CALL NO. 315
CONTRACT ID. 192387
WHITLEY COUNTY
FED/STATE PROJECT NUMBER FD05 118 025W 026-033
DESCRIPTION CUMBERLAND FALLS HIGHWAY (US 25W)
WORK TYPE ASPHALT RESURFACING
PRIMARY COMPLETION DATE 8/1/2020

LETTING DATE: November 22, 2019
Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME November 22, 2019. Bids will be publicly announced at 10:00 AM EASTERN STANDARD 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
- PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES
- CONTRACT NOTES
- STATE CONTRACT NOTES
- NATIONAL HIGHWAY
- SIGNIFICANT PROJECT - PROJECT TRAFFIC COORDINATOR
- SURFACING AREAS
- ASPHALT MIXTURE
- INCIDENTAL SURFACING
- FUEL AND ASPHALT PAY ADJUSTMENT
- COMPACTION OPTION A
- MATERIAL TRANSFER VEHICLE (MTV)
- SPECIAL NOTE(S) APPLICABLE TO PROJECT
- WASTE AND BORROW SITES
- CORBIN CITY UTILITIES
- COORDINATION OF WORK WITH OTHER CONTRACTS
- ASPHALT MIX PAVEMENT WEDGE MONOLITHIC OPERATION
- EDGE KEY (BY TON)
- ASPHALT MILLING AND TEXTURING
- PRIME INITIAL TREATMENT
- TYPICAL SECTION DIMENSIONS
- SIDEWALK RAMPS & DETECTABLE WARNINGS
- TRAFFIC CONTROL PLAN
- EDGELINE & SHOULDER RUMBLE STRIPES
- DURABLE PAVEMENT EDGE DETAILS
- INSTALLATION OF TRAFFIC COUNTING INDUCTANCE LOOPS
- TRAFFIC SIGNAL LOOP DETECTORS
- TRENCHING
- EROSION CONTROL PLAN FOR MAINTENANCE PROJECTS
- SKETCH MAP(S)
- SUMMARY SHEET(S)
- TYPICAL SECTION(S)
- DETAIL SHEET(S)
- BRIDGE DETAIL FOR PAVING PROJECT

## PART II  SPECIFICATIONS AND STANDARD DRAWINGS
- SPECIFICATIONS REFERENCE
- SUPPLEMENTAL SPECIFICATION
- [SN-11] PORTABLE CHANGEABLE SIGNS
- 2016 STANDARD DRAWINGS THAT APPLY
- SHOULDER AND EDGE LINE RUMBLE STRIP DETAILS
- EDGE LINE RUMBLE STRIP DETAILS TWO LANE ROADWAYS
- PAVEMENT MARKER ARRANGEMENTS TWO-WAY, LEFT TURN LANE
- TYPICAL MARKINGS FOR TURN LANES
- TYPICAL MARKINGS AT SIGNALIZED INTERSECTIONS
- TYPICAL MARKINGS FOR GORE AREAS
- TYPICAL MARKINGS FOR ISLANDS AND MEDIANS

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

PART IV   INSURANCE

PART V   BID ITEMS
PART I

SCOPE OF WORK
CUMBERLAND FALLS HIGHWAY (US 25W) (MP 26.168) FROM 1,030 FEET NORTH OF SPRUCE CREEK ROAD EXTENDING NORTH TO SOUTH END OF ONE-WAY COUPLE AT SOUTH KENTUCKY AVENUE (MP 32.427), A DISTANCE OF 06.26 MILES. ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 36:55:05.79 LONGITUDE 84:07:37.63

COMPLETION DATE(S):

COMPLETED BY 08/01/2020 ALL ITEMS IN CONTRACT
CONTRACT NOTES

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

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

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

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY
Pursuant to KRS 176.085(1)(b), an agency, department, office, or political subdivision of the Commonwealth of Kentucky shall not award a state contract to a person that is a foreign entity required by KRS 14A.9-010 to obtain a certificate of authority to transact business in the Commonwealth (“certificate”) from the Secretary of State under KRS 14A.9-030 unless the person produces the certificate within fourteen (14) days of the bid or proposal opening. If the foreign entity is not required to obtain a certificate as provided in KRS 14A.9-010, the foreign entity should identify the applicable exception. Foreign entity is defined within KRS 14A.1-070.
For all foreign entities required to obtain a certificate of authority to transact business in the Commonwealth, if a copy of the certificate is not received by the contracting agency within the time frame identified above, the foreign entity’s solicitation response shall be deemed non-responsive or the awarded contract shall be cancelled.

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

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

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

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

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

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

ACCESS TO RECORDS
The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially
disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

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

April 30, 2018
SPECIAL NOTE FOR RECIPROCAL PREFERENCE

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

April 30, 2018
NATIONAL HIGHWAY
Be advised that a portion of this project is on the NATIONAL HIGHWAY SYSTEM.

PROJECT TRAFFIC COORDINATOR (PTC)
Be advised this project is a significant project pursuant to section 112.03.12.

SURFACING AREAS
The Department estimates the mainline surfacing width to vary 20-62 feet.
The Department estimates the total mainline area to be surfaced to be 132,570 square yards.
The Department estimates the shoulder width to vary 0-14 foot on each side. Portions of this project have curb and gutter with no shoulder.
The Department estimates the total shoulder area to be surfaced to be 13,600 square yards.

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

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-110-07 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.

OPTION A
Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.

MATERIAL TRANSFER VEHICLE (MTV)
Provide and use a MTV in accordance with Sections 403.02.10 and 403.03.05. The Engineer will designate areas where the use of the MTV is not practical.
SPECIAL NOTE FOR EXPERIMENTAL KYCT AND HAMBURG TESTING

1.0 General

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

2.0 Equipment

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

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

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

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

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

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

3.0 Testing Requirements

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

3.2 KYCT Testing. Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the mix design phase and during the plant production of all surface mixtures. For mix design approvals, submit KYCT results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.
3.2.1 KYCT Frequency. Obtain an adequate sample of hot mix asphalt to insure the acceptance testing, gradation, and KYCT gyratory samples can be fabricated and is representative of the bituminous mixture. Acceptance specimens shall be fabricated first, then immediately after, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens and gradation will be required one per sublot produced from the same asphalt material and at the same time as the acceptance specimen is sampled and tested.

3.2.2 Number of Specimens and Conditioning. Fabricate specimens in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, fabricate a minimum of 3 and up to 6 test specimens. The specimens shall be compacted at the temperature in accordance to KM 64-411. KYCT mix design specimens shall be short-term aged conditioned for four hours at compaction temperature in accordance to KM 64-411. Plant produced bituminous material will not be required for age conditioning and shall be fabricated immediately after the gyratory acceptance specimens have been fabricated. An acceptable transport container will be required to prevent the asphalt mixture from losing heat and to maintain the compaction temperature of the asphalt mixture until the KYCT gyratory samples can be fabricated. This will eliminate reheating of the asphalt mixture. To insure confidence and reliability of the test results provided by KYCT testing and Hamburg testing, reheating of the asphalt mixture is strongly discouraged. If reheating does occur, provide documentation on the Asphalt Mixtures Acceptance Workbook (AMAW).

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

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

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

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

3.3.2 Record Times. Record the production time as according to section 3.2.3 in this special note. Also record the time that the specimens were fabricated and the time the Hamburg testing was started. All times shall be recorded on the AMAW.
3.3.3 File Name. Save the Excel spreadsheet with the following file name; “Hamburg_CID_Approved Mix Number_Lot Number_Sublot Number_Date” and upload the file into the AMAW.

4.0 Data

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

5.0 KYCT Video Demonstration

https://youtu.be/84j0bM45-hg

6.0 Payment

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

June 3, 2019
SPECIAL PROVISION FOR WASTE AND BORROW SITES

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

1-296 Waste & Borrow Sites
01/02/2012
SPECIAL NOTES FOR CORBIN CITY UTILITIES

Be advised there may be City of Corbin Utilities within the construction limits of this project. The Corbin City Utilities Commission will make appropriate manhole and valve box adjustments.

Immediately upon award, notify the Corbin City Utilities Commission, 901 South Main Street, Corbin, Kentucky, (606) 528-4026. The Engineer will coordinate the work of the City Utilities Commission with the Contractors work.

1-3180 Corbin City Utilities
01/02/2012
COORDINATION OF WORK WITH OTHER CONTRACTS

Be advised, there may be active project(s) adjacent to or within this project. These may be KYTC administered contracts, work being performed as part of a KYTC issued encroachment permit, or work being performed by Department forces. The Engineer will coordinate the work of the Contractor and others within the limits of this project. See Sections 105.06, 107.06 and 107.14.
SPECIAL NOTE FOR PAVEMENT WEDGE AND SHOULDER
MONOLITHIC OPERATION

1.0 MATERIALS. Provide an Asphalt Surface Mixture conforming to Section 403 of the Standard Specifications, as applicable to the project, for the pavement wedge.

2.0 CONSTRUCTION. Place the specified Asphalt Surface Mixture on shoulders monolithically with the driving lane. Prime the existing shoulder with tack material as the Engineer directs before placing the wedge. Construct according to Section 403.03 of the Standard Specifications.

Equip the paver with a modified screed that extends the full width of the wedge being placed and is tapered to produce a wedge. Obtain the Engineer’s approval of the modified screed before placing shoulder wedge monolithically with the driving lane.

The wedge may vary in thickness at the edge of the milled area in the shoulder. If the area to receive the shoulder wedge is milled prior to placement, during rolling operations pinch the outside edge of the new inlay wedge to match the existing shoulder elevation not being resurfaced. Unless required otherwise by the Contract, construct rolled or sawed rumble strips according to Section 403.03.08, as applicable.

The following sketch is primarily for the computation of quantities; however, the wedge will result in a similar cross-section where sufficient width exists. Do not construct a shoulder for placing the wedge unless specified elsewhere in the Contract.

[Sketch showing the placement of the pavement wedge]

3.0 MEASUREMENT. The Department will measure Asphalt Surface Mixture placed as the pavement wedge according to Section 403.

4.0 PAYMENT. The Department will make payment for the completed and accepted quantities of Asphalt Surface Mixtures on pavement wedges according to Section 403.
SPECIAL NOTE FOR EDGE KEY

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

EDGE KEY

Thickness 1\(\frac{1}{4}\) Inches

\[L = 125\text{ LF}\]

\(L=\text{Length of Edge Key}\)
SPECIAL NOTE FOR ASPHALT MILLING & TEXTURING

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

Contrary to Section 408, the Department will retain possession of the material obtained from the milling operations. Deliver the first 2,805 tons of this material to the State Maintenance facility in Whitley County. Deliver the remainder of the material to the State Maintenance facility in Knox County.

**NOTICE TO CONTRACTOR:** The Department considers transfer of millings to the state maintenance facility to be a part of the construction project, therefore truck operators are subject to receiving prevailing wages.
SPECIAL NOTE FOR PRIME

Prior to constructing asphalt base, apply Asphalt Material for Tack for prime at a rate of 1 lb/sq yd of undiluted asphalt residue. If an acceptable prime coat is not consistently achieved, the Engineer may require dilution with an equal amount of water and application of the diluted material at the rate of 2 lbs/sq yd. Except as specified herein, apply prime according to Section 406.
SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

1-3725 Typical Section Dimensions
01/02/2012
SPECIAL NOTE FOR SIDEWALK RAMPS & DETECTABLE WARNINGS

GENERAL

Unless otherwise stated in the contract, or as directed by or with prior approval from the Engineer, construct Sidewalk Ramps and Detectable Warnings in accordance with Sections 505 and 720; Supplemental Specifications; Standard Drawings RGX-040-03, RPM-150-08, RPM-152-08, RPM-170-09, and RPM-172-07; current editions, as applicable. In lieu of the Detectable Warnings shown on Standard Drawing RGX-040-03, the Department will also allow the use of any Detectable Warnings listed as Phase XI on the Kentucky Product Evaluation List (http://www.ktc.uky.edu/kytc/kypel/allevaluations.php). For Detectable Warnings as shown on Standard Drawing RGX-040-03, saw cut existing sidewalks, curb and gutter, and pavement, if present, as shown on the detail and reconstruct sidewalk ramps with detectable warnings as directed or approved by the Engineer. For Detectable Warnings from the Kentucky Product Evaluation List, install according to the manufacturer’s recommendations. Unless specified otherwise in the Contract, construct sidewalk with 4” nominal minimum required thickness; however, if the existing sidewalk thickness is found to be greater or less than the thickness specified, transition the thickness as directed by the Engineer.

Except as required by the work, do not disturb drainage pipe, catch basins, and other roadway features, appurtenances and installations. Restore any roadway features, appurtenances, and installations damaged by the work in like kind materials and design at no additional cost to the Department. Dispose of all waste off the right of way at sites obtained by the Contractor at no additional cost to the Department (see Special Note for Waste and Borrow).

MEASUREMENT & PAYMENT

SIDEWALK RAMPS – The Department will measure Sidewalk Ramps in accordance with Section 505.04.01 and Standard Drawing RPM-170-09, current editions; however, contrary to Sections 505.04.05 and 505.04.06, the Department will not measure Roadway Excavation or Embankment in Place, but shall be incidental to the Sidewalk. Accept payment at the Contract unit price per square yard as full compensation for all labor, materials, equipment, and incidentals required for removal and disposal of existing sidewalk and curb and gutter, excavation and embankment, construction of the sidewalk ramps, reconstruction of the adjacent curb and/or sidewalk as necessary to install the sidewalk ramps, and restoration of disturbed features in accordance with these notes or as directed by the Engineer.

DETECTABLE WARNINGS – The Department will measure Detectable Warnings in accordance with Section 505.04.04 and Standard Drawings RGX-040-03 and RPM-170-09, current editions. The Department will make payment according to Section 505.05.

HANDRAIL – The Department will measure and make payment for Handrail in accordance with Section 720.05 and Standard Drawing RPM-172-07, current editions.

1-3791 Sidewalk Ramps Pay SY
06/10/2016
TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the 2019 Standard and Supplemental Specifications, Special Notes and Special Provisions, and the Standard and Sepia Drawings, current editions. Except for the roadway and traffic control bid items listed, the Department will measure and pay for all items of work necessary to maintain and control traffic at the lump sum bid price to "Maintain and Control Traffic".

