CALL NO. 102

CONTRACT ID. 161061

OHIO COUNTY

FED/STATE PROJECT NUMBER NHPP 0031 (011)

DESCRIPTION WILLIAM NATCHER PARKWAY(PW-9007)

WORK TYPE JPC PAVEMENT REPAIRS - DIAMOND GRINDING

PRIMARY COMPLETION DATE 10/1/2017

LETTING DATE: December 09,2016

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME December 09,2016. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DBE CERTIFICATION REQUIRED - 10.50%

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

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SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 02

CONTRACT ID - 161061

NHPP 0031 (011)

COUNTY - OHIO

PCN - DE09290071661
NHPP 0031 (011)

WILLIAM NATCHER PARKWAY(PW-9007) REPAIR AND DIAMOND GRIND PAVEMENT ON WILLIAM NATCHER PARKWAY(PW-9007) FROM THE BUTLER COUNTY LINE MP 37.143 TO JUST SOUTHEAST OF KY-69(EXIT 50) MP 49.795.JPC PAVEMENT REPAIRS - DIAMOND GRINDING SYP NO. 02-02089.00.

GEOGRAPHIC COORDINATES LATITUDE 37:23:04.00 LONGITUDE 86:48:33.00

COMPLETION DATE(S):

COMPLETED BY 10/01/2017 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/construction-procurement)

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

JOINT VENTURE BIDDING

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

UNDERGROUND FACILITY DAMAGE PROTECTION

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

SPECIAL NOTE FOR COMPOSITE OFFSET BLOCKS

Contrary to the Standard Drawings (2016 edition) the Cabinet will allow 6" composite offset blocks in lieu of wooden offset blocks, except as specified on proprietary end treatments and crash cushions. The composite blocks shall be selected from the Cabinet's List of Approved Materials.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

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

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

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

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

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

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

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

HARDWOOD REMOVAL RESTRICTIONS

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

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

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

ACCESS TO RECORDS

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

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

06/01/16

FEDERAL CONTRACT NOTES

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

102.02 Current Capacity Rating 102.10 Delivery of Proposals
102.8 Irregular Proposals 102.14 Disqualification of Bidders
102.9 Proposal Guaranty

CIVIL RIGHTS ACT OF 1964

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

NOTICE TO ALL BIDDERS

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

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

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

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 ACCEPTED. 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 electronic bid file. 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

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within 7 days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder's DBE Plan/Subcontractor Request.**

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. The Project Code Number (PCN), Category Number, and the Project Line Number can be found in the "material listing" on the Construction Procurement website under the specific letting;
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.

UPON AWARD AND BEFORE A WORK ORDER WILL BE ISSUED

Contractors must submit the signed subcontract between the contractor and the DBE contractor, the DBE's certificate of insurance, and an affidavit for bidders, offerors, and contractors from the DBE to the Division of Construction Procurement. The affidavit can be found on the Construction Procurement website. If the DBE is a supplier of materials for the project, a signed purchase order and an affidavit for bidders, offerors, and contractors must be submitted to the Division of Construction Procurement.

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 complete and submit a signed and notarized affidavit (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. These documents must be submitted within 10 days of being paid by the Cabinet.

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/Pages/Subcontracts.aspx

The prime contractor should notify the KYTC Office of Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact is Melvin Bynes and the telephone number is (502) 564-3601.

Photocopied payments and completed, signed and notarized affidavit must be submitted by the Prime Contractor 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.

3/24/2016

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – CARGO PREFERENCE ACT (CPA).

(REV 12-17-15) (1-16)

SECTION 7 is expanded by the following new Article:

102.10 **Cargo Preference Act – Use of United States-flag vessels.**

Pursuant to Title 46CFR Part 381, the Contractor agrees

- To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.
- To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph 1 of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.
- To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

ASPHALT MIXTURE

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

DGA BASE

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

DGA BASE FOR SHOULDERS

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

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

INCIDENTAL SURFACING

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

JPC RIDE QUALITY

JPC Pavement Smoothness requirements shall apply on this project in accordance with Section 501 of the current Standard Specifications.

OPTION A

Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.

OHIO COUNTY

NATCHER PARKWAY (WN 9007)
MP 37.183 to MP 49.983
Construction Numbers

NHPP 0031 (011)
FD52 092 9007 037–050

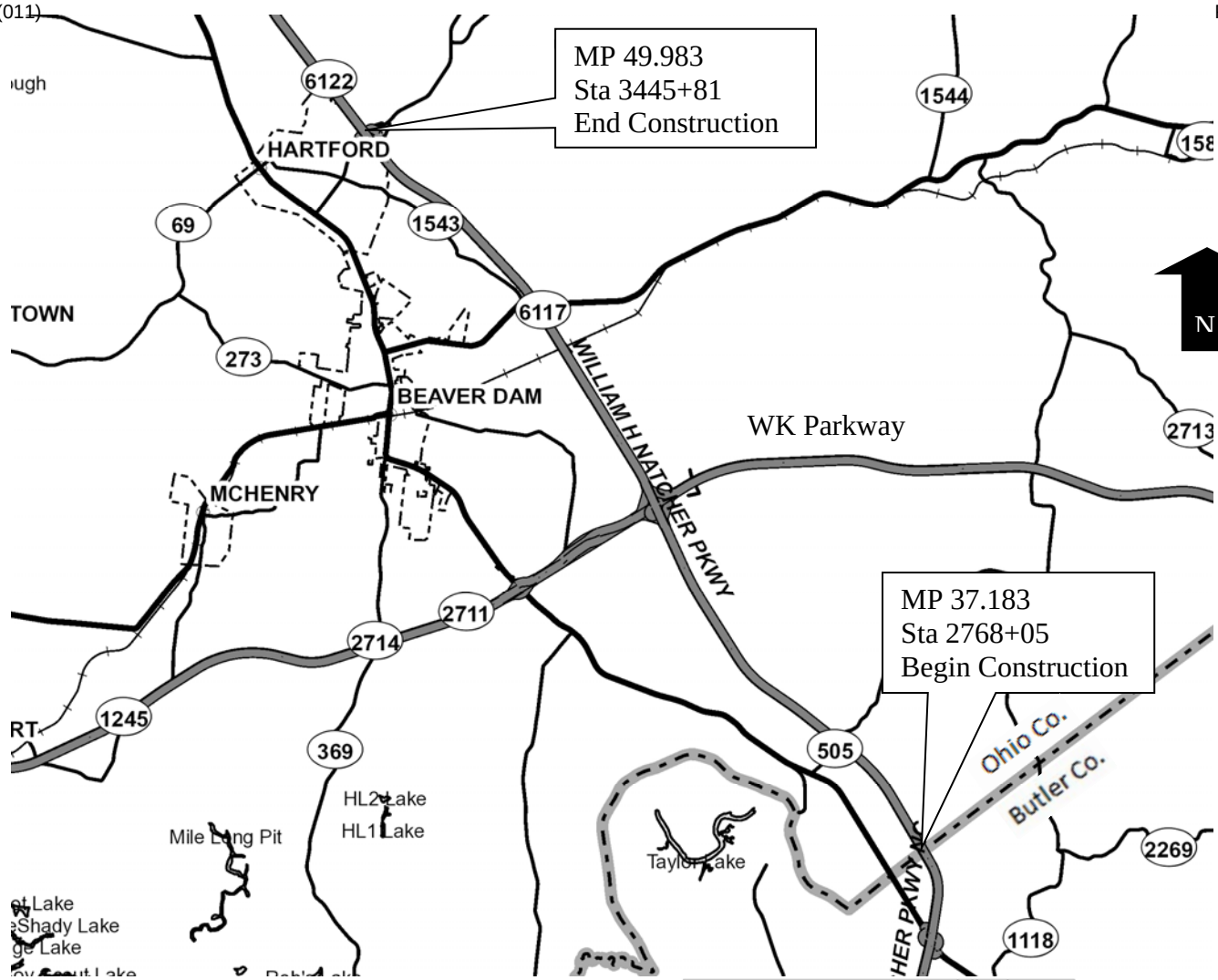
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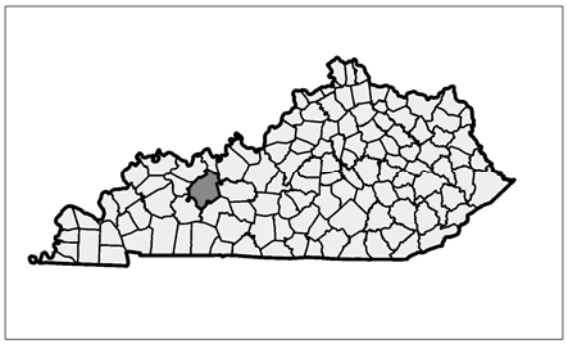
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Kentucky Transportation Cabinet

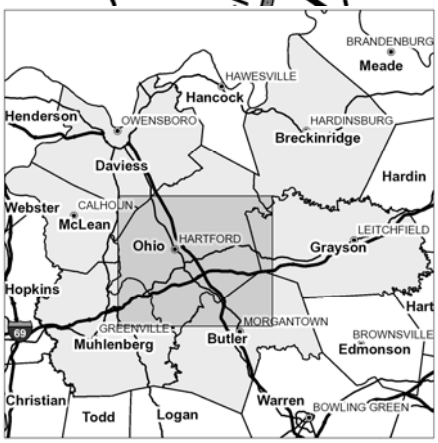
Prepared By

WMB, INC.
CONSULTING ENGINEERS

1950 Haggard Court
Lexington, Kentucky 40505
Ph. 859–299–5226







Not to Scale

Item Number: 2-2089.00

Construction Numbers: NHPP 0031 (011) & FD52 092 9007 037-050

Letting Date: December 9, 2016

Recommended By: ANDRE JOHANNES Date: _____
Project Manager

Plan Approved By: _____ Date: _____
State Highway Engineer

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REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2012

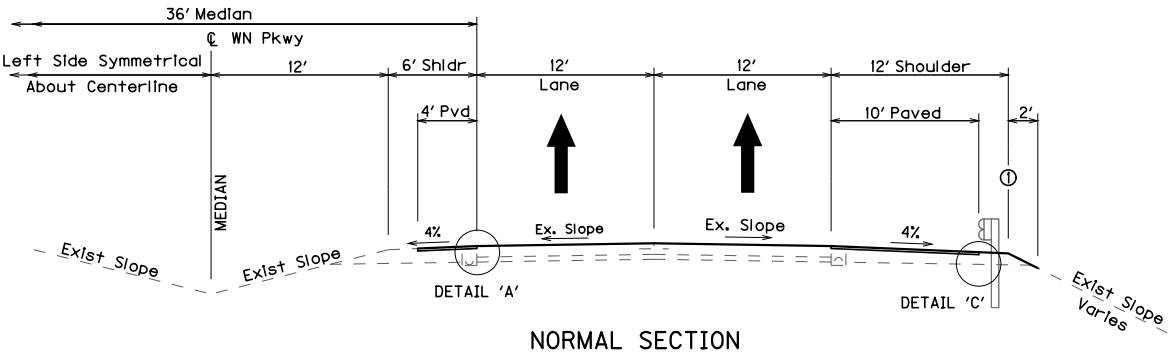
2. FHWA Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition w/Revisions

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

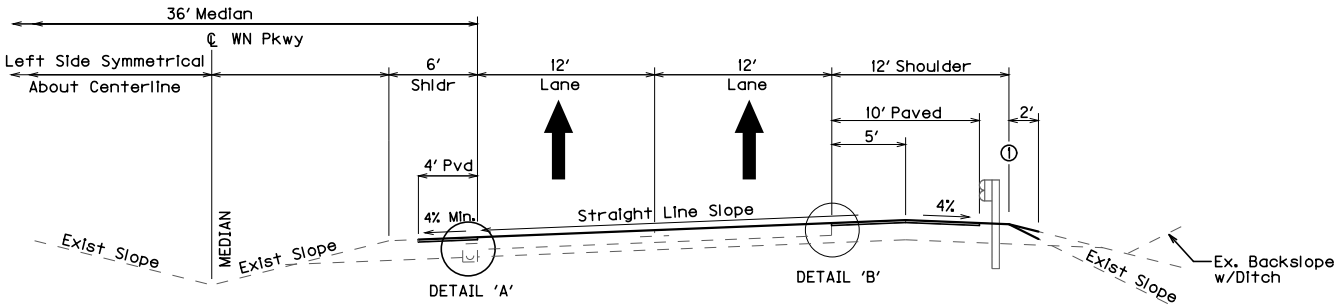
- RBB-001-08 Guardrail And Bridge End Drainage For Single Structures
- RBB-002-09 Guardrail And Bridge End Drainage For Twin Structures
- RBB-003-03 Layout Of Guardrail At Twin Structures (Depressed Median)
- RBC-002-03 Guardrail Connector To Bridge End Type A Components
- RBC-003-08 Guardrail Connector To Bridge End Type A And A-1 Components
- RBC-005 Guardrail Connector To Bridge End Type A
- RBC-006 Guardrail Connector To Bridge End Type A
- RBC-100-04 Guardrail Connector To Concrete Median Barrier End
- RBE-060-14 Crash Cushion Type ♠ ☆ ∆ (One & Two Direction)
- RBE-100-10 Crash Cushion Type VI-BT
- RBE-205-06 Crash Cushion Type IX-A
- RBI-001-11 Typical Guardrail Installations
- RBI-002-07 Typical Guardrail Installations
- RBI-003-09 Typical Guardrail Installation for Guardrail End Treatment Type 2A
- RBI-004-05 Installation Of Guardrail End Treatment Type 1
- RBI-006-07 Guardrail Installation At Sign Supports
- RBM-020-09 Delineators For Concrete Barriers
- RBM-115-10 Concrete Barrier Wall Type 9T (Temporary)
- RBR-001-12 Steel Guardrail (“W” Beam)
- RBR-010-06 Guardrail Terminal Sections
- RBR-005-11 Guardrail Components
- RBR-015-05 Steel Guardrail Posts
- RBR-020-06 Guardrail End Treatment Type 1
- RBR-025-05 Guardrail End Treatment Type 2A
- RBR-035-11 Guardrail End Treatment Type 4A
- RBR-055 Delineators For Guardrail
- RBR-060 Delineators At Narrow Shoulder Bridges
- RDB-001-12 Drop Box Inlet Type 1
- RDB-100-05 Sloped Box Outlet Type 1
- RDB-101-05 Grates For Sloped Box Outlet Type 1
- RDB-280-06 Curb Box Inlet Type B (Detail Drawing)
- RDB-281-03 Curb Box Inlet Type B (Steel Drawing)
- RDB-282-04 Curb Box Inlet Type B (Top Phase Tables)
- RDB-283-05 Curb Box Inlet Type B (Detail & Bar Chart For 8” Lid)
- RDB-400-05 Box Inlet Riser
- RDB-410-06 Box Inlet Pipe Chamber
- RDB-420-05 Box Inlet Pipe Chamber (Additional Steel)
- RDD-021-07 Flume Inlet Type 2
- RDD-040-05 Channel Lining Class II and III
- RDH-020-03 Sloped & Flared Headwalls For 12” to 27” Pipe
- RDH-110-02 Pipe Culvert Headwalls 0° Skew
- RDH-210-03 Dimensions & Quantities 30” – 108” Headwalls Circular Pipe 0° Skew
- RDH-310-04 Bill Of Reinforcement 30” To 90” Diameter Circular Pipe Headwalls 0° Skew

- RDI-001-10 Culvert, Entrance & Storm Sewer Pipe Types & Cover Heights
- RDI-002-05 Culvert, Entrance & Storm Sewer Pipe Types & Cover Heights
- RDI-020-09 Pipe Bedding For Culverts, Entrance And Storm Sewer Pipe
- RDI-021-01 Pipe Bedding For Culverts, Entrance And Storm Sewer Reinforced Conc. Pipe
- RDI-025-05 Pipe Bedding Trench Condition
- RDI-026-01 Pipe Bedding Trench Condition Reinforced Conc. Pipe
- RDI-035-02 Coatings, Linings And Pavings For Non-Structural Plate Pipe
- RDI-040-01 Erosion Control Blanket Slope Installation
- RDI-041-01 Erosion Control Blanket Channel Installation
- RDP-001-05 Perforated Pipe Types And Cover Heights
- RDP-006-04 Perforated Pipe Underdrains (Longitudinal And Transverse)
- RDP-010-09 Perforated Pipe Headwalls
- RDX-210-03 Temporary Silt Fence
- RDX-230-01 Silt Trap Type C
- RFW-005-08 Woven Wire Fence Type 1
- RPM-001-04 Permanent U-Turn Opening
- RPM-100-10 Curb and Gutter, Curbs, and Valley Gutter
- RPN-001-07 Jointed Plain Concrete Pavement For Shoulders & Medians
- RPN-010-07 Pavement Transitions & Joint Details For Jointed Plain Concrete At Bridge Ends
- RPN-015-05 Jointed Plain Concrete Pavement
- RPN-020-04 Concrete Pavement Joints Types & Spacing
- RPS-010-11 Concrete Pavement Joint Details
- RPS-020-14 Expansion and Contraction Joint Load Transfer Assemblies
- RPS-030-06 Concrete Pavement Joints Types And Spacing
- RPX-001-04 Station Markings Concrete Pavement
- RPX-015-04 Hot-Poured Elastic Joint Seals for Concrete Pavement
- TPM-105-03 Pavement Marker Arrangements Multi-Lane Roadways
- TPM-125-03 Pavement Marker Arrangement Exit Gore and Off-Ramp
- TPM-135-03 Pavement Marker Arrangement On-Ramp with Parallel Acceleration Lane
- TPM-165 Shoulder & Edge Line Rumble Strip Details
- TPM-170 Flexible Delineator Post Arrangements For Horizontal Curves
- TPM-171 Flexible Delineator Post Arrangements For interchange Ramps And Crossovers
- TTC-115-03 Lane Closure Multi-Lane Highway Case I
- TTC-120-03 Lane Closure Multi-Lane Highway Case II
- TTC-135-02 Shoulder Closure
- TTC-145-03 Median Crossover Case II
- TTC-146-03 Median Crossover Case II
- TTC-160-02 Temporary Pavement Marker Arrangements For Lane Closures
- TTD-120-02 Work Zone Speed Limit and Double Fine Signs
- TTD-125-02 Pavement Condition Warning Signs
- TTS-110-02 Mobile Operation for Paint Striping Case III
- TTS-115-02 Mobile Operation for Paint Striping Case IV

