CALL NO. 100

CONTRACT ID. 101329

FAYETTE COUNTY

FED/STATE PROJECT NUMBER IM 0644 (087)

DESCRIPTION LEXINGTON-CATLETTSBURG ROAD (I-64)

WORK TYPE JPC PAVEMENT REPAIRS - DIAMOND GRINDING

PRIMARY COMPLETION DATE 5/15/2011

LETTING DATE: September 17, 2010

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME September 17, 2010. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

DBE CERTIFICATION REQUIRED - 8%

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

TABLE OF CONTENTS

PART I

SCOPE OF WORK

CONTRACT ID - 101329 ADMINISTRATIVE DISTRICT - 07

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - FAYETTE PCN - DE03400641029
IM 0644 (087)
LEXINGTON-CATLETTSBURG ROAD (I-64) REPAIR AND GRIND PAVEMENT ON I-64 FROM MP 81.38 TO MP 82.20, A DISTANCE OF 0.82 MILES. JPC PAVEMENT REPAIRS - DIAMOND GRINDING. SYP NO. 07-02017.00.
GEOGRAPHIC COORDINATES LATITUDE 38^03'24" LONGITUDE 84^25'15"

COMPLETION DATE(S):
COMPLETION DATE - May 15, 2011
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.

07/01/2010

FEDERAL CONTRACT NOTES

The Kentucky Department of Highways, in accordance with the Regulations of the United States Department of Transportation 23 CFR 635.112 (h), hereby notifies all bidders that failure by a bidder to comply with all applicable sections of the current Kentucky Standard Specifications, including, but not limited to the following, may result in a bid not being considered responsive and thus not eligible to be considered for award:

102.02 Current Capacity Rating 102.10 Delivery of Proposals
102.08 Irregular Proposals 102.14 Disqualification of Bidders
102.09 Proposal Guaranty

CIVIL RIGHTS ACT OF 1964

The Kentucky Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Federal Department of Transportation (49 C.F.R., Part 21), issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin.

NOTICE TO ALL BIDDERS

To report bid rigging activities call: 1-800-424-9071.

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

FHWA 1273

Contrary to Paragraph VI of FHWA 1273, contractors on National Highway System (NHS) Projects of $1 million or more are no longer required to submit Form FHWA-47.

Contrary to Form FHWA-1273, Section V, paragraph 2.b personal addresses and full social security numbers (SSN) shall not be included on weekly payroll submissions by contractors and subcontractors. Contractors and subcontractors shall include the last four digits of the employee's SSN as an individually identifying number for each employee on the weekly payroll submittal. This in no way changes the requirement that contractors and subcontractors maintain complete SSN and home addresses for employees and provide this information upon request of KYTC, FHWA, and the U.S. Department of Labor.

SECOND TIER SUBCONTRACTS

Second Tier subcontracts on federally assisted projects shall be permitted. However, in the case of DBE's, second tier subcontracts will only be permitted where the other subcontractor is also a DBE. All second tier subcontracts shall have the consent of both the Contractor and the Engineer.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

It is the policy of the Kentucky Transportation Cabinet ("the Cabinet") that Disadvantaged Business Enterprises ("DBE") shall have the opportunity to participate in the performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The contractor will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the contractor to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

DBE GOAL

The Disadvantaged Business Enterprise (DBE) goal established for this contract, as listed on the front page of the proposal, is the percentage of the total value of the contract.

The contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in a least the percent of the contract as set forth above as goals for this contract.

OBLIGATION OF CONTRACTORS

Each contractor prequalified to perform work on Cabinet projects shall designate and make known to the Cabinet a liaison officer who is assigned the responsibility of effectively administering and promoting an active program for utilization of DBEs.

If a formal goal has not been designated for the contract, all contractors are encouraged to consider DBEs for subcontract work as well as for the supply of material and services needed to perform this work.

Contractors are encouraged to use the services of banks owned and controlled by minorities and women.

CERTIFICATION OF CONTRACT GOAL

Contractors shall include the following certification in bids for projects for which a DBE goal has been established. BIDS SUBMITTED WHICH DO NOT INCLUDE CERTIFICATION OF DBE PARTICIPATION WILL NOT BE READ PUBLICLY. These bids will not be considered for award by the Cabinet and they will be returned to the bidder.

"The bidder certifies that it has secured participation by Disadvantaged Business Enterprises ("DBE") in the amount of ____ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program."

The certification statement is located in the printed bid packet. All contractors must certify their DBE participation on that page. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted.

DBE PARTICIPATION PLAN

All bidders are encouraged to submit their General DBE Participation Plan with their bid on the official form. Lowest responsive bidders whose bid packages include DBE Participation Plans may be awarded the contract at the next Awards Committee meeting provided that the DBE goal is met. The DBE Participation Plan shall include the following:

1. Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
2. Description of the work each is to perform including the work item , unit, quantity, unit price and total amount of the work to be performed by the individual DBE;
3. The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows;
    a) If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
        - The entire expenditure paid to a DBE manufacturer;
        - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
        - the amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel,

facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.

b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;
c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;

4. Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

The apparent low bidder who does not submit a General DBE Participation Plan with the bid shall submit it within 10 calendar days after receipt of notification that they are the apparent low bidder. The project will not be considered for award prior to submission and approval of the apparent low bidder's DBE Participation Plan.

Detailed DBE Participation Plan forms will be included in the Contractor Package presented to successful bidders following the awarding of the project. The Detailed DBE Participation Plan must be completed and returned to Contract Procurement in accordance with Cabinet policy. A copy of the blank estimate will be included with the Detailed DBE Participation Plan to list sequence items by PCN (Project Control Number).

Changes to DBE Participation Plans must be approved by the Cabinet. The Cabinet may consider extenuating circumstances including, but not limited to, changes in the nature or scope of the project, the inability or unwillingness of a DBE to perform the work in accordance with the bid, and/or other circumstances beyond the control of the prime contractor.

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

If the DBE participation submitted in the bid by the apparent lowest responsive bidder does not meet or exceed the DBE contract goal, the apparent lowest responsive bidder must submit a Good Faith Effort Package to satisfy the Cabinet that sufficient good faith efforts were made to meet the contract goals prior to submission of the bid. Efforts to increase the goal after bid submission will not be considered in justifying the good faith effort, unless the contractor can show that the proposed DBE was solicited prior to the letting date. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted. One complete set and nine (9) copies of this information must be received in the office of the Division of Contract Procurement no later than 12:00 noon of the tenth calendar day after receipt of notification that they are the apparent low bidder.

Where the information submitted includes repetitious solicitation letters it will be acceptable to submit a sample representative letter along with a distribution list of the firms solicited. Documentation of DBE quotations shall be a part of the good faith effort submittal as necessary to demonstrate compliance with the factors listed below which the Cabinet considers in judging good faith efforts. This documentation may include written subcontractors' quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

The Good Faith Effort Package shall include, but may not be limited to information showing evidence of the following:

1. Whether the bidder attended any pre-bid meetings that were scheduled by the Cabinet to inform DBEs of subcontracting opportunities;
2. Whether the bidder provided solicitations through all reasonable and available means;
3. Whether the bidder provided written notice to all DBEs listed in the DBE directory at the time of the letting who are prequalified in the areas of work that the bidder will be subcontracting;
4. Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainly whether they were interested. If a reasonable amount of DBEs within the targeted districts do not provide an intent to quote or no DBEs are prequalified in the subcontracted areas, the bidder must notify the DBE Liaison in the Office of Minority Affairs to give notification of the bidder's inability to get DBE quotes;
5. Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise perform these work items with its own forces;
6. Whether the bidder provided interested DBEs with adequate and timely information about the plans, specifications, and requirements of the contract;
7. Whether the bidder negotiated in good faith with interested DBEs not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached;
8. Whether quotations were received from interested DBE firms but were rejected as unacceptable without sound reasons why the quotations were considered unacceptable. The fact that the DBE firm's quotation for the work is not the lowest quotation received will not in itself be considered as a sound reason for rejecting the quotation as unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a DBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy DBE goals;

9. Whether the bidder specifically negotiated with subcontractors to assume part of the responsibility to meet the contract DBE goal when the work to be subcontracted includes potential DBE participation;
10. Whether the bidder made any efforts and/or offered assistance to interested DBEs in obtaining the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal; and
11. Any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include DBE participation.

FAILURE TO MEET GOOD FAITH REQUIREMENT

Where the apparent lowest responsive bidder fails to submit sufficient participation by DBE firms to meet the contract goal and upon a determination by the Good Faith Committee based upon the information submitted that the apparent lowest responsive bidder failed to make sufficient reasonable efforts to meet the contract goal, the bidder will be offered the opportunity to meet in person for administrative reconsideration. The bidder will be notified of the Committee's decision within 24 hours of its decision. The bidder will have 24 hours to request reconsideration of the Committee's decision. The reconsideration meeting will be held within two days of the receipt of a request by the bidder for reconsideration.

The request for reconsideration will be heard by the Office of the Secretary. The bidder will have the opportunity to present written documentation or argument concerning the issue of whether it met the goal or made an adequate good faith effort. The bidder will receive a written decision on the reconsideration explaining the basis for the finding that the bidder did or did not meet the goal or made adequate Good Faith efforts to do so.

The result of the reconsideration process is not administratively appealable to the Cabinet or to the United States Department of Transportation.

The Cabinet reserves the right to award the contract to the next lowest responsive bidder or to rebid the contract in the event that the contract is not awarded to the low bidder as the result of a failure to meet the good faith requirement.

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

Failure by the prime contractor to fulfill the DBE requirements of a project under contract or to demonstrate good faith efforts to meet the goal constitutes a breach of contract. When this occurs, the Cabinet will hold the prime contractor accountable, as would be the case with all other contract provisions. Therefore, the contractor's failure to carry our the DBE contract requirements shall constitute a breach of contract and as such the Cabinet reserves the right to exercise all administrative remedies at its disposal including, but not limited to the following:

- Disallow credit toward the DBE goal;
- Withholding progress payments;

- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

PROMPT PAYMENT

The prime contractor will be required to pay the DBE within seven (7) working days after he or she has received payment from the Kentucky Transportation Cabinet for work performed or materials furnished.

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to submit certified reports on monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal.

Payment information that needs to be reported includes date the payment is sent to the DBE, check number, Contract ID, amount of payment and the check date. Before Final Payment is made on this contract, the Prime Contractor will certify that all payments were made to the DBE subcontractor and/or DBE suppliers.

The Prime Contractor should supply the payment information at the time the DBE is compensated for their work. Form to use is located at:
http://transportation.ky.gov/construction/forms/DBEcheck.xls

Photocopied payments and completed form to be submitted to:
Office of Civil Rights and Small Business Development
6th Floor West
200 Mero Street
Frankfort, KY 40622

DEFAULT OR DECERTIFICATION OF THE DBE

If the DBE subcontractor or supplier is decertified or defaults in the performance of its work, and the overall goal cannot be credited for the uncompleted work, the prime contractor may utilize a substitute DBE or elect to fulfill the DBE goal with another DBE on a different work item. If after exerting good faith effort in accordance with the Cabinet's Good Faith Effort policies and procedures, the prime contractor is unable to replace the DBE, then the unmet portion of the goal may be waived at the discretion of the Cabinet.

Kentucky Transportation Cabinet
General DBE Participation Plan*

06/13/2005

Letting Date: _____ Contract ID Number _____ Project Number: _____

Designated DBE Goal % _____

Prime Contractor _____ DBE Company Name _____

Address _____

City, State, Zip _____

Federal Tax ID _____

Type of DBE Work: (all applicable)

_____ Supplier _____ Subcontractor _____ Manufacturer _____ Engineering _____ Other _____

Itemized worked to be performed by DBE Company:

Supplier 60% Y/N	Item Number	Description of Participation Item	Unit of Measure	Quantity to be Performed by DBE	DBE Unit Price **	Dollar Amount (based on DBE
					Total other Page	

**Note: 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment

Total This DBE

Total Bid

% Credited toward Goal, this DBE

Prime Contractor's Signature: _____ Title: _____ Date: _____

DBE Participant Signature: _____ Title: _____ Date: _____

***This form must be completed for each DBE participant**

KYTC
DBE Payments

updated 2/28/08

Prime Contractor	Cont-ID

DBE Contractor	CHECK #

PAYMENT DATE	Amount of Payment

Use the section below to show multiple payments using the same check

Cont-ID	Amount	Cont-ID	Amount

Comments:

attach copy of check here

Mail to:
Office of Civil Rights and Small Business Development
200 Mero Street
6th Floor West TCOB
Frankfort, KY 40622

to be Submitted within 7 days of receipt of payment from KYTC

NATIONAL HIGHWAY

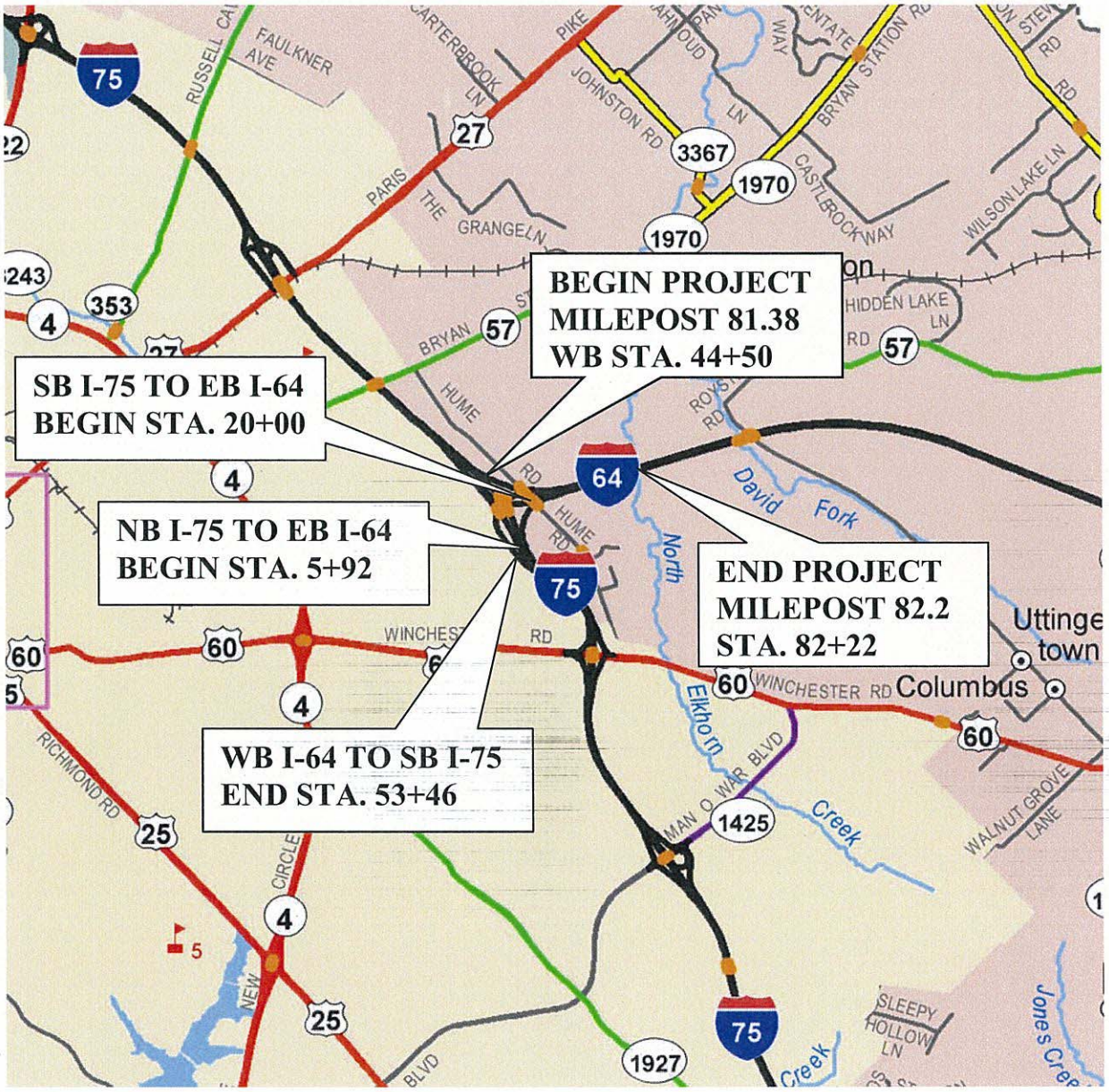
This project is on the NATIONAL HIGHWAY SYSTEM.

PROJECT TRAFFIC COORDINATOR (PTC)

This project is a significant project pursuant to section 112.03.12.

OPTION A

The Contractor is advised that the compaction of asphalt mixtures furnished for driving lanes and ramps, at 25mm (1 inch) or greater, on this project will be accepted according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specification. Joint cores as described in subsection 402.03.02 are required for surface mixtures only. The compaction of all other asphalt mixtures will be accepted by OPTION B.



ITEM NUMBERS: 7-2017.00

PROJECT NUMBER: FD52 034 0064 081-083

CONSTRUCTION NUMBER: IM 0644(087)

LETTING DATE: 09-17-2010

RECOMMENDED BY: _____ DATE: 7-30-10
Project Manager

PLAN APPROVED BY: _____ DATE: 7/30/10
State Highway Engineer

FHWA APPROVED BY: _____ DATE: _____

I-64 STATIONING REFERENCES

NB I-75 TO EB I-64 RAMP

STATION	FEATURE
5+92	ASPHALT / CONCRETE TRANSITION
31+80	**HUME ROAD BRIDGE**
38+80	END PAINTED GORE

EASTBOUND I-64

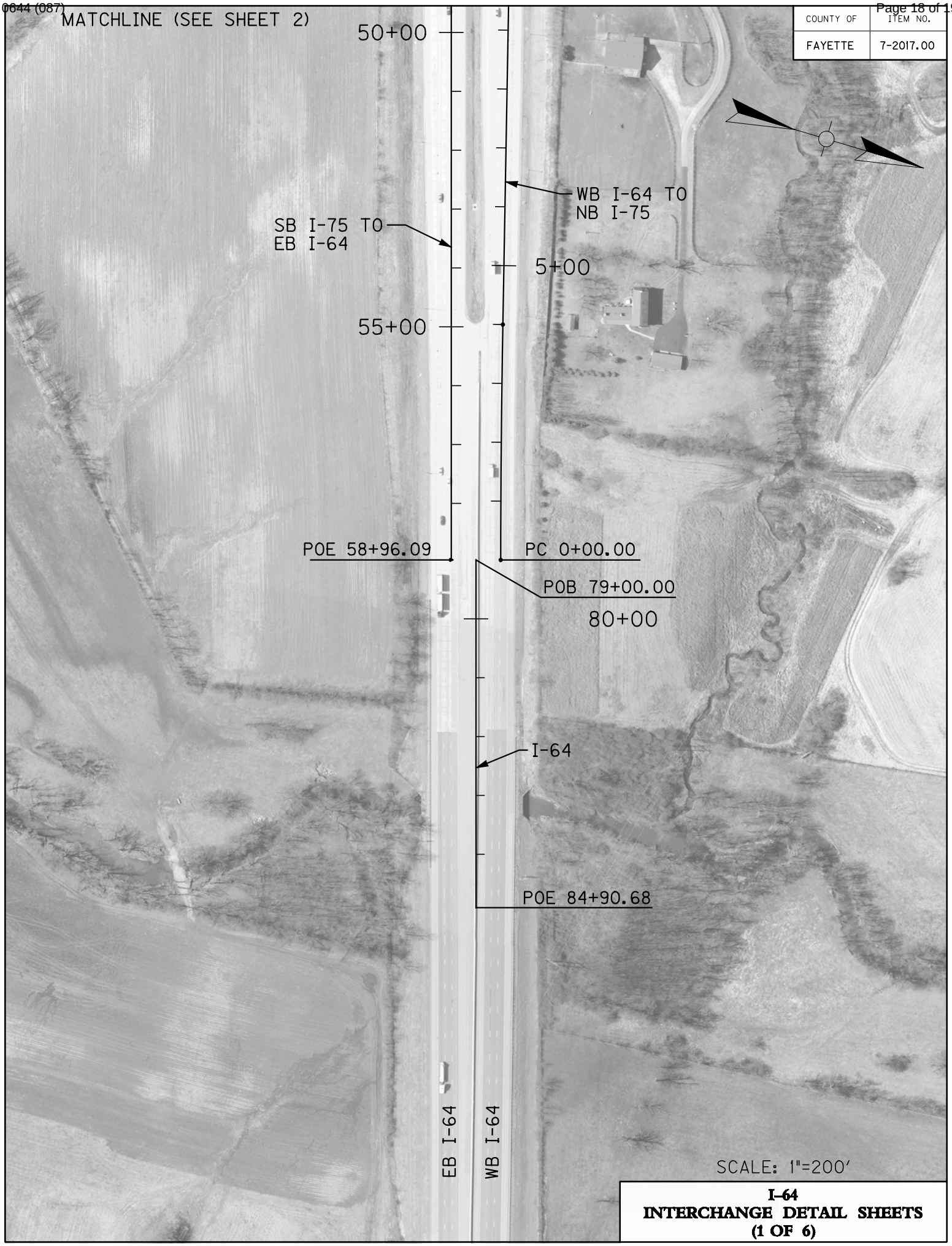
STATION	FEATURE
28+15	**HUME ROAD BRIDGE**
28+24	ASPHALT / CONCRETE TRANSITION
52+44	MILEPOST 82.0
58+96.10	**EQUATION 58+96.10 BK = 79+00.00 AH**
81+92	CONCRETE / ASPHALT TRANSITION
82+91	MILEPOST 82.2

WESTBOUND I-64

STATION	FEATURE
82+91	MILEPOST 82.2
81+94	ASPHALT / CONCRETE TRANSITION
79+00.00	**EQUATION 79+00.00 BK = 0+00.00 AH**
6+46	MILEPOST 82.0
17+10	MILEPOST 81.8
18+49	**OVERHEAD TRUSS SIGN**
27+67	MILEPOST 81.6
34+23	**HUME ROAD BRIDGE**
38+28	MILEPOST 81.4
44+50	CONCRETE / ASPHALT TRANSITION

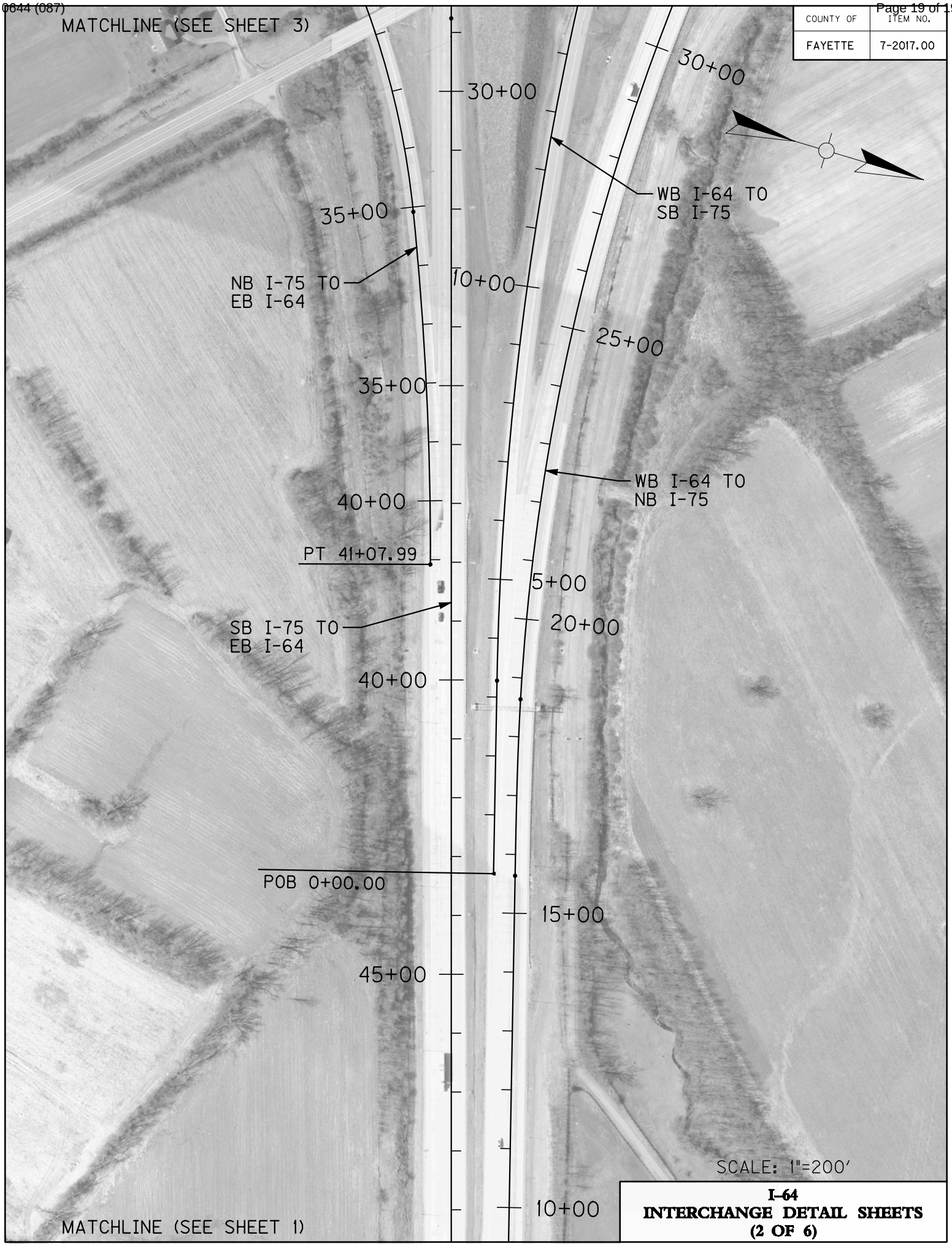
WB I-64 TO SB I-75 RAMP

STATION	FEATURE
2+84	**OVERHEAD TRUSS SIGN**
3+22	BEGIN PAINTED GORE
16+66	**HUME ROAD BRIDGE**
24+21	BEGIN BRIDGE OVER SB I-75 TO EB I-64 RAMP
26+45	END BRIDGE OVER SB I-75 TO EB I-64 RAMP
53+46	CONCRETE / ASPHALT TRANSITION



COUNTY OF	ITEM NO.
FAYETTE	7-2017.00

I-64
INTERCHANGE DETAIL SHEETS
(1 OF 6)



I-64
INTERCHANGE DETAIL SHEETS
(2 OF 6)

COUNTY OF	ITEM NO.
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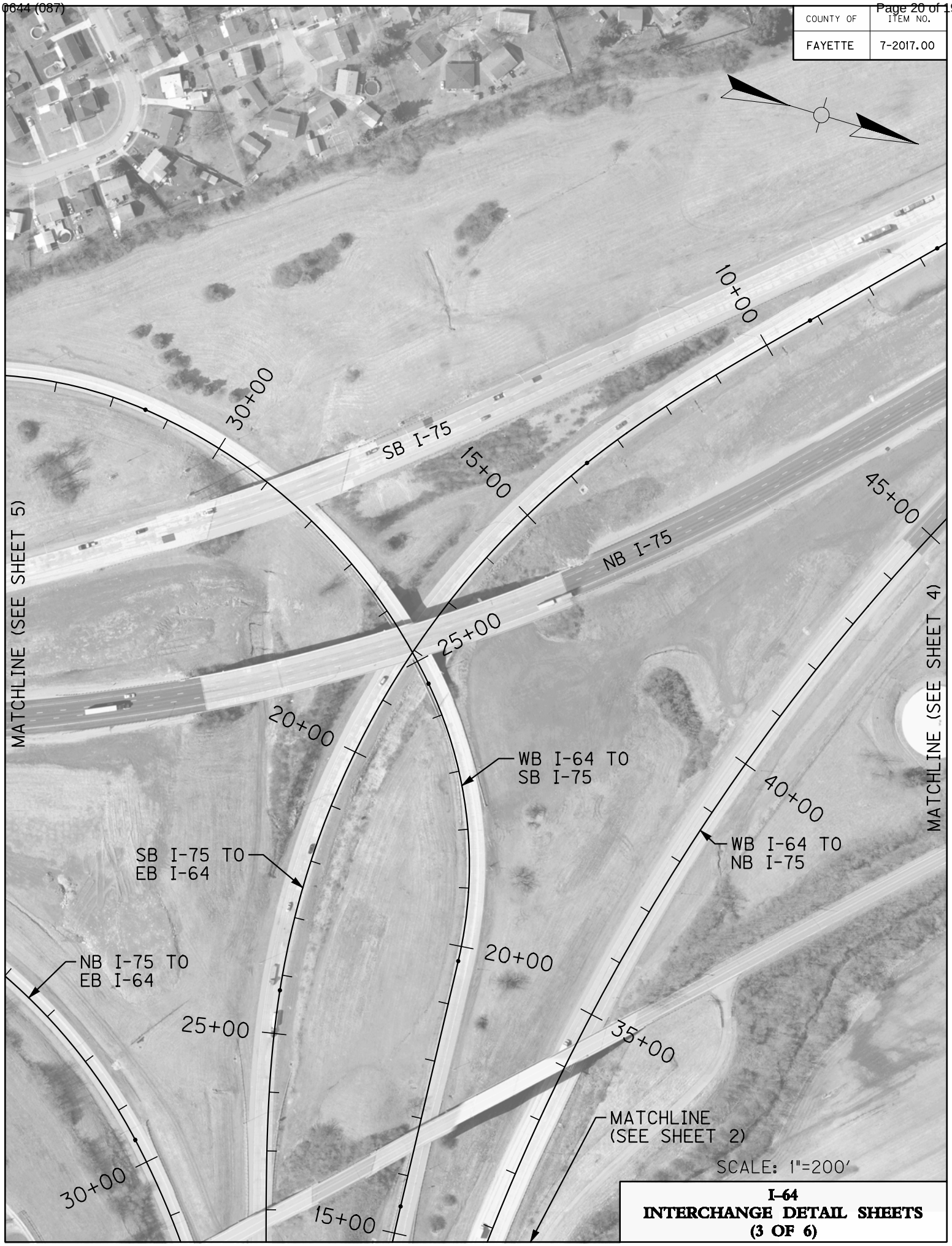

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INTERCHANGE DETAIL SHEETS
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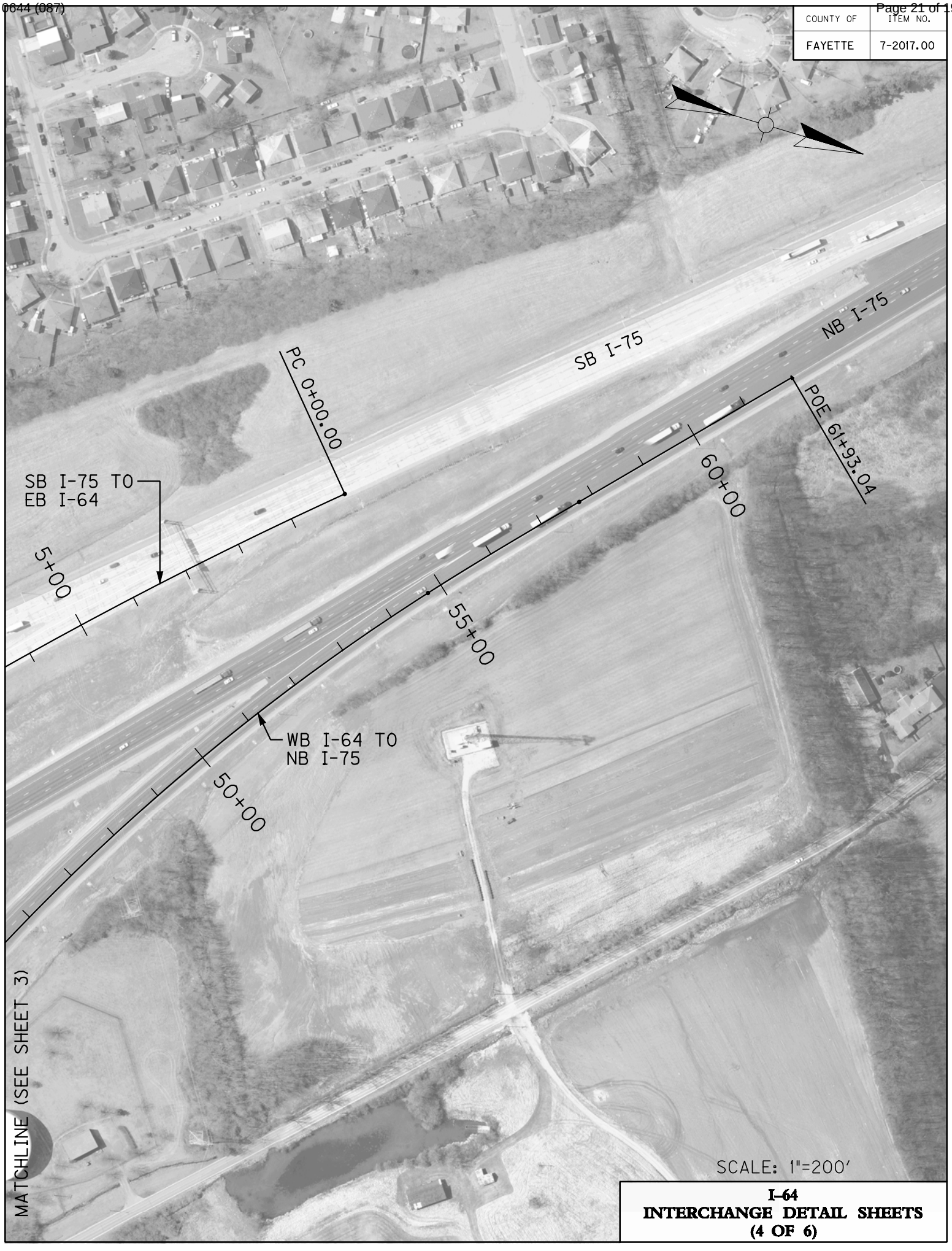

SCALE: 1"=200'

I-64
INTERCHANGE DETAIL SHEETS
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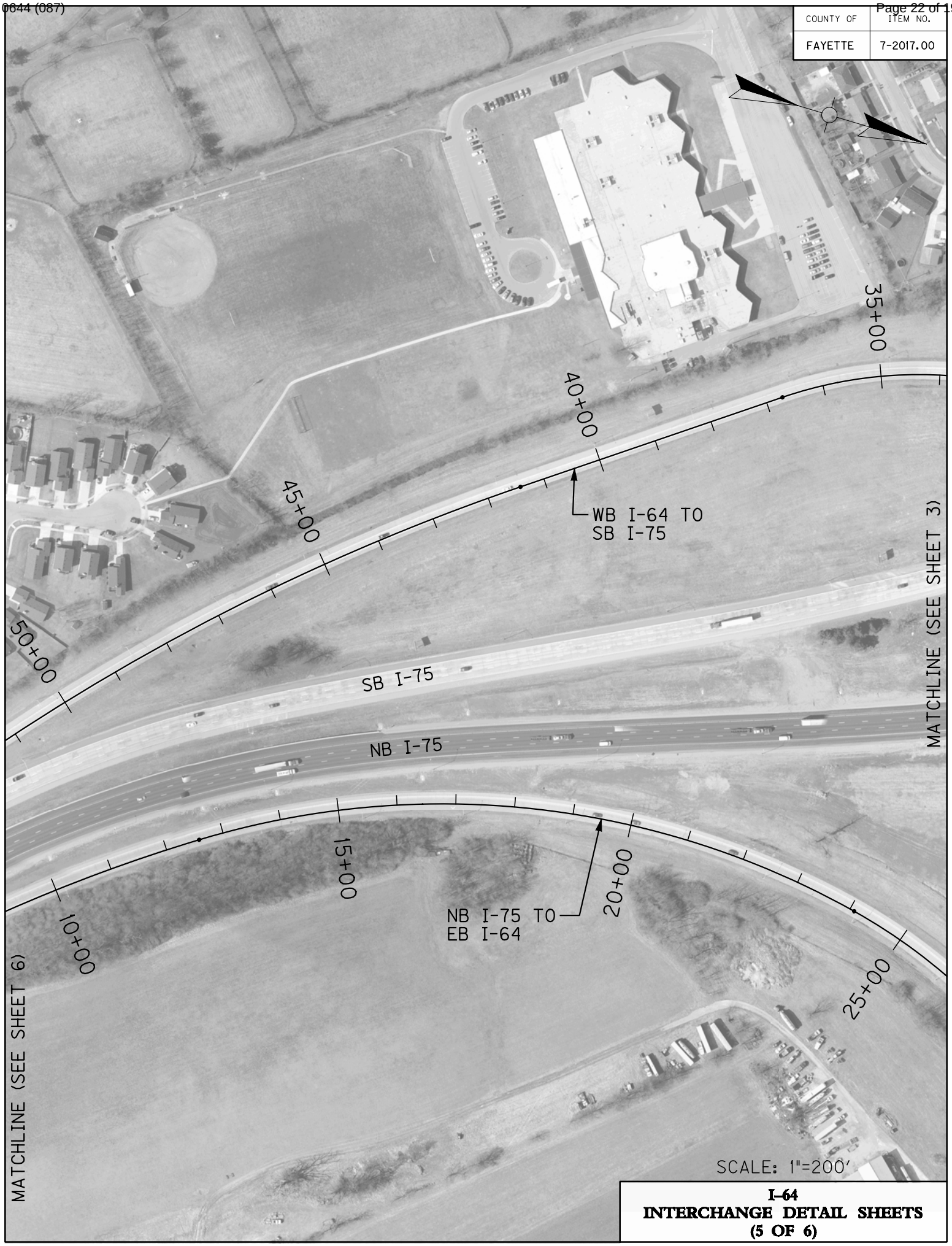
COUNTY OF	ITEM NO.
FAYETTE	7-2017.00



I-64
INTERCHANGE DETAIL SHEETS
(5 OF 6)

COUNTY OF	ITEM NO.
FAYETTE	7-2017.00

I-64
INTERCHANGE DETAIL SHEETS
(6 OF 6)

I-64 PAVEMENT REHABILITATION
FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
GENERAL SUMMARY

ITEM NUMBER	ITEM		QUANTITY	UNIT
1	DGA BASE		3,730	TON
78	CRUSHED AGGREGATE SIZE NO. 2		6	TON
100	ASPHALT SEAL AGGREGATE		391	TON
190	LEVELING AND WEDGING PG 64-22		250	TON
214	CL 3 ASPH BASE 1.00D PG 64-22		7,929	TON
291	EMULSIFIED ASPHALT RS-2		47	TON
339	CL 3 ASPH SURF 0.38D PG 64-22		2,468	TON
466	CULVERT PIPE - 30 IN		8	LIN FT
1000	PERFORATED PIPE - 4 INCH		250	LIN FT
1010	NON-PERFORATED PIPE		50	LIN FT
1020	PERFORATED PIPE HEADWALL TYPE 1 - 4 INCH		1	EACH
1028	PERFORATED PIPE HEADWALL TYPE 3 - 4 INCH		1	EACH
1310	REMOVE PIPE		8	LIN FT
1691	FLUME INLET TYPE 2		3	EACH
1891	ISLAND HEADER CURB TYPE 2		614	LIN FT
1904	REMOVE CURB		39	LIN FT
1982	DELINEATOR FOR GUARDRAIL - WHITE		51	EACH
1983	DELINEATOR FOR GUARDRAIL - YELLOW		25	EACH
1984	DELINEATORS FOR BARRIER-WHITE		6	EACH
1985	DELINEATORS FOR BARRIER-YELLOW		6	EACH
2025	JPC PAVEMENT - 11IN/24	(5)	564	SQ YD
2043	JPC PAVEMENT - 11IN/72	(5)	12,552	SQ YD
2058	REMOVE PCC PAVEMENT	(5)	13,116	SQ YD
2060	PCC PAVEMENT DIAMOND GRINDING		49,799	SQ YD
2110	PARTIAL DEPTH PATCHING		71	CU FT
2115	SAW-CLEAN-RESEAL TRANSVERSE JOINT		46,629	LIN FT
2116	SAW-CLEAN-RESEAL LONGITUDINAL JOINT		52,994	LIN FT
2200	ROADWAY EXCAVATION	(7)	5,266	CU YD
2220	FLOWABLE FILL		10	CU YD
2237	DITCHING	(1)	17,000	LIN FT
2262	FENCE - WOVEN WIRE TYPE 1		60	LIN FT
2351	GUARDRAIL-STEEL W BEAM-S FACE		5,050	LIN FT
2363	GUARDRAIL CONNECTOR TO BRIDGE END TY A		2	EACH
2367	GUARDRAIL END TREATMENT TYPE 1		1	EACH
2369	GUARDRAIL END TREATMENT TYPE 2A		12	EACH
2373	GUARDRAIL END TREATMENT TYPE 3		1	EACH
2381	REMOVE GUARDRAIL		5,112.5	LIN FT
2387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1		2	EACH
2391	GUARDRAIL END TREATMENT TYPE 4A		8	EACH
2483	CHANNEL LINING CLASS II	(2)	3	TON
2484	CHANNEL LINING CLASS III	(2)	592	TON
2562	SIGNS		4,000	SQ FT
2565	OBJECT MARKER TYPE 2		2	EACH
2568	MOBILIZATION		1	LUMP SUM
2569	DEMOBILIZATION		1	LUMP SUM
2599	FABRIC - GEOTEXTILE TYPE IV		100	SQ YD
2650	MAINTAIN AND CONTROL TRAFFIC		1	LUMP SUM
2671	PORTABLE CHANGEABLE MESSAGE SIGN	(3)	6	EACH
2677	ASPHALT PAVE MILLING & TEXTURING		1,508	TON
2714	SHOULDERING		2,000	LIN FT
2775	ARROW PANEL	(3)	6	EACH

I-64 PAVEMENT REHABILITATION
FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
GENERAL SUMMARY

ITEM NUMBER	ITEM		QUANTITY	UNIT
2894	CRASH CUSHION TYPE VI-T		4	EACH
5950	EROSION CONTROL BLANKET	(4)	8,000	SQ YD
6412	STEEL POST MILE MARKERS		2	EACH
6417	FLEXIBLE DELINEATOR POST-W		133	EACH
6418	FLEXIBLE DELINEATOR POST-Y		125	EACH
6511	PAVEMENT STRIPING-TEMP PAINT - 6 INCH		75,750	LIN FT
6593	PAVEMENT MARKER TYPE V-B Y/R		208	EACH
6592	PAVEMENT MARKER TYPE V-B W/R		345	EACH
6600	REMOVE PAVEMENT MARKER TYPE V		553	EACH
20366NN	REPLACE GRATE		1	EACH
21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS		200	LIN FT
21415ND	EROSION CONTROL		1	LUMP SUM
21533EN	EMBANKMENT	(6)	250	CU YD
22854EN	PAVE STRIPE PERM-6 IN HD21-WHITE		25,123	LIN FT
22855EN	PAVE STRIPE PERM-6 IN HD21-YELLOW		16,661	LIN FT
22856EN	PAVE STRIPE PERM-12 IN HD21-WHITE		1,025	LIN FT
23237EN10W	WATERBLAST STRIPE REMOVAL		42,809	LIN FT
23391EC	RUMBLE STRIPS SAWED - 24 IN		36,649	LIN FT
	RESET MANHOLE FRAME AND LID		1	EACH

(1) Ditching is intended for repair to the eroded and/or poorly draining areas throughout the project as directed by the engineer, any embankment required is incidental to ditching.

(2) Any excavation and Fabric-Geotextile Type I required to place the Channel Lining Class II and Class III is incidental to the lining.