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

PROJECT PHASING & CONSTRUCTION PROCEDURES

Do not erect lane closures during the following days and hours:

- 6:00 a.m. – 7:00 p.m. Monday – Friday
- November 27 – 30, 2019 Thanksgiving Weekend
- December 24 – 25, 2019 Christmas Holiday
- December 31, 2019 – January 1, 2020 New Year’s Holiday
- April 10-12, 2020 Easter Weekend
- May 22 – 25, 2020 Memorial Day Weekend
- July 3 – 5, 2020 Independence Day Weekend
- September 4 – 7, 2020 Labor Day Weekend

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

At locations with three or more lanes, maintain one lane of traffic in each direction at all times during construction. At locations with two lanes, maintain alternating one-way traffic during construction. Provide a minimum clear lane width of ten (10) feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

Except for the final course of Asphalt Surface, the Department will allow night work on this project. Obtain the Engineer’s approval of the method of lighting prior to performing night work.

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

The Department will prepare a Public Information Plan and provide public notification. Submit a schedule of proposed lane closures for the Engineer’s approval 14 calendar prior to beginning work. Notify the Engineer immediately and obtain prior approval of any deviations from the previously approved closure schedule.

LANE & SHOULDER CLOSURES

Do not leave lane or shoulder closures in place during non-working hours. Do not store materials or equipment on shoulders during non-working hours. Contrary to Section 112.04.17, the Department will not measure Long Term Lane Closures for payment, but shall be incidental to Maintain and Control Traffic. Provide staging areas off the Right-of-Way at no additional cost to the Department.

SIGNS

The Engineer may require additional signing and/or traffic control devices in addition to the items shown on the Standard Drawings. Sign posts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer’s documentation validating this compliance shall be provided to the Engineer prior to installation. Signs, including any splices, shall be installed according to manufacturer’s specifications and installation recommendations. Contrary to section 112.04.02, the Department will measure only long term signs (signs intended to be continuously in place for more than 3 days) for payment. The Department will not measure; short term signs (signs intended to be left in place for 3 days or less) for payment, but shall be incidental to Maintain and Control Traffic. Contrary to Section 112.04.02, the Department will measure individual signs only once for payment, regardless of how many times they are erected or relocated. The Department will not measure replacements for damaged signs directed by the Engineer to be replaced due to poor condition or reflectivity.

ARROW PANELS

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.
CHANGEABLE MESSAGE SIGNS

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

TEMPORARY ENTRANCES

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

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

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

TRAFFIC SIGNAL LOOP DETECTORS

Install traffic detection loops according to the Special Note for Traffic Signal Loop Detectors. Coordinate the placement of the loops with the Engineer.
TRAFFIC COUNTING INDUCTANCE LOOPS AND AXLE SENSORS

Install traffic counting loops and axle sensors according to the Material, Installation, and Bid Item Notes for Permanent Traffic Data Acquisition Stations. Coordinate the placement of the loops and sensors with the Engineer.

BARRICADES

Contrary to section 112.04.04, the Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic. The Department will measure barricades used to protect pavement drop-offs according to section 112.04.04.

INLAID PAVING MARKERS

Inlaid pavement markers will be by others.

TYPE I TAPE & THERMOPLASTIC PAVEMENT MARKINGS

Furnish and install Thermoplastic and Type I Tape intersection markings according to Section 717. Use Type I Tape on PCC Pavement and Thermoplastic on Asphalt Pavement. Consider the locations listed on the summaries to be approximate only. Prior to milling and/or resurfacing, locate and document the locations of the existing markings. After resurfacing, replace the markings at their approximate existing locations or as directed by the Engineer. Place markings not existing prior to resurfacing as required by the current MUTCD standards or as directed by the Engineer.

PAVEMENT STRIPING

Install Temporary Striping according to Section 112 with the following exceptions:

1. Place 6” painted lines for temporary striping; and
2. Include edge lines in Temporary Striping; and
3. If the Contractor’s operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

Place permanent 6” Durable Pavement Striping according to Section 714. Use Thermoplastic on Asphalt Pavement and Type I Tape on concrete bridge decks and PCC Pavement. If there is to
be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course.

Place Temporary or Permanent Striping before opening a lane to traffic.

**PAVEMENT CONDITION WARNING SIGNS**

Following any milling operation but prior to opening a milled surface to traffic, install warning signs (MUTCD W8-15) in advance of and at maximum 1500’ intervals throughout the milled area. Install signs as conditions require, including both directions of travel and dual mounting on multi-lane highways with a center median. Install other pavement condition warning signs as directed by the Engineer.

**PAVEMENT EDGE DROP-OFFS**

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½”. Place Warning signs (MUTCD W8-11 or W8-9 or W8-17P) in advance of and at 1500’ intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions (perpendicular to the flow of traffic) between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

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

- **Less than 2” - No protection required.**

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

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

Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the engineer.
USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

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

Application

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

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

CMS should not be used for:

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

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

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- No more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

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

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

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

<table>
<thead>
<tr>
<th>Word</th>
<th>Abbrev.</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access</td>
<td>ACCS</td>
<td>ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT</td>
</tr>
<tr>
<td>Alternate</td>
<td>ALT</td>
<td>ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT</td>
</tr>
<tr>
<td>Avenue</td>
<td>AVE</td>
<td>FIFTH AVE CLOSED/DETOUR NEXT LEFT</td>
</tr>
<tr>
<td>Blocked</td>
<td>BLKD</td>
<td>FIFTH AVE BLKD/MERGE LEFT</td>
</tr>
<tr>
<td>Boulevard</td>
<td>BLVD</td>
<td>MAIN BLVD CLOSED/USE ALT RTE</td>
</tr>
<tr>
<td>Bridge</td>
<td>BRDG</td>
<td>SMITH BRDG CLOSED/USE ALT RTE</td>
</tr>
<tr>
<td>Cardinal Directions</td>
<td>N, S, E, W</td>
<td>N I75 CLOSED/ DETOUR EXIT 30</td>
</tr>
<tr>
<td>Center</td>
<td>CNTR</td>
<td>CNTR LANE CLOSED/MERGE LEFT</td>
</tr>
<tr>
<td>Commercial</td>
<td>COMM</td>
<td>OVRSZ COMM VEH/USE I275</td>
</tr>
<tr>
<td>Condition</td>
<td>COND</td>
<td>ICY COND POSSIBLE</td>
</tr>
<tr>
<td>Congested</td>
<td>CONG</td>
<td>HVY CONG NEXT 3 MI</td>
</tr>
<tr>
<td>Construction</td>
<td>CONST</td>
<td>CONST WORK AHEAD/EXPECT DELAYS</td>
</tr>
<tr>
<td>Downtown</td>
<td>DWNTN</td>
<td>DWNTN TRAF USE EX 40</td>
</tr>
<tr>
<td>Eastbound</td>
<td>E-BND</td>
<td>E-BND I64 CLOSED/DETOUR EXIT 20</td>
</tr>
<tr>
<td>Emergency</td>
<td>EMER</td>
<td>EMER VEH AHEAD/PREPARE TO STOP</td>
</tr>
<tr>
<td>Entrance, Enter</td>
<td>EX, EXT</td>
<td>DWNTN TRAF USE EX 40</td>
</tr>
<tr>
<td>Expressway</td>
<td>EXPWY</td>
<td>WTRSN EXPWY CLOSED/DETOUR EXIT 10</td>
</tr>
<tr>
<td>Freeway</td>
<td>FRWY, FWY</td>
<td>GN SYNDR FWY CLOSED/DETOUR EXIT 15</td>
</tr>
<tr>
<td>Hazardous Materials</td>
<td>HAZMAT</td>
<td>HAZMAT IN ROADWAY/ALL TRAF EXIT 25</td>
</tr>
<tr>
<td>Highway</td>
<td>HWY</td>
<td>ACCIDENT ON AA HWY/EXCEPT DELAYS</td>
</tr>
<tr>
<td>Hour</td>
<td>HR</td>
<td>ACCIDENT ON AA HWY/2 HR DELAY</td>
</tr>
<tr>
<td>Information</td>
<td>INFO</td>
<td>TRAF INFO TUNE TO 1240 AM</td>
</tr>
<tr>
<td>Interstate</td>
<td>I</td>
<td>E-BND I64 CLOSED/DETOUR EXIT 20</td>
</tr>
<tr>
<td>Lane</td>
<td>LN</td>
<td>LN CLOSED/MERGE LEFT</td>
</tr>
<tr>
<td>Left</td>
<td>LFT</td>
<td>LANE CLOSED/MERGE LFT</td>
</tr>
<tr>
<td>Local</td>
<td>LOC</td>
<td>LOC TRAF USE ALT RTE</td>
</tr>
<tr>
<td>Maintenance</td>
<td>MAINT</td>
<td>MAINT WRK ON BRDG/SLOW</td>
</tr>
<tr>
<td>Major</td>
<td>MAJ</td>
<td>MAJ DELWAYS I75/USE ALT RTE</td>
</tr>
<tr>
<td>Abbrev.</td>
<td>Intended Word</td>
<td>Word Erroneously Given</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>ACC</td>
<td>Accident</td>
<td>Access (Road)</td>
</tr>
<tr>
<td>CLRS</td>
<td>Clears</td>
<td>Colors</td>
</tr>
<tr>
<td>DLY</td>
<td>Delay</td>
<td>Daily</td>
</tr>
<tr>
<td>FDR</td>
<td>Feeder</td>
<td>Federal</td>
</tr>
<tr>
<td>L</td>
<td>Left</td>
<td>Lane (merge)</td>
</tr>
<tr>
<td>LOC</td>
<td>Local</td>
<td>Location</td>
</tr>
<tr>
<td>LT</td>
<td>Light (traffic)</td>
<td>Left</td>
</tr>
<tr>
<td>PARK</td>
<td>Parking</td>
<td>Park</td>
</tr>
<tr>
<td>POLL</td>
<td>Pollution (index)</td>
<td>Poll</td>
</tr>
<tr>
<td>RED</td>
<td>Reduce</td>
<td>Red</td>
</tr>
<tr>
<td>STAD</td>
<td>Stadium</td>
<td>Standard</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Reason/Problem</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCIDENT</td>
<td>ALL TRAFFIC EXIT RT</td>
</tr>
<tr>
<td>ACCIDENT/XX MILES</td>
<td>AVOID DELAY USE XX</td>
</tr>
<tr>
<td>XX ROAD CLOSED</td>
<td>CONSIDER ALT ROUTE</td>
</tr>
<tr>
<td>XX EXIT CLOSED</td>
<td>DETOUR</td>
</tr>
<tr>
<td>BRIDGE CLOSED</td>
<td>DETOUR XX MILES</td>
</tr>
<tr>
<td>BRIDGE/(SLIPPERY, ICE, ETC.)</td>
<td>DO NOT PASS</td>
</tr>
<tr>
<td>CENTER/LANE/CLOSED</td>
<td>EXPECT DELAYS</td>
</tr>
<tr>
<td>DELAY(S), MAJOR/DELAYS</td>
<td>FOLLOW ALT ROUTE</td>
</tr>
<tr>
<td>DEBRIS AHEAD</td>
<td>KEEP LEFT</td>
</tr>
<tr>
<td>DENSE FOG</td>
<td>KEEP RIGHT</td>
</tr>
<tr>
<td>DISABLED/VEHICLE</td>
<td>MERGE XX MILES</td>
</tr>
<tr>
<td>EMER/VEHICLES/ONLY</td>
<td>MERGE LEFT</td>
</tr>
<tr>
<td>EVENT PARKING</td>
<td>MERGE RIGHT</td>
</tr>
<tr>
<td>EXIT XX CLOSED</td>
<td>ONE-WAY TRAFFIC</td>
</tr>
<tr>
<td>FLAGGER XX MILES</td>
<td>PASS TO LEFT</td>
</tr>
<tr>
<td>FOG XX MILES</td>
<td>PASS TO RIGHT</td>
</tr>
<tr>
<td>FREEWAY CLOSED</td>
<td>PREPARE TO STOP</td>
</tr>
<tr>
<td>FRESH OIL</td>
<td>REDUCE SPEED</td>
</tr>
<tr>
<td>HAZMAT SPILL</td>
<td>SLOW</td>
</tr>
<tr>
<td>ICE</td>
<td>SLOW DOWN</td>
</tr>
<tr>
<td>INCIDENT AHEAD</td>
<td>STAY IN LANE</td>
</tr>
<tr>
<td>LANES (NARROW, SHIFT, MERGE, ETC.)</td>
<td>STOP AHEAD</td>
</tr>
<tr>
<td>LEFT LANE CLOSED</td>
<td>STOP XX MILES</td>
</tr>
<tr>
<td>LEFT LANE NARROWS</td>
<td>TUNE RADIO 1610 AM</td>
</tr>
<tr>
<td>LEFT 2 LANES CLOSED</td>
<td>USE NN ROAD</td>
</tr>
<tr>
<td>LEFT SHOULDER CLOSED</td>
<td>USE CENTER LANE</td>
</tr>
<tr>
<td>LOOSE GRAVEL</td>
<td>USE DETOUR ROUTE</td>
</tr>
<tr>
<td>MEDIAN WORK XX MILES</td>
<td>USE LEFT TURN LANE</td>
</tr>
<tr>
<td>MOVING WORK ZONE, WORKERS IN ROADWAY</td>
<td>USE NEXT EXIT</td>
</tr>
<tr>
<td>NEXT EXIT CLOSED</td>
<td>USE RIGHT LANE</td>
</tr>
<tr>
<td>NO OVERSIZED LOADS</td>
<td>WATCH FOR FLAGGER</td>
</tr>
<tr>
<td>NO PASSING</td>
<td></td>
</tr>
<tr>
<td>NO SHOULDER</td>
<td></td>
</tr>
<tr>
<td>ONE LANE BRIDGE</td>
<td></td>
</tr>
</tbody>
</table>
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD
SPECIAL NOTE FOR EDGELINE AND SHOULDER RUMBLE STRIPS

Construct edgeline rumble strips and/or shoulder rumble strips at the locations listed on the Pavement Markings Summary, Typical Sections, and/or according to the following drawings, as applicable:

- Shoulder & Edgeline Rumble Strip Details
- Edgeline Rumble Strip Details Two Lane Roadways
- Shoulder Rumble Strip Details Two Lane Roadways
- Rumble Strip Details Multi-Lane Roadways

The locations listed for edgeline rumble strips and/or shoulder rumble strips, and the dimensions on the drawings are approximate only and may vary from the existing marking’s locations. The Engineer shall determine the exact locations for edgeline rumble strips and/or shoulder rumble strips at the time of construction. If the Typical Section shows a Lane Width (Y) and/or Shoulder Width (Z) that differs from the widths listed on the drawings the Engineer shall determine the appropriate Lane Width (Y) and/or Shoulder Width (Z) at the time of construction.

(Note to the Engineer: In order to achieve consistent installations statewide, rumble strips should be installed according to the dimensions specified in the drawings, unless there is an Engineering basis that supports a change in dimension(s) – e.g. the existing shoulder width is wider than the drawing specifies and/or the existing lane width is narrower than the drawing specifies AND the existing shoulder pavement depth is not suitable to be used as a driving lane.)