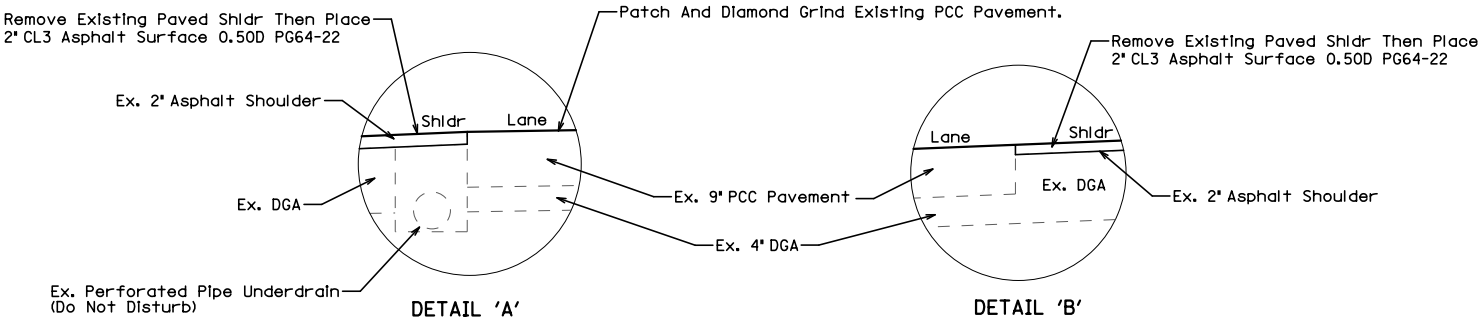
TYPICAL SECTIONS



NORMAL SECTION



SUPERELEVATED SECTION



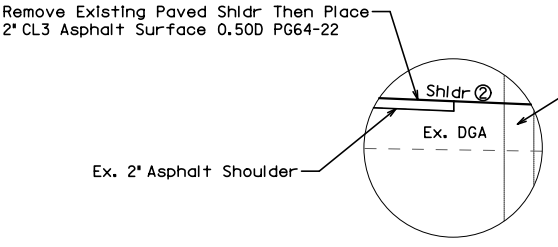
PAVEMENT REHABILITATION

DRIVING LANES

FULL DEPTH PCC PAVEMENT REPAIRS
DIAMOND GRIND PCC PAVEMENT
SAW, CLEAN, AND RESEAL JOINTS

SHOULDERS

SURFACE --- 2" CL3 ASPHALT SURFACE 0.50D PG64-22
REMOVE EXISTING PAVEMENT

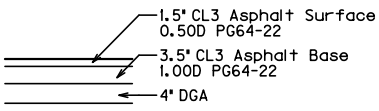


① Asphalt Seal Coat Required From The Outside Edge Of The Paved Shoulder To A Point 2' Down The Ditch Or Fill Slope Or To The Edge Of The DGA (Whichever Is Less). Two (2) Applications At The Rate Of 2.40 Lbs/SY Item 103 Asphalt Seal Coat 20 Lbs/SY Item 100 Asphalt Seal Aggregate (Size NO. 8 OR 9M).

② See the Curb Summary for locations of new wedge curb. See the Concrete Wedge Curb Detail for construction details of the new wedge curb.

③ Approximate location of the 5 existing permanent median crossovers:
Sta 2980+05
Sta 3042+11
Sta 3150+40
Sta 3257+22
Sta 3413+92
Regrading Of Existing Crossover Material Will Be Incidental To The Project.

PAVEMENT REHABILITATION ③
PERMANENT MEDIAN CROSSOVERS



Notes:

Patch And Diamond Grind PCC Pavement Prior To Shoulder Pavement Replacement

Install Shoulders To 4% Slope In Tangent Sections, Match Existing (4% min.) Slopes In Transitions and Superelevated Sections, Except

See The Base Failure Repairs Detail Sheet For Details On Repair Of Base Failures. (Locations to be determined by the Engineer)

NOTE: EXISTING PAVEMENT INFORMATION SHOWN TAKEN FROM PREVIOUS PLANS

Not To Scale

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

GENERAL SUMMARY				
CODE	ITEM	UNIT	PROJECT TOTAL	NOTES
1984	Delineator For Barrier - White	Each	23	(2)
1985	Delineator For Barrier - Yellow	Each	23	(2)
2014	Barricade-Type III	Each	20	
2115	Saw-Clean-Reseal Tverse Joint	Lin Ft	65,065	
2116	Saw-Clean-Reseal Longit Joint	Lin Ft	135,552	
2165	Remove Paved Ditch	SY	18,854	(7)
2483	Channel Lining Class II	Ton	10,794	(5)
2562	Temporary Signs	SF	2,000	
2568	Mobilization	LS	1	
2569	Demobilization	LS	1	
2575	Ditching And Shouldering	Lin Ft	67,776	
2650	Maintain & Control Traffic	LS	1	
2671	Portable Changeable Message Sign	Each	6	
2696	Shoulder Rumble Strips - Sawed	Lin Ft	266,576	
2726	Staking	LS	1	(1)
2775	Arrow Panel	Each	4	
2599	Fabric - Geotextile Type IV	SY	22,861	(6)
3225	Tubular Marker	Each	847	(8)
4933	Temp Signal 2 Phase	Each	6	(3)
5950	Erosion Control Blanket	SY	85,000	
5985	Seeding And Protection	SY	40,000	
6401	Flexible Delineator Post - M/W	Each	417	
6511	Pave Striping-Temp Paint-6 In	Lin Ft	448,800	
6515	Pave Striping-Perm Paint-6 In	Lin Ft	304,992	
6517	Pave Striping-Perm Paint-12 In	Lin Ft	2,420	
6549	Pave Striping-Temp Rem Tape-B	Lin Ft	10,000	
6550	Pave Striping-Temp Rem Tape-W	Lin Ft	10,000	
6551	Pave Striping-Temp Rem Tape-Y	Lin Ft	10,000	
6600	Remove Pavement Marker Type V	Each	1,936	
10020NS	Fuel Adjustment	Doll	25,829	
10030NS	Asphalt Adjustment	Doll	45,311	
20099ES842	Pave Mark Temp Paint Stop Bar	Lin Ft	72	(3)
20409ED	Slip Ramp	LS	1	
20409ED	Slip Ramp	LS	1	
20409ED	Slip Ramp	LS	1	
20409ED	Slip Ramp	LS	1	
20467NS112	Relocate Tubular Marker	Each	847	
20545ND	Temporary Median Crossover	Each	8	
22664EN	Water Blasting Existing Stripe	Lin Ft	316,325	
23143ED	KPDES Permit And Temp Erosion Control	LS	1	
24489EC	Inlaid Pavement Marker	Each	1,936	
24640ED	Object Marker Type 1	Each	2	(4)

NOTES:

(1) Contractor is to set construction stakes every 100 ft throughout the project. Stakes must be placed in a work area prior to work beginning in that area.
(2) For Bridge Barrier Walls @ 50' Spacing
(3) For Bridge Work on KY 505, Cromwell Road, and Davis Road.
(4) For crash cushions at the KY 69 Interchange.
(5) 103 Tons from the Drainage Summary, 10,691 Tons from the Paved Ditch Summay.
(6) 2,116 SY from the Curb & Flume Summary, 19,935 SY from the Paved Ditch Summay, 810 SY from the Pavement Summary.
(7) 1,664 LF from the Curb & Flume Summary, 103 LF from the Drainage Summay, 17,087 from the Paved Ditch Summary.
(8) Estimated @ 80' centers.

SEE THE BRIDGE PROPOSAL FOR BRIDGE BID ITEM QUANTITIES

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

PAVEMENT SUMMARY						
ITEM CODE	ITEM		UNIT	NATCHER PARKWAY NORTHBOUND	NATCHER PARKWAY SOUTHBOUND	TOTAL
1	DGA	(1) (2)	TON	3,637	3,419	**7,190**
78	CRUSHED AGGREGATE SIZE NO 2	(3) (4)	TON	240	240	**980**
100	ASPHALT SEAL AGGREGATE	(5)	TON	632.6	594.6	**1227.2**
103	ASPHALT SEAL COAT	(6)	TON	75.9	71.4	**147.3**
214	CL3 ASPH BASE 1.00D PG64-22	(3) (7) (8)	TON	1182	1164	**2458**
312	CL3 ASPH SURF 0.50D PG64-22	(3) (7) (9)	TON	11,417	11,249	**22,714**
1000	PERFORATED PIPE - 4 INCH	(3)	LF	360	360	**720**
1028	PERFORATED PIPE HEADWALL TY3-4 INCH	(3) (10)	EACH	15	15	**30**
2058	REMOVE PCC PAVEMENT	(11)	SY	29,174	26,747	**55,921**
2060	PCC PAVEMENT DIAMOND GRINDING		SY	183,830	183,819	**367,649**
2073	JPC PAVEMENT-9 IN	(11)	SY	29,174	26,747	**55,921**
2091	REMOVE PAVEMENT	(13)	SY	105,327	103,774	**209,101**
2599	FABRIC - GEOTEXTILE TYPE IV	(3) (12)	SY	405	405	**810**
3383	PVC PIPE - 4 INCH	(3)	LF	375	375	**750**

NOTES:

(1) Estimated at 115 pounds per square yard per inch depth and/or at 2.07 tons per cubic yard.
(2) Included in the total is 134 tons for 4" of DGA for the 5 Permanent Median Crossovers.
(3) For Base Failure Repairs - To be used as directed by the Engineer. Item No. 78 quantity includes 1 ton for each "Perforated Pipe Headwall TY3-4 Inch". The No. 2 crushed stone is to be placed around perforated pipe headwall per Std. Dwg. RDP-010-09. See the Base Failure Repair Details Sheet and the PVC Pipe Outlet Details Sheet. The quantities shown are for repairing both lanes at a total of 30 locations for a width of 8 feet.
(4) An additonal 500 tons has been included for repair of eroded slopes as directed by the Engineer
(5) Estimated at 20 pounds per square yard per application with two applications required.
(6) Estimated at 2.4 pounds per square yard per application with two applications required.
(7) Estimated at 110 pounds per square yard per inch depth.
(8) Included in the total is 112 tons for 3.5" base course for the 5 Permanent Median Crossovers.
(9) Included in the total is 48 tons for 1.5" surface course for the 5 Permanent Median Crossovers.
(10) Contractor to verify headwall type required based on fill slope at each location prior to ordering headwalls.
(11) Quantity carried forward from the Concrete Pavement Repair Summary.
(12) Carried forward to the General Summary.
(13) For removing shoulder pavement. Milling will be an acceptable method of pavement removal.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

PAVEMENT AREAS				
ITEM		NATCHER PARKWAY NORTHBOUND	NATCHER PARKWAY SOUTHBOUND	TOTAL
		SQUARE YARDS		
PCC PAVEMENT DIAMOND GRINDING		183,830	183,819	**367,649**
2" CL3 ASPH SURF 0.50D PG64-22		99,186	97,725	**196,911**
1.5" CL3 ASPH SURF 0.50D PG64-22	(1) (2)	6,141	6,049	**12,773**
3.5" CL3 ASPH BASE 1.00D PG64-22	(1) (2)	6,141	6,049	**12,773**
REMOVE PCC PAVEMENT		29,174	26,747	**55,921**
JPC PAVEMENT-9 INCH		29,174	26,747	**55,921**
DGA	(2) (3)	31,629	29,729	**61,942**
ASPHALT SEAL AGGREGATE	(4)	31,629	29,729	**61,359**
ASPHALT SEAL COAT	(4)	31,629	29,729	**61,359**

NOTES:

(1) For MOT Shoulder Strengthening. See Maintenance of Traffic Typical Sections and Traffic Control Plan.
(2) Included in total is 583 SY for Permanent Median Crossovers.
(3) Estimated as 2" deep, 4 feet wide along outside shoulder for repair of low spots and eroded areas.
(4) Area for one application shown.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2769+51.4	2770+06.7	12	12		147	147	
NB NP	2770+29.7	2770+36.3	12			9	9	
NB NP	2771+29.6	2771+36.0	12			9	9	
NB NP	2771+79.6	2771+86.0	12			9	9	
NB NP	2772+29.7	2772+36.1	12			9	9	
NB NP	2772+65.3	2772+98.6	12	12		89	89	
NB NP	2773+29.4	2773+35.7	12			8	8	
NB NP	2773+79.5	2773+86.1	12			9	9	
NB NP	2774+29.4	2774+47.2	12	12		47	47	
NB NP	2775+25.6	2775+35.7	12	12		27	27	
NB NP	2775+79.2	2775+85.5	12			8	8	
NB NP	2776+79.1	2776+85.3	12	12		17	17	
NB NP	2777+28.9	2777+35.3	12	12		17	17	
NB NP	2779+28.7	2779+35.0	12	12		17	17	
NB NP	2779+78.7	2779+85.1	12			9	9	
NB NP	2779+78.7	2779+98.5		12		26	26	
NB NP	2780+78.5	2780+84.9	12			9	9	
NB NP	2781+78.6	2781+84.9	12			8	8	
NB NP	2782+28.3	2782+37.5	12	12		25	25	
NB NP	2783+07.0	2783+18.2	12			15	15	
NB NP	2783+57.5	2783+71.6	12	12		38	38	
NB NP	2786+27.9	2786+34.2	12	12		17	17	
NB NP	2786+56.3	2786+63.2		12		9	9	
NB NP	2787+27.5	2787+34.2	12	12		18	18	
NB NP	2788+03.5	2788+19.4		12		21	21	
NB NP	2788+40.6	2788+47.3	12	12		18	18	
NB NP	2788+91.4	2788+97.8		12		9	9	
NB NP	2789+27.5	2789+33.9	12			9	9	
NB NP	2789+73.2	2790+33.3	12			80	80	
NB NP	2789+73.2	2790+58.2		12		113	113	
NB NP	2790+82.9	2790+89.3		12		9	9	
NB NP	2791+02.8	2791+08.8	12	12		16	16	
NB NP	2791+27.2	2791+33.4	12	12		17	17	
NB NP	2791+77.1	2791+83.3	12	12		17	17	
NB NP	2792+26.8	2792+33.3	12			9	9	
NB NP	2792+76.6	2792+83.2	12			9	9	
NB NP	2793+01.2	2793+33.0	12	12		85	85	
NB NP	2793+45.9	2793+54.0	12			11	11	
NB NP	2794+26.6	2794+33.1	12			9	9	
NB NP	2794+98.8	2795+05.4	12	12		18	18	
NB NP	2795+26.5	2795+33.0	12	12		17	17	
NB NP	2795+46.9	2795+53.0	12			8	8	
NB NP	2795+76.5	2795+84.2	12	12		21	21	
NB NP	2796+05.7	2796+12.1		12		9	9	
NB NP	2796+25.6	2798+38.4	12			284	284	
NB NP	2796+86.2	2797+05.8		12		26	26	
NB NP	2797+63.5	2798+64.5		12		135	135	
NB NP	2798+76.1	2798+82.4	12			8	8	
NB NP	2798+96.3	2799+03.0		12		9	9	
NB NP	2799+26.0	2799+32.2	12	12		17	17	
NB NP	2799+54.5	2799+61.1	12	12		18	18	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM 2058	ITEM 2073	REMARKS
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2799+82.0	2799+95.9	12	12		37	37	
NB NP	2800+38.5	2800+52.8		12		19	19	
NB NP	2800+46.2	2800+52.8	12			9	9	
NB NP	2801+00.9	2801+08.6	12	12		21	21	
NB NP	2801+60.4	2801+66.7		12		8	8	
NB NP	2802+75.4	2802+81.9	12	12		17	17	
NB NP	2803+01.2	2803+07.7		12		9	9	
NB NP	2803+58.9	2803+65.4	12	12		17	17	
NB NP	2804+25.3	2804+31.8	12			9	9	
NB NP	2805+48.7	2805+55.2	12	12		17	17	
NB NP	2805+74.9	2805+81.4	12			9	9	
NB NP	2805+87.2	2805+93.5		12		8	8	
NB NP	2806+68.6	2806+81.4	12	12		34	34	
NB NP	2808+24.7	2808+31.1	12			9	9	
NB NP	2809+06.2	2809+12.6	12	12		17	17	
NB NP	2809+61.8	2809+74.8		12		17	17	
NB NP	2809+93.5	2810+00.0	12			9	9	
NB NP	2810+13.0	2810+19.4		12		9	9	
NB NP	2810+90.3	2811+04.8		12		19	19	
NB NP	2811+24.5	2811+31.0	12	12		17	17	
NB NP	2811+74.5	2811+80.9		12		9	9	
NB NP	2812+24.4	2812+35.2	12	12		29	29	
NB NP	2813+24.4	2813+48.7	12			32	32	
NB NP	2813+24.4	2813+58.1		12		45	45	
NB NP	2813+74.4	2813+80.8	12			9	9	
NB NP	2813+91.9	2813+98.4	12	12		17	17	
NB NP	2814+87.5	2814+94.1		12		9	9	
NB NP	2815+18.9	2815+30.4	12	12		31	31	
NB NP	2815+49.5	2815+60.7		12		15	15	
NB NP	2815+49.5	2815+80.3	12			41	41	
NB NP	2815+92.6	2815+98.9	12			8	8	
NB NP	2816+23.6	2816+30.1	12			9	9	
NB NP	2816+53.7	2816+60.0	12	12		17	17	
NB NP	2816+99.7	2817+29.4	12	12		79	79	
NB NP	2817+49.6	2817+56.9	12	12		19	19	
NB NP	2817+72.9	2817+79.5	12	12		18	18	
NB NP	2817+95.3	2818+01.6	12	12		17	17	
NB NP	2818+33.8	2818+87.7	12	12		144	144	
NB NP	2819+05.6	2819+28.8	12	12		62	62	
NB NP	2819+71.6	2819+78.2		12		9	9	
NB NP	2820+35.5	2820+43.2		12		10	10	
NB NP	2820+70.1	2820+77.7	12	12		20	20	
NB NP	2821+18.8	2821+27.5	12			12	12	
NB NP	2821+97.3	2822+03.8	12			9	9	
NB NP	2822+70.5	2822+81.3	12	12		29	29	
NB NP	2824+68.6	2824+81.3	12	12		34	34	
NB NP	2825+18.9	2825+25.5	12	12		18	18	
NB NP	2825+88.3	2826+06.6	12	12		49	49	
NB NP	2826+35.3	2826+41.7	12			9	9	
NB NP	2826+82.2	2826+91.1	12	12		24	24	
NB NP	2827+07.7	2827+37.0	12	12		78	78	
NB NP	2827+62.9	2827+95.4	12	12		87	87	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2828+37.9	2828+48.1	12	12		27	27	
NB NP	2828+67.1	2828+73.8		12		9	9	
NB NP	2829+08.2	2829+28.0		12		26	26	
NB NP	2829+17.1	2829+51.8	12			46	46	
NB NP	2829+66.6	2829+73.1		12		9	9	
NB NP	2829+66.6	2830+09.9	12			58	58	
NB NP	2829+98.3	2830+09.9		12		15	15	
NB NP	2830+32.4	2830+39.3	12	12		18	18	
NB NP	2831+12.7	2831+31.1	12			25	25	
NB NP	2831+48.4	2831+54.8		12		9	9	
NB NP	2831+65.5	2831+72.0	12	12		17	17	
NB NP	2832+89.2	2832+95.6		12		9	9	
NB NP	2833+25.8	2833+32.2	12	12		17	17	
NB NP	2833+64.5	2833+70.8	12	12		17	17	
NB NP	2834+07.5	2834+13.8	12	12		17	17	
NB NP	2834+41.6	2834+47.6		12		8	8	
NB NP	2834+63.8	2834+70.2	12			9	9	
NB NP	2834+88.7	2835+06.4		12		24	24	
NB NP	2834+88.7	2836+56.1	12			223	223	
NB NP	2835+52.5	2835+78.5		12		35	35	
NB NP	2836+01.8	2836+56.1		12		72	72	
NB NP	2836+85.0	2836+92.2	12	12		19	19	
NB NP	2837+12.5	2837+18.8		12		8	8	
NB NP	2837+12.5	2837+32.8	12			27	27	
NB NP	2838+11.2	2838+38.9	12	12		74	74	
NB NP	2838+61.5	2838+68.1	12	12		18	18	
NB NP	2839+11.6	2839+17.8	12	12		17	17	
NB NP	2839+45.4	2839+51.7		12		8	8	
NB NP	2839+73.8	2839+80.2	12	12		17	17	
NB NP	2840+52.8	2840+85.9	12	12		88	88	
NB NP	2841+10.3	2841+16.8	12			9	9	
NB NP	2841+35.9	2841+44.5	12	12		23	23	
NB NP	2841+60.1	2841+66.7	12			9	9	
NB NP	2842+10.0	2842+16.5		12		9	9	
NB NP	2842+10.0	2842+29.0	12			25	25	
NB NP	2842+59.7	2842+65.9	12	12		17	17	
NB NP	2842+86.5	2842+99.9	12	12		36	36	
NB NP	2843+33.7	2843+40.1		12		9	9	
NB NP	2843+84.9	2843+91.5	12	12		18	18	
NB NP	2844+55.4	2844+64.7	12			12	12	
NB NP	2844+55.4	2844+77.4		12		29	29	
NB NP	2845+08.5	2845+15.0	12	12		17	17	
NB NP	2845+32.1	2845+46.2	12	12		38	38	
NB NP	2845+80.2	2845+86.7	12			9	9	
NB NP	2846+24.2	2846+48.4		12		32	32	
NB NP	2846+24.2	2847+63.6	12			186	186	
NB NP	2848+56.6	2848+63.4	12	12		18	18	
NB NP	2849+06.4	2849+13.1	12	12		18	18	
NB NP	2849+35.7	2849+47.3	12			15	15	
NB NP	2849+35.7	2849+62.8		12		36	36	
NB NP	2850+41.4	2850+61.9		12		27	27	
NB NP	2850+55.6	2850+61.9	12			8	8	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2850+77.7	2850+84.5	12	12		18	18	
NB NP	2851+32.2	2851+38.7	12			9	9	
NB NP	2851+47.3	2851+79.2		12		43	43	
NB NP	2851+84.3	2851+90.3	12			8	8	
NB NP	2852+05.0	2852+11.5	12	12		17	17	
NB NP	2852+54.7	2852+61.0	12			8	8	
NB NP	2853+39.1	2853+75.2	12	12		96	96	
NB NP	2854+32.6	2854+38.9	12			8	8	
NB NP	2854+80.0	2854+86.8		12		9	9	
NB NP	2855+03.4	2855+09.8		12		9	9	
NB NP	2856+02.7	2856+09.2	12			9	9	
NB NP	2856+34.6	2856+40.9	12	12		17	17	
NB NP	2856+65.9	2856+72.2		12		8	8	
NB NP	2857+02.4	2857+08.6	12			8	8	
NB NP	2857+39.2	2857+58.4		12		26	26	
NB NP	2857+52.2	2857+58.4	12			8	8	
NB NP	2857+71.9	2857+78.3	12	12		17	17	
NB NP	2858+22.2	2858+28.4	12	12		17	17	
NB NP	2858+52.1	2858+58.5	12			9	9	
NB NP	2859+02.1	2859+08.6	12			9	9	
NB NP	2859+69.3	2859+88.4	12	12		51	51	
NB NP	2860+02.1	2860+08.2	12			8	8	
NB NP	2860+13.1	2860+38.8		12		34	34	
NB NP	2860+25.6	2860+38.8	12			18	18	
NB NP	2860+76.9	2860+83.3		12		9	9	
NB NP	2861+02.1	2861+08.5	12			9	9	
NB NP	2861+28.2	2861+34.9	12	12		18	18	
NB NP	2861+52.0	2861+58.4	12			9	9	
NB NP	2862+28.7	2862+37.2	12			11	11	
NB NP	2862+68.4	2862+74.8	12	12		17	17	
NB NP	2863+01.6	2863+08.6		12		9	9	
NB NP	2863+63.9	2863+72.3	12	12		22	22	
NB NP	2864+01.6	2864+08.1	12			9	9	
NB NP	2864+85.8	2864+92.0	12			8	8	
NB NP	2865+15.9	2865+22.6	12	12		18	18	
NB NP	2866+29.5	2866+35.9	12	12		17	17	
NB NP	2866+64.0	2866+79.4		12		21	21	
NB NP	2866+72.8	2866+79.4	12			9	9	
NB NP	2867+01.2	2867+07.7	12	12		17	17	
NB NP	2867+35.6	2867+42.2	12	12		18	18	
NB NP	2867+70.4	2867+89.2	12	12		50	50	
NB NP	2869+19.4	2869+34.6	12	12		41	41	
NB NP	2870+22.3	2870+28.8	12	12		17	17	
NB NP	2870+66.8	2870+78.7	12	12		32	32	
NB NP	2871+88.4	2871+94.6		12		8	8	
NB NP	2872+20.7	2872+27.0	12	12		17	17	
NB NP	2873+63.7	2873+70.5	12	12		18	18	
NB NP	2873+99.3	2874+07.3		12		11	11	
NB NP	2874+74.4	2874+80.7	12			8	8	
NB NP	2877+00.2	2877+06.6	12	12		17	17	
NB NP	2877+34.8	2877+50.3		12		21	21	
NB NP	2877+89.1	2877+95.6	12			9	9	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2880+49.9	2880+56.3	12			9	9	
NB NP	2880+99.9	2881+06.3	12			9	9	
NB NP	2881+49.8	2881+56.3	12			9	9	
NB NP	2882+49.8	2882+56.3	12			9	9	
NB NP	2883+21.1	2883+27.7		12		9	9	
NB NP	2884+43.4	2884+56.0	12	12		34	34	
NB NP	2886+10.2	2886+16.9		12		9	9	
NB NP	2886+85.9	2886+92.2	12	12		17	17	
NB NP	2887+33.9	2887+77.4		12		58	58	
NB NP	2887+64.7	2887+77.4	12			17	17	
NB NP	2889+27.3	2889+45.4	12	12		48	48	
NB NP	2891+68.9	2891+75.3	12	12		17	17	
NB NP	2892+81.0	2892+87.9		12		9	9	
NB NP	2893+26.7	2893+33.1		12		9	9	
NB NP	2893+98.8	2894+05.5	12			9	9	
NB NP	2894+48.9	2894+55.2	12			8	8	
NB NP	2894+90.5	2894+96.7	12	12		17	17	
NB NP	2896+20.2	2896+26.5		12		8	8	
NB NP	2896+48.8	2896+57.9	12	12		24	24	
NB NP	2898+34.0	2898+40.7		12		9	9	
NB NP	2898+67.0	2898+73.1		12		8	8	
NB NP	2899+74.9	2899+81.3	12	12		17	17	
NB NP	2902+18.2	2902+24.9	12			9	9	
NB NP	2902+47.8	2902+54.8	12	12		19	19	
NB NP	2902+98.0	2903+06.2		12		11	11	
NB NP	2904+27.7	2904+34.1		12		9	9	
NB NP	2904+97.5	2905+03.8		12		8	8	
NB NP	2904+97.5	2905+20.5	12			31	31	
NB NP	2906+97.0	2907+06.8	12	12		26	26	
NB NP	2907+24.9	2907+33.2	12			11	11	
NB NP	2907+64.7	2907+71.3		12		9	9	
NB NP	2907+96.6	2908+13.9		12		23	23	
NB NP	2912+65.1	2912+71.4	12	12		17	17	
NB NP	2914+27.0	2914+33.5	12	12		17	17	
NB NP	2914+74.5	2914+80.9	12			9	9	
NB NP	2915+08.4	2915+14.6	12	12		17	17	
NB NP	2915+95.0	2916+02.1		12		9	9	
NB NP	2916+18.9	2916+34.4		12		21	21	
NB NP	2916+57.7	2917+41.5		12		112	112	
NB NP	2916+69.2	2917+01.2	12			43	43	
NB NP	2917+30.5	2917+41.5	12			15	15	
NB NP	2917+80.7	2917+87.2		12		9	9	
NB NP	2918+25.4	2918+35.8	12	12		28	28	
NB NP	2918+64.3	2918+70.9	12	12		18	18	
NB NP	2919+91.9	2920+01.1	12			12	12	
NB NP	2919+91.9	2920+15.6		12		32	32	
NB NP	2920+53.5	2920+59.9		12		9	9	
NB NP	2920+81.3	2920+87.5		12		8	8	
NB NP	2922+33.6	2922+40.0	12			9	9	
NB NP	2923+11.4	2923+18.0	12	12		18	18	
NB NP	2923+94.3	2924+00.6	12			8	8	
NB NP	2924+94.2	2925+00.3	12			8	8	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2925+53.1	2925+59.1	12	12		16	16	
NB NP	2925+94.2	2926+00.8	12			9	9	
NB NP	2926+33.3	2926+39.7	12			9	9	
NB NP	2926+33.3	2926+67.6		12		46	46	
NB NP	2927+93.7	2928+04.0	12			14	14	
NB NP	2928+21.0	2928+27.5		12		9	9	
NB NP	2928+44.2	2928+50.6	12			9	9	
NB NP	2928+74.4	2928+81.1	12	12		18	18	
NB NP	2929+52.1	2929+59.4	12	12		19	19	
NB NP	2929+92.9	2930+01.7	12	12		23	23	
NB NP	2931+11.2	2931+20.3	12	12		24	24	
NB NP	2931+43.9	2931+50.4	12			9	9	
NB NP	2931+85.7	2932+04.8	12			25	25	
NB NP	2932+16.4	2932+23.2		12		9	9	
NB NP	2933+43.6	2933+63.2	12			26	26	
NB NP	2933+56.4	2933+63.2		12		9	9	
NB NP	2933+93.7	2934+00.3	12			9	9	
NB NP	2934+35.7	2934+50.2	12	12		39	39	
NB NP	2935+43.7	2935+50.2	12			9	9	
NB NP	2935+93.7	2936+00.7	12			9	9	
NB NP	2936+13.1	2936+19.6		12		9	9	
NB NP	2936+93.7	2937+00.2	12			9	9	
NB NP	2937+43.6	2937+50.1	12			9	9	
NB NP	2937+93.6	2938+00.1	12			9	9	
NB NP	2937+93.6	2938+16.5		12		31	31	
NB NP	2938+35.5	2938+42.1	12	12		18	18	
NB NP	2938+62.3	2938+68.9		12		9	9	
NB NP	2938+94.0	2939+00.5	12	12		17	17	
NB NP	2939+17.7	2939+24.2	12	12		17	17	
NB NP	2939+70.2	2939+76.8	12	12		18	18	
NB NP	2939+94.9	2940+21.8	12	12		72	72	
NB NP	2941+13.5	2941+20.3		12		9	9	
NB NP	2941+57.4	2941+63.8		12		9	9	
NB NP	2942+11.6	2942+18.1	12	12		17	17	
NB NP	2942+42.7	2942+52.6	12	12		26	26	
NB NP	2942+87.5	2942+94.1	12	12		18	18	
NB NP	2943+22.1	2943+28.5	12	12		17	17	
NB NP	2943+96.2	2944+05.0	12	12		23	23	
NB NP	2945+07.6	2945+14.1		12		9	9	
NB NP	2945+71.1	2945+77.9		12		9	9	
NB NP	2946+46.3	2946+54.4	12			11	11	
NB NP	2946+46.3	2946+76.7		12		41	41	
NB NP	2948+05.6	2948+12.1	12	12		17	17	
NB NP	2948+85.8	2948+92.2		12		9	9	
NB NP	2948+85.8	2949+05.7	12			27	27	
NB NP	2949+45.5	2950+19.1	12	12		196	196	
NB NP	2950+49.9	2950+56.5		12		9	9	
NB NP	2950+75.4	2950+82.0	12	12		18	18	
NB NP	2951+00.3	2951+06.9	12	12		18	18	
NB NP	2951+30.5	2951+61.1	12	12		82	82	
NB NP	2952+00.8	2952+09.0		12		11	11	
NB NP	2952+00.8	2952+29.3	12			38	38	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2953+01.1	2953+07.8	12	12		18	18	
NB NP	2953+51.7	2953+58.1		12		9	9	
NB NP	2953+51.7	2953+76.0	12			32	32	
NB NP	2954+19.7	2954+27.5		12		10	10	
NB NP	2954+86.7	2954+93.5	12			9	9	
NB NP	2955+36.2	2955+59.3	12	12		62	62	
NB NP	2955+79.9	2955+86.6		12		9	9	
NB NP	2956+97.4	2957+10.0	12	12		34	34	
NB NP	2957+32.3	2957+39.0		12		9	9	
NB NP	2957+53.8	2957+60.3	12	12		17	17	
NB NP	2958+03.9	2958+10.7	12	12		18	18	
NB NP	2958+34.1	2958+40.7		12		9	9	
NB NP	2958+54.2	2958+62.1	12			11	11	
NB NP	2959+54.5	2959+61.2	12	12		18	18	
NB NP	2960+04.9	2960+25.1	12			27	27	
NB NP	2960+04.9	2960+41.5		12		49	49	
NB NP	2960+96.2	2961+05.7	12	12		25	25	
NB NP	2961+55.8	2961+63.8	12	12		21	21	
NB NP	2961+81.3	2961+87.9	12	12		18	18	
NB NP	2964+05.5	2964+27.9		12		30	30	
NB NP	2965+06.4	2965+14.3	12	12		21	21	
NB NP	2965+85.4	2965+92.1	12	12		18	18	
NB NP	2966+58.3	2967+32.5	12			99	99	
NB NP	2966+58.3	2967+50.4		12		123	123	
NB NP	2968+18.2	2968+24.7	12			9	9	
NB NP	2968+71.0	2968+77.8		12		9	9	
NB NP	2969+09.6	2969+16.4	12	12		18	18	
NB NP	2969+57.8	2970+29.1	12	12		190	190	
NB NP	2970+59.4	2970+66.1	12	12		18	18	
NB NP	2971+09.2	2971+15.8	12	12		18	18	
NB NP	2971+59.3	2971+73.7	12	12		38	38	
NB NP	2972+69.2	2973+16.0	12	12		125	125	
NB NP	2975+59.1	2975+80.6	12	12		57	57	
NB NP	2976+23.1	2976+29.7	12	12		18	18	
NB NP	2979+08.8	2979+27.3	12			25	25	
NB NP	2979+20.0	2979+27.3		12		10	10	
NB NP	2983+20.8	2983+27.6	12	12		18	18	
NB NP	2983+87.8	2984+24.4		12		49	49	
NB NP	2984+03.5	2984+24.4	12			28	28	
NB NP	2984+83.5	2984+89.8	12	12		17	17	
NB NP	2985+58.6	2985+67.5	12	12		24	24	
NB NP	2986+08.5	2986+15.2	12	12		18	18	
NB NP	2987+68.1	2987+77.3	12	12		25	25	
NB NP	2988+20.9	2988+68.9	12	12		128	128	
NB NP	2989+23.6	2989+30.3	12			9	9	
NB NP	2989+66.4	2989+73.3	12	12		18	18	
NB NP	2990+22.3	2990+28.7		12		9	9	
NB NP	2990+45.8	2990+52.2		12		9	9	
NB NP	2990+45.8	2990+66.6	12			28	28	
NB NP	2991+08.2	2991+14.4	12	12		17	17	
NB NP	2991+79.1	2992+06.3	12	12		73	73	
NB NP	2992+34.3	2992+40.9	12	12		18	18	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	2992+86.3	2992+92.9	12	12		18	18	
NB NP	2993+35.3	2993+41.8		12		9	9	
NB NP	2993+84.1	2993+93.1		12		12	12	
NB NP	2994+07.8	2994+14.1	12			8	8	
NB NP	2994+89.0	2994+96.0	12			9	9	
NB NP	2995+57.5	2995+64.2	12	12		18	18	
NB NP	2996+57.3	2996+63.9	12			9	9	
NB NP	2996+86.4	2996+92.9	12	12		17	17	
NB NP	2997+07.5	2997+14.2	12			9	9	
NB NP	2998+21.6	2998+37.7		12		21	21	
NB NP	2998+48.7	2998+55.5	12	12		18	18	
NB NP	3000+19.1	3000+34.7	12	12		42	42	
NB NP	3000+87.8	3000+94.1		12		8	8	
NB NP	3001+36.9	3001+43.6		12		9	9	
NB NP	3001+77.7	3001+84.0		12		8	8	
NB NP	3003+07.1	3003+13.6	12	12		17	17	
NB NP	3003+25.9	3003+46.3	12	12		54	54	
NB NP	3003+57.3	3003+64.3	12			9	9	
NB NP	3003+81.3	3004+01.8	12	12		55	55	
NB NP	3004+17.0	3004+27.4	12			14	14	
NB NP	3004+53.6	3004+63.2	12			13	13	
NB NP	3005+06.8	3005+13.2	12			9	9	
NB NP	3005+26.9	3005+36.3	12	12		25	25	
NB NP	3005+56.7	3005+63.3	12	12		18	18	
NB NP	3006+06.8	3006+15.1	12			11	11	
NB NP	3006+56.6	3006+63.2	12			9	9	
NB NP	3007+06.7	3007+13.2	12			9	9	
NB NP	3007+71.8	3007+78.2	12			9	9	
NB NP	3007+71.8	3007+91.5		12		26	26	
NB NP	3008+06.5	3008+12.8	12			8	8	
NB NP	3008+54.5	3008+63.0	12			11	11	
NB NP	3009+56.3	3009+63.1	12			9	9	
NB NP	3010+06.5	3010+16.3	12			13	13	
NB NP	3010+35.1	3010+41.5	12			9	9	
NB NP	3011+75.9	3011+88.0	12	12		32	32	
NB NP	3012+56.1	3012+62.7	12	12		18	18	
NB NP	3014+15.0	3014+21.3	12	12		17	17	
NB NP	3015+26.3	3015+33.0		12		9	9	
NB NP	3015+56.1	3015+62.8	12			9	9	
NB NP	3016+24.5	3016+30.7		12		8	8	
NB NP	3016+91.9	3016+98.6		12		9	9	
NB NP	3018+06.0	3018+20.6	12	12		39	39	
NB NP	3018+56.2	3018+87.4	12			42	42	
NB NP	3018+73.7	3018+87.4		12		18	18	
NB NP	3019+35.0	3019+41.7	12	12		18	18	
NB NP	3020+06.2	3020+12.7	12			9	9	
NB NP	3020+37.0	3020+43.2	12	12		17	17	
NB NP	3022+38.5	3022+66.1	12			37	37	
NB NP	3023+41.1	3023+47.8	12	12		18	18	
NB NP	3024+07.2	3024+31.1	12	12		64	64	
NB NP	3024+56.9	3024+64.6	12			10	10	
NB NP	3024+92.9	3025+00.9	12	12		21	21	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3025+83.3	3025+89.9	12			9	9	
NB NP	3026+40.7	3026+47.4	12	12		18	18	
NB NP	3028+07.6	3028+14.3	12			9	9	
NB NP	3028+26.3	3028+32.7		12		9	9	
NB NP	3028+83.7	3028+92.1	12			11	11	
NB NP	3030+23.4	3030+29.9	12	12		17	17	
NB NP	3030+58.0	3030+64.4	12			9	9	
NB NP	3030+84.9	3030+91.4		12		9	9	
NB NP	3031+41.5	3031+60.7		12		26	26	
NB NP	3031+54.0	3031+60.7	12			9	9	
NB NP	3032+13.7	3032+49.3		12		47	47	
NB NP	3033+58.4	3033+72.7	12	12		38	38	
NB NP	3034+28.7	3034+36.9	12			11	11	
NB NP	3035+58.7	3035+65.2	12	12		17	17	
NB NP	3036+66.9	3036+79.4	12	12		33	33	
NB NP	3037+39.9	3037+49.0	12	12		24	24	
NB NP	3037+85.8	3037+92.3		12		9	9	
NB NP	3038+43.2	3038+50.2		12		9	9	
NB NP	3039+07.8	3039+16.0	12	12		22	22	
NB NP	3039+73.8	3039+90.4	12	12		44	44	
NB NP	3040+23.0	3040+29.6	12	12		18	18	
NB NP	3040+59.6	3040+96.6	12			49	49	
NB NP	3040+76.6	3040+96.6		12		27	27	
NB NP	3042+79.6	3043+16.6		12		49	49	
NB NP	3043+09.9	3043+16.6	12			9	9	
NB NP	3043+60.1	3043+66.6	12			9	9	
NB NP	3044+25.3	3044+34.7	12	12		25	25	
NB NP	3044+60.2	3044+66.9	12			9	9	
NB NP	3044+86.9	3045+05.9	12	12		51	51	
NB NP	3045+38.8	3045+66.7	12			37	37	
NB NP	3045+82.8	3045+89.3	12	12		17	17	
NB NP	3046+22.3	3046+66.9	12	12		119	119	
NB NP	3046+94.5	3047+16.9	12			30	30	
NB NP	3046+94.5	3047+32.0		12		50	50	
NB NP	3047+60.1	3047+67.0	12			9	9	
NB NP	3047+83.0	3047+89.6		12		9	9	
NB NP	3048+60.3	3048+66.8	12			9	9	
NB NP	3048+77.0	3048+83.5		12		9	9	
NB NP	3049+10.2	3049+17.0	12	12		18	18	
NB NP	3050+41.7	3050+48.4		12		9	9	
NB NP	3052+10.1	3052+16.9	12	12		18	18	
NB NP	3052+41.8	3052+48.2	12	12		17	17	
NB NP	3053+43.3	3053+95.8	12	12		140	140	
NB NP	3054+24.5	3054+31.4		12		9	9	
NB NP	3054+59.1	3054+65.8	12			9	9	
NB NP	3054+91.8	3054+98.3		12		9	9	
NB NP	3055+38.3	3055+45.2	12	12		18	18	
NB NP	3055+80.4	3055+87.2		12		9	9	
NB NP	3056+31.0	3056+65.6	12	12		92	92	
NB NP	3056+84.4	3056+90.9	12	12		17	17	
NB NP	3057+40.0	3058+05.7		12		88	88	
NB NP	3057+59.1	3058+05.7	12			62	62	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM 2058	ITEM 2073	REMARKS
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3058+84.3	3058+90.9		12		9	9	
NB NP	3060+59.2	3060+65.7	12	12		17	17	
NB NP	3060+91.8	3060+99.1		12		10	10	
NB NP	3061+69.4	3061+79.3		12		13	13	
NB NP	3062+23.2	3062+29.9	12			9	9	
NB NP	3062+59.1	3062+65.9	12			9	9	
NB NP	3063+59.1	3063+74.6	12	12		41	41	
NB NP	3064+77.8	3064+84.5		12		9	9	
NB NP	3065+58.8	3065+65.3	12			9	9	
NB NP	3065+78.1	3065+95.7		12		23	23	
NB NP	3066+08.8	3066+15.3	12			9	9	
NB NP	3066+08.8	3066+31.3		12		30	30	
NB NP	3068+58.4	3068+65.0	12	12		18	18	
NB NP	3069+17.0	3069+33.9		12		23	23	
NB NP	3070+81.7	3070+88.3		12		9	9	
NB NP	3072+08.3	3072+14.7	12			9	9	
NB NP	3072+20.6	3072+44.8		12		32	32	
NB NP	3072+79.0	3072+85.8	12	12		18	18	
NB NP	3073+27.0	3073+33.5		12		9	9	
NB NP	3073+95.5	3074+02.5		12		9	9	
NB NP	3074+26.9	3074+33.3	12	12		17	17	
NB NP	3074+86.8	3074+93.5	12			9	9	
NB NP	3074+86.8	3075+14.4		12		37	37	
NB NP	3075+56.5	3075+91.4		12	1.9	54	54	Outside Lane and Ramp E
NB NP	3076+39.1	3076+48.2		12	7.3	19	19	Outside Lane and Ramp E
NB NP	3076+73.8	3076+82.6		12		12	12	
NB NP	3077+22.1	3077+31.2		12	14.0	26	26	Outside Lane and Ramp E
NB NP	3077+61.7	3077+68.7			17.0	13	13	On Ramp E
NB NP	3077+85.7	3077+93.3			18.9	16	16	On Ramp E
NB NP	3078+24.2	3078+39.8		12		21	21	
NB NP	3078+84.4	3078+90.9		12		9	9	
NB NP	3079+02.8	3079+10.0			10.3	8	8	Gore Area
NB NP	3080+03.4	3080+09.8			17.0	12	12	Gore Area
NB NP	3080+24.3	3080+30.5		12		8	8	
NB NP	3080+43.4	3080+49.7			9.3	6	6	Gore Area
NB NP	3080+86.0	3080+92.5		12		9	9	
NB NP	3081+18.1	3081+88.9			10.1	79	79	Gore Area
NB NP	3081+47.2	3081+54.5		12		10	10	
NB NP	3081+87.7	3081+93.9		12		8	8	
NB NP	3082+39.9	3082+46.5	12	12		18	18	
NB NP	3083+07.6	3083+13.8	12			8	8	
NB NP	3083+57.0	3083+63.6	12			9	9	
NB NP	3084+99.3	3085+06.5		12		10	10	
NB NP	3085+94.1	3086+00.6		12		9	9	
NB NP	3086+73.1	3086+79.8		12		9	9	
NB NP	3087+06.9	3087+13.6		12		9	9	
NB NP	3087+41.0	3087+47.5		12		9	9	
NB NP	3088+32.7	3088+41.0	12	12		22	22	
NB NP	3088+56.6	3088+74.3	12	12		47	47	
NB NP	3089+06.8	3089+13.2		12		9	9	
NB NP	3090+05.2	3090+13.2		12		11	11	
NB NP	3093+06.9	3093+47.7			17.9	81	81	On Ramp A

