

CALL NO. 400
CONTRACT ID. 252116

DAVIESS COUNTY

FED/STATE PROJECT NUMBER 030GR25P066 - FD05

DESCRIPTION DAVIESS COUNTY (KY 54 & KY 144)

WORK TYPE ASPHALT RESURFACING

PRIMARY COMPLETION DATE 11/15/2025

## **LETTING DATE: July 24,2025**

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME July 24,2025. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

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

## TABLE OF CONTENTS

#### PART I SCOPE OF WORK

- PROJECT(S), COMPLETION DATE(S), & LIQUIDATED DAMAGES
- CONTRACT NOTES
- STATE CONTRACT NOTES
- SURFACING AREAS
- ASPHALT MIXTURE
- DGA BASE FOR SHOULDERS
- INCIDENTAL SURFACING
- FUEL AND ASPHALT PAY ADJUSTMENT
- COMPACTION OPTION A
- COMPACTION OPTION B
- SPECIAL NOTE(S) APPLICABLE TO PROJECT
- WASTE AND BORROW SITES
- NON-TRACKING TACK COAT
- ELECTRONIC DELIVERY MANAGEMENT SYSTEM (E-TICKETING) ASPHALT
- ELECTRONIC DELIVERY MANAGEMENT SYSTEM (E-TICKETING) AGGREGATE
- EXPERIMENTAL KYCT AND HAMBURG TESTING
- RECYCLED ASPHALT PAVEMENT (RAP) STOCKPILE MANAGEMENT
- ASPHALT MIX PAVEMENT WEDGE MONOLITHIC OPERATION
- EDGE KEY (BY TON)
- ASPHALT MILLING AND TEXTURING
- BASE FAILURE REPAIR
- BASE FAILURE REPAIR 23STONE-12IN-PAY SY
- TYPICAL SECTION DIMENSIONS
- SIDEWALK RAMPS & DETECTABLE WARNINGS
- TRAFFIC CONTROL PLAN 2 LANE
- DURABLE PAVEMENT EDGE DETAILS
- SKETCH MAP(S)
- MATERIAL SUMMARY
- SUMMARY SHEET(S)
- TYPICAL SECTION(S)
- BRIDGE DETAIL FOR PAVING PROJECT

#### PART II SPECIFICATIONS AND STANDARD DRAWINGS

- STANDARD AND SUPPLEMENTAL SPECIFICATIONS
- 2020 STANDARD DRAWINGS THAT APPLY
- PAVEMENT STRIPING DETAILS FOR TWO LANE TWO WAY ROADWAYS
- CENTERLINE RUMBLE STRIPS 4 INCH SPACING
- CENTERLINE RUMBLE STRIPS 6 INCH SPACING
- EDGELINE RUMBLE STRIPS PLACEMENT DETAILS
- EDGELINE RUMBLE STRIP DETAILS TWO LANE ROADWAYS
- PAVEMENT STRIPING DETAILS FOR TWO LANE TWO WAY ROADWAYS
- CONCRETE ENTRANCE PAVEMENT AND SIDEWALK
- CONCRETE ENTRANCE PAVEMENT AND SIDEWALK
- SIDEWALK RAMPS

## 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 BID ITEMS

# PART I SCOPE OF WORK

## **ADMINISTRATIVE DISTRICT - 02**

**CONTRACT ID - 252116** 

030GR25P066 - FD05

**COUNTY - DAVIESS** 

PCN - MP03000542501 FD05 030 0054 008-016

OWENSBORO TO WHITESVILLE ROAD (KY 54) (MP 7.882) BEGIN AT THE EAST END OF THE CANEY CREEK BRIDGE EXTENDING EAST TO 74 FEET WEST OF DURINDA ST (MP 15.751), A DISTANCE OF 07.86 MILES.ASPHALT RESURFACING

GEOGRAPHIC COORDINATES LATITUDE 37:41:44.61 LONGITUDE 86:52:04.77 ADT 6,865

PCN - MP03001442501 FD05 030 0144 009-015

KNOTTSVILLE TO PELLVILLE ROAD (KY 144) (MP 9.322) BEGIN 0.026 EAST OF BOTELER ROAD EXTENDING EAST TO 0.034 EAST OF KY 764 (MP 14.402), A DISTANCE OF 05.08 MILES.ASPHALT RESURFACING GEOGRAPHIC COORDINATES LATITUDE 37:46:04.48 LONGITUDE 86:53:55.99

ADT 2.600

## **COMPLETION DATE(S):**

COMPLETED BY 11/15/2025 APPLIES TO ENTIRE CONTRACT

## **CONTRACT NOTES**

## **INSURANCE**

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

## **PROPOSAL ADDENDA**

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

## **BID SUBMITTAL**

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

## JOINT VENTURE BIDDING

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

## **UNDERGROUND FACILITY DAMAGE PROTECTION**

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

## REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

foreign entity is not required to obtain a certificate as provided in <u>KRS 14A.9-010</u>, the foreign entity should identify the applicable exception. Foreign entity is defined within <u>KRS 14A.1-070</u>.

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 <a href="https://secure.kentucky.gov/sos/ftbr/welcome.aspx">https://secure.kentucky.gov/sos/ftbr/welcome.aspx</a> .

## SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by email to <a href="https://kytc.projectquestions@ky.gov">kytc.projectquestions@ky.gov</a>. 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 (<a href="www.transportation.ky.gov/construction-procurement">www.transportation.ky.gov/construction-procurement</a>). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

## **HARDWOOD REMOVAL RESTRICTIONS**

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

## INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

# **ACCESS TO RECORDS**

The state agency certifies that it is in compliance with the provisions of KRS 45A.150, "Access to contractor's books, documents, papers, records, or other evidence directly pertinent to the contract." The Contractor, as defined in KRS 45A.030, agrees that the contracting agency, the

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

## **BOYCOTT PROVISIONS**

If applicable, the contractor represents that, pursuant to <u>KRS 45A.607</u>, they are not currently engaged in, and will not for the duration of the contract engage in, the boycott of a person or an entity based in or doing business with a jurisdiction with which Kentucky can enjoy open trade. **Note:** The term Boycott does not include actions taken for bona fide business or economic reasons, or actions specifically required by federal or state law.

If applicable, the contractor verifies that, pursuant to KRS 41.480, they do not engage in, and will not for the duration of the contract engage in, in energy company boycotts as defined by KRS 41.472.

## **LOBBYING PROHIBITIONS**

The contractor represents that they, and any subcontractor performing work under the contract, have not violated the agency restrictions contained in <u>KRS 11A.236</u> during the previous ten (10) years, and pledges to abide by the restrictions set forth in such statute for the duration of the contract awarded.

The contractor further represents that, pursuant to <u>KRS 45A.328</u>, they have not procured an original, subsequent, or similar contract while employing an executive agency lobbyist who was convicted of a crime related to the original, subsequent, or similar contract within five (5) years of the conviction of the lobbyist.

Revised: 1/1/2025

SPECIAL NOTE – BUY AMERICA REQUIREMENTS AND BUILD AMERICA, BUY AMERICA (BABA) ACT

05/05/2025

## 1.0 BUY AMERICA REQUIREMENT.

Follow the "Buy America" provisions as required by 23 U.S.C. § 313 and 23 C.F.R. § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of:

- · Coating,
- Galvanizing,
- Painting, and
- Other coating that protects or enhances the value of steel or iron products.

The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:

- Pig iron,
- Processed, pelletized, and reduced iron ore material, or
- Processed alloys.

The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States.

Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department.

Use foreign materials only under the following conditions:

- 1) When the materials are not permanently incorporated into the project; or
- 2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or \$2,500.00, whichever is greater.

The Contractor shall submit to the Engineer the origin and value of any foreign material used.

## 2.0 - BUILD AMERICA, BUY AMERICA (BABA)

Contractor shall comply with the Federal Highway Administration (FHWA) Buy America Requirement in 23 C.F.R. § 635.410 and all relevant provisions of the Build America, Buy America Act (BABA), contained within the Infrastructure Investment and Jobs Act, Pub. L. No. 117-58, §§ 70901-52 enacted November 15, 2021. The BABA requires iron, steel, manufactured products, and construction materials used in infrastructure projects funded by federal financial assistance to be produced in the United States. Comply with 2 C.F.R § 184.

BABA permits FHWA participation in the Contract only if domestic steel and iron will be used on the Project. To be considered domestic, all steel and iron used, and all products manufactured from steel and iron must be produced in the United States and all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes that protect or enhance the value of the material to which the coating is applied. This requirement does not preclude a minimal use of foreign steel and iron materials, provided the cost of such materials does not exceed 0.1% of the total contract amount under the Contract or \$2,500.00 whichever is greater.

BABA permits FHWA participation in the Contract only if all "construction materials" as defined in the Act are made in the United States. The Buy America preference applies to the following construction materials incorporated into infrastructure projects: non-ferrous metals; plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables); glass (including optic glass); Fiber optic cable; optical fiber; lumber; engineered wood; and drywall. Contractor will be

SPECIAL NOTE – BUY AMERICA REQUIREMENTS AND BUILD AMERICA, BUY AMERICA (BABA) ACT

05/05/2025

required to use construction materials produced in the United States on this Project. The Contractor shall submit a certification stating that all construction materials are certified to be BABA compliant.

# 3.0 FINAL RULE – FHWA'S BUY AMERICA REGULATION TO TERMINATE GENERAL APPLICABILITY WAIVER FOR MANUFACTURED PRODUCTS

- March 17, 2025 (effective date): For all Federal-aid projects obligated on or after March 15, 2025, all iron or steel products, as defined in § 635.410(c)(1)(iii), must comply with FHWA's Buy America requirements for steel and iron in § 635.410(b). In addition, for all Federal-aid projects obligated on or after March 15, 2025, per § 635.410(c)(2), articles, materials, and supplies should be classified as an iron or steel product, a manufactured product, or another product as specified by law or in 2 CFR part 184 (such other products specified by law or in 2 CFR part 184 include "excluded materials" and "construction materials"); an article, material, or supply must not be considered to fall into multiple categories.
- October 1, 2025: The final assembly requirement will become effective for Federal-aid projects obligated on or after October 1, 2025. This means that, for manufactured product to be Buy America compliant, for Federal-aid projects obligated on or after October 1, 2025, final assembly of the manufactured product must occur in the United States.
- October 1, 2026: The 55 percent requirement will become effective for Federal-aid projects obligated on or after October 1, 2026. This means that, for manufactured product to be Buy America-compliant, for Federal-aid projects obligated on or after October 1, 2026, all manufactured products permanently incorporated into the project must both be manufactured in the United States (satisfy the final assembly requirement) and have the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States be greater than 55 percent of the total cost of all components of the manufactured product (satisfy the 55 percent requirement).

## 4.0 - ADDITIONAL REQUIREMENTS

The Contractor has completed and submitted, or shall complete and submit, to the Cabinet a Buy America/Build America, Buy America Certificate prior to the Cabinet issuing the notice to proceed, in the format below. After submittal, the Contractor is bound by its original certification.

A false certification is a criminal act in violation of 18 U.S.C. § 1001. The Contractor has the burden of proof to establish that it's in compliance.