Unless directed otherwise by the Engineer, DO NOT install edgeline rumble strips or shoulder rumble strips where the posted speed limit is 45 MPH or less. Before sawing edgeline rumble strips, pre-mark the pavement surface and obtain the Engineer’s approval of the proposed location, alignment, and control guides. After sawing edgeline rumble strips, construct a rumble stripe by applying permanent edgeline striping according to Section 713 on the sawed edgeline rumble strips at the locations approved by the Engineer. Before sawing shoulder rumble strips, obtain the Engineer’s approval of the proposed layout, location, and alignment. Notify the Engineer if questions arise regarding changes in striping and/or rumble patterns. If necessary, the Engineer will obtain guidance from the District Traffic Engineer and/or the Division of Traffic Operations.

The Department will measure edgeline rumble strips and shoulder rumble strips according to Section 403. Unless required by the Traffic Control Plan or directed by the Engineer, the Department will not measure for payment temporary edgeline striping used for pre-marking edgeline rumble strips. The Department will measure permanent edgeline striping according to Section 713. The Department will not measure the removal of existing markings, pre-marking and layout, surface preparation, corrective work, labor, equipment, and any incidentals necessary to construct edgeline rumble strips and/or shoulder rumble strips, and will consider these items incidental to the installation of the sawed rumble strips.

1-3884 Edgeline & Shoulder Rumble Strips

2/22/2016
1. Unless otherwise directed by the engineer, rumble strips shall not be placed in areas with a posted speed limit less than or equal to 45 MPH.

2. Rumble strips shall be omitted through major intersections with or without right turn lanes. Rumble strips shall be omitted in the area where edgeline pavement markings have been omitted (normally where the side street radius intersects the mainline.)

3. Rumble strips shall not be installed across highway-rail grade crossings.

4. Rumble strips shall be installed through driveways & minor commercial entrances.

5. Rumble strips shall be installed through mailbox turnouts.

6. Rumble strips shall not be installed through marked crosswalks.

7. Rumble strips shall not be installed on bridge decks or approach slabs.


Bid item / unit to bid for shoulder rumble strips (S.R.S): 2686 Shoulder Rumble Strips-Sawed - LF
### NOTES

1. **Distances Shown are approximate. Maintain rumble strip dimensions and spacing as much as possible. If the typical section shows a lane width (w) and/or shoulder width (z) that differs from the widths listed in this drawing, the engineer shall determine the lane width (w) and/or shoulder width (z) at the time of construction.**

2. **Unless otherwise directed by the engineer, rumble strips shall not be placed in areas with a posted speed limit less than or equal to 45 MPH.**

3. **Edge line markings shall be placed in the center of the rumble strip.**

4. **Width of pavement between edges of traversable pavement.**

5. **Width of lane from center of road to outside edge of rumble strip or joint.**

6. **Width of paved shoulder is from lane side edge of rumble strip to outside edge of traversable pavement.**

7. **Rumble length (x) may be modified as the engineer directs. If shoulder width (z) is equal to or less than specified rumble length (x).**

8. **Contrary to section 403.03.08, subsection A, part 2 in the standard specifications; use the dimensions specified above when this drawing is included in the proposal.**

9. **Bid item/unit to bid: 23595EC Rumble stripe-saw cut - LF**
NOTES

1. Distances shown are approximate. Maintain rumble strip dimensions and spacing as much as possible. If the typical section shows a lane width (Y) and/or shoulder width (Z) that differs from the widths listed in this drawing, the engineer shall determine the lane width (Y) and/or shoulder width (Z) at the time of construction.

2. Unless otherwise directed by the engineer, rumble strips shall not be placed in areas with a posted speed limit less than or equal to 45 MPH.

3. Width of pavement between edge of traversable pavement.

4. Width of lane from center of road to inside edge of stripe or joint.

5. Width of shoulder between lane side edge of stripe or joint to outside edge of traversable pavement.

6. Rumble length (X) or offset distance may be modified as the engineer directs, if shoulder width (Z) is equal to or less than specified rumble length (X).

7. See standard specification section 403 for offset and rumble length along interstates & parkways.

8. All shoulder rumble strips along two lane roadways should include bicycle gaps as detailed. Bicycle gaps shall not be used on interstates and parkways.

9. Bid Item / Unit to bid: 2696 Shoulder Rumble Strips - Sawed - LF
### Pavement Cross-Section

#### When ELRS are Specified

<table>
<thead>
<tr>
<th>Shoulder Width (W)</th>
<th>Rumble Type</th>
<th>Rumble Length (X)</th>
<th>Offset</th>
</tr>
</thead>
<tbody>
<tr>
<td>2'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>N/A</td>
</tr>
<tr>
<td>2'</td>
<td>ELRS</td>
<td>8'</td>
<td>ELRS-N/A SRS-6&quot;</td>
</tr>
<tr>
<td>3'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>ELRS-N/A SRS-6&quot;</td>
</tr>
<tr>
<td>4'</td>
<td>ELRS or SRS</td>
<td>8'</td>
<td>ELRS-N/A SRS-6&quot;</td>
</tr>
<tr>
<td>5'</td>
<td>SRS 6</td>
<td>8'</td>
<td>6'</td>
</tr>
<tr>
<td>6'</td>
<td>SRS 6</td>
<td>12'</td>
<td>6'</td>
</tr>
<tr>
<td>7'</td>
<td>SRS 6</td>
<td>12'</td>
<td>12'</td>
</tr>
<tr>
<td>8'</td>
<td>SRS 6</td>
<td>16'</td>
<td>12'</td>
</tr>
</tbody>
</table>

### Notes

1. Distances shown are approximate, maintain rumble strip dimensions and spacing as much as possible if the typical section shows a shoulder width (W) that differs from the width listed in this drawing. The engineer shall determine the shoulder width (W) at the time of construction.
2. Unless otherwise directed by the engineer, rumble strips shall not be placed in areas with a posted speed limit less than or equal to 45 MPH.
3. For multi-lane roadways, the rumble type to be installed is based on shoulder width (W). For shoulder widths of 2', 3', and 4' the rumble type may be specified as either edgeline rumble strips (ELRS) or shoulder rumble strips (SRS). In these situations, the rumble type to be used will be specified in the plans, proposal notes, and/or bid items, or as directed by the engineer.
4. When ELRS are specified, width of shoulder is from lane side edge of rumble strip to outside edge of traversable pavement. When SRS are specified, width of shoulder is from lane side edge of strip to joint to outside edge of traversable pavement.
5. Rumble length (X) may be modified as the engineer directs, if shoulder width (W) is equal to or less than specified rumble length (X).
6. Shoulder rumble strips (SRS) along outside (right) shoulders that are 5' or wider should include bicycle gaps as detailed.
7. See standard specification section 403 for offset and rumble length along interstates and parkways.
8. When ELRS are specified, the edge line markings shall be placed in the center of the rumble strip.
   Bid Item / Unit to Bid for SRS: 239666 Shoulder Rumble Strips: Sawed - LF

---

**Drawing Not to Scale**

**Rumble Strip Details**

**Multi-Lane Roadways**
DURABLE PAVEMENT EDGE DETAIL
(Resurfacing adjacent to low shoulder with dropoff of 5 inches or less)

ASPHALT OVERLAY

EXISTING PAVEMENT

EXISTING UNIMPROVED SHOULDER

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

ASPHALT OVERLAY

EXISTING PAVEMENT

EXISTING UNIMPROVED SHOULDER

DURABLE PAVEMENT EDGE DETAIL
(Resurfacing adjacent to low shoulder with dropoff of more than 5 inches)

ASPHALT OVERLAY

EXISTING PAVEMENT

EXISTING UNIMPROVED SHOULDER

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

ASPHALT OVERLAY

EXISTING PAVEMENT

EXISTING UNIMPROVED SHOULDER

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

DRAWING NOT TO SCALE

DURABLE PAVEMENT EDGE DETAILS
DO NOT DISTURB EX. CABINET, JUNCTION BOXES, OR CONDUITS.

PRIOR TO WILLING, STAKE LOCATION OF EX. PIEZOELECTRIC SENSORS (PIEZOS) BEHIND CURB.

REMOVE EX. PIEZOS AND PIEZO CABLES AND DISPOSE OF OFF THE PROJECT.

PROP. PIEZOS SHALL BE INSTALLED 2.5' FROM THE STaked LOCATIONS AS SHOWN. PROP. PIEZOS SHALL BE PERPENDICULAR TO EACH LANE WITH THE EDGE OF EACH PIEZO FLUSH WITH THE EDGE OF THE CORRESPONDING DRIVING LANE. PIEZOS SHALL BE INSTALLED SPLICE-FREE TO THE CABINET, BETWEEN 2' AND 3' OF CABLE FOR EACH SENSOR SHALL BE COILED AND LABELED INSIDE EACH JUNCTION BOX AND CABINET.

REUSE EX. CONDUITS AND EX. JUNCTION BOXES.

DIVISION OF PLANNING PERSONNEL WILL CONNECT THE LOOPS AND PIEZOS INSIDE THE CABINET.

* REFER TO SECTION 3.14 LOOPS - EXISTING IN THE MATERIAL INSTALLATION, AND BID ITEM NOTES FOR PERMANENT TRAFFIC DATA ACQUISITION STATIONS IN THIS PROPOSAL REGARDING TREATMENT OF EXISTING LOOPS. BID ITEMS FOR EXTRA LOOP SAW SLOT AND FILL AND LOOP WIRE HAVE BEEN INCLUDED IN THIS CONTRACT FOR USE ON AN AS-NEEDED BASIS.

IF REQUIRED, ALL LOOPS SHALL BE 6'X6' SQUARE AND SHALL BE INSTALLED 18' FROM LEADING EDGE TO LEADING EDGE, 2.5' FROM EACH PROP. PIEZO AS SHOWN. LOOPS SHALL BE INSTALLED SPLICE-FREE TO THE CABINET AND A MINIMUM OF 2' OF WIRE FOR EACH LOOP SHALL BE COILED AND LABELED INSIDE EACH JUNCTION BOX AND CABINET. DIVISION OF PLANNING PERSONNEL WILL CONNECT THE LOOPS INSIDE THE CABINETS.
## PERMANENT TRAFFIC DATA ACQUISITION STATIONS
### ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>Bid Item Code</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>2562</td>
<td>TEMPORARY SIGNS</td>
<td>SQ FT</td>
<td></td>
</tr>
<tr>
<td>2650</td>
<td>MAINTAIN AND CONTROL TRAFFIC</td>
<td>LP SUM</td>
<td></td>
</tr>
<tr>
<td>2775</td>
<td>ARROW PANEL</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>4791</td>
<td>CONDUIT ¾ INCH</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4793</td>
<td>CONDUIT 1 ¼ INCH</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4795</td>
<td>CONDUIT 2 INCH</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4811</td>
<td>ELECTRICAL JUNCTION BOX TYPE B</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>4820</td>
<td>TRENCHING AND BACKFILLING</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4821</td>
<td>OPEN CUT ROADWAY</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4829</td>
<td>PIEZOELECTRIC SENSOR</td>
<td>EACH</td>
<td>4</td>
</tr>
<tr>
<td>4830</td>
<td>LOOP WIRE</td>
<td>LIN FT</td>
<td>880*</td>
</tr>
<tr>
<td>4850</td>
<td>CABLE NO. 14/1 PAIR</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>4871</td>
<td>POLE – 35’ WOODEN</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>4895</td>
<td>LOOP SAW SLOT AND FILL</td>
<td>LIN FT</td>
<td>220*</td>
</tr>
<tr>
<td>4899</td>
<td>ELECTRICAL SERVICE</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20213EC</td>
<td>INSTALL PAD MOUNT ENCLOSURE</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20359NN</td>
<td>GALVANIZED STEEL CABINET</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20360ES818</td>
<td>WOOD POST</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20391NS835</td>
<td>ELECTRICAL JUNCTION BOX TYPE A</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20392NS835</td>
<td>ELECTRICAL JUNCTION BOX TYPE C</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>20468EC</td>
<td>ELECTRICAL JUNCTION BOX 10x8x4</td>
<td>EACH</td>
<td></td>
</tr>
<tr>
<td>21543EN</td>
<td>BORE AND JACK CONDUIT</td>
<td>LIN FT</td>
<td></td>
</tr>
<tr>
<td>23206EC</td>
<td>INSTALL CONTROLLER CABINET</td>
<td>EACH</td>
<td></td>
</tr>
</tbody>
</table>

* REFER TO SECTION 3.14 LOOPS – EXISTING REGARDING TREATMENT OF EXISTING LOOPS. BID ITEMS FOR (EXTRA) LOOP SAW SLOT AND FILL AND LOOP WIRE HAVE BEEN INCLUDED IN THIS CONTACT FOR USE ON AN AS-NEEDED BASIS. PROVISIONS ONLY MADE IF EXISTING LOOPS ARE DAMAGED DURING THE MILLING PROCESS. IF LOOPS ARE NOT DAMAGED, LOOP WIRE WILL BE 0 AND LOOP SAW SLOT AND FILL WILL BE APPROXIMATELY 60’.  

---

**WHITLEY COUNTY**

FD05 118 025W 026-033

Contract ID: 192387

Page 41 of 120
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 x 4 inch x 2 1/8 inch box with 3/4 inch side and end knockouts and a 1 1/2 inches deep, single-receptacle cover to house the GFCI receptacle. Box and cover shall be hot rolled, galvanized steel with a minimum thickness of 0.62 inches.

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

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

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

### 2.13.2. Grout for Piezoelectric Sensor Installation

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

### 2.14. Hardware

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

#### 2.14.1. Conduit Strap

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

#### 2.14.2. Mounting Strap for Pole Mount Cabinet

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

#### 2.14.3. Metal Framing Channel and Fittings

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

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

### 2.15. Junction Box

#### 2.15.1. Junction Box Type A, B, or C

Junction Box Type A, B, or C shall meet or exceed ANSI/SCTE 77-2007, Tier 15. Box shall have an open bottom. A removable, non-slip cover marked “PLANNING” shall be equipped with a lifting slot and attached with a minimum of two 3/8 inch stainless steel hex bolts and washers. Type A Box shall have nominal inside dimensions of 13 inches wide by 24 inches long by 18 inches deep. Type B Box shall have nominal inside dimensions of 11 inches wide by 18 inches long by 12
inches deep. Type C Box shall have nominal inside dimensions of 24 inches wide by 36 inches long by 30 inches deep.

