



CALL NO. 402

CONTRACT ID. 122456

HENDERSON COUNTY

FED/STATE PROJECT NUMBER 051GR12P128-FD04 SPP AND FE01

DESCRIPTION KY 351 AND 2 SECTION OF KY 425 IN HENDERSON COUNTY

WORK TYPE JPC PAVEMENT REPAIRS

PRIMARY COMPLETION DATE 8/1/2013

LETTING DATE: October 19, 2012

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

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

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 02

CONTRACT ID - 122456

COUNTY - HENDERSON

PCN - MP05103511301

FD04 SPP 051 0351 001-002

SECOND STREET (KY 351) FROM INTERSECTION OF KY 2084 TO INTERSECTION OF US 41 BYPASS, A DISTANCE OF 0.20 MILES.JPC PAVEMENT REPAIRS SYP NO. 02-04500.00.

GEOGRAPHIC COORDINATES LATITUDE 37:49:51.00 LONGITUDE 87:34:02.00

COMPLETION DATE(S):

COMPLETED BY 08/01/2013

APPLIES TO ENTIRE CONTRACT

PCN - MP05104251301

FD04 SPP 051 0425 003-004

HENDERSON BYPASS (KY 425) FROM INTERSECTION OF KY 1299 TO CANOE CREEK BRIDGE, A DISTANCE OF 0.05 MILES.JPC PAVEMENT REPAIRS SYP NO. 02-04501.00.

GEOGRAPHIC COORDINATES LATITUDE 37:47:15.00 LONGITUDE 87:35:32.00

COMPLETION DATE(S):

COMPLETED BY 08/01/2013

APPLIES TO ENTIRE CONTRACT

PCN - MP05104251302

FE01 051 0425 000-006

KY 425 BYPASS (KY 425) FROM THE INTERSECTION OF US 60 TO THE INTERCHANGE WITH EB 9004, A DISTANCE OF 05.52 MILES.JPC PAVEMENT REPAIRS

GEOGRAPHIC COORDINATES LATITUDE 37:47:13.00 LONGITUDE 87:36:04.00

COMPLETION DATE(S):

COMPLETED BY 08/01/2013

APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

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

BID SUBMITTAL

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

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

SPECIAL NOTE FOR PIPE INSPECTION

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

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

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

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

09/26/2012



Steven L. Beshear
Governor

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

SECRETARY'S ORDER 11-004

FINANCE AND ADMINISTRATION CABINET

Vendor Document Disclosure

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

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

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

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

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

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

- III. Upon receipt of a request by a state agency pursuant to Sections I & II, the FAC shall consider the request from the Executive Branch agency and the position of the vendor or party opposing the disclosure of the documents, applying any and all relevant law to the facts and circumstances of the matter in controversy. After FAC's review is complete, FAC shall issue a Determination which sets out FAC's position as to what documents and/or records, if any, should be disclosed to the requesting agency. The Determination shall be issued within 30 days of receipt of the request from the agency. This time period may be extended for good cause.
- IV. If the Determination concludes that documents are being wrongfully withheld by the private vendor or other party opposing the disclosure from the state agency, the private vendor shall immediately comply with the FAC's Determination. Should the private vendor or other party refuse to comply with FAC's Determination, then the FAC, in concert with the requesting agency, shall effectuate any and all options that it possesses to obtain the documents in question, including, but not limited to, jointly initiating an action in the appropriate court for relief.
- V. Any provisions of any prior Order that conflicts with the provisions of this Order shall be deemed null and void.

SPECIAL NOTE FOR RECIPROCAL PREFERENCE

Reciprocal preference to be given by public agencies to resident bidders

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

03/01/2011

DGA BASE

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

SPECIAL NOTES FOR PCC PAVEMENT

I. DESCRIPTION

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

(1) Remove and replace PCC Pavement at the locations listed and/or as directed by the Engineer; (2) Maintain and Control Traffic; and (3) All other work specified as part of this contract.

II. MATERIALS

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

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

B. Dense Graded Aggregate. Contrary to attached Special Notes, Crushed Stone Base may not be furnished in lieu of DGA.

C. Seeding and protection. Use Seed Mixture No. I

D. Portland Cement Concrete Pavement. Use non-reinforced JPC Pavement for full depth replacement of concrete pavement. At Contractor's option with no additional cost to the Department, use other high early strength rapid setting concrete; however, obtain the Engineer's approval prior to use. Either central mixing or truck mixing will be allowed. All other materials shall be according to the attached Special Note for Full Depth Concrete Pavement Repair.

E. Pavement Markings. See Traffic Control Plan.

F. Joint Sealant. Use hot poured elastic, no alternates.

III. CONSTRUCTION METHODS

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

B. Site Preparation. Be responsible for all site preparation. This item shall include, but is not limited to, incidental excavation and backfilling; removal of all obstructions or any other items; disposal of materials; sweeping and removal of debris; temporary and permanent erosion and pollution control; and any other incidentals. All site preparation shall be only as approved or directed by the Engineer. Other than the bid items listed, no direct payment will be made for site preparation, but shall be incidental to the other items of the work.

C. Concrete Pavement Removal and Replacement. Full depth concrete pavement removal and replacement shall be in accordance with the attached Special Note for Full Depth Concrete Pavement Repair. *Removal locations listed are approximate only; actual locations will be determined by the Engineer at the time of construction.* The Engineer may add additional locations within the project limits at any time prior to completion. The nominal depth of the PCC Pavement shall be 8 inches; however, the finished grade of the PCC Pavement shall be transitioned to match the adjacent pavement that is to remain in place; therefore, the actual thickness of the pavement may be greater than existing in some areas.

Perform concrete pavement removal and replacement in such a manner that removal and replacement shall be accomplished on the same day at each location. Once the removal of pavement has begun, work continuously until the new PCC Pavement is placed to eliminate the hole. Hand finishing will be allowed; however, the initial strike-off shall be with a rotary drum screed. Contrary to Section 501.03.13, texturing of the pavement by the formation of transverse grooves will not be required.

D. Joint Sealing. Saw-cut, clean, and seal all transverse and longitudinal joints according to section 501.03.17.

E. Disposal of Waste. Dispose of all removed concrete, asphalt materials, debris, excess excavation, and other waste off the right-of-way at approved sites obtained by the Contractor at no cost to the Department. The Engineer will not allow temporary openings in the right of way fence for direct access to waste sites off the right of way or for access to other public roads.

F. Final Dressing, Clean Up, and Seeding and Protection. After all work is completed, remove all waste and debris from the construction sites. Remove all temporary shoulder widening and restore disturbed median and shoulders. Perform Class A Final Dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. I.

G. Restoration. Restore any roadway features disturbed by the work or the Contractor's operations in like kind materials and design as directed by the Engineer.

H. Pavement Striping. See Traffic Control Plan.

I. On-Site Inspection. Each Contractor submitting a bid for this work shall make a

thorough inspection of the site prior to submitting his bid and shall thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.

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

K. Utility Clearance. Locate all underground, above ground and overhead utilities prior to beginning construction. The Contractor shall have the responsibility for contacting and maintaining liaison with all utility companies that have utilities located within the project limits. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. The Department will not charge working days for those days on which work on the controlling item is delayed, as provided in the Specifications. If the total delay exceeds ten working days, the Department will negotiate an extension of the specified completion date with the Contractor for delay to the Contractor's work. The Contractor shall be responsible for repairing all utility damage that occurs as a result of his operations at no additional cost to the Department.

IV. METHOD OF MEASUREMENT

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

B. Site Preparation. Other than the bid items listed, site preparation will not be measured for payment, but shall be incidental to the other items of the work.

C. Remove PCC Pavement. See Special Note for Full Depth Concrete Pavement Repair.

D. JPC Pavement 8". See Special Note for Full Depth Concrete Pavement Repair.

E. Smooth Dowels and Deformed Tie Bars. See Special Note for Full Depth Concrete Pavement Repair.

F. Saw-Clean-Seal Joints. See Special Note for Full Depth Concrete Pavement Repair.

G. Temporary and Permanent Striping. See Traffic Control Plan.

H. Final Dressing, Clean Up, and Seeding and Protection. Final Dressing, Clean Up, and Seeding and Protection will not be measured for separate payment, but shall be incidental to other items of work.

I. Restoration. All items of restoration will not be measured for payment, but shall be incidental to the other items of work.

V. BASIS OF PAYMENT

No direct payment will be made other than for the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

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

B. Remove PCC Pavement. See Special Note for Full Depth Concrete Pavement Repair.

C. JPC Pavement 8". See Special Note for Full Depth Concrete Pavement Repair.

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SPECIAL NOTE FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

This Special Note applies to full depth repairs of concrete pavement. Section references herein are to the Department's 2012 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Remove and replace concrete pavement. Comply with the applicable Standard Drawings and the Standard Specifications except as specifically superseded herein.

2.0 MATERIALS AND EQUIPMENT.

2.1 JPC Pavement. Test concrete materials according to section 601.03.03. Conform to 501, 502, and 601 except that the concrete must achieve 3000 psi in accordance with Section 4.4 of this note. The Engineer may allow pavement to be opened to traffic at less than 3,000 psi subject to the deductions described in Section 4.4 of this note.

2.2 Dowel Bars and Sleeves. Conform to 811

2.3 Tie Bars. Conform to Section 811. Use epoxy coated tie bars in longitudinal and transverse joints.

2.4 Joint Sealants. Conform to Subsection 807.03.01 or 807.03.05.

2.5 Grout Adhesives and Epoxy Resin Systems. Conform to Section 826.

2.6 Dense Graded Aggregate (DGA) and Crushed Stone Base (CSB). Conform to Section 805.

2.7 Geotextile Fabric. Conform to Section 843.

2.8 Drills. Drill holes using a gang drill, capable of drilling a minimum of four simultaneously. Misalignment of holes shall not exceed 1/4 inch in the vertical or oblique plane.

2.9 Hammers. Only use chisel point hammers weighing less than 40 pounds to remove deteriorated concrete.

3.0 CONSTRUCTION.

3.1 Removal of Existing Pavement. Remove existing pavement to the extent the Contract specifies or as the Engineer directs. The minimum length of patches measured along centerline is 3 feet on each side of an existing joint.

When working with pavements with non-skewed transverse joints, if it is necessary to remove existing pavement closer than 6 feet to a transverse joint, remove the pavement 3 feet beyond that joint .

When working with pavements with skewed transverse joints, if it is necessary to remove existing pavement closer than 3 feet to a transverse joint, remove the pavement 3 feet beyond that joint.

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Details of configurations of pavement and joints for various situations are depicted in the drawings herein.

When small areas of removal and replacement are performed at bridge ends, maintain or reconstruct existing expansion joints at their existing location. When the Engineer determines extensive full width removal and replacement is required, construct new expansion joints at the locations shown on Standard Drawing No. RPN-010.

In the removal operation, make a full depth saw cut longitudinally along the centerline joint and shoulder joint and transversely along the area marked for removal. To prevent damage to the subbase, do not allow the saw to penetrate more than ½" into the subbase. The Engineer may direct or approve additional cuts within the removal area for ease of removal of the damaged slab and to prevent damage to adjacent pavement to remain in place. Do not overcut beyond the limits of the removal area. Prevent saw slurry from entering existing joints and cracks. To avoid pumping and erosion beneath the slab, do not allow traffic on sawed pavement for more than 48 hours before beginning removal procedures, unless directed by the Engineer.

Lift out the deteriorated concrete vertically with lift pins. If approved by the Engineer, use other methods that do not damage the base, shoulder, or sides of pavement that is to be left in place. If any damage does occur, repair as the Engineer directs and use an acceptable alternative method for the removal process. Do not damage the pavement base during these operations.

3.2 Pavement Replacement. Do not damage the pavement base during these operations.

3.2.1 Preparation of Base. Compact the new and existing aggregate base to the Engineer's satisfaction. The Engineer will accept compaction by either visual inspection or by nuclear gauge. When the Engineer deems it necessary to stabilize the existing base or replace unsuitable materials, excluding bridge ends, use 12 inches of geotextile fabric wrapped No. 2 aggregate topped with 4 inches of DGA or CSB. Use either Type III or Type IV geotextile fabric. Flowable fill and cement stabilization may be used as an alternative to stabilize the existing base or to replace unsuitable materials when a plan for such is presented to and approved by the Engineer. The Engineer may also direct using only DGA or CSB to correct base deficiencies. At bridge ends, treat existing base and subgrade as the Contract specifies. During compaction, wet the base as the Engineer directs. Compact areas not accessible to compaction equipment by hand tamping.

3.2.2 Underdrains. Construct, or repair damage to, pavement edge drains according to Section 704. If underdrains are placed omitting areas to be patched, construct additional lateral drains as necessary to provide outlets for the installed underdrain until performing the pavement replacement and completing the underdrain system. Provide drainage for any undercut or base repair areas.

3.2.3 Pavement Replacement. Using load transfer assemblies for dowel joints drill into the existing slab according to the details shown herein and on the Standard Drawings.

Use plain epoxy coated dowels of the size specified on the standard drawings based on the pavement thickness for contraction and expansion joints.

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Drill holes for dowel bars and tie bars into the face of the existing slab, at a diameter as specified in the following. Drill the dowel bar holes and tie bar holes to a depth equal to 1/2 the length of the bars. Anchor tie bars into the existing pavement using an epoxy resin. Anchor dowel bars into the existing pavement using either an epoxy resin or an adhesive grout. For tie bars and dowel bars where an epoxy resin is to be used drill the holes 1/8 inch larger than the bar diameter. For dowel bars where an adhesive grout product is to be used, drill holes 1/4 inch larger than the bar diameter. Use a clear or opaque grout retention disk in both grout and epoxy applications. Operate the equipment to prevent damage to the pavement being drilled. Obtain the Engineer's approval of the drilling procedure. Install load transfer assemblies according to the Standard Drawings and Standard Specifications.

When indicated herein or in the Standard Drawings, use 1 inch deformed tie bars, 18 inches long on 30-inch centers and starting and ending 20 inches inside the edges of the repair area in the longitudinal joint. Use 1 inch deformed tie bars, or plain epoxy coated dowel bars sized in accordance with the Standard Drawings, 18 inches long beginning 12 inches inside of each edge and on 12-inch centers in transverse construction joints.

Install the dowels and tie bars according to Section 511 unless contradicted here. Ensure the holes are dry and free of dust and debris. Use a nozzle to insert the grout or epoxy starting at the back of the drilled hole to allow for full coating of the dowel or tie bar. After placement, use a bond breaker on the section of the dowel bar that is protruding from the hole.

Mix, place, finish, and cure concrete according to Section 501 with the exception that the Department will allow truck mixing, 2-bag mixers, and hand finishing.

When required, use a form on the side of the slab at longitudinal joints. When the adjacent traffic lane is not closed to traffic or the drop-off is not protected, temporarily fill the space between the form and the adjacent pavement with DGA. After placing the slab, remove the DGA and form. Fill the hole with concrete and thoroughly consolidate by rodding, spading, and sufficient vibration to form a dense homogeneous mass. Use a form on the side of the slab adjacent to shoulders. Excavate and backfill as shown on Section F'-F'.

For patches less than 25 feet in length, use a bond breaker and do not install tie bars at the longitudinal joint. Bond breakers should not exceed 1/8 inch in thickness, e.g. tar paper.

When resurfacing is required, a float finish is satisfactory. Otherwise, broom finish or, when the adjacent surface has a grooved finish, texture the surface according to Subsection 501.03.13 H). Finish the surface, including joints, to meet a surface tolerance of 1/8 inch in 10 feet that will be verified by straightedge. Cure the pavement and apply curing membranes according to 501.03.15.

Keep all pavement surfaces adjacent to this operation reasonably clean of excess grout and other materials at all times. Maintain all original longitudinal joints. Place transverse joints according to the details shown herein and on the Standard Drawings.

3.3 Joint Sealing. Seal all new or partially new joints with silicone rubber sealant or hot-poured elastic joint sealant according to Subsection 501.03.18.

4.0 MEASUREMENT.

4.1 Remove JPC Pavement. The Department will measure the quantity in square yards of surface area. The Department will not measure removal of underlying base material for payment and will consider it incidental to Remove JPC Pavement.

4.2 DGA or CSB. The Department will measure the quantity used to stabilize the existing base or to replace unsuitable material in tons. The Department will not measure removal of existing base material or underlying material for payment and will consider incidental to DGA or CSB. The quantity of DGA used for the drop-off protection shall be incidental to this work and will not be measured for payment.

4.3 JPC Pavement Non-Reinforced. The Department will measure according to 501.04.01. The Department will not measure dowels, tie bars, , or joint sealing for payment and will consider it incidental to Non-Reinforced JPC Pavement.

JPC Pavement will be paid according to section 5.0 below and according to the following payment schedule based on the compressive strength. The cylinders for payment will be tested two hours prior the scheduled opening of traffic.

3000 psi and up	100% payment
2750 to 3000 psi	75% payment and approval from the Engineer to open to traffic*
2500 to 2750 psi	50% payment and approval from the Engineer to open to traffic*
2250 to 2500 psi	25% payment and approval from the Engineer to open to traffic*
Below 2250 psi	10% payment and no potential to open to traffic. Maintain traffic closure until concrete reaches a minimum of 2250 psi.

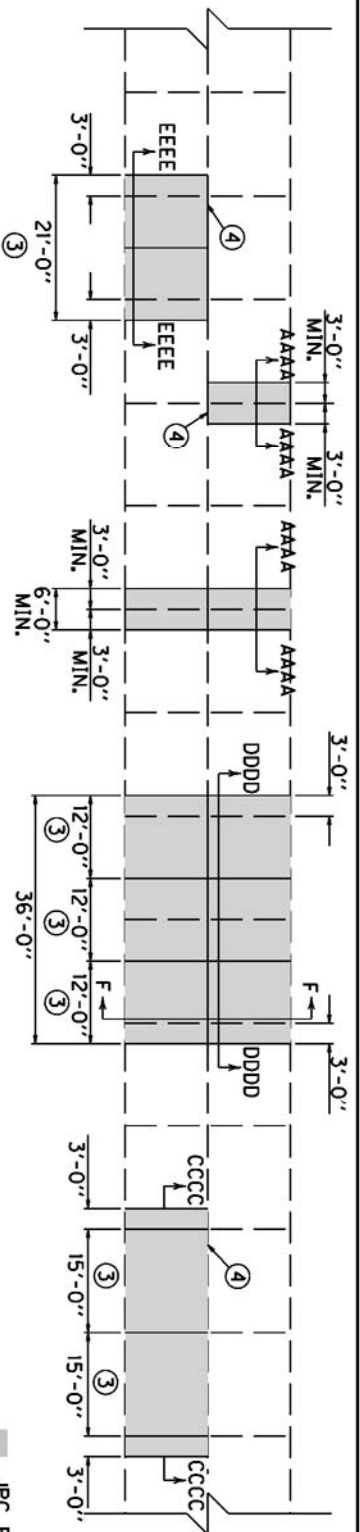
*If the Engineer approves opening to traffic, the Engineer will evaluate the concrete at 28 days (or sooner) to determine if the removal and replacement of the concrete is necessary due to pavement distress induced by the early opening (i.e. noticeable cracking). If required by the Engineer, remove and replace those slabs showing distress at no cost to the Department.

4.4 Underdrains. The Department will measure the quantity according to Subsection 704.04. The Department will not measure lateral drains for payment and will consider them incidental to the Underdrains.

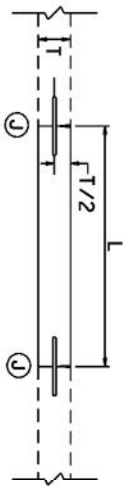
5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
----	Remove JPC Pavement	Square Yard
00001	DGA Base	Ton
00003	Crushed Stone Base	Ton
02069-02071, 02073, 02075, 02084, 02086, 02088	JPC Pavement Non-Reinforced, thickness	See Subsection 501.05
01000	Perforated Pipe, 4-inch	Linear Foot
02598, 02599	Fabric-Geotextile, Type	Square Yard

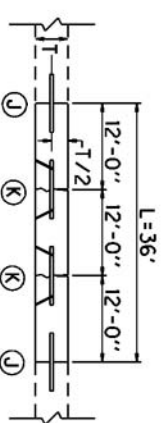
The Department will consider payment as full compensation for all work required in this provision.



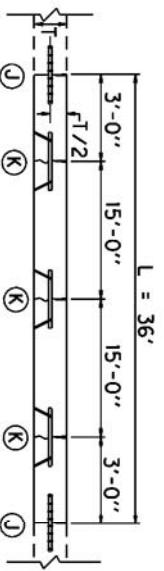
PLAN VIEW



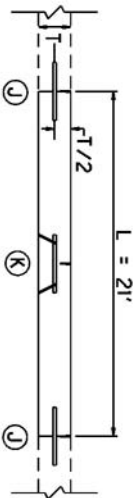
SECTION AAAA
JOINT REPLACEMENT



SECTION DDDD
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)



SECTION CCCC
LANE REPLACEMENT WHERE ADJACENT
LANES OR JPC SHOULDERS WILL REMAIN



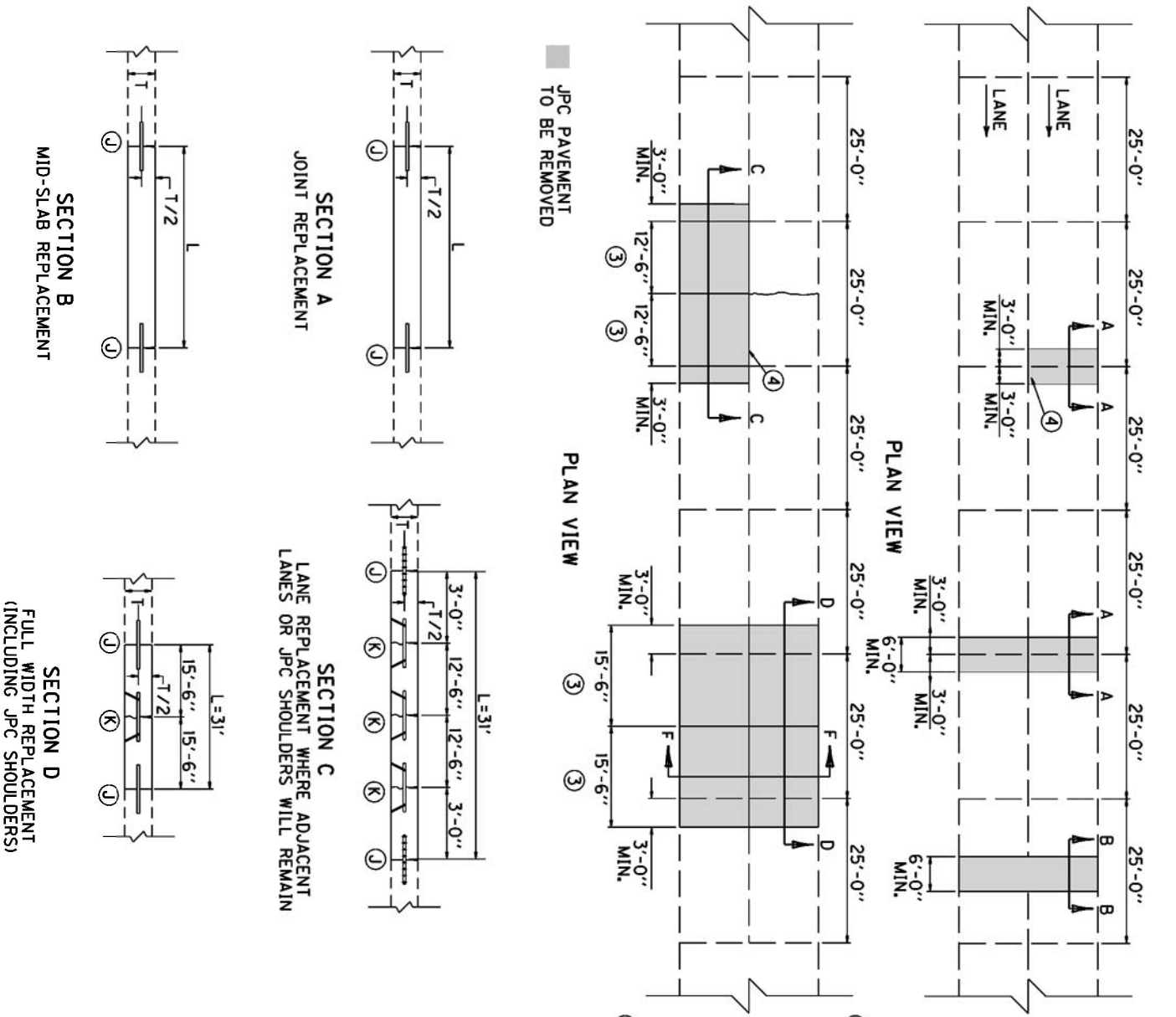
SECTION EEEE
LANE REPLACEMENT L<25'