At the Contractor's request, the Cabinet may, but is not obligated to, seek a waiver of Buy America requirements if grounds for the waiver exist under 23 C.F.R. § 635.410(c) or will comply with the applicable Buy America requirements if a waiver of those requirements is not available or not pursued by the Cabinet.

Please refer to the Federal Highway Administration's Buy America webpage for more information.

<u>Buy America - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration (dot.gov)</u>

Effective - June 26, 2025, Letting

Contract ID: 252116 Page 11 of 80

SPECIAL NOTE – BUY AMERICA REQUIREMENTS AND BUILD AMERICA, BUY AMERICA (BABA) ACT

05/05/2025

## BUY AMERICA / BUILD AMERICA, BUY AMERICA (ACT) MATERIALS CERTIFICATE OF COMPLIANCE

The Contractor hereby certifies that it will comply with all relevant provisions of the Build America, Buy America Act, contained within the Infrastructure Investment and Jobs Act, Pub. L. NO. 117-58, §§ 70901-52, the requirements of 23 U.S.C. § 313, 23 C.F.R. § 635.410 and 2 C.F.R § 184.

Date Submitted:	
ontractor:	
ignature:	
rinted Name:	
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NOTE: THIS CERTIFICATION IS IN ADDITION TO ANY AND ALL REQUIREMENTS OUTLINED IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND/OR SPECIAL NOTES CONTAINED IN THE PROJECT PROPOSAL.

#### Contract ID: 252116 Page 12 of 80

## 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

## SURFACING AREAS KY 54

The Department estimates the mainline surfacing width to be varied 22 to 33 feet.

The Department estimates the total mainline area to be surfaced to be 114,203 square yards.

The Department estimates the shoulder width to be varied 0 to 1 foot on each side.

The Department estimates the total shoulder area to be surfaced to be 8,424 square yards.

SURFACING AREAS KY 144

The Department estimates the mainline surfacing width to be varied 23 to 26 feet.

The Department estimates the total mainline area to be surfaced to be 77,035 square yards.

The Department estimates the shoulder width to be varied 0 to 1 foot on each side.

The Department estimates the total shoulder area to be surfaced to be 4,989 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.

Contract ID: 252116

Page 13 of 80

#### DGA BASE FOR SHOULDERS

Unless otherwise noted, the Department estimates the rate of application for DGA Base for Shoulders to be 115 lbs/sy per inch of depth. The Department will not measure necessary grading and/or shaping of existing shoulders prior to placing of DGA Base, but shall be incidental to the Contract unit price per ton for DGA Base.

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

## INCIDENTAL SURFACING

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-06 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

## FUEL AND ASPHALT PAY ADJUSTMENT

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

## OPTION A KY 54

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.

#### OPTION B KY 144

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

#### Contract ID: 252116 Page 14 of 80

## FD05 030 0144 009 015 PROJECT NOTES

There are two types of base failure repair for this project. Base failures at the following mile points will have a 4-inch depth mill and inlay: 10.4, 10.7, 10.8, 10.9. All other base failures will require the contractor to dig to a depth of 20 inches. Place fabric wrapped 23's eight inches deep. Place DGA 4 inches deep. Place 8 inches of base in 4-inch lifts. Contractor is to install perforated pipe to drain the 23's.

At mile marker 12.9 there is a dip in the pavement that is full width. Contractor is to mill material necessary to install base to level this area to the best extent possible.

#### Contract ID: 252116 Page 15 of 80

## SPECIAL PROVISION FOR WASTE AND BORROW SITES

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

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

## SPECIAL NOTE FOR NON-TRACKING TACK COAT

- 1. DESCRIPTION AND USEAGE. This specification covers the requirements and practices for applying a non-tracking tack asphalt coating. Place this material on the existing pavement course, prior to placement of a new asphalt pavement layer. Use when expedited paving is necessary or when asphalt tracking would negatively impact the surrounding area. This material is not suitable for other uses. Ensure material can "break" within 15 minutes under conditions listed in 3.2.
- 2. MATERIALS, EQUIPMENT, AND PERSONNEL.
  - 2.1 Non-Tracking Tack. Provide material conforming to Subsection 2.1.1.
  - 2.1.1 Provide a tack conforming to the following material requirements:

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

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

- 2.2. Equipment. Provide a distributor truck capable of heating, circulating, and spraying the tack between 170 °F and 180 °F. Do not exceed 180 °F. Circulate the material while heating. Provide the correct nozzles that is recommend by the producer to ensure proper coverage of tack is obtained. Ensure the bar can be raised to between 14" and 18" from the roadway.
- 2.3. Personnel. Ensure the tack supplier has provided training to the contractor on the installation procedures for this product. Make a technical representative from the supplier available at the request of the Engineer.

#### 3. CONSTRUCTION.

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

- 3.2 Non-tracking Tack Application. Placement of non-tracking tack is not permitted from October 1<sup>st</sup> to May 15<sup>th</sup>. When applying material, ensure the roadway temperature is a minimum of 40°F and rising. Prior to application, demonstrate competence in applying the tack according to this note to the satisfaction of the Engineer. Heat the tack in the distributor to between 170 180 °F. After the initial heating, between 170 180 °F, the material may be sprayed between 165 °F and 180 °F. Do not apply outside this temperature range. Apply material at a minimum rate of 0.70 pounds (0.08 gallons) per square yard. Ensure full coverage of the material on the pavement surface. Full coverage of this material is critical. Increase material application rate if needed to achieve full coverage. Schedule the work so that, at the end of the day's production, all non-tracking tack is covered with the asphalt mixture. If for some reason the non-tracking tack cannot be covered by an asphalt mixture, ensure the non-tracking tack material is clean and reapply the non-tracking tack prior to placing the asphalt mixture. Do not heat material more than twice in one day.
- 3.3 Non-tracking Tack Certification. Furnish the tack certification to the Engineer stating the material conforms to all requirements herein prior to use.
- 3.4 Sampling and Testing. The Department will require a sample of non-tracking tack be taken from the distributor at a rate of one sample per 15,000 tons of mix. Take two 1 gallon samples of the heated material and forward the sample to the Division of Materials for testing within 7 days. Ensure the product temperature is between 170 and 180 °F at the time of sampling.
- 4. MEASUREMENT. The Department will measure the quantity of non-tracking tack in tons. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of non-tracking tack, the cleaning of the pavement surface, or furnishing and placing the non-tracking tack. The Department will consider all such items incidental to the non-tracking tack.
- 5. PAYMENT. The Department will pay for the non-tracking tack at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. Non-tracking tack will not be permitted for use from October 1<sup>st</sup> to May 15<sup>th</sup>. During this timeframe, the department will allow the use of an approved asphalt emulsion in lieu of a non-tracking tack product but will not adjust the unit bid price of the material. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

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

Code<br/>24970ECPay Item<br/>Asphalt Material for Tack Non-TrackingPay Unit<br/>Ton

Revised: May 23, 2022

#### Contract ID: 252116 Page 19 of 80

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

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

**1.0 DESCRIPTION.** Incorporate an e-Ticketing Delivery Software for weighed asphalt material delivered to the project to report loads and provide daily running totals of weighed asphalt material for pay items and incidental work during the construction processes from the point of measurement and loading to the point of incorporation to the project.

**2.0 MATERIALS AND EQUIPMENT.** Contractor shall supply material data in JavaScript Object Notation (JSON) documents to the KYTC e-Ticketing Delivery Software (KYTC e-Ticketing Portal) via Application Programming Interface (API) or direct connection. Test and verify that ticket data can be shared from the original source no fewer than 30 days prior to material placement activities. An e-Ticketing Delivery Software supplier can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verifications, and data management and processing as needed during the Project to maintain material data delivery capabilities. Virtual meetings may be hosted in lieu of on-site meetings when deemed appropriate by the Engineer.

Provide e-Ticketing Delivery Software that will meet the following:

- 1. The e-Ticketing Delivery Software shall be fully integrated with the Contractor's Load Read-Out scale system at the material source location.
- 2. The e-Ticketing Delivery Software shall provide real-time delivery to KYTC e-Ticketing Portal.
- 3. Transmit any updates to the ticket data within 5 minutes of a change.

**3.0 CONSTRUCTION.** Provide the Engineer with the manufacturer's specifications and all required documentation for data access at the pre-construction conference.

#### A. Construction Requirements

- 1. Install and operate software in accordance with the manufacturer's specifications.
- 2. Verify that all pertinent information is provided by the software within the requirements of this Special Note.

#### **B.** Data Deliverables

Provide to the Engineer a means in which to gather report summaries by way of iOS apps, web pages, or any other method at the disposal of the Engineer. The Engineer may request data at any time during the project.

#### 1. Asphalt Material

#### a. Real-time Continuous Data Items

Provide the Engineer access to JSON documents capable of being transmitted through the KYTC's e-Ticketing Portal that displays the following information in real-time with a web-based system compatible with iOS and Windows environments.

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

Contract ID: 252116 Page 20 of 80

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

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

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

May 5, 2025

#### Contract ID: 252116 Page 21 of 80

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

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

**1.0 DESCRIPTION.** Incorporate an e-Ticketing Delivery Software for weighed aggregate material delivered to the project to report loads and provide daily running totals of weighed aggregate material for pay items and incidental work during the construction processes from the point of measurement and loading to the point of incorporation to the project.

**2.0 MATERIALS AND EQUIPMENT.** Contractor shall supply material data in JavaScript Object Notation (JSON) documents to the KYTC e-Ticketing Delivery Software (KYTC e-Ticketing Portal) via Application Programming Interface (API) or direct connection. Test and verify that ticket data can be shared from the original source no fewer than 30 days prior to material placement activities. An e-Ticketing Delivery Software supplier can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verifications, and data management and processing as needed during the Project to maintain material data delivery capabilities. Virtual meetings may be hosted in lieu of on-site meetings when deemed appropriate by the Engineer.

Provide e-Ticketing Delivery Software that will meet the following:

- 1. The e-Ticketing Delivery Software shall be fully integrated with the Contractor's Load Read-Out scale system at the material source location.
- 2. The e-Ticketing Delivery Software shall provide real-time delivery to KYTC e-Ticketing Portal.
- 3. Transmit any updates to the ticket data within 5 minutes of a change.

**3.0 CONSTRUCTION.** Provide the Engineer with the manufacturer's specifications and all required documentation for data access at the pre-construction conference.

#### A. Construction Requirements

- 1. Install and operate software in accordance with the manufacturer's specifications.
- 2. Verify that all pertinent information is provided by the software within the requirements of this Special Note.

#### **B.** Data Deliverables

Provide to the Engineer a means in which to gather report summaries by way of iOS apps, web pages, or any other method at the disposal of the Engineer. The Engineer may request data at any time during the project.

#### 1. Aggregate Material

#### a. Real-time Continuous Data Items

Provide the Engineer access to JSON documents capable of being transmitted through the KYTC's e-Ticketing Portal that displays the following information in real-time with a web-based system compatible with iOS and Windows environments.