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

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

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

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

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

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

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

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

2.18. Saw Slot Sealant
Saw Slot Sealant shall be non-shrink, non-stringing, moisture cure, polyurethane
encapsulant suitable for use in both asphalt and concrete pavements. It shall provide a void-free encapsulation for detector loop cables and adequate compressive yield strength and flexibility to withstand heavy vehicular traffic and normal pavement movement.

The cured encapsulant shall meet or exceed the following:

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

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

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

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

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

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

2.23. **Terminal Block**
Terminal block shall be rated for a minimum of 300 V and have a minimum of six
terminal pairs with 9/16-inch nominal spacing (center to center) for connecting loop and piezoelectric sensor wires to cable assemblies. Terminal block shall have screw type terminal strips to accommodate wire with spade-tongue ends.

2.24. Warning Tape
Warning tape shall be acid and alkali resistant formulated for direct burial. Tape shall be a minimum of 3 inches wide by 4.0 mils (nominal) thick, and shall be permanently imprinted with a minimum 1 inch black legend on a red background warning of an electric line. Tape shall meet or exceed the following industry specifications:
- American Gas Association (AGA) 72-D-56
- American Petroleum Institute (API) RP 1109
- American Public Works Association (APWA) Uniform Color Code
- Department of Transportation (DOT) Office of Pipeline Safety USAS B31.8
- Federal Gas Safety Regulations S 192-321 (e)
- General Services Administration (GSA) Public Buildings Service Guide: PBS 4-1501, Amendment 2
- National Transportation Safety Board (NTSB) PSS 73-1
- Occupational Safety and Health Administration (OSHA) 1926.956 (c) (1)

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

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

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

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

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

2.25.5. Terminal for electrical wire or cable
Terminal for electrical wires or cables shall be insulated, solderless, spade tongue terminals of correct wire and stud size. Terminal for electrical wires or cables shall be incidental to the wire or cable (including piezoelectric sensor transmission cable) to be connected to terminal strips.
2.26. **Wood Post**
Wood post shall be Southern Pine pretreated to conform to the American Wood Preservers’ Association (AWPA) C-14 or UC4B and shall have minimum dimensions of 4 inches by 4 inches by 8 feet long (for Galvanized Steel Cabinet) or 4 feet long (for Junction Box 10x8x4), sawed on all four sides with both ends square.

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

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

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

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

Unless otherwise specified, installed materials shall be new.

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

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

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

3.1. Anchoring

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

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

3.2. Bore and Jack Pipe – 2”

Furnish: Steel Encasement Pipe, 2”

Bore and jack pipe – 2” shall conform to the Section 706 of the Standard Specifications for Road and Bridge Construction.
3.3. Cleanup and Restoration
Furnish: Seed Mix Type 1 (as required); fertilizer (as required); agricultural limestone (as required); mulch or hydromulch (as required); tackifier (as required).

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

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

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

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

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

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

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

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

Prior to any construction, the Contractor shall initiate a work order with the local power
company for the installation of electrical service to the site. A representative from the Division of Planning and the local power company shall be consulted prior to choosing an exact location for the pole. The Contractor shall clear the right-of-way for the electrical service drop.

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

Install meter-base and disconnect panel with a 30-ampere, fused, circuit breaker inside. Install a manufactured weatherproof hub 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 1½” conduit with three 8 AWG service conductors from the meter base to a weatherhead two feet from the top of the electrical service pole. Install conduit straps 30 inches on center and provide a drip loop where the wire enters the weatherhead. Splice electric drop with service entrance conductors at the top of the pole.

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

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

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

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

3.6. Flashing Arrow  
Furnish: Arrow Panel

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

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

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

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

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

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

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

3.8. Grounding
Furnish: Ground rod with clamp; grounding conductor.

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

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

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

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

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

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

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

Install ground rod with clamp and install one ¾ inch rigid conduit from enclosure base to
ground rod. Install a grounding conductor from ground rod to enclosure base and bond to each conduit bushing in the base.

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

If electrical service is not provided as a bid item in the contract, plug conduit on both ends with a cap, conduit sealant, or electrical tape. Mark the location of the buried conduit end with a wooden stake labeled “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 1-¼” conduit form cabinet to ground rod.

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

If electrical service is not provided as a bid item in the contract, plug conduit on both ends with cap, plumbers putty, conduit sealant, or electrical tape. Mark the location of the buried conduit end with a wooden stake labeled “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 - Proposed
Furnish: Wire; saw slot sealant; backer rod; grout; conduit sealant.

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

Upon completion of this meeting, the Contractor shall measure out and mark the proposed loop locations with spray paint or chalk such that the saw slots will be parallel.
and perpendicular to the direction of traffic. Marked lines shall be straight and exact to the locations determined and sized as shown on the plans. Unless indicated otherwise, loops shall be 6 feet by 6 feet square and loops in the same lane shall be spaced 16 feet from leading edge to leading edge.

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

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

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

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

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

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and centered in the lane.
- Make each saw-cut 3/8-inch wide and at a depth such that the top of the backer rod is a minimum of 2 inches below the surface of rigid (PCC/Concrete) pavement or 4 inches below the surface of asphalt pavement.
- Drill a 1½ inch core hole at each corner and use a chisel to smooth corners to prevent sharp bends in the wire.
- Clean ALL foreign and loose matter out of the slots and drilled cores and within 1 foot on all sides of the slots using a high pressure washer.
- Completely dry the slots and drilled cores and within 1 foot on all sides of the slots using oil-free forced air, torpedo heaters, electric heaters, or natural evaporation, depending on weather conditions. Be very careful not to burn the asphalt if heat is used.
- Measure 9-12 inches from the edge of the paved surface (shoulder break or face of curb) and drill a 1½ inch hole on a 45° angle to the conduit adjacent to the roadway.
- Closely inspect all cuts, cores, and slots for jagged edges or protrusions prior to the placement of the wire. All jagged edges and protrusions shall be ground or re-cut and cleaned again.
• Place the loop wire splice-free from the termination point (cabinet or junction box) to the loop, continue around the loop for four turns, and return to the termination point.
• Push the wire into the saw slot with a blunt object such as a wooden stick. Make sure that the loop wire is pushed fully to the bottom of the saw slot.
• Install conduit sealant to a minimum of 1” deep into the cored 1½ inch hole.
• Apply loop sealant from the bottom up and fully encapsulate the loop wires in the saw slot. The wire should not be able to move when the sealant has set.
• Cover the encapsulated loop wire with a continuous layer of backer rod along the entire loop and home run saw slots such that no voids are present between the loop sealant and backer rod.
• Finish filling the saw cut with non-shrinkable grout per manufacturer’s instructions. Alleviate all air pockets and refill low spaces. There shall be no concave portion to the grout in the saw slot. Any excess grout shall be cleaned from the roadway to alleviate tracking.
• Clean up the site and dispose of all waste off the project.
• Ensure that the grout has completely cured prior to subjecting the loop to traffic. Curing time varies with temperature and humidity.

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

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

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

3.14. Loops – Existing
When noted on a data collection station layout sheet that there are existing inductive loops within the limits of the project, notify the Engineer in writing, a minimum of 14 calendar days prior to beginning milling operations. After milling and prior to placing asphalt inlay, conduct an operating test on the existing inductance loops at the control cabinet in the presence of the Engineer to determine if the inductance loop conductors have an insulating resistance of a minimum of 100 megohms when tested with a 500 volt direct current potential in a reasonably dry atmosphere between conductors and ground. The Department may also conduct its own tests with its own equipment.
If the tests indicate the loop resistances are above the specified limit and the Engineer determines the system is operable, proceed with the asphalt inlay. If the test indicates the loop resistance is not within the specified limits or if the Engineer determines the system is otherwise not operable, prior to placing the asphalt inlay install and test new loop detectors according to the station layout, notes, and Detail Drawings.

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

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

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

3.16. Open Cut Roadway
Furnish: Concrete, reinforcing bars.

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

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

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

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

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

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and properly positioned in the lane.
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 30º angle. Bend the lead attachment end down at a 15º angle and then 15º 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.

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

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

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

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

3.21. Splicing  
Furnish: Splice kit; solder.

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

All splices shall conform to the provisions of the NEC.

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

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

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

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

<table>
<thead>
<tr>
<th>Enclosure Type</th>
<th>Additional length of each wire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Galvanized Steel Cabinet</td>
<td>2’ – 3’</td>
</tr>
<tr>
<td>Pad Mount Cabinet (332)</td>
<td>6’ - 8’</td>
</tr>
<tr>
<td>Pole Mount Cabinet (336)</td>
<td>3’ - 4’</td>
</tr>
<tr>
<td>Junction Box Type 10x8x4</td>
<td>2’ – 3’</td>
</tr>
<tr>
<td>Junction Box Type A, B, or C</td>
<td>2’ – 3’</td>
</tr>
</tbody>
</table>

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.

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

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

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

4.17. Wire or Cable
Wire or Cable shall include furnishing and installing specified wire or cable within saw slot, conduit, junction box, cabinet, or overhead as indicated on the detail sheets. Incidental to this item shall be the labeling of all wires and cables in each junction box, cabinet and splice.
box, and furnishing and installing other hardware required for installing cable. Wire or Cable will be measured in linear feet.

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

UNLESS SPECIFIED OTHERWISE, ALL LOOPS SHALL BE 6' x 6' SQUARE, CENTERED IN EACH LANE, WITH FOUR TURNS OF 16 AWG LOOP WIRE.

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

WIRING PLAN

EDGES OF PAVED SURFACE OR FACE OF CURB
5'-12"

WIRING PLAN

DRILL 1/2" DIAMETER HOLE FROM SAW SLOT (9'-12' FROM SHOULDER OR FACE OF CURB) TO CONDUIT.

SAW SLOT EDGE OF PAVEMENT TRANSITION

INDUCTIVE LOOP DETECTOR

NOT TO SCALE
WHITLEY COUNTY
FD05 110905W 026-033
Contract ID: 192387
Page 70 of 120

PIEZO SENSOR SLOT

SUPPORT BRACKET @ 6" (TYP.)

HOME RUN SLOT

PASSIVE CABLE

PLAN

2' MIN.

A

2' MIN.

A

PIEZO SENSOR

ROADWAY SURFACE

30'

15'

2'

3'

BACKER ROD

PASSIVE CABLE ENCAPSULATED IN SEALANT

ELEVATION

ROADWAY SURFACE

DEPTH OF TOP OF BACKER ROD SHALL BE A MINIMUM OF 2" IN ASPHALT OR CONCRETE.

2'

1'

1/2'

BACKER ROD

SECTION A-A

PIEZO SENSOR

SUPPORT BRACKET

ROADWAY SURFACE

1/2'

3/4'

1/4'

SECTION B-B

EDGE OF PAVED SURFACE OR FACE OF CURB

9'-12"

WIRES IN SAW SLOT

SAW SLOT EDGE OF PAVEMENT TRANSITION

PIEZOELECTRIC SENSOR INSTALLATION

NOT TO SCALE
SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS

1.0 DESCRIPTION. Be advised that there are existing traffic signal loop detectors within the construction limits of this project. Except as specified herein, perform traffic signal loop replacement in accordance with the Department's Standard/Supplemental Specifications, Special Provisions, Special Notes, and Standard/Sepia Drawings, current editions and as directed by the Engineer. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for replacement of traffic signal loop installation(s) and all other work specified as part of this contract.

1.1 Pre-bid Requirements. Conform to Subsection 723.03.17

2.0 MATERIALS. Except as specified herein, furnish materials in accordance with Subsection 732.02 and Section 835. Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Make 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 this Special Note.


2.2 Sand. Furnish natural sand meeting the requirements of Subsection 804.04.01.

2.3 Seeding. Furnish Seed Mix Type I.

2.4 Loop Saw Slot and Fill. Furnish loop sealant, backer rod, and non-shrink grout according to the Saw Slot Detail.

2.5 Junction Boxes. Furnish junction box type B, #57 aggregate, and geotextile filter type IV according to junction box detail.

2.6 Cable No. 14/1 Pair (Lead-in). Furnish cable that is specified in Section 835. Cable shall be ran splice free. This shall include splice kits to connect to the loop wire.

2.7 Conduit. Furnish and install appropriate conduit from transitions to the roadway, junction boxes and poles. See details below.

3.0 CONSTRUCTION. Except as specified herein, install and test Traffic Signal Loop Detectors in accordance with Section 723 and the drawings.

3.1 Testing. Conform to Subsection 723.03.17 (A)

3.2 Coordination. Conform to Subsection 723.03.17 (B)

3.3 Connection. Conform to Subsection 723.03.17 (C)

3.4 Maintain and Control Traffic. See Traffic Control Plan.

3.5 Milling. Conform to Subsection 723.03.17 (F)

3.6 Loop Saw Slot and Fill. Conform to Subsection 723.03.13 (A).
3.7 Backfilling and Disturbed Areas. Conform to Subsection 723.03.11.

3.8 Removal. Conform to Subsection 723.03.16.

3.9 Property/Roadway Damage. Conform to Subsection 723.03.17 (J).

3.10 Right-of-Way Limits. Conform to Subsection 723.03.17 (K).

3.11 Utility Clearance. Conform to Subsection 716.03.01.

3.12 Control. Obtain the Engineer’s approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to permit other contractors, state forces, public utility companies, and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with each other’s work will be reduced to a minimum. The Contractor agrees to make no claims against the Department for additional compensation due to delays or other conditions created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to ensure the completion of the work in general harmony and in a satisfactory manner, and the Engineer’s decision shall be final and binding upon the Contractor.

3.13 Bore and Jack. Conform to Subsection 723.03.06 (I).

3.14 Open Cut Roadway. Conform to Subsection 723.03.06 (I).

4.0 MEASUREMENT. See Subsection 723.04 for bid item notes. Additional bid items include the following:

4.1 Loop Test. The Department will measure the quantity as each individual unit loop tested. The Department will not measure disconnection, reconnection, traffic control, re-splicing per specifications, before and after testing per note above, and any associated hardware for payment and will consider them incidental to this item of work.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities of listed items according to Subsection 723.05 in addition to the following:

<table>
<thead>
<tr>
<th>Code</th>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conduit 1”</td>
<td>4792</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>PVC Conduit – 1 ¼ inch – sch 80</td>
<td>24900EC</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>PVC Conduit – 2 inch – sch 80</td>
<td>24901EC</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>Conduit 2”</td>
<td>4795</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>Electrical Junction Box type B</td>
<td>4811</td>
<td>Each</td>
</tr>
<tr>
<td>Loop Test</td>
<td>24963ED</td>
<td>Each</td>
</tr>
<tr>
<td>Trenching and Backfilling</td>
<td>4820</td>
<td>Linear Foot</td>
</tr>
<tr>
<td>Loop Wire</td>
<td>4830</td>
<td>Linear Foot</td>
</tr>
</tbody>
</table>
Cable-No. 14/1 Pair   4850   Linear Foot
Loop Saw Slot and Fill  4895   Linear Foot
Bore and Jack Conduit  21543EN   Linear Foot
Open Cut Roadway  4821   Linear Foot

The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.

