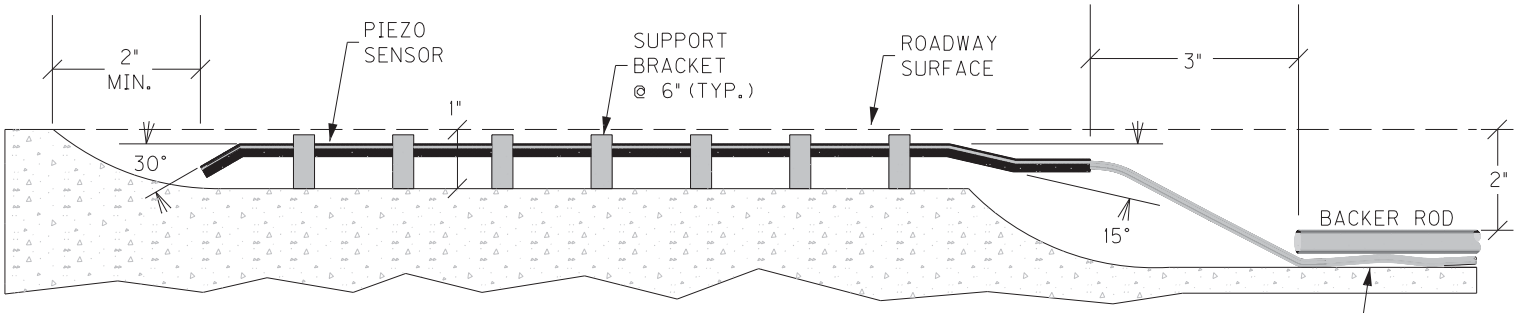
INDUCTIVE LOOP DETECTOR

NOT TO SCALE

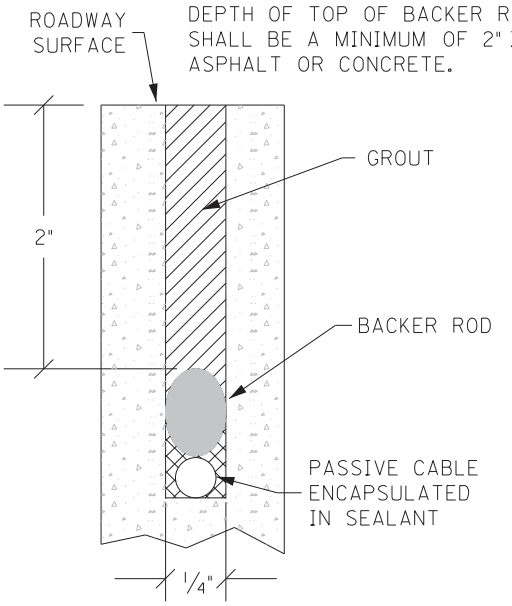
EXTEND SAW SLOT A
MINIMUM OF 2" BEYOND
THE END OF THE SENSOR.