(3) The quantity for these items includes initial placement. Any relocation required will not be paid for directly, but will be considered incidental to maintain and control traffic.

(4) To be used as directed by the Engineer

(5) Includes five percent additional removal for continuing deterioration of the existing pavement

(6) Contrary to the Standard Specifications, "Embankment" will be paid by measured quantity instead of plan quantity.

(7) "Roadway Excavation" will be paid for the removal of shoulder material in shoulder improvement areas specified in the proposal or as directed by the Engineer.

NOTE: Quantities from all summaries have been carried over and included in this General Summary

FULL DEPTH PCC PAVEMENT REPAIRS
I-64, FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
EASTBOUND

BEGIN STATION	END STATION	TOTAL LENGTH (FT)	LANE #1*	LANE #2*	LANE #3*	RAMP	TOTAL SQ. YDS.	COMMENTS
STATION 28+24 BEGIN CONCRETE PAVEMENT								
28+24	28+42	18		X			30	
28+24	28+42	18			X		30	
28+37	28+77	40	X				9	TAPER FROM 1.5' TO 2.5'
29+00	29+18	18	X				7	TAPER FROM 3' TO 3.5'
33+71	33+81	10			X		17	
34+25	34+47	22		X			37	
36+68	37+80	112			X		149	
36+92	37+02	10				X	13	
37+10	37+60	50		X			67	
37+87	42+16	429				X	572	
38+72	57+90	1918			X		2557	
39+18	58+76	1958		X			2611	
42+49	44+08	159				X	212	
45+06	45+49	43				X	57	
46+26	47+98	172				X	229	
48+48	49+18	70				X	93	
49+98	50+82	84				X	112	
51+32	51+42	10				X	13	
52+52	53+09	57				X	48	RT LANE TAPER FROM 8' TO 7'
53+57	53+81	24				X	16	RT LANE TAPER - 6' WIDE
55+06	55+16	10	X				13	
55+32	55+78	46				X	12	RT LANE TAPER FROM 2.5' TO 2'
58+50	58+94	44			X		59	
STA. EQUATION 58+96.10 BACK = 79+00.00 AHEAD								
79+12	79+68	56		X			75	
79+58	79+68	10			X		13	
80+18	82+22	204		X			272	EXTEND 30' INTO ASPHALT SECTION
81+08	82+22	114			X		152	EXTEND 30' INTO ASPHALT SECTION
END CONCRETE PAVEMENT APPROXIMATELY STA. 81+92								
EASTBOUND TOTAL (SQ YDS.)							**7,475**	

*** LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-64 MEDIAN, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE MEDIAN.**

FULL DEPTH PCC PAVEMENT REPAIRS
I-64, FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
EASTBOUND RAMPS

BEGIN STATION	END STATION	TOTAL LENGTH (FT)	LANE #1	LANE #2	LANE #3	LANE #4	TOTAL SQ. YDS.	COMMENTS
NORTHBOUND I-75 TO EASTBOUND I-64 RAMP								
RAMP STA. 5+92 BEGIN CONCRETE PAVEMENT								
5+92	6+08	16	X				27	
6+46	6+56	10	X				17	
20+53	20+63	10	X				17	
21+31	21+41	10	X				17	
21+56	21+66	10	X				17	
31+05	31+15	10	X				17	
33+13	33+23	10	X				17	
NB TO EB RAMP STA. 40+00 = EASTBOUND I-64 STA. 37+00								
EASTBOUND RAMP TOTAL (SQ YDS.)							**129**	

FULL DEPTH PCC PAVEMENT REPAIRS
I-64, FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
WESTBOUND

BEGIN STATION	END STATION	TOTAL LENGTH (FT)	LANE #1*	LANE #2*	LANE #3*	LANE #4*	TOTAL SQ. YDS.	COMMENTS
END CONCRETE PAVEMENT APPROXIMATELY STA. 81+94								
81+72	81+94	22			X		29	
STA. EQUATION 79+04 BACK = 0+00.00 AHEAD								
0+35	1+55	120		X			160	
0+95	5+36	441	X				588	
2+44	3+91	147		X			196	
5+62	6+31	69		X			92	
6+05	6+45	40	X				53	
8+76	8+98	22	X				29	
9+22	9+91	69	X				92	
10+67	11+01	34	X				45	
12+04	12+92	88	X				117	
12+65	12+92	27		X			36	
14+26	20+06	580	X				773	
14+61	16+50	189		X			252	
17+01	18+12	111		X			148	
20+58	20+80	22	X				29	
20+58	20+80	22		X			29	
21+01	21+11	10	X				13	
21+28	22+58	130	X				173	
21+76	21+86	10		X			13	
22+35	22+60	25		X			33	
22+78	22+88	10	X				13	
23+56	23+66	10	X				13	
24+24	24+38	14	X				19	
24+74	25+86	112	X				149	
24+81	25+08	27		X			36	
26+18	27+34	116	X				155	
26+95	27+05	10		X			13	
27+94	28+04	10	X				13	
27+94	28+04	10		X			13	
28+73	28+83	10	X				13	
29+32	29+42	10	X				13	
30+21	31+81	160	X				213	
31+64	31+81	17		X			23	
32+47	32+99	52	X				69	
32+47	32+70	23		X			31	
37+21	37+45	24	X				32	
38+25	39+11	86	X				115	
38+25	38+35	10		X			13	
38+84	39+23	39		X			52	

FULL DEPTH PCC PAVEMENT REPAIRS
I-64, FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
WESTBOUND

BEGIN STATION	END STATION	TOTAL LENGTH (FT)	LANE #1*	LANE #2*	LANE #3*	LANE #4*	TOTAL SQ. YDS.	COMMENTS
39+01	39+11	10			X		9	RT LANE TAPER - 8' WIDE
39+86	40+12	26	X				35	
39+86	39+96	10		X			13	
41+22	41+73	51	X				68	
41+22	42+68	146		X			195	
41+99	42+81	82	X				109	
43+41	43+98	57	X				76	
43+58	44+50	92			X		20	RT LANE TAPER - 2' WIDE
43+60	43+70	10		X			13	
44+18	44+50	32		X			43	
END CONCRETE PAVEMENT APPROXIMATELY STA. 44+50								
WESTBOUND TOTAL (SQ YDS.)							**4,479**	
MAINLINE TOTAL (SQ YDS.)							**11,954**	

*** LANE NUMBERS BEGIN WITH THE LANE CLOSEST TO THE I-64 MEDIAN, AND INCREASE AS YOU MOVE AWAY FROM THE CENTERLINE. IN OTHER WORDS, LANE #3 IS THE THIRD LANE RIGHT OF THE MEDIAN.**

FULL DEPTH PCC PAVEMENT REPAIRS
I-64, FAYETTE COUNTY
ITEM NUMBER: 7-2017.00
WESTBOUND RAMPS

BEGIN STATION	END STATION	TOTAL LENGTH (FT)	LANE #1	LANE #2	LANE #3	LANE #4	TOTAL SQ. YDS.	COMMENTS
WESTBOUND I-64 TO SOUTHBOUND I-75 RAMP								
9+35	9+45	10	X				17	MAINLINE I-64 WB STATION
14+44	14+71	27	X				45	MAINLINE I-64 WB STATION
15+80	16+94	114	X				190	MAINLINE I-64 WB STATION
17+60	18+12	52	X				87	MAINLINE I-64 WB STATION
20+15	20+28	13	X				22	
24+03	24+21	18	X				30	
31+13	31+23	10	X				17	
RAMP STA. 53+46 END CONCRETE PAVEMENT								
WESTBOUND RAMP TOTAL (SQ YDS.)							**408**	
RAMP PROJECT TOTAL (SQ YDS.)							**537**	
MAINLINE AND RAMP PROJECT TOTAL (SQ YDS.)							**12,491**	

QUANTITIES CARRIED OVER TO THE GENERAL SUMMARY

DIAMOND GRINDING SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

DIRECTION	NUMBER OF LANES	BEGIN STATION	END STATION	LINEAR LANE-FEET	SQUARE YARDS
NB I-75 - EB I-64 ENTRANCE RAMP	1	5+92	38+80	3,288	5,480
EB I-64	2 TO 3	28+24	32+50	426	1,420
EB I-64	3	32+50	35+75	325	1,300
EB I-64	4	35+75	50+00	1,425	7,600
EB I-64	4 TO 3	50+00	56+60	660	3,080
EB I-64	3	56+60	58+96	236	944
EB I-64	3	79+00	82+22	322	1,288
WB I-64	3	79+04	81+94	290	1,160
WB I-64	3	0+00	5+60	560	2,240
WB I-64	3 TO 4	5+60	8+60	300	1,400
WB I-64	4	8+60	15+64	704	3,755
WB I-64	3	15+64	35+10	1,946	7,784
WB I-64	3 TO 2	35+10	44+50	940	3,133
WB I-64 - SB I-75 EXIT RAMP	1	0+00	24+21	2,421	4,035
WB I-64 - SB I-75 EXIT RAMP	1	26+45	53+46	2,701	4,502
NB I-75 - EB I-64 ENTRANCE RAMP	GORE AREA	37+82	38+91	NA	61
WB I-64 - SB I-75 EXIT RAMP	GORE AREA	3+21	8+67	NA	617
			TOTAL I-64 LINEAR LANE-FEET	**16,544**	
			I-64 TOTAL PCC PAVEMENT DIAMOND GRINDING		**49,799**

BRIDGES (NOT INCLUDED) | **24+21** | **26+45** | **WESTBOUND I-64 EXIT TO SB I-75**

STATION EQUATIONS

58+96.10 BACK = 79+00.00 AHEAD	**EASTBOUND I-64**
79+04.00 BACK = 0+00.00 AHEAD	**WESTBOUND I-64**

RAMP WIDTHS = **15 FEET**

QUANTITIES ARE CARRIED OVER TO THE GENERAL SUMMARY.

PIPE DRAINAGE SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

LOCATION	STATION	RESET GRATE*	REPLACE GRATE	DITCHING	CHANNEL LINING CLASS II	CHANNEL LINING CLASS III	CLEAN INLET/OUTLET*	REMOVE PIPE	30" CULVERT PIPE	RESET MANHOLE FRAME & LID	FLUME TYPE 2	ISLAND HEADER CURB TYPE 2	COMMENTS
UNITS		EACH		LIN FT	TON	TON	EACH	LIN FT	LIN FT	EACH	EACH	LIN FT	
ITEM NUMBER			20366NN	2237	2483	2484		1310	466		1691	1891	
NB I-75 RAMP TO EB I-64													
RIGHT	3+85.00						1						PERFORATED PIPE HEADWALL
RIGHT	7+10.00	1					1						18" SLOPED & FLAREDHEADWALL
LEFT	7+50.00						1						MEDIAN INLET DBI
LEFT	13+00.00						1						MEDIAN INLET DBI
RIGHT	13+00.00	1					1						18" SLOPED & FLARED HEADWALL
RIGHT	18+50.00		1				1						18" SLOPED & FLARED HEADWALL NO. 1 AND NO. 2 GRATE
RIGHT	18+50.00				0.3								CHANNEL LINE SINKHOLE
LEFT	18+50.00						1						MEDIAN INLET DBI
RIGHT	19+75.00				0.3								CHANNEL LINE SINKHOLE
RIGHT	31+50.00					26							69' RT - 31' RT
RIGHT	31+50.00												
LEFT	32+00.00						1						MEDIAN INLET DBI
EASTBOUND I-64													
LEFT	32+00.00						1						PERFORATED PIPE HEADWALL
LEFT	33+10.00					26							88' LT - 63' LT
LEFT	33+50.00												
LEFT	33+30.00						1						MEDIAN INLET DBI
LEFT	35+00.00						1						PERFORATED PIPE HEADWALL
LEFT	38+00.00						1						PERFORATED PIPE HEADWALL
LEFT	39+50.00						1						MEDIAN INLET DBI

PIPE DRAINAGE SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

LOCATION	STATION	RESET GRATE*	REPLACE GRATE	DITCHING	CHANNEL LINING CLASS II	CHANNEL LINING CLASS III	CLEAN INLET/OUTLET*	REMOVE PIPE	30" CULVERT PIPE	RESET MANHOLE FRAME & LID	FLUME TYPE 2	ISLAND HEADER CURB TYPE 2	COMMENTS
UNITS		EACH		LIN FT	TON	TON	EACH	LIN FT	LIN FT	EACH	EACH	LIN FT	
ITEM NUMBER			20366NN	2237	2483	2484		1310	466		1691	1891	
RIGHT	39+50.00						1						18" SLOPED & FLAREDHEADWALL
LEFT	41+00.00						1						PERFORATED PIPE HEADWALL
LEFT	44+00.00						1						PERFORATED PIPE HEADWALL
LEFT	47+00.00						1						PERFORATED PIPE HEADWALL
LEFT	50+00.00						1						PERFORATED PIPE HEADWALL
LEFT	52+75.00						1						PERFORATED PIPE HEADWALL
LEFT	53+00.00						1						MEDIAN INLET DBI
RIGHT	53+25.00				0.3								CHANNEL LINE SINKHOLE
RIGHT	53+50.00				0.3								CHANNEL LINE SINKHOLE
RIGHT	81+75.00												CLEAN PAVED DITCH**
RIGHT	82+50.00												CLEAN PAVED DITCH**
WESTBOUND I-64													
LEFT	82+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	80+75.00				0.3								CHANNEL LINE SINKHOLE
LEFT	79+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	3+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	6+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	9+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	12+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	14+25 - 17+00										1	275	FLUME LOCATED AT STA. 14+25
RIGHT	25+50 - 26+00										1	50	FLUME LOCATED AT STA. 26+00
RIGHT	27+75 - 30+25										1	250	FLUME LOCATED AT STA. 30+25
RIGHT	15+00.00						1						PERFORATED PIPE HEADWALL

PIPE DRAINAGE SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

LOCATION	STATION	RESET GRATE*	REPLACE GRATE	DITCHING	CHANNEL LINING CLASS II	CHANNEL LINING CLASS III	CLEAN INLET/OUTLET*	REMOVE PIPE	30" CULVERT PIPE	RESET MANHOLE FRAME & LID	FLUME TYPE 2	ISLAND HEADER CURB TYPE 2	COMMENTS
UNITS		EACH		LIN FT	TON	TON	EACH	LIN FT	LIN FT	EACH	EACH	LIN FT	
ITEM NUMBER			20366NN	2237	2483	2484		1310	466		1691	1891	
RIGHT	18+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	21+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	23+50.00						1						PERFORATED PIPE HEADWALL
RIGHT	27+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	29+00.00	1					1						30" SLOPED & FLARED HEADWALL
LEFT	29+50.00							8	8				MEDIAN INLET DBI
RIGHT	30+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	33+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	36+00.00						1						PERFORATED PIPE HEADWALL
RIGHT	38+75.00	1					1						
LEFT	39+75.00						1						PERFORATED PIPE HEADWALL
LEFT	41+00.00												6' WIDE, 350' LENGTH FROM STA. 40+40 - 41+05 AND STA. 39+64 - 40+40
LEFT	39+75.00					200							
LEFT	40+50.00												
LEFT	44+75.00						1						
WB I-64 RAMP TO SB I-75													
LEFT	10+25.00									1			
LEFT	14+75.00						1						DROP BOX INLET
RIGHT	17+50.00						1						
LEFT	17+50.00						1						18" SLOPED & FLARED HEADWALL
LEFT	23+70 - 24+09											39	
LEFT	23+75.00						1						CLEAN FLUME INLET**
RIGHT	29+75.00						1						18" SLOPED & FLARED HEADWALL

PIPE DRAINAGE SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

LOCATION	STATION	RESET GRATE*	REPLACE GRATE	DITCHING	CHANNEL LINING CLASS II	CHANNEL LINING CLASS III	CLEAN INLET/OUTLET*	REMOVE PIPE	30" CULVERT PIPE	RESET MANHOLE FRAME & LID	FLUME TYPE 2	ISLAND HEADER CURB TYPE 2	COMMENTS
UNITS		EACH		LIN FT	TON	TON	EACH	LIN FT	LIN FT	EACH	EACH	LIN FT	
ITEM NUMBER			20366NN	2237	2483	2484		1310	466		1691	1891	
LEFT	29+75.00						1						18" SLOPED & FLARED HEADWALL
LEFT	44+25.00				0.3								CHANNEL LINE SINKHOLE
LEFT	4425					233							6' WIDE, 350' LENGTH FROM STA. 44+23- 47+57
LEFT	4750												
LEFT	47+00.00						1						PERFORATED PIPE HEADWALL
LEFT	47+25.00						1						24" SLOPED & FLARED HEADWALL
RIGHT	47+25.00					107							6' WIDE, 160' LENGTH FROM STA. 47+27 - 48+72
RIGHT	48+25.00												
RIGHT	48+75.00												
LEFT	47+50.00				0.3								CHANNEL LINE SINKHOLE
LEFT	47+50.00				0.3								CHANNEL LINE SINKHOLE
LEFT	47+75.00				0.3								CHANNEL LINE SINKHOLE
RIGHT	48+25.00	1					1						24" SLOPED & FLARED HEADWALL
LEFT	50+00.00						1						DROP BOX INLET
LEFT	51+25.00						1						PERFORATED PIPE HEADWALL
LEFT	52+75.00						1						DROP BOX INLET
TOTAL		5	1	17,000	2.7	592	50	8	8	1	3	614	

*** Quantities for "Reset Grate" and "Clean Inlet/Outlet" are shown for information purposes only and are considered incidental to the bid item "Ditching".**

**** Clean paved ditch and flume inlet is shown for information purposes only and is considered incidental to the bid item "Ditching".**

QUANTITIES ARE CARRIED OVER TO THE GENERAL SUMMARY.

GUARDRAIL SUMMARY
FAYETTE COUNTY
I-64
Item Number: 7-2017.00

LOCATION	SIDE	STATION	STATION	SINGLE FACE	REMOVE	1	2A	3*	4A	BRIDGE END CON. TYPE A	BRIDGE END CON. TYPE A-1	COMMENTS
			UNITS	LIN FT		EACH						
ITEM NUMBER:				2351	2381	2367	2369	2373	2391	2363	2387	
NB I-75 - EB I-64	LT	28+90	32+07	287.5	275		1		1			EXTEND EXISTING 50'
EB I-64	LT	26+50	28+25	175	175		1					
EB I-64	RT	28+13	28+63	50	50		1					
EB I-64	LT	37+07	40+57	312.5	350		1		1			
I-64 COM MED	RT	79+75	84+25	400	450	1	1					
I-64 COM MED	LT	82+00	90+50	850	850		1					
WB I-64	RT	13+50	18+63	475	462.5		1		1			EXTEND EXISTING 50'
WB I-64	RT	25+37	35+13	937.5	975		1		1			
WB I-64 - SB I-75	LT	14+30	16+80	212.5	250		1		1			
WB I-64 - SB I-75	RT	14+88	17+38	262.5	300		1		1			
WB I-64 - SB I-75	RT	20+80	24+30	350	200				1	1		EXTEND EXISTING 150'
WB I-64 - SB I-75	LT	22+10	24+10	162.5	200				1	1		
WB I-64 - SB I-75	LT	26+42	29+92	350	350		1				1	
WB I-64 - SB I-75	RT	26+52	28+77	225	225		1				1	
EASTBOUND TOTAL				5,050.0	5,112.5	1	12	1	8	2	2	

*** A QUANTITY OF GUARDRAIL END TREATMENT TYPE 3 HAS BEEN INCLUDED FOR BIDDING PURPOSES ONLY**

QUANTITIES ARE CARRIED OVER TO THE GENERAL SUMMARY.

SPECIAL NOTES FOR JPC PAVEMENT
DIAMOND GRINDING REHABILITATION
I-64 - FAYETTE COUNTY
Item No. 7-2017.00

THIS PROJECT IS A FULLY
CONTROLLED ACCESS HIGHWAY

SPECIAL NOTE FOR REFERENCES TO SPECIAL PROVISION 76

Special Provision 76 has been superseded by the Special Note for Full Depth Concrete Pavement Repair and the Special Note for Partial Depth Concrete Pavement Repair. Apply these notes for any references to Special Provision 76.

I. DESCRIPTION

Perform all work in accordance with the Department's 2008 Standard Specifications, Supplemental Specifications, Special Provision 76 and other 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) Maintain and Control Traffic; (2) Remove and replace JPC Pavement at the locations listed and/or as directed by the Engineer; (3) Diamond Grinding JPC Pavement and Permanent Striping; (4) Re-saw and seal joint seals; (5) Remove and replace Guardrail and Guardrail End treatments at the locations listed and/or as directed by the Engineer; (6) Type V pavement markers; (7) Asphalt Pavement Milling and Texturing and Asphalt Surface on shoulders at locations listed and/or as directed by the Engineer; and (8) All other work specified as part of this contract.

II. MATERIALS

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

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

B. **Joint and Crack Sealing.** For joints and cracks, use Hot-Poured Elastic Joint Sealant conforming to section 807.03.01.

C. **Dense Graded Aggregate.** Contrary to Special Provision No. 76, Crushed Stone Base may not be furnished in lieu of DGA.

D. **Jointed Plain Concrete Pavement 11".** Use Jointed Plain Concrete Pavement 11" for full depth replacement of concrete pavement in mainline driving lanes. Either central mixing or truck mixing will be allowed.

E. **Jointed Plain Concrete Pavement 11"-24 HR.** Use Jointed Plain Concrete Pavement 11"-24 HR for full depth replacement of concrete pavement in ramp driving lanes. Either central mixing or truck mixing will be allowed.

F. **Partial Depth Patching.** Contrary to Special Provision 76, use Polymer Patch Repair for Partial Depth Patching.

G. **Pavement Markings -6 inch Tape.** Use HD21 6-inch Tape for permanent striping (12 inch at entrance and exit ramp tapers).

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

I. **Channel Lining Class II.** Channel lining will be limestone and is to be placed at small sinkholes as noted and/or as directed by the Engineer.

J. **Channel Lining Class III.** Channel lining will be limestone and is to be placed at pipe outlets with significant erosion as noted and/or as directed by the Engineer.

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

II. CONSTRUCTION METHODS

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

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

C. **Concrete Pavement Removal and Replacement.** Except as specified in these notes, perform full depth concrete pavement removal and replacement in accordance with Special Provision No. 76. Approximate removal locations are listed in the proposal. The Engineer will determine actual locations at the time of construction, and may add to the listed repairs if deemed necessary. Remove pavement for full depth repairs by a saw cut and lift method without disturbing the underlying base or damaging the adjacent pavement remaining in place. Do not "pre-saw" in advance until ready for slab removal within the same day. (The Engineer will not allow the slab to be sawed and then to remain in place for more than one day.) Do not hammer or break pavement by other means to facilitate removal. Do not oversaw into existing JPC Pavement not intended to be removed. The original nominal depth of the mainline JPC pavement is 11 inches. However, the finished grade will be transitioned to match the adjacent pavement to remain in place. Gang drills, capable of drilling a minimum of four holes at a time, are required for dowel, hook bolt, and tie bar placement, unless otherwise approved by the Engineer.

It is intended to not disturb the underlying soil, however, a quantity of DGA, Crushed Aggregate #2, Geotextile Fabric Type IV, 4" Perforated pipe and 4" Non- perforated pipe (to drain the aggregate) and Perforated Pipe Headwalls is included for undercutting very poor, soft, wet soils - to be used sparingly and only as directed by the Engineer. Undercutting will not be measured as a bid item and will be considered incidental to the items of work listed above.

Use of a maturity meter is permitted to verify that JPC is ready for traffic, but is considered incidental to JPC Pavement-11” and JPC Pavement 11”-24 hr.

D. **Partial Depth Patching.** Except as specified in these notes, perform Partial Depth Patching in accordance with the Special Note for Partial Depth Concrete Pavement Repair. Partial Depth patching will be utilized to repair various concrete corner cracks and minor slab damage to slabs that are not to be replaced with full depth repairs. It is intended that the Polymer Patching material be used to fill these corner breaks without grinding and preparing the hole. The size and location of all partial depth patches shall be as approved and/or directed by the Engineer. This material may be Diamond Ground.

E. **Diamond Grinding.** After removing type V pavement markers, fill the void left. Repair the JPC pavement and Diamond Grind the mainline JPC pavement. Stations listed in the summary are approximate only; the Engineer will designate actual locations at the time of construction. Make one or more passes with the grinding equipment as needed to obtain the rideability required by Section 503.03.09. Perform additional grinding as directed by the Engineer to provide smooth transitions between traffic lanes and between ground and unground areas. Clean and sweep Diamond Ground areas before opening those areas to traffic. Sweeping associated with Diamond Grinding is incidental to Diamond Grinding. Dispose of all grindings/shavings/debris at locations approved by the Engineer. Grindings may be utilized to repair eroded or degraded slopes throughout the project as directed and/or approved by the Engineer.

F. **Joint and Crack Sealing.** After diamond grinding, saw at all JPC to asphalt transitions, clean, and reseal transverse and longitudinal joints including those along the shoulder and other joints as designated by the Engineer Do not widen existing joint more than the absolute minimum required to provide a clean, new face for a reservoir for the new joint seal. Contrary to section 501.03.17, skew the transverse joints to match existing joints. Route, clean, and seal random cracks that are faulted or random cracks greater than 1/16" designated by the Engineer. Route to a depth of approximately 1” and to a width of approximately ½”. Clean the routed crack by blowing with compressed air. Assure that the routed crack is dry before using the Hot-Poured Elastic Sealer.

G. **Edge Drains.** Quantities listed are approximate only. Actual quantities will be determined at the time of construction. Any excavation will be incidental to the other items of associated work. Any grading and ditching necessary to provide positive drainage at the headwall outlet will be paid at the unit bid price for "Ditching".

H. **Disposal of Waste.** Dispose of all cuttings, debris, and other waste off the right-of-way at approved sites obtained by the Contractor at no additional cost to the Department. The contractor will be responsible for obtaining any necessary permits for this work. Temporary openings in the right of way fence for direct access to waste sites off the right of way or for access to other public roads will not be allowed. No separate payment will be made for the disposal of waste and debris from the project or obtaining the necessary permits, but will be incidental to the other items of the work.

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

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

removed, a shoulder closure shall remain in place until the guardrail is replaced in that area. The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle center at 1224 Wilkinson Blvd in Frankfort, KY. Contact Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:00PM, Monday through Friday. There is a guardrail delivery verification sheet which must be completed.

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

(1). Striping will be 6" in width;
(2). Permanent striping will be in place before a lane is opened to traffic; and
(3). Permanent striping will be 6" HD21.

L. **On-Site Inspection.** Each Contractor submitting a bid for this work will make a thorough inspection of the site prior to submitting a bid and will thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.

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

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

IV. METHOD OF MEASUREMENT

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

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

C. **Crushed Aggregate Size No. 2.** Crushed Aggregate will be used in the event it is necessary to stabilize under any of the full depth slab removal. Payment will be based on the tons used for stabilization and the tons used around the perforated pipe outlet headwalls.

D. **Dense Graded Aggregate.** DGA will be used in the event it is necessary to stabilize under any of the full depth slab removal. A 4 inch lift will be placed on the Crushed

Aggregate No. 2s.

E. **Remove JPC Pavement.** Cement concrete pavement removed in full depth pavement repair areas will be measured in square yards, regardless of thickness. See Special Provision 76.

F. **JPC Pavement – 11".** This quantity shall be measured in square yards according to the dimensions specified in the Full-Depth Repair Summary unless otherwise specified in this proposal or by the Engineer. Final measurement shall be directed and/or approved by the Engineer. The Department will determine the final quantity based on the design quantity with increases or decreases by authorized adjustments. Authorized adjustments include changes in the Record Plan dimensions, additional areas not shown in the Record Plans, and errors and omissions in the design quantity in excess of one percent. The Department will not measure reinforcing steel, load transfer assemblies, dowels, joint construction (including removal of concrete to accommodate a construction joint bulkhead), joint sealing, joint repair, form pins, texturing, additional work for drilling holes for form pins, texturing areas of the pavement that have been corrected by grinding, fly ash, Type IP cement, Type III cement, additional Type I cement for high early strength, formed rumbles strips, and all other items necessary to construct the pavement according to the Contract for payment and will consider them incidental to this item of work.

G. **JPC Pavement -11"-24 HR.** See Special Provision No. 76. No additional payment will be made for any additional concrete required due to a depth beyond 11". 24hr JPC Pavement shall only be used for full-depth repairs on ramps only, unless otherwise directed by the Engineer.

H. **Saw Clean Seal Joints.** Longitudinal and transverse cracks sawed, cleaned, and sealed will be measured in linear feet.

I. **Epoxy Resin Systems.** Epoxy Resin Systems will not be measured for payment, but will be incidental to JPC Pavement 11".

J. **Partial Depth Patching.** Partial Depth Patching is measured by the cubic foot according to Special Provision 76.

K. **Smooth Dowels, Deformed Tie Bars and Hook Bolts.** Smooth dowels, deformed tie bars, hook bolts, and joint sealing at JPC pavement repair areas will not be measured for payment, but will be incidental to JPC Pavement 11".

L. **Raised Pavement Markers and Permanent Striping.** Permanent striping HD21 (6" and 12") is measured per linear foot. See Traffic Control Plan. Type V Pavement Markers are measured as each.

M. **Erosion Control.** Erosion control items not listed as bid items will not be measured for payment, but will be considered incidental to the "lump sum" price for the bid item "Erosion Control".

N. **Erosion Control Blanket.** Erosion Control Blanket is measured by square yard and is

to be used in ditching areas and slope stabilization areas as directed by the Engineer.

O. **Undercutting.** Undercutting will not be measured for payment, but will be incidental to other items of work.

P. **Embankment.** Embankment is measured by cubic yard and is to be placed in pipe repair/extension locations, slope stabilization areas and as directed by the Engineer. Contrary to the Standard Specifications, payment will be based on measured quantity **NOT** plan quantity.

V. BASIS OF PAYMENT

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

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

B. **Site Preparation.** Other than the bid items listed, no direct payment will be allowed for site preparation, but will be incidental to the other items of work.

C. **Dense Grade Aggregate.** See Section 302 of the Standard Specifications.

D. **Remove JPC Pavement.** See Special Provision 76.

E. **JPC Pavement -11".** See Special Provision No. 76. No additional payment will be made for any additional concrete required due to a depth beyond 11".

F. **JPC Pavement -11"-24 HR.** See Special Provision No. 76. No additional payment will be made for any additional concrete required due to a depth beyond 11".

G. **Raised Pavement Markers and Permanent Striping.** See Traffic Control Plan.

NOTES APPLICABLE TO PROJECT
DIAMOND GRINDING REHABILITATION
I-64 FAYETTE COUNTY
Item No. 7-2017.00

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1. There is a summary of full depth concrete repair locations. Because of continuing deterioration of the pavement, there is an additional quantity of repairs included in the bid total. The Engineer will determine the ultimate locations that will be repaired based upon the condition of the pavement at the time the repairs are accomplished. The repair locations listed may be lengthened, shortened, or eliminated completely if the conditions are such that modification of the locations would be deemed desirable by the Department. Any asphalt pavement sections or patches removed, in the driving lanes, and their disposal will be incidental to the underlying "Remove PCC Pavement" bid item.

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

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

   NB I-75 to EB I-64 Sta. 31+63
   WB I-64 to NB I-75 Sta. 34+70
   WB I-64 to SB I-75 Sta. 17+30
   WB I-64 to SB I-75 Sta. 30+00

   CAUTION: Other locations may exist. These and all other utilities should be avoided on this project. If any utility is impacted, it will be the contractor’s responsibility to contact the affected utility and cover any costs associated with the impact.

4. The existing concrete integral curb will be removed from the left shoulder of the WB I-64 to SB I-75 Ramp from Sta. 23+70-24+09 and at any other locations as directed by the Engineer. The bid item “Remove Curb” will be considered full compensation for the removal and disposal of all curb regardless of the type and material make-up.

5. All blue milepost signs on the project are not to be disturbed. The contractor will be responsible for the replacement of these signs if damaged during construction. The green mile post signs will be replaced with this project.

6. A quantity of Channel Lining Class II has been included to treat open sinkholes in the following locations:

   NB I-75 to EB I-64 RT Sta. 18+53
   NB I-75 to EB I-64 RT Sta. 19+72
   EB I-64 RT Sta. 53+24
   EB I-64 RT Sta. 53+46
   WB I-64 RT Sta. 80+68
   WB I-64 to SB I-75 LT Sta. 44+23
   WB I-64 to SB I-75 LT Sta. 47+43
   WB I-64 to SB I-75 LT Sta. 47+50
   WB I-64 to SB I-75 LT Sta. 47+63

   The sinkhole treatment shall be coordinated as directed or approved by the Engineer. Any additional items of work will be considered incidental to "Channel Lining Class II".

7. The Drop Box Inlet, located in the median between the WB I-64 to NB I-75 Ramp and the WB I-64 to SB I-75 Ramp at approximately STA. 29+49 has sustained extensive erosion around the inlet. It appears the pipe connections to the inlet chamber have dislodged. The dislodged section of 30" pipe shall be removed and replaced to re-establish the fitting to the inlet chamber the existing pipe section. A quantity of 8 linear feet of 30" Culvert pipe has been included to perform this work. Flowable fill shall be used around the inlet and 30" pipe to alleviate future erosion concerns. Payment for this work shall be paid for by "lin ft" for the 30" pipe, and "cu yd" for Flowable Fill and will include all materials, labor and equipment necessary to excavate around the inlet, complete any trenching required for the pipe installation, installing the pipe inlet, grouting around the pipe at the inlet connection, and backfilling around the inlet as directed by the Engineer. Any and all other miscellaneous items, such as excavation, fittings, that are necessary to complete the work shall be incidental to these items of work. No additional payment will be made for these items.

8. A quantity of "Shouldering" has been included to clear road debris from shoulder edges to allow water to sheet flow over the shoulder. Payment for this work shall be by "linear foot" of the bid item "Shouldering". Payment for this work shall include all materials, labor and equipment necessary to remove all foreign debris from the shoulders and reshape the shoulders to "normal" condition as directed by the Engineer. Removing guardrail, DGA, Emulsified Asphalt RS-2, and Asphalt Seal Aggregate will be paid separately from this item of work. Any other items of work necessary to complete this item of work as directed by the Engineer will be considered incidental to "Shouldering".

9. Several areas throughout the project have fill slopes that are eroding significantly due to poorly compacted aggregate. The degrading slopes shall be regraded and dressed as directed by the Engineer. Payment for this work will be measured by cubic yard of "embankment". Removing guardrail, DGA, Emulsified Asphalt RS-2, and Asphalt Seal Aggregate will be paid separately from this item of work. Some specific locations are as follows:

    WB I-64 RT Sta. 15+11 – 15+89
    WB I-64 RT Sta. 28+59 – 29+17
    WB I-64 to SB I-75 RT Sta. 21+42 – 22+96

    The limits and locations may be modified as directed by the Engineer. Contrary to the Standard Specifications, payment for "Embankment" will be based on measured quantity **NOT** plan quantity.

10. For each of the fill slopes that are eroded (locations noted above), it is recommended that a Flume Inlet Type 2 be constructed in conjunction with a segment of island header curb type 2, to reduce the likelihood of further slope erosion in these areas. The locations of the flume inlets and limits of curb are shown in the Pipe Drainage Summary. Additional locations may be added if deemed necessary by the Engineer. Payment will be made by "each" for the "Flume Inlet Type 2" and by "lin ft" of "Island Header Curb Type 2". Payment for this work shall include all materials, labor and equipment necessary for the complete installation as directed by the Engineer.

11. Approximately 60' of the control access fence 70' right of the NB I-75 to EB I-64 Ramp Sta. 16+38 to 16+97 has been damaged. The contractor shall remove and replace this fence any others throughout the project, as directed by the Engineer. Payment will be paid by "lin ft" for the bid item "Fence-Woven Wire Type 1". Payment for this work shall include all materials, labor and equipment necessary to complete this work as directed by the Engineer. Retying the existing fence back to any replaced fence at all locations throughout the project, as directed by the Engineer, will be considered incidental to "Fence-Woven Wire Type 1".

12. Guardrail, End Treatments, and Terminal Sections to be replaced are listed by station numbers. Exact placement to be approved by the Engineer on construction.

13. The drainage summary lists locations where the existing grates have been dislodged from their proper position. The contractor will be required to "Re-set" the existing grates. "Resetting Grates" will be considered incidental to the bid item "Ditching". Grates that have been damaged and will need to be replaced will be paid for under the bid item "Replace Grate" and will be paid for by "each".

14. The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle center at 1224 Wilkinson Blvd in Frankfort, KY. Contact Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:00PM, Monday through Friday. Remove any existing guardrail with a lane closure in place. Do not leave the area unprotected. After the guardrail is removed, a shoulder closure shall remain in place until the guardrail is replaced in that

area.

15. Delineators shall meet the requirements of Section 830 and 838 of the Standard Specifications.

16. Delineators shall be placed in accordance with Section 3D of the M.U.T.C.D., current edition.

17. Existing pavement markers in the mainline concrete will be removed. A partial depth patch to repair the pavement at the removal locations shall be considered incidental to “Remove Pavement Marker TY V”.

18. The existing edge drain system is to be preserved. Care should be taken when the deteriorated concrete is removed and replaced. Additionally, there is a small quantity of perforated pipe, non-perforated pipe and pipe headwalls set-up to be used at the engineer's discretion. Payment will be based on the actual quantities measured in the field by the Engineer.

19. DGA, flowable fill, crushed aggregate No. 2 and geotextile fabric used to back fill the proposed perforated and non-perforated pipe trench will be incidental to the price of the 4" perforated and 4" non-perforated pipe and no additional pay will be permitted.

20. Non-perforated pipe will be backfilled with flowable fill. Backfill of the non-perforated pipe with flowable fill will be incidental to the bid item "Non-perforated Pipe — 4 Inch".

21. All pipe connections in the edge drain system will be rigid.

22. Edge drains damaged during placement of additional outlets will be replaced at the contractor's expense.

23. A quantity of Channel Lining Class III has been included to be applied to eroded areas around drainage outlets and for some of the areas that are to be ditched. The actual limits of ditching and/or channel lining shall be as directed and/or approved by the Engineer. Geotextile Fabric Type I will not be measured for payment, but will be considered incidental to the bid item “Channel Lining Class III”.

24. A quantity of “Leveling and Wedging PG64-22” has been included to patch any potholes in the asphalt shoulders throughout the project as directed by the Engineer. “Leveling and Wedging PG64-22” is also included for the WB to SB ramp to make both the left and right shoulder level with the adjacent JPC pavement on the ramp.

25. The following shoulders will be improved with this project by removing the existing shoulders to receive 2 – 3 ½" lifts of CL3 Asphalt Base 1.00D PG64-22 and 1" CL3 Asphalt Surface 0.38D PG64-22:

    Outside Shoulder EB Sta. 35+75 to Sta. 58+96.10 and Sta. 79+00 to Sta. 90+62
    Inside Shoulder EB Sta. 20+00 to Sta. 55+46
    Outside Shoulder WB Sta. 90+62 to Sta. 79+00 and Sta. 0+00 to Sta. 53+00
    Inside Shoulder WB Sta. 3+50 to Sta. 18+90
    Outside Shoulder NB I-75 to EB I-64 Ramp Sta. 30+00 to Sta. 38+90
    Inside Shoulder WB I-64 to SB I-75 Ramp Sta. 3+25 to Sta. 12+00

    Removal of the existing shoulder material at these locations will be paid by cubic yard of "Roadway Excavation". The DGA wedge will also be reconstructed to the existing dimensions in the above listed areas. Asphalt Seal Coat, consisting of two (2) coats of "Asphalt Seal Aggregate" and "Emulsified Asphalt RS-2", is to be constructed from the edge of newly constructed paved shoulder to a point two (2) feet down the proposed slope at all locations unless otherwise directed by the Engineer.

26. The asphalt shoulders in the following locations are to be milled and textured 1.5" and resurfaced with 1.5" Class 3 Asphalt Surface 0.38D PG 64-22:

    Outside Shoulder EB Sta. 28+24 to Sta. 34+75
    Inside Shoulder EB Sta. 55+46 to Sta. 58+96.10 and Sta. 79+00 to Sta. 82+22
    Inside Shoulder WB Sta. 81+94 to Sta. 79+00, Sta. 0+00 to Sta. 3+50 and Sta. 22+10 to Sta. 44+50
    Outside Shoulder NB I-75 to EB I-64 Ramp Sta. 5+92 to Sta. 30+00
    Inside Shoulder NB I-75 to EB I-64 Ramp Sta. 5+92 to Sta. 34+90
    Outside Shoulder WB I-64 to SB I-75 Ramp Sta. 6+50 to Sta. 53+46
    Inside Shoulder WB I-64 to SB I-75 Ramp Sta. 12+00 to Sta. 53+46

    The existing DGA wedge is to be reshaped, if necessary. Asphalt Seal Coat, consisting of two (2) coats of "Asphalt Seal Aggregate" and "Emulsified Asphalt RS-2", is to be constructed from the edge of newly resurfaced paved shoulder to a point two (2) feet down the slope at all locations, unless otherwise directed by the Engineer.

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

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

29. The cleaning of existing pipe culvert inlets and outlets 36 inches or less in diameter are incidental to the bid item for "Ditching" in accordance with Section 209.03.01 of the 2008 Edition of the Standard Specifications for Road and Bridge Construction. There is a list of locations that have been identified to be cleaned. This list may not be complete and therefore there may be additional outlets which require cleaning. The Engineer will determine any

additional outlets to be cleaned.

30. The specified completion date for this project is May 15, 2011.

TRAFFIC CONTROL PLAN
DIAMOND GRINDING REHABILITATION
I-64 FAYETTE COUNTY
ITEM NO. 7-2017.00

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the 2008 Standard Specifications and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings. Do NOT use Cones for lane closures or shoulder closures.

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

Reduce the speed limit in work areas to 55 miles per hour and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the “WARNING FINE DOUBLED IN WORK ZONE” signs will be dual mounted. At the end of the work zone, the “END DOUBLE FINE” signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period of time. All signs shall be placed as directed and/or approved by the Engineer. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of the signs will be incidental to Maintain and Control Traffic.

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

PROJECT PHASING & CONSTRUCTION PROCEDURES

No lane closures will be allowed during the following days and hours:

September 25 – October 10, 2010	Alltech FEI World Equestrian Games
November 25-28, 2010	Thanksgiving Weekend
December 23-26, 2010	Christmas Weekend
December 31, 2010-January 2, 2011	New Years Weekend
May 27-30, 2011	Memorial Day Weekend

Traffic may be reduced to two lanes in each direction all other times, unless otherwise directed by the Engineer.

Traffic may be reduced to one lane any time EXCEPT for the dates listed above and EXCEPT for the following times unless otherwise directed by the Engineer:

Monday – Friday	3:00 PM to 7:00 PM (Eastbound Only)
Monday – Friday	5:30 AM to 8:30 AM (Westbound Only)

Use only one lane closure in each direction of travel at the same time during the daylight hours specified. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Use a lane closure all times when work is performed in the lane or adjacent shoulder. Shoulders used as temporary roadways will be inspected by the Engineer and if deemed necessary by the Engineer, repaired with Asphalt Mixture for Level & Wedging as directed prior to opening to traffic. Perform any maintenance of the shoulder as deemed necessary by the Engineer in order to maintain traffic. Remove existing striping by water blasting. Remove edge lines throughout the project as directed and/or approved by the Engineer. Paint temporary edge lines through the lane closure.

