CALL NO. 100

CONTRACT ID. 101302

JEFFERSON COUNTY

FED/STATE PROJECT NUMBER ARRA 265-2 (023)

DESCRIPTION GENE SNYDER FREEWAY (I-265)

WORK TYPE JPC PAVEMENT REPAIRS - DIAMOND GRINDING

PRIMARY COMPLETION DATE 10/1/2010

LETTING DATE: January 22, 2010

Sealed Bids will be received in the Division of Construction Procurement and/or the 1st floor of the Transportation Cabinet Office Building until 10:00 AM EASTERN STANDARD TIME January 22, 2010. Bids will be publicly opened and read at 10:00 AM EASTERN STANDARD TIME.

DBE CERTIFICATION REQUIRED - 3.40%

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

(Check guaranty submitted: Cashier's Check ☐ Certified Check ☐ Bid Bond ☐)

BID BONDS WHEN SUBMITTED WILL BE RETAINED WITH THE PROPOSAL

DBE General Plan Included ☐

BID ☐ PROPOSAL ISSUED TO: _____

SPECIMEN ☐ _____

Address City State Zip

TABLE OF CONTENTS

PART I

SCOPE OF WORK

CONTRACT ID - 101302 ADMINISTRATIVE DISTRICT - 05

PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - JEFFERSON PCN - DE05602651002
ARRA 265-2 (023)
GENE SNYDER FREEWAY (I-265) REPAIR AND GRIND PAVEMENT FROM (MP 18.800) TO (MP 23.364), A DISTANCE OF 4.56 MILES. JPC PAVEMENT REPAIRS - DIAMOND GRINDING. SYP NO. 05-02044.00.
GEOGRAPHIC COORDINATES LATITUDE 38^09'57" LONGITUDE 85^31'15"

COMPLETION DATE(S):
COMPLETION DATE - October 01, 2010
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 web site to prepare a bid packet for submission to the Department. The bidder must include the completed bid packet printed from the Program along with the disk created by said program.

JOINT VENTURE BIDDING

Joint Venture bidding is permissible. However, both companies MUST purchase a bidding proposal. Either proposal may be submitted but must contain the company names and signatures of both parties where required. 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.

01/01/2009

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
102.08 Irregular Proposals
102.09 Proposal Guaranty
102.10 Delivery of Proposals
102.14 Disqualification of Bidders

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

The requirements of Paragraph VI of FHWA 1273 does not apply to projects with a total cost of less than $1,000,000.00.

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	
					Total This DBE	
					Total Bid	
					% Credited toward Goal, this DBE	

**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

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.

ASPHALT MIXTURE

The rate of application for all asphalt mixtures shall be estimated at 110 lbs/sy per inch of depth, unless otherwise noted.

DGA BASE

The rate of application for DGA Base shall be estimated at 115 lbs/sy per inch of depth.

FUEL AND ASPHALT PAY ADJUSTMENT

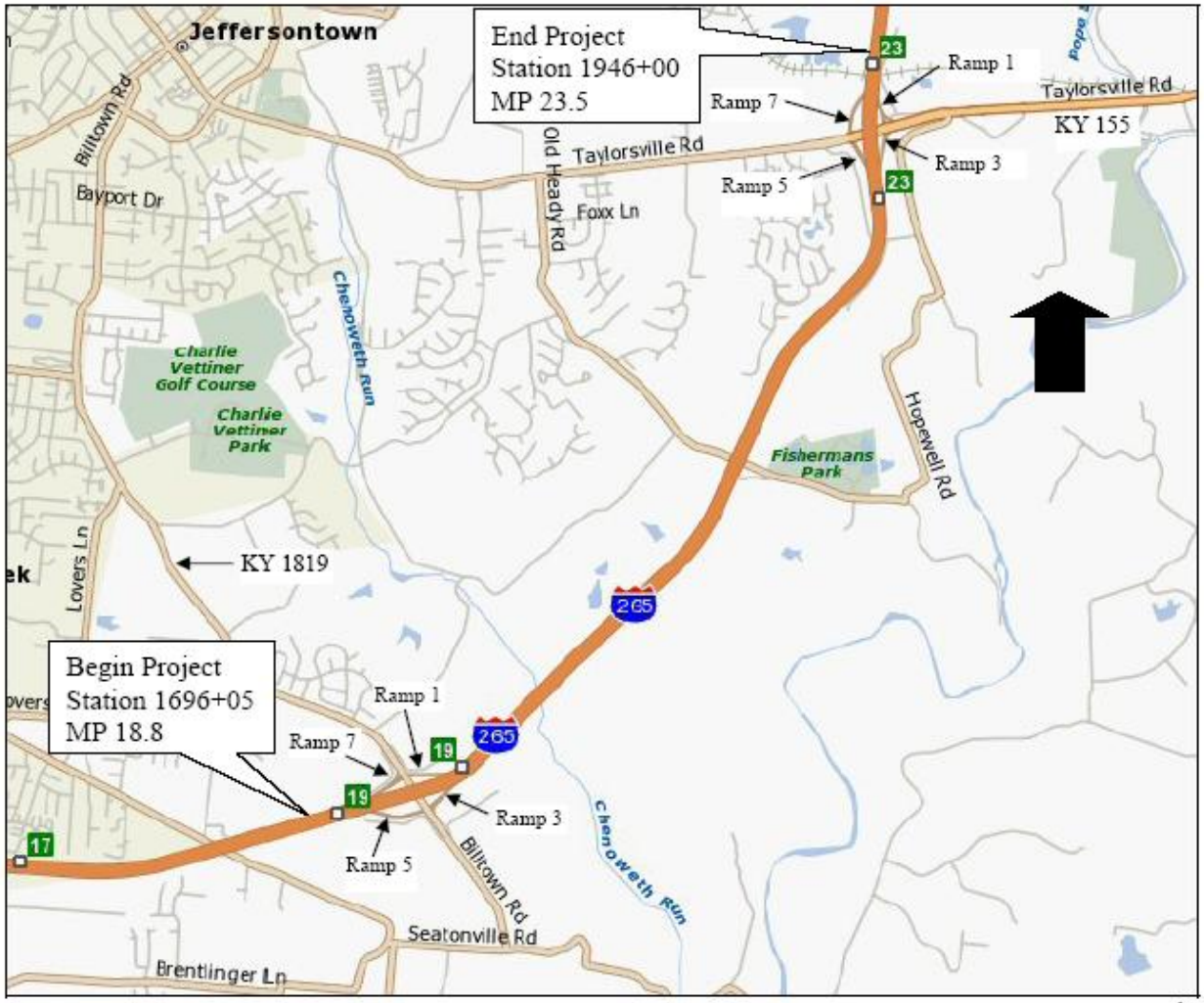
The following contract items: Asphalt Adjustment and Fuel Adjustment, are for possible future payments. Additional monies may need to be setup with an additional change order if existing contract amount is insufficient to pay all items on the contract. Unit price is $1.00. Quantity will be actual adjustment after work is completed.

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.

JEFFERSON COUNTY
I–265 MP 18.8 to MP 23.5
Project Numbers

FD52 056 0265 018–024
ARRA 265–2(023)
Item Number: 5–2044.00



Not to Scale

INTERSTATE 265 PAVEMENT REHABILITATION PROJECT
M.P. 18.8 TO M.P. 23.3
ITEM # 5-2044.00
PUBLIC INFORMATION PLAN

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) which includes lane closures. The KYTC District 5 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 Julie Denton – (502) 489-9058; julie.denton@lrc.ky.gov
  - State Senator Dan Seum – (502) 749-2859; dan.seum@lrc.ky.gov
  - State Representative Kevin Bratcher – (502) 231-3311; kevin.bratcher@lrc.ky.gov
  - State Representative Ron Crimm – (502) 245-8905; ron.crimm@lrc.ky.gov
  - Mayor Jerry Abramson – (502) 574-2003; jerry.abramson@louisvilleky.gov
  - Metro Councilman Stuart Benson - (502) 574-1120; stuart.benson@louisvilleky.gov
  - Metro Councilman Robin Engel – (502) 574-1122; robin.engel@louisvilleky.gov

- Local Agencies
  - Rick Caple, Director of Transportation for Jefferson County Public Schools – (502) 485-3470; richard.caple@jefferson.kyschools.us
  - Barry Barker, Transit Authority of the River City (TARC) – (502) 561-5100; jbarrybarker@ridetarc.org
  - Lt. Doug Sweeney, Louisville Metro Police Department Traffic Division – (502) 574-2445; doug.sweeney@louisvilleky.gov
  - Mark Giuffre, UPS – (502) 329-3060; mgiuffre@ups.com
  - Virgie Long, Overdimensional Permits – (502) 564-7150; virgie.long@ky.gov
  - Ted Pullen, Louisville Metro Public Works – (502) 574-5810; ted.pullen@louisvilleky.gov

- Utility Companies
  - Local utility companies are kept apprised of this project at the monthly utility coordination meetings hosted by District 5

- Neighborhoods and their Mayors

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, press releases, the District 5 website and the weekly District 5 Road Show of Construction and Maintenance Activities.

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.

SPECIAL NOTES FOR JPC PAVEMENT
DIAMOND GRINDING REHABILITATION
JEFFERSON COUNTY
I-265
ARRA 265-2(023)
FD52 056 0265 018-024
Item No. 5-2044.00

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

I. DESCRIPTION

Perform all work in accordance with the Department's 2008 Standard Specifications, Supplemental Specifications, Special Notes, 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) Place asphalt waterproofing mix overlays on the twin I-265 bridges over the Norfolk Southern Railroad and perform all other bridge work detailed in the Proposal; (3) Remove and replace JPC Pavement at the locations listed in the Proposal and/or as directed by the Engineer; (4) Diamond Grind JPC Pavement and install Permanent Striping; (5) Re-saw and seal joint seals; (6) Remove and replace asphalt shoulders on Taylorsville Road Interchange Ramps 3 and 3A with 10” JPC shoulders; (7) Remove and replace Guardrail and Guardrail End treatments; (8) Remove and install Type V pavement markers; (9) Replace three reinforced concrete pipe headwalls and regrade the surrounding area; (10) Repair a damaged paved ditch under the westbound/southbound I-265 bridge over the Norfolk Southern Railroad; (11) Remove trees and brush at three twin bridge sites and (12) 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. Crushed Stone Base may not be furnished in lieu of DGA.

D. Jointed Plain Concrete Pavement 10"/24. Use Jointed Plain Concrete Pavement 10"/24 for full depth replacement of concrete pavement in the driving lanes and shoulders. Either central mixing or truck mixing will be allowed.

E. Partial Depth Patching. See the Special Note for Partial Depth Concrete Pavement Repair for allowable materials and other details.

F. Pavement Markings - 6 inch HD21 Paint. Use HD21 6-inch Paint for permanent striping (12 inch at entrance and exit ramp tapers). See section 842 of the Standard Specifications.

G. Crushed Aggregate Size No. 2. Crushed Aggregate Size No. 2 will be limestone.

III. 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 bituminous pavement; 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 the Special Note for Full Depth Concrete Pavement Repair. Approximate removal locations are listed in the Proposal. The Engineer will determine the 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 over-saw into existing JPC Pavement not intended to be removed. The original nominal depth of the mainline JPC pavement is 10 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.

Remove and replace concrete pavement in a continuous operation in accordance with the traffic control plan and these notes. Remove and replace concrete pavement in such a manner that removal and replacement is accomplished on the same day at each location. Once removal has begun, work continuously until the new JPC Pavement is placed and the elimination of the hole is completed. Hand finishing will be allowed, however, use a vibrating or roller screed for initial strike off. The entire concrete repair is to be "straight edged" with a tool no less than 10 feet long to ensure the best possible ride and that the new repair matches well with the existing pavement. A minimum compressive strength of 3000 PSI must be attained, as well as completion of any other related items specified in the Proposal prior to opening a repair site to traffic. Use of a maturity meter to verify that JPC is ready for traffic is permitted and is incidental to the work.

D. Partial Depth Patching. Perform Partial Depth Patching in accordance with the Special Note for Partial Depth Concrete Pavement Repair. Approximate removal locations are listed in the Proposal. The Engineer will determine actual locations at the time of construction. The holes left from the removal of Type V Pavement Markers are to be repaired as detailed for Partial Depth Patching but that work and the material required will be incidental to the Remove Pavement Marker Type V item.

E. Diamond Grinding. Remove the existing type V pavement markers as detailed in the Special Note for Removing Existing Type V Raised Pavement Markers on Portland Cement Pavement. Repair the JPC pavement and Diamond Grind the mainline JPC pavement. Stations listed in the diamond grinding 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 the Special Note for Ride Quality Adjustment for Diamond Grinding which is contrary to Section 503.03.09. Omit grinding on ramps past the point where the ramp pavement diverges from the mainline pavement, bridge decks, and around the Automatic Traffic Recorder Collection Stations (Eastbound STA. 1882+70 to STA 1883+17 and Westbound STA 1886+44 to STA 1886+88). Verify the grinding limits at the Automatic Traffic Recorder Collection Stations with the Engineer before grinding near them. Perform additional grinding as directed by the Engineer to provide smooth transitions between traffic lanes and between ground and unground areas. Grinding of four feet (4') of the shoulders has been included in the Diamond Grinding Summary. Grinding of the shoulders to a depth of ¾ inch will be required in some areas to provide for positive drainage from the driving lane pavement and to eliminate the elevation difference at the driving lane to shoulder joint. 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, and debris off site at locations approved by the Engineer.

F. Joint and Crack Sealing. After diamond grinding, saw, clean, and reseal transverse and longitudinal joints including those on the shoulders as designated by the Engineer. Do not widen existing joints more than the absolute minimum required to provide a clean, new face for a reservoir for the new joint seal. Route, clean, and seal faulted random cracks shown in

the Partial Depth Concrete Pavement Repair Summary and/or designated by the Engineer. See the Special Note for Dowell Bar Retrofit for details about installing dowel bars in transverse random cracks.

G. Edge Drains. Any edge drains installed will be to drain soft subgrade areas associated with full depth pavement replacement which required subgrade stabilization or at bridge end stabilization areas. Estimated quantities listed are approximate and are only to be installed when approved by the Engineer. 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 and Clean Up. After all work is completed, completely remove all debris from the job site. Perform Class A Final Dressing on all disturbed areas. These items are incidental to other items in the contract.

J. Seeding and Protection. Immediately after final dressing is completed on an area, place erosion control blanket or seeding and protection on the area as directed by the Engineer.

K. Guardrail. Remove and replace guardrail and guardrail end treatments listed in the Guardrail Summary. 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 treatments. Deliver removed guardrail to the Bailey Bridge Yard in Frankfort. There is a guardrail delivery verification sheet which must be completed.

L. Pavement Striping and Pavement Markers.

Permanent striping will be in accordance with Section 112 and section 713, except that:

(1) Striping will be 6" in width (12" in ramp gore areas);

(2) Permanent striping will be in place before a lane is opened to traffic; and

(3) Permanent striping will be 6" HD21 Paint. (12" HD21 Paint in ramp gore areas)

M. Tree and Brush Removal. See the Special Note for Clearing Vegetation From Around Bridges.

N. 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.

O. 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 the 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 the subgrade under any of the full depth slab removal areas. A 4 inch lift will be placed on the Crushed Aggregate No. 2s. It will also be used to be used to repair the DGA portion of the shoulders.

E. Remove JPC Pavement. See the Special Note for Full Depth Concrete Pavement Repair. Cement concrete pavement removed in full depth pavement repair areas will be measured in square yards, regardless of thickness.

F. JPC Pavement–10”/24. See the Special Note for Full Depth Concrete Pavement Repair. JPC Pavement-10”/24 will be measured by the square yard installed. No additional payment will be made for any additional concrete required due to a depth beyond 10”.

G. Saw-Clean-Seal Joints. Longitudinal and transverse joints sawed, cleaned, and sealed will be measured in linear feet.

H. Dowel Bar Retrofit. Dowell Bar Retrofit will be paid at the contract unit price per each dowel bar installed.

I. Partial Depth Patching. Partial Depth Patching is measured by the cubic foot according to the Special Note for Partial Depth Concrete Pavement Repair.

J. 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 10"/24.

K. Raised Pavement Markers and Permanent Striping. HD21 permanent paint (6" and 12") is measured per linear foot. Type V Pavement Markers are measured as each installed.

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

M. Seeding and Protection. Estimated quantities have been included for Erosion Control Blanket and Seeding and Protection to be used as approved or requested by the Engineer on any areas disturbed by this project.

N. Tree and Brush Removal. See the Special Note for Clearing Vegetation From Around Bridges.

O. Hauling Guardrail. Hauling Guardrail will not be measured and is incidental to removing guardrail.

V. BASIS OF PAYMENT

No direct payment will be made other than for the bid items listed in this note or the Proposal. 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 the 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 the Special Note for Full Depth Concrete Pavement Repair.

E. JPC Pavement–10"/24. See the Special Note for Full Depth Concrete Pavement Repair. No additional payment will be made for any additional concrete required due to a depth beyond 10".

F. Dowel Bar Retrofit. See the Special Note for Dowel Bar Retrofit.

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

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. This note supersedes Special Note 1N for pavement repairs.

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 Sealant. Conform to Subsection 807.03.01.

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 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
2110	Partial Depth Patching	Cubic Foot

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

December 15, 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 4.5 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 4.5 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. Any repair necessary in the overcut area shall be incidental to the removal of the JPC pavement. 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.

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 plain epoxy coated dowel bars sized in accordance with the Standard Drawings or 1 inch deformed tie 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 PCC Pavement. The Department will not measure any repairs of overcut areas during the removal process and will consider it incidental to Remove PCC 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 Coarse Aggregate. 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 #2's, #3's or #23's.

4. 4 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 them incidental to Non-Reinforced JPC Pavement.

4. 5 JPC Pavement 24/48/72 or Other High Early Strength. 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 them 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 Sections 501 and 502 of the Standard Specifications.

The cylinders will be tested two hours prior the scheduled opening of traffic. The pavement may be opened to traffic with no penalty if the compressive strength of the concrete reaches 3,000 psi. If the pavement must be opened to traffic prior to the compressive strength reaching the required 3,000 psi, the following payment schedule will apply. The deduction table below shall be used in lieu of the "Schedule for Adjusted Payment for Delay of Opening" listed in 502.05 of the Standard Specifications. All other deductions still apply in accordance with Sections 501 and 502 of the Standard Specifications and Kentucky Method 314 for evaluation of concrete cylinder results.

3000 psi and up	100% Unit Bid Price (UBP)
2750 to 3000 psi	75% of UBP and approval from the Engineer to open to traffic*

2500 to 2750 psi	50% of UBP and approval from the Engineer to open to traffic*
2250 to 2500 psi	25% of UBP and approval from the Engineer to open to traffic*
Below 2250 psi	10% of UBP 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.

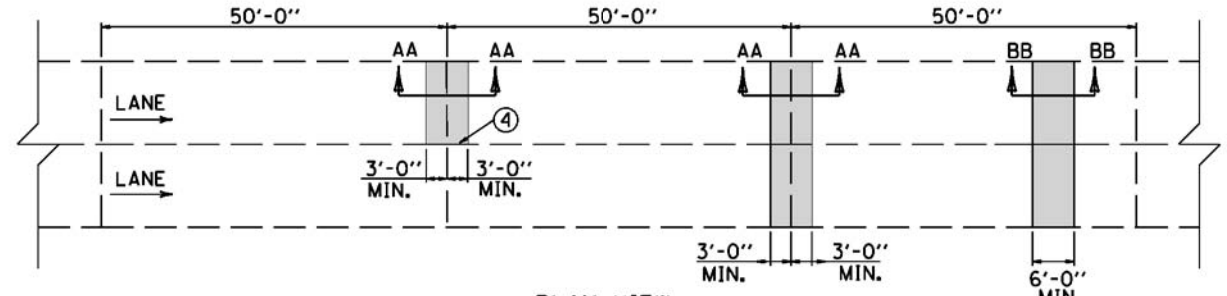
4.6 Underdrains. The Department will measure the quantity according to Subsection 704.04. The Department will not measure lateral drains for payment and will consider them incidental to the Underdrains.

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

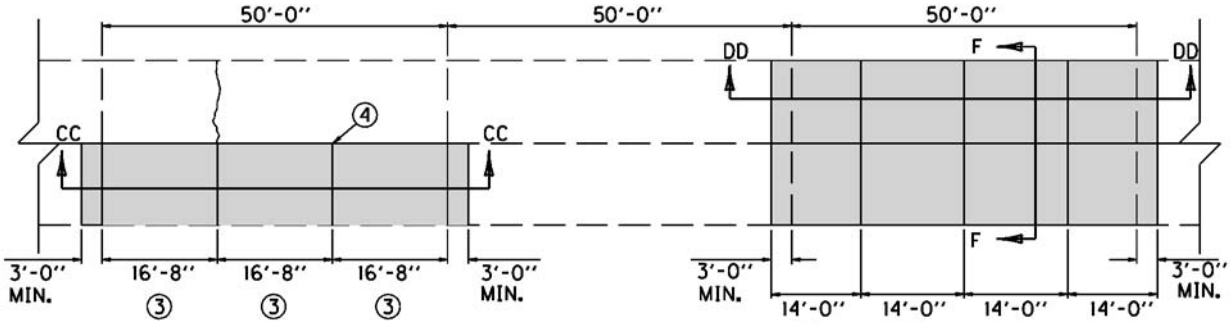
Code	Pay Item	Pay Unit
02058	Remove PCC Pavement	Square Yard
00001	DGA Base	Ton
00003	Crushed Stone Base	Ton
------	Crushed Aggregate, Size	Ton
02069-02071, 02073, 02075, 02084, 02086, 02088	JPC Pavement Non-Reinforced, thickness	See Subsection 501.05
02020-02028	JPC Pavement/24	See Subsection 501.05
02029-02037	JPC Pavement/48	See Subsection 501.05
02038-02046	JPC Pavement/72	See Subsection 501.05
01000	Perforated Pipe, 4-inch	Linear Foot
01010	Non-Perforated Pipe, 4-inch	Linear Foot
01020-01035	Perforated Pipe Headwalls, Type, Size	See Subsection 710.05
02598, 02599	Fabric-Geotextile, Type	Square Yard

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

December 17, 2009

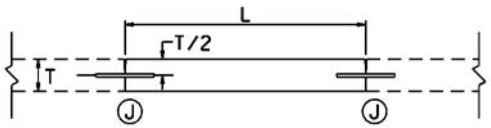


PLAN VIEW

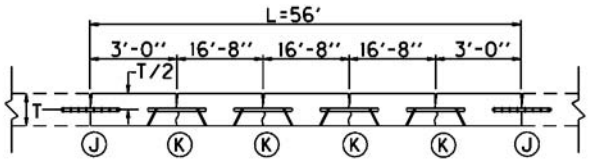


JPC PAVEMENT TO BE REMOVED

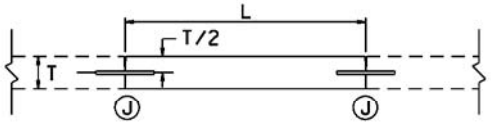
PLAN VIEW



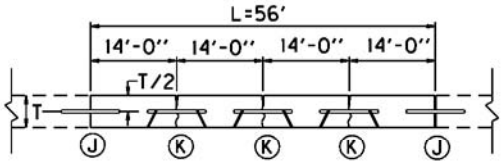
SECTION AA
JOINT REPLACEMENT



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



SECTION BB
MID-SLAB REPLACEMENT



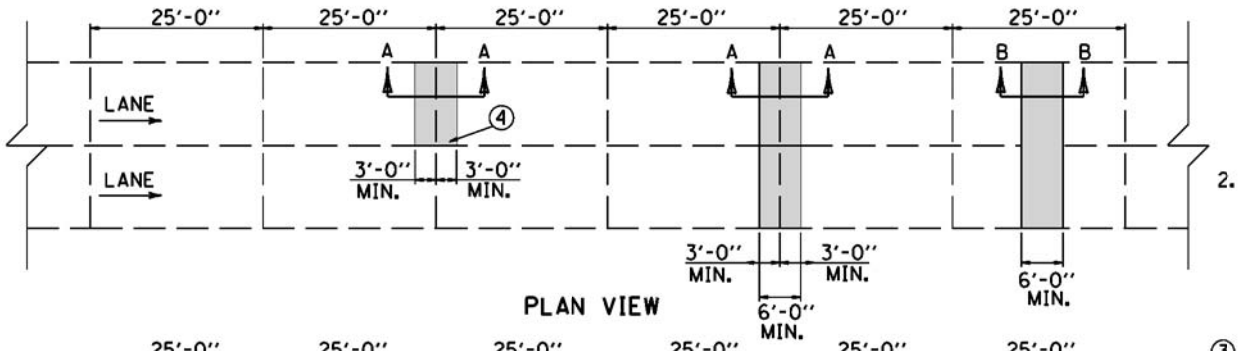
SECTION DD
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)

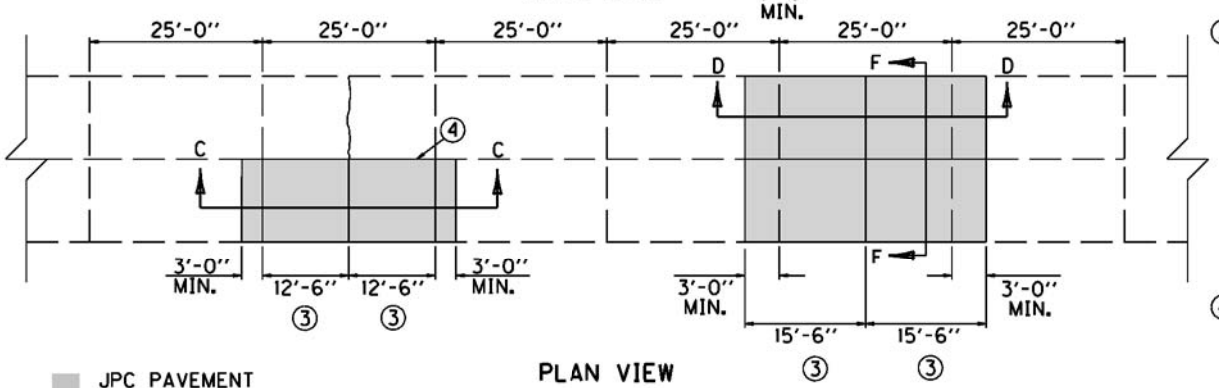
1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM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

KENTUCKY DEPARTMENT OF HIGHWAYS

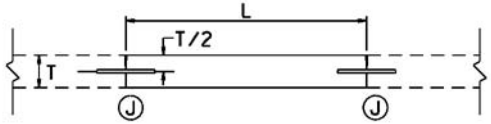
50' JOINT SPACING

SUBMITTED _____ TEBM DIVISION OF DESIGN _____ DATE

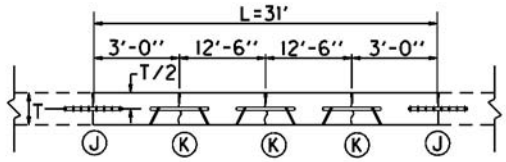




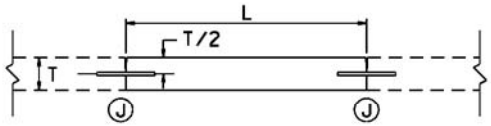
JPC PAVEMENT TO BE REMOVED



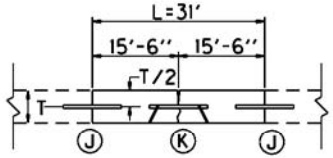
SECTION A
JOINT REPLACEMENT



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



SECTION B
MID-SLAB REPLACEMENT



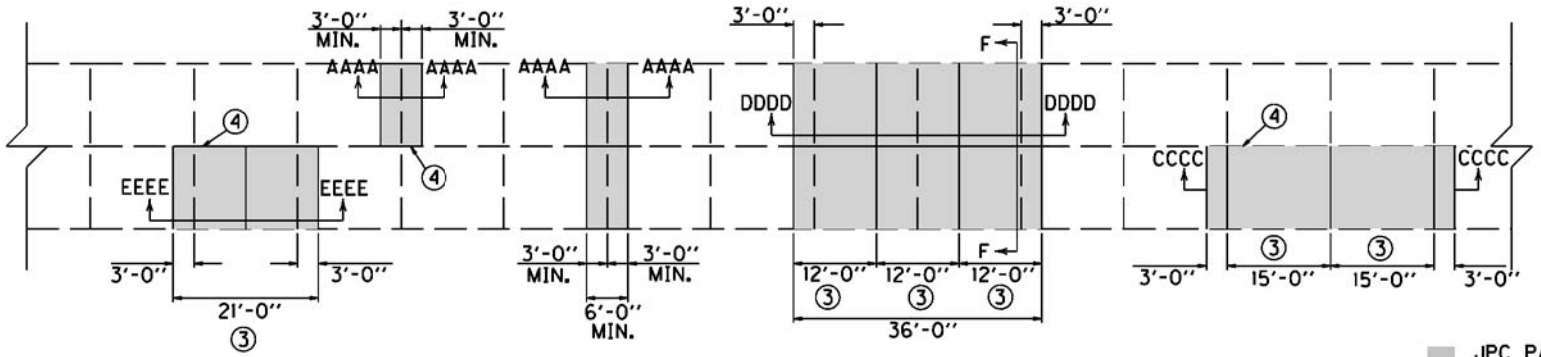
SECTION D
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)

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

KENTUCKY DEPARTMENT OF HIGHWAYS

25' JOINT SPACING

APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE



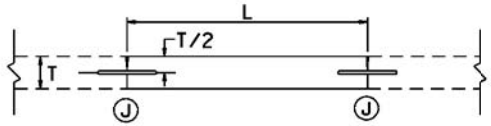
PLAN VIEW

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 (EXCEPT USE TIE BARS FOR SECTION CCCC), 18 INCHES LONG (SEE STANDARD DRAWING NO. RPS-020 FOR DOWEL SIZE) AT LOCATIONS "J". INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) IN THE EXISTING CONCRETE USING EPOXY TYPE IV. INSTALL DOWELS (OR TIE BARS FOR SECTION CCCC) ON 12 INCH CENTERS BEGINNING 12 INCHES FROM THE EDGE OF THE SLAB.

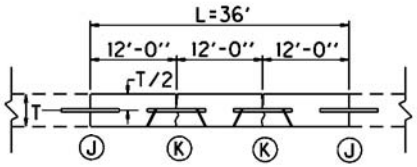
③ IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET 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.

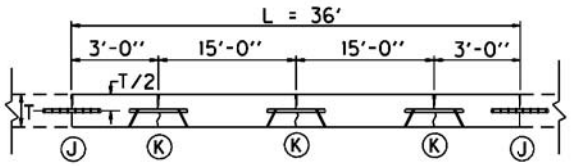
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION CCCC) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



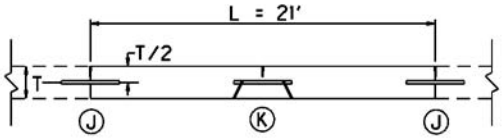
SECTION AAAA
JOINT REPLACEMENT



SECTION DDDD
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)

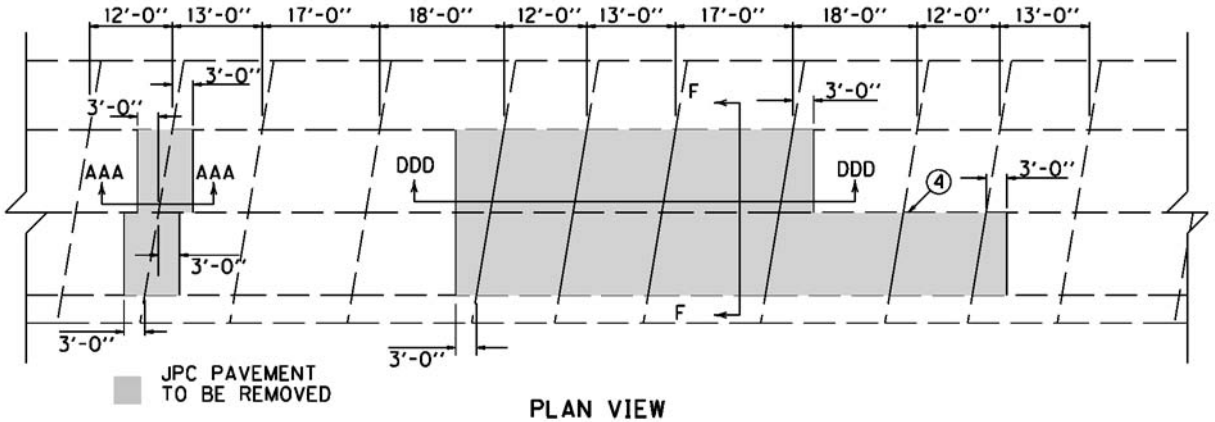


SECTION CCCC
LANE REPLACEMENT WHERE ADJACENT
LANES OR JPC SHOULDERS WILL REMAIN



SECTION EEEE
LANE REPLACEMENT L≤25'

KENTUCKY DEPARTMENT OF HIGHWAYS
15' JOINT SPACING
APPROVED _____ TEBW DIVISION OF DESIGN _____ DATE

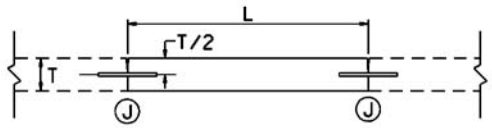


PLAN VIEW

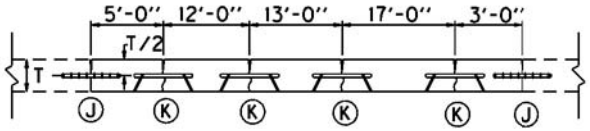
1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM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



SECTION AAA
JOINT REPLACEMENT

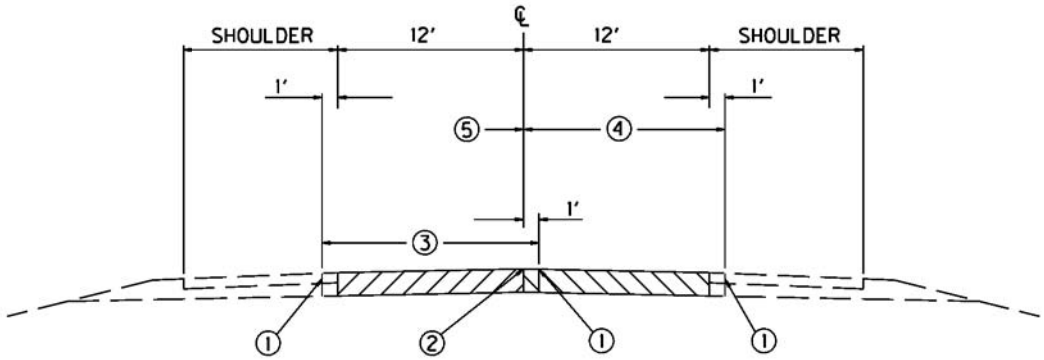


SECTION DDD
LANE REPLACEMENT
(ALWAYS MATCH EXISTING JOINTS)

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. ANY TEMPORARY PAVEMENT IS INCIDENTAL TO JPC PAVEMENT.

6. THE ABOVE DRAWING DEPICTS THE ORDER OF SLAB REMOVAL WHEN BOTH ARE TO BE REMOVED AT THE SAME LOCATION. WHEN ONLY ONE SLAB OR LANE IS TO BE REMOVED, REMOVE AND REPLACE ACCORDING TO SECTION C, CC, OR CCCC. TRAFFIC CONTROL WILL SPECIFY WHICH LANE TO REMOVE FIRST.

KENTUCKY DEPARTMENT OF HIGHWAYS
CROSS SECTION
APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE

SPECIAL NOTE FOR SEALING EXISTING TRANSVERSE AND LONGITUDINAL JOINTS AND RANDOM CRACKS

1. Sealing Existing Transverse and Longitudinal Joints

The contractor shall clean and seal the existing transverse and longitudinal joints where indicated in the plans or proposal or as marked by the Engineer. Old sealant and incompressible material shall be completely removed from the joint to the minimum width and depth of the new reservoir with a diamond saw blade. The removed sealant shall become the property of the Contractor and be removed from the jobsite.

Removal of the old sealant for the entire depth of the joint is not required if the depth of the new reservoir is less than the depth of the existing joint.

Reseal with Hot-Poured Elastic

The existing joint width should not be increased more than 1/8 inch or to the dimensions shown in Standard Drawing RPX-015-03. The hot-poured elastic sealant should be placed in the existing joint to a depth of T/3 or 4", whichever is less.

For all joint reseals, the cracks shall be blown clean with dry, oil-free compressed air immediately prior to sealing. The joints shall be completely dry before the sealing installation may begin. Immediately following air blowing, the sealant material shall be installed in conformance to the manufacturer's recommendations and in accordance with the Standard Drawings and Specifications.

The top surface of the sealant shall be at least ¼-inch below the surface of the pavement and the shape should be in accordance with the standard drawings. All joints should have beveled edges reestablished according to the standard drawing(s) prior to seal replacement.

2. Sealing Existing Concrete Random Cracks

The Contractor shall route, clean and seal existing concrete random cracks where indicated in the plans or proposal or where directed by the Engineer. Cracks smaller than 5/16-inch in width shall be routed to 5/16-inch wide by 1-inch deep prior to placing the sealant. Cracks over 5/16-inch in width shall be cleaned and sealed.

All incompressible material shall be completely removed from the existing random crack to a depth of ¾-inch. Immediately prior to sealing, the cracks shall be blown clean with dry, oil-free compressed air.

The top surface of the sealant shall be at least ¼-inch below the surface of the pavement.

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.

SHOULDER PREPARATION AND RESTORATION

Prior to placing any lane closures that require shifting traffic onto existing shoulders, repair the shoulders, including any DGA portion, 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 and asphalt mixture for leveling and wedging will be paid at the Contract unit bid prices; all other shoulder preparation, maintenance, and restoration shall be incidental to other items of work.

SPECIAL NOTE FOR CLEARING VEGETATION FROM AROUND BRIDGES

This work includes the removal of all trees, brush, and limbs from around three sets of twin I-265 bridges (6 bridges) on the right-of-way of the Department of Highways within the current project limits as shown in the Proposal. This will include 50 feet in each direction around and under the bridges and the median area between the bridges.

Comply with all applicable federal, state, and local laws, ordinances and regulations governing safety. Provide all safeguards needed for employees and equipment. All equipment is to conform to all prevailing Occupational Safety and Health Administration (OSHA) regulations. The use of a Slope Mower (Over/Guardrail Mower) mounted on a tractor or other similar vehicle with an articulated arm attachment to trim brush on this project will not be allowed. Require all operators and other employees to wear safety vests and personal protective equipment that conform to OSHA regulations on the job site at all times.

The Department will not measure the herbicide treatment of cut stumps, nor the cleanup and removal of debris and wood waste, and will consider these items incidental to the Removal of Trees and Brush item of work.

Work on this project is as follows: (1) Cut and remove **all** trees and brush located around and between bridges at **3** locations as designated in the Proposal; (2) Treat all cut stumps to prevent re-sprouting; (3) Cleanup and remove all debris, produced by cutting operation, from the rights-of-ways; (4) Maintain and control traffic; and (5) All other work specified by this contract.

Complete the work in a continuous manner once work has begun. Cut trees and brush as close to the ground as possible, three inches (3”) or less from ground line. Treat all stumps with the herbicide solution, as specified below.

Perform the work under the supervision of an individual who has a minimum of three (3) years experience in trimming and removal of trees and brush. Perform the work in accordance with ANSI A 300-1995, “Tree Care Operations - Tree, Shrub, and Other Woody Plant Maintenance Practices,” and as approved by the Engineer.

Cut and remove all trees and brush around, under, and in between the three sets of twin bridges included in the Proposal. The cut zone shall include an area extending fifty (50) feet from the outside of the outer edge of one bridge to fifty (50) feet outside of the outer edge of the other bridge, encompassing all areas contained therein. The length to be cleared along and parallel to the centerline will be as shown in the “Tree and Brush Removal Summary” included in the Proposal. If the right-of-way is less than fifty (50) feet in width, work is to remain within the right-of-way boundary. All equipment shall be excluded from waterways at all times.

Remove all debris and biomass from the removal of trees and brush from the work site and dispose of such debris off the right-of-way in accordance with local, state, and federal solid

waste laws and regulations. Cleanup and remove all existing down trees and brush located within the designated areas.

Keep the work zone free of accumulated waste material and debris at all times. Remove and dispose of all tree and brush chips off the rights-of-way. Remove and dispose of all debris and waste material off the rights-of-way as work is completed and at the end of each workday. Remove desirable wood pieces from the rights-of-way at the end of each workday. Stockpile trees and brush off the rights-of-way.

Perform stump treatment of all cut stumps as **incidental** to the tree and brush removal item. Apply a stump treatment mix consisting of twenty percent (20%) Garlon 4 Ultra (EPA Reg. No. 62719-527); three percent (3%) Stalker (EPA Reg. No. 241-398); and seventy-seven percent (77%) Basal Oil (100% aliphatic hydrocarbon oils, surfactants, and emulsifiers), or equal. Generic formulations are not acceptable. Mix the herbicide solution in the presence of the Engineer. Include a color indicator in the herbicide solution to mark the treated stumps. **Spray or paint the herbicide solution onto all cut stumps within one hour after cutting.** Apply the herbicide solution in a manner to avoid drift onto surrounding vegetative ground cover.

Provide herbicide material for the treatment of cut stumps meeting the following criteria:

Garlon 4 Ultra
Active ingredient: **(Triclopyr)**

3,5,6- trichloro-2-pyridinyloxyacetic, butoxyethyl ester	60.45%
Inert ingredients	39.55%
Total …….	100.0%

Acid equivalent: triclopyr – 43.46% - 4 lb/gal
EPA Reg. No. 62719-527

Stalker
Active ingredient: **(Imazapyr)**

Isopropylamine salt of Imazapyr 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazol-2-yl]-3-pyridinecarboxylic acid)*	27.6%
Inert ingredients	72.4%
Total	100%

*Equivalent to 22.6 percent 2-[4,5-dihydro-4-methyl-4-(1methylethyl)-5oxo-1H-imidazolyl]-3-pyridinecarboxylic acid or 2 pounds per gallon.

EPA Reg. No. 241-398

Basal Oil

Aliphatic hydrocarbon oils, surfactants, and selected emulsifiers ……..……. 100%

Provide individuals to apply pesticides to Kentucky Highway Rights-of-Ways who are certified as Pesticide Applicators under Category 6 guidelines. Comply with all current laws and regulations established by the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and by KRS 217B that regulate the handling, use, and application of pesticides.

If required, maintain and control traffic for a lane closure on a multi-lane divided highway facility for tree, brush, and limb removal by establishing a Work Zone in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) (Current Edition), and in accordance with the Kentucky Department of Highways Standard Drawings (Current Edition). Utilize the appropriate standard drawings for any maintain and control traffic case scenarios that may occur during the performance of Tree and Brush Removal Operations.

The Maintain and Control Traffic items of work will be performed as **incidental** to the Tree and Brush Removal items of work.

SPECIAL NOTE FOR DOWEL BAR RETROFIT

I. DESCRIPTION

The work consists of installing epoxy coated 1-1/2 inch diameter by 18 inch long plain round dowel bars into existing concrete pavement. The existing Portland cement concrete pavement shall be removed and the dowel bars shall be retrofit across the pavement joints or cracks.

II. MATERIALS

Dowel bars shall meet the requirements of Section 811 of the Standard Specifications. All surfaces of the dowel bars shall be epoxy coated, including the ends of the bars.

The dowel bars shall be further coated, prior to installation, with a bond breaking compound. The bond breaking coating shall be one of the approved products on the Cabinet's Approved Products list.

The dowel bars shall have tight fitting end caps made of nonmetallic material that allows for 1/4 inch bar movement at each end of the bar. The Contractor shall submit an end cap sample to the Engineer for approval prior to installation.

Chair devices for supporting and holding the dowel bar in place shall be completely epoxy coated or made of nonmetallic material. The Contractor shall submit a chair sample to the Engineer for approval prior to installation.

The foam core board filler material shall be a 3/8 inch thick (minimum), closed cell foam faced with poster board material or plastic faced material on each side. This material is commonly referred to as Foam Core Board by Office Suppliers or a dense closed cell foam insulation material faced with plastic or foil. The Contractor shall submit a sample to the Engineer for approval prior to installation.

The concrete pavement that is removed to install the dowel bars shall be replaced with patching material consisting of a prepackaged mortar extended with aggregate and conforming to the following requirements:

Patching Mortar	ASTM Method	Specification
Compressive Strength		
at 3 hours	C 39	Minimum 3,000 psi
at 24 hours	C 39	Minimum 5,000 psi
Length Change		
at 28 days	C 157 (As mod. by C928)	0.15 percent maximum
Total Chloride Ion Content	C 1218	1 lb/yd^3 maximum
Bond Strength		
at 24 hours	C 882 (As modified by C 928, Section 8.5)	Minimum 1,000 psi
Scaling Resistance (at 25 cycles of freezing and	C 672 (As modified by C 928, Section 8.4)	1 lb/ft^2 maximum

thawing)		

Patching Mortar Extended with Aggregate	ASTM Method	Specification
Compressive Strength		
at 3 hours	C 39	Minimum 3,000 psi
at 24 hours	C 39	Minimum 5,000 psi
Length Change		
at 28 days	C 157 (As mod. by C928)	0.15 percent maximum
Bond Strength		
at 24 hours	C 882 (As modified by C 928, Section 8.5)	Minimum 1,000 psi
Scaling Resistance (at 25 cycles of freezing and thawing)	C 672 (As mod. by C 928)	2 Maximum Visual Rating
Freeze Thaw	C 666 (Method A or B)	Maximum expansion 0.10% Minimum durability 90.0%

Prepackaged mortar that has not been extended with aggregate may be extended up to 100% (defined as 10 lbs. of aggregate to 10 lbs. of patching material), if allowed, and recommended by the manufacture. The aggregate extender shall be freeze thaw approved and meet the requirements of Section 805 of the Standard Specifications and be Gradation-Size No. 8.

The Contractor shall verify the results of the suppliers mix design prior to beginning work. If the suppliers mix design is not satisfactory, the Contractors shall provide the Department with a mix design that meets the requirement prior to the beginning of work. This mix design shall be performed with the materials that will be used on the project.

III. CONSTRUCTION REQUIREMENTS

The Contractor shall install the dowel bars in the existing Portland cement concrete pavement as shown in the plans and according to the following requirements:

A. Saw cut the pavement to place the center of the dowel bar at mid-depth in the pavement. Multiple saw cuts parallel to the centerline may be required to properly remove the material from the slot. The saw cuts shall not extend beyond the dimensions of the slot shown. The saw cuts for the six slots at each transverse joint or crack shall be made such that the dowel bars are placed within the following tolerances:

1. Centerline of individual dowel bars shall be parallel to the top of pavement, parallel to the other dowel bars, and parallel to the roadway centerline within ±1/4 inch in 18 inches.

2. Centerline of the individual dowel bars shall be ± 1-inch of the middle of the concrete slab depth.

3. Centerline of individual dowel bars shall be ± 1-inch of being centered over the transverse joint or crack.

B. Any jackhammers used to break loose the concrete shall not be larger than the 30-pound class. If the pavement is damaged by the 30-pound jackhammer, the Engineer will require the Contractor to use a 15-pound hammer.

C. All exposed surfaces and cracks in the slot shall be sand blasted and cleaned prior to bar installation.

D. The joint/crack on the bottom and the sides of the slot shall be filled with commercial grade silicone caulk containing a minimum of 50 percent silicone.

E. The dowel bars shall be lightly coated with the bond breaking compound prior to placement. The bar chairs shall provide a minimum 1/2 inch clearance between the bottom of the dowel bar and the bottom of the slot and chair. The dowel bars shall be placed to the depth shown on the plans, parallel to centerline and the top of the roadway surface, and at the middle of the slot, all within the specified tolerances. The chairs shall hold the dowel bar securely in place during placement of the patching mix.

1. Longitudinal dowel bar placement for skewed joints or cracks shall be within ±2 inches.

2. Longitudinal dowel bar placement for perpendicular joints shall be within ±1 inch.

F. The 3/8 inch thick foam core board shall be placed at the middle of the dowel bar to maintain the transverse contraction joint. The foam core board shall fit tightly around the dowel bar and to the bottom and edges of the slot. The width of the foam board in its final position shall be 1/16 inch wider than the slot to minimize movement of the foam board and prevent incompressible material from entering the contraction joint during concrete placement. The top of the foam core board shall be flush with the top surface of the concrete pavement.

The Contractor may need to increase the width of the foam core board for pavements with skewed joints. The skew angle may vary for different pavement sections.

G. The Contractor shall fill the slot (with the installed dowel bar, chairs, and foam core board in place) with an approved patching material. The patching material shall be vibrated with a 1.0-inch or less hand held vibrator capable of thoroughly consolidating the patching compound into the slot and around the dowel bar. The top surface of the filled slot shall be trowel finished and cured according to Section 501.03.15. For projects that include diamond grinding the patching material shall be left 1/8-inch to ¼-inch high and not finished flush with the existing surface. The curing compound shall meet the requirements of Section 823.

The patching material will be tested by the Engineer once for each 4 hours of production or a minimum of once per day, whichever is more frequent. The patching material shall have a minimum compressive strength of 3,000 psi in 3 hours.

Department compression testing may be performed up to 24 hours after the cylinders are made. If the compressive strengths are not being met, production shall cease and the Contractor shall resubmit a concrete mix design correcting the strength problems. Price adjustments according to KM 314 will be made based on the compressive cylinders for low concrete strength when the concrete fails to meet minimum strength of 3,000 psi within the 24 hour testing period.

The retrofitted pavement can be opened to traffic as soon as the compressive cylinders verify that the backfill material has reached a minimum compressive strength of 3,000 psi or as indicated in the adjusted opening to traffic payment schedule in Section 4.4 of the *Special Note for Full Depth Concrete Pavement Repair*. The compressive strength should be based on cylinders representative of the last repair material placed.

H. The transverse contraction joints shall be sawed and sealed as required in the plans.

I. Any individual dowel bar retrofit not functioning or damaged shall be repaired or replaced at the expense of the Contractor.

IV. METHOD OF MEASUREMENT

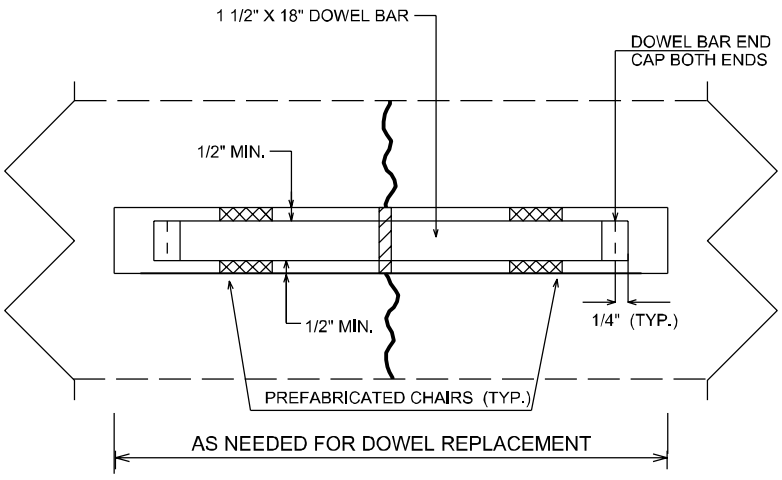
Dowel Bar Retrofit will be measured by each dowel bar installed and accepted.

V. BASIS OF PAYMENT

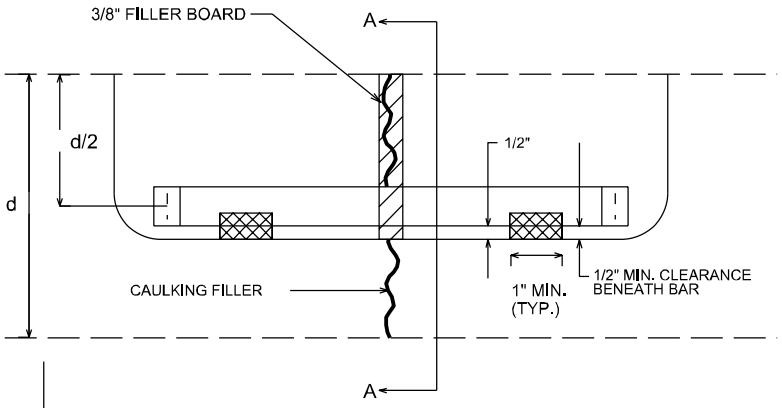
Dowel Bar Retrofit will be paid at the contract unit price per each dowel bar. Payment shall be full compensation for equipment, materials, labor, and all incidentals required.

Item Code	Description	Unit
20750ND	Dowel Bar Retrofit	Each

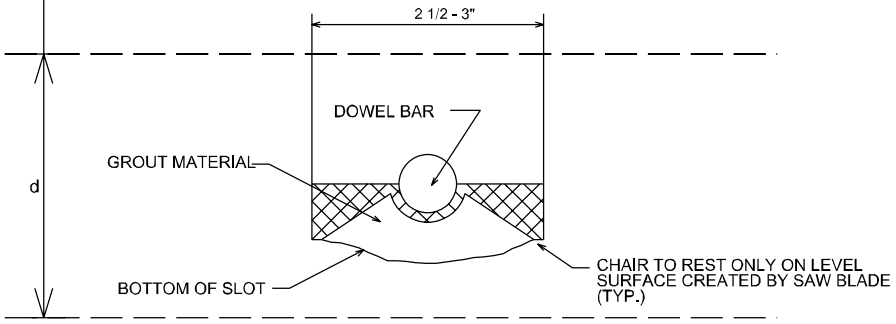
*** * * * ***



PLAN



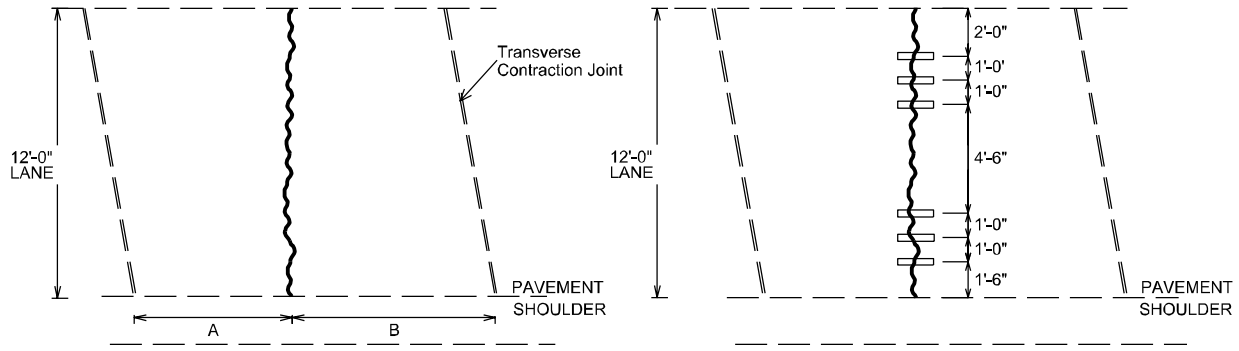
ELEVATION



SECTION A-A

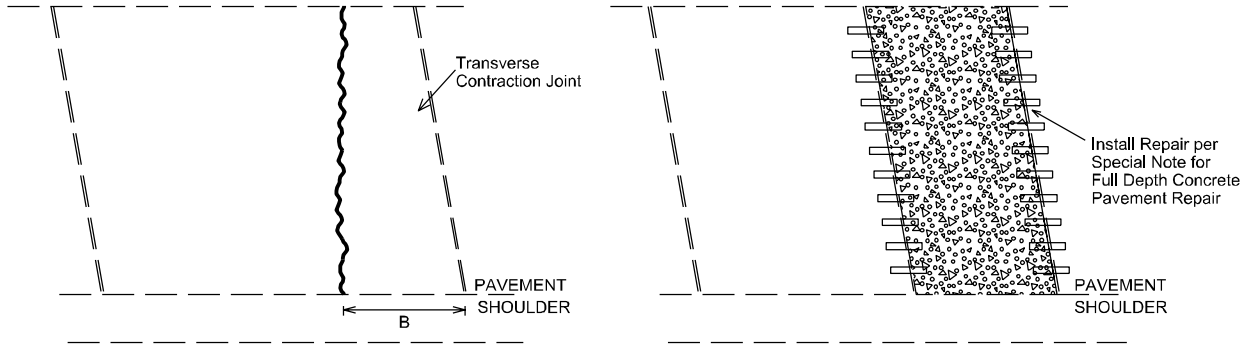
NOT TO SCALE

DOWEL BAR PLACEMENT



(a) Existing (b) Solution

Figure 1. Mid panel transverse crack (A and B greater than three feet).



(a) Existing (b) Solution

Figure 2. Existing transverse crack (B < three feet).

1. See Project Plans for existing thickness, d, and the lanes to be retrofitted.

2. The details shown on this plan for dowel retrofit also apply to existing concrete pavement constructed with transverse joints at right angles to longitudinal pavement jobs.

3. Seal existing transverse joint or crack at bottom and sides of the dowel bar slot with caulking filler prior to placing dowel bar and foam core insert.

4. The top of the foam core insert is to match the top of the exising pavement surface initially. The upper portion of insert will be removed during shaping of the sealant reservoir.

NOT TO SCALE

Special Note for 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 in May 2009. Profile data was evaluated to determine projected IRI values after a single grinding and multiple grinding passes. 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.

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.