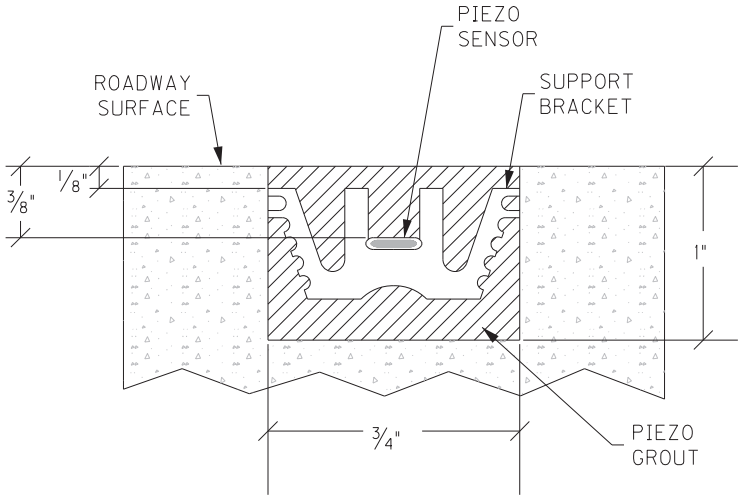
PLAN



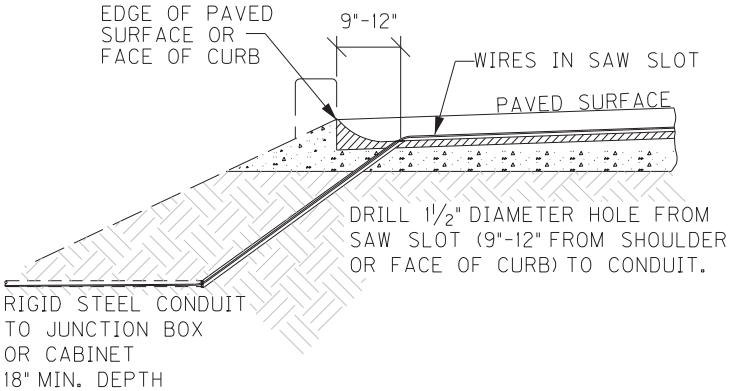
ELEVATION



SECTION B-B



SECTION A-A



SAW SLOT EDGE OF PAVEMENT TRANSITION

PIEZOELECTRIC SENSOR INSTALLATION

NOT TO SCALE

PERMANENT TRAFFIC DATA ACQUISITION STATIONS
ESTIMATE OF QUANTITIES

Bid Item Code	Description	Unit	Quantity
2562	SIGNS	SQ FT	
2650	MAINTAIN AND CONTROL TRAFFIC	LP SUM	
2775	FLASHING ARROW	EACH	
4791	CONDUIT ¾ INCH	LIN FT	
4793	CONDUIT 1 ¼ INCH	LIN FT	80
4795	CONDUIT 2 INCH	LIN FT	
4810	JUNCTION BOX	EACH	
4811	JUNCTION BOX TYPE B	EACH	
4820	TRENCHING AND BACKFILLING	LIN FT	80
4821	OPEN CUT ROADWAY	LIN FT	
4829	PIEZOELECTRIC SENSOR	EACH	6
4830	LOOP WIRE	LIN FT	2900
4850	CABLE NO. 14/1 PAIR	LIN FT	
4871	POLE – 35’ WOODEN	EACH	
4895	LOOP SAW SLOT AND FILL	LIN FT	560
4899	ELECTRICAL SERVICE	EACH	
4901	TELEPHONE SERVICE	EACH	
20213EC	INSTALL PAD MOUNT ENCLOSURE	EACH	
20359EC	GALV STEEL CABINET	EACH	
20360ES818	WOOD POST	EACH	
20391ES835	JUNCTION BOX TYPE A	EACH	
20392ES835	JUNCTION BOX TYPE C	EACH	
20468EC	JUNCTION BOX 10x8x4	EACH	
21543EN	BORE AND JACK PIPE – 2 IN	LIN FT	
23206EC	INSTALL CONTROLLER CABINET	EACH	

PUBLIC INFORMATION PLAN

- **Project: Bridge – Interstate 75 Pavement Rehabilitation**
- **Location: Fayette County**
- **Area: Mile Points – 105.36 to 107.453**
- **Project Number: 7-2036.0**

The primary goal of the Public Information Plan (PIP) is to inform the motoring public and area stakeholders of project information including Maintenance of Traffic (MOT) which includes lane closures. The KYTC District 7 Public Information Officer (PIO) will coordinate and disseminate to stakeholders and the media appropriate information regarding the construction plans.