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3093+45.7	3093+56.2	12	12		28	28	
NB NP	3093+75.4	3093+81.9			13.1	9	9	On Ramp A
NB NP	3094+24.9	3094+53.8			11.95	38	38	On Ramp A
NB NP	3094+74.7	3094+81.3		12	12	18	18	
NB NP	3095+24.0	3095+54.0			12	40	40	On Ramp A
NB NP	3095+75.0	3095+81.6			6.6	5	5	On Ramp A
NB NP	3096+01.9	3096+11.7			9.8	11	11	On Ramp D
NB NP	3096+39.0	3096+80.7	12	12	11.9	166	166	
NB NP	3097+24.8	3097+31.1	12	12		17	17	
NB NP	3097+39.0	3097+86.5			13.1	69	69	On Ramp D
NB NP	3097+60.1	3097+66.4		12		8	8	
NB NP	3098+03.7	3098+11.0	12	12		19	19	
NB NP	3098+23.0	3098+36.8			18.2	28	28	On Ramp D
NB NP	3098+85.5	3098+99.1	12	12		36	36	
NB NP	3099+24.0	3099+30.6			17.6	13	13	On Ramp D
NB NP	3099+62.1	3099+70.6	12	12		23	23	
NB NP	3100+12.1	3100+18.6	12	12		17	17	
NB NP	3100+46.7	3100+53.2	12	12		17	17	
NB NP	3100+76.0	3100+82.4	12	12		17	17	
NB NP	3101+08.7	3101+27.4	12	12	0.75	51	51	Inside, Outside, and Taper
NB NP	3101+50.3	3101+56.7	12	12		17	17	
NB NP	3101+74.4	3102+11.7		12		50	50	
NB NP	3101+85.1	3102+11.7	12			35	35	
NB NP	3102+50.0	3102+93.1		12		57	57	
NB NP	3102+75.2	3102+93.1	12			24	24	
NB NP	3103+24.3	3103+41.3		12		23	23	
NB NP	3103+61.0	3103+81.4	12	12		54	54	
NB NP	3104+49.3	3104+55.6	12	12		17	17	
NB NP	3104+75.0	3104+81.4	12	12		17	17	
NB NP	3105+24.8	3105+33.7	12	12		24	24	
NB NP	3106+10.0	3106+16.4	12	12		17	17	
NB NP	3106+74.8	3106+81.5	12	12		18	18	
NB NP	3106+94.1	3107+00.9	12	12		18	18	
NB NP	3107+43.7	3107+50.3	12			9	9	
NB NP	3107+73.6	3107+84.2	12	12		28	28	
NB NP	3108+74.5	3108+81.2		12		9	9	
NB NP	3109+24.5	3109+56.6	12	12		86	86	
NB NP	3109+43.0	3109+49.4			14.7	10	10	On Ramp H
NB NP	3109+90.8	3109+97.5			14.2	11	11	On Ramp H
NB NP	3109+94.1	3110+19.9	12	12		69	69	
NB NP	3110+96.0	3111+02.6	12	12		18	18	
NB NP	3111+59.9	3111+81.6		12		29	29	
NB NP	3111+73.3	3111+81.6	12			11	11	
NB NP	3112+46.3	3112+83.3			17.2	71	71	On Ramp H
NB NP	3112+83.3	3113+82.9			7.9	87	87	On Ramp H
NB NP	3112+52.2	3112+90.5	12	12		102	102	
NB NP	3113+26.9	3113+41.7	12	12		39	39	
NB NP	3113+99.0	3114+21.3	12	12		59	59	
NB NP	3114+59.9	3114+66.2		12		8	8	
NB NP	3114+93.6	3115+14.4	12	12	11.95	83	83	Inside, Outside, Ramp
NB NP	3115+39.9	3115+51.7		12		16	16	
NB NP	3115+39.9	3116+15.6			10.1	85	85	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3115+75.5	3115+86.3	12			14	14	
NB NP	3115+75.5	3116+15.6		12		53	53	
NB NP	3116+42.9	3116+81.5	12			51	51	
NB NP	3116+42.9	3119+10.8		12		357	357	
NB NP	3116+42.9	3120+79.9			4.1	199	199	Ramp H
NB NP	3117+06.3	3117+12.8	12			9	9	
NB NP	3117+39.2	3118+32.1	12			124	124	
NB NP	3118+98.4	3119+10.8	12			17	17	
NB NP	3119+50.9	3119+57.2		12		8	8	
NB NP	3119+74.1	3119+85.3	12			15	15	
NB NP	3119+74.1	3119+98.4		12		32	32	
NB NP	3120+57.5	3120+79.9	12	12		60	60	
NB NP	3120+95.2	3121+01.7		12		9	9	
NB NP	3121+44.5	3121+64.2	12	12		53	53	
NB NP	3122+23.4	3122+40.9	12	12		47	47	
NB NP	3123+04.3	3123+12.3	12	12		21	21	
NB NP	3123+82.2	3123+88.6	12	12		17	17	
NB NP	3124+65.6	3124+72.3	12	12		18	18	
NB NP	3125+04.9	3125+11.9	12			9	9	
NB NP	3125+45.1	3125+51.7	12	12		18	18	
NB NP	3126+24.8	3126+31.1	12	12		17	17	
NB NP	3126+55.2	3126+77.6	12			30	30	
NB NP	3127+88.2	3127+95.1	12	12		18	18	
NB NP	3128+18.3	3128+24.6		12		8	8	
NB NP	3128+18.3	3128+34.3	12			21	21	
NB NP	3128+53.5	3128+61.1	12			10	10	
NB NP	3129+04.2	3129+11.3	12			9	9	
NB NP	3129+51.5	3129+61.1	12			13	13	
NB NP	3130+24.6	3130+34.0	12			13	13	
NB NP	3131+04.7	3131+15.2	12	12		28	28	
NB NP	3131+31.7	3131+38.0	12	12		17	17	
NB NP	3131+54.7	3131+61.1		12		9	9	
NB NP	3132+04.6	3132+11.5	12	12		18	18	
NB NP	3132+54.7	3132+61.3	12			9	9	
NB NP	3132+87.8	3132+94.9		12		9	9	
NB NP	3133+80.0	3133+86.6	12			9	9	
NB NP	3135+01.5	3135+11.2	12	12		26	26	
NB NP	3136+17.7	3136+39.6		12		29	29	
NB NP	3137+14.6	3137+32.2		12		23	23	
NB NP	3137+54.9	3137+62.7				0	0	
NB NP	3138+22.6	3138+44.2	12			29	29	
NB NP	3138+37.8	3138+44.2		12		9	9	
NB NP	3138+69.3	3138+81.6	12	12		33	33	
NB NP	3139+71.3	3139+77.5		12		8	8	
NB NP	3139+88.1	3139+94.3	12			8	8	
NB NP	3140+55.0	3140+61.2		12		8	8	
NB NP	3140+55.0	3140+75.6	12			27	27	
NB NP	3141+29.4	3141+35.7		12		8	8	
NB NP	3141+54.8	3141+61.3		12		9	9	
NB NP	3142+26.0	3142+32.6	12			9	9	
NB NP	3143+05.1	3143+11.6	12			9	9	
NB NP	3143+55.0	3143+61.5	12			9	9	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3143+78.6	3143+84.8	12	12		17	17	
NB NP	3144+27.9	3144+44.9	12	12		45	45	
NB NP	3144+69.1	3144+86.5		12		23	23	
NB NP	3145+42.1	3145+48.5	12			9	9	
NB NP	3145+81.4	3145+92.3		12		15	15	
NB NP	3145+81.4	3146+11.0	12			39	39	
NB NP	3146+31.2	3146+37.7		12		9	9	
NB NP	3146+79.1	3146+95.3	12	12		43	43	
NB NP	3149+54.8	3149+61.3	12	12		17	17	
NB NP	3149+92.8	3149+99.5	12			9	9	
NB NP	3149+92.8	3150+23.3		12		41	41	
NB NP	3150+53.5	3150+70.2		12		22	22	
NB NP	3151+84.2	3151+94.2		12		13	13	
NB NP	3152+23.7	3152+30.3		12		9	9	
NB NP	3152+73.9	3152+80.2	12			8	8	
NB NP	3154+51.1	3154+57.7	12	12		18	18	
NB NP	3154+73.7	3154+80.3	12	12		18	18	
NB NP	3155+32.8	3155+39.1	12	12		17	17	
NB NP	3155+54.7	3155+67.9		12		18	18	
NB NP	3157+23.6	3157+30.6	12	12		19	19	
NB NP	3158+55.6	3158+70.7		12		20	20	
NB NP	3159+23.7	3159+30.4	12			9	9	
NB NP	3160+82.3	3160+88.9	12			9	9	
NB NP	3161+12.8	3161+19.3		12		9	9	
NB NP	3162+73.4	3162+89.7		12		22	22	
NB NP	3165+20.5	3165+71.2		12		68	68	
NB NP	3166+46.4	3166+59.1		12		17	17	
NB NP	3167+23.2	3167+29.7	12	12		17	17	
NB NP	3167+44.6	3167+51.4	12			9	9	
NB NP	3167+44.6	3167+79.9		12		47	47	
NB NP	3168+06.5	3168+43.3		12		49	49	
NB NP	3168+99.2	3169+05.3		12		8	8	
NB NP	3169+23.1	3169+30.0		12		9	9	
NB NP	3169+63.4	3169+81.2		12		24	24	
NB NP	3169+81.2	3169+97.2	12			21	21	
NB NP	3170+10.5	3170+45.5		12		47	47	
NB NP	3171+02.9	3171+09.3		12		9	9	
NB NP	3171+22.8	3171+29.4	12			9	9	
NB NP	3171+22.8	3171+43.0		12		27	27	
NB NP	3171+72.6	3171+84.5	12	12		32	32	
NB NP	3171+96.5	3172+05.3		12		12	12	
NB NP	3173+95.3	3174+85.9	12	12		242	242	
NB NP	3175+22.6	3175+29.4		12		9	9	
NB NP	3176+72.6	3176+79.1		12		9	9	
NB NP	3177+05.2	3177+11.7	12			9	9	
NB NP	3177+22.7	3177+29.1	12	12		17	17	
NB NP	3177+81.0	3177+88.2		12		10	10	
NB NP	3178+22.6	3178+29.2	12	12		18	18	
NB NP	3178+72.5	3178+79.3	12	12		18	18	
NB NP	3179+38.7	3179+45.2		12		9	9	
NB NP	3179+64.8	3179+95.6		12		41	41	
NB NP	3180+72.6	3180+79.1		12		9	9	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3181+72.5	3181+84.6	12	12		32	32	
NB NP	3182+22.5	3182+44.6		12		29	29	
NB NP	3182+95.4	3183+15.9		12		27	27	
NB NP	3183+36.4	3183+42.9		12		9	9	
NB NP	3184+05.1	3184+37.4		12		43	43	
NB NP	3184+67.2	3184+82.0		12		20	20	
NB NP	3184+67.2	3185+06.5	12			52	52	
NB NP	3185+22.4	3185+30.8	12			11	11	
NB NP	3185+22.4	3188+45.3		12		431	431	
NB NP	3185+65.9	3186+28.9	12			84	84	
NB NP	3186+68.5	3186+93.9	12			34	34	
NB NP	3187+67.3	3188+05.4	12			51	51	
NB NP	3188+72.7	3189+55.0		12		110	110	
NB NP	3189+06.6	3189+34.8	12			38	38	
NB NP	3189+72.6	3191+04.3		12		176	176	
NB NP	3191+43.2	3191+49.8		12		9	9	
NB NP	3192+22.2	3192+53.1		12		41	41	
NB NP	3193+09.3	3193+28.7		12		26	26	
NB NP	3194+40.1	3194+51.6		12		15	15	
NB NP	3194+72.1	3195+28.4		12		75	75	
NB NP	3194+89.6	3195+28.4	12			52	52	
NB NP	3195+52.5	3195+58.9		12		9	9	
NB NP	3196+12.5	3196+28.6	12	12		43	43	
NB NP	3196+55.7	3196+62.0		12		8	8	
NB NP	3196+91.5	3197+16.8		12		34	34	
NB NP	3197+70.6	3197+90.7	12	12		54	54	
NB NP	3198+47.2	3198+53.5		12		8	8	
NB NP	3199+04.4	3199+11.0		12		9	9	
NB NP	3199+32.2	3199+47.8		12		21	21	
NB NP	3199+96.8	3200+11.2	12	12		38	38	
NB NP	3200+64.9	3200+72.1		12		10	10	
NB NP	3200+84.9	3200+91.3		12		9	9	
NB NP	3201+06.9	3201+39.3		12		43	43	
NB NP	3201+21.6	3201+28.3	12			9	9	
NB NP	3201+62.7	3201+78.2		12		21	21	
NB NP	3202+04.1	3202+10.5	12			9	9	
NB NP	3202+04.1	3202+21.4		12		23	23	
NB NP	3202+33.3	3202+60.7		12		37	37	
NB NP	3202+71.7	3202+89.0		12		23	23	
NB NP	3203+11.8	3203+53.3		12		55	55	
NB NP	3203+90.9	3204+03.4		12		17	17	
NB NP	3204+18.5	3204+28.1		12		13	13	
NB NP	3204+44.2	3204+65.5		12		28	28	
NB NP	3205+21.6	3205+27.8	12	12		17	17	
NB NP	3205+48.3	3205+54.7		12		9	9	
NB NP	3206+45.1	3206+51.6		12		9	9	
NB NP	3207+21.5	3207+27.9	12			9	9	
NB NP	3207+71.5	3207+77.9	12			9	9	
NB NP	3207+71.5	3208+07.6		12		48	48	
NB NP	3208+56.4	3208+63.2		12		9	9	
NB NP	3209+01.7	3209+13.3		12		15	15	
NB NP	3209+71.5	3209+77.9	12			9	9	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3210+21.4	3210+28.1	12	12		18	18	
NB NP	3210+49.2	3210+55.6	12			9	9	
NB NP	3210+61.3	3210+70.9		12		13	13	
NB NP	3210+94.6	3211+28.0	12	12		89	89	
NB NP	3212+07.6	3212+13.7		12		8	8	
NB NP	3212+21.4	3212+28.0	12			9	9	
NB NP	3212+42.0	3212+48.3		12		8	8	
NB NP	3212+92.6	3213+27.7		12		47	47	
NB NP	3213+21.1	3213+27.7	12			9	9	
NB NP	3213+44.2	3213+78.7	12	12		92	92	
NB NP	3214+21.2	3214+28.6	12			10	10	
NB NP	3214+47.1	3214+54.8		12		10	10	
NB NP	3214+71.3	3214+77.8	12	12		17	17	
NB NP	3215+18.1	3215+30.9	12	12		34	34	
NB NP	3216+21.1	3216+28.0	12			9	9	
NB NP	3216+71.1	3216+77.5	12			9	9	
NB NP	3217+09.0	3217+20.9		12		16	16	
NB NP	3218+20.9	3218+27.5		12		9	9	
NB NP	3219+70.5	3219+77.7	12			10	10	
NB NP	3220+20.9	3220+27.6	12	12		18	18	
NB NP	3220+54.0	3220+60.4		12		9	9	
NB NP	3221+70.9	3221+77.4	12			9	9	
NB NP	3222+19.1	3222+27.5		12		11	11	
NB NP	3222+70.8	3222+77.5		12		9	9	
NB NP	3223+20.9	3223+27.4	12			9	9	
NB NP	3223+41.7	3223+48.4		12		9	9	
NB NP	3224+12.9	3224+20.2		12		10	10	
NB NP	3224+56.5	3224+63.3		12		9	9	
NB NP	3224+70.8	3224+77.6	12	12		18	18	
NB NP	3224+95.2	3225+05.7		12		14	14	
NB NP	3225+82.1	3226+02.5		12		27	27	
NB NP	3226+36.4	3226+58.3		12		29	29	
NB NP	3226+88.7	3226+95.9		12		10	10	
NB NP	3232+11.7	3232+18.2	12			9	9	
NB NP	3232+11.7	3232+37.7		12		35	35	
NB NP	3232+59.2	3232+77.9	12	12		50	50	
NB NP	3232+97.3	3233+56.4	12	12		158	158	
NB NP	3233+83.1	3234+65.3	12	12		219	219	
NB NP	3235+21.0	3235+27.7	12			9	9	
NB NP	3235+32.2	3237+20.6		12		251	251	
NB NP	3235+83.1	3235+99.8	12			22	22	
NB NP	3236+32.8	3236+45.6	12			17	17	
NB NP	3236+81.9	3236+90.0	12			11	11	
NB NP	3237+33.1	3237+40.0	12			9	9	
NB NP	3237+83.1	3237+91.5		12		11	11	
NB NP	3238+09.4	3238+18.4		12		12	12	
NB NP	3238+33.3	3238+39.9	12	12		18	18	
NB NP	3239+22.3	3239+47.4	12	12		67	67	
NB NP	3239+79.2	3240+02.3	12	12		62	62	
NB NP	3240+68.9	3240+75.6		12		9	9	
NB NP	3240+99.3	3241+05.9		12		9	9	
NB NP	3241+33.0	3241+58.9	12	12		69	69	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3245+63.5	3246+92.1		12		171	171	
NB NP	3245+63.5	3246+09.6	12			61	61	
NB NP	3246+53.7	3246+60.6	12			9	9	
NB NP	3247+92.4	3248+10.0	12	12		47	47	
NB NP	3248+35.1	3248+59.9		12		33	33	
NB NP	3249+03.5	3249+09.8	12	12		17	17	
NB NP	3249+53.5	3249+60.0	12			9	9	
NB NP	3250+03.5	3250+10.0	12	12		17	17	
NB NP	3250+53.3	3250+60.1		12		9	9	
NB NP	3251+03.3	3251+10.1	12	12		18	18	
NB NP	3251+53.3	3251+59.8	12	12		17	17	
NB NP	3251+86.7	3251+93.0	12			8	8	
NB NP	3252+14.7	3252+20.9		12		8	8	
NB NP	3252+53.5	3252+63.1	12	12		26	26	
NB NP	3253+68.0	3253+74.4		12		9	9	
NB NP	3254+03.2	3254+09.7	12			9	9	
NB NP	3254+70.1	3254+89.1		12		25	25	
NB NP	3256+03.2	3256+09.5	12	12		17	17	
NB NP	3257+03.2	3257+09.6		12		9	9	
NB NP	3257+82.3	3258+09.4	12	12		72	72	
NB NP	3258+73.1	3258+80.0		12		9	9	
NB NP	3259+42.4	3259+48.8		12		9	9	
NB NP	3260+20.5	3260+26.9		12		9	9	
NB NP	3260+52.9	3260+59.2	12			8	8	
NB NP	3260+70.0	3260+76.8	12	12		18	18	
NB NP	3261+84.7	3261+91.1		12		9	9	
NB NP	3262+15.3	3262+21.6		12		8	8	
NB NP	3262+53.0	3262+59.4	12			9	9	
NB NP	3263+24.7	3263+30.9		12		8	8	
NB NP	3263+52.8	3263+59.3	12	12		17	17	
NB NP	3264+02.8	3264+09.3	12	12		17	17	
NB NP	3264+72.3	3264+78.5	12	12		17	17	
NB NP	3265+02.8	3265+09.2	12			9	9	
NB NP	3265+52.2	3265+59.4	12			10	10	
NB NP	3265+52.2	3265+74.0		12		29	29	
NB NP	3266+18.4	3266+85.8		12		90	90	
NB NP	3266+51.8	3266+85.8	12			45	45	
NB NP	3267+73.4	3267+79.9		12		9	9	
NB NP	3271+60.6	3271+78.6	12			24	24	
NB NP	3272+25.0	3272+45.4	12	12		54	54	
NB NP	3272+66.1	3272+77.2		12		15	15	
NB NP	3273+06.5	3273+30.7	12	12		65	65	
NB NP	3273+70.4	3273+77.3	12	12		18	18	
NB NP	3274+18.7	3274+26.8	12	12		22	22	
NB NP	3274+66.1	3274+80.7	12	12		39	39	
NB NP	3276+19.4	3276+26.1	12	12		18	18	
NB NP	3276+68.9	3276+76.6	12	12		21	21	
NB NP	3277+00.9	3277+58.2	12	12		153	153	
NB NP	3278+29.9	3278+36.4	12	12		17	17	
NB NP	3278+63.5	3278+78.7	12	12		41	41	
NB NP	3278+93.4	3279+09.1	12	12		42	42	
NB NP	3280+63.7	3280+74.3	12			14	14	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3280+99.6	3281+06.1		12		9	9	
NB NP	3281+41.6	3281+48.4	12			9	9	
NB NP	3281+67.4	3281+73.8	12			9	9	
NB NP	3282+48.5	3282+54.8		12		8	8	
NB NP	3283+16.7	3283+23.3	12	12		18	18	
NB NP	3284+03.3	3284+09.9	12	12		18	18	
NB NP	3284+66.0	3284+72.7		12		9	9	
NB NP	3286+85.5	3286+92.3		12		9	9	
NB NP	3287+48.1	3287+55.1		12		9	9	
NB NP	3288+32.3	3288+39.3		12		9	9	
NB NP	3289+64.5	3289+71.1	12			9	9	
NB NP	3289+84.0	3289+90.9		12		9	9	
NB NP	3290+14.4	3290+21.0	12			9	9	
NB NP	3290+75.9	3291+17.3	12			55	55	
NB NP	3291+07.2	3291+17.3		12		13	13	
NB NP	3292+64.3	3292+78.6	12			19	19	
NB NP	3292+64.3	3292+96.4		12		43	43	
NB NP	3293+34.0	3293+40.7		12		9	9	
NB NP	3294+64.1	3294+70.9	12	12		18	18	
NB NP	3296+64.2	3296+70.9	12			9	9	
NB NP	3296+64.2	3296+87.5		12		31	31	
NB NP	3297+14.2	3297+21.6	12	12		20	20	
NB NP	3297+35.1	3297+41.4	12			8	8	
NB NP	3297+64.1	3297+70.8	12	12		18	18	
NB NP	3298+14.2	3298+20.9	12	12		18	18	
NB NP	3298+44.7	3298+51.8		12		9	9	
NB NP	3298+75.3	3299+54.0	12	12		210	210	
NB NP	3301+88.2	3301+95.4		12		10	10	
NB NP	3302+57.7	3302+70.3	12	12		34	34	
NB NP	3302+84.2	3302+90.6	12	12		17	17	