Approximate full depth pavement repair locations are listed in the proposal. The Engineer will determine the exact location at the time of construction. Once removal of pavement at a particular repair location has begun, work continuously within the parameters outlined above to complete the work and eliminate the “hole”. Place Type III Barricades immediately in front of pavement removal areas, if not protected from traffic behind temporary concrete barrier wall, until the new JPC Pavement achieves 3000PSI compressive strength. Payment for Type III Barricades will be considered incidental to the bid item “Maintain and Control Traffic”.

Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed.

The Contractor will only be allowed to have traffic utilizing a portion of the shoulders as a driving lane while work is ongoing. If the Contractor suspends work for more than seven (7) days for any reason, traffic shall be placed back in the original lane configuration, with all lanes operational. These traffic shifts, due to non-working days, shall be considered incidental to the bid item, “Maintain and Control Traffic.” The Department reserves the right to place traffic into

its original configuration at anytime and will reimburse the Contractor for the cost of doing so.

Access to all ramps at all interchanges on the project shall be maintained at all times unless otherwise noted or directed by the Engineer.

Note that Lane shifts are required throughout the project. See the Exhibits for lane locations and widths. Stripe according to the MUTCD.

During the days and hours when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes. Maintain at least 6 feet of lateral clearance between the traveled lanes and any drop off resulting from pavement removal if not protected with temporary barrier wall. Please refer to the "Special Note for Fixed Completion Date and Liquidated Damages" for damage rates per hour associated with failure to maintain the required number of lanes during the specified time period. Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed.

SHOULDER PREPARATION AND RESTORATION

Prior to placing any lane closures that require shifting traffic onto existing shoulders, patch and remove any foreign debris on the shoulders as directed by the Engineer. Removal of failed materials and additional patching shall be performed by the Contractor as directed by the Engineer during the time the shoulder is used as a travel lane. DGA will be paid at the Contract unit bid prices; all other shoulder preparation, maintenance, and restoration shall be incidental to other items of work.

Shoulders within the project limits are to be improved by either inlaying new pavement consisting of 2 – 3 ½" lifts of CL3 Asphalt Base 1.00D PG64-22 and 1" CL3 Asphalt Surface 0.38D PG64-22 or milling the existing shoulder 1 ½" and resurfacing with 1 ½" CL3 Asphalt Surface 0.38D PG64-22. Locations of each improvement shall be as noted in the proposal or as directed by the Engineer.

EB I-64 PHASE I – JPC PAVEMENT REMOVAL AND REPLACEMENT, OUTSIDE LANE & OUTSIDE SHOULDER IMPROVEMENTS

Utilize a lane closure and move SB I-75 to EB I-64 traffic to the inside lane (Lane 1) and move the NB I-75 to EB I-64 to the second lane from the inside (Lane 2) (see Figures 1, 2 & 3) during removal and construction of the outside lane (Lane 3) from Approx. Sta. 28+24 to Sta. 35+75 and the NB I-75 to EB I-64 ramp lane from Approx. Sta. 35+75 to Sta. 56+75. Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. The outside shoulder will also be improved with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 35+75 to Sta. 90+62. Mill the outside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 28+24 to Sta. 34+75.

The NB I-75 to EB I-64 ramp is to be closed for one weekend during this phase to complete full depth JPC repairs, improve the outside shoulder with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 30+00 to Sta. 38+90, mill the outside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 5+92 to Sta. 30+00 and mill the inside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 5+92 to Sta. 34+90.

Complete any other miscellaneous patching in the specified lanes as directed by the Engineer. All work should be completed during the time allotted.

EB I-64 PHASE II - JPC PAVEMENT REMOVAL AND REPLACEMENT, INSIDE LANE & INSIDE SHOULDER IMPROVEMENTS

Utilize a lane closure and move SB I-75 to EB I-64 traffic to the outside lane (Lane 3) (see Figures 4, 5 & 6) during removal and construction of the inside lane (Lane 1). The existing NB I-75 to EB I-64 movement shall shift to the improved outside shoulder beyond the limits of the ramp lane, as shown in Figure 6. Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. The inside shoulder will also be improved with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 20+00 to Sta. 55+46. Mill the inside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 55+46 to Sta. 82+22. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted unless otherwise directed by the Engineer.

EB I-64 PHASE III - JPC PAVEMENT REMOVAL AND REPLACEMENT, INTERIOR LANES

Utilize a temporary lane closures and move SB I-75 to EB I-64 traffic to the previsously improved inside shoulder (see Figures 7 & 8) during removal and construction of the second lane from the inside (Lane 2). The existing NB I-75 to EB I-64 movement shall shift to the improved outside shoulder, as shown in Figure 8, during removal and construction of the third lane from the inside (Lane 3) from Approx. Sta. 35+75 to Sta. 56+75. Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted.

WB I-64 PHASE I – JPC PAVEMENT REMOVAL AND REPLACEMENT, INSIDE LANES

Utilize a temporary lane closure and move WB I-64 traffic to the inside lane (Lane 1), (see Figure 9) during removal and construction of the outside lane (Lane 3). This traffic pattern will only be allowed during times when WB I-64 can be reduced to one lane. Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lane and patch the residual hole for each marker. Once repairs are complete and all "holes" are filled for the outside lane (Lane 3), the adjacent lane (Lane 2) shall be opened to traffic (see Figure 10). The outside shoulder will also be improved with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 90+62 to Sta. 53+00. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted.

WB I-64 PHASE II - JPC PAVEMENT REMOVAL AND REPLACEMENT, LANE 2

Utilize a lane closure and move WB I-64 traffic to the outside lanes (Lanes 2 & 3) and outside shoulder (see Figures 11, 12 &13) during removal and construction of the inside lane (Lane 1) & WB I-64 – SB I-75 Exit Ramp Lane, (see Figure 12). Remove the JPC pavement, prepare the subbase if necessary and pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lanes and patch the residual hole for each marker. The inside shoulder will also be improved with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 3+50 to Sta. 18+90. Mill the inside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 81+94 to Sta. 3+50 and Approx. Sta. 22+10 to Sta. 44+50.

The WB I-64 to SB I-75 ramp is to be closed for one weekend during this phase to complete full depth JPC repairs, improve the inside shoulder with Temporary Pavement consisting of 2 – 3 ½" lifts of Asphalt Base and 1" Asphalt Surface from Approx. Sta. 3+25 to Sta. 12+00, mill the inside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 12+00 to Sta. 53+46 and mill the outside shoulder 1 ½" and resurface with 1 ½" CL3 AS 0.38D PG64-22 from Approx. Sta. 6+50 to Sta. 53+46.

Complete any other miscellaneous patching in the specified lanes as directed by the Engineer. All work should be completed during the time allotted.

WB I-64 PHASE III - JPC PAVEMENT REMOVAL AND REPLACEMENT, LANE 3

Utilize lane closures and move WB I-64 to NB I-75 traffic to the outside lane and outside shoulder (see Figures 14, 15 & 16) during removal and construction of Lane 2. Also, move the WB I-64 to SB I-75 traffic to the inside lane and shoulder (see Figures 14 & 15) during removal and construction of Lane 1 through the limits of the ramp lane (see Figure 15). Remove the JPC pavement, prepare the subbase if necessary, pour the new JPC Pavement 11". Remove all existing Type V pavement markers in the specified lane and patch the residual hole for each marker. Complete any other miscellaneous patching in the specified lane as directed by the Engineer. All work should be completed during the time allotted unless otherwise directed by the Engineer.

EB & WB I-64 PHASE IV – COMPLETE FULL DEPTH AND PARTIAL DEPTH PATCHES

Any remaining full depth and partial depth patches may now be completed throughout the limits of the project using appropriate lane configurations as directed and/or approved by the Engineer.

EB & WB I-64 PHASE V – DIAMOND GRIND

Diamond Grind the JPC Pavement the full lane width when strength is achieved using appropriate lane configurations as directed by the Engineer. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure. Limit the length of the lane closure to no more than can be completed during the specified time period.

EB & WB I-64 PHASE VI – SAW AND SEAL JOINTS

Saw and seal the concrete pavement. Seal the joints between the mainline driving lanes and shoulders using appropriate lane configurations as directed by the Engineer. Close one lane, in the direction of work only, using drums and flashing arrows in accordance with the Standard Drawings and these notes. The clear lane width will be 11 feet; however, make provisions for the passage of wide loads up to 16 feet in width. Lane closures will be permitted only during hours of actual operations. Lane closures will be shortened, reduced to a shoulder closure, or removed as appropriate, when the Contractor does not have active operations requiring a lane closure.

EB & WB I-64 PHASE VII – PERMANENT STRIPING

After all other work is completed, place permanent striping. Mobile operations may be utilized. In addition to diamond ground areas, place permanent striping on bridge decks and ramp gore areas within the project limits.

I-75 NB BRIDGE REPAIRS OVER I-64

The proposed repairs to the Northbound I-75 bridge over the I-64 Ramps shall be completed using temporary lane closures on weekend nights only as directed and/or approved by the Engineer.

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. Contrary to section 112, lane closures will **NOT** be measured for payment, but are considered incidental to Maintain and Control Traffic.

RAMP CLOSURES

The following ramps will need to be closed to complete the proposed full depth repairs on the respective ramp:

Northbound I-75 to Eastbound I-64 Ramp
Westbound I-64 to Northbound I-75 Ramp

Only one ramp closure will be allowed at any one time throughout the project. Ramp closures shall be completed on weekends during times of adjacent lane closures on the mainline. Each ramp may only be closed for one weekend. Once pavement removal at a ramp site has begun, all full depth replacements for that particular ramp must be completed and restriped within the time a ramp closure is allowed. Liquidated Damages, at the rate specified per hour in the "Special Note for Fixed Completion Date and Liquidated Damages", will be assessed for each hour the beyond the specified time a ramp closure is permitted. Detour signing plan exhibits are attached for each ramp closure. The sign locations shown on the exhibits are approximate. The location and type of sign used shall be as directed or approved by the Engineer prior to any ramp closure. All messages to be used on Variable Message Signs shall be approved by the Engineer prior to any ramp or lane closure.

Contrary to section 112, ramp/lane closures will **NOT** be measured for payment, but are considered incidental to Maintain and Control Traffic.

SIGNS

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILES, LEFT/RIGHT LANE CLOSED 3 MILES, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

A quantity of signs has been included for detours, lane shifts, "Roadwork Ahead" signs on entrance ramps, and extra Double Fine signs and Speed Limit signs between interchanges to be paid only once no matter how many times they are moved or relocated.

FLASHING ARROWS

Flashing arrows will be paid for once, no matter how many times they are moved or relocated.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide variable message signs in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions, or if more than one lane closure is in place in the same direction of travel, provide additional variable message signs. Place variable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional variable 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 locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The variable message signs will be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor will repair or replace the Variable Message Sign immediately. Variable Message Boards will be paid for once, no matter how many times they are moved or relocated. The Department **WILL NOT** take possession of the signs upon completion of the work.

TRUCK MOUNTED ATTENUATORS

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

PAVEMENT MARKINGS

If lane closures are in place during nighttime hours, remove or cover the lenses of raised pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing and replacing or covering and uncovering the lenses, but will be incidental to "Maintain and Control Traffic".

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

1. Temporary and permanent striping will be 6" in width; and
2. If the contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used; however removable tape will be measured and paid as Pavement Striping-Temporary Paint 6”; and
3. Edge lines will be required for temporary striping; and
4. Existing, temporary, or permanent striping will be in place before a lane is opened to traffic.
5. Place permanent striping on bridge decks and pavement within the project limits.
6. Permanent striping will be HD21.

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with temporary concrete barrier wall, plastic drums, vertical panels, or barricades as shown on the Maintenance of Traffic Plans and Typical Sections unless otherwise directed and/or approved by the Engineer.

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 1 ½”. Place warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500’ intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course. Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2” – Protect with a lane closure.

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

Greater than 4” – Pavement Repair areas – In areas where pavement is to be removed, work should proceed continuously so that traffic is exposed to a drop-off for the minimum amount of time necessary to bring the pavement back up to existing grade. Barrel spacing should be 20 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations.

Guardrail Installation –All areas from which guardrail is removed shall be protected by a shoulder closure or other method approved by the Engineer until the new guardrail is installed.

It may be necessary to saw or excavate small areas in an adjacent lane to allow room for forms to pour a new slab to the proper grade. Any hole will be filled temporarily with DGA when adjacent to traffic or there exists a possibility that a vehicle may drop a wheel into the hole.

TRAFFIC COORDINATOR

Designate an employee to be 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.

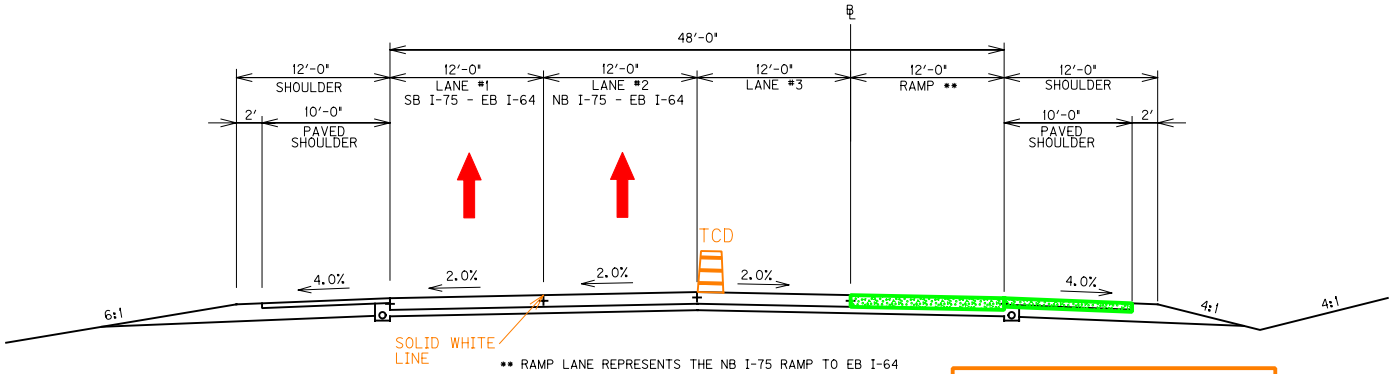
During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate variable message boards as queue lengths change. The personnel will have access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

COORDINATION OF WORK

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

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
EASTBOUND I–64



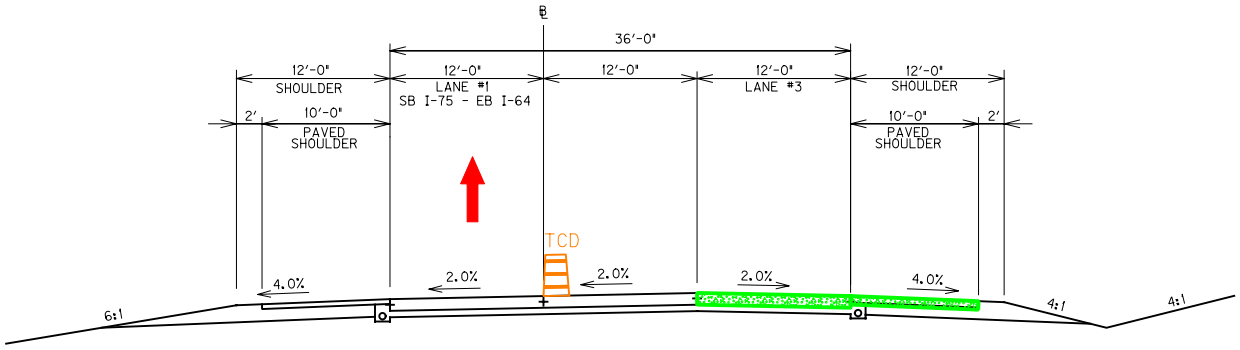
** RAMP LANE REPRESENTS THE NB I-75 RAMP TO EB I-64

'+' INDICATES LONGITUDINAL SAWED JOINT

PHASE I

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 4–LANE SECTION
APPROXIMATE STA. 35+75 – 56+75
RAMP LANE & OUTSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 2



'+' INDICATES LONGITUDINAL SAWED JOINT

PHASE I

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 28+24 – STA. 35+75
LANE #3 & OUTSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 1

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

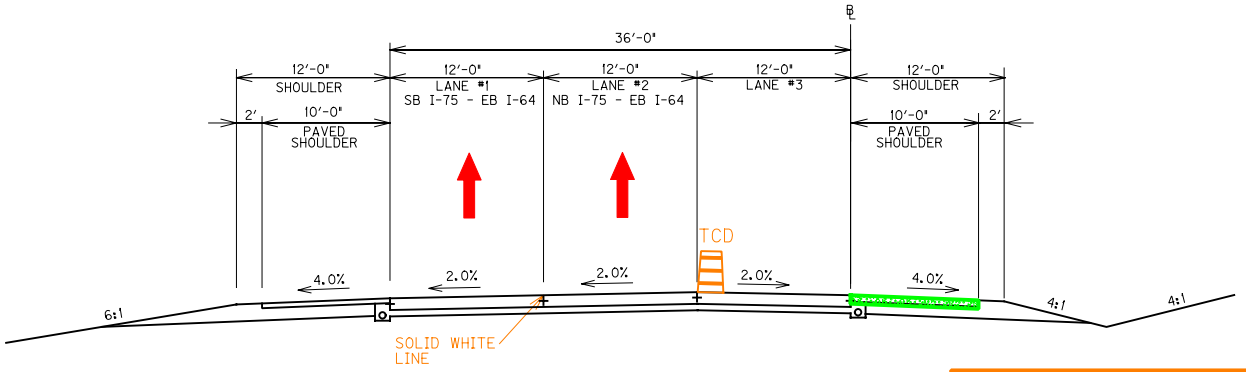
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
INSIDE SHOULDER	11/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
OUTSIDE SHOULDER	11/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

EASTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
EASTBOUND I–64



PHASE I

'+' INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 56+75 – 82+22
OUTSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 3

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

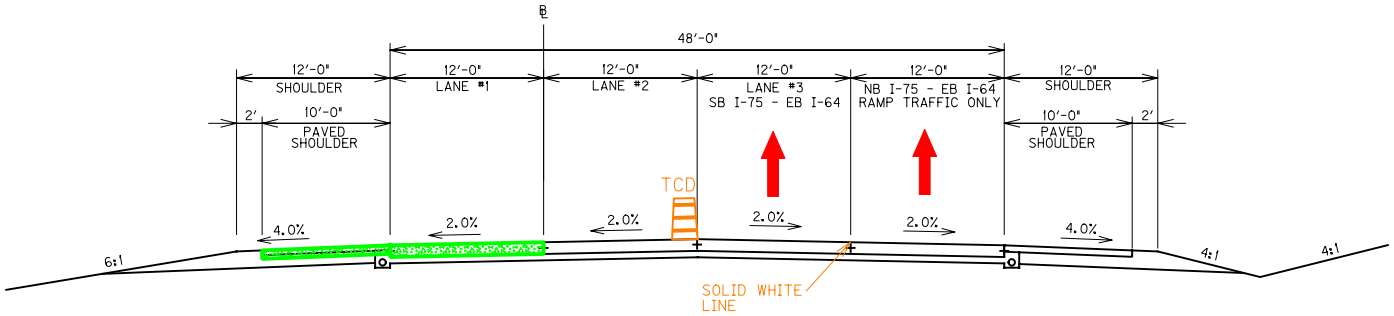
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
INSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
OUTSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

EASTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
EASTBOUND I–64

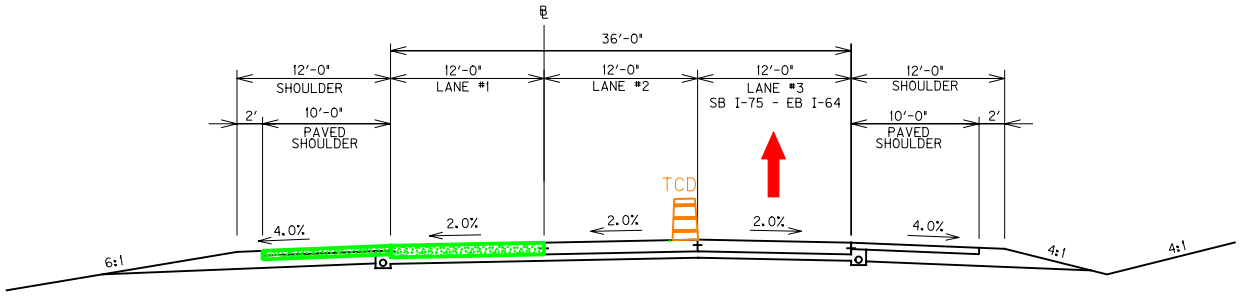


PHASE II

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 4–LANE SECTION
APPROXIMATE STA. 35+75 – 56+75
LANE #1 & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 5



PHASE II

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 28+25 – STA. 35+75
LANE #1 & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 4

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

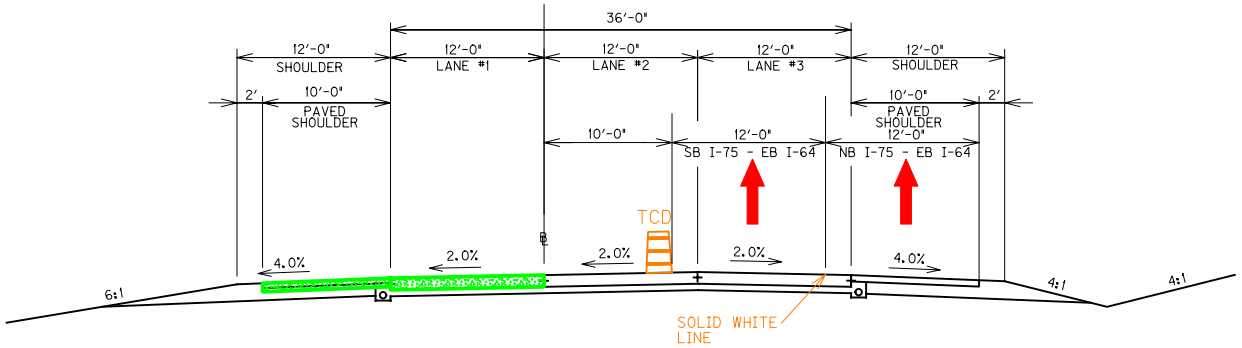
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
INSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
OUTSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

EASTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
EASTBOUND I–64



"+" INDICATES LONGITUDINAL SAWED JOINT

NORMAL 3–LANE SECTION
APPROXIMATE STA. 56+75 – 82+22
LANE #1 & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 6

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

PHASE II

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

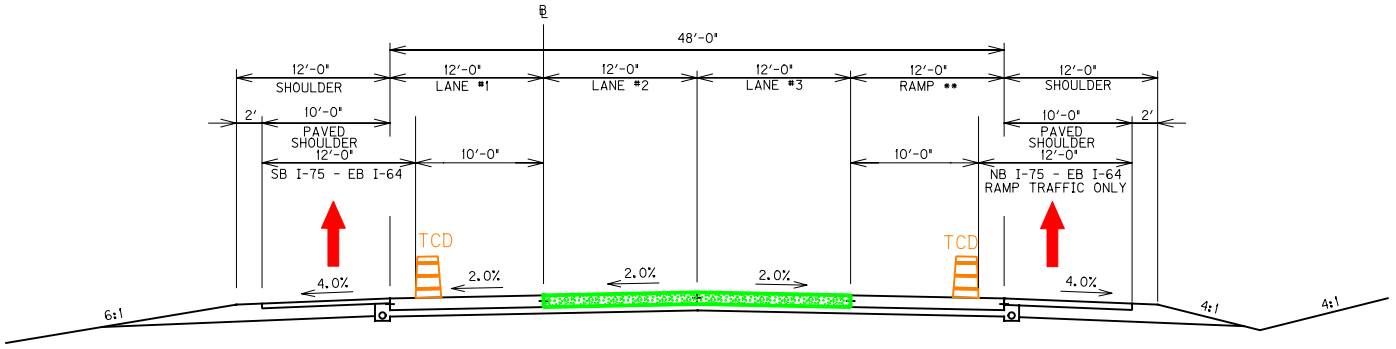
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
INSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
OUTSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

EASTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
EASTBOUND I–64



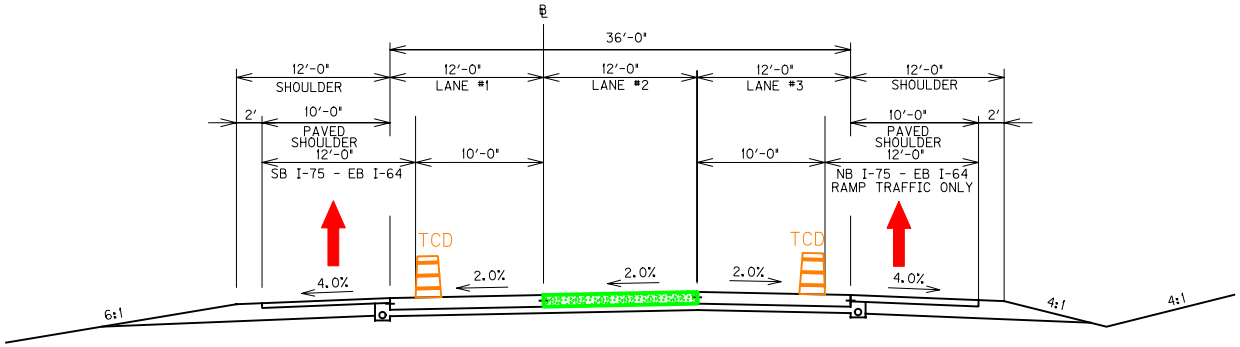
PHASE III

** RAMP LANE REPRESENTS THE NB I-75 RAMP TO EB I-64

'+' INDICATES LONGITUDINAL SAWED JOINT

NORMAL 4–LANE SECTION
APPROXIMATE STA. 35+75 – 56+75
LANE #2 & LANE #3
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 8

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.



PHASE III

'+' INDICATES LONGITUDINAL SAWED JOINT

NORMAL 3–LANE SECTION
APPROXIMATE STA. 28+25 – STA. 35+75 &
APPROXIMATE STA. 56+75 – 82+22
LANE #2
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 7

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

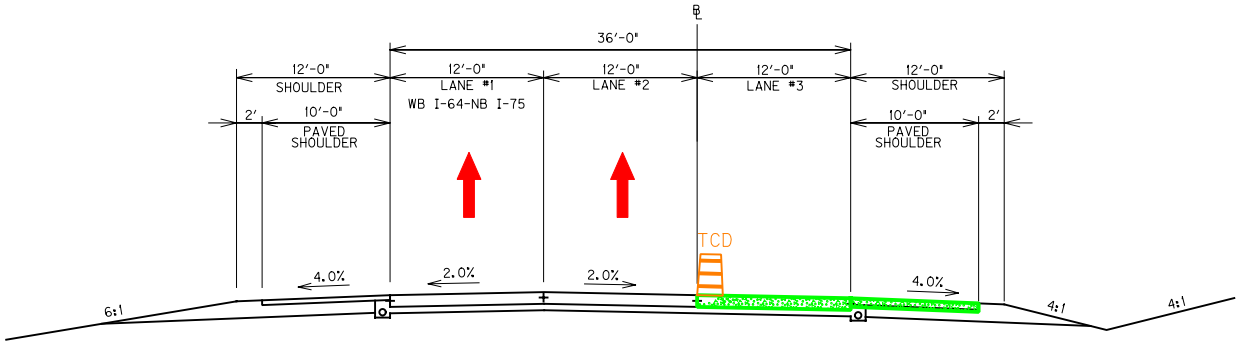
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
INSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
OUTSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

EASTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
WESTBOUND I–64



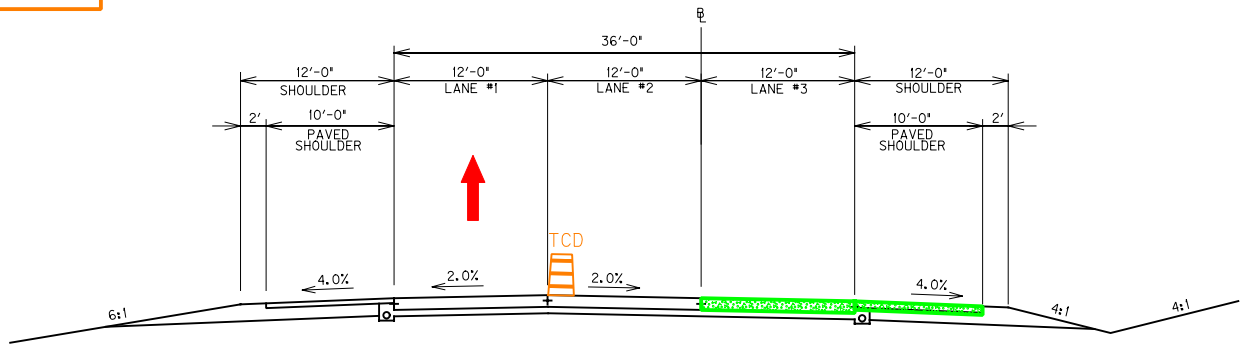
PHASE IB

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 81+94 – 5+50
APPROXIMATE STA. 18+90 – 44+50
LANE #3 & OUTSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 10

NOTE: NO FULL DEPTH REPAIRS ARE REQUIRED BETWEEN STA. 5+50 AND STA. 18+90. OUTSIDE SHOULDERS ARE TO RECEIVE TEMPORARY PAVEMENT IN THIS AREA WHILE TRAFFIC IS MAINTAINED IN LANE #1 & THE INSIDE SHOULDER, AS SHOWN BELOW, UP TO THE DEVELOPMENT OF THE WB I-64 RAMP TO SB I-75. AT THIS POINT THE WB I-64 TO NB I-75 TRAFFIC WILL BE MAINTAINED ON LANE #1 AS SHOWN ABOVE.



PHASE IA

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 81+94 – 5+50
APPROXIMATE STA. 18+90 – 44+50
LANE #3 & OUTSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 9

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

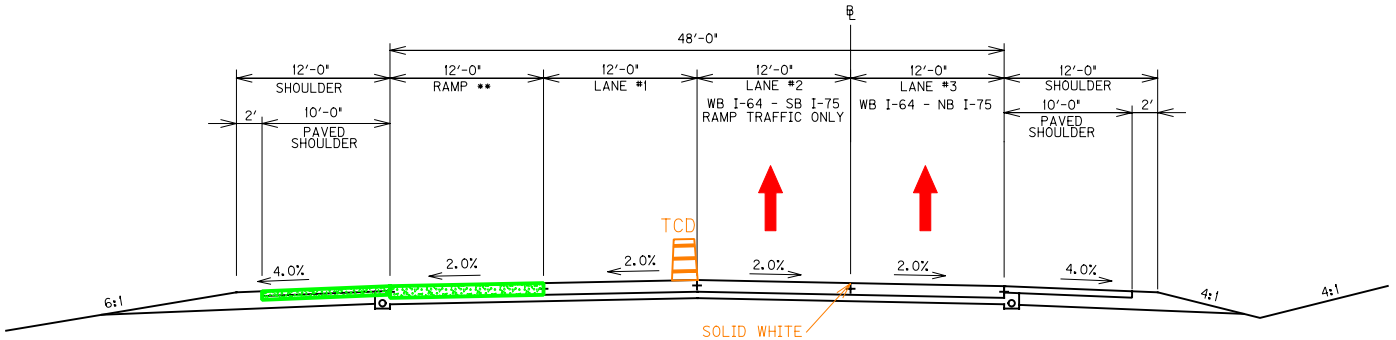
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
OUTSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
INSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

WESTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
WESTBOUND I–64



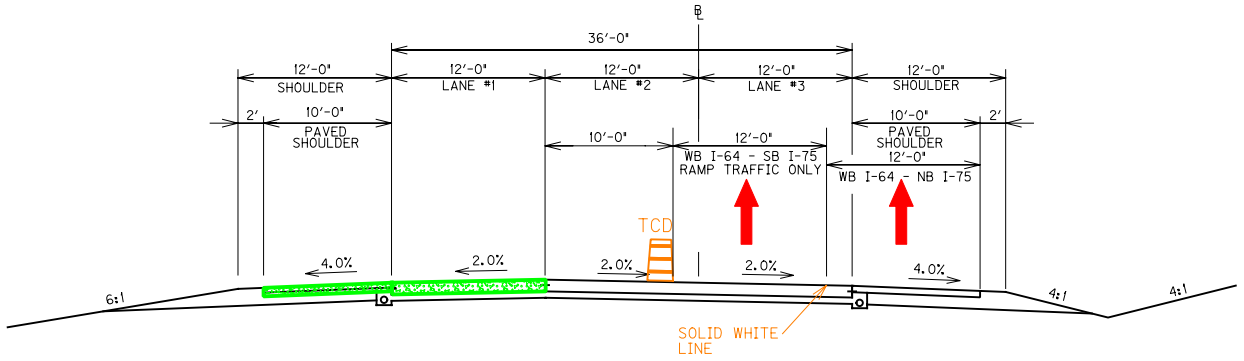
PHASE II

** RAMP LANE REPRESENTS THE WB I-64 RAMP TO SB I-75

'+' INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 4–LANE SECTION
APPROXIMATE STA. 5+50 – 18+90
RAMP LANE & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 12



PHASE II

'+' INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 81+94 – 5+50
LANE #1 & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 11

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

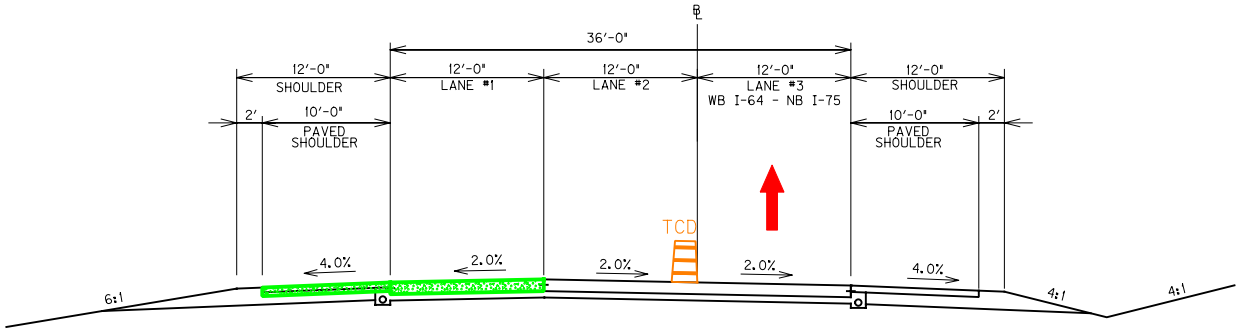
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
OUTSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
INSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

WESTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
WESTBOUND I–64



PHASE II

'+' INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 18+90 – 44+50
LANE #1 & INSIDE SHOULDER
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 13

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

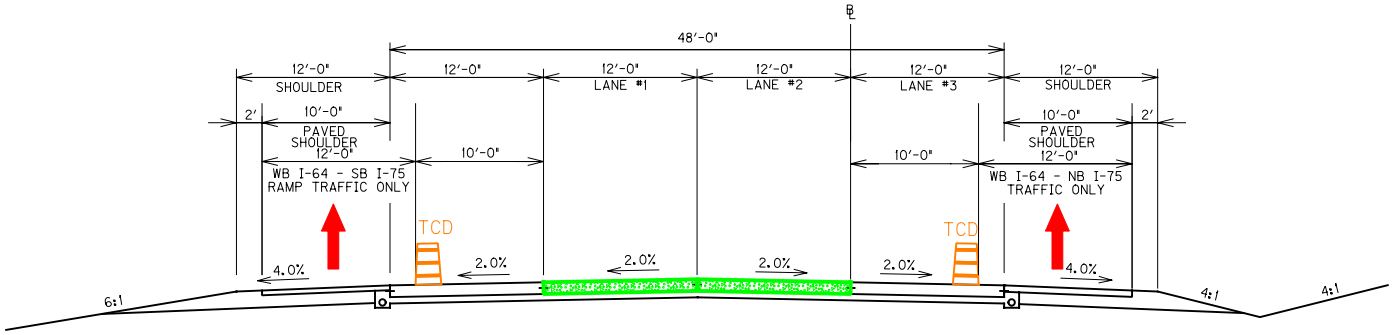
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
OUTSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
INSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

WESTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
WESTBOUND I–64

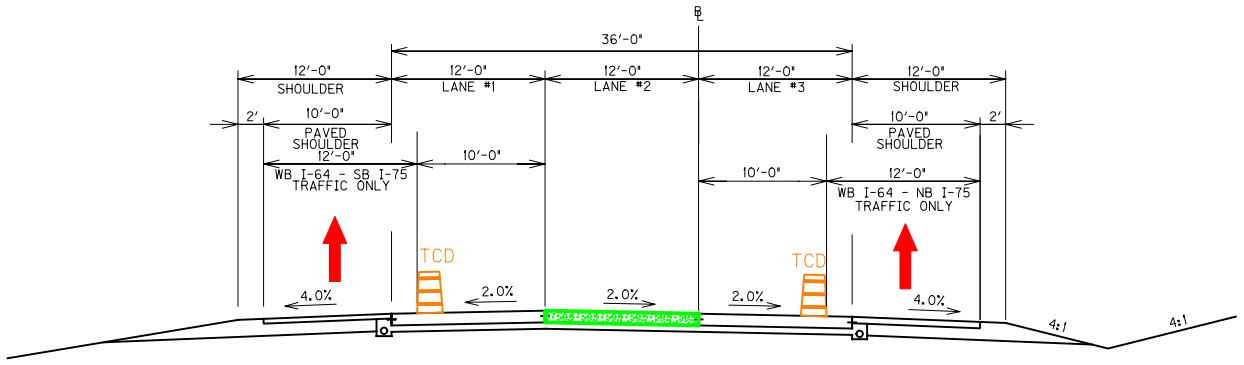


PHASE III

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: EXIT TRAFFIC SHALL BE SHIFTED TO THE INSIDE LANE (LANE 1) AND SHOULDER PRIOR TO STATION 82+00.

NORMAL 4–LANE SECTION
APPROXIMATE STA. 5+50 – 18+90
LANES #1 & #2
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 15



PHASE III

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 81+94 – 5+50
LANE #2
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 14

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

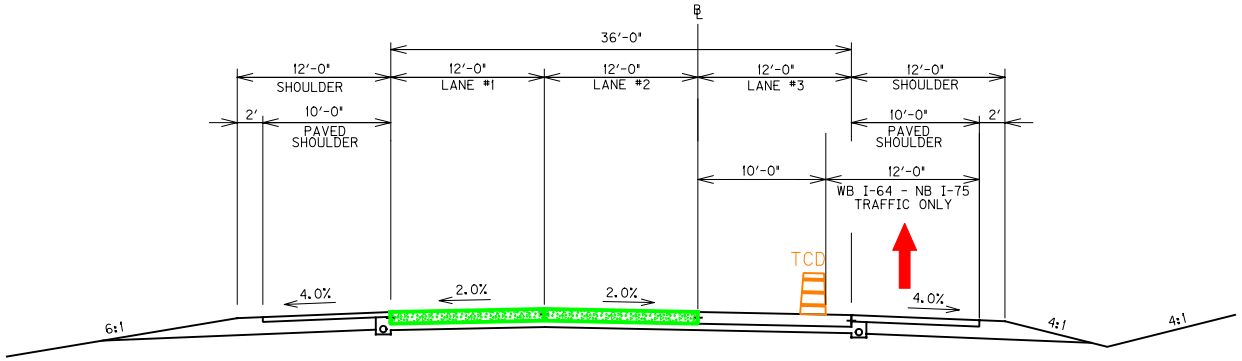
6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
OUTSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
INSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

WESTBOUND I–64
MOT TYPICAL SECTIONS

NTS

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS
WESTBOUND I–64



PHASE III

"+" INDICATES LONGITUDINAL SAWED JOINT

NOTE: LOCATION OF ALL TRAFFIC CONTROL DEVICES SHALL BE DIRECTED AND/OR APPROVED BY THE ENGINEER.