Local Stakeholders

Elected Officials

- State Senator – 7th District - Julian M. Carroll – (502) 564-8100; R julian.carroll@lrc.ky.gov
- State Senator – 12th District – Alice Forgy Kerr – (502) 564-8100; alice.kerr@lrc.ky.gov
- State Senator – 13th District – Kathy Stein – (502) 564-8100; kathy.stein@lrc.ky.gov
- State Representative – 56th District – Carl Rollins – (502) 564-8100; carl.rollins@lrc.gov
- State Representative - 45th District- Stan Lee – (502) 564-8100; stan.lee@lrc.gov
- State Representative – 39th District – Robert R. Damron – (502) 564-8100; robert.damron@lrc.gov
- State Representative – 62nd District – Ryan Quarles – (502) 564-8100; ryan.quarles@lrc.gov
- State Representative – 72nd District – Sannie Overly – (502) 564-8100; Sannie.overly@lrc.gov
- State Representative – 75th District – Kelly Flood – (502) 564-8100; kelly.flood@lrc.gov
- State Representative – 76th District – Ruth Ann Palumbo – (502) 564-8100; ruthann.palumbo@lrc.gov
- State Representative 77th District – Jesse Crenshaw – (502) 564-8100; jesse.crenshaw@lrc.gov
- State Representative 79th District – Susan Westrom – (502) 564-8100; susan.westrom@lrc.gov
- State Representative 88th District – Bill Farmer – (502) 564-8100; bill.farmer@lrc.gov
- Fayette County Judge/Executive Jon Larson – (859) 255-1790; fayettecojudge@insightbb.com
- Councilmember 1st District Chris Ford – (859) 258-3205; cford@lexingtonky.gov
- Councilmember 2nd District Tom Blues – (859) 258-3200; tblues@lexingtonky.gov
- Councilmember 3rd District Diane Lawless – (859) 258-3222; dlawless@lexingtonky.gov
- Councilmember 4th District Julian Beard – (859) 258-3200; jbeard@lexingtonky.gov
- Councilmember 5th District Bill Farmer, Jr. – (859) 258-3200 (no email listed)
- Councilmember 6th District Kevin Stinnett – (859) 258-3225; kstinnett@lexingtonky.gov
- Councilmember 7th District K.C. Crosbie – (859) 258-3214; kcrosbie@lexingtonky.gov
- Councilmember 8th District George Myers – (859) 258-3200; george.myers@lexingtonky.gov
- Councilmember 9th District Jay McChord – (859) 258-3215; jmcchord@lexingtonky.gov
- Councilmember 10th District Doug Martin – (859) 258-3200; dougmartin@lexingtonky.gov

- Councilmember 11th District Peggy Henson – (859) 258-3218; phenson@lexingtonky.gov
- Councilmember 12th District Ed Lane – (859) 258-3221; edlane@lexingtonky.gov
- Councilmember At-large Chuck Ellinger – (859) 258-3210; cellinge@lexingtonky.gov
- Councilmember At-large Steve Kay – (859) 258-3200; stevekayforlex.com

Local Agencies

- Lexington/Fayette Urban Co. Gov. Police Chief Ronnie Bastin – (859) 258-3600; policechief@lfucg.com
- Lexington/Fayette Urban Co. Gov. Sheriff Kathy Witt – (859) 252-3119; kwitt@fayettesheriff.com
- Lexington/Fayette Urban Co. Gov. Fire Chief Keith Jackson – (859) 231-5600; kjackson@lfd.lfucg.com
- Lexington/Fayette Urban Co. Gov. Assistant Fire Chief Mike Gribbin – (859) 231-5643; gribbinm@lexingtonky.gov
- Lexington/Fayette Urban Co. Gov. Traffic Management Center – Chris Quan – (859) 258-3499; cquan@lexingtonky.gov
- Fayette County School Superintendent Tom Shelton – (859) 381-4104; tom.shelton@fayette.kyschools.us
- Fayette County School Administrative Assistant to the Superintendent Cheryl Neal – (859) 381-4104; cheryl.neal@fayette.kyschools.us
- Fayette County School Administrative Assistant Lynn Kennedy Green – (859) 381-4102; lynn.kennedygreen@fayette.kyschools.us
- Lexington Transit Authority Manager Rocky Burke – (859) 255-7756; rburke@lextran.com
- Lexington Transit Authority Assistant General Manager Jared Forte – (859)255-7756; jforte@lextran.com
- Virgie Long, Over Dimensional Permits – (502) 564-7150; virgie.long@ky.gov

Utility Companies

- Local utility companies will be apprised of this project by District 7 staff.