1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION CCCC, 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.
IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET OR NO MORE THAN 20 FEET. ADJUST JOINTS TO PROVIDE THE MINIMUM NUMBER OF JOINTS WITHOUT EXCEEDING THE 10-20 FOOT RANGE. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH AN EXISTING JOINT OR CRACK IN THE ADJACENT SLAB IF ONLY ONE LANE IS BEING REPLACED.
3. IF ONLY ONE LANE IS REMOVED, AND L<25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L<25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE. USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
4. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION CCCC) AT LOCATIONS "J".
5. SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

KENTUCKY
DEPARTMENT OF HIGHWAYS

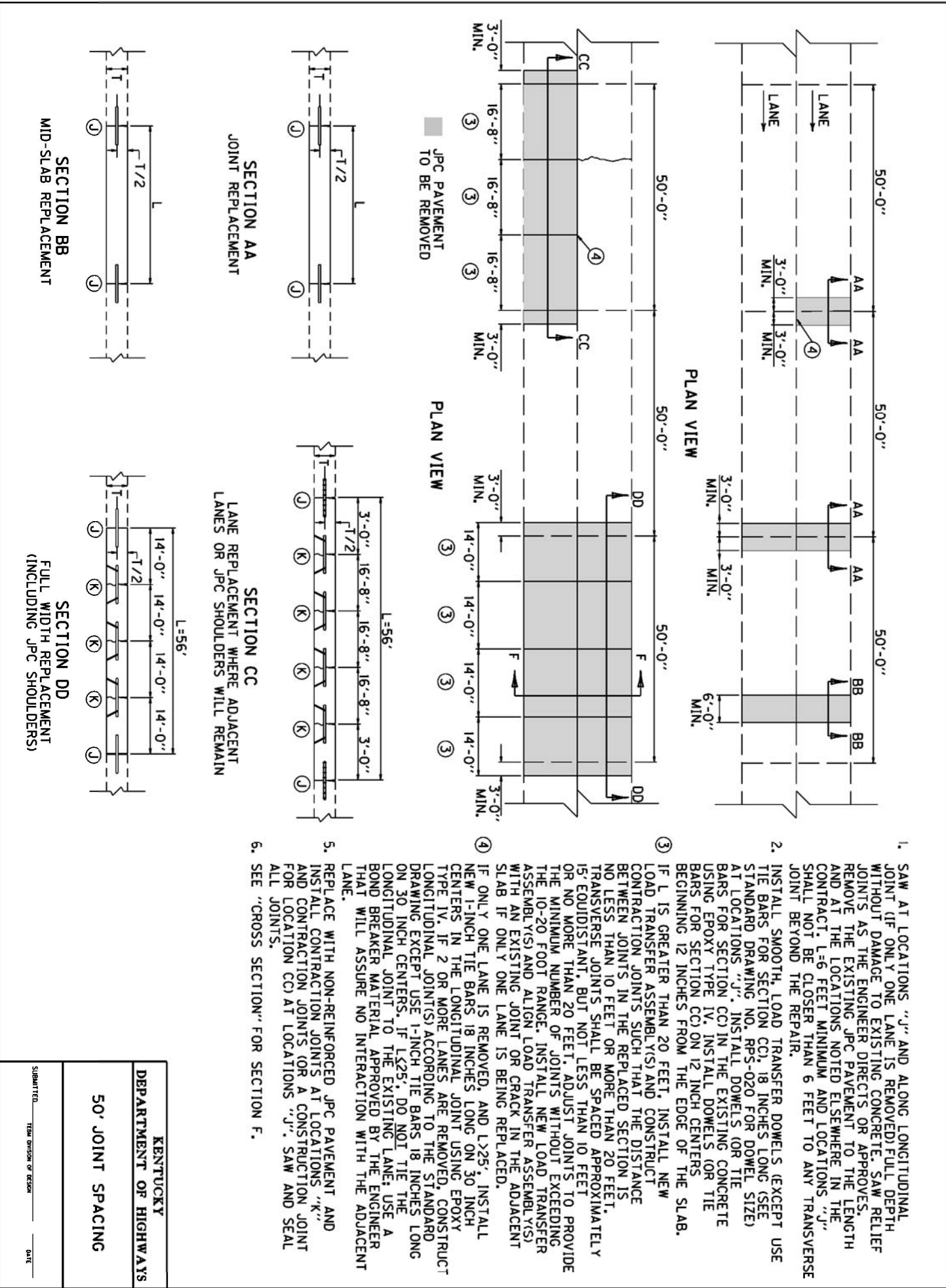
15' JOINT SPACING

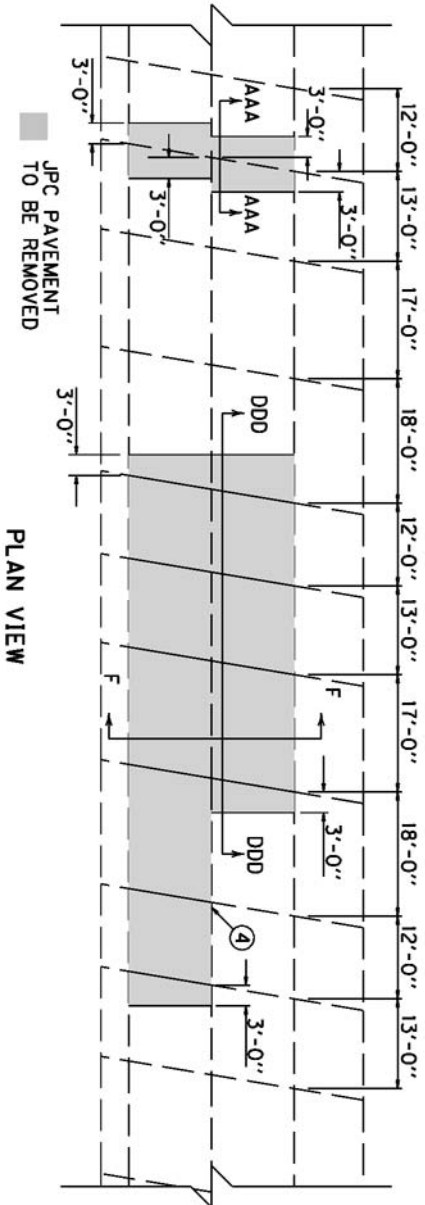
APPROVED _____ DATE _____
1604 DIVISION OF DESIGN



1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE TIE BARS FOR SECTION C). 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION C) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION C) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.
3. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15'-EQUIDISTANT, BUT NOT LESS THAN 10 FEET OR NO MORE THAN 20 FEET. ADJUST JOINTS TO PROVIDE THE MINIMUM NUMBER OF JOINTS WITHOUT EXCEEDING THE 10-20 FOOT RANGE. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH AN EXISTING JOINT OR CRACK IN THE ADJACENT SLAB IF ONLY ONE LANE IS BEING REPLACED.
4. IF ONLY ONE LANE IS REMOVED, AND L≥25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINTS ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L≥25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE. USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION C) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

KENTUCKY DEPARTMENT OF HIGHWAYS
25' JOINT SPACING
APPROVED _____ TEAM DIVISION OF DESIGN _____ DATE _____

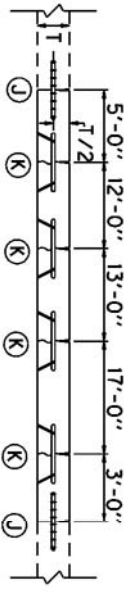




SECTION AAA
JOINT REPLACEMENT



SECTION DDD
LANE REPLACEMENT
(ALWAYS MATCH EXISTING JOINTS)

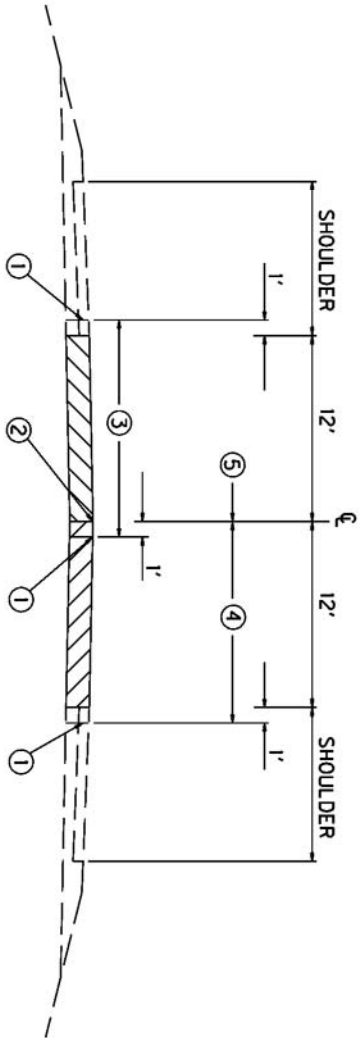


1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (EXCEPT USE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION DDD) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION DDD) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.
3. IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND MATCH EXISTING JOINTS. INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND ALIGN LOAD TRANSFER ASSEMBLY(S) WITH EXISTING JOINTS IN ADJACENT SLABS.
4. IF ONLY ONE LANE IS REMOVED, AND L>25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS. IF L<25', DO NOT TIE THE LONGITUDINAL JOINT TO THE EXISTING LANE. USE A BOND BREAKER MATERIAL APPROVED BY THE ENGINEER THAT WILL ASSURE NO INTERACTION WITH THE ADJACENT LANE.
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION DDD) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

KENTUCKY
DEPARTMENT OF HIGHWAYS

RANDOM SKEWED

APPROVED _____ TEAM DIVISION OF DESIGN _____ DATE _____



SECTION F

- ① SAW-CUT LINE. THIS ONE FOOT IS TO ALLOW FOR A FORM AND THE REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE WORK, EXCEPT NEW ASPHALT MIXTURE SHALL BE PAID DIRECT ON A TONNAGE BASIS, AND NEW JPC PAVEMENT WILL BE PAID BY THE SQUARE YARD. COMPACT THE DGA BASE BY MECHANICAL TAMPERS TO THE ENGINEER'S SATISFACTION.
- ② EXISTING LONGITUDINAL JOINT.
- ③ FIRST SLAB REMOVAL LIMITS AND REPLACE 12-FOOT LANE.
- ④ SECOND SLAB REMOVAL LIMITS AND REPLACE 12-FOOT LANE.
- ⑤ THIS ONE FOOT IS TO ALLOW FOR A FORM ON THE FIRST POUR, AND A TEMPORARY PAVEMENT IS REQUIRED. THE DEPARTMENT WILL NOT REQUIRE REMOVAL OF THIS ONE FOOT IF THE GRADE OF THE EXISTING PAVEMENT IS ADEQUATE TO ENSURE THE NEW CONCRETE CAN BE PLACED AND FINISHED TO THE SATISFACTION OF THE ENGINEER. ANY TEMPORARY PAVEMENT IS INCIDENTAL TO JPC PAVEMENT.
6. THE ABOVE DRAWING DEPICTS THE ORDER OF SLAB REMOVAL WHEN BOTH ARE TO BE REMOVED AT THE SAME LOCATION, WHEN ONLY ONE SLAB OR LANE IS TO BE REMOVED, REMOVE AND REPLACE ACCORDING TO SECTION C, CC, OR CCCC. TRAFFIC CONTROL WILL SPECIFY WHICH LANE TO REMOVE FIRST.

KENTUCKY
DEPARTMENT OF HIGHWAYS

CROSS SECTION

APPROVED _____
TERRI DIVISION OF DESIGN _____ DATE _____

SPECIAL NOTES FOR LIQUIDATED DAMAGES

In addition to the requirements of Section 108.09, the Department will assess Liquidated Damages in the amount of \$5,000 per hour for each hour or part of an hour a lane closure remains in place during days and hours prohibited by the Traffic Control Plan or the Engineer.

The Department will assess Liquidated Damages in the amount specified in Section 108.09 if the work is not complete prior to the Specified Completion Date.

Contrary to section 108.09, the Department will assess Liquidated Damages for the months of December through March.

Contrary to Section 108.09, the Department will assess Liquidated Damages regardless of whether seasonal limitations prohibit the Contractor from performing work on the controlling operation.

All liquidated damages will be applied accumulatively.

All other applicable portions of Section 108 apply.

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 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 Section 505; Supplemental Specifications, Standard Drawings RPM-150-07, RPM-152-07, RPM-170-08, RPM-172-06, and RGX-040-02, current editions, as applicable. 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. 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 of each type in individual units Each. Accept payment at the Contract unit price each 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.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
03287, 03288, 03289, 03290	Sidewalk Ramp, Type	Each

DETECTABLE WARNINGS - The Department will measure and make payment for Detectable Warnings in accordance with Section 505 and Sandard Drawing RGX-040-02, current editions.

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the project will be in compliance with the appropriate Standard Drawings. DO NOT use cones for lane closures or shoulder closures. Channelizing drum spacing shall be 20-foot during all phases of construction.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition, at the beginning of the work and maintained in like new condition until completion of the work. Traffic control devices used on this project must conform to the *Manual on Uniform Traffic Control Devices*, current edition.

The Contractor will be responsible for the movement of traffic signals to accommodate the changing traffic control scheme for the duration of the project. Any splicing, wiring, hooks, brackets and all other incidentals required to move the traffic signal heads to accommodate the new traffic control scheme shall be incidental to the pay item maintain & control traffic. Contractor shall notify the Project Engineer and District Traffic Engineer of plans to switch the traffic control phasing 48 hours prior to the operation. District traffic operations will adjust signal timing / phasing as required for the various traffic control schemes.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Work on KY 351 will only be allowed from June 15, 2013 to August 1, 2013. The Contractor will be allowed 20 working days within this time frame to complete work on KY 351.

Work on KY 425 will be completed in the following phases with corresponding consecutive working days:

Phase 1 – From US 60 to US 41A – Begin the closure at 8:00 p.m. Friday night and be reopened by 5:00 a.m. on Monday following the first Monday.

Phase 2 – From US 41A to US 41 – Begin the closure at 8:00 p.m. Friday night and be reopened by 5:00 a.m. on the second Monday following the first Monday.

Phase 3 – From US 41 to Pennyryle Parkway – Begin the closure at 8:00 p.m. Friday night and be reopened by 5:00 a.m. on Monday following the first Monday.

Work will not be allowed concurrently on KY 351 and KY 425.

Maintain a minimum of one traffic lane (mainline) in each direction at all times during construction. The clear lane width shall be 12 Feet; however, provide for passage of vehicles of up to 16 feet in width.. If traffic should be stopped due to construction operations, and a school bus on an official

run arrives on the scene, the Contractor shall make provisions for the passage of the bus as quickly as possible.

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

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

CONSTRUCTION PHASING

During all phases, apply temporary striping tape to delineate the appropriate traffic pattern as directed by the engineer. Follow the traffic scheme and phasing indicated below. KYTC will entertain proposed alternate traffic schemes and phasing. Submit proposed alternate schemes and phasing to the Section Engineer for review and approval. Liquidated damages will be charged for lane closures in excess of the allowable time as outlined in the phasing. See Special Note for Liquidated Damages.

PHASE 1 – KY 351

This phase as indicated in the attached drawing includes both eastbound lanes of KY 351 and involves single lane closures at a time, with closures of the KY 351 eastbound movement onto US 41 BYP southbound. See attached detour plan to be used in conjunction with this phase. All JPC Pavement will conform to Section 502 in the Kentucky Standard Specifications.

PHASE 2 – KY 351

This phase as indicated in the attached drawing includes both eastbound lanes of KY 351 and involves single lane closures at a time, with closures of the KY 351 westbound movement onto US 41 BYP southbound. See attached detour plan to be used in conjunction with this phase. All JPC Pavement will conform to Section 502 in the Kentucky Standard Specifications.

PHASE 3 – KY 351

This phase as indicated in the attached drawing includes both westbound lanes of KY 351 and will involve single lane closures at a time, with restriction of the US 41 BYP southbound ramp down to one lane. All JPC Pavement will conform to Section 502 in the Kentucky Standard Specifications.

PHASE 4 – KY 351

This phase as indicated in the attached drawing includes both westbound lanes of KY 351

and will involve single lane closures at a time, with restriction of the US 41 BYP southbound ramp down to one lane. All JPC Pavement will conform to Section 502 in the Kentucky Standard Specifications.

LANE CLOSURES

Limit the lengths of lane closures to only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. Monitor lane closures 24 hours a day to provide safe travel for the general public and to ensure protection of the work zone.

SIGNS

Contrary to Section 112.04.02 and 112.04.03, Low Shoulder Signs will not be measured for payment, but shall be incidental to Maintain and Control Traffic. Contrary to section 112.04.02, only long term construction 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 3 days or less) will not be measured for payment but shall be incidental to Maintain and Control Traffic.

Traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Contrary to Section 112, individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated for the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment. A quantity of signs has been included for lane shifts and lane splits. These signs will be paid once no matter how many times they are moved or relocated.

Relocate and reset or cover existing permanent signs as required by the work. Obtain the Engineer's approval before removing or covering an existing sign. The Department will not measure relocating and resetting or covering existing permanent signs, but shall be incidental to Maintain and Control Traffic.

COORDINATION OF WORK

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

BARRICADES

Barricades used in lieu of barrels and cones for channelization or delineation will be incidental to Maintain and Control Traffic according to Section 112.04.01. Barricades used to protect pavement

removal areas will be bid as each according to Section 112.04.04.

Individual barricades will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged barricades or barricades directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

CHANGEABLE MESSAGE SIGNS

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

ARROW PANEL

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

TRAFFIC COORDINATOR

Designate an employee to serve as Traffic Coordinator. The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate variable message boards as queue lengths change. The

personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

TYPE I TAPE INTERSECTION MARKINGS

KYTC will provide a final striping plan for all permanent markings following completion of all phases of the work. Place all final markings as directed by the Engineer.

PAVEMENT MARKINGS

Coordinate the installation of all temporary and permanent striping and Durable Type I Tape with the Engineer. If there is a deviation from the existing striping plan, a striping plan for the pavement shall be provided to the Contractor prior to the installation of any temporary or permanent markings. Do not install temporary pavement striping, permanent pavement striping, and/or Durable Pavement markings without written permission from the Engineer.

Temporary Striping will be installed as per Section 112 with the following exceptions:

Temporary or Permanent striping or tape shall be in place before a lane is opened to traffic.

If the Contractor's operations or phasing requires temporary markings that must be subsequently removed from the final surface course, Temporary Removable Tape shall be used. This removable tape will be measured separately for payment.

PAVEMENT EDGE DROP-OFFS

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1½". Warning signs (MUTCD W8-9 or W8-9A, or W8-11) shall be placed in advance of and at 1500' intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. All transverse transitions between newly surfaced pavement and the existing pavement areas that traffic may cross shall be wedged with asphalt mixture for leveling and wedging. Remove wedges prior to placement of the final surface course.

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

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. Cones may be used in place of plastic drums, panels, and barricades during daylight working hours. Wedge with asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off

area.

4 inches and greater – Drop-offs 4 inches or greater will be allowed during duration of the project. Protect with a lane or shoulder closure using drums or barricades; cones will not be allowed for lane or shoulder closures for drop-offs 4 inches or greater. Place drums or barricades with spacing not to exceed 25 feet. Place Type III Barricades facing oncoming traffic at each drop off. If for any reason traffic must be maintained less than 6 feet from the drop off, wedge with DGA with 3:1 or flatter slope when work is not actively in progress in the drop-off area. Once excavation begins, work continuously to construct DGA and asphalt base to eliminate the drop-off. Drop-offs greater than 4 inches within 6 feet of traffic will not be allowed during non-working hours.

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

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

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

Application

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

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

CMS should not be used for:

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

Messages

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

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed

- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

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

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

Standard Abbreviations

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

<u>Word</u>	<u>Abbrev.</u>	<u>Example</u>
Access	ACCS	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT AHEAD/USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/MERGE LEFT

Commercial	COMM	OVRSZ COMM VEH/USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ALL TRAF EXIT 25
Highway	HWY	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT ON AA HWY/2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/DETOUR EXIT 20
Lane	LN	LN CLOSED/MERGE LEFT
Left	LFT	LANE CLOSED/MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/SLOW
Major	MAJ	MAJ DELWAYS I75/USE ALT RTE
Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 3 MI/30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/DETOUR EXIT 60
Prepare	PREP	ACCIDENT 3 MIL/PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD
Street	ST	MAIN ST CLOSED/USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

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

<u>Abbrev.</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)

LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

TYPICAL MESSAGES

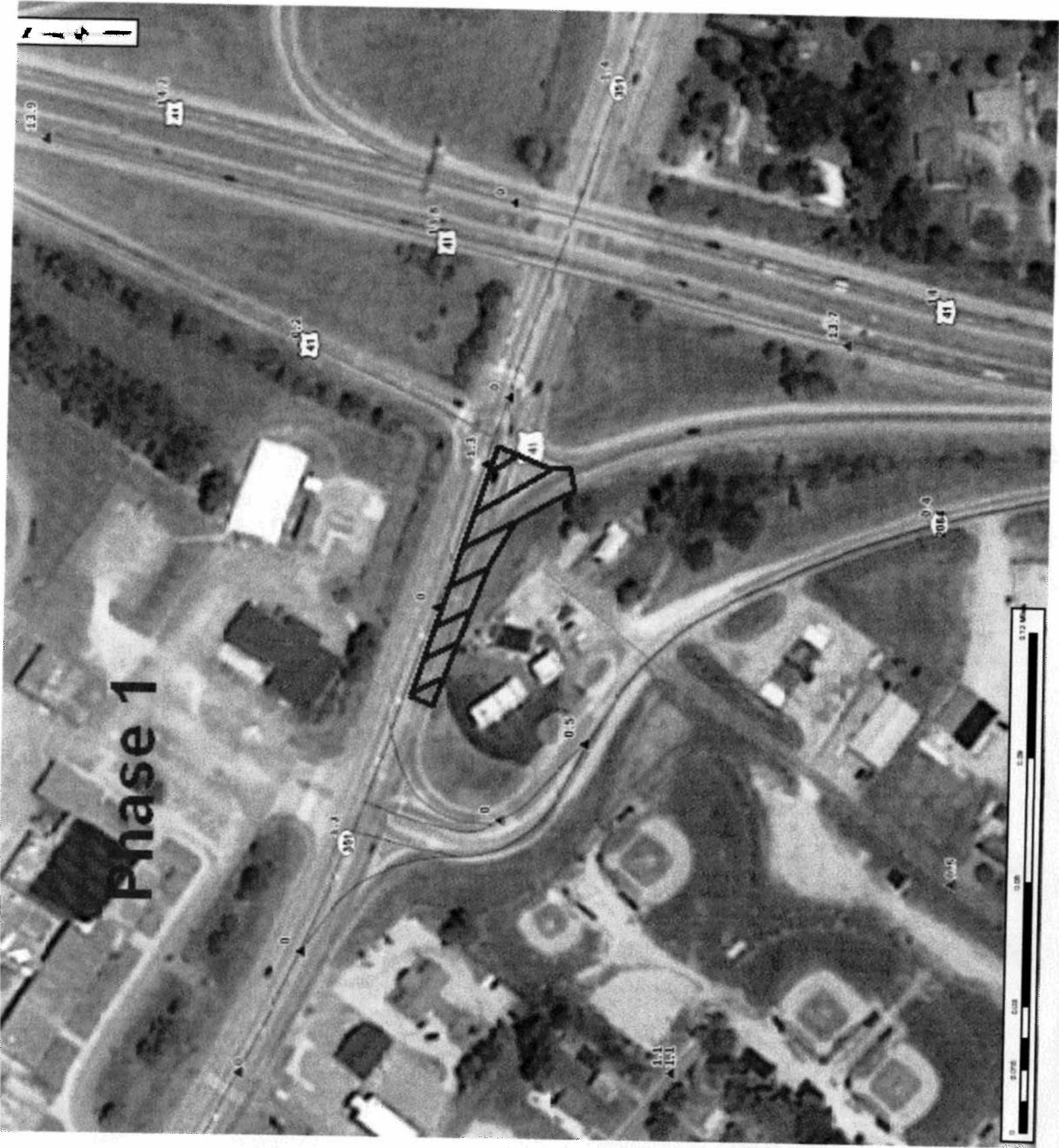
The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