NB NP	3303+13.9	3303+20.5	12	12		18	18	
NB NP	3303+63.9	3303+70.4	12	12		17	17	
NB NP	3303+98.6	3304+05.1		12		9	9	
NB NP	3306+47.6	3306+57.0	12	12		25	25	
NB NP	3307+28.7	3307+36.1	12	12		20	20	
NB NP	3307+63.4	3307+70.0		12		9	9	
NB NP	3308+42.5	3308+49.0	12			9	9	
NB NP	3308+59.2	3308+73.7	12	12		39	39	
NB NP	3309+09.0	3309+23.6	12	12		39	39	
NB NP	3312+00.8	3312+07.3	12	12		17	17	
NB NP	3313+45.6	3313+73.6		12		37	37	
NB NP	3314+52.7	3314+59.0	12	12		17	17	
NB NP	3318+12.7	3318+19.2	12			9	9	
NB NP	3318+62.7	3318+69.4		12		9	9	
NB NP	3319+79.0	3319+85.3		12		8	8	
NB NP	3320+97.0	3321+05.4		12		11	11	
NB NP	3321+37.2	3321+48.9	12	12		31	31	
NB NP	3321+62.8	3321+69.3	12			9	9	
NB NP	3322+73.0	3322+92.5		12		26	26	
NB NP	3323+12.8	3323+19.4		12		9	9	
NB NP	3323+41.2	3323+47.6	12	12		17	17	
NB NP	3324+48.9	3324+58.6		12		13	13	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3325+12.5	3325+19.1		12		9	9	
NB NP	3326+62.0	3326+69.2	12	12		19	19	
NB NP	3327+12.6	3327+18.9		12		8	8	
NB NP	3329+00.1	3329+26.7		12		35	35	
NB NP	3329+11.1	3329+26.7	12			21	21	
NB NP	3329+62.2	3329+68.6	12	12		17	17	
NB NP	3330+02.1	3330+08.3	12	12		17	17	
NB NP	3330+28.5	3330+34.8		12		8	8	
NB NP	3330+82.6	3330+89.0	12	12		17	17	
NB NP	3331+62.2	3331+69.0	12	12		18	18	
NB NP	3332+08.3	3332+22.6	12	12		38	38	
NB NP	3332+61.9	3332+68.7	12			9	9	
NB NP	3333+57.6	3333+72.7	12	12		40	40	
NB NP	3334+61.7	3334+68.2	12			9	9	
NB NP	3334+77.9	3334+84.5		12		9	9	
NB NP	3335+59.5	3335+68.5	12	12		24	24	
NB NP	3337+11.5	3337+18.4		12		9	9	
NB NP	3338+11.6	3338+36.6	12	12		67	67	
NB NP	3338+61.6	3338+68.0	12	12		17	17	
NB NP	3339+18.3	3339+24.9		12		9	9	
NB NP	3339+50.7	3339+73.8	12	12		62	62	
NB NP	3340+61.4	3340+68.6	12	12		19	19	
NB NP	3341+29.2	3341+35.7		12		9	9	
NB NP	3341+81.8	3341+88.4		12		9	9	
NB NP	3343+11.4	3343+18.1	12	12		18	18	
NB NP	3343+61.4	3343+68.2	12			9	9	
NB NP	3344+11.3	3344+18.0	12			9	9	
NB NP	3345+11.2	3345+17.8	12	12		18	18	
NB NP	3345+61.4	3345+76.4	12	12		40	40	
NB NP	3347+30.3	3347+37.1		12		9	9	
NB NP	3348+10.7	3348+17.7	12	12		19	19	
NB NP	3348+81.3	3348+88.3	12	12		19	19	
NB NP	3349+60.8	3349+67.4	12	12		18	18	
NB NP	3350+43.4	3350+50.3		12		9	9	
NB NP	3350+79.6	3350+88.9		12		12	12	
NB NP	3351+10.5	3351+17.3	12	12		18	18	
NB NP	3351+60.6	3351+67.2	12			9	9	
NB NP	3353+22.0	3353+46.9		12		33	33	
NB NP	3353+40.4	3353+46.9	12			9	9	
NB NP	3353+59.9	3353+66.9	12			9	9	
NB NP	3354+09.5	3354+15.9	12			9	9	
NB NP	3355+41.0	3355+65.1		12		32	32	
NB NP	3355+58.7	3355+65.1	12			9	9	
NB NP	3356+54.7	3356+64.3	12			13	13	
NB NP	3357+35.5	3357+45.6	12	12		27	27	
NB NP	3357+73.7	3357+94.9		12		28	28	
NB NP	3357+88.2	3357+94.9	12			9	9	
NB NP	3358+24.8	3358+42.0	12	12		46	46	
NB NP	3358+56.8	3358+63.2	12	12		17	17	
NB NP	3358+87.6	3358+94.3	12	12		18	18	
NB NP	3359+34.9	3359+41.5	12	12		18	18	
NB NP	3359+56.1	3359+62.4	12	12		17	17	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3359+94.7	3360+12.1	12	12		46	46	
NB NP	3360+68.1	3360+85.8		12		24	24	
NB NP	3360+79.2	3360+85.8	12			9	9	
NB NP	3361+35.9	3361+61.0		12		33	33	
NB NP	3362+04.3	3362+24.3	12	12		53	53	
NB NP	3362+54.1	3362+60.6	12	12		17	17	
NB NP	3363+53.5	3363+60.0	12	12		17	17	
NB NP	3364+03.2	3364+09.7	12	12		17	17	
NB NP	3366+09.2	3366+22.2	12	12		35	35	
NB NP	3366+51.7	3366+58.1	12	12		17	17	
NB NP	3369+00.2	3369+06.7		12		9	9	
NB NP	3369+22.0	3369+28.5	12	12		17	17	
NB NP	3370+18.3	3370+24.6		12		8	8	
NB NP	3370+49.4	3370+55.8	12	12		17	17	
NB NP	3371+65.7	3371+77.2	12	12		31	31	
NB NP	3372+48.1	3372+54.8	12	12		18	18	
NB NP	3373+97.1	3374+03.7	12			9	9	
NB NP	3374+46.9	3374+53.4	12	12		17	17	
NB NP	3374+97.1	3375+03.7	12	12		18	18	
NB NP	3375+47.0	3375+53.4	12	12		17	17	
NB NP	3375+89.5	3375+99.7	12			14	14	
NB NP	3375+89.5	3376+34.0		12		59	59	
NB NP	3377+46.6	3377+53.4	12			9	9	
NB NP	3377+46.6	3377+66.9		12		27	27	
NB NP	3378+12.0	3378+20.6		12		11	11	
NB NP	3380+18.5	3380+25.4		12		9	9	
NB NP	3380+96.3	3381+02.8	12			9	9	
NB NP	3380+96.3	3381+10.7		12		19	19	
NB NP	3381+26.0	3381+32.7		12		9	9	
NB NP	3381+46.3	3381+52.8	12	12		17	17	
NB NP	3381+96.2	3382+02.8		12		9	9	
NB NP	3382+46.1	3382+52.6		12		9	9	
NB NP	3383+27.5	3383+34.3		12		9	9	
NB NP	3383+69.4	3383+75.9	12	12		17	17	
NB NP	3385+40.5	3385+64.3	12	12		63	63	
NB NP	3385+95.9	3386+02.4		12		9	9	
NB NP	3386+36.8	3386+53.3	12			22	22	
NB NP	3387+37.8	3387+53.5	12			21	21	
NB NP	3387+37.8	3387+67.6		12		40	40	
NB NP	3387+90.8	3388+01.8	12	12		29	29	
NB NP	3388+23.3	3388+52.9	12	12		79	79	
NB NP	3388+73.0	3389+15.3	12	12		113	113	
NB NP	3389+46.9	3389+59.0		12		16	16	
NB NP	3389+90.9	3390+15.9	12	12		67	67	
NB NP	3390+25.1	3390+98.1	12	12		195	195	
NB NP	3391+41.6	3391+58.5	12	12		45	45	
NB NP	3391+91.9	3391+98.8	12	12		18	18	
NB NP	3392+42.3	3392+48.8	12	12		17	17	
NB NP	3392+72.1	3392+78.4		12		8	8	
NB NP	3393+42.9	3393+49.3	12	12		17	17	
NB NP	3394+43.3	3394+50.0	12	12		18	18	
NB NP	3395+20.0	3395+26.6		12		9	9	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3395+43.8	3395+50.4	12	12		18	18	
NB NP	3395+93.9	3396+00.5	12	12		18	18	
NB NP	3396+44.1	3396+50.7	12	12		18	18	
NB NP	3397+44.6	3397+51.5	12	12		18	18	
NB NP	3398+45.2	3398+51.7		12		9	9	
NB NP	3398+77.5	3398+84.4	12			9	9	
NB NP	3399+24.3	3399+32.8		12		11	11	
NB NP	3399+45.8	3399+52.3	12	12		17	17	
NB NP	3399+96.1	3400+02.5	12	12		17	17	
NB NP	3400+19.4	3400+34.6	12	12		41	41	
NB NP	3400+75.8	3400+83.7		12		11	11	
NB NP	3400+96.5	3401+03.3	12	12		18	18	
NB NP	3401+13.1	3401+36.9		12		32	32	
NB NP	3401+61.6	3401+86.6		12		33	33	
NB NP	3401+74.9	3401+86.6	12			16	16	
NB NP	3402+14.7	3402+54.0		12		52	52	
NB NP	3402+97.3	3403+04.0		12		9	9	
NB NP	3403+47.8	3403+54.3		12		9	9	
NB NP	3403+98.1	3404+05.0	12	12		18	18	
NB NP	3404+44.3	3404+54.7	12	12		28	28	
NB NP	3404+69.2	3404+85.0	12			21	21	
NB NP	3404+98.7	3405+06.3	12	12		20	20	
NB NP	3405+43.2	3405+49.8	12	12		18	18	
NB NP	3406+03.0	3406+10.0	12			9	9	
NB NP	3406+03.0	3406+35.1		12		43	43	
NB NP	3407+16.2	3407+56.5		12		54	54	
NB NP	3407+35.2	3407+56.5	12			28	28	
NB NP	3408+00.3	3408+06.9	12	12		18	18	
NB NP	3408+50.5	3408+63.1	12			17	17	
NB NP	3409+00.7	3409+11.7	12	12		29	29	
NB NP	3409+28.8	3409+35.4		12		9	9	
NB NP	3409+50.7	3409+57.7	12	12		19	19	
NB NP	3409+77.4	3410+24.8	12	12		126	126	
NB NP	3410+51.6	3410+58.4	12	12		18	18	
NB NP	3411+01.8	3411+08.5	12	12		18	18	
NB NP	3411+96.8	3412+14.6	12	12		47	47	
NB NP	3412+52.6	3412+59.1	12	12		17	17	
NB NP	3412+78.0	3413+09.6		12		42	42	
NB NP	3412+86.7	3413+09.6	12			31	31	
NB NP	3413+32.8	3413+39.6	12			9	9	
NB NP	3413+52.9	3413+59.9	12	12		19	19	
NB NP	3414+03.1	3414+10.2	12	12		19	19	
NB NP	3414+48.9	3414+64.1	12	12		41	41	
NB NP	3415+03.8	3415+10.6	12	12		18	18	
NB NP	3415+54.0	3415+71.2	12	12		46	46	
NB NP	3415+87.1	3416+11.2		12		32	32	
NB NP	3416+04.5	3416+11.2	12			9	9	
NB NP	3416+37.7	3416+61.3	12	12		63	63	
NB NP	3417+08.0	3417+15.4		12		10	10	
NB NP	3417+30.2	3417+36.9		12		9	9	
NB NP	3417+61.1	3418+11.9	12			68	68	
NB NP	3417+61.1	3418+58.1		12		129	129	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM 2058	ITEM 2073	REMARKS
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
NB NP	3418+51.6	3418+58.1	12			9	9	
NB NP	3418+78.4	3418+94.0		12		21	21	
NB NP	3419+59.9	3420+26.9	12	12		179	179	
NB NP	3420+51.9	3420+66.4		12		19	19	
NB NP	3420+82.2	3420+89.1		12		9	9	
NB NP	3421+05.8	3421+12.7	12	12		18	18	
NB NP	3421+51.7	3421+68.0	12	12		43	43	
NB NP	3422+05.2	3422+13.3	12	12		22	22	
NB NP	3422+55.1	3422+62.5	12	12		20	20	
NB NP	3423+05.6	3423+12.4	12	12		18	18	
NB NP	3423+89.9	3423+97.0	12	12		19	19	
NB NP	3425+01.7	3425+28.0		12		35	35	
NB NP	3425+01.7	3425+42.8	12			55	55	
NB NP	3425+55.2	3425+62.0		12		9	9	
NB NP	3425+86.1	3426+12.2	12	12		70	70	
NB NP	3426+51.1	3426+98.1	12	12		125	125	
NB NP	3427+24.8	3427+61.5	12	12		98	98	
NB NP	3427+86.9	3428+11.9	12	12		67	67	
NB NP	3428+55.1	3428+61.9	12	12		18	18	
NB NP	3429+54.9	3429+62.1		12		10	10	
NB NP	3429+79.0	3429+91.3	12	12		33	33	
NB NP	3431+05.0	3431+11.8		12		9	9	
NB NP	3432+04.6	3432+28.1		12		31	31	
NB NP	3432+54.8	3432+61.6	12	12		18	18	
NB NP	3433+04.8	3433+11.4	12	12		18	18	
NB NP	3433+54.9	3433+61.5		12		9	9	
NB NP	3434+39.2	3434+61.6	12			30	30	
NB NP	3434+53.7	3434+73.3		12		26	26	
NB NP	3435+00.2	3435+11.1	12	12		29	29	
NB NP	3435+00.2	3438+66.0			6.9	280	280	Ramp Taper
NB NP	3435+25.1	3435+31.7	12	12		18	18	
NB NP	3438+27.0	3439+13.2			12.4	119	119	KY 69 Ramp onto NP
NB NP	3435+54.8	3435+61.2	12	12		17	17	
NB NP	3436+03.8	3436+12.4	12			11	11	
NB NP	3436+03.8	3436+37.0		12		44	44	
NB NP	3436+61.8	3437+29.0		12		90	90	
NB NP	3436+82.0	3436+88.4	12			9	9	
NB NP	3437+04.4	3437+11.1	12			9	9	
NB NP	3437+53.6	3437+68.0	12	12		38	38	
NB NP	3438+04.5	3438+11.2	12	12		18	18	
NB NP	3438+53.4	3438+66.0	12	12		34	34	
NB NP	3438+73.5	3438+83.2	12			13	13	
NB NP	3439+04.1	3439+22.8	12			25	25	
SUB TOTAL						**29174**	**29174**	
SB NP	2768+57.7	2768+64.2	12			9	**9**	
SB NP	2768+85.8	2768+92.4	12	12		18	**18**	
SB NP	2769+57.7	2769+64.3	12			9	**9**	
SB NP	2770+44.9	2770+51.3	12			9	**9**	
SB NP	2771+54.5	2772+17.8	12	12		169	**169**	
SB NP	2773+07.3	2773+23.4	12	12		43	**43**	
SB NP	2773+57.2	2774+68.6	12	12		297	**297**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	2774+96.2	2775+07.3		12		15	**15**	
SB NP	2775+07.3	2775+13.7	12			9	**9**	
SB NP	2775+39.6	2775+46.2		12		9	**9**	
SB NP	2775+91.9	2776+06.1		12		19	**19**	
SB NP	2776+76.8	2776+83.4		12		9	**9**	
SB NP	2778+07.0	2778+13.6	12			9	**9**	
SB NP	2779+39.0	2779+45.4	12			9	**9**	
SB NP	2779+56.8	2779+64.4	12			10	**10**	
SB NP	2782+56.3	2782+63.0	12	12		18	**18**	
SB NP	2783+06.4	2783+12.8	12	12		17	**17**	
SB NP	2784+06.1	2784+12.7	12	12		18	**18**	
SB NP	2785+55.9	2785+62.4	12			9	**9**	
SB NP	2786+02.0	2786+12.4	12	12		28	**28**	
SB NP	2787+05.8	2787+12.2	12			9	**9**	
SB NP	2787+55.6	2787+62.1	12			9	**9**	
SB NP	2788+55.7	2788+62.2	12			9	**9**	
SB NP	2789+55.7	2790+78.9	12	12		329	**329**	
SB NP	2791+55.2	2791+61.8	12			9	**9**	
SB NP	2792+05.1	2792+11.6	12			9	**9**	
SB NP	2793+36.0	2793+42.6		12		9	**9**	
SB NP	2794+11.3	2794+17.7		12		9	**9**	
SB NP	2795+04.5	2795+14.6		12		13	**13**	
SB NP	2795+54.5	2795+60.9	12			9	**9**	
SB NP	2796+34.4	2797+37.3	12			137	**137**	
SB NP	2796+34.4	2797+73.3		12		185	**185**	
SB NP	2798+04.2	2798+12.5	12			11	**11**	
SB NP	2798+53.9	2798+60.6	12	12		18	**18**	
SB NP	2800+52.9	2800+60.2	12			10	**10**	
SB NP	2800+90.7	2800+97.1		12		9	**9**	
SB NP	2800+90.7	2801+10.1	12			26	**26**	
SB NP	2801+53.5	2801+60.0	12			9	**9**	
SB NP	2802+24.6	2802+30.9		12		8	**8**	
SB NP	2802+53.4	2802+60.0	12			9	**9**	
SB NP	2804+03.4	2804+10.4	12			9	**9**	
SB NP	2804+53.3	2804+59.7	12			9	**9**	
SB NP	2805+03.4	2805+09.9	12	12		17	**17**	
SB NP	2805+53.2	2805+59.8	12			9	**9**	
SB NP	2807+02.9	2807+09.3	12			9	**9**	
SB NP	2807+53.0	2807+59.4	12			9	**9**	
SB NP	2807+75.2	2807+81.6	12	12		17	**17**	
SB NP	2808+53.0	2808+60.1	12	12		19	**19**	
SB NP	2809+02.7	2809+09.3	12	12		18	**18**	
SB NP	2810+02.8	2810+09.2	12			9	**9**	
SB NP	2810+52.6	2810+59.1	12			9	**9**	
SB NP	2813+02.5	2813+09.0	12			9	**9**	
SB NP	2813+52.5	2813+58.9	12	12		17	**17**	
SB NP	2814+52.2	2814+58.8	12			9	**9**	
SB NP	2814+77.0	2814+92.7	12	12		42	**42**	
SB NP	2815+01.7	2815+15.8	12	12		38	**38**	
SB NP	2815+38.7	2816+21.5	12	12		221	**221**	
SB NP	2816+43.2	2816+64.0	12	12		55	**55**	
SB NP	2816+77.4	2816+84.2	12	12		18	**18**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	2817+70.1	2818+09.3		12		52	**52**	
SB NP	2817+70.1	2819+65.3	12			260	**260**	
SB NP	2822+21.3	2822+29.0	12	12		21	**21**	
SB NP	2823+54.6	2823+61.3	12	12		18	**18**	
SB NP	2824+54.2	2824+61.8	12	12		20	**20**	
SB NP	2826+55.7	2826+62.3	12			9	**9**	
SB NP	2827+85.9	2827+92.0	12	12		16	**16**	
SB NP	2829+16.9	2829+23.3	12			9	**9**	
SB NP	2829+56.4	2829+63.2	12	12		18	**18**	
SB NP	2831+88.3	2831+94.6	12	12		17	**17**	
SB NP	2832+07.2	2832+13.9	12	12		18	**18**	
SB NP	2832+57.1	2832+63.9	12	12		18	**18**	
SB NP	2833+57.7	2833+64.1	12	12		17	**17**	
SB NP	2834+36.1	2834+43.1	12	12		19	**19**	
SB NP	2835+08.2	2835+15.7	12	12		20	**20**	
SB NP	2835+58.2	2835+64.7	12			9	**9**	
SB NP	2835+90.1	2836+00.6		12		14	**14**	
SB NP	2835+90.1	2836+14.8	12			33	**33**	
SB NP	2836+52.9	2836+64.9	12			16	**16**	
SB NP	2841+35.7	2841+42.3		12		9	**9**	
SB NP	2842+32.5	2842+39.1	12	12		18	**18**	
SB NP	2843+10.0	2843+16.7	12			9	**9**	
SB NP	2843+60.1	2843+70.2	12	12		27	**27**	
SB NP	2843+92.8	2844+00.1	12	12		19	**19**	
SB NP	2844+20.3	2844+27.0	12	12		18	**18**	
SB NP	2844+37.0	2844+43.4		12		9	**9**	
SB NP	2844+61.0	2844+67.1	12	12		16	**16**	
SB NP	2844+74.9	2844+81.4	12	12		17	**17**	
SB NP	2845+10.7	2845+17.5	12	12		18	**18**	
SB NP	2845+55.4	2847+73.2	12	12		581	**581**	
SB NP	2848+11.8	2848+18.2	12			9	**9**	
SB NP	2848+61.9	2848+68.4	12	12		17	**17**	
SB NP	2848+89.4	2848+96.3	12	12		18	**18**	
SB NP	2850+12.4	2850+18.8	12	12		17	**17**	
SB NP	2851+12.4	2851+19.0	12			9	**9**	
SB NP	2851+55.7	2852+19.3	12	12		170	**170**	
SB NP	2853+62.9	2853+71.7	12			12	**12**	
SB NP	2854+63.0	2854+69.7	12			9	**9**	
SB NP	2854+85.0	2854+91.6		12		9	**9**	
SB NP	2855+13.6	2855+32.1	12	12		49	**49**	
SB NP	2856+99.0	2857+06.0		12		9	**9**	
SB NP	2857+63.2	2857+70.6	12	12		20	**20**	
SB NP	2858+12.9	2859+20.3	12	12		286	**286**	
SB NP	2859+63.6	2859+70.4	12			9	**9**	
SB NP	2860+06.2	2860+12.7	12	12		17	**17**	
SB NP	2860+63.8	2860+70.2	12			9	**9**	
SB NP	2860+87.0	2860+93.4	12	12		17	**17**	
SB NP	2861+13.3	2861+20.4	12	12		19	**19**	
SB NP	2862+49.7	2862+74.2	12	12		65	**65**	