Neighborhoods and their Mayors

- Mayor Jim Gray, City of Lexington – (859) 258-3100; jgray@lfucg.com
- Vice Mayor Linda Gorton, City of Lexington – (859) 258-3202; lgorton@lfucg.com

TRUCKING FIRMS AND OUT OF STATE STAKEHOLDERS

Information will be distributed electronically to trucking firms via Rick Taylor at the Department of Vehicle Regulation (502-564-4540; rick.taylor@ky.gov). Information will also be posted on the 511 website (www.511.ky.gov) and on the 511 telephone information system.

PRESENTATIONS

A project description including anticipated schedule will be provided to the media, stakeholders and other emergency service agencies via e-mail prior to construction. Information will be provided to these groups via traffic advisories and press releases.

MEDIA RELATIONS

The District PIO will prepare an initial news release regarding the contract award for the project. The PIO will conduct interviews with the media throughout the project duration to keep the public informed of construction progress. Traffic advisories will be submitted to the media when a change in the MOT occurs. The contractor must provide to the PIO via the Resident Engineer notification of any change in the MOT at least three (3) days prior to the change.

Right-of-Way Certification Form

Revised 2/22/11

☑ Federal Funded ☐ State Funded

☑ Original ☐ Re-Certification

This form must be completed and submitted to FHWA with the PS&E package for federal-aid funded Interstate, Appalachia, and Major projects. This form shall also be submitted to FHWA for all federal-aid projects that fall under Conditions No. 2 or 3 outlined elsewhere in this form. When Condition No. 2 or 3 apply, KYTC shall resubmit this ROW Certification prior to construction contract Award. For all other federal-aid projects, this form shall be completed and retained in the KYTC project file.

Date: September 26, 2012

Project Name: _____ Letting Date: October, 2012

Project #: _____ County: Fayette

Item #: 7-2036.00 Federal #: _____

Description of Project: Asphalt overlay on I-75 from MP 105.36 to MP 107.426

Projects that require NO new or additional right-of-way acquisitions and/or relocations

■ The proposed transportation improvement will be built within the existing rights-of -way and there are no properties to be acquired, individuals, families, and businesses ("relocatees") to be relocated, or improvements to be removed as a part of this project.

Projects that require new or additional right-of-way acquisitions and/or relocations

☐ Per 23 CFR 635.309, the KYTC hereby certify that all relocatees have been relocated to decent, safe, and sanitary housing or that KYTC has made available to relocatees adequate replacement housing in accordance with the provisions of the current FHWA directive(s) covering the administration of the Highway Relocation Assistance Program and that at least one of the following three conditions has been met. (Check those that apply.)

☐ **Condition 1.** All necessary rights-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. Fair market value has been paid or deposited with the court.

☐ **Condition 2.** Although all necessary rights-of-way have 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. Trial or appeal of 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. Fair market value has been paid or deposited with the court for most parcels. Fair market value for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract. (See note 1 below.)

Note 1: The KYTC shall re-submit a right-of-way certification form for this project prior to AWARD of **all** Federal-Aid construction contracts. Award must not to be made until after KYTC has obtained full legal possession and fair market value for all parcels has been paid or deposited with the court and FHWA has concurred in the re-submitted right-of-way certification.

Right-of-Way Certification Form

Revised 2/22/11

☐ **Condition 3.** The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. However, all remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. The KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary rights-of-way will not be fully acquired, and/or some occupants will not be relocated, and/or the fair market value 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. A full explanation and reason for this request, including identification of each such parcel and dates on which acquisitions, payments, and relocations will be completed, is attached to this certification form for FHWA concurrence. (See note 2.)

Note 2: The KYTC may request authorization on this basis only in unique and unusual circumstances. Proceeding to bid letting shall be the exception and never become the rule. In all cases, the KYTC shall make extraordinary efforts to expedite completion of the acquisition, payment for all affected parcels, and the relocation of all relocatees prior to AWARD of all Federal-Aid construction contracts or force account construction.