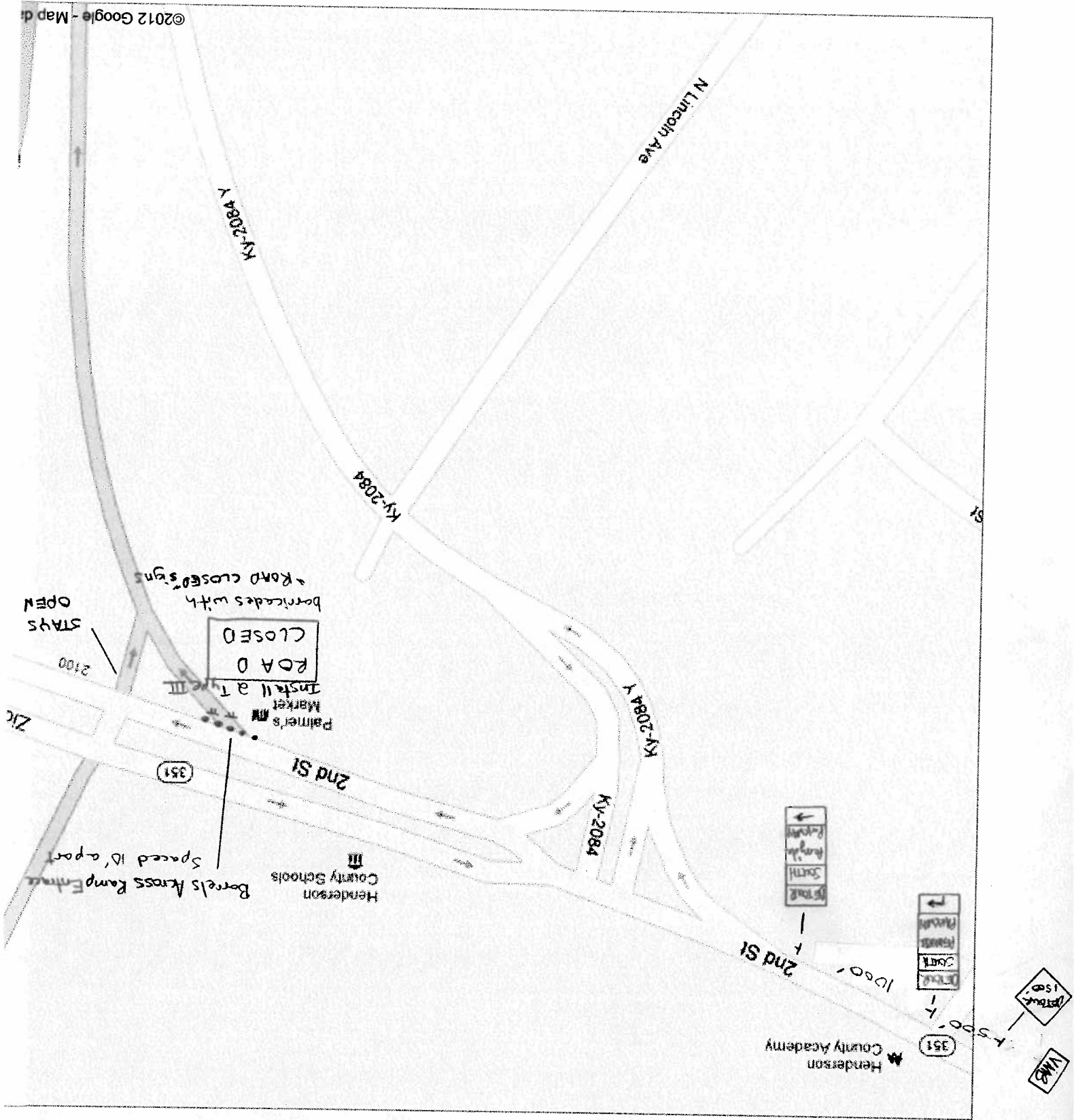
<u>Reason/Problem</u>	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS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

NO SHOULDER
ONE LANE BRIDGE
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

1/16/10

use and placement of changeable message signs.docx



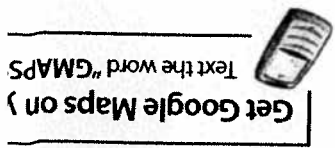
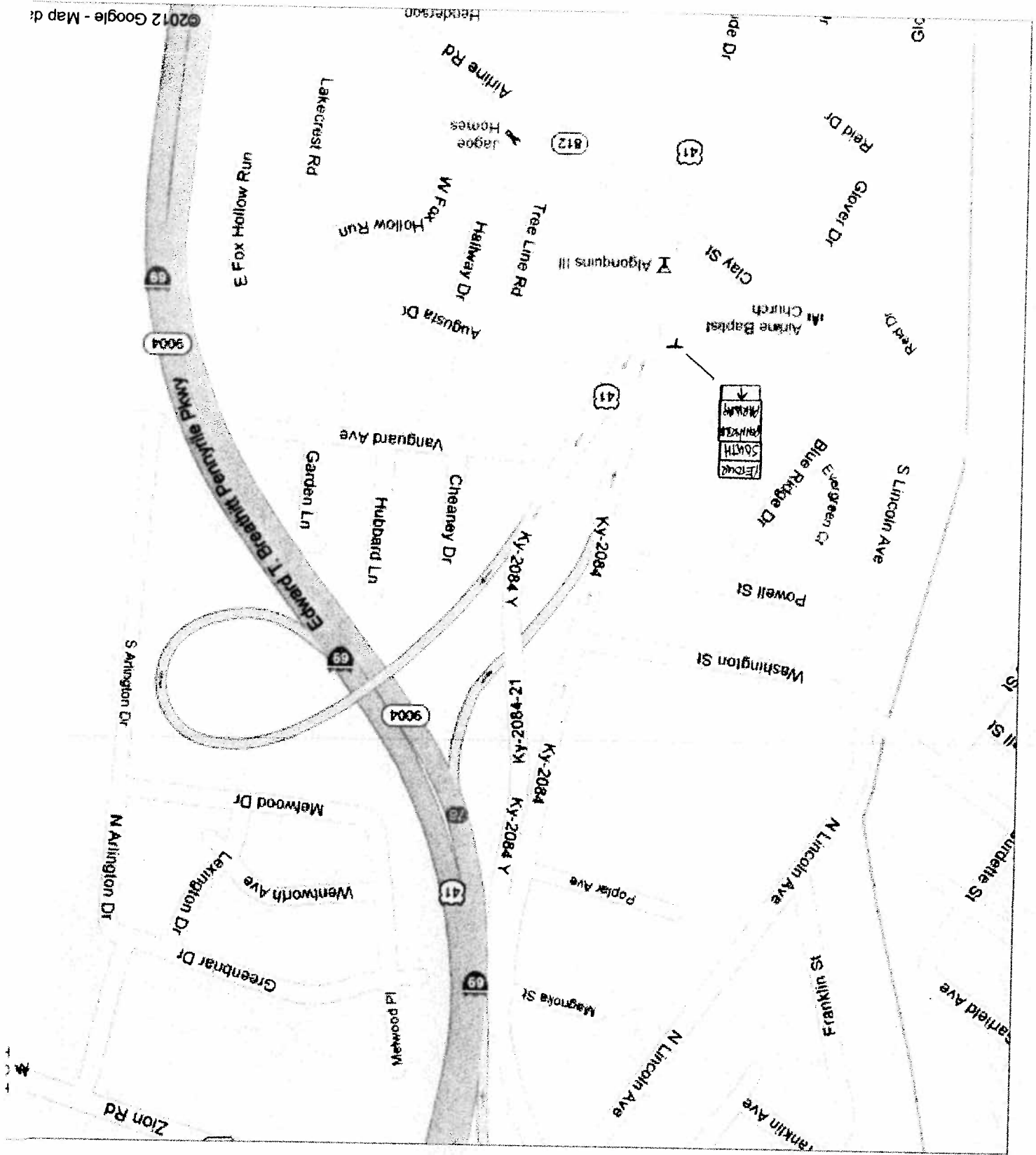


Google

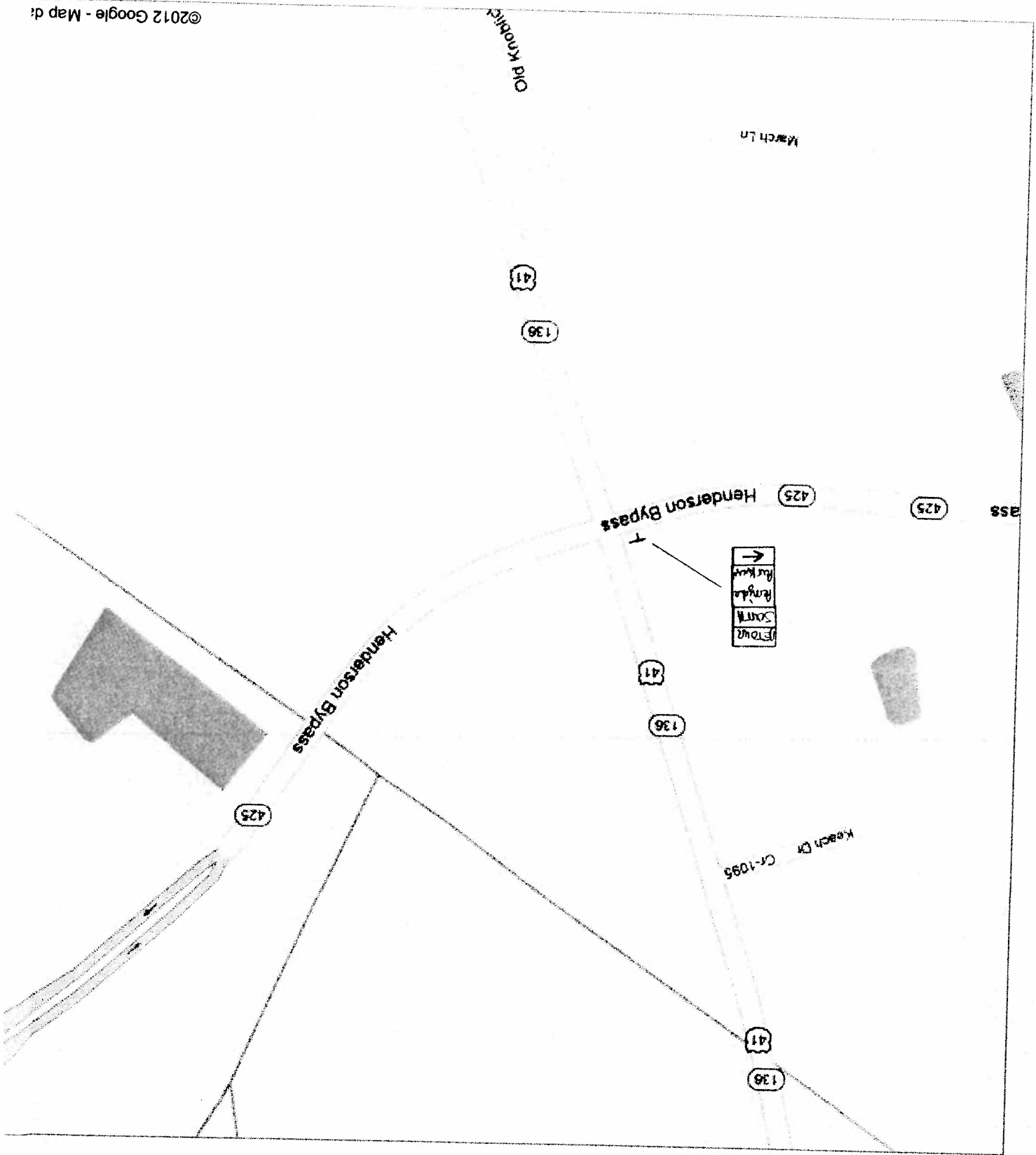
PARKWAY
SB RAMP
CLOSED

FOLLOW
MARKED
DETOUR

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Google

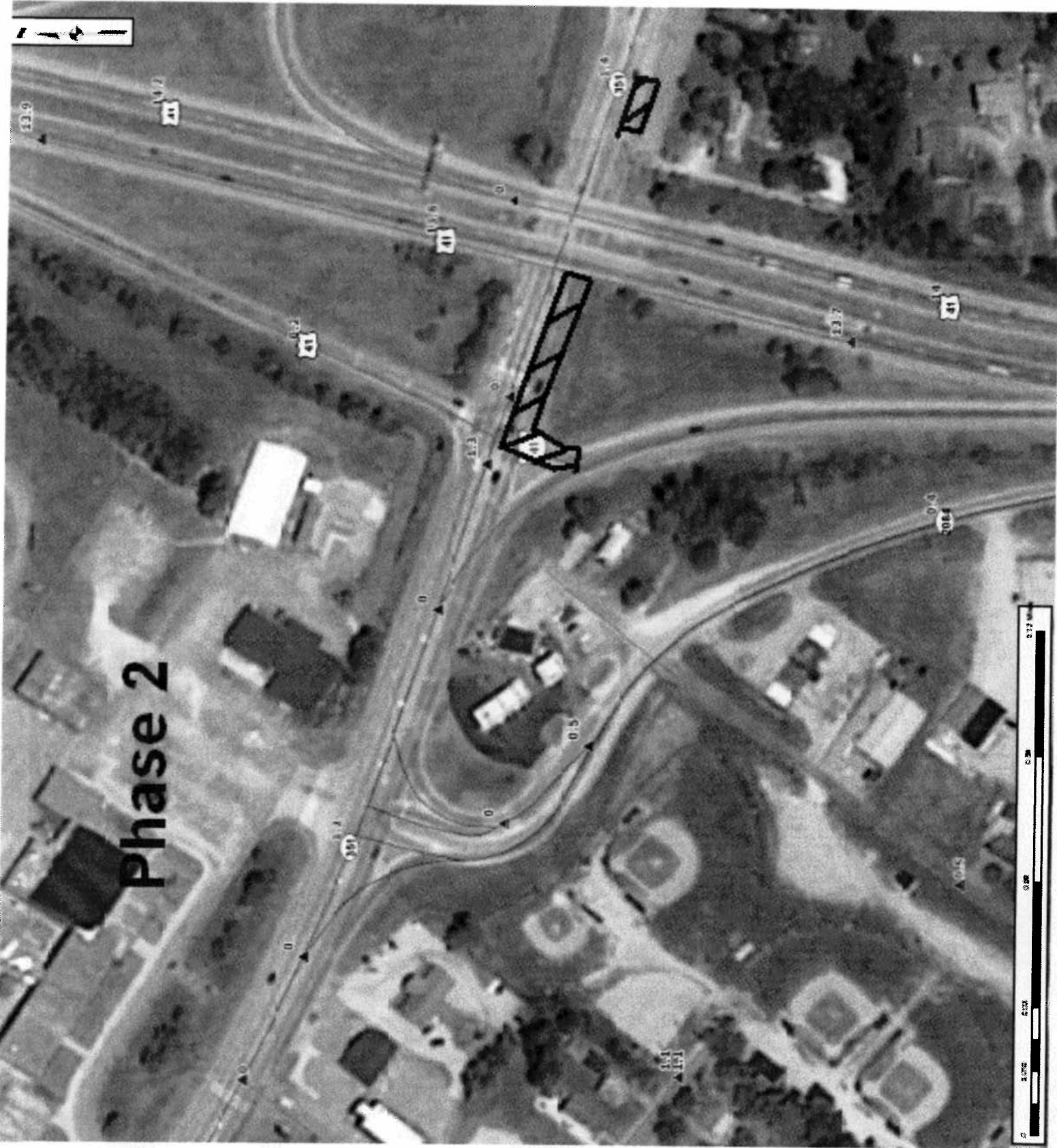


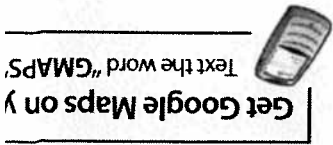
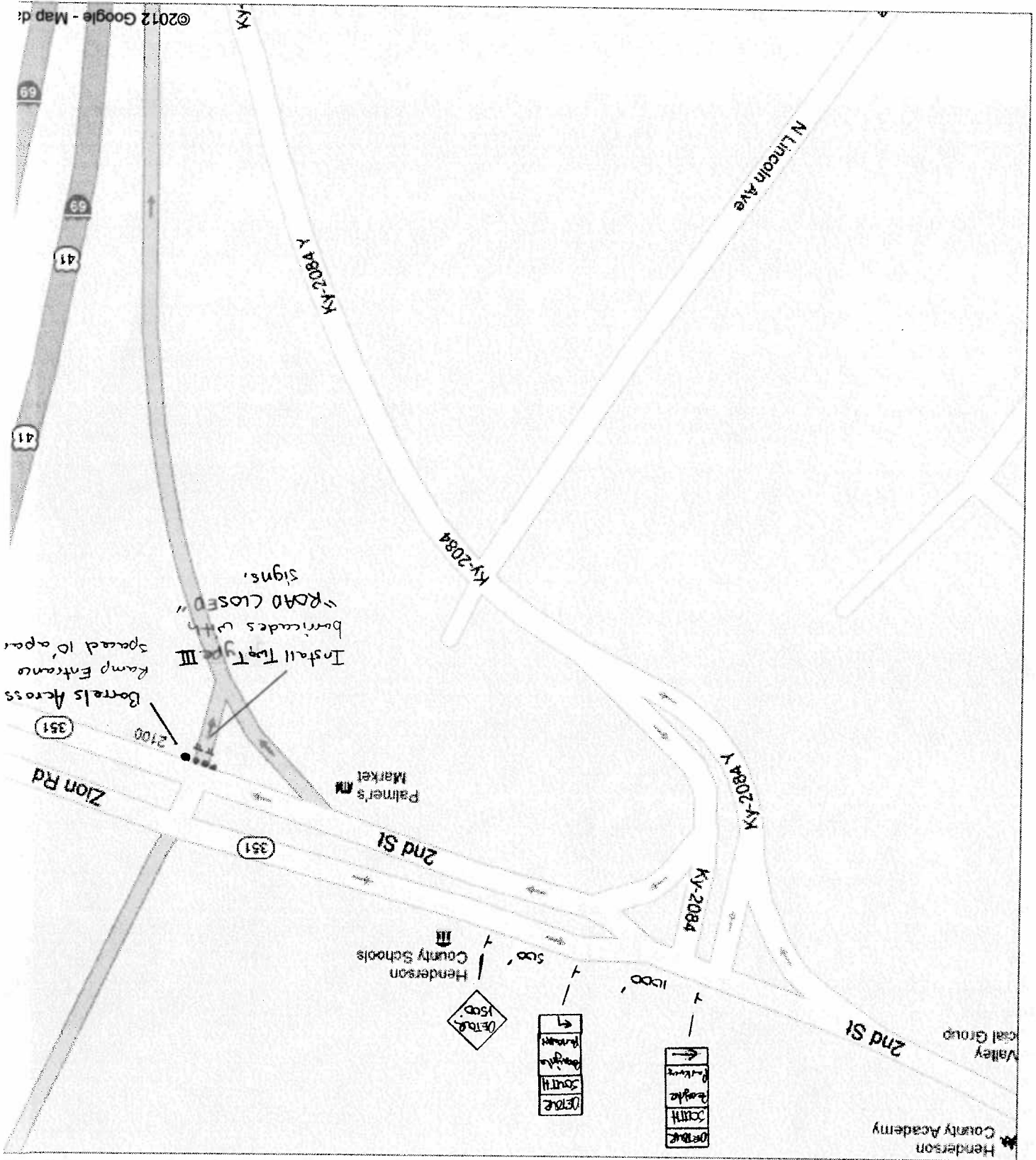
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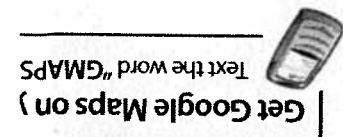
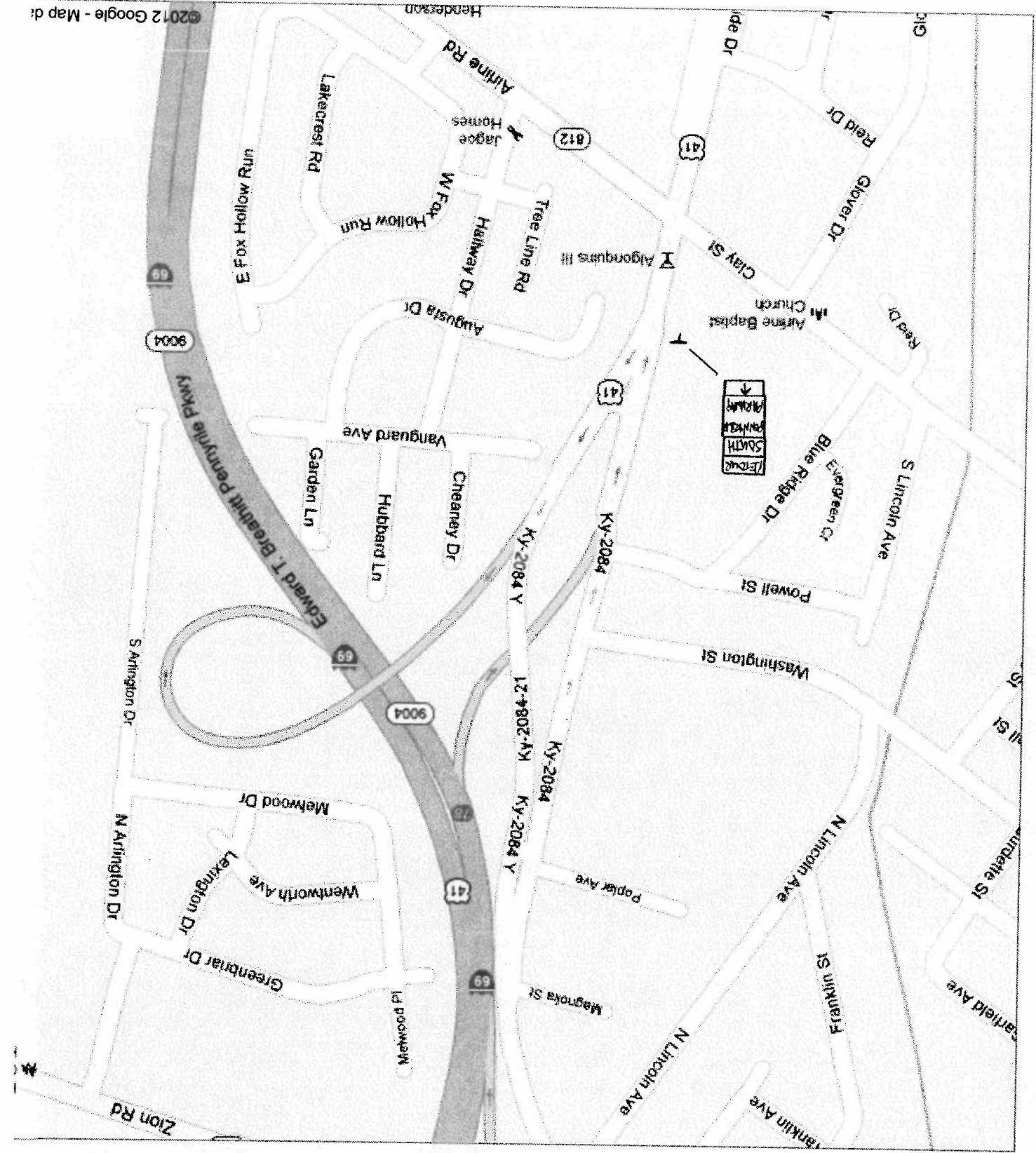
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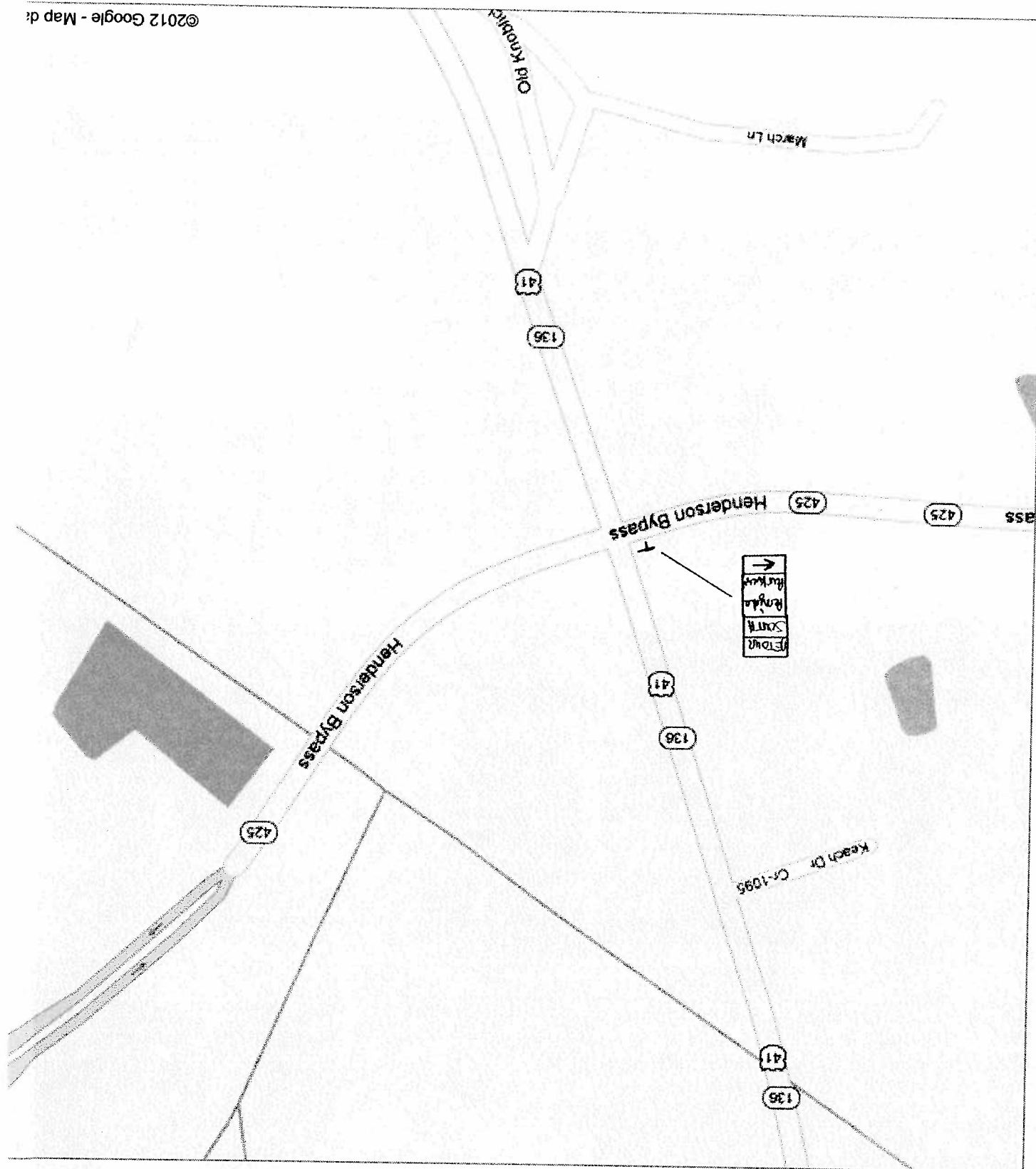