SB NP	2863+63.8	2863+70.2	12			9	**9**	
SB NP	2865+13.4	2865+20.0	12			9	**9**	
SB NP	2869+62.8	2869+69.3	12			9	**9**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	2870+12.7	2870+25.5	12	12		34	**34**	
SB NP	2870+39.8	2870+46.5		12		9	**9**	
SB NP	2870+62.6	2870+69.2	12			9	**9**	
SB NP	2871+12.5	2871+19.1	12			9	**9**	
SB NP	2872+12.6	2872+19.2	12			9	**9**	
SB NP	2873+70.0	2873+76.1		12		8	**8**	
SB NP	2874+12.5	2874+18.9	12			9	**9**	
SB NP	2874+62.4	2874+68.9	12	12		17	**17**	
SB NP	2875+44.7	2875+51.4		12		9	**9**	
SB NP	2876+62.0	2876+68.5	12	12		17	**17**	
SB NP	2877+12.0	2877+28.0	12	12		43	**43**	
SB NP	2877+61.9	2877+68.5	12			9	**9**	
SB NP	2878+11.8	2878+18.5	12			9	**9**	
SB NP	2879+37.7	2879+44.2	12	12		17	**17**	
SB NP	2879+61.9	2879+68.4	12			9	**9**	
SB NP	2880+11.8	2880+22.2	12	12		28	**28**	
SB NP	2881+11.8	2881+18.2	12			9	**9**	
SB NP	2882+11.6	2882+18.0	12			9	**9**	
SB NP	2882+60.1	2882+67.8	12	12		21	**21**	
SB NP	2883+11.4	2883+17.8	12			9	**9**	
SB NP	2884+11.2	2884+17.8	12	12		18	**18**	
SB NP	2884+61.1	2884+67.5	12			9	**9**	
SB NP	2884+95.0	2885+03.8	12			12	**12**	
SB NP	2885+60.9	2885+67.3		12		9	**9**	
SB NP	2886+10.8	2886+17.3	12	12		17	**17**	
SB NP	2886+61.0	2886+68.7	12	12		21	**21**	
SB NP	2887+11.0	2887+18.8	12			10	**10**	
SB NP	2887+60.8	2887+67.3	12			9	**9**	
SB NP	2888+60.6	2888+67.1	12			9	**9**	
SB NP	2889+60.6	2889+67.2	12			9	**9**	
SB NP	2890+88.2	2890+94.8		12		9	**9**	
SB NP	2891+60.5	2891+67.0	12	12		17	**17**	
SB NP	2891+83.4	2891+89.9		12		9	**9**	
SB NP	2892+10.0	2892+16.7	12			9	**9**	
SB NP	2893+60.3	2893+66.7	12			9	**9**	
SB NP	2894+60.0	2894+66.6	12			9	**9**	
SB NP	2895+10.3	2895+16.5	12			8	**8**	
SB NP	2895+25.5	2895+32.8		12		10	**10**	
SB NP	2896+09.9	2896+16.5	12			9	**9**	
SB NP	2897+08.5	2897+16.6	12			11	**11**	
SB NP	2897+59.6	2897+66.2		12		9	**9**	
SB NP	2897+85.9	2897+92.2	12	12		17	**17**	
SB NP	2899+09.5	2899+16.1	12			9	**9**	
SB NP	2899+45.7	2899+52.4	12	12		18	**18**	
SB NP	2900+26.5	2900+33.3	12	12		18	**18**	
SB NP	2901+75.4	2901+82.1		12		9	**9**	
SB NP	2904+28.6	2904+35.4	12	12		18	**18**	
SB NP	2906+09.4	2906+15.9	12			9	**9**	
SB NP	2906+75.6	2906+82.3		12		9	**9**	
SB NP	2907+09.5	2907+16.0	12			9	**9**	
SB NP	2908+59.7	2908+66.2	12			9	**9**	
SB NP	2909+09.7	2909+16.1	12			9	**9**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	2911+42.0	2911+57.5	12	12		41	**41**	
SB NP	2913+09.9	2913+17.7	12			10	**10**	
SB NP	2913+59.9	2913+66.4	12			9	**9**	
SB NP	2914+09.8	2914+16.3	12			9	**9**	
SB NP	2914+79.8	2914+86.2	12			9	**9**	
SB NP	2915+06.2	2915+31.8	12	12		68	**68**	
SB NP	2915+60.2	2915+66.5	12			8	**8**	
SB NP	2916+10.3	2916+16.6	12			8	**8**	
SB NP	2916+60.2	2916+66.7	12			9	**9**	
SB NP	2917+60.4	2917+66.9	12			9	**9**	
SB NP	2918+78.7	2918+90.6		12		16	**16**	
SB NP	2918+95.9	2919+03.8	12			11	**11**	
SB NP	2919+59.7	2919+69.5	12			13	**13**	
SB NP	2922+60.6	2922+66.8	12			8	**8**	
SB NP	2923+10.4	2923+16.6	12	12		17	**17**	
SB NP	2924+10.4	2924+16.8	12			9	**9**	
SB NP	2925+10.2	2925+16.6	12			9	**9**	
SB NP	2926+82.1	2926+88.3	12	12		17	**17**	
SB NP	2927+10.3	2927+16.7	12	12		17	**17**	
SB NP	2927+42.0	2927+48.4		12		9	**9**	
SB NP	2927+77.6	2927+95.3		12		24	**24**	
SB NP	2927+77.6	2928+16.3	12			52	**52**	
SB NP	2929+10.0	2929+16.4	12			9	**9**	
SB NP	2930+39.8	2930+46.2		12		9	**9**	
SB NP	2930+60.1	2930+66.6	12			9	**9**	
SB NP	2930+85.1	2930+91.7		12		9	**9**	
SB NP	2931+09.9	2931+16.4	12			9	**9**	
SB NP	2931+60.0	2931+66.3	12			8	**8**	
SB NP	2931+89.7	2931+96.3	12			9	**9**	
SB NP	2933+09.9	2933+32.7	12	12		61	**61**	
SB NP	2935+30.5	2935+36.8	12			8	**8**	
SB NP	2935+59.4	2935+65.9	12			9	**9**	
SB NP	2940+07.7	2940+14.3	12			9	**9**	
SB NP	2941+07.3	2941+13.9	12			9	**9**	
SB NP	2943+06.2	2943+12.6	12			9	**9**	
SB NP	2943+72.6	2943+78.9		12		8	**8**	
SB NP	2945+05.0	2945+11.3	12			8	**8**	
SB NP	2947+01.4	2947+10.1	12	12		23	**23**	
SB NP	2948+42.1	2948+48.7		12		9	**9**	
SB NP	2951+01.4	2951+07.8	12	12		17	**17**	
SB NP	2952+22.0	2952+28.6	12	12		18	**18**	
SB NP	2954+99.1	2955+07.9	12			12	**12**	
SB NP	2957+47.9	2958+35.2	12	12		233	**233**	
SB NP	2959+04.6	2959+10.9	12	12		17	**17**	
SB NP	2959+78.6	2959+85.5	12	12		18	**18**	
SB NP	2961+67.7	2961+74.5	12	12		18	**18**	
SB NP	2962+75.5	2962+82.2		12		9	**9**	
SB NP	2964+43.7	2964+50.4	12	12		18	**18**	
SB NP	2964+72.4	2964+79.2	12	12		18	**18**	
SB NP	2965+40.4	2965+51.1	12	12		29	**29**	
SB NP	2966+77.9	2966+84.4		12		9	**9**	
SB NP	2968+67.7	2968+74.0	12	12		17	**17**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	2969+89.7	2969+97.8	12	12		22	**22**	
SB NP	2970+63.7	2970+70.2	12	12		17	**17**	
SB NP	2971+41.1	2971+48.4	12	12		19	**19**	
SB NP	2971+61.3	2971+67.7	12			9	**9**	
SB NP	2971+91.3	2971+97.7	12			9	**9**	
SB NP	2972+21.2	2972+27.5	12	12		17	**17**	
SB NP	2973+00.7	2973+07.2	12	12		17	**17**	
SB NP	2973+83.2	2973+89.4	12	12		17	**17**	
SB NP	2974+17.9	2974+25.2	12	12		19	**19**	
SB NP	2974+59.3	2974+66.6	12	12		19	**19**	
SB NP	2975+40.7	2975+47.6	12	12		18	**18**	
SB NP	2977+69.7	2977+76.4	12	12		18	**18**	
SB NP	2978+50.0	2978+56.2	12	12		17	**17**	
SB NP	2978+77.4	2978+83.9		12		9	**9**	
SB NP	2979+16.0	2979+22.3	12	12		17	**17**	
SB NP	2980+07.2	2980+14.1	12	12		18	**18**	
SB NP	2983+40.6	2983+47.3	12	12		18	**18**	
SB NP	2983+90.6	2983+97.2	12			9	**9**	
SB NP	2985+23.3	2985+29.8	12			9	**9**	
SB NP	2987+23.8	2987+30.5		12		9	**9**	
SB NP	2987+40.3	2987+47.0	12			9	**9**	
SB NP	2987+70.2	2987+76.6	12	12		17	**17**	
SB NP	2987+90.7	2988+14.3	12	12		63	**63**	
SB NP	2988+57.8	2988+64.1	12	12		17	**17**	
SB NP	2989+08.3	2989+14.6	12	12		17	**17**	
SB NP	2992+63.3	2992+69.6		12		8	**8**	
SB NP	2995+40.2	2995+46.4	12	12		17	**17**	
SB NP	2995+62.3	2995+68.6	12	12		17	**17**	
SB NP	2995+90.1	2995+96.7	12			9	**9**	
SB NP	2996+90.1	2996+96.5	12	12		17	**17**	
SB NP	2997+21.0	2997+27.6	12	12		18	**18**	
SB NP	2997+40.1	2997+46.4	12			8	**8**	
SB NP	2998+90.0	2998+96.3	12	12		17	**17**	
SB NP	2999+08.3	2999+14.7	12	12		17	**17**	
SB NP	2999+39.8	2999+46.4	12			9	**9**	
SB NP	3000+39.9	3000+46.3	12			9	**9**	
SB NP	3000+54.6	3000+61.2	12	12		18	**18**	
SB NP	3000+90.0	3000+96.5		12		9	**9**	
SB NP	3001+40.1	3001+46.5	12	12		17	**17**	
SB NP	3001+89.9	3001+96.3	12	12		17	**17**	
SB NP	3002+90.0	3002+96.5	12			9	**9**	
SB NP	3004+60.5	3004+67.3		12		9	**9**	
SB NP	3005+39.6	3005+46.1	12			9	**9**	
SB NP	3005+77.9	3005+84.3	12	12		17	**17**	
SB NP	3006+89.6	3006+95.8	12			8	**8**	
SB NP	3007+09.1	3007+15.5	12			9	**9**	
SB NP	3007+39.3	3007+45.7	12			9	**9**	
SB NP	3007+89.4	3007+95.7	12			8	**8**	
SB NP	3008+89.2	3008+95.6	12			9	**9**	
SB NP	3009+39.1	3009+45.5	12			9	**9**	
SB NP	3010+39.2	3010+45.5	12			8	**8**	
SB NP	3010+89.2	3010+95.5	12			8	**8**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3011+45.5	3011+55.1	12			13	**13**	
SB NP	3012+02.7	3012+09.0	12			8	**8**	
SB NP	3012+24.2	3012+30.4	12	12		17	**17**	
SB NP	3012+89.5	3012+96.0	12			9	**9**	
SB NP	3014+38.9	3014+45.4	12			9	**9**	
SB NP	3014+88.8	3014+95.4	12			9	**9**	
SB NP	3015+38.7	3015+45.2	12			9	**9**	
SB NP	3015+71.4	3015+77.9		12		9	**9**	
SB NP	3016+36.1	3016+45.1		12		12	**12**	
SB NP	3016+88.7	3017+16.7	12			37	**37**	
SB NP	3017+38.7	3017+45.1	12			9	**9**	
SB NP	3018+05.7	3018+48.9	12	12		115	**115**	
SB NP	3019+37.2	3019+54.9	12			24	**24**	
SB NP	3019+37.2	3019+70.5		12		44	**44**	
SB NP	3019+88.1	3019+94.6	12	12		17	**17**	
SB NP	3020+87.6	3020+94.2	12			9	**9**	
SB NP	3021+37.6	3021+44.1	12	12		17	**17**	
SB NP	3021+52.8	3021+75.8	12	12		61	**61**	
SB NP	3021+87.7	3021+94.4	12	12		18	**18**	
SB NP	3022+09.1	3022+27.7	12	12		50	**50**	
SB NP	3022+87.4	3022+93.7	12			8	**8**	
SB NP	3023+37.1	3023+56.3	12	12		51	**51**	
SB NP	3023+87.0	3023+93.5	12			9	**9**	
SB NP	3024+86.8	3024+93.1	12	12		17	**17**	
SB NP	3025+10.6	3025+69.4	12	12		157	**157**	
SB NP	3026+04.5	3026+10.9	12	12		17	**17**	
SB NP	3026+36.0	3026+42.5	12	12		17	**17**	
SB NP	3026+85.8	3026+92.5	12	12		18	**18**	
SB NP	3027+14.9	3027+21.6		12		9	**9**	
SB NP	3027+59.2	3027+67.2	12	12		21	**21**	
SB NP	3028+35.5	3028+42.2	12			9	**9**	
SB NP	3029+02.1	3029+08.7		12		9	**9**	
SB NP	3029+30.3	3029+41.7	12			15	**15**	
SB NP	3029+55.1	3029+62.0	12	12		18	**18**	
SB NP	3030+07.0	3030+22.8		12		21	**21**	
SB NP	3030+35.2	3030+41.7	12			9	**9**	
SB NP	3030+57.7	3030+77.2		12		26	**26**	
SB NP	3031+05.1	3031+41.2		12		48	**48**	
SB NP	3031+05.1	3031+55.8	12			68	**68**	
SB NP	3032+67.2	3032+77.6		12		14	**14**	
SB NP	3033+54.9	3033+66.3	12	12		30	**30**	
SB NP	3034+20.1	3034+47.8		12		37	**37**	
SB NP	3034+34.6	3034+47.8	12			18	**18**	
SB NP	3035+34.1	3035+40.3	12			8	**8**	
SB NP	3036+04.0	3036+10.3	12			8	**8**	
SB NP	3036+21.3	3036+27.8		12		9	**9**	
SB NP	3036+83.6	3036+90.4		12		9	**9**	
SB NP	3037+53.4	3037+60.3	12	12		18	**18**	
SB NP	3039+02.7	3039+09.2		12		9	**9**	
SB NP	3039+33.0	3039+39.5	12	12		17	**17**	
SB NP	3039+66.1	3039+89.4	12	12		62	**62**	
SB NP	3040+08.8	3040+39.2	12	12		81	**81**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3040+56.7	3040+71.9	12	12		41	**41**	
SB NP	3041+15.0	3041+24.9	12	12		26	**26**	
SB NP	3041+61.8	3041+69.9	12			11	**11**	
SB NP	3041+82.2	3041+88.9	12	12		18	**18**	
SB NP	3042+05.5	3042+12.0		12		9	**9**	
SB NP	3042+81.8	3042+95.4	12	12		36	**36**	
SB NP	3043+32.0	3043+38.4	12			9	**9**	
SB NP	3044+81.6	3044+88.0	12			9	**9**	
SB NP	3045+29.4	3045+37.9	12			11	**11**	
SB NP	3045+81.2	3045+98.4	12			23	**23**	
SB NP	3046+06.4	3046+16.1	12			13	**13**	
SB NP	3046+31.1	3046+37.5	12			9	**9**	
SB NP	3047+13.2	3047+19.8		12		9	**9**	
SB NP	3047+19.8	3047+37.5	12			24	**24**	
SB NP	3047+80.9	3047+87.3	12			9	**9**	
SB NP	3048+13.4	3048+19.7	12			8	**8**	
SB NP	3048+30.9	3048+37.3	12	12		17	**17**	
SB NP	3048+49.9	3048+56.3	12	12		17	**17**	
SB NP	3048+80.8	3048+87.2	12			9	**9**	
SB NP	3049+12.8	3049+19.8	12	12		19	**19**	
SB NP	3049+30.6	3049+37.0	12	12		17	**17**	
SB NP	3049+57.6	3049+64.0		12		9	**9**	
SB NP	3049+95.3	3050+01.8	12	12		17	**17**	
SB NP	3050+75.8	3050+86.7	12	12		29	**29**	
SB NP	3050+97.4	3051+04.1	12	12		18	**18**	
SB NP	3051+80.4	3051+86.8	12			9	**9**	
SB NP	3052+02.8	3052+09.6	12	12		18	**18**	
SB NP	3052+47.5	3052+54.3		12		9	**9**	
SB NP	3054+30.1	3054+40.9	12	12		29	**29**	
SB NP	3055+14.3	3055+87.7	12	12		196	**196**	
SB NP	3057+79.9	3057+86.4	12			9	**9**	
SB NP	3057+97.9	3058+04.7		12		9	**9**	
SB NP	3058+79.9	3058+89.5		12		13	**13**	
SB NP	3059+29.8	3059+36.3	12			9	**9**	
SB NP	3059+79.5	3059+86.0	12	12		17	**17**	
SB NP	3060+29.6	3060+36.1	12	12		17	**17**	
SB NP	3060+79.8	3060+86.2	12			9	**9**	
SB NP	3061+26.6	3061+36.3	12			13	**13**	
SB NP	3061+79.2	3062+08.9	12	12		79	**79**	
SB NP	3062+29.7	3062+36.1	12			9	**9**	
SB NP	3062+79.7	3062+94.4	12	12		39	**39**	
SB NP	3063+29.6	3063+36.8	12			10	**10**	
SB NP	3063+79.4	3063+85.8	12			9	**9**	
SB NP	3064+00.3	3064+06.7	12	12		17	**17**	
SB NP	3064+28.8	3064+35.7	12			9	**9**	
SB NP	3064+28.8	3064+54.3		12		34	**34**	
SB NP	3065+79.2	3065+85.6	12			9	**9**	
SB NP	3066+29.2	3066+35.6	12	12		17	**17**	
SB NP	3066+50.6	3066+57.0		12		9	**9**	
SB NP	3067+04.3	3067+10.9		12		9	**9**	
SB NP	3067+79.0	3067+85.5	12			9	**9**	
SB NP	3068+49.2	3068+55.5	12	12		17	**17**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3070+28.7	3070+35.2	12	12		17	**17**	
SB NP	3070+74.7	3070+88.5	12	12	1	38	**38**	
SB NP	3071+28.2	3071+34.7	12			9	**9**	
SB NP	3071+78.3	3071+84.7	12			9	**9**	
SB NP	3072+00.9	3072+13.8		12	3.6	22	**22**	
SB NP	3072+28.4	3072+34.8	12			9	**9**	
SB NP	3072+74.9	3072+84.6	12	12		26	**26**	
SB NP	3073+28.0	3073+34.7	12	12		18	**18**	
SB NP	3073+78.1	3073+84.9	12	12		18	**18**	
SB NP	3074+24.7	3074+34.7	12	12	7.9	35	**35**	
SB NP	3074+78.0	3074+84.4	12			9	**9**	
SB NP	3075+05.9	3075+12.7		12		9	**9**	
SB NP	3075+27.8	3075+34.6	12	12	10.1	26	**26**	
SB NP	3075+60.5	3075+67.4		12	10.7	17	**17**	
SB NP	3075+77.3	3075+84.4	12			9	**9**	
SB NP	3076+77.9	3076+84.6	12			9	**9**	
SB NP	3077+34.7	3077+40.9	12	12		17	**17**	
SB NP	3077+63.9	3077+74.4			14.6	17	**17**	On Ramp F
SB NP	3077+77.9	3077+84.4	12			9	**9**	
SB NP	3077+97.9	3078+04.4	12			9	**9**	
SB NP	3078+26.2	3078+35.4	12	12		25	**25**	
SB NP	3078+68.5	3079+34.7			17.4	128	**128**	On Ramp F
SB NP	3079+27.9	3079+34.6	12			9	**9**	
SB NP	3079+66.1	3079+72.8	12	12		18	**18**	
SB NP	3079+90.6	3079+97.6		12		9	**9**	
SB NP	3080+07.6	3080+14.1		12		9	**9**	
SB NP	3080+41.3	3080+47.7	12			9	**9**	
SB NP	3080+57.7	3080+64.6	12	12		18	**18**	
SB NP	3080+59.8	3080+68.4			13.5	13	**13**	On Ramp F
SB NP	3080+78.2	3080+84.6	12	12		17	**17**	
SB NP	3081+18.4	3081+24.7			14.2	10	**10**	On Ramp F
SB NP	3081+32.8	3081+39.0	12	12		17	**17**	
SB NP	3082+41.1	3082+47.6	12			9	**9**	
SB NP	3082+63.3	3082+69.5		12		8	**8**	
SB NP	3083+11.2	3083+17.5	12			8	**8**	
SB NP	3083+58.0	3083+64.6	12	12		18	**18**	
SB NP	3084+12.6	3084+19.0		12		9	**9**	
SB NP	3084+91.1	3084+97.4	12			8	**8**	
SB NP	3085+39.2	3085+47.5	12	12		22	**22**	
SB NP	3085+90.9	3085+97.2	12	12		17	**17**	
SB NP	3086+40.2	3086+47.5	12	12		19	**19**	
SB NP	3086+90.8	3086+97.3	12	12		17	**17**	
SB NP	3087+10.1	3087+16.4		12		8	**8**	
SB NP	3087+40.7	3087+47.1	12			9	**9**	
SB NP	3087+86.9	3088+12.8	12			35	**35**	
SB NP	3088+06.5	3088+12.8		12		8	**8**	
SB NP	3088+90.7	3088+97.1	12			9	**9**	
SB NP	3089+40.8	3089+49.8	12			12	**12**	
SB NP	3089+90.7	3089+97.2	12			9	**9**	
SB NP	3090+26.8	3090+46.7		12		27	**27**	
SB NP	3091+27.7	3091+48.5	12			28	**28**	
SB NP	3092+27.5	3092+33.9			17.6	13	**13**	On Ramp B