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

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

**4.0 MEASUREMENT.** The Department will measure the electronic delivery management system as a lump sum item.

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

- 1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
- 2. Payment will be full compensation for costs related to providing the e-Ticketing Delivery Software, including integration with plant load-out systems, and report viewing/exporting process. All quality control procedures including the software representative's technical support and on-site training shall be included in the Contract lump sum price.

Code	<u>Pay Item</u>	Pay Unit
26248EC	ELECTRONIC DELIVERY MGMT SYSTEM-AGG	LS

May 5, 2025

#### Contract ID: 252116 Page 23 of 80

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

#### 1.0 General

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

#### 2.0 Equipment

- **2.1 KYCT Testing Equipment.** The Department will require a Marshall Test Press with digital recording capabilities. Other CT testing equipment may be used for testing with prior approval by the Department.
- **2.2 Water Baths.** One or more water baths will be required that can maintain a temperature of 77° +/- 1.8° F with a digital thermometer showing the water bath temperature. Also, one water bath shall have the ability to suspend gyratory specimen fully submerged in water in accordance with AASHTO T-166, current edition.
- **2.3 Field Rutting Tests.** If the contractor elects to perform the IDEAL-RT test, in conformance with ASTM D8360-22, the acquisition of the "Option A" or "Option B" test fixture is required. If the IDT-HT is desired, the test press utilized for the KYTC is sufficient. The Department shall approve all test configurations at their discretion.
- **2.4 Gyratory Molds.** Gyratory molds will be required to assist in the production of gyratory specimens in accordance with AASHTO T-312, current edition.
- **2.5 Ovens.** Adequate (minimum of two ovens) will be required to accommodate the additional molds and asphalt mixture necessary to perform the acceptance testing as outlined in Section 402 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.
- **2.6 Department Equipment.** The Department will provide gyratory molds, PINE 850 Test Press with digital recordation, and CT testing equipment to assist during this experimental phase so data can be gathered.

## 3.0 Testing Requirements

- **3.1 Acceptance Testing.** Perform all acceptance testing and aggregate gradation as according with Section 402 and Section 403 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.
- **3.2 KYCT Testing.** Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the plant production of all surface mixtures. Conform to KYTC Specifications for Mix Design approvals. All production testing is currently informational.

- **3.2.1 KYCT Frequency.** Obtain an adequate sample of hot mix asphalt to ensure the acceptance testing, gradation, and KYCT gyratory samples can be fabricated and is representative of the bituminous mixture. Acceptance specimens shall be fabricated first, then after the specified amount of oven conditioning, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens will be required one per 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, for field specimens, fabricate three replicates for cracking resistance analyses and three replicates for rutting resistance analyses. The specimens shall be compacted at the temperature in accordance with KM 64-411.

Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours uncovered in the oven at compaction temperature in accordance with KM 64-411.

While the fabricated specimens are allowed to cool in air (fan is permissible) for 30 minutes +/- 5 minutes, find the bulk specific gravity of each specimen according to AASHTO T166. Next, condition the replicates in a 77 °F water bath for 30 minutes +/- 5 minutes. To ensure confidence and reliability of the test results provided by KYCT testing and Field Rut testing, reheating of the asphalt mixture is prohibited.

- **3.2.3 Long Term Aging CT's.** For long-term aging and cracking resistance considerations in mix design, mix and condition 3 specimens uncovered for 20 hours at compaction temperature in accordance with KM 64-411. Perform KYCT testing in accordance with KM 64-450 and record the results on the Long-Term KYCT tab of the latest version of the MixPack.
- **3.2.4 Record Times.** For each 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 with The Kentucky Method for KYCT Index Testing. The preconditioning time may exceed an hour if the technician is unable to complete the test on the same day or within the specified times as outlined in The Kentucky Method for KYCT Index Testing. The production time and the preconditioning time shall be recorded on the AMAW.
- **3.2.5 File Name.** As according to section 7.12 of The Kentucky Method for KYCT Index Testing, save the filename with the following format: "CID\_Approved Mix Number\_Lot Number\_Sublot Number\_Date"
- **3.3 Field Rut Testing.** Perform the rut resistance analysis (IDEAL-RT or IDT-HT) in accordance with ASTM D8360-22 or ALDOT458, respectively. Contrary to ASTM D8360 & ALDOT458, precondition the test specimens in a water bath or forced draft oven at 50 °C +/- 1 °C for 60 +/- 5 min before completing the test.
- **3.3.1 Field Rut Testing Frequency.** Perform one test per lot of mixture produced. The plant produced bituminous material sampled for the field rut test does not have to be obtained at the same time as the acceptance and KYCT sample. If the field rut test sample is not obtained at the same time as the KYCT sample, determine the Maximum Specific Gravity of the KYCT sample in accordance with AASHTO T-209 coinciding with the test specimens.
  - **3.3.2 Number of Specimens and Conditioning.** Fabricate in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, for field specimens, fabricate three

replicates for rutting resistance analyses. The specimens shall be compacted at the temperature in accordance with KM 64-411. Contrary to the Kentucky Method, plant produced bituminous material shall be short-term conditioned immediately after sampling for two hours uncovered in the oven at compaction temperature in accordance with KM 64-411.

- **3.3.3 Record Times.** Record the production time as according to section 3.2.3 in this special note. Also record the time that the specimens were fabricated. All times shall be recorded on the AMAW.
- **3.3.4** File Name. Record all field rut data in the latest version of the AMAW.

#### 4.0 Data

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

## 5.0 Payment

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

June 12th, 2025

## SPECIAL NOTE FOR RECYCLED ASPHALT PAVEMENT (RAP) STOCKPILE MANAGEMENT

## I. GENERAL

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

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

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

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

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

#### II. APPROVAL PROCESS

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

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

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

## IIA. RAP Quality Management Plan

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

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

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

## IIB. RAP Stockpile Placement

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

#### **IIC. Stockpile Identification Signs**

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

## **IID. Standard Approval Procedure**

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

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

- Contract ID: 252116 Page 28 of 80
- Submit request for approval at beginning of the paving season as part of the Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment.
- If requesting approval after paving season begins, submit memo, including stockpile portion of the inspection list for Annual Certification for Previously Approved Asphalt Mixing Plants and Related Equipment, to Division of Materials.
- Reports of the tests prescribed above using the Stockpile <INSERT NAME> document.
- A drawing of the plant site showing the location of the stockpile to be approved *and all other stockpiles on the premises*

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

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

Robert.Semones@ky.gov

### IIE. Tests and inspections by the Department

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

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

## III. RAP STOCKPILE TIERED MANAGEMENT AND EFFECTIVE BINDER CONTENT

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

Table 1. Tiered Testing Requirements

Mix Type	0- <u>&lt;</u> 12%	12- <u>&lt;</u> 20%	<b>20-≤35%</b>
Surface	Tier 1	Tier 2	Tier 3
Base	Tier 1	Tier 2	Tier 3

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

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

## Tier 1

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

#### Tier 2

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

#### Tier 3

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

#### IV. MAXIMUM PERCENTAGE OF RAPALLOWED

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

## Limits according to range in gradation and bitumen content

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

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

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

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

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

## V. GENERAL STOCKPILE REQUIREMENTS AND REPLENISHMENT

## V.A. Single Pavement Source

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

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

#### V.B. Heterogeneous or contaminated material

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

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

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

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

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

#### VI. REPLENISHMENT OF STOCKPILES

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

## VI.A. Procedure and approval criteria

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

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

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

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

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

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

### VII. CONTINUAL REPLENISHMENT WITHOUT RE-APPROVAL

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

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

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

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

Contract ID: 252116 Page 32 of 80

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

#### VIII. DEPLETION OF STOCKPILE AND EXPIRATION OF APPROVAL

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

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

## IX. RECORDS

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

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

## X. RELOCATION OF STOCKPILE

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

June 18, 2025

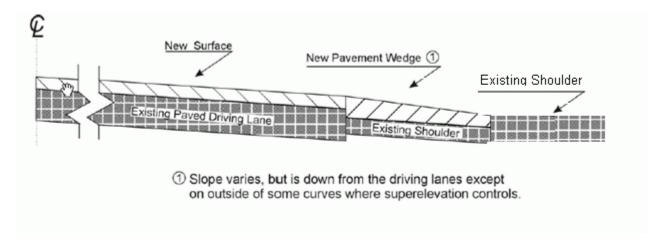
# SPECIAL NOTE FOR PAVEMENT WEDGE AND SHOULDER MONOLITHIC OPERATION

- **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.

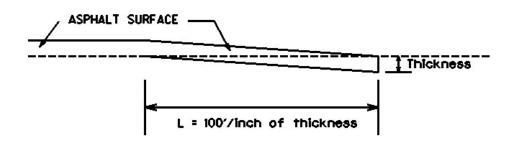


- **3.0 MEASUREMENT.** The Department will measure Asphalt Surface Mixture placed as the pavement wedge according to Section 403.
- **4.0 PAYMENT.** The Department will make payment for the completed and accepted quantities of Asphalt Surface Mixtures on pavement wedges according to Section 403.

#### SPECIAL NOTE FOR EDGE KEY

Construct Edge Keys at the beginning of project, end of project, at railroad crossings, and at ramps, as applicable. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required depth and width shown on the drawing and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per 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



KY 54 Thickness = 1.5 Inches

L = 150 LF

L= Length of Edge Key

**KY 144** Thickness = 1.0 Inches

L = 100 LF

L= Length of Edge Key

#### Contract ID: 252116 Page 35 of 80

# SPECIAL NOTE FOR ASPHALT MILLING AND TEXTURING

Begin paving operations within <u>48 hours</u> 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 this material to the State Maintenance facility in Daviess County.

NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be a part of the construction project.

1-3530 48 hours State keeps millings 01/2/2012

# KY 144 SPECIAL NOTE FOR BASE FAILURE REPAIR MP's 10.400, 10.700, 10.800, and 10.900

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 4 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

### KY 144 SPECIAL NOTES FOR BASE FAILURE REPAIR MP's 11.500 – 14.300

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 milling and/or resurfacing, saw cut the existing pavement, asphalt surface, base, DGA, and PCC pavement (if present). Excavate to an approximate depth of 20 inches below the existing pavement surface level. Use all possible care to avoid damaging existing culvert pipes and any existing underground utilities. Repair or restore any damaged items at no additional cost to the Department. Remove and dispose of all materials off the Right-of-way at sites obtained by the Contractor at no additional cost to the Department.

On the same day trench is excavated, backfill the excavated area with 8 inches of Crushed Limestone Size No. 23 wrapped on the bottom and sides in Category 2 Geotextile Fabric. Then place 4 Inches of DGA. Backfill the remaining area with Class 2 Asphalt Base 1.00D PG64-22 in 4-inch maximum courses up to the existing pavement surface. 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 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 final course of 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 saw cutting pavement and excavating and disposing of all materials; furnishing and placing crushed limestone stone wrapped in geotextile fabric; furnishing and placing asphalt base up to the pavement boundary; leveling and wedging until the repair areas stabilize; and all other items necessary to complete the work according to these notes to the satisfaction of the Engineer.

Contract ID: 252116 Page 38 of 80

### 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 Kentucky Product Warnings listed Phase XI on the Evaluation (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.