I-265 MP (18.8-23.364)
Initial and Estimated Grinding IRI Values

Lane	Begin MP	End MP	Initial IRI (in/mi)	1 Grinding (in/mi)	2 Grindings (in/mi)	
SB/WB 1	23.364	23.264	226.37	162.27	135.56	
SB/WB 1	23.264	23.164	217.24	154.45	135.17	
SB/WB 1	23.164	23.064	186.08	111.38	87.46	
SB/WB 1	23.064	22.964	194.12	128.35	98.43	
SB/WB 1	22.964	22.864	128.7	78.77	60.32	
SB/WB 1	22.864	22.764	150.22	98.16	80.73	
SB/WB 1	22.764	22.664	161.79	105.54	83.08	
SB/WB 1	22.664	22.564	153.63	93.5	71.65	
SB/WB 1	22.564	22.464	187.46	115.46	92.66	
SB/WB 1	22.464	22.364	146.84	94.15	72.54	
SB/WB 1	22.364	22.264	121.21	76.71	59.47	
SB/WB 1	22.264	22.164	130.55	86.45	67.8	
SB/WB 1	22.164	22.064	144.85	90.35	69.2	
SB/WB 1	22.064	21.964	153.09	102.28	79.81	
SB/WB 1	21.964	21.864	196.61	130.76	102.1	
SB/WB 1	21.864	21.764	163.64	110.27	96.77	
SB/WB 1	21.764	21.664	139.66	88.03	64.85	
SB/WB 1	21.664	21.564	135.68	93.92	82.21	
SB/WB 1	21.564	21.464	107.9	67.68	54.07	
SB/WB 1	21.464	21.364	114.7	73.96	60.06	
SB/WB 1	21.364	21.264	117.23	72.26	55.76	
SB/WB 1	21.264	21.164	115.06	65.89	51.77	
SB/WB 1	21.164	21.064	113.97	62.18	45.77	
SB/WB 1	21.064	20.964	122.31	74.24	55.29	
SB/WB 1	20.964	20.864	133.8	78.96	58.94	
SB/WB 1	20.864	20.764	111.57	61.13	47.67	
SB/WB 1	20.764	20.664	111.89	64.43	48.08	
SB/WB 1	20.664	20.564	118.78	73.16	57.69	
SB/WB 1	20.564	20.464	124.31	74.44	58.43	
SB/WB 1	20.464	20.364	146.48	85.33	63.13	
SB/WB 1	20.364	20.264	148.07	91.03	74	
SB/WB 1	20.264	20.164	140.82	79.17	60.33	
SB/WB 1	20.164	20.064	200.89	141.56	118.88	
SB/WB 1	20.064	19.964	158.82	106.53	90.43	
SB/WB 1	19.964	19.864	139.93	95.16	77.02	
SB/WB 1	19.864	19.764	111.24	69.89	52.17	
SB/WB 1	19.764	19.664	122.14	81.53	61.91	
SB/WB 1	19.664	19.564	133.74	81.13	60.61	
SB/WB 1	19.564	19.464	151.92	95.43	75.49	
SB/WB 1	19.464	19.364	128.52	80.07	64.35	
SB/WB 1	19.364	19.264	136.96	87.54	66.58	
SB/WB 1	19.264	19.164	161	100.42	74.82	
SB/WB 1	19.164	19.064	132.43	89.12	67.73	
SB/WB 1	19.064	18.964	126.24	78.12	60.74	
SB/WB 1	18.964	18.864	161	103.49	81.05	
SB/WB 1	18.864	18.8	174.01	109.37	94.2	

I-265 MP (18.8-23.364)
Initial and Estimated Grinding IRI Values

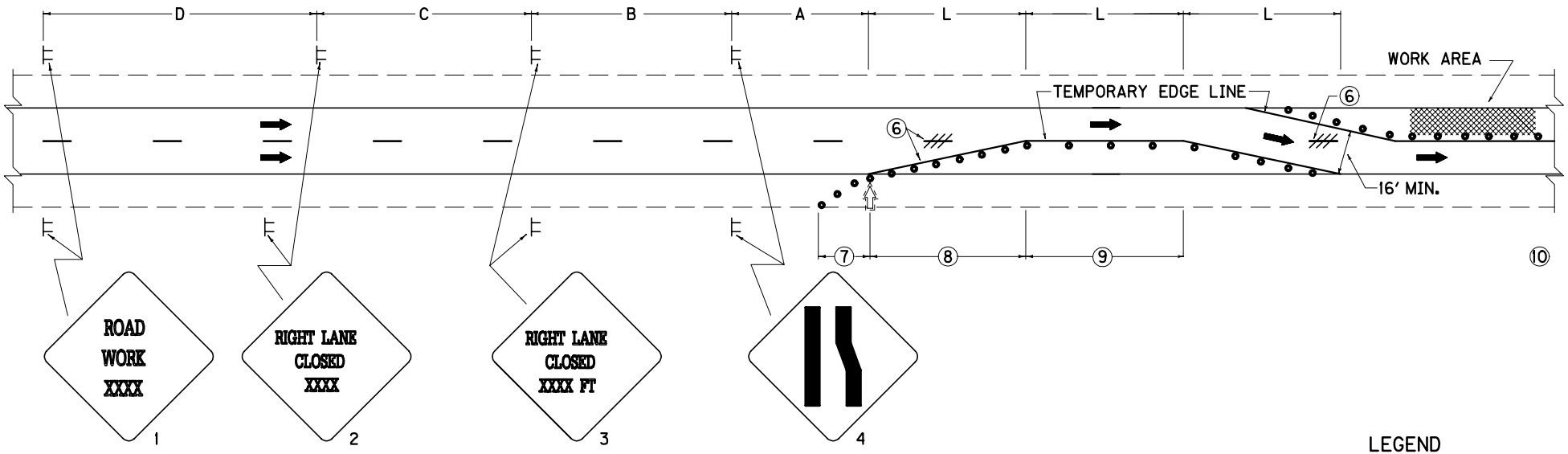
Lane	Begin MP	End MP	Initial IRI (in/mi)	1 Grinding (in/mi)	2 Grindings (in/mi)	
SB/WB 2	23.364	23.264	101.06	61.63	46.86	
SB/WB 2	23.264	23.164	91.83	54.38	41.79	
SB/WB 2	23.164	23.064	106.86	71.05	54.59	
SB/WB 2	23.064	22.964	100.03	61.58	46.84	
SB/WB 2	22.964	22.864	99.94	58.35	45.1	
SB/WB 2	22.864	22.764	103.38	63.66	46.85	
SB/WB 2	22.764	22.664	117.04	71.62	56.35	
SB/WB 2	22.664	22.564	101.37	64.52	49.64	
SB/WB 2	22.564	22.464	133.74	76.37	56.68	
SB/WB 2	22.464	22.364	114.75	69.33	50.53	
SB/WB 2	22.364	22.264	124.64	78.14	62.42	
SB/WB 2	22.264	22.164	115.04	75.39	59.72	
SB/WB 2	22.164	22.064	93.23	55.94	42.99	
SB/WB 2	22.064	21.964	95.24	60.49	48.33	
SB/WB 2	21.964	21.864	124.9	71.09	52.05	
SB/WB 2	21.864	21.764	103.02	61.42	51.7	
SB/WB 2	21.764	21.664	129.76	82.11	65.26	
SB/WB 2	21.664	21.564	130.86	82	62.44	
SB/WB 2	21.564	21.464	129.25	83.8	66.23	
SB/WB 2	21.464	21.364	118.38	75.37	60.45	
SB/WB 2	21.364	21.264	110.92	71.91	58.81	
SB/WB 2	21.264	21.164	120.44	73.29	59.86	
SB/WB 2	21.164	21.064	130.12	76.65	59.62	
SB/WB 2	21.064	20.964	153.37	98.12	76.5	
SB/WB 2	20.964	20.864	143.58	86.66	65.65	
SB/WB 2	20.864	20.764	148.12	82.48	63.54	
SB/WB 2	20.764	20.664	139.11	89.44	69.08	
SB/WB 2	20.664	20.564	110.22	69.8	54.42	
SB/WB 2	20.564	20.464	114.64	73.19	57.01	
SB/WB 2	20.464	20.364	106.66	65.03	53.95	
SB/WB 2	20.364	20.264	119.94	77.78	60.74	
SB/WB 2	20.264	20.164	105.19	69.6	55.12	
SB/WB 2	20.164	20.064	128.03	75.37	57.16	
SB/WB 2	20.064	19.964	110.1	71.3	57.6	
SB/WB 2	19.964	19.864	115.93	68.33	51.55	
SB/WB 2	19.864	19.764	136.89	90.22	70.91	
SB/WB 2	19.764	19.664	120.35	78.77	62.35	
SB/WB 2	19.664	19.564	117.82	70.67	52.6	
SB/WB 2	19.564	19.464	111.42	74.61	64.39	
SB/WB 2	19.464	19.364	142.7	86.37	69.2	
SB/WB 2	19.364	19.264	104.13	63.35	49.18	
SB/WB 2	19.264	19.164	89.28	53.59	42.81	
SB/WB 2	19.164	19.064	83.45	48.6	36.43	
SB/WB 2	19.064	18.964	80.74	52.57	42.51	
SB/WB 2	18.964	18.864	86.02	54.72	41.78	
SB/WB 2	18.864	18.8	84.34	50.93	37.61	

I-265 MP (18.8-23.364)
Initial and Estimated Grinding IRI Values

Lane	Begin MP	End MP	Initial IRI (in/mi)	1 Grinding (in/mi)	2 Grindings (in/mi)	
NB/EB 1	18.8	18.9	175.04	110.32	89.49	
NB/EB 1	18.9	19	160.67	99.81	76.34	
NB/EB 1	19	19.1	161.13	90.59	70.82	
NB/EB 1	19.1	19.2	144.7	86.9	70.35	
NB/EB 1	19.2	19.3	171.95	111.39	84.63	
NB/EB 1	19.3	19.4	154.37	92.41	67.63	
NB/EB 1	19.4	19.5	173.36	101.81	79.19	
NB/EB 1	19.5	19.6	138.02	83.86	65.9	
NB/EB 1	19.6	19.7	168.76	107.34	89.29	
NB/EB 1	19.7	19.8	179.75	116.46	88.69	
NB/EB 1	19.8	19.9	187.62	109.71	81.57	
NB/EB 1	19.9	20	162.88	102.14	81.63	
NB/EB 1	20	20.1	174.71	100.39	80.87	
NB/EB 1	20.1	20.2	174.95	112.55	93.87	
NB/EB 1	20.2	20.3	116.45	75.16	59.01	
NB/EB 1	20.3	20.4	121.15	76.6	56.97	
NB/EB 1	20.4	20.5	113.02	67.73	52.04	
NB/EB 1	20.5	20.6	100.65	64.91	50.41	
NB/EB 1	20.6	20.7	99.46	72.8	63.59	
NB/EB 1	20.7	20.8	118.18	80.06	66.37	
NB/EB 1	20.8	20.9	129.37	85.22	65.74	
NB/EB 1	20.9	21	123.97	76.65	61.94	
NB/EB 1	21	21.1	113.73	71.53	56.25	
NB/EB 1	21.1	21.2	125.83	86.87	68.05	
NB/EB 1	21.2	21.3	128.61	78.98	62.57	
NB/EB 1	21.3	21.4	126.49	80.11	65.03	
NB/EB 1	21.4	21.5	141.64	89.43	67.46	
NB/EB 1	21.5	21.6	167.58	108.59	88.01	
NB/EB 1	21.6	21.7	123.44	75.99	62.05	
NB/EB 1	21.7	21.8	148.04	91.65	72.62	
NB/EB 1	21.8	21.9	117.01	81.11	64.02	
NB/EB 1	21.9	22	115.75	84.14	70.26	
NB/EB 1	22	22.1	102.03	55.72	44.16	
NB/EB 1	22.1	22.2	113.42	76.98	61.06	
NB/EB 1	22.2	22.3	127.91	75.09	58.03	
NB/EB 1	22.3	22.4	147.95	88.57	66.14	
NB/EB 1	22.4	22.5	133.05	84.43	66.62	
NB/EB 1	22.5	22.6	127.29	75.23	58.4	
NB/EB 1	22.6	22.7	142.4	95.59	75.82	
NB/EB 1	22.7	22.8	126.17	80.09	60.78	
NB/EB 1	22.8	22.9	138.71	85.83	64.72	
NB/EB 1	22.9	23	148.29	86.35	67.95	
NB/EB 1	23	23.1	164.23	104.17	81.21	
NB/EB 1	23.1	23.2	223.34	132.16	104.59	
NB/EB 1	23.2	23.3	193.14	134.03	109.28	
NB/EB 1	23.3	23.394	244.38	147.72	120.44	

I-265 MP (18.8-23.364)
Initial and Estimated Grinding IRI Values

Lane	Begin MP	End MP	Initial IRI (in/mi)	1 Grinding (in/mi)	2 Grindings (in/mi)	
NB/EB 2	18.8	18.9	162.44	107.13	87.67	
NB/EB 2	18.9	19	158.15	87.84	64.4	
NB/EB 2	19	19.1	142.41	82.1	64.92	
NB/EB 2	19.1	19.2	115.92	69.48	56.59	
NB/EB 2	19.2	19.3	130.94	78.3	59.31	
NB/EB 2	19.3	19.4	139.58	87.57	66.95	
NB/EB 2	19.4	19.5	158.76	96.13	74.58	
NB/EB 2	19.5	19.6	131.4	75.69	58.12	
NB/EB 2	19.6	19.7	190.94	113.88	86.9	
NB/EB 2	19.7	19.8	162.54	102.92	83.23	
NB/EB 2	19.8	19.9	155.5	86.61	63.84	
NB/EB 2	19.9	20	153.94	88.93	66.97	
NB/EB 2	20	20.1	170.68	97.31	68.68	
NB/EB 2	20.1	20.2	175.8	112.49	92.46	
NB/EB 2	20.2	20.3	137.22	77.75	60.61	
NB/EB 2	20.3	20.4	140.01	88.7	70.28	
NB/EB 2	20.4	20.5	117.61	75.37	59.15	
NB/EB 2	20.5	20.6	121.85	73.12	54.53	
NB/EB 2	20.6	20.7	111.09	66.54	51.45	
NB/EB 2	20.7	20.8	119.95	74.28	59.97	
NB/EB 2	20.8	20.9	125.31	74.24	57.31	
NB/EB 2	20.9	21	130.33	81.65	63.69	
NB/EB 2	21	21.1	133.2	83.16	65.34	
NB/EB 2	21.1	21.2	140.87	79.98	57.74	
NB/EB 2	21.2	21.3	122.07	74.65	60.55	
NB/EB 2	21.3	21.4	136.05	87.39	69.01	
NB/EB 2	21.4	21.5	153.57	96.09	71.67	
NB/EB 2	21.5	21.6	162.76	95.96	74.62	
NB/EB 2	21.6	21.7	106.52	65.42	49.65	
NB/EB 2	21.7	21.8	126.12	78.36	62.89	
NB/EB 2	21.8	21.9	115.49	61.82	44.55	
NB/EB 2	21.9	22	104.91	66.06	54.11	
NB/EB 2	22	22.1	85.81	51.41	40.12	
NB/EB 2	22.1	22.2	104.85	62.81	49.51	
NB/EB 2	22.2	22.3	110.13	63.64	47.23	
NB/EB 2	22.3	22.4	105.62	62.9	45.87	
NB/EB 2	22.4	22.5	126.15	76.31	57.34	
NB/EB 2	22.5	22.6	126.33	68.97	51.5	
NB/EB 2	22.6	22.7	130.95	76.65	58.79	
NB/EB 2	22.7	22.8	107.71	63.56	47.42	
NB/EB 2	22.8	22.9	126.26	79.26	59.25	
NB/EB 2	22.9	23	112.94	63.78	46.52	
NB/EB 2	23	23.1	133.34	83.49	66.53	
NB/EB 2	23.1	23.2	162.21	112.91	92.07	
NB/EB 2	23.2	23.3	118.76	78.43	63.78	
NB/EB 2	23.3	23.394	163.33	106.68	95.6	



LEGEND

- ARROW PANEL
- SIGN
- CHANNELIZING DEVICES
  - CONES
  - DRUMS
  - TYPE II BARRICADES
  - TUBULAR MARKERS

1. IF MEDIAN IS NOT WIDE ENOUGH TO MAINTAIN LATERAL CLEARANCES SHOWN ON TSC-260, SIGNS 1 THRU 5 SHALL NOT BE DUAL MOUNTED.
2. THE SIZE OF SIGNS 1 THRU 4 SHALL BE 48" X 48" IF THE NORMAL POSTED SPEED LIMIT IS 45 MPH OR GREATER. OTHERWISE, 36" X 36" SIGNS MAY BE USED.
3. AN ARROW PANEL SHALL BE REQUIRED WHEN THE NORMAL POSTED SPEED LIMIT IS 45 MPH OR GREATER. IT SHALL BE LOCATED ON THE SHOULDER AT THE BEGINNING OF THE MERGING TAPER OR LOCATED IN THE CLOSED LANE WHEN THE SHOULDER IS NARROW.
4. ALL VEHICLES, EQUIPMENT, WORKERS, AND THEIR ACTIVITIES SHALL BE RESTRICTED TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

⑥ IF DURATION OF LANE CLOSURE EXCEEDS THREE DAYS, TEMPORARY EDGE LINE SHALL BE REQUIRED AND SKIP LINES SHALL BE OBLITERATED BY APPROVED METHOD THRU LENGTH OF TAPER. OTHER CONFLICTING PAVEMENT MARKINGS SHALL BE OBLITERATED.

⑦ IF AN ARROW PANEL IS INSTALLED ON THE SHOULDER, A SHOULDER TAPER SHALL BE REQUIRED. TAPER LENGTH SHALL BE 0.33 L. SPACING OF CHANNELIZING DEVICES THRU THE SHOULDER TAPER SHALL NOT EXCEED A DISTANCE EQUAL TO THE NORMAL POSTED SPEED LIMIT.

⑧ DRUMS OR TYPE II BARRICADES SHALL BE USED TO CHANNELIZE THE MERGING TAPER IF DURATION OF CLOSURE EXCEEDS 12 HOURS. OTHERWISE, CONES OR TUBULAR MARKERS MAY BE USED. SPACING OF CHANNELIZING DEVICES THRU THE MERGING TAPER SHALL NOT EXCEED A DISTANCE EQUAL TO THE NORMAL POSTED SPEED LIMIT.

⑨ DRUMS OR TYPE II BARRICADES SHALL BE USED TO CHANNELIZE THE BUFFER SPACE AND WORK AREA IF DURATION OF CLOSURE EXCEEDS THREE DAYS. OTHERWISE, CONES OR TUBULAR MARKERS MAY BE USED. SPACING OF CHANNELIZING DEVICES THRU THE ACTIVITY AREA SHALL NOT EXCEED A DISTANCE EQUAL TO TWO TIMES THE NORMAL POSTED SPEED LIMIT.

⑩ SEE STANDARD DRAWING TTC-115 FOR DOWNSTREAM TAPER LENGTH AND "END ROAD WORK" SIGN LOCATIONS.

APPLICATION

THIS DRAWING APPLIES TO LANE CLOSURES OF THE LEFT LANE. IF TEMPORARY TRAFFIC BARRIER IS USED, REFER TO CURRENT STANDARD DRAWING TTC-120.

SIGNING AND SPACING TABLE					
ROAD TYPE	A	B	C	D	L
EXPRESSWAY/ FREEWAY	1000′	500′	1100′	2600′	900′
RURAL/URBAN SP. LT. ≥ 45 MPH*	500′	500′	500′	1100′	660′
URBAN SP. LT. ≤ 40 MPH*	250′	250′	500′	500′	440′

*NOTE: USE NORMAL POSTED SPEED LIMIT

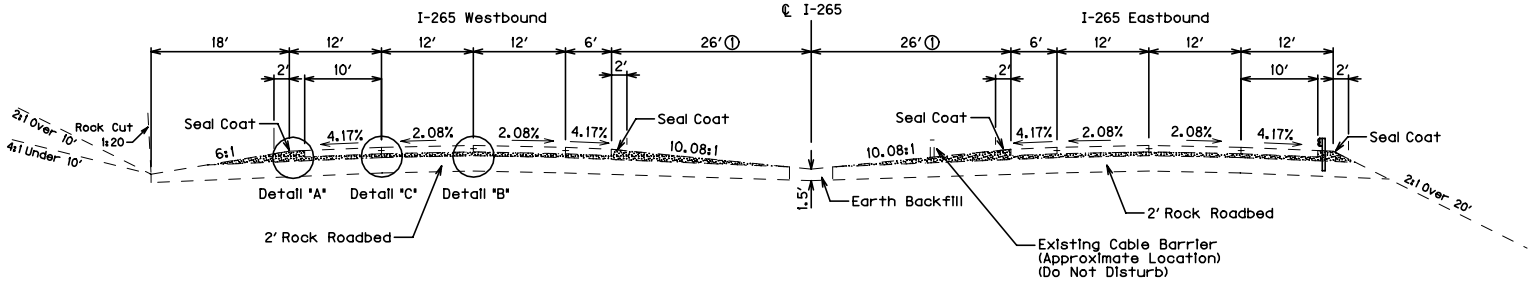
DRAWING NOT TO SCALE

USE WITH CURRENT STD. DWGS. TTD-100, TTD-105, TTD-110, TTD-115, AND TTC-160

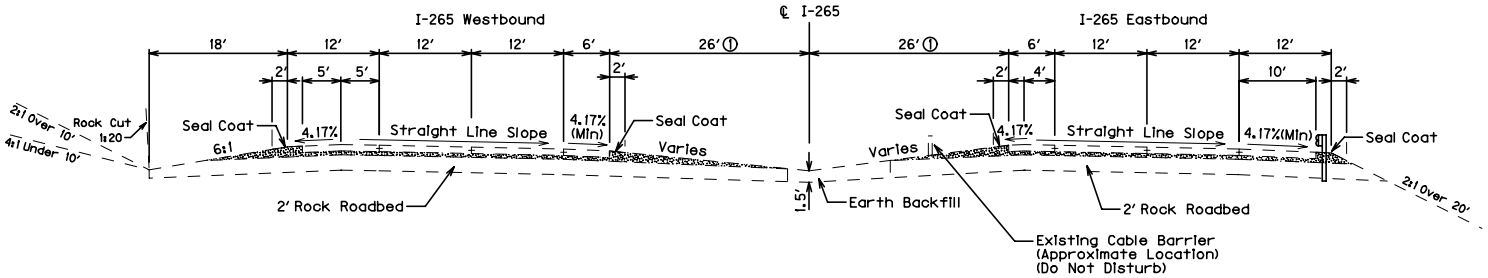
RIGHT-HAND LANE DROP FOR LEFT LANE CLOSURE DETAIL

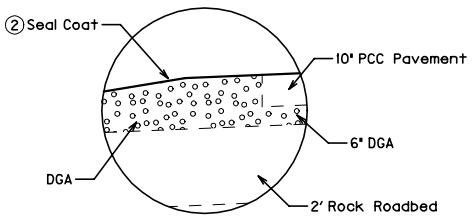
I–265 ROADWAY TYPICAL SECTIONS

NORMAL SECTION

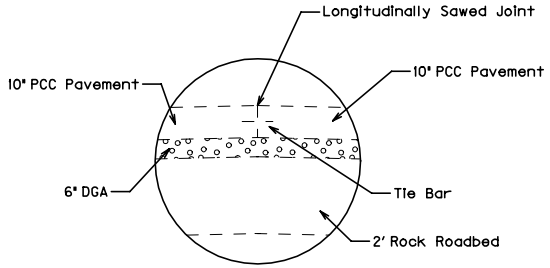


SUPERELEVATED SECTION

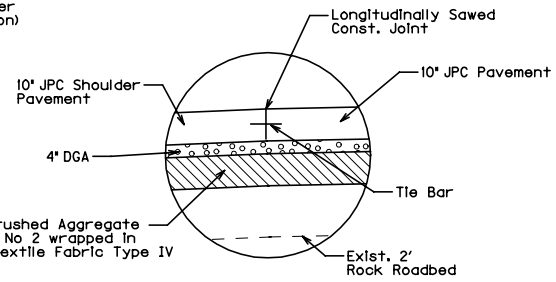




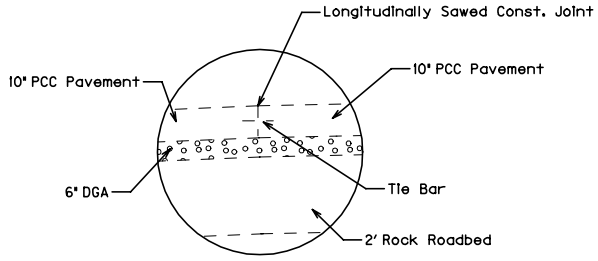
Detail "A"



Detail "B"



Subrade Stabilization
Pavement Detail
(Where Needed)

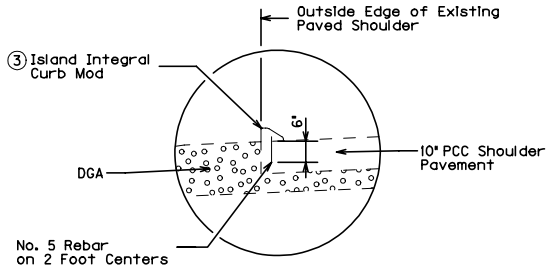


Detail "C"

① Transitions to 24′ From Station 1918+00 to Sta 1920+00

② Apply an asphalt seal coat from the outside edge of paved shoulder to a point two feet down the ditch or fill slope at locations shown in the summary. Two applications are required at the rate of:
2.40 lbs/sq yd Item 291 Emulsified Asphalt RS-2
20 lbs/sq yd Item 100 Asphal Seal Aggregate (Size No. 8 or 9).

③ Drill and epoxy No. 5 rebar into existing concrete shoulder on 2′ centers for entire length of Island Integral Curb Modified. Drilling, furnishing rebar, expoxy and Class A concrete including installation all shall be incidental to Item 1847 Island Integral Curb Mod.

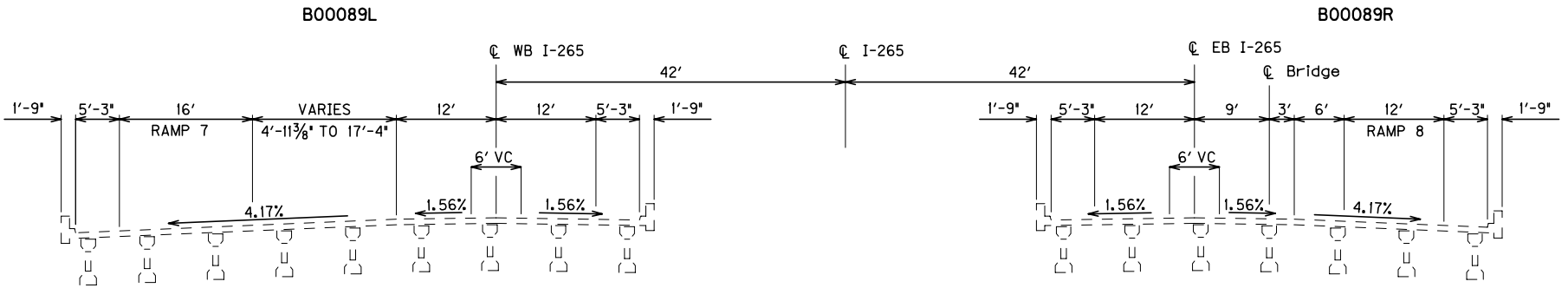


Island Integral Curb Modified
Detail

I–265 BRIDGES TYPICAL SECTIONS

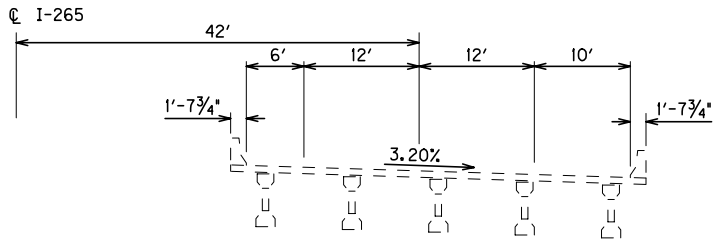
BRIDGE MAINTENANCE NO. B00089R & B00089L (STA 1940+97.29) MP 23.365

I-265 OVER NORFOLK & SOUTHERN RAILROAD



BRIDGE MAINTENANCE NO. B00380R (STA 1927+68.03) MP 23.101

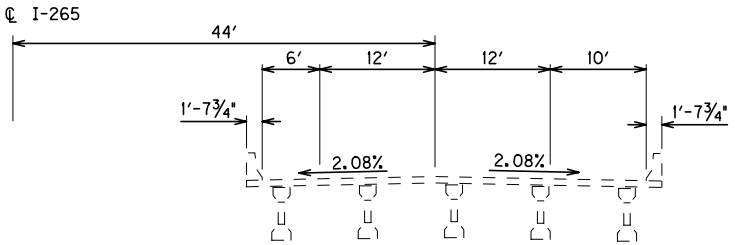
I-265 OVER TAYLORSVILLE ROAD (KY 155)



NOTE: This is a twin bridge to B00380L which is located on left side of centerline.

BRIDGE MAINTENANCE NO. B00378R (STA 1768+60.32) MP 20.081

I-265 OVER CHENOWETH RUN CREEK



NOTE: This is a twin bridge to B00378L which is located on left side of centerline.

GENERAL SUMMARY
I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CODE	ITEM	UNIT	PROJECT TOTAL	NOTES
1	DGA BASE	TON	8122	1
78	CRUSHED AGGREGATE SIZE NO 2	TON	1564	2
78	CRUSHED AGGREGATE SIZE NO 2	TON	130	3
100	ASPHALT SEAL AGGREGATE	TON	926	
291	EMULSIFIED ASPHALT RS-2	TON	112	
461	CULVERT PIPE 15"	LF	12	
464	CULVERT PIPE 24"	LF	30	
1000	PERFORATED PIPE-4 INCH	LF	216	4
1010	NON-PERFORATED PIPE-4 INCH	LF	216	5
1020	PERF PIPE HEADWALL TY 1-4 INCH	EACH	4	
1028	PERF PIPE HEADWALL TY 3-4 INCH	EACH	10	
1847	ISLAND INTEGRAL CURB MOD	LF	1192	
1982	DELINEATOR FOR GUARDRAIL-WHITE	EACH	148	6
1983	DELINEATOR FOR GUARDRAIL-YELLOW	EACH	14	6
1984	DELINEATOR FOR BARRIER-WHITE	EACH	30	6
1985	DELINEATOR FOR BARRIER-YELLOW	EACH	30	6
2014	BARRICADE-TYPE III	EACH	20	
2024	JPC PAVEMENT-10 IN/24	SQYD	19111	7
2058	REMOVE PCC PAVEMENT	SQYD	18323	8
2060	PCC PAVEMENT DIAMOND GRINDING	SQYD	177937	
2110	PARTIAL DEPTH PATCHING	CUFT	136	
2115	SAW-CLEAN-RESEAL TVERSE JOINT	LF	161963	
2116	SAW-CLEAN-RESEAL LONGIT JOINT	LF	185988	
2165	REMOVE PAVED DITCH	SQYD	123	
2220	FLOWABLE FILL	CUYD	1	9
2230	EMBANKMENT IN PLACE	CUYD	222	10
2237	DITCHING	LF	5000	11
2262	FENCE-WOVEN WIRE TYPE 1	LF	120	11
2265	REMOVE FENCE	LF	120	11
2369	GUARDRAIL END TREATMENT TYPE 2A	EACH	2	
2381	REMOVE GUARDRAIL	LF	497.5	
2483	CHANNEL LINING CLASS II	TON	65	
2484	CHANNEL LINING CLASS III	TON	50	
2545	CLEARING AND GRUBBING	LS	1	12
2562	SIGNS	SQFT	1500	11
2568	MOBILIZATION	LS	1	
2569	DEMOBILIZATION	LS	1	
2599	FABRIC-GEOTEXTILE TYPE IV	SQYD	5504	13
2610	RETAINING WALL - GABION	CUYD	60	
2650	MAINTAIN & CONTROL TRAFFIC	LS	1	
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8	
2701	TEMP SILT FENCE	LF	1000	11
2705	SILT TRAP TYPE C	EACH	20	11
2708	CLEAN SILT TRAP TYPE C	EACH	20	11
2709	CLEAN TEMP SILT FENCE	LF	1000	11
2775	ARROW PANEL	EACH	6	
3270	TREE AND BRUSH REMOVAL	LF	940	
5950	EROSION CONTROL BLANKET	SQYD	5000	11
5985	SEEDING AND PROTECTION	SQYD	27000	11
6511	PAVE STRIPING-TEMP PAINT-6 IN	LF	80000	

GENERAL SUMMARY
I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CODE	ITEM	UNIT	PROJECT TOTAL	NOTES
6549	PAVE STRIPING-TEMP REM TAPE-B	LF	5000	
6550	PAVE STRIPING-TEMP REM TAPE-W	LF	5000	
6551	PAVE STRIPING-TEMP REM TAPE-Y	LF	5000	
6592	PAVEMENT MARKER TYPE V-B W/R	EACH	977	
6600	REMOVE PAVEMENT MARKER TYPE V	EACH	977	14
8100	CONCRETE CLASS A	CUYD	3.5	15
8150	STEEL REINFORCEMENT	LB	23	15
10020NS	FUEL ADJUSTMENT	DOLL	5887	
20192ED	REM ASPHALT WEDGE CURB	FT	1192	
20411ED	LAW ENFORCMENT OFFICER	HOUR	1000	
20412ED	REMOVE ASPHALT SHOULDER	SQYD	787	
20750ND	DOWELL BAR RETROFIT	EACH	984	16
21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS	LF	2077	
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	LF	487.5	
22854EN	PAVE STRIPE PERM-6 IN HD21-WHITE	LF	61673	
22855EN	PAVE STRIPE PERM-6 IN HD21-YELLOW	LF	49896	
22856EN	PAVE STRIPE PERM-12 IN HD21-WHITE	LF	6890	

NOTES:

1.) Includes 2003 tons from Concrete Pavement Repair Summary, 199 tons from Ramp 3 Concrete Pavement Repair Summary, 5325 tons from DGA Shoulder Repair Summary, 173 tons from Bridge End Sub-Grade Repair Summary, and 422 tons from Sub-Grade Repair Summary.
2.) Includes 455 tons from Bridge End Sub-Grade Repair Summary, and 1109 tons from Sub-Grade Repair Summary.
3.) For Paved Ditch Repair beneath bridge B00089L. See Ditch Repair Detail pages.
4.) Includes 96 linear feet from Bridge End Sub-Grade Repair Summary, and 120 linear feet from Sub-Grade Repair Summary.
5.) Includes 56 linear feet from Bridge End Sub-Grade Repair Summary, and 160 linear feet from Sub-Grade Repair Summary.
6.) Install guardrail and bridge barrier delineators prior to start of MOT activity and leave in place permanently.
7.) Includes 18170 square yards from Concrete Pavement Repair Summary, and 941 square yards from Ramp 3 Concrete Pavement Repair Summary.
8.) Includes 18170 square yards from Concrete Pavement Repair Summary, and 153 square yards from Ramp 3 Concrete Pavement Repair Summary.
9.) See Repair 18" Reinforced Concrete Pipe Summary. Pipe on Ramp 7.
10.) Includes 22 cubic yards from Median Drop Box Erosion Repair Summary and 200 cubic yards from Pipe Repair Detail page.
11.) Estimated Quantity. Use as Directed by the Engineer
12.) Approximately 0.5 acres for pipe repairs on Ramp 3A and ditch repair below B00089L.
13.) Includes 1504 square yards from Bridge End Sub-Grade Repair Summary and 4000 square yards from Sub-Grade Repair Summary.
14.) See Special Note for this work.
15.) For 1-15" and 2-24" Sloped & Flared Headwalls
16.) See Partial Depth Concrete Pavement Repair Summary for locations of cracks. All cracks to remain in place will also be retrofit with dowell bars. See Dowell Bar Retrofit Special Note.

All Roadway Quantities Have Been Carried Forward To The General Summary From The Individual Summary Sheets. See Bridge Summary For Bridge Quantities.

I-265 REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DIAMOND GRINDING SUMMARY					
				ITEM 2060	
	LOCATION		*approximate area*	PCC PAVEMENT DIAMOND GRINDING	NOTES
				1	
	BEGIN	END	1.)	9	
(ROADWAY)	(STA)		*(ft²)*	(SQYD)	
I-265					
EAST	BEGIN 1696+06	T.S. 1732+58.15	*126,659*	14073.22	A
EAST	T.S. 1732+58.15	S.C. 1738+58.15	*19,421*	2157.89	
EAST	S.C. 1738+58.15	C.S. 1742+43.60	*12,618*	1402.00	
EAST	C.S. 1742+43.60	S.T. 1748+43.60	*19,422*	2158.00	
EAST	S.T. 1748+43.60	Eq.Bk. 1748+45.53	*100*	11.11	B
EAST	Eq.Ah. 1748+50.00	B00378R	*70,938*	7882.00	3
EAST	B00378R	P.C. 1776+90.49	*26,000*	2888.89	
EAST	P.C. 1776+90.49	P.T. 1781+99.38	*16,231*	1803.44	
EAST	P.T. 1781+99.38	P.C. 1810+92.31	*92,574*	10286.00	
EAST	P.C. 1810+92.31	P.T. 1829+14.09	*58,856*	6539.56	
EAST	P.T. 1829+14.09	P.O.T. 1843+51.91	*46,010*	5112.22	
EAST	P.O.T. 1843+51.91	Eq.Bk. 1859+59.05	*51,428*	5714.22	
EAST	Eq.Ah. 1860+00.00	T.S. 1860+99.79	*3,193*	354.78	
EAST	T.S. 1860+99.79	S.C. 1865+49.79	*14,289*	1587.67	
EAST	S.C. 1865+49.79	C.S. 1871+83.06	*19,953*	2217.00	
EAST	C.S. 1871+83.06	S.T. 1876+33.06	*14,290*	1587.78	
EAST	S.T. 1876+33.06	1882+70	*20,366*	2262.89	4
EAST	1883+17	Eq.Bk. 1886+96.77	*12,151*	1350.11	
EAST	Eq.Ah. 1887+00.00	T.S. 1887+61.77	*1,977*	219.67	
EAST	T.S. 1887+61.77	S.C. 1893+61.77	*19,422*	2158.00	
EAST	S.C. 1893+61.77	C.S. 1905+50.00	*38,899*	4322.11	
EAST	C.S. 1905+50.00	S.T. 1911+50.00	*21,613*	2401.44	
EAST	S.T. 1911+50.00	P.C. 1922+20.24	*41,191*	4576.78	C
EAST	P.C. 1922+20.24	B00380R	*14,237*	1581.89	3
EAST	B00380R	P.T. 1937+70.24	*27,785*	3087.22	D
EAST	P.T. 1937+70.24	1939+78	*11,339*	1259.89	E
TOTAL				**88996**	

NOTES:

1.) Areas measured in Microstation design file and include adjustments for curvature and offsets from centerline. The areas shown also include ramp taper areas to the limits shown in these notes.
2.) A width of four feet on all shoudlers has been included in the areas shown in this summary. Grinding of portions of the shoulder to depth of 3/4 inch will be required.
3.) Do not diamond grind any bridge deck.
4.) Do not diamond grind I-265 East approx. STA 1882+70 to 1883+17 and I-265 West approx. STA 1886+44 to 1886+88 in order to avoid the traffic data loops. Do not disturb associated apparatus located adjacent to the paved shoulder.

A.) End Billtown Rd Ramp 5 STA 514+05 = I-265 STA 1715+48, Rt.
B.) Begin Billtown Rd Ramp 3 STA 327+72 = I-265 STA 1748+43, Rt.
C.) End Taylorsville Rd Ramp 3 STA 315+41 = I-265 STA 1914+09, Rt.
D.) Begin Taylorsville Rd Ramp 1 STA 18+81 = I-265 STA 1937+63, Rt.
E.) End Taylorsville Rd Ramp 1 STA 20+94 = I-265 STA 1939+78, Rt.

I-265 REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DIAMOND GRINDING SUMMARY

LOCATION			approximate area	ITEM 2060 PCC PAVEMENT DIAMOND GRINDING	NOTES
	BEGIN	END	1.)	1	
(ROADWAY)	(STA)		(ft^2)	9 (SQYD)	
I-265					
WEST	BEGIN 1696+10	T.S. 1732+58.15	*131,326*	14591.78	A
WEST	T.S. 1732+58.15	S.C. 1738+58.15	*18,979*	2108.78	
WEST	S.C. 1738+58.15	C.S. 1742+43.60	*14,718*	1635.33	B
WEST	C.S. 1742+43.60	S.T. 1748+43.60	*28,066*	3118.44	
WEST	S.T. 1748+43.60	Eq.Bk. 1748+45.53	*84*	9.33	
WEST	Eq.Ah. 1748+50.00	B00378L	*59,686*	6631.78	3
WEST	B00378L	P.C. 1776+90.49	*24,107*	2678.56	
WEST	P.C. 1776+90.49	P.T. 1781+99.38	*16,337*	1815.22	
WEST	P.T. 1781+99.38	P.C. 1810+92.31	*92,574*	10286.00	
WEST	P.C. 1810+92.31	P.T. 1829+14.09	*57,737*	6415.22	
WEST	P.T. 1829+14.09	P.O.T. 1843+51.91	*46,010*	5112.22	
WEST	P.O.T. 1843+51.91	Eq.Bk. 1859+59.05	*51,428*	5714.22	
WEST	Eq.Ah. 1860+00.00	T.S. 1860+99.79	*3,193*	354.78	
WEST	T.S. 1860+99.79	S.C. 1865+49.79	*14,511*	1612.33	
WEST	S.C. 1865+49.79	C.S. 1871+83.06	*20,576*	2286.22	
WEST	C.S. 1871+83.06	S.T. 1876+33.06	*14,511*	1612.33	
WEST	S.T. 1876+33.06	1886+44	*32,354*	3594.89	4
WEST	1886+88	Eq.Bk. 1886+96.77	*285*	31.67	
WEST	Eq.Ah. 1887+00.00	T.S. 1887+61.77	*1,977*	219.67	
WEST	T.S. 1887+61.77	S.C. 1893+61.77	*18,979*	2108.78	
WEST	S.C. 1893+61.77	C.S. 1905+50.00	*38,069*	4229.89	
WEST	C.S. 1905+50.00	S.T. 1911+50.00	*27,231*	3025.67	
WEST	S.T. 1911+50.00	P.C. 1922+20.24	*39,638*	4404.22	C
WEST	P.C. 1922+20.24	B00380L	*13,869*	1541.00	3
WEST	B00380L	P.T. 1937+70.24	*28,576*	3175.11	
WEST	P.T. 1937+70.24	1939+47	*5,646*	627.33	
TOTAL				**88941**	
PROJECT TOTAL				**177937**	

NOTES:

1.) Areas measured in Microstation design file and include adjustments for curvature and offsets from centerline. The areas shown also include ramp taper areas to the limits shown in these notes.
2.) A width of four feet on all shoudlers has been included in the areas shown in this summary. Grinding of portions of the shoulder to depth of 3/4 inch will be required.
3.) Do not diamond grind any bridge deck.
4.) Do not diamond grind I-265 East approx. STA 1882+70 to 1883+17 and I-265 West approx. STA 1886+44 to 1886+88 in order to avoid the traffic data loops. Do not disturb associated apparatus located adjacent to the paved shoulder.

A.) End Billtown Rd Ramp 7 STA 724+78 = I-265 STA 1715+15, Lt.
B.) Begin Billtown Rd Ramp 1 STA 122+19 = I-265 STA 1741+51, Lt.
C.) End Taylorsville Rd Ramp 5 STA 525+37 = I-265 STA 1914+41, Lt.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
I-265										
EAST	1696+06	1696+90			12		1008	12.88	112.00	112.00
EAST	1697+21	1698+32			12		1332	17.02	148.00	148.00
EAST	1701+82	1702+25			12		516	6.59	57.33	57.33
EAST	1707+22	1707+47			12		300	3.83	33.33	33.33
EAST	1707+82	1708+25			12		516	6.59	57.33	57.33
EAST	1711+42	1711+84			12		504	6.44	56.00	56.00
EAST	1713+21	1713+64			12		516	6.59	57.33	57.33
EAST	1713+81	1714+24			12		516	6.59	57.33	57.33
EAST	1715+01	1715+44			12		516	6.59	57.33	57.33
EAST	1715+61	1716+04			12		516	6.59	57.33	57.33
EAST	1716+21	1716+64			12		516	6.59	57.33	57.33
EAST	1716+81	1717+24			12		516	6.59	57.33	57.33
EAST	1717+41	1717+84			12		516	6.59	57.33	57.33
EAST	1718+01	1718+44			12		516	6.59	57.33	57.33
EAST	1718+61	1718+86			12		300	3.83	33.33	33.33
EAST	1719+21	1719+64			12		516	6.59	57.33	57.33
EAST	1719+81	1720+24			12		516	6.59	57.33	57.33
EAST	1720+60	1720+86	12		12		624	7.97	69.33	69.33
EAST	1721+03	1721+46	12		12		1032	13.19	114.67	114.67
EAST	1722+21	1722+63			12		504	6.44	56.00	56.00
EAST	1722+80	1723+23			12		516	6.59	57.33	57.33
EAST	1723+40	1723+83			12		516	6.59	57.33	57.33
EAST	1724+00	1724+43			12		516	6.59	57.33	57.33
EAST	1724+16	1724+43	12				324	4.14	36.00	36.00
EAST	1724+60	1725+03			12		516	6.59	57.33	57.33
EAST	1728+97	1729+23			12		312	3.99	34.67	34.67
EAST	1730+00	1730+42			12		504	6.44	56.00	56.00
EAST	1732+56	1732+82			12		312	3.99	34.67	34.67
EAST	1734+78	1735+20			12		504	6.44	56.00	56.00
EAST	1735+37	1735+80			12		516	6.59	57.33	57.33
EAST	1735+96	1736+38			12		504	6.44	56.00	56.00
EAST	1736+55	1736+97			12		504	6.44	56.00	56.00
EAST	1737+72	1738+14			12		504	6.44	56.00	56.00
EAST	1738+89	1739+31			12		504	6.44	56.00	56.00
EAST	1740+22	1740+48			12		312	3.99	34.67	34.67
EAST	1743+72	1743+97			12		300	3.83	33.33	33.33
EAST	1744+12	1744+68	12		12		1344	17.17	149.33	149.33
EAST	1746+50	1746+93			12		516	6.59	57.33	57.33

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
EAST	1752+10	1752+36			12		312	3.99	34.67	34.67
EAST	1756+13	1756+55			12		504	6.44	56.00	56.00
EAST	1765+93	1766+12			12		228	2.91	25.33	25.33
EAST	1768+70	1769+61		12	12		2184		242.67	242.67
EAST	1768+63	1769+24				10	610	7.79	67.78	67.78
EAST	1771+17	1771+43			12		312	3.99	34.67	34.67
EAST	1773+57	1773+83			12		312	3.99	34.67	34.67
EAST	1774+17	1774+43			12		312	3.99	34.67	34.67
EAST	1775+37	1775+63			12		312	3.99	34.67	34.67
EAST	1779+58	1779+84			12		312	3.99	34.67	34.67
EAST	1784+22	1784+64			12		504	6.44	56.00	56.00
EAST	1786+01	1786+44			12		516	6.59	57.33	57.33
EAST	1789+01	1789+26			12		300	3.83	33.33	33.33
EAST	1789+61	1790+04			12		516	6.59	57.33	57.33
EAST	1790+98	1791+24			12		312	3.99	34.67	34.67
EAST	1794+40	1794+83			12		516	6.59	57.33	57.33
EAST	1795+60	1795+85			12		300	3.83	33.33	33.33
EAST	1798+17	1798+54			12		444	5.67	49.33	49.33
EAST	1799+36	1799+74			12		456	5.83	50.67	50.67
EAST	1799+96	1800+34			12		456	5.83	50.67	50.67
EAST	1800+39	1800+82			12		516	6.59	57.33	57.33
EAST	1801+16	1801+42			12		312	3.99	34.67	34.67
EAST	1801+76	1802+02			12		312	3.99	34.67	34.67
EAST	1807+16	1807+41			12		300	3.83	33.33	33.33
EAST	1808+78	1809+81			12		1236	15.79	137.33	137.33
EAST	1811+35	1811+61			12		312	3.99	34.67	34.67
EAST	1814+74	1815+16			12		504	6.44	56.00	56.00
EAST	1823+20	1823+57			12		444	5.67	49.33	49.33
EAST	1823+79	1824+64			12		1020	13.03	113.33	113.33
EAST	1826+75	1827+01			12		312	3.99	34.67	34.67
EAST	1836+32	1836+70			12		456	5.83	50.67	50.67
EAST	1836+86	1837+20	6	12	12	10	1360	17.38	151.11	151.11
EAST	1839+15	1839+70			12		660	8.43	73.33	73.33
EAST	1841+67	1841+95		12	12	10	952	12.16	105.78	105.78
EAST	1848+27	1848+53			12		312	3.99	34.67	34.67
EAST	1853+07	1853+33			12		312	3.99	34.67	34.67
EAST	1854+27	1854+52			12		300	3.83	33.33	33.33
EAST	1859+06	1859+32			12		312	3.99	34.67	34.67
EAST	1860+07	1860+33			12		312	3.99	34.67	34.67

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
EAST	1864+30	1864+56			12		312	3.99	34.67	34.67
EAST	1865+52	1865+78			12		312	3.99	34.67	34.67
EAST	1866+74	1867+00			12		312	3.99	34.67	34.67
EAST	1867+35	1867+61			12		312	3.99	34.67	34.67
EAST	1873+89	1874+32			12		516	6.59	57.33	57.33
EAST	1875+26	1875+52			12		312	3.99	34.67	34.67
EAST	1880+07	1880+32			12		300	3.83	33.33	33.33
EAST	1881+69	1882+12			12		516	6.59	57.33	57.33
EAST	1885+46	1885+72			12		312	3.99	34.67	34.67
EAST	1885+89	1886+14			12		300	3.83	33.33	33.33
EAST	1887+29	1887+55			12		312	3.99	34.67	34.67
EAST	1887+89	1888+15			12		312	3.99	34.67	34.67
EAST	1888+92	1889+34			12		504	6.44	56.00	56.00
EAST	1891+46	1891+71			12		300	3.83	33.33	33.33
EAST	1892+04	1892+30			12		312	3.99	34.67	34.67
EAST	1893+22	1893+47			12		300	3.83	33.33	33.33
EAST	1893+80	1894+06			12		312	3.99	34.67	34.67
EAST	1894+39	1894+64			12		300	3.83	33.33	33.33
EAST	1896+56	1896+98			12		504	6.44	56.00	56.00
EAST	1899+48	1901+65			12		2604	33.27	289.33	289.33
EAST	1906+65	1906+91			12		312	3.99	34.67	34.67
EAST	1907+24	1907+49			12		300	3.83	33.33	33.33
EAST	1908+42	1908+67			12		300	3.83	33.33	33.33
EAST	1909+60	1909+86			12		312	3.99	34.67	34.67
EAST	1910+97	1911+90			12		1116	14.26	124.00	124.00
EAST	1916+02	1916+46			12		528	6.75	58.67	58.67
EAST	1919+19	1920+47			12		1536	19.63	170.67	170.67
EAST	1920+99	1921+25			12		312	3.99	34.67	34.67
EAST	1922+50	1923+18			12		816	10.43	90.67	90.67
EAST	1923+41	1923+79			12		456	5.83	50.67	50.67
EAST	1924+62	1925+00			12		456	5.83	50.67	50.67
EAST	1926+30	1926+71			12		492	6.29	54.67	54.67
EAST	1928+99	1929+45	6	12	12	10	1840		204.44	204.44
EAST	1929+61	1929+87			12		312	3.99	34.67	34.67
EAST	1930+22	1930+43			12		252	3.22	28.00	28.00
EAST	1930+64	1931+02			12		456	5.83	50.67	50.67
EAST	1932+46	1932+72			12		312	3.99	34.67	34.67
EAST	1933+06	1933+93			12		1044	13.34	116.00	116.00
EAST	1934+27	1935+14			12		1044	13.34	116.00	116.00

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
EAST	1937+59	1939+78			12		2628	33.58	292.00	292.00
EAST	1938+48	1938+73		12			300	3.83	33.33	33.33
EAST	1938+86	1939+23	6	12			666	8.51	74.00	74.00
								790	**7315**	**7315**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
I-265										
WEST	1696+10	1697+14			12		1248	15.95	138.67	138.67
WEST	1698+68	1705+10			12		7704	98.44	856.00	856.00
WEST	1701+70	1701+95		12			300	3.83	33.33	33.33
WEST	1705+27	1705+70			12		516	6.59	57.33	57.33
WEST	1705+87	1706+30			12		516	6.59	57.33	57.33
WEST	1707+67	1708+10			12		516	6.59	57.33	57.33
WEST	1708+27	1708+70			12		516	6.59	57.33	57.33
WEST	1709+47	1709+90			12		516	6.59	57.33	57.33
WEST	1710+67	1711+10			12		516	6.59	57.33	57.33
WEST	1711+75	1712+89			12		1368	17.48	152.00	152.00
WEST	1713+07	1713+50			12		516	6.59	57.33	57.33
WEST	1713+67	1713+92			12		300	3.83	33.33	33.33
WEST	1714+27	1714+52			12		300	3.83	33.33	33.33
WEST	1714+87	1715+30			12		516	6.59	57.33	57.33
WEST	1715+47	1715+89			12		504	6.44	56.00	56.00
WEST	1716+07	1716+49			12		504	6.44	56.00	56.00
WEST	1716+66	1717+09			12		516	6.59	57.33	57.33
WEST	1718+46	1718+89			12		516	6.59	57.33	57.33
WEST	1720+26	1720+52			12		312	3.99	34.67	34.67
WEST	1720+86	1721+29			12		516	6.59	57.33	57.33
WEST	1722+06	1722+49			12		516	6.59	57.33	57.33
WEST	1723+26	1723+69			12		516	6.59	57.33	57.33
WEST	1723+86	1724+12			12		312	3.99	34.67	34.67
WEST	1724+46	1724+89			12		516	6.59	57.33	57.33
WEST	1725+06	1725+32			12		312	3.99	34.67	34.67
WEST	1726+86	1727+29			12		516	6.59	57.33	57.33
WEST	1728+06	1728+32			12		312	3.99	34.67	34.67
WEST	1728+66	1729+09			12		516	6.59	57.33	57.33
WEST	1729+26	1729+69			12		516	6.59	57.33	57.33
WEST	1729+86	1730+28			12		504	6.44	56.00	56.00
WEST	1731+06	1731+48			12		504	6.44	56.00	56.00
WEST	1732+25	1732+68			12		516	6.59	57.33	57.33
WEST	1732+86	1733+11			12		300	3.83	33.33	33.33
WEST	1733+64	1733+89			12		300	3.83	33.33	33.33
WEST	1734+06	1734+49			12		516	6.59	57.33	57.33
WEST	1734+66	1735+70			12		1248	15.95	138.67	138.67
WEST	1736+49	1736+75			12		312	3.99	34.67	34.67
WEST	1737+10	1737+37			12		324	4.14	36.00	36.00

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
WEST	1737+72	1738+77			12		1260	16.10	140.00	140.00
WEST	1737+72	1738+00	12				336	4.29	37.33	37.33
WEST	1738+95	1739+39			12		528	6.75	58.67	58.67
WEST	1740+81	1741+07			12		312	3.99	34.67	34.67
WEST	1741+43	1741+67			12		288	3.68	32.00	32.00
WEST	1742+04	1742+49			12		540	6.90	60.00	60.00
WEST	1742+66	1743+10			12		528	6.75	58.67	58.67
WEST	1743+28	1743+72			12		528	6.75	58.67	58.67
WEST	1744+51	1744+94			12		516	6.59	57.33	57.33
WEST	1748+14	1748+40			12		312	3.99	34.67	34.67
WEST	1751+18	1751+61			12		516	6.59	57.33	57.33
WEST	1751+78	1752+21			12		516	6.59	57.33	57.33
WEST	1752+38	1752+64			12		312	3.99	34.67	34.67
WEST	1754+18	1754+44			12		312	3.99	34.67	34.67
WEST	1755+38	1755+81			12		516	6.59	57.33	57.33
WEST	1755+98	1756+41			12		516	6.59	57.33	57.33
WEST	1757+35	1757+60			12		300	3.83	33.33	33.33
WEST	1758+97	1759+40			12		516	6.59	57.33	57.33
WEST	1759+57	1759+83			12		312	3.99	34.67	34.67
WEST	1760+77	1761+03			12		312	3.99	34.67	34.67
WEST	1761+95	1762+21	12		12		624	7.97	69.33	69.33
WEST	1762+57	1763+00			12		516	6.59	57.33	57.33
WEST	1763+17	1763+42			12		300	3.83	33.33	33.33
WEST	1763+77	1764+02			12		300	3.83	33.33	33.33
WEST	1764+37	1764+62			12		300	3.83	33.33	33.33
WEST	1765+04	1766+05			12		1212	15.49	134.67	134.67
WEST	1766+05	1766+81	12		12		1824		202.67	202.67
WEST	1769+47	1769+59				10	120	1.53	13.33	13.33
WEST	1770+58	1770+84			12		312	3.99	34.67	34.67
WEST	1771+78	1772+04			12		312	3.99	34.67	34.67
WEST	1775+97	1776+23			12		312	3.99	34.67	34.67
WEST	1789+73	1789+99			12		312	3.99	34.67	34.67
WEST	1790+93	1791+19			12		312	3.99	34.67	34.67
WEST	1791+53	1791+79			12		312	3.99	34.67	34.67
WEST	1795+13	1795+39			12		312	3.99	34.67	34.67
WEST	1796+93	1797+19			12		312	3.99	34.67	34.67
WEST	1798+73	1798+99			12		312	3.99	34.67	34.67
WEST	1799+33	1799+59			12		312	3.99	34.67	34.67
WEST	1839+73	1840+00			12		324	4.14	36.00	36.00

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
WEST	1841+53	1841+78	12		12		600	7.67	66.67	66.67
WEST	1845+30	1845+56			12		312	3.99	34.67	34.67
WEST	1845+89	1846+33			12		528	6.75	58.67	58.67
WEST	1847+87	1848+12			12		300	3.83	33.33	33.33
WEST	1849+49	1849+92			12		516	6.59	57.33	57.33
WEST	1850+09	1850+35			12		312	3.99	34.67	34.67
WEST	1850+69	1850+95			12		312	3.99	34.67	34.67
WEST	1851+29	1851+72			12		516	6.59	57.33	57.33
WEST	1851+90	1852+32			12		504	6.44	56.00	56.00
WEST	1853+69	1854+12			12		516	6.59	57.33	57.33
WEST	1854+27	1854+53	12		12		624	7.97	69.33	69.33
WEST	1854+89	1855+32			12		516	6.59	57.33	57.33
WEST	1856+87	1858+32			12		1740	22.23	193.33	193.33
WEST	1858+49	1858+75			12		312	3.99	34.67	34.67
WEST	1860+10	1860+36			12		312	3.99	34.67	34.67
WEST	1860+70	1860+96			12		312	3.99	34.67	34.67
WEST	1861+89	1865+11			12		3864	49.37	429.33	429.33
WEST	1863+70	1863+95	12				300	3.83	33.33	33.33
WEST	1866+04	1867+04			12		1200	15.33	133.33	133.33
WEST	1866+64	1866+90	12				312	3.99	34.67	34.67
WEST	1867+80	1868+22			12		504	6.44	56.00	56.00
WEST	1868+39	1868+64			12		300	3.83	33.33	33.33
WEST	1868+97	1869+23			12		312	3.99	34.67	34.67
WEST	1869+56	1869+82			12		312	3.99	34.67	34.67
WEST	1870+73	1870+99			12		312	3.99	34.67	34.67
WEST	1871+32	1871+58			12		312	3.99	34.67	34.67
WEST	1871+91	1872+17			12		312	3.99	34.67	34.67
WEST	1873+27	1873+51			12		288	3.68	32.00	32.00
WEST	1873+68	1873+94			12		312	3.99	34.67	34.67
WEST	1874+27	1874+70			12		516	6.59	57.33	57.33
WEST	1874+87	1875+89			12		1224	15.64	136.00	136.00
WEST	1878+64	1878+89			12		300	3.83	33.33	33.33
WEST	1880+44	1880+69			12		300	3.83	33.33	33.33
WEST	1881+46	1881+89			12		516	6.59	57.33	57.33
WEST	1883+86	1884+12			12		312	3.99	34.67	34.67
WEST	1884+46	1884+72			12		312	3.99	34.67	34.67

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION			lane width				area	ITEM		
								1	2024	2058
			inside shoulder	inside	outside	outside shoulder		DGA BASE	JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT
								2	1	1
	BEGIN	END						115	9	9
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)	(SQYD)	
WEST	1885+66	1886+00			12		408	5.21	45.33	45.33
WEST	1889+30	1890+17			12		1044	13.34	116.00	116.00
WEST	1892+35	1894+03			12		2016	25.76	224.00	224.00
WEST	1894+83	1895+71			12		1056	13.49	117.33	117.33
WEST	1896+69	1897+13			12		528	6.75	58.67	58.67
WEST	1897+31	1897+57			12		312	3.99	34.67	34.67
WEST	1897+93	1898+37			12		528	6.75	58.67	58.67
WEST	1898+54	1898+99			12		540	6.90	60.00	60.00
WEST	1899+16	1899+43			12		324	4.14	36.00	36.00
WEST	1900+40	1903+94			12		4248	54.28	472.00	472.00
WEST	1904+12	1904+38			12		312	3.99	34.67	34.67
WEST	1904+61	1910+07			12		6552	83.72	728.00	728.00
WEST	1910+24	1910+50			12		312	3.99	34.67	34.67
WEST	1910+85	1911+11			12		312	3.99	34.67	34.67
WEST	1916+42	1916+68			12		312	3.99	34.67	34.67
WEST	1917+62	1917+88			12		312	3.99	34.67	34.67
WEST	1918+82	1919+85			12		1236	15.79	137.33	137.33
WEST	1920+80	1921+48			12		816	10.43	90.67	90.67
WEST	1921+82	1922+08			12		312	3.99	34.67	34.67
WEST	1922+42	1922+84			12		504	6.44	56.00	56.00
WEST	1924+20	1924+46			12		312	3.99	34.67	34.67
WEST	1924+98	1925+21			12		276	3.53	30.67	30.67
WEST	1926+27	1926+48			12		252	3.22	28.00	28.00
WEST	1928+78	1929+05		12	12	10	918		102.00	102.00
WEST	1929+00	1931+57			12		3084	39.41	342.67	342.67
WEST	1931+74	1932+17			12		516	6.59	57.33	57.33
WEST	1932+93	1933+36			12		516	6.59	57.33	57.33
WEST	1933+52	1933+78			12		312	3.99	34.67	34.67
WEST	1934+71	1935+12			12		492	6.29	54.67	54.67
WEST	1936+05	1936+31			12		312	3.99	34.67	34.67
WEST	1936+82	1939+47			12		3180	40.63	353.33	353.33
WEST	1938+46	1938+74	6	12			504	6.44	56.00	56.00
								1213	**10855**	**10855**
TOTAL								**2003**	**18170**	**18170**

