



CALL NO. 323

CONTRACT ID. 212115

JEFFERSON COUNTY

FED/STATE PROJECT NUMBER FD05 056 0155 015-017

DESCRIPTION TAYLORSVILLE ROAD (KY 155)

WORK TYPE ASPHALT RESURFACING

PRIMARY COMPLETION DATE 11/15/2021

LETTING DATE: March 19,2021

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 am EASTERN DAYLIGHT TIME March 19,2021. Bids will be publicly announced at 10:00 am EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DEFERRED PAYMENT

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

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PART I

SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 05

CONTRACT ID - 212115
FD05 056 0155 015-017
COUNTY - JEFFERSON
PCN - MP05601552101
FD05 056 0155 015-017

TAYLORSVILLE ROAD (KY 155) (MP 15.101) BEGIN AT KY 2048/BETTY LANE EXTENDING NORTH TO US 31E (MP 16.541), A DISTANCE OF 01.44 MILES.ASPHALT RESURFACING
GEOGRAPHIC COORDINATES LATITUDE 38:13:23.00 LONGITUDE 85:40:16.00

COMPLETION DATE(S):
COMPLETED BY 11/15/2021 APPLIES TO ENTIRE PROJECT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

HARDWOOD REMOVAL RESTRICTIONS

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

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

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

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

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

DEFERRED PAYMENT

The successful bidder on this project may request a work order with an effective date prior to June 15, 2021. The successful bidder must make the request in writing to the Department. The Department will issue a work order at the request of the contractor with the distinct understanding that payment for any Work Performed Estimates may be delayed until July 15, 2021. Unless the successful bidder requests an earlier work order date, the Department will issue a work order on June 15, 2021 for this project.

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

SURFACING AREAS

The Department estimates the mainline surfacing width to be varied 44 to 66 feet.

The Department estimates the total mainline area to be surfaced to be 41,399 square yards.

The Department estimates the shoulder width to be N/A foot on each side.

The Department estimates the total shoulder area to be surfaced to be N/A 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-110-06 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

FUEL AND ASPHALT PAY ADJUSTMENT

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

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.

SPECIAL NOTE FOR NON-TRACKING TACK COAT

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

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

2.1.1 Provide a tack conforming to the following material requirements:

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

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

2.2. Equipment. Provide a distributor truck capable of heating, circulating, and spraying the tack between 170 °F and 180 °F. Do not exceed 180 °F. Circulate the material while heating. As required by the manufacturer, ensure the spray bar is equipped with #1 or #2 ¼” V-slot Etnyre nozzles. Other nozzles are not acceptable. Arrange the nozzles in the following patterns from left to right:

| Nozzle number(s) | Activity | Orientation |
|---|----------|-------------|
| 1 | On | Vertical |
| 2 | Off | - |
| 3 | On | Horizontal |
| 4 & 5 | Off | - |
| 6 | On | Horizontal |
| Continue 2 off and 1 on pattern through rest of spray bar system. | | |

Ensure the bar can be raised to between 14 and 18” from the roadway.

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

3. CONSTRUCTION.

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

3.2 Non-tracking Tack Application. Ensure the roadway temperature is a minimum of 40 °F and rising during the application of the tack. This material is not suitable for use in colder temperatures. Prior to applying the tack, demonstrate competence in applying the tack according to this note to the satisfaction of the Engineer. Heat the tack in the distributor to between 170 – 180 °F. After initial heating to between 170 – 180 °F, the material may be sprayed between 165 °F and 180 °F. Do not apply outside this temperature range. Apply material at a rate of 0.50 pounds (0.06 gallons) per square yard. Ensure full coverage of the material on the pavement surface. Full coverage of this material is critical. If full coverage is not achieved, material application rate may be increased to ensure full coverage. Do not heat material more than twice in one day.