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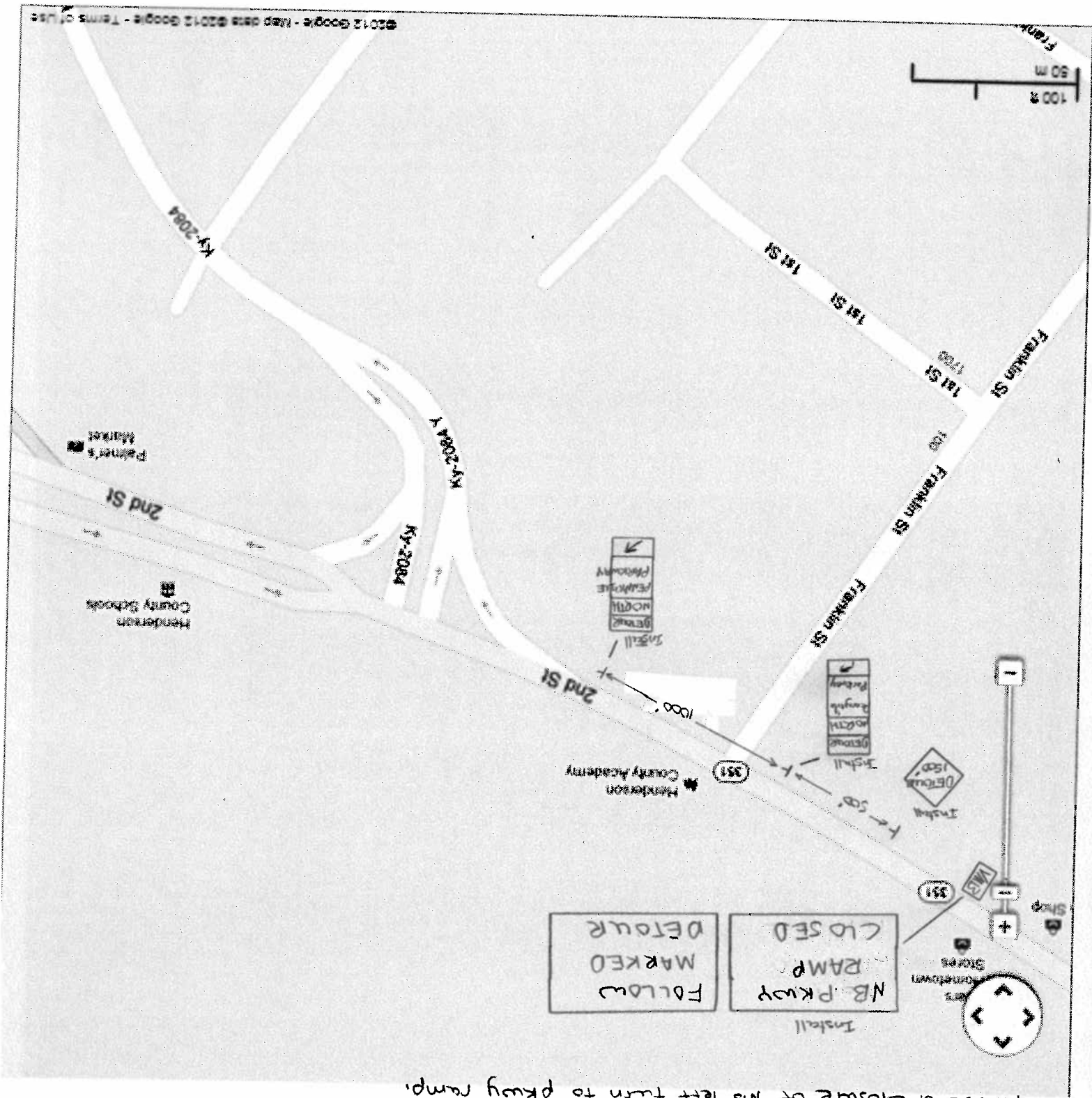


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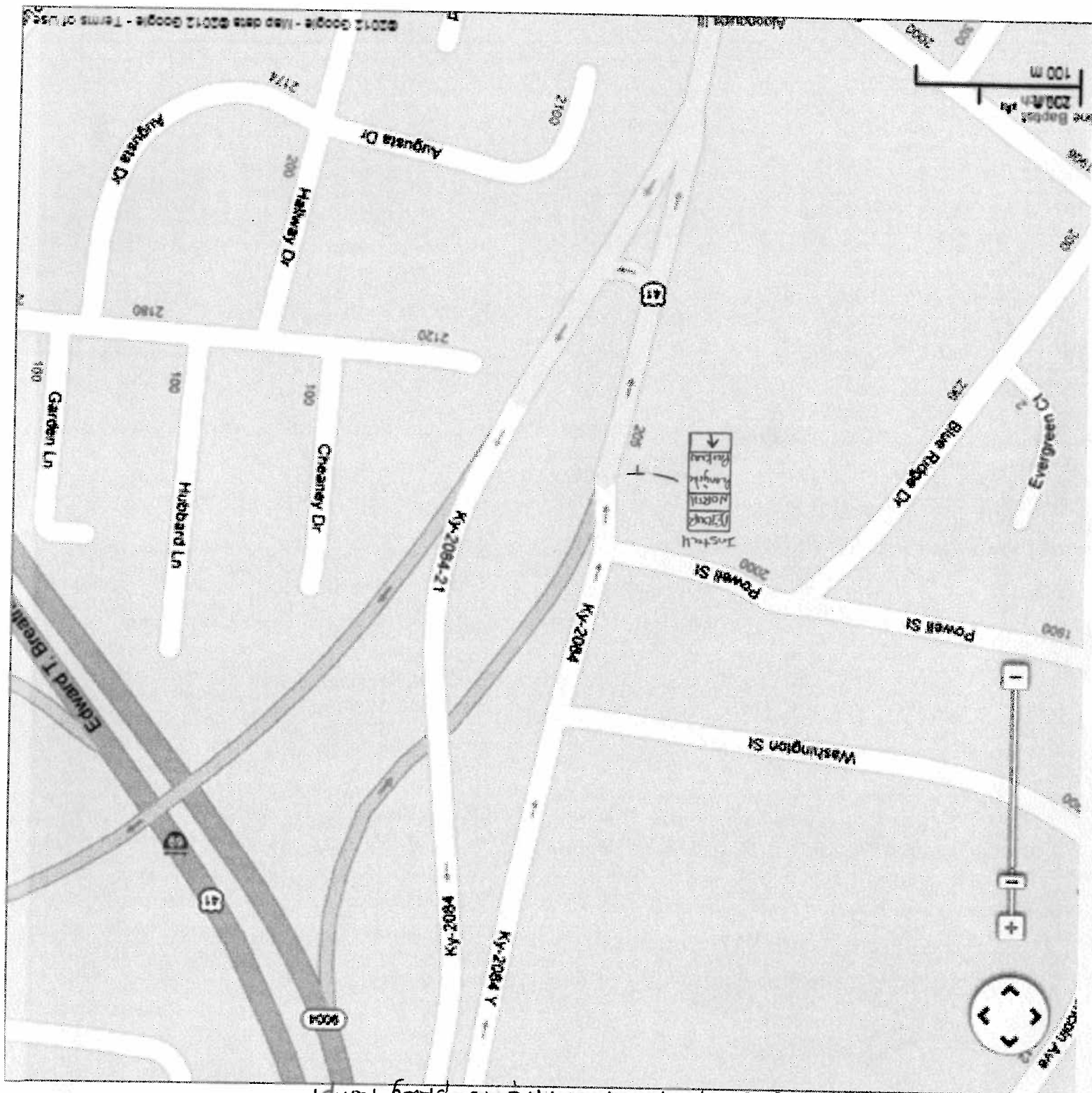
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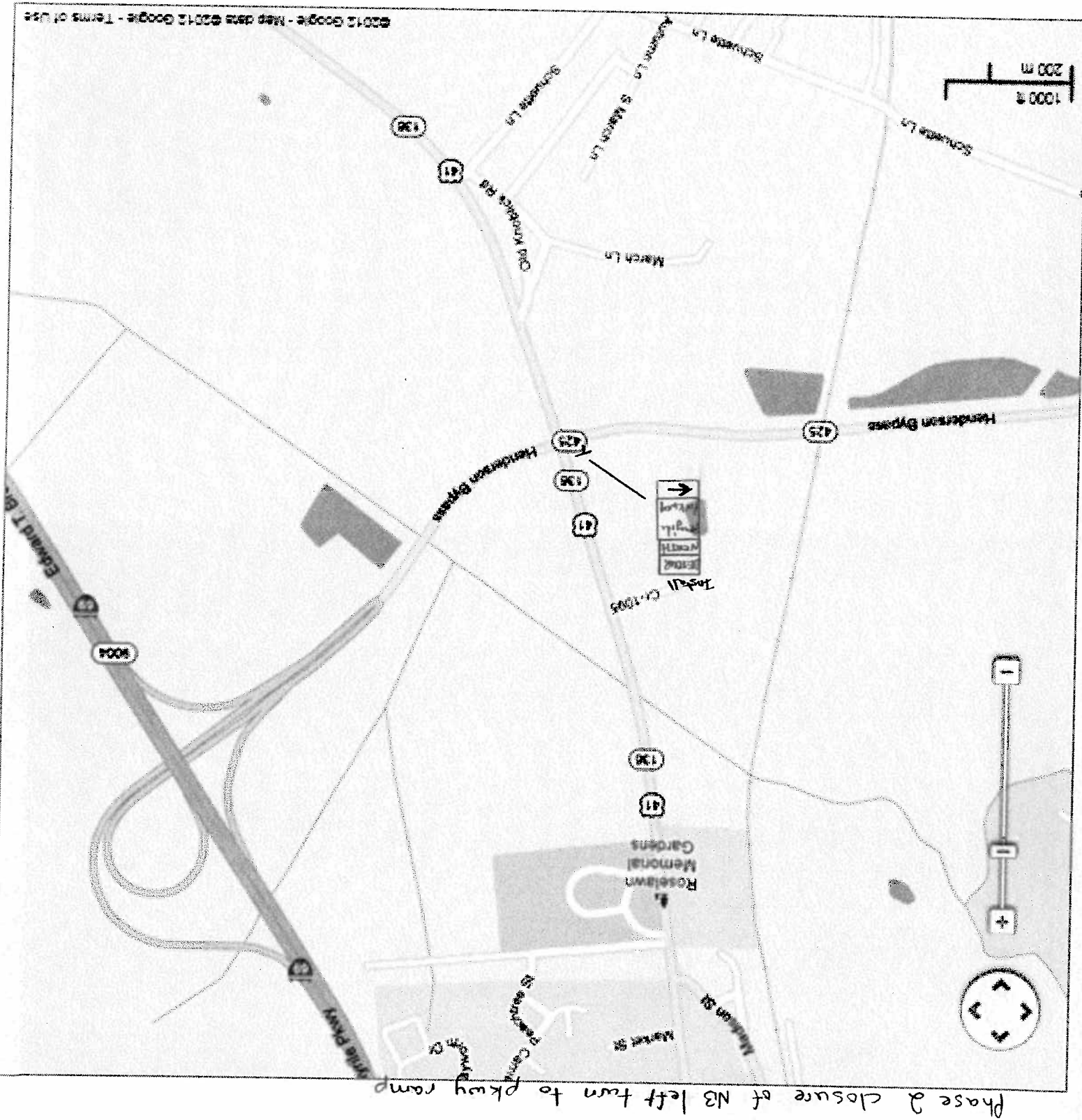
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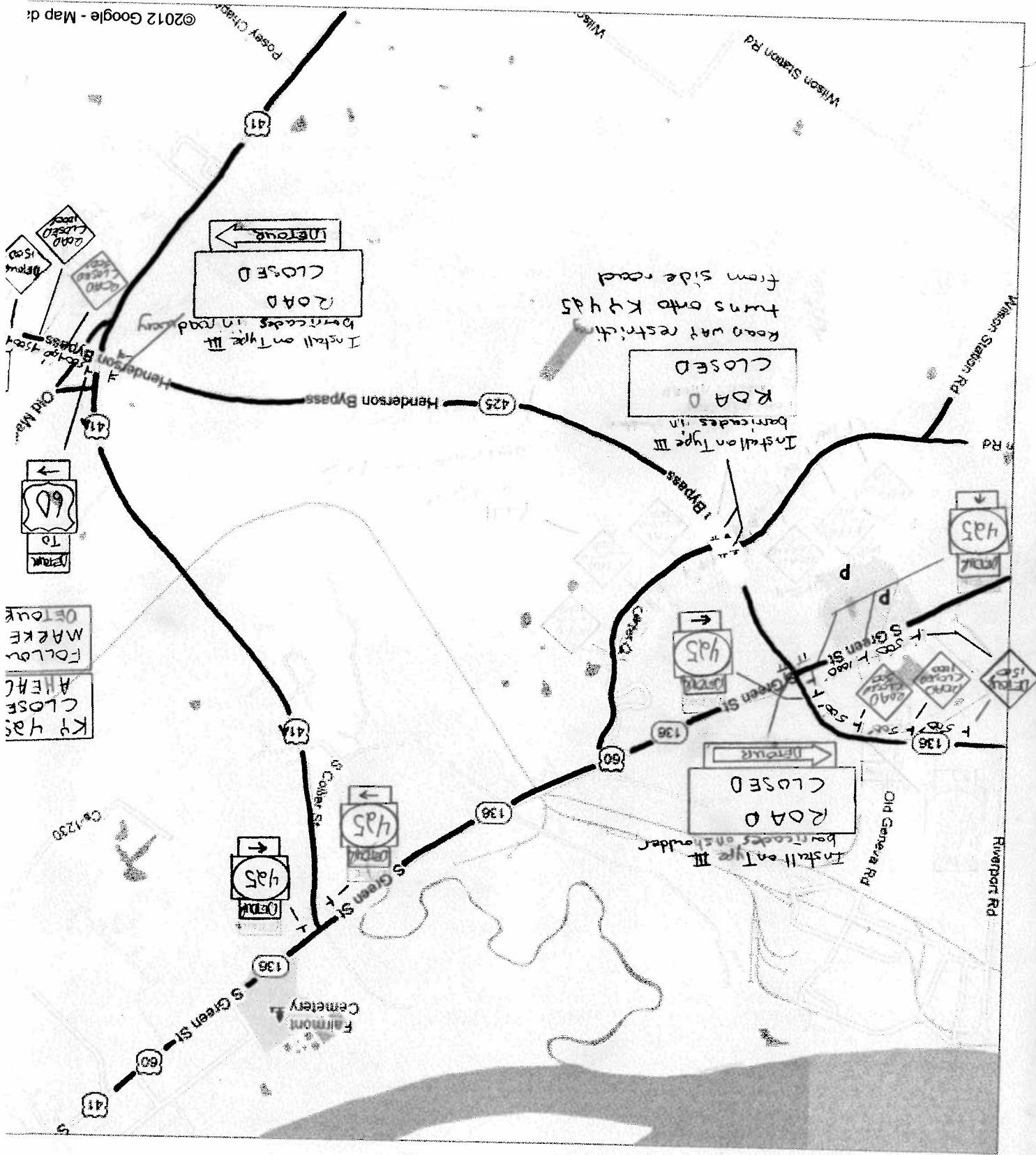
Phase a closure of NB left turn to pkwy ramp.



Phase 2 closure of NB left turn lane to pkwy ramp.



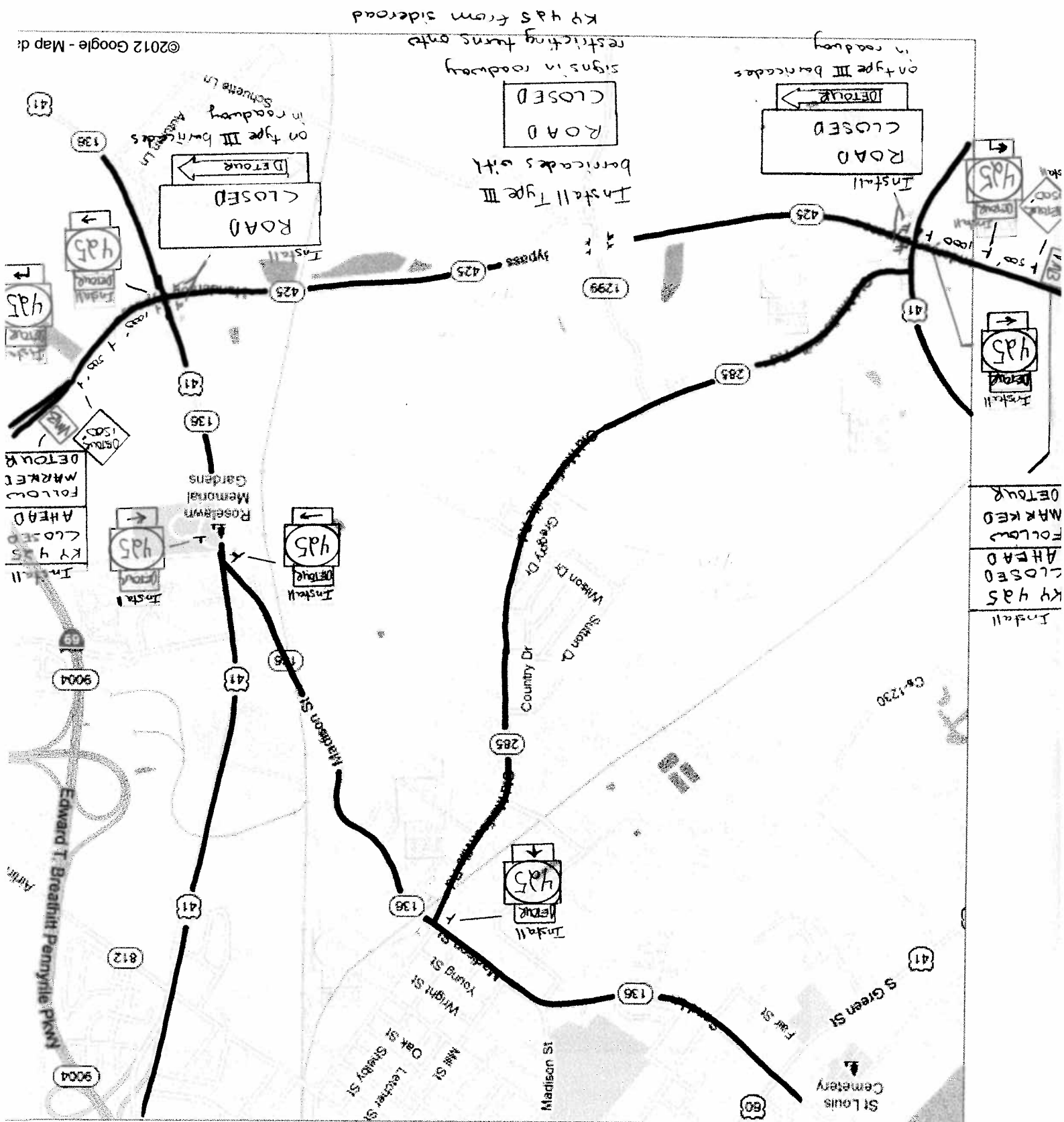




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Detour Plan
Close KY 445
MP 0.000 To 2.449
U.S. 60 To U.S. 414