NORMAL 3–LANE SECTION
APPROXIMATE STA. 18+90 – 44+50
LANES #1 & #2
FULL–DEPTH PAVEMENT REPAIRS
FIGURE 16

I-64 EXISTING MAINLINE PAVEMENT STRUCTURE

6.0" BASE	6" DENSE GRADE AGGREGATE
11.0" SURFACE	11" PCC PAVEMENT, NON-REINFORCED
OUTSIDE SHOULDER	1 1/2" CL3 ASPH SURF 0.5D PG64-22 3" CL3 ASPH BASE 1.0D PG64-22 11 1/2" DENSE GRADE AGGREGATE
INSIDE SHOULDER	1 1/2" ASPHALT SURFACE 4 1/2" ASPHALT BASE 11" DENSE GRADE AGGREGATE

FULL–DEPTH PAVEMENT REPAIR

WESTBOUND I–64
MOT TYPICAL SECTIONS

DETOUR SIGNS KEY

EXHIBIT
NO. 1

VARIABALE MESSAGE SIGNS

1A EB I–64 RAMP CLOSED
USE EXIT 113

1B SB I–75 RAMP CLOSED
USE EXIT 113

1C EB I–64 RAMP CLOSED

USE US 60 EAST OR
I–75 EXIT 113 AS DETOUR
FOR EB I–64 TRAFFIC

2

M4–9

3

E5–2A

4

M4–9

5

M4–9

6

M4–8A

7

MUTCD E5–2A MOD

MUTCD E5–2A MOD

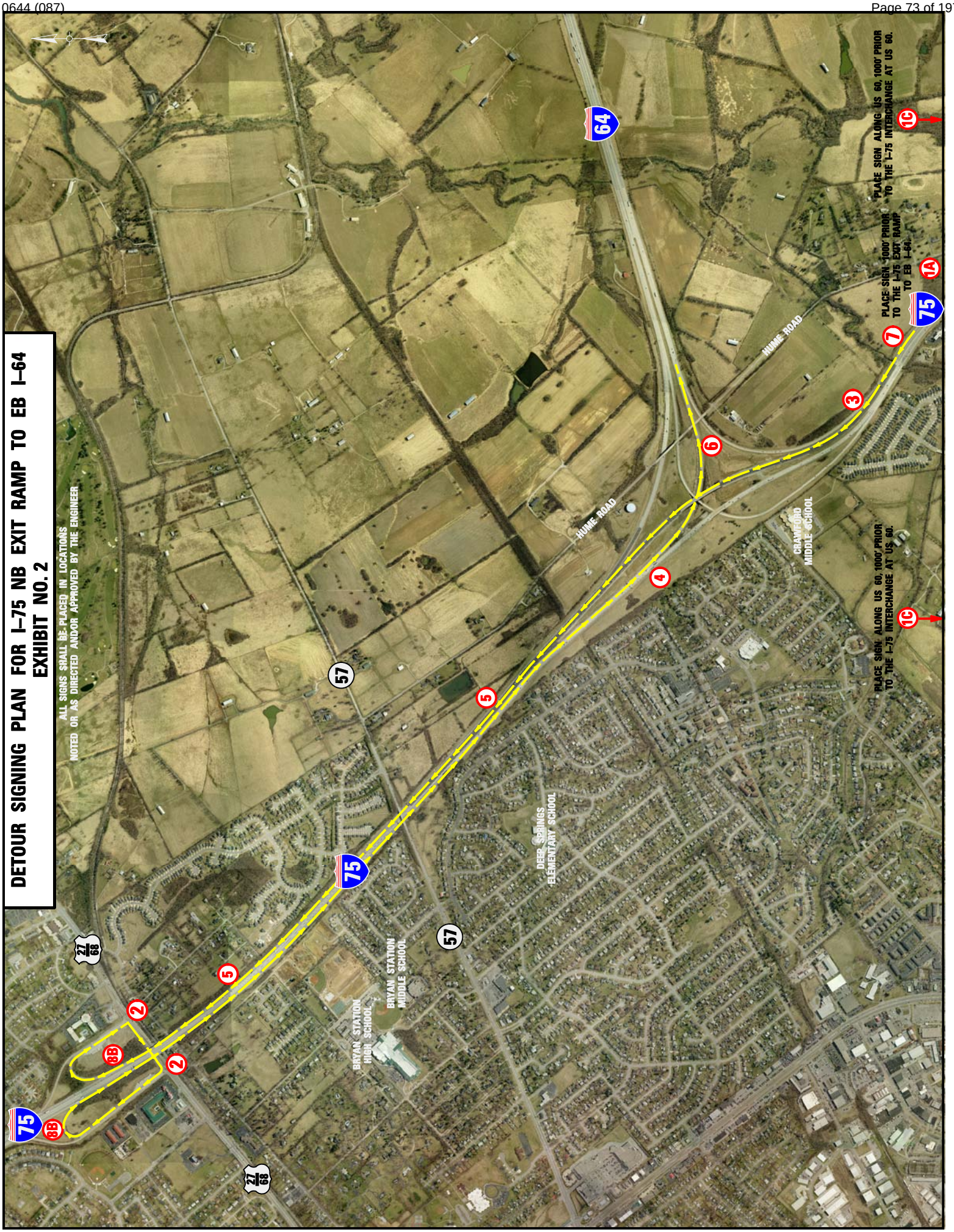
8A

M4–8

8B

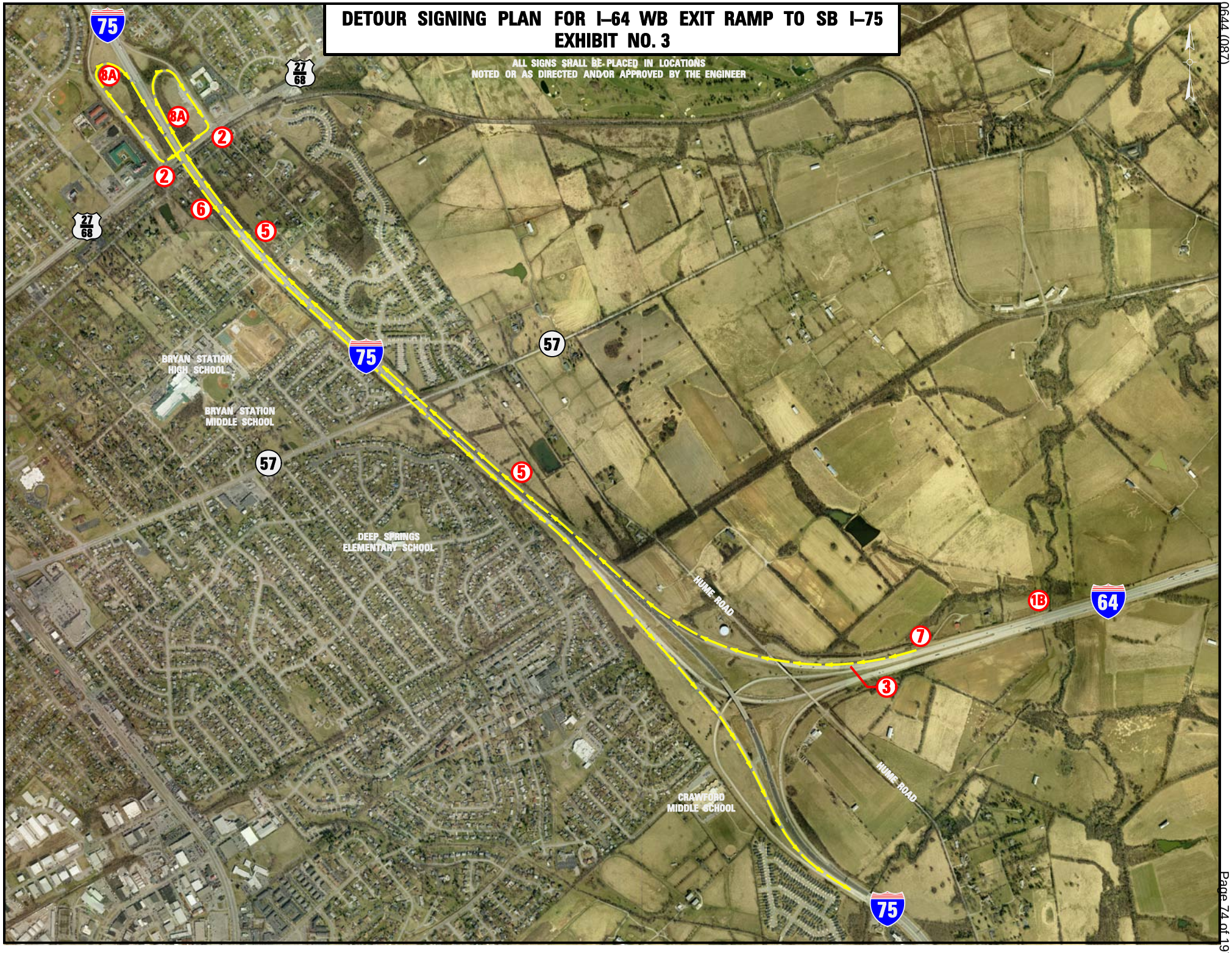
M4–8

ALL SIGNS SHALL BE PLACED IN LOCATIONS NOTED OR AS DIRECTED AND/OR APPROVED BY THE ENGINEER


DETOUR SIGNING PLAN FOR I-75 NB EXIT RAMP TO EB I-64
EXHIBIT NO. 2
ALL SIGNS SHALL BE PLACED IN LOCATIONS NOTED OR AS DIRECTED AND/OR APPROVED BY THE ENGINEER
PLACE SIGN ALONG US 60, 1000' PRIOR TO THE I-75 INTERCHANGE AT US 60.
1C
PLACE SIGN 1000' PRIOR TO THE I-75 EXIT RAMP TO EB I-64.
1A
HUME ROAD
HUME ROAD
CRAWFORD MIDDLE SCHOOL
DEER SPRINGS ELEMENTARY SCHOOL
BRYAN STATION MIDDLE SCHOOL
BRYAN STATION HIGH SCHOOL
64
75
57
27
68
1
2
3
4
5
6
7
8A
8B

DETOUR SIGNING PLAN FOR I–64 WB EXIT RAMP TO SB I–75
EXHIBIT NO. 3

ALL SIGNS SHALL BE PLACED IN LOCATIONS
NOTED OR AS DIRECTED AND/OR APPROVED BY THE ENGINEER



REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2008.

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

3. Active Sepia List

Drawing No.	Drawing Name
002	Delineators for Guardrail
004	Concrete Barrier Wall Type 9T (Temporary)
006	Woven Wire Fence Type 1
009	Culvert, Entrance & Storm Sewer Pipe Types & Cover Heights (12" Pipe to 24" Pipe)
010	Culvert, Entrance & Storm Sewer Pipe Types & Cover Heights (27" Pipe to 42" Pipe)
020	Guardrail End Treatment Type 4A

4. Kentucky Department of Highways Standard Drawings, current editions, as applicable:

RBC-001	Guardrail Connector to Bridge End Type A and A1
RBC-002	Guardrail Connector to Bridge End Type A and A1 Components
RBC-003	Guardrail Connector to Bridge End Type A and A1 Components
RBE-100	Crash Cushion Type VI – BT & CT
RBI-001	Typical Guardrail Installations
RBI-002	Typical Guardrail Installations
RBI-003	Installation of Guardrail End Treatment Type 2A
RBI-004	Installation of Guardrail End Treatment Type 1
RBI-006	Guardrail Installation at Sign Supports
RBM-020	Delineators for Concrete Barriers
RBR-001	Steel Beam Guardrail ("W" Beam)
RBR-005	Guardrail Components
RBR-010	Guardrail Terminal Sections
RBR-015	Guardrail Posts
RBR-016	Guardrail Posts
RBR-020	Guardrail End Treatment Type 1
RBR-025	Guardrail End treatment Type 2A
RBR-030	Guardrail End Treatment Type 3
RBR-035	Guardrail End Treatment Type 4A
RDB-001	Drop Box Inlet Type 1
RDB-100	Sloped Box Outlet Type 1
RDB-101	Grates for Sloped Box Outlet Type 1
RDB-105	Sloped and Flared Box Inlet-Outlet

RDB-106	Grates for Sloped and Flared Box Inlet-Outlet
RDD-021	Flume Inlet Type 2
RDD-040	Channel Lining Class II and III
RDH-210	Dimensions & Quantities 30” – 108” Headwalls Circular Pipe 0 Degrees Skew
RDH-310	Bill of Reinforcement 30” – 90” Diameter Circular Pipe Headwalls 0 Degrees Skew
RDI-020	Pipe Bedding for Culverts, Entrance and Storm Sewer Pipe
RDI-021	Pipe Bedding for Culverts, Entrance and Storm Sewer Reinforced Concrete Pipe
RDI-025	Pipe Bedding Trench Condition
RDI-026	Pipe Bedding Trench Condition Reinforced Conc. Pipe
RDM-105	Frame and Lid Type 2
RDP-001	Perforated Pipe Types and Cover Heights
RDP-005	Perforated Pipe for Subgrade Drainage on Two-Lane (class 2) and Multi-Lane Roads
RDP-010	Perforated Pipe Headwalls
RDX-050	Subgrade Drainage Concrete Pavement
RDX-160	Security Devices for Frames, Grates and Lids
RDX-060	Intermediate and End Anchors for Circular Pipe
RDX-210	Temporary Silt Fence
RDX-220	Silt Trap Type A
RDX-225	Silt Trap Type B
RDX-230	Silt Trap Type C
RFW-005	Woven Wire Fence Type 1
RGS-002	Superelevation for Multilane Pavement
RGX-001	Miscellaneous Standards Part I
RGX-200	One Point Proctor Family of Curves
RPM-100	Curb and Gutter, Curbs, and Valley Gutter
RPN-001*	Jointed Plain Concrete Pavement for Shoulders and Medians
RPN-010	Pavement Transitions & Joint Details for Jointed Plain Concrete Pavement at Bridge Ends
RPN-015*	Jointed Plain Concrete Pavement
RPN-020	Concrete Pavement Joints Types and Spacing
RPS-010	Concrete Pavement Joint Details
RPS-020*	Expansion and Contraction Joint Load Transfer Assemblies
RPS-030*	Concrete Pavement Joints Types and Spacing
RPS-031	Concrete Pavement Joints Types and Spacing
RPS-033	Concrete Pavement Joints Types and Spacing
RPS-035	Concrete Pavement Joints Types and Spacing
RPS-036	Concrete Pavement Joints Types and Spacing
RPS-037	Concrete Pavement Joints Types and Spacing
RPS-038	Concrete Pavement Joints Types and Spacing
RPS-039	Concrete Pavement Joints Types and Spacing
RPX-001	Station Markings Concrete Pavement
RPX-010	Preformed Compression Joint Seal for Concrete Pavement

RPX-015	Hot-Poured Elastic Joint Seals for Concrete Pavement
RPX-020	Silicone Rubber Seals for Concrete Pavement
TPM-105	Pavement Marker Arrangements Multi-Lane Roadways
TPM-125	Pavement Marker Arrangement Exit Gore and Off-Ramp
TPM-130	Pavement Marker Arrangement On-Ramp with Tapered Acceleration Lane
TPM-135	Pavement Marker Arrangement On-Ramp with Parallel Acceleration Lane
TTC-115	Lane Closure Multi-Lane Highway Case I
TTC-120	Lane Closure Multi-Lane Highway Case II
TTC-125	Double Lane Closure
TTC-135	Shoulder Closure
TTC-155	Temporary Pavement Marker Arrangements for Construction Zones
TTC-160	Temporary Pavement Marker Arrangements for Lane Closures
TTD-110	Post Splicing Detail
TTD-120	Work Zone Speed Limit and Double Fine Signs
TTD-125	Pavement Condition Warning Signs
TTS-110	Mobile Operation for Paint Striping Case III
TTS-115	Mobile Operation for Paint Striping Case IV

* - Older “Standard Drawings” showing skewed joints have been included for reference.

5. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2008, Appendix B - Supplemental Specifications, as applicable:

Special Note 1I	Portable Changeable Message Signs (1/5/2010)
Special Note 10G	Special Note for Slurry Seal (1/1/2008)
Special Note 10T	Acceptance of JPC Pavement Thickness 2004 (1/1/2008)
Special Note 10W	Water Blasting Striping Removal (1/1/2008)
Special Note	Typical Section Dimensions *attached*
Special Note	Removing Existing Pavement Markers on Portland Cement Pavement *attached*
Special Note	Before You Dig *attached*
Special Note	Guardrail Delivery Verification Sheet *attached*
Special Note	Fixed Completion Date and Liquidated Damages ***attached***
Special Note	Shoulder Preparation and Restoration *attached*(See MOT Notes)
Special Note	Partial Depth Concrete Pavement Repair *attached*
Special Note	Full Depth Concrete Pavement Repair *attached*
Special Note	References to Special Provision 76 *attached*
Special Note	Ride Quality Adjustment for Diamond Grinding *to be added by addendum*
Special Note	Erosion Control *attached*
Special Note	Bridge Repair Items *attached*

EROSION CONTROL

Description: This work consists of locating, furnishing, installing, and maintaining sediment and erosion control best management practices for earth disturbing activity areas and developing a Best Management Practices (BMP) Plan using good engineering practices as required. Furnish and install temporary sediment and erosion control best management practices prior to any earth disturbing activity and permanent erosion control as needed until the project has a formal release. Provide a KEPSC qualified Inspector to make and record inspections of BMP's and areas.

Requirements: Locate, furnish, install, and maintain temporary sediment and erosion control best management practices (BMP) to represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 permit, the 401 Water Quality Certification, local government agency requirements, specifications, and other related rules and permits. . In the event of conflict between these requirements and pollution control laws, rules, or regulations of other Federal, State, or local agencies, adhere to the more restrictive laws, rules, or regulations.

Perform all erosion control work in accordance with the Department's Current Standard and Supplemental Specifications, applicable Special Provisions and Special Notes, and Standard and Sepia Drawings, except as hereafter specified. Comply with KYTC Standard Specifications Section 213-WATER POLLUTION CONTROL and Section 212-EROSION CONTROL. Restore all disturbed areas as per KYTC Standard Specifications Section 212.

Materials: All materials shall conform to applicable Sections of the Department's Current Standard and supplemental Specifications, and Standard and Sepia drawings, unless otherwise specified. All materials shall be sampled and tested in accordance with the Department's Sampling Manual. Make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

Use Seed Mixture as specified in KYTC Standard Specifications Section 212.03.03 for all permanent seeding and protection.

Construction Methods: Sign and apply the BMP Plan in accordance with KYTC Standard Specifications Section 213.03.01 Each BMP plan will be depending on existing conditions at the project site, the type of work to be performed, the construction phasing, and the techniques utilized by the Contractor to complete the work, as approved by the Engineer. The quantity of erosion prevention and sediment control measures required on the project depend entirely on the Contractor's methods for completing the required construction.

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

Erosion control measures shall be in place and functioning prior to any disturbance within a drainage area. The Contractor shall be required to remove sediment from silt traps whenever they become ½ full (at the most). As directed by the Engineer, silt fence shall be maintained by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated. Properly dispose of all materials trapped by erosion control devices at sites approved by the Engineer.

After all construction is completed, completely remove all erosion control devices and debris from the construction site, unless otherwise directed by the Engineer. Grade 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 seedbeds and sow all disturbed areas in accordance with KYTC Standard Specifications Section 212.03.03

Measurement: Contrary to the Standard Specifications which states the Department will measure all work and/or items for erosion/water pollution control; all work and items necessary for preparing and maintaining a BMP plan and permanent seeding shall be incidental to the bid item: EROSION CONTROL

If EROSION CONTROL BLANKET (Standard Specifications Section 212.03.03 E) or SODDING (Standard Specifications Section 212.03.04) is required, the Bid Item shall be added for the Item required. EROSION CONTROL BLANKET shall be measured as per Standard Specifications Section 212.04.07 and SODDING shall be measured as per Standard Specifications Section 212 .04.08.

Payment:. Payment at the contract unit price per lump sum shall be full compensation for all materials, equipment, labor and incidentals necessary to complete the work as specified in these notes and the Standard Specifications. The Department will consider payment as full compensation for all work required by this note.

If EROSION CONTROL BLANKET or SODDING is required, payment for these items shall be as per Standard Specifications Section 212.05

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
I-64

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

SPECIAL NOTE FOR REMOVING EXISTING PAVEMENT MARKERS ON PORTLAND CEMENT PAVEMENT
I-64

Before diamond grinding, remove existing Type V snow plowable raised pavement markers (iron castings) and patch the hole with Partial Depth Repair Material listed in the Special Note for Partial Depth Concrete Pavement Repair. This material can be diamond ground unless otherwise specified by the manufacturer.

Removal of Type V markers will be paid at the contract unit price each, which shall be full compensation for removing the markers and disposing of the castings and any debris. The quantity is estimated by dividing the length of each run of markers by their average spacing (80’), plus one. Actual quantities removed will be verified by the Engineer. Partial Depth Repair Material to repair the resulting recess will be considered incidental to the pay item “Remove Pavement Marker Type V”.

SPECIAL NOTE FOR BEFORE YOU DIG

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

SPECIAL NOTE FOR REFERENCES TO SPECIAL PROVISION 76

Special Provision 76 has been superseded by the Special Note for Full Depth Concrete Pavement Repair and the Special Note for Partial Depth Concrete Pavement Repair. Apply these notes for any references to Special Provision 76.

SPECIAL NOTE FOR PARTIAL DEPTH CONCRETE PAVEMENT REPAIR

This Special Note applies to partial depth repairs of concrete pavement. Section references herein are to the Department's 2008 Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Remove and replace small, shallow areas of deteriorated concrete that extend no deeper than one-third of the slab thickness. Comply with the applicable Standard Drawings and the Standard Specifications except as specifically superseded herein.

2.0 MATERIALS AND EQUIPMENT.

2.1 Rapid Set Concrete Patching Materials. See the List of Approved Materials for Rapid and Very Rapid hardening materials from the Division of Materials.

2.2 Hot-Poured Elastic and Silicone Rubber Sealant. Conform to Subsection 807.03.01 or 807.03.05.

2.3 Hammers. Only use chisel point hammers weighing less than 15 pounds to remove deteriorated concrete.

3.0 CONSTRUCTION.

3.1 Repair Dimension Selection. The locations for partial-depth repair will be identified in the plans or proposal or as specified by the Engineer during construction. Identify the repair boundaries by sounding the concrete with a solid steel rod, a heavy chain, or a ball peen hammer. Repair boundaries should extend a minimum of 3 inches outside unsound areas.

3.2 Concrete Removal. Saw the hole to be patched with a vertical face, to a 2-inch minimum depth and to the configuration the Contract specifies or the Engineer directs. After sawing, keep exposure to traffic to a minimum until patching.

If the area to be patched is deeper than 1/3 the slab depth, construct full depth patches according to the "Special Note for Full-Depth Concrete Pavement Repair". Partial depth patches that become full depth repairs will be paid forty (40) percent of the unit price for Partial Depth Patching.

Keep overcutting beyond the limits of the removed area to a minimum. Prevent saw slurry from entering existing joints and cracks. Clean all saw slurry and other contaminants from overcutting. Repair the overcut area with a low viscosity epoxy compound.

3.3 Repair Area Preparation. Following the removal of the concrete, the surface of the repair area must be prepared to provide a clean, irregular surface for the development of a good bond between the repair material and the existing slab. Clean the repair area by sandblasting followed by compressed airblasting to remove dirt, oil, thin layers of unsound concrete, and laitance. The compressed air used in the final cleaning must be free of oil. This should be checked by placing a cloth over the air compressor nozzle and visually inspecting for oil.

3.4 Joint Preparation. Partial-depth repairs placed against transverse joints require the use of an insert to act as a bondbreaker or joint reformer. Place the insert so that it prevents intrusion of repair material into the joint opening. Insure the compressible insert extends 1 inch below and 3 inches beyond the repair boundaries. Prior to placement, score the insert at the appropriate depth to accommodate the joint sealant material to be used. Once the patch has cured or set, remove the scored top strip to allow for the joint sealant to be placed.

3.5 Patching Material and Placement.

3.5.1 Rapid Set Concrete Patching Materials. Furnish a repair material specified as "Rapid" or "Very Rapid" hardening listed on the Division of Materials *List of Approved Materials*. A substitute product may be allowed only after submittal and approval by the Division of Materials. Repair materials should be installed according to the manufacturer's recommendations. All materials used will be tested prior to the project beginning to insure that a minimum opening compressive strength of 3,000 psi can be obtained based on the time requirements listed in the maintenance of traffic notes for the project. No asphaltic based materials will be allowed.

Remove and replace all areas of the patches that display cracks or are not bonded to the underlying pavement.

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

4.0 MEASUREMENT.

4.1 Partial Depth Patching. The Department will measure the quantity in cubic feet, either from field measurements or the metered quantity from the mixer, as the Engineer determines.

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

Code	Pay Item	Pay Unit
	Polymer Pavement Repair	Cubic Foot

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

March 20, 2009

SPECIAL NOTE FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

This Special Note applies to full depth repairs of concrete pavement. This note supersedes Special Provision 76 in the 2008 Standard Specifications. Section references herein are to the Department's 2008 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.

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. Keep overcutting beyond the limits of the removal area to a minimum. Prevent saw slurry from entering existing joints and cracks. Clean all saw slurry and other contaminants from overcutting area. Repair overcut area with a low viscosity epoxy compound. 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 at all possible. 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.

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 1inch deformed tie bars, or 1 inch plain dowel bars, 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 Non-Reinforced JPC Pavement. The Department will measure according to Subsection 501.04.01. The Department will not measure dowels, tie bars, hook bolts, or joint sealing for payment and will consider it incidental to Non-Reinforced JPC Pavement.

4.4 JPC Pavement. When listed as a bid item the Department will measure according to 501.04.01. The Department will not measure dowels, tie bars, hook bolts, or joint sealing for payment and will consider it incidental to Non-Reinforced JPC Pavement.

When not listed as a bid item, the Department will measure the quantity as Non-Reinforced JPC Pavement and make no additional payment for its use.

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 2500 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.

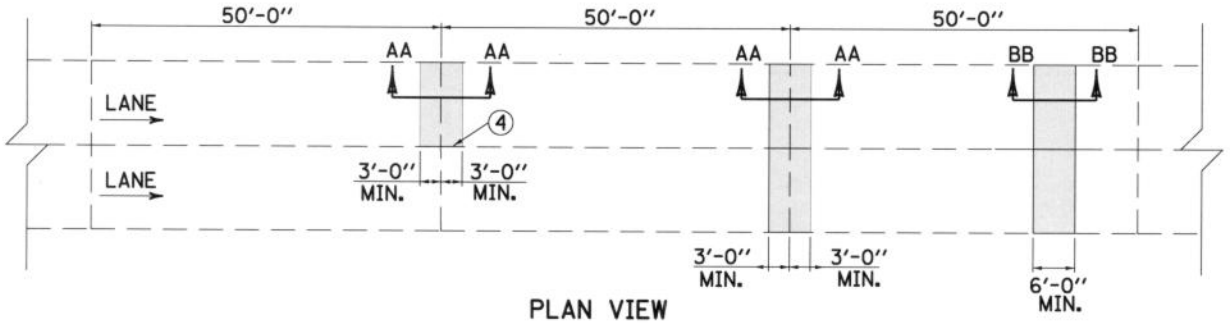
4.5 Underdrains. The Department will measure the quantity according to Subsection 704.04. The Department will not measure lateral drains for payment and will consider them incidental to the Underdrains.

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

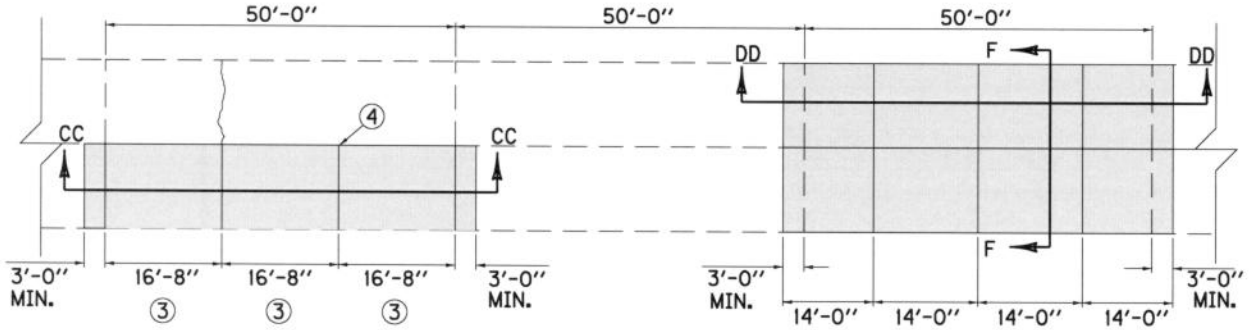
Code	Pay Item	Pay Unit
----	Remove JPC Pavement	Square Yard
00001	DGA Base	Ton
00003	Crushed Stone Base	Ton
02069-02071, 02073, 02075, 02084, 02086, 02088	JPC Pavement Non-Reinforced, thickness	See Subsection 501.05
01000	Perforated Pipe, 4-inch	Linear Foot
02598, 02599	Fabric-Geotextile, Type	Square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

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

March 19, 2009



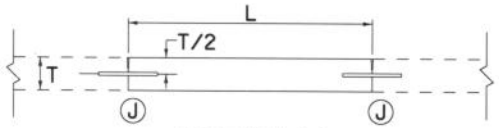
PLAN VIEW



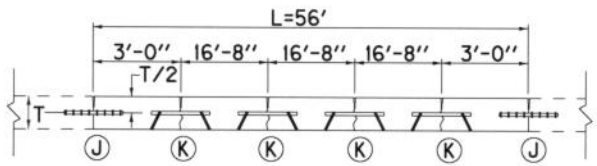
JPC PAVEMENT TO BE REMOVED

PLAN VIEW

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 (OR TIE BARS FOR SECTION CC), 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION CC) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION CC) 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 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 CONSTRUCTION JOINTS AT LOCATIONS "J". SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



SECTION AA



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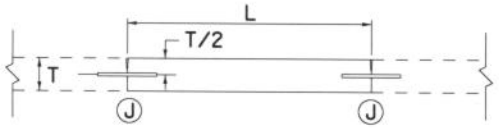
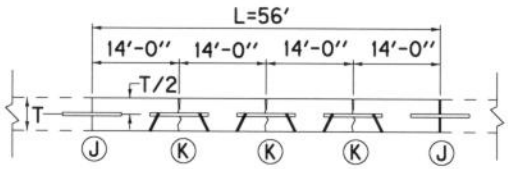


SECTION BB

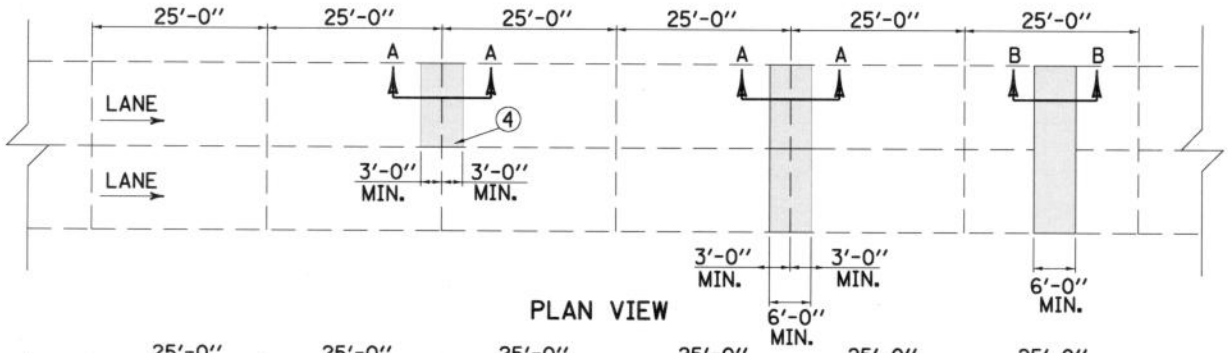


SECTION DD

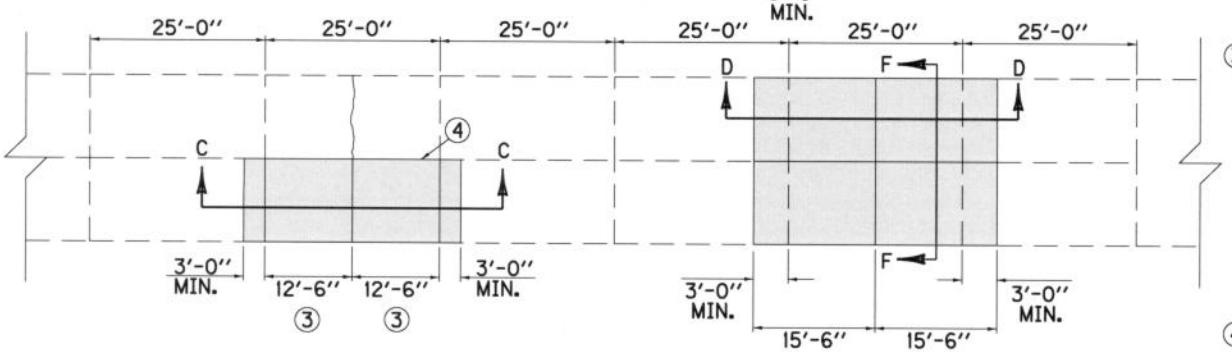
KENTUCKY DEPARTMENT OF HIGHWAYS

50' JOINT SPACING

SUBMITTED _____ TEBW DIVISION OF DESIGN _____ DATE



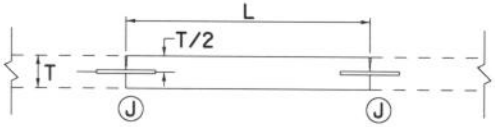
PLAN VIEW



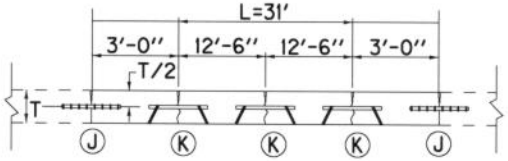
PLAN VIEW

JPC PAVEMENT TO BE REMOVED

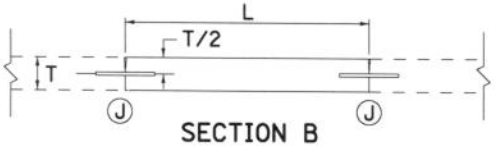
1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM AND LOCATIONS "J" SHALL NOT BE CLOSER THAN 6 FEET TO ANY TRANSVERSE JOINT BEYOND THE REPAIR.
2. INSTALL SMOOTH, LOAD TRANSFER DOWELS (OR 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 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 CONSTRUCTION JOINTS AT LOCATIONS "J". SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



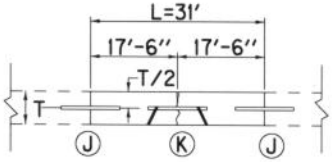
SECTION A



SECTION C



SECTION B

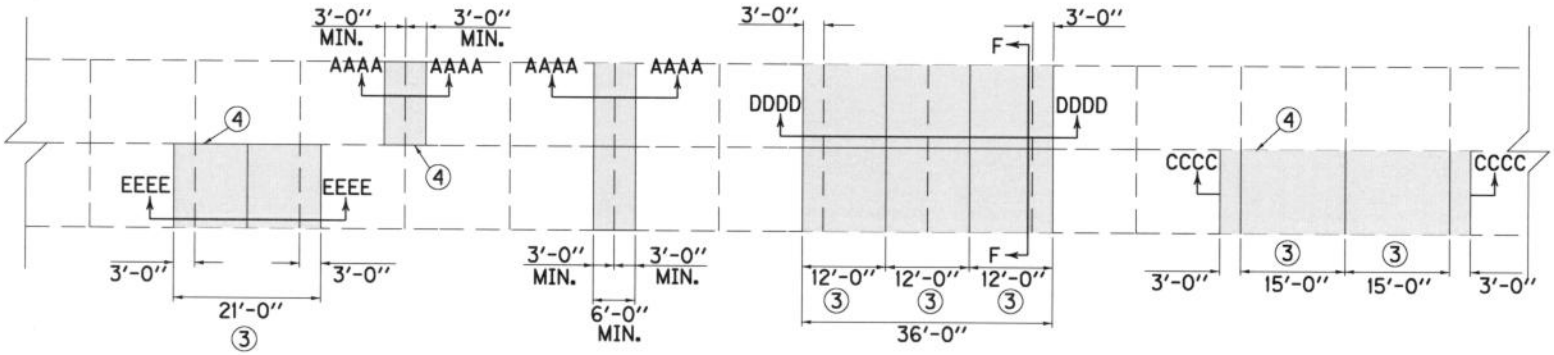


SECTION D

KENTUCKY DEPARTMENT OF HIGHWAYS

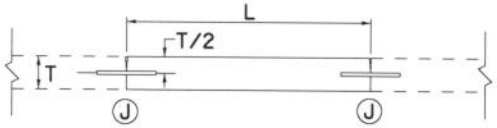
25' JOINT SPACING

APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE

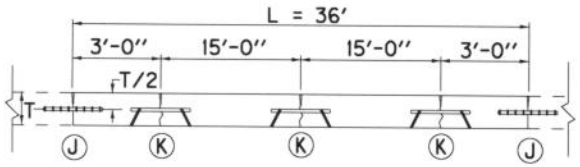


PLAN VIEW

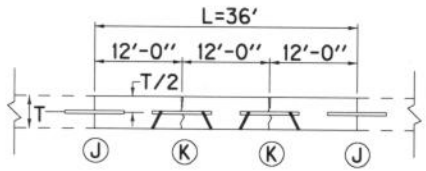
JPC PAVEMENT TO BE REMOVED



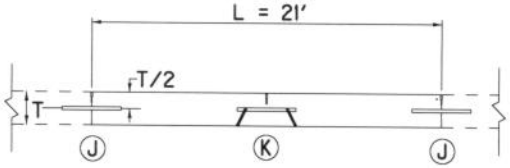
SECTION AAAA



SECTION CCCC



SECTION DDDD



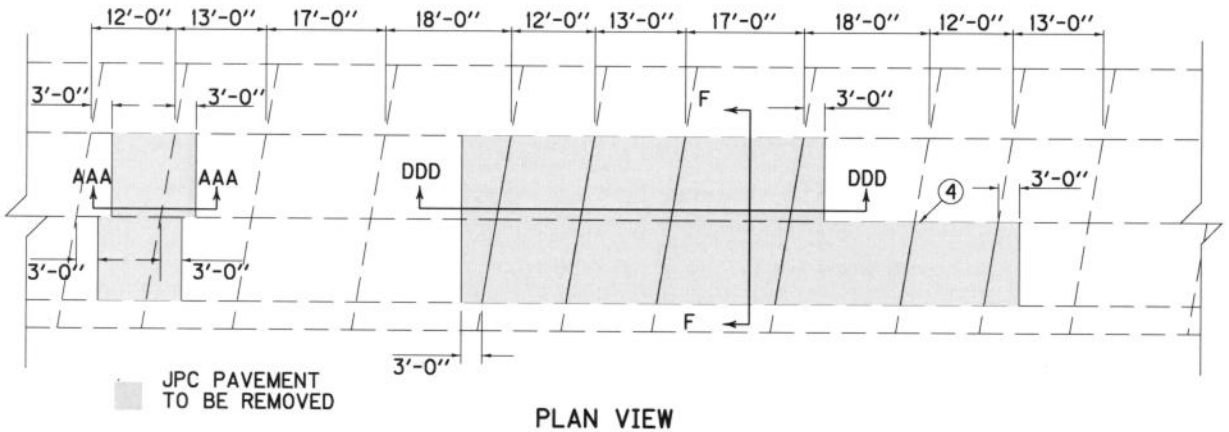
SECTION EEEE

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 (OR 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.
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 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 CONSTRUCTION JOINTS AT LOCATIONS "J". SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

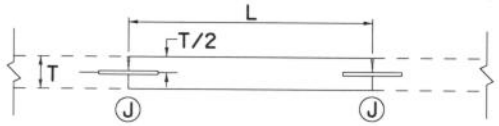
KENTUCKY DEPARTMENT OF HIGHWAYS

15' JOINT SPACING

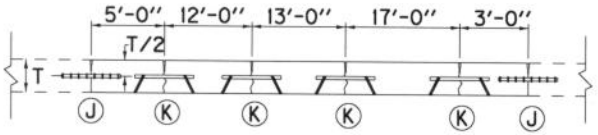
APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE



PLAN VIEW



SECTION AAA



SECTION DDD

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 (OR TIE BARS FOR SECTION DDD), 18 INCHES LONG (SEE 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.

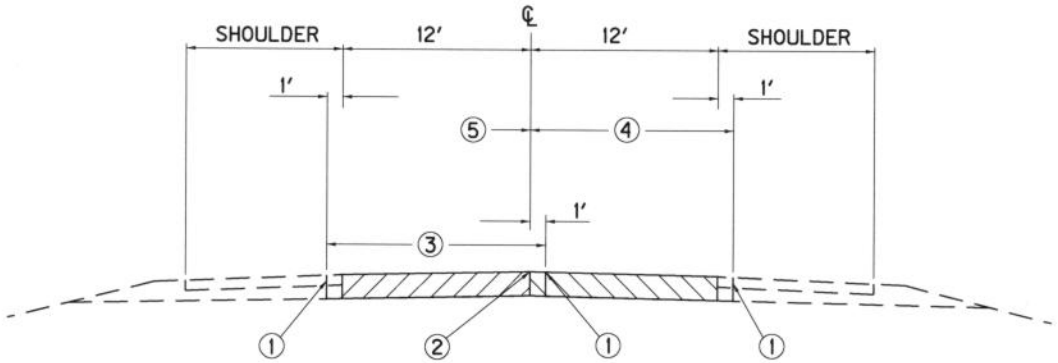
(4) IF ONLY ONE LANE IS REMOVED, AND L>25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH 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 CONSTRUCTION JOINTS AT LOCATIONS "J". SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.

KENTUCKY
DEPARTMENT OF HIGHWAYS

RANDOM SKEWED

APPROVED _____ TEBM 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.

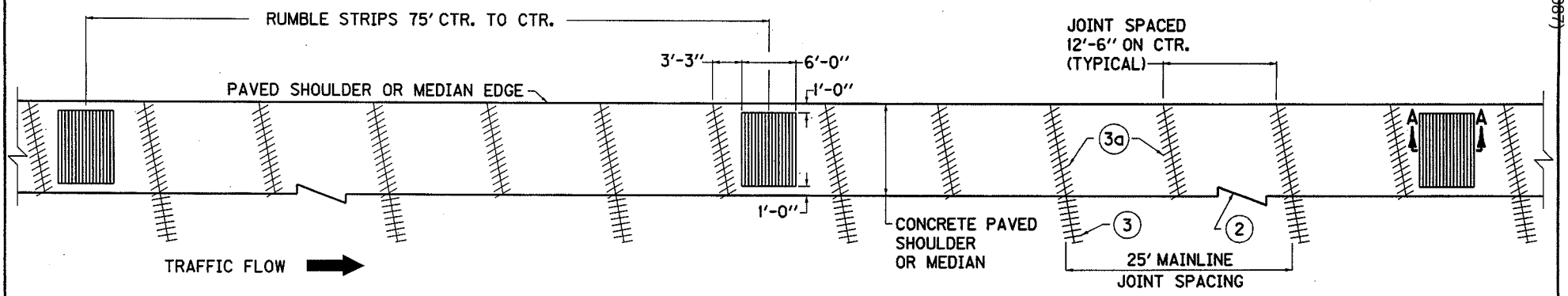
⑤ THIS ONE FOOT IS TO ALLOW FOR A FORM ON THE FIRST POUR, AND A TEMPORARY PAVEMENT IS REQUIRED. THE DEPARTMENT WILL NOT REQUIRE REMOVAL OF THIS ONE FOOT IF THE GRADE OF THE EXISTING PAVEMENT IS ADEQUATE TO ENSURE THE NEW CONCRETE CAN BE PLACED AND FINISHED TO THE SATISFACTION OF THE ENGINEER.

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, CCC OR CCCC. TRAFFIC CONTROL WILL SPECIFY WHICH LANE TO REMOVE FIRST.

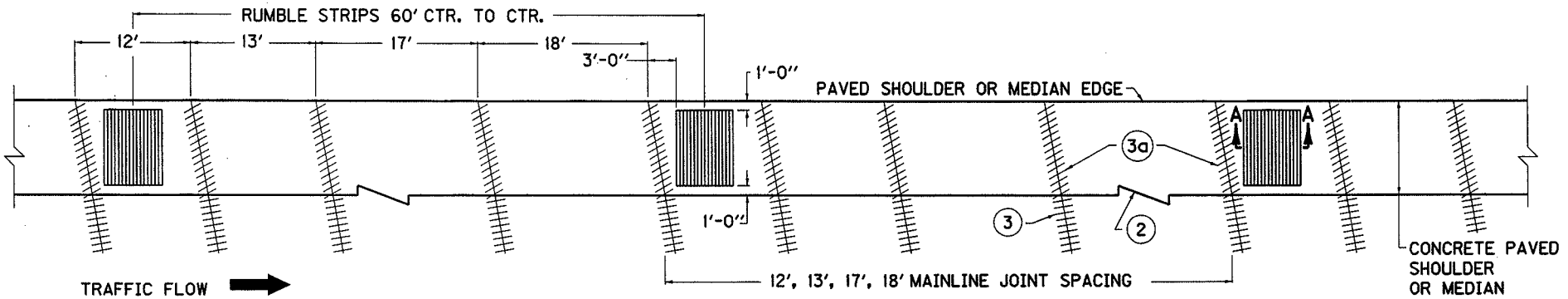
KENTUCKY
DEPARTMENT OF HIGHWAYS

CROSS SECTION

APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE



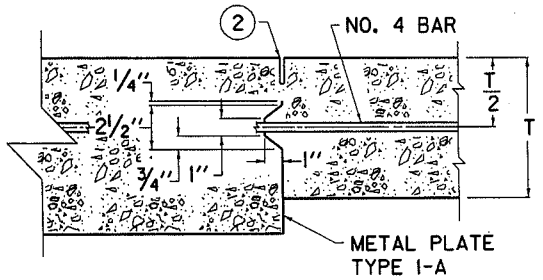
NON-REINFORCED CONCRETE PAVED SHOULDER OR MEDIAN WITH STANDARD REINFORCED CONCRETE MAINLINE



NON-REINFORCED CONCRETE PAVED SHOULDER OR MEDIAN WITH NON-REINFORCED CONCRETE MAINLINE

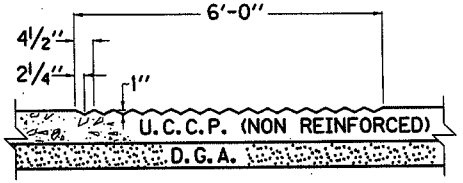
NOTES

1. THE COST OF CONSTRUCTING RUMBLE STRIPS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR NON-REINFORCED CONCRETE PAVEMENT.
2. (2) (3) (3a) SEE CUR. STD. DWG. RPS-010 FOR JOINT SYMBOLS AND DETAILS.
3. AFTER FINAL FINISHING OF THE PAVEMENT, CORRUGATIONS FOR RUMBLE STRIPS SHALL BE FORMED AT THE INTERVALS SHOWN INTO THE PLASTIC CONCRETE.
4. THE CORRUGATIONS SHALL BE ROUNDED RATHER THAN PEAKED, WITH THE TOP FLUSH WITH THE SHOULDER OR MEDIAN SLOPE.
5. THE TROUGH SHALL BE TAILED OUT, SO AS TO PROVIDE POSITIVE DRAINAGE.