Revised: 10/17/2019
WHITLEY COUNTY
FD05 118 025W 026-033

Traffic Signal Loop Detectors
Page 4 of 8

**JUNCTION BOX DIMENSIONS (NOMINAL)**

<table>
<thead>
<tr>
<th>Type</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>23&quot;</td>
<td>14&quot;</td>
<td>21&quot;</td>
<td>2&quot;</td>
<td>25&quot;</td>
<td>15&quot;</td>
</tr>
<tr>
<td>B</td>
<td>18&quot;</td>
<td>16&quot;</td>
<td>12&quot;</td>
<td>1½&quot;</td>
<td>20&quot;</td>
<td>13&quot;</td>
</tr>
</tbody>
</table>
| C     | 36"| 24"| 30"| 3" | 38"| 26"

* Note: Stackable boxes are permitted.

Before the installation of the #5 aggregate and junction box, the contractor shall install a geotextile filter fabric type IV in the hole. The fabric shall extend to just below the lip of the junction box and shall be continuously adhered to the exterior of the box with adhesive. Any locations where conduits enter the box, the fabric shall be cut only as much as necessary to allow passage of each individual conduit through the fabric. The fabric shall be incidental to bid items 48N, 2039N5835, or 2039N5835.

**CONVENTIONAL LIGHTING OR TRAFFIC SIGNALS**

**CONDUIT AND WARNING TAPE TRENCH**

Depts shown for conduit and ducted cable are minimums. Contractor shall place and compact backfill in 6" maximum lifts and restore disturbed area to the satisfaction of the Engineer.
Traffic Signal Loop Detectors
Page 5 of 8

6' x 6' Loop

6' x 30' Quadrapole Loop
Traffic Signal Loop Detectors
Page 6 of 8

SECTION A-A (SAW SLOT DETAIL)

EDGE OF PAVED SURFACE OR FACE OF CURB

9"-12"

LOOP WIRES IN SAW SLOT

PAVED SURFACE

DRILL 1/2" DIAMETER HOLE FROM SAW SLOT (9'-12' FROM SHOULDER OR FACE OF CURB) TO CONDUIT AND INSTALL 1" CONDUIT.

1" RS CONDUIT TO JUNCTION BOX OR CABINET

18" MIN. DEPTH

SAW SLOT EDGE OF PAVEMENT TRANSITION

2" CONDUIT MINIMUM OR AS REQUIRED BY CODE. CONDUIT SHALL BE INSTALLED WITHOUT DISTURBING PAVEMENT. CONDUIT SHALL EXTEND A MINIMUM OF 2' PAST THE EDGE OF SUB-BASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONDUIT UNDER EXISTING PAVEMENT DETAIL
Traffic Signal Loop Detectors
Page 7 of 8

**Open Cut Pavement Detail**

- 5 bars @ 12" O.C. each way or
- 4 bars @ 8" O.C. each way

**Class A Concrete**

**Schedule 80 PVC Conduit**

**Undisturbed Earth**

**Conduit Installation in Ex. Pole Base**
CONDUIT INSTALLATION IN EX. CABINET BASE

IF ANY CABINET WIRING MUST BE DISCONNECTED FOR THIS OPERATION, SAID WIRES SHALL BE HEAT LABLED WITH PERMANENT NON-FADING LABELS AND RE-CONNECTED AFTER INSTALLING CONDUIT.

CONDUIT MAY BE INSTALLED BY SAWING A SLOT AND DRILLING HOLE FOR THE CONDUIT. THE CONTRACTOR SHALL FILL THE SPACE BETWEEN THE CONDUIT AND BASE WITH GROUT AFTER CONDUIT IS INSTALLED.
SPECIAL NOTE FOR TRENCHING

Trench shoulders as shown on the typical section. Waste the excavated materials off the right-of-way at sites obtained by the Contractor, at no additional cost to the Department. See Special Note for Waste and Borrow.

The Department will measure "Trenching" in linear feet at the pavement/shoulder edge. Accept payment at the contract unit price per linear foot as full compensation for all labor, materials, equipment and incidentals for excavating the shoulder trench and disposing of waste.
I. DESCRIPTION

Perform all erosion and water pollution control work in accordance with the Department's Standard and Interim Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions, and as directed by the Engineer. Section references are to the Standard Specifications. This work shall consist of:

1. Developing and preparing a Best Management Practices Plan (BMP) tailored to suit the specific construction phasing for each site within the project;
2. Preparing the project site for construction, including locating, furnishing, installing, and maintaining temporary and/or permanent erosion and water pollution control measures as required by the BMP prior to beginning any earth disturbing activity on the project site;
3. Clearing and grubbing and removal of all obstructions as required for construction;
4. Removing all erosion control devices when no longer needed;
5. Restoring all disturbed areas as nearly as possible to their original condition;
6. Preparing seedbeds and permanently seeding all disturbed areas;
7. Providing a Kentucky Erosion Prevention and Sediment Control Program (KEPSC-RI) qualified inspector; and
8. Performing any other work to prevent erosion and/or water pollution as specified by this contract, required by the BMP, or as directed by the Engineer.

II. MATERIALS

Furnish materials in accordance with these notes, the Standard Specifications and Interim Supplemental Specifications, and applicable Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions. Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, 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.

III. CONSTRUCTION

Be advised, these Erosion Control Plan Notes do not constitute a BMP plan for the project. Jointly with the Engineer, prepare a site specific BMP plan for each drainage area within the project in accordance with Section 213. Provide a unique BMP at each project site using good engineering practices taking into account existing site conditions, the type of work to be performed, and the construction phasing, methods and techniques to be utilized to complete the work. Be responsible for all erosion prevention, sediment control, and water pollution prevention measures required by the BMP for each site. Represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 Permit, the 401 Water Quality Certification, and applicable state and
local government agency laws, regulations, rules, specifications, and permits. Contrary to Section 105.05, in case of discrepancy between these notes, the Standard Specifications, Interim Supplemental Specifications, Special and Special Notes, Standard and Sepia Drawings, and such state and local government agency requirements, adhere to the most restrictive requirement.

Conduct operations in such a manner as to minimize the amount of disturbed ground during each phase of the construction and limit the haul roads to the minimum required to perform the work. Preserve existing vegetation not required to be removed by the work or the contract. Seed and/or mulch disturbed areas at the earliest opportunity. Use silt fence, silt traps, temporary ditches, brush barriers, erosion control blankets, sodding, channel lining, and other erosion control measures in a timely manner as required by the BMP and as directed or approved by the Engineer. Prevent sediment laden water from leaving the project, entering an existing drainage structure, or entering a stream.

Provide for erosion control measures to be in place and functioning prior to any earth disturbance within a drainage area. Compute the volume and size of silt control devices necessary to control sediment during each phase of construction. Remove sediment from silt traps before they become a maximum of ½ full. Maintain silt fence by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated, or when directed by the Engineer. Properly dispose of all materials trapped by erosion control devices at approved sites off the right of way obtained by the Contractor at no additional cost to the Department (See Special Note for Waste and Borrow).

As work progresses, add or remove erosion control measures as required by the BMP applicable to the Contractor’s project phasing and construction methods and techniques. Update the volume calculations and modify the BMP as necessary throughout the duration of the project. Ensure that an updated BMP is kept on site and available for public inspection throughout the life of the project.

After all construction is complete, restore all disturbed areas in accordance with Section 212. Completely remove all temporary erosion control devices not required as part of the permanent erosion control from the construction site. Prior to removal, obtain the Engineer’s concurrence of items to be removed. Grade the remaining exposed earth (both on and off the Right-of-Way) as nearly as possible to its original condition, or as directed by the Engineer. Prepare the seed bed areas and sow all exposed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.
IV. MEASUREMENT

Erosion Control Blanket. If required by the BMP, the Department will measure Erosion Control Blanket according to Section 212.04.07.

Sodding. If required by the BMP, the Department will measure Sodding according to Section 212.04.08.

Channel Lining. If required by the BMP, the Department will measure Channel Lining according to Sections 703.04.04-703.04.07.

Erosion Control. Contrary to Sections 212.04, 213.04, and 703.04 other than Erosion Control Blankets, Sodding, and Channel Lining, the Department will NOT measure Erosion Control as one lump sum. The Department will not measure developing, updating, and maintaining a BMP plan for each site; providing a KEPSC-RI qualified inspector; locating, furnishing, installing, inspecting, maintaining, and removing erosion and water pollution control items; Roadway Excavation, Borrow Excavation, Embankment In Place, Topsoil Furnished and Placed, and Spreading Stockpiled Topsoil; Topdressing Fertilizer, Temporary and Permanent Seeding and Protection, Special Seeding Crown Vetch, and Temporary Mulch; Sedimentation Basin and Clean Sedimentation Basin, Silt Trap Type “A” and Clean Silt Trap Type “A”; Silt Trap Type “B” and Clean Silt Trap Type “B”; Silt Trap Type “C” and Clean Silt Trap Type “C”; Temporary Silt Fence and Clean Temporary Silt Fence; Plants, Vines, Shrubs, and Trees; Gabion and Dumped Stone Deflectors and Riffle Structures; Boulders; Temporary Ditches and clean Temporary Ditches; Geotextile Fabric, and all other erosion and water pollution control items required by the BMP or the Engineer, but shall be incidental to Trenching for shoulders.

V. Basis of Payment

Erosion Control Blanket. If not listed as a bid item, but required by the BMP, the Department will pay for Erosion Control Blankets as Extra Work according to Sections 104.03 and 109.04.

Sodding. If not listed as a bid item, but required by the BMP, the Department will pay for Sodding as Extra Work according to Sections 104.03 and 109.04.

Channel Lining. If not listed as a bid item, but required by the BMP, the Department will pay for Channel Lining as Extra Work according to Sections 104.03 and 109.04.
# TYPE I TAPE INTERSECTION PAVEMENT MARKINGS SUMMARY

<table>
<thead>
<tr>
<th>MILEPOINT</th>
<th>INTERSECTION</th>
<th>X-WALKS 12 INCH LF</th>
<th>STOP BARS 24 INCH LF</th>
<th>YIELD BARS 36 INCH LF</th>
<th>ARROWS CURVE EA</th>
<th>STR EA</th>
<th>COMB EA</th>
<th>&quot;ONLY&quot; EA</th>
<th>&quot;SCHOOL&quot; EA</th>
<th>CROSS HATCH YELLOW SF</th>
<th>CONE CAP YELLOW SF</th>
<th>CONE CAP WHITE SF</th>
<th>CATRAXX 6 INCH LF</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.425</td>
<td>KY 3041</td>
<td>84</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>75</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0</td>
<td>60</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>75</td>
</tr>
</tbody>
</table>
## THERMOPLASTIC INTERSECTION PAVEMENT MARKINGS SUMMARY

<table>
<thead>
<tr>
<th>MILEPOINT</th>
<th>INTERSECTION</th>
<th>X-WALKS</th>
<th>STOP BARS</th>
<th>YIELD BARS</th>
<th>ARROWS</th>
<th>&quot;ONLY&quot;</th>
<th>&quot;SCHOOL&quot;</th>
<th>CROSS HATCH</th>
<th>CONE CAP</th>
<th>CATRAXX</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>12 INCH</td>
<td>24 INCH</td>
<td>36 INCH</td>
<td>CURVE</td>
<td>STR</td>
<td>COMB</td>
<td>YELLOW</td>
<td>WHITE</td>
<td>WHITE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LF</td>
<td>LF</td>
<td>LF</td>
<td>EA</td>
<td>EA</td>
<td>EA</td>
<td>SF</td>
<td>SF</td>
<td>SF</td>
</tr>
<tr>
<td>26.200</td>
<td>Nancy Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>26.320</td>
<td>Oak Hill Dr</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>26.437</td>
<td>Kendra Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>27.288</td>
<td>Hightop Rd</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>27.483</td>
<td>Oak Grove School Rd</td>
<td>12</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>27.597</td>
<td>Jack Jones Road</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>27.891</td>
<td>Holloway Dr</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>28.244</td>
<td>KY 727/Corinth Rd</td>
<td>72</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>28.349</td>
<td>West Point Rd</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>28.429</td>
<td>Ridge Point Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>29.063</td>
<td>Crawford Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>29.190</td>
<td>Family Circle</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>29.549</td>
<td>I-75</td>
<td>48</td>
<td>8</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>29.792</td>
<td>Vance Dr</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>30.016</td>
<td>Arena Dr/Trilliam Way</td>
<td>141</td>
<td>8</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>30.228</td>
<td>Bacon Creek Rd</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>30.425</td>
<td>KY 3041</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>30.595</td>
<td>Trilliam Way</td>
<td>350</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td>30.795</td>
<td>KY 1259</td>
<td>130</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>30.907</td>
<td>Hickory Pl/Monte Vista</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>31.067</td>
<td>Maple Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.223</td>
<td>Forest Dr</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>31.281</td>
<td>Elliot Lane</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.331</td>
<td>Shopping Center Ent</td>
<td>90</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>31.505</td>
<td>7th Street Road</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.550</td>
<td>Palmer Street</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.593</td>
<td>Tanglewood Dr</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.611</td>
<td>Roosevelt Street</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>31.644</td>
<td>Roosevelt Street</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>31.724</td>
<td>McHargue St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>31.803</td>
<td>S Lake Ave</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>31.877</td>
<td>Goodwin Street</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
<td>24</td>
</tr>
<tr>
<td>31.897</td>
<td>19th Street</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>31.941</td>
<td>Snyder Street</td>
<td>90</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>32.115</td>
<td>KY 26</td>
<td>350</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>32.174</td>
<td>17th St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>32.231</td>
<td>16th St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>32.306</td>
<td>15th St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>32.360</td>
<td>14th St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>32.410</td>
<td>13th St</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>TWLT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>1,100</td>
<td>961</td>
<td>896</td>
<td>792</td>
<td>708</td>
<td>606</td>
<td>504</td>
<td>400</td>
<td>3,375</td>
</tr>
</tbody>
</table>
# SIDEWALK RAMP AND DETECTABLE WARNING SUMMARY