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3092+63.5	3092+69.9	12			9	**9**	
SB NP	3092+63.5	3092+70.4			16.4	13	**13**	On Ramp B
SB NP	3093+13.5	3093+32.6			14	30	**30**	On Ramp B
SB NP	3093+63.4	3093+69.8	12	12		17	**17**	
SB NP	3093+96.8	3094+03.4	12	12	12.7	27	**27**	
SB NP	3094+23.9	3094+53.1			11.8	38	**38**	On Ramp B
SB NP	3094+46.2	3094+53.1	12	12		18	**18**	
SB NP	3094+74.6	3094+89.9			11.9	20	**20**	On Ramp B
SB NP	3095+29.5	3095+38.5	12	12		24	**24**	
SB NP	3095+29.5	3095+93.6			11.9	85	**85**	On Ramp B
SB NP	3095+60.6	3095+77.6	12	12		45	**45**	
SB NP	3096+30.3	3096+39.1	12	12		23	**23**	
SB NP	3096+30.3	3096+76.1			11.8	60	**60**	On Ramp C
SB NP	3096+68.6	3096+76.1	12	12		20	**20**	
SB NP	3096+93.6	3097+07.3			11.7	18	**18**	On Ramp C
SB NP	3096+96.4	3097+02.8	12			9	**9**	
SB NP	3097+15.1	3097+31.2		12		21	**21**	
SB NP	3097+25.0	3097+31.2	12			8	**8**	
SB NP	3097+46.1	3097+62.1	12	12	11.8	64	**64**	
SB NP	3097+96.3	3098+02.8	12			9	**9**	
SB NP	3098+32.6	3098+39.3			7.9	6	**6**	On Ramp C
SB NP	3098+46.4	3098+52.6	12	12		17	**17**	
SB NP	3098+78.0	3098+86.8			14.6	14	**14**	On Ramp C
SB NP	3098+99.2	3099+19.8	12			27	**27**	
SB NP	3100+36.3	3100+42.7	12	12		17	**17**	
SB NP	3101+23.5	3101+30.0		12		9	**9**	
SB NP	3101+36.3	3101+42.9	12			9	**9**	
SB NP	3101+56.6	3101+63.0	12	12		17	**17**	
SB NP	3103+86.1	3104+07.2	12			28	**28**	
SB NP	3104+00.9	3104+07.2		12		8	**8**	
SB NP	3104+36.0	3104+42.5	12			9	**9**	
SB NP	3104+81.8	3104+92.6	12	12		29	**29**	
SB NP	3105+63.2	3105+92.3	12	12		78	**78**	
SB NP	3106+35.8	3106+45.2	12			13	**13**	
SB NP	3106+85.9	3106+92.3	12	12		17	**17**	
SB NP	3107+35.8	3107+42.2	12			9	**9**	
SB NP	3107+85.6	3107+92.0	12	12		17	**17**	
SB NP	3108+35.6	3108+42.1	12			9	**9**	
SB NP	3108+58.4	3108+64.6		12		8	**8**	
SB NP	3108+85.3	3108+91.8	12	12		17	**17**	
SB NP	3109+77.5	3109+92.2			24.7	40	**40**	
SB NP	3110+47.7	3110+56.9	12	12		25	**25**	
SB NP	3110+59.0	3110+65.7			14.8	11	**11**	On Ramp G
SB NP	3111+00.7	3111+07.0	12	12		17	**17**	
SB NP	3111+08.6	3111+15.4			14.8	11	**11**	On Ramp G
SB NP	3111+25.7	3111+32.3	12	12		18	**18**	
SB NP	3111+48.7	3111+56.8	12	12		22	**22**	
SB NP	3111+50.4	3111+56.6			17.4	12	**12**	On Ramp G
SB NP	3111+93.9	3112+00.3			32.8	23	**23**	On Ramp G
SB NP	3111+93.9	3112+11.9	12	12		48	**48**	
SB NP	3112+44.1	3112+50.4			17.9	13	**13**	On Ramp G
SB NP	3112+95.3	3113+07.0			17.8	23	**23**	On Ramp G