Approved: JEFF RAY — Printed Name; Signature — Right-of-Way Supervisor 9/26/12

Approved: DAVID C. ORR — Printed Name; Signature — KYTC, Director of ROW &Utilities 9/24/12

Approved: David Whitworth — Printed Name; Signature — FHWA, ROW Officer (when applicable) 9/27/12

Right-of-Way Certification Form

Revised 2/22/11

Date: September 26, 2012

Project Name: _____
Project #: _____
Item #: 7-2036.00
Letting Date: October, 2012

County: Fayette
Federal #: _____

This project has 0 total number of parcels to be acquired, and _____ total number of individuals or families to be relocated, as well as _____ total number of businesses to be relocated.

_____ Parcels where acquired by a signed fee simple deed and fair market value has been paid

_____ Parcels have been acquired by IOJ through condemnation and fair market value has been deposited with the court

_____ Parcels have not been acquired at this time (*explain below for each parcel*)

_____ Parcels have been acquired or have a "right of entry" but fair market value has not been paid or has not been deposited with the court *(explain below for each parcel)*

_____ Relocatees have not been relocated from parcels ____, ____, ____, ____, ____, ____, and ____ *(explain below for each parcel)*

Parcel #	Name/Station	Explanation for delayed acquisition, delayed relocation, or delayed payment of fair market value	Proposed date of payment or of relocation

There are _____ billboards and/or _____ cemeteries involved on this project.

There are _____ water or monitoring wells on parcels ____, ____, ____, ____, and ____. All have been acquired and are the responsibility of the project contractor to close/cap.

Form Effective Date: April 1, 2006
Last Revised: February 22, 2011

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 2012* and *Standard Drawings, Edition of 2012 with the 2012 Revision.*

Supplemental Specifications to the Standard Specifications for Road and Bridge Construction, 2012 Edition

(Effective with the August 17, 2012 Letting)

Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilites.
Number:	4) Density.
Revision:	Replace the second sentence of the Option A paragraph with the following: Perform coring by the end of the following work day.
Subsection:	606.03.17 Special Requirements for Latex Concrete Overlays.
Part:	A) Existing Bridges and New Structures.
Number:	1) Prewetting and Grout-Bond Coat.
Revision:	Add the following sentence to the last paragraph: Do not apply a grout-bond coat on bridge decks prepared by hydrodemolition.
Subsection:	609.03 Construction.
Revision:	Replace Subsection 609.03.01 with the following: 609.03.01 A) Swinging the Spans. Before placing concrete slabs on steel spans or precast concrete release the temporary erection supports under the bridge and swing the span free on its supports. 609.03.01 B) Lift Loops. Cut all lift loops flush with the top of the precast beam once the beam is placed in the final location and prior to placing steel reinforcement. At locations where lift loops are cut, paint the top of the beam with galvanized or epoxy paint.

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

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

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

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy). The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, disability or age (between forty and seventy), except that such notice or advertisement may indicate a preference, limitation, or specification based on religion, or national origin when religion, or national origin is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age (between forty and seventy), in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administrating agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

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

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

IV. STATEMENTS AND PAYROLLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revised 2-16-95

EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (6) provides:

No present or former public servant shall, within six (6) months of following termination of his office or employment, accept employment, compensation or other economic benefit from any person or business that contracts or does business with the state in matters in which he was directly involved during his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved in state government. This subsection shall not prohibit the performance of ministerial functions, including, but not limited to, filing tax returns, filing applications for permits or licenses, or filing incorporation papers.