<table>
<thead>
<tr>
<th>MILEPOINT</th>
<th>INTERSECTION</th>
<th>RAMP TYPE</th>
<th>RAMP AREA (SY)</th>
<th>DETECTABLE WARNING QUANTITY</th>
<th>DETECTABLE WARNING (SF)</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.595</td>
<td>Trilliam Way</td>
<td>1,1,3,3</td>
<td>24</td>
<td>4</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>30.795</td>
<td>KY 1259</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>30.907</td>
<td>Monte Vista</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.067</td>
<td>Maple Lane</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.223</td>
<td>Forest Dr</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.331</td>
<td>Shopping Center En</td>
<td>1,1,3</td>
<td>18</td>
<td>4</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>31.505</td>
<td>7th Street</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.55</td>
<td>Palmer</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.593</td>
<td>Tanglewood</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.611</td>
<td>Roosevelt</td>
<td>3,3</td>
<td>12</td>
<td>2</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>31.877</td>
<td>Goodwin</td>
<td>1,3,3</td>
<td>18</td>
<td>3</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>31.941</td>
<td>Snyder</td>
<td>1,1</td>
<td>12</td>
<td>2</td>
<td>16</td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS**  
168  0  278
# MILLING SUMMARY

<table>
<thead>
<tr>
<th>MILEPOINT</th>
<th>LOCATION</th>
<th>LENGTH (FEET)</th>
<th>WIDTH (FEET)</th>
<th>AVG DEPTH (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>26.168</td>
<td>Edge Key</td>
<td>125</td>
<td>24</td>
<td>0.625</td>
</tr>
<tr>
<td>28.244</td>
<td>KY 727</td>
<td>150</td>
<td>24</td>
<td>0.625</td>
</tr>
<tr>
<td>29.877</td>
<td>RJV Dr</td>
<td>50</td>
<td>50</td>
<td>1.25</td>
</tr>
<tr>
<td>30.016</td>
<td>Arena Dr/Trilliam Way</td>
<td>100</td>
<td>50</td>
<td>1.25</td>
</tr>
<tr>
<td>30.228</td>
<td>Bacon Creek Dr</td>
<td>50</td>
<td>50</td>
<td>1.25</td>
</tr>
<tr>
<td>30.595</td>
<td>Trilliam Way</td>
<td>50</td>
<td>50</td>
<td>1.25</td>
</tr>
<tr>
<td>30.655</td>
<td>Douglas</td>
<td>30</td>
<td>35</td>
<td>1.25</td>
</tr>
<tr>
<td>30.795</td>
<td>KY 1259</td>
<td>50</td>
<td>40</td>
<td>1.25</td>
</tr>
<tr>
<td>30.907</td>
<td>Monte Vista/Hickory</td>
<td>60</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.067</td>
<td>Maple Lane</td>
<td>50</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.223</td>
<td>Forest Dr</td>
<td>30</td>
<td>25</td>
<td>1.25</td>
</tr>
<tr>
<td>31.281</td>
<td>Bacon Ave</td>
<td>45</td>
<td>40</td>
<td>1.25</td>
</tr>
<tr>
<td>31.505</td>
<td>7th St</td>
<td>25</td>
<td>25</td>
<td>1.25</td>
</tr>
<tr>
<td>31.55</td>
<td>Palmer St</td>
<td>30</td>
<td>35</td>
<td>1.25</td>
</tr>
<tr>
<td>31.593</td>
<td>Tanglewood</td>
<td>35</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.611</td>
<td>Roosevelt</td>
<td>30</td>
<td>40</td>
<td>1.25</td>
</tr>
<tr>
<td>31.644</td>
<td>Roosevelt</td>
<td>30</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.724</td>
<td>McHargue St</td>
<td>50</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.803</td>
<td>Lake Ave</td>
<td>40</td>
<td>35</td>
<td>1.25</td>
</tr>
<tr>
<td>31.877</td>
<td>Goodwin</td>
<td>110</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>31.897</td>
<td>19th St</td>
<td>35</td>
<td>40</td>
<td>1.25</td>
</tr>
<tr>
<td>31.941</td>
<td>Snyder St</td>
<td>75</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>32.115</td>
<td>KY 26</td>
<td>55</td>
<td>40</td>
<td>1.25</td>
</tr>
<tr>
<td>32.174</td>
<td>17th St</td>
<td>25</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>32.231</td>
<td>16th St</td>
<td>25</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>32.306</td>
<td>15th St</td>
<td>25</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>32.36</td>
<td>14th St</td>
<td>25</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>32.41</td>
<td>13th St</td>
<td>25</td>
<td>30</td>
<td>1.25</td>
</tr>
<tr>
<td>29.51</td>
<td>Mainline</td>
<td>1267</td>
<td>66</td>
<td>1.25</td>
</tr>
<tr>
<td>29.75</td>
<td>Mainline</td>
<td>3696</td>
<td>62</td>
<td>1.25</td>
</tr>
<tr>
<td>30.45</td>
<td>Mainline</td>
<td>10438</td>
<td>36</td>
<td>1.25</td>
</tr>
</tbody>
</table>
### TRAFFIC LOOP SUMMARY
**FD05 118 025W 026-033**

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>SAW, SLOT AND FILL LF</th>
<th>LOOP WIRE LF</th>
<th>CONDUIT 1 INCH LF</th>
<th>PVC CONDUIT 1 1/4 INCH LF</th>
<th>CONDUIT 2 INCH LF</th>
<th>CABLE NO. 14/1 LF</th>
<th>JUNCTION TYPE B EA</th>
<th>TRENCHING &amp; BACKFILLING LF</th>
<th>LOOP TEST EA</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arena Dr./Trillium Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East US 25W</td>
<td>174</td>
<td>444</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>100</td>
<td>2</td>
<td>30</td>
<td>3</td>
<td>1 6X30 STOP BAR left, 2 6x6 50'</td>
</tr>
<tr>
<td>West US 25W</td>
<td>174</td>
<td>444</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>628</td>
<td>2</td>
<td>30</td>
<td>3</td>
<td>1 6X30 STOP BAR left, 2 6x6 50'</td>
</tr>
<tr>
<td>Trillium Way</td>
<td>150</td>
<td>300</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>184</td>
<td>1</td>
<td>30</td>
<td>1</td>
<td>1 6X30 STOP BAR LOOP</td>
</tr>
<tr>
<td>Arena Drive</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>50</td>
<td>0</td>
<td>384</td>
<td>1</td>
<td>50</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOP</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>750</td>
<td>1764</td>
<td>40</td>
<td>140</td>
<td>0</td>
<td>1296</td>
<td>6</td>
<td>140</td>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>SAW, SLOT AND FILL LF</th>
<th>LOOP WIRE LF</th>
<th>CONDUIT 1 INCH LF</th>
<th>PVC CONDUIT 1 1/4 INCH LF</th>
<th>CONDUIT 2 INCH LF</th>
<th>CABLE NO. 14/1 LF</th>
<th>JUNCTION TYPE B EA</th>
<th>TRENCHING &amp; BACKFILLING LF</th>
<th>LOOP TEST EA</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trillium Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East US 25W</td>
<td>174</td>
<td>444</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>336</td>
<td>0</td>
<td>30</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 2 6x6 50'</td>
</tr>
<tr>
<td>West US 25W</td>
<td>174</td>
<td>444</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>508</td>
<td>0</td>
<td>30</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 2 6x6 50'</td>
</tr>
<tr>
<td>Trillium Way</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>80</td>
<td>1</td>
<td>20</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOPS</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>600</td>
<td>1464</td>
<td>30</td>
<td>80</td>
<td>0</td>
<td>924</td>
<td>1</td>
<td>80</td>
<td>6</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>SAW, SLOT AND FILL LF</th>
<th>LOOP WIRE LF</th>
<th>CONDUIT 1 INCH LF</th>
<th>PVC CONDUIT 1 1/4 INCH LF</th>
<th>CONDUIT 2 INCH LF</th>
<th>CABLE NO. 14/1 LF</th>
<th>JUNCTION TYPE B EA</th>
<th>TRENCHING &amp; BACKFILLING LF</th>
<th>LOOP TEST EA</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 1259</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East US 25W</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>50</td>
<td>0</td>
<td>100</td>
<td>1</td>
<td>50</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>West US 25W</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>50</td>
<td>0</td>
<td>528</td>
<td>1</td>
<td>50</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>Scuffletown Road</td>
<td>154</td>
<td>576</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>174</td>
<td>1</td>
<td>20</td>
<td>1</td>
<td>1 6X30 STOP BAR LOOP</td>
</tr>
<tr>
<td>Corbin City Utilities</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>312</td>
<td>1</td>
<td>20</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOPs</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>754</td>
<td>1896</td>
<td>40</td>
<td>140</td>
<td>0</td>
<td>1114</td>
<td>4</td>
<td>140</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>
# TRAFFIC LOOP SUMMARY

## FD05 118 025W 026-033

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>SAW, SLOT AND FILL LF</th>
<th>LOOP WIRE LF</th>
<th>CONDUIT 1 INCH LF</th>
<th>PVC CONDUIT 1 1/4 INCH LF</th>
<th>CONDUIT 2 INCH LF</th>
<th>CABLE NO. 14/1 LF</th>
<th>JUNCTION TYPE B EA</th>
<th>TRENCHING &amp; BACKFILLING LF</th>
<th>LOOP TEST EA</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Center Entrance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East US 25W</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>50</td>
<td>0</td>
<td>548</td>
<td>1</td>
<td>50</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>West US 25W</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>50</td>
<td>0</td>
<td>65</td>
<td>1</td>
<td>50</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>Kroger</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>290</td>
<td>1</td>
<td>20</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOPS</td>
</tr>
<tr>
<td>Hometown Bank</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>30</td>
<td>0</td>
<td>388</td>
<td>1</td>
<td>30</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOPS</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>852</strong></td>
<td><strong>1896</strong></td>
<td><strong>40</strong></td>
<td><strong>150</strong></td>
<td><strong>0</strong></td>
<td><strong>1291</strong></td>
<td><strong>4</strong></td>
<td><strong>150</strong></td>
<td><strong>8</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>SAW, SLOT AND FILL LF</th>
<th>LOOP WIRE LF</th>
<th>CONDUIT 1 INCH LF</th>
<th>PVC CONDUIT 1 1/4 INCH LF</th>
<th>CONDUIT 2 INCH LF</th>
<th>CABLE NO. 14/1 LF</th>
<th>JUNCTION TYPE B EA</th>
<th>TRENCHING &amp; BACKFILLING LF</th>
<th>LOOP TEST EA</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 26</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East US 25W</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>286</td>
<td>1</td>
<td>20</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>KY 26</td>
<td>174</td>
<td>372</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>286</td>
<td>2</td>
<td>20</td>
<td>2</td>
<td>1 6X30 STOP BAR left, 1 6x6 50'</td>
</tr>
<tr>
<td>North US 25W</td>
<td>252</td>
<td>576</td>
<td>10</td>
<td>20</td>
<td>0</td>
<td>50</td>
<td>1</td>
<td>20</td>
<td>2</td>
<td>2 6X30 STOP BAR LOOPS</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>600</strong></td>
<td><strong>1320</strong></td>
<td><strong>30</strong></td>
<td><strong>60</strong></td>
<td><strong>0</strong></td>
<td><strong>622</strong></td>
<td><strong>4</strong></td>
<td><strong>60</strong></td>
<td><strong>6</strong></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>3556</strong></td>
<td><strong>8340</strong></td>
<td><strong>180</strong></td>
<td><strong>570</strong></td>
<td><strong>0</strong></td>
<td><strong>5247</strong></td>
<td><strong>19</strong></td>
<td><strong>570</strong></td>
<td><strong>36</strong></td>
<td></td>
</tr>
</tbody>
</table>

1. Quantities are for estimating purposes only. The Contractor shall field measure and inspect items to verify quantities.
2. 2 - 1 1/4 inch conduits may be used in place of 2" conduit. Field verify conduit to match existing facilities/tie-in to poles/cabinets.
3. Only replace existing conduit if damaged.
Construct Edgeline Rumble Strips Milepoint 26.168-28.000

*1 Inch Maximum Drop-Off Where Existing Site Conditions Permit

Trench and Fill with 3.5 Inches of CL 2 Asph Base 1.00 PG 64-22
Where Existing Site Conditions Permit

Asphalt Shoulder
CL 3 ASP SURF 0.38A, PG 64-22
Average Depth = 1.25 in.
Max Width = 3 ft.

*1 Inch Maximum Drop-Off Where Existing Site Conditions Permit
Construct Edgeline Rumble Strips Milepoint 26.168-28.000
*1 Inch Maximum Drop-Off Where Existing Site Conditions Permit

Construct Edge Line Rumble Strips Milepoint 26.168-28.000

Asphalt Shoulder
CL 3 ASP SURF 0.38A PG 64-22
Average Depth = 2 Inches
Maximum Width = 4 Feet

LEVELING & WEDGING, as directed by the Engineer

MILEPOINTS 26.710 to 27.180,
28.000 to 28.200
FD05 118 025W 026-033
TYPICAL SECTION (3 - 4 LANE)
MILEPOINTS 27.427 to 27.711, 28.200 to 28.500
29.510 to 29.750

Shoulder
3 Asph Surf 0.38A PG64-22
Average Depth = 2 inches
Maximum Width = 4 Feet

Shoulder
3 Asph Surf 0.38A PG64-22
Average Depth = 2 inches
Maximum Width = 14 Feet

LEVELING & WEDGING AS DIRECTED BY THE ENGINEER

* 1 Inch Maximum Drop-Off as Site Conditions Permit
Construct Edgeline Rumble Strips Milepoint 26.168-28.000
TYPICAL SECTION
FD05 118 025W 026-033

MP 29.750 to 30.450 (5 LANE)
MP 30.450 to 32.427 (3 LANE)

Curb & Gutter
14 Ft (TYP)

Asphalt Milling & Texturing Overall
Average Depth = 1.25 Inches
Width of Milling= 36-62 Feet

1.25" CL3 Asph Surf 0.38A PG 64-22

Asphalt Level & Wedge as Directed by the Engineer
**COUNTY OF WHITLEY**

**ITEM NO.** 11-9008.60

**SCALE:** 1" = 100'

**US 25W MP 30.016 PLAN SHEET**

**DIMENSIONS**

X (WIDTH) = 2'
Y (SPACING) = 20'

**PAVEMENT MARKING DETAILS**

**THROUGH LANE**

**LEFT TURN**

**EXISTING PAVEMENT WIDTH 62'**

**EXIST. CURB AND GUTTER**

**OFFSET LEFT TURN LANE STRIPING DETAIL**

**PROPOSED THERMOPLASTIC ARROWS**

<table>
<thead>
<tr>
<th>STA.</th>
<th>OFFSET</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1583+45</td>
<td>2' LT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+05</td>
<td>2' LT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+04</td>
<td>88' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+04</td>
<td>147' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+94</td>
<td>88' RT</td>
<td>COMBINATION</td>
</tr>
<tr>
<td>1584+94</td>
<td>147' RT</td>
<td>COMBINATION</td>
</tr>
<tr>
<td>1585+02</td>
<td>2' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1586+42</td>
<td>2' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1588+00</td>
<td>0'</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1588+30</td>
<td>0'</td>
<td>CURVED - LT</td>
</tr>
</tbody>
</table>