NOTES:
1.) Item 1 estimated at 115 lbs. per sq. yd. per inch depth
2.) Totals carried forward to General Summary

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

RAMP 3 & 3A CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION		OFFSET	*measured area*	ITEM				
				1		2024	2058	20412ED
				DGA BASE		JPC PAVEMENT -10 IN/24	REMOVE PCC PAVEMENT	REMOVE ASPHALT SHOULDER
				2	4	1	1	1
			2.)	115	115	9	9	9
(ROADWAY)	(STA)		*(ft²)*	(TON)		(SQYD)		
Taylorsville Road Interchange, I-265 Exit EB								
Ramp 3	328+82	329+67	Lt Shldr	*372*		9.51	41.33		41.33
Ramp 3	328+83	329+57	Lt Shldr	*318*		8.13	35.33		35.33
Ramp 3A	328+73	330+65	Lt Shldr	*799*		20.42	88.78		88.78
Ramp 3A	328+73	329+58	Trffc Ln	*1381*	17.65		153.44	153.44	
Ramp 3A	328+73	338+08	Rt Shldr	*5596*		143.01	621.78		621.78
					18	**181**	**941**	**153**	**787**
TOTAL						**199**	**941**	**153**	**787**

NOTES:

1.) Item 1 estimated at 115 lbs. per sq. yd. per in. depth. The 2 inch depth is an estimated quantity to be used only if approved by the engineer to bring the subgrade back to original grade after removal of the existing concrete slab.
2.) Areas measured in a Microstation design file and reflect adjustments due to varying pavement widths, curvature and offsets from the baseline.
3.) Totals carried forward to General Summary

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

SUB-GRADE REPAIR SUMMARY						
	ITEM					
	1	78	1000	1010	1028	2599
estimated area	DGA BASE	CRUSHED AGGREGATE SIZE NO 2	PERFORATED PIPE 4 INCH	NON-PERFORATED PIPE-4 INCH	PERF PIPE HEADWALL TY 3-4 INCH	FABRIC-GEOTEXTILE TYPE IV
	4	12				2
	115	100				1
(ft^2)	(TON)		(LIN FT)		(EACH)	(SQYD)
16491	422	1109	120	160	10	4000
TOTAL	**422**	**1109**	**120**	**160**	**10**	**4000**

NOTES:

1.) The quantities shown in this summary are to be used only if it becomes necessary to undercut any areas where concrete pavement is being removed.
2.) Item 1 estimated at 115 lbs. per sq. yd. per inch depth
3.) Item 78 estimated at 100 lbs. per sq. yd. per inch depth and includes 10 tons for the perf. pipe headwall installation.
4.) Totals carried forward to General Summary

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

BRIDGE END SUB-GRADE REPAIR SUMMARY

LOCATION			lane width				area	ITEM 1 DGA BASE	ITEM 78 CRUSHED AGGREGATE SIZE NO 2	ITEM 1000 PERFORATED PIPE 4 INCH	ITEM 1010 NON-PERFORATED PIPE-4 INCH	ITEM 1020 PERF PIPE HEADWALL TY 1-4 INCH	ITEM 2599 FABRIC-GEOTEXTILE TYPE IV
			inside shoulder	inside	outside	outside shoulder		4	12	1	1	1	2
								115	100	1	1	1	1
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)		(LIN FT)		(EACH)	(SQYD)
I-265													
EAST	1768+70	1769+61		12	12		2184	55.81	146.60	24	14	1	485.33
EAST	1928+99	1929+45	6	12	12	10	1840	47.02	123.67	24	14	1	408.89
WEST	1766+05	1766+81		12	12		1824	46.61	122.60	24	14	1	405.33
WEST	1928+78	1929+05		12	12	10	918	23.46	62.20	24	14	1	204.00
TOTAL								**173**	**455**	**96**	**56**	**4**	**1504**

NOTES:

1.) Item 1 estimated at 115 lbs. per sq. yd. per inch depth
2.) Item 78 estimated at 100 lbs. per sq. yd. per inch depth
and includes 4 tons for the perf. pipe headwall installation.
3.) Contrary to the special note for Roadbed Stabilization at Bridge Ends, Geotextile Fabric Type IV will be used instead of Geotextile Fabric Type III.
4.) Totals carried forward to General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	*width*	*depth*	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	*(ft)*			(CUFT)	(LF)
I-265						
EAST	1699+54					12
EAST	1718+90					12
EAST	1720+54					12
EAST	1722+47					12
EAST	1727+90					12
EAST	1728+50					12
EAST	1730+09					12
EAST	1732+10					12
EAST	1733+87					12
EAST	1737+41					12
EAST	1738+59					12
EAST	1740+38	4	2.5	0.28	3	
EAST	1740+49	2	0.5	0.28	1	
EAST	1740+52	2	1	0.28	1	
EAST	1740+57	4	1	0.28	2	
EAST	1740+74					12
EAST	1740+93					12
EAST	1741+23	2	1	0.28	1	
EAST	1741+52					12
EAST	1741+80	4	2	0.28	3	
EAST	1742+69					12
EAST	1742+72	4	2	0.28	3	
EAST	1743+13	3	2	0.28	2	
EAST	1751+45					12
EAST	1751+63					12
EAST	1756+85					12
EAST	1757+62					12
EAST	1757+79	2.5	1	0.28	1	
EAST	1758+32	1	1	0.28	1	
EAST	1758+36	1	1	0.28	1	
EAST	1759+41	3	1	0.28	1	
EAST	1762+41					12
EAST	1771+73					12
EAST	1774+29	2	1	0.28	1	
EAST	1774+90					12
EAST	1776+63	1	1	0.28	1	
EAST	1779+47	2.5	1	0.28	1	
EAST	1781+42	1	1	0.28	1	

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	width	depth	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	(ft)			(CUFT)	(LF)
EAST	1781+60	1	1	0.28	1	
EAST	1785+11					12
EAST	1787+50	2.5	1	0.28	1	
EAST	1788+70					12
EAST	1789+28					12
EAST	1791+71					12
EAST	1792+36	2.5	1	0.28	1	
EAST	1794+08					12
EAST	1796+11	1	2	0.28	1	
EAST	1797+19	1	2.5	0.28	1	
EAST	1799+48					12
EAST	1799+91					12
EAST	1802+23	2	3	0.28	2	
EAST	1804+12					12
EAST	1805+23	1	1	0.28	1	
EAST	1805+49					12
EAST	1805+92					12
EAST	1806+08					12
EAST	1806+50					12
EAST	1807+71					12
EAST	1807+88					24
EAST	1808+50					12
EAST	1809+07					12
EAST	1809+67					12
EAST	1814+56	1	1	0.28	1	
EAST	1820+97					12
EAST	1822+75					12
EAST	1825+53					12
EAST	1825+70					12
EAST	1832+94	1	1	0.28	1	
EAST	1833+19	1	1	0.28	1	
EAST	1842+23					12
EAST	1847+95	1	3	0.28	1	
EAST	1857+01	2	2	0.28	2	
EAST	1861+62	2	2	0.28	2	
EAST	1870+76	1	3	0.28	1	
EAST	1870+89	1	3	0.28	1	
EAST	1871+25	1	3	0.28	1	
EAST	1875+39					12

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	*width*	*depth*	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	*(ft)*			(CUFT)	(LF)
EAST	1877+42	1	1	0.28	1	
EAST	1883+39	1	1	0.28	1	
EAST	1884+12	3	1	0.28	1	
EAST	1884+31	1	1	0.28	1	
EAST	1908+24	4	2	0.28	3	
EAST	1910+14					12
EAST	1910+33					12
EAST	1931+99					12
EAST TOTALS					**50**	**588**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	*width*	*depth*	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	*(ft)*			(CUFT)	(LF)
I-265						
WEST	1697+80					12
WEST	1698+22					12
WEST	1698+23					12
WEST	1699+00					12
WEST	1699+40					12
WEST	1699+60					12
WEST	1700+19					12
WEST	1704+82					12
WEST	1705+43					12
WEST	1706+59					12
WEST	1707+37					12
WEST	1708+58					12
WEST	1708+99					12
WEST	1709+18					12
WEST	1710+19					12
WEST	1713+81					12
WEST	1716+20					12
WEST	1717+42					12
WEST	1717+56					12
WEST	1719+18					12
WEST	1719+38					12
WEST	1721+77					12
WEST	1722+80					12
WEST	1722+97					12
WEST	1725+79					12
WEST	1725+97					12
WEST	1726+39					12
WEST	1727+59					12
WEST	1728+37					12
WEST	1731+79					12
WEST	1731+97					12
WEST	1736+00					12
WEST	1736+18					12
WEST	1740+32					12
WEST	1741+73					12
WEST	1742+16	1	1	0.28	1	
WEST	1744+04					12
WEST	1744+23					12

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	width	depth	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	(ft)			(CUFT)	(LF)
WEST	1747+05					12
WEST	1747+66					12
WEST	1748+92					12
WEST	1750+12					12
WEST	1750+28					12
WEST	1750+71					24
WEST	1750+88					12
WEST	1752+68					12
WEST	1753+11					12
WEST	1753+29					12
WEST	1753+70					12
WEST	1754+49					12
WEST	1754+91					12
WEST	1755+08					12
WEST	1755+30	3	1	0.28	1	
WEST	1755+53					12
WEST	1755+67	2	1	0.28	1	
WEST	1756+13					12
WEST	1756+71					24
WEST	1757+90					12
WEST	1758+10					12
WEST	1758+50					12
WEST	1758+69					12
WEST	1759+87					12
WEST	1760+30					12
WEST	1761+48					12
WEST	1763+30					12
WEST	1770+89					12
WEST	1771+80	1	2	0.28	1	
WEST	1774+69	1	2	0.28	1	
WEST	1775+76	1	1	0.28	1	
WEST	1777+09	1	2	0.28	1	
WEST	1777+39	1	2	0.28	1	
WEST	1777+69	1	2	0.28	1	
WEST	1778+15	1	2	0.28	1	
WEST	1778+58	1	2	0.28	1	
WEST	1778+75	1	1	0.28	1	
WEST	1778+91	1	1	0.28	1	
WEST	1786+86					12

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	width	depth	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	(ft)			(CUFT)	(LF)
WEST	1789+27					12
WEST	1792+27					12
WEST	1792+86					12
WEST	1793+47					12
WEST	1794+08					12
WEST	1794+64					24
WEST	1796+04					12
WEST	1796+46					12
WEST	1798+25					12
WEST	1798+44					12
WEST	1817+17	1	1	0.28	1	
WEST	1818+82	1	1	0.28	1	
WEST	1822+63	1	1	0.28	1	
WEST	1828+84	1	1	0.28	1	
WEST	1831+11	1	1	0.28	1	
WEST	1833+25					12
WEST	1836+23					12
WEST	1838+66					12
WEST	1839+24					12
WEST	1841+04					12
WEST	1847+12	1	1	0.28	1	
WEST	1848+35	1	1	0.28	1	
WEST	1877+98					12
WEST	1886+38					12
WEST	1887+28	1	1	0.28	1	
WEST	1888+22					12
WEST	1888+80					12
WEST	1889+01					12
WEST	1891+64	1.5	1.5	0.28	1	
WEST	1894+62	1	1	0.28	1	
WEST	1896+19					12
WEST	1896+39					12
WEST	1904+24					16
WEST	1905+11	6	1	0.28	2	
WEST	1905+51					12
WEST	1905+80	14	1	0.28	4	
WEST	1915+29	3	2	0.28	2	
WEST	1915+33	3	2	0.28	2	
WEST	1916+88	1	2	0.28	1	

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	*width*	*depth*	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	*(ft)*			(CUFT)	(LF)
WEST	1916+99	1	3	0.28	1	
WEST	1923+76					12
WEST	1924+03	1.5	2.5	0.28	2	
WEST	1924+09	1.5	2.5	0.28	2	
WEST	1924+13	2	2	0.28	2	
WEST	1924+17	2.5	1.5	0.28	2	
WEST	1924+24	2	1	0.28	1	
WEST	1924+28	2.5	1.5	0.28	2	
WEST	1924+41	6	1	0.28	2	
WEST	1924+54	2.5	1.5	0.28	2	
WEST	1924+74	4	2	0.28	3	
WEST	1934+84					12
WEST	1935+59					12
WEST	1935+78					12
WEST TOTALS					**53**	**1144**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY						
LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	width	depth	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	(ft)			(CUFT)	(LF)
Billtown Rd Interchange						
Ramp 5	528+85	1	1	0.28	1	
Ramp 5	529+03	1	1	0.28	1	
Ramp 5	529+15	1	1	0.28	1	
Ramp 5	529+29	1	1	0.28	1	
Ramp 5	529+45	1	1	0.28	1	
Ramp 5	529+64	1	1	0.28	1	
Ramp 5	529+76	1	1	0.28	1	
Ramp 5	529+88	1	1	0.28	1	
Ramp 5	530+06	1	1	0.28	1	
Ramp 5	530+24	1	1	0.28	1	
Ramp 5	530+36	1	1	0.28	1	
Ramp 7	711+24					22
Ramp 7	715+79	3	1	0.28	1	
Ramp 7	715+84	1	1	0.28	1	
Ramp 7	735+10	1.5	1	0.28	1	
Billtown Rd Interchange TOTALS					**14**	**22**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PARTIAL DEPTH CONCRETE PAVEMENT REPAIR SUMMARY

LOCATION		approximate dimensions			ITEM 2110	ITEM 21173EC
		length	*width*	*depth*	PARTIAL DEPTH PATCHING	SAW-CLEAN RESEAL RANDOM CRACKS
(ROADWAY)	(STA)	*(ft)*			(CUFT)	(LF)
Taylorsville Rd Interchange						
Ramp 3	319+41	3	1	0.28	1	
Ramp 3	329+59					19
Ramp 3a	329+80					20
Ramp 3a	329+99					15
Ramp 3a	330+32					15
Ramp 3a	330+82					15
Ramp 3a	331+39					15
Ramp 3a	331+77					15
Ramp 3a	331+88					15
Ramp 3a	332+25					15
Ramp 3a	332+74					12
Ramp 3a	332+91					12
Ramp 3a	333+25					18
Ramp 3a	333+40					18
Ramp 3a	333+78					15
Ramp 3a	333+86					15
Ramp 3a	334+37					15
Ramp 3a	334+79					12
Ramp 3a	334+92					12
Ramp 3a	335+23					12
Ramp 3a	335+79					12
Ramp 3a	336+33					10
Ramp 3a	336+79					9
Ramp 3a	336+88					7
Ramp 5	515+25	5	2	0.83	9	
Ramp 5	515+61	1	1.5	0.28	1	
Ramp 5	515+71	7	2	0.28	4	
Ramp 5	516+62	3	1	0.28	1	
Ramp 5	516+80	2	1	0.28	1	
Ramp 5	518+68	4	1	0.28	2	
Taylorsville Rd Interchange TOTALS					**19**	**323**
PROJECT TOTALS					**136**	**2077**

NOTES:
1.) Totals carried forward to General Summary

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

GUARDRAIL SUMMARY						
LOCATION			OFFSET	ITEM 2369 END TREATMENT TYPE 2A	ITEM 2381 REMOVE GUARDRAIL	ITEM 21802EN G/R STEEL W BEAM S FACE (7 FT POST)
	BEGIN	END				
(ROADWAY)	(STA)			(EA)	(LF)	
Taylorsville Rd						
RAMP 3a	328+73	333+56	Rt	1	485	487.5
RAMP 7	17+42	17+54	Lt	1	12.5	
TOTAL				**2**	**497.5**	**487.5**

NOTES:
1.) Contrary to the standard drawing, guardrail posts shall be 7 feet in length.
2.) All proposed installations tie to existing guardrail.
3.) Totals carried forward to the General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DGA SHOULDER REPAIR SUMMARY

LOCATION	BEGIN	END	shoulder width				area	ITEM 1 DGA BASE	ITEM 100 ASPHALT SEAL AGGREGATE	ITEM 291 EMULSIFIED ASPHALT RS-2
			left	left median	right median	right		2	2	2
								115	20	2.40
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)		
I-265										
EAST	1696+06	1732+58		4			14608	186.66	32.46	3.90
EAST	1696+06	1710+07				4	5604	71.61	12.45	1.49
EAST	1716+19	1732+58				4	6556	83.77	14.57	1.75
EAST	1732+58	1738+58		4			2400	30.67	5.33	0.64
EAST	1732+58	1738+58				4	2400	30.67	5.33	0.64
EAST	1738+58	1742+44		4			1544	19.73	3.43	0.41
EAST	1738+58	1742+44				4	1544	19.73	3.43	0.41
EAST	1742+44	1748+44		4			2400	30.67	5.33	0.64
EAST	1742+44	1744+05				4	644	8.23	1.43	0.17
EAST	1748+44	1748+46		4			8	0.10	0.02	0.00
EAST	1748+50	1765+18		4			6672	85.25	14.83	1.78
EAST	1769+08	1776+90				4	3128	39.97	6.95	0.83
EAST	1776+90	1781+99		4			2036	26.02	4.52	0.54
EAST	1776+90	1781+99				4	2036	26.02	4.52	0.54
EAST	1781+99	1810+92		4			11572	147.86	25.72	3.09
EAST	1781+99	1782+93				4	376	4.80	0.84	0.10
EAST	1789+08	1799+67				4	4236	54.13	9.41	1.13
EAST	1810+92	1829+14		4			7288	93.12	16.20	1.94
EAST	1811+55	1816+91				4	2144	27.40	4.76	0.57
EAST	1820+13	1829+14				4	3604	46.05	8.01	0.96
EAST	1829+14	1843+52		4			5752	73.50	12.78	1.53
EAST	1829+14	1830+66				4	608	7.77	1.35	0.16
EAST	1838+05	1843+52				4	2188	27.96	4.86	0.58
EAST	1843+52	1859+59		4			6428	82.14	14.28	1.71
EAST	1843+52	1859+59				4	6428	82.14	14.28	1.71
EAST	1860+00	1861+00		4			400	5.11	0.89	0.11
EAST	1860+00	1861+00				4	400	5.11	0.89	0.11
EAST	1861+00	1865+50		4			1800	23.00	4.00	0.48
EAST	1861+00	1865+50				4	1800	23.00	4.00	0.48
EAST	1865+50	1871+83		4			2532	32.35	5.63	0.68
EAST	1865+50	1871+83				4	2532	32.35	5.63	0.68
EAST	1871+83	1876+33		4			1800	23.00	4.00	0.48
EAST	1871+83	1876+33				4	1800	23.00	4.00	0.48
EAST	1876+33	1887+00		4			4268	54.54	9.48	1.14
EAST	1876+33	1881+03				4	1880	24.02	4.18	0.50
EAST	1884+21	1886+97				4	1104	14.11	2.45	0.29
EAST	1887+00	1887+62		4			248	3.17	0.55	0.07
EAST	1887+00	1887+62				4	248	3.17	0.55	0.07
EAST	1887+62	1893+62		4			2400	30.67	5.33	0.64
EAST	1887+62	1893+62				4	2400	30.67	5.33	0.64
EAST	1893+62	1905+50		4			4752	60.72	10.56	1.27
EAST	1893+62	1905+50				4	4752	60.72	10.56	1.27
EAST	1905+50	1911+50		4			2400	30.67	5.33	0.64
EAST	1905+50	1908+71				4	1284	16.41	2.85	0.34
EAST	1911+50	1922+20		4			4280	54.69	9.51	1.14
EAST	1914+76	1918+89				4	1652	21.11	3.67	0.44

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DGA SHOULDER REPAIR SUMMARY

LOCATION	BEGIN	END	shoulder width				area	ITEM 1	ITEM 100	ITEM 291
			left	left median	right median	right		DGA BASE	ASPHALT SEAL AGGREGATE	EMULSIFIED ASPHALT RS-2
								2	2	2
								115	20	2.40
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)		
EAST	1922+20	1925+56			4		1344	17.17	2.99	0.36
EAST	1929+20	1937+70			4		3400	43.44	7.56	0.91
EAST	1929+28	1937+60				4	3328	42.52	7.40	0.89
EAST	1937+70	1939+25			4		620	7.92	1.38	0.17
EAST	1942+15	1946+00			4		1540	19.68	3.42	0.41
EAST TOTALS								**2008**	**349**	**42**
I-265										
WEST	1696+10	1732+58		4			14592	186.45	32.43	3.89
WEST	1696+10	1704+14	4				3216	41.09	7.15	0.86
WEST	1718+64	1732+58	4				5576	71.25	12.39	1.49
WEST	1732+58	1738+58		4			2400	30.67	5.33	0.64
WEST	1732+58	1738+58	4				2400	30.67	5.33	0.64
WEST	1738+58	1742+44		4			1544	19.73	3.43	0.41
WEST	1738+58	1740+93	4				940	12.01	2.09	0.25
WEST	1742+44	1748+44		4			2400	30.67	5.33	0.64
WEST	1748+44	1748+46		4			8	0.10	0.02	0.00
WEST	1748+50	1766+40		4			7160	91.49	15.91	1.91
WEST	1751+41	1763+46	4				4820	61.59	10.71	1.29
WEST	1770+01	1776+90	4				2756	35.22	6.12	0.73
WEST	1770+32	1776+90		4			2632	33.63	5.85	0.70
WEST	1776+90	1781+99		4			2036	26.02	4.52	0.54
WEST	1776+90	1781+99	4				2036	26.02	4.52	0.54
WEST	1781+99	1810+92		4			11572	147.86	25.72	3.09
WEST	1781+99	1810+77	4				11512	147.10	25.58	3.07
WEST	1810+92	1829+14		4			7288	93.12	16.20	1.94
WEST	1822+50	1829+14	4				2656	33.94	5.90	0.71
WEST	1829+14	1843+52		4			5752	73.50	12.78	1.53
WEST	1829+14	1859+59	4				12180	155.63	27.07	3.25
WEST	1843+52	1859+59		4			6428	82.14	14.28	1.71
WEST	1860+00	1861+00		4			400	5.11	0.89	0.11
WEST	1860+00	1861+00	4				400	5.11	0.89	0.11
WEST	1861+00	1865+50		4			1800	23.00	4.00	0.48
WEST	1861+00	1865+50	4				1800	23.00	4.00	0.48
WEST	1865+50	1871+83		4			2532	32.35	5.63	0.68
WEST	1865+50	1871+83	4				2532	32.35	5.63	0.68
WEST	1871+83	1876+33		4			1800	23.00	4.00	0.48
WEST	1871+83	1876+33	4				1800	23.00	4.00	0.48
WEST	1876+33	1886+97		4			4256	54.38	9.46	1.13
WEST	1876+33	1885+60	4				3708	47.38	8.24	0.99
WEST	1887+00	1887+62		4			248	3.17	0.55	0.07
WEST	1887+62	1893+62		4			2400	30.67	5.33	0.64
WEST	1888+29	1893+62	4				2132	27.24	4.74	0.57
WEST	1893+62	1905+50		4			4752	60.72	10.56	1.27
WEST	1893+62	1905+50	4				4752	60.72	10.56	1.27
WEST	1905+50	1911+50		4			2400	30.67	5.33	0.64
WEST	1905+50	1911+50	4				2400	30.67	5.33	0.64
WEST	1911+50	1922+20		4			4280	54.69	9.51	1.14

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DGA SHOULDER REPAIR SUMMARY

LOCATION	BEGIN	END	shoulder width (ft)				area	ITEM 1	ITEM 100	ITEM 291
			left	left median	right median	right		DGA BASE	ASPHALT SEAL AGGREGATE	EMULSIFIED ASPHALT RS-2
								2	2	2
								115	20	2.40
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)		
WEST	1917+77	1922+20	4				1772	22.64	3.94	0.47
WEST	1922+20	1926+21		4			1604	20.50	3.56	0.43
WEST	1922+20	1923+50	4				520	6.64	1.16	0.14
WEST	1929+94	1937+70		4			3104	39.66	6.90	0.83
WEST	1931+00	1937+70	4				2680	34.24	5.96	0.71
WEST	1937+70	1940+02		4			928	11.86	2.06	0.25
WEST	1937+70	1939+09	4				556	7.10	1.24	0.15
WEST	1942+72	1946+00		4			1312	16.76	2.92	0.35
WEST	1945+09	1946+00	4				364	4.65	0.81	0.10
WEST TOTALS								**2161**	**376**	**45**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DGA SHOULDER REPAIR SUMMARY

LOCATION	BEGIN	END	shoulder width (ft)				area (ft^2)	ITEM 1 DGA BASE (TON)	ITEM 100 ASPHALT SEAL AGGREGATE (TON)	ITEM 291 EMULSIFIED ASPHALT RS-2 (TON)
			left	left median	right median	right		2	2	2
								115	20	2.40
(ROADWAY)	(STA)		(ft)				(ft^2)	(TON)		
Billtown Rd Interchange										
Ramp 1	118+23	119+94				4	684	8.74	1.52	0.18
Ramp 1	119+94	125+13				4	2076	26.53	4.61	0.55
Ramp 1	122+88	125+13	4				900	11.50	2.00	0.24
Ramp 1	125+13	134+28				4	3660	46.77	8.13	0.98
Ramp 1	125+13	133+54	4				3364	42.98	7.48	0.90
Ramp 3	307+22	308+72				4	600	7.67	1.33	0.16
Ramp 3	308+72	313+03				4	1724	22.03	3.83	0.46
Ramp 3	311+22	313+03	4				724	9.25	1.61	0.19
Ramp 3	313+03	321+80				4	3508	44.82	7.80	0.94
Ramp 3	313+03	321+80	4				3508	44.82	7.80	0.94
Ramp 3	321+80	322+15				4	140	1.79	0.31	0.04
Ramp 3	321+80	322+22	4				168	2.15	0.37	0.04
Ramp 3	336+28	338+72				4	976	12.47	2.17	0.26
Ramp 5	508+63	516+05				4	2968	37.92	6.60	0.79
Ramp 5	515+29	516+05	4				304	3.88	0.68	0.08
Ramp 5	516+05	519+63				4	1432	18.30	3.18	0.38
Ramp 5	516+05	519+63	4				1432	18.30	3.18	0.38
Ramp 5	519+63	522+73				4	1240	15.84	2.76	0.33
Ramp 5	519+63	522+73	4				1240	15.84	2.76	0.33
Ramp 5	522+73	525+48				4	1100	14.06	2.44	0.29
Ramp 5	522+73	526+77	4				1616	20.65	3.59	0.43
Ramp 5	526+77	531+37	4				1840	23.51	4.09	0.49
Ramp 5	530+62	531+65				4	412	5.26	0.92	0.11
Ramp 7	707+23	708+74				4	604	7.72	1.34	0.16
Ramp 7	708+74	713+38				4	1856	23.72	4.12	0.49
Ramp 7	711+30	713+38	4				832	10.63	1.85	0.22
Ramp 7	713+38	719+61				4	2492	31.84	5.54	0.66
Ramp 7	713+38	719+61	4				2492	31.84	5.54	0.66
Ramp 7	719+61	722+79				4	1272	16.25	2.83	0.34
Ramp 7	719+61	720+99	4				552	7.05	1.23	0.15
Ramp 7	722+79	732+79				4	4000	51.11	8.89	1.07
Ramp 7	732+79	735+79				4	1200	15.33	2.67	0.32
Billtown Rd Interchange TOTALS								**651**	**113**	**14**

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

DGA SHOULDER REPAIR SUMMARY

LOCATION	BEGIN	END	shoulder width (ft)				area (ft^2)	ITEM 1 DGA BASE (TON)	ITEM 100 ASPHALT SEAL AGGREGATE (TON)	ITEM 291 EMULSIFIED ASPHALT RS-2 (TON)
			left	left median	right median	right		2	2	2
								115	20	2.40
(ROADWAY)	(STA)									
Taylorsville Rd Interchange										
Ramp 1	10+12	13+02				4	1160	14.82	2.58	0.31
Ramp 1	10+14	16+65	4				2604	33.27	5.79	0.69
Ramp 1	16+65	18+42	4				708	9.05	1.57	0.19
Ramp 1a	8+94	12+78	4				1536	19.63	3.41	0.41
Ramp 1a	10+28	13+96				4	1472	18.81	3.27	0.39
Ramp 1a	13+96	15+40				4	576	7.36	1.28	0.15
Ramp 3	310+00	317+41				4	2964	37.87	6.59	0.79
Ramp 3	316+65	317+41	4				304	3.88	0.68	0.08
Ramp 3	317+41	319+82	4				964	12.32	2.14	0.26
Ramp 3	317+41	319+40				4	796	10.17	1.77	0.21
Ramp 3	319+82	326+79	4				2788	35.62	6.20	0.74
Ramp 3	328+82	329+59	4				308	3.94	0.68	0.08
Ramp 3	328+83	329+45	4				248	3.17	0.55	0.07
Ramp 3a	328+73	330+65	4				768	9.81	1.71	0.20
Ramp 3a	333+56	338+50				4	1976	25.25	4.39	0.53
Ramp 5	510+00	511+50				4	600	7.67	1.33	0.16
Ramp 5	511+50	514+28				4	1112	14.21	2.47	0.30
Ramp 5	513+15	514+28	4				452	5.78	1.00	0.12
Ramp 5	514+28	519+71				4	2172	27.75	4.83	0.58
Ramp 5	514+28	519+71	4				2172	27.75	4.83	0.58
Ramp 5	519+71	523+37				4	1464	18.71	3.25	0.39
Ramp 5	519+71	521+60	4				756	9.66	1.68	0.20
Ramp 5	523+37	528+27				4	1960	25.04	4.36	0.52
Ramp 7	15+07	16+09	4				408	5.21	0.91	0.11
Ramp 7	16+09	18+40	4				924	11.81	2.05	0.25
Ramp 7	17+54	18+40				4	344	4.40	0.76	0.09
Ramp 7	18+40	20+62	4				888	11.35	1.97	0.24
Ramp 7	18+40	20+62				4	888	11.35	1.97	0.24
Ramp 7	20+62	25+79	4				2068	26.42	4.60	0.55
Ramp 7	20+62	25+79				4	2068	26.42	4.60	0.55
Ramp 7	25+79	28+23	4				976	12.47	2.17	0.26
Ramp 7	25+79	28+60				4	1124	14.36	2.50	0.30
Taylorsville Rd Interchange TOTALS								**505**	**88**	**11**
PROJECT TOTALS								**5325**	**926**	**112**

NOTES:

1.) Item 1 estimated at 115 lbs. per sq. yd. per inch depth
2.) Item 100 estimated at 20 lbs. per sq. yd. per application (2 required)
3.) Item 291 estimated at 2.40 lbs. per sq. yd. per application (2 required)
4.) These items are for repairing and sealing a 4 foot wide strip along all paved shoulders on I-265 and all ramps in the project area. The DGA quantities are estimated at 2 inches of depth. The engineer may exclude some shoulders within the project area from this work. Obtain the engineer's approval before beginning this work on any roadway.
5.) Totals carried forward to General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

CURB SUMMARY

LOCATION				ITEM 1847 ISLAND INTEGRAL CURB MOD	ITEM 20192ED REMOVE ASPHALT WEDGE CURB
	BEGIN	END			
(ROADWAY)	(STA)			(LF)	
I-265					
EAST	1748+31	1751+64	Rt	329	329
EAST	1762+67	1765+56	Rt	289	289
WEST	1745+62	1748+89	Lt	323	323
WEST	1763+98	1766+49	Lt	251	251
TOTAL				**1192**	**1192**

NOTES:
1.) Totals carried forward to the General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

MEDIAN DROP BOX EROSION REPAIR SUMMARY

LOCATION		approximate dimensions			ITEM 2230
		length	*width*	*depth*	EMBANKMENT IN PLACE
					1
					27.00
(ROADWAY)	(STA)	*(ft)*			(CUYD)
I-265					
MEDIAN	1743+00	5.00	1.00	1.00	0.19
MEDIAN	1745+04	6.00	2.00	1.00	0.44
MEDIAN	1745+04	5.00	2.00	1.00	0.37
MEDIAN	1745+04	6.00	1.00	1.50	0.33
MEDIAN	1750+06	10.00	2.00	1.00	0.74
MEDIAN	1750+06	10.00	2.00	1.00	0.74
MEDIAN	1750+06	10.00	2.00	1.00	0.74
MEDIAN	1759+03	10.00	1.00	1.00	0.37
MEDIAN	1763+07	10.00	5.00	1.00	1.85
MEDIAN	1774+07	13.00	1.50	1.00	0.72
MEDIAN	1774+07	13.00	1.50	1.00	0.72
MEDIAN	1774+07	9.00	1.50	1.00	0.50
MEDIAN	1774+07	9.00	1.50	1.00	0.50
MEDIAN	1775+07	9.00	2.50	1.00	0.83
MEDIAN	1775+07	13.00	1.00	1.00	0.48
MEDIAN	1775+07	13.00	1.00	1.00	0.48
MEDIAN	1775+07	9.00	2.00	1.00	0.67
MEDIAN	1776+06	14.00	2.00	1.00	1.04
MEDIAN	1776+06	14.00	2.00	1.00	1.04
MEDIAN	1776+06	9.00	2.00	1.00	0.67
MEDIAN	1776+06	9.00	2.00	1.00	0.67
MEDIAN	1776+06	6.00	1.50	1.20	0.40
MEDIAN	1786+00	19.00	3.00	1.00	2.11
MEDIAN	1786+00	10.00	9.00	1.00	3.33
MEDIAN	1786+00	10.00	2.00	1.00	0.74
MEDIAN	1786+00	10.00	2.00	1.00	0.74
MEDIAN	1811+04	6.00	1.30	1.00	0.29
TOTAL					**22**

NOTE: Total carried forward to General Summary

This work is to repair eroded or settled areas around existing median drop boxes. All labor and equipment costs required to perform this work will be incidental to Bid Item 2230 Embankment In Place.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PAVEMENT STRIPING AND MARKNG SUMMARY

LOCATION			ITEM 22855EN	22854EN			22856EN		6592			6600		
			PAVE STRIP-6 IN HD21-YELLOW	PAVE STRIP-6 IN HD21-WHITE (dash)		PAVE STRIP-6 IN HD21-WHITE (solid)	PAVE STRIP-12 IN HD21-WHITE (solid)		PAVEMENT MARKER TYPE V-B W/R			REMOVE PAVEMENT MARKER TYPE V		
				0.25	0.25				0.0125	0.0125	0.05	0.0125	0.0125	0.05
(ROADWAY)	(STA)		(LF)						(EA)					
I-265														
EAST	1696+06	T.S. 1732+58.15	*3,652.37*	*3,652.37*		*2,013.37*	*1,539.58*	*507.97*	*409.00*	*3,652.37*		*916.98*	*3,652.37*		*916.98*
EAST	T.S. 1732+58.15	S.C. 1738+58.15	*605.02*	*607.02*		*608.90*				*607.02*			*607.02*		
EAST	S.C. 1738+58.15	C.S. 1742+43.60	*391.90*	*394.32*		*396.75*				*394.32*			*394.32*		
EAST	C.S. 1742+43.60	S.T. 1748+43.60	*605.02*	*606.46*		*176.16*	*432.14*	*432.07*	*432.40*	*606.46*		*864.47*	*606.46*		*864.47*
EAST	S.T. 1748+43.60	Eq.Bk. 1748+45.53	*1.93*	*1.93*		*2.00*		*2.00*	*2.00*	*1.93*		*4.00*	*1.93*		*4.00*
EAST	Eq.Ah. 1748+50.00	B00378R	*1,770.01*	*1,761.59*	*396.94*	*1,753.65*		*17.65*	*17.75*	*1,761.59*	*396.94*	*35.40*	*1,761.59*	*396.94*	*35.40*
EAST	B00378R	B00378R	*265.90*	*265.90*		*266.44*				*265.90*			*265.90*		
EAST	B00378R	P.C. 1776+90.49	*804.11*	*817.47*		*820.88*				*817.47*			*817.47*		
EAST	P.C. 1776+90.49	P.T. 1781+99.38	*507.43*	*506.97*		*506.44*				*506.97*			*506.97*		
EAST	P.T. 1781+99.38	P.C. 1810+92.31	*2,892.96*	*2,892.96*		*2,892.96*				*2,892.96*			*2,892.96*		
EAST	P.C. 1810+92.31	P.T. 1829+14.09	*1,834.50*	*1,839.26*		*1,844.03*				*1,839.26*			*1,839.26*		
EAST	P.T. 1829+14.09	P.O.T. 1843+51.91	*1,437.82*	*1,437.82*		*1,437.82*				*1,437.82*			*1,437.82*		
EAST	P.O.T. 1843+51.91	Eq.Bk. 1859+59.05	*1,607.14*	*1,607.14*		*1,607.14*				*1,607.14*			*1,607.14*		
EAST	Eq.Ah. 1860+00.00	T.S. 1860+99.79	*99.79*	*99.79*		*99.79*				*99.79*			*99.79*		
EAST	T.S. 1860+99.79	S.C. 1865+49.79	*447.49*	*446.48*		*445.61*				*446.48*			*446.48*		
EAST	S.C. 1865+49.79	C.S. 1871+83.06	*626.19*	*623.24*		*620.59*				*623.24*			*623.24*		
EAST	C.S. 1871+83.06	S.T. 1876+33.06	*447.49*	*446.54*		*445.89*				*446.54*			*446.54*		
EAST	S.T. 1876+33.06	Eq.Bk. 1886+96.77	*1,063.71*	*1,063.71*		*1,063.71*				*1,063.71*			*1,063.71*		
EAST	Eq.Ah. 1887+00.00	T.S. 1887+61.77	*61.77*	*61.77*		*61.77*				*61.77*			*61.77*		
EAST	T.S. 1887+61.77	S.C. 1893+61.77	*605.03*	*606.43*		*609.31*				*606.43*			*606.43*		
EAST	S.C. 1893+61.77	C.S. 1905+50.00	*1,208.13*	*1,215.60*		*1,223.06*				*1,215.60*			*1,215.60*		
EAST	C.S. 1905+50.00	S.T. 1911+50.00	*605.03*	*606.91*		*609.31*		*42.18*	*42.28*	*606.91*		*84.46*	*606.91*		*84.46*
EAST	S.T. 1911+50.00	P.C. 1922+20.24	*1,070.24*	*1,070.24*		*647.06*	*324.14*	*423.20*	*326.65*	*1,070.24*		*749.85*	*1,070.24*		*749.85*
EAST	P.C. 1922+20.24	B00380R	*443.30*	*444.90*		*446.50*				*444.90*			*444.90*		
EAST	B00380R	B00380R	*234.66*	*234.70*		*234.74*				*234.70*			*234.70*		
EAST	B00380R	P.T. 1937+70.24	*863.93*	*843.52*		*854.15*		*10.63*	*6.46*	*843.52*		*17.09*	*843.52*		*17.09*
EAST	P.T. 1937+70.24	B0089R	*260.28*	*263.49*		*272.12*		*266.70*	*268.21*	*263.49*		*534.91*	*263.49*		*534.91*
EAST	B0089R	B0089R	*155.52*	*155.50*		*154.65*		*155.47*	*154.66*	*155.50*		*310.14*	*155.50*		*310.14*
EAST	B0089R	1946+00.00	*413.95*	*410.77*	*212.16*	*403.65*		*12.76*	*12.70*	*410.77*	*212.16*	*25.46*	*410.77*	*212.16*	*25.46*
			24,982.63	*6,246.20*	*152.27*	*22,518.47*	*2,295.86*	*1,870.64*	*1,672.11*	*313.31*	*8.61*	*178.14*	*313.31*	*8.61*	*178.14*
EAST TOTALS			**24983**				**31213**		**3543**			**500**			**500**

NOTES:

1.) The lengths shown in this summary were measurd in a Microstation design file of a graphical representation of each line segment and reflect curvature, tapers and offsets from centerline.
2.) 10 ft Stripe per 40 ft cycle: 0.25
3.) 2 markers each per 40 ft cycle: 1/20 EA/ft = 0.05 EA/ft
4.) 1 marker each per 80 ft cycle: 1/80 EA/ft = 0.0125 EA/ft
5.) Totals carried forward to General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

PAVEMENT STRIPING AND MARKNG SUMMARY

LOCATION			ITEM 22855EN	22854EN			22856EN		6592			6600		
			PAVE STRIP-6 IN HD21-YELLOW	PAVE STRIP-6 IN HD21-WHITE (dash)		PAVE STRIP-6 IN HD21-WHITE (solid)	PAVE STRIP-12 IN HD21-WHITE (solid)		PAVEMENT MARKER TYPE V-B W/R			REMOVE PAVEMENT MARKER TYPE V		
				0.25	0.25				0.0125	0.0125	0.05	0.0125	0.0125	0.05
(ROADWAY)	(STA)		(LF)						(EA)					
WEST	1696+10	T.S. 1732+58.15	*3,648.02*	*3,648.02*	*371.64*	*2,251.55*	*1,396.90*	*346.66*	*349.28*	*3,648.02*	*371.64*	*695.94*	*3,648.02*	*371.64*	*695.94*
WEST	T.S. 1732+58.15	S.C. 1738+58.15	*595.28*	*593.52*		*591.76*				*593.52*			*593.52*		
WEST	S.C. 1738+58.15	C.S. 1742+43.60	*379.00*	*376.02*		*138.19*	*139.99*	*235.41*	*144.67*	*376.02*		*380.08*	*376.02*		*380.08*
WEST	C.S. 1742+43.60	S.T. 1748+43.60	*594.98*	*593.10*		*589.35*		*68.98*	*69.22*	*593.10*		*138.20*	*593.10*		*138.20*
WEST	S.T. 1748+43.60	Eq.Bk. 1748+45.53	*1.93*	*1.93*		*1.93*				*1.93*			*1.93*		
WEST	Eq.Ah. 1748+50.00	B00378R	*1,818.46*	*1,826.82*		*1,833.52*				*1,826.82*			*1,826.82*		
WEST	B00378R	B00378R	*262.25*	*262.27*		*262.29*				*262.27*			*262.27*		
WEST	B00378R	P.C. 1776+90.49	*761.72*	*753.34*		*744.96*				*753.34*			*753.34*		
WEST	P.C. 1776+90.49	P.T. 1781+99.38	*510.31*	*510.84*		*511.38*				*510.84*			*510.84*		
WEST	P.T. 1781+99.38	P.C. 1810+92.31	*2,892.93*	*2,892.93*		*2,892.93*				*2,892.93*			*2,892.93*		
WEST	P.C. 1810+92.31	P.T. 1829+14.09	*1,809.06*	*1,084.29*		*1,799.52*				*1,084.29*			*1,084.29*		
WEST	P.T. 1829+14.09	P.O.T. 1843+51.91	*1,437.82*	*1,437.82*		*1,437.82*				*1,437.82*			*1,437.82*		
WEST	P.O.T. 1843+51.91	Eq.Bk. 1859+59.05	*1,607.14*	*1,607.14*		*1,607.14*				*1,607.14*			*1,607.14*		
WEST	Eq.Ah. 1860+00.00	T.S. 1860+99.79	*99.79*	*99.79*		*99.79*				*99.79*			*99.79*		
WEST	T.S. 1860+99.79	S.C. 1865+49.79	*452.51*	*453.38*		*454.39*				*453.38*			*453.38*		
WEST	S.C. 1865+49.79	C.S. 1871+83.06	*645.96*	*643.18*		*645.96*				*643.18*			*643.18*		
WEST	C.S. 1871+83.06	S.T. 1876+33.06	*454.08*	*453.20*		*452.32*				*453.20*			*453.20*		
WEST	S.T. 1876+33.06	Eq.Bk. 1886+96.77	*1,063.71*	*1,063.71*		*1,063.71*				*1,063.71*			*1,063.71*		
WEST	Eq.Ah. 1887+00.00	T.S. 1887+61.77	*61.76*	*61.76*		*61.76*				*61.76*			*61.76*		
WEST	T.S. 1887+61.77	S.C. 1893+61.77	*594.97*	*593.09*		*591.76*				*593.09*			*593.09*		
WEST	S.C. 1893+61.77	C.S. 1905+50.00	*1,168.31*	*1,160.85*		*1,153.02*				*1,160.85*			*1,160.85*		
WEST	C.S. 1905+50.00	S.T. 1911+50.00	*594.97*	*593.21*		*589.28*		*197.77*	*197.63*	*593.21*		*395.40*	*593.21*		*395.40*
WEST	S.T. 1911+50.00	P.C. 1922+20.24	*1,070.24*	*1,070.24*		*625.06*		*627.06*	*627.26*	*1,070.24*		*1,254.33*	*1,070.24*		*1,254.33*
WEST	P.C. 1922+20.24	B00380R	*435.06*	*433.40*		*431.74*				*433.40*			*433.40*		
WEST	B00380R	B00380R	*234.99*	*234.97*		*234.96*				*234.97*			*234.97*		
WEST	B00380R	P.T. 1937+70.24	*888.07*	*892.99*		*897.90*				*892.99*			*892.99*		
WEST	P.T. 1937+70.24	B0089R	*242.53*	*239.33*		*187.26*	*37.36*	*48.86*	*43.36*	*239.33*		*92.22*	*239.33*		*92.22*
WEST	B0089R	B0089R	*158.72*	*160.06*		*156.42*		*157.19*	*161.07*	*160.06*		*318.25*	*160.06*		*318.25*
WEST	B0089R	1946+00.00	*428.50*	*430.33*		*442.63*		*35.81*	*36.68*	*430.33*		*72.49*	*430.33*		*72.49*
			24,913.09	*6,042.89*	*92.91*	*22,750.29*	*1,574.25*	*1,717.75*	*1,629.17*	*303.14*	*5.65*	*168.35*	*303.14*	*5.65*	*168.35*
WEST TOTALS			**24913**				**30460**		**3347**			**477**			**477**
PROJECT TOTALS			**49896**				**61673**		**6890**			**977**			**977**

NOTES:

1.) The lengths shown in this summary were measurd in a Microstation design file of a graphical representation of each line segment and reflect curvature, tapers and offsets from centerline.
2.) 10 ft Stripe per 40 ft cycle: 0.25
3.) 2 markers each per 40 ft cycle: 1/20 EA/ft = 0.05 EA/ft
4.) 1 marker each per 80 ft cycle: 1/80 EA/ft = 0.0125 EA/ft
5.) Totals carried forward to General Summary.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00
REPAIR 18" REINFORCED CONCRETE PIPE SUMMARY

This item of work is to repair damage to an existing 18" reinforced concrete pipe located beneath the I-265 westbound exit to Taylorsville Road at approximate Sta. 17+47 Ramp 7. The pipe was damaged by a guardrail post being driven through it and is identified by an existing drop box and concrete headwall on the inlet and outlet ends respectively. Next to the existing outside concrete shoulder, excavate earth and DGA (approx. 4'x 3') exposing the damaged area of the pipe. Remove concrete debris from within the pipe cutting steel reinforcment if necessary. Cover the damaged portion of the pipe with an appropriate form-fitting material approved by the Enginner and back-fill the excavation with approximately 18 inches of flowable fill. Place DGA and earth to match the adjacent existing slopes to the satisfaction of the Engineer.

COB	ITEM	UNIT	QUANTITY
2220	Flowable Fill	CY YD	1

Excavation, backfilling, seeding disturbed area, all materials and all labor to install flowable fill shall be incidental to Item 2220 Flowable Fill. Guardrail and DGA are shown in other summaries.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

JOINT SEALING SUMMARY

LOCATION			ITEM 2115 SAW-CLEAN RESEAL TVERSE JOINT	ITEM 2116 SAW-CLEAN RESEAL LONGIT JOINT
(ROADWAY)	(STA)		(LF)	
I-265				
EAST	1696+06	1946+00	66924	78934
WEST	1696+10	1946+00	66924	77128
I-265 TOTALS			**133848**	**156061**
Billtown Rd Interchange				
Ramp 1	122+19	134+14	2503	2700
Ramp 3	308+72	327+72	4312	4608
Ramp 5	514+05	531+65	3150	3818
Ramp 7	708+74	724+78	3933	4098
Billtown Rd Interchange TOTALS			**13897**	**15224**
Taylorsville Rd Interchange				
Ramp 1	10+13	20+96	1217	1428
Ramp 1a	7+94	16+65	1748	1930
Ramp 3	315+41	329+58	1931	2270
Ramp 3a	326+79	338+00	1786	2240
Ramp 5	513+07	525+37	3636	3195
Ramp 7	14+08	28+44	3900	3640
Taylorsville Rd Interchange TOTALS			**14218**	**14703**
PROJECT TOTALS			**161963**	**185988**

NOTES:
1.) Totals carried forward to General Sumary

TREE AND BRUSH REMOVAL SUMMARY
I-265
JEFFERSON COUNTY
Item No. 5-2044.00

Centerline	I-265 Crossing	Bridge Numbers	Begin Sta	End Sta	Length (Feet)
I-265	Chenoweath Run Creek	B00378L & B00378R	1765+80	1769+70	390
I-265	KY 155 (Taylorsville Road)	B00380L & B00380R	1926+25	1929+25	300
I-265	Norfolk Southern Railway	B00089L & B00089R	1939+80	1942+30	250
Total Length (Feet)					**940**

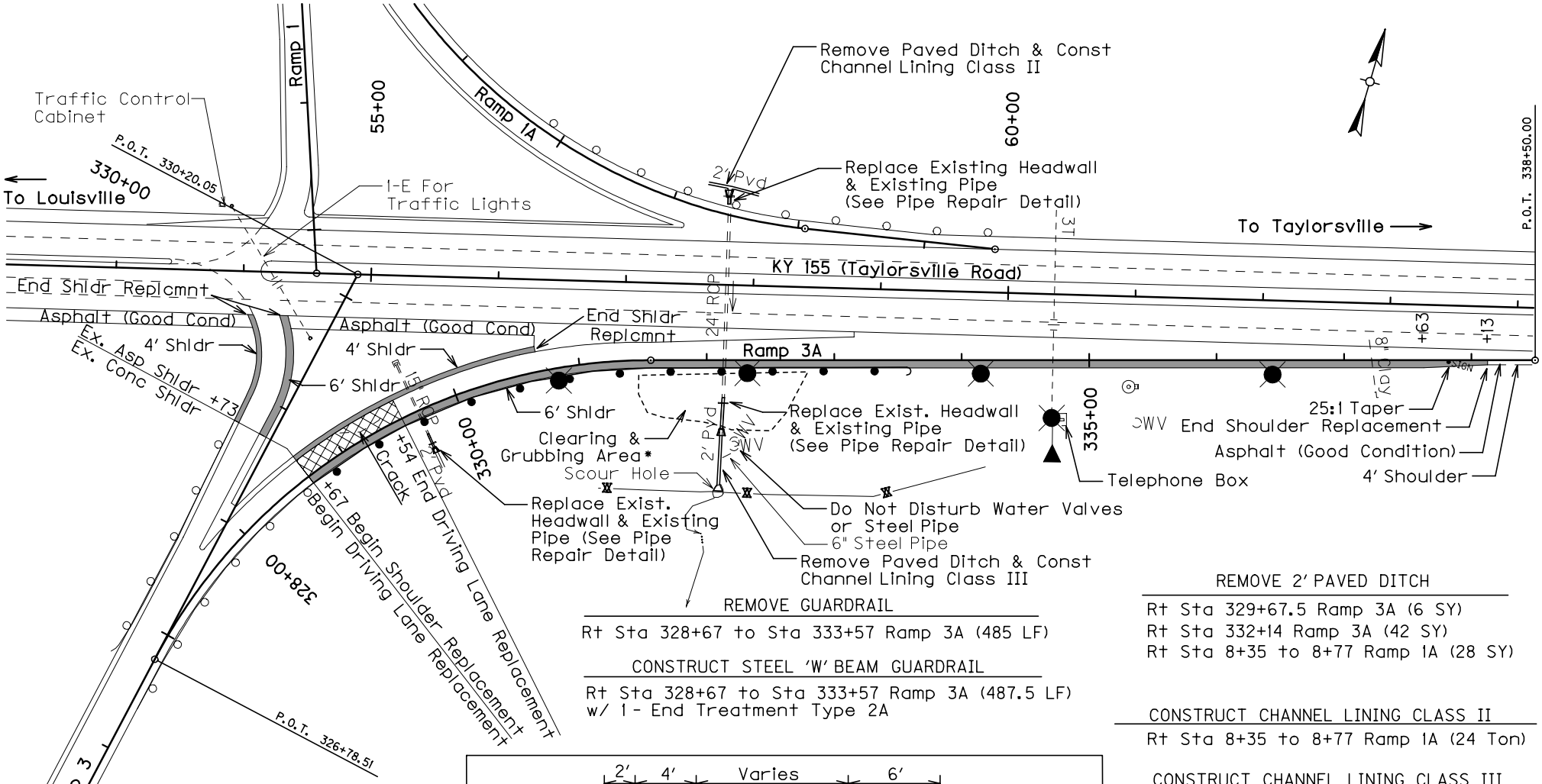
1) This work includes the removal of all trees and brush at three sets of twin I-265 bridges within the project limits. The removal area will be from twenty (50') foot outside of one twin bridge to twenty (50') foot outside of the other twin bridge or to the right of way fence whichever is less and includes the entire median and all areas under the bridges within the longitudinal limits shown in the table above. See the "Special Note for Clearing Vegetation from Around Bridges" for additional requirements and details.

2) This work will be paid for by bid item number 3270 TREE AND BRUSH REMOVAL by the linear foot.

I-265 PAVEMENT REHABILITATION
JEFFERSON COUNTY ITEM No. 5-2044.00

OVERHEAD UTILITY LINE LOCATIONS & CLEARANCES						
LOCATION				LOW WIRE CLEARANCE	LOW WIRE	ALL WIRES
ID	ROADWAY	STA	OFFSET	(feet)	(Type)	(No.& Type)
A	WEST	1702+02	55' Lt	27.91	Electric	4E
	WEST	1702+01	31' Lt	27.33	Electric	4E
	EAST	1701+99	33' Rt	27.64	Electric	4E
	EAST	1701+98	57' Rt	28.53	Electric	4E
B	WEST	1731+38	55' Lt	41.79	Telephone	4E, 1TV & 2T
	WEST	1731+46	31' Lt	40.89	Telephone	4E, 1TV & 2T
	EAST	1731+66	33' Rt	41.15	Telephone	4E, 1TV & 2T
	EAST	1731+73	57' Rt	42.04	Telephone	4E, 1TV & 2T
C1	WEST	1815+31	53' Lt	44.32	Electric	14E
	WEST	1814+87	28' Lt	40.38	Electric	14E
	EAST	1813+87	36' Rt	35.38	Electric	14E
	EAST	1813+51	60' Rt	33.55	Electric	14E
C2	WEST	1815+86	53' Lt	45.70	Electric	14E
	WEST	1814+10	29' Lt	41.62	Electric	14E
	EAST	1814+47	35' Rt	34.72	Electric	14E
	EAST	1814+10	60' Rt	32.30	Electric	14E
D	WEST	1820+83	53' Lt	23.73	Telephone	2E & 3T
	WEST	1820+78	29' Lt	22.82	Telephone	2E & 3T
	EAST	1820+64	35' Rt	23.25	Telephone	2E & 3T
	EAST	1820+60	59' Rt	23.06	Telephone	2E & 3T
E	WEST	1839+54	55' Lt	26.05	CATV	4E & 1CATV
	WEST	1839+55	30' Lt	25.39	CATV	4E & 1CATV
	EAST	1839+52	34' Rt	24.54	CATV	4E & 1CATV
	EAST	1839+53	58' Rt	24.99	CATV	4E & 1CATV
F	WEST	1840+78	55' Lt	29.71	Telephone	2E & 1T
	WEST	1840+79	31' Lt	28.74	Telephone	2E & 1T
	EAST	1840+81	34' Rt	27.23	Telephone	2E & 1T
	EAST	1840+83	58' Rt	27.04	Telephone	2E & 1T
G	WEST	1902+27	56' Lt	21.71	Telephone	2E, 1 CATV & 1T
	WEST	1902+31	32' Lt	19.77	Telephone	2E, 1 CATV & 1T
	EAST	1902+41	32' Rt	20.34	Telephone	2E, 1 CATV & 1T
	EAST	1902+45	56' Rt	19.90	Telephone	2E, 1 CATV & 1T
H	WEST	1928+46	64' Lt	25.35	Telephone	4E & 1T
	WEST	1928+56	24' Lt	25.66	Telephone	4E & 1T
	EAST	1928+67	24' Rt	25.20	Telephone	4E & 1T
	EAST	1928+76	64' Rt	27.59	Telephone	4E & 1T
I	Ramp 3A	334+72	11' Lt	20.35	Telephone	3T
	Ramp 3A	334+73	24' Lt	19.07	Telephone	3T
	Ramp 3A	334+72	50' Lt	18.03	Telephone	3T
	Ramp 3A	334+73	66' Lt	18.94	Telephone	3T
	Ramp 3A	334+73	92' Lt	20.57	Telephone	3T

Taylorsville Road Ramp 3/3A Shoulder and Slab Replacement Detail



REMOVE GUARDRAIL

Rt Sta 328+67 to Sta 333+57 Ramp 3A (485 LF)

CONSTRUCT STEEL 'W' BEAM GUARDRAIL

Rt Sta 328+67 to Sta 333+57 Ramp 3A (487.5 LF)
w/ 1 - End Treatment Type 2A

REMOVE 2' PAVED DITCH

Rt Sta 329+67.5 Ramp 3A (6 SY)
Rt Sta 332+14 Ramp 3A (42 SY)
Rt Sta 8+35 to 8+77 Ramp 1A (28 SY)

CONSTRUCT CHANNEL LINING CLASS II

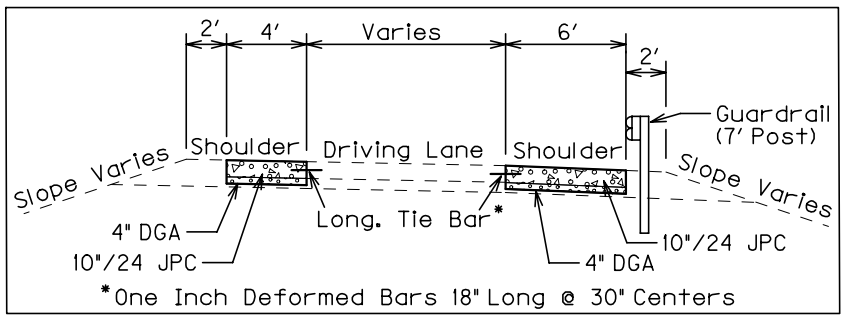
Rt Sta 8+35 to 8+77 Ramp 1A (24 Ton)

CONSTRUCT CHANNEL LINING CLASS III

Rt Sta 332+09 Ramp 3A (50 Ton)

Legend

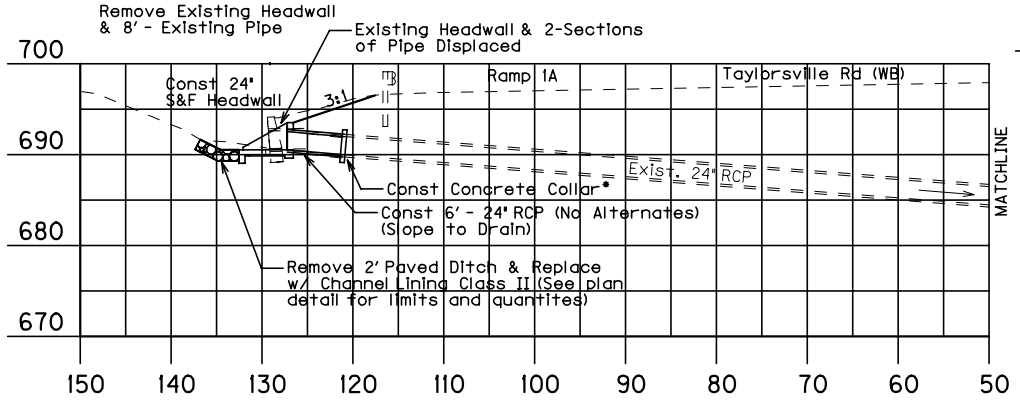
- Shoulder Replacement
- Driving Lane Replacement



SHOULDER REPLACEMENT TYPICAL

* An Estimated Area Has Been Included In The General Summary Under Item No. 2545 'Clearing And Grubbing'.