KRS 11A.040 (8) states:

A former public servant shall not represent a person in a matter before a state agency in which the former public servant was directly involved, for a period of one (1) year after the latter of:

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

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

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

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

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, Room 136, Capitol Building, 700 Capitol Avenue, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

General Decision Number: KY120125 08/31/2012 KY125

Superseded General Decision Number: KY20100211

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	01/06/2012
1	01/13/2012
2	01/20/2012
3	04/13/2012
4	05/11/2012
5	05/25/2012
6	06/01/2012
7	06/22/2012
8	06/29/2012
9	07/13/2012
10	07/20/2012
11	08/03/2012
12	08/10/2012
13	08/17/2012
14	08/24/2012
15	08/31/2012

BRIN0004-003 06/01/2011

BRECKENRIDGE COUNTY

	Rates	Fringes
BRICKLAYER	$ 24.11	10.07

BRKY0001-005 06/01/2011

BULLITT, CARROLL, GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, & TRIMBLE COUNTIES:

	Rates	Fringes
BRICKLAYER	$ 24.11	10.07

BRKY0002-006 06/01/2011

BRACKEN, GALLATIN, GRANT, MASON & ROBERTSON COUNTIES:

	Rates	Fringes
BRICKLAYER	$ 26.57	10.26

BRKY0007-004 06/01/2011

BOYD, CARTER, ELLIOT, FLEMING, GREENUP, LEWIS & ROWAN COUNTIES:

	Rates	Fringes
BRICKLAYER	$ 28.29	16.80

BRKY0017-004 06/01/2009

ANDERSON, BATH, BOURBON, BOYLE, CLARK, FAYETTE, FRANKLIN, HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS, OWEN, SCOTT, WASHINGTON & WOODFORD COUNTIES:

	Rates	Fringes
BRICKLAYER	$ 24.11	9.97

CARP0064-001 07/01/2012

	Rates	Fringes
CARPENTER	$ 26.40	13.91
Diver	$ 39.98	13.91
PILEDRIVERMAN	$ 26.65	13.91

ELEC0212-008 05/28/2012

BRACKEN, GALLATIN and GRANT COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 26.11	15.42

ELEC0212-014 06/27/2011

BRACKEN, GALLATIN & GRANT COUNTIES:

	Rates	Fringes
Sound & Communication Technician	$ 21.55	8.46

ELEC0317-012 05/30/2012

BOYD, CARTER, ELLIOT & ROWAN COUNTIES:

	Rates	Fringes
Electricians:		

Cable Splicer	$ 32.68	18.13
Electrician	$ 32.22	20.09

ELEC0369-007 05/30/2012

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	$ 29.32	13.78

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* ELEC0575-002 05/28/2012

FLEMING, GREENUP, LEWIS & MASON COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 30.90	13.44

ENGI0181-018 07/01/2012

	Rates	Fringes
Operating Engineer:		
GROUP 1	$ 27.35	13.40
GROUP 2	$ 24.87	13.40
GROUP 3	$ 25.26	13.40
GROUP 4	$ 24.60	13.40

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 Conrete 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 06/01/2012

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	$ 22.50	15.10
Structural	$ 24.80	15.10

IRON0070-006 06/01/2012

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	$ 26.34	18.58

IRON0372-006 06/01/2012

BRACKEN, GALLATIN, GRANT, HARRISON and 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) COUNTIES

	Rates	Fringes

IRONWORKER, REINFORCING

Beyond 30-mile radius of Hamilton County, Ohio Courthouse	$ 26.59	18.58
Up to & including 30-mile radius of Hamilton County, Ohio Courthouse	$ 26.34	18.58

IRON0769-007 06/01/2012

BATH, BOYD, CARTER, ELLIOTT, GREENUP, LEWIS, MONTGOMERY & ROWAN
CLARK (Eastern third, including townships of Bloomingdale, Hunt, Indian Fields, Kiddville, Loglick, Rightangele & Thomson);
FLEMING (Townships of Beechburg, Colfax, Elizaville, Flemingsburg, Flemingsburg Junction, Foxport, Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton, Pecksridge, Plummers Landing, Plummers Mill, Poplar Plains, Ringos Mills, Tilton & Wallingford);
MASON (Eastern third, including Townships of Helena, Marshall, Orangeburg, Plumville & Springdale);
NICHOLAS (Eastern eighth, including the Township of Moorefield Sprout)

	Rates	Fringes
IRONWORKER		
ZONE 1	$ 30.52	20.08
ZONE 2	$ 30.92	20.08
ZONE 3	$ 32.52	20.08