**PROPOSED THERMOPLASTIC ARROWS**

<table>
<thead>
<tr>
<th>STA.</th>
<th>OFFSET</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1583+45</td>
<td>2' LT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+05</td>
<td>2' LT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+04</td>
<td>88' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+04</td>
<td>147' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1584+94</td>
<td>88' RT</td>
<td>COMBINATION</td>
</tr>
<tr>
<td>1584+94</td>
<td>147' RT</td>
<td>COMBINATION</td>
</tr>
<tr>
<td>1585+02</td>
<td>2' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1586+42</td>
<td>2' RT</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1588+00</td>
<td>0'</td>
<td>CURVED - LT</td>
</tr>
<tr>
<td>1588+30</td>
<td>0'</td>
<td>CURVED - LT</td>
</tr>
</tbody>
</table>

**EXIST. PVMT.**

**EXIST. CURB AND GUTTER**

**OFFSET LEFT TURN LANE STRIPING DETAIL**

**STA. 1584+84 ** US 25W MP 30.016

**MATCH EX.**

**STA. 1581+79.0 MATCH EX.**

**STA. 1581+79.0 MATCH EX.**

**STA. 1588+10.0 MATCH EX.**

**STA. 1588+10.0 MATCH EX.**

**A RATE OF 45' PER 1' OFFSET AT EACH END OF PROJECT**

**EXIST. PVMT.**

**EXIST. CURB AND GUTTER**

**OFFSET LEFT TURN LANE STRIPING DETAIL**

**STA. 1584+84 ** US 25W MP 30.016

**MATCH EX.**

**STA. 1581+79.0 MATCH EX.**

**STA. 1581+79.0 MATCH EX.**

**STA. 1588+10.0 MATCH EX.**

**STA. 1588+10.0 MATCH EX.**

**DIMENSIONS**

X (WIDTH) = 2'
Y (SPACING) = 20'

**PAVEMENT MARKING DETAILS**

**US 25W MP 30.016 PLAN SHEET**

**COUNTY OF**

**ITEM NO.** 11-9008.60

**SCALE:** 1" = 100'

**US 25W MP 30.016 PLAN SHEET**

**COUNTY OF**

**ITEM NO.** 11-9008.60

**SCALE:** 1" = 100'
NOTES

1. METHOD OF MEASUREMENT AND BASIS OF PAYMENT SHALL BE IN ACCORDANCE WITH KENTUCKY STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

2. BLACK PLASTIC NETTING MANUFACTURED FROM EXTRUDED RECTANGULAR MESH PLASTIC; A MINIMUM OF 45" WIDE, APPROXIMATELY 3/16" MESH OPENINGS, WEIGHTING NOT LESS THAN 2.6 LBS. PER 1000 SQ. FT. (±0.5 LBS. OTHER NETTING MAY BE USED IF APPROVED BY THE ENGINEER.

3. STAPLES SHALL BE U-SHAPED AND MADE FROM STEEL WIRE OF NO. W-10 OR W-12 AS NEEDED FOR INSTALLATION CONDITIONS. THE STAPLES SHALL HAVE A MINIMUM WIDTH OF 1" AND A MINIMUM LENGTH OF 6".

4. NETTING SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, ALL IN ACCORDANCE WITH THIS STANDARD DRAWING.

5. STAPLES SHALL BE DRIVEN FLUSH WITH THE SOIL SURFACE AT ALL EDGES AND LAPS IN ALTERNATE ROWS OF 4'-0" AND 8'-0" MAXIMUM SPACING DOWN THE SLOPE AS DEPICTED BELOW. BEGIN AND END ALL INSTALLATIONS WITH A ROW OF STAPLES ON 4'-0" MAXIMUM SPACING WITH THE STAPLE TOPS TURNED AS FOLLOWS: STAPLES ON 4'-0" SPACING, PARALLEL TO MAT LENGTH. STAPLES SHALL BRIDGE A MINIMUM OF TWO STRANDS OF NETTING AND BE LOCATED WITH AT LEAST TWO STRANDS BETWEEN STAPLE AND ALL EDGES. KEEP NETTING TIGHT AND IN CONTACT WITH THE MULCH AT ALL POINTS, BUT DO NOT STRETCH.
BRIDGE DETAIL FOR PAVING PROJECT
BRIDGE NUMBER B00110N

DIMENSIONS ELEVATION

W = 36’ W = bridge width curb to curb
T  = 0” T = thickness of existing bituminous overlay
L1 = 125’ L1 & L2 = length of approach pavement to be removed
L2 = 125’
T_R = 0” T_R = thickness to be removed and replaced on bridge
L  = 42 L = length of bridge
P_R = 0.625” P_R = average thickness to be removed and replaced on pavement

Note: The Engineer will determine lengths L1 & L2 by using a transition rate of 100 ft/inch of thickness.

1-98330 Bridge Detail Single Bridge
01/02/2012
SUPPLEMENTAL SPECIFICATIONS

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

http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx
SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

This Special Note will apply when indicated on the plans or in the proposal.

1.0 DESCRIPTION. Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

2.0 MATERIALS.

2.1 General. Use LED Variable Message Signs Class I, II, or III, as appropriate, from the Department’s List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

2.2 Sign and Controls. All signs must:

1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.

2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.

3) Provide a controller consisting of:
   a) Keyboard or keypad.
   b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
   c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
   d) Logic circuitry to control the sequence of messages and flash rate.

4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.

5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.

6) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.

7) Provide operation in ambient temperatures from -30 to +120 degrees Fahrenheit during snow, rain and other inclement weather.

8) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.

9) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.

10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.

11) Provide a photocell control to provide automatic dimming.
12) Allow an on-off flashing sequence at an adjustable rate.
13) Provide a sight to aim the message.
14) Provide a LED display color of approximately 590 nm amber.
15) Provide a controller that is password protected.
16) Provide a security device that prevents unauthorized individuals from accessing the controller.
17) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

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

<table>
<thead>
<tr>
<th>Code</th>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>02671</td>
<td>Portable Changeable Message Sign</td>
<td>Each</td>
</tr>
</tbody>
</table>

Effective June 15, 2012
<table>
<thead>
<tr>
<th>Topic</th>
<th>Document Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curve Widening and Super-elevation Transitions</td>
<td>RGS-001-07</td>
</tr>
<tr>
<td>Super-elevation for Multilane Pavement</td>
<td>RGS-002-06</td>
</tr>
<tr>
<td>Miscellaneous Standards</td>
<td>RGX-001-06</td>
</tr>
<tr>
<td>Curb and Gutter, Curbs and Valley Gutter</td>
<td>RPM-100-10</td>
</tr>
<tr>
<td>Approaches, Entrances, and Mail Box Turnout</td>
<td>RPM-110-07</td>
</tr>
<tr>
<td>Concrete Entrance Pavement and Sidewalk</td>
<td>RPM-150-08</td>
</tr>
<tr>
<td>Concrete Entrance Pavement and Sidewalk</td>
<td>RPM-152-08</td>
</tr>
<tr>
<td>Sidewalk Ramps</td>
<td>RPM-170-09</td>
</tr>
<tr>
<td>Lane Closure Two-Lane Highway</td>
<td>TTC-100-04</td>
</tr>
<tr>
<td>Lane Closure Multi-Lane Highway Case I</td>
<td>TTC-115-03</td>
</tr>
<tr>
<td>Double Lane Closure</td>
<td>TTC-125-03</td>
</tr>
<tr>
<td>Shoulder Closure</td>
<td>TTC-135-02</td>
</tr>
<tr>
<td>Pavement Condition Warning Signs</td>
<td>TTD-125-02</td>
</tr>
<tr>
<td>Mobile Operation for Paint Striping Case I</td>
<td>TTS-100-02</td>
</tr>
<tr>
<td>Mobile Operation for Paint Striping Case II</td>
<td>TTS-105-02</td>
</tr>
<tr>
<td>Mobile Operation for Paint Striping Case III</td>
<td>TTS-110-02</td>
</tr>
<tr>
<td>Mobile Operation for Paint Striping Case IV</td>
<td>TTS-115-02</td>
</tr>
<tr>
<td>Mobile Operation for Durable Striping Case I</td>
<td>TTS-120-02</td>
</tr>
<tr>
<td>Mobile Operation for Durable Striping Case II</td>
<td>TTS-125-02</td>
</tr>
<tr>
<td>Mobile Operation for Durable Striping Case III</td>
<td>TTS-130-02</td>
</tr>
<tr>
<td>Mobile Operation for Durable Striping Case IV</td>
<td>TTS-135-02</td>
</tr>
</tbody>
</table>
NOTES

1. Rumble strips shall be omitted through major intersections with, or without, right-turn lanes. Omit rumble strips approximately 5' in advance of the area where edge line pavement markings have been omitted (normally where side street radius intersects mainline).

2. Rumble strips shall not be installed through marked crosswalks. Omit rumble strips approximately 5' in advance of marked crosswalks.

3. Rumble strips shall not be installed across highway-rail grade crossings.

4. Rumble strips shall not be installed on bridge decks or approach slabs.

5. Rumble strips shall be installed through driveways & minor commercial entrances.

6. Rumble strips shall be installed through mailbox turnouts.

7. Rumble strips should be omitted where the posted speed limit is 45 MPH or less.

BID ITEMS AND UNIT TO BID

EDGELINE RUMBLE STRIPS LF

SHOULDER RUMBLE STRIPS LF
~ NOTES ~

1. Edgeline Rumble Strips should be installed according to the dimensions proposed above unless there is an engineering basis that supports a change in dimension. For example, if the existing lane width is narrower than the lane width proposed in this drawing and the existing shoulder pavement depth is not suitable to be converted into a portion of the proposed lane width, then the existing lane width should be used instead of the width proposed in this drawing.

2. PAVEMENT WIDTH (W) is the total width of traversable pavement. Do not include the width of any non-traversable pavement, such as pavement wedges, when measuring the PAVEMENT WIDTH (W).

3. LANE WIDTH (Y) to be measured from center of road to lane side edge of Rumble Strip.

4. PAVED SHOULDER WIDTH (Z) to be measured from lane side edge of Rumble Strip to outside edge of traversable pavement.

5. Distances shown are approximate. Maintain Rumble strip dimensions and spacing as much as possible. If the Typical Section shows a lane width (Y) and/or shoulder width (Z) that differs from the width listed in this drawing, the Engineer shall determine the lane width (Y) and/or shoulder width (Z) at the time of construction.

NOTE: Centerline Rumble strips should be omitted when the lane width (Y) is less than 11' FT.

6. RUMBLE LENGTH (X) may be modified as the engineer directs, if the shoulder width (Z) is equal to or less than the proposed Rumble length (X).

7. Place the Edgeline marking in the center of the Rumble Strip.

8. Edgeline Rumble Strips should be omitted where the posted speed limit is 45 MPH or less.

BID ITEM AND UNIT TO BID

Edgeline Rumble Strips

LF
~ NOTES ~

1. MARKERS INSTALLED AT DOUBLE YELLOW CENTERLINES SHALL BE PLACED BETWEEN THE TWO LINES.
2. MARKERS INSTALLED ALONG LANE LINES OR DASHED YELLOW CENTERLINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
3. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE CASTING/SHOE IS NO MORE THAN 1/2" FROM THE NEAR EDGE OF THE LINE.
4. LENGTH TO BE DETERMINED ON A PROJECT BY PROJECT BASIS.
5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.

BID ITEMS AND UNIT TO BID
PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY) ** EACH
INLAID PAVEMENT MARKER ** EACH
**Single turn lane**

Optional

80' max. 40'

**Dual turn lane**

Recommended for dual turn lanes

80' max. 40'

**Offset turn lane**

Optional for offset left-turn lanes

80' max. 40'

**STRIPPING NOTES:**

- Arrows shall be used in any exclusive turn lanes.
- In a single turn lane, dotted white lane line extensions may be used through the taper of the turn lane.
- If used, dotted white lane line extensions shall be normal width, and should be 2' long, with a gap of 2-6' between each line.
- In dual turn lanes, dotted white lane line extensions should be used through the taper of the turn lane. Both solid lines forming the turn lanes shall begin at the downstream end of the taper.

**ARROW SPACING NOTES:**

In single-direction turn lanes, arrows should be spaced as follows:
- At least two arrows should be used in each turn lane. However, if a turn lane is less than 80' in length, the downstream arrow may be eliminated.
- The first upstream arrow shall be placed at the beginning of the solid line for the turn lane.
- The last downstream arrow should be placed 40' from the stop bar.
- Any additional arrows should be evenly spaced, spacing should not exceed 80'.
- Arrow spacing and number of arrows may vary based on site conditions.

**DOTTED EXTENSION DIMENSIONS:**

2' - 2-6'

Dotted extensions shall be normal width.

**DRAWING NOT TO SCALE**

**LEGEND**

<table>
<thead>
<tr>
<th>MARKINGS</th>
<th>WHITE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YELLOW</td>
</tr>
</tbody>
</table>

Page 1 of 2

**KENTUCKY DEPARTMENT OF HIGHWAYS**

**TYPICAL MARKINGS FOR TURN LANES**
LANE DROP MARKINGS NOTES:

- In situations where a through lane becomes a converging turn lane, the following guidelines apply:
  - A solid yellow line shall extend back a roadway of 200 feet from the stop line.
  - A solid dotted line shall extend from the end of the solid line back a roadway of the width shown in the section.

- The lines shall be 15' wide, with a solid yellow line indicated.
- Alternating arrows and "only" text will be used with the first and last turning being on arrow.
- The term "left turn" shall be spaced evenly following guidelines for arrow spacing.

- The word "left" shall extend past least to the end of the solid line but may be extended as further as additional guidance is needed.