PIPE REPAIR DETAIL



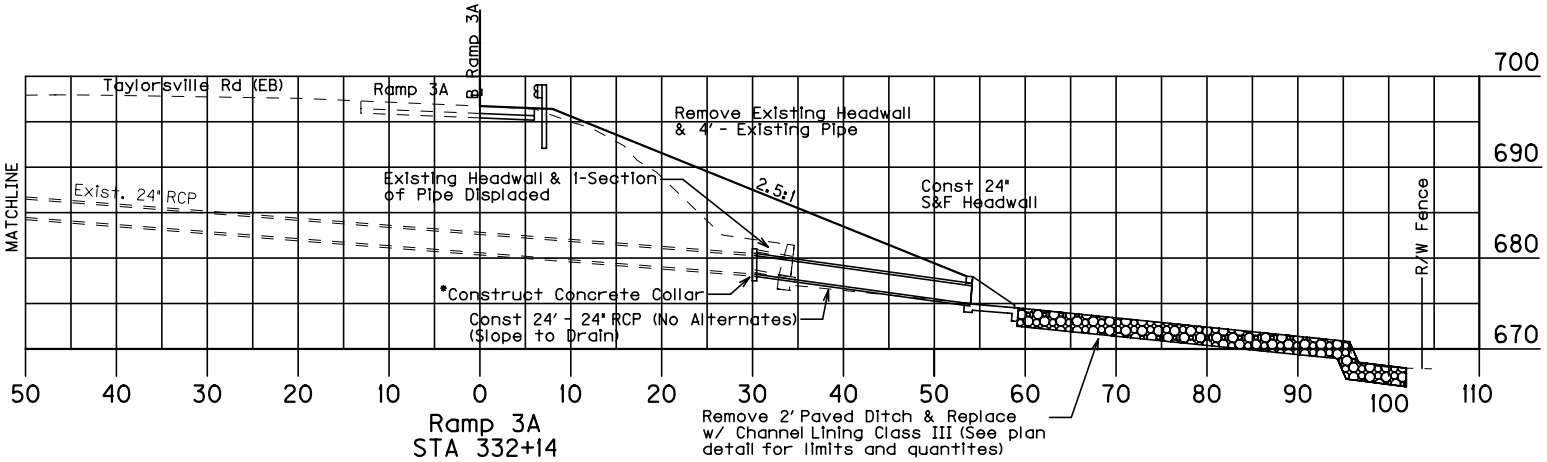
NOTE:

An Estimated Quantity of 200 CY For The Embankment Required For The Work On This Sheet Has Been Included In The General Summary Under Item No. 2230 Embankment In Place.

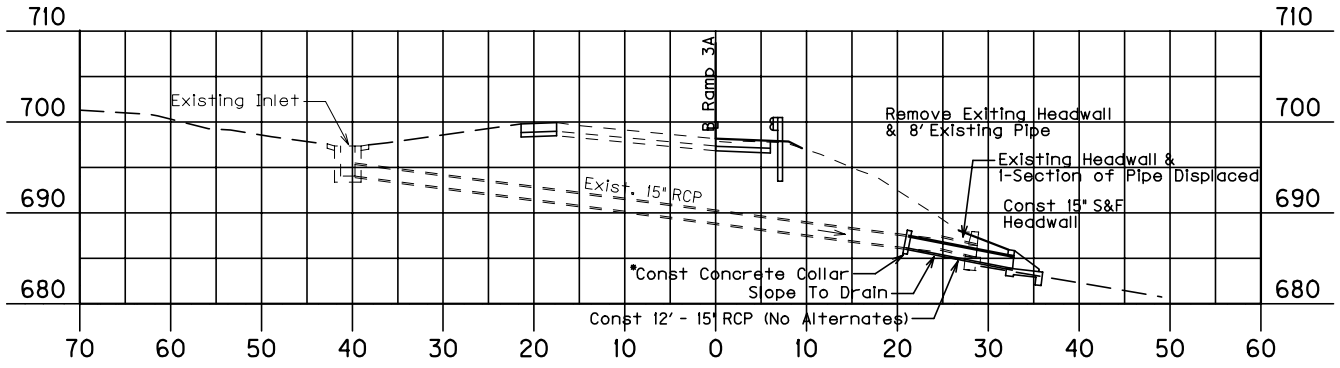
Removal Of The Existing Headwalls Will Be Incidental To The Bid Items For The New Headwalls.

Removal Of The Existing Pipes Will Be Incidental To The Bid Item For The New Pipe.

*Concrete Collar To Be Constructed As Approved By The Engineer And Will Be Incidental To The Pipe Pay Item.

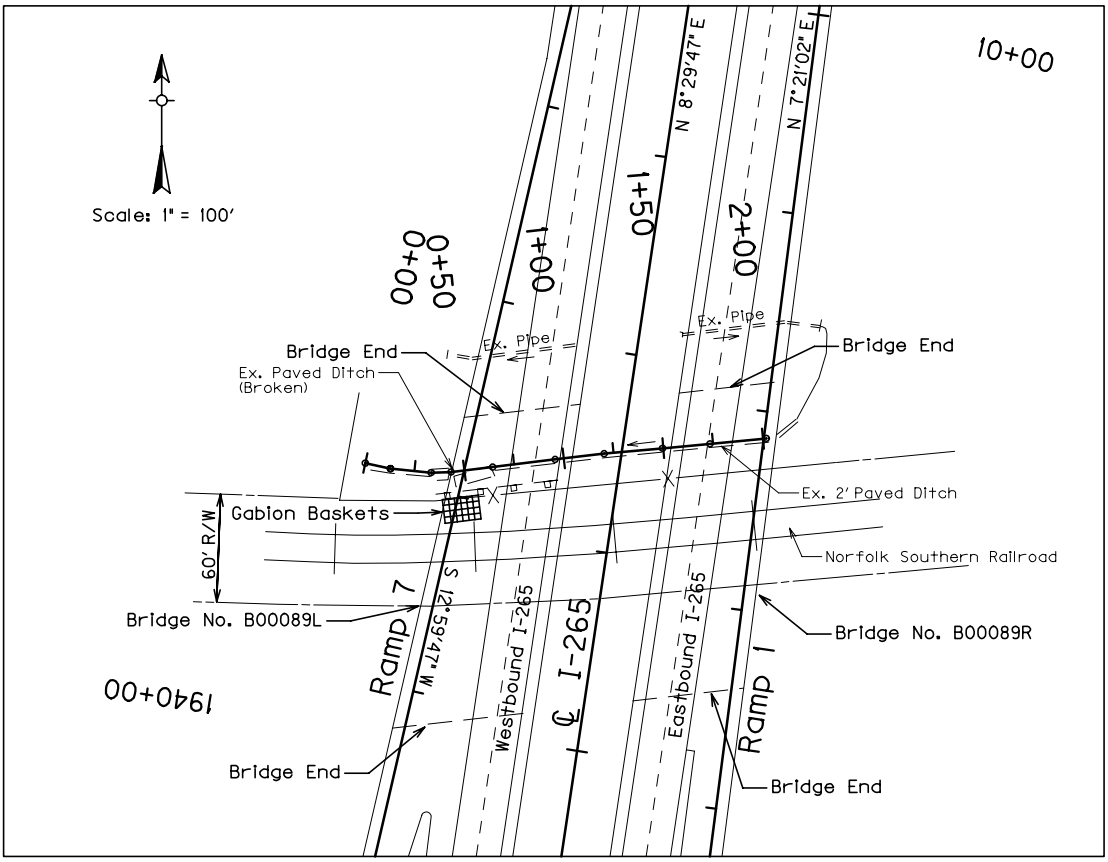


Ramp 3A
STA 332+14

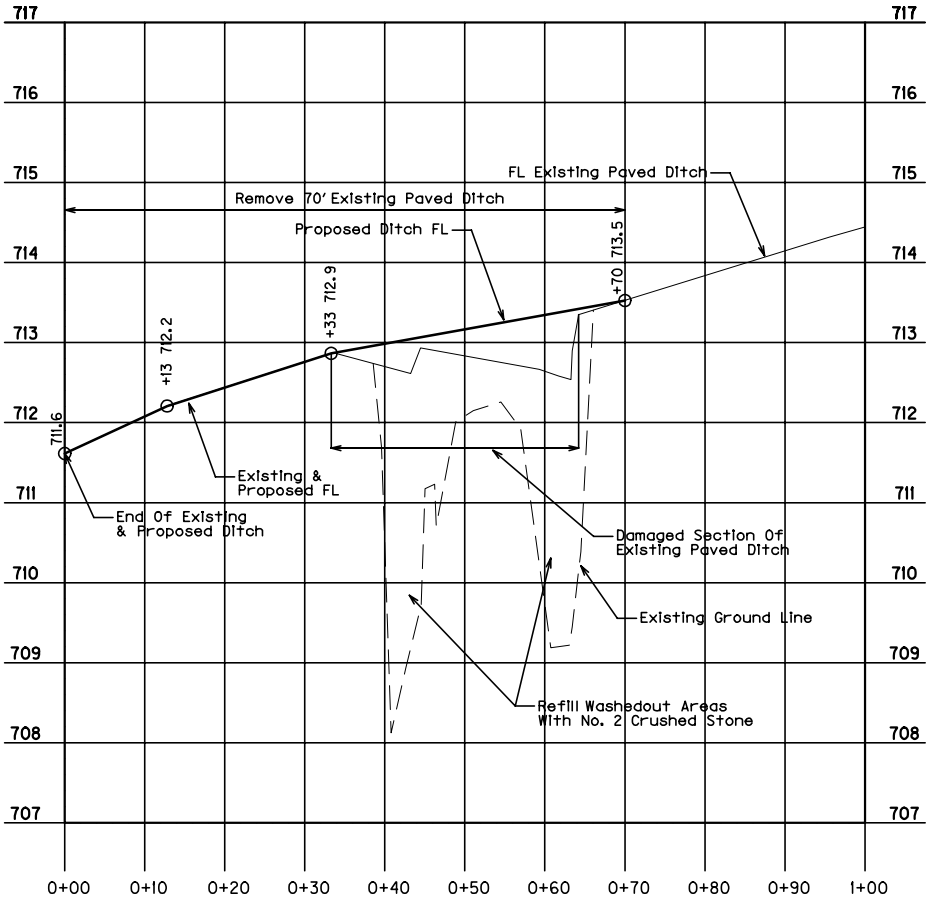


Ramp 3A
STA 329+67.5

DITCH REPAIR DETAIL

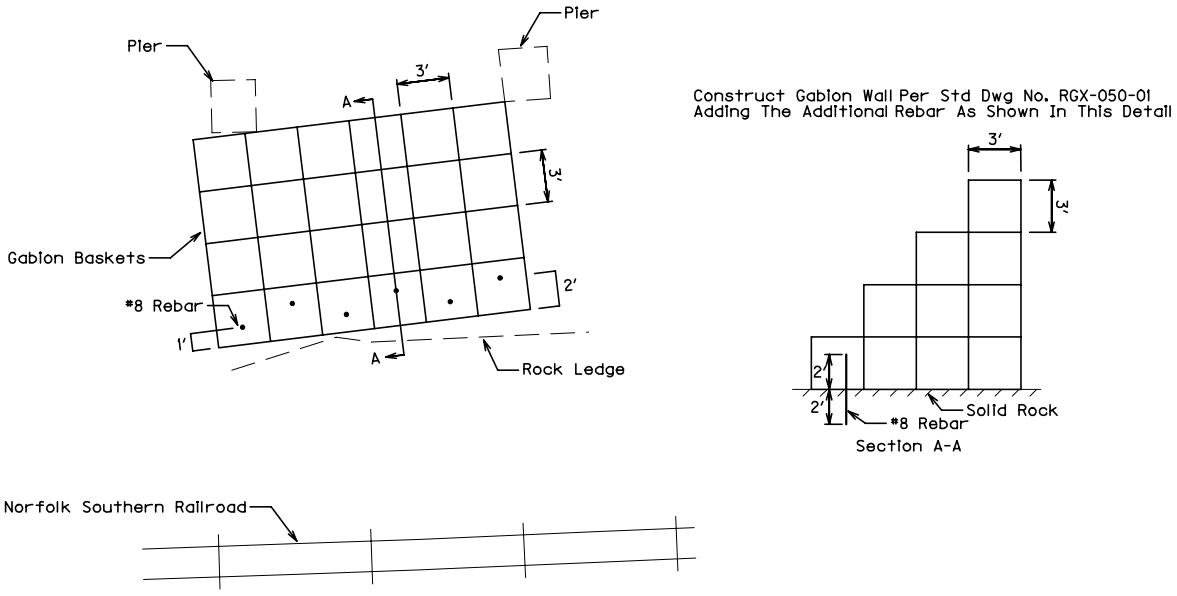


PLAN

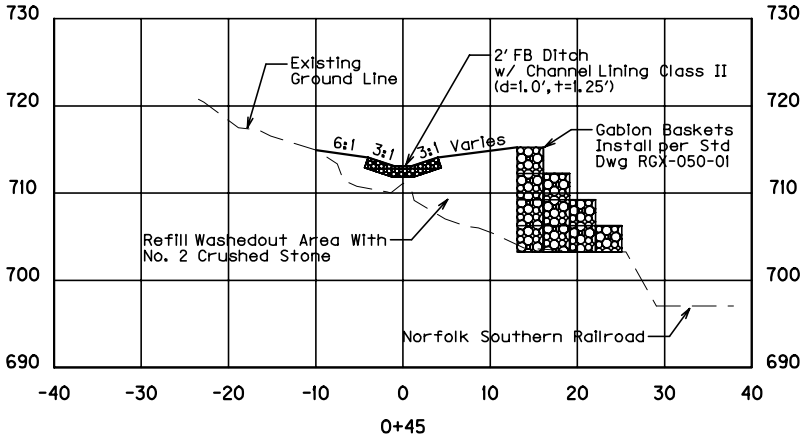


PROFILE

DITCH REPAIR DETAIL



Gabion Detail



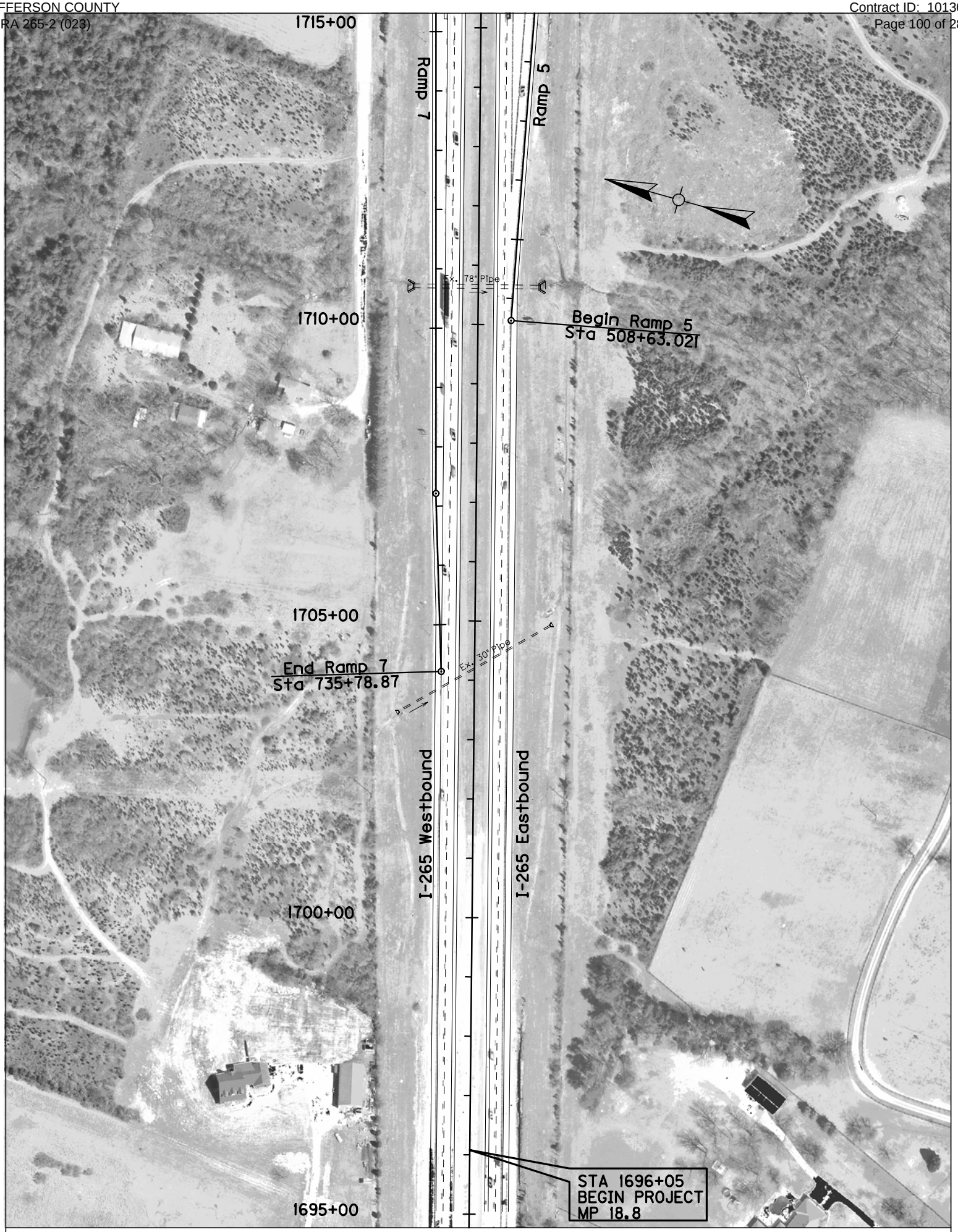
TYPICAL SECTION

Item No.	Description	Quantity
78	Crushed Aggregate Size No. 2	130 TON
2165	Remove Paved Ditch	47 SY
2483	Channel Lining Class II	41 TON
2610①	Retaining Wall - Gabion	60 CY

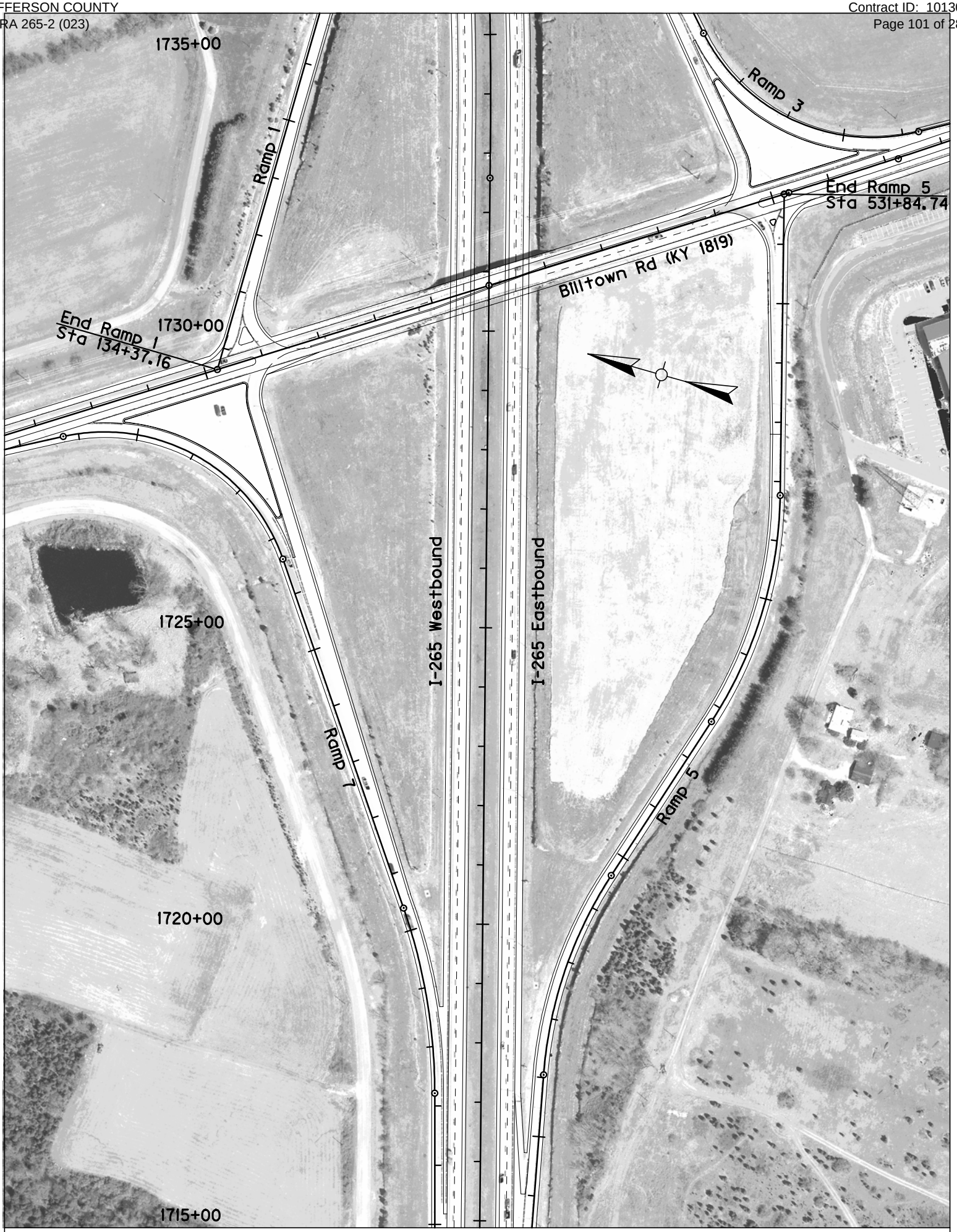
① The rebar and any excavation required to construct the retaining wall will be incidental to Item No. 2610

Quantities have been carried forward to the General Summary

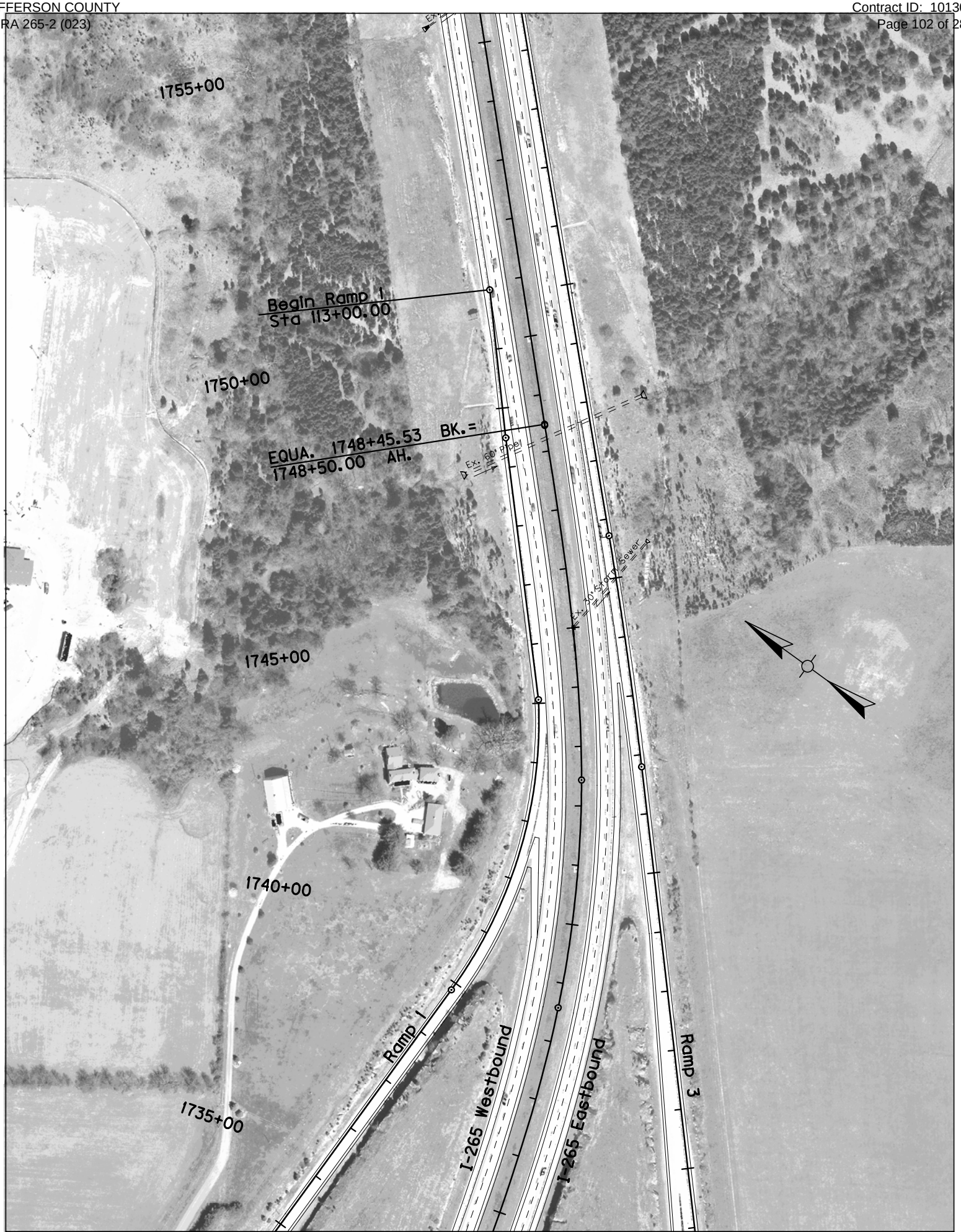
DITCH REPAIR QUANTITIES



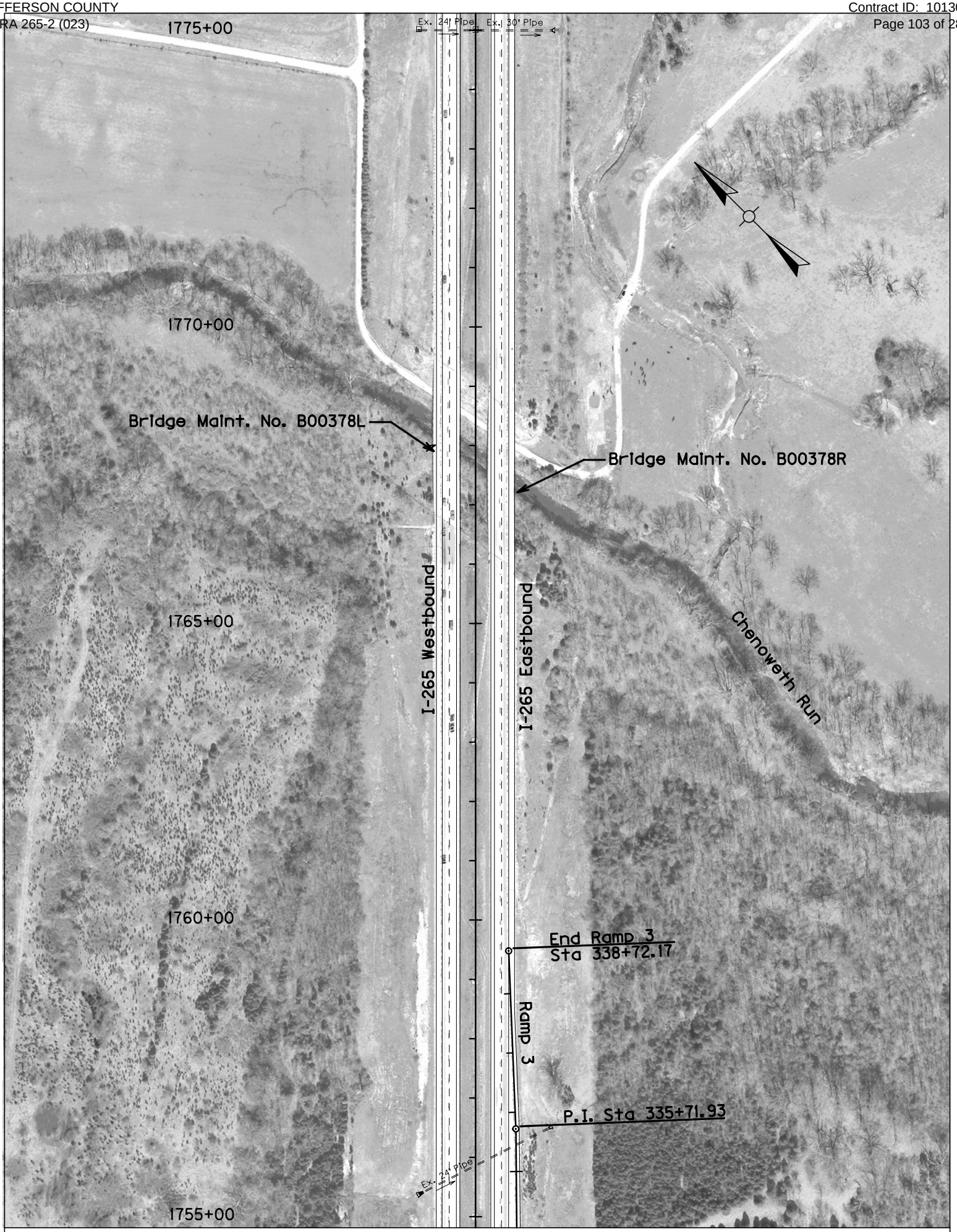
Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 1 of 13 - Sta 1696+05 to Sta 1715+00



Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 2 of 13 - Sta 1715+00 to Sta 1735+00

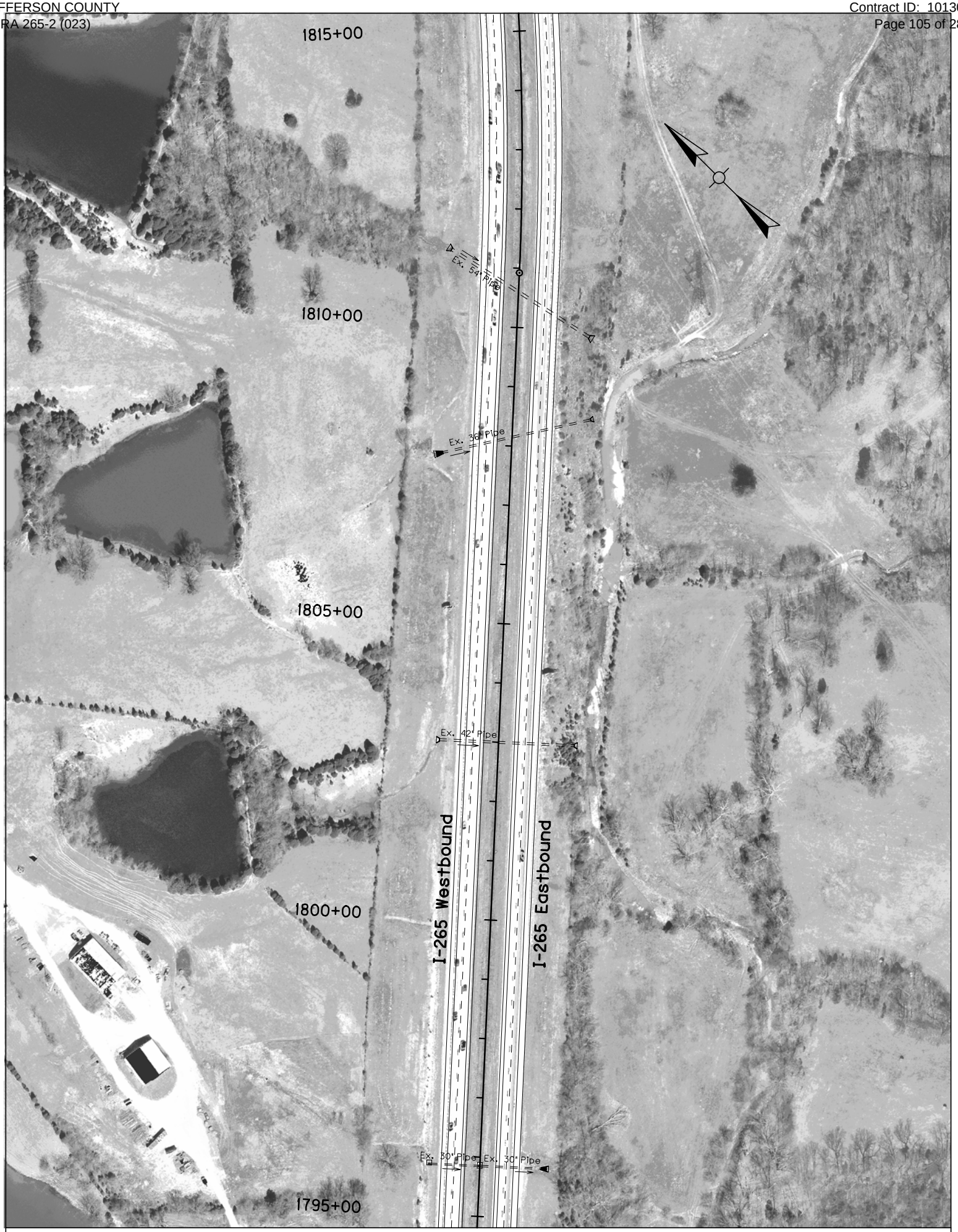


Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 3 of 13 - Sta 1735+00 to Sta 1755+00



Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 4 of 13 - Sta 1755+00 to Sta 1775+00

Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 5 of 13 - Sta 1775+00 to Sta 1795+00



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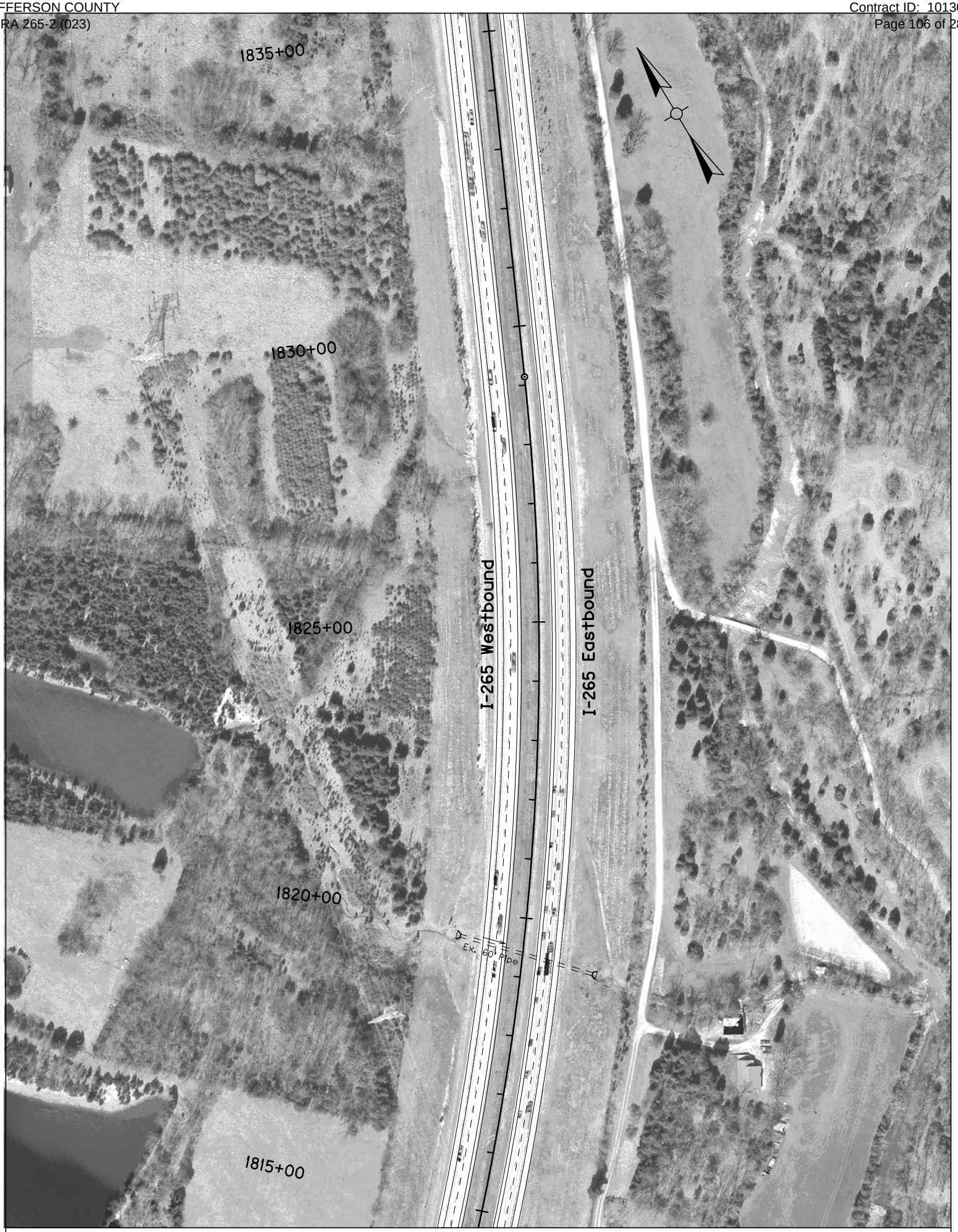

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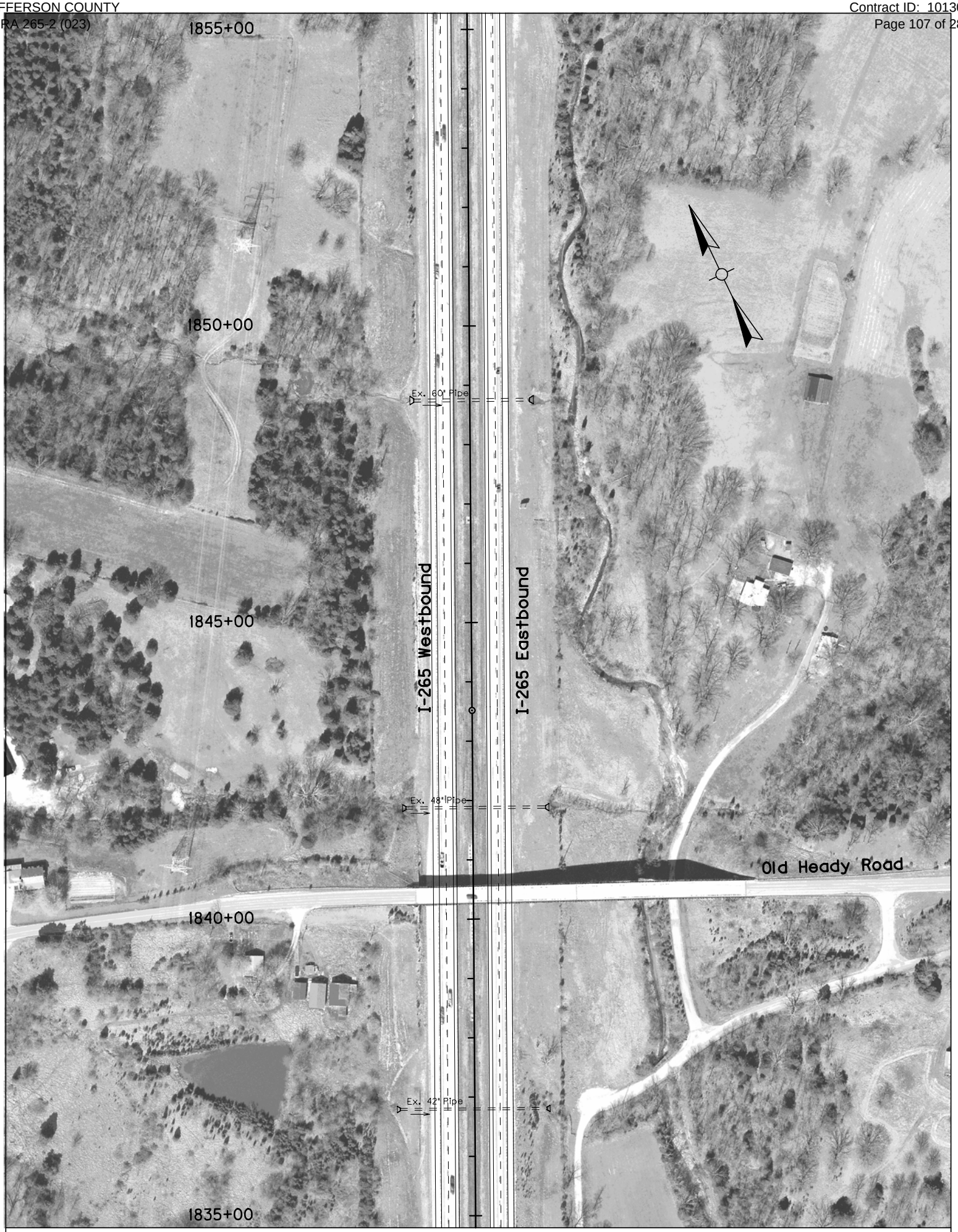

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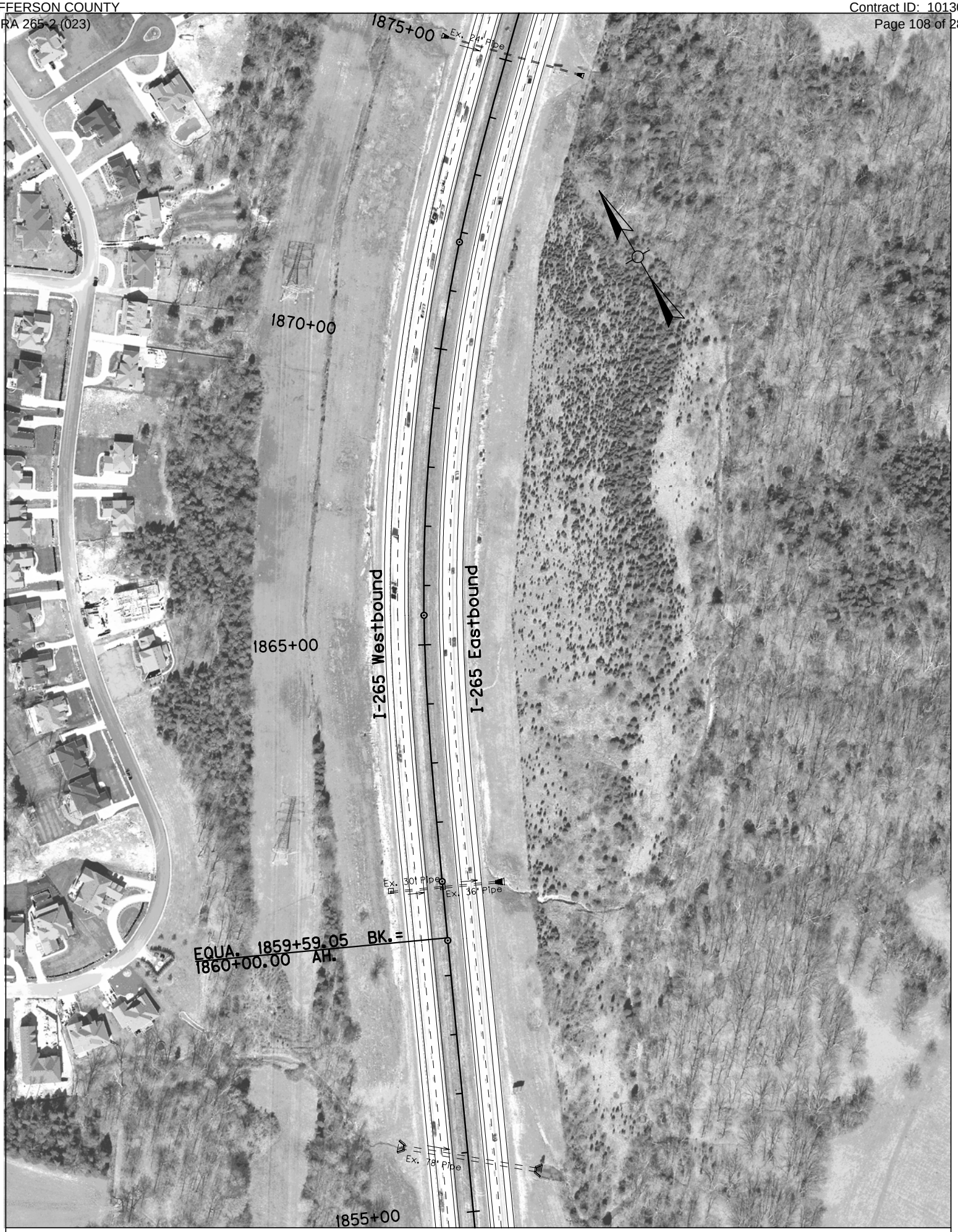
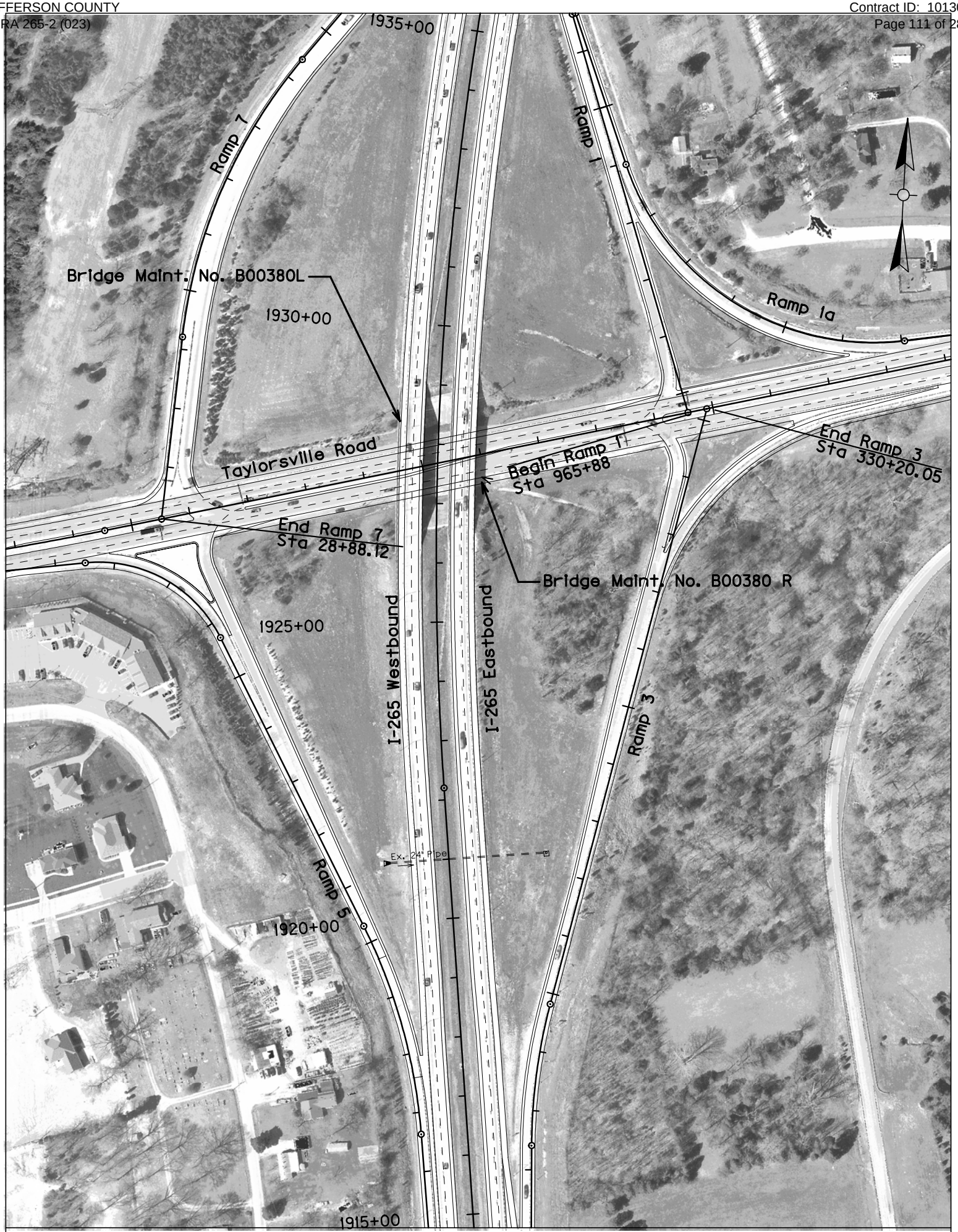


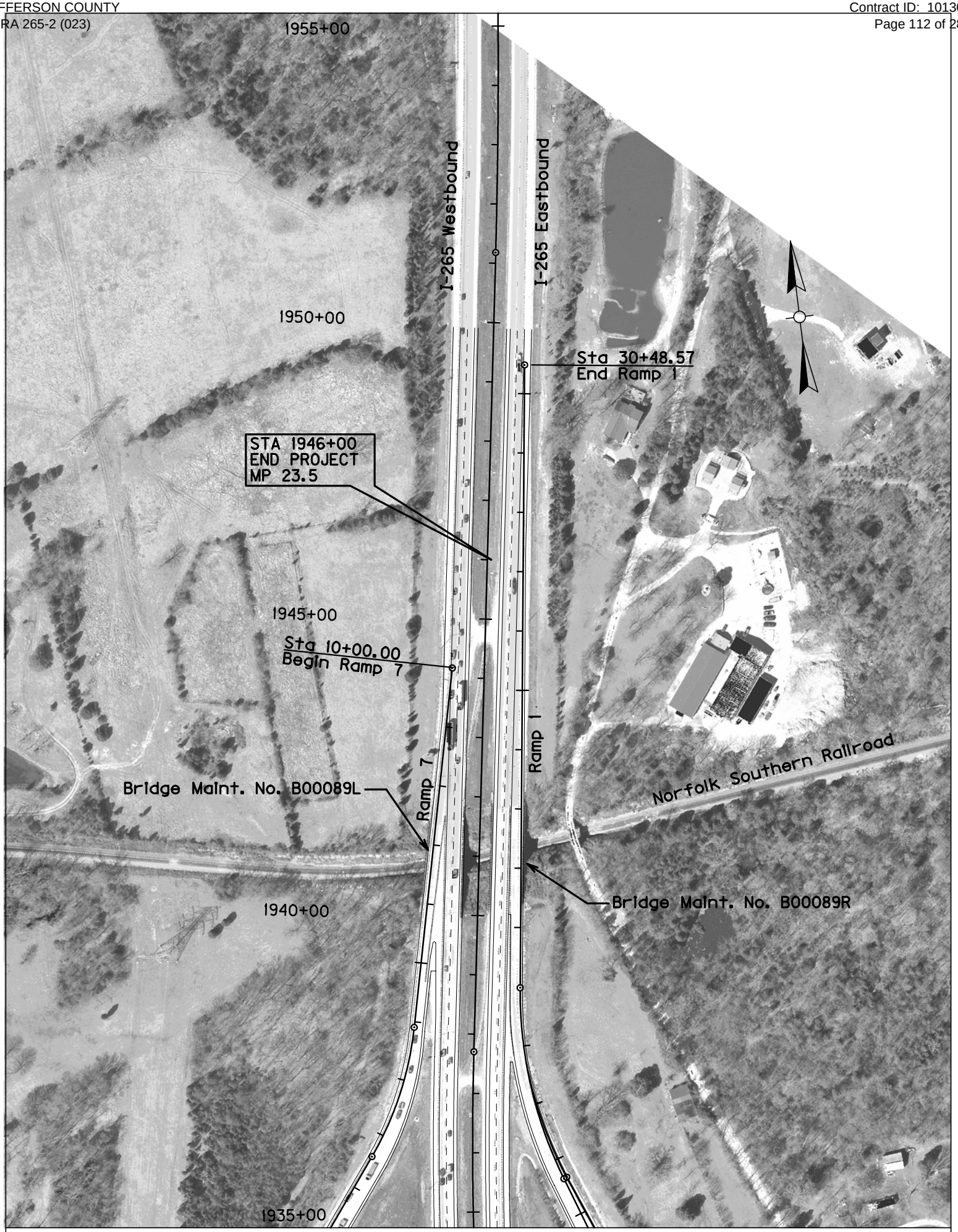
Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 9 of 13 - Sta 1855+00 to Sta 1875+00

Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 10 of 13 - Sta 1875+00 to Sta 1895+00

Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 11 of 13 - Sta 1895+00 to Sta 1915+00



Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 12 of 13 - Sta 1915+00 to Sta 1935+00



Item No. 5-2044.00 - I-265 Plan - Scale 1" = 200' - Sheet 13 of 13 - Sta 1935+00 to Sta 1955+00

JEFFERSON COUNTY, I-265

ARRA 265-2(023)

ITEM NO. 5-2044.00

BRIDGE REHABILITATION
(6 LOCATIONS)

STATION 1696+05
TO
STATION 1946+00

INDEX

SUMMARY OF BRIDGE QUANTITIES FOR I-265 PROJECT
PROJECT NO. ARRA 265-2(023)
ITEM NO. 5-2044.00
JEFFERSON COUNTY

DESCRIPTION

ITEM CODE		QUANTITY	UNIT
8510	REM EPOXY BIT FOREIGN OVERLAY	1911	S. Y.
21138ED	ASPHALT WATERPROOFING MIX	336.5	TON
8526	CONC. CLASS M FULL DEPTH PATCH	40	CU. YD.
3300	ELIMINATE TRANS. JT. METHOD 1	359.6	LIN. FT.
3300	ELIMINATE TRANS. JT. METHOD 2	236.3	LIN. FT.
23386EC	JOINT SEAL REPLACEMENT	164.2	LIN. FT.

1) ASPHALT WATERPROOFING MIX QUANTITY INCLUDES 50 TONS FOR TRIAL DEMONSTRATION
2) EDGE KEYS AND MILLING ASSOCIATED WITH THE BRIDGE DECK OVERLAYS WILL BE INCIDENTAL TO THE ASPHALT WATERPROOFING MIX BID ITEM

SPECIAL NOTE FOR ELIMINATING TRANSVERSE JOINTS ON BRIDGES

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, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete to eliminate the transverse joint; (3) Install additional steel reinforcement, new armored edge and new concrete as specified and in accordance with the attached detail drawings; (4) Maintain and control traffic; and (5) Any other work specified as part of this contract.

II. MATERIALS.

A. Class "M" Concrete. Use either "M1" or "M2". See Section 601.

B. Steel Reinforcement. Use Grade 60. See Section 602.

C. Epoxy Bond Coat. See Section 511.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing transverse joints, joint filler, and specified areas of concrete as shown on the attached detail drawings or 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 "Eliminate Transverse Joint".

Clean and leave all existing steel reinforcement encountered in place. Damaged steel reinforcement will be repaired/replaced as directed by the Engineer at no additional cost to the Department.

B. Place New Concrete and Armored Edges. After all specified existing materials have been removed; place new armored edges to match the original grade (See attached detail drawings). Place the new Class "M" concrete to the original grade and finish with broom strokes drawn transversely from gutterline to gutterline.

All new structural steel shall be cleaned and painted with two coats of commercial primer paint red orange in color, except that surfaces to come in contact with concrete are not to be painted.

Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511.

The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

C. Steel Reinforcement. Furnish for this work steel reinforcement as shown in the individual bridge packages. Splice these bars to the existing reinforcement in the deck and backwall in the areas of removed concrete as shown on the attached detail drawings or directed by the Engineer. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete. Reinforcement is incidental to the contract unit price for "Eliminate Transverse Joint".

IV MEASUREMENT.

A. Eliminate Transverse Joint. The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

V. PAYMENT.

A. Eliminate Transverse Joint. Payment at the contract unit price per linear foot is full compensation for removing and disposing of the specified existing materials, furnishing and installing the concrete, steel reinforcement, armored edge and all incidental items necessary to complete the work within the specified pay limits as specified by this note and as shown on the attached detail drawings.

The Department will consider payment as full compensation for all work required by this note and the attached detail drawings.

SPECIAL NOTE FOR REPLACING COMPRESSION 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, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing compression seal; (3) Install new compression seal; (4) Maintain and control traffic; and (5) Any other work specified as part of this contract.

II. MATERIALS.

A. Neoprene Joint Sealers (Compression Seals). See Section 807.

B. Silicone Rubber Sealant. See Section 807.

III. CONSTRUCTION.

A. Remove Existing Materials. Remove the existing compression seal as shown on the attached sketches. 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".

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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 Compression Seal.

C. Preformed Neoprene Joint Seal. Place the preformed joint seal in one continuous, unbroken length. Place neoprene compression seals as recommended by the manufacturer and in accordance with Section 609.03.04 (D).

D. Silicone Rubber Sealant. Place the silicone sealant as recommended by the manufacturer and in accordance with Section 609.03.04 (C).

E. Shop Plans. Shop plans will <u>not</u> 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 contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the neoprene compression joint seal, and all incidental items necessary to complete the work within the specified pay limits as specified by this note and as shown on the attached detail drawings.

The Department will consider payment as full compensation for all work required by this note and the attached detail drawings.

SPECIAL NOTE FOR ASPHALT WATERPROOFING MIX FOR BRIDGE-DECK OVERLAYS AND ADJACENT APPROACHES

1. DESCRIPTION. Asphalt Waterproofing Mix (AWM) is a highly elastomeric, polymer-modified, impermeable asphalt mixture that is designed to be a one-step, waterproof, wearing course system for bridge-deck overlays and the adjacent approaches. Place AWM at a minimum thickness of 1.50 in. directly on the prepared surface using a conventional paver(s) and roller(s). Apply this material according to the lines, grades, and typical cross-sections in the plans or as established by the Engineer.

Unless otherwise noted, Section references herein are to the Department's *Standard Specifications for Road and Bridge Construction*. Conform to all requirements for CL3 ASPH SURF 0.50A PG76-22 unless specifically modified herein.

2. MATERIALS AND PERSONNEL.

2.1 Aggregate. Provide polish-resistant coarse and fine aggregate conforming to Subsection 403.03.03 for a Type A mixture. Do not use mineral aggregates that are inherently porous, such as blast-furnace slag, expanded shale, porous limestone, and lightweight aggregates, in this mixture.

2.2 AWM Binder. Provide a performance-graded (PG) 64-22 binder conforming to Section 806. Add 2.25 percent of a concentrated, thermoplastic, virgin polymeric material by weight of the total mixture. Ensure that the modified binder conforms to AASHTO M 320 with a high temperature of 94 °C or higher and a low temperature of -34 °C or lower. In addition, ensure that the AWM binder conforms to the following criteria:

Test	**Criteria**
Elastic Recovery at 10 °C (ASTM D 6084)	92 % (min)
Toughness (ASTM D 5801)	210 in.-lbf (min)
Tenacity (ASTM D 5801)	141 in.-lbf (min)

2.3 Edge Sealant. Provide a material for edge sealant as recommended by the producer of the thermoplastic polymer modifier utilized in the AWM. Ensure the material is a highly thixotropic edge sealant that dries to a soft consistency and will not dry out, crack, or split under vibration or slight movement of opposing surfaces.

2.4 Adhesive Tack Coat. Provide a solvent-based, elastomeric primer adhesive tack coat as recommended by the producer of the thermoplastic polymer modifier utilized in the AWM.

2.5 Joint Sealant [Rubber Expansion Joint Compound (REJC)]. Provide a flexible, cold-pour, two-part polyurethane joint sealant conforming to the Special Note for Rubber Expansion Joint Compound.

2.6 Preconstruction Meeting. At least two weeks prior to the anticipated start of the project, the Department will schedule a preconstruction meeting to discuss the production and placement of AWM.

2.7 AWM Representative. Ensure a technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM is present at the preconstruction meeting, during the initial construction activities, and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Preparation of Mixture. Submit component material samples to the thermoplastic polymer modifier manufacturer for formulation of a mix design. Ensure the AWM contains no reclaimed materials. After receiving the completed mix design from the thermoplastic polymer modifier manufacturer, submit the AWM design and component material samples to the Division of Materials according to Subsection 402.03.

3.2 Job-Mix Formula (JMF). Contrary to Subsection 402.03, formulate and submit a JMF conforming to the following total binder content and gradation limits.

Sieve Size	Percent Passing	Production Tolerance (%)
½ in.	100	---
⅜ in.	80-100	± 6
No. 4	50-76	± 6
No. 8	37-54	± 5
No. 16	26-40	± 4
No. 30	17-29	± 4
No. 50	10-21	± 3
No. 100	5-16	± 2
No. 200	2.0-8.0	± 1.5
% Virgin PG binder	5.0-7.0	
% Thermoplastic polymer	2.25 by weight of total mixture	
% Total binder (including PG binder and thermoplastic polymer)	7.25-9.25	± 0.5

3.3 Mix Design Criteria. Contrary to Subsection 403.03, using a compaction effort of N_{des} = 75 gyrations, perform and submit a laboratory mix design conforming to the following mixture specifications.