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

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

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

5. PAYMENT. The Department will pay for the non-tracking tack at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

| Non-Tracking Tack Price Adjustment Schedule | | | | | | |
|---|---------------|----------|----------------------|----------------------|-----------------|--------------|
| Test | Specification | 100% Pay | 90% Pay | 80% Pay | 50% Pay | 0% Pay |
| Viscosity, SFS, 77 ° F | 20 – 100 | 19 - 102 | 17 - 18 103 - 105 | 15 - 16 106 - 107 | 14 108 - 109 | ≤13 ≥ 110 |
| Sieve, % | 0.30 max. | ≤ 0.40 | 0.41 - 0.50 | 0.51 - 0.60 | 0.61 - 0.70 | ≥ 0.71 |
| Asphalt Residue, % | 50 min. | ≥49.0 | 48.5 – 48.9 | 48.0 – 48.4 | 47.5-47.9 | ≤ 47.4 |
| Oil Distillate, % | 1.0 max. | ≤1.0 | 1.1-1.5 | 1.6 - 1.7 | 1.8-1.9 | >2.0 |
| Residue Penetration, 77 ° F | 20 max. | ≤ 21 | 22 - 23 | 24 - 25 | 26 - 27 | ≥ 28 |
| Original Dynamic Shear (G*/sin δ), 82 ° C | 1.0 min. | ≥0.95 | 0.92 – 0.94 | 0.90 – 0.91 | 0.85 - 0.89 | ≤ 0.84 |
| Softening Point, ° F | 149 min. | ≥145 | 142 - 144 | 140 - 141 | 138 - 139 | ≤ 137 |
| Solubility, % | 97.5 min. | ≥ 97.0 | 96.8 – 96.9 | 96.6 – 96.7 | 96.4 – 96.5 | ≤ 96.3 |

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

SPECIAL NOTE FOR PAVEMENT MARKING MODIFICATIONS

This Proposal may include drawings depicting anticipated pavement marking modifications along the route to be resurfaced. However, per Section 713.03.01 of the Standard Specifications, the Contractor shall still be required to submit a record of existing pavement markings prior to beginning resurfacing activities. The Department requests these records be submitted at least two weeks prior to milling or paving in order to coordinate all desired changes between the District Striping Engineer and the Contractor. All changes will be returned to the Contractor to ensure the desired modifications can be performed during final surfacing. As the Contractor is responsible for implementing any pavement marking changes, it is highly recommended any questions are addressed to the Engineer prior to striping. Any incorrect markings will be removed and replaced with the proper markings at the Contractor's expense and in a manner approved by the Engineer.

Special Note for Thermo Striping Application

Contrary to Section 714.02.05 of the Standard Specifications for Road and Bridge Construction, thermoplastic application will be required to be by ribbon gun at all locations that are to be applied over milled rumble strips in lieu of an extrusion application.

SPECIAL NOTE FOR AWARD OF CONTRACT

Contrary to Section 103.02, the Department may hold the Bid Proposals of any or all bidders for a period not to exceed 90 calendar days for final disposition of award. The Department may hold the Bid Proposal of the lowest bidder longer than 90 calendar days if the bidder concurs.

Contrary to Section 103.04, The Department will hold the Proposal Guaranty of the lowest bidder and the Proposal Guaranty of the second lowest bidder, as determined by the Commissioner, until the Department awards the Contract and executes and approves the Contract and bond of the successful bidder, or until the Department rejects all Bid Proposals. If the Department does not make an award within 90 calendar days, the Department will return all Proposal Guaranties.

Except as provided in this note or elsewhere in the proposal, the Department will apply all other applicable portions of Section 103.

1-3002 Award of Contract
01/02/2012

SPECIAL NOTE FOR ASPHALT MILLING AND 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.

Take possession of the millings and recycle the millings or dispose of the millings off the Right-of-Way at sites obtained by the Contractor at no additional cost to the Department.

1-3520 48 hours Contractor keeps millings
01/2/2012

SPECIAL NOTE FOR BASE FAILURE REPAIR

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations and dimensions at the time of construction. Prior to overall milling and/or leveling and wedging, excavate the designated base failure areas to a depth 6 inches below the existing asphalt pavement surface level. Dispose of the excavated materials at waste sites off the Right-of-Way obtained by the Contractor at no additional cost to the Department. See Special Note for Waste and Borrow.

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

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

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

1-3606basefailurerepairmillinlaypaybysy
01/02/2012

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

1-3725 Typical Section Dimensions
01/02/2012

TRAFFIC CONTROL PLAN

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TRAFFIC CONTROL GENERAL

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

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

PROJECT PHASING & CONSTRUCTION PROCEDURES

WORKING HOURS ARE AS FOLLOWS: SUNDAY THROUGH SATURDAY 7:00 P.M. TO 6:00 A.M.