TWO-WAY LEFT-TURN LANE NOTES:

- In a two-way left-turn lane, the following guidelines apply:
  - One set of arrows shall be placed at the beginning of the two-way left-turn lane.
- Additional sets of arrows shall be placed throughout the two-way left-turn lane if left-turn movements are frequent. They should be spaced no less than 50' and no more than 100'.
- The spacing between each arrow in a single arrow set should be 15' feet.
- Two-way left-turn lanes shall terminate in a designated turn lane at a signalized intersection, they may terminate in a designated left-turn lane at other locations if needed.
- Contact traffic engineer for recommended distance for left turn storage at intersections.
- Refer to the "Traffic Operations Guide" manual section 7-03A for more guidance on two-way left-turn lanes.
**STOP LINE NOTES**

1. STOP LINES SHALL BE 24" WHITE AND SHALL EXTEND ACROSS ALL APPROACH LANES.

2. STOP LINES SHOULD BE PLACED A MINIMUM OF 4' IN ADVANCE OF THE NEAREST EDGE OF A MARKED CROSSWALK. IN THE ABSENCE OF A MARKED CROSSWALK, STOP LINES SHOULD BE PLACED NO MORE THAN 50' OR NO LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

3. STOP LINES IN LEFT TURN LANES MAY BE PULLED BACK 50' AS NOT TO INTERFERE WITH THE WHEEL PATH OF TURNING VEHICLES.

---

**CROSSWALK DETAIL**

- **TRANSVERSE**
  - 6' white
  - 6' min.
  - TRANSVERSE LINES SHOULD EXTEND ACROSS THE FULL WIDTH OF THE APPROACH PAVEMENT.
  - TRANSVERSE LINES MAY BE COMBINED WITH LONGITUDINAL LINES TO FORM A "LADDER-STYLE" CROSSWALK.

- **LONGITUDINAL**
  - 12'-24' white
  - 12'-24' *
  - CROSSWALK BARS SHALL BE INSTALLED PARALLEL WITH ONGOING TRAFFIC.
  - *SPACING OF BARS SHOULD BE MODIFIED SO AS TO AVOID TIRE PATHS OF APPROACHING VEHICLES.

---

**ARROWS**

1. ARROWS SHALL BE USED IN ALL DEDICATED TURN LANES AT SIGNALIZED INTERSECTIONS. REFER TO SEP# 042 FOR GUIDANCE ON SPACING.

2. ARROWS, ALONG WITH THE WORD "ONLY", SHALL ONLY BE USED IN A LANE DROP SCENARIO. REFER TO SEP# 043 FOR GUIDANCE ON SPACING.

3. ARROWS ARE OPTIONAL IN THROUGH LANES.

4. DOTTED LANE LINE EXTENSIONS SHALL BE USED WITH DUAL TURN LANES. THEY SHALL BE THE SAME COLOR OF THE LINES WHICH THEY EXTEND AND SHOULD BE 6" IN WIDTH, 2' IN LENGTH, WITH A GAP OF 2'-6" BETWEEN LINES.

5. REFER TO SEP# 046 FOR GUIDANCE ON, AND DIMENSIONS OF, CROSSWALK AND CHEVRON MARKINGS.

6. REFER TO SEP# 046 FOR GUIDANCE ON MEDIAN NOSES.

7. SOLID LINE SEPARATING THROUGH LANES SHOULD EXTEND BACK A MINIMUM OF 50' FROM THE STOP BAR.

---

**NOTE:**

1. OTHER THAN LONGITUDINAL STRIPING, ALL MARKINGS SHOWN ON THIS DRAWING SHOULD BE THERMOPLASTIC.
1. 12" SOLID WHITE LINE TO BE INSTALLED AS SHOWN. THIS LINE SHOULD TERMINATE AT THE PHYSICAL GORE.
2. CHEVRON MARKINGS SHOULD BEGIN WHEN THE 12" WHITE CHANNELIZING LINES ARE APPROXIMATELY 6' APART.
3. A MINIMUM OF THREE CHEVRON MARKINGS SHOULD BE USED. IF AT LEAST THREE MARKINGS WILL NOT FIT INTO THE GORE AREA, NO CHEVRON MARKINGS SHOULD BE PLACED.
4. THE MINIMUM CHEVRON MARKING WIDTH (X) SHOULD BE 2'. THE MINIMUM SPACING BETWEEN CHEVRON MARKINGS (Y) SHOULD BE 20'. THESE DIMENSIONS MAY BE INCREASED. FOR EACH ADDITIONAL 1' OF WIDTH (X), INCREASE THE SPACING (Y) BY 10'.
5. GORE AREA CHEVRON MARKINGS SHALL BE THERMOPLASTIC.
TYPICAL RIGHT-TURN CHANNELIZING ISLAND MARKINGS

GENERAL NOTES

THE MINIMUM WIDTH (X) OF CROSSHATCH MARKINGS IS 12" FOR LOW SPEED ROADS (<45 MPH) AND 24" FOR HIGH SPEED ROADS (≥45 MPH).

THE SPACE BETWEEN ADJACENT CROSSHATCH MARKINGS (Y) SHOULD BE SET AT 10 TIMES THE WIDTH (X) OF THE CROSSHATCH MARKINGS.

CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN A MEDIAN LESS THAN 6' IN WIDTH.

CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN AND ISLAND IF ANY SIDE OF AN ISLAND IS LESS THAN 30' IN LENGTH.

THE OUTLINE OF AN ISLAND SHOULD BE EITHER 8' OR 12'.

MEDIAN NOSES MAY BE EITHER A SINGLE 12' LINE OR A SOLID SEMI-CIRCLE.

CROSSHATCH AND CHEVRON MARKINGS SHOULD BE THERMOPLASTIC.

TYPICAL LEFT-TURN LANE / FLUSH MEDIAN CROSSHATCH MARKINGS

TYPICAL TWO-WAY LEFT-TURN LANE (TWLTL) TRANSITION MARKINGS

Note: Crosshatch markings shall be placed in the transition area of a TWLTL.
PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS
I. Application

II. Nondiscrimination of Employees (KRS 344)

I. APPLICATION

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

AN ACT OF THE KENTUCKY GENERAL ASSEMBLY TO PREVENT DISCRIMINATION IN EMPLOYMENT

KRS CHAPTER 344

EFFECTIVE JUNE 16, 1972

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

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

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

Revised: January 25, 2017
EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (7) provides:

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

KRS 11A.040 (9) states:

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

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

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

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

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

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: January 27, 2017
Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

For questions or assistance please contact the Finance and Administration Cabinet by email at finance.contractcompliance@ky.gov or by phone at 502-564-2874.
EMPLOYEE RIGHTS
UNDER THE FAIR LABOR STANDARDS ACT
THE UNITED STATES DEPARTMENT OF LABOR WAGE AND HOUR DIVISION

FEDERAL MINIMUM WAGE

$7.25 PER HOUR
BEGINNING JULY 24, 2009

OVERTIME PAY
At least 1.5 times your regular rate of pay for all hours worked over 40 in a workweek.

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

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

No more than
• 3 hours on a school day or 18 hours in a school week;
• 8 hours on a non-school day or 40 hours in a non-school week.

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

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

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

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

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

For additional information:
1-866-4-USWAGE (1-866-487-9243) TTY: 1-877-889-5627
WWW.WAGEHOURL.GOV

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

WHD Publication 1088 (Revised July 2009)
PART IV

INSURANCE

Refer to

Kentucky Standard Specifications for Road and Bridge Construction,
current edition
PART V

BID ITEMS
**Section: 0001 - ASPHALT PAVING**

<table>
<thead>
<tr>
<th>LINE</th>
<th>BID CODE</th>
<th>ALT DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0010</td>
<td>00190</td>
<td>LEVELING &amp; WEDGING PG64-22</td>
<td>750.00</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0020</td>
<td>00212</td>
<td>CL2 ASPH BASE 1.00D PG64-22</td>
<td>1,415.00</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0030</td>
<td>00356</td>
<td>ASPHALT MATERIAL FOR TACK</td>
<td>74.30</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0040</td>
<td>02014</td>
<td>BARRICADE-TYPE III</td>
<td>4.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0050</td>
<td>02562</td>
<td>TEMPORARY SIGNS</td>
<td>1,200.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0060</td>
<td>02650</td>
<td>MAINTAIN &amp; CONTROL TRAFFIC</td>
<td>1.00</td>
<td>LS</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0070</td>
<td>02671</td>
<td>PORTABLE CHANGEABLE MESSAGE SIGN</td>
<td>3.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0080</td>
<td>02676</td>
<td>MOBILIZATION FOR MILL &amp; TEXT</td>
<td>1.00</td>
<td>LS</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0090</td>
<td>02677</td>
<td>ASPHALT PAVE MILLING &amp; TEXTURING (DELIVERED TO KNOX COUNTY MAINTENANCE HQ)</td>
<td>2,805.00</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>02677</td>
<td>ASPHALT PAVE MILLING &amp; TEXTURING (DELIVERED TO WHITLEY COUNTY MAINTENANCE HQ)</td>
<td>2,805.00</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0110</td>
<td>02697</td>
<td>EDGELINE RUMBLE STRIPS</td>
<td>19,300.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0120</td>
<td>02720</td>
<td>SIDEWALK-4 IN CONCRETE</td>
<td>168.00</td>
<td>SQYD</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0130</td>
<td>02775</td>
<td>ARROW PANEL</td>
<td>2.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0140</td>
<td>06427</td>
<td>TRENCHING (FOR SHOULDERS)</td>
<td>22,050.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0150</td>
<td>06511</td>
<td>PAVE STRIPING-TEMP PAINT-6 IN</td>
<td>62,500.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0160</td>
<td>06542</td>
<td>PAVE STRIPING- THERMO-6 IN W EXTRUDED - 90 MILS THICKNESS</td>
<td>45,500.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0170</td>
<td>06543</td>
<td>PAVE STRIPING- THERMO-6 IN Y EXTRUDED - 90 MILS THICKNESS</td>
<td>72,850.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0180</td>
<td>06556</td>
<td>PAVE STRIPING-DUR TY 1-6 IN W</td>
<td>2,000.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0190</td>
<td>06557</td>
<td>PAVE STRIPING-DUR TY 1-6 IN Y</td>
<td>500.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0200</td>
<td>06566</td>
<td>PAVE MARKING-THERMO X-WALK-12 IN</td>
<td>1,010.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0210</td>
<td>06568</td>
<td>PAVE MARKING-THERMO STOP BAR-24IN</td>
<td>961.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0220</td>
<td>06569</td>
<td>PAVE MARKING-THERMO CROSS-HATCH (WHITE)</td>
<td>100.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0230</td>
<td>06569</td>
<td>PAVE MARKING-THERMO CROSS-HATCH (YELLOW)</td>
<td>3,375.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0240</td>
<td>06573</td>
<td>PAVE MARKING-THERMO STR ARROW</td>
<td>7.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0250</td>
<td>06574</td>
<td>PAVE MARKING-THERMO CURV ARROW</td>
<td>86.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0260</td>
<td>06575</td>
<td>PAVE MARKING-THERMO COMB ARROW</td>
<td>3.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0270</td>
<td>06576</td>
<td>PAVE MARKING-THERMO ONLY</td>
<td>6.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0280</td>
<td>06577</td>
<td>PAVE MARKING-THERMO SCHOOL</td>
<td>2.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0290</td>
<td>06600</td>
<td>REMOVE PAVEMENT MARKER TYPE V</td>
<td>1,200.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0300</td>
<td>10020NS</td>
<td>FUEL ADJUSTMENT</td>
<td>20,000.00</td>
<td>DOLL</td>
<td>$1.00</td>
<td>$20,000.00</td>
</tr>
<tr>
<td>0310</td>
<td>10030NS</td>
<td>ASPHALT ADJUSTMENT</td>
<td>50,160.00</td>
<td>DOLL</td>
<td>$1.00</td>
<td>$50,160.00</td>
</tr>
<tr>
<td>0320</td>
<td>21417ES717</td>
<td>PAVE MARK THERMO CONE CAP-SOLID YELLOW</td>
<td>150.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0330</td>
<td>22520EN</td>
<td>PAVE MARKING-THERMO YIELD BAR-36 IN</td>
<td>8.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0340</td>
<td>22664EN</td>
<td>WATER BLASTING EXISTING STRIPE</td>
<td>1,000.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0350</td>
<td>22906ES403</td>
<td>CL3 ASPH SURF 0.38A PG64-22</td>
<td>10,200.00</td>
<td>TON</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0360</td>
<td>23158ES505</td>
<td>DETECTABLE WARNINGS (NEW)</td>
<td>278.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0370</td>
<td>23253ES717</td>
<td>PAVE MARK TY 1 TAPE CROSS HATCH</td>
<td>100.00</td>
<td>SQFT</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0380</td>
<td>23254ES717</td>
<td>PAVE MARK TY 1 TAPE DOTTED LANE EXT</td>
<td>75.00</td>
<td>LF</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>0390</td>
<td>23255ES717</td>
<td>PAVE MARK TY 1 TAPE-Straight Arrow</td>
<td>3.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>
## PROPOSAL BID ITEMS

### Section: 0002 - TRAFFIC SIGNALS

<table>
<thead>
<tr>
<th>LINE</th>
<th>BID CODE</th>
<th>ALT DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRIC</th>
<th>FP</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0450</td>
<td>04792</td>
<td>CONDUIT-1 IN</td>
<td>180.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0460</td>
<td>04811</td>
<td>ELECTRICAL JUNCTION BOX TYPE B (TRAFFIC SIGNALS)</td>
<td>19.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0470</td>
<td>04820</td>
<td>TRENCHING AND BACKFILLING (TRAFFIC SIGNALS)</td>
<td>570.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0480</td>
<td>04830</td>
<td>LOOP WIRE (TRAFFIC SIGNALS)</td>
<td>8,340.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0490</td>
<td>04850</td>
<td>CABLE-NO. 14/1 PAIR (TRAFFIC SIGNALS)</td>
<td>5,247.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0500</td>
<td>04895</td>
<td>LOOP SAW SLOT AND FILL (TRAFFIC SIGNALS)</td>
<td>3,556.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0510</td>
<td>24900EC</td>
<td>PVC CONDUIT-1 1/4 IN-SCHEDULE 80</td>
<td>570.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0520</td>
<td>24963ED</td>
<td>LOOP TEST</td>
<td>36.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Section: 0003 - COUNTING STATION 103

<table>
<thead>
<tr>
<th>LINE</th>
<th>BID CODE</th>
<th>ALT DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRIC</th>
<th>FP</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0530</td>
<td>04829</td>
<td>PIEZOELECTRIC SENSOR (COUNTING STATION 103)</td>
<td>4.00</td>
<td>EACH</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0540</td>
<td>04830</td>
<td>LOOP WIRE (COUNTING STATION 103)</td>
<td>880.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0550</td>
<td>04895</td>
<td>LOOP SAW SLOT AND FILL (COUNTING STATION 103)</td>
<td>220.00</td>
<td>LF</td>
<td>$</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Section: 0004 - DEMOBILIZATION

<table>
<thead>
<tr>
<th>LINE</th>
<th>BID CODE</th>
<th>ALT DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRIC</th>
<th>FP</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0560</td>
<td>02569</td>
<td>DEMOBILIZATION</td>
<td>1.00</td>
<td>LS</td>
<td>$</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>