Test	Criteria
% Air Voids (AV) (AASHTO R 35)	2.0 ± 2.0
% Voids-in-Mineral Aggregate (VMA) (AASHTO R 35)	16.0 (min)
Permeability (ASTM D 5084)	10^{-8} to 10^{-10} m/s
Flexural Beam Fatigue (AASHTO T 321) (750 microstrains, 10 Hz, 2.0 % AV min)	250,000 cycles (min) (average of two samples)

The Department will not require AWM blends previously documented as satisfying the flexural beam fatigue specification to be tested again for flexural beam fatigue. Also, the Department will not require flexural beam fatigue testing for projects with a total AWM quantity of less than 1000 tons.

3.4 Surface Preparation. Prior to the preconstruction meeting, review the existing bridge deck(s) and approach pavement with a technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM and Department personnel to develop a strategy for repairing distressed areas.

Prior to the placement of the AWM over PCC bridge deck(s) and approach pavement and as directed by the Engineer, repair any moderately or highly "D-cracked" areas, high-severity "punch-outs," "blow-ups," and other severe distresses with a doweled, full-depth patch. Ensure the patching material satisfies the applicable requirements of Section 502.

Prior to the placement of the AWM over asphalt pavement and as directed by the Engineer, fill large surface deformities, greater than 3 in. deep and 4 ft in diameter, with an approved asphalt mixture.

Immediately prior to placing the AWM, thoroughly clean the surface of all vegetation, loose materials, dirt, mud, and objectionable materials. Ensure the surface is dry. During placement of the AWM, fill smaller pavement deformities in the underlying bridge deck(s) and approach pavement with the AWM.

3.5 Application of Edge Sealant. Apply edge sealant, at 4 to 6 in. wide and approximately 0.03 in. thick, before and after AWM application in accordance with the guidelines from the producer of the thermoplastic polymer modifier utilized in the AWM. Apply the sealant to all perimeter surfaces adjacent to the AWM, such as curbs, parapet walls, headers, drains, scuppers, and joints, in order to reduce moisture infiltration into the AWM. Also apply edge sealant to all longitudinal or transverse joints in the AWM

that have cooled below 150 °F. When practical, apply the edge sealant the day before, or as early as possible on the day of, paving to maximize drying time.

3.6 Application of Adhesive Tack Coat. Contrary to Subsection 406.03, cold-apply an adhesive tack coat to the existing pavement at a rate to achieve an undiluted residue of 0.10 to 0.15 gal/yd^2. For milled surfaces, apply the tack coat at a rate to achieve an undiluted residue of 0.15 gal/yd^2. For smaller projects as defined by the Engineer, cold-apply the tack coat by hand with a brush, roller, or hand-wand sprayer. Allow the adhesive tack coat to cure for a period of at least 40 min, or until the tack coat is dry, depending on local conditions.

3.7 Application of Joint Sealant (REJC). For continuous paving operations over existing bridge/pavement joints, saw-cut a construction joint, 1.0 to 1.5 in. wide, in the AWM and fill the joint with joint sealant (REJC) as directed by the technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM or the Engineer. Additionally, conform to the construction requirements in the Special Note for Rubber Expansion Joint Compound.

3.8 Production, Transport, and Placement of AWM. For batch plants, after adding the concentrated thermoplastic virgin polymeric material, dry-mix for approximately ten seconds. Next, add the asphalt binder, and wet-mix for 80 seconds to ensure a homogenous blend.

Do not use parallel-flow drum plants for production. For other types of drum plants, refer to the producer of the thermoplastic polymer modifier utilized in the AWM for mixing times.

Ensure the pavement surface or ambient air temperature is a minimum of 50 °F and rising at the time of AWM placement.

Contrary to Subsection 401.03, produce and place AWM at the following temperatures:

	Temperature (°F)
Mixing	410-450
Laydown at Paver	350-410
Compaction	250-410

Do not permit any truck containing AWM to leave the asphalt mixing plant without inspection and approval by the technical representative from the producer of the thermoplastic polymer modifier utilized in the AWM or by the Engineer.

Ensure that the paving process begins on the downhill side of the crown and works upward in order to keep the excess water from the rollers, which may cause the mat to blister, away from the paving process.

3.9 Compaction of AWM.

3.9.1 Rollers. Contrary to Subsection 403.03, compact the AWM only with steel, double-drum drive rollers in the static mode. Provide breakdown rollers with a static weight of approximately eight tons. Provide finish rollers with a static weight of four to eight tons and a maximum drum width of 60 in. Due to the elevated temperature of the mat, utilize approximately twice the water for the rollers than that of standard paving. Because the rollers will require more frequent filling, provide an additional roller to replace the roller being filled with water. Also provide a small roller or vibratory plate to compact smaller areas such as headers, scuppers, expansion joints, etc. that cannot accommodate a full-size roller.

3.9.2 Opening to Traffic. Open lanes to traffic when the AWM pavement reaches 140 °F or a minimum of one hour after compaction is completed.

3.10 Trial Demonstration(s). At least two days prior to beginning mainline paving, demonstrate that satisfactory production and placement of AWM is possible. Furnish at least 50 tons for the trial demonstration. The Engineer will determine the site, outside of the driving lanes, and exact quantity of the trial placement. Perform a minimum of one volumetric analysis (two gyratory specimens and two G_{mm} tests), one total binder content determination, and one gradation determination. Document that the AWM satisfies the applicable requirements of Sections 3.2 and 3.3 of this note for total binder content, gradation, AV, and VMA prior to beginning mainline paving.

Use the paver and rollers to be used on the project to construct the trial placement. Obtain and test a minimum of four roadway cores from the trial placement according to KM 64-442. Ensure the density of each core is within the range of 96.0 ± 2.0 percent of the theoretical maximum density prior to beginning mainline paving.

Furnish additional 50-ton production lots until achieving mixture properties that satisfy the requirements above. Construct additional trial sections until establishing a rolling pattern that provides the density specified above.

Also furnish an additional 50-ton production lot and construct a new trial placement whenever a change in the mix design, compaction method, or compaction equipment occurs. When directed by the Engineer, remove and replace trial sections with unacceptable results.

3.11 Acceptance Sampling and Testing. Contrary to Subsection 402.03.02, the Department will accept AWM as follows:

3.11.1 Definitions for Sublot, Lot, and Minimum Level of Testing. Contrary to Subsection 402.03.02, for projects with a total AWM quantity of less than 4000 tons, the Department will define a sublot as 250 tons and a lot as 1000 tons. For these projects, the Department will define the setup period as the first 250 tons of production. For projects with a total AWM quantity of 4000 tons or more, the

Department will define a sublot, a lot, and the setup period according to Subsection 402.03.02. In either case, perform a minimum of one complete set of acceptance tests, as defined by this note, each day that any AWM is produced.

3.11.2 Total Binder Content and Gradation. Perform one evaluation per sublot according to Subsection 402.03.02. By the end of the setup period, establish a JMF conforming to the total binder content and gradation limits from Section 3.2 of this note. The Department will allow the established JMF to vary within the production tolerances from Section 3.2 of this note provided the percent passing each sieve remains within the gradation limits and the total binder content remains within the specified range.

3.11.3 AV. Prepare and analyze one set of two gyratory specimens per sublot according to Subsection 402.03.02. By the end of the setup period, test the AWM to document that the average AV value of each set of specimens conforms to the limits from Section 3.3 of this note.

3.11.4 VMA. Prepare and analyze one set of two gyratory specimens per sublot according to Subsection 402.03.02. By the end of the setup period, test the AWM to document that the average VMA value of each set of specimens conforms to a minimum of 15.5 percent.

3.11.5 Density. For each sublot of production after the setup period, randomly select locations for four cores from the bridge approach areas, not the bridge deck itself, in order to preserve the integrity of the AWM over the bridge deck. Obtain and furnish the cores to the Engineer according to Subsection 402.03.02. The Department will test the cores to ensure that the density of each core is within the range of 96.0 ± 2.0 percent of the G_{mm} value for that sublot.

3.11.6 Unsatisfactory Work Based on Laboratory Data. When the total binder content, gradation, AV, VMA, or density value from any test after the setup period fails to satisfy the applicable requirements of this note, cease all shipments to the project. Adjust procedures or mixture composition until all properties satisfy the applicable requirements of this note. Document acceptable materials and work before restarting operations.

3.12 Verification Sampling and Testing. Contrary to Subsection 402.03.03, the Department will verify AWM as follows. Using the definition for a lot from Section 3.11.1 of this note, the Department will perform a minimum of one verification test for total binder content, gradation, AV, and VMA for each lot according to Subsection 402.03.03. Provided the differences between the contractor's acceptance test and the Department's verification test are within the tolerances given in Subsection 402.03.03, the Department will accept the AWM for that lot.

When the differences between the contractor's acceptance test and the Department's verification test are not within the tolerances given in Subsection

402.03.03, cease all shipments to the project. Adjust procedures or mixture composition until the differences are within the tolerances given in Subsection 402.03.03. Document compliance with these tolerances before restarting operations.

4. MEASUREMENT.

4.1 Trial Demonstrations. The Department will measure up to 100 tons of AWM used in the Trial Demonstration. The Department will not measure quantities exceeding 100 tons for payment and will consider them incidental to the AWM.

4.2 AWM. The Department will measure AWM in tons. The Department will not measure the surface preparation, edge sealant, or adhesive tack coat for payment and will consider them incidental to AWM.

4.3 Joint Sealant (REJC). The Department will measure joint sealant (REJC) according to the Special Note for Rubber Expansion Joint Compound. The Department will not measure saw-cutting joints for payment and will consider that operation incidental to the joint sealant (REJC).

5. PAYMENT.

5.1 Trial Demonstrations. The Department will pay for the measured quantities at the Contract unit bid price for AWM.

5.2 AWM. The Department will consider the unit bid price per ton to include all labor, materials, and equipment necessary to complete the work. The Department will make payment for the completed and accepted quantities according to the following:

Code	Pay Item	Pay Unit
------	Asphalt Waterproofing Mix	Ton

November 12, 2009

JEFFERSON COUNTY

B00378L
I-265 SB OVER CHENOWETH RUN

Approximate Location Information
Latitude: 38°09'11"
Longitude: 85°32'09"
MP 20.089

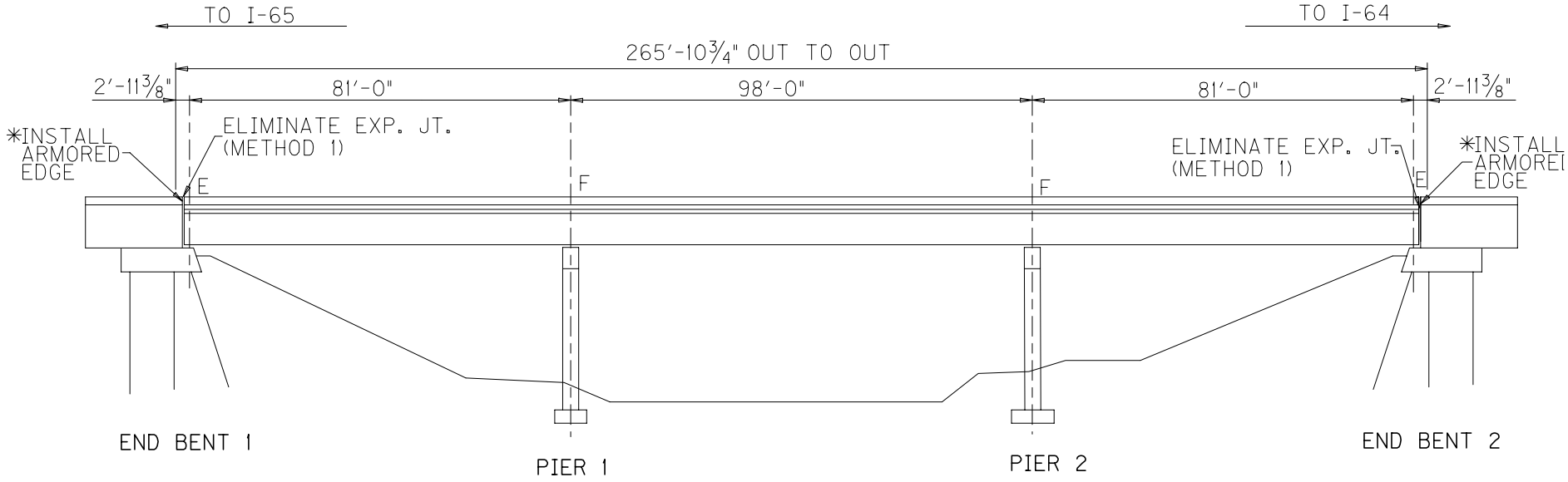
BRIDGE #1 (BOO378L) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SYNDER FREEWAY
6. DESCRIPTION: I-265 SB OVER CHENOWETH RUN
7. TYPE OF WORK: ELIMINATE TRANSVERSE JOINTS
8. LENGTH (FT.): 265.89 **BRIDGE WIDTH (FT.):** 43.3 **SURFACE AREA (SQ. YD.):** 1279
SKEW (DEGREES): 35 **DECK THICKNESS (INCHES):** 8

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
3300	ELIMINATE TRANS. JOINTS, METHOD 1	97.7	LIN FT

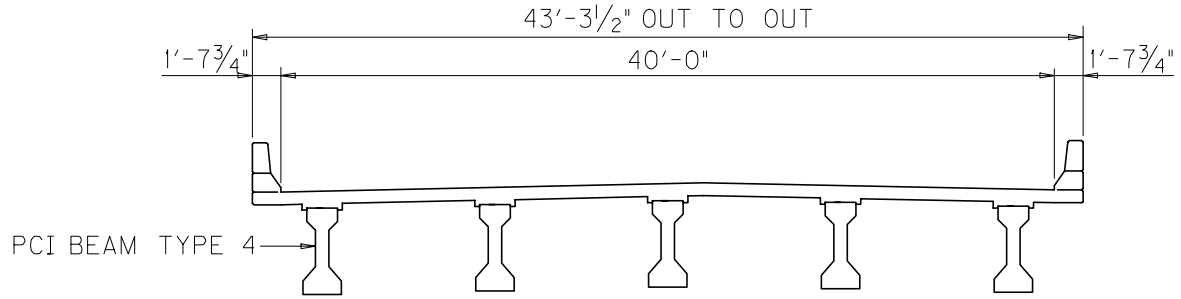
I-265 SB OVER CHENOWETH RUN (B00378L)



*SEE STD. DRWG. BJE-001-11

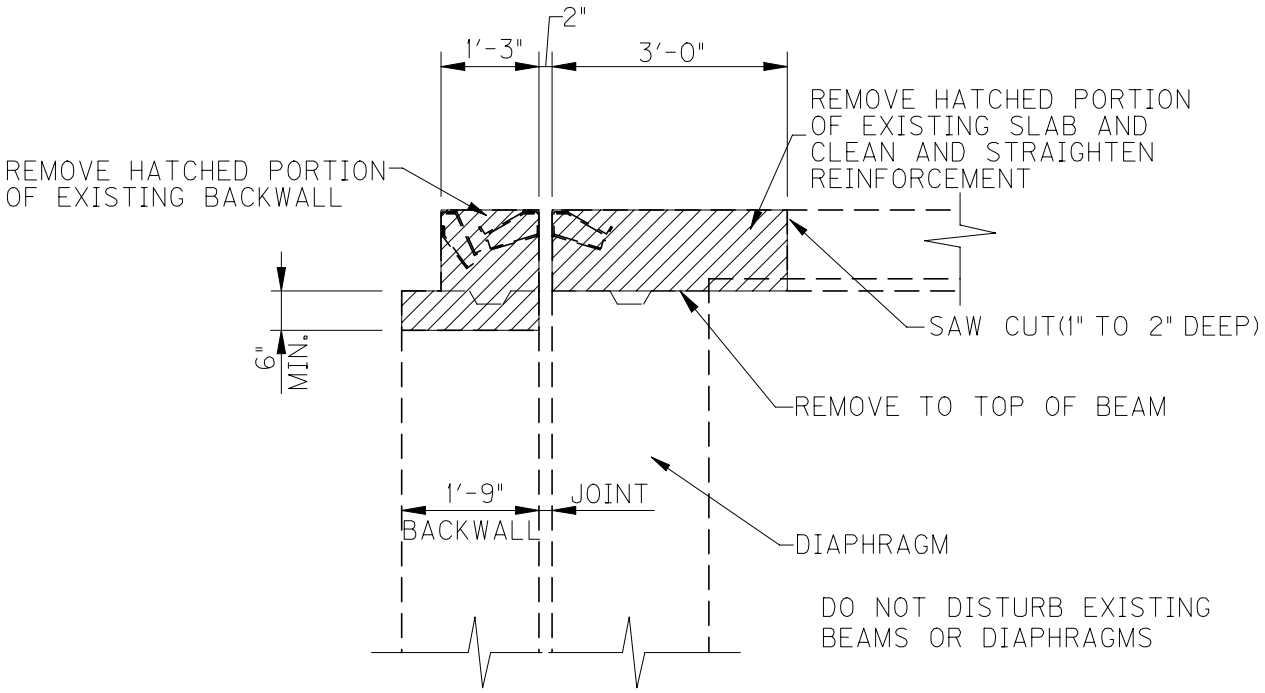
ELEVATION

35°00'00" SKEW RT.
NOT TO SCALE

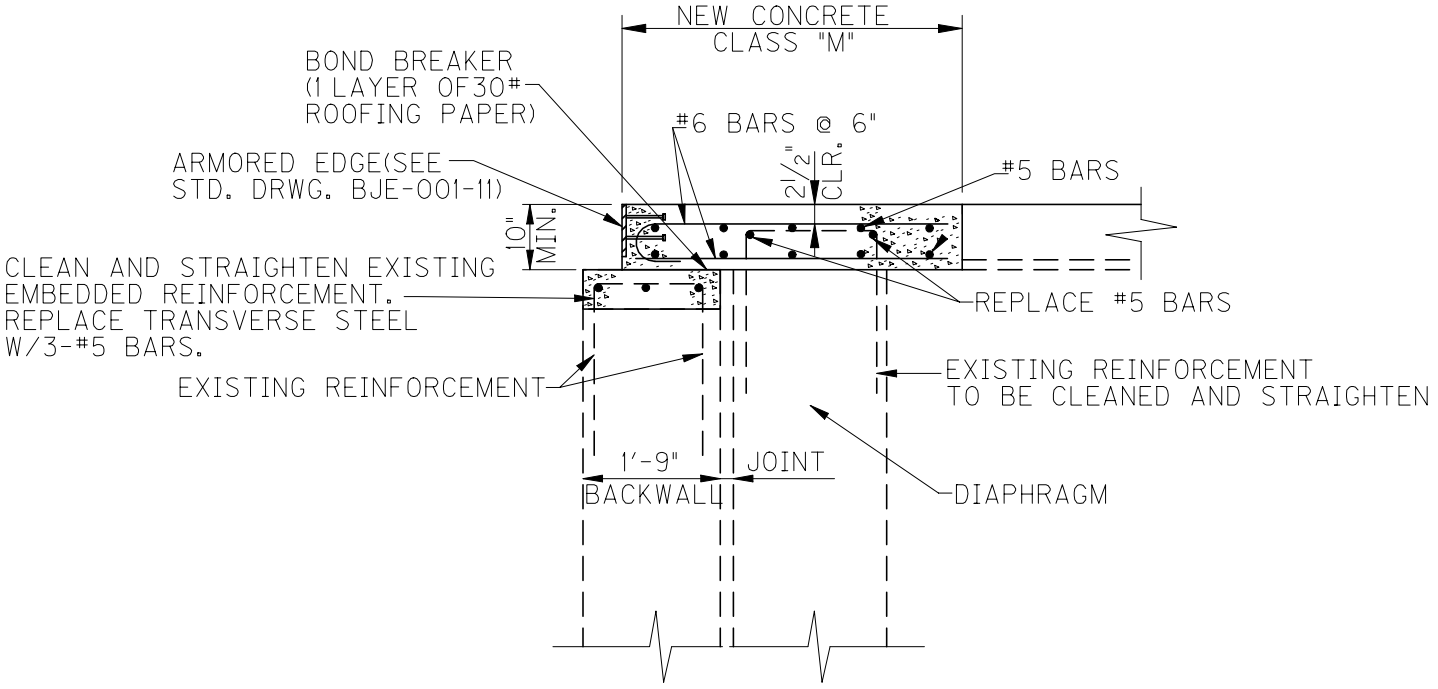


TYPICAL SECTION

ELIMINATE EXPANSION JOINTS @ END BENTS

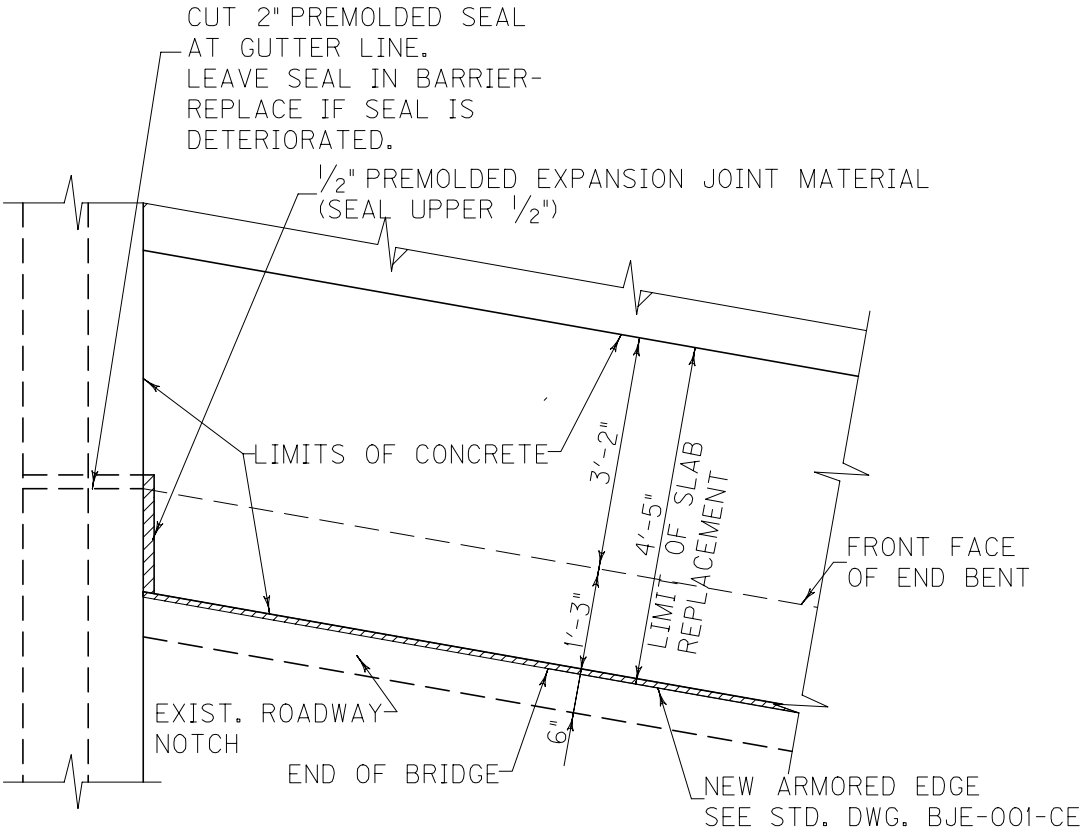


EXISTING SECTION @ END BENTS

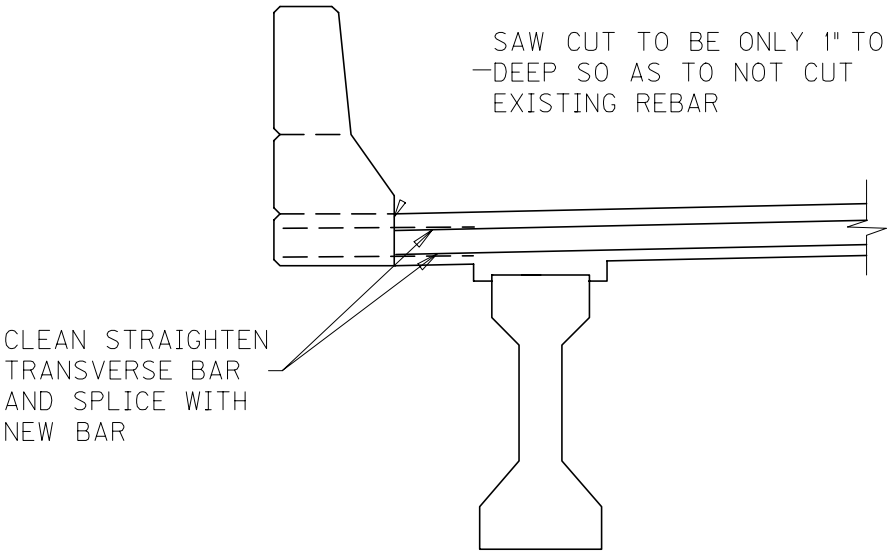


PROPOSED SECTION @ END BENTS TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ END BENTS

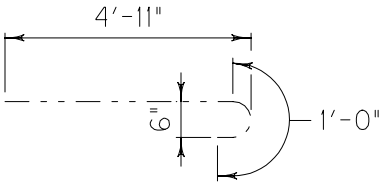


PROPOSED PLAN @ END BENTS

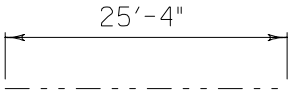


PROPOSED SECTION @ END BENTS

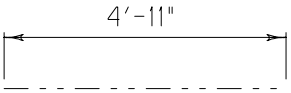
REINFORCEMENT



#6 BENT BAR
80 REQ'D
EACH END BENT



#5 STRAIGHT BAR
30 REQ'D
EACH END BENT



#6 STRAIGHT BAR
80 REQ'D
EACH END BENT

2,064 LBS EACH END BENT

END BENT REINFORCEMENT

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. EACH END BENT

MISCELLANEOUS REINFORCEMENT

TOTAL REINFORCEMENT 2,264 LBS. EACH END BENT

JEFFERSON COUNTY

B00378R
I-265 NB OVER CHENOWETH RUN

Approximate Location Information
Latitude: 38°09'10"
Longitude: 85°32'09"
MP 20.094

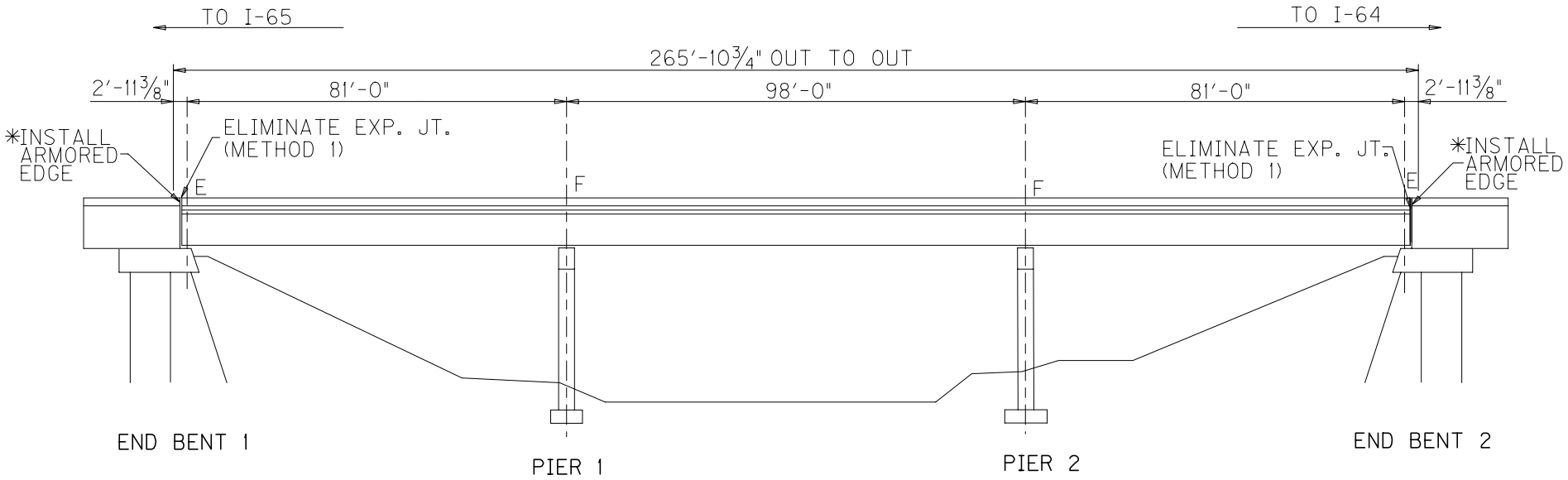
BRIDGE #2 (BOO378R) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SNYDER FREEWAY
6. DESCRIPTION: I-265 NB OVER CHENOWETH RUN
7. TYPE OF WORK: ELIMINATE TRANSVERSE JOINTS
8. LENGTH (FT.): 265.89 **BRIDGE WIDTH (FT.):** 43.3 **SURFACE AREA (SQ. YD.):** 1279
SKEW (DEGREES): 35 **DECK THICKNESS (INCHES):** 8

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
3300	ELIMINATE TRANS. JOINT, METHOD 1	97.7	LIN FT

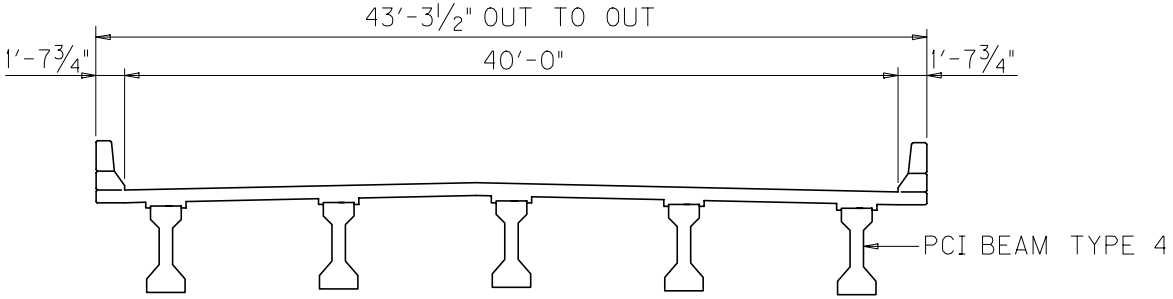
I-265 NB OVER CHENOWETH RUN (B00378R)



*SEE STD. DRWG. BJE-001-11

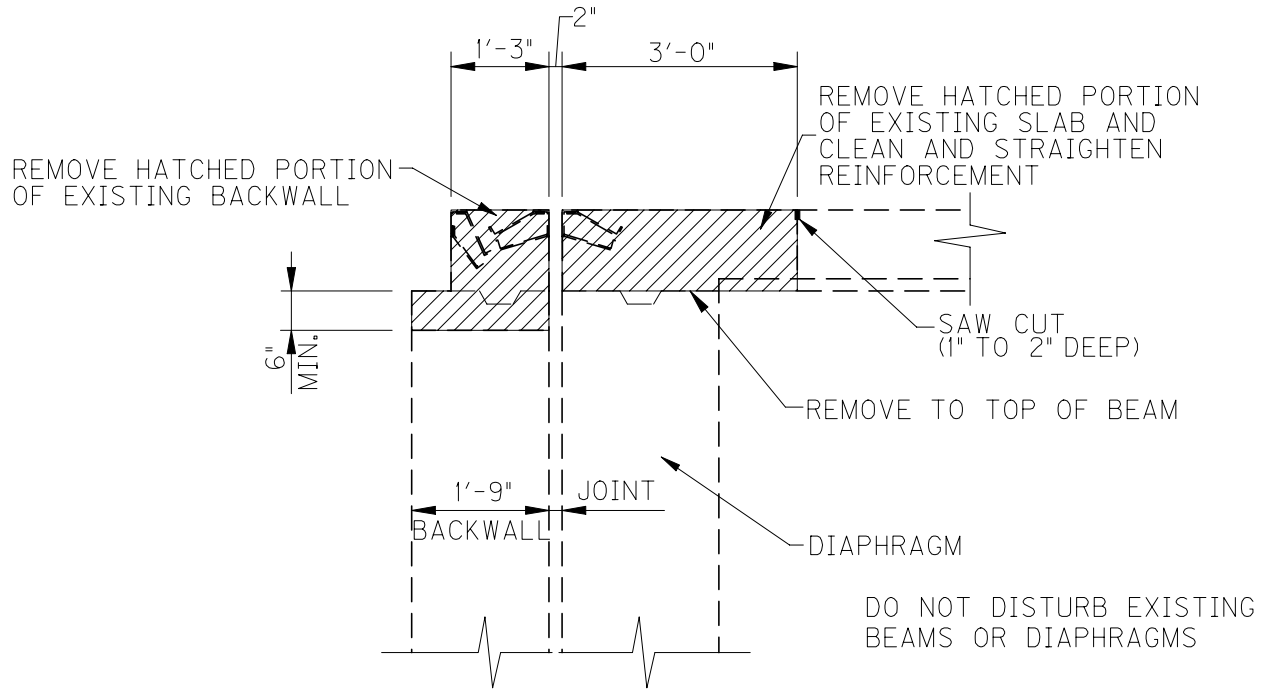
ELEVATION

35° 00'00" SKEW RT.
NOT TO SCALE

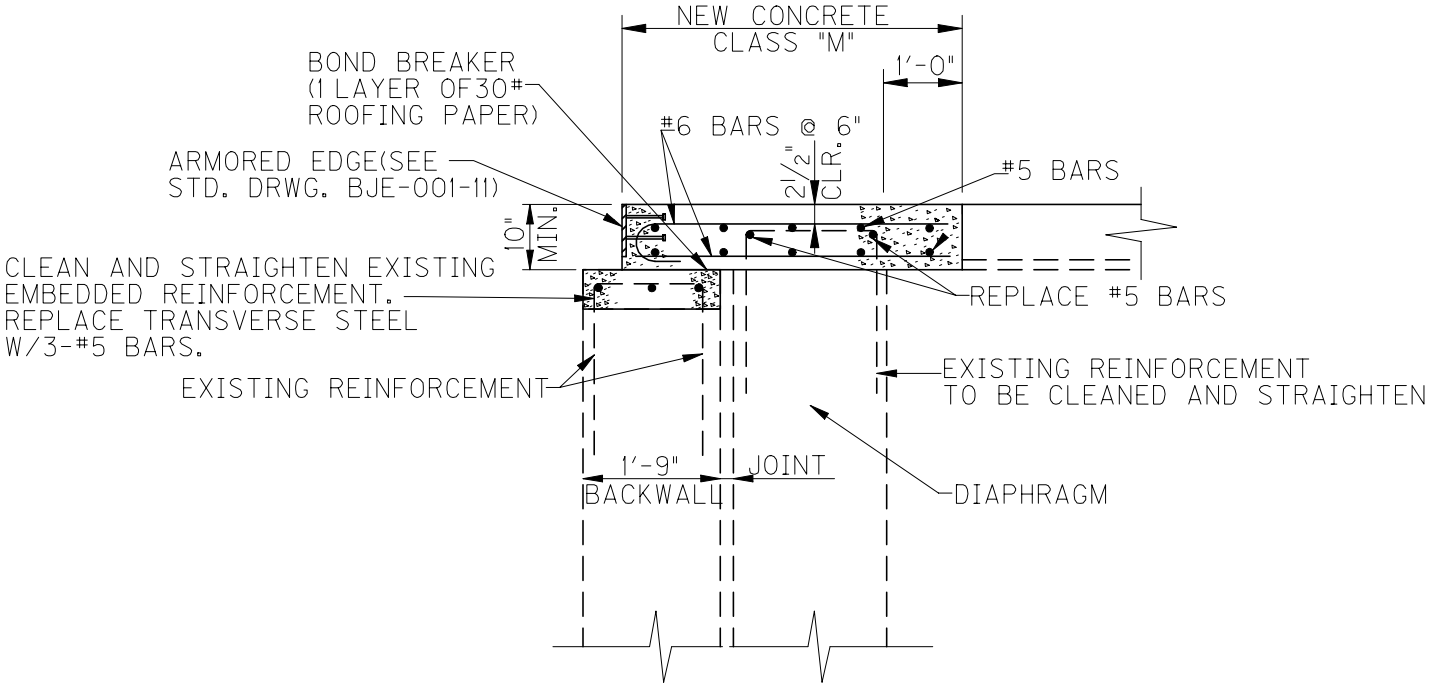


TYPICAL SECTION

EXPANSION JOINT ELIMINATION @ END BENTS

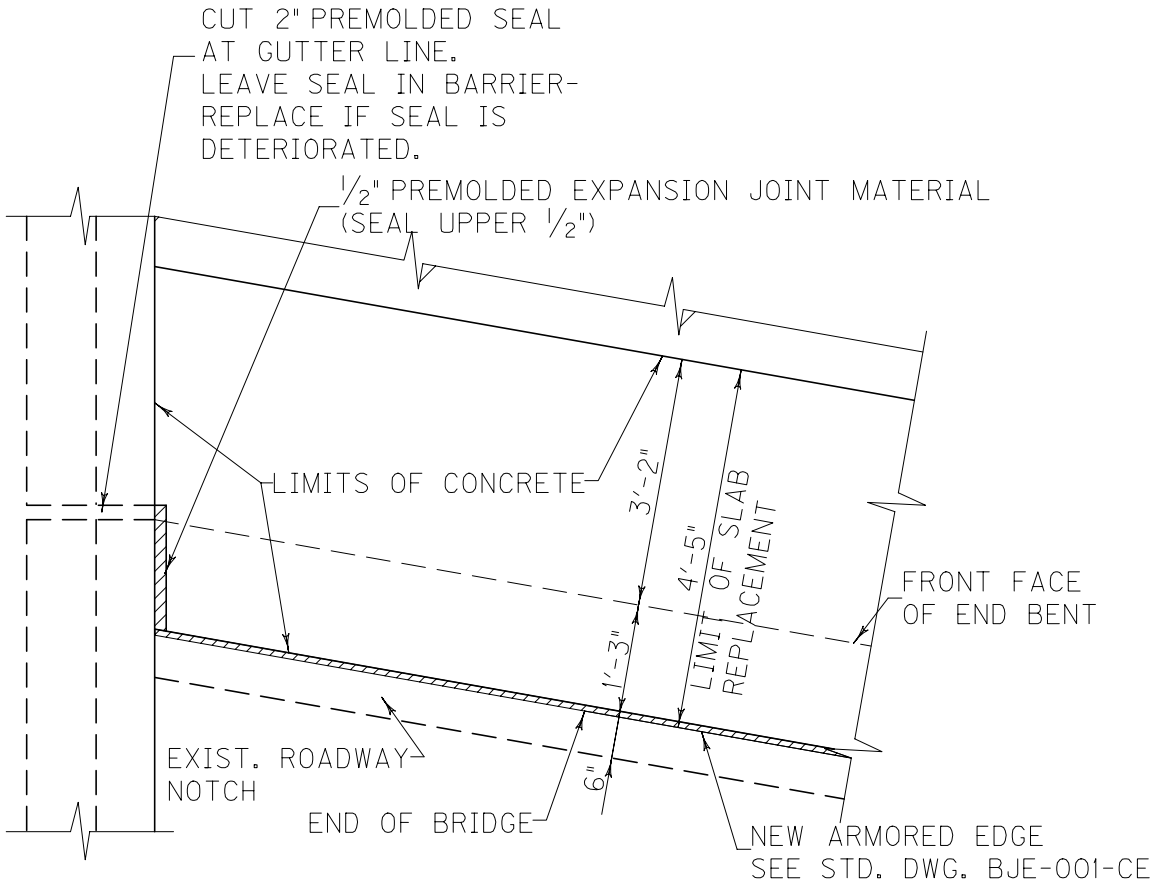


EXISTING SECTION @ END BENTS

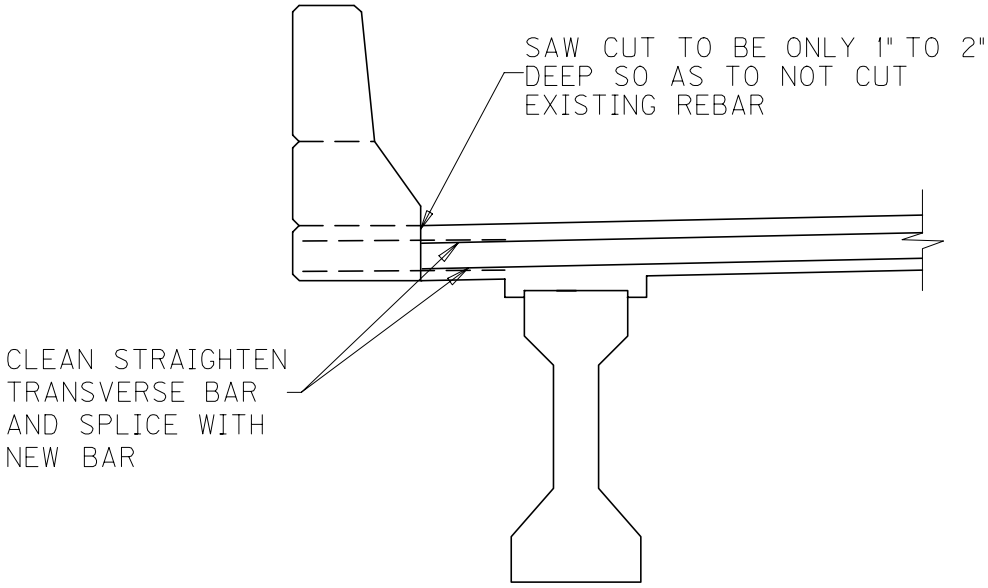


PROPOSED SECTION @ END BENTS TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ END BENTS

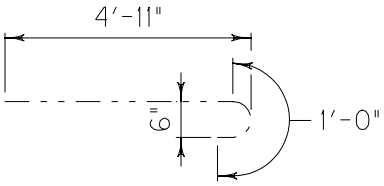


PROPOSED PLAN @ END BENTS

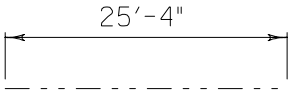


PROPOSED SECTION @ END BENTS

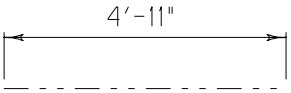
REINFORCEMENT



#6 BENT BAR
80 REQ'D
EACH END BENT



#5 STRAIGHT BAR
30 REQ'D
EACH END BENT



#6 STRAIGHT BAR
80 REQ'D
EACH END BENT

2064 LBS EACH END BENT

END BENT REINFORCEMENT

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. EACH END BENT

MISCELLANEOUS REINFORCEMENT

TOTAL REINFORCEMENT 2,264 LBS. EACH END BENT

JEFFERSON COUNTY

Approximate Location Information
Latitude: 38°11'20"
Longitude: 85°30'33"
MP 23.096

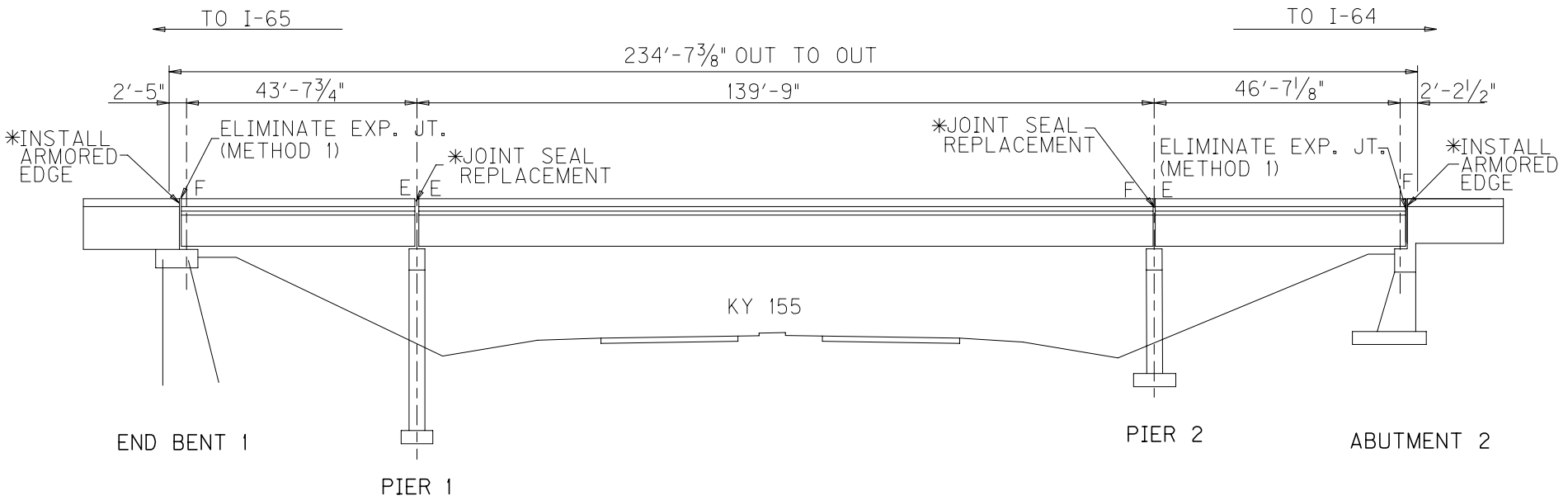
BRIDGE #3 (BOO380L) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SYNDER FREEWAY
6. DESCRIPTION: I-265 SB OVER KY 155
7. TYPE OF WORK: ELIMINATE TRANSVERSE JOINTS & JOINT SEAL REPLACEMENT
8. LENGTH (FT.): 234.62 **BRIDGE WIDTH (FT.):** 43.3 **SURFACE AREA (SQ. YD.):** 1128
SKEW (DEGREES): 13.03 **DECK THICKNESS (INCHES):** 9.5
NUMBER OF JOINTS (EACH): 4

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
23386EC	JOINT SEAL REPLACEMENT	82.1	LIN FT
3300	ELIMINATE TRANS. JOINT, METHOD 1	82.1	LIN FT

I-265 SB OVER KY 155 (B00380L)

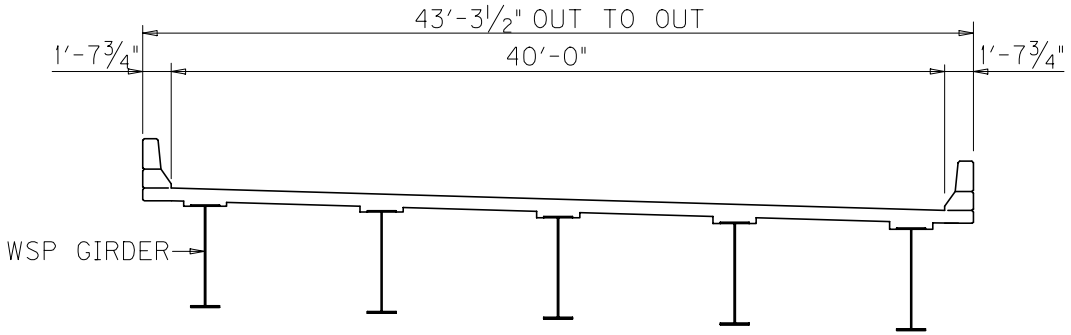


*SEE STD. DRWG. BJE-001-11

ELEVATION

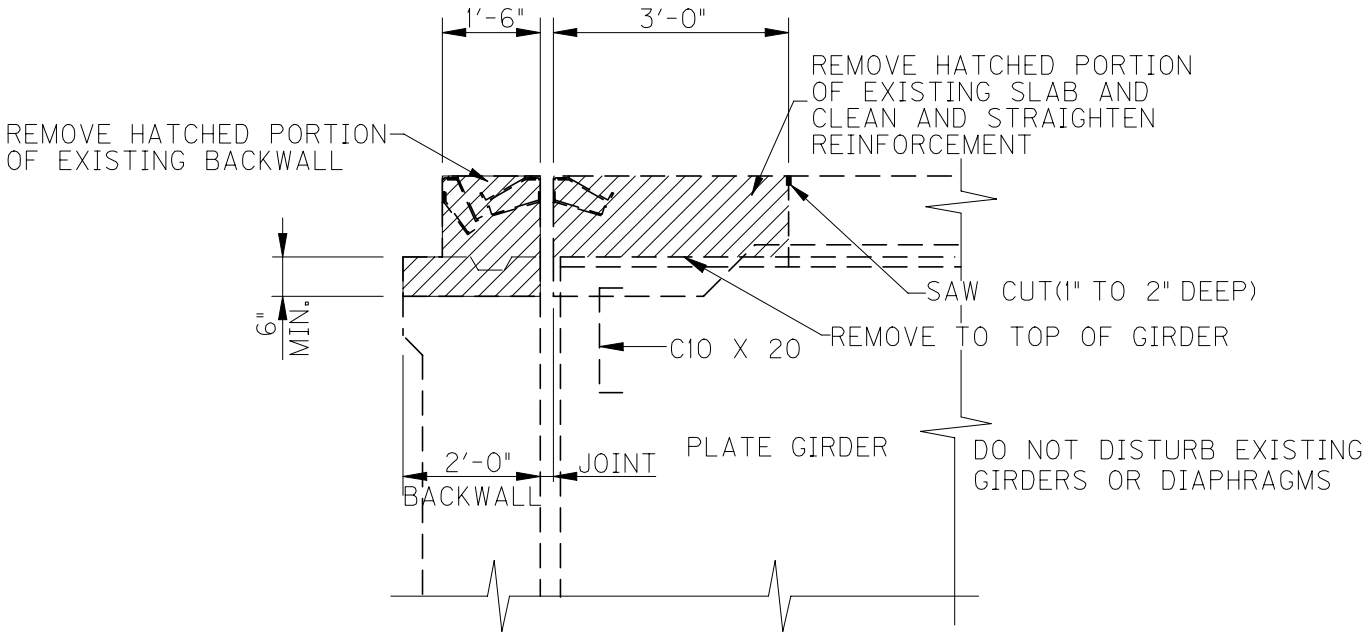
13°02′00" SKEW LT.
NOT TO SCALE

NOTE:
CONTRACTOR RESPONSIBLE FOR VERIFYING SIZE OF SEAL

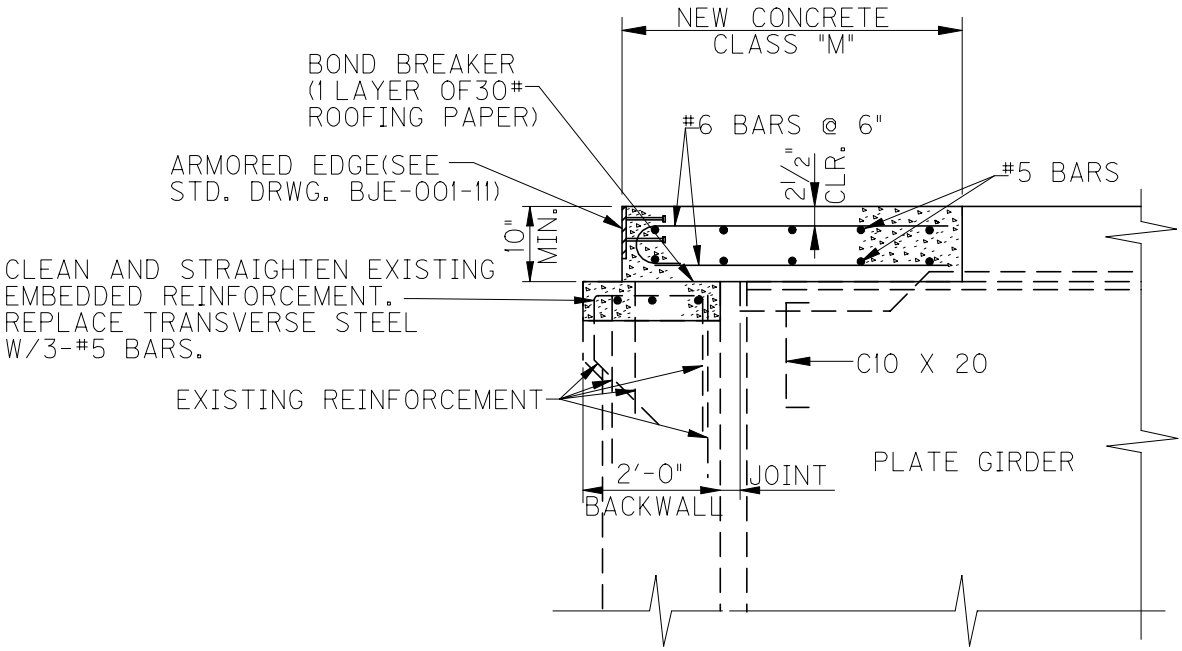


TYPICAL SECTION

EXPANSION JOINT ELIMINATION @ END BENT

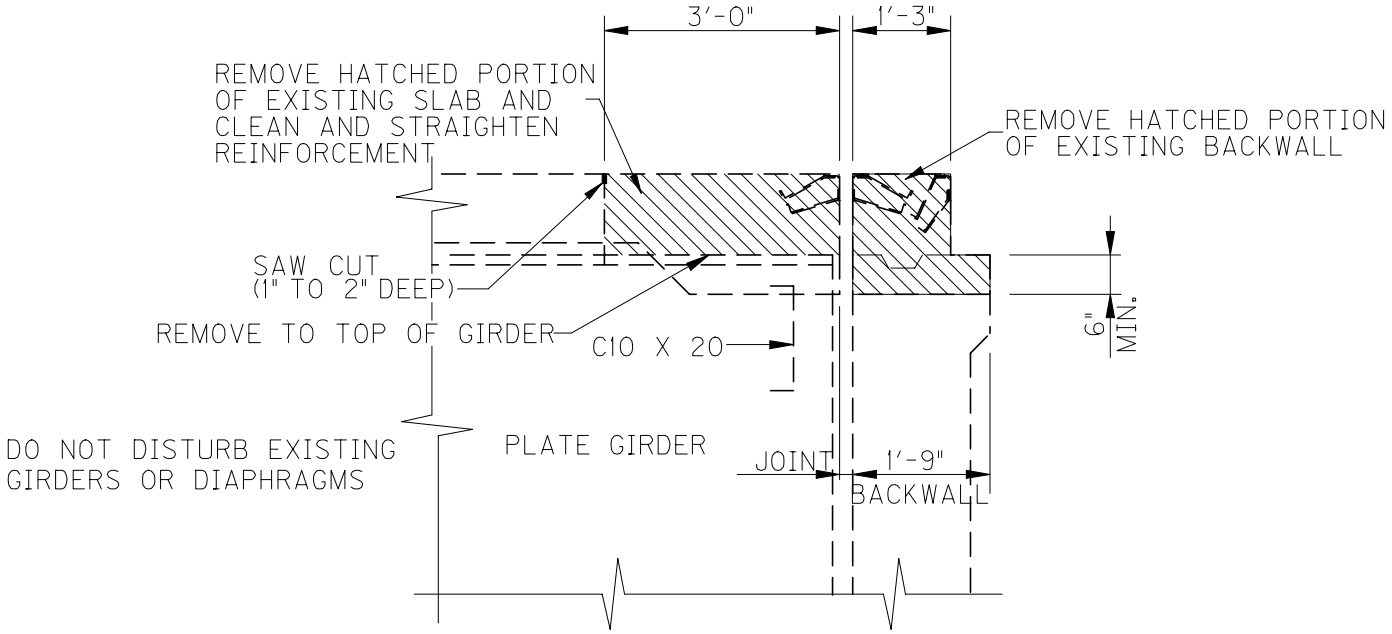


EXISTING SECTION @ END BENT

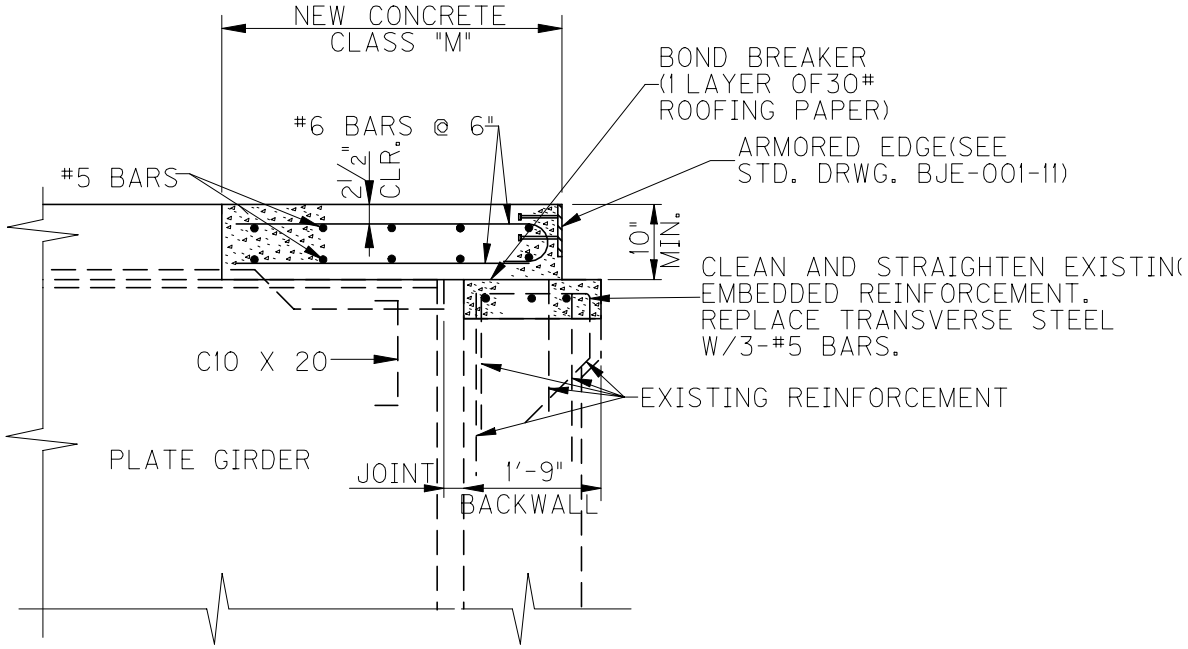


PROPOSED SECTION @ END BENT TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ ABUTMENT

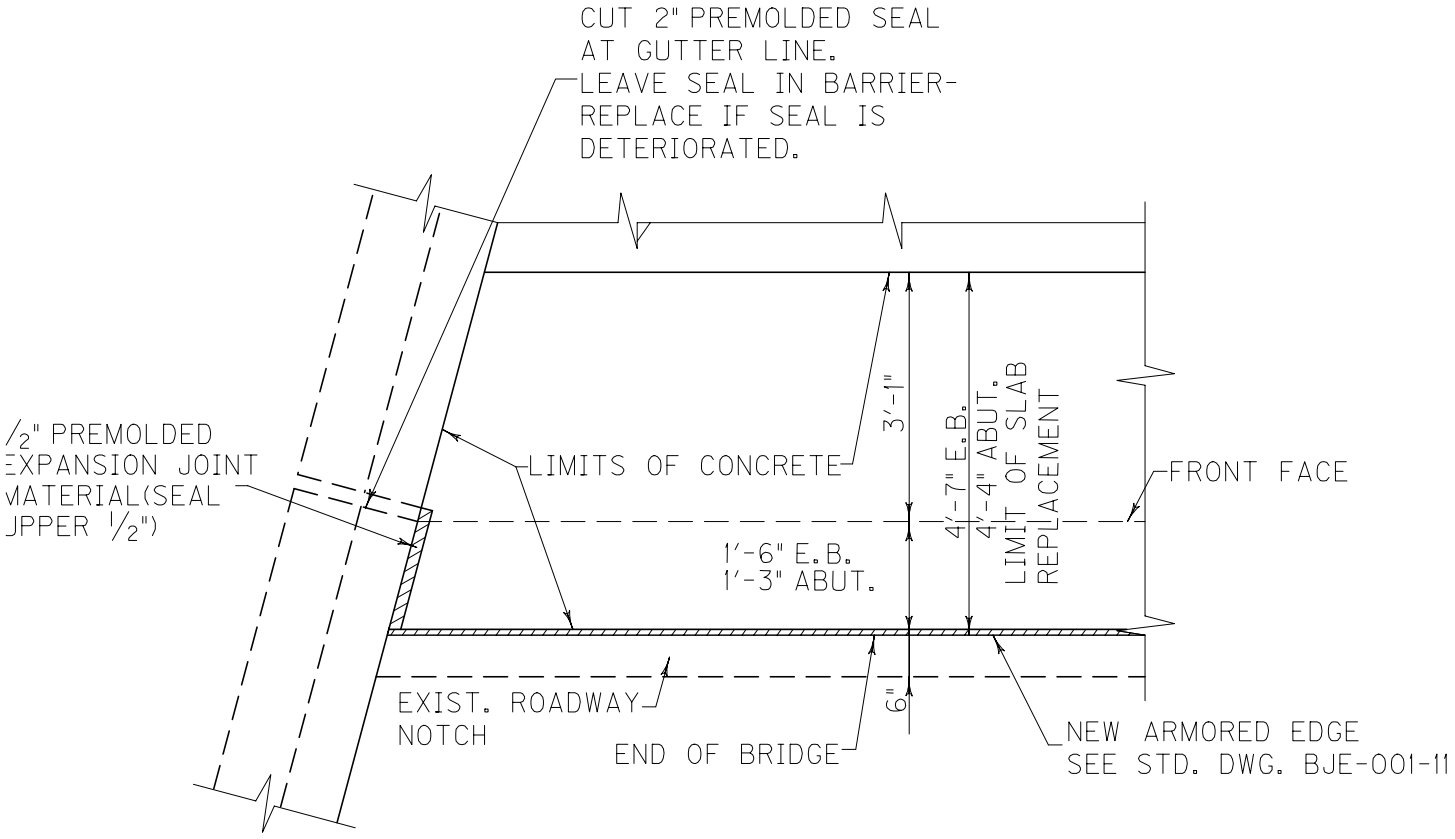


EXISTING SECTION @ ABUTMENT

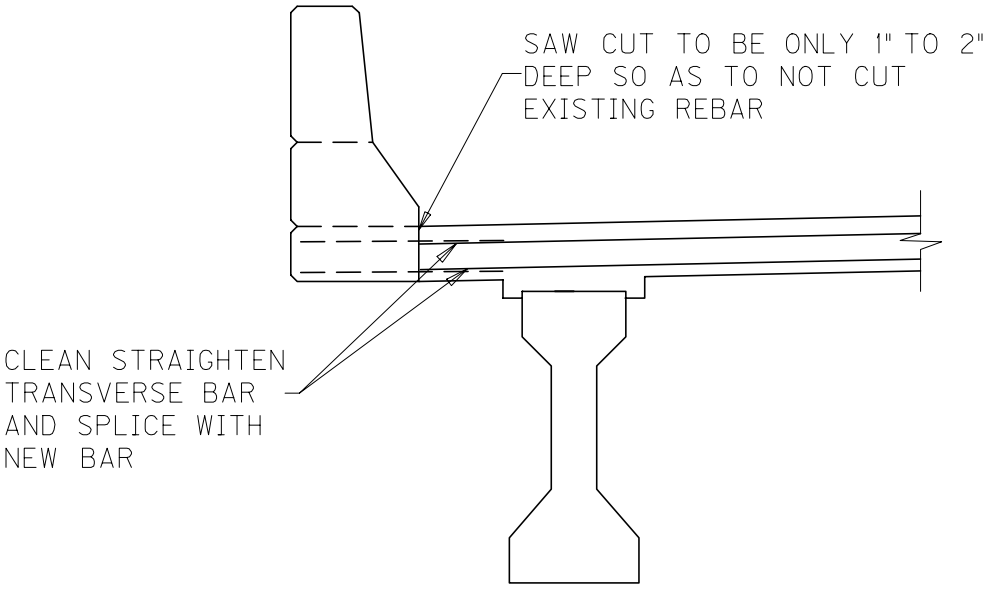


PROPOSED SECTION @ ABUTMENT TO ELIMINATE EXPANSION JOINT

EXPANSION JT. ELIMINATION @ END BENT & ABUT.