### TRAFFIC CONTROL PLAN

### TRAFFIC CONTROL GENERAL

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

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

### PROJECT PHASING & CONSTRUCTION PROCEDURES

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 (KY 54) 10.5 feet (KY 144); 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**

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

### CHANGEABLE MESSAGE SIGNS

If deemed necessary by the Engineer, the Department will furnish, operate, and maintain Changeable Message Signs.

Contract ID: 252116 Page 41 of 80

Traffic Control Plan Page 2 of 4

### **TEMPORARY ENTRANCES**

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

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

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

### THERMOPLASTIC INTERSECTION MARKINGS

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

### **BARRICADES**

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

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

Contract ID: 252116 Page 42 of 80

Traffic Control Plan Page 3 of 4

### 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.

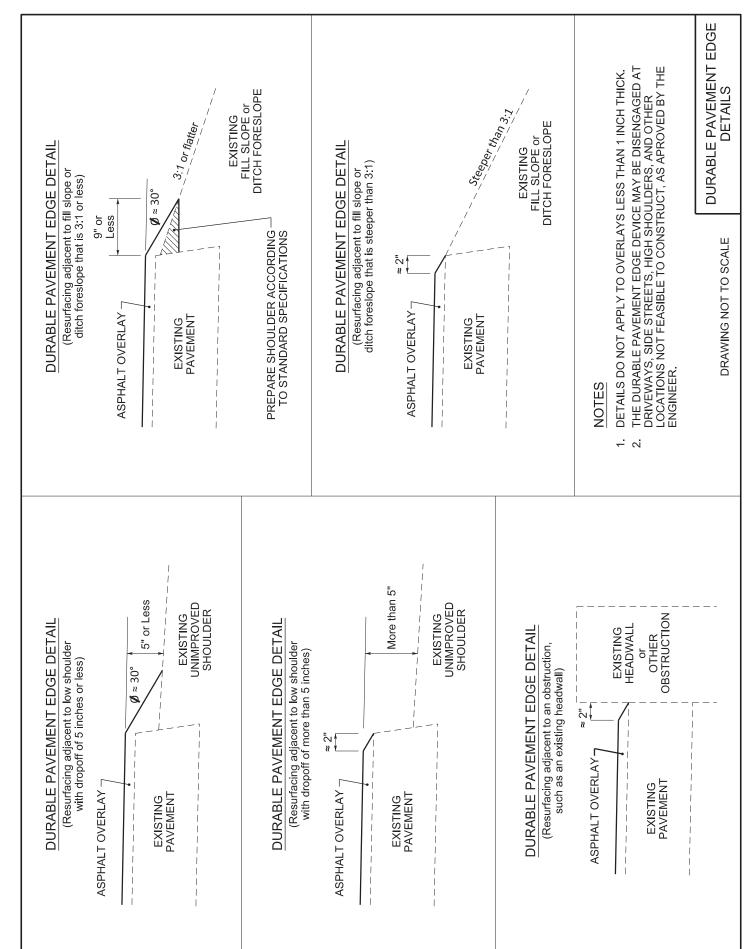
Greater than 4" - Protect drop-offs greater than 4 inches within 10 feet of traffic by placing drums, vertical panels, or barricades every 25 feet. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades for drop-offs greater than 4". Place Type III Barricades directly 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

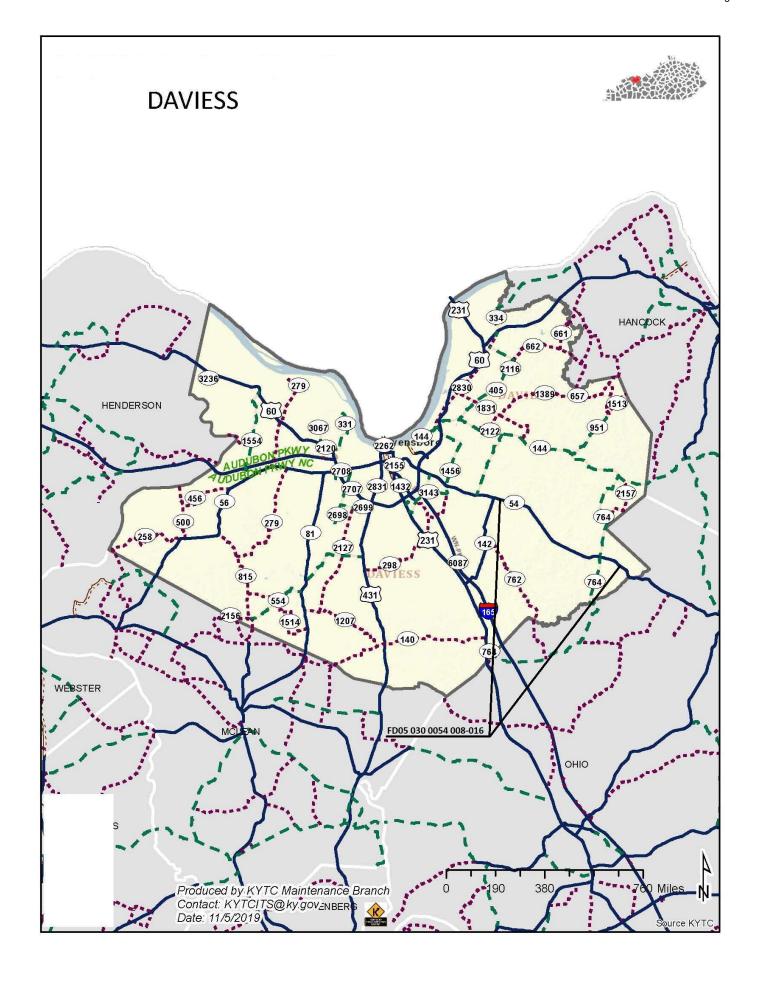
Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the

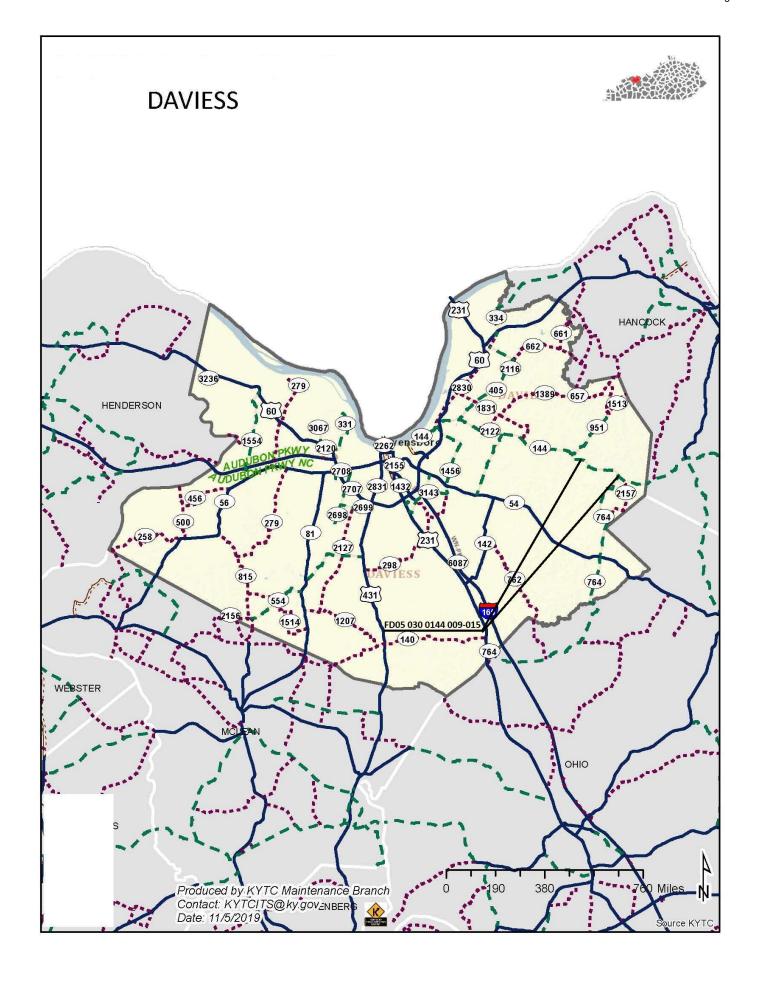
Contract ID: 252116 Page 43 of 80

Traffic Control Plan Page 4 of 4

engineer.







### Contract ID: 252116 Page 47 of 80

# **MATERIAL SUMMARY**

CONTRACT ID: 252116	030GR25P066 - FD05	MP03000542501
CONTRACT ID: 252116	030GR25P066 - FD05	MP03000542501

OWENSBORO TO WHITESVILLE ROAD (KY 54) BEGIN AT THE EAST END OF THE CANEY CREEK BRIDGE EXTENDING EAST TO 74 FEET WEST OF DURINDA ST ASPHALT RESURFACING, A DISTANCE OF 7.86 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	00001	DGA BASE	750.00	TON
0010	00190	LEVELING & WEDGING PG64-22	1,900.00	TON
0015	02562	TEMPORARY SIGNS	1,000.00	SQFT
0020	02650	MAINTAIN & CONTROL TRAFFIC - (KY 54)	1.00	LS
0025	02676	MOBILIZATION FOR MILL & TEXT - (KY 54)	1.00	LS
0030	02677	ASPHALT PAVE MILLING & TEXTURING	1,050.00	TON
0035	02697	EDGELINE RUMBLE STRIPS	68,028.00	LF
0040	06510	PAVE STRIPING-TEMP PAINT-4 IN	42,000.00	LF
0045	06515	PAVE STRIPING-PERM PAINT-6 IN	120,000.00	LF
0050	06568	PAVE MARKING-THERMO STOP BAR-24IN	48.00	LF
0055	06574	PAVE MARKING-THERMO CURV ARROW	21.00	EACH
0060	10020NS	FUEL ADJUSTMENT	20,111.00	DOLL
0065	10030NS	ASPHALT ADJUSTMENT	50,512.00	DOLL
0070	20458ES403	CENTERLINE RUMBLE STRIPS	34,014.00	LF
0075	23261EC	PAVE MARK-THERMO-X-WALK-24 IN	44.00	LF
0800	23362ES403	CL2 ASPH SURF 0.50B PG64-22	10,120.00	TON
0085	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	59.00	TON
0090	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG - (KY 54)	1.00	LS
0095	02569	DEMOBILIZATION	1.00	LS