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

Maintain alternating one way traffic during construction. Provide a minimum clear lane width of 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.

LANE CLOSURES

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

SIGNS

Sign posts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer's documentation validating this compliance shall be provided to the Engineer prior to installation. Signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, only long-term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

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CHANGEABLE MESSAGE SIGNS

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

ARROW PANELS

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

BARRICADES

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

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

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condition or reflectivity. Retain possession of the Barricades upon completion of construction.

PAVEMENT MARKINGS

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course.

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

If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

PAVEMENT EDGE DROP-OFFS

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

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

Less than 2" - No protection required.

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

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

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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)

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- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

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Messages

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

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

Placement

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

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

Standard Abbreviations

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

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

Traffic Control Plan
Page 8 of 10

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

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

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

| | | |
|--------------|----------------------|----------------------|
| TEMP WRNG | Temporary Warning | Temperature Wrong |
|--------------|----------------------|----------------------|

TYPICAL MESSAGES

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

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

Traffic Control Plan
Page 10 of 10

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

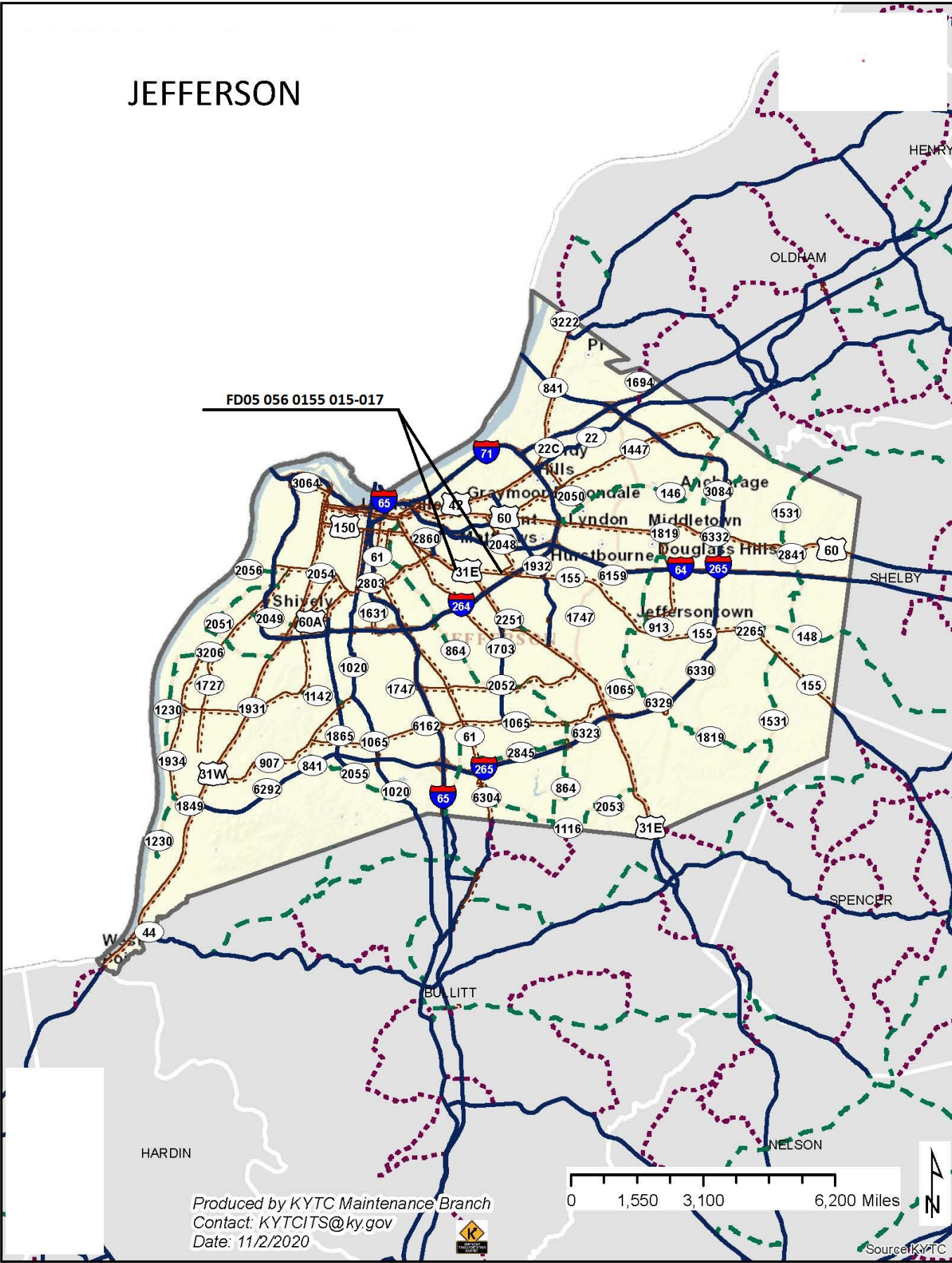
SPECIAL NOTES FOR TRAFFIC SIGNAL LOOP DETECTORS CITY OF LOUISVILLE

Be advised, existing traffic signal loop detectors are within the construction limits of this project. Notify the Engineer in writing, (2) weeks prior to beginning any work on the project. Install and test the new signal loops according to the Special Notes for Traffic Signal Loop Replacement.

The Engineer will contact and maintain liaison with the District Traffic Engineer and the City of Louisville to coordinate any necessary work.

On projects that include milling of roadways with existing traffic signal loops and if after milling the remnant contents of the existing saw slot (grout, loop wires, backer rod, and/or loop sealant) are not intact and flush with or below the top of the milled portion of the asphalt and with the saw slot completely filled with fines from the milling operation, clear the saw slot of loose remnant contents and refill the saw slot with natural sand. Obtain the Engineer's approval of the stabilized saw slot prior to resurfacing. The Department will not measure for separate payment clearing the saw slot and refilling with natural sand, but shall be incidental to Asphalt Pavement Milling and Texturing.

1-3893 Louisville Traffic Signal Loops
01/02/2012



| MPT. | INTERSECTION | X-WALKS | STP BARS | ARROWS | "ONLY" | ISLAND | NOTES |
|------|--------------|---------|----------|--------|--------|--------|-------|
|------|--------------|---------|----------|--------|--------|--------|-------|

| | | | | | | | | | |
|--------|--------------------|-----|-----|---|--|---|---|---|-----------------------|
| 15.116 | KY 2048/BETTY LANE | | | 1 | | | | | SB LEFT TURN LN |
| 15.125 | KY 2048/BETTY LANE | | | 1 | | | | | SB LEFT TURN LN |
| 15.652 | PEE WEE REESE | 540 | 44 | | | | | | |
| 16.452 | | | | 1 | | 1 | | | NB LEFT/RIGHT LANE |
| 16.466 | | | | | | | 1 | | NB RIGHT LANE |
| 16.484 | | | | 1 | | 1 | | | NB LEFT/RIGHT LANE |
| 16.506 | | | | | | | 1 | | NB RIGHT LANE |
| 16.52 | | | | 1 | | 1 | | | NB LEFT/RIGHT LANE |
| 16.541 | US 31E | 120 | 148 | | | | | | 126' OF 24" IN X WALK |
| | | | | | | | | | |
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| | | | | | | | | | |
| TOTAL | | 660 | 192 | 5 | | 3 | | 2 | |

NOTES:

Traffic Loops

*Insert info in highlighted areas

Traffic Loop

| # Loops | MP | Description | Saw Lead Wire | Dig Lead Wire |
|---------|--------|---------------|------------------|------------------|
| 2 | 15.652 | PEE WEE REESE | 100 | 50 |
| 2 | 16.541 | US 31E | 100 | 50 |
| | | | | |
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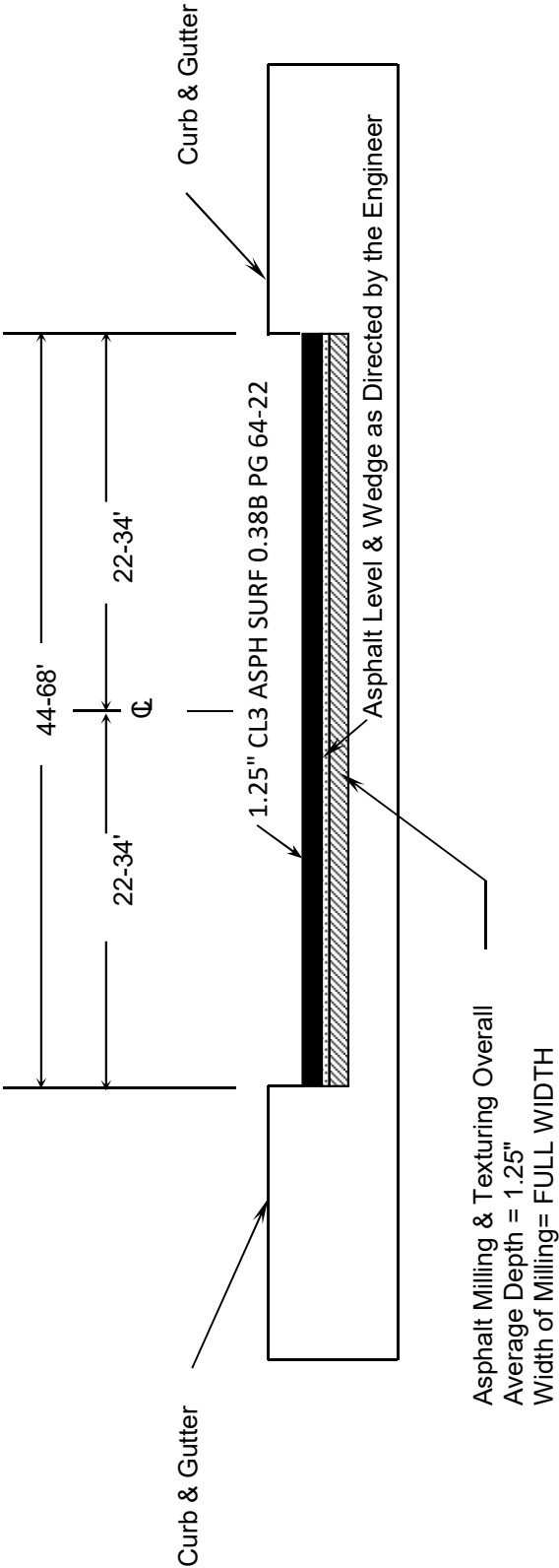
PLAN QUANTITIES

| SAW, SLOT AND FILL | LOOP WIRE | CONDUIT 1 1/4 INCH | TRENCHING |
|-----------------------|--------------|-----------------------|-----------|
| LF | LF | LF | LF |
| 304 | 828 | 50 | 50 |
| 304 | 828 | 50 | 50 |
| | | | |
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TOTAL 608 1656 100 100

TYPICAL SECTION
FD05 056 0155 015-017
JEFFERSON COUNTY

MP's 15.101-16.541



PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

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

SUPPLEMENTAL SPECIFICATIONS

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

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

2020 KENTUCKY STANDARD DRAWINGS

| | |
|---|------------|
| CURVE WIDENING AND SUPERELEVATION TRANSITIONS | RGS-001-07 |
| SUPERELEVATION FOR MULTILANE PAVEMENT | RGS-002-06 |
| MISCELLANEOUS STANDARDS | RGX-001-06 |
| APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT | RPM-110-07 |
| LANE CLOSURE TWO-LANE HIGHWAY | TTC-100-04 |
| LANE CLOSURE MULTI-LANE HIGHWAY CASE I..... | TTC-115-04 |
| LANE CLOSURE MULTI-LANE HIGHWAY CASE II | TTC-120-04 |
| SHOULDER CLOSURE | TTC-135-02 |
| PAVEMENT CONDITION WARNING SIGNS..... | TTD-125-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE I | TTS-100-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE II..... | TTS-105-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE III..... | TTS-110-02 |
| MOBILE OPERATION FOR PAINT STRIPING CASE IV | TTS-115-02 |
| CENTERLINE RUMBLE STRIPS PLACEMENT DETAILS | TPR-100 |
| CENTERLINE RUMBLE STRIPS 4 INCH STRIPING | TPR-105 |
| CENTERLINE RUMBLE STRIPS 6 INCH STRIPING | TPR-110 |
| SHOULDER & EDGELINE RUMBLE STRIPS PLACEMENT DETAILS | TPR-115 |
| EDGELINE RUMBLE STRIP DETAILS TWO LANE ROADWAYS | TPR-120 |
| SHOULDER RUMBLE STRIP DETAILS TWO LANE ROADWAYS | TPR-125 |
| RUMBLE STRIP DETAILS MULTI LANE ROADWAYS & RAMPS | TPR-130 |
| DETECTABLE WARNINGS | RGX-040-03 |
| CONCRETE ENTRANCE PAVEMENT AND SIDEWALK..... | RPM-150-08 |
| CONCRETE ENTRANCE PAVEMENT AND SIDEWALK..... | RPM-152-08 |
| SIDEWALK RAMPS | RPM-170-09 |

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

**TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

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

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

I. APPLICATION

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

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

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

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

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

Revised: January 25, 2017

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.