JOINT DETAIL

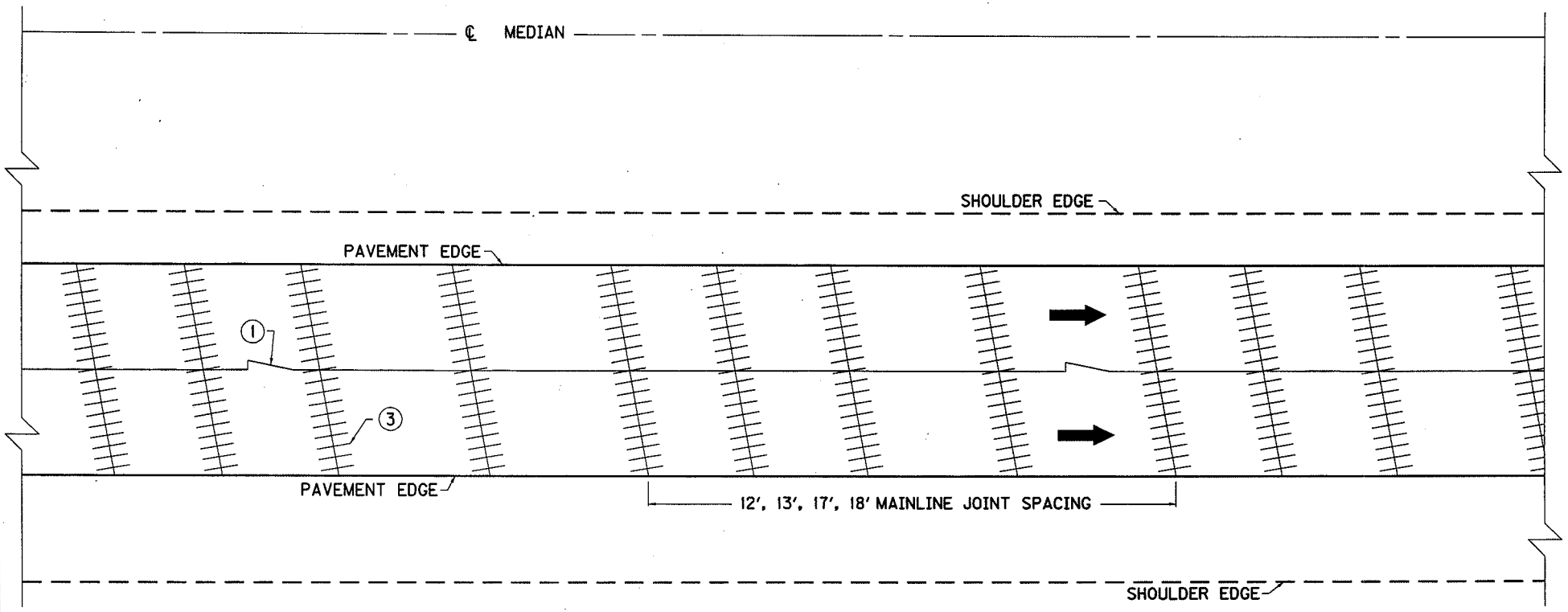
METAL PLATE FOR USE WITH CONCRETE SHOULDER PAVING CONSTRUCTED IN CONJUNCTION WITH MAINLINE PAVEMENT.
IF OTHER ALTERNATES ARE USED, THE TIE-STEEL AND KEYWAY SHALL BE LOCATED IN ACCORDANCE WITH THIS DRAWING.



SECTION A-A

KENTUCKY
DEPARTMENT OF HIGHWAYS
NON-REINFORCED
CONCRETE PAVEMENT
FOR
SHOULDERS & MEDIANS
STANDARD DRAWING NO. RPN-001-04

SUBMITTED _____ DIRECTOR DIVISION OF DESIGN _____ DATE
APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE



PLAN VIEW

NOTES

JOINTS

TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED AS FOLLOWS: 12', 13', 17', 18' AND SHALL BE SAWED TO A MINIMUM DEPTH OF ONE FOURTH OF THE PAVEMENT THICKNESS OR T/4. ALL TRANSVERSE CONTRACTION AND TRANSVERSE EXPANSION JOINTS SHALL REQUIRE LOAD TRANSFER ASSEMBLIES AS DETAILED ON THE PLANS OR STANDARD DRAWINGS.

JOINT SPACING AND TYPE, AT BRIDGE ENDS, SHALL BE REQUIRED AS SHOWN ON THE PLANS OR CURRENT STANDARD DRAWING RPS-010.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 501.03.16, EXCEPT THEY SHALL BE NO CLOSER THAN 5'-0" TO ANY TRANSVERSE CONTRACTION JOINT OR EXPANSION JOINT.

(1) (3) SEE CURRENT STANDARD DRAWING RPS-010 FOR JOINT SYMBOLS AND DETAILS.

THIS DRAWING DEPICTS JOINTS SKEWED TO THE CENTERLINE OF THE ROADWAY, HOWEVER JOINTS AT RIGHT ANGLES TO THE CENTERLINE SHALL BE SPACED IN THE SAME MANNER.

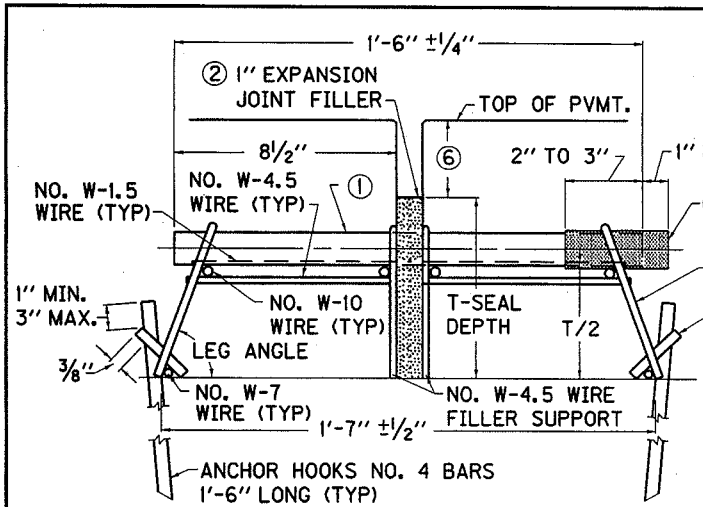
KENTUCKY
DEPARTMENT OF HIGHWAYS

NON-REINFORCED
CONCRETE PAVEMENT

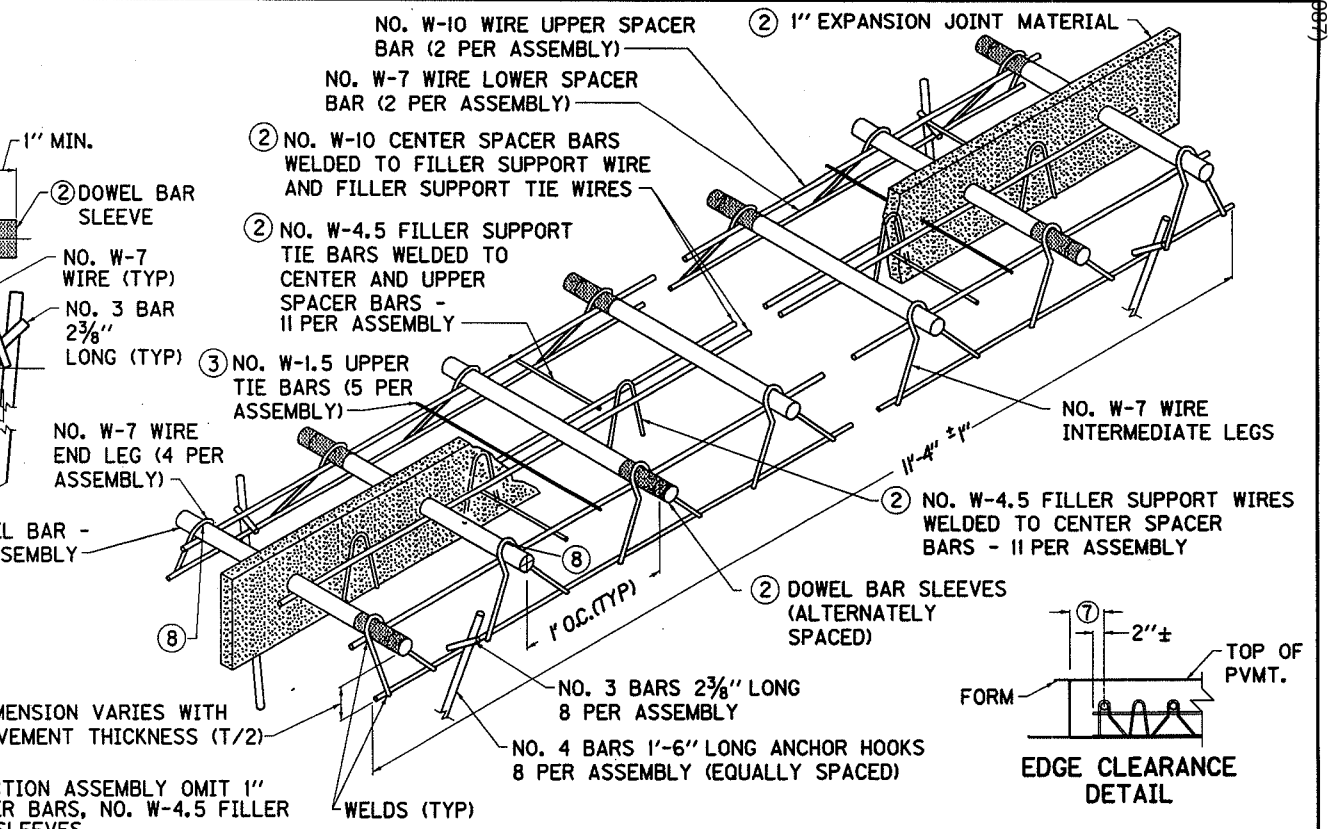
STANDARD DRAWING NO. RPN-015-03

SUBMITTED _____ DIRECTOR DIVISION OF DESIGN _____ DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE



END ELEVATION



ISOMETRIC VIEW

EDGE CLEARANCE DETAIL

NOTES

① DOWEL BAR SIZES

PAVEMENT THICKNESS						
8"	9"	10"	11"	12"	13"	14"
BAR DIAMETER						
1"	1 1/8"	1 1/4"	1 3/8"	1 1/2"	1 5/8"	1 3/4"
LEG ANGLES +/- 3 DEGREES						
63	63	63	70	70	70	70

② EXPANSION ASSEMBLY IS ILLUSTRATED: FOR CONTRACTION ASSEMBLY OMIT 1" EXPANSION JOINT MATERIAL, NO. W-10 CENTER SPACER BARS, NO. W-4.5 FILLER SUPPORT WIRES, FILLER TIE BARS, AND DOWEL BAR SLEEVES.

③ NO. W-1.5 UPPER TIE BARS WELDED TO UPPER SPACER BARS CUT AFTER FIRST CONCRETE PLACEMENT.

④ FOR END LEGS, BEND WIRE AS SHOWN BY PHANTOM LINES IN INTERMEDIATE LEG DETAIL.

⑤ REFERENCE POINTS SHALL BE REQUIRED ON EACH SIDE OF THE LOAD TRANSFER ASSEMBLY REGARDLESS OF WHETHER SKEWED OR AT RIGHT ANGLES, IN ORDER TO LOCATE THE INTENDED SAWED JOINT AFTER PAVING. ALL SAWING SHALL BE ACCURATELY CONTROLLED TO THE CENTERLINE OF THE LOAD TRANSFER ASSEMBLIES. LONGITUDINAL ORIENTATION OF DOWEL BARS SHALL BE SUCH THAT ALL DOWEL BARS ARE PARALLEL WITH THE CENTERLINE OF EACH PAVING LANE.

⑥ SEE APPLICABLE CURRENT STD. DWG. RPX-010 OR RPX-020 FOR SEAL DEPTH.

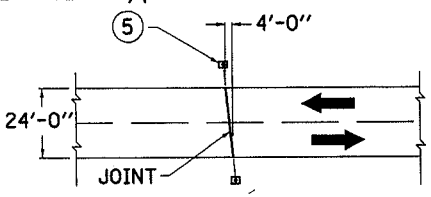
⑦ 4 1/2" MIN. AND 10 1/2" MAX. FOR VARIABLE SLAB WIDTH. 6" FOR UNIFORM OR STD. SLAB WIDTH. BOTH SKEWED AND RIGHT ANGLE ASSEMBLIES ARE DEPICTED. UNLESS SPECIFIED ELSEWHERE IN THE PLANS THE SKEWED ASSEMBLY SHALL BE REQUIRED. FOR LOCATION AND SPACING SEE APPLICABLE PAVEMENT STANDARD DRAWINGS.

⑧ WELD EITHER NO. W-10 UPPER SPACER BAR OR LEG SUPPORT TO ALTERNATE ENDS OF DOWEL BARS AS TYPICALLY SHOWN.

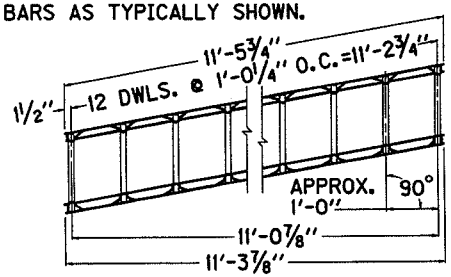
9. DOWEL ENDS SHALL NOT VARY MORE THAN 1/4" FROM A STRAIGHT LINE.

10. DOWELS SHALL BE PARALLEL WITH BASE, WITH A TOLERANCE OF 1/4".

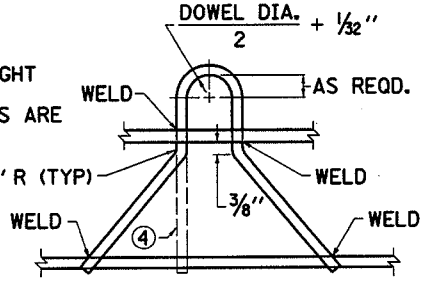
11. EPOXY SHALL BE CLEANED OFF TO BARE METAL BEFORE WELDING DOWEL TO WIRE.



TWO WAY TRAFFIC
(SKEWED IN DIRECTION OF TRAFFIC)
SKEWED PVMT. JT. PLACEMENT



PLAN VIEW (SKEWED DETAIL)



INTERMEDIATE LEG DETAIL

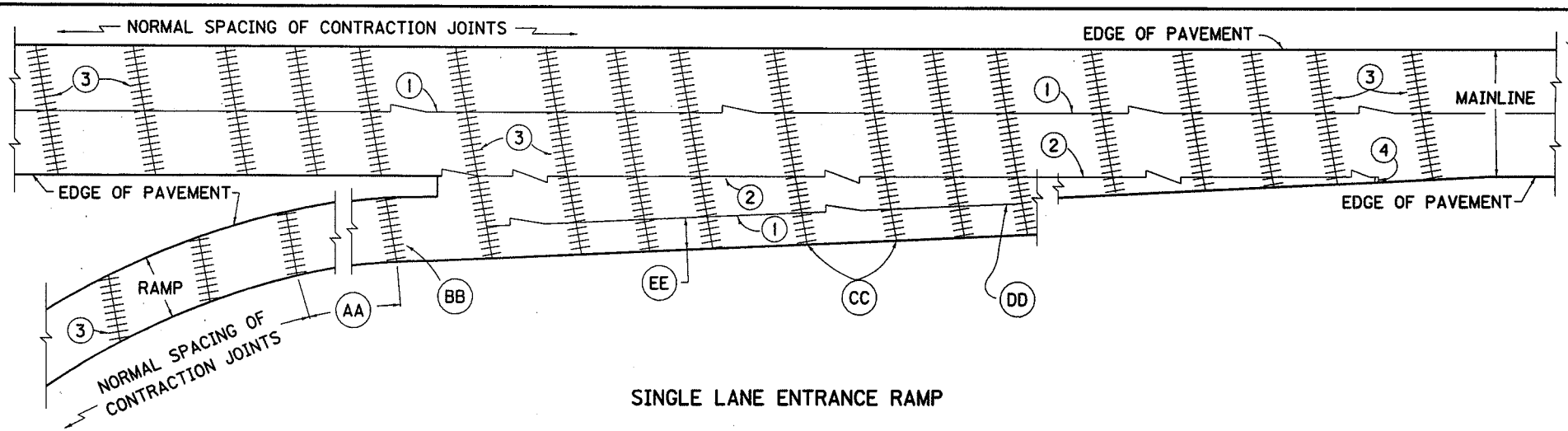
KENTUCKY DEPARTMENT OF HIGHWAYS

EXPANSION AND CONTRACTION JOINT LOAD TRANSFER ASSEMBLIES

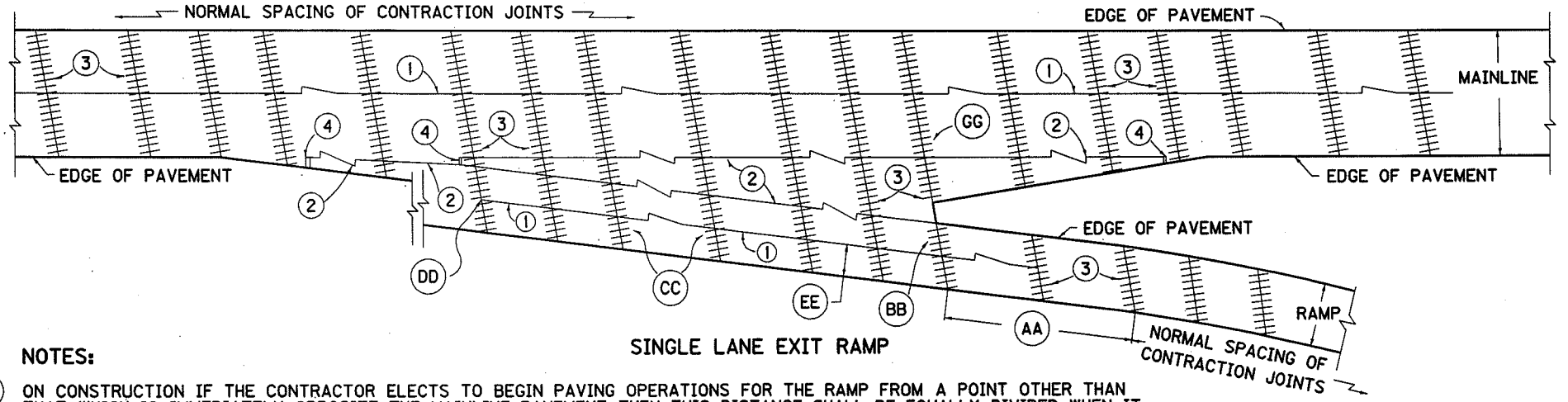
STANDARD DRAWING NO. RPS-020-11

SUBMITTED _____ DIRECTOR DIVISION OF DESIGN _____ DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE



SINGLE LANE ENTRANCE RAMP



SINGLE LANE EXIT RAMP

NOTES:

(AA) ON CONSTRUCTION IF THE CONTRACTOR ELECTS TO BEGIN PAVING OPERATIONS FOR THE RAMP FROM A POINT OTHER THAN THAT WHICH IS IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT THEN THIS DISTANCE SHALL BE EQUALLY DIVIDED WHEN IT BECOMES GREATER THAN 20 FEET AND LESS THAN 40 FEET.

(BB) THIS CONTRACTION JOINT IN THE RAMP SHALL ALWAYS BE OPPOSITE THE CONTRACTION JOINT IN THE MAINLINE PAVEMENT.

(CC) ALL CONTRACTION JOINTS IN THE RAMP IMMEDIATELY OPPOSITE THE MAINLINE PAVEMENT SHALL BE A CONTINUATION OF THE JOINTS IN THE MAINLINE PAVEMENT.

(DD) LONGITUDINAL SAWED JOINT SHALL END AT THE NEAREST CONTRACTION JOINT, WHERE THE OVERALL WIDTH OF THE RAMP IS A MAXIMUM OF 16 FEET.

(EE) THIS DISTANCE SHALL BE EQUAL TO 1/2 THE NORMAL RAMP SECTION.

FF. LONGITUDINAL SAWED JOINTS AT CENTERLINE SHALL BE REQUIRED FOR ALL RAMPS AND LOOP WIDTHS GREATER THAN 16 FEET.

(GG) THIS CONTRACTION JOINT SHALL ALWAYS BE PLACED OPPOSITE THE NOSE OF THE RAMP. THE TWO CONTRACTION JOINTS IMMEDIATELY PRECEEDING THIS JOINT, DEPENDING ON THE DIRECTION OF PAVING OPERATIONS, SHALL BE EQUALLY DIVIDED, PROVIDED THE SPACING DOES NOT EXCEED THE NORMAL SPACING. SHOULD SPACING BE GREATER THAN NORMAL, AN EXTRA JOINT SHALL BE ADDED AND THE DISTANCE EQUALLY DIVIDED. THE JOINT IMMEDIATELY FOLLOWING THE JOINT THAT IS PLACED OPPOSITE THE RAMP NOSE SHALL BE NORMALLY SPACED.

HH. SEE CURRENT STANDARD DRAWING RPS-010 FOR JOINT SYMBOLS AND DETAILS.

II. NORMAL SPACING OF CONTRACTION JOINTS INDICATED ON THIS DRAWING ARE TO BE IN ACCORDANCE WITH SPACING INDICATED ON CURRENT STANDARD DRAWING RPN-015.

KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE PAVEMENT JOINTS TYPES AND SPACING

STANDARD DRAWING NO. RPS-030-04

SUBMITTED _____ DIRECTOR DIVISION OF DESIGN _____ DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE

Guardrail Delivery Verification Sheet

Item No. 7-2017.00

Guardrail, End Treatment, Terminal Section or Post Type	**Unit**	**Field Verified Amount**	**Delivered Amount**
Guardrail-Steel W Beam	LF		
Temporary Guardrail	LF		
Guardrail Terminal Section	Each		
Guardrail Terminal Section	Each		
Crash Cushion Type Ix-A	Each		
Guardrail End Treatment Type 1	Each		
Guardrail End Treatment Type 2a	Each		
Guardrail End Treatment Type 3	Each		
Guardrail End Treatment Type 4a	Each		
Guardrail End Treatment Type 7	Each		
Guardrail Connector To Bridge End	Each		
Guardrail Connector To Conc Med Barr	Each		
Guardrail Connect-Shld Bridge Pier	Each		
Timber Guardrail Post	Each		
Steel Guardrail Post	Each		

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

	Printed Name	Signature	Date
Resident Engineer (or Representative)			
Contractor (or Representative)			
Bailey Bridge Yard Representative			

Special Note For Fixed Completion Date and Liquidated Damages Fayette County Item No. 7-2017.00

Contrary to Section 108.09, Liquidated Damages of $3,500 per calendar day will be assessed for each day work remains uncompleted beyond the Specified Completion Date. This project has a Fixed Completion Date of May 15, 2011.

In addition to the Liquidated Damages specified in Section 108.09, Liquidated Damages in the following amounts will be charged when a ramp closure remains in place during the prohibited period outlined in the Traffic Control Plan, excluding delays caused by inclement weather:

$1,500 for the first hour
$3,000 any additional hour

If work is delayed by inclement weather, the minimum work required to allow removal of the lane closure, as directed by the Engineer, shall be resumed immediately as soon as weather permits or the Department will begin to assess Liquidated Damages as specified herein.

Contrary to Section 108.09 of the Standard Specifications, **the disincentive fee will be charged during those periods when seasonal limitations of the Contract prohibit the Contractor from working on a controlling item or operation. This includes the months from December through March.**

All liquidated damages will be applied cumulatively.

All other applicable portions of Section 108 apply.

FAYETTE COUNTY, I-64

ITEM NO. 7-2017.00

BRIDGE REHABILITATION
(3 LOCATIONS)

MILE POINT 8.04 TO 8.32

INDEX

SPECIAL NOTE FOR REPLACING SEAL IN EXISTING EXPANSION JOINT

I. DESCRIPTION

Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2008 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, and this Note. Section references are to the Standard Specifications.

This work consists of the following:

(1) Furnish all labor, materials, tools, and equipment
(2) Remove existing joint seal
(3) Install new joint seal
(4) Maintain and control traffic
(5) Any other work specified as part of this contract

II. MATERIALS

A. Neoprene Joint Seals (Compression Seal or Strip Seal). See Section 807.
B. Silicone Rubber Sealant. See Section 807.

III. CONSTRUCTION

A. Remove Existing Materials. Remove the existing joint seal. Remove debris and/or expansion joint filler as directed by the Engineer. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Expansion Joint Seal Replacement".

B. Blast Clean Armored Edges. Blast clean all areas of existing armored edges until free of all laitance and deleterious substances immediately prior to the placement of the new joint seal.

C. Preformed Neoprene Compression Joint Seal. Oversize the neoprene joint seal as much as practically possible for instillation. Place the preformed joint seal in one continuous, unbroken length from out-to-out of bridge, turning the seal upward through the barriers. The portion of the joint seal extending through the barriers will be considered incidental. Place neoprene compression seals as recommended by the manufacturer and in accordance with Section 609.03.04 (D).

D. Preformed Expansion Joint Strip Seal. Place strip seal as recommended by the manufacturer and in accordance with Section 609.03.04 (E).

E. Silicone Rubber Sealant. Place the silicone sealant as recommended by the manufacturer and in accordance with Section 609.03.05.

F. Shop Plans. Shop Plans will not be required. The contractor is responsible for obtaining field measurements and supplying properly sized materials to complete the work.

IV. MEASUREMENT

A. Expansion Joint Seal Replacement. The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

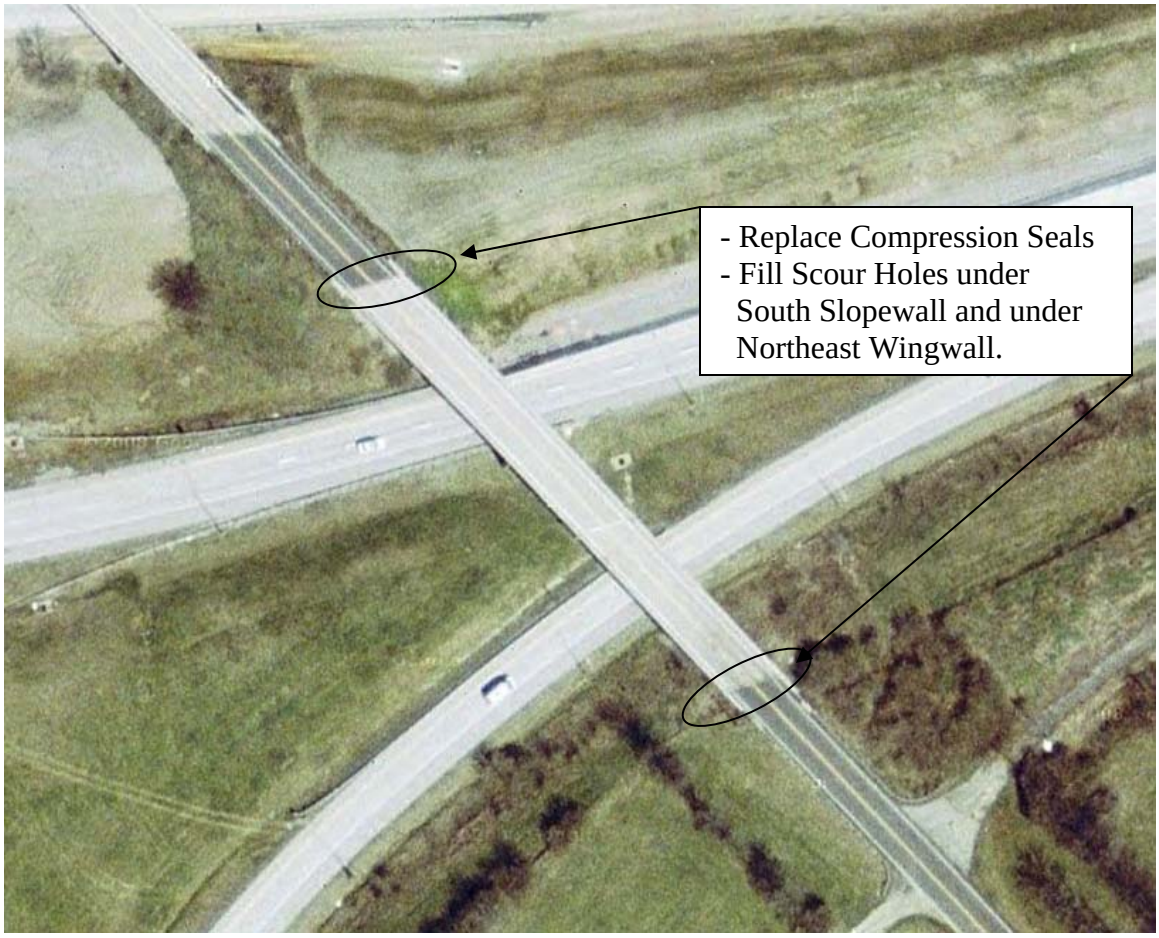
V. PAYMENT

A. Expansion Joint Seal Replacement. Payment at the current unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the neoprene compression joint seal, strip seal, or silicone rubber sealant, and all incidental items necessary to complete the work within the specified pay limits as specified by this note.

The Department will consider payment as full compensation for all work required by this note.

HUME ROAD OVER I-64 EAST (034B00129N)

(MP 81.64)

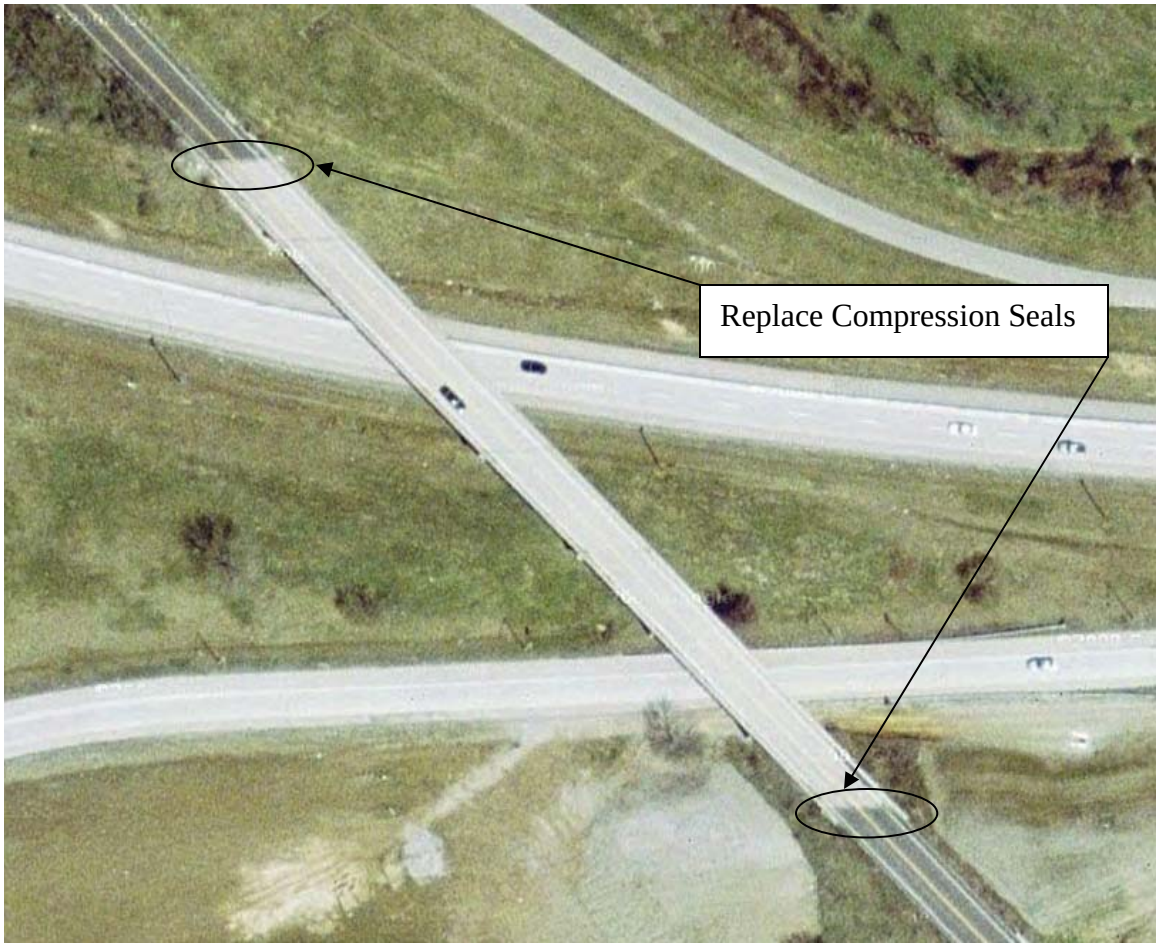


SUMMARY OF QUANTITIES			
ITEM CODE	**DESCRIPTION**	**QANTITY**	**UNIT**
23386EC	JOINT SEAL REPLACEMENT	64	LF
2220	FLOWABLE FILL	4	CUYD

NOTE: FILL SCOUR HOLES UNDER CONCRETE SLOPEWALL AND WINGWALL WITH FLOWABLE FILL. POUR CONCRETE LEVEL WITH TOP OF SLOPEWALL WITH A 2% GRADE TO DRAIN WATER AWAY FROM THE ABUTMENT FACE. PLACE FLOWABLE FILL IN ACCORDANCE WITH SECTION 601.03.09. IF THE EXISTING CONCRETE SLOPEWALL SHIFTS OR CRACKS EXCESSIVELY DURING THE PLACEMENT OF FLOWABLE FILL, THE CONTRACTOR SHALL REPAIR THE DAMAGE USING A METHOD APPROVED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE THE QUANTITY IN CUBIC YARDS ACTUALLY PLACED, NOT TO EXCEED THE ESTIMATED QUANTITY BY MORE THAN 10% WITHOUT APPROVAL FROM THE ENGINEER. PAYMENT AT THE CONTRACT UNIT PRICE IS FULL COMPENSATION FOR FURNISHING AND PLACING FLOWABLE FILL AS SPECIFIED IN THIS NOTE

HUME ROAD OVER I-64 WEST (034B00130N)

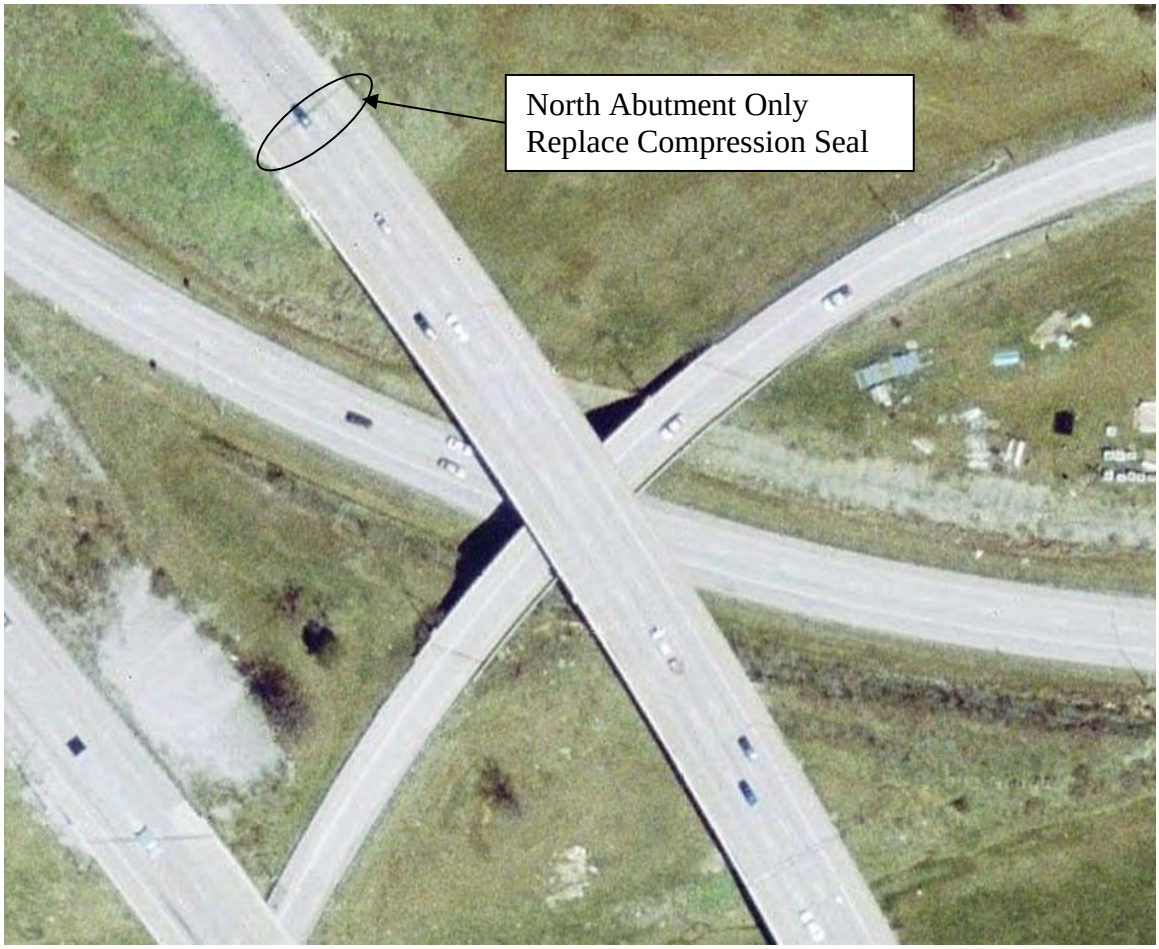
(MP 81.55)



SUMMARY OF QUANTITIES			
ITEM CODE	**DESCRIPTION**	**QANTITY**	**UNIT**
23386EC	JOINT SEAL REPLACEMENT	115	LF

I-75 NORTH OVER I-64 EAST AND WEST RAMPS (034B00126N)

(MP 81.35)



SUMMARY OF QUANTITIES			
ITEM CODE	**DESCRIPTION**	**QANTITY**	**UNIT**
23386EC	JOINT SEAL REPLACEMENT	56	LF

NOTE: JOINT SEAL REPLACEMENT ON I-75 SHALL BE PERFORMED USING TEMPORARY LANE CLOSURES ON WEEKEND NIGHTS ONLY.

PUBLIC INFORMATION PLAN

- **Project: Interstate 64 Pavement Rehabilitation Project**
- **Location: Fayette County**
- **Area: Mile Points (approximate) – 8.38 to 8.20**
- **Project Number: FD52 034 0064 08-08 and IM 0644 (087)**
- **Additional Information: The rehabilitation will take place on the east and west lanes of Interstate 64. This project will enhance the ride of the pavement and increase the life of the road through repairs.**

The primary goal of the Public Information Plan (PIP) is to inform the motoring public and area stakeholders of project information including Maintenance of Traffic (MOT).

This project will include the closure of the following ramps on separate dates;

- Northbound I-75 to Eastbound I-64
- Westbound I-64 to Northbound I-75

The closure of the ramps will take place on weekends during times of adjacent lane closures on the mainline. Each ramp will be closed for one weekend only.

The KYTC District 7 Public Information Officer (PIO) will coordinate and disseminate to stakeholders and the media appropriate information regarding the construction plans.

Local Stakeholders

Elected Officials

- State Senator – 7th District - Julian M. Carroll – (502) 564-8100; julian.carroll@lrc.ky.gov
- State Representative – 76th District – Ruth Ann Palumbo – (502) 564-8100; ruthann.palumbo@lrc.ky.gov
- Lexington/Fayette Urban Co. Gov. Mayor – Jim Newberry – (859) 258-3100; mayor@lfucg.com
- Lexington/Fayette Urban Co. Gov. Vice Mayor – Jim Gray – (859-259-3100; jgray@lfucg.com
- Fayette County Judge/Executive Sandra Varellas – (859) 252-4473; varellaslaw@insightbb.com

Local Agencies

- Lexington/Fayette Urban Co. Gov. Police Chief Ronnie Bastin – (859) 258-3600; policechief@lfucg.com
- Lexington/Fayette Urban Co. Gov. Sheriff Kathy Witt – (859) 252-3119; kwitt@fayettesheriff.com
- Lexington/Fayette Urban Co. Gov. Fire Chief Robert Hendricks – (859) 231-5600; hendricr@lfd.lfucg.com
- Lexington/Fayette Urban Co. Gov. Assist. Fire Chief Mike Gribbin – (859) 231-5643; gribbinm@lexingtonky.gov

- Fayette County School Superintendent Stu Silberman – (859) 381-4104; stu.silberman@fayette.kyschools.us
- Fayette County School Administrative Assistant Cheryl Neal – (859) 381-4104; cheryl.neal@fayette.kyschools.us
- Virgie Long, Over Dimensional Permits – (502) 564-7150; virgie.long@ky.gov

Utility Companies

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

Neighborhoods and their Mayors

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

TRUCKING FIRMS AND OUT OF STATE STAKEHOLDERS

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

PRESENTATIONS

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

MEDIA RELATIONS

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

Item No. 7-2017.00
I-64, Fayette Co.
IM 64-4(087)

Special Note for JPC Ride Quality Adjustment

Contrary to Section 503.03.09 for Diamond Grinding JPC Pavement the Category A Ride Quality Adjustment Schedule in Section 501of the Supplemental Specifications will apply on this project.

Attached for information only are IRI measurements performed on the existing pavement outside driving lane(s) in July 2010. Profile data was evaluated to determine projected IRI values after a single grinding pass. These IRI estimates presented assume no corrective repair work other than diamond grinding was performed. Improved numbers should be expected after repairs to the JPC Pavement are made.

The Department will apply a Ride Quality Adjustment for each 0.1-mile lane section tested. The contractor will be required to achieve the IRI specified for Category A Projects for each 0.1-mile lane section. The sum of the pay value adjustments for the ride quality shall not exceed $0 for the project as a whole.

When requesting tests on partially completed pavement, the Department will perform one test at no charge. The Department will perform additional requested testing and retesting for corrective work or pavement replacement at a cost of $150 per lane-mile. The Department will deduct charges for additional requested testing and retesting for corrective work from monies due on the Contract.

In accordance with Section 503.03.09, the Contractor will perform work to achieve the required IRI by regrinding the entire width of the traffic lane at areas having a high IRI.