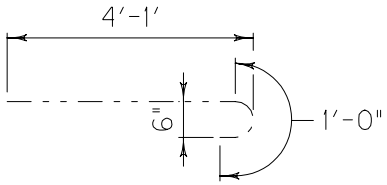


PROPOSED PLAN

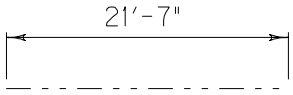


PROPOSED SECTION

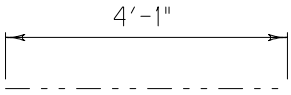
REINFORCEMENT



#6 BENT BAR
80 REQ'D EACH
END BENT & ABUTMENT



#5 STRAIGHT BAR
26 REQ'D EACH
END BENT & ABUTMENT



#6 STRAIGHT BAR
80 REQ'D EACH
END BENT & ABUTMENT

1,657 LBS EACH END BENT & ABUTMENT

END BENT & ABUTMENT REINFORCEMENT

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. EACH END BENT & ABUTMENT

MISCELLANEOUS REINFORCEMENT

TOTAL REINFORCEMENT 1,857 LBS. EA. E.B. & ABUT.

JEFFERSON COUNTY

B00380R
I-265 NB OVER KY 155

Approximate Location Information
Latitude: 38°11'30"
Longitude: 85°30'32"
MP 23.134

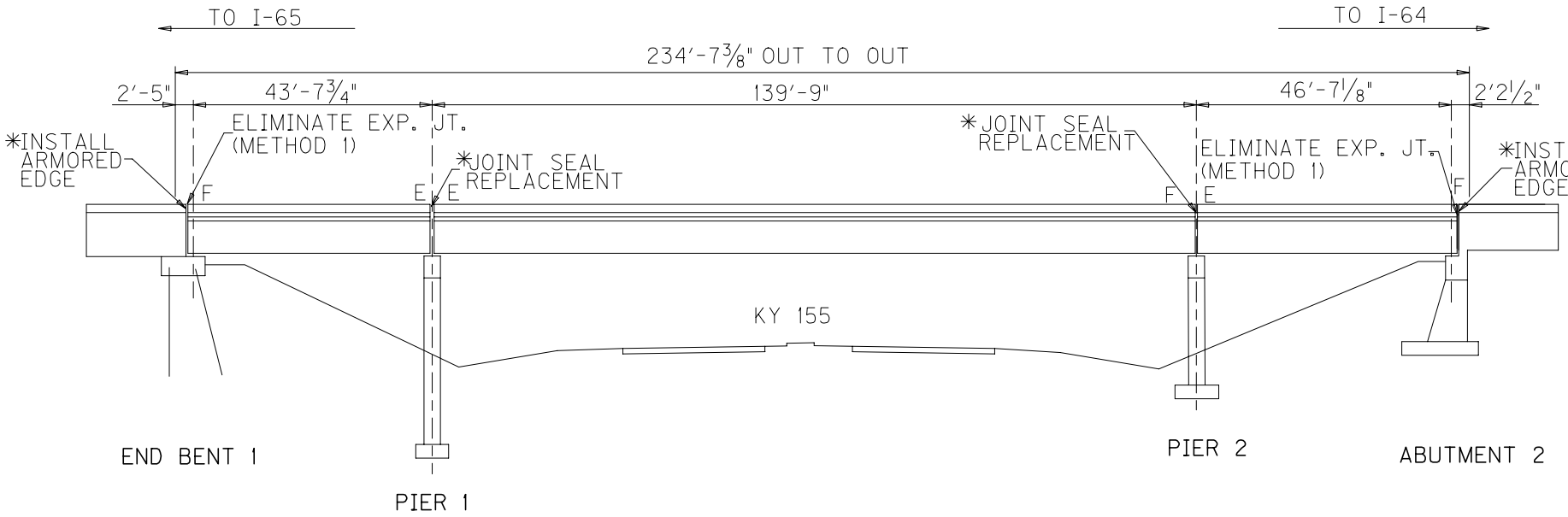
BRIDGE #4 (BOO380R) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SYNDER FREEWAY
6. DESCRIPTION: I-265 NB OVER KY 155
7. TYPE OF WORK: ELIMINATE TRANSVERSE JOINTS & JOINT SEAL REPLACEMENT
8. LENGTH (FT.): 234.62 **BRIDGE WIDTH (FT.):** 43.3 **SURFACE AREA (SQ. YD.):** 1128
SKEW (DEGREES): 13.03 **DECK THICKNESS (INCHES):** 9.5
NUMBER OF JOINTS (EACH): 4

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
23386EC	JOINT SEAL REPLACEMENT	82.1	LIN FT
3300	ELIMINATE TRANS. JTS.,METHOD 1	82.1	LIN FT

I-265 NB OVER KY 155 (B00380R)

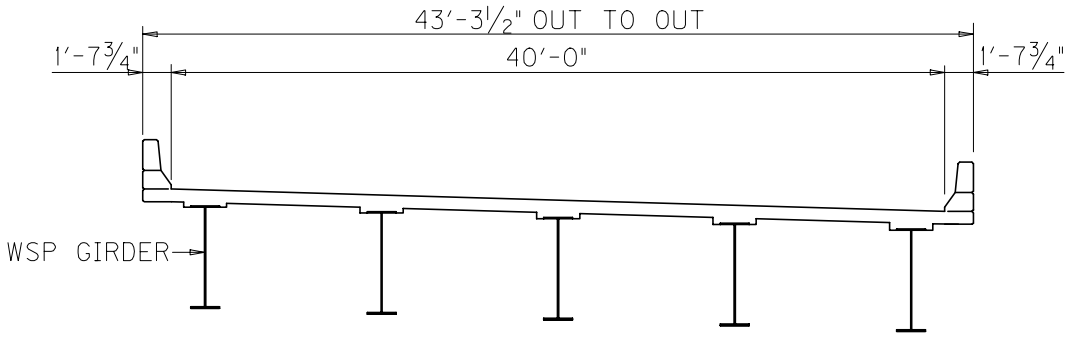


✳SEE STD. DRWG. BJE-001-11

ELEVATION

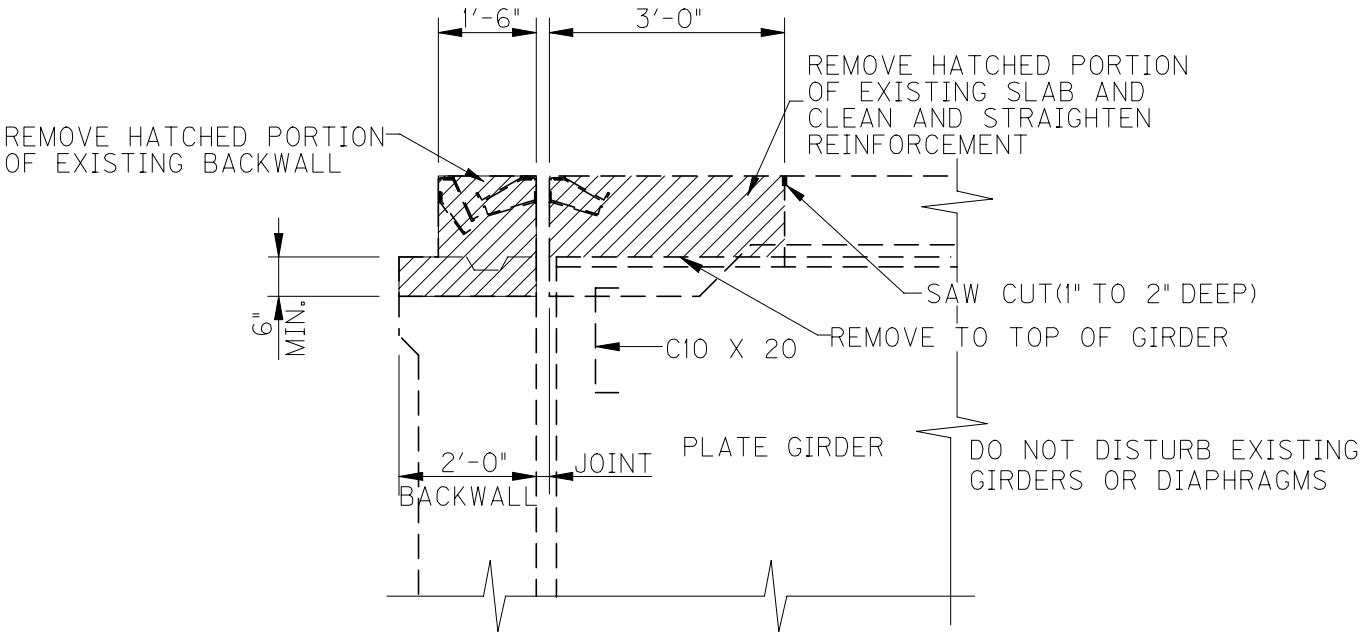
13°02′00" SKEW LT.
NOT TO SCALE

NOTE:
CONTRACTOR RESPONSIBLE FOR VERIFYING SIZE OF SEAL

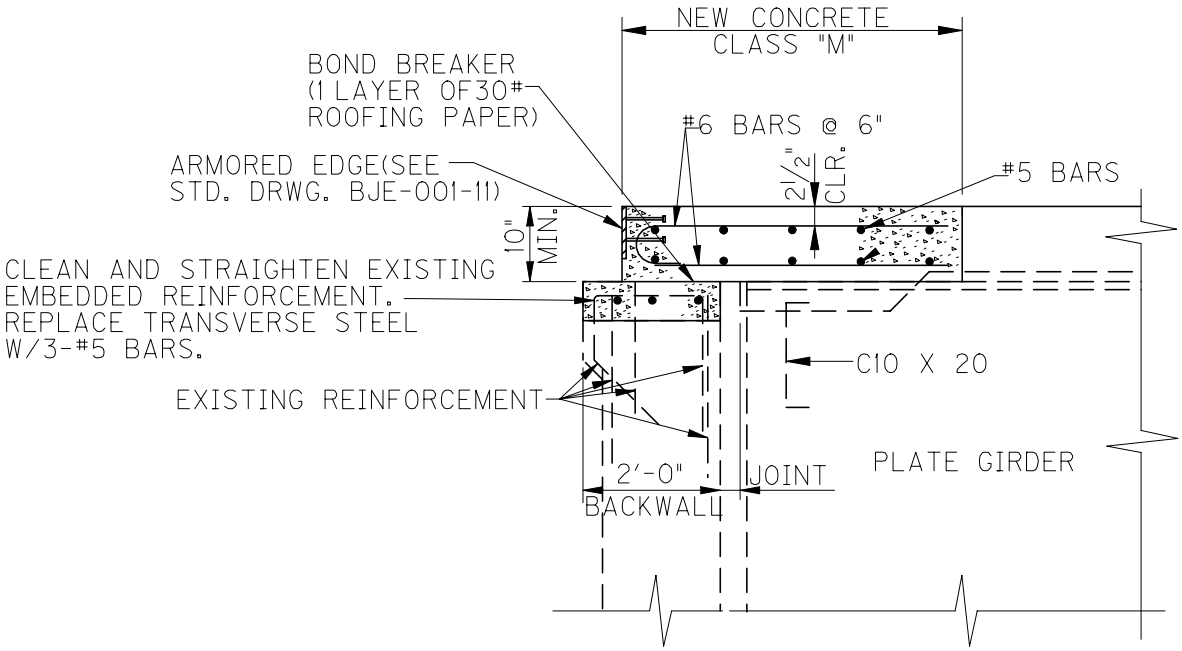


TYPICAL SECTION

EXPANSION JOINT ELIMINATION @ END BENT

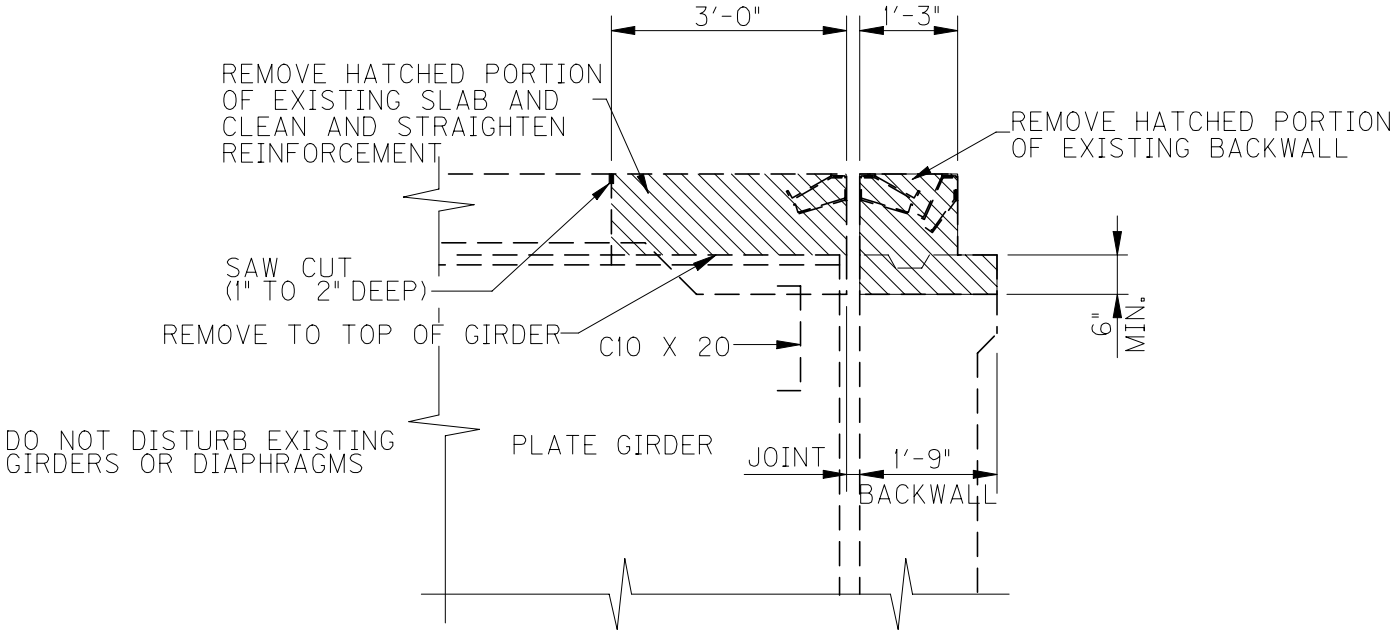


EXISTING SECTION @ END BENT

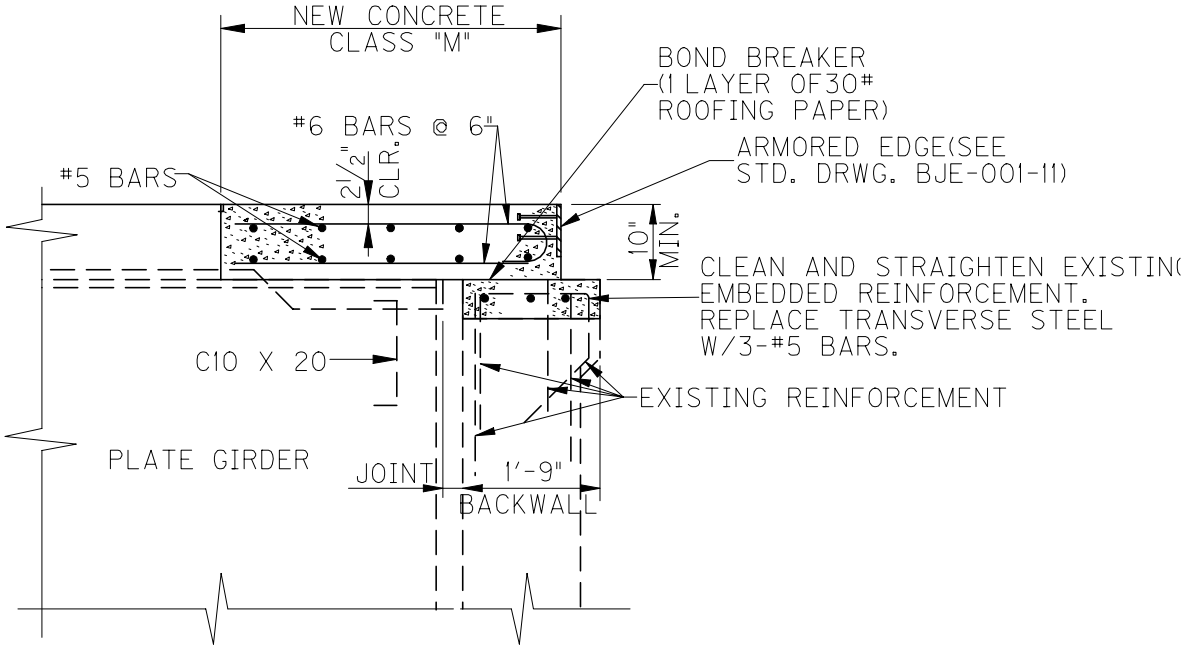


PROPOSED SECTION @ END BENT TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ ABUTMENT

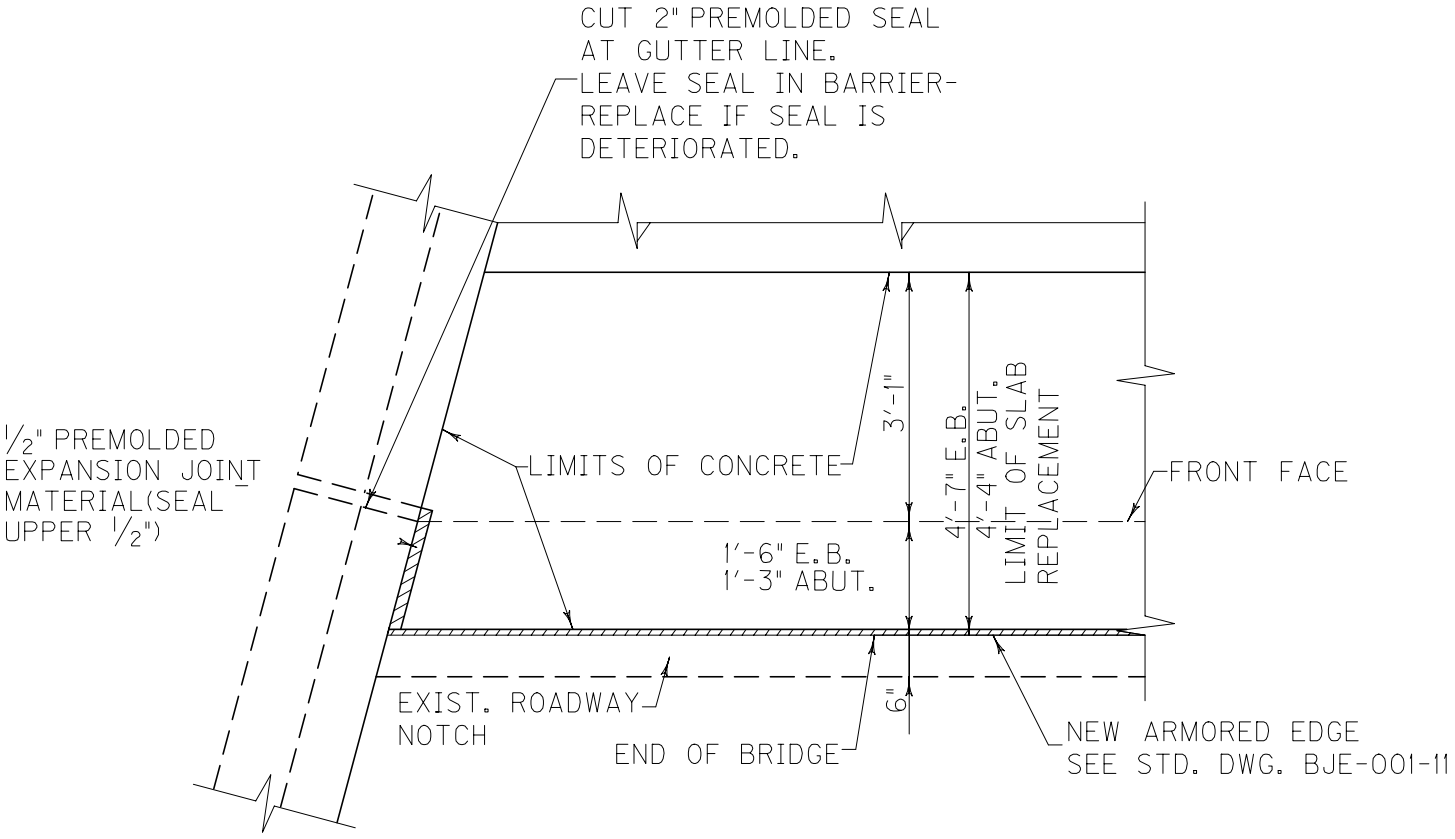


EXISTING SECTION @ ABUTMENT

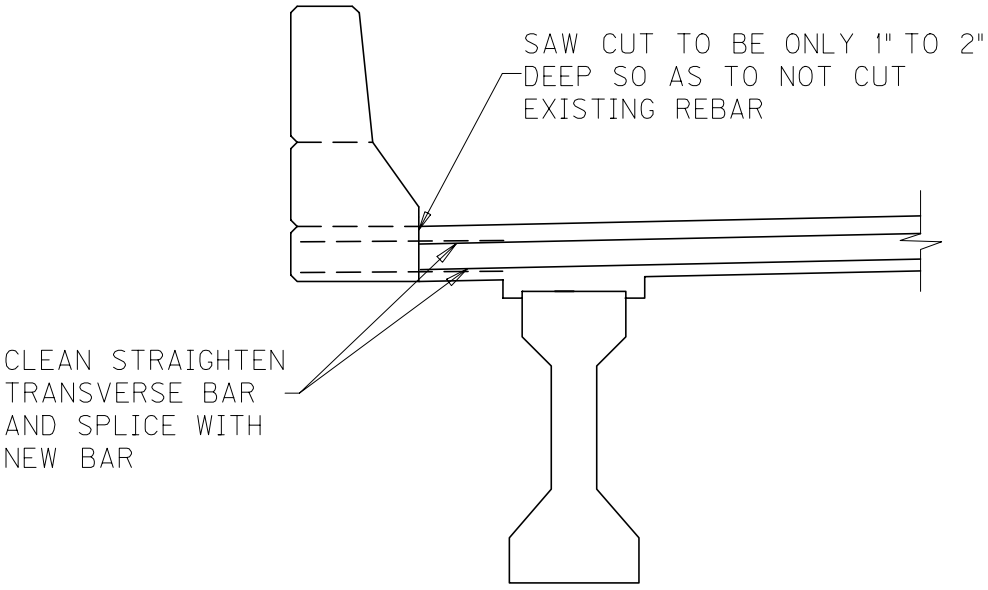


PROPOSED SECTION @ ABUTMENT TO ELIMINATE EXPANSION JOINT

EXPANSION JT. ELIMINATION @ END BENT & ABUT.

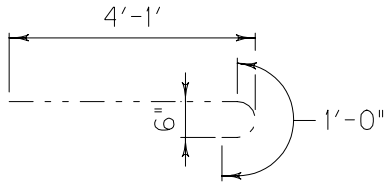


PROPOSED PLAN

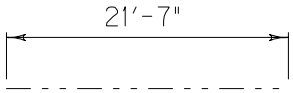


PROPOSED SECTION

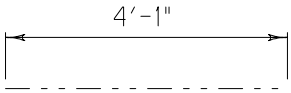
REINFORCEMENT



#6 BENT BAR
80 REQ'D EACH
END BENT & ABUTMENT



#5 STRAIGHT BAR
26 REQ'D EACH
END BENT & ABUTMENT



#6 STRAIGHT BAR
80 REQ'D EACH
END BENT & ABUTMENT

1,657 LBS EACH END BENT & ABUTMENT

END BENT & ABUTMENT REINFORCEMENT

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. EACH END BENT & ABUTMENT

MISCELLANEOUS REINFORCEMENT

TOTAL REINFORCEMENT 1,857 LBS. EA. E.B. & ABUT.

JEFFERSON COUNTY

Approximate Location Information
Latitude: 38°11'33"
Longitude: 85°30'32"
MP 23.347

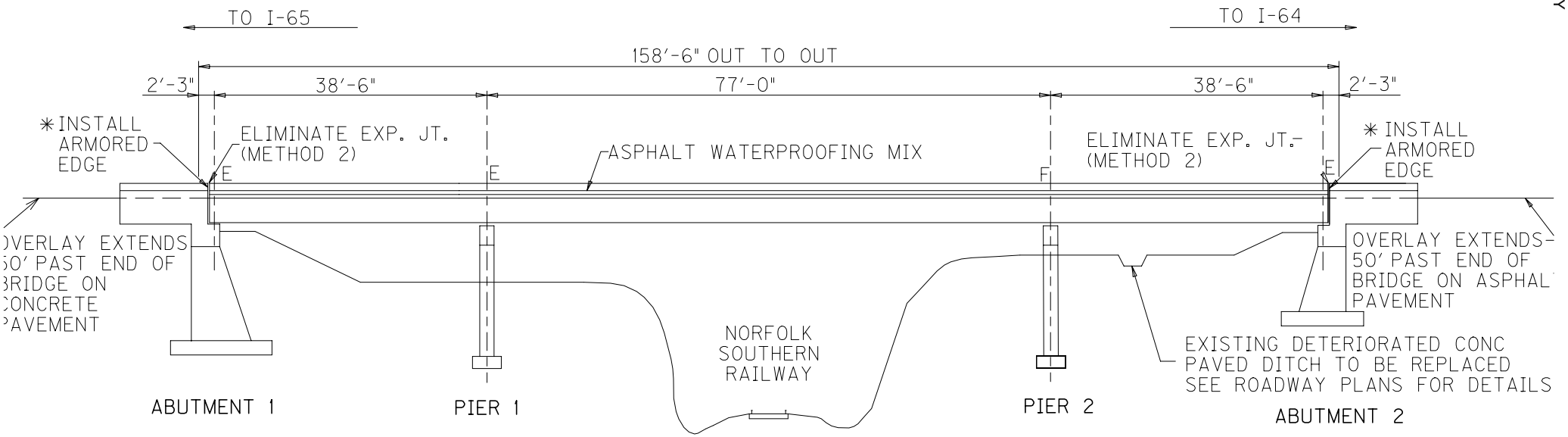
BRIDGE #5 (BOOO89L) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SNYDER FREEWAY
6. DESCRIPTION: I-265 SB OVER NORFOLK SOUTHERN RAILWAY
7. TYPE OF WORK: BRIDGE DECK ASPHALT WATERPROOFING MIX, ELIMINATE TRANSVERSE JOINTS
8. LENGTH (FT.): 158.5 **BRIDGE WIDTH (FT.):** 65.1 **SURFACE AREA (SQ. YD.):** 1002
SKEW (DEGREES): 15 **DECK THICKNESS (INCHES):** 8

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
8510	REM EPOXY BIT FOREIGN OVERLAY	1032	S. Y.
21138ED	ASPHALT WATERPROOFING MIX	154.8	TON
8526	CONC CLASS M FULL DEPTH PATCH	20	CU. YD.
3300	ELIMINATE TRANS. JT. METHOD 2	127.6	LIN. FT.

I-265 SB OVER NORFOLK SOUTHERN RAILWAY (B00089L)



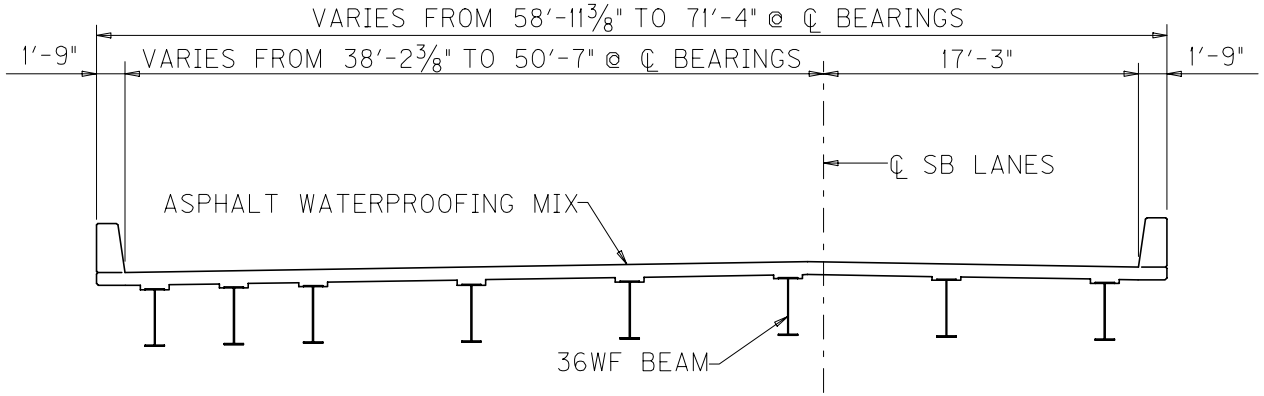
*SEE STD. DRWG. BJE-001-11

ELEVATION

15°00'00" SKEW LT.
NOT TO SCALE

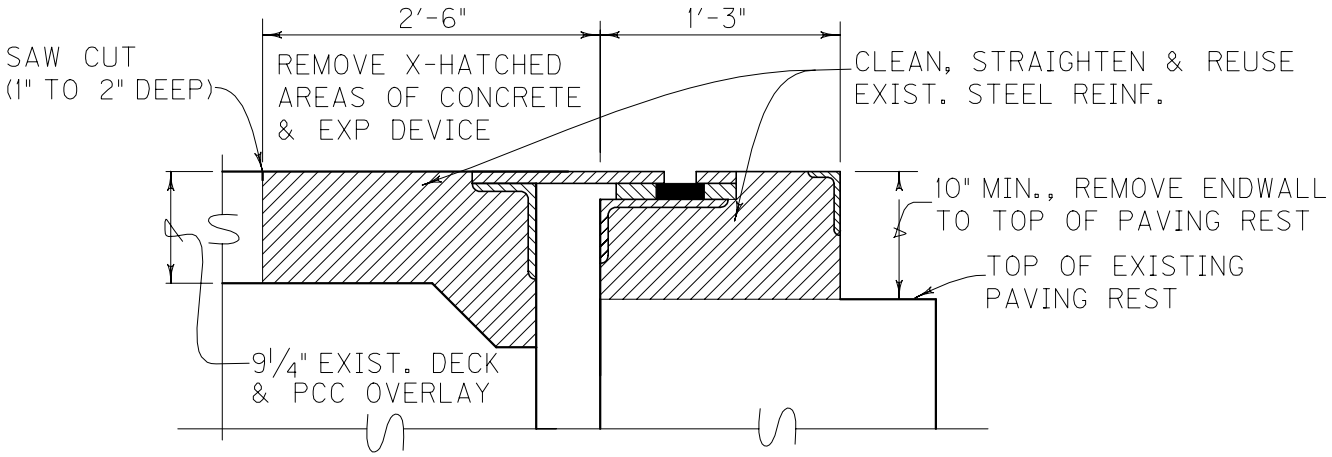
NOTE

INSTALLATION OF AN EDGE KEY IN THE APPROACH PAVEMENT TO THE DEPTH OF THE OVERLAY AND MILLING OF THE APPROACH PAVEMENT TO PROVIDE A SMOOTH TRANSITION FROM THE APPROACH PAVEMENT ONTO THE BRIDGE WILL BE INCIDENTAL TO THE ASPHALT WATERPROOFING MIX (AWM) BID ITEM. THE ENGINEER MUST APPROVE THE CONTRACTOR'S PLAN FOR THIS WORK PRIOR TO COMMENCING WORK ON THE BRIDGE.

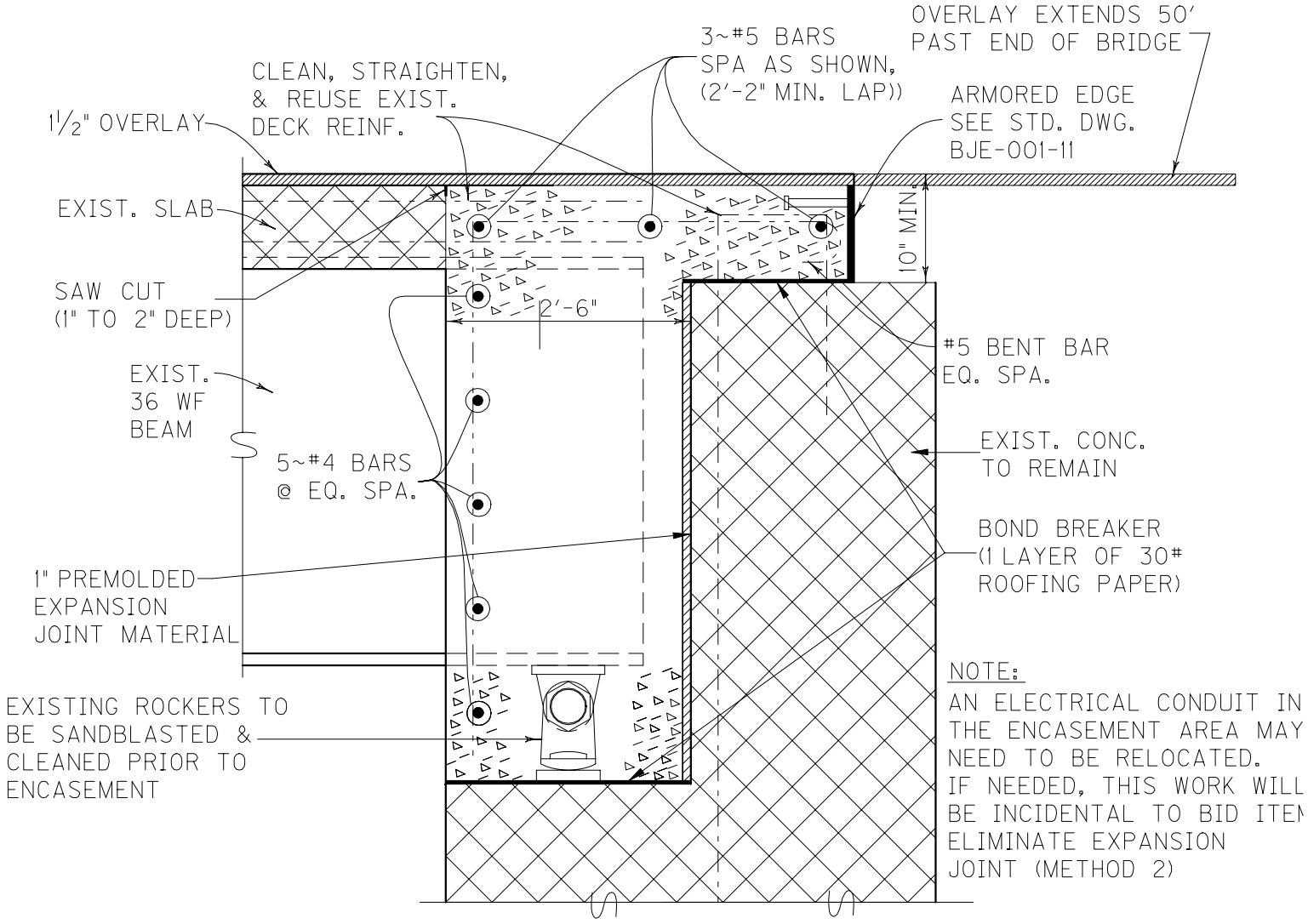


TYPICAL SECTION

EXPANSION JOINT ELIMINATION @ ABUTMENTS

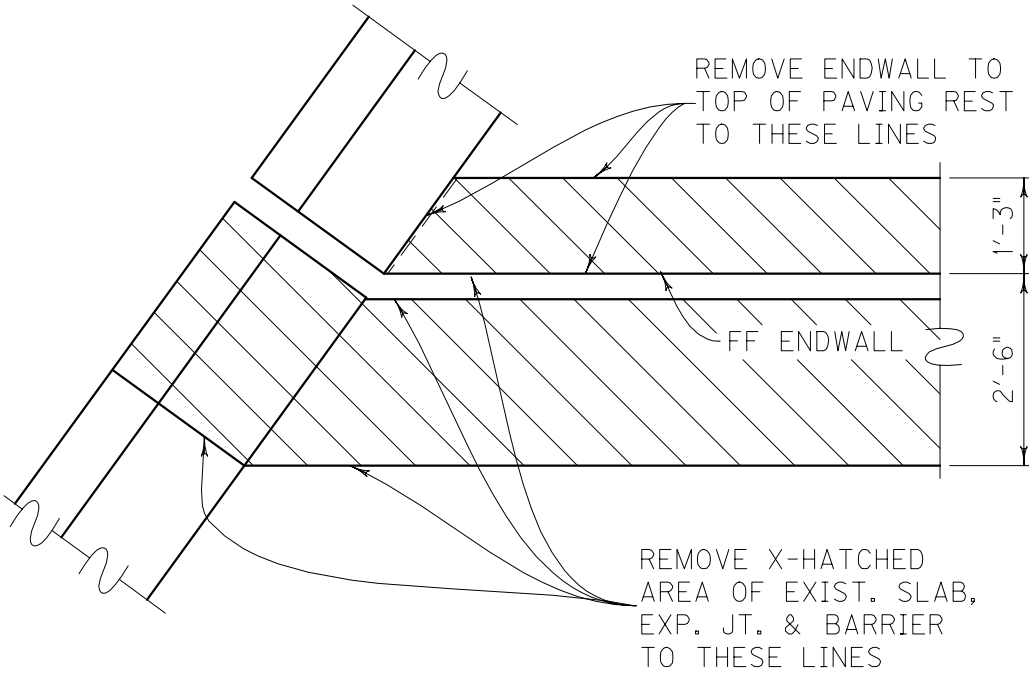


EXISTING SECTION @ ABUTMENTS

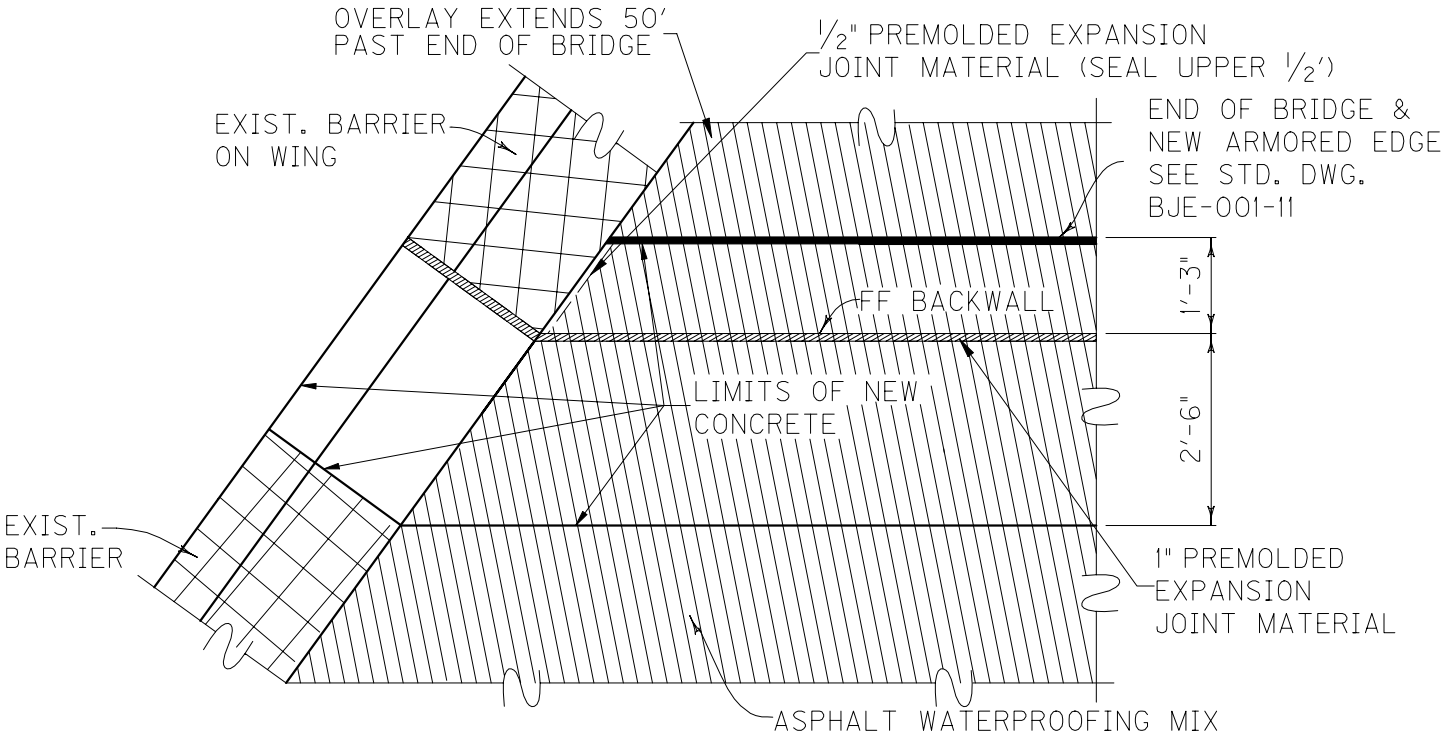


PROPOSED SECTION @ ABUTMENTS TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ ABUTMENTS

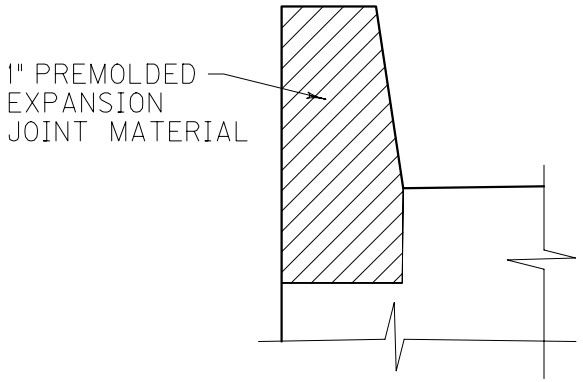


EXISTING CURB @ ABUTMENTS

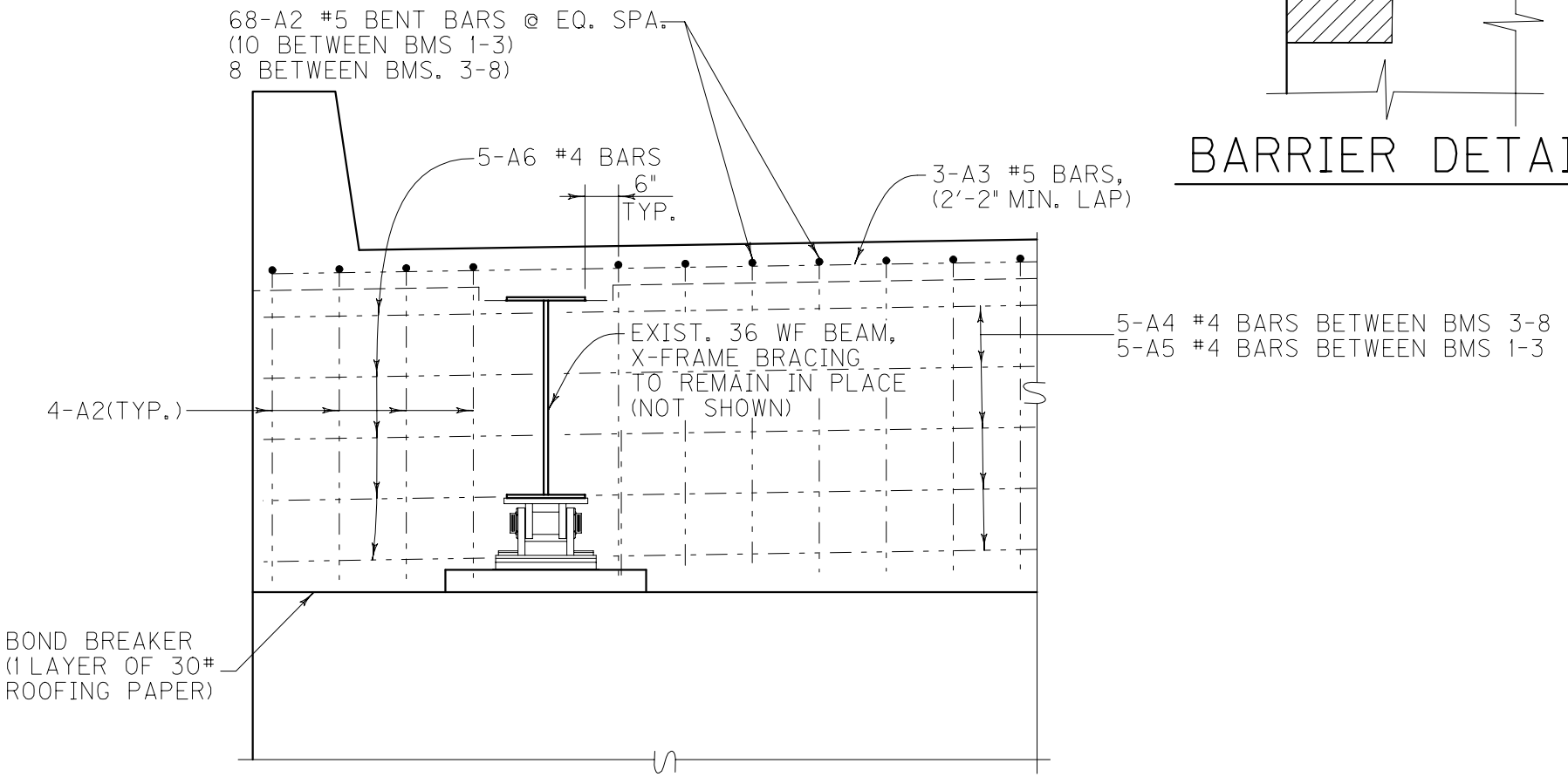


PROPOSED CURB @ ABUTMENTS
TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ ABUTMENT 1

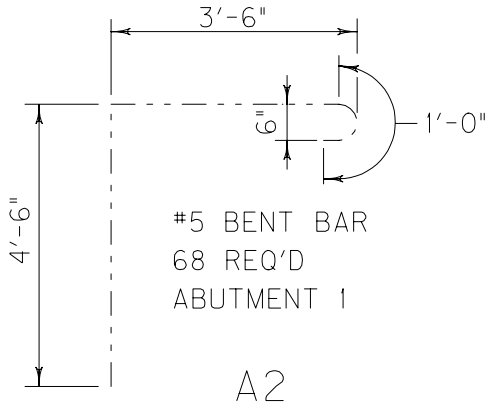


BARRIER DETAIL



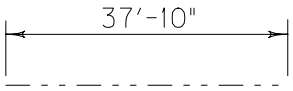
PROPOSED SECTION ALONG ℄ DIAGPHRAGM TO ELIMINATE EXPANSION JOINT

EXPANSION JT. ELIMINATION @ ABUTMENT 1



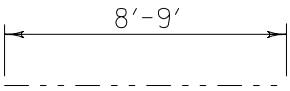
#5 BENT BAR
68 REQ'D
ABUTMENT 1

A2



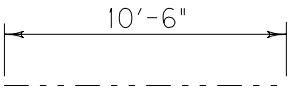
#5 STRAIGHT BAR
6 REQ'D
ABUTMENT 1

A3



#4 STRAIGHT BAR
25 REQ'D
ABUTMENT 1

A4



#4 STRAIGHT BAR
10 REQ'D
ABUTMENT 1

A5

1,073 LBS ABUTMENT 1

ABUTMENT 1 REINFORCEMENT

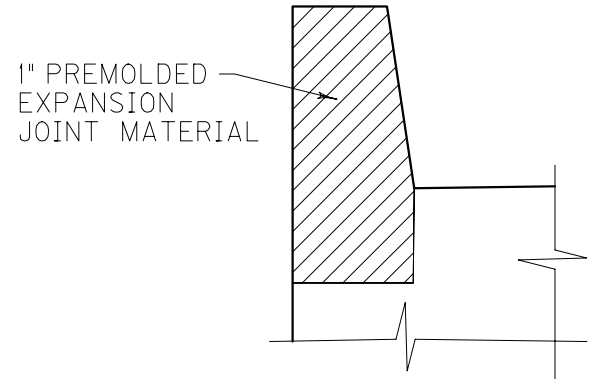
300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS.

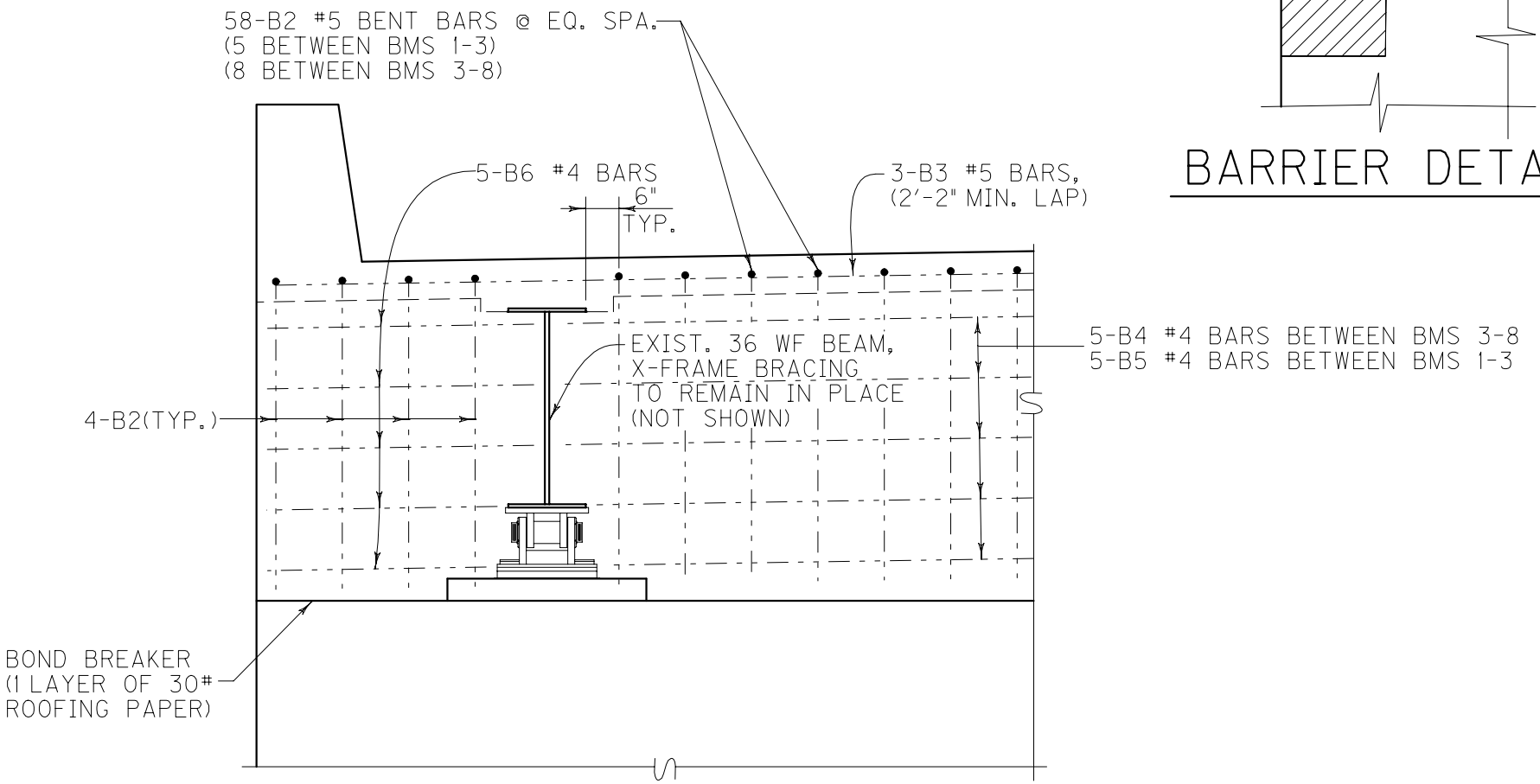
MISCELLANEOUS REINFORCEMENT @ ABUTMENT 1

TOTAL REINFORCEMENT 1,273 LBS. @ ABUTMENT 1

EXPANSION JOINT ELIMINATION @ ABUTMENT 2

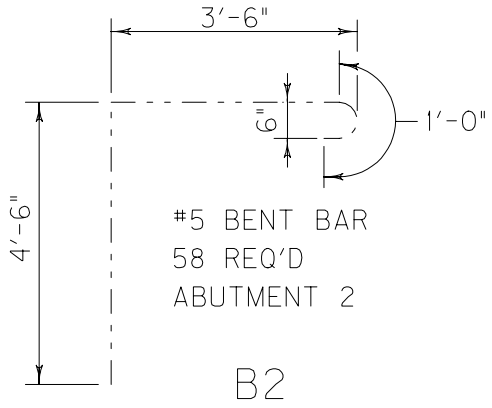


BARRIER DETAIL



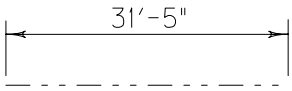
PROPOSED SECTION ALONG ℄ DIAGPHRAGM TO ELIMINATE EXPANSION JOINT

EXPANSION JT. ELIMINATION @ ABUTMENT 2



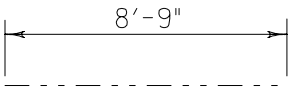
#5 BENT BAR
58 REQ'D
ABUTMENT 2

B2



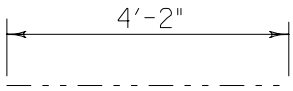
#5 STRAIGHT BAR
6 REQ'D
ABUTMENT 2

B3



#4 STRAIGHT BAR
25 REQ'D
ABUTMENT 2

B4



#4 STRAIGHT BAR
10 REQ'D
ABUTMENT 2

B5

900 LBS ABUTMENT 2

ABUTMENT 2 REINFORCEMENT

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. ABUTMENT 2

MISCELLANEOUS REINFORCEMENT @ ABUTMENT 2

TOTAL REINFORCEMENT 1,100 LBS. @ ABUTMENT 2

JEFFERSON COUNTY

B00089R
I-265 NB OVER NORFOLK SOUTHERN RAILWAY

Approximate Location Information
Latitude: 38°11'33"
Longitude: 85°30'31"
MP 23.383

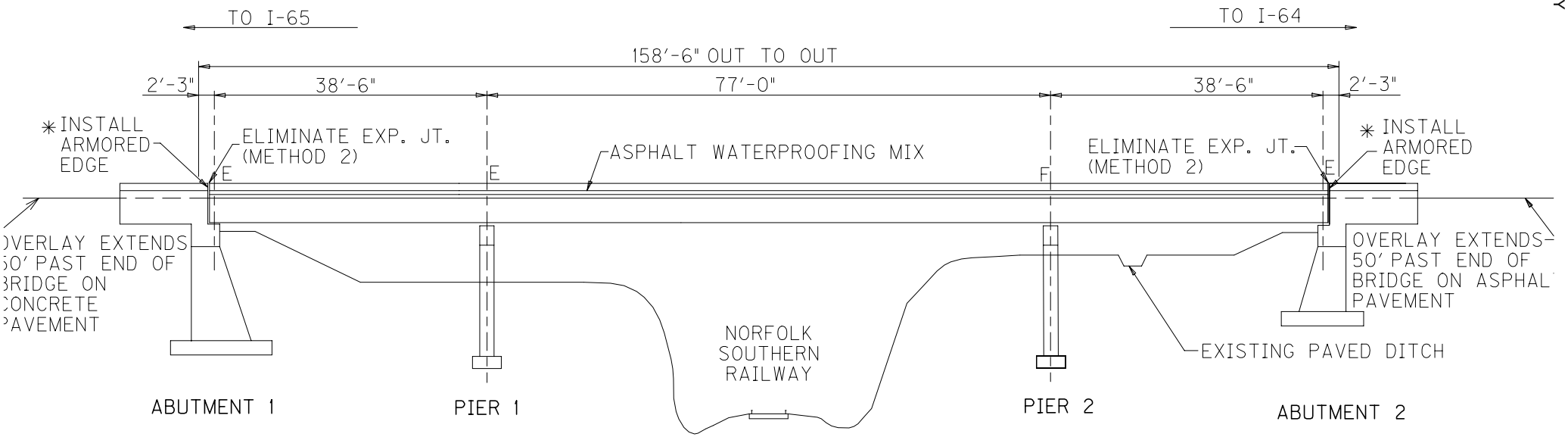
BRIDGE #6 (BOOO89R) SUMMARY OF QUANTITIES

1. DISTRICT: 5
2. COUNTY: JEFFERSON
3. ROUTE: I-265
4. PROJECT NUMBER: ARRA 265-2(023)
5. ROAD NAME: GENE SNYDER FREEWAY
6. DESCRIPTION: I-265 NB OVER NORFOLK SOUTHERN RAILWAY
7. TYPE OF WORK: BRIDGE DECK ASPHALT WATERPROOFING MIX, ELIMINATE TRANSVERSE JOINTS
8. LENGTH (FT.): 158.5 **BRIDGE WIDTH (FT.):** 56.0 **SURFACE AREA (SQ. YD.)** 986
SKEW (DEGREES): 15 **DECK THICKNESS (INCHES):** 8

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
8510	REMOVAL OF EXISTING OVERLAY	879	S.Y.
21138ED	ASPHALT WATERPROOFING MIX	131.7	TON
8526	CONC CLASS M FULL DEPTH PATCH	20.0	CU. YD.
3300	ELIMINATE TRANS. JT. METHOD 2	108.7	LIN. FT.