### Contract ID: 252116 Page 48 of 80

# **MATERIAL SUMMARY**

CONTRACT ID: 252116 030GR25P066 - FD05	MP03001442501
CONTRACT ID: 252116 030GR25P066 - FD05	MP03001442501

KNOTTSVILLE TO PELLVILLE ROAD (KY 144) BEGIN 0.026 EAST OF BOTELER ROAD EXTENDING EAST TO 0.034 EAST OF KY 764 ASPHALT RESURFACING, A DISTANCE OF 5.08 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0100	00001	DGA BASE	345.00	TON
0105	08000	CRUSHED AGGREGATE SIZE NO 23	865.00	TON
0110	00190	LEVELING & WEDGING PG64-22	750.00	TON
0115	00301	CL2 ASPH SURF 0.38D PG64-22	4,511.00	TON
0120	01005	PERFORATED PIPE EDGE DRAIN-4 IN	850.00	LF
0125	02562	TEMPORARY SIGNS	1,000.00	SQFT
0130	02650	MAINTAIN & CONTROL TRAFFIC - (KY 144)	1.00	LS
0135	02676	MOBILIZATION FOR MILL & TEXT - (KY 144)	1.00	LS
0140	02677	ASPHALT PAVE MILLING & TEXTURING	760.00	TON
0145	02697	EDGELINE RUMBLE STRIPS	41,406.00	LF
0150	02720	SIDEWALK-4 IN CONCRETE	12.00	SQYD
0155	03240	BASE FAILURE REPAIR	835.00	SQYD
0160	06510	PAVE STRIPING-TEMP PAINT-4 IN	20,000.00	LF
0165	06515	PAVE STRIPING-PERM PAINT-6 IN	70,000.00	LF
0170	06566	PAVE MARKING-THERMO X-WALK-12 IN	60.00	LF
0175	06568	PAVE MARKING-THERMO STOP BAR-24IN	12.00	LF
0180	10020NS	FUEL ADJUSTMENT	9,790.00	DOLL
0185	10030NS	ASPHALT ADJUSTMENT	24,279.00	DOLL
0190	20458ES403	CENTERLINE RUMBLE STRIPS	20,703.00	LF
0195	23158ES505	DETECTABLE WARNINGS - (NEW)	12.00	SQFT
0200	24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING	35.00	TON
0205	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG - (KY 144)	1.00	LS
0210	02569	DEMOBILIZATION	1.00	LS

Thermo Summary Sheet

Contract ID: 252116 Page 49 of 80

Project: FD05 030 0054 008 016

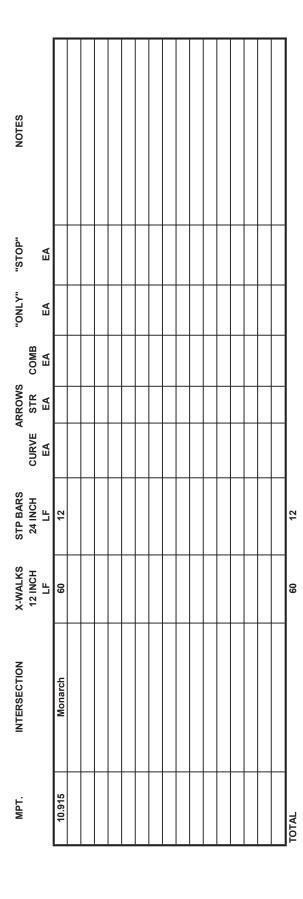
County: Daviess District: D2 - Madisonville

Milepoint	Location	Notes	PAVE MARKIN G- THERMO CURV ARROW	PAVE MARKIN G- THERMO STOP BAR-24IN	PAVE MARK- THERMO -X- WALK-24 IN
14.500	Oak St.	From Oak St. until West St.	21		
15.172	KY764			12	
15.244	KY764			12	
15.621	Jefferson St.	Cross walk			44
8.003	Jack Hinton both side			24	
	•	Total:	21	48	44

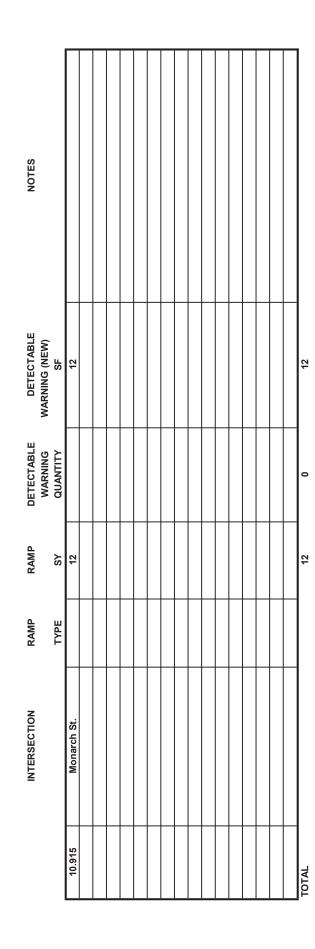
# Milling Summary FD05 030 0054 008-016

				Total	1050
Milepoint	Comment	Length	Width	Avg Depth	Tons
7.890	Beginning/Bridge Edge Key	150	24	0.75	16.500
8.003	Jack Hinton	4	30	0.75	0.550
10.843	Kams Grove Rd	4	28	0.75	0.513
10.843	Kams Grove Rd	4	22	0.75	0.403
11.591	Ditto Rd.	4	60	0.75	1.100
11.591	Short Station Rd.	4	35	0.75	0.642
11.935	Old Highway 54	4	64	0.75	1.173
12.000	Little Hickory Rd.	4	26	0.75	0.477
12.000	Windy Hill Rd	4	25	0.75	0.458
12.255	Sawmill	4	60	0.75	1.100
12.799	Sawmill	4	60	0.75	1.100
13.037	Boston Laffoon Rd.	4	34	0.75	0.623
13.305	Haynes Station Rd.	4	23	0.75	0.422
13.577	Ward Rd.	4	34	0.75	0.623
13.699	Crisp Rd.	4	30	0.75	0.550
14.102	Ward. Rd	4	24	0.75	0.440
14.102	Ward Rd.	4	29	0.75	0.532
14.598	Osk St.	4	64	0.75	1.173
15.072	Curb and Gutter	1975	33	1.5	597.438
15.417	Curb and Gutter	1764	22	1.5	355.740
10.357	Bridge Edge Keys	300	24	0.75	33.000
10.571	Bridge Edge Keys	300	24	0.75	33.000

Daviess County
THERMOPLASTIC INTERSECTION PAVEMENT MARKINGS SUMMARY
FD05 030 0144 009-015



Daviess County
SIDEWALK RAMP AND DETECTABLE WARNING SUMMARY
FD05 030 0144 009-015



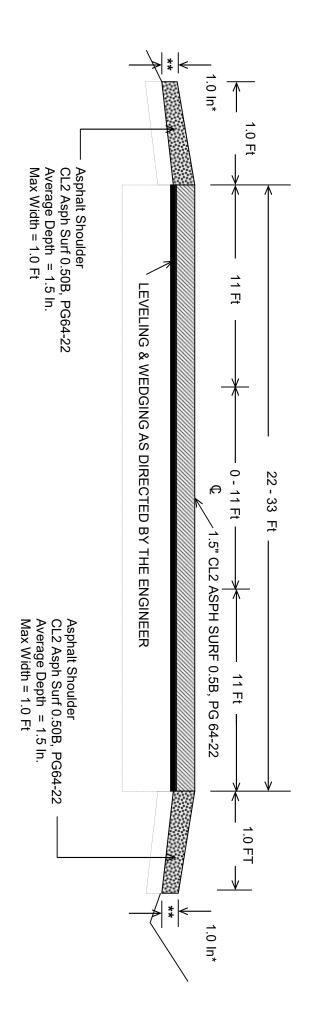
# Milling Summary FD05 030 0144 009-015

				Total	760
Milepoint	Comment	Length	Width	Avg Depth	Tons
9.322	Edge Key	100	27	0.75	12.375
9.408	Old Hwy 144 #2	4	26	1	0.636
9.540	Old Hwy 144 #3	4	26	1	0.636
9.712	Old Hwy 144 #3	4	22	1	0.538
10.04	Old Hwy 144 #4	4	23	1	0.562
10.254	Old Hwy 144 #4	4	23	1	0.562
10.453	Knottsville Mt. Zion	4	80	1	1.956
10.5	Curb & Gutter	4571	26	1	726.281
12.02	St. Lawrence Spur	4	31	1	0.758
13.575	Hamilton Rd	4	38	1	0.929
13.808	Floral Rd.	4	28	1	0.684
14.402	Edge Key KY764	100	25	0.75	11.458
					0

# Base Failure Repair Summary FD05 030 0144 009-015

		Total	835	
Milepoint	Length	Width	SQYD	DEPTH
10.400	13	6	8.667	4
10.700	50	8	44.444	4
10.800	12	5	6.667	4
10.900	23	10	25.556	4
11.500	18	6	12.000	20
11.600	22	6	14.667	20
11.700	28	6	18.667	20
11.800	73	6	48.667	20
12.100	123	6	82.000	20
12.700	52	6	34.667	20
12.900	70	27	210.000	20
13.000	176	6	117.333	20
13.300	39	6	26.000	20
13.700	76	6	50.667	20
14.300	200	6	133.333	20
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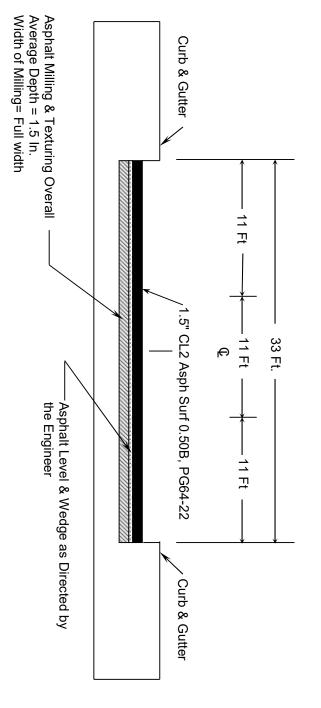
FD05 030 0054 008-016 MP's 7.890 to 15.053 Daviess County
TYPICAL SECTION



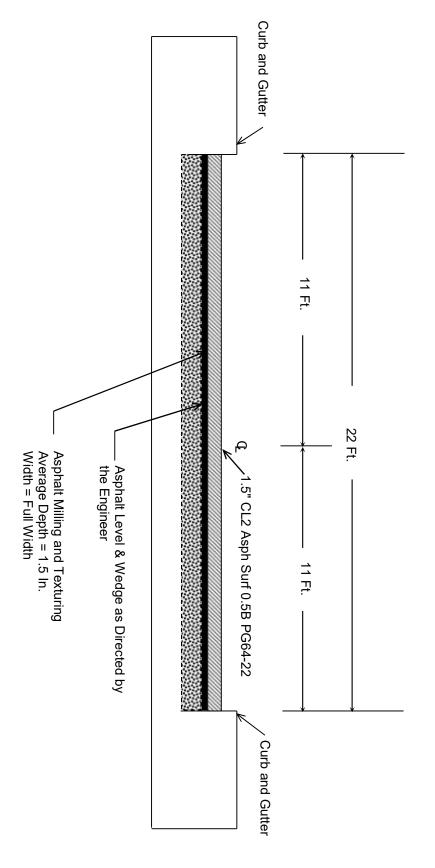
\* Where Existing Site Conditions Permit