EASTBOUND I-64

Start MP	Stop MP	No Grinding (in/mi)	After Grinding (in/mi)
81.037	81.137	76.3	43.3
81.137	81.237	50.6	31.6
81.237	81.337	52.9	32.9
81.337	81.437	51.8	32.2
81.437	81.537	58.5	40.1
81.537	81.637	95.3	69.6
81.637	81.737	75.3	54.0
81.737	81.837	88.0	71.2
81.837	81.937	117.5	103.8
81.937	82.037	153.9	119.6
82.037	82.137	85.7	67.9
82.137	82.237	133.2	102.0
82.237	82.320	54.1	37.7

Item No. 7-2017.00
I-64, Fayette Co.
IM 64-4(087)

WESTBOUND I-64

Start MP	Stop MP	No Grinding (in/mi)	After Grinding (in/mi)
82.321	82.221	90.2	68.6
82.221	82.121	54.8	34.4
82.121	82.021	54.3	36.0
82.021	81.921	62.9	45.1
81.921	81.821	60.3	39.9
81.821	81.721	86.0	59.0
81.721	81.621	47.8	33.1
81.621	81.521	80.9	57.4
81.521	81.421	89.4	59.9
81.421	81.321	76.0	47.9
81.321	81.221	39.8	24.3
81.221	81.121	43.9	30.1
81.173	81.125	41.7	27.2

SPECIAL PROVISION FOR WASTE AND BORROW SITES

The contractor is advised that it is their responsibility to gain U.S. Army Corp of Engineer's approval before utilizing a waste or borrow site that involves "Waters of the United States". "Waters of the United States" are defined as perennial or intermittent streams, ponds or wetlands. Ephemeral streams are also considered jurisdictional waters, and are typically dry except during rainfall, but have a defined drainage channel. Questions concerning any potential impacts to "Waters…" should be brought to the attention of the appropriate District Office for the Corps of Engineers for a determination, prior to disturbance. Any fees associated with obtaining approval from the U.S. Army Corp of Engineer or other appropriate regulatory agencies for waste and borrow sites is the responsibility of the contractor.

01/01/2009

Right-of-Way Certification Form

Revised 5/27/09

☒ **Federal Funded** ☒ **Original**

☐ **State Funded** ☐ **Re-Certification**

This form must be completed and submitted to FHWA with the PS&E package for federal-aid funded Interstate, Appalachia, and Mega projects. This form shall also be submitted to FHWA for **all** federal-aid projects that fall under conditions No. 2 & 3 outlined elsewhere in this form. For all other federal-aid projects, this form shall be completed and retained in the KYTC project file.

Date: **August 5, 2010**

Project #: **FD552 C034 83742 01D**
Item #: **7-2017.00**
Letting Date: **September 17, 2010**

County: **FAYETTE**
Federal #: **NH 0645 (071)**
Description of Project: Repair and Grind Pavement on I - 64 from MP 81.037 to 82.32

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

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

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

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

☐ 1. All necessary rights-of-way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish these improvements and enter on all land. **Fair market value has been paid or deposited with the court.**

☐ 2. Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained, but an Interlocutory Judgment has been granted, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish these improvements. **Fair market value has been paid or deposited with the court for most parcels. Fair market value for all pending parcels will be paid or deposited with the court prior to start of construction. (See note.)**

Note: The KYTC shall re-submit a right-of-way re-certification form for this project prior to the start of construction **(Notice to Proceed)**, verifying that fair market value for all parcels has been paid or deposited with the court.

Right-of-Way Certification Form

☐ 3. The acquisition or right of occupancy and use of a **few** remaining parcels are not complete and/or some parcels still have occupants. However, all remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. The KYTC is hereby requesting authorization to advertise this project for bids and to proceed with physical construction even thought the necessary rights-of-way will not be fully acquired, and/or some occupants will not be relocated, and/or the fair marked value will not be paid or deposited with the court for some parcels at the start of construction. KYTC will fully meet all the requirements outlined in 23 CFR 309(c) (3) and 49 CFR 102(j) and will expedite completion of all acquisitions, relocations, and full payments after construction starts. A full explanation and reason for this request, including identification of each such parcel and dates on which acquisitions, payments, and relocations will be completed, is attached to this certification form for FHWA consideration and approval. **(See note.)**

Note: **The KYTC may request authorization on this basis only in unique and unusual circumstances.** Proceeding to construction of projects on this basis shall be the exception and never become the rule. In all FHWA-approved cases, the KYTC shall make extraordinary efforts to expedite completion of the acquisition, payment for all affected parcels, and the relocation of all relocatees promptly 30 days after start of construction.

Approved: _____ Name Date 8-5-10 District ROW Supervisor

Approved: _____ Name Date 8/6/10 Director of ROW & Utilities or Designee

Approved: _____ Name Date 8/6/10 FHWA, Right-of-Way Officer

Right-of-Way Certification Form

Date: **August 5, 2010**

Project #: **FD 52 C034 83742 01D**
Item #: **7-2017.00**
Letting Date: **September 17, 2010**

County: **FAYETTE**
Federal #: **NH -654 (071)**

This project has _____ Total number of parcels acquired, and _____ Total number of individual or families relocated, as well as _____ Total number of businesses relocated.

_____ Parcels were acquired by a signed fee simple deed and fair market value has been paid **(Type 1)**

_____ Parcels have been acquired through condemnation and IOJ granted by the court and fair market value has been deposited with the court **(Type 1 certification)**

_____ Parcels have **not** been acquired at this time but can be Re-certified as acquired prior to Notice to Proceed for construction.(*explain below for each parcel*) **(Type 2 certification)**

_____ Parcels have been acquired or have a "right of Entry" but the fair market value has not been paid or has not been posted with the court, and they can not be re-certified prior to construction. (These parcels require an explanation below for each one as well as FHWA approval. **(Type 3 only)**

_____ Relocatees have not been relocated from parcels.
(explain below for each parcel)

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

There are _____ billboards and/or _____ cemeteries involved on this project.
There are _____ water or monitoring wells on parcels.

UTILITY NOTES TO BE INCLUDED IN THE PROPOSAL
SPECIAL NOTES FOR UTILITY CLEARANCE
IMPACT ON CONSTRUCTION

FAYETTE COUNTY
LEXINGTON – ASHLAND ROAD (I – 64)
IM 0644 (087)
JPC PAVEMENT REPAIRS/DIAMOND GRINDING
ITEM NO. 7-2017.00

The following companies/individuals may have utility facilities located on the subject project:

Kentucky Utilities Company
820 West Broadway
Louisville, Kentucky 40232-2020
Mr. Greg Geiser
(502) 627-3708

Windstream
130 West New Circle Road
Suite 170
Lexington, Kentucky 40505-1408
Mr. Gene Dunn
(859) 357-6216

Kentucky-American Water Company
2300 Richmond Road
Lexington, Kentucky 40502
Mr. Jason Hurt
(859) 335-3415

Columbia Gas of Kentucky, Inc.
2001 Mercer Road
Lexington, Kentucky 40512
Mr. Bryan Slone
(859) 288-0253

Delta Natural Gas Company
3617 Lexington Road
Winchester, Kentucky 40391
Mr. Alan Heath
(859) 744-6171

Lexington-Fayette Urban County Government
200 East Main Street
Lexington, Kentucky 40507
Mr. Bob Bayert
(859) 258-3410

Insight Communications
2544 Palumbo Drive
Lexington, Kentucky 40555
Mr. Ralph McDonie
(859) 514-2417

The Contractor should note that this may not be a complete list of the utility owners involved. The Contractor is advised to contact the BUD one-call system; however, the Contractor should be aware that not all owners may be a member of the BUD one-call system.

COORDINATION WITH UTILITY FACILITY OWNERS

The Contractor will be responsible for contacting all utility facility owners on the subject project to have existing facilities located in the field. The Contractor will coordinate his activities with the utility facility owners to minimize and, where possible, avoid conflicts with utility facilities.

Where conflicts with utility facilities are unavoidable the Contractor will coordinate any necessary relocation work with the facility owner. ***There will be no damages awarded for delays caused by necessary utility relocations and/or adjustments.***

PROTECTION OF UTILITY FACILITIES

The location of utilities provided in the contract documents has been furnished by the facility owners and/or by reviewing record drawings, and may not be accurate. It will be the roadway Contractor's responsibility to locate utility facilities prior to excavating by calling the various utility facility owners, and by examining any supplemental information supplied by the Cabinet. The Contractor shall determine the exact location and elevation of underground utility facilities, by hand-digging if necessary, to expose utilities prior to beginning excavation in the area of underground utility facilities. The cost for repair, and any other associated costs, for any damage to utility facilities caused by the roadway Contractor's operation will be borne by the roadway Contractor.

It is the Contractor's responsibility to contact the BUD One-Call system; however, the Contractor should be aware that owners of underground facilities are not required to be members of the BUD One-Call system. It may be necessary for the Contractor to contact the County Court Clerk to determine what utility Companies have facilities in the project area.

BEFORE YOU DIG

The contractor is instructed to call 1-800-752-6007 to reach KY 811, the One-Call System for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 One-Call Before-U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area.

RAILROAD FACILITIES

There may or may not be railroad facilities associated with this project.

KENTUCKY TRANSPORTATION CABINET

COMMUNICATING ALL PROMISES (CAP)

FAYETTE COUNTY

7-2017.00

(NO CAPS INVOLVED IN PROJECT)

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to the *Standard Specifications for Road and Bridge Construction, Edition of 2004,* and *Standard Drawings, Edition of 2000* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2008* and *Standard Drawings, Edition of 2003 with the 2008 Revision.*

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION: **REVISION:**	101.02 Abbreviations. Insert the following abbreviation and text into the section: KEPSC Kentucky Erosion Prevention and Sediment Control
SUBSECTION: **REVISION:**	101.03 Definitions. Replace the definition for Specifications – *Special Provisions* with the following: Additions and revisions to the Standard and Supplemental Specifications covering conditions peculiar to and individual project.
SUBSECTION: **REVISION:**	102.03 Contents of the Bid Proposal Form. Replace the first sentence of the first paragraph with the following: The Bid Proposal form will be available on the Department internet website (http://transportation.ky.gov/contract/). Delete the second paragraph. Delete the last paragraph.
SUBSECTION: **REVISION:**	102.04 Issuance of Bid Proposal Form. Replace Heading with the following: 102.04 Bidder Registration. Replace the first sentence of the first paragraph with the following: The Department reserves the right to disqualify or refuse to place a bidder on the eligible bidder's list for a project for any of the following reasons: Replace the last sentence of the subsection with the following: The Department will resume placing the bidder on the eligible bidder's list for projects after the bidder improves his operations to the satisfaction of the State Highway Engineer.
SUBSECTION: **REVISION:**	102.06 Examination of Plans, Specifications, Special Provisions, Special Notes, and Site of Work. Replace the first paragraph with the following: Examine the site of the proposed work, the Bid Proposal, Plans, specifications, contract forms, and bulletins and addendums posted to the Department's website and the Bid Express Bidding Service Website before submitting the Bid Proposal. The Department considers the submission of a Bid Proposal prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the Contract.
SUBSECTION: **REVISION:**	102.07.01 General. Replace the first sentence with the following: Submit the Bid Proposal on forms furnished on the Bid Express Bidding Service website (www.bidx.com). Replace the first sentence of the third paragraph with the following: Bid proposals submitted shall use an eligible Digital ID issued by Bid Express.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION: **REVISION:**	102.07.02 Computer Bidding. Replace the first paragraph with the following: Subsequent to registering for a specific project, use the Department's Expedite Bidding Program on the internet website of the Department of Highways, Division of Construction Procurement (http://transportation.ky.gov/contract/). Download the bid file from the Bid Express Bidding Service Website to prepare a Bid Proposal for submission to the Department. Submit Bid Proposal electronically through Bid Express Bidding Service. Delete the second and third paragraph.
SUBSECTION: **REVISION:**	102.08 Irregular Bid Proposals. Delete the following from the first paragraph: 4) fails to submit a disk created from the Highway Bid Program. Replace the second paragraph with the following: The Department will consider Bid Proposals irregular and may reject them for the following reasons: 1) when there are unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the Bid Proposal incomplete, indefinite, or ambiguous as to its meaning; or 2) when the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a Contract pursuant to an award; or 3) any failure to comply with the provisions of Subsection 102.07; or 4) Bid Proposals in which the Department determines that the prices are unbalanced; or when the sum of the total amount of the Bid Proposal under consideration exceeds the bidder's Current Capacity Rating.
SUBSECTION: **REVISION:**	102.09 Bid Proposal Guaranty. Insert the following after the first sentence: Bid Proposals must have a bid proposal guaranty in the amount indicated in the bid proposal form accompany the submittal. A guaranty in the form of a paper bid bond, cashier's check, or certified check in an amount no less than the amount indicated on the submitted electronic bid is required when the electronic bid bond was not utilized with the Bid Express Bidding Service. Paper bid bonds must be delivered to the Division of Construction Procurement prior to the time of the letting.
SUBSECTION: **REVISION:**	102.10 Delivery of Bid Proposals. Replace paragraph with the following: Submit all Bid Proposals prior to the time specified in the Notice to Contractors. All bids shall be submitted electronically using Bid Express Bidding Services. Electronically submitted bids must be done in accordance with the requirements of the Bid Express Bidding Service.
SUBSECTION: **REVISION:**	102.11 Withdrawal or Revision of Bid Proposals. Replace the paragraph with the following: Bid Proposals can be withdrawn in accordance the requirements of the Bid Express Bidding Service prior to the time of the Letting.
SUBSECTION: **REVISION:**	102.13 Public Opening of Bid Proposals. Replace Heading with the following: 102.13 Public Announcement of Bid Proposals. Replace the paragraph with the following: The Department will publicly announce all Bid Proposals at the time indicated in the Notice to Contractors.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition
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SUBSECTION:	103.02 Award of Contract.
REVISION:	Replace the first sentence of the third paragraph with the following: The Department will normally award the Contract within 10 working days after the date of receiving Bid Proposals unless the Department deems it best to hold the Bid Proposals of any or all bidders for a period not to exceed 60 calendar days for final disposition of award.
SUBSECTION:	105.03 Record Plans.
REVISION:	Replace the section with the following: Record Plans are those reproductions of the original Plans on which the accepted Bid Proposal was based and, and signed by a duly authorized representative of the Department. The Department will make these plans available for inspection in the Central Office at least 24 hours prior to the time of opening bids and up to the time of letting of a project or projects. The quantities appearing on the Record Plans are the same as those on which Bid Proposals are received. The Department will use these Record Plans as the controlling plans in the prosecution of the Contract. The Department will not make any changes on Record Plans subsequent to their issue unless done so by an approved contract modification. The Department will make 2 sets of Record Plans for each project, and will maintain one on file in the Central Office and one of file in the District Office. The Department will furnish the Contractor with the following: 1 full size, 2 half size and an electronic file copy of the Record Plans at the Pre-Construction conference.
SUBSECTION:	105.12 Final Inspection and Acceptance of Work.
REVISION:	Insert the following paragraphs after the first paragraph: Notify the Engineer when all electrical items are complete. A notice of the electrical work completion shall be made in writing to the Contractor. Electrical items will be inspected when the electrical work is complete and are not subject to waiting until the project as a whole has been completed. The Engineer will notify the Division of Traffic Operations within 3 days that all electrical items are complete and ready for a final inspection. A final inspection will be completed within 90 days after the Engineer notifies the Division of Traffic Operations of the electrical work completion. Energize all electrical items prior to notifying the Engineer that all electrical items are complete. Electrical items must remain operational until the Division of Traffic Operations has inspected and accepted the electrical portion of the project. Payment for the electrical service is the responsibility of the Contractor from the time the electrical items are energized until the Division of Traffic Operations has accepted the work. Complete all corrective work within 90 calendar days of receiving the original electrical inspection report. Notify the Engineer when all corrective work is complete. The Engineer will notify the Division of Traffic Operations that the corrective work has been completed and the project is ready for a follow-up inspection. Upon re-inspection, if additional corrective work is required, complete within the same 90 calendar day allowance. The Department will not include time between completion of the corrective work and the follow up electrical inspection(s). The 90 calendar day allowance is cumulative regardless of the number of follow-up electrical inspections required. The Department will assume responsibility for the electrical service on a project once the Division of Traffic Operations gives final acceptance of the electrical items on the project. The Department will also assume routine maintenance of those items. Any damage done to accepted electrical work items by other Contractors shall be the responsibility of the Prime Contractor. The Department will not be responsible for repairing damage done by other contractors during the construction of the remaining project. Failure to complete the electrical corrective work within the 90 calendar day allowance will result in penalties assessed to the project. Penalties will be assessed at ½ the rate of liquidated damages established for the contract. Replace the following in the second sentence of the second paragraph: Replace Section 213 with Section 212. Delete the fifth paragraph from the section.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION:	105.13 Claim Resolution Process.
REVISION:	Replace the last sentence of the 3. Bullet with the following: If the Contractor did not submit an as-bid schedule at the Pre-Construction Meeting or a written narrative in accordance with Subsection 108.02, the Cabinet will not consider the claim for delay. Delete the last paragraph from the section.
SUBSECTION:	106.04 Buy America Requirement.
REVISION:	Replace the section with the following: **106.04 Buy America Requirement.** Follow the "Buy America" provisions as required by Title 23 Code of Federal Regulations § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of: • Coating, • Galvanizing, • Painting, and • Other coating that protects or enhances the value of steel or iron products. The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material: • Pig iron, • Processed, pelletized, and reduced iron ore material, or • Processed alloys. The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States. Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department. Use foreign materials only under the following conditions: 1) When the materials are not permanently incorporated into the project; or 2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or $2,500.00, whichever is greater. The Contractor shall submit to the Engineer the origin and value of any foreign material used.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION: **REVISION:**	106.10 Field Welder Certification Requirements. Insert the following sentence before the first sentence of the first paragraph: All field welding must be performed by a certified welder unless otherwise noted.
SUBSECTION: **REVISION:**	108.02 Progress Schedule. Insert the following prior to the first paragraph: Specification 108.02 applies to all Cabinet projects except the following project types: • Right of Way Mowing and/or Litter Removal • Waterborne Paint Striping • Projects that contain Special Provision 82 • Projects that contain the Special Note for CPM Scheduling Insert the following paragraph after paragraph two: Working without the submittal of a Written Narrative is violation of this specification and additionally voids the Contractor's right to delay claims. Insert the following paragraph after paragraph six: The submittal of bar chart or Critical Path Method schedule does not relieve the Contractor's requirement to submit a Written Narrative schedule. Insert the following at the beginning of the first paragraph of A) Written Narrative.: Submit the Written Narrative Schedule using form TC 63-50 available at the Division of Construction's website (http://www.transportation.ky.gov/construction/ResCenter/ResCenter.htm). Replace Part A) Written Narrative 1. And 2. with the following: 1. Provide a description that includes how the Contractor will sequence and stage the work, how the Contractor plans to maintain and control traffic being specific and detailed, and what equipment and crew sizes are planned to execute the work. 2. Provide a list of project milestones including, if applicable, winter shut-downs, holidays, or special events. The Contractor shall describe how these milestones and other dates effect the prosecution of the work. Also, include start date and completion date milestones for the contract, each project if the contract entails multiple projects, each phase of work, site of work, or segment of work as divided in the project plans, proposal, or as subdivided by the Contractor.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION: **REVISION:**	110.01 Mobilization. Replace paragraph three with the following: Do not bid an amount for Mobilization that exceeds 5 percent of the sum of the total amounts bid for all items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. The Department will automatically adjust any Bid Proposals that are in excess of this amount down to 5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for Mobilization is less than 5 percent, or the Department will award the Contract for the adjusted bid amount of 5 percent when the amount bid for Mobilization is greater than 5 percent. If any errors in unit bid prices for other Contract items in a Contractor's Bid Proposal are discovered after bid opening and such errors reduce the total amount bid for all other items, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives, so that the percent bid for Mobilization is larger than 5 percent, the Department will adjust the amount bid for Mobilization to 5 percent of the sum of the corrected total bid amounts.
SUBSECTION: **REVISION:**	110.02 Demobilization. Replace the third paragraph with the following: Bid an amount for Demobilization that is a minimum of $1,000 or 1.5 percent of the sum of the total amounts bid for all other items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. The Department will automatically adjust any Bid Proposal that is less than this amount up to $1,000 or 1.5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for demobilization exceeds 1.5 percent, or the Department will award the Contract for the adjusted bid amount when the amount bid for demobilization is less than the minimum of $1,000 or less than 1.5 percent of the sum of the total amounts bid for all other items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives.
SUBSECTION: **REVISION:**	110.04 Payment. Insert the following paragraph following the demobilization payment schedule (4th paragraph): The Department will withhold an amount equal to $1,000 for demobilization, regardless of the schedule listed above. The $1,000 withheld for demobilization will be paid when the final estimate is paid.
SUBSECTION: **REVISION:**	112.03.01 General Traffic Control. Replace paragraph three with the following: All flaggers shall be trained in current MUTCD flagging procedures. Proof of training must be available for review at the Department's request. Flagging credentials must be current within the last 5 years.
SUBSECTION: **PART:** **REVISION:**	112.03.11 Temporary Pavement Markings. B) Placement and Removal of Temporary Striping. Replace the 2nd sentence of the first paragraph with the following: On interstates and parkways, and other roadways approved by the State Highway Engineer, install pavement striping that is 6 inches in width.
SUBSECTION: **REVISION:**	112.03.12 Project Traffic Coordinator (PTC). Add the following at the end of the subsection: After October 1, 2008 the Department will require the PTC to have successfully completed the applicable qualification courses. Personnel that have not successfully completed the applicable courses by that date will not be considered qualified. Prior to October 1, 2008, conform to Subsection 108.06 A) and ensure the designated PTC has sufficient skill and experience to properly perform the task.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition

(Effective with the August 27, 2010 Letting)

SUBSECTION:	112.03.15 Non-Compliance of Maintain and Control of Traffic.
REVISION:	Add the following section:

112.03.15 Non-Compliance of Maintain and Control of Traffic. It is the Contractor's responsibility to conform to the traffic control requirements in the TCP, Proposal, plan sheets, specifications, and the Manual on Uniform Traffic Control Devices.

Unless specified elsewhere in the contract, a penalty will be assessed in the event of non-compliance with Maintain and Control of Traffic requirements. These penalties will be assessed when the Contractor fails to correct a situation or condition of non-compliance with the contract traffic control requirements after being notified by the Engineer. The calculation of accrued penalties for non-compliance will be based upon the date/time of notification by the Engineer.

The amount of the penalty assessed for non-compliance will be determined based upon the work zone duration, as defined by the MUTCD, and will be the greatest of the different calculation methods indicated below:

A) Long-term stationary work that occupies a location more than 3 days.

Correct the non-compliant issue within 24 hours from initial notification by the Engineer. If the issue is not corrected within 24 hours from the initial notification, a penalty for non-compliance will be assessed on a daily basis beginning from the initial notification of non-compliance. The Contractor will be assessed a $1,000 daily penalty or the amount equal to the contract liquidated damages in Section 108.09, whichever of the 2 is greater. The penalty for non-compliance will escalate as follows for continued non-compliance after the initial notification.

3 Days after Notification
$1,500 daily penalty or 1.5 times the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.

7 Days after Notification
$2,000 daily penalty or double the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.

B) Intermediate-term stationary work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

Correct the non-compliant issue within 4 hours from initial notification by the Engineer. If the issue is not corrected within 4 hours from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at $200 per hour.

C) Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.

Correct the non-compliant issue within 1 hour from initial notification by the Engineer. If the issue is not corrected within 1 hour from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at $200 per hour.

If the Contractor remains in violation of the Maintain and Control of Traffic requirements, or if the Department determines it to be in the public's interest, work will be suspended in accordance with Section 108.08 until the deficiencies are corrected. The Department reserves the right to correct deficiencies by any means available and charge the Contractor for labor, equipment, and material costs incurred in emergency situations.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the August 27, 2010 Letting)

SUBSECTION:	206.03.02 Embankment
REVISION:	Replace the last paragraph with the following: When rock roadbed is specified, construct the upper 2 feet of the embankment according to Subsection 204.03.09 A).
SUBSECTION:	213.03.03 Inspection and Maintenance.
REVISION:	Insert the following paragraph after the second paragraph: When the Contractor is required to obtain the KPDES permit, it is their responsibility to ensure compliance with the inspection and maintenance requirements of the permit. The Engineer will perform verification inspections a minimum of once per month and within 7 days of a ½ inch or greater rainfall event. The Engineer will document these inspections using Form TC 63-61 A. The Engineer will provide copies of the inspection only when improvements to the BMP's are required. Verification inspections performed by the Engineer do not relieve the Contractor of any responsibility for compliance with the KPDES permit. Initiate corrective action within 24 hours of any noted deficiency and complete the work within 5 days.
SUBSECTION:	213.03.05 Temporary Control Measures.
PART:	E) Temporary Seeding and Protection.
REVISION:	Replace the first paragraph with the following: Apply an Annual Rye seed mix at a rate of 100 pounds per acre during the months of March through August. In addition to the Annual Rye, add 10 pounds of German Foxtail-Millet (Setaria italica), when performing temporary seeding during the months of June through August. During the months of September through February, apply Winter Wheat or Rye Grain at a rate of 100 pounds per acre. Obtain the Engineer's approval prior to the application of the seed mixture.
SUBSECTION:	213.03.05 Temporary Control Measures.
PART:	F) Temporary Mulch.
REVISION:	Replace the last sentence with the following: Place temporary mulch to an approximate 2-inch loose depth (2 tons per acre) and anchor it into the soil by mechanically crimping it into the soil surface or applying tackifier to provide a protective cover. Regardless of the anchoring method used, ensure the protective cover holds until disturbance is required or permanent controls are in installed.
SUBSECTION:	303.05 Payment.
REVISION:	Replace the second paragraph of the section with the following: The Department will make payment for Drainage Blanket-Type II (ATDB) according to the Lot Pay Adjustment Schedule for Specialty Mixtures in Section 402.
SUBSECTION:	401.02.04 Special Requirements for Dryer Drum Plants.
PART:	F) Production Quality Control.
REVISION:	Replace the first sentence with the following: Stop mixing operations immediately if, at any time, a failure of the automatic electronic weighing system of the aggregate feed, asphalt binder feed, or water injection system control occurs.

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SUBSECTION: 401.02.04 Special Requirements for Dryer Drum Plants.
REVISION: Add the following:

Part G) **Water Injection System.** Provided each system has prior approval as specified in Subsection 402.01.01, the Department will allow the use of water injection systems for purposes of foaming the asphalt binder and lowering the mixture temperature for production of Warm Mix Asphalt (WMA).

Ensure the equipment for water injection meets the following requirements:

1) Injection equipment computer controls are automatically coupled to the plants controls (manual operation is not permitted);
2) Injection equipment has variable controls that introduce water ratios based on production rates of mixtures;
3) Injects water into the flow of asphalt binder prior to contacting the aggregate;
4) Provides alarms on the water injection system that operate when the flow of water is interrupted or deviates from the prescribed water rate.

SUBSECTION: 401.03.01 Preparation of Mixtures.
REVISION: Replace the last sentence of the second paragraph with the following:

Do not use asphalt binder while it is foaming in a storage tank.

SUBSECTION: 401.03.01 Preparation of Mixtures.
REVISION: Replace the third paragraph and Mixing and Laying Temperature table with the following:

Maintain the temperature of the component materials and asphalt mixture within the ranges listed in the following table:

MIXING AND LAYING TEMPERATURES (°F)

Material		Minimum	Maximum
Aggregates		240	330
Aggregates used with Recycled Asphalt Pavement (RAP)		240	—
Asphalt Binders	PG 64-22	230	330
	PG 76-22	285	350
Asphalt Mixtures at Plant (Measured in Truck)	PG 64-22 HMA	250	330
	PG 76-22 HMA	310	350
	PG 64-22 WMA	230	275
	PG 76-22 WMA	250	300
Asphalt Mixtures at Project (Measured in Truck When Discharging)	PG 64-22 HMA	230	330
	PG 76-22 HMA	300	350
	PG 64-22 WMA	210	275
	PG 76-22 WMA	240	300

SUBSECTION: 402.01 Description.
REVISION: Replace the paragraph with the following:

Provide the process control and acceptance testing of all classes and types of asphalt mixtures which may be furnished either as hot mix asphalt (HMA) or warm mix asphalt (WMA) produced with water injection systems.

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SUBSECTION REVISION:	402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval. Add the following subsection: 402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval. The Department will evaluate trial production of WMA by use of a water injection system provided the system is installed according to the manufacturer's requirements and satisfies the requirements of Section 401. Evaluation will include production and placement of WMA to demonstrate adequate mixture quality including volumetric properties and density by Option A as specified in Subsection 402.03.02 D). Do not place WMA for evaluation on Department projects. Provided production and placement operations satisfy the applicable quality levels, the Department will approve WMA production on Department projects using the water injection system as installed on the specific asphalt mixing plant evaluated.
SUBSECTION: **REVISION:**	402.05.02 Asphalt Mixtures and Mixtures With RAP. Replace Subsection Title as below: 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.
SUBSECTION: **REVISION:**	402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Replace the paragraph with the following: The Department will pay for the mixture at the Contract unit bid price and apply a Lot Pay Adjustment for each lot placed based on the degree of compliance with the specified tolerances. Using the appropriate Lot Pay Adjustment Schedule, the Department will assign a pay value for the applicable properties within each sublot and average the sublot pay values to determine the pay value for a given property for each lot. The Department will apply the Lot Pay Adjustment for each lot to a defined unit price of $50.00 per ton. The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.
SUBSECTION: **PART:** **REVISION:**	402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. C) Conventional and RAP Mixtures Placed on Shoulders. Replace title with the following: HMA, WMA, and RAP Mixtures Placed on Shoulders.
SUBSECTION: **PART:** **REVISION:**	402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. D) Conventional and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge. Replace the title with the following: HMA, WMA, and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge.
SUBSECTION: **PART:** **TABLES:** **REVISION:**	402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP. Lot Pay Adjustment Schedule, Compaction Option A, Base and Binder Mixtures VMA Replace the VMA table with the following:

VMA

Pay Value	Deviation From Minimum
1.00	≥ min. VMA
0.95	0.1-0.5 below min.
0.90	0.6-1.0 below min.
(1)	> 1.0 below min.

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SUBSECTION: 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.
PART: Lot Pay Adjustment Schedule, Compaction Option A, Surface Mixtures
TABLES: VMA
REVISION: Replace the VMA table with the following:

VMA	
Pay Value	Deviation From Minimum
1.00	≥ min. VMA
0.95	0.1-0.5 below min.
0.90	0.6-1.0 below min.
(1)	> 1.0 below min.

SUBSECTION: 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.
PART: Lot Pay Adjustment Schedule, Compaction Option B Mixtures
TABLE: VMA
REVISION: Replace the VMA table with the following:

VMA	
Pay Value	Deviation From Minimum
1.00	≥min. VMA
0.95	0.1-0.5 below min.
0.90	0.6-1.0 below min.
(2)	> 1.0 below min.

SUBSECTION: 403.03.03 Preparation of Mixture.
PART: C) Mix Design Criteria.
NUMBER: 1) Preliminary Mix Design.
REVISION: Replace the last two sentences of the paragraph and table with the following:

Complete the volumetric mix design at the appropriate number of gyrations as given in the table below for the number of 20-year ESAL's. The Department will define the relationship between ESAL classes, as given in the bid items for Superpave mixtures, and 20-year ESAL ranges as follows:

		Number of Gyrations		
Class	**ESAL's (millions)**	$N_{initial}$	N_{design}	N_{max}
2	< 3.0	6	50	75
3	3.0 to < 30.0	7	75	115
4	≥ 30.0	8	100	160

SUBSECTION: 403.03.09 Leveling and Wedging, and Scratch Course.
PART: A) Leveling and Wedging.
REVISION: Replace the first sentence of the first paragraph with the following:

Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.

SUBSECTION: 403.03.09 Leveling and Wedging, and Scratch Course.
PART: B) Scratch Course.
REVISION: Replace the second sentence of the first paragraph with the following:

Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.

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SUBSECTION:	407.01 DESCRIPTION.
REVISION:	Replace the first sentence of the paragraph with the following: Construct a pavement wedge composed of a hot-mixed or warm-mixed asphalt mixture.
SUBSECTION:	409.01 DESCRIPTION.
REVISION:	Replace the first sentence of the paragraph with the following: Use reclaimed asphalt pavement (RAP) from Department projects or other approved sources in hot mix asphalt (HMA) or warm mix asphalt (WMA) provided mixture requirements are satisfied.
SUBSECTION:	410.01 DESCRIPTION.
REVISION:	Delete the second sentence of the paragraph.
SUBSECTION:	410.03.01 Corrective Work.
REVISION:	Replace the last sentence of the paragraph with the following: Provide a final surface comparable to the adjacent pavement that does not require corrective work in respect to texture, appearance, and skid resistance.
SUBSECTION:	410.03.02 Ride Quality.
PART:	B) Requirements.
NUMBER:	1) Category A.
REVISION:	Replace the last sentence of the first paragraph with the following: At the Department's discretion, a pay deduction of $1200 per 0.1-lane-mile section may be applied in lieu of corrective work.
SUBSECTION:	410.03.02 Ride Quality.
PART:	B) Requirements.
NUMBER:	2) Category B.
REVISION:	Replace the second and third sentence of the first paragraph with the following: When the IRI is greater than 90 for a 0.1-mile section, perform corrective work, or remove and replace the pavement to achieve the specified IRI. At the Department's discretion, a pay deduction of $750 per 0.1-lane-mile section may be applied in lieu of corrective work.
SUBSECTION:	410.05 PAYMENT.
REVISION:	Add the following sentence to the end of the first paragraph: The sum of the pay value adjustments for ride quality shall not exceed $0 for the project as a whole.
SUBSECTION:	413.05.02 CL3 SMA BASE 1.00D PG76-22.
REVISION:	Insert the following sentence between the first and second sentence of the first paragraph: The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.

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SUBSECTION: 413.05.02 CL3 SMA BASE 1.00D PG 76-22.
TABLE: JOINT DENSITY TABLE
REVISION: Replace the joint density table with the following:

LANE DENSITY	
Pay Value	Test Result (%)
1.05	95.0-96.5
1.00	93.0-94.9
0.95	92.0-92.9 or 96.6-97.0
0.90	91.0-91.9 or 97.1-97.5
(1)	< 91.0 or > 97.5

SUBSECTION: 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22.
REVISION: Insert the following sentence between the first and second sentence of the first paragraph:

The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.

SUBSECTION: 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22.
TABLE: JOINT DENSITY TABLE
REVISION: Replace the joint density table with the following:

DENSITY		
Pay Value	Lane Density Test Result (%)	Joint Density Test Result (%)
1.05	95.0-96.5	92.0-96.0
1.00	93.0-94.9	90.0-91.9
0.95	92.0-92.9 or 96.6-97.0	89.0-89.9 or 96.1-96.5
0.90	91.0-91.9 or 97.1-97.5	88.0-88.9 or 96.6-97.0
0.75	----	< 88.0 or > 97.0
(1)	< 91.0 or > 97.5	----

SUBSECTION: 501.05.02 Ride Quality.
REVISION: Add the following sentence to the end of the first paragraph:

The sum of the pay value adjustments for the ride quality shall not exceed $0 for the project as a whole.

SUBSECTION: 505.03.04 Detectable Warnings.
REVISION: Replace the first sentence with the following:

Install detectable warning pavers at all sidewalk ramps and on all commercial entrances according to the Standard Drawings.

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SUBSECTION: **REVISION:**	505.04.04 Detectable Warnings. Replace the paragraph with the following: The Department will measure the quantity in square feet. All retrofit applications for maintenance projects will require the removal of existing sidewalks to meet the requirements of the standard drawings applicable to the project. The cost associated with the removal of the existing sidewalk will be incidental to the detectable warnings bid item or incidental to the bid item for the construction of the concrete sidewalk unless otherwise noted.
SUBSECTION: **REVISION:**	505.05 PAYMENT. Add the following to the bid item table: Code — Pay Item — Pay Unit 23158ES505 — Detectable Warnings — Square Foot
SUBSECTION: **REVISION:**	509.01 DESCRIPTION. Replace the second paragraph with the following: The Department may allow the use of similar units that conform to the National Cooperative Highway Research Program (NCHRP) 350 Test Level 3 (TL-3) requirements and the typical features depicted by the Standard Drawings. Obtain the Engineers approval prior to use. Ensure the barrier wall shape, length, material, drain slot dimensions and locations typical features are met and the reported maximum deflection is 3 feet or less from the NCHRP 350 TL-3 for Test 3 – 11 (pickup truck impacting at 60 mph at a 25-degree angle.)
SUBSECTION: **REVISION:**	601.03.02 Concrete Producer Responsibilities. Add the following to the first paragraph: If a concrete plant becomes unqualified during a project and there are no other qualified plants in the region, the Department will provide qualified personnel to witness and ensure the producer follows the required specifications. The Department will assess the Contractor a $100 per hour charge for this service.
SUBSECTION: **REVISION:**	606.02.11 Coarse Aggregate. Replace with the following: Conform to Section 805, size No. 8 or 9-M.
SUBSECTION: **REVISION:**	609.04.06 Joint Sealing. Replace Subsection 601.04 with the following: Subsection 606.04.08.
SUBSECTION: **REVISION:**	609.05 Payment. Replace the Pay Unit for Joint Sealing with the following: See Subsection 606.05.
SUBSECTION: **REVISION:**	701.03.06 Initial Backfill. Replace the first sentence of the last paragraph with the following: When the Contract specifies, perform quality control testing to verify compaction according to KM 64-512.

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SUBSECTION:	701.03.08 Testing of Pipe.
REVISION:	Replace and rename the subsection with the following: **701.03.08 Inspection of Pipe.** The engineer will visually inspect all pipe. The Department will require camera/video inspection on a minimum of 50 percent of the linear feet of all installed pipe structures. Conduct camera/video inspection according to KM 64-114. The pipe to be installed under pavement will be selected first. If the total linear feet of pipe under pavement is less than 50 percent of the linear feet of all pipe installed, the Engineer will randomly select installations from the remaining pipe structures on the project to provide for the minimum inspection requirement. The pipe will be selected in complete runs (junction-junction or headwall-headwall) until the total linear feet of pipe to be inspected is at least 50 percent of the total linear feet of all installed pipe on the project. Unless the Engineer directs otherwise, schedule the inspections no sooner than 30 days after completing the installation and completion of earthwork to within 1 foot of the finished subgrade. When final surfacing conflicts with the 30-day minimum, conduct the inspections prior to placement of the final surface. The contractor must ensure that all pipe are free and clear of any debris so that a complete inspection is possible. Notify the Engineer immediately if distresses or locations of improper installation are discovered. When camera testing shows distresses or improper installation in the installed pipe, the Engineer may require additional sections to be tested. Provide the video and report to the Engineer when testing is complete in accordance with KM 64-114. Pipes that exhibit distress or signs of improper installation may necessitate repair or removal as the Engineer directs. These signs include, but are not limited to: deflection, cracking, joint separation, sagging or other interior damage. If corrugated metal or thermoplastic pipes exceed the deflection and installation thresholds indicated in the table below, provide the Department with an evaluation of each location conducted by a Professional Engineer addressing the severity of the deflection, structural integrity, environmental conditions, design service life, and an evaluation of the factor of safety using Section 12, “Buried Structures and Tunnel Liners,” of the AASHTO LRFD Bridge Design Specifications. Based on the evaluation, the Department may allow the pipe to remain in place at a reduced unit price as shown in the table below. Provide 5 business days for the Department to review the evaluation. When the pipe shows deflection of 10 percent or greater, remove and replace the pipe. When the camera/video or laser inspection results are called into question, the Department may require direct measurements or mandrel testing. The Cabinet may elect to conduct Quality Assurance verifications of any pipe inspections.
SUBSECTION:	701.04.07 Testing.
REVISION:	Replace and rename the subsection with the following: **701.04.07 Pipeline Video Inspection.** The Department will measure the quantity in linear feet along the pipe invert of the structure inspected. When inspection above the specified 50 percent is performed due to a disagreement or suspicion of additional distresses and the Department is found in error, the Department will measure the quantity as Extra Work according to Subsection 104.03. However, if additional distresses or non-conformance is found, the Department will not measure the additional inspection for payment.
SUBSECTION:	701.05 PAYMENT.
REVISION:	Add the following pay item to the list of pay items: Code — Pay Item — Pay Unit 23131ER701 — Pipeline Video Inspection — Linear Foot

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SUBSECTION: 701.05 PAYMENT
TABLE: PIPE DEFLECTION DETERMINED BY CAMERA TESTING
REVISION: Replace this table with the following table and note:

PIPE DEFLECTION	
Amount of Deflection (%)	Payment
0.0 to 5.0	100% of the Unit Bid Price
5.1 to 9.9	50% of the Unit Bid Price [(1)]
10 or greater	Remove and Replace

[(1)] *Provide Structural Analysis as indicated above. Based on the structural analysis, pipe may be allowed to remain in place at the reduced unit price.*

SUBSECTION: 701.05 PAYMENT
TABLE: PIPE DEFLECTION DETERMINED BY MANDREL TESTING
REVISION: Delete this table.

SUBSECTION: 713.02.01 Paint.
REVISION: Replace with the following:

Conform to Section 842 and Section 846.

SUBSECTION: 713.03 CONSTRUCTION.
REVISION: Replace the first sentence of the second paragraph with the following:

On interstates and parkways, and other routes approved by the State Highway Engineer, install pavement striping that is 6 inches in width.

SUBSECTION: 713.03.03 Paint Application.
REVISION: Replace the second paragraph with the following table:

Material	**Paint Application Rate**	**Glass Beads Application Rate**
4 inch waterborne paint	Min. of 16.5 gallons/mile	Min. of 6 pounds/gallon
6 inch waterborne paint	Min. of 24.8 gallons/mile	Min. of 6 pounds/gallon
6 inch durable waterborne paint	Min. of 36 gallons/mile	Min. of 6 pounds/gallon

SUBSECTION: 713.03.04 Marking Removal.
REVISION: Replace the last sentence of the paragraph with the following:

Vacuum all marking material and removal debris concurrently with the marking removal operation.

SUBSECTION: 713.05 PAYMENT.
REVISION: Insert the following codes and pay items below the Pavement Striping – Permanent Paint:

Code	Pay Item	Pay Unit
23159EN	Durable Waterborne Marking – 6 IN W	Linear Foot
23160EN	Durable Waterborne Marking – 6 IN Y	Linear Foot

SUBSECTION: 714.03 CONSTRUCTION.
REVISION: Insert the following paragraph at the end of the third paragraph:

Use Type I Tape for markings on bridge decks, JPC pavement and JPC intersections. Thermoplastic should only be used for markings on asphalt pavement.

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SUBSECTION: **REVISION:**	714.03.07 Marking Removal. Replace the third sentence of the paragraph with the following: Vacuum all marking material and removal debris concurrently with the marking removal operation.
SUBSECTION: **REVISION:**	716.01 DESCRIPTION. Insert the following after the first sentence: Energize lighting as soon as it is fully functional and ready for inspection. Ensure that lighting remains operational until the Division of Traffic Operations has provided written acceptance of the electrical work.
SUBSECTION: **REVISION:**	716.02.01 Roadway Lighting Materials. Replace the third sentence of the paragraph with the following: Submit for material approval an electronic file of descriptive literature, drawings, and any requested design data.
SECTION: **REVISION:**	717 – THERMOPLASTIC INTERSECTION MARKINGS. Replace the section name with the following: INTERSECTION MARKINGS.
SUBSECTION: **REVISION:**	717.01 DESCRIPTION: Replace the paragraph with the following: Furnish and install thermoplastic or Type I tape intersection markings (Stop Bars, Crosswalks, Turn Arrows, etc.) Thermoplastic markings may be installed by either a machine applied, screed extrusion process or by applying preformed thermoplastic intersection marking material.
SUBSECTION: **REVISION:**	717.02 MATERIALS AND EQUIPMENT. Insert the following subsection: 717.02.06 Type I Tape. Conform to Section 836.
SUBSECTION: **REVISION:**	717.03.03 Application. Insert the following part to the subsection: B) Type I Tape Intersection Markings. Apply according to the manufacturer's recommendations. Cut all tape at pavement joints when applied to concrete surfaces.
SUBSECTION: **PART:** **REVISION:**	717.03.05 Proving Period. A) Requirements. Insert the following to this section: 2) Type I Tape. During the proving period, ensure that the pavement marking material shows no signs of failure due to blistering, excessive cracking, bleeding, staining, discoloration, oil content of the pavement materials, drippings, chipping, spalling, poor adhesion to the pavement, loss of retroreflectivity, vehicular damage, and normal wear. Type I Tape is manufactured off site and warranted by the manufacturer to meet certain retroreflective requirements. As long as the material is adequately bonded to the surface and shows no signs of failure due to the other items listed in Subsection 714.03.06 A) 1), retroreflectivity readings will not be required. In the absence of readings, the Department will accept tape based on a nighttime visual observation.