I-265 NB OVER NORFOLK SOUTHERN RAILWAY (B00089R)



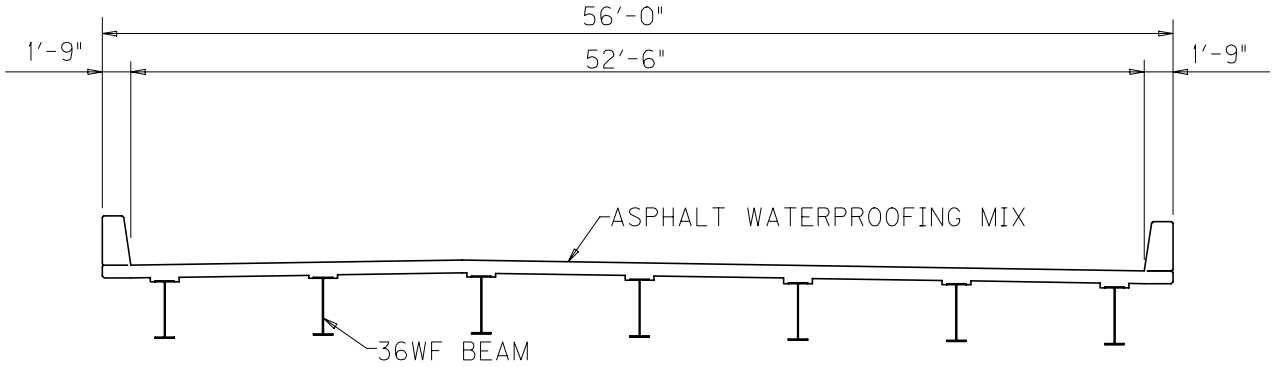
*SEE STD. DRWG. BJE-001-11

ELEVATION

15°00'00" SKEW LT.
NOT TO SCALE

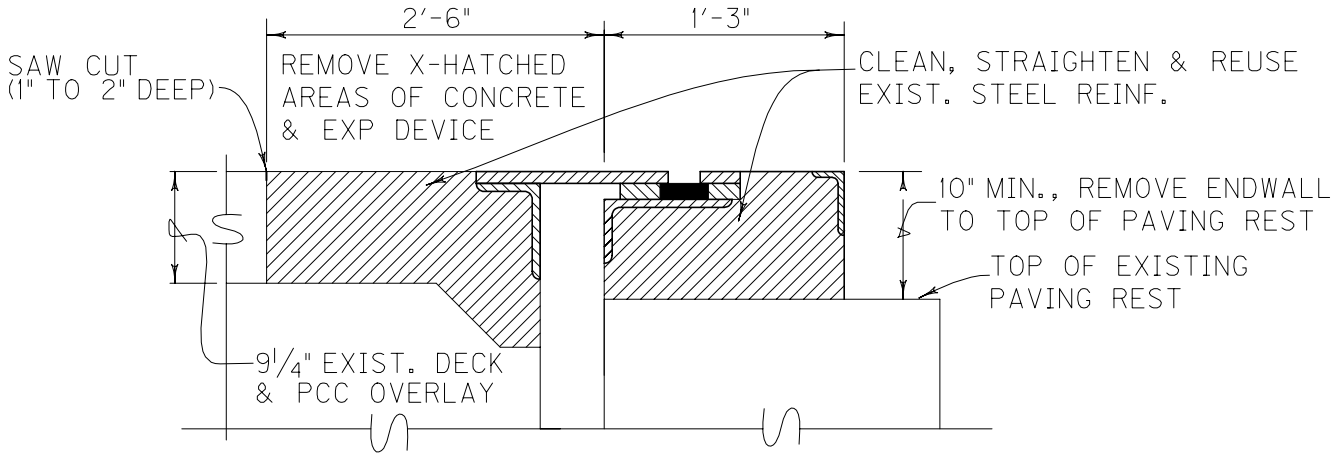
NOTE

INSTALLATION OF AN EDGE KEY IN THE APPROACH PAVEMENT TO THE DEPTH OF THE OVERLAY AND MILLING OF THE APPROACH PAVEMENT TO PROVIDE A SMOOTH TRANSITION FROM THE APPROACH PAVEMENT ONTO THE BRIDGE WILL BE INCIDENTAL TO THE ASPHALT WATERPROOFING MIX (AWM) BID ITEM. THE ENGINEER MUST APPROVE THE CONTRACTOR'S PLAN FOR THIS WORK PRIOR TO COMMENCING WORK ON THE BRIDGE.

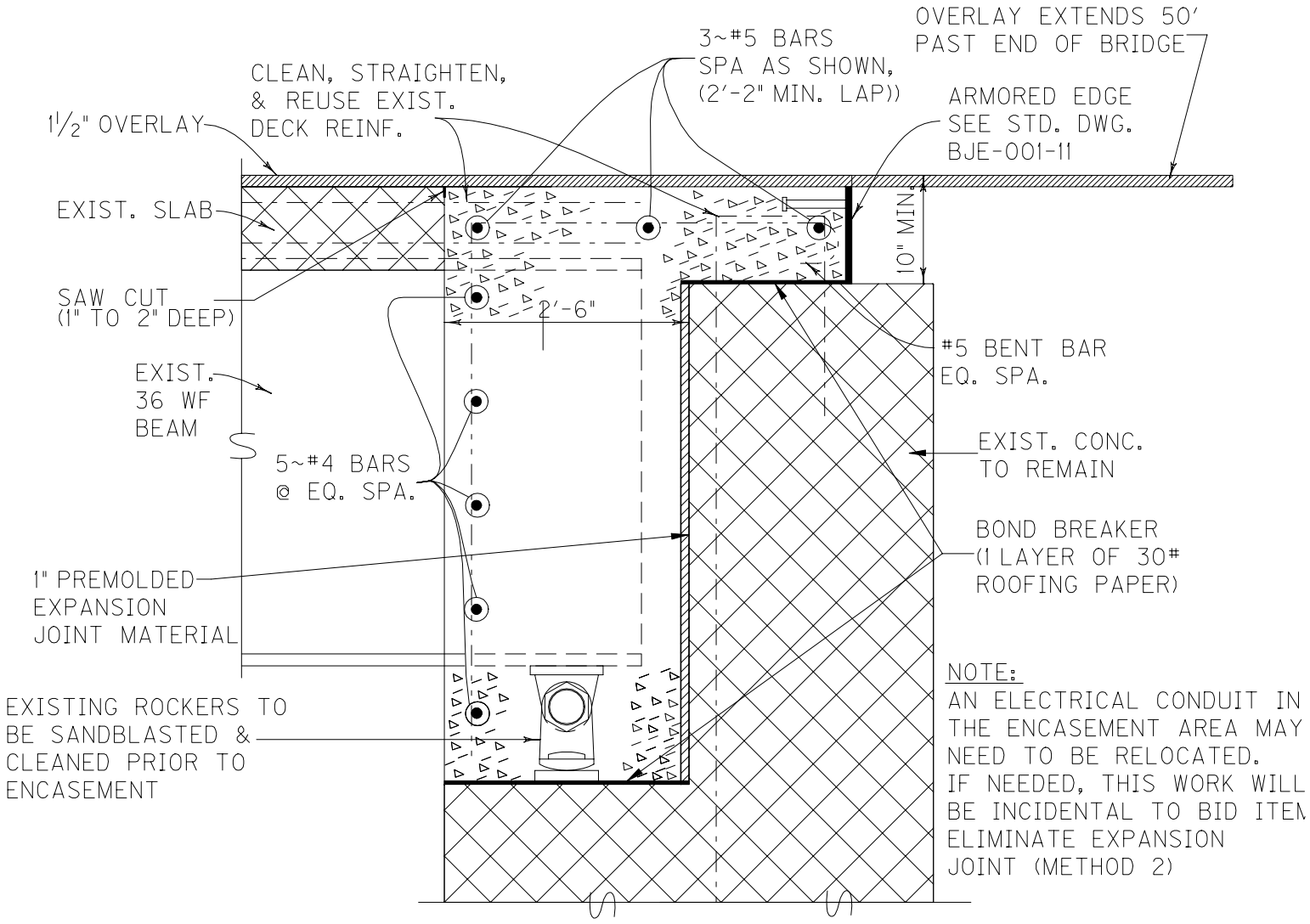


TYPICAL SECTION

EXPANSION JOINT ELIMINATION @ ABUTMENTS

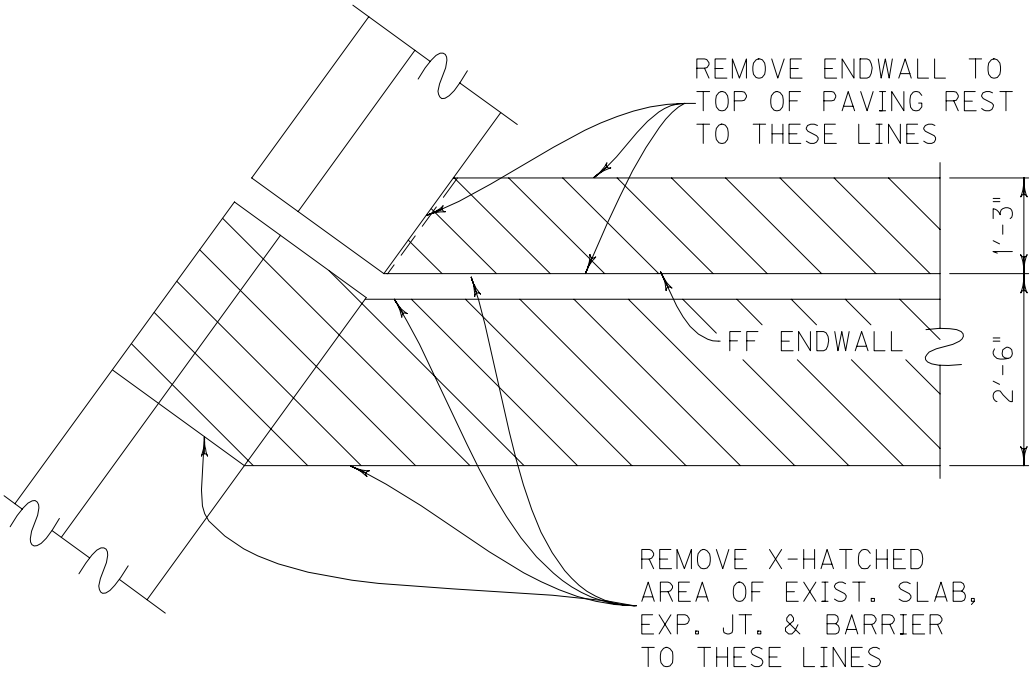


EXISTING SECTION @ ABUTMENTS

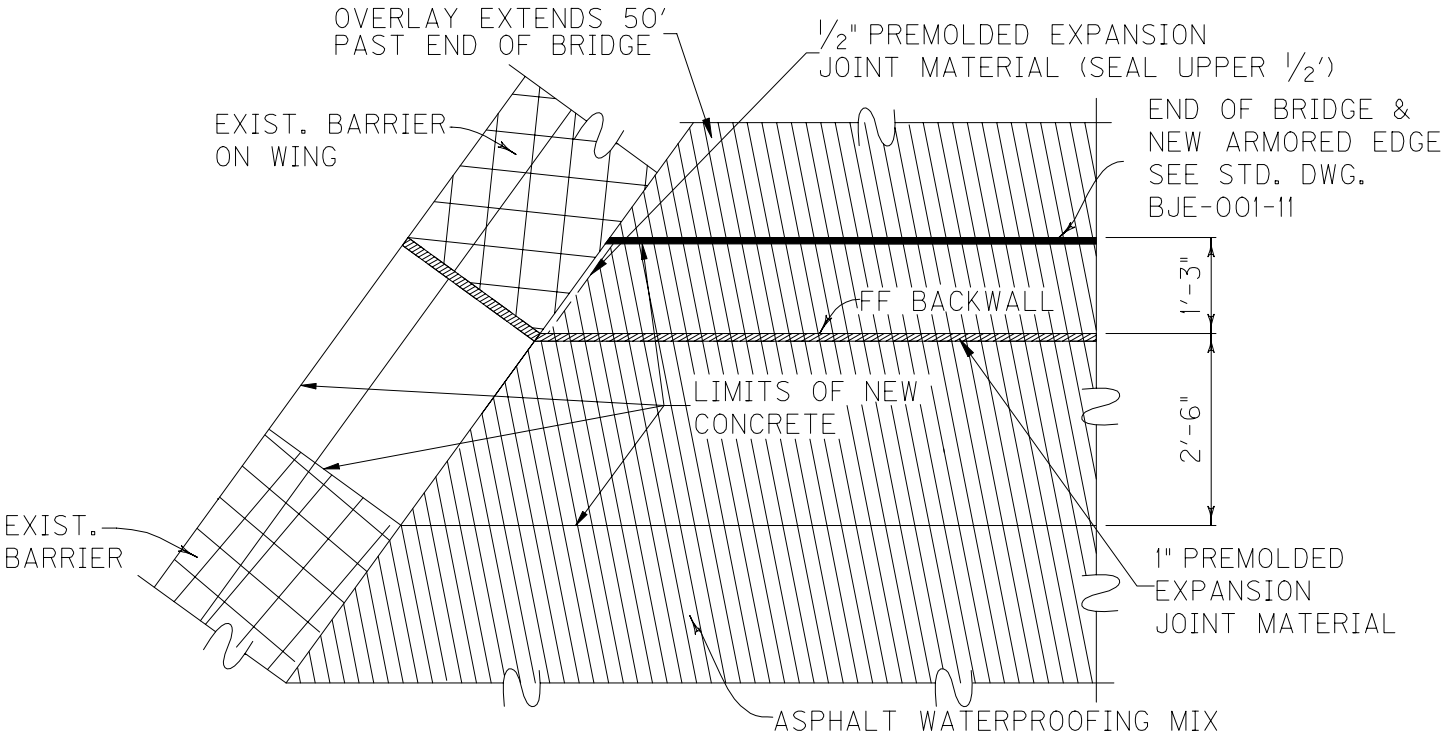


PROPOSED SECTION @ ABUTMENTS TO ELIMINATE EXPANSION JOINT

EXPANSION JOINT ELIMINATION @ ABUTMENTS

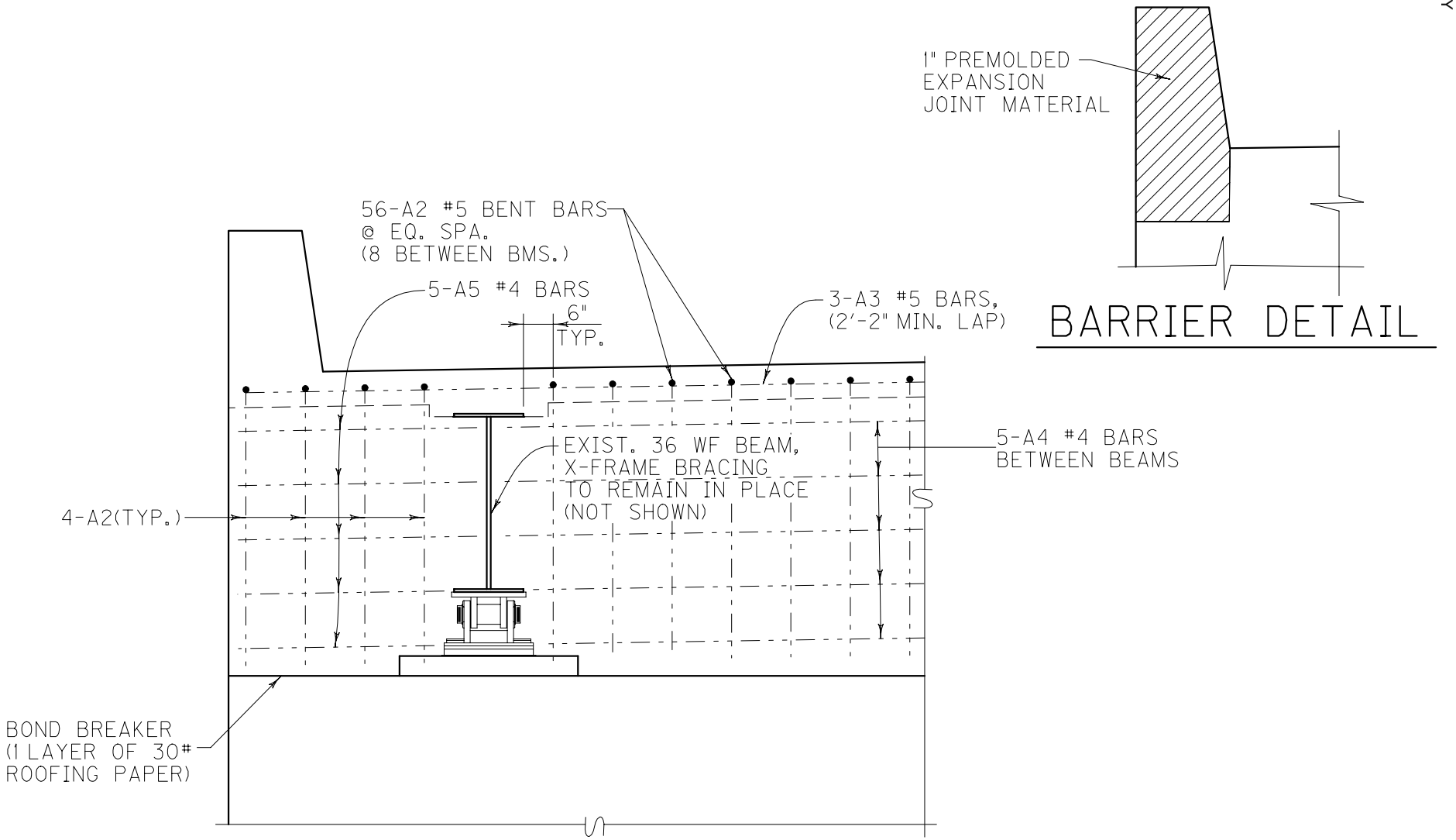


EXISTING CURB @ ABUTMENTS



PROPOSED CURB @ ABUTMENTS
TO ELIMINATE EXPANSION JOINT

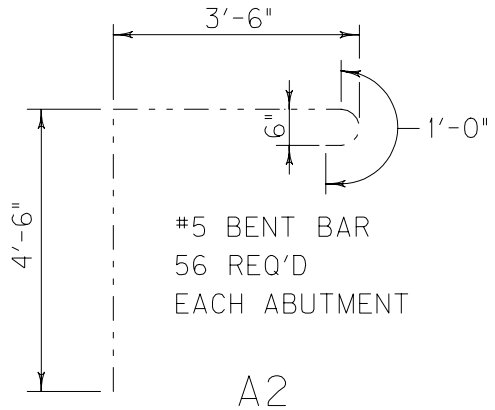
EXPANSION JOINT ELIMINATION @ ABUTMENTS



BARRIER DETAIL

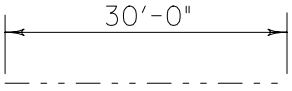
PROPOSED SECTION ALONG ℄ DIAGPHRAGM TO ELIMINATE EXPANSION JOINT

EXPANSION JT ELIMINATION @ ABUTMENTS



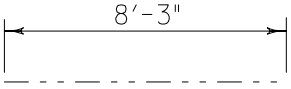
#5 BENT BAR
56 REQ'D
EACH ABUTMENT

A2



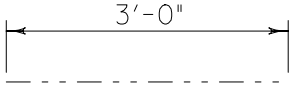
#5 STRAIGHT BAR
6 REQ'D
EACH ABUTMENT

A3



#4 STRAIGHT BAR
30 REQ'D
EACH ABUTMENT

A4



#4 STRAIGHT BAR
10 REQ'D
EACH ABUTMENT

A5

884 LBS EACH ABUTMENT

ABUTMENT REINFORCEMENT

---

300 LIN. FT. #4 BARS IN 20'-0" LENGTHS

200 LBS. EACH ABUTMENT

MISCELLANEOUS REINFORCEMENT @ ABUTMENTS

TOTAL REINFORCEMENT 2,168 LBS. @ ABUTMENTS

Special Note For Fixed Completion Date and Liquidated Damages Jefferson County Item No. 5-2044.0

Contrary to Section 108.09, Liquidated Damages of $5,000 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 October 1, 2010.

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

Mainline:	$2,500 for the first hour $5,000 for the second hour $10,000 any additional hour
Ramps:	$1,000 for the first hour $2,000 any additional hour

These hourly disincentives will still be in effect after the Fixed Completion Date of October 1, 2010 and will be charged in addition to the $5,000 per calender day if warranted. 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.

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

SPECIAL NOTES FOR PROJECTS FUNDED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

SPECIAL NOTE FOR DAVIS-BACON PREVAILING WAGE RATES FOR PROJECTS FUNDED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

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

Davis-Bacon Prevailing Wage Rates (Section 1606) - Prevailing wage rate requirements apply to all Recovery Act funded construction projects regardless of location (including projects on local roads or rural minor collectors, and Transportation Enhancement projects outside the highway right-of-way). Contracting agencies must include the appropriate wage rate information in the contract and also include a contract provision that overrides the general applicability provisions in form FHWA-1273, Section IV and V.

SPECIAL NOTE FOR PROJECTS FUNDED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 AS THEY RELATE TO THE GOVERNMENT ACCOUNTABILITY OFFICE AND THE OFFICE OF INSPECTOR GENERAL

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

Requirement for Section 902 of the Recovery Act relating to Government Accountability Office (GOA) as follows:

Required Contract Provision to Implement Recovery Act Section 902:

Section 902 of the American Recovery and Reinvestment Act (Recovery Act) of 2009 requires that each contract awarded using Recovery Act funds must include a provision that provides the U.S. Comptroller General and his representatives with the authority to:

"(1) to examine any records of the contractor or any of its subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and

(2) To interview any officer or employee of the contractor or any of its subcontractors, or of any State or local government agency administering the contract, regarding such transactions."

Accordingly, the Comptroller General and his representatives shall have the authority and rights as provided under Section 902 of the Recovery Act with respect to this contract, which is funded with funds made available under the Recovery Act. Section 902 further states that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of the Comptroller General.

Requirement for Section 1515(a) of the Recovery Act relating to Office of Inspector General (OIG) as follows:

Section 1515(a) of the Recovery Act provides authority for any representatives of the Inspector General to examine any records or interview any employee or officers working on this contract. The contractor is advised that representatives of the inspector general have the authority to examine any record and interview any employee or officer of the contractor, its subcontractors or other firms working on this contract. Section 1515(b) further provides that nothing in this section shall be interpreted to limit or restrict in any way any existing authority of an inspector general.

SPECIAL NOTE FOR PERIODIC REPORTS REQUIRED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

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

1.0 DESCRIPTION. This work consists of collecting and reporting data as required by the American Recovery and Reinvestment Act of 2009 (Recovery Act).

2.0 REPORTING. The Contractor shall complete the Monthly Employment Report form, FHWA-1589, for their employees and a separate form for each of their respective subcontractors as well. This form contains information about the number of employees, total hours for employees, total wages for employees, and other information as required by the Recovery Act. The Department will provide the necessary Excel file after the award of the contract. . All remaining submittals shall be no later than the seventh Calendar Day of each month thereafter for the full life of the contract even if no work is performed during any month.

The Contractor shall also need their Data Universal Numbering System or DUNS number as described in the Recovery Act Reporting Requirements. Provide DUNS number before the Notice to Proceed

See the following web link for obtaining a DUNS number:
http://www.whitehouse.gov/omb/grants/duns_num_guide.pdf

3.0 MEASUREMENT AND PAYMENT. The Department will not measure this work for payment and will consider all collection and reporting of data to be incidental to the project. Failure by the Contractor to report the required data as outlined in Section 2.0 shall result in the holding of the Contractor's estimate for payment.

Kentucky Monthly Employment Report (Form: FHWA-1589)

The prime contractor for each project shall be responsible for reporting their firm as well as all subcontractors' data.

Format: The Department (e.g. KYTC) will provide the form FHWA-1589 in MS Excel format, with project information included in the header section (e.g. Boxes 2 through 5), after the award of the contract. information
Due Date: 7th of each month until September 2015. Include data for work through last full work week of previous month.

Coding Instructions

BOX 1. Report Month: The month and year covered by the report, as mm/yyyy (e.g. "May 2009" would be coded as "05/2009").
BOX 2. **Contracting agency**: Provided by KYTC or Local Agency.
BOX 3. **Federal-aid project number:** Provided by KYTC.
BOX 4. **State project number or identification number**: Provided by KYTC
BOX 5. **Project location**: Provided by KYTC
BOX 6. **Contractor name and address**: The name and address of the contracting or consulting firm shall include the name, street address, city, state, and zip code.
BOX 7. Contractor DUNS number: The unique nine-digit number issued by Dun & Bradstreet. Followed by the optional 4 digit DUNS Plus number. Reported as "999999999.9999" Contractor provided before Notice to Proceed.

BOX 8. **Employment data**: The prime contractor or consultant will report the direct, on-the-project jobs for their workforce *and* the workforce of their subcontractor's active during the reporting month. These jobs data include employees actively engaged in projects who work on the jobsite, in the project office, in the home office or telework from a home or other alternative office location. This also includes any engineering personnel, inspectors, sampling and testing technicians, and lab technicians performing work directly in support of the Recovery Act funded project. This does not include material suppliers such as steel, culverts, guardrail, and tool suppliers. States should include in their reports all direct labor associated with the Recovery Act project such as design, construction, and inspection. The States reports should include their own project labor, including permanent, temporary, and contract project staff. States are asked not to include estimated indirect labor, such as material testing, material production or estimated macro-economic impacts. FHWA will be estimating all indirect labor based on the information provided in this form along with other FHWA data. The form requests specifically:

a. Subcontractor name: The name of each subcontractor or sub-consultant that was active on the project for the reporting month.
b. Employees: The number of project employees on the contractor's or consultant's workforce that month, and the number of project employees for each of the active subcontractors for the reporting month. Do not include material suppliers. Total field at bottom will be automatically calculated and reported as a whole number.
c. Hours: The total hours on the specified project for all employees reported on the contractor's or consultant's project workforce that month, and the total hours for all project employees reported for each of the active subcontractors that month. Total field at bottom will be automatically calculated and reported as a whole number.
d. Payroll: The total dollar amount of wages paid by the contractor or consultant that month for employees on the specified project, and the total dollar amount of wages paid by each of the active subcontractors that month. Payroll only includes wages and does not included overhead or indirect costs. Total field at bottom will be automatically calculated and will be rounded to the nearest whole dollar and reported as a whole number.

BOX 9. **Prepared by:**

a. Name: Indicate the person responsible for preparation of the form. By completing the form the person certifies that they are knowledgeable of the hours worked and employment status for all the employees. Contractors, consultants, and their subs are responsible to maintain data to support the employment form and make it available to the State should they request supporting materials.
b. Date: The date that the contractor completed the employment form. Reported as "mm/dd/yyyy." (e.g. "May 1, 2009" would be coded as "05/01/2009").

Boxes 2-6 filled out by agency before Notice to Proceed KYTC 05-08-09

MONTHLY EMPLOYMENT REPORT
AMERICAN RECOVERY AND REINVESTMENT ACT

1. Report Month: (mm/yyyy)	2. Contracting Agency	
	State - Kentucky Transportation Cabinet ContID	
3. Federal-Aid Project Number	4. State Project Number or ID Number	5. Project Location: State, County or Federal Region

6. CONTRACTOR NAME AND ADDRESS

Name:
Address:
City: State:
Zip:

7. Contractor/Subcontractor DUNS Number:

8. Employment Data

	EMPLOYEES	HOURS	PAYROLL
Prime Contractor Direct, On-Project Jobs (see guidance for definitions)			
Subcontractor Direct, On-Project Jobs			
Subcontractor Name			
Prime and Subcontractor Totals	0	0	0.00

9. PREPARED BY CEO or Payroll Official:	DATE:
Name:	
Title:	

Form FHWA-1589

SPECIAL NOTE FOR SIGNS ON PROJECTS BEING FUNDED BY THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

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

1.0 Description. Furnish, install, and maintain Recovery Act signs as shown in the proposal or designated by the Engineer. Two Recovery Act signs will be required for each project. See the sign detail sheet for exact dimensions for the sign.

Speed Limit (MPH)	"A" Dimension	"B" Dimension
65 or Greater	120 inches	84 inches
55 or Less	84 inches	60 inches

2.0 Materials. Recovery Act signs shall be constructed and installed in accordance with signing details included with this note. Conform to Sections 830, 832 and 833.

3.0 Construction. Recovery Act signs should be placed where they can be easily identified with the corresponding projects and in a location that does not conflict with higher priority signs (temporary or permanent), traffic signals or any temporary traffic control device. In no case shall these signs be installed such that it obscures the view of other traffic control devices.

Recovery Act signs shall not be installed at the following locations: Near any traffic control device, roadway structure, exit and entrance ramps, intersections, highway-rail grade crossings, and areas of limited sight distance.

The signs installed on roadways with a speed limit of 65 mph or greater shall be installed using traffic notes for temporary signs on wood posts. All other signs should be installed using two Type II channel posts as shown in the attached detail. Sign bracing will be required as shown in the attached details.

4.0 Measurement. The Department will measure the quantity in square feet. The Department will not measure sign maintenance, posts, mounting, installation or any required bracing for payment and will consider them incidental to this item of work.

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

Code	Pay Item	Pay Unit
02562	Signs	Square Foot

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS

PROJECT FUNDING SOURCE
SIGN ASSEMBLY

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS

PROJECT FUNDING SOURCE SIGN

NOTE: SIGN SHALL NOT BE INSTALLED WITHOUT PROJECT FUNDING SOURCE PLAQUE (SEE SHEET 3).

Dimensions in inches

A	B	C	D	E	F	G	H	J	K	L	M	N	P
120	84	1.5	6	5 D	4.5	8 D*	3.75	6 D* (4.5 L.C.)	14.5	10	27.917	5	10.831
84	60	1	5	4 C	3.5	6 C*	3	4 D* (3 L.C.)	9.25	7	19.047	4	7.362

Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD
14.087	8.106	11.556	49.42	2.742	5.258	46.904	6.812	46.76	22.472	8	16.288	5	30
9.484	5.162	7.763	31.722	2.415	3.585	30.552	4.542	30.911	14.737	6	10.175	4	21

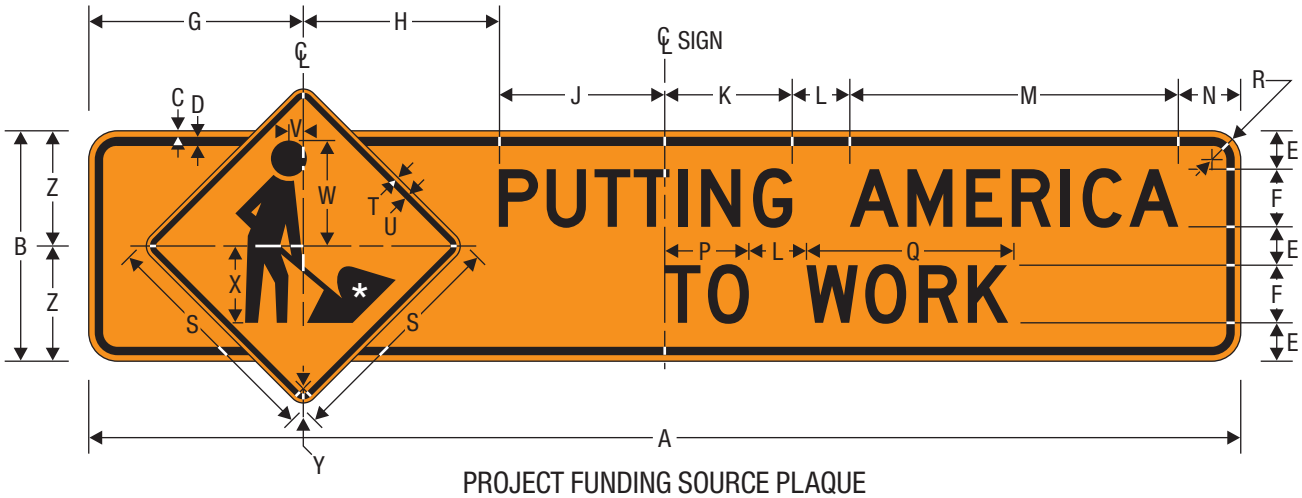
EE	FF	GG
11	4.5	3
7.5	2.25	2.25

* Increase character spacing 50%
** See Pictograph page 4
*** See Pictograph page 5

COLORS: LEGEND, BORDER — WHITE (RETROREFLECTIVE)
BACKGROUND — GREEN (RETROREFLECTIVE)

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS



PROJECT FUNDING SOURCE PLAQUE

NOTE: PLAQUE SHALL NOT BE INSTALLED WITHOUT SIGN (SEE SHEET 2).

* See *Standard Highway Signs* Page 6-59 for symbol design.

Dimensions in inches

A	B	C	D	E	F	G	H	J	K	L	M	N	P
120	24	0.625	0.875	4	6 D	22.349	20.370	17.281	13.28	6	34.22	6.5	8.765
84	18	0.375	0.625	3.5	4 D	16.607	15.686	9.707	10.667	4	22.813	5	5.843

Q	R	S	T	U	V	W	X	Y	Z
21.013	3	24	0.375	0.625	1.5	11	8	1.5	12
14.009	2.25	18	0.375	0.625	1	7	6	1.5	9

COLORS: LEGEND, BORDER – BLACK
BACKGROUND – ORANGE (RETROREFLECTIVE)

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS

RECOVERY
Vector-Based, Vinyl-Ready Pictograph

COLORS:	LEGEND, OUTLINE	–	WHITE (RETROREFLECTIVE)
	BORDER	–	BLUE (RETROREFLECTIVE)
	BACKGROUND (UPPER)	–	BLUE (RETROREFLECTIVE)
	BACKGROUND (LOWER RIGHT)	–	RED (RETROREFLECTIVE)
	BACKGROUND (LOWER LEFT)	–	GREEN (RETROREFLECTIVE)

3/23/2009

PROJECT FUNDING SOURCE SIGN ASSEMBLY
AMERICAN RECOVERY AND REINVESTMENT ACT
SIGN LAYOUT DETAILS

USDOT TIGER
Vector-Based, Vinyl-Ready Pictograph

COLORS:
OUTLINE — WHITE (RETROREFLECTIVE)
USDOT LEGEND — BLACK
TIGER DIAGONALS — BLACK, ORANGE (RETROREFLECTIVE)

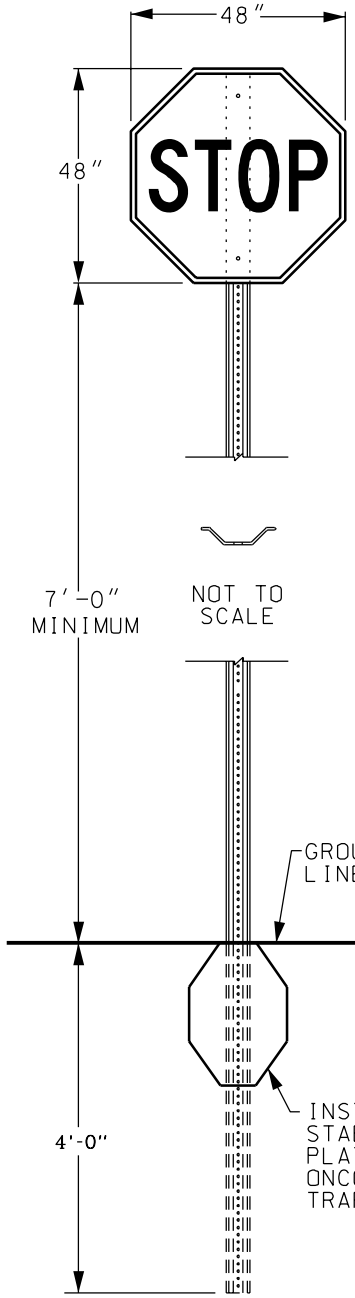
Traffic Notes For Temporary Signs

The Contractor shall use 6 inch x 8 inch (nominal) pressure treated southern pine wood posts to mount the large temporary signs. The posts that are exposed to traffic shall have two (2) holes, three (3”) inches in diameter drilled through each post in a vertical arrangement perpendicular to traffic. The first hole should be four inches (4”) from the ground and the second hole, eighteen inches (18”) from the ground.

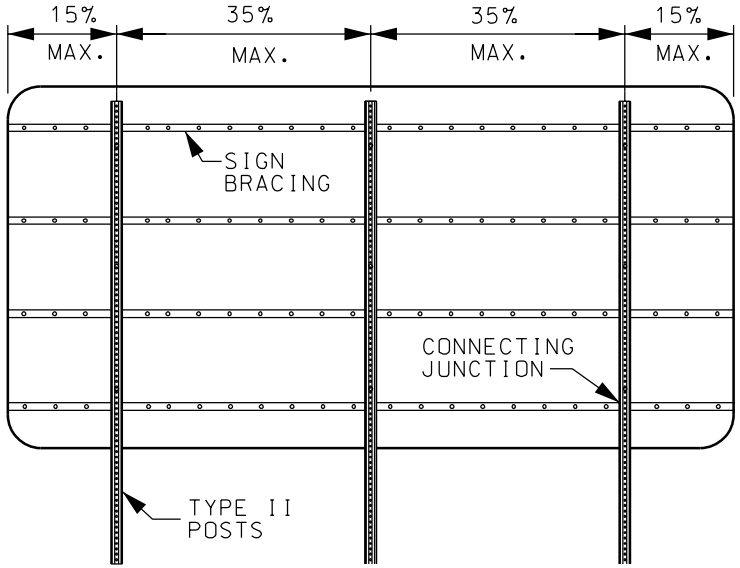
A seven-foot (7’) or more clear path should exist between the supporting posts. The bottom edge of the sign panel should have at least seven foot (7') clearance above the ground. Posts shall be embedded a minimum of 48 inches.

Bolt signs to the wood posts using three 5 inch galvanized lag bolts in each post, with galvanized washers on both sides. The top and bottom bolts shall be placed a minimum of 12 inches from the top and bottom edges respectively, with the third bolt centered on the sign.

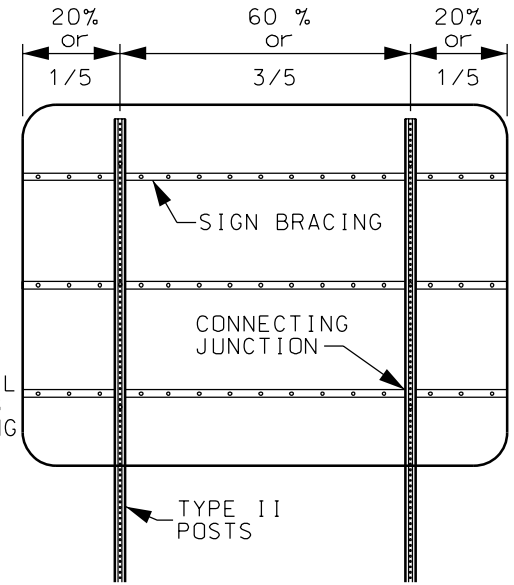
For additional details see the Federal Highway Administration memorandum HNG-14/SS-25 dated 6/4/91, HNG-14/SS-36 dated 9/3/93 and HNG-14/SS-27 dated 5/15/92.



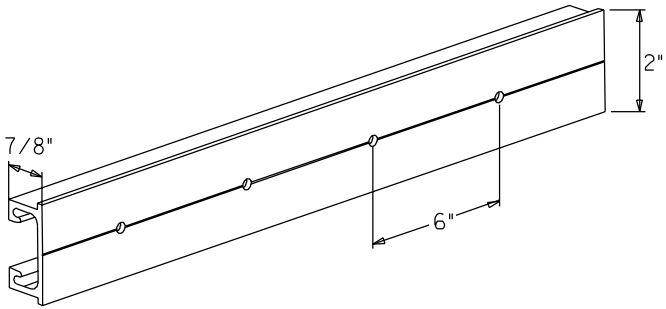
TYPE II
CHANNEL POST
WITH SOIL STABILIZER



3 POST - BRACING DIAGRAM



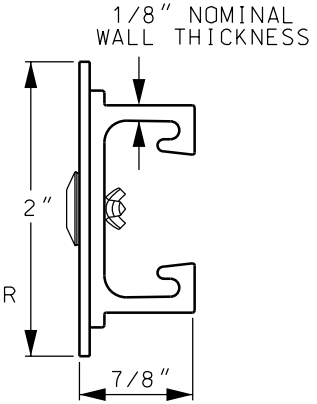
2 POST - BRACING DIAGRAM



SHEETING SIGN BRACING

NOTE:
ALUMINUM SIGN BRACING
2″ MOUNTING SURFACE
× 7/8″ DEPTH × 1/8″
NOMINAL WALL THICKNESS

6061-T6 ALUMINUM ALLOY,
PUNCHED WITH 3/16″ DIAMETER
HOLES ON 6″ CENTERS FOR
ATTACHMENT OF SIGN
SUBSTRATE USING RIVETS



SIGN BRACE

NOTES:
1. VERTICAL SPACING NOT TO EXCEED 36″ BETWEEN BRACES OR 12″ FROM TOP OR BOTTOMOF SIGN TO FIRST BRACE.

2. MAXIMUM AREA PER CONNECTING JUNCTION =16 SQ. FT.

3. LENGTH OF BRACE TO BE A MINIMUM OF TOTAL SIGN WIDTH LESS 4″, NOT TO EXTEND BEYOND RIGHT OR LEFT EDGE OF SIGN.

4. POSTS, BRACING, AND SOIL STABLISHER SHALL BE INCIDENTAL TO SIGNS.

SHEETING SIGN POST AND BRACING DETAIL

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
I 265

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.

TRAFFIC CONTROL PLAN
JEFFERSON COUNTY
I 265
FD52 056 0265 018-024
ARRA 265-2(023)
Item No. 5-2044.00

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.

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. 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

Phase I construction will be on the inside lane and Phase II construction will be on the outside lane and ramps at the Billtown Road and Taylorsville Road interchanges. Both phases will require weekday nights and weekend lane closures for the lane under construction.

No lane closures will be allowed during the following days:

April 16 – April 18	Thunder Over Louisville
April 23 - May 3	Kentucky Derby Week
May 29-31	Memorial Day Weekend
July 3-5	Independence Day Weekend
September 3-6	Labor Day Weekend

Lane closures will only be permitted during following times:

Weeknights from 7 PM until 6 AM the following morning
Weekends from 7 PM Friday night until 6 AM the following Monday morning

The normal two lane traffic configuration must be maintained at all other times. Traffic will not be permitted on sawed slabs.

Liquidated damages will be assessed when lane closures are in place at times other than those given above or if the project is not completed by the fixed completion date of October 1, 2010. See 'Special Note For Fixed Completion Date and Liquidated Damages'.

Use only one lane closure in each direction of travel at the same time. Lane closures may only be in the active work area. The clear lane width will be a minimum of 11 feet; however, make provisions for the passage of wide loads up to 16' in width. The DGA shoulders are to be inspected and low spots refilled to the satisfaction of the Engineer prior to placing traffic on the shoulders. See special note "Shoulder Preparation and Restoration". A quantity of DGA has been estimated for repairing the DGA shoulders and is provided in the "DGA Shoulder Repair Summary". The actual quantities used may vary, use only as approved or directed by the Engineer. Daytime shoulder closures will be permitted to repair the DGA shoulders. Install delineators for the existing guardrail and bridges before shifting traffic onto the shoulders.

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 until the new JPC Pavement achieves 3000 PSI compressive strength.

During the days and hours when a lane closure is allowed, maintain traffic as specified in the phasing notes. Any other work not requiring traffic lane widths to be restricted due to barrels or equipment encroaching into the existing center lane can be done during the remaining hours when two lanes of traffic must be maintained. 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. 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 two lanes of traffic is not maintained.

Rideability will apply to this project. See special note for rideability in this proposal.

Ramp Closures

The Contractor will be allowed to close each of the ramps in the Billtown Road (KY 1819) and Taylorsville Road (KY 155) interchanges for one weekend to do all work proposed on them including pavement repairs, guardrail work, sawing and sealing all joints and random cracks, and repairing the DGA portion of the shoulders where specified. One ramp at a time, at each interchange, may be closed with the Engineer's approval.

The Contractor must notify the Engineer within the following time frames of pending changes in their work schedule which will affect traffic patterns:

- At least fourteen (14) days prior to beginning Phase I construction in either direction
- At least five (5) days prior to a ramp closure
- If a decision is made not to close a ramp, notice must be given to the Engineer by Wednesday at noon prior to the proposed closure

PHASE I - JPC PAVEMENT REPAIR AND DIAMOND GRINDING ON INSIDE LANE

Move traffic to the outside lane and shoulder (see the Maintenance of Traffic Typical Section for Phase I) during construction of the inside lane. Perform the full or partial depth replacement in the areas given in this proposal. Eliminate the end joints on the inside lane for the twin bridges over Taylorsville Road and the twin bridges over Chenoweth Run Creek. Replace the seals in the joints over the piers on the inside lane for the Taylorsville Road Bridge. For the twin bridges over the Norfolk Southern Railroad, replace the existing latex concrete overlay with an asphalt waterproofing mix overlay and eliminate the expansion joints.

Diamond Grind the full lane width when strength is achieved. The diamond grinding area will also include at least four feet of the inside shoulder to allow the shoulders to be ground down to the elevation of the adjacent driving lane pavement and allow for surface water runoff from the pavement. The shoulders may be ground to a depth of ¾ inch. The diamond grind area will not include bridge decks or traffic loops. After Diamond Grinding, Saw, Clean, and Seal the joints and cracks with Hot-Poured Elastic Joint Sealant.

PHASE II - JPC PAVEMENT REPAIR AND DIAMOND GRINDING ON OUTSIDE LANE

Move traffic to the inside lane and shoulder (see the Maintenance of Traffic Typical Section for Phase II) during construction of the outside lane. Perform the full or partial depth replacement in the areas given in this proposal. Eliminate the end joints on the outside lane for the twin bridges over Taylorsville Road and the twin bridges over Chenoweth Run Creek. Replace the seals in the joints over the piers on the outside lane for the Taylorsville Road Bridge. For the twin bridges over the Norfolk Southern Railroad, replace the existing latex concrete overlay with an asphalt waterproofing mix overlay and eliminate the expansion joints. This will also include the entrance and exit ramps to Taylorsville Road

that are on the twin bridges over the Norfolk Southern Railroad. Replace all asphalt wedge curb on the outside shoulders with modified concrete island curb per a detail included in this proposal.

Diamond Grind the full lane width when strength is achieved. The diamond grinding area will also include at least four feet of the outside shoulder to allow the shoulders to be ground down to the elevation of the adjacent driving lane pavement and allow for surface water runoff from the pavement. The shoulders may be ground to a depth of ¾ inch. The diamond grind area is to include that portion of all ramps to the point where they diverge from the mainline pavement. The diamond grind area will not include bridge decks or traffic loops. After Diamond Grinding, Saw, Clean, and Seal the joints and cracks with Hot-Poured Elastic Joint Sealant.

TAYLORSVILLE ROAD RAMP 3/3A SHOULDER AND SLAB REPLACEMENT AND PIPE DITCH REPAIR

Replace the existing asphalt shoulders and concrete driving lane slab for Taylorsville Road Ramp 3/3A as shown in the 'Taylorsville Road Ramp 3/3A Shoulder and Slab Replacement Detail' with ten inches of jointed plain concrete (JPC) pavement on four inches of dense graded aggregate. Remove and replace the existing guardrail in this area and install guardrail delineators and a Type 2A end treatment.

Repair/replace the headwalls and pipes sections for the 15" and 24" pipes as shown on the detail sheet and pipe section. Remove the brush on the roadway slope around the outlet end of the 24" pipe and flatten the slopes as shown on the "Pipe Repair Detail" sheet. Replace the paved ditches indicated on the 'Taylorsville Road Ramp 3/3A Shoulder and Slab Replacement Detail' detail sheet with channel lining.

This work may be done anytime after Phase I is completed.

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 asphalt pavement within the project limits.

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.

All ramp access is to be maintained except when the ramp is closed.

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 MILE, LEFT/RIGHT LANE CLOSED 3 MILE, 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 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 portable changeable 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 provide additional portable changeable message signs. Place portable changeable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens relocate or provide additional portable changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The portable changeable 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 portable changeable message sign immediately. Portable changeable message signs 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 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.

CONTRACTOR'S AND CONTRACTOR'S EMPLOYEE'S VEHICLES

Do not use or allow employees to use median crossovers at any time except when inside lanes are closed for Phase I construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

PAVEMENT MARKINGS & RAISED PAVMENT MARKERS

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".

Voids created from removing the raised pavement markers are to be filled prior to allowing traffic on them. The partial depth patching material is to be used to fill the voids. The patching material and all work involved in patching the voids created by removing the existing pavement markers are incidental to the pavement marker removal bid item. See ‘Special Note For Removing Existing Type V Raised Pavement Markers On Portland Cement Pavement’.

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

1. Temporary and permanent striping will be 6" in width
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. Estimated quantities of the three colors of removable lane tape are included as bid items but will only be used if approved by the Engineer.
3. Edge lines will be required for temporary striping
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 Paint.

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings. 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 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 designated Traffic Coordinator must be certified by the American Traffic Safety Services Association (ATSSA). 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 or traffic control device 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. The Department may call in Drain Cleaners on contract to clean curb box inlets and drop boxes while lane closures are in place.

RAMP CLOSURES, LANE CLOSURES AND LANE SHIFTS

All lane closures, lane shifts and tapers shall be in accordance with the standard drawings or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any ramp closure, lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer at least five (5) days prior to any proposed closure or traffic pattern shift.

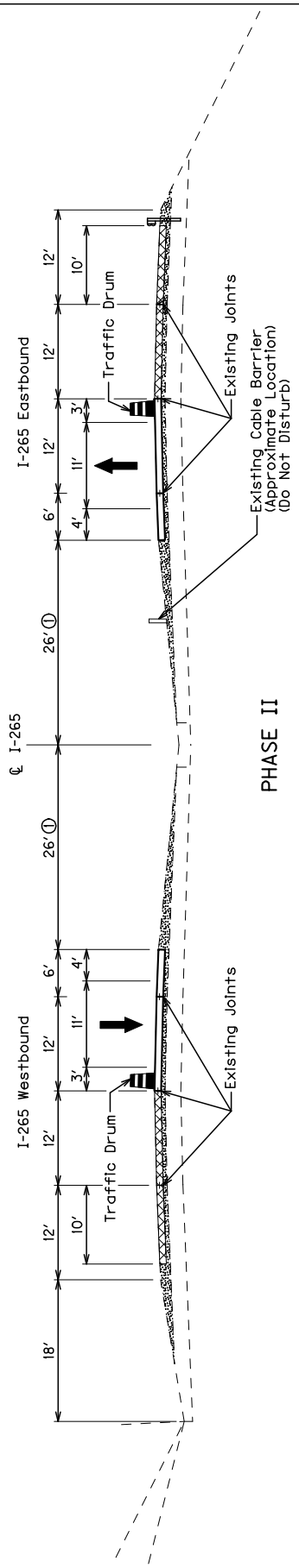
WRECKER SERVICE

The Contractor will have continuously on call a 24-hour wrecker service that the Contractor will promptly contact to remove any disabled vehicle within the project limits. The wrecker service must have a wrecker on standby at all times during Phases I and II work. The wrecker service should have, but not be limited to, the following items/capabilities: cell phone, gasoline, jumper cables, vehicle pushing, and tire changing. The Contractor will be charged three thousand dollars ($3,000) liquidated damages for each 30 minute period for any incidence when the wrecker service fails to reach the disabled vehicle beyond the 30 minute allotted response time. Payment for the wrecker service will be considered incidental to the bid item "Maintain And Control Traffic".

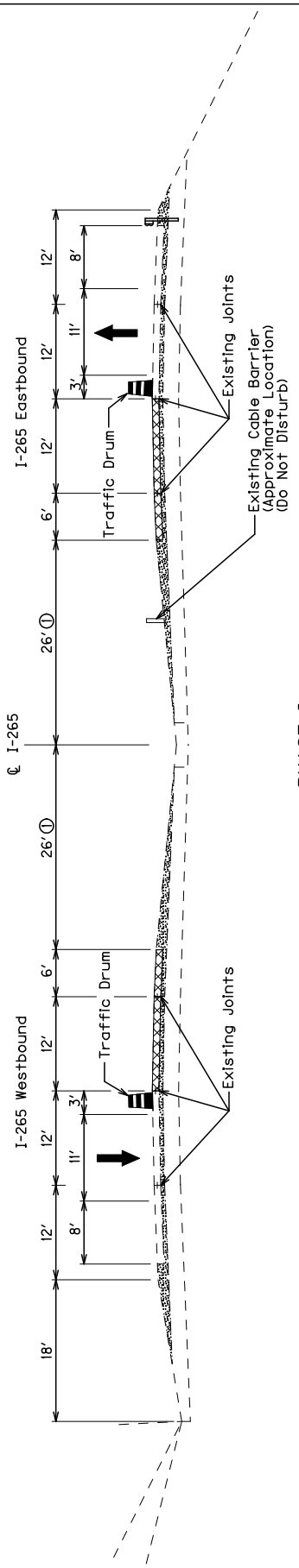
LAW ENFORCEMENT OFFICERS (LEO'S)

Police support shall be a unit consisting of an off-duty policeman from any police force agency having lawful jurisdiction and a police car equipped with externally mounted flashing blue lights. It is anticipated that approximately two (2) officers will be required for each closure set up. The officers will be placed at the discretion of the Engineer. Police support will be measured and paid on a per hour basis for each officer and police vehicle.

I–265 MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



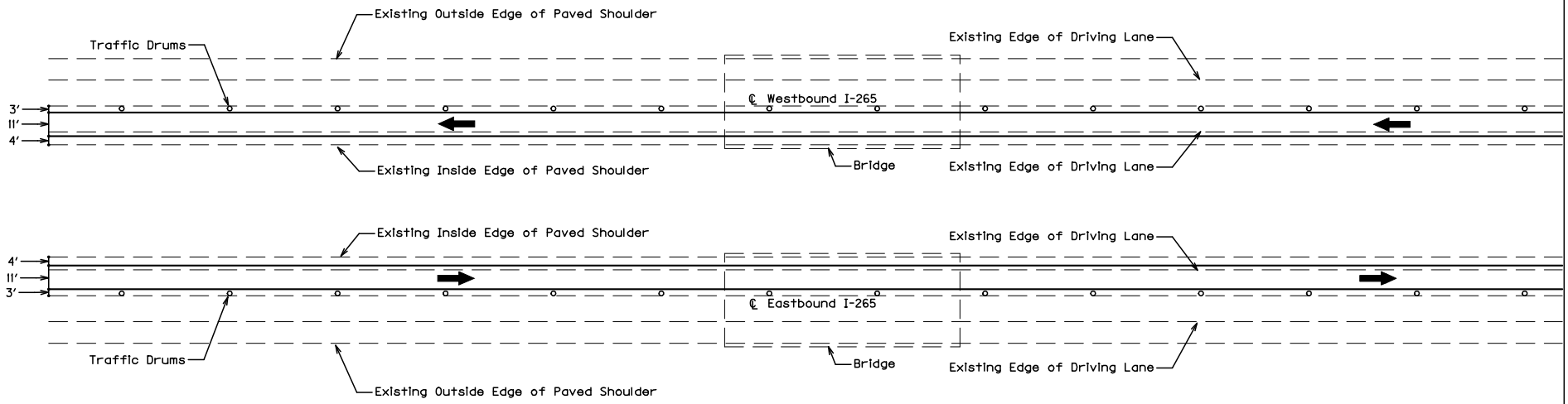
PHASE II



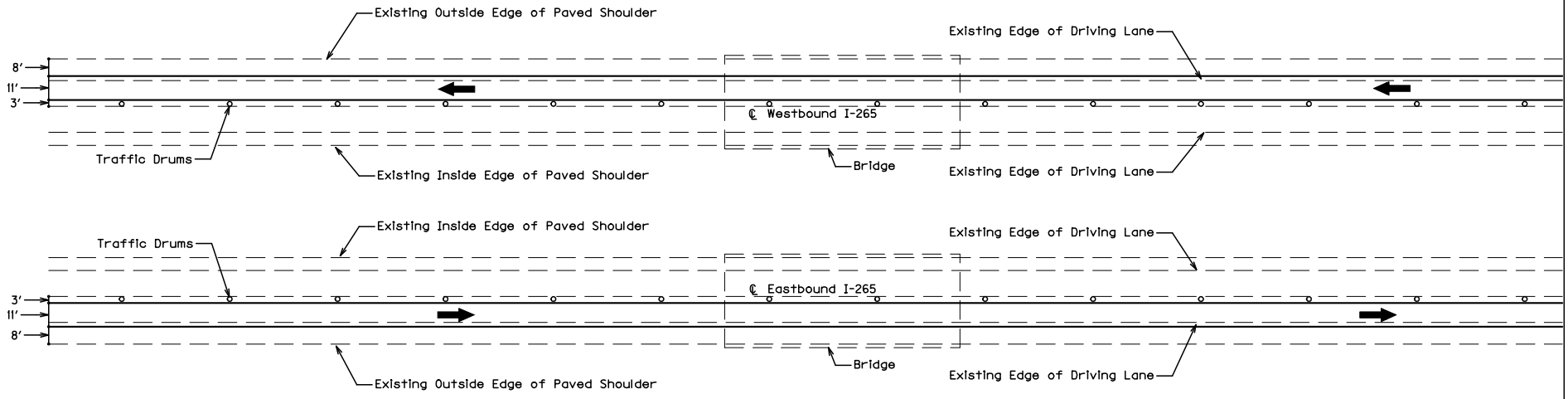
PHASE I

① Transitions to 24′ From Station 1918+00 to Sta 1920+00

I–265 MOT PHASING PLAN



PHASE 2



PHASE 1

SPECIAL NOTE FOR REMOVING EXISTING TYPE V RAISED PAVEMENT MARKERS ON PORTLAND CEMENT PAVEMENT I-265

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 noted by the manufacturer.

Removal of Type V pavement markers will be paid at the contract 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 incidental to the Type V pavement marker removal bid item.

SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS

NORFOLK SOUTHERN RAILWAY COMPANY

1. AUTHORITY OF RAILROAD ENGINEER AND DEPARTMENT ENGINEER:

The authorized representative of the Railroad Company, hereinafter referred to as Railroad Engineer, shall have final authority in all matters affecting the safe maintenance of Railroad traffic of his Company including the adequacy of the foundations and structures supporting the Railroad tracks.

The authorized representative of the Department, hereinafter referred to as the Department Engineer, shall have authority over all other matters as prescribed herein and in the Project Specifications.

2. NOTICE OF STARTING WORK:

A. The Department's Prime contractor shall not commence any work on railroad rights-of-way until he has complied with the following conditions:

1. Given the Railroad written notice, with copy to the Department Engineer who has been designated to be in charge of the work, at least ten days in advance of the date he proposes to begin work on Railroad rights-of-way.

Office of Chief Engineer
Bridges & Structures
Norfolk Southern Corporation
1200 Peachtree Street NE
Internal Box #142
Atlanta, Georgia 30309

2. Obtained written approval from the Railroad of Railroad Protective Liability Insurance coverage as required by paragraph 14 herein. It should be noted that Railroad Company does not accept notation of Railroad Protective insurance on a certificate of liability insurance form or Binders as Railroad Company must have the full original countersigned policy. Further, please note that mere receipt of the policy is not the only issue but review for compliance. Due to the number of projects system-wide, it typically takes a minimum of 30-45 days for Railroad Company to review.

3. Obtained Railroad's Flagging Services as required by paragraph 7 herein.

4. Obtained written authorization from the Railroad to begin work on Railroad rights-of-way, such authorization to include an outline of specific conditions with which he must comply.