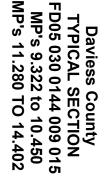
\*\*DGA for Guardrail Sections

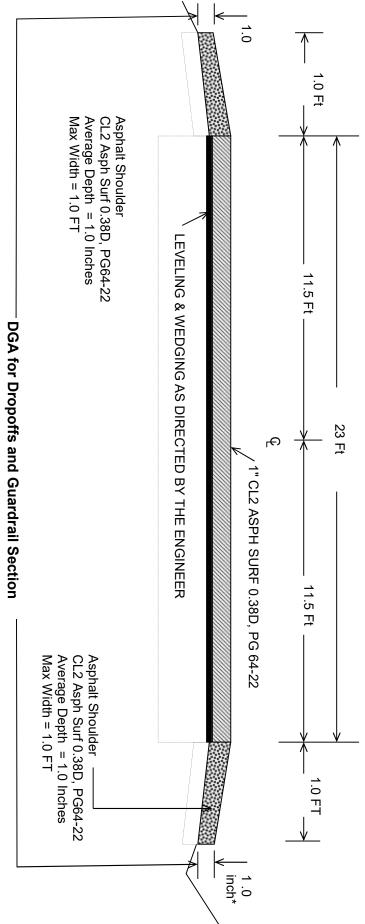
Daviess County
TYPICAL SECTION
FD05 030 0054 008-016
MP's 15.053 to 15.486



Daviess County
TYPICAL SECTION
FD05 030 0054 008-016
MP's 15.486 to 15.750

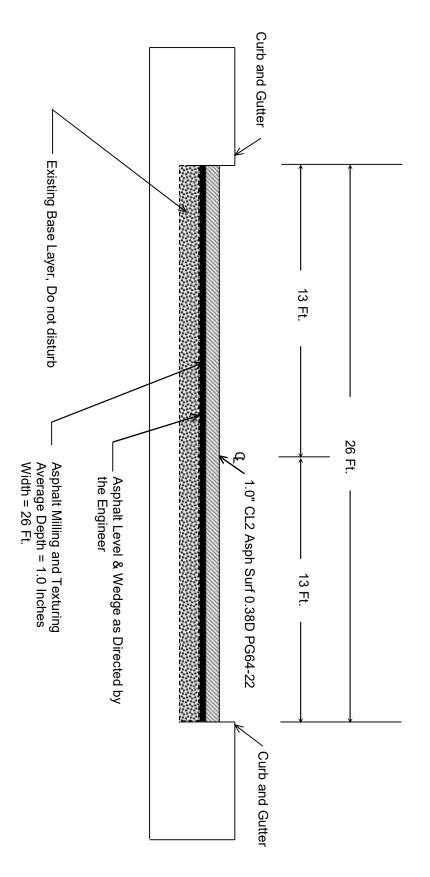




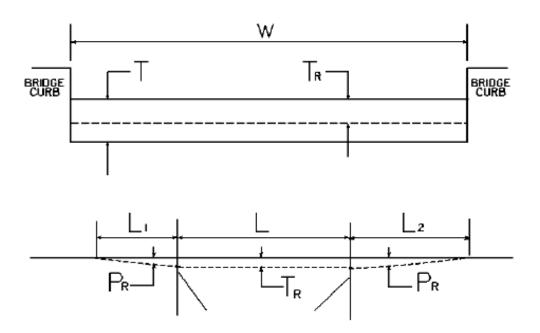


\* Where Existing Site Conditions Permit

Daviess County
TYPICAL SECTION
FD05 030 0144 009 015
MP's 10.450 to 11.280



### BRIDGE DETAIL FOR PAVING PROJECT



W = bridge width curb to curb

T =thickness of existing asphalt overlay

L = length of bridge

 $L_1 \& L_2 = \text{length of approach pavement to be removed}$ 

 $T_R$  = thickness to be removed and replaced on bridge  $P_R$  = thickness to be removed and replaced on pavement Note:  $L_1$  &  $L_2$  lengths shall be determined by using a transition rate of 100 ft/in of thickness

Route	Bridge	MP	W (ft)	T (in)	$L_1$ (ft)	$L_2$ (ft)	$T_R$	L (ft)	$P_{R}$ (in)
	No.						(in)		
KY 54	B00018N	7.890	24.00		0.00	100.00	0.00	84.00	1.00
KY 54	B00019N	10.357	24.00		100.00	100.00	0.00	95.00	1.00
KY 54	B00020N	10.571	24.00		100.00	100.00	0.00	211.00	1.00

01/01/2009

# **PART II**

# SPECIFICATIONS AND STANDARD DRAWINGS

### **STANDARD SPECIFICATIONS**

Any reference in the plans or proposal to previous editions of the Standard Specifications for Road and Bridge Construction and Standard Drawings are superseded by Standard Specifications for Road and Bridge Construction, Edition of 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: <a href="http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx">http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx</a>

# 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-100-05
SHOULDER CLOSURE	TTC-135-03
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
DETECTABLE WARNINGS	RGX-040-03
SIDEWALK RAMPS	RPM-170-09
CURB AND GUTTER, CURBS AND VALLEY GUTTER	RPM-100-11

TRAVELED WAY (2)

# TWO LANE ROADWAY PAVEMENT CROSS-SECTION

, , , , , , , , , , , , , , , , , , ,	TYPE OF	NOI	NON-STATE PRIMARY ROUTES	IMARY RO	VTES	STA	STATE PRIMARY ROUTES
I KAV ELEU WAY	PAVEMENT STRIPING	< 10	< 1000 ADT	>= 1(	>= 1000 ADT		ANY ADT
0		WIDTH	MATERIAL	WIDTH	WIDTH MATERIAL WIDTH MATERIAL WIDTH	WIDTH	MATERIAL*
< 16'	< 16'	4".	PAINT	4".	PAINT	9	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)
16' 70 < 20'	EDGELINE STRIPES ONLY OR CENTERLINE STRIPE ONLY	4".	PAINT	4''	PAINT	9	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)
>=20' ③	CENTERLINE AND EDGELINE STRIPES	4" 5	PAINT	9	PAINT	9	THERMO (ASHPALT) TYPE I TAPE (CONCRETE)

OTHER DURABLE NON-WATERBORNE MARKINGS MAY BE USED WITH APPROVAL FROM THE DIVISION OF TRAFFIC OPERATIONS.

~ NOTES

INSTALL PAVEMENT STRIPING ON TWO LANE, TWO WAY ROADWAYS AS DETAILED IN THE ABOVE TABLE AND IN ACCORDANCE WITH THE PAVEMENT MARKINGS AND DELINEATION CHAPTER OF THE TRAFFIC OPERATIONS GUIDANCE MANUAL. CONTACT THE DIVISION OF TRAFFIC OPERATIONS FOR ADDITIONAL GUIDANCE IF NECESSARY.

THE TRAVELED WAY IS THE PORTION OF ROADWAY FOR THE MOVEMENT OF VEHICLES, EXCLUSIVE OF THE SHOULDERS  $\bigcirc$ 

IS ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 20 FT OR GREATER, BUT LESS THAN 22 FT, EDGELINE RUMBLE STRIPS ARE NOT A STANDARD APPLICATION, BUT THEY MAY BE INSTALLED. THE DIVISION OF TRAFFIC OPERATIONS AVAILABLE TO ASSIST WITH THE DETERMINATION OF WHETHER OR NOT TO INSTALL EDGELINE RUMBLE STRIPS ON PAVEMENT WIDTHS LESS THAN 22 FT, AS WELL AS THE DIMENSION AND PLACEMENT DETAILS OF THE RUMBLE STRIPS AND PAVEMENT STRIPING.  $\odot$ 

STRIPS ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 22 FT OR GREATER, BUT LESS THAN 34 FT, INSTALL PAVEMENT STRIPING AS DETAILED IN THE ABOVE TABLE AND IN CONJUNCTION WITH CENTERLINE AND EDGELINE RUMBLE AS DETAILED ON TPR-120

EDGELINES MAY BE OMITTED FROM ROADWAYS WITH A TRAVELED WAY WIDTH LESS THAN 16 FEET WITH THE APPROVAL OF THE DIVISION ON TWO LANE, TWO WAY ROADWAYS THAT HAVE A TOTAL PAVEMENT WIDTH (W) THAT IS 34 FT OR GREATER, INSTALL PAVEMENT STRIPING AS DETAILED IN THE ABOVE TABLE AND IN CONJUCTION WITH CENTERLINE AND SHOULDER RUMBLE STRIPS AS DETAILED ON TPR-125.

- EDGELINES MAY BE OMITTED ON NON-STATE PRIMARY ROUTES WITH A TRAVELED WAY WIDTH GREATER THAN OR EQUAL TO 20 FEET AND AN ADT LESS THAN 1,000. OF TRAFFIC OPERATIONS. (4) (2)
- EDGELINES MAY BE OMITTED, BASED ON ENGINEERING JUDGMENT, IN AREAS WHERE THE PAVEMENT EDGE IS DELINEATED BY PHYSICAL OBJECTS SUCH AS CURBS, PARKING SPACES, OR OTHER MARKINGS. EDGELINES SHOULD BE INSTALLED ON ROADWAYS WITH CURB AND GUTTER IF THE POSTED SPEED LIMIT IS 45 MPH OR GREATER. 9