Google

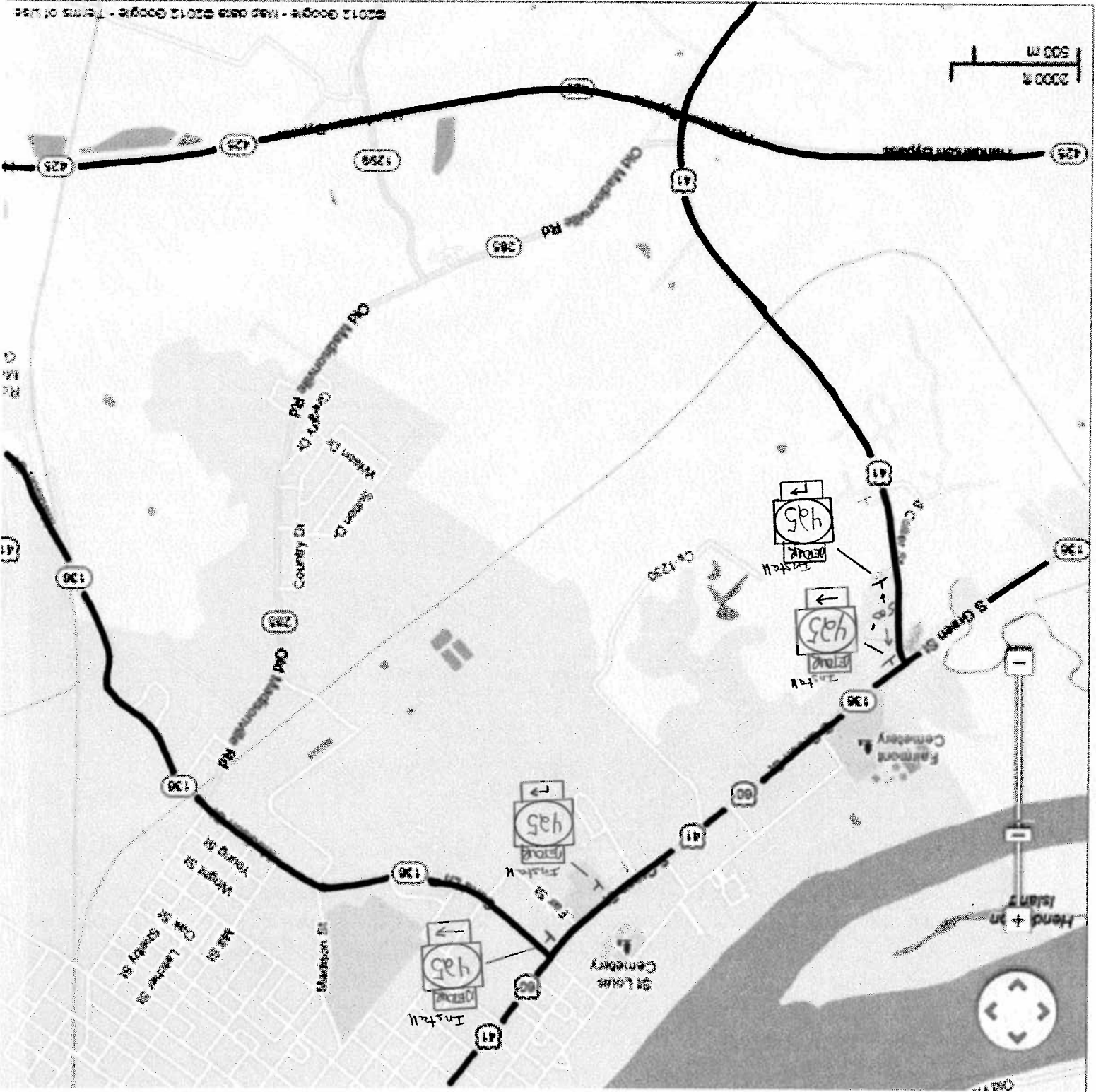


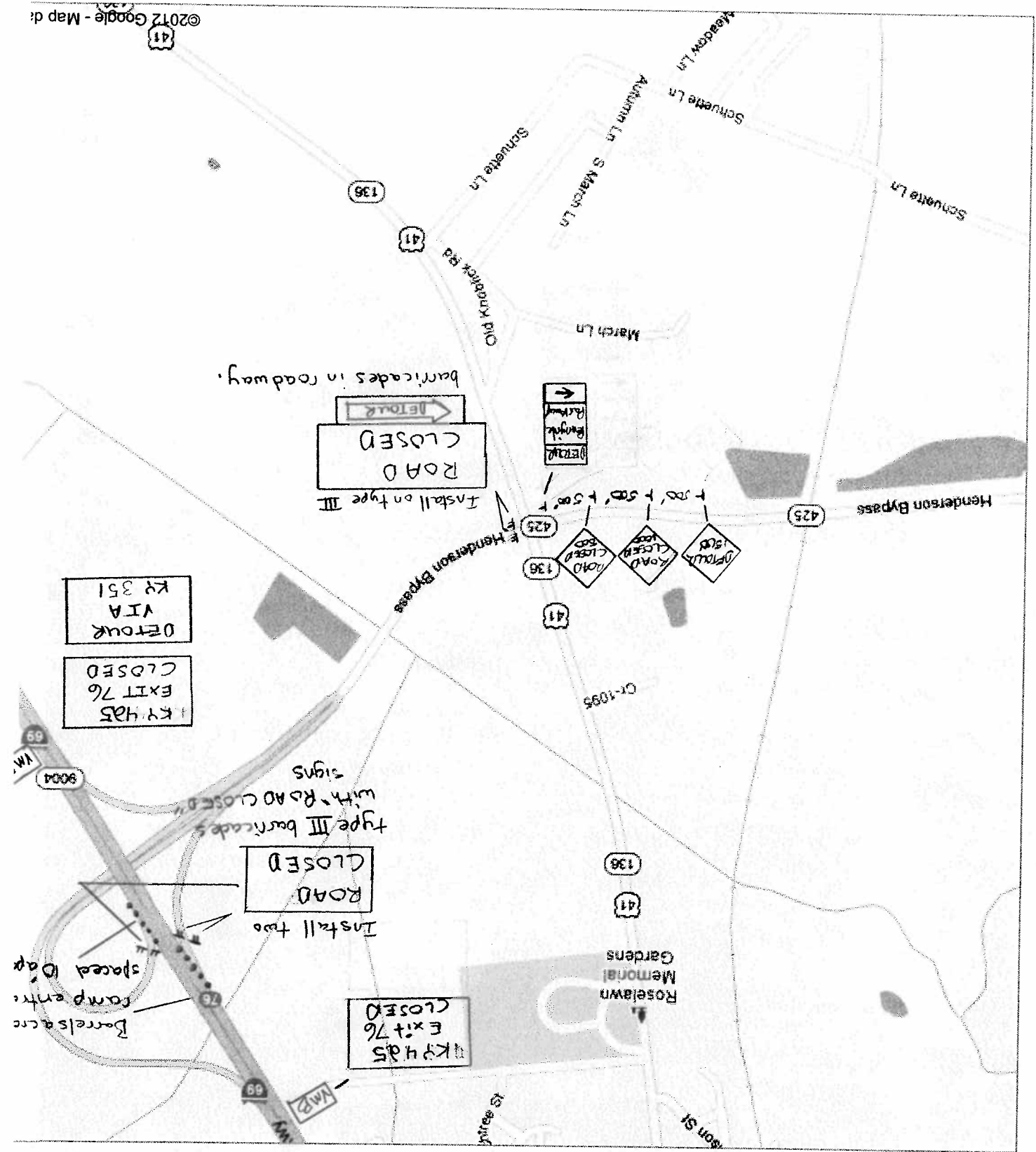
DETOUR PLAN
CLOSE KY 445
M.P. 2.449 TO 4.747
U.S. 41A TO U.S. 41

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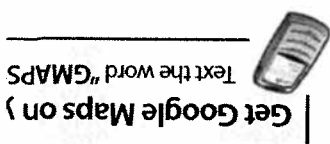
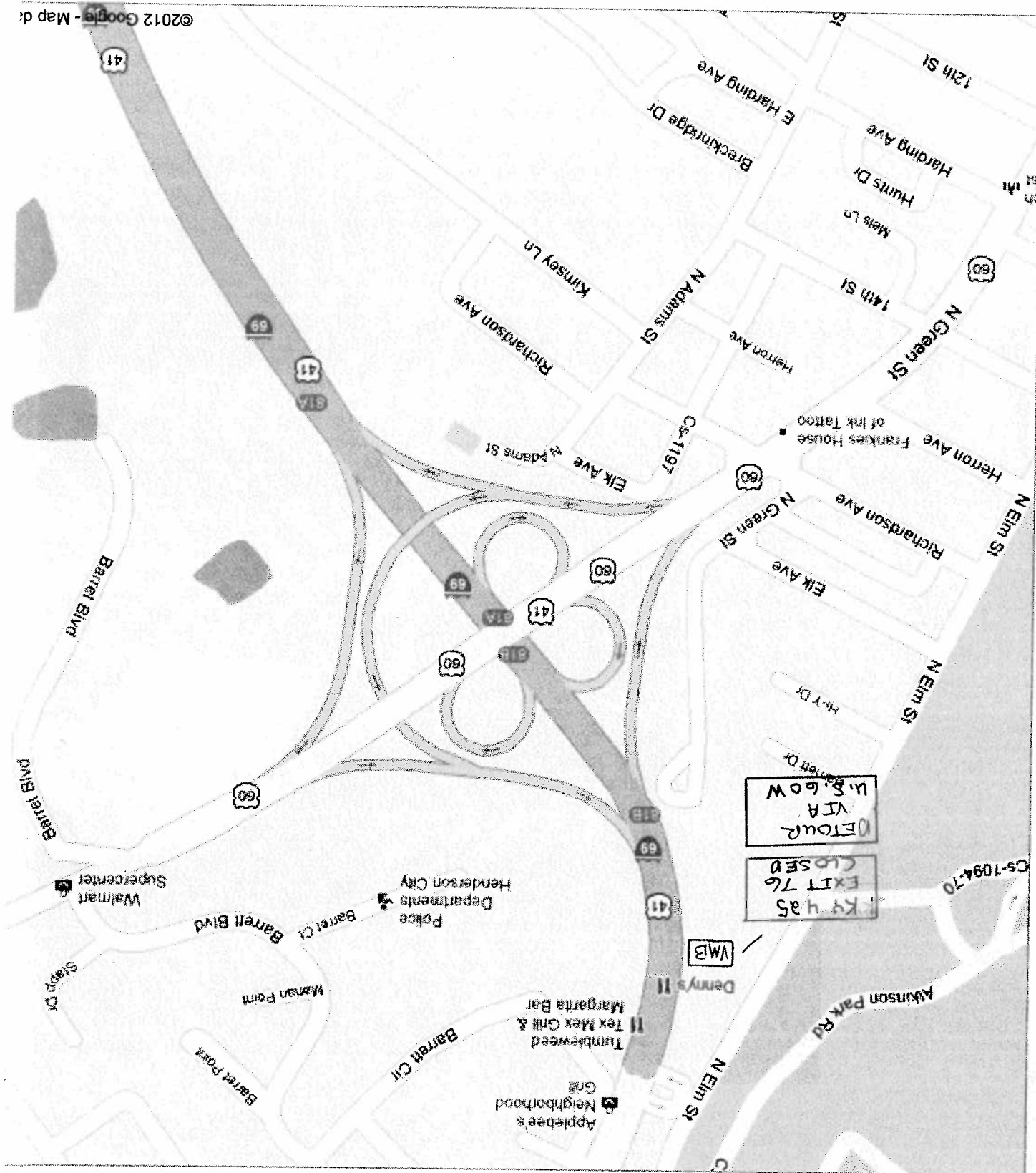




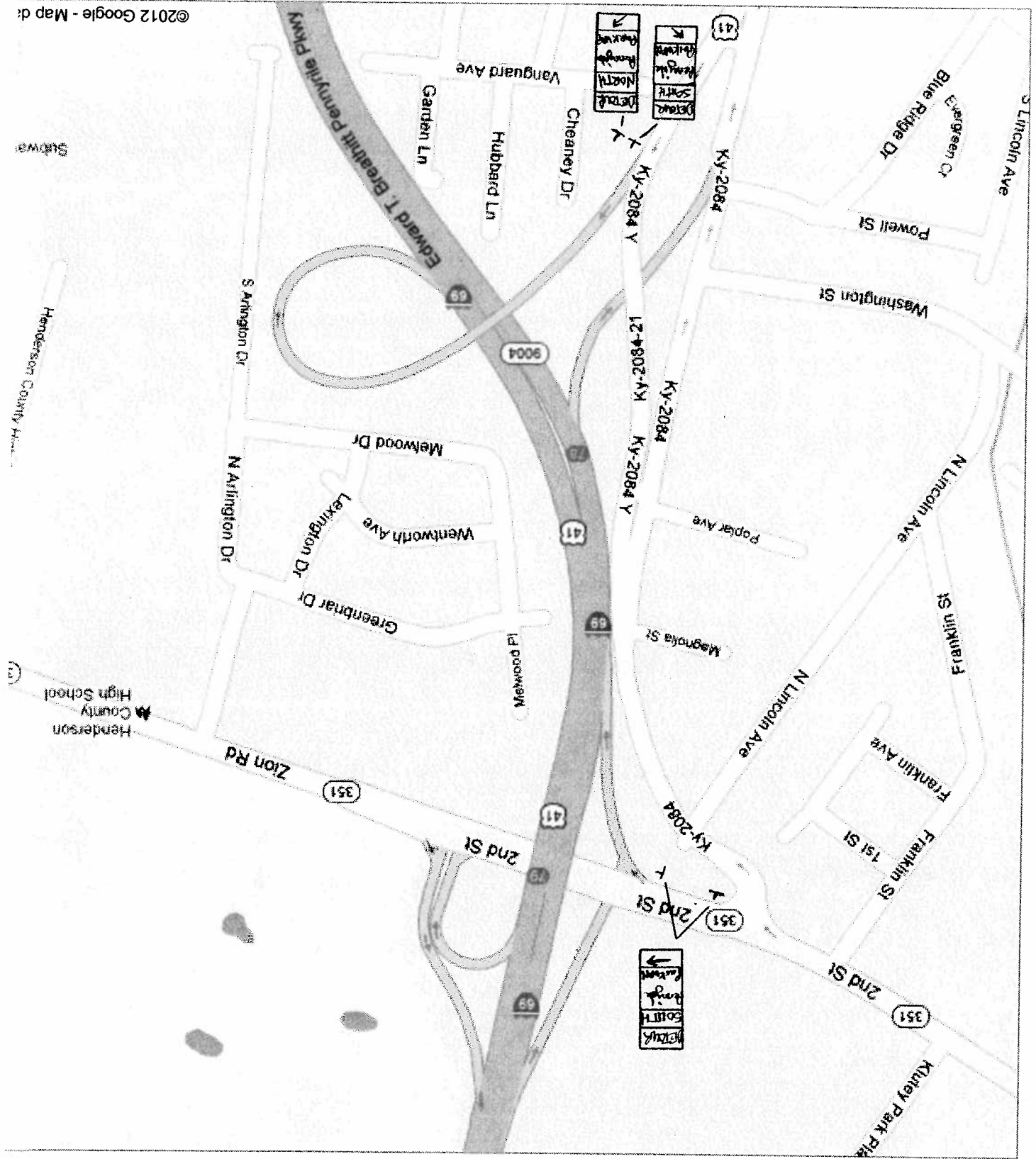
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DETOUR PLAN
CLOSE KY 445
M.P. 4.747 TO 5.544
U.S. 41 TO EB 9004





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SPECIAL NOTE FOR TRAFFIC SIGNAL LOOP DETECTORS

I. DESCRIPTION.

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

II. MATERIALS.

Except as specified herein, furnish materials in accordance with Section 723. Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these Notes.

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

B. Sand. Furnish natural sand meeting the requirements of 804.04.01.

C. Seeding. Use Seed Mix Type I.

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

III. CONSTRUCTION METHODS.

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

A. Coordination. Notify the Engineer in writing, two (2) weeks prior to beginning any work. The Engineer will contact and maintain liaison with the District Traffic Engineer and the Central Office Division of Traffic Operations to coordinate the Department's operations with the Contractor's work.

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

C. Milling. On projects involving milling and texturing of the existing pavement, install loops in the existing pavement before performing the milling and texturing. If, after milling, the remnant contents of the existing saw slot (grout, loop wires, backer rod, and/or loop sealant) are not intact and flush with or below the top of the milled portion of the asphalt and with the saw slot completely filled with fines from the milling operation,

Traffic Signal Loop Detectors

Page 2 of 7

clear the saw slot of loose remnant contents and refill the saw slot with natural sand. Obtain the Engineer's approval of the stabilized saw slot prior to resurfacing.

D. Loop Saw Slot and Fill. The following is a typical step by step procedure for the installation of a loop.

- Carefully mark the slot to be cut, perpendicular to the flow of traffic and centered in the lane.
- Make each saw-cut 3/8-inch wide and at a depth such that the top of the backer rod is a minimum of 4 inches below the surface of asphalt pavement.
- Drill a 1½ inch core hole at each corner and use a chisel to smooth corners to prevent sharp bends in the wire.
- Clean ALL foreign and loose matter out of the slots and drilled cores and within 1 foot on all sides of the slots using a high pressure washer.
- Completely dry the slots and drilled cores and within 1 foot on all sides of the slots.
- Measure 9-12 inches from the edge of the paved surface (shoulder break or face of curb) and drill a 1½ inch hole on a 45° angle to the conduit adjacent to the roadway.
- Closely inspect all cuts, cores, and slots for jagged edges or protrusions prior to the placement of the wire. All jagged edges and protrusions shall be ground or re-cut and cleaned again.
- Place the loop wire splice-free from the termination point (cabinet or junction box) to the loop, continue around the loop for two turns (6'x30' loop) or three turns (6'x6' loop), and return to the termination point.
- Push the wire into the saw slot with a blunt object such as a wooden stick. Make sure that the loop wire is pushed fully to the bottom of the saw slot. Screwdrivers shall not be used.
- Install duct sealant to a minimum of 1" deep into the cored 1½ inch hole.
- Apply loop sealant from the bottom up and fully encapsulate the loop wires in the saw slot. The wire should not be able to move when the sealant has set.
- Cover the encapsulated loop wire with a continuous layer of backer rod along the entire loop and home run saw slots such that no voids are present between the loop sealant and backer rod.
- Finish filling the saw cut with non-shrinkable grout per manufacturer's instructions. Alleviate all air pockets and refill low spaces. There shall be no concave portion to the grout in the saw slot. Any excess grout shall be cleaned from the roadway to alleviate tracking.
- Clean up the site and dispose of all waste off the project.
- Ensure that the grout has completely cured prior to subjecting the loop to traffic. Curing time varies with temperature and humidity.

Traffic Signal Loop Detectors
Page 3 of 7

E. Final Dressing, Clean Up, and Seeding. After all work is completed, clean work sites and all disturbed areas. Dispose of all waste and debris off the right of way at sites obtained by the Contractor at no additional cost to the Department. Sow all disturbed earthen areas with Seed Mix Type I.

F. Property Damage. Be responsible for all damage to public and/or private property resulting from the work. Upon completion of the work, restore all disturbed highway features and private property in like kind design and materials at no additional cost to the Department.

G. On-Site Inspection. Make a thorough inspection of the site prior to submitting bid and become thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not honor any claims resulting from site conditions.

H. Right-of-Way Limits. The Department has not established exact limits of Right-of-Way. Limit work activities to obvious Right-of-Way and work areas secured by the Department through Consent and Release of the adjacent property owners. Be responsible for all encroachments onto private lands.

I. Utility Clearance. Work around and do not disturb existing utilities. The Department does not anticipate that existing utilities will require relocation; however, if utility relocation is required, the utility companies will work concurrently with the Contractor while relocating their facilities.

J. Caution. Consider the information in this proposal and shown on the plans and the type of work listed herein to be approximate. Do not take the information to be an accurate evaluation of the materials and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claims for additional compensation if the conditions encountered are not in accordance with the information shown.

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

Traffic Signal Loop Detectors
Page 4 of 7

IV. MEASUREMENT.

The Department will measure for payment only the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

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

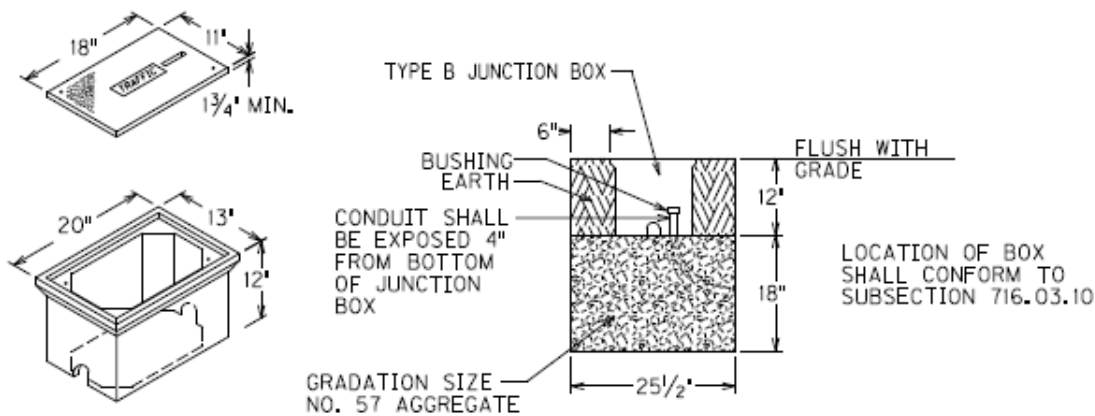
B. Traffic Signal Loop detectors. See Section 723.04.

C. Sand. The department will not measure natural sand used to fill existing loop slots after milling, but shall be incidental to Milling and Texturing

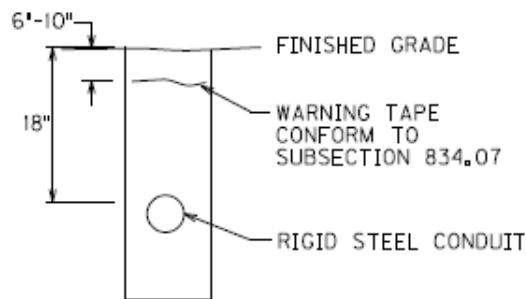
V. PAYMENT. The Department will make payment for the completed and accepted quantities of listed items according to Section 723.05. The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.

1-3892 Traffic Signal Loop Detectors
05/18/2012

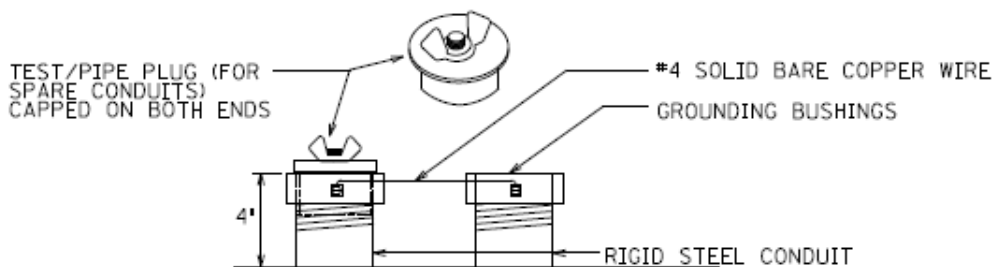
Traffic Signal Loop Detectors
Page 5 of 7



ELECTRICAL JUNCTION BOX TYPE B

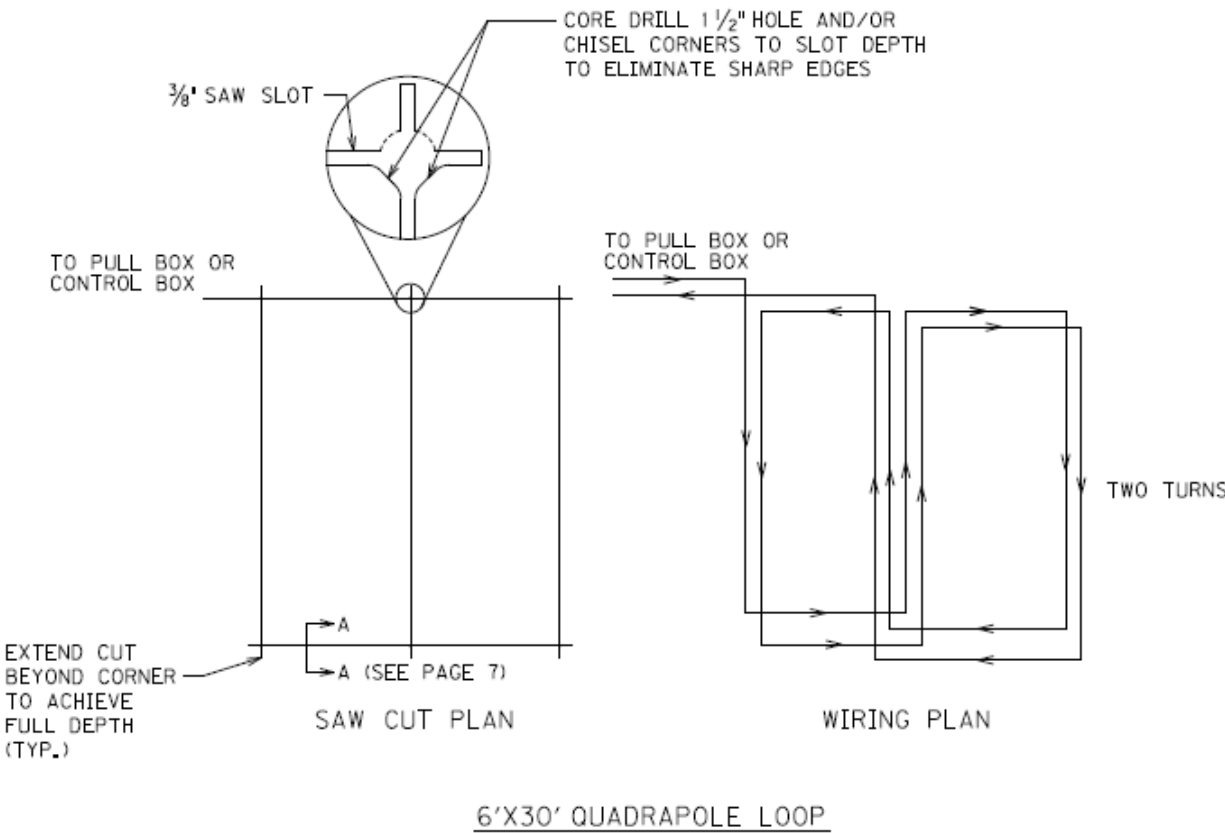
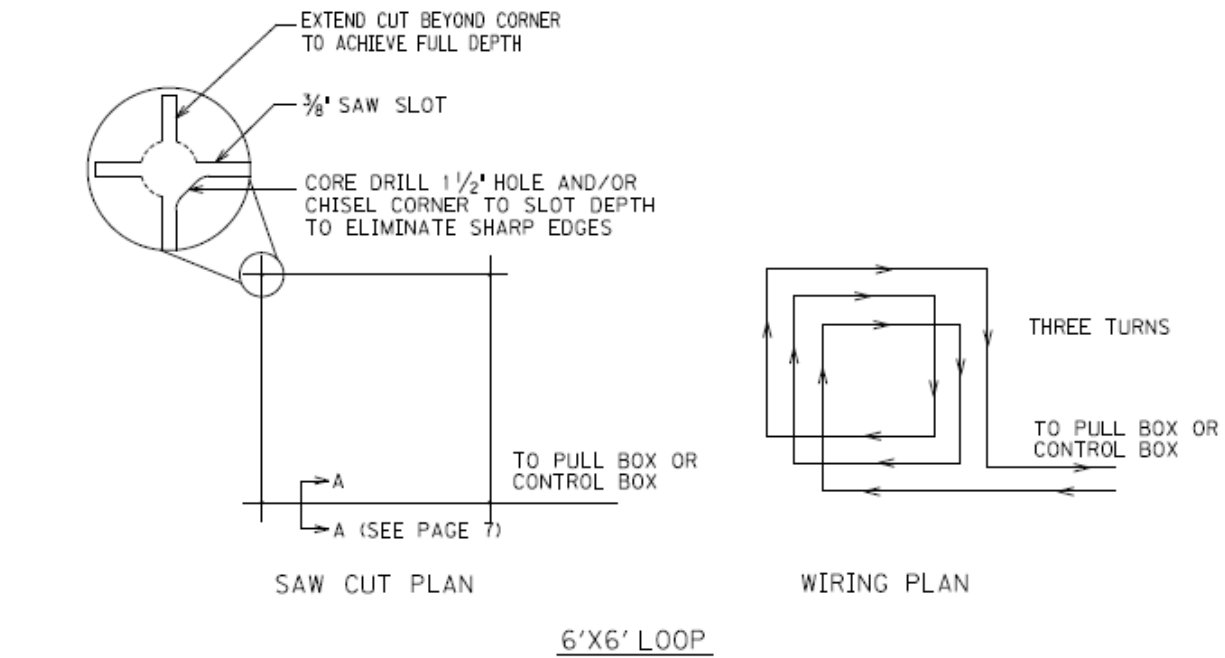