5. Furnished a schedule for all work within the Railroad rights-of-way as required by paragraph 7,B,1.

B. The Railroad's written authorization to proceed with the work shall include the names, addresses, and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is designated, the area of responsibility of each representative shall be specified.

3. <u>INTERFERENCE WITH RAILROAD OPERATIONS:</u>

A. The Contractor shall so arrange and conduct his work that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to poles, wires, and other facilities of tenants on the rights-of-way of the Railroad Company. Whenever work is liable to affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor which requires flagging service or inspection service shall be deferred by the Contractor until the flagging service or inspection service required by the Railroad is available at the job site.

B. Whenever work within Railroad rights-of-way is of such a nature that impediment to Railroad operations such as use of runaround tracks or necessity for reduced speed is unavoidable, the Contractor shall schedule and conduct his operations so that such impediment is reduced to the absolute minimum.

C. Should conditions arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of the Railroad, the Contractor shall make such provisions. If in the judgment of the Railroad Engineer, or in his absence, the Railroad's Division Engineer, such provisions is insufficient, either may require or provide such provisions as he deems necessary. In any event, such unusual provisions shall be at the Contractor's expense and without cost to the Railroad or the Department.

4. <u>TRACK CLEARANCES:</u>

A. The minimum track clearances to be maintained by the Contractor during construction are shown on the Project Plans. However, before undertaking any work within Railroad right-of-way, or before placing any obstruction over any track, the Contractor shall:

1. **Notify the Railroad's representative at least 72 hours in advance of the work.**

2. **Receive assurance from the Railroad's representative that arrangements have been made for flagging service as may be necessary.**

3. **Receive permission from the Railroad's representative to proceed with the work.**

4. **Ascertain that the Department Engineer has received copies of notice to the Railroad and of the Railroad's response thereto.**

5. CONSTRUCTION PROCEDURES:

A. General:

Construction work and operations by the Contractor on Railroad property shall be:

1. **Subject to the inspection and approval of the Railroad.**

2. **In accord with the Railroad's written outline of specific conditions.**

3. **In accord with the Railroad's general rules, regulations and requirements including those relating to safety, fall protection and personal protective equipment.**

4. **In accord with these Special Provisions.**

B. Excavation:

The subgrade of an operated track shall be maintained with edge of berm at least 10'-0" from centerline of track and not more than 24- inches below top of rail. Contractor will not be required to make existing section meet this specification if substandard, in which case existing section will be maintained.

Additionally, the Railroad Engineer may require installation of orange construction safety fencing for protection of the work area.

C. Excavation for Structures:

The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. All plans and calculations for shoring shall be prepared and signed by a Registered Professional Engineer. The Registered Professional Engineer will be responsible for the accuracy for all controlling dimensions as well as the selection of soil design values which will accurately reflect the actual field conditions. The procedure for doing such work, including need of and plans and calculations for shoring, shall first be approved by the Department Engineer and the Railroad Engineer, but such approval shall not relieve the Contractor from liability.

Additionally, walkway with handrail protection may be required as noted in paragraph 11 herein. .

D. <u>Demolition, Erection, Hoisting</u>

1. Railroad tracks and other railroad property must be protected from damage during the procedure.

2. The Contractor is required to submit a plan showing the location of cranes, horizontally and vertically, operating radii, with delivery or disposal locations shown. The location of all tracks and other railroad facilities as well as all obstructions such as wire lines, poles, adjacent structures, etc. must also be shown.

3. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, and boom nomenclature is to be submitted.

4. Plans and computations showing the weight of the pick must be submitted. Calculations shall be made from plans of the existing and/or proposed structure showing complete and sufficient details with supporting data for the demolition or erection of the structure. If plans do not exist, lifting weights must be calculated from field measurements. The field measurements are to be made under the supervision of the Registered Professional Engineer submitting the procedure and calculations.

5. A data sheet must be submitted listing the types, size, and arrangements of all rigging and connection equipment.

6. A complete procedure is to be submitted, including the order of lifts, time required for each lift, and any repositioning or re-hitching of the crane or cranes.

7. All erection or demolition plans, procedures, data sheets, etc. submitted must be prepared, signed and sealed by a Registered Professional Engineer.

8. The Railroad Engineer or his designated representative must be present at the site during the entire demolition and erection procedure period.

9. All procedures, plans and calculations shall first be approved by the Department Engineer and the Railroad Engineer, but such approval does not relieve the Contractor from liability.

E. <u>Blasting:</u>

1. The Contractor shall obtain advance approval of the Railroad Engineer and the Department Engineer for use of explosives on or adjacent to Railroad property. The request for permission to use explosives shall include a detailed blasting plan. If permission for use of explosives is granted, the Contractor will be required to comply with the following:

(a) Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Contractor and a licensed blaster.

(b) Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way radios.

(c) No blasting shall be done without the presence of the Railroad Engineer or his authorized representative. At least 72 hours advance notice to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B) will be required to arrange for the presence of an authorized Railroad representative and such flagging as the Railroad may require.

(d) Have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting at his expense any track misalignment or other damage to Railroad property resulting from the blasting as directed by the Railway's authorized representative. If his actions result in

delay of trains, the Contractor shall bear the entire cost thereof.

2. The Railroad representative will:

(a) Determine approximate location of trains and advise the Contractor the appropriate amount of time available for the blasting operation and clean up.

(b) Have the authority to order discontinuance of blasting if, in his opinion, blasting is too hazardous or is not in accord with these special provisions.

F. Maintenance of Railroad Facilities:

1. The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from his operations and provide and maintain any erosion control measures as required. The Contractor will promptly repair eroded areas within Railroad rights-of-way and repair any other damage to the property of the Railroad or its tenants.

2. All such maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.

G. Storage of Materials and Equipment:

Materials and equipment shall not be stored where they will interfere with Railroad operations, nor on the rights-of-way of the Railroad Company without first having obtained permission from the Railroad Engineer, and such permission will be with the understanding that the Railroad Company will not be liable for damage to such material and equipment from any cause and that the Railroad Engineer may move or require the Contractor to move, at the Contractor's expense, such material and equipment.

All grading or construction machinery that is left parked near the track unattended by a watchman shall be effectively immobilized so that it cannot be moved by unauthorized persons. The Contractor shall protect, defend, indemnify and save Railroad, and any associated, controlled or affiliated corporation, harmless from and against all losses, costs, expenses, claim or liability for loss or damage to property or the loss of life or personal injury, arising out of or incident to the Contractor's failure to immobilize grading or construction machinery.

H. Cleanup:

Upon completion of the work, the Contractor shall remove from within the limits of the Railroad rights-of-way, all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the Contractor, and leave said rights-of-way in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

6. DAMAGES:

A. The Contractor shall assume all liability for any and all damages to his work, employees, servants, equipment and materials caused by Railroad traffic.

B. Any cost incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Railroad by the Contractor.

7. FLAGGING SERVICES:

A. Requirements:

Flagging services will not be provided until the contractor's insurance has been reviewed & approved by the Railroad.

Under the terms of the agreement between the Department and the Railroad, the Railroad has sole authority to determine the need for flagging required to protect its operations. In general, the requirements of such services will be whenever the Contractor's personnel or equipment are or are likely to be, working on the Railroad's right-of-way, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging.

Normally, the Railroad will assign one flagman to a project; but in some cases, more than one may be necessary, such as yard limits where three (3) flagmen may be required. However, if the Contractor works within distances that violate instructions given by the Railroad's authorized representative or performs work that has not been scheduled with the Railroad's authorized representative, a flagman or flagmen may be required full time until the project has been completed.

B. Scheduling and Notification:

1. The Contractor's work requiring railroad flagging should be scheduled to limit the presence of a flagman at the site to a maximum of 50

hours per week. The Contractor shall receive Railroad approval of work schedules requiring a flagman's presence in excess of 40 hours per week.

2. Not later than the time that approval is initially requested to begin work on Railroad right-of-way, Contractor shall furnish to the Railroad and the Department a schedule for all work required to complete the portion of the project within Railroad right-of-way and arrange for a job site meeting between the Contractor, the Department, and the Railroad's authorized representative. Flagman or Flagmen may not be provided until the job site meeting has been conducted and the Contractor's work scheduled.

3. The Contractor will be required to give the Railroad representative at least 10 working days of advance written notice of intent to begin work within Railroad right-of-way in accordance with this special provision. Once begun, when such work is then suspended at any time, or for any reason, the Contractor will be required to give the Railroad representative at least 3 working days of advance notice before resuming work on Railroad right-of-way. Such notices shall include sufficient details of the proposed work to enable the Railroad representative to determine if flagging will be required. If such notice is in writing, the Contractor shall furnish the Engineer a copy; if notice is given verbally, it shall be confirmed in writing with copy to the Engineer. If flagging is required, no work shall be undertaken until the flagman, or flagmen are present at the job site. It may take up to 30 days to obtain flagging initially from the Railroad. When flagging begins, the flagman is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and cannot be called for on a spot basis. If flagging becomes unnecessary and is suspended, it may take up to 30 days to again obtain from the Railroad. Due to Railroad labor agreements, it is necessary to give 5 working days notice before flagging service may be discontinued and responsibility for payment stopped.

4. If, after the flagman is assigned to the project site, an emergency arises that requires the flagman's presence elsewhere, then the Contractor shall delay work on Railroad right-of-way until such time as the flagman is again available. Any additional costs resulting from such delay shall be borne by the Contractor and not the Department or Railroad.

C. Payment:

1. The Department will be responsible for paying the Railroad directly for any and all costs of flagging which may be required to accomplish the construction.

2. The estimated cost of flagging is current rate per day based on a 12-hour work day. This cost includes the base pay for the flagman, overhead, and includes a per diem charge for travel expenses, meals and lodging. The charge to the Department by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time the service is required.

3. Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 and 1/2 times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 and 1/2 times the normal rate.

4. Railroad work involved in preparing and handling bills will also be charged to the Department. Charges to the Department by the Railroad shall be in accordance with applicable provisions of Subchapter B, Part 140, Subpart I and Subchapter G, Part 646, Subpart B of the Federal-Aid Policy Guide issued by the Federal Highway Administration on December 9, 1991, including all current amendments. Flagging costs are subject to change. *The above estimates of flagging costs are provided for information only and are not binding in any way.*

D. Verification:

1. Railroad's flagman will electronically enter flagging time via Railroad's electronic billing system. Any complaints concerning flagging must be resolved in a timely manner. If need for flagging is questioned, please contact Railroad's System Engineer Public Improvements (404) 529-1641. All verbal complaints will be confirmed in writing by the Contractor within 5 working days with a copy to the Highway Engineer. Address all written correspondence to:

Office of Chief Engineer
Bridges & Structures

Attn:
System Engineer

Norfolk Southern Corporation **Public Improvements**
1200 Peachtree Street NE,
Internal Box 142
Atlanta, Georgia 30309

2. The Railroad flagman assigned to the project will be responsible for notifying the Department Engineer upon arrival at the job site on the first day (or as soon thereafter as possible) that flagging services begin and on the last day that he performs such services for each separate period that services are provided. The Department Engineer will document such notification in the project records. When requested, the Department Engineer will also sign the flagman's diary showing daily time spent and activity at the project site.

8. HAUL ACROSS RAILROAD:

A. Where the plans show or imply that materials of any nature must be hauled across a Railroad, unless the plans clearly show that the Department has included arrangements for such haul in its agreement with the Railroad, the Contractor will be required to make all necessary arrangements with the Railroad regarding means of transporting such materials across the Railroad. The Contractor will be required to bear all costs incidental to such crossings whether services are performed by his own forces or by Railroad personnel.

B. No crossing may be established for use of the Contractor for transporting materials or equipment across the tracks of the Railroad Company unless specific authority for its installation, maintenance, necessary watching and flagging thereof and removal, until a temporary private crossing agreement has been executed between the Contractor and Railroad. The approval process for an agreement normally takes 90-days.

9. WORK FOR THE BENEFIT OF THE CONTRACTOR:

A. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the Department and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the Department and/or the Railroad.

B. Should the Contractor desire any changes in addition to the above, then he shall make separate arrangements with the Railroad for same to be accomplished at the Contractor's expense.

10. COOPERATION AND DELAYS:

A. It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging his schedule he shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make due allowance therefore.

B. No charge or claim of the Contractor against either the Department or the Railroad Company will be allowed for hindrance or delay on account of railway traffic; any work done by the Railway Company or other delay incident to or necessary for safe maintenance of railway traffic or for any delays due to compliance with these special provisions.

11. TRAINMAN'S WALKWAYS:

Along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railway's protective service is provided shall be removed before the close of each work day. If there is any excavation near the walkway, a handrail, with 10'-0" minimum clearance from centerline of track, shall be placed and must conform to AREMA and/or FRA standards.

12. GUIDELINES FOR PERSONNEL ON RAILROAD RIGHT-OF-WAY:

A. All persons shall wear hard hats. Appropriate eye and hearing protection must be used. Working in shorts is prohibited. Shirts must cover shoulders, back and abdomen. Working in tennis or jogging shoes, sandals, boots with high heels, cowboy and other slip-on type boots is prohibited. Hard-sole, lace-up footwear, zippered boots or boots cinched up with straps which fit snugly about the ankle are adequate. Wearing of safety boots is strongly recommended. In the vicinity of at-grade crossings, it is strongly recommended that reflective vests be worn.

B. No one is allowed within 25' of the centerline of track without specific authorization from the flagman.

C. All persons working near track while train is passing are to lookout for dragging bands, chains and protruding or shifted cargo.

D. No one is allowed to cross tracks without specific authorization from the flagman.

E. **All welders and cutting torches working within 25' of track must stop when train is passing.**

F. **No steel tape or chain will be allowed to cross or touch rails without permission.**

13. **GUIDELINES EQUIPMENT ON RAILROAD RIGHT-OF-WAY:**

A. **No crane or boom equipment will be allowed to set up to work or park within boom distance plus 25' of centerline of track without specific permission from railroad official and flagman.**

B. **No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.**

C. **All employees will stay with their machines when crane or boom equipment is pointed toward track.**

D. **All cranes and boom equipment under load will stop work while train is passing (including pile driving).**

E. **Swinging loads must be secured to prevent movement while train is passing.**

F. **No loads will be suspended above a moving train.**

G. **No equipment will be allowed within 25' of centerline of track without specific authorization of the flagman.**

H. **Trucks, tractors or any equipment will not touch ballast line without specific permission from railroad official and flagman.**

I. **No equipment or load movement within 25' or above a standing train or railroad equipment without specific authorization of the flagman.**

J. **All operating equipment within 25' of track must halt operations when a train is passing. All other operating equipment may be halted by the flagman if the flagman views the operation to be dangerous to the passing train.**

K. **All equipment, loads and cables are prohibited from touching rails.**

L. **While clearing and grubbing, no vegetation will be removed from railroad embankment with heavy equipment without specific permission from the Railroad Engineer and flagman.**

M. No equipment or materials will be parked or stored on Railroad's property unless specific authorization is granted from the Railroad Engineer.

N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it cannot be moved by unauthorized persons.

O. All cranes and boom equipment will be turned away from track after each work day or whenever unattended by an operator.

14. <u>INSURANCE:</u>

A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:

1. Commercial General Liability Insurance having a combined single limit of not less than $2,000,000 per occurrence for all loss, damage, cost and expense, including attorneys' fees, arising out of bodily injury liability and property damage liability during the policy period. Said policy shall include explosion, collapse, and underground hazard (XCU) coverage, shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured, and shall include a severability of interests provision.

2. Railroad Protective Liability Insurance having a combined single limit of not less than $2,000,000 each occurrence and $6,000,000 in the aggregate applying separately to each annual period. If the project involves track over which passenger trains operate, the insurance limits required are not less than a combined single limit of $5,000,000 each occurrence and $10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

a. The insurer must be rated A- or better by A.M. Best Company, Inc.

b. The policy must be written using one of the following combinations of Insurance Services Office ("ISO") Railroad Protective Liability Insurance Form Numbers:

c.

(1) CG 00 35 01 96 and CG 28 31 10 93; or

(2) CG 00 35 07 98 and CG 28 31 07 98; or
(3) CG 00 35 10 01; or
(4) CG 00 35 12 04.

d. The named insured shall read:

Norfolk Southern Railway Company
Three Commercial Place
Norfolk, Virginia 23510-2191
Attn: Risk Management

e. The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.

f. The job location must appear on the Declarations and must include the city, state, and appropriate highway name/number. NOTE: Do not include any references to milepost on the insurance policy.

g. The name and address of the prime contractor must appear on the Declarations.

h. The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."

i. Other endorsements/forms that will be accepted are:

(1) Broad Form Nuclear Exclusion – Form IL 00 21
(2) 30-day Advance Notice of Non-renewal or cancellation
(3) Required State Cancellation Endorsement
(4) Quick Reference or Index Form CL/IL 240

j. Endorsements/forms that are <u>NOT</u> acceptable are:

(1) Any Pollution Exclusion Endorsement except CG 28 31
(2) Any Punitive or Exemplary Damages Exclusion
(3) Known injury or Damage Exclusion form CG 00 59
(4) Any Common Policy Conditions form
(5) Any other endorsement/form not specifically authorized in item no. 2.h above.

B. **If any part of the work is sublet, similar insurance, and evidence thereof as specified in A.1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Railroad's right of way.**

C. **Prior to entry on Railroad right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below for its review and transmittal to the Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Railroad and the Department at the addresses below, and forwarded to the Department for its review and transmittal to the Railroad. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without (30) days advance written notice to Railroad and the Department. No work will be permitted by Railroad on its right-of-way until it has reviewed and approved the evidence of insurance required herein.**

DEPARTMENT:

Mr. Steve Criswell, P. E.
Kentucky Transportation Cabinet
Division of Construction
TCOB 200 Mero Street
3rd Floor West Wing
Frankfort, Kentucky 40622

RAILROAD:

Mr. Scott Dickerson
Risk Management
Norfolk Southern Railway Company
Three Commercial Place
Norfolk, Virginia 23510-2191

D. **The insurance required herein shall in no way serve to limit the liability of Department or its Contractors under the terms of this agreement.**

15. FAILURE TO COMPLY:

In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

A. **The Railroad Engineer may require that the Contractor vacate Railroad property.**

B. **The Engineer may withhold all monies due the Contractor on monthly statements.**

Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

16. PAYMENT FOR COST OF COMPLIANCE:

No separate payment will be made for any extra cost incurred on account of compliance with these special provisions. All such costs shall be included in prices bid for other items of the work as specified in the payment items.

Office of Chief Engineer
Bridges & Structures
Norfolk Southern Corporation
1200 Peachtree Street, N. E.
Internal Box 142
Atlanta, GA 30309

Date:
File:
Milepost:

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: **December 18, 2009**

Project #: **FD52 CO 56 82550 01R**
Item #: **05-2044.00**
Letting Date: **January 22, 2010**

County: **JEFFERSON**
Federal #: **ARRA 265-2 (023)**
Description of Project: Repair & Grind pavement on I-265 from MP 18.8 to MP 23.364

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 though 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: **Ron Geveden** Date **12/18/2009** District ROW Supervisor
Name

Approved: Date 12/18/09 Director of ROW &
Utilities or Designee
Name

Approved: Date FHWA, Right-of-Way
Officer
Name

* AT FHWA 12/18/09

Right-of-Way Certification Form

Date: **December 18, 2009**

Project #: **FD52 CO 56 82550 01R**
Item #: **05-2044.00**
Letting Date: **January 22, 2009**
County: **JEFFERSON**
Federal #: **ARRA 265-2 (023)**

This project has **0** Total number of parcels acquired, and **0** Total number of individual or families relocated, as well as **0** Total number of businesses relocated.

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

N/A 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 **0** billboards and/or **0** cemeteries involved on this project.
There are **0** water or monitoring wells on parcels.

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

JEFFERSON COUNTY
Repair and Grind Pavement on I-265 from Bardstown Road MP 18.8 to Taylorsville Road MP 23.364
Item No. 5-2044.00

SPECIAL CAUTION NOTE – PROTECTION OF UTILITIES

Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities. If conflicts do arise, it is the responsibility of the contractor to verify the location of the existing utilities and to arrive at appropriate resolutions with the Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs.

The Kentucky Transportation Cabinet makes no guarantees regarding: the existence of utilities, the location of utilities, the utility companies in the project scope, or the potential for conflicts encountered during construction. The location of utilities provided herein 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 utilities before excavating by calling the various utility owners and by examining any supplemental information supplied by the Cabinet. If necessary, the roadway contractor shall determine the exact location and elevation of utilities by hand digging to expose utilities before excavating in the area of a utility. The cost for repair and any other associated costs for any damage to utilities caused by the roadway contractor's operations shall be borne by the roadway contractor.

The contractor is advised to contact the "BUD" one-call system; 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.

KENTUCKY TRANSPORTATION CABINET

COMMUNICATING ALL PROMISES (CAP)

JEFFERSON COUNTY

5-2044.00

(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 January 22, 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:**	102.07.01 General. Replace the first sentence with the following: Submit the Bid Proposal on forms furnished on the Department internet website (http://transportation.ky.gov/contract/), including the Bid Packet and disk created from the Expedite Bidding Program.
SUBSECTION: **REVISION:**	102.07.02 Computer Bidding. Replace the first paragraph with the following: Subsequent to ordering a Bid Proposal 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 Department's website to prepare a Bid Proposal for submission to the Department. Include the completed Bid Packet produced by the Expedite Bidding Program and submit it along with the disk created by said program. Replace the second paragraph with the following: In case of a dispute, the printed Bid Proposal and bid item sheets created by the Expedite Bidding Program take precedence over any bid submittal.
SUBSECTION: **REVISION:**	102.08 Irregular Bid Proposals. Replace point four of the first paragraph with the following: 4) fails to submit a disk created from the Expedite Bidding Program. Replace point one of the second paragraph with the following: 1) when the Bid Proposal is on a form other than that furnished by the Department or printed from other than the Expedite Bidding Program, or when the form is altered or any part is detached; or
SUBSECTION: **REVISION:**	102.11 Withdrawal or Revision of Bid Proposals. Replace the paragraph with the following: A bidder may withdraw or revise a Bid Proposal after depositing the Bid Proposal with the Department, provided the Department receives the request for such withdrawal or revision in writing before the time set for opening Bid Proposals.
SUBSECTION: **REVISION:**	103.02 Award of Contract. 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.

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

(Effective with the January 22, 2010 Letting)

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.
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:	106.10 Field Welder Certification Requirements.
REVISION:	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.

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

(Effective with the January 22, 2010 Letting)

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.
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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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 fist 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.
SUBSECTION: **REVISION:**	112.03.15 Non-Compliance of Maintain and Control of Traffic. 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:

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

	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.
SUBSECTION: **REVISION:**	206.03.02 Embankment 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).

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

SUBSECTION: **REVISION:**	213.03.03 Inspection and Maintenance. 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: **PART:** **REVISION:**	213.03.05 Temporary Control Measures. E) Temporary Seeding and Protection. 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: **PART:** **REVISION:**	213.03.05 Temporary Control Measures. F) Temporary Mulch. 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: **REVISION:**	303.05 Payment. 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: **PART:** **REVISION:**	401.02.04 Special Requirements for Dryer Drum Plants. F) Production Quality Control. 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.

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

(Effective with the January 22, 2010 Letting)

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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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.

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

(Effective with the January 22, 2010 Letting)

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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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.

Supplemental Specifications to The Standard Specifications for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

SUBSECTION:	505.04.04 Detectable Warnings.
REVISION:	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:	505.05 PAYMENT.
REVISION:	Add the following to the bid item table: Code — Pay Item — Pay Unit 23158ES505 — Detectable Warnings — Square Foot
SUBSECTION:	509.01 DESCRIPTION.
REVISION:	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:	601.03.02 Concrete Producer Responsibilities.
REVISION:	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:	606.02.11 Coarse Aggregate.
REVISION:	Replace with the following: Conform to Section 805, size No. 8 or 9-M.
SUBSECTION:	609.04.06 Joint Sealing.
REVISION:	Replace Subsection 601.04 with the following: Subsection 606.04.08.
SUBSECTION:	609.05 Payment.
REVISION:	Replace the Pay Unit for Joint Sealing with the following: See Subsection 606.05.
SUBSECTION:	701.03.06 Initial Backfill.
REVISION:	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.

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

(Effective with the January 22, 2010 Letting)

SUBSECTION: **REVISION:**	701.03.08 Testing of Pipe. 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: **REVISION:**	701.04.07 Testing. 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: **REVISION:**	701.05 PAYMENT. Add the following pay item to the list of pay items: Code — Pay Item — Pay Unit 23131ER701 — Pipeline Video Inspection — Linear Foot

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

(Effective with the January 22, 2010 Letting)

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 wit 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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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.

Supplemental Specifications to The Standard Specifications
for Road and Bridge Construction, 2008 Edition
(Effective with the January 22, 2010 Letting)

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: 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"

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

(Effective with the January 22, 2010 Letting)

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.

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

(Effective with the January 22, 2010 Letting)

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 January 22, 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 2.0• E*	L* 93.51 a* -1.01 b* 0.70 Maximum allowable variation 2.0• E*
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 2.0• E*	L* 93.45 a* -0.79 b* 0.43 Maximum allowable variation 2.0• E*
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.

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

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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 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.
    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

1I

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.

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 1, 2008

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SPECIAL NOTE FOR PACKAGED, RAPID-HARDENING MATERIALS FOR CONCRETE REPAIRS

Use cementitious materials for rapid repairs to hardened hydraulic-cement concrete pavements and structures conforming to ASTM C 928. The Department will allow but not require the inclusion of aggregate in packaged, dry, mortar material.

Furnish a Certificate of Compliance with each shipment that includes the following:

1) Verification that the materials were tested according to ASTM C 928.
2) States the actual test results for each requirement.
3) State that the test results comply with the requirements.

The Department may sample and test the material furnished at any time. The Department will reject material not conforming to ASTM C 928 or contained in broken packages.

January 1, 2008

1N

SPECIAL NOTE FOR PERMANENT, RAPID-HARDENING CONCRETE PATCHING

Use either of the following fast-setting cementitious materials, or approved equal, for permanent repair of hardened hydraulic-cement concrete pavements and structures.

1) SET-45, as produced by Master Builders, Inc, 23700 Chagrin Boulevard, Cleveland, Ohio 44122-5554
2) GILCO RAPID PATCH, as produced by Gifford-Hill and Company, Inc, Woodlawn Green, Charlotte, North Carolina 28210

For materials to be considered an equal, furnish a Certificate of Compliance that includes the following:

1) Verification that the materials conform to ASTM C 928.
2) Verification that the materials attain a minimum 3-hour compressive strength of 5,000 psi.

January 1, 2008

2E

SPECIAL NOTE FOR ROADBED STABILIZATION AT BRIDGE ENDS

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. Due to the wet and yielding embankments commonly encountered at bridge ends, undercut the existing roadbed within the limits the Contract specifies and backfill.

2.0 MATERIALS.

2.1 Geotextile Fabric. Furnish Type III fabric conforming to Section 843.

3.0 CONSTRUCTION. After removing the existing pavement and base, undercut the existing roadbed under the traffic lanes and shoulders as the Engineer directs. The minimum undercut shall be one foot, except undercut depth may be reduced where rock embankment constructed principally of limestone is encountered. Place geotextile fabric in the bottom and against the sides and ends of the undercut. The Department will not require a minimum lap between adjacent sheets of geotextile fabric for the longitudinal joint under the pavement centerline. Backfill the undercut with one or more of the following materials;

1) Crushed limestone size No. 1, 2, 23, or 57; or
2) Layered composition of several limestone sizes, with larger sizes on the bottom.

Use Dense Graded Aggregate (DGA), Crushed Stone Base (CSB), or Stabilized Aggregate Base (SAB) in the top 4 inches, and only in the top 4 inches, of the backfill.

Place geotextile fabric between the coarse backfill material and the 4-inch upper layer.

Compact the backfill material by "walking down" with equipment, or other methods the Engineer approves. See attached drawing for details of backfill placement and drainage.

Waste all removed materials, not used for purposes the Contract or Engineer specifies or permits, off the right-of-way at no expense to the Department.

4.0 MEASUREMENT.

4.1 Removing Pavement. The Department will measure the quantity in square yards. The Department will consider the pavement to include existing pavement, existing asphalt patching, and existing DGA base.

2E

4.2 Roadway Excavation. The Department will measure the quantity in cubic yards.

4.3 Backfilling Undercut. The Department will measure the quantity in cubic yards. The Department will not measure coarse aggregate for payment and will consider it incidental to this item of work.

4.4 Perforated Pipe. The Department will measure the quantity in linear feet.

4.5 Non-Perforated Pipe. The Department will measure the quantity in linear feet.

4.6 Geotextile Fabric, Type III. The Department will measure the quantity in square yards.

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

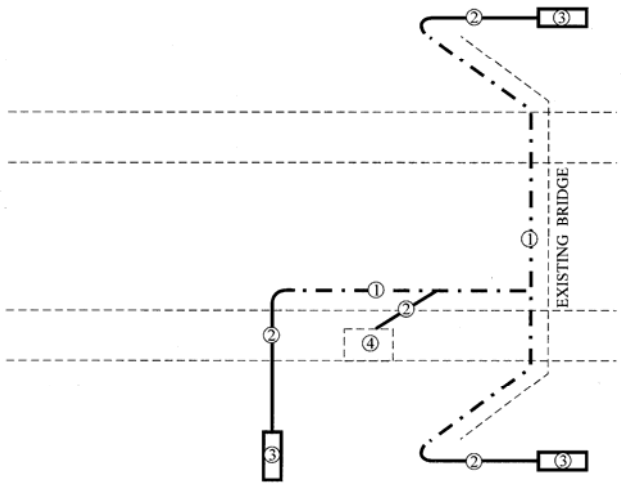
Code	Pay Item	Pay Unit
02091	Removing Pavement	Square Yard
01000	Perforated Pipe - 4 inches	Linear Foot
01010	Non-Perforated Pipe, 4 inches	Linear Foot
02235	Backfilling Undercut	Cubic Yard
02598	Fabric - Geotextile Type III	Square Yard

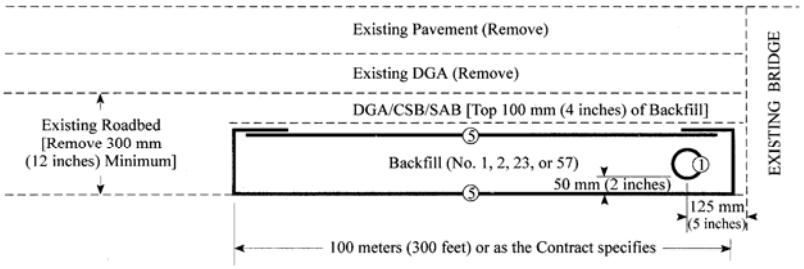
The Department will consider payment as full compensation for all work required in this note.

January 1, 2008

2E

BRIDGE END DRAINAGE AND STABILIZATION
(DETAILS)





NOTES

Contrary to Section 705 of the Standard Specifications, use only coarse aggregate for trench backfill.

Slope all pipe to drain to the outside. Provide a 1:24 (1/2":1') or greater slope for the outlet pipe.

The Department may require additional transverse drains within the stabilization area.

LEGEND

① 100-mm (4-inch) Perforated Pipe
② 100-mm (4-inch) Non-perforated Pipe
③ Perforated Pipe Headwall
④ Existing Box Inlet
⑤ Geotextile Fabric, Type III

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

RBI-001-09 Typical Guardrail Installations
RBI-002-06 Typical Guardrail Installations
RBI-003-07 Typical Guardrail Installation for Guardrail End Treatment Type 2A
RBR-001-11 Steel Beam Guardrail ("W" beam)
RBR-005-10 Guardrail Components
RBR-010-05 Guardrail Terminal Sections
RBR-015-04 Guardrail Posts
RBR-016-04 Guardrail Posts
RBR-025-03 Guardrail End Treatment Type 2A
RDD-040-04 Channel Lining Class II and III
RDH-020-03 Sloped & Flared Headwalls for 12" to 27" Pipe
RDX-210-02 Temporary Silt Fence
RDX-230 Silt Trap Type C
RGX-050-01 Gabion Retaining Walls
RPM-100-09 Curb and Gutter, Curbs, and Valley Gutter
RPM-120-06 Island Curb Construction Details (Rigid & Flexible Pavement)
RPN-001-06 Jointed Plain Concrete Pavement for Shoulders & Medians
RPN-010-06 Pavement Transitions & Joint Details for Jointed Plain Concrete Pavement at Bridge Ends
RPN-015-04 Jointed Plain Concrete Pavement
RPS-010-10 Concrete Pavement Joint Details
RPS-020-13 Expansion and Contraction Joint Load Transfer Assemblies
RPX-001-03 Station Markings Concrete Pavement
RPX-015-03 Hot-Poured Elastic Joint Seals for Concrete Pavement
TPM-105-01 Pavement Marker Arrangements Multi-Lane Roadways
TPM-125-01 Pavement Marker Arrangement Exit Gore and Off-Ramp
TPM-130-01 Pavement Marker Arrangement On-Ramp with Tapered Acceleration Lane
TPM-135-01 Pavement Marker Arrangement On-Ramp with Parallel Acceleration Lane
TTC-115-01 Lane Closure Multi-Lane Highway Case I
TTC-135-01 Shoulder Closure
TTD-110-01 Post Splicing Detail
TTD-120 Work Zone Speed Limit and Double Fine Signs
TTD-115 Pavement Condition Warning Signs
TTS-110-01 Mobile Operation for Paint Striping Case III
TTS-115-01 Mobile Operation for Paint Striping Case IV

Additional Drawing (located under Special Notes Applicable for Project)

Right-Hand Lane Drop For Left Lane Closure Detail

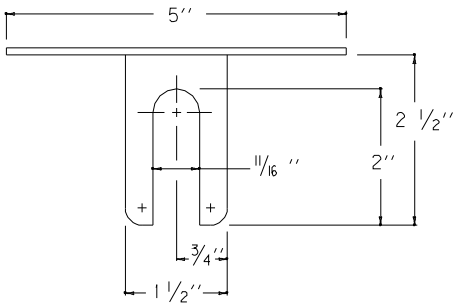
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS

NOTES

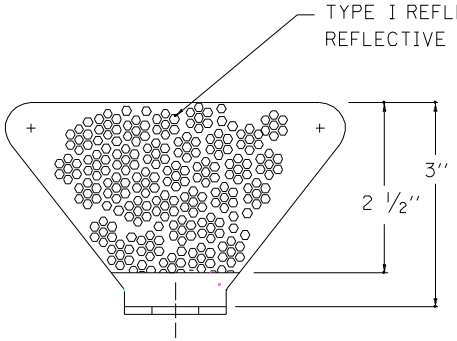
1. DELINEATOR SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
2.

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

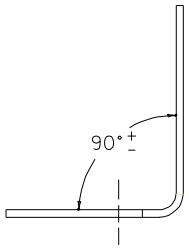
3. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL ROADWAYS WITH SHOULDERS 6'-0" IN WIDTH OR LESS AND AT OTHER LOCATIONS WHERE THE GUARDRAIL LEADS INTO HORIZONTAL CURVES OF LESS THAN 950 FEET RADIUS.
4. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
5. DIMENSIONS SHOWN ARE APPROXIMATE 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.



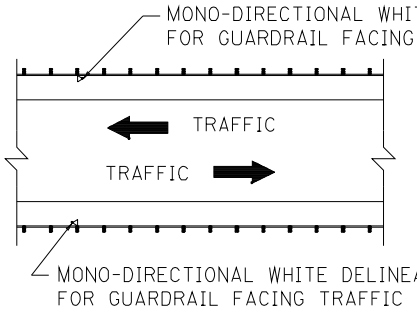
PLAN VIEW



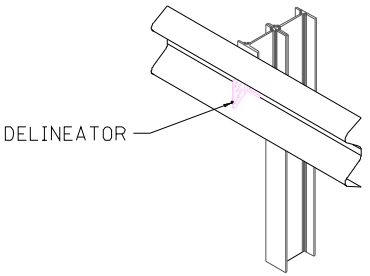
FRONT VIEW



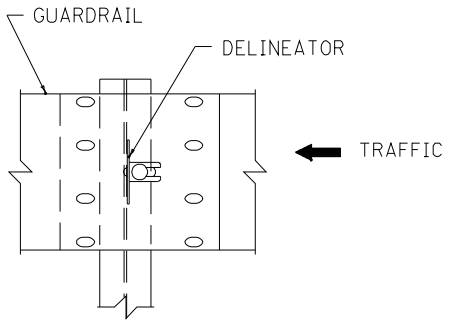
SIDE VIEW



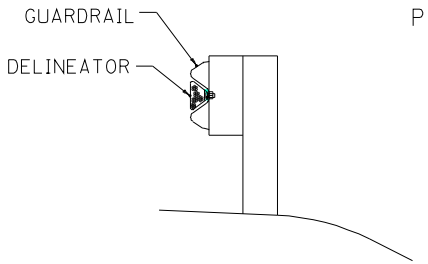
PLACEMENT OF DELINEATORS FOR GUARDRAIL



ISOMETRIC VIEW



FRONT VIEW



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

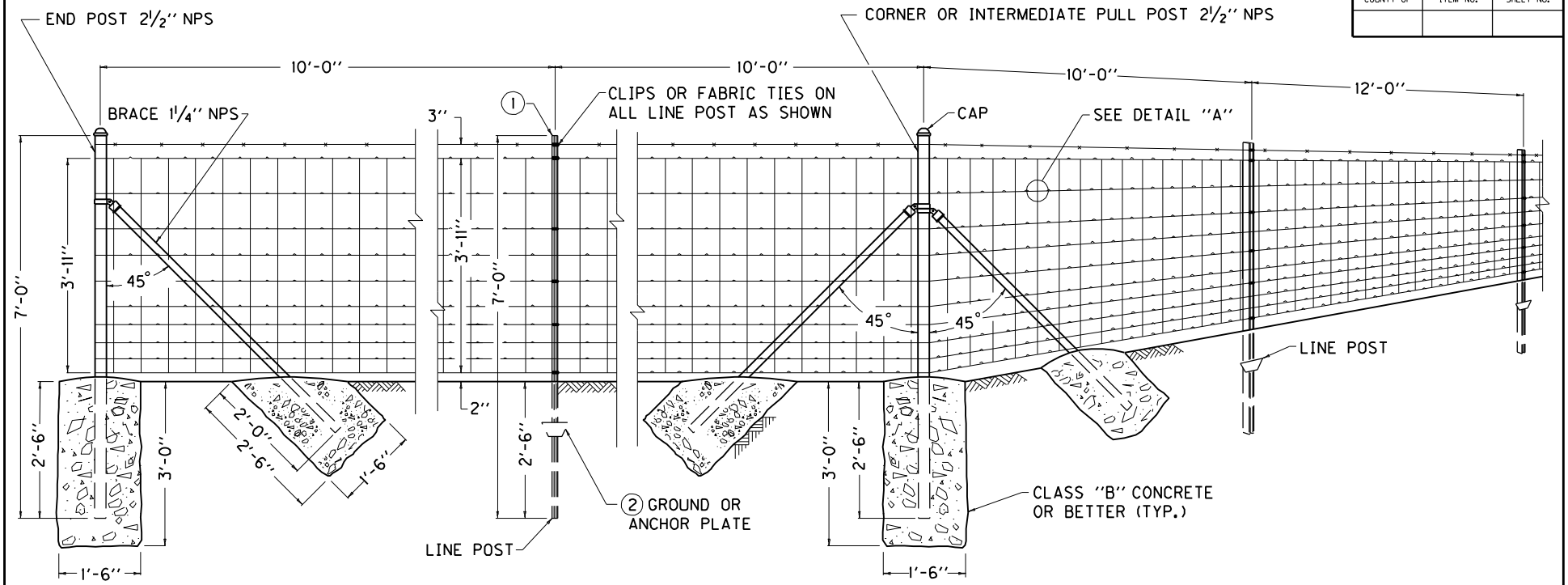
SPACING ON TANGENTS = 100' INTERVALS

KENTUCKY DEPARTMENT OF HIGHWAYS

DELINEATORS FOR GUARDRAIL

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

COUNTY OF	ITEM NO.	SHEET NO.



NOTES

RIGHT-OF-WAY FENCE

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.

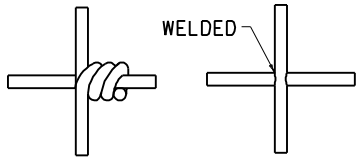
NPS = NOMINAL PIPE SIZE - ASTM F1083 AND F1043 (HEAVY INDUSTRIAL FENCE) SHALL GOVERN.

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

- OR -

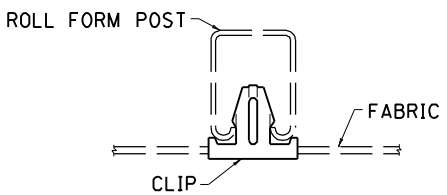
ROLL FORM POST AT 1.40 LBS. PER FOOT (SEE DETAIL)

(2) NOT REQUIRED FOR ROLL FORM POST.

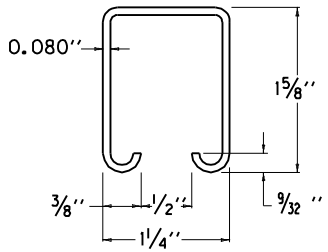


ALTERNATE METHODS OF SECURING VERTICAL STAY WIRE TO THE HORIZONTAL WIRE OF THE FABRIC.

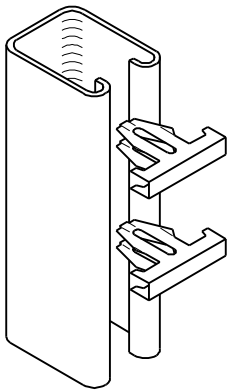
DETAIL "A"



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 _____ TRAFFIC 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.

JEFFERSON COUNTY
ARRA 26512 (023)

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.

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	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

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.

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

	HIGHWAY BASIC HOURLY RATES	FRINGE BENEFIT PAYMENTS COMBINED

CRAFTS:

Breckinridge County:
Bricklayers ..... 26.47 ..... 12.28

Bullitt, Carroll, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer and Trimble Counties:
Bricklayers ..... 24.11 ..... 9.97

Bracken, Gallatin, Grant, Mason and Robertson Counties:
Bricklayers ..... 26.12 ..... 9.73

Boyd, Carter, Elliott, Fleming, Greenup, Lewis and Rowan Counties:
Bricklayers ..... 26.82 ..... 15.30

Anderson, Bath, Bourbon, Boyle, Clark, Fayette, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Owen, Scott, Washington and Woodford Counties:
Bricklayers (Layout Men) ..... 24.36 ..... 9.97
Bricklayers ..... 24.11 ..... 9.97
Refractory/Acid Brick/Glass ..... 24.61 ..... 9.97

All Counties
Carpenters: ..... 24.84 ..... 10.23
Divers ..... 37.64 ..... 10.23
Piledrivermen ..... 25.09 ..... 10.23

Bracken and Grant Counties:
Millwrights ..... 27.55 ..... 15.39

Anderson, Bath, Bourbon, Boyle, Clark, Fayette, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Owen, Scott and Woodford Counties:
Millwrights ..... 22.95 ..... 13.50

Boyd, Carter, Elliott, Fleming, Greenup, Lewis, Mason, Robertson, and Rowan Counties:
Millwrights ..... 30.60 ..... 13.78

Breckinridge, Bullitt, Carroll, Gallatin, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties:
Millwrights ..... 24.18 ..... 15.64

Bracken, Gallatin and Grant Counties:
Electricians ..... 26.11 ..... 13.32

Sound Communications:
Technician ..... 20.45 ..... 6.95

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

	HIGHWAY BASIC HOURLY RATES	FRINGE BENEFIT PAYMENTS COMBINED

CRAFTS: (continued)

Boyd, Carter, Elliott and Rowan Counties:

Electricians:

Cable Splicers	32.68	18.13
Electricians	31.12	18.08

Anderson, Bath, Bourbon, Boyle, Breckinridge, Bullitt, Carroll, Clark, Fayette, Franklin, Grayson, Hardin, Harrison, Henry, Jefferson, Jessamine, Larue, Madison, Marion, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Robertson, Scott, Shelby, Spencer, Trimble, Washington and Woodford Counties:

Electricians	28.30	12.55

Fleming, Greenup, Lewis and Mason Counties:

Electricians	30.79	11.88

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:

Ironworkers:

Fence Erector	23.55	16.72
Structural	26.17	16.72

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, Stamping Ground & Woodlake); Anderson, Boyle, Breckinridge, Bullitt, Fayette, Franklin, Grayson, Hardin, Henry, Jefferson,

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

	HIGHWAY BASIC HOURLY RATES	FRINGE BENEFIT PAYMENTS COMBINED

CRAFTS: (continued)

Jessamine, Larue, Madison, Marion, Meade, Mercer, Nelson, Oldham, Shelby, Spencer, Trimble, Washington & Woodford Counties:

Ironworkers.....24.78..... 17.04

Bourbon (Northern third, including Townships of Jackson, Millersburg, Ruddel Mills & Shawhan); Carroll (Eastern third, including the Townships 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:

Ironworkers:

Up to and including 30- mile radius of Hamilton County, Ohio Courthouse..... 26.20.....16.70

Beyond 30- mile radius of Hamilton County, Ohio Courthouse ..... 26.45.....16.70

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:

Ironworkers:

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.

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

	HIGHWAY BASIC HOURLY RATES	FRINGE BENEFIT PAYMENTS COMBINED

CRAFTS: (continued)

Anderson, Breckinridge, Bullitt, Carroll, Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties:

Painters:		
Brush & Roller	18.50	9.84
Spray, Sand Blast, Power Tools, Water Blast & Steam Cleaning	19.50	9.84

Bracken, Gallatin, Grant, Mason, and Owen Counties:

Painters: (Heavy and Highway Bridges-Guardrails–Lightpoles-Striping):		
Bridge/Equipment Tender and Containment Builder	20.49	6.83
Brush and Roller	23.10	6.83
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement	24.10	6.83
Sand Blasting & Water Blasting	23.85	6.83
Spray	23.60	6.83

Bath, Bourbon, Boyle, Clark, Fayette, Fleming, Franklin, Harrison, Jessamine, Madison, Mercer, Montgomery, Nicholas, Robertson, Scott and Woodford Counties

Painters:		
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
Bridge/Equipment Tender and/or Containment Builder	18.90	5.90

Boyd, Carter, Elliott, Greenup, Lewis and Rowan Counties

Painters:		
Bridges	27.83	10.00
All Other Work	24.83	10.00

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

	HIGHWAY BASIC HOURLY RATES	FRINGE BENEFIT PAYMENTS COMBINED

CRAFTS: (continued)

Breckinridge, Bullitt, Carroll (Western Half), Franklin (Western three-fourths), Grayson, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble and Washington Counties:

Plumber ..... 30.00 ..... 14.17

Boyd, Carter, Elliott, Greenup, Lewis and Rowan Counties:

Plumbers and Steamfitters ..... 30.45 ..... 14.57

Bracken, Carroll (Eastern Half), Gallatin, Grant, Mason, Owen and Robertson Counties:

Pipefitters and Plumbers ..... 28.39 ..... 14.30

LABORERS:

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, & Woodford Counties:

GROUP 1 - Aging and 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 and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guard rail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 20.36
FRINGE BENEFITS 9.90

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

BASE RATE 20.61
FRINGE BENEFITS 9.90

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

LABORERS: (continued)
GROUP 3 - Asphalt Luteman and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 20.66
FRINGE BENEFITS 9.90

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

BASE RATE 21.26
FRINGE BENEFITS 9.90

LABORERS:
Anderson, Bullitt, Carroll, Hardin, Henry, Jefferson, Larue, Marion, Meade, Nelson, Oldham, Shelby, Spencer, Trimble & Washington Counties:

GROUP 1 - Aging and 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 and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guardrail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 20.51
FRINGE BENEFITS 9.75

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

BASE RATE 20.76
FRINGE BENEFITS 9.75

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

LABORERS: (continued)
GROUP 3 - Asphalt Luteman and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 20.81
FRINGE BENEFITS 9.75

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

BASE RATE 21.41
FRINGE BENEFITS 9.75

LABORERS:
Breckinridge & Grayson Counties:
GROUP 1 - Aging and 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 and Hazardous Waste - Level D, Flagperson, Grade Checker, Hand Digging and Hand Back Filling, Highway Marker Placer, Landscaping Mesh Handler and Placer, Puddler, Railroad, Rip-Rap and Grouter, Right-of-Way Sign, Guard rail and Fence Installer, Signal Person, Sound Barrier Installer, Storm and Sanitary Sewer, Swamper, Truck Spotter and Dumper, and Wrecking of Concrete Forms, General Cleanup.

BASE RATE 20.76
FRINGE BENEFITS 9.50

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

BASE RATE 21.01
FRINGE BENEFITS 9.50

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

LABORERS: (continued)
GROUP 3 - Asphalt Luteman and Raker, Gunnite Nozzleman, Gunnite Operator and Mixer, Grout Pump Operator, Side Rail Setter, Rail Paved Ditch, Screw Operator, Tunnel (Free Air) and Water Blaster.

BASE RATE 21.06
FRINGE BENEFITS 9.50

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

BASE RATE 21.66
FRINGE BENEFITS 9.50

TRUCK DRIVER CLASSIFICATIONS: TEAMSTERS BASE RATE
GROUP 1 - Mobile Batch Truck Tender..... ……..... 16.57

GROUP 2 - Greaser, Tire Changer and Mechanic Tender..... 16.68

GROUP 3 - Single Axle Dump, Flatbed, Semi-trailer or Pole Trailer when used to pull building materials and equipment, Tandem Axle Dump, Distributor, Mixer and
Truck Mechanic..... ..... 16.86

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 and Pavement Breaker.....16.96

FRINGE BENEFITS.....7.34

OPERATING ENGINEERS:
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, Clamshell, Concrete Mixer (21 Cu. Ft. or Over), Concrete Paver, Truck-Mounted Concrete Pump, Core Drill, Crane, Crusher Plant, Derrick, Derrick Boat, Ditching and Trenching Machine, Dragline, Dredge Operator, Dredge Engineer, Elevating Grader and 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,

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

OPERATING ENGINEERS: (continued)
Mechanically Operated Laser Screed, Mechanic Welder, Mucking Machine, Motor Scraper, Orangepeel Bucket, Piledriver, Power Blade, Pumpcrete, Push Dozer, Rock Spreader Attached to Equipment, Rotary Drill, Roller (Bituminous), Scarifier, Scoopmobile, Shovel, Side Boom, Subgrader, Tailboom, Telescoping Type Forklift, Tow or Push Boat, Tower Crane (French, German and other types), Tractor Shovel and Truck Crane, Tunnel Mining Machines, Including Moles, Shields or similar types of Tunnel Mining Equipment.

BASE RATE 24.60
FRINGE BENEFITS 12.65

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, Fireman & Hoist (one drum), Flexplane, Forklift (reguardless of lift height), Form Grader, Joint Sealing Machine, Outboard Motor Boat, Power Sweeper (riding type), Roller (rock), Ross Carrier, Skid Mounted Or Trailer Mounted Concrete Pump, Skid Steer Machine with all attachments, Switchman or Brakeman, Throttle Valve Person, Tractair and Road Widening Trencher, Tractor (50 H.P. or over), Truck Crane Oiler, Tugger, Welding Machine, Well Points and Whirley Oiler.

BASE RATE 22.18
FRINGE BENEFITS 12.65

All off road material handling equipment, including Articulating Dump Trucks, Greaser on Grease facilities servicing heavy equipment.

BASE RATE 22.56
FRINGE BENEFITS 12.65

Bituminous Distributor, Burlap and 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.) and Vibrator.

BASE RATE 21.92
FRINGE BENEFITS 12.65

Cranes - with Booms 150 ft. and 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.

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

Employees assigned to work below ground level are to be paid 10% above basic wage rate. This does not apply to open cut work.

WELDERS - Receive rate for craft in which welding is incidental.

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

These rates are listed pursuant to Kentucky Determination No. CR-09-III HWY dated July 1, 2009 and/or Federal Decision Number KY20080027 dated February 8, 2008 modification #0 dated February 8, 2008, modification #1 dated March 7, 2008, modification #2 dated April 4, 2008, modification #3 dated May 2, 2008, modification #4 dated June 6, 2008, modification #5 dated July 4, 2008, modification #6 dated August 1, 2008, modification #7 dated August 15, 2008, modification #8 dated September 5, 2008, modification #9 dated October 3, 2008, modification #10 dated December 5, 2008, modification #11 dated January 2, 2009, modification #12 dated February 6, 2009, modification #13 dated March 6, 2009, modification #14 dated April 3, 2009, modification #15 dated June 5, 2009, modification #16 dated July 3, 2009, modification #17 dated July 24, 2009, modification #18 dated August 7, 2009, modification #19 dated September 4, 2009, modification #20 dated September 11, 2009, modification #21 dated October 16, 2009 and modification #22 dated December 4, 2009.

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.

TRANSPORTATION CABINET
DIVISION OF CONSTRUCTION PROCUREMENT
COMPLIANCE SECTION
PROJECT WAGE RATES

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
11.2%	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 Jefferson 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

CONTRACT ID: 101302 PAGE: 1
COUNTY: JEFFERSON LETTING: 01/22/10
PROPOSAL: ARRA 265-2 (023) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
	SECTION 0001	ROADWAY			
0010	00001	DGA BASE	8,122.000 TON		
0020	00078	CRUSHED AGGREGATE SIZE NO 2 (NOTE 2)	1,564.000 TON		
0030	00078	CRUSHED AGGREGATE SIZE NO 2 (NOTE 3)	130.000 TON		
0040	00100	ASPHALT SEAL AGGREGATE	926.000 TON		
0050	00291	EMULSIFIED ASPHALT RS-2	112.000 TON		
0060	00461	CULVERT PIPE-15 IN	12.000 LF		
0070	00464	CULVERT PIPE-24 IN	30.000 LF		
0080	01000	PERFORATED PIPE-4 IN	216.000 LF		
0090	01010	NON-PERFORATED PIPE-4 IN	216.000 LF		
0100	01020	PERF PIPE HEADWALL TY 1-4 IN	4.000 EACH		
0110	01028	PERF PIPE HEADWALL TY 3-4 IN	10.000 EACH		
0120	01847	ISLAND INTEGRAL CURB MOD	1,192.000 LF		
0130	01982	DELINEATOR FOR GUARDRAIL-WHITE	148.000 EACH		
0140	01983	DELINEATOR FOR GUARDRAIL-YELLOW	14.000 EACH		
0150	01984	DELINEATOR FOR BARRIER-WHITE	30.000 EACH		
0160	01985	DELINEATOR FOR BARRIER-YELLOW	30.000 EACH		
0170	02014	BARRICADE-TYPE III	20.000 EACH		
0180	02024	JPC PAVEMENT-10 IN/24	19,111.000 SQYD		
0190	02058	REMOVE PCC PAVEMENT	18,323.000 SQYD		
0200	02060	PCC PAVEMENT DIAMOND GRINDING	177,937.000 SQYD		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 101302 PAGE: 2
COUNTY: JEFFERSON LETTING: 01/22/10
PROPOSAL: ARRA 265-2 (023) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0210	02110	PARTIAL DEPTH PATCHING	136.000 CUFT		
0220	02115	SAW-CLEAN-RESEAL TVERSE JOINT	161,963.000 LF		
0230	02116	SAW-CLEAN-RESEAL LONGIT JOINT	185,988.000 LF		
0240	02165	REMOVE PAVED DITCH	123.000 SQYD		
0250	02220	FLOWABLE FILL	1.000 CUYD		
0260	02230	EMBANKMENT IN PLACE	222.000 CUYD		
0270	02237	DITCHING	5,000.000 LF		
0280	02262	FENCE-WOVEN WIRE TYPE 1	120.000 LF		
0290	02265	REMOVE FENCE	120.000 LF		
0300	02369	GUARDRAIL END TREATMENT TYPE 2A	2.000 EACH		
0310	02381	REMOVE GUARDRAIL	497.500 LF		
0320	02483	CHANNEL LINING CLASS II	65.000 TON		
0330	02484	CHANNEL LINING CLASS III	50.000 TON		
0340	02545	CLEARING AND GRUBBING (0.5 ACRES)	(1.00) LS		
0350	02562	SIGNS	1,500.000 SQFT		
0360	02599	FABRIC-GEOTEXTILE TYPE IV	5,504.000 SQYD		
0370	02610	RETAINING WALL-GABION	60.000 CUYD		
0380	02650	MAINTAIN & CONTROL TRAFFIC	(1.00) LS		
0390	02671	PORTABLE CHANGEABLE MESSAGE SIGN	8.000 EACH		
0400	02701	TEMP SILT FENCE	1,000.000 LF		
0410	02705	SILT TRAP TYPE C	20.000 EACH		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 101302 PAGE: 3
COUNTY: JEFFERSON LETTING: 01/22/10
PROPOSAL: ARRA 265-2 (023) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0420	02708	CLEAN SILT TRAP TYPE C	20.000	EACH		
0430	02709	CLEAN TEMP SILT FENCE	1,000.000	LF		
0440	02775	ARROW PANEL	6.000	EACH		
0450	03270	TREE AND BRUSH REMOVAL	940.000	LF		
0460	05950	EROSION CONTROL BLANKET	5,000.000	SQYD		
0470	05985	SEEDING AND PROTECTION	27,000.000	SQYD		
0480	06511	PAVE STRIPING-TEMP PAINT-6 IN	80,000.000	LF		
0490	06549	PAVE STRIPING-TEMP REM TAPE-B	5,000.000	LF		
0500	06550	PAVE STRIPING-TEMP REM TAPE-W	5,000.000	LF		
0510	06551	PAVE STRIPING-TEMP REM TAPE-Y	5,000.000	LF		
0520	06592	PAVEMENT MARKER TYPE V-B W/R	977.000	EACH		
0530	06600	REMOVE PAVEMENT MARKER TYPE V	977.000	EACH		
0540	08100	CONCRETE-CLASS A	3.500	CUYD		
0550	08150	STEEL REINFORCEMENT	23.000	LB		
0560	10020NS	FUEL ADJUSTMENT	5,887.000	DOLL	1.00	5,887.00
0570	20192ED	REM ASPHALT WEDGE CURB	1,192.000	LF		
0580	20411ED	LAW ENFORCMENT OFFICER	1,000.000	HOUR		
0590	20412ED	REMOVE ASPHALT SHOULDER	787.000	SQYD		
0600	20750ND	DOWEL BAR RETROFIT	984.000	EACH		
0610	21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS	2,077.000	LF		
0620	21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	487.500	LF		

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
FRANKFORT, KY 40622

CONTRACT ID: 101302 PAGE: 4
COUNTY: JEFFERSON LETTING: 01/22/10
PROPOSAL: ARRA 265-2 (023) CALL NO: 100

LINE NO	ITEM	DESCRIPTION	APPROXIMATE UNIT QUANTITY	UNIT PRICE	AMOUNT
0630	22854EN	PAVE STRIPE PERM-6 IN HD21-WHITE	61,673.000 LF		
0640	22855EN	PAVE STRIPE PERM-6 IN HD21-YELLOW	49,896.000 LF		
0650	22856EN	PAVE STRIPE PERM-12 IN HD21-WHITE	6,890.000 LF		
	SECTION 0002	BRIDGE			
0660	03300	ELIMINATE TRANSVERSE JOINT (METHOD 1)	359.600 LF		
0670	03300	ELIMINATE TRANSVERSE JOINT (METHOD 2)	236.300 LF		
0680	08510	REM EPOXY BIT FOREIGN OVERLAY	1,911.000 SQYD		
0690	08526	CONC CLASS M FULL DEPTH PATCH	40.000 CUYD		
0700	21138ED	ASPHALT WATERPROOFING MIX	286.500 TON		
0710	21138ED	ASPHALT WATERPROOFING MIX (TRIAL DEMONSTRATION)	50.000 TON		
0720	23386EC	JOINT SEAL REPLACEMENT	164.200 LF		
	SECTION 0003	MOBILIZATION / DEMOBILIZATION			
0730	02568	MOBILIZATION (NO MORE THAN 5%)	LUMP		
0740	02569	DEMOBILIZATION (AT LEAST 1.5%)	LUMP		
		TOTAL BID			