DRAWING NOT TO SCALE
USE WITH CUR. STD. DWGS.
TPR-120 & TPR-125

# USE WILL COR. STD. DWGS. TPR-120 & TPR-125 KENTUCKY

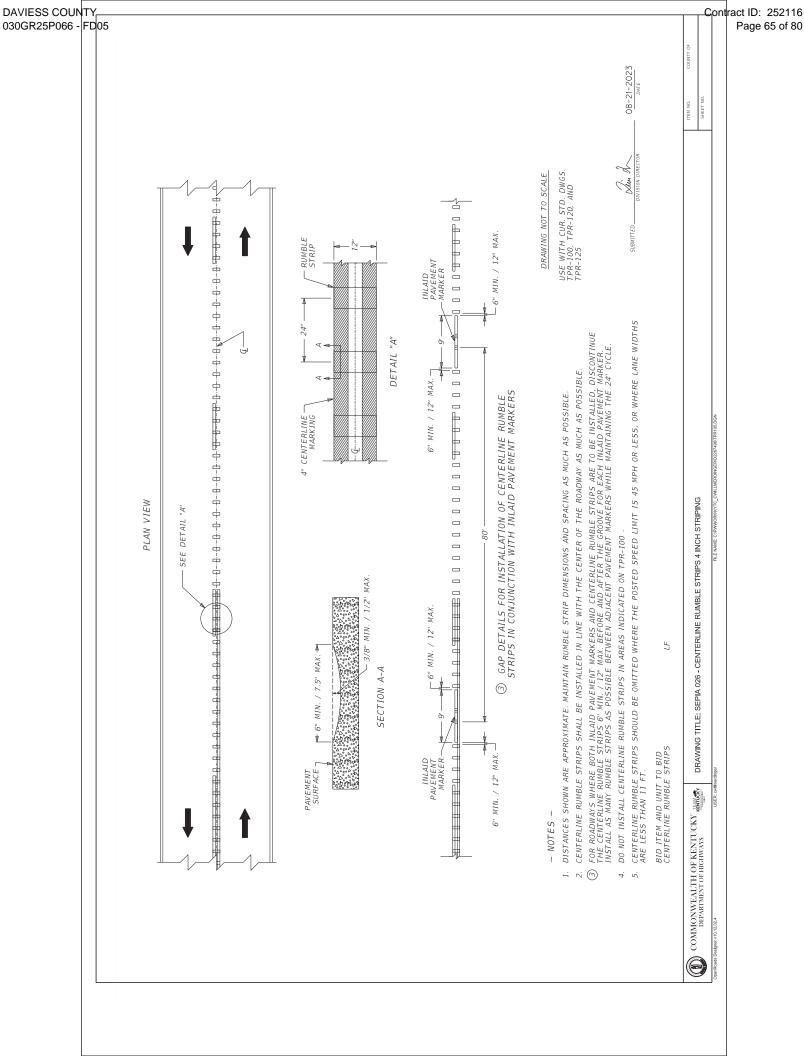
DEPARTMENT OF HIGHWAYS

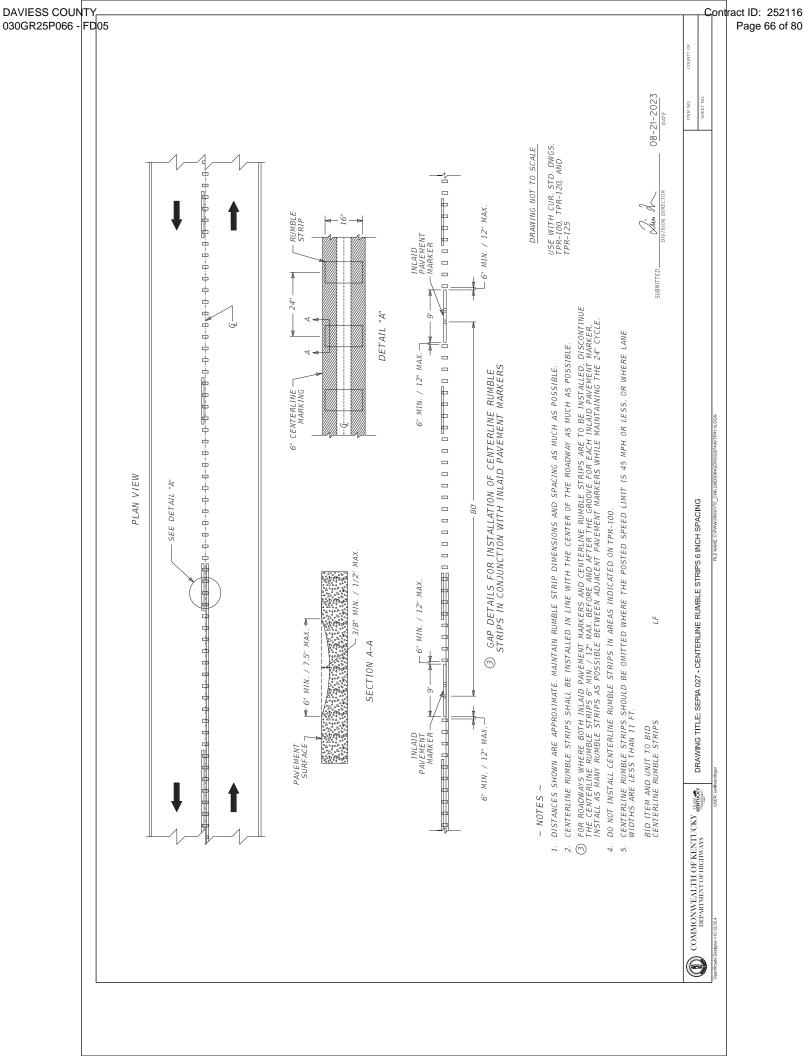
PAVEMENT STRIPING

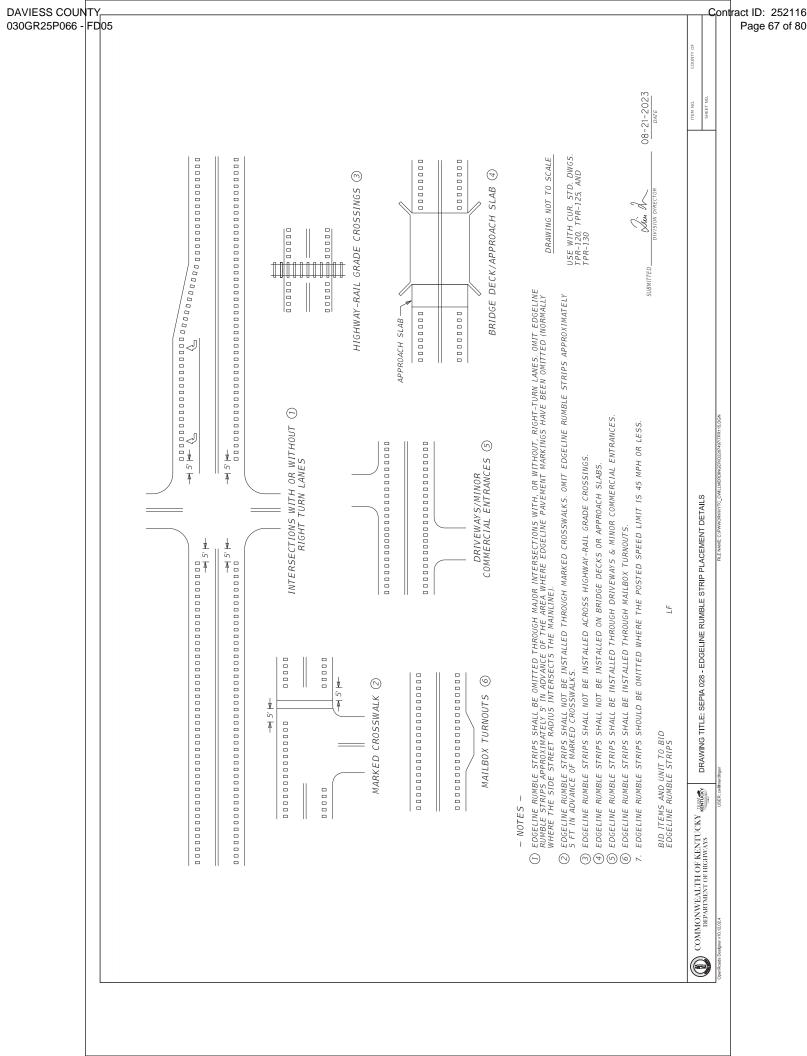
DETAILS FOR TWO LANE

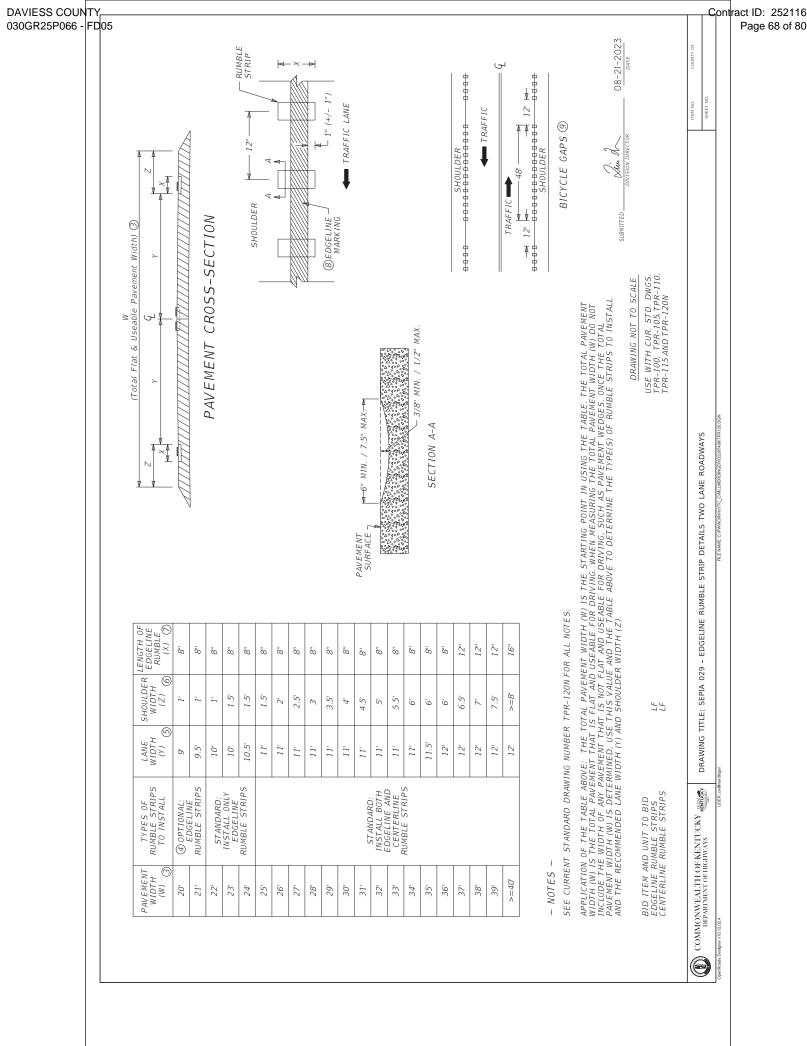
TWO WAY ROADWAYS

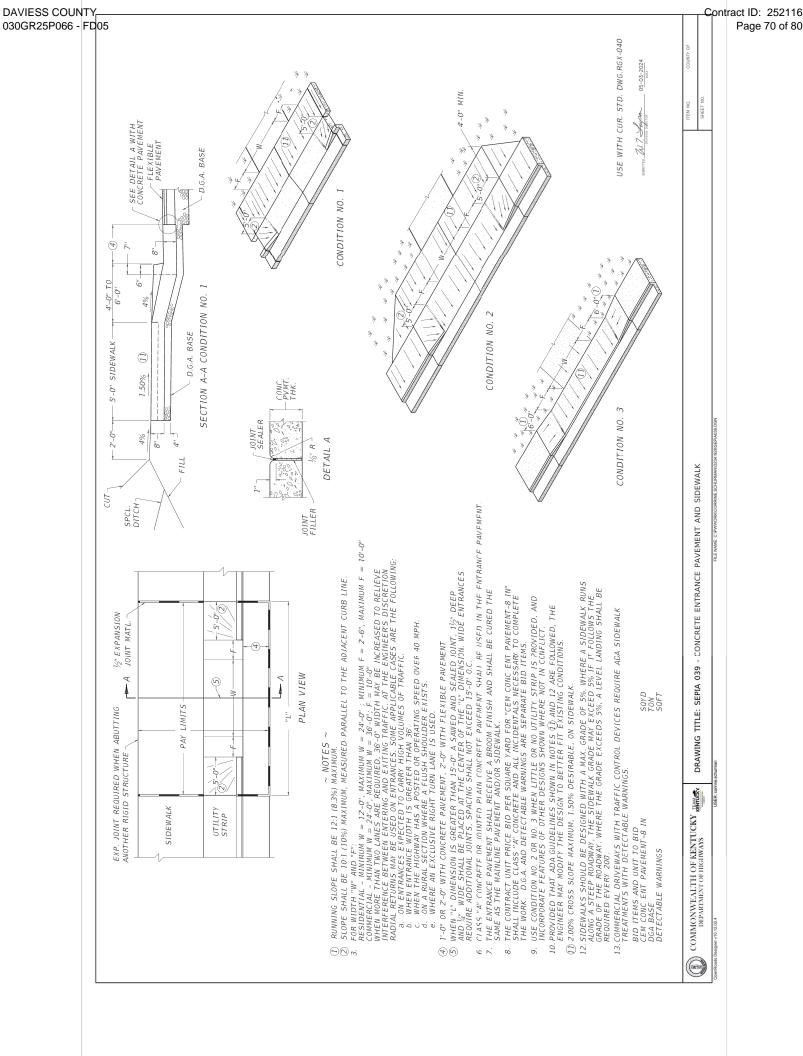


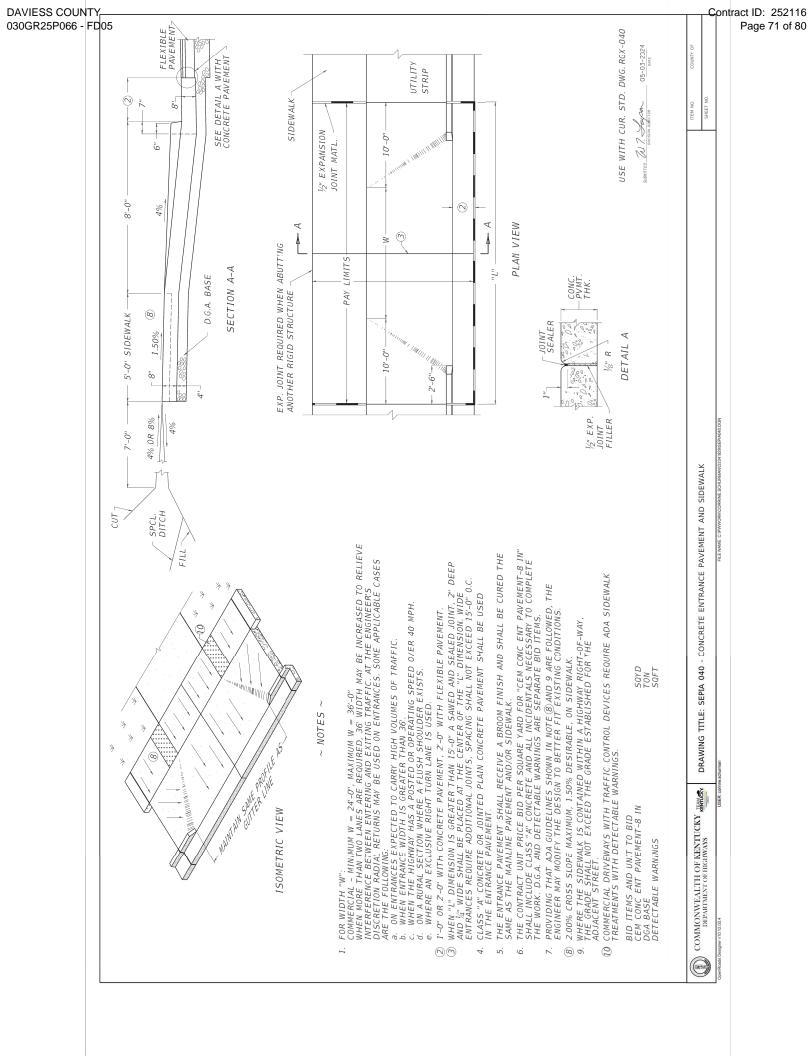


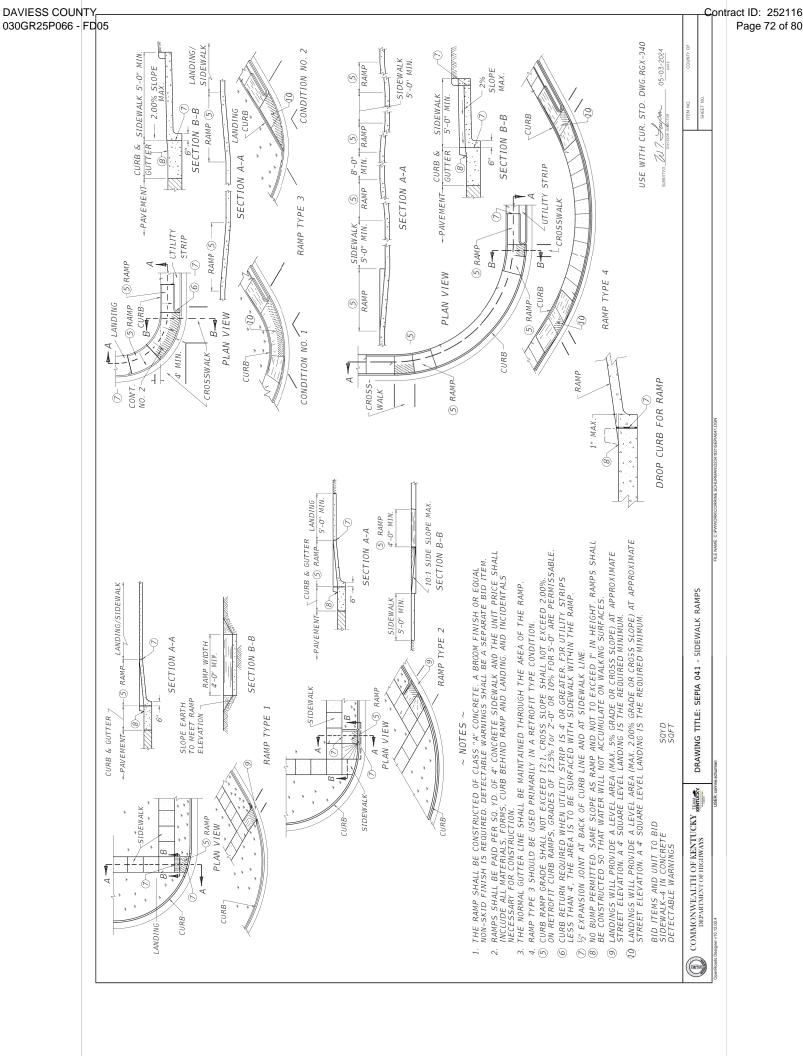












### Contract ID: 252116 Page 73 of 80

# **PART III**

# EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

### TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

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

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

### I. APPLICATION

- 1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract. The contractor's organization shall be construed to include only workmen employed and paid directly by the contractor and equipment owned or rented by him, with or without operators.
- 2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Provisions and such other stipulations as may be required.
- 3. A breach of any of the stipulations contained in these Required Provisions may be grounds for termination of the contract.

### II. NONDISCRIMINATION OF EMPLOYEES

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

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

- 1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- 2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

- 3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.
- 4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administrating agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

Contract ID: 252116

Page 74 of 80

### Contract ID: 252116 Page 75 of 80

### **EXECUTIVE BRANCH CODE OF ETHICS**

The Executive Branch Code of Ethics created by Kentucky Revised Statutes (KRS) Chapter 11A, effective July 14, 1992, establishes the ethical standards that govern the conduct of all executive branch employees. The Executive Branch Code of Ethics, which states, in part:

### KRS 11A.040 (7) provides:

A present or former public servant listed in KRS 11A.010(9)(a) to (g) shall not, within one (1) year following termination of his or her office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of one (1) year, he or she personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his or her tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

### KRS 11A.040 (9) states:

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

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

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

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