DEPTH OF CONDUIT

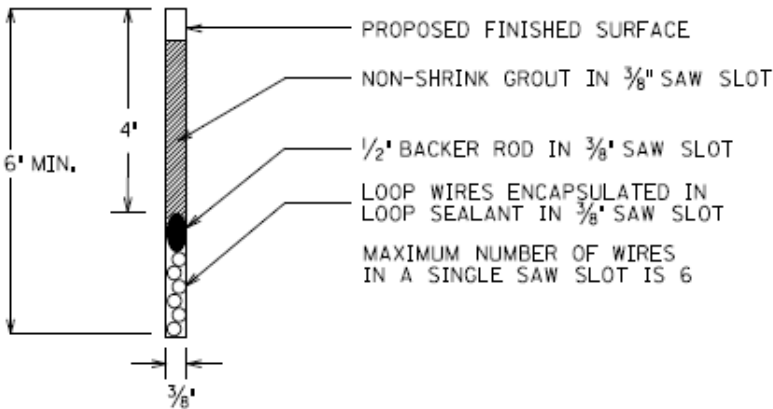


TYPICAL GROUNDING DETAIL

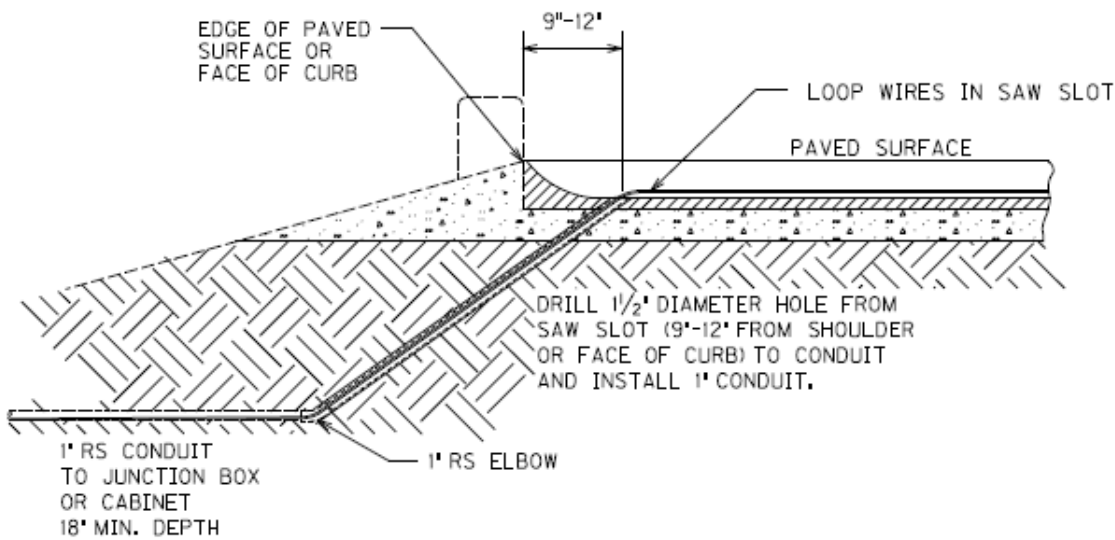
Traffic Signal Loop Detectors
Page 6 of 7



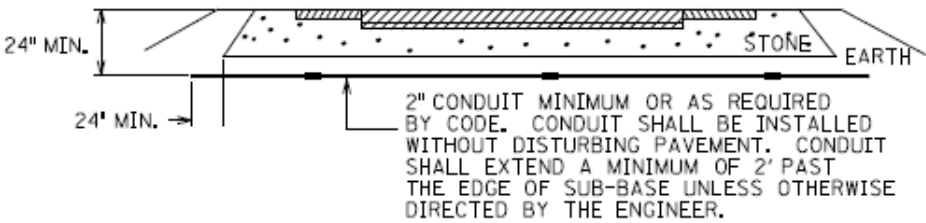
Traffic Signal Loop Detectors
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SECTION A-A (SAW SLOT DETAIL)



SAW SLOT EDGE OF PAVEMENT TRANSITION



CONDUIT UNDER EXISTING PAVEMENT DETAIL

SPECIAL NOTE FOR EROSION CONTROL

I. DESCRIPTION

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

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

II. MATERIALS

Except as provided herein, furnish all materials for erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

III. CONSTRUCTION

Except as provided herein, construct all erosion and water pollution control work in accordance with the Department's Standard and Supplemental Specifications, and Standard and Sepia Drawings, current editions, and as directed by the Engineer.

Erosion Control

Page 2 of 3

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

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

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

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

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

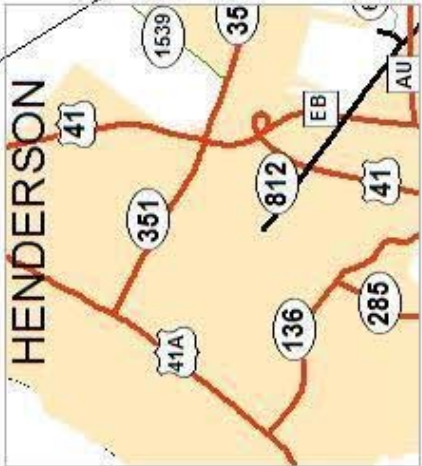
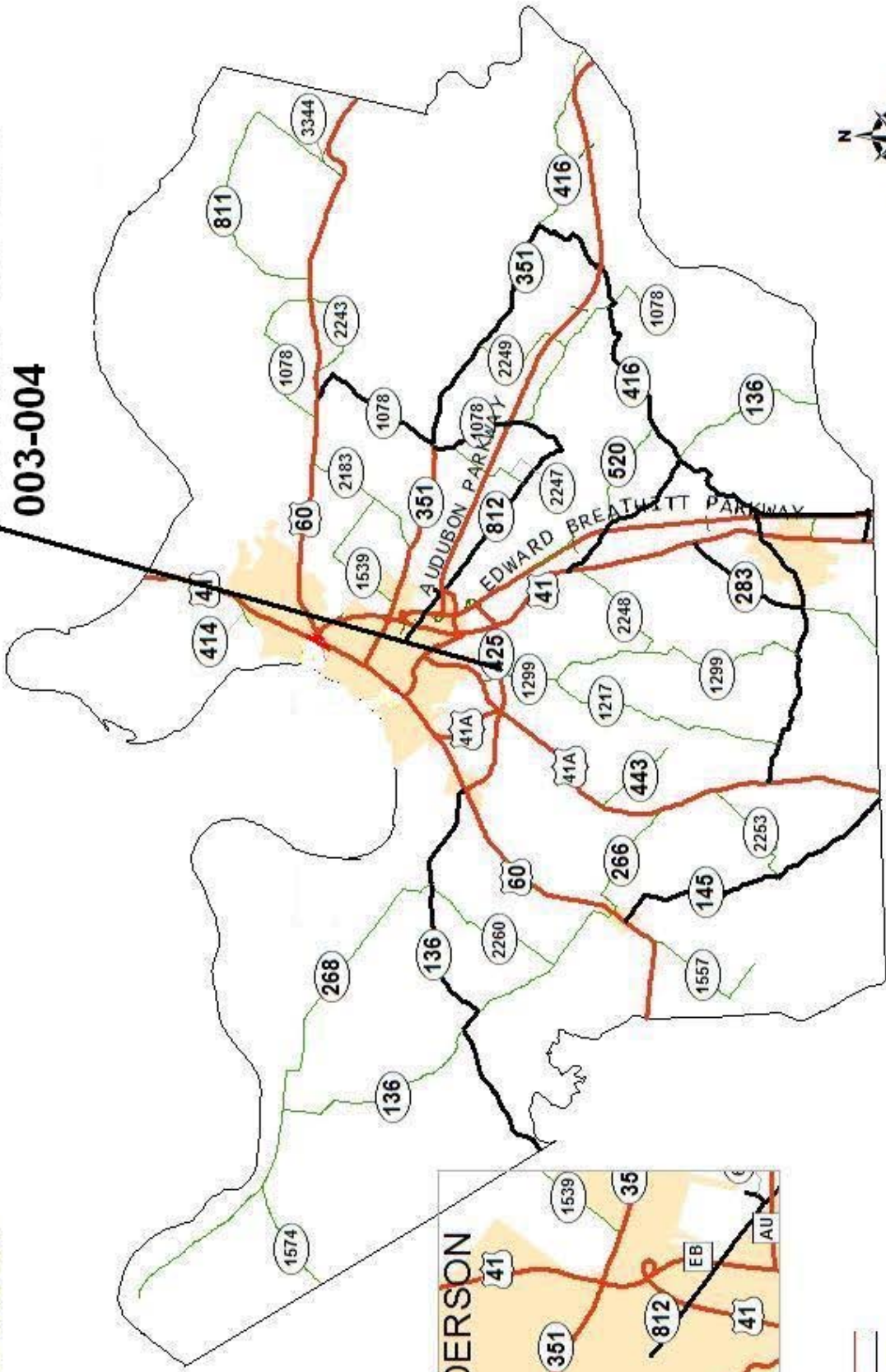
Erosion Control
Page 3 of 3

IV. MEASUREMENT

Contrary to Section 212.04 and 213.04, the Department will not measure Erosion Control items for separate payment, but shall be incidental to DGA, and JPC Pavement as applicable



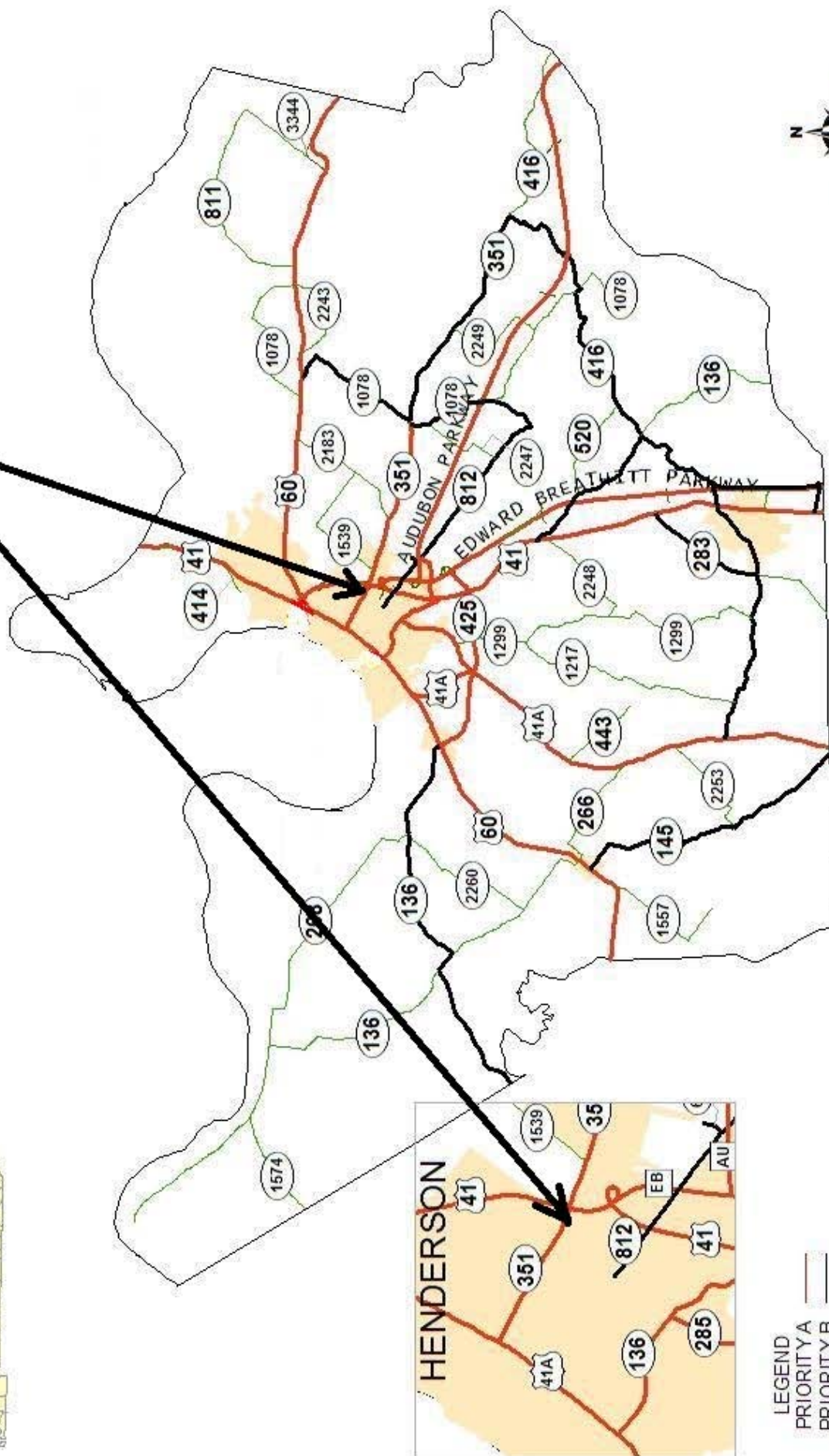
FD04 SPP 051-0425
003-004

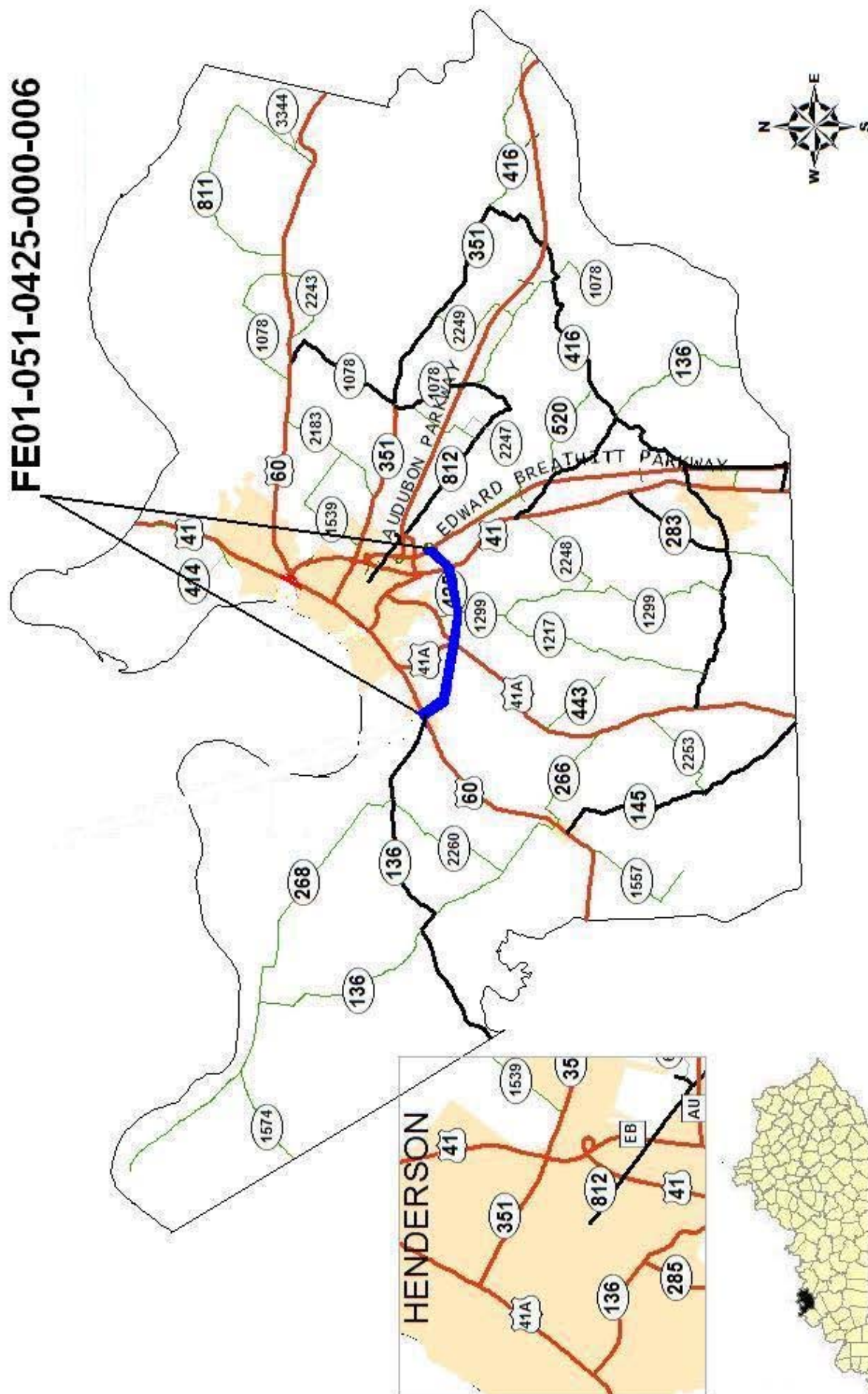


- LEGEND
- PRIORITY A
 - PRIORITY B
 - PRIORITY C



FD04-SPP-051-0351-001-002





MATERIAL SUMMARY

CONTRACT ID: 122456

FD04 SPP 051 0351 001-002 PES NO: MP05103511301
SECOND STREET (KY 351) FROM INTERSECTION OF KY 2084 (MP 1.200) TO INTERSECTION OF US
41 BYPASS (MP 1.400), A DISTANCE OF 0.200000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00001	DGA BASE	330.00	TON
0020	01810	STANDARD CURB AND GUTTER	30.00	LF
0030	02014	BARRICADE-TYPE III	8.00	EACH
0040	02058	REMOVE PCC PAVEMENT	3,820.00	SQYD
0050	02084	JPC PAVEMENT-8 IN	3,820.00	SQYD
0060	02562	SIGNS	375.00	SQFT
0070	02650	MAINTAIN & CONTROL TRAFFIC KY 351	1.00	LS
0080	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0090	02720	SIDEWALK-4 IN CONCRETE	26.00	SQYD
0100	02775	ARROW PANEL	2.00	EACH
0110	06510	PAVE STRIPING-TEMP PAINT-4 IN	3,476.00	LF
0120	06514	PAVE STRIPING-PERM PAINT-4 IN	3,476.00	LF
0130	06549	PAVE STRIPING-TEMP REM TAPE-B	400.00	LF
0140	06550	PAVE STRIPING-TEMP REM TAPE-W	2,300.00	LF
0150	06551	PAVE STRIPING-TEMP REM TAPE-Y	2,300.00	LF
0160	10020NS	FUEL ADJUSTMENT	570.00	DOLL
0170	23158ES505	DETECTABLE WARNINGS NEW CONSTRUCTION	32.00	SQFT
0180	23158ES505	DETECTABLE WARNINGS RETROFIT	36.00	SQFT
0190	23264ES717	PAVE MARK TY 1 TAPE X-WALK-12 IN	234.00	LF
0200	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	100.00	LF
0210	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	3.00	EACH
0220	02569	DEMOBILIZATION	1.00	LS

FD04 SPP 051 0425 003-004 PES NO: MP05104251301
HENDERSON BYPASS (KY 425) FROM INTERSECTION OF KY 1299 (MP 3.398) TO CANOE CREEK
BRIDGE (MP 3.444), A DISTANCE OF 0.050000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00001	DGA BASE	190.00	TON
0020	02058	REMOVE PCC PAVEMENT	1,743.00	SQYD
0030	02084	JPC PAVEMENT-8 IN	1,743.00	SQYD
0040	02562	SIGNS	190.00	SQFT
0050	02650	MAINTAIN & CONTROL TRAFFIC FD04 KY 425	1.00	LS
0060	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0070	06514	PAVE STRIPING-PERM PAINT-4 IN	1,352.00	LF
0080	06549	PAVE STRIPING-TEMP REM TAPE-B	1,400.00	LF
0090	06550	PAVE STRIPING-TEMP REM TAPE-W	1,500.00	LF
0100	06551	PAVE STRIPING-TEMP REM TAPE-Y	1,000.00	LF
0110	10020NS	FUEL ADJUSTMENT	260.00	DOLL
0120	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	24.00	LF
0130	23386EC	JOINT SEAL REPLACEMENT	90.00	LF
0140	02569	DEMOBILIZATION	1.00	LS

MATERIAL SUMMARY

CONTRACT ID: 122456

FE01 051 0425 000-006 PES NO: MP05104251302
KY 425 BYPASS (KY 425) FROM THE INTERSECTION OF US 60 (MP 0.000) TO THE INTERCHANGE
WITH EB 9004 (MP 5.522), A DISTANCE OF 5.520000 MILES.