ZONE 1 - Up to 10 mi. radius of union hall, Ashland, Ky., 1643 Greenup Avenue
ZONE 2 - 10 to 50 mi. radius of union hall;
ZONE 3 - 50 mi. radius and beyond

LABO0189-003 07/01/2012

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	$ 21.15	11.41
GROUP 2	$ 21.40	11.41
GROUP 3	$ 21.45	11.41
GROUP 4	$ 22.05	11.41

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; Bushammer; 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

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LABO0189-008 07/01/2012

ANDERSON, BULLITT, CARROLL, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE & WASHINGTON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 21.61	10.95
GROUP 2	$ 21.86	10.95
GROUP 3	$ 21.91	10.95
GROUP 4	$ 22.51	10.95

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; Bushammer; 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

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LABO0189-009 07/01/2012

BRECKINRIDGE & GRAYSON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 21.96	10.60
GROUP 2	$ 22.21	10.60
GROUP 3	$ 22.26	10.60
GROUP 4	$ 22.86	10.60

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; Bushammer; 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

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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 05/01/2012

BRACKEN, GALLATIN, GRANT, MASON & OWEN COUNTIES:

	Rates	Fringes
PAINTER (Heavy & Highway Bridges - Guardrails - Lightpoles - Striping)		
Bridge Equipment Tender and Containment Builder	$ 20.49	8.33
Brush & Roller	$ 23.10	8.33
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement	$ 24.10	8.33
Sandblasting & Water Blasting	$ 23.85	8.33
Spray	$ 23.60	8.33

PAIN0118-004 05/01/2010

ANDERSON, BRECKINRIDGE, BULLITT, CARROLL, GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE & WASHINGTON COUNTIES:

	Rates	Fringes
PAINTER		
Brush & Roller	$ 18.50	10.30
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning	$ 19.50	10.30

PAIN1072-003 12/01/2011

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS and ROWAN COUNTIES

	Rates	Fringes
Painters:		
Bridges; Locks; Dams; Tension Towers & Energized Substations	$ 29.33	14.20
Power Generating Facilities	$ 26.09	14.20

PLUM0248-003 06/01/2012

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS & ROWAN COUNTIES:

	Rates	Fringes
Plumber and Steamfitter	$ 33.00	16.93

PLUM0392-007 06/01/2012

BRACKEN, CARROLL (Eastern Half), GALLATIN, GRANT, MASON, OWEN & ROBERTSON COUNTIES:

	Rates	Fringes
Plumbers and Pipefitters	$ 29.30	16.59

PLUM0502-003 08/01/2011

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	$ 31.00	16.13

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

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WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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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) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with characters other than "SU" denotes that the union classification and rate have found to be prevailing for that classification. Example: PLUM0198-005 07/01/2011. The first four letters , PLUM, indicate the international union and the four-digit number, 0198, that follows 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, 07/01/2011, following these characters is the effective date of the most current negotiated rate/collective bargaining agreement which would be July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any changes in the collective bargaining agreements governing the rate.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived from survey data by computing average rates and are not union rates; however, the data used in computing these rates may include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor

200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

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

These rates are listed pursuant to the Kentucky Determination No. CR-III-III- HWY dated September 5, 2012.

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 after an employee works eight (8) hours a day or forty (40) hours a week, whichever gives the employee the greater wages. At least time and one-half the base rate is required for all overtime. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. Wage violations or questions should be directed to the designated Engineer or the undersigned.

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

PART IV

INSURANCE

INSURANCE

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

1) Commercial General Liability-Occurrence form – not less than $2,000,000 General aggregate, $2,000,000 Products & Completed Aggregate, $1,000,000 Personal & Advertising, $1,000,000 each occurrence.

2) Automobile Liability- $1,000,000 per accident

3) Employers Liability:

   a) $100,000 Each Accident Bodily Injury
   b) $500,000 Policy limit Bodily Injury by Disease
   c) $100,000 Each Employee Bodily Injury by Disease

4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
   a) "policy contains no deductible clauses."
   b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."