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 1½ times your regular rate of pay for all hours worked over 40 in a workweek.
- CHILD LABOR

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

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

No more than

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

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

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

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

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

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

For additional information:



1-866-4-USWAGE

(1-866-487-9243)

TTY: 1-877-889-5627



WWW.WAGEHOUR.DOL.GOV

PART IV

INSURANCE

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

PART V

BID ITEMS

Section: 0001 - PAVING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|--|-----------|------|-----------|----|-------------|
| 0010 | 00190 | | LEVELING & WEDGING PG64-22 | 156.00 | TON | | \$ | |
| 0020 | 00388 | | CL3 ASPH SURF 0.38B PG64-22 | 2,847.00 | TON | | \$ | |
| 0030 | 02562 | | TEMPORARY SIGNS | 370.00 | SQFT | | \$ | |
| 0040 | 02650 | | MAINTAIN & CONTROL TRAFFIC | 1.00 | LS | | \$ | |
| 0050 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN | 2.00 | EACH | | \$ | |
| 0060 | 02676 | | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | | \$ | |
| 0070 | 02677 | | ASPHALT PAVE MILLING & TEXTURING | 2,847.00 | TON | | \$ | |
| 0080 | 02775 | | ARROW PANEL | 2.00 | EACH | | \$ | |
| 0090 | 03240 | | BASE FAILURE REPAIR | 210.00 | SQYD | | \$ | |
| 0100 | 04793 | | CONDUIT-1 1/4 IN | 100.00 | LF | | \$ | |
| 0110 | 04820 | | TRENCHING AND BACKFILLING | 100.00 | LF | | \$ | |
| 0120 | 04830 | | LOOP WIRE | 1,656.00 | LF | | \$ | |
| 0130 | 04895 | | LOOP SAW SLOT AND FILL | 608.00 | LF | | \$ | |
| 0140 | 06510 | | PAVE STRIPING-TEMP PAINT-4 IN | 35,579.00 | LF | | \$ | |
| 0150 | 06542 | | PAVE STRIPING-THERMO-6 IN W | 19,567.00 | LF | | \$ | |
| 0160 | 06543 | | PAVE STRIPING-THERMO-6 IN Y | 16,012.00 | LF | | \$ | |
| 0170 | 06565 | | PAVE MARKING-THERMO X-WALK-6 IN | 660.00 | LF | | \$ | |
| 0180 | 06568 | | PAVE MARKING-THERMO STOP BAR-24IN | 192.00 | LF | | \$ | |
| 0190 | 06574 | | PAVE MARKING-THERMO CURV ARROW | 5.00 | EACH | | \$ | |
| 0200 | 06575 | | PAVE MARKING-THERMO COMB ARROW | 3.00 | EACH | | \$ | |
| 0210 | 06576 | | PAVE MARKING-THERMO ONLY | 2.00 | EACH | | \$ | |
| 0220 | 06600 | | REMOVE PAVEMENT MARKER TYPE V | 392.00 | EACH | | \$ | |
| 0230 | 10020NS | | FUEL ADJUSTMENT | 4,674.00 | DOLL | \$1.00 | \$ | \$4,674.00 |
| 0240 | 10030NS | | ASPHALT ADJUSTMENT | 11,741.00 | DOLL | \$1.00 | \$ | \$11,741.00 |
| 0250 | 24963ED | | LOOP TEST | 4.00 | EACH | | \$ | |
| 0260 | 24970EC | | ASPHALT MATERIAL FOR TACK NON-TRACKING | 13.00 | TON | | \$ | |

Section: 0002 - DEMOBILIZATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------|----------|------|-----------|----|--------|
| 0270 | 02569 | | DEMOBILIZATION | 1.00 | LS | | \$ | |