LINE NO	BID CODE	DESCRIPTION	QUANTITY	UNIT
0010	00001	DGA BASE	85.00	TON
0020	02014	BARRICADE-TYPE III	4.00	EACH
0030	02058	REMOVE PCC PAVEMENT	2,519.00	SQYD
0040	02084	JPC PAVEMENT-8 IN	2,519.00	SQYD
0050	02562	SIGNS	1,010.00	SQFT
0060	02650	MAINTAIN & CONTROL TRAFFIC FE01 KY 425	1.00	LS
0070	02671	PORTABLE CHANGEABLE MESSAGE SIGN	3.00	EACH
0080	04793	CONDUIT-1 1/4 IN	20.00	LF
0090	04820	TRENCHING AND BACKFILLING	20.00	LF
0100	04830	LOOP WIRE	4,286.00	LF
0110	04895	LOOP SAW SLOT AND FILL	885.00	LF
0120	06514	PAVE STRIPING-PERM PAINT-4 IN	1,940.00	LF
0130	10020NS	FUEL ADJUSTMENT	376.00	DOLL
0140	23253ES717	PAVE MARK TY 1 TAPE CROSS HATCH	480.00	SQFT
0150	02569	DEMOBILIZATION	1.00	LS

Henderson County
THERMOPLASTIC INTERSECTION PAVEMENT MARKINGS SUMMARY
FD04 SPP-051-0425-003-004

MPT.	INTERSECTION	Cross Hatching	STP BARS 24 INCH LF	CURVE EA	ARROWS STR EA	COMB EA	"R" 6 FOOT EA	RAILROAD CROSS BUCK 16" LF	NOTES
3.398	KY 425 and KY 1299	SF	24						
TOTAL		0	24	0	0	0	0	0	

START	END	LENGTH	WIDTH	SQ. YARDS	DESCRIPTION
EASTBOUND KY 351					
1.231	1.349	623	24.5	1695.94	EB MAINLINE ENDING AT THE BRIDGE DRIP LINE
1.285	1.316	162	9.5	171.00	SHOULDER WIDENING BEFORE US 41 BYPASS SB RAMP
1.316		113	19	238.56	US 41 BYPASS ON-RAMP FROM EB KY 351
		65	19	137.22	
1.378	1.397	100	12	133.33	EB MAINLINE PASSING LANE
1.384	1.390	34	12	45.33	EB MAINLINE DRIVING LANE
WESTBOUND KY 351					
1.238	1.239	6	12.000	8.00	WB TURN LANE ONTO 2084 SOUTHBOUND
1.294	1.349	291	24.5	792.17	WB MAINLINE ENDING AT THE BRIDGE DRIP LINE
1.320	1.346	76	13	109.78	WB TURN LANE ONTO SOUTHBOUND 41 BYPASS
		60	6.5	43.33	
1.305		22	38	92.89	US 41 BYPASS OFF-RAMP
		22	23	56.22	
		5	6.5	3.61	
KY 2084					
0.535	0.546	58	16	103.11	NB KY 2084 LEFT TURN ONTO KY 351 WB
0.54	0.547	36	9.5	38.00	TRIANGLE SLAB TIE-IN NB KY 2084 ONTO KY 351 EB
INTERSECTION TURNING MOTION AREA ON KY 351					
1.308	1.320	65	21	151.67	
		1738		3820.17	

FE01 KY 425	MP	Width(ft)	Left	Right	Length(ft)	SY	
KY 425							
	0.016	12		x	6	8	
	0.023	30		x	12	40	
	0.071	12	x		12	16	
	0.092	6			10	6.67	EB shoulder
	0.240	6			22	14.67	EB shoulder
	0.556	10	x		6	6.67	
	0.832	6			10	6.67	EB shoulder
	0.993	15	x		24	40	
	1.048	12		x	10	13.33	
	1.067	24	x	x	6	16	
	1.239	10	x		40	44.44	
	1.453	10			6	6.67	WB shoulder
	1.665	12		x	6	8	
	1.670	24	x	x	6	16	
	1.723	24	x	x	40	106.67	
	1.731	34	x	x	6	22.67	
	2.017	10			6	6.67	EB shoulder
	2.331	16		x	10	17.78	
41a	2.405	12			6	8	EB shoulder
	2.435	12			27	36	WB shoulder
	3.884	24	x	x	6	16	
	4.077	12			6	8	WB shoulder
	4.558	6		x	12	8	
41	4.737					792	WB approach to 41
	4.754					669	EB approach to 41
	4.760	12		x	184.8	246.4	strip along longitudinal joint
	4.989	24	x	x	50	133.33	
	5.011	24	x	x	50	133.33	
	5.049	12		x	6	8	
	5.060	12		x	6	8	
Pennyrile NB to KY 425 ramp							
	0.480	16			6	10.67	
	0.500	16			6	10.67	
	0.620	6			50	33.33	

2517.622 TOTAL

Henderson County

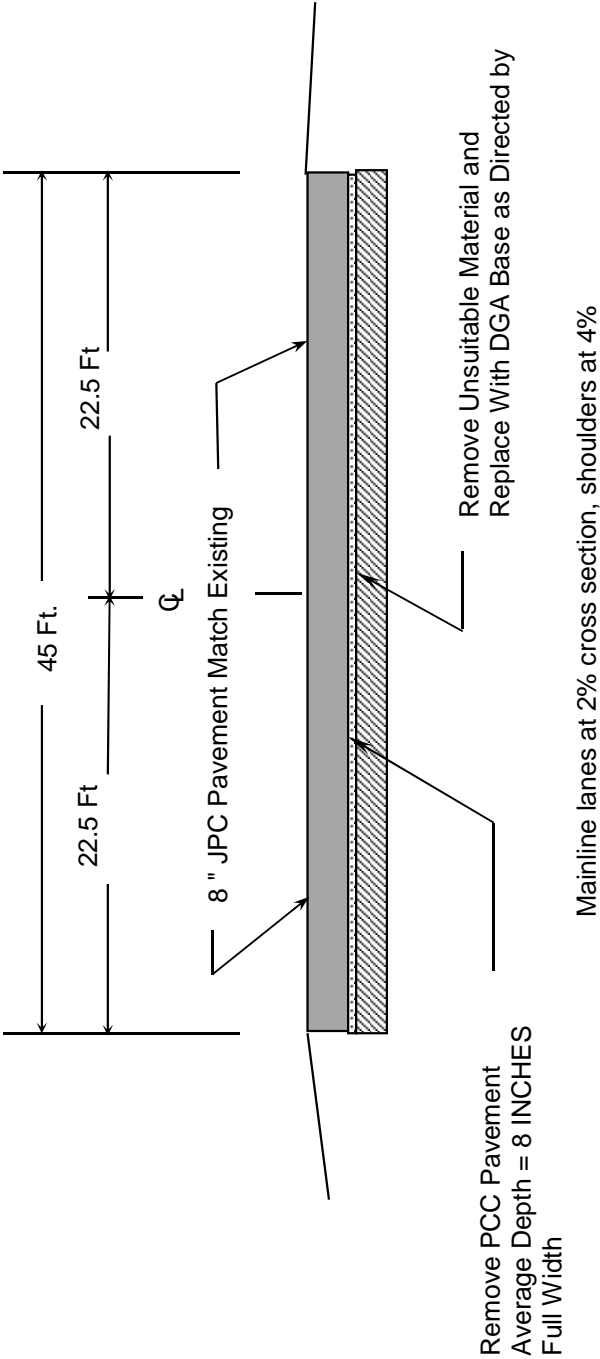
NOTES

NOTES:

Henderson County
THERMOPLASTIC INTERSECTION PAVEMENT MARKINGS SUMMARY
FE01-051-0425-000-006

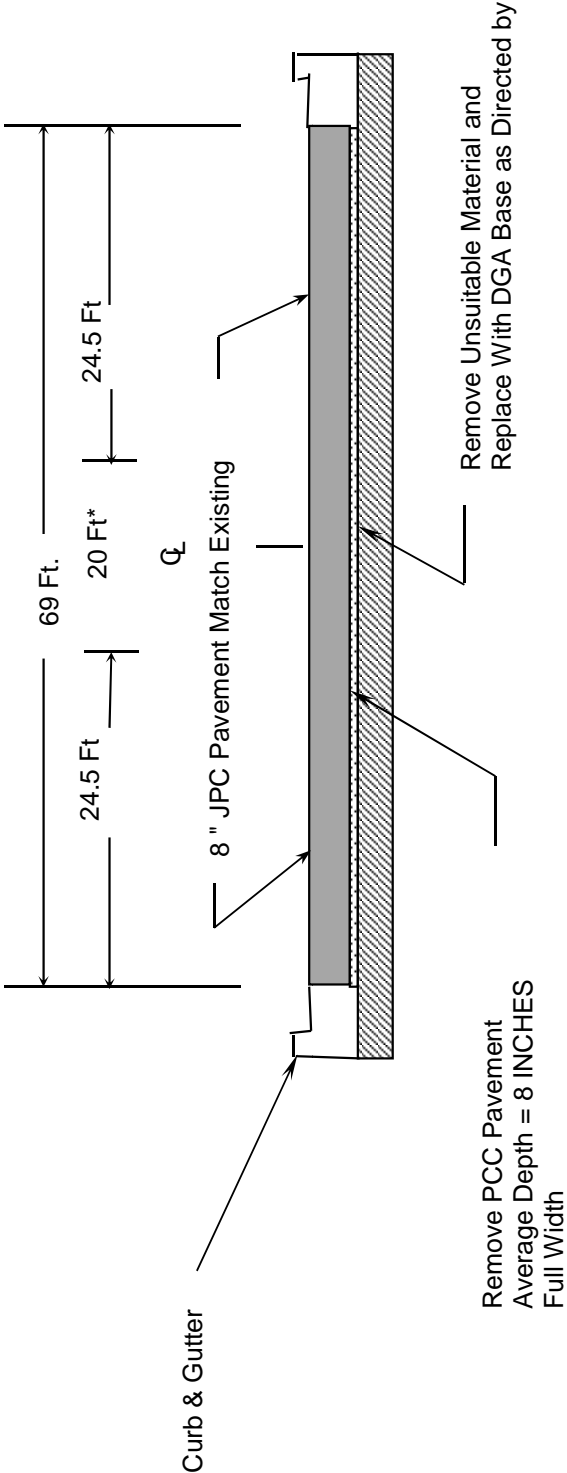
MPT.	INTERSECTION	Cross Hatching	STP BARS 24 INCH LF	CURVE EA	ARROWS STR EA	COMB EA	"R" 6 FOOT EA	RAILROAD CROSS BUCK 16" LF	NOTES
4.739	KY 425 and US 41	SF 480	24						
TOTAL		480	24	0	0	0	0	0	

TYPICAL SECTION
FD04-SPP-051-0425-003-004
HENDERSON COUNTY

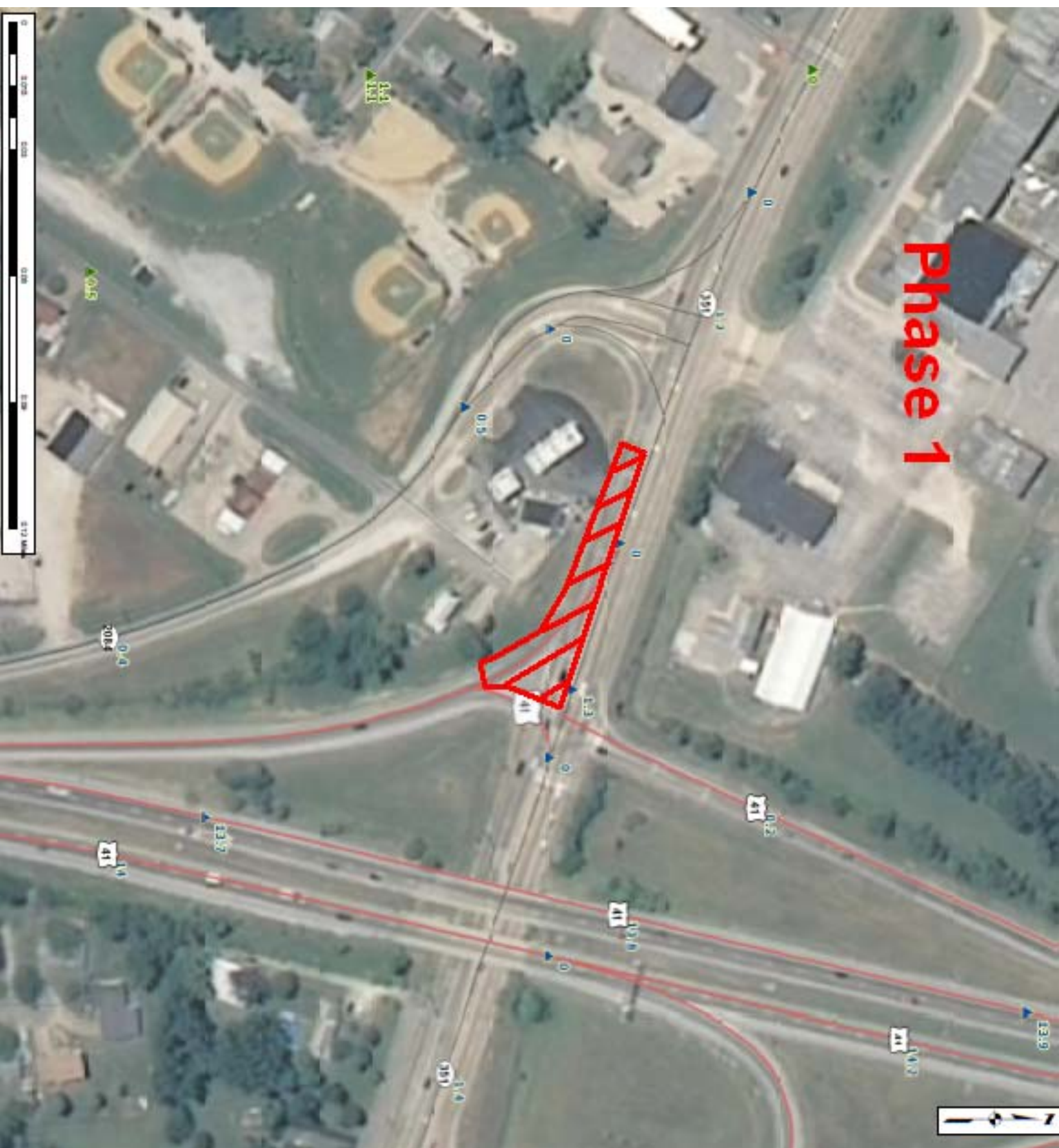


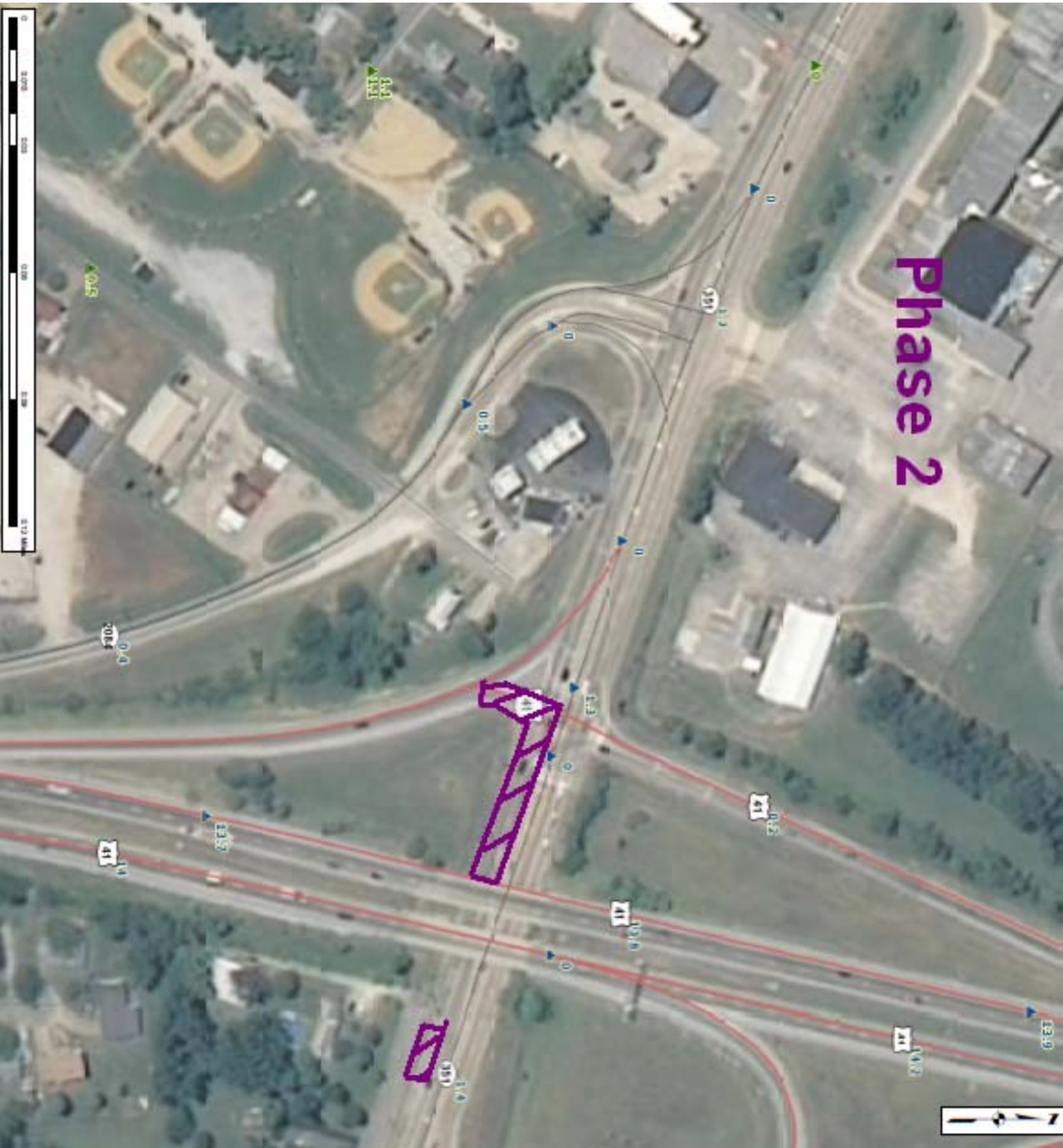
TYPICAL SECTION
FD04-SPP-051-0351-001-002
HENDERSON COUNTY

MP 1.2 TO MP 1.4

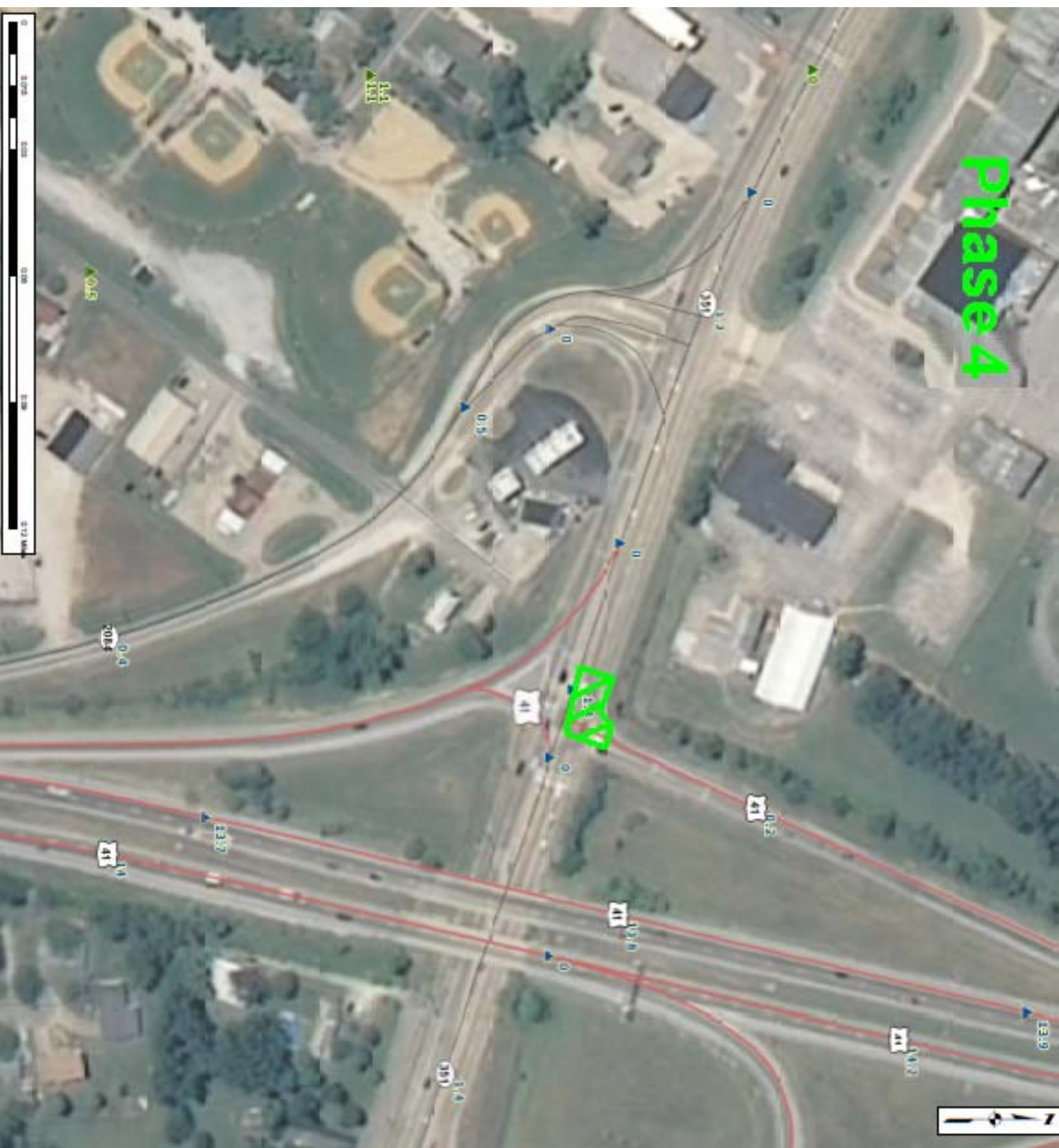


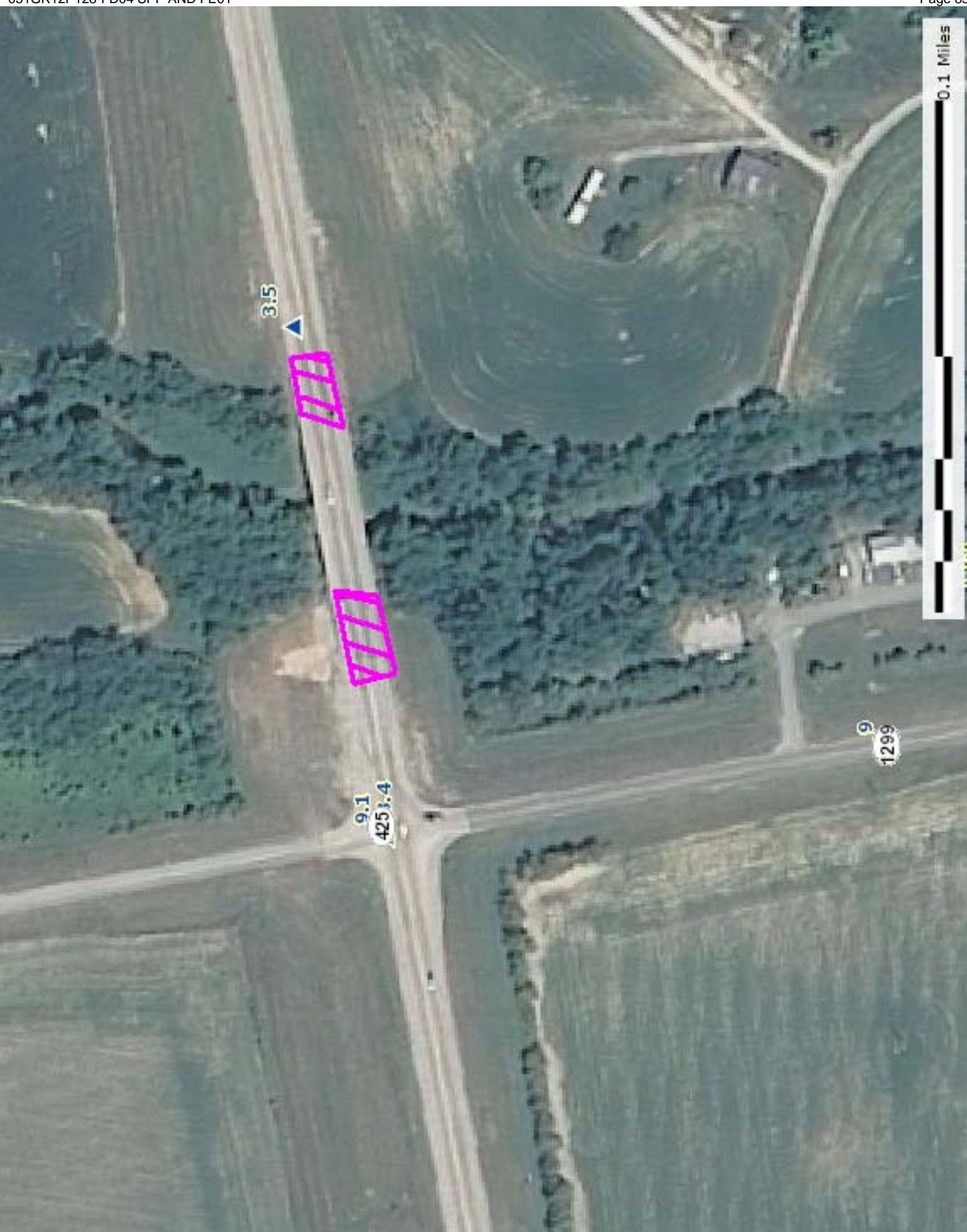
* Raised median is typical in areas











PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2012* and *Standard Drawings, Edition of 2012 with the 2012 Revision*.

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

(Effective with the August 17, 2012 Letting)

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

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

2.0 MATERIALS.

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

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

2.2 Sign and Controls. All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
 - a) Keyboard or keypad.
 - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
 - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
 - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 7) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 8) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 9) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.
- 10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 11) Provide a photocell control to provide automatic dimming.

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

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

*Insert numerals as directed by the Engineer.

Add other messages during the project when required by the Engineer.

2.3 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide direct wiring for operation of the sign or arrow board from an external power source to provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.

3.0 CONSTRUCTION. Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be

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the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

5.0 PAYMENT. The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

2012 STANDARD DRAWINGS THAT APPLY

TEMPORARY SILT FENCE.....	RDX-210-02
TEMPORARY SILT FENCE WITH WOVEN WIRE FENCE FABRIC	RDX-215
SILT TRAP - TYPE A.....	RDX-220-04
SILT TRAP - TYPE B.....	RDX-225
SILT TRAP - TYPE C.....	RDX-230
CURVE WIDENING AND SUPERELEVATION TRANSITIONS	RGS-001-06
SUPERELEVATION FOR MULTILANE PAVEMENTS	RGS-002-05
MISCELLANEOUS STANDARDS PART 1	RGX-001-05
CURB AND GUTTER, CURBS AND VALLEY GUTTER.....	RPM-100-09
CONCRETE ENTRANCE PAVEMENT AND SIDEWALK.....	RPM-150-07
CONCRETE ENTRANCE PAVEMENT AND SIDEWALK.....	RPM-152-07
SIDEWALK RAMPS	RPM-170-08
SIDEWALK RAMP.....	RPM-172-06
NON-REINFORCED CONCRETE PAVEMENT FOR SHOULDERS AND MEDIANS.....	RPN-001-06
PAVEMENT TRANSITIONS AND JOINT DETAILS FOR NON-REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS.....	RPN-010-06
NON-REINFORCED CONCRETE PAVEMENT	RPN-015-04
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPN-020-03
CONCRETE PAVEMENT JOINT DETAILS	RPS-010-10
EXPANSION AND CONTRACTION JOINTS - LOAD TRANSFER ASSEMBLIES	RPS-020-13
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-030-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-031-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-032-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-033-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-034-06
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-035-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-036-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-037-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-038-05
CONCRETE PAVEMENT JOINTS - TYPES AND SPACING	RPS-039-05
HOT POURED ELASTIC JOINT SEALS FOR CONCRETE PAVEMENT	RPX-015-03
NETTING	RRE-002-04
LANE CLOSURE TWO-LANE HIGHWAY CASE I.....	TTC-100-03
LANE CLOSURE TWO-LANE HIGHWAY CASE II.....	TTC-105-02
LANE CLOSURE MULTI-LANE HIGHWAY CASE I.....	TTC-115-02
LANE CLOSURE MULTI-LANE HIGHWAY CASE II	TTC-120-02
SHOULDER CLOSURE.....	TTC-135-01
POST SPLICING DETAIL	TTD-110-01
PAVEMENT CONDITION WARNING SIGNS.....	TTD-125-01
MOBILE OPERATION FOR PAINT STRIPING CASE I.....	TTS-100-01
MOBILE OPERATION FOR PAINT STRIPING CASE II	TTS-105-01
MOBILE OPERATION FOR PAINT STRIPING CASE III.....	TTS-110-01
MOBILE OPERATION FOR PAINT STRIPING CASE IV.....	TTS-115-01
MOBILE OPERATION FOR DURABLE STRIPING CASE I	TTS-120-01

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)
- III. Payment of Predetermined Minimum Wages
- IV. Statements and Payrolls

I. APPLICATION

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

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

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

II. NONDISCRIMINATION OF EMPLOYEES

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

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

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

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

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual

because of his race, color, religion, national origin, sex, disability or age (between forty and seventy), in admission to, or employment in any program established to provide apprenticeship or other training.