5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

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

PART V

BID ITEMS

PROPOSAL BID ITEMS

Report Date 10/12/12

SECTION: 0001 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
0010	00003		CRUSHED STONE BASE	551.00	TON		
0020	00078		CRUSHED AGGREGATE SIZE NO 2	2,100.00	TON		
0030	00100		ASPHALT SEAL AGGREGATE	376.00	TON		
0040	00103		ASPHALT SEAL COAT	45.00	TON		
0050	00212		CL2 ASPH BASE 1.00D PG64-22	4,660.00	TON		
0060	00212		CL2 ASPH BASE 1.00D PG64-22 FOR PERF PIPE TRENCH CAP	772.00	TON		
0070	00214		CL3 ASPH BASE 1.00D PG64-22	319.00	TON		
0080	00216		CL3 ASPH BASE 1.00D PG76-22	12,920.00	TON		
0090	00301		CL2 ASPH SURF 0.38D PG64-22	1,773.00	TON		
0100	00336		CL3 ASPH SURF 0.38A PG76-22	5,032.00	TON		
0110	00462		CULVERT PIPE-18 IN	8.00	LF		
0120	01000		PERFORATED PIPE-4 IN	18,050.00	LF		
0130	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		
0140	01020		PERF PIPE HEADWALL TY 1-4 IN	15.00	EACH		
0150	01028		PERF PIPE HEADWALL TY 3-4 IN	27.00	EACH		
0160	01450		S & F BOX INLET-OUTLET-18 IN	1.00	EACH		
0170	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	91.00	EACH		
0180	02165		REMOVE PAVED DITCH	33.00	SQYD		
0190	02367		GUARDRAIL END TREATMENT TYPE 1	8.00	EACH		
0200	02369		GUARDRAIL END TREATMENT TYPE 2A	7.00	EACH		
0210	02381		REMOVE GUARDRAIL	6,662.50	LF		
0220	02483		CHANNEL LINING CLASS II	3,150.00	TON		
0230	02484		CHANNEL LINING CLASS III	1,250.00	TON		
0240	02562		SIGNS	372.00	SQFT		
0250	02575		DITCHING AND SHOULDERING	20,750.00	LF		
0260	02625		REMOVE HEADWALL	1.00	EACH		
0270	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		
0280	02671		PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH		
0290	02676		MOBILIZATION FOR MILL & TEXT	1.00	LS		
0300	02677		ASPHALT PAVE MILLING & TEXTURING	8,091.00	TON		
0310	02696		SHOULDER RUMBLE STRIPS-SAWED	42,820.00	LF		
0320	02775		ARROW PANEL	2.00	EACH		
0330	03240		BASE FAILURE REPAIR	341.00	SQYD		
0340	03383		PVC PIPE-4 IN	642.00	LF		

PROPOSAL BID ITEMS

Report Date 10/12/12

SECTION: 0001 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
0350	05950		EROSION CONTROL BLANKET	22,500.00	SQYD		
0360	06412		STEEL POST MILE MARKERS	10.00	EACH		
0370	06511		PAVE STRIPING-TEMP PAINT-6 IN	46,700.00	LF		
0380	06592		PAVEMENT MARKER TYPE V-B W/R	327.00	EACH		
0390	06593		PAVEMENT MARKER TYPE V-B Y/R	34.00	EACH		
0400	10020NS		FUEL ADJUSTMENT	22,699.00	DOLL	$1.00	$22,699.00
0410	10030NS		ASPHALT ADJUSTMENT	45,857.00	DOLL	$1.00	$45,857.00
0420	20196ED		EARTHWORK	1.00	LS		
0430	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	6,662.50	LF		
0440	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		
0450	24189ER		DURABLE WATERBORNE MARKING-6 IN W	27,168.00	LF		
0460	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	21,869.00	LF		
0470	24191ER		DURABLE WATERBORNE MARKING-12 IN W	1,177.00	LF		

SECTION: 0002 - MOB AND DEMOB

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
0480	02568		MOBILIZATION	1.00	LS		
0490	02569		DEMOBILIZATION	1.00	LS		