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SUBSECTION: 717.03.06 Marking Removal.
REVISION: Replace the third sentence of the paragraph with the following:

Vacuum all marking material and removal debris concurrently with the marking removal operation.

SUBSECTION: 717.05 PAYMENT.
REVISION: Insert the following bid item codes:

Code	Pay Unit	Pay Item
06563	Pave Marking – R/R X Bucks 16 IN	Linear Foot
20782NS714	Pave Marking Thermo – Bike	Each
23251ES717, 23264ES717	Pave Mark TY I Tape X-Walk, Size	Linear Foot
23252ES717, 23265ES717	Pave Mark TY I Tape Stop Bar, Size	Linear Foot
23253ES717	Pave Mark TY I Tape Cross Hatch	Square Foot
23254ES717	Pave Mark TY I Tape Dotted Lane Extension	Linear Foot
23255ES717	Pave Mark TY I Tape Arrow, Type	Each
23268ES717-23270ES717		
23256ES717	Pave Mark TY I Tape- ONLY	Each
23257ES717	Pave Mark TY I Tape- SCHOOL	Each
23266ES717	Pave Mark TY 1 Tape R/R X Bucks-16 IN	Linear Foot
23267ES717	Pave Mark TY 1 Tape-Bike	Each

SUBSECTION: 725.02.02 Type VI Class C & CT.
REVISION: Replace bullet 2) with the following:

2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM -beam connectors after fabrication according to ASTM A 123.

SUBSECTION: 725.02.04 Type VII Class C.
REVISION: Replace bullet 2) with the following:

2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM-beam connectors after fabrication according to ASTM A 123.

SUBSECTION: 805.01 GENERAL.
REVISION: Replace the second paragraph with the following:

The Department's List of Approved Materials includes the Aggregate Source List, the list of Class A and Class B Polish-Resistant Aggregate Sources, and the Concrete Restriction List.

SUBSECTION: 805.04 CONCRETE.
REVISION: Replace the "AASHTO T 160" reference in first sentence of the third paragraph with "KM 64-629"

SUBSECTION: 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.
TABLE: AGGREGATE SIZE USE
PART: Cement Concrete Structures and Incidental Construction
REVISION: Replace "9-M for Waterproofing Overlays" with "8 or 9-M for Waterproofing Overlays"

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SUBSECTION: 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.
REVISION: Replace the "SIZES OF COARSE AGGREGATES" table in with the following:

SIZES OF COARSE AGGREGATES

	Sieve	AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS) PERCENTAGE BY WEIGHT															
Aggregate Size	Nominal [3] Maximum Aggregate Size	4 inch	3 1/2 inch	3 inch	2 1/2 inch	2 inch	1 1/2 inch	1 inch	3/4 inch	1/2 inch	3/8 inch	No. 4	No. 8	No. 16	No. 30	No. 100	No. 200
1	3 ½ inch	100	90-100		25-60		0-15		0-5								
2	2 ½ inch			100	90-100	35-70	0-15		0-5								
23	2 inch			100		40-90		0-15		0-5							
3	2 inch				100	90-100	35-70	0-15		0-5							
357	2 inch				100	95-100		35-70		10-30		0-5					
4	1 ½ inch					100	90-100	20-55	0-15		0-5						
467	1 ½ inch					100	95-100		35-70		10-30	0-5					
5	1 inch						100	90-100	20-55	0-10	0-5						
57	1 inch						100	95-100		25-60		0-10	0-5				
610	1 inch						100	85-100		40-75		15-40					
67	3/4 inch							100	90-100		20-55	0-10	0-5				
68	3/4 inch							100	90-100		30-65	5-25	0-10	0-5			
710	3/4 inch							100	80-100		30-75	0-30					
78	1/2 inch								100	90-100	40-75	5-25	0-10	0-5			
8	3/8 inch									100	85-100	10-30	0-10	0-5			
9-M	3/8 inch									100	75-100	0-25	0-5				
10[2]	No. 4										100	85-100				10-30	
11[2]	No. 4										100	40-90	10-40			0-5	
DENSE GRADED AGGREGATE [1]	3/4 inch							100	70-100		50-80	30-65			10-40		4-13
CRUSHED STONE BASE [1]	1 ½ inch				100		90-100		60-95		30-70	15-55			5-20		0-8

[1] *Gradation performed by wet sieve KM 64-620 or AASHTO T 11/T 27.*
[2] *Sizes shown for convenience and are not to be considered as coarse aggregates.*
[3] *Nominal Maximum Size is the largest sieve on the gradation table for an aggregate size on which any material may be retained.*

Note: The Department will allow blending of same source/same type aggregate when precise procedures are used such as cold feed, belt, or equivalent and combining of sizes or types of aggregate using the weigh hopper at concrete plants or controlled feed belts at the pugmill to obtain designated sizes.

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SUBSECTION: 805.16 SAMPLING AND TESTING.
REVISION: Replace the "AASHTO T 160" method with the "KM 64-629" method for the Concrete Beam Expansion Test.

Replace the "ASTM D 3042" method with the "KM 64-625" method for Insoluble Residue.

SUBSECTION: 810.04.01 Coating Requirements.
REVISION: Replace the "Subsection 806.07" references with "Subsection 806.06"

SUBSECTION: 810.06.01 Polyvinyl Chloride (PVC) Pipe.
PART: B) Culvert and Entrance Pipe.
REVISION: Replace the title with the following:

B) Culvert Pipe, Storm Sewer, and Entrance Pipe.

SUBSECTION: 837.03 APPROVAL.
REVISION: Replace the last sentence with the following:

The Department will sample and evaluate for approval each lot of thermoplastic material delivered for use per contract prior to installation of the thermoplastic material. Do not allow the installation of thermoplastic material until it has been approved by the Division of Materials. Allow the Department a minimum of 10 working days to evaluate and approve thermoplastic material.

SUBSECTION: 837.03.01 Composition.
REVISION: COMPOSITION Table:

Replace

Lead Chromate	0.0 max.	4.0 min.

with

Heavy Metals Content	Comply with 40 CFR 261

SECTION: DIVISION 800 MATERIAL DETAILS
REVISION: Add the following section in Division 800

SECTION 846 – DURABLE WATERBORNE PAINT

846.01 DESCRIPTION. This section covers quick-drying durable waterborne pavement striping paint for permanent applications. The paint shall be ready-mixed, one-component, 100% acrylic waterborne striping paint suitable for application on such traffic-bearing surfaces as Portland cement concrete, bituminous cement concrete, asphalt, tar, and previously painted areas of these surfaces.

846.02 Approval. Select materials that conform to the composition requirements below. Provide independent analysis data and certification for each formulation stating the total concentration of each heavy metal present, the test method used for each determination, and compliance to 40 CFR 261 for leachable heavy metals content. Submit initial samples for approval before beginning striping operations. The initial sample may be sent from the manufacture of the paint. The Department will randomly sample and evaluate the paint each week that the striping operations are in progress.

The non-volatile portion of the vehicle shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis. The acrylic resin used shall be a 100% cross-linking acrylic as evidenced by infrared peaks at wavelengths 1568, 1624, and 1672 cm-1 with intensities equal to those produced by an acrylic resin known to be 100% cross-linking.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition
(Effective with the August 27, 2010 Letting)

PAINT COMPOSITION		
Property and Test Method	Yellow	White
Daytime Color (CIELAB) Spectrophotometer using illuminant D65 at 45º illumination and 0º viewing with a 2º observer	L* 81.76 a* 19.79 b* 89.89 Maximum allowable variation 2.0ΔE*	L* 93.51 a* -1.01 b* 0.70 Maximum allowable variation 2.0ΔE*
Nighttime Color (CIELAB) Spectrophotometer using illuminant A at 45º illumination and 0º viewing with a 2º observer	L* 86.90 a* 24.80 b* 95.45 Maximum allowable variation 2.0ΔE*	L* 93.45 a* -0.79 b* 0.43 Maximum allowable variation 2.0ΔE*
Heavy Metals Content	Comply with 40 CFR 261	Comply with 40 CFR 261
Titanium Dioxide ASTM D 4764	NA	10% by weight of pigment min.
VOC ASTM D 2369 and D 4017	1.25 lb/gal max.	1.25 lb/gal max.
Contrast Ratio (at 15 mils wft)	0.97	0.99

846.02.01 Manufacturers Certification. Provide a certification of analysis for each lot of traffic paint produced stating conformance to the requirements of this section. Report the formulation identification, traffic paint trade name, color, date of manufacturer, total quantity of lot produced, actual quantity of traffic paint represented, sampling method utilized to obtain the samples, and data for each sample tested to represent each lot produced.

846.03 ACCEPTANCE PROCEDURES FOR NON-SPECIFICATION DURABLE WATERBORNE PAVEMENT STRIPING PAINT. When non-specification paint is inadvertently incorporated into the work the Department will accept the material with a reduction in pay. The percentage deduction is cumulative based on its compositional properties, but will not exceed 60 percent. The Department will calculate the payment reduction on the unit bid price for the routes where the non-specification paint was used.

DURABLE WATERBORNE PAVEMENT STRIPING PAINT REDUCTION SCHEDULE						
Non-conforming Property	Resin	Color	Contrast	TiO_2	VOC	Heavy Metals Content
Reduction Rate	60%	10%	10%	10%	60%	60%

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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 or flip disk/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) Allow direct wiring for operation of the sign or arrow board from an external power source when desired.
7) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
8) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
9) 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.
10) 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.

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

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

*Insert numerals as directed by the Engineer.
Add other messages during the project when required by the Engineer.

2.3 Requirements for Flip-Disc Type Signs. Flip-disc type signs will have the following additional requirements:

1) Disc faces are fluorescent yellow on one side, and flat black on the reverse.
2) Discs are at least 3.5 square inches with a minimum character size of 5 discs horizontally by 7 discs vertically.
3) Discs are designed to operate without lubrication for at least 200 million operations.
4) Line change speed of 600 milliseconds or less.
5) When power is lost, the sign automatically becomes blank or displays a preprogrammed default message.

2.4 Power.

1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. 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.
2) Diesel Power Source. Ensure the following is provided for:

   a) At least 24 spare bulbs available on the project for quick replacement of burned out bulbs.
   b) Black light at both top and bottom of each line to illuminate discs for visibility at night or under adverse weather conditions, for flip disk signs.

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c) Diesel generator and electric start assembly, including batteries and a fuel capacity adequate to provide at least 72 hours continuous operation without refueling.
d) Fuel gage.
e) Provide all other specific features, such as bulb size, protection from sun glare, and shock protection for electronics and bulbs, to the satisfaction of the Engineer.

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. Unless the Contract specifies flip-disk signs, use Class I signs on interstates and parkways.

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 or disk.

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

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

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

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

January 5, 2010

10G

SPECIAL NOTE FOR SLURRY SEAL

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

1.0 DESCRIPTION. Furnish, prepare, and apply a slurry seal to the pavement or shoulder surfaces, as specified in the Contract, that consists of emulsified asphalt, fine aggregate, portland cement, and water.

2.0 MATERIALS AND EQUIPMENT. Submit the job-mix formula (JMF) for approval according to KM 64-421 and samples of all materials to be used in the slurry seal mixture to the Department at least 2 weeks before starting the work.

2.1 Aggregates. Conform to Section 804. Test the mixture for gradation according to KM 64-433 or KM 64-620 as the Engineer directs. Ensure the combined fine aggregate (including mineral filler when needed) conforms to the gradation requirements in the following table:

Sieve Size	Percent Passing
3/8 in.	100
No. 4	90-100
No. 8	65-90
No. 16	45-70
No. 30	30-50
No. 50	18-30
No. 100	10-21
No. 200	5.0-15.0

Use mineral filler conforming to Section 804 as needed to conform to the gradation requirements.

2.2 Asphalt Material. Provide SS-1h conforming to Section 806.

2.3 Portland Cement. Use a commercial quality, non-air-entraining cement for dispersion of the slurry seal. The Department will consider cement added as mineral filler separately in the JMF as aggregate.

2.4 Water. Conform to Section 803.

2.5 Equipment. Obtain the Engineer's approval for all equipment required for performing the work before beginning construction, and maintain the equipment in a satisfactory operating condition. In addition to the equipment described herein, furnish squeegees and other small tools that are essential to completing the work.

2.5.1 Slurry Seal Mixing Machine. Provide a continuous-flow mixing unit capable of accurately delivering and proportioning the aggregate, asphalt material, cement, and water to the mixer by calibrated controls. Equip the mixing unit with a revolution counter connected to the drive shaft so that the machine can be accurately calibrated. Use a revolution

counter that is dust-proof with maximum graduations of 0.1 revolution. Ensure that the unit is of sufficient capacity to thoroughly mix and discharge the product in a continuous flow and at a uniform rate as required for the area being covered by the spreader. Equip the unit with a fog-spray water system that is capable of applying 0.05 gallon per square yard and thoroughly dampening the surface to be sealed ahead of the slurry spreading equipment.

2.5.2 Spreading Equipment. Provide spreading equipment that consists of a towed, drag-type spreader box or distributor that is equipped with flexible squeegees or strike-off blades with adjustments to set the crown and depth. Ensure that the equipment is capable of spreading the slurry uniformly without segregation to the desired alignment and thickness, without the loss of slurry on varying grades.

3.0 CONSTRUCTION.

3.1 Weather Limitations. Do not perform slurry seal work when the ambient temperature is less than 50 °F, nor when the ambient temperature has been 35 °F or less during the preceding 24 hours. Suspend slurry seal work during periods when weather conditions are otherwise unfavorable in the judgment of the Engineer.

3.2 Surface Preparation. Before applying the slurry seal, remove all dust, loose aggregate, vegetation, and dirt from the existing surface to be covered with the slurry seal mixture. Clean by brooming, washing with water under high pressure, blowing with compressed air, or other approved method. Cover oily or greasy areas with sand or other absorbent material for a minimum of one hour before cleaning the surface; then, remove the sand, and clean the area of all residue. Obtain approval of the cleaned surface before applying the slurry seal.

3.3 Mixture Composition. Blend the asphalt material with pre-wetted aggregate in the proportion of 12 to 22 percent of the dry aggregate weight. Control the mixture so that the percentage of asphalt material does not vary more than ± 3 percent from the percentage designated by the Engineer.

When necessary, obtain the Engineer's approval to add portland cement to obtain the desired dispersion and working characteristics of the slurry. Use the minimum amount of cement necessary, but do not exceed 3 percent of the weight of the aggregate. Add water as necessary to obtain a fluid, homogeneous mixture. The Department will allow the quantity of water to be varied slightly in the mixture for various surface conditions. Make all trial batches that the Engineer deems necessary to provide the best consistency and dispersion characteristics obtainable with the aggregate and asphalt material proportions.

Accurately proportion the various ingredients in the fine aggregate blend, and thoroughly mix them with approved equipment and methods. The Engineer will check and approve the quantities of each ingredient to ensure that the aggregate uniformly and continuously conforms to the specified gradation and applicable chemical properties. Maintain the gradation as near the middle of the allowable range on each sieve size as practical or as the Engineer directs.

3.4 Application. Spray the surface with 0.05 to 0.10 gallon per square yard of water directly ahead of the spreading equipment. Thoroughly mix the slurry, and ensure that the slurry is at the desired consistency when discharging it into the spreading equipment. Carry a sufficient quantity of the slurry in the spreading equipment to provide for proper spreading. Control the speed of travel to provide for proper coverage.

Give special attention to low areas and areas that are very porous or cracked. Slow the speed of travel of the spreading equipment as necessary to completely fill these areas to the desired elevation with one application of the slurry seal mixture. Where cracks and low spots cannot be completely filled and sealed in one pass of the spreading equipment, make a second machine application, where and as directed by the Engineer, after the first application has hardened sufficiently to avoid damage.

Apply the slurry seal mixture at the approximate rate of 16 pounds per square yard based on the dry aggregate weight to provide a thickness in no instance less than 1/16 inch. Use hand tools, lutes, and squeegees to spread the slurry on areas not accessible to the machine spreading equipment.

Ensure that the completed slurry seal displays a neat, uniform appearance without any ridges, bumps, or meandering edges. Do not allow the slurry seal to extend onto adjacent concrete surfaces.

3.5 Protection. Provide necessary barricades, flaggers, and warning signs according to Section 112. Keep traffic off the slurry seal until such time that it will not be damaged. Repair all areas of the slurry seal that are damaged by traffic, rain, or other causes during construction of the project.

4.0 MEASUREMENT. The Department will not measure trial batches for payment and will consider them incidental to the items of work included herein.

The Department will not measure for payment the repair of damage caused by applying the slurry seal during unfavorable conditions, improper control and maintenance of traffic, or negligence in protecting the slurry seal.

4.1 Aggregate for Slurry. The Department will weigh the aggregate in tons, including mineral filler.

4.2 Portland Cement. The Department will measure the portland cement used for dispersing the slurry seal in tons. When adding portland cement as the mineral filler, the Department will measure it as aggregate.

4.3 Asphalt Material for Slurry. The Department will weigh the asphalt material in tons according to Section 109. The Department will not measure water for wetting the existing surface or for use in the slurry seal mixture for payment and will consider it incidental to this item of work.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities according to the Lot Pay Adjustment Schedule for Specialty Mixtures in Section 402 and under the following:

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Code	Pay Item	Pay Unit
00199	Aggregate for Slurry	Ton
02542	Portland Cement	Ton
00293	Emulsified Asphalt SS-1h	Ton

The Department will consider payment as full compensation for all work required herein.

January 1, 2008

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SPECIAL NOTE FOR ACCEPTANCE OF JPC PAVEMENT THICKNESS

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

1.0 DESCRIPTION. This Special Note covers the requirements for thickness of JPC pavement. Contrary to Subsection 501.03.21 and 501.05.01, the Department will accept JPC pavement thickness from cores based on a percent within limits (PWL) per lot. The PWL will not apply for projects involving less than 2,500 square yards of pavement per bid item. For quantities less than 2,500 square yards of pavement per bid item, acceptance will be in accordance with 3.1.2 of this note.

2.0 MATERIALS. Reserved

3.0 CONSTRUCTION.

3.1 Pavement Thickness. The Engineer will determine random sampling locations according to KM 64-113. Obtain 8 cores per lot at the randomly selected locations under the observance of the Engineer. Cut cores with a nominal diameter of not less than 4 inches. Take all cores after any corrective grinding. Provide the cores to the Engineer immediately. The Department will measure cores according to KM 64-308, taking 5 measurements for all cores. Furnish all tools, labor, and materials for cutting samples and filling the cored hole. Fill core holes with a non-shrink grout approved by the Engineer within one day after sampling.

When a core thickness is deficient by one inch or more, the Department will not accept the pavement. Remove and replace the deficient pavement. Take another random core from the sublot as the Engineer directs to determine the PWL.

3.1.1 Lot Size. The Department will divide each pavement bid item into lots of 6,000 linear feet of paved width. The lot will be divided into 8 sublots of equal length (750 feet). Take a core from each sublot for determination of pavement thickness.

For bid items with over 2,500 square yards and less than 6,000 linear feet of paved width, project area will be divided into 4 equal sublots for determination of PWL.

For a remainder lot of less than 3,000 feet, the Department will add the quantity of pavement to the previous lot and the 8 sublots will be equally divided over the increased length. For a remainder lot of 3,000 feet or greater, the Department will divide the remainder lot into 8 equal sublots for acceptance.

3.1.2 Small Quantities and Miscellaneous Areas. For quantities less than 2,500 square yards per bid item and for miscellaneous areas, the acceptance may be based on either of the following:

1) Engineer's inspection of the base grade elevation in relation to the forms, or
2) Engineer's monitoring of the yield rate and visual inspection of the placement,

Miscellaneous areas are entrances and tapers less than 10 feet wide. Furnish cores for areas where there are indications of deficient thickness as the Engineer directs. Replace areas found deficient by one inch or more at no cost. The Engineer will evaluate areas found deficient by 0.50 to 0.99 inches according to Subsection 105.04 for acceptance.

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3.1.3 Statistical Evaluation. The Department will use the Variability-Unknown/Standard Deviation Method to determine the estimate percentage of the lot that is within the specification limits (PWL). The Engineer will calculate the lower quality index (QL)

$$QL = \frac{\text{Average} - LSL}{s}$$

Where: Average = the arithmetic mean of the test values. The average will be determined to the nearest tenth of an inch.
LSL = the specified thickness minus 0.20 inch.
s = Standard Deviation = [Sum (Individual Measurement - Average)^2 / (n-1)]$^{1/2}$, determined to 2 decimal places.
N = Number of measurements.

QL will be determined to 2 decimal places.

For calculation of PWL, core thickness greater than 0.75 inches more than the specified thickness will be rounded down to the specified thickness plus 0.75 inch.

Percent Within Limits (PWL) will be determined by the attached tables with QL, for n = the number of tests for the Lot. PWL will be determined to 2 decimal places.

For all calculations round down when the last significant digit is followed by a number less than 5 and round up when the last significant digit is followed by a number equal to or greater than 5.

4.0 MEASUREMENT. The Department will not measure for payment any work or materials required to supply the cores or grout the holes and will consider it incidental to JPC Pavement.

5.0 PAYMENT. The Department will base acceptance of each lot of material on the percentage of material within specification limits (PWL). The following equation will determine the pay factor for thickness: PF % = 52.5 + 0.5 PWL. The Department will round the Pay Factor to 2 decimal places as noted above.

January 1, 2008

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PERCENT WITHIN LIMITS ESTIMATION TABLE
Variability - Unknown Procedure
Standard Deviation Method
Sample Size 4

Q	0	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.33	50.67	51.00	51.33	51.67	52.00	52.33	52.67	53.00
0.1	53.33	53.67	54.00	54.33	54.67	55.00	55.33	55.67	56.00	56.33
0.2	56.67	57.00	57.33	57.67	58.00	58.33	58.67	59.00	59.33	59.67
0.3	60.00	60.33	60.67	61.00	61.33	61.67	62.00	62.33	62.67	63.00
0.4	63.33	63.67	64.00	64.33	64.67	65.00	65.33	65.67	66.00	66.33
0.5	66.67	67.00	67.33	67.67	68.00	68.33	68.67	69.00	69.33	69.67
0.6	70.00	70.33	70.67	71.00	71.33	71.67	72.00	72.33	72.67	73.00
0.7	73.33	73.67	74.00	74.33	74.67	75.00	75.33	75.67	76.00	76.33
0.8	76.67	77.00	77.33	77.67	78.00	78.33	78.67	79.00	79.33	79.67
0.9	80.00	80.33	80.67	81.00	81.33	81.67	82.00	82.33	82.67	83.00
1.0	83.33	83.67	84.00	84.33	84.67	85.00	85.33	85.67	86.00	86.33
1.1	86.67	87.00	87.33	87.67	88.00	88.33	88.67	89.00	89.33	89.67
1.2	90.00	90.33	91.67	91.00	91.33	91.67	92.00	92.33	92.67	93.00
1.3	93.33	93.67	94.00	94.33	94.67	95.00	95.33	95.67	96.00	96.33
1.4	96.67	97.00	97.33	97.67	98.00	98.33	98.67	99.00	99.33	99.67
1.5	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

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PERCENT WITHIN LIMITS ESTIMATION TABLE
Variability - Unknown Procedure
Standard Deviation Method
Sample Size 8

Q	0	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
0.0	50.00	50.38	50.76	51.14	51.51	51.89	52.27	52.65	53.03	53.41
0.1	53.78	54.16	54.54	54.92	55.29	55.67	56.04	56.42	56.79	57.17
0.2	57.54	57.92	58.29	58.66	59.03	59.41	59.78	60.15	60.52	60.89
0.3	61.25	61.62	61.99	62.35	62.72	63.08	63.45	63.81	64.17	64.53
0.4	64.89	65.25	65.61	65.96	66.32	66.67	67.03	67.38	67.73	68.08
0.5	68.43	68.78	69.13	69.47	69.82	70.16	70.50	70.84	71.18	71.52
0.6	71.85	72.19	72.52	72.85	73.18	73.51	73.84	74.17	74.49	74.81
0.7	75.14	75.46	75.77	76.09	76.41	76.72	77.03	77.34	77.65	77.96
0.8	78.26	78.56	78.86	79.16	79.46	79.76	80.05	80.34	80.63	80.92
0.9	81.21	81.49	81.77	82.05	82.33	82.61	82.88	83.15	83.43	83.69
1.0	83.96	84.22	84.49	84.75	85.00	85.26	85.51	85.76	86.01	86.26
1.1	86.51	86.75	86.99	87.23	87.46	87.70	87.93	88.16	88.39	88.61
1.2	88.83	89.06	89.27	89.49	89.70	89.91	90.12	90.33	90.53	90.74
1.3	90.94	91.13	91.33	91.52	91.71	91.9	92.09	82.27	92.45	92.63
1.4	92.81	92.98	93.15	93.32	93.49	93.65	93.81	93.97	94.13	94.29
1.5	94.44	94.59	94.74	94.88	95.03	95.17	95.31	95.44	95.58	95.71
1.6	95.84	95.97	96.09	96.21	96.33	96.45	96.57	96.68	96.79	96.90
1.7	97.01	97.11	97.21	97.31	97.41	97.51	97.60	97.69	97.78	97.87
1.8	97.96	98.04	98.12	98.20	98.28	98.35	98.42	98.49	98.56	98.63
1.9	98.69	98.76	98.82	98.88	98.93	98.99	99.04	99.09	99.14	99.19
2.0	99.24	99.28	99.33	99.37	99.41	99.45	99.48	99.52	99.55	99.58
2.1	99.61	99.64	99.67	99.7	99.72	99.74	99.77	99.79	99.81	99.83
2.2	99.84	99.86	99.87	99.89	99.90	99.91	99.92	99.93	99.94	99.95
2.3	99.96	99.96	99.97	99.98	99.98	99.98	99.99	99.99	99.99	100.00

10W

SPECIAL NOTE FOR WATERBLASTING STRIPING REMOVAL

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

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

2.0 MATERIALS AND EQUIPMENT.

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

2.2 Water. Conform to Section 803.

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

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

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

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

Code	Pay Item	Pay Unit
----	Waterblast Stripe Removal	Linear Foot

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

January 1, 2008

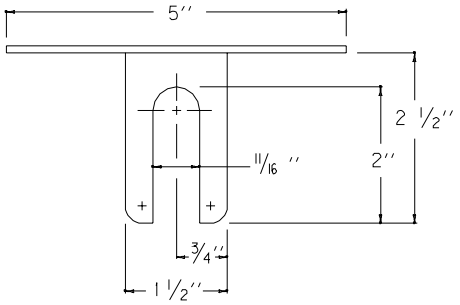
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS

NOTES

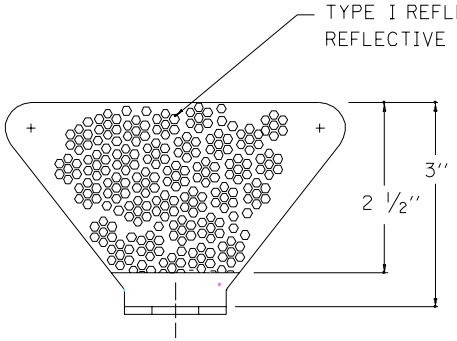
1. DELINEATOR SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
2.

CODE	PAY ITEM	PAY UNIT
1982	DELINEATOR FOR GUARDRAIL - WHITE	EACH
1983	DELINEATOR FOR GUARDRL - YELLOW	EACH

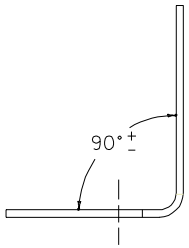
3. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL ROADWAYS WITH SHOULDERS 6'-0'' IN WIDTH OR LESS AND AT OTHER LOCATIONS WHERE THE GUARDRAIL LEADS INTO HORIZONTAL CURVES OF LESS THAN 950 FEET RADIUS.
4. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
5. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MANUFACTURES TOLERANCES.
6. WHEN CONCRETE BARRIERS EXTEND ACROSS BRIDGE STRUCTURES IN LIEU OF STEEL BEAM GUARDRAIL, DELINEATORS SHALL BE INSTALLED AT SAME VERTICAL ALIGNMENT AS ON THE GUARDRAIL AND DELINEATORS SHALL COMPLY WITH CURRENT STD. DWG. RBM-020.



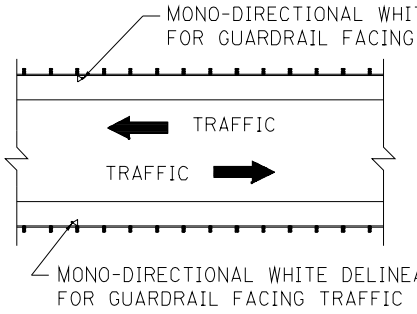
PLAN VIEW

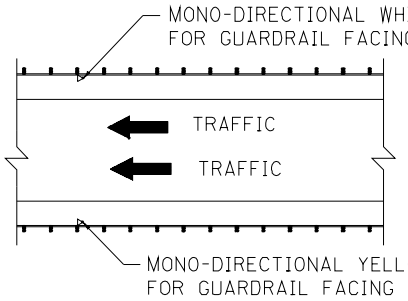


FRONT VIEW

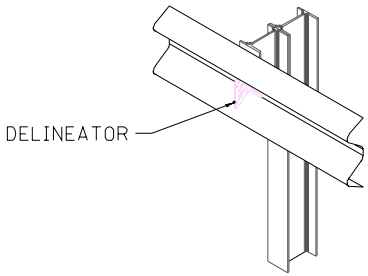


SIDE VIEW

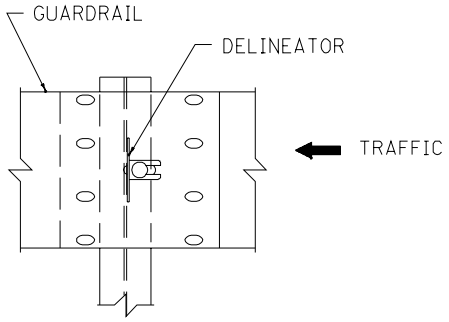




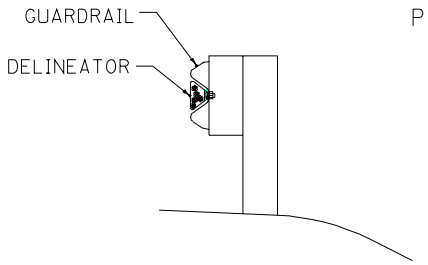
PLACEMENT OF DELINEATORS
FOR GUARDRAIL



ISOMETRIC VIEW



FRONT VIEW



DELINEATOR SPACINGS ON HORIZONTAL CURVES	
DEGREE OF CURVE	SPACING ON CURVES
≤ 2°	100'
> 2° ≤ 4°	75'
> 4°	50'

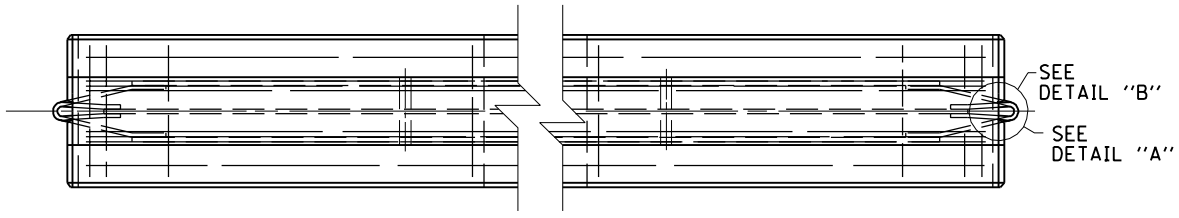
SPACING ON TANGENTS = 100' INTERVALS

KENTUCKY DEPARTMENT OF HIGHWAYS

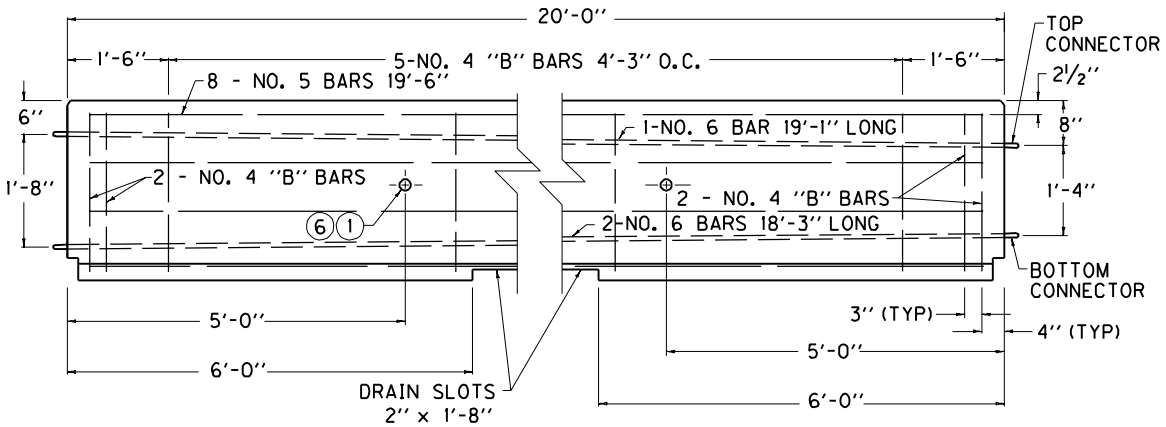
DELINEATORS
FOR GUARDRAIL

SUBMITTED William S. Zelick 12-1-99
TEBM DIVISION OF DESIGN — DATE

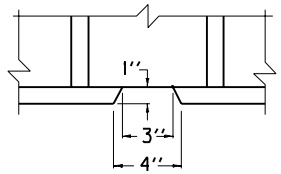
COUNTY OF	ITEM NO.	SHEET NO.



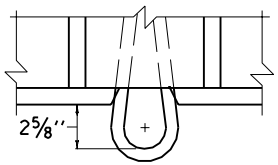
PLAN VIEW



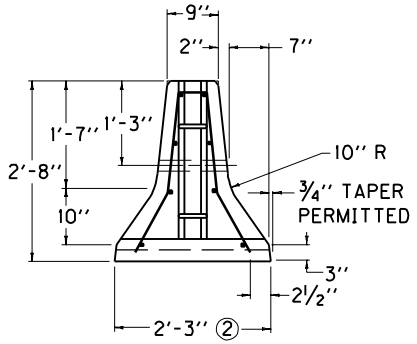
ELEVATION VIEW



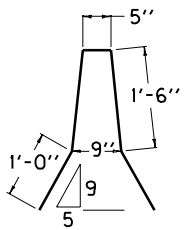
DETAIL "A"



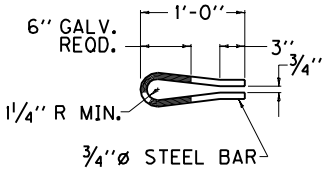
DETAIL "B"



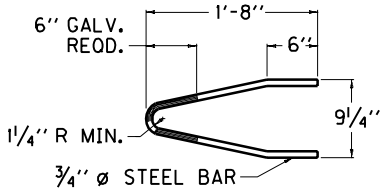
RIGHT ELEVATION VIEW



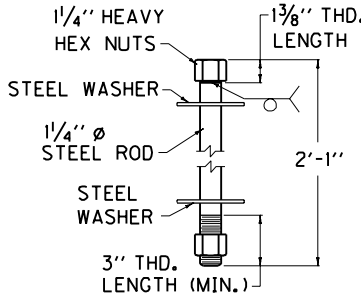
DETAIL OF "B" BAR



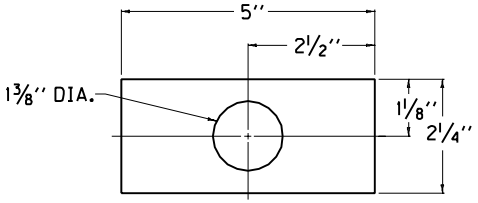
TOP CONNECTOR
(HOT DIP GALVANIZE AFTER FORMING)



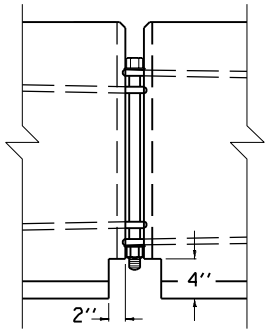
BOTTOM CONNECTOR
(HOT DIP GALVANIZE AFTER FORMING)



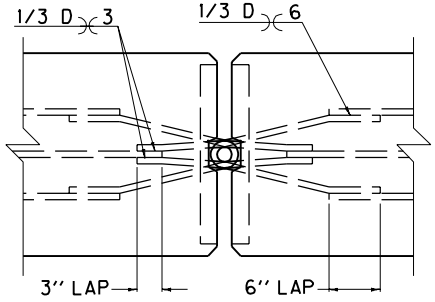
CONNECTOR PIN



½" THICK STEEL WASHER



ELEVATION OF CONNECTON DETAIL



PLAN OF CONNECTION DETAIL

~ NOTES ~

BID ITEM AND UNIT TO BID:
CONC. BARRIER WALL TYPE 9T - LIN. FT.

① 2" DIA. LIFTING HOLE - 2 REQUIRED EACH SECTION. FORMED WITH 2" P.V.C. PIPE OR EQUAL.

② TAPER NOT INCLUDED IN BASE WIDTH.

3. SHOP DRAWINGS SHALL BE APPROVED PRIOR TO MANUFACTURE.

④ BASED ON 150 LBS./CU. FT.

5. PLACE ALL STEEL REINFORCEMENT A CLEAR DISTANCE OF 2" MIN. FROM OUTSIDE FACE OF WALL, EXCEPT WHERE SHOWN OTHERWISE.

⑥ LIFTING BARS SHALL BE REQUIRED TO PREVENT SPALLING OF CONCRETE AROUND HOLES.

7. PREVIOUS WALL MANUFACTURED ACCORDING TO STANDARD DRAWING RBM-115-07 MAY STILL BE USED. ANY NEW BARRIER WALL TYPE 9T MANUFACTURED SHALL COMPLY TO THIS STANDARD DRAWING.

8. A PERMISSABLE ALTERNATE FOR THE PIN AND LOOP CONNECTOR IS JJ HOOK MANUFACTURED BY EASI-SET INDUSTRIES OUT OF MIDLAND, VA. SEE MANUFACTURER'S SHOP DRAWINGS FOR DETAILS ON JJ HOOK CONNECTOR AND RECOMMENDED REINFORCEMENT. THE BARRIER WALL'S SHAPE, LENGTH, DRAIN SLOT DIMENSIONS AND LOCATIONS SHALL MATCH THIS DRAWINGS CURRENT DIMENSIONS. ① ⑥

APPROXIMATE QUANTITIES

20'		
REINF.	CONC.	WEIGHT ④
LBS.	CU. YD./FT.	TONS
195	0.12	5.0

FOR TEMPORARY USE ONLY

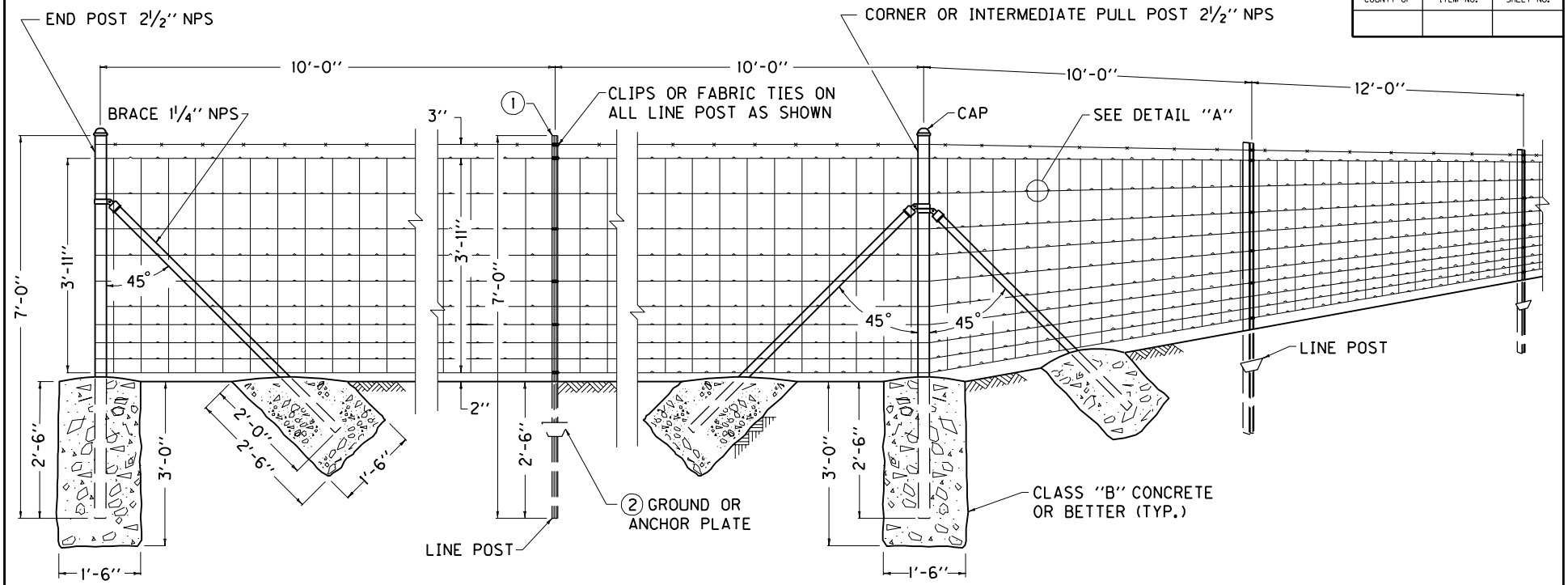
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE BARRIER WALL TYPE 9T (TEMPORARY)

APPROVED _____ TEBM, DIVISION OF DESIGN 04-15-08 DATE

004

COUNTY OF	ITEM NO.	SHEET NO.



RIGHT-OF-WAY FENCE

NOTES

MATERIALS:

WOVEN-WIRE FABRIC SHALL BE EITHER ALUMINUM-COATED STEEL NO. 1047-6-9 OR ZINC-COATED STEEL NO. 1047-6-9.

ALL FENCE FITTINGS SHALL COMPLY WITH ASTM F 626.

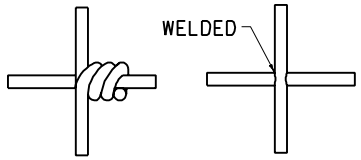
NPS = NOMINAL PIPE SIZE - ASTM F1083 AND F1043 (HEAVY INDUSTRIAL FENCE) SHALL GOVERN.

(1) STUDDED "T" POST SHALL COMPLY WITH ASTM A 702 AT 1.33 LBS. PER FOOT

- OR -

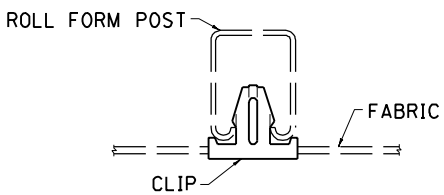
ROLL FORM POST AT 1.40 LBS. PER FOOT (SEE DETAIL)

(2) NOT REQUIRED FOR ROLL FORM POST.