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

III. PAYMENT OF PREDETERMINED MINIMUM WAGES

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

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

IV. STATEMENTS AND PAYROLLS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. Payments to the contractor may be suspended or withheld due to failure of the contractor to pay any laborer or

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

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

Revised 2-16-95

EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (6) provides:

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

KRS 11A.040 (8) states:

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

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

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

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

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

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

Kentucky Equal Employment Opportunity Act of 1978

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

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

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

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

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

General Decision Number: KY120127 09/28/2012 KY127

Superseded General Decision Number: KY20100214

State: Kentucky

Construction Type: Highway

Counties: Allen, Ballard, Butler, Caldwell, Calloway, Carlisle, Christian, Crittenden, Daviess, Edmonson, Fulton, Graves, Hancock, Henderson, Hickman, Hopkins, Livingston, Logan, Lyon, Marshall, McCracken, McLean, Muhlenberg, Ohio, Simpson, Todd, Trigg, Union, Warren and Webster Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Modification Number	Publication Date
0	01/06/2012
1	01/13/2012
2	02/10/2012
3	05/18/2012
4	05/25/2012
5	06/01/2012
6	06/15/2012
7	07/06/2012
8	07/13/2012
9	07/20/2012
10	08/03/2012
11	08/10/2012
12	08/24/2012
13	08/31/2012
14	09/28/2012

BRIN0004-002 06/01/2011

BALLARD, BUTLER, CALDWELL, CARLISLE, CRITTENDEN, DAVIESS, EDMONSON, FULTON, GRAVES, HANCOCK, HENDERSON, HICKMAN, HOPKINS, LIVINGSTON, LYON, MARSHALL, MCCracken, MCLEAN, MUHLENBERG, OHIO, UNION, and WEBSTER COUNTIES

	Rates	Fringes
BRICKLAYER		
Ballard, Caldwell, Carlisle, Crittenden, Fulton, Graves, Hickman, Livingston, Lyon, Marshall, and McCracken Counties.....	\$ 24.11	10.30
Butler, Edmonson, Hopkins, Muhlenberg, and Ohio Counties.....	\$ 24.61	10.22

Daviess, Hancock,
Henderson, McLean, Union,
and Webster Counties.....\$ 28.47 12.78

BRTN0004-005 05/01/2009

ALLEN, CALLOWAY, CHRISTIAN, LOGAN, SIMPSON, TODD, TRIGG, and
WARREN COUNTIES

	Rates	Fringes
BRICKLAYER.....	\$ 24.52	1.83

CARP0357-002 07/01/2012

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

ELEC0369-006 05/30/2012

BUTLER, EDMONSON, LOGAN, TODD & WARREN COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 29.32	13.78

ELEC0429-001 02/01/2010

ALLEN & SIMPSON COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 21.85	10.35

ELEC0816-002 06/01/2011

BALLARD, CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN,
FULTON (Except a 5 mile radius of City Hall in Fulton), GRAVES,
HICKMAN, LIVINGSTON, LYON, MARSHALL, MCCracken & TRIGG COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 29.47	25.5%+5.35

Cable spicers receive \$.25 per hour additional.

ELEC1701-003 06/01/2012

DAVIESS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, MUHLENBERG, OHIO,
UNION & WEBSTER COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 29.52	13.66

Cable spicers receive \$.25 per hour additional.

ELEC1925-002 06/01/2012

FULTON COUNTY (Up to a 5 mile radius of City Hall in Fulton):

	Rates	Fringes
CABLE SPLICER.....	\$ 25.00	10.27
ELECTRICIAN.....	\$ 25.00	10.43

ENGI0181-017 07/01/2012

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

OPERATING ENGINEER CLASSIFICATIONS

GROUP 1 - A-Frame Winch Truck; Auto Patrol; Backfiller; Batcher Plant; Bituminous Paver; Bituminous Transfer Machine; Boom Cat; Bulldozer; Mechanic; Cableway; Carry-All Scoop; Carry Deck Crane; Central Compressor Plant; Cherry Picker; Clamshell; Concrete Mixer (21 cu. ft. or Over); Concrete Paver; Truck-Mounted Concrete Pump; Core Drill; Crane; Crusher Plant; Derrick; Derrick Boat; Ditching & Trenching Machine; Dragline; Dredge Operator; Dredge Engineer; Elevating Grader & Loaders; Grade-All; Gurries; Heavy Equipment Robotics Operator/Mechanic; High Lift; Hoe-Type Machine; Hoist (Two or More Drums); Hoisting Engine (Two or More Drums); Horizontal Directional Drill Operator; Hydrocrane; Hyster; KeCal Loader; LeTourneau; Locomotive; Mechanic; Mechanically Operated Laser Screed; Mechanic Welder; Mucking Machine; Motor Scraper; Orangepeel Bucket; Overhead Crane; Piledriver; Power Blade; Pumpcrete; Push Dozer; Rock Spreader, attached to equipment; Rotary Drill; Roller (Bituminous); Rough Terrain Crane; Scarifier; Scoopmobile; Shovel; Side Boom; Subgrader; Tailboom; Telescoping Type Forklift; Tow or Push Boat; Tower Crane (French, German & other types); Tractor Shovel; Truck Crane; Tunnel Mining Machines, including Moles, Shields or similar types of Tunnel Mining Equipment

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float; Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Concrete Pump; Skid Steer Machine with all Attachments; Switchman or Brakeman; Throttle Valve Person; Tractair & Road Widening Trencher;

Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger;
Welding Machine; Well Points;& Whirley Oiler

GROUP 3 -All Off Road Material Handling Equipment, including
Articulating Dump Trucks; Greaser on Grease Facilities
servicing Heavy Equipment

GROUP 4 - Bituminous Distributor; Burlap & Curing Machine;
Cement Gun; Concrete Saw; Conveyor; Deckhand Oiler; Grout
Pump; Hydraulic Post Driver; Hydro Seeder; Mud Jack; Oiler;
Paving Joint Machine; Power Form Handling Equipment; Pump;
Roller (Earth); Steerman; Tamping Machine; Tractor (Under
50 H.P.); & Vibrator

CRANES - with booms 150 ft. & Over (Including JIB), and where
the length of the boom in combination with the length of
the piling equals or exceeds 150 ft. - \$1.00 above Group 1
rate

EMPLOYEES ASSIGNED TO WORK BELOW GROUND LEVEL ARE TO BE PAID
10% ABOVE BASIC WAGE RATE. THIS DOES NOT APPLY TO OPEN CUT
WORK.

IRON0070-005 06/01/2012

BUTLER COUNTY (Eastern eighth, including the Townships of
Decker, Lee & Tilford);

EDMONSON COUNTY (Northern three-fourths, including the
Townships of Asphalt, Bee Spring, Brownsville, Grassland, Huff,
Kyrock, Lindseyville, Mammoth Cave, Ollie, Prosperity, Rhoda,
Sunfish & Sweden)

	Rates	Fringes
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Ironworkers:

Structural; Ornamental;

Reinforcing; Precast

Concrete Erectors.....	\$ 26.34	18.58
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IRON0103-004 04/01/2011

DAVISS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, OHIO, UNION &
WEBSTER COUNTIES

BUTLER COUNTY (Townships of Aberdeen, Bancock, Casey,
Dexterville, Dunbar, Elfie, Gilstrap, Huntsville, Logansport,
Monford, Morgantown, Provo, Rochester, South Hill & Welchs
Creek);

CALDWELL COUNTY (Northeastern third, including the Township of
Creswell);

CHRISTIAN COUNTY (Northern third, including the Townships of
Apex, Crofton, Kelly, Mannington & Wynns);

CRITTENDEN COUNTY (Northeastern half, including the Townships
of Grove, Mattoon, Repton, Shady Grove & Tribune);

MUHLENBERG COUNTY (Townships of Bavier, Beech Creek Junction,
Benton, Brennen, Browder, Central City, Cleaton, Depoy,
Drakesboro, Eunis, Graham, Hillside, Luzerne, Lynn City,
Martwick, McNary, Millport, Moorman, Nelson, Paradise,
Powderly, South Carrollton, Tarina & Weir)

	Rates	Fringes
Ironworkers:.....	\$ 28.25	14.475

IRON0492-003 05/01/2012		

ALLEN, LOGAN, SIMPSON, TODD & WARREN COUNTIES
BUTLER COUNTY (Southern third, including the Townships of Boston, Berrys Lick, Dimple, Jetson, Quality, Sharer, Sugar Grove & Woodbury);
CHRISTIAN COUNTY (Eastern two-thirds, including the Townships of Bennettstown, Casky, Herndon, Hopkinsville, Howell, Masonville, Pembroke & Thompsonville);
EDMONSON COUNTY (Southern fourth, including the Townships of Chalybeate & Rocky Hill);
MUHLENBERG COUNTY (Southern eighth, including the Townships of Dunnior, Penrod & Rosewood)

	Rates	Fringes
Ironworkers:.....	\$ 23.00	10.70

IRON0782-006 05/01/2012		

BALLARD, CALLOWAY, CARLISLE, FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON, MARSHALL, MCCracken & TRIGG COUNTIES
CALDWELL COUNTY (Southwestern two-thirds, including the Townships of Cedar Bluff, Cider, Claxton, Cobb, Crowtown, Dulaney, Farmersville, Fredonia, McGowan, Otter Pond & Princeton);
CHRISTIAN COUNTY (Western third, Excluding the Townships of Apex, Crofton, Kelly, Mannington, Wynns, Bennettstown, Casky, Herndon, Hopkinsville, Howell, Masonville, Pembroke & Thompsonville);
CRITTENDEN COUNTY (Southwestern half, including the Townships of Crayne, Dycusburg, Frances, Marion, Mexico, Midway, Sheridan & Told)

	Rates	Fringes
Ironworkers:		
Projects with a total contract cost of \$20,000,000.00 or above.....	\$ 26.00	18.91
All Other Work.....	\$ 24.66	17.65

LABO0189-005 07/01/2012		

BALLARD, CALLOWAY, CARLISLE, FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON, MARSHALL & MCCracken COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 20.75	11.81
GROUP 2.....	\$ 21.00	11.81

GROUP 3.....	\$ 21.05	11.81
GROUP 4.....	\$ 21.65	11.81

LABORER CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Blaster; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster; & Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Drillers (All Types); Powdermen & Blasters; Troxler & Concrete Tester if Laborer is Utilized

LABO0189-006 07/01/2012

ALLEN, BUTLER, CALDWELL, CHRISTIAN, DAVIESS, EDMONSON, HANCOCK, HOPKINS, LOGAN, MCLEAN, MUHLENBERG, OHIO, SIMPSON, TODD, TRIGG & WARREN COUNTIES

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

LABORER CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Blaster; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster; & Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Drillers (All Types); Powdermen & Blasters; Troxler & Concrete Tester if Laborer is Utilized

LABO0561-001 07/01/2012

CRITTENDEN, HENDERSON, UNION & WEBSTER COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 20.86	11.70
GROUP 2.....	\$ 21.11	11.70
GROUP 3.....	\$ 21.16	11.70
GROUP 4.....	\$ 21.76	11.70

LABORER CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail

& Fence Installer; Signal Person; Sound Barrier Installer;
Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper;
Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer);
Brickmason Tender; Mortar Mixer Operator; Scaffold Builder;
Burner & Welder; Bushhammer; Chain Saw Operator; Concrete
Saw Operator; Deckhand Scow Man; Dry Cement Handler;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Level C; Forklift Operator for Masonary; Form Setter;
Green Concrete Cutting; Hand Operated Grouter & Grinder
Machine Operator; Jackhammer; Pavement Breaker; Paving
Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven
Georgia Buggy & Wheel Barrow; Power Post Hole Digger;
Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind
Trencher; Sand Blaster; Concrete Chipper; Surface
Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite
Operator & Mixer; Grout Pump Operator; Blaster; Side Rail
Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free
Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Levels A & B; Miner & Driller (Free Air); Tunnel Blaster;
& Tunnel Mucker (Free Air); Directional & Horizontal
Boring; Air Track Drillers (All Types); Powdermen &
Blasters; Troxler & Concrete Tester if Laborer is Utilized

PAIN0032-002 05/01/2012

BALLARD COUNTY

	Rates	Fringes
Painters:		
Bridges.....	\$ 30.56	14.20
All Other Work.....	\$ 28.26	14.20

Spray, Blast, Steam, High & Hazardous (Including Lead
Abatement) and All Epoxy - \$1.00 Premium

PAIN0118-003 05/01/2010

EDMONSON COUNTY:

	Rates	Fringes
Painters:		
Brush & Roller.....	\$ 18.50	10.30
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning.....	\$ 19.50	10.30

PAIN0156-006 04/01/2010

DAVISS, HANCOCK, HENDERSON, MCLEAN, OHIO, UNION & WEBSTER
COUNTIES

	Rates	Fringes
Painters:		
BRIDGES		
GROUP 1.....	\$ 25.60	10.05
GROUP 2.....	\$ 25.85	10.05
GROUP 3.....	\$ 26.60	10.05
GROUP 4.....	\$ 27.60	10.05
ALL OTHER WORK:		
GROUP 1.....	\$ 25.60	11.30
GROUP 2.....	\$ 25.85	11.30
GROUP 3.....	\$ 26.60	11.30
GROUP 4.....	\$ 27.60	11.30

PAINTER CLASSIFICATIONS

GROUP 1 - Brush & Roller

GROUP 2 - Plasterers

GROUP 3 - Spray; Sandblast; Power Tools; Waterblast;
Steamcleaning; Brush & Roller of Mastics, Creosotes, Kwinch
Koate & Coal Tar Epoxy

GROUP 4 - Spray of Mastics, Creosotes, Kwinch Koate & Coal
Tar Epoxy

PAIN0456-003 07/01/2011

ALLEN, BUTLER, LOGAN, MUHLENBERG, SIMPSON, TODD & WARREN
COUNTIES:

	Rates	Fringes
Painters:		
BRIDGES		
Brush & Roller.....	\$ 22.55	9.65
Spray; Sandblast; Power Tools; Waterblast & Steam Cleaning.....	\$ 23.55	9.65
ALL OTHER WORK		
Brush & Roller.....	\$ 17.55	9.65
Spray; Sandblast; Power Tools; Waterblast & Steam Cleaning.....	\$ 18.55	9.65

ALL OTHER WORK - HIGH TIME PAY

Over 35 feet (up to 100 feet) - \$1.00 above base wage

100 feet and over - \$2.00 above base wage

DURING SPRAY PAINTING AND SANDBLASTING OPERATIONS, POT
TENDERS SHALL RECEIVE THE SAME WAGE RATES AS THE SPRAY
PAINTER OR NOZZLE OPERATOR

PAIN0500-002 07/01/2012

CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN, FULTON,
GRAVES, HICKMAN, HOPKINS, LIVINGSTON, LYON, MARSHALL, MCCracken

& TRIGG COUNTIES:

	Rates	Fringes
Painters:		
Bridges.....	\$ 25.25	11.90
All Other Work.....	\$ 19.00	11.90
Waterblasting units with 3500 PSI and above - \$.50 premium		
Spraypainting and all abrasive blasting - \$1.00 premium		
Work 40 ft. and above ground level - \$1.00 premium		

* PLUM0184-002 07/01/2012

BALLARD, CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN,
FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON, MARSHALL, MCCracken
and TRIGG COUNTIES

	Rates	Fringes
Plumber; Steamfitter.....	\$ 32.31	14.43

PLUM0502-004 08/01/2011

ALLEN, BUTLER, EDMONSON, SIMPSON & WARREN

	Rates	Fringes
Plumber; Steamfitter.....	\$ 31.00	16.13

* PLUM0633-002 07/01/2012

DAVISS, HANCOCK, HENDERSON, HOPKINS, LOGAN, MCLEAN,
MUHLENBERG, OHIO, TODD, UNION & WEBSTER COUNTIES:

	Rates	Fringes
PLUMBER/PIPEFITTER.....	\$ 29.42	13.50

TEAM0089-003 04/01/2012

Zone 1: ALLEN, BUTLER, EDMONSON, LOGAN, SIMPSON, & WARREN
COUNTIES

Zone 2: BALLARD, CALLOWAY, CALDWELL, CARLISLE, CHRISTIAN,
CRITTENDEN, FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON,
MARSHALL, MCCracken, TODD, & TRIGG COUNTIES

Zone 3: DAVISS, HANCOCK, HENDERSON, HOPKINS, MCLEAN,
MUHLENBERG, OHIO, & WEBSTER COUNTIES

	Rates	Fringes
Truck drivers:		
Zone 1:		
Group 1.....	\$ 19.38	16.15
Group 2.....	\$ 19.56	16.15
Group 3.....	\$ 19.64	16.15

Group 4.....	\$ 19.66	16.15
Zone 2:		
Group 1.....	\$ 19.38	16.15
Group 2.....	\$ 19.56	16.15
Group 3.....	\$ 19.56	16.15
Group 4.....	\$ 19.66	16.15
Group 5.....	\$ 19.64	16.15
Zone 3:		
Group 1.....	\$ 19.38	16.15
Group 2.....	\$ 19.56	16.15
Group 3.....	\$ 19.56	16.15
Group 4.....	\$ 19.66	16.15

TRUCK DRIVER CLASSIFICATIONS FOR ZONE 1:

GROUP 1 - Greaser; Tire Changer

GROUP 2 - Truck Mechanic; Single Axle Dump; Flat Bed; All Terrain Vehicles when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Driver of Distributors

GROUP 3 - Mixer All Types

GROUP 4 - Winch and A-Frame when used in transporting materials; Ross Carrier; Fork Lift when used to transport building materials; Driver on Pavement Breaker; Euclid and Other Heavy Earth Moving Equipment; Low Boy; Articulator Cat; Five Axle Vehicle

TRUCK DRIVER CLASSIFICATIONS FOR ZONE 2:

GROUP 1 - Greaser; Tire Changer

GROUP 2 - Truck Mechanic

GROUP 3 - Single Axle Dump; Flat Bed; all Terrain Vehicles when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Driver of Distributors

GROUP 4 - Euclid and Other Heavy Earth Moving Equipment; Low Boy; Articulator Cat; Five Axle Vehicle; Winch and A-Frame when used in transporting materials; Ross Carrier

GROUP 5 - Mixer All Types

TRUCK DRIVER CLASSIFICATIONS FOR ZONE 3:

GROUP 1 - Greaser, Tire Changer

GROUP 2 - Truck Mechanic

GROUP 3 - Single Axle Dump; Flat Bed; all Terrain Vehicle when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Driver of Distributors; Mixer All Types

GROUP 4 - Euclid and Other Heavy Earth moving Equipment;
Lowboy; Articulator Cat; 5 Axle Vehicle; Winch and A-Frame
when used in transporting materials; Ross Carrier; Fork
Lift when used to transport building materials; Driver on
Pavement Breaker

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

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Unlisted classifications needed for work not included within
the scope of the classifications listed may be added after
award only as provided in the labor standards contract clauses
(29CFR 5.5 (a) (1) (ii)).

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

Union Identifiers

An identifier enclosed in dotted lines beginning with
characters other than "SU" denotes that the union
classification and rate have found to be prevailing for that
classification. Example: PLUM0198-005 07/01/2011. The
first four letters , PLUM, indicate the international union and
the four-digit number, 0198, that follows indicates the local
union number or district council number where applicable ,
i.e., Plumbers Local 0198. The next number, 005 in the
example, is an internal number used in processing the wage
determination. The date, 07/01/2011, following these
characters is the effective date of the most current
negotiated rate/collective bargaining agreement which would be
July 1, 2011 in the above example.

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

0000/9999: weighted union wage rates will be published annually
each January.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived
from survey data by computing average rates and are not union
rates; however, the data used in computing these rates may

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

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

WAGE DETERMINATION APPEALS PROCESS

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

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

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

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

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

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

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

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

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative

Review Board (formerly the Wage Appeals Board). Write to:

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

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

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END OF GENERAL DECISION

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

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

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

The wages indicated on this wage schedule are the least permitted to be paid for the occupations indicated. When an employee works in more than one classification, the employer must record the number of hours worked in each classification at the prescribed hourly base rate.

OVERTIME:

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

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

PART IV

INSURANCE

INSURANCE

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

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
 - a) \$100,000 Each Accident Bodily Injury
 - b) \$500,000 Policy limit Bodily Injury by Disease
 - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
 - a) "policy contains no deductible clauses."
 - b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

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

PART V

BID ITEMS

HENDERSON COUNTY
051GR12P128-FD04 SPP AND FE01

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 122456
COUNTY: HENDERSON
PROPOSAL: 051GR12P128-FD04 SPP AND FE01

PAGE: 1
LETTING: 10/19/12
CALL NO: 402

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
SECTION 0001 ROADWAY					
0010	00001	DGA BASE	605.000 TON		
0020	01810	STANDARD CURB AND GUTTER	30.000 LF		
0030	02014	BARRICADE-TYPE III	12.000 EACH		
0040	02058	REMOVE PCC PAVEMENT	8,082.000 SQYD		
0050	02084	JPC PAVEMENT-8 IN	8,082.000 SQYD		
0060	02562	SIGNS	1,575.000 SQFT		
0070	02650	MAINTAIN & CONTROL TRAFFIC FD04 KY 425	(1.00) LS		
0080	02650	MAINTAIN & CONTROL TRAFFIC FE01 KY 425	(1.00) LS		
0090	02650	MAINTAIN & CONTROL TRAFFIC KY 351	(1.00) LS		
0100	02671	PORTABLE CHANGEABLE MESSAGE SIGN	7.000 EACH		
0110	02720	SIDEWALK-4 IN CONCRETE	26.000 SQYD		
0120	02775	ARROW PANEL	2.000 EACH		
0130	04793	CONDUIT-1 1/4 IN	20.000 LF		
0140	04820	TRENCHING AND BACKFILLING	20.000 LF		
0150	04830	LOOP WIRE	4,286.000 LF		
0160	04895	LOOP SAW SLOT AND FILL	885.000 LF		
0170	06510	PAVE STRIPING-TEMP PAINT-4 IN	3,476.000 LF		
0180	06514	PAVE STRIPING-PERM PAINT-4 IN	6,768.000 LF		
0190	06549	PAVE STRIPING-TEMP REM TAPE-B	1,800.000 LF		
0200	06550	PAVE STRIPING-TEMP REM TAPE-W	3,800.000 LF		

KENTUCKY TRANSPORTATION CABINET
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LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0210	06551	PAVE STRIPING-TEMP REM TAPE-Y	3,300.000 LF		
0220	10020NS	FUEL ADJUSTMENT	1,206.000 DOLL	1.00	1,206.00
0230	23158ES505	DETECTABLE WARNINGS NEW CONSTRUCTION	32.000 SQFT		
0240	23158ES505	DETECTABLE WARNINGS RETROFIT	36.000 SQFT		
0250	23253ES717	PAVE MARK TY 1 TAPE CROSS HATCH	480.000 SQFT		
0260	23264ES717	PAVE MARK TY 1 TAPE X-WALK-12 IN	234.000 LF		
0270	23265ES717	PAVE MARK TY 1 TAPE STOP BAR-24 IN	124.000 LF		
0280	23270ES717	PAVE MARK TY 1 TAPE-CURV ARROW	3.000 EACH		
0290	23386EC	JOINT SEAL REPLACEMENT	90.000 LF		
SECTION 0002 DEMOBILIZATION					
0300	02569	DEMOBILIZATION (AT LEAST 1.5%)	LUMP		
		TOTAL BID			