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

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 1025 Capital Center Drive, Suite 105, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: March 11, 2025

### **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: <a href="https://www.eProcurement.ky.gov">https://www.eProcurement.ky.gov</a>.

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** 

PEK HUUH

**BEGINNING JULY 24, 2009** 

### **OVERTIME PAY**

At least  $1\frac{1}{2}$  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.



Contract ID: 252116

Page 77 of 80

# **PART IV**

# **BID ITEMS**

252116

### **PROPOSAL BID ITEMS**

Page 1 of 2

Contract ID: 252116

Page 79 of 80

Report Date 6/18/25

### 252116

Section: 0001 - PAVING

LINE	BID CODE	ALT DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001	DGA BASE	1,095.00	TON		\$	
020	08000	<b>CRUSHED AGGREGATE SIZE NO 23</b>	865.00	TON		\$	
0030	00190	<b>LEVELING &amp; WEDGING PG64-22</b>	2,650.00	TON		\$	
0040	00301	CL2 ASPH SURF 0.38D PG64-22	4,511.00	TON		\$	
0050	01005	PERFORATED PIPE EDGE DRAIN-4 IN	850.00	LF		\$	
0060	02562	TEMPORARY SIGNS	2,000.00	SQFT		\$	
0070	02650	MAINTAIN & CONTROL TRAFFIC (KY 144)	1.00	LS		\$	
080	02650	MAINTAIN & CONTROL TRAFFIC (KY 54)	1.00	LS		\$	
090	02676	MOBILIZATION FOR MILL & TEXT (KY 144)	1.00	LS		\$	
100	02676	MOBILIZATION FOR MILL & TEXT (KY 54)	1.00	LS		\$	
110	02677	<b>ASPHALT PAVE MILLING &amp; TEXTURING</b>	1,810.00	TON		\$	
0120	02697	EDGELINE RUMBLE STRIPS	109,434.00	LF		\$	
130	02720	SIDEWALK-4 IN CONCRETE	12.00	SQYD		\$	
140	03240	BASE FAILURE REPAIR	835.00	SQYD		\$	
0150	06510	PAVE STRIPING-TEMP PAINT-4 IN	62,000.00	LF		\$	
0160	06515	PAVE STRIPING-PERM PAINT-6 IN	190,000.00	LF		\$	
0170	06566	PAVE MARKING-THERMO X-WALK-12 IN	60.00	LF		\$	
0180	06568	PAVE MARKING-THERMO STOP BAR-24IN	60.00	LF		\$	
0190	06574	PAVE MARKING-THERMO CURV ARROW	21.00	EACH		\$	
200	10020NS	FUEL ADJUSTMENT	29,901.00	DOLL	\$1.00	\$	\$29,901.00
0210	10030NS	ASPHALT ADJUSTMENT	74,791.00	DOLL	\$1.00	\$	\$74,791.00
0220	20458ES403	CENTERLINE RUMBLE STRIPS	54,717.00	LF		\$	
0230	23158ES505	DETECTABLE WARNINGS (NEW)	12.00	SQFT		\$	
0240	23261EC	PAVE MARK-THERMO-X-WALK-24 IN	44.00	LF		\$	
0250	23362ES403	CL2 ASPH SURF 0.50B PG64-22	10,120.00	TON		\$	
0260	24970EC	ASPHALT MATERIAL FOR TACK NON- TRACKING	94.00	TON		\$	
0270	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG (KY 144)	1.00	LS		\$	
0280	26248EC	ELECTRONIC DELIVERY MGMT SYSTEM - AGG (KY 54)	1.00	LS		\$	

### Section: 0002 - DEMOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	<b>UNIT PRIC</b>	FP	AMOUNT
0290	02569		DEMOBILIZATION	1.00	LS		\$	

**PROPOSAL BID ITEMS** 

Contract ID: 252116 Page 80 of 80

252116

Report Date 6/18/25

Page 2 of 2