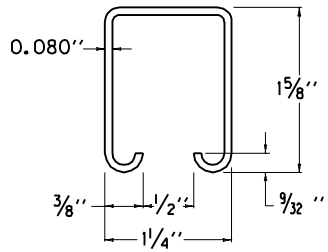


ALTERNATE METHODS OF SECURING VERTICAL STAY WIRE TO THE HORIZONTAL WIRE OF THE FABRIC.

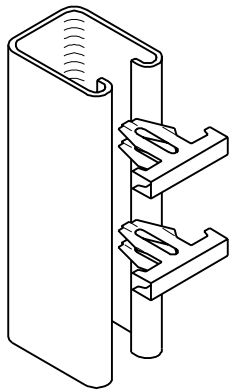
DETAIL "A"



PLAN VIEW OF CLIP INSTALLED IN ROLL FORM POST



PLAN VIEW OF ROLL FORM POST



ISOMETRIC EXPLODED VIEW OF ROLL FORM POST AND CLIPS

CLIPS SHALL BE SPRING STEEL ALUMINUM - FINISHED

KENTUCKY DEPARTMENT OF HIGHWAYS

WOVEN WIRE FENCE TYPE 1

APPROVED _____ DIVISION OF DESIGN 04-15-08 DATE

006

COUNTY OF	ITEM NO.	SHEET NO.

PIPE DIA. (IN)	PIPE TYPE	CIRCULAR PIPE COVER HEIGHTS IN FEET					
		2-5	5-10	10-15	15-20	20-25	25-30
12 & 15	2⅔"x½" CSPHS (1)	16 GA.					
	2⅔"x½" CSPLS (1)	16 GA.					
	2⅔"x½" CAPHS	16 GA.					
	PVC	SMOOTH WALL (SOLID WALL)					
	HDPE					FF	
	RCP (11)						
18	2⅔"x½" CSPHS (1)	16 GA.					
	2⅔"x½" CSPLS (1)	16 GA.					
	2⅔"x½" CAPHS	16 GA.					
	SRS (1)	16 GA.					
	SRA	16 GA.					
	PVC	RIBBED (PROFILE WALL)					
	HDPE					FF	
	RCP (11)						
		2-5	5-10	10-15	15-20	20-25	25-30

PIPE DIA. (IN)	PIPE TYPE	CIRCULAR PIPE COVER HEIGHTS IN FEET											
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65
21	2⅔"x½" CSPHS (1)	16 GA.												
	2⅔"x½" CSPLS (1)	16 GA.					10 GA.							
	2⅔"x½" CAPHS	16 GA.												
	SRS (1)	16 GA.												
	SRA	16 GA.				14 GA.								
	PVC	RIBBED (PROFILE WALL)												
	HDPE					FF								
	RCP (11)													
24 (6)	2⅔"x½" CSPHS (1)	16 GA.											14 GA.	
	2⅔"x½" CSPLS (1)	16 GA.					10 GA.							
	2⅔"x½" CAPHS	16 GA.							14 GA.			12 GA.		
	SRS (1)	16 GA.							14 GA.			12 GA.		
	SRA	16 GA.			14 GA.			12 GA.			10 GA.			
	PVC	RIBBED (PROFILE WALL)												
	HDPE					FF								
	RCP (11)													
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65

NOTES

(1) GAGES FOR CORRUGATED STEEL PIPE ITEMS SHOWN ARE BASED ON ALUMINUM-COATED TYPE 2 STEEL AS PER AASHTO M-274. ALUMINUM COATED TYPE 2 STEEL IS ONLY PERMITTED IN Ph RANGES OF 5 TO 9

2. WHEN CORRUGATED STEEL PIPE IS ZINC COATED (GALVANIZED) THE GAGE SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLES.
3. CSP, CAP, SRS AND SRA ARE SHOWN IN GAGE.
4. MAXIMUM COVER HEIGHT MEASURED FROM TOP OF PIPE TO SUBGRADE ELEVATION SHALL GOVERN GAGE OF PIPE TO BE USED FOR ENTIRE LENGTH OF PIPE INSTALLATION.
5. MINIMUM COVER HEIGHTS FOR PIPE SHALL BE 2 FEET. GAGE OF PIPE FOR COVER HEIGHTS LESS THAN 2 FEET SHALL BE THAT SHOWN FOR COVER HEIGHTS OF 30 FEET (SEE STD. SPECIFICATIONS FOR BACKFILL). HDPE AND PVC SHALL NOT BE PERMITTED FOR COVER HEIGHTS LESS THAN 2 FEET.

(6) 24" DIA. PIPE IS MINIMUM SIZE FOR COVER HEIGHTS FROM 30 FEET TO 65 FEET.

7. MINIMUM COVER HEIGHT FOR ENTRANCE PIPE SHALL BE 0.5 FEET.
8. GAGE OF ENTRANCE PIPE FOR COVER HEIGHTS LESS THAN 2 FEET SHALL MEET THE FOLLOWING REQUIREMENTS:
   a. GAGE OF CSP SHALL BE THAT SHOWN FOR HEIGHTS OF 30 FEET.
   b. GAGE OF CAP SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLE.
9. ALL CIRCULAR STRUCTURAL PLATE SHALL BE 5% VERTICALLY ELONGATED.
10. SEE CURRENT STANDARD DRAWING RDI-035 FOR COATINGS, LININGS AND PAVINGS FOR NON-STRUCTURAL PIPE.

(11) SEE DETAIL SHEET "PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONC. PIPE" AND DETAIL SHEET "PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE" FOR RCP COVER HEIGHT AND BEDDING REQUIREMENTS.

LEGEND

CSPHS: CORRUGATED STEEL PIPE WITH HELICAL LOCK SEAM OR HELICAL WELDED SEAM (HELICAL CORR.)
CSPLS: CORRUGATED STEEL PIPE WITH LONGITUDINAL RIVETED OR SPOT WELDED SEAM (ANNULAR CORR.)
CAPHS: CORRUGATED ALUMINUM ALLOY PIPE WITH HELICAL LOCK SEAM (HELICAL CORR.)
HDPE: HIGH DENSITY POLYETHYLENE PIPE
PVC: POLYVINYL CHLORIDE
SRS: SPIRAL RIB STEEL
SRA: SPIRAL RIB ALUMINUM
RCP: CIRCULAR REINFORCED CONCRETE PIPE
FF: FLOWABLE FILL REQUIRED

12" PIPE - 24" PIPE

KENTUCKY DEPARTMENT OF HIGHWAYS

CULVERT, ENTRANCE & STORM SEWER PIPE TYPES & COVER HEIGHTS

APPROVED _____ TEBM DIVISION OF DESIGN 04-25-08 DATE

SHEET 1 OF 8

COUNTY OF	ITEM NO.	SHEET NO.

PIPE DIA. (IN)	PIPE TYPE	CIRCULAR PIPE COVER HEIGHTS IN FEET (3)												
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65
27 & 30 (8)	2⅔"x½" CSPHS (1)	16 GA.								14 GA.			12 GA.	
	2⅔"x½" CSPLS (1)	16 GA.				12 GA.								
	2⅔"x½" CAPHS	14 GA.								12 GA.			10 GA.	
	SRS (1)	16 GA.						14 GA.		12 GA.				
	SRA	16 GA.			14 GA.		12 GA.		10 GA.					
	PVC	RIBBED (PROFILE WALL)												
	HDPE					FF								
	RCP (10)													
36	2⅔"x½" CSPHS (1)	14 GA.									12 GA.		10 GA.	
	2⅔"x½" CSPLS (1)	14 GA.		12 GA.		10 GA.								
	2⅔"x½" CAPHS	14 GA.						12 GA.			10 GA.		8 GA.	
	SRS (1)	14 GA.								12 GA.				
	SRA	14 GA.				12 GA.				10 GA.				
	PVC	RIBBED (PROFILE WALL)												
	HDPE					FF								
	RCP (10)													
42	2⅔"x½" CSPHS (1)	14 GA.								12 GA.			10 GA.	
	2⅔"x½" CSPLS (1)	14 GA.					12 GA.			10 GA.				
	2⅔"x½" CAPHS	12 GA.								10 GA.		8 GA.		
	SRS (1)	14 GA.						12 GA.						
	SRA	12 GA.					10 GA.							
	PVC	RIBBED (PROFILE WALL)												
	HDPE													
	RCP (10)													
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65

LEGEND

CSPHS: CORRUGATED STEEL PIPE WITH HELICAL LOCK SEAM OR HELICAL WELDED SEAM (HELICAL CORR.)

CSPLS: CORRUGATED STEEL PIPE WITH LONGITUDINAL RIVETED OR SPOT WELDED SEAM (ANNULAR CORR.)

CAPHS: CORRUGATED ALUMINUM ALLOY PIPE WITH HELICAL LOCK SEAM (HELICAL CORR.)

HDPE: HIGH DENSITY POLYETHYLENE PIPE

PVC: POLYVINYL CHLORIDE

SRS: SPIRAL RIB STEEL

SRA: SPIRAL RIB ALUMINUM

RCP: CIRCULAR REINFORCED CONCRETE PIPE

FF: FLOWABLE FILL REQUIRED

NOTES CONTINUED

(10) SEE DETAIL SHEET "PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONC. PIPE" AND DETAIL SHEET "PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE" FOR RCP COVER HEIGHT AND BEDDING REQUIREMENTS.

NOTES

(1) GAGES FOR CORRUGATED STEEL PIPE ITEMS SHOWN ARE BASED ON ALUMINUM-COATED TYPE 2 STEEL AS PER AASHTO M-274. ALUMINUM COATED TYPE 2 STEEL IS ONLY PERMITTED IN Ph RANGES OF 5 TO 9.

2. WHEN CORRUGATED STEEL PIPE IS ZINC COATED (GALVANIZED) THE GAGE SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLES.

(3) SEE CURRENT STANDARD DRAWING RDI-001 FOR EXPLANATION OF COVER HEIGHTS LESS THAN 2 FEET.

4. CSP, CAP, SRS AND SRA ARE SHOWN IN GAGE.

5. MAXIMUM COVER HEIGHT MEASURED FROM TOP OF PIPE TO SUB GRADE ELEVATION SHALL GOVERN GAGE OF PIPE TO BE USED FOR ENTIRE LENGTH OF PIPE INSTALLATION.

6. MINIMUM COVER HEIGHT FOR ENTRANCE PIPE SHALL BE 0.5 FEET.

7. ALL CIRCULAR STRUCTURAL PLATE SHALL BE 5% VERTICALLY ELONGATED.

(8) ENTRANCE PIPE GREATER THAN 30" DIA. SHALL BE CULVERT PIPE.

9. SEE CURRENT STANDARD DRAWING RDI-035 FOR COATINGS, LININGS AND PAVINGS FOR NON-STRUCTURAL PIPE.

27" PIPE - 42" PIPE

KENTUCKY DEPARTMENT OF HIGHWAYS

CULVERT, ENTRANCE & STORM SEWER PIPE TYPES & COVER HEIGHTS

APPROVED _____ TEBM, DIVISION OF DESIGN 04-25-08 DATE

COUNTY OF	ITEM NO.	SHEET NO.

CIRCULAR PIPE COVER HEIGHTS IN FEET (3)

PIPE DIA. (IN)	PIPE TYPE	2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120
48	2⅔"x½" CSPHS (1)	14 GA.							12 GA.			10 GA.													
	2⅔"x½" CSPLS (1)		14 GA.							12 GA.															
	2⅔"x½" CAPHS				12 GA.				10 GA.			8 GA.													
	SRS (1)			14 GA.						12 GA.															
	SRA			12 GA.						10 GA.															
	PVC	RIBBED (PROFILE WALL)																							
	HDPE																								
	RCP (9)																								
54 (7)	2⅔"x½" CSPHS (1)	14 GA.						12 GA.							10 GA.										
	2⅔"x½" CSPLS (1)		14 GA.							12 GA.															
	3"x1" CSPHS (1)				14 GA.				12 GA.						10 GA.										
	3"x1" CSPLS (1)		14 GA.			12 GA.		10 GA.							8 GA.										
	5"x1" CSPHS (1)				14 GA.			12 GA.							10 GA.										
	2⅔"x½" CAPHS			12 GA.			10 GA.				8 GA.														
	3"x1" CAPHS			14 GA.			12 GA.		10 GA.			8 GA.													
	SRS (1)		14 GA.							12 GA.															
	SRA		12 GA.							10 GA.															
	RCP (9)																								
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120

NOTES

(1) GAGES FOR CORRUGATED STEEL PIPE ITEMS SHOWN ARE BASED ON ALUMINUM-COATED TYPE 2 STEEL AS PER AASHTO M-274. ALUMINUM COATED TYPE 2 STEEL IS ONLY PERMITTED IN Ph RANGES OF 5 TO 9.

2. WHEN CORRUGATED STEEL PIPE IS ZINC COATED (GALVANIZED) THE GAGE SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLES.

(3) SEE CURRENT STANDARD DRAWING RDI-001 FOR EXPLANATION OF COVER HEIGHTS LESS THAN 2 FEET.

4. CSP, CAP, SRS AND SRA ARE SHOWN IN GAGE.

5. MAXIMUM COVER HEIGHT MEASURED FROM TOP OF PIPE TO SUBGRADE ELEVATION SHALL GOVERN GAGE OF PIPE TO BE USED FOR ENTIRE LENGTH OF PIPE INSTALLATION.

6. ALL CIRCULAR STRUCTURAL PLATE SHALL BE 5% VERTICALLY ELONGATED.

(7) 54" DIA. PIPE IS MINIMUM SIZE FOR COVER HEIGHTS GREATER THAN 65 FEET.

8. SEE CURRENT STANDARD DRAWING RDI-035 FOR COATINGS, LININGS AND PAVINGS FOR NON-STRUCTURAL PIPE.

(9) SEE DETAIL SHEET "PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONC. PIPE" AND DETAIL SHEET "PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE" FOR RCP COVER HEIGHT AND BEDDING REQUIREMENTS.

LEGEND

CSPHS: CORRUGATED STEEL PIPE WITH HELICAL LOCK SEAM OR HELICAL WELDED SEAM (HELICAL CORR.)

CSPLS: CORRUGATED STEEL PIPE WITH LONGITUDINAL RIVETED OR SPOT WELDED SEAM (ANNULAR CORR.)

CAPHS: CORRUGATED ALUMINUM ALLOY PIPE WITH HELICAL LOCK SEAM (HELICAL CORR.)

HDPE: HIGH DENSITY POLYETHYLENE PIPE

PVC: POLYVINYL CHLORIDE

SRS: SPIRAL RIB STEEL

SRA: SPIRAL RIB ALUMINUM

RCP: CIRCULAR REINFORCED CONCRETE PIPE

48" PIPE - 54" PIPE

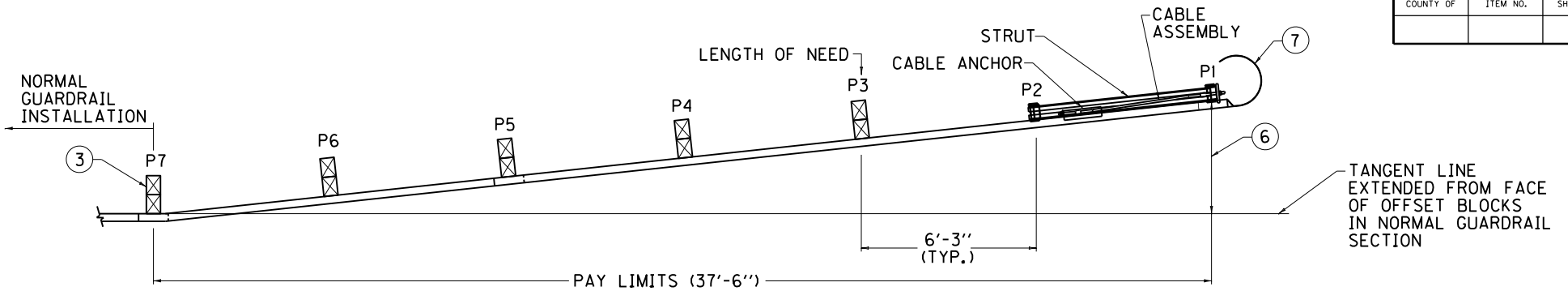
KENTUCKY DEPARTMENT OF HIGHWAYS

CULVERT & STORM SEWER PIPE TYPES & COVER HEIGHTS

APPROVED _____ TEBM DIVISION OF DESIGN 04-25-08 DATE

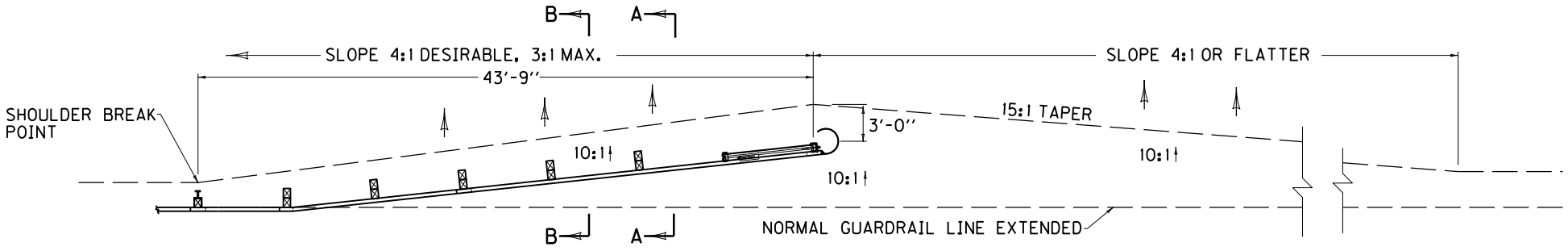
SHEET 3 OF 8

COUNTY OF	ITEM NO.	SHEET NO.

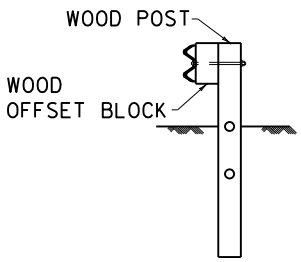


PLAN VIEW

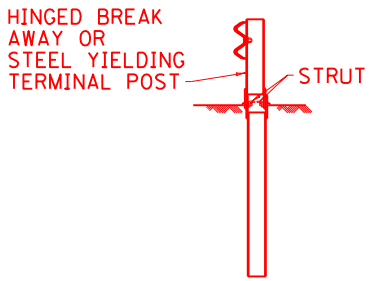
TRAFFIC



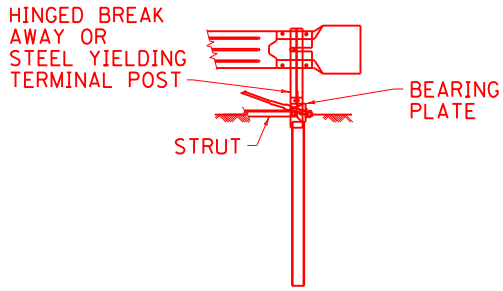
SLOPE LAYOUT AND GRADING DETAIL



SECTION B-B
(POSTS P3 THRU P7)



SECTION A-A
(POST P2)



ENLARGED VIEW P1

1. BID ITEMS AND UNIT TO BID:
   A. GUARDRAIL END TREATMENT TYPE 4A - EACH
   B. MATERIAL USED TO CONSTRUCT WIDENING SHALL BE BID AS ROADWAY OR BORROW EXCAVATION OR EMBANKMENT-IN-PLACE AT THE CONTRACT UNIT PRICE PER CUBIC YARD.
2. INTENDED USE: AREAS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL.
3. POST P7 SHALL BE A CRT BREAKAWAY WOOD POST.
4. GUARDRAIL END TREATMENT TYPE 4A IS A PATENTED (ONE SOURCE) PRODUCT MANUFACTURED BY TRINITY INDUSTRIES, INC. OF DALLAS, TX. OR ROAD SYSTEMS, INC. OF BIG SPRING, TX.
5. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
6. SYSTEM OFFSET OF 4'-0" SHALL BE MEASURED FROM FACE OF OFFSET BLOCK AT NORMAL GUARDRAIL SECTION TO FACE OF POST AT P1.
7. OBJECT MARKER TYPE 3 (SEE CURRENT MUTCD MANUAL FOR DETAILS).

KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL
END TREATMENT
TYPE 4A

APPROVED _____ 03-13-09
DIRECTOR DIVISION OF DESIGN — DATE

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. GENERAL

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

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

4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:

Section I, paragraph 2;
Section IV, paragraphs 1, 2, 3, 4, and 7;
Section V, paragraphs 1 and 2a through 2g.

5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.

6. **Selection of Labor:** During the performance of this contract, the contractor shall not:

a. discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or

b. employ convict labor for any purpose within the limits of the project unless it is labor performed by convicts who are on parole, supervised release, or probation.

II. NONDISCRIMINATION

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

1. **Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.

b. The contractor will accept as his operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training."

2. **EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

3. **Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. **Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

5. **Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly takecorrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

6. **Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

7. **Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within thetime limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin,

age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

8. **Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.

b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.

c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.

9. **Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of DBE subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of $10,000 or more and that it will retain such certifications in its files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

1. **General:**

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics

shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

2. **Classification:**

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

3. **Payment of Fringe Benefits:**

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. **Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:**

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level ofprogress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable

classification. If the Administrator for the Wage and Hour Division determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which case such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Helpers:

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV.2. Any worker listed on a payroll at a helper wage rate, who is not a helper under a approved definition, shall be paid not less than the applicable wage rate on the wagedetermination for the classification of work actually performed.

5. **Apprentices and Trainees (Programs of the U.S. DOT):**

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

6. **Withholding:**

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

7. **Overtime Requirements:**

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

8. **Violation:**

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. **Withholding for Unpaid Wages and Liquidated Damages:**

The SHA shall upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any

liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

V. STATEMENTS AND PAYROLLS

(Applicable to all Federal-aid construction contracts exceeding $2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

1. **Compliance with Copeland Regulations (29 CFR 3):**

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

2. **Payrolls and Payroll Records:**

a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.

b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.

c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices, trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less that the applicable wage rate and fringe benefits or cash equivalent for the classification of worked performed, as specified in the applicable wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all Federal-aid contracts on the National Highway System, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than $1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provideall safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended andsupplemented;

Shall be fined not more that $10,000 or imprisoned not more than 5 years or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of $100,000 or more.)

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. **Instructions for Certification - Primary Covered Transactions:**

(Applicable to all Federal-aid contracts - 49 CFR 29)

a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowinglyrendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.

d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.

f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded From Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a 3-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

d. Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

2. **Instructions for Certification - Lower Tier Covered Transactions:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions of $25,000 or more - 49 CFR 29)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed $100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such recipients shall certify and disclose accordingly.

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS

EMPLOYMENT REQUIREMENTS
RELATING TO
NONDISCRIMINATION OF EMPLOYEES
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)

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

KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972

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

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

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

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

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

REVISED: 12-3-92

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.

General Decision Number: KY100027 08/06/2010 KY27

Superseded General Decision Number: KY20080027

State: Kentucky

Construction Type: Heavy

Counties: Anderson, Bath, Bourbon, Boyd, Boyle, Bracken, Breckinridge, Bullitt, Carroll, Carter, Clark, Elliott, Fayette, Fleming, Franklin, Gallatin, Grant, Grayson, Greenup, Hardin, Harrison, Henry, Jefferson, Jessamine, Larue, Lewis, Madison, Marion, Mason, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Robertson, Rowan, Scott, Shelby, Spencer, Trimble, Washington and Woodford Counties in Kentucky.

HEAVY CONSTRUCTION PROJECTS

Modification Number	Publication Date
0	03/12/2010
1	03/19/2010
2	05/07/2010
3	05/28/2010
4	06/11/2010
5	07/09/2010
6	07/23/2010
7	08/06/2010

BRIN0004-003 04/01/2010

BRECKENRIDGE COUNTY

	Rates	Fringes
BRICKLAYER	$ 27.47	12.53

BRKY0001-005 06/01/2009

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

	Rates	Fringes
BRICKLAYER	$ 24.11	9.97

BRKY0002-006 06/01/2009

BRACKEN, GALLATIN, GRANT, MASON & ROBERTSON COUNTIES:

	Rates	Fringes
BRICKLAYER	$ 26.12	9.73

BRKY0007-004 06/01/2009

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

	Rates	Fringes
BRICKLAYER	$ 26.82	15.30

BRKY0017-004 06/01/2009

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

	Rates	Fringes
BRICKLAYER ((Layout Men))	$ 24.36	9.97
BRICKLAYER	$ 24.11	9.97
Refractory (Refractory/Acid Brick/Glass)	$ 24.61	9.97

CARP0064-001 07/01/2008

	Rates	Fringes
CARPENTER	$ 24.84	10.23
Diver	$ 37.64	10.23
PILEDRIVERMAN	$ 25.09	10.23

CARP1031-008 06/01/2009

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

	Rates	Fringes
MILLWRIGHT	$ 22.95	13.50

CARP1031-009 06/01/2009

BOYD, CARTER, ELLIOTT, FLEMING, GREENUP, LEWIS, MASON, ROBERTSON & ROWAN COUNTIES:

	Rates	Fringes
MILLWRIGHT	$ 30.60	13.78

CARP1031-010 06/01/2009

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

	Rates	Fringes
MILLWRIGHT	$ 24.18	15.64

CARP1066-004 09/01/2009

BRACKEN & GRANT COUNTIES:

	Rates	Fringes
MILLWRIGHT	$ 27.55	15.39

ELEC0212-008 11/30/2009

BRACKEN, GALLATIN , and GRANT COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 26.11	13.72

ELEC0212-014 01/01/2006

BRACKEN, GALLATIN & GRANT COUNTIES:

	Rates	Fringes
Sound & Communication Technician	$ 20.45	6.95

ELEC0317-012 06/01/2009

BOYD, CARTER, ELLIOT & ROWAN COUNTIES:

	Rates	Fringes
Electricians:		
Cable Splicer	$ 32.68	18.13
Electrician	$ 31.12	18.08

ELEC0369-007 05/26/2010

ANDERSON, BATH, BOURBON, BOYLE, BRECKINRIDGE, BULLITT, CARROLL, CLARK, FAYETTE, FRAONKLIN, GRAYSON, HARDIN, HARRISON, HENRY, JEFFERSON, JESSAMINE, LARUE, MADISON, MARION, MEADE, MERCER, MONTGOMERY, NELSON, NICHOLAS, OLDHAM, OWEN, ROBERTSON, SCOTT, SHELBY, SPENCER, TRIMBLE, WASHINGTON, & WOODFORD COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 29.27	13.08

ELEC0575-002 12/01/2009

FLEMING, GREENUP, LEWIS & MASON COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 30.79	11.88

ENGI0181-018 07/01/2010

	Rates	Fringes
Operating Engineer:		
GROUP 1	$ 25.35	13.00

GROUP 2	$ 22.93	13.00
GROUP 3	$ 23.31	13.00
GROUP 4	$ 22.67	13.00

OPERATING ENGINEER CLASSIFICATIONS

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

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float; Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Conrete Pump; Skid Steer Machine with all Attachments; Switchman or Brakeman; Throttle Valve Person; Tractair & Road Widening Trencher; Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger; Welding Machine; Well Points; & Whirley Oiler

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

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

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

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

IRON0044-009 06/01/2009

BOURBON (Northern third, including Townships of Jackson, Millersburg, Ruddel Mills & Shawhan);

CARROLL (Eastern third, including the Township of Ghent);

FLEMING (Western part, excluding Townships of Beechburg, Colfax, Elizaville, Flemingsburg, Flemingsburg Junction, Foxport, Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton, Pecksridge, Plummers Landing, Plummers Mill, Poplar Plains, Ringos Mills, Tilton & Wallingford);

MASON (Western two-thirds, including Townships of Dover, Lewisburg, Mays Lick, Maysville, Minerva, Moranburg,

Murphysville, Ripley, Sardis, Shannon, South Ripley & Washington);

NICHOLAS (Townships of Barefoot, Barterville, Carlisle, Ellisville, Headquarters, Henryville, Morningglory, Myers & Oakland Mills);

OWEN (Townships of Beechwood, Bromley, Fairbanks, Holbrook, Jonesville, Long Ridge, Lusby's Mill, New, New Columbus, New Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita & Wheatley);

SCOTT (Northern two-thirds, including Townships of Biddle, Davis, Delaplain, Elmville, Longlick, Muddy Ford, Oxford, Rogers Gap, Sadieville, Skinnersburg & Stonewall) &

BRACKEN, GALLATIN, GRANT, HARRISON & ROBERTSON COUNTIES:

	Rates	Fringes
IRONWORKER		
Fence Erector	$ 23.55	16.72
Structural	$ 26.17	16.72

IRON0070-006 06/01/2010

BOURBON (Southern two-thirds, including Townships of Austerlity, Centerville, Clintonville, Elizabeth, Hutchison, Littlerock, North Middletown & Paris);

CARROLL (Western two-thirds, including Townships of Carrollton, Easterday, English, Locust, Louis, Prestonville & Worthville);

CLARK (Western two-thirds, including Townships of Becknerville, Flanagan, Ford, Pine Grove, Winchester & Wyandotte);

OWEN (Eastern eighth, including Townships of Glenmary, Gratz,
Monterey, Perry Park & Tacketts Mill);

SCOTT (Southern third, including Townships of Georgetown, Great
Crossing, Newtown, Stampling Ground & Woodlake);

ANDERSON, BOYLE, BRECKINRIDGE, BULLITT, FAYETTE, FRANKLIN,
GRAYSON, HARDIN, HENRY, JEFFERSON, JESSAMINE, LARUE, MADISON,
MARION, MEADE, MERCER, NELSON, OLDHAM, SHELBY, SPENCER,
TRIMBLE,
WASHINGTON & WOODFORD COUNTIES:

	Rates	Fringes
IRONWORKER	$ 24.99	17.98

IRON0372-006 06/01/2009

BOURBON (Northern third, including Townships of Jackson,
Millersburg, Ruddel Mills & Shawhan);

CARROLL (Eastern third, including the Township of Ghent);

FLEMING (Western part, Excluding Townships of Beechburg, Colfax,
Elizaville, Flemingsburg, Flemingsburg Junction, Foxport,
Grange
City, Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton,
Pecksridge, Plummers Landing, Plummers Mill, Poplar Plains,
Ringos Mills, Tilton & Wallingford);

MASON (Western two-thirds, including Townships of Dover,
Lewisburg, Mays Lick, Maysville, Minerva, Moranburg,
Murphysville, Ripley, Sardis, Shannon, South Ripley &
Washington);

NICHOLAS (Townships of Barefoot, Barterville, Carlisle,
Ellisville, Headquarters, Henryville, Morningglory, Myers &
Oakland Mills);

OWEN (Townships of Beechwood, Bromley, Fairbanks, Holbrook,
Jonesville, Long Ridge, Lusby's Mill, New, New Columbus,
New Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita
& Wheatley);

SCOTT (Northern two-thirds, including Townships of Biddle,
Davis,
Delaplain, Elmville, Longlick, Muddy Ford, Oxford, Rogers Gap,
Sadieville, Skinnersburg & Stonewall);

BRACKEN, GALLATIN, GRANT, HARRISON & ROBERTSON COUNTIES:

	Rates	Fringes
IRONWORKER		
Beyond 30-mile radius of Hamilton County, Ohio Courthouse	$ 26.45	16.70
Up to & including 30-mile		

radius of Hamilton County,
Ohio Courthouse.....$ 26.20 16.70

IRON0769-007 06/01/2009

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

	Rates	Fringes
IRONWORKER		
ZONE 1	$ 28.38	17.37
ZONE 2	$ 28.78	17.37
ZONE 3	$ 30.38	17.37

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

LABO0189-003 07/01/2010

BATH, BOURBON, BOYD, BOYLE, BRACKEN, CARTER, CLARK, ELLIOTT, FAYETTE, FLEMING, FRANKLIN, GALLATIN, GRANT, GREENUP, HARRISON, JESSAMINE, LEWIS, MADISON, MASON, MERCER, MONTGOMERY, NICHOLAS, OWEN, ROBERTSON, ROWAN, SCOTT, & WOOLFORD COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 20.61	10.00
GROUP 2	$ 20.86	10.00
GROUP 3	$ 20.91	10.00
GROUP 4	$ 21.51	10.00

LABORERS CLASSIFICATIONS

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

Wrecking of Concrete Forms; General Cleanup

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

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

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

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LABO0189-008 07/01/2010

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

	Rates	Fringes
Laborers:		
GROUP 1	$ 20.61	10.00
GROUP 2	$ 20.86	10.00
GROUP 3	$ 20.91	10.00
GROUP 4	$ 21.51	10.00

LABORERS CLASSIFICATIONS

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

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushammer; Chain Saw Operator; Concrete

Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

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

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

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LABO0189-009 07/01/2010

BRECKINRIDGE & GRAYSON COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 20.61	10.00
GROUP 2	$ 20.86	10.00
GROUP 3	$ 20.91	10.00
GROUP 4	$ 21.51	10.00

LABORERS CLASSIFICATIONS

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

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

Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

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

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

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PAIN0012-005 06/11/2005

BATH, BOURBON, BOYLE, CLARK, FAYETTE, FLEMING, FRANKLIN, HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS, ROBERTSON, SCOTT & WOODFORD COUNTIES:

	Rates	Fringes
PAINTER		
Bridge/Equipment Tender and/or Containment Builder	$ 18.90	5.90
Brush & Roller	$ 21.30	5.90
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement	$ 22.30	5.90
Sandblasting & Waterblasting	$ 22.05	5.90
Spray	$ 21.80	5.90

PAIN0012-017 06/01/2010

BRACKEN, GALLATIN, GRANT, MASON & OWEN COUNTIES:

	Rates	Fringes
PAINTER (Heavy & Highway Bridges - Guardrails - Lightpoles - Striping)		
Bridge Equipment Tender and Containment Builder	$ 20.27	8.10
Brush & Roller	$ 22.85	8.10
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement	$ 23.85	8.10
Sandblasting & Water Blasting	$ 23.60	8.10
Spray	$ 23.35	8.10

PAIN0118-004 05/01/2010

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

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

PAIN1072-003 12/01/2009

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

	Rates	Fringes
Painters:		
Bridges; Locks; Dams; Tension Towers; & Energized Substations	$ 28.15	12.38
Power Generating Facilities	$ 25.05	12.38

PLUM0248-003 06/01/2010

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

	Rates	Fringes
Plumber and Steamfitter	$ 31.37	15.23

PLUM0392-007 06/01/2008

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

	Rates	Fringes
Plumbers and Pipefitters	$ 28.39	14.30

PLUM0502-003 08/01/2009

BRECKINRIDGE, BULLITT, CARROLL (Western Half), FRANKLIN (Western three-fourths), GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE & WASHINGTON COUNTIES

	Rates	Fringes
PLUMBER	$ 30.00	14.17

SUKY2001-002 10/08/2001

	Rates	Fringes
Truck drivers:		
GROUP 1	$ 16.57	7.34
GROUP 2	$ 16.68	7.34
GROUP 3	$ 16.86	7.34
GROUP 4	$ 16.96	7.34

TRUCK DRIVER CLASSIFICATIONS

GROUP 1 - Mobile Batch Truck Tender

GROUP 2 - Greaser; Tire Changer; & Mechanic Tender

GROUP 3 - Single Axle Dump; Flatbed; Semi-trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Distributor; Mixer; & Truck Mechanic

GROUP 4 - Euclid & Other Heavy Earthmoving Equipment & Lowboy; Articulator Cat; 5-Axle Vehicle; Winch & A-Frame when used in transporting materials; Ross Carrier; Forklift when used to transport building materials; & Pavement Breaker

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

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

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

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-10-III- HWY dated July 12, 2010.

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

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.

2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

GOALS FOR MINORITY PARTICIPATION IN EACH TRADE	GOALS FOR FEMALE PARTICIPATION IN EACH TRADE
10.8%	6.9%

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of $10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed. The notification shall be mailed to:

**Evelyn Teague, Regional Director
Office of Federal Contract Compliance Programs
61 Forsyth Street, SW, Suite 7B75
Atlanta, Georgia 30303-8609**

4. As used in this Notice, and in the contract resulting from this solicitation, the **"covered area"** is Fayette County.

PART IV

INSURANCE

INSURANCE

The Contractor shall carry the following insurance in addition to the insurance required by law:

1. Contractor's Public Liability Insurance not less than $100,000.00 for damages arising out of bodily injuries to or death to one person. Not less than $300,000.00 for damages arising out of bodily injuries to or death to two or more persons.

2. Contractor's Property Damages Liability Insurance. Not less than $100,000.00 for all damages arising out of injury or destruction of property in any one accident. Not less than $300,000.00 for all damages during the policy period.

3. Contractor's Protective Public Liability and Property Damage Insurance. The contractor shall furnish evidence with respect to operations performed for him by subcontractors that he carries in his own behalf for the above stipulated amounts.

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. 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.

PART V

BID ITEMS

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 101329 PAGE: 1
COUNTY: FAYETTE LETTING: 09/17/10
PROPOSAL: IM 0644 (087) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
	SECTION 0001	PAVING			
0010	00001	DGA BASE	3,730.000 TON		
0020	00078	CRUSHED AGGREGATE SIZE NO 2	6.000 TON		
0030	00100	ASPHALT SEAL AGGREGATE	391.000 TON		
0040	00190	LEVELING & WEDGING PG64-22	250.000 TON		
0050	00214	CL3 ASPH BASE 1.00D PG64-22	7,929.000 TON		
0060	00291	EMULSIFIED ASPHALT RS-2	47.000 TON		
0070	00339	CL3 ASPH SURF 0.38D PG64-22	2,468.000 TON		
0080	02025	JPC PAVEMENT-11 IN/24	564.000 SQYD		
0090	02043	JPC PAVEMENT-11 IN/72	12,552.000 SQYD		
0100	02058	REMOVE PCC PAVEMENT	13,116.000 SQYD		
0110	02060	PCC PAVEMENT DIAMOND GRINDING	49,799.000 SQYD		
0120	02110	PARTIAL DEPTH PATCHING	71.000 CUFT		
0130	02115	SAW-CLEAN-RESEAL TVERSE JOINT	46,629.000 LF		
0140	02116	SAW-CLEAN-RESEAL LONGIT JOINT	52,994.000 LF		
0150	02677	ASPHALT PAVE MILLING & TEXTURING	1,508.000 TON		
0160	02714	SHOULDERING	2,000.000 LF		
0170	21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS	200.000 LF		
	SECTION 0002	ROADWAY			
0180	01904	REMOVE CURB	39.000 LF		
0190	01982	DELINEATOR FOR GUARDRAIL-WHITE	51.000 EACH		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 101329 PAGE: 2
COUNTY: FAYETTE LETTING: 09/17/10
PROPOSAL: IM 0644 (087) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0200	01983	DELINEATOR FOR GUARDRAIL-YELLOW	25.000 EACH		
0210	01984	DELINEATOR FOR BARRIER-WHITE	6.000 EACH		
0220	01985	DELINEATOR FOR BARRIER-YELLOW	6.000 EACH		
0230	02200	ROADWAY EXCAVATION	5,266.000 CUYD		
0240	02220	FLOWABLE FILL	10.000 CUYD		
0250	02262	FENCE-WOVEN WIRE TYPE 1	60.000 LF		
0260	02351	GUARDRAIL-STEEL W BEAM-S FACE	5,050.000 LF		
0270	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	2.000 EACH		
0280	02367	GUARDRAIL END TREATMENT TYPE 1	1.000 EACH		
0290	02369	GUARDRAIL END TREATMENT TYPE 2A	12.000 EACH		
0300	02373	GUARDRAIL END TREATMENT TYPE 3	1.000 EACH		
0310	02381	REMOVE GUARDRAIL	5,112.500 LF		
0320	02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	2.000 EACH		
0330	02391	GUARDRAIL END TREATMENT TYPE 4A	8.000 EACH		
0340	02562	SIGNS	4,000.000 SQFT		
0350	02565	OBJECT MARKER TYPE 2	2.000 EACH		
0360	02650	MAINTAIN & CONTROL TRAFFIC	(1.00) LS		
0370	02671	PORTABLE CHANGEABLE MESSAGE SIGN	6.000 EACH		
0380	02676	MOBILIZATION FOR MILL & TEXT	(1.00) LS		
0390	02775	ARROW PANEL	6.000 EACH		
0400	02894	CRASH CUSHION TYPE VI-T	4.000 EACH		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
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CONTRACT ID: 101329 PAGE: 3
COUNTY: FAYETTE LETTING: 09/17/10
PROPOSAL: IM 0644 (087) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0410	05950	EROSION CONTROL BLANKET	8,000.000	SQYD		
0420	06412	STEEL POST MILE MARKERS	2.000	EACH		
0430	06417	FLEXIBLE DELINEATOR POST-W	133.000	EACH		
0440	06418	FLEXIBLE DELINEATOR POST-Y	125.000	EACH		
0450	06511	PAVE STRIPING-TEMP PAINT-6 IN	75,750.000	LF		
0460	06592	PAVEMENT MARKER TYPE V-B W/R	345.000	EACH		
0470	06593	PAVEMENT MARKER TYPE V-B Y/R	208.000	EACH		
0480	06600	REMOVE PAVEMENT MARKER TYPE V	553.000	EACH		
0490	21415ND	EROSION CONTROL	(1.00)	LS		
0500	21533EN	EMBANKMENT	250.000	CUYD		
0510	22854EN	PAVE STRIPE PERM-6 IN HD21-WHITE	25,123.000	LF		
0520	22855EN	PAVE STRIPE PERM-6 IN HD21-YELLOW	16,661.000	LF		
0530	22856EN	PAVE STRIPE PERM-12 IN HD21-WHITE	1,025.000	LF		
0540	23237EN10W	WATERBLAST STRIPE REMOVAL	42,809.000	LF		
0550	23391EC	RUMBLE STRIPS SAWED-24 IN	36,649.000	LF		
0560	23948EC	RESET MANHOLE FRAME AND LID	1.000	EACH		
	SECTION 0003	DRAINAGE				
0570	00466	CULVERT PIPE-30 IN	8.000	LF		
0580	01000	PERFORATED PIPE-4 IN	250.000	LF		
0590	01010	NON-PERFORATED PIPE-4 IN	50.000	LF		
0600	01020	PERF PIPE HEADWALL TY 1-4 IN	1.000	EACH		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
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CONTRACT ID: 101329 PAGE: 4
COUNTY: FAYETTE LETTING: 09/17/10
PROPOSAL: IM 0644 (087) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0610	01028	PERF PIPE HEADWALL TY 3-4 IN	1.000 EACH		
0620	01310	REMOVE PIPE	8.000 LF		
0630	01691	FLUME INLET TYPE 2	3.000 EACH		
0640	01891	ISLAND HEADER CURB TYPE 2	614.000 LF		
0650	02237	DITCHING	17,000.000 LF		
0660	02483	CHANNEL LINING CLASS II	3.000 TON		
0670	02484	CHANNEL LINING CLASS III	592.000 TON		
0680	02599	FABRIC-GEOTEXTILE TYPE IV	100.000 SQYD		
0690	20366NN	REPLACE GRATE	1.000 EACH		
	SECTION 0004	BRIDGE			
0700	02220	FLOWABLE FILL	4.000 CUYD		
0710	23386EC	JOINT SEAL REPLACEMENT	235.000 LF		
	SECTION 0005	DEMOBILIZATION / MOBILIZATION			
0720	02568	MOBILIZATION (NO MORE THAN 5%)	LUMP		
0730	02569	DEMOBILIZATION (AT LEAST 1.5%)	LUMP		
		TOTAL BID			