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3113+19.1	3113+38.5			4.3	9	**9**	Gore Area On Ramp G
SB NP	3113+46.0	3113+78.8			19.8	72	**72**	On Ramp G
SB NP	3113+68.3	3113+74.7	12	12		17	**17**	
SB NP	3113+96.1	3114+16.3			16.3	37	**37**	On Ramp G
SB NP	3114+35.2	3114+52.1			13.2	25	**25**	On Ramp G
SB NP	3114+89.5	3115+01.3	12	12		31	**31**	
SB NP	3114+95.9	3116+06.8			4.6	57	**57**	Ramp Taper 9.2' - 0 '
SB NP	3115+44.8	3115+51.6	12			9	**9**	
SB NP	3115+44.8	3115+75.6		12		41	**41**	
SB NP	3115+93.0	3116+16.0	12	12		61	**61**	
SB NP	3116+30.9	3116+37.4	12			9	**9**	
SB NP	3116+55.9	3116+62.4	12	12		17	**17**	
SB NP	3117+05.9	3117+12.4	12	12		17	**17**	
SB NP	3117+91.1	3117+97.3		12		8	**8**	
SB NP	3118+06.1	3118+12.7	12			9	**9**	
SB NP	3119+56.6	3119+63.2	12			9	**9**	
SB NP	3120+06.8	3120+13.3	12	12		17	**17**	
SB NP	3120+96.3	3121+02.6	12	12		17	**17**	
SB NP	3121+55.1	3121+63.8	12	12		23	**23**	
SB NP	3122+07.2	3122+13.7	12	12		17	**17**	
SB NP	3122+57.2	3122+64.0	12			9	**9**	
SB NP	3123+19.5	3123+25.9	12	12		17	**17**	
SB NP	3123+37.3	3123+43.6		12		8	**8**	
SB NP	3123+57.5	3123+64.0	12			9	**9**	
SB NP	3123+99.1	3124+05.5		12		9	**9**	
SB NP	3124+58.1	3124+64.5	12			9	**9**	
SB NP	3124+89.5	3125+06.0	12	12		44	**44**	
SB NP	3125+32.0	3125+38.5		12		9	**9**	
SB NP	3125+58.1	3125+64.6	12	12		17	**17**	
SB NP	3125+93.2	3126+30.2	12	12		99	**99**	
SB NP	3126+57.3	3126+66.3	12			12	**12**	
SB NP	3126+57.3	3126+83.5		12		35	**35**	
SB NP	3127+08.0	3127+14.4	12			9	**9**	
SB NP	3127+58.2	3127+71.6	12			18	**18**	
SB NP	3128+08.1	3128+14.6	12			9	**9**	
SB NP	3128+23.8	3128+30.1	12	12		17	**17**	
SB NP	3128+58.2	3128+64.8	12			9	**9**	
SB NP	3129+28.5	3129+44.0		12		21	**21**	
SB NP	3129+58.3	3129+64.6	12			8	**8**	
SB NP	3129+85.4	3129+91.8	12	12		17	**17**	
SB NP	3130+25.2	3130+31.5	12	12		17	**17**	
SB NP	3130+74.8	3130+81.7		12		9	**9**	
SB NP	3132+07.8	3132+14.4	12	12		18	**18**	
SB NP	3133+57.8	3133+64.1	12	12		17	**17**	
SB NP	3134+07.5	3134+14.0	12			9	**9**	
SB NP	3134+45.8	3134+52.3		12		9	**9**	
SB NP	3134+57.8	3134+64.1	12			8	**8**	
SB NP	3137+07.4	3137+15.2	12			10	**10**	
SB NP	3137+87.8	3137+96.1	12			11	**11**	
SB NP	3138+56.6	3138+64.2	12	12		20	**20**	
SB NP	3139+06.8	3139+13.2	12			9	**9**	
SB NP	3139+55.9	3139+63.0	12	12		19	**19**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3141+06.6	3141+13.1	12			9	**9**	
SB NP	3142+36.0	3142+42.4		12		9	**9**	
SB NP	3142+86.3	3142+92.6	12	12		17	**17**	
SB NP	3143+16.3	3143+22.8		12		9	**9**	
SB NP	3144+88.9	3144+95.5		12		9	**9**	
SB NP	3145+54.0	3145+62.5	12			11	**11**	
SB NP	3146+25.6	3146+43.1		12		23	**23**	
SB NP	3147+88.4	3147+94.9		12		9	**9**	
SB NP	3148+55.7	3148+62.0	12			8	**8**	
SB NP	3149+18.4	3149+24.6		12		8	**8**	
SB NP	3149+55.7	3149+62.2	12			9	**9**	
SB NP	3150+09.4	3150+15.8	12	12		17	**17**	
SB NP	3150+59.3	3150+65.7	12	12		17	**17**	
SB NP	3150+83.0	3150+89.5	12	12		17	**17**	
SB NP	3151+09.5	3151+15.6	12	12		16	**16**	
SB NP	3152+09.2	3152+15.5	12	12		17	**17**	
SB NP	3152+59.2	3152+65.5	12	12		17	**17**	
SB NP	3153+09.1	3153+15.6	12	12		17	**17**	
SB NP	3154+09.0	3154+15.5	12	12		17	**17**	
SB NP	3154+59.0	3154+65.5	12	12		17	**17**	
SB NP	3156+08.9	3156+15.5	12	12		18	**18**	
SB NP	3156+58.8	3156+65.4	12	12		18	**18**	
SB NP	3158+08.7	3158+15.2	12	12		17	**17**	
SB NP	3158+58.5	3158+65.1	12			9	**9**	
SB NP	3160+08.4	3160+15.0	12	12		18	**18**	
SB NP	3160+50.3	3160+64.9	12	12		39	**39**	
SB NP	3161+08.3	3161+14.8	12	12		17	**17**	
SB NP	3161+58.3	3161+64.7	12			9	**9**	
SB NP	3162+08.3	3162+15.1	12	12		18	**18**	
SB NP	3162+55.9	3162+64.7	12			12	**12**	
SB NP	3164+08.0	3164+15.1	12	12		19	**19**	
SB NP	3164+53.0	3164+64.5	12	12		31	**31**	
SB NP	3165+07.9	3165+14.5	12	12		18	**18**	
SB NP	3165+57.8	3165+64.4	12			9	**9**	
SB NP	3166+07.6	3166+18.0	12	12		28	**28**	
SB NP	3166+57.8	3166+64.3	12	12		17	**17**	
SB NP	3166+96.1	3167+18.4	12	12		59	**59**	
SB NP	3167+46.6	3167+76.9	12	12		81	**81**	
SB NP	3169+03.8	3169+18.3	12	12		39	**39**	
SB NP	3169+57.5	3169+64.8	12	12		19	**19**	
SB NP	3170+57.4	3170+64.0	12	12		18	**18**	
SB NP	3171+06.9	3171+14.4	12	12		20	**20**	
SB NP	3176+07.0	3176+13.6	12			9	**9**	
SB NP	3176+57.1	3176+63.8	12	12		18	**18**	
SB NP	3177+24.2	3177+30.6	12			9	**9**	
SB NP	3177+96.9	3178+03.4	12	12		17	**17**	
SB NP	3178+57.0	3178+63.5	12			9	**9**	
SB NP	3179+57.1	3179+63.5	12			9	**9**	
SB NP	3180+07.1	3180+13.5	12			9	**9**	
SB NP	3180+56.9	3180+65.9	12	12		24	**24**	
SB NP	3181+07.0	3181+13.5	12	12		17	**17**	
SB NP	3182+22.5	3182+36.3	12			18	**18**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3182+57.0	3182+63.6	12			9	**9**	
SB NP	3183+57.0	3183+63.6	12			9	**9**	
SB NP	3184+02.6	3184+19.5	12	12		45	**45**	
SB NP	3184+56.5	3184+63.5		12		9	**9**	
SB NP	3185+07.0	3185+13.3		12		8	**8**	
SB NP	3185+38.1	3185+79.2	12	12		110	**110**	
SB NP	3185+94.2	3186+00.7		12		9	**9**	
SB NP	3186+06.9	3186+13.2	12			8	**8**	
SB NP	3186+95.9	3187+35.5	12	12		106	**106**	
SB NP	3187+57.0	3187+65.4	12	12		22	**22**	
SB NP	3188+06.7	3188+14.2	12			10	**10**	
SB NP	3189+06.3	3189+13.3	12	12		19	**19**	
SB NP	3190+06.7	3190+13.2		12		9	**9**	
SB NP	3190+56.8	3190+78.5	12	12		58	**58**	
SB NP	3191+06.7	3191+13.1		12		9	**9**	
SB NP	3191+56.7	3191+63.1		12		9	**9**	
SB NP	3192+06.5	3192+13.1	12	12		18	**18**	
SB NP	3192+56.5	3192+63.1		12		9	**9**	
SB NP	3192+98.5	3193+13.6	12			20	**20**	
SB NP	3193+56.5	3193+63.0	12	12		17	**17**	
SB NP	3194+06.7	3194+13.4	12			9	**9**	
SB NP	3194+56.7	3194+63.2	12			9	**9**	
SB NP	3195+45.6	3195+77.6		12		43	**43**	
SB NP	3195+93.5	3196+23.0	12	12		79	**79**	
SB NP	3196+44.8	3197+00.4	12	12		148	**148**	Base Failure OL
SB NP	3197+65.7	3198+12.8	12			63	**63**	
SB NP	3197+87.8	3198+12.8		12		33	**33**	
SB NP	3198+56.3	3198+62.9	12			9	**9**	
SB NP	3198+56.3	3199+20.6		12		86	**86**	
SB NP	3198+94.1	3199+20.6	12			35	**35**	
SB NP	3199+56.1	3199+63.9	12	12		21	**21**	
SB NP	3199+78.3	3200+12.9	12			46	**46**	
SB NP	3200+04.3	3200+12.9		12		11	**11**	
SB NP	3200+56.3	3200+62.8	12	12		17	**17**	
SB NP	3201+06.4	3201+12.6	12	12		17	**17**	
SB NP	3201+56.2	3201+65.7	12	12		25	**25**	
SB NP	3202+06.2	3202+12.8	12	12		18	**18**	
SB NP	3202+45.8	3202+62.7	12	12		45	**45**	
SB NP	3203+06.3	3203+12.7	12			9	**9**	
SB NP	3203+06.3	3203+25.8		12		26	**26**	
SB NP	3203+55.7	3203+62.8	12	12		19	**19**	
SB NP	3204+56.2	3204+62.7	12	12		17	**17**	
SB NP	3205+34.7	3205+62.7		12		37	**37**	
SB NP	3205+56.2	3205+62.7	12			9	**9**	
SB NP	3205+84.7	3205+91.1	12			9	**9**	
SB NP	3206+56.2	3206+62.7	12	12		17	**17**	
SB NP	3207+56.1	3207+62.4	12	12		17	**17**	
SB NP	3208+01.4	3208+17.6	12	12		43	**43**	
SB NP	3208+56.1	3208+62.5	12	12		17	**17**	
SB NP	3209+06.0	3209+12.2	12			8	**8**	
SB NP	3209+46.2	3209+62.4	12	12		43	**43**	
SB NP	3210+06.0	3210+12.4	12	12		17	**17**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3210+55.8	3210+62.2		12		9	**9**	
SB NP	3211+01.5	3211+18.6	12	12		46	**46**	
SB NP	3211+55.0	3211+62.3	12	12		19	**19**	
SB NP	3212+05.6	3212+12.2	12	12		18	**18**	
SB NP	3212+55.6	3212+62.3	12	12		18	**18**	
SB NP	3213+05.5	3213+19.4	12	12		37	**37**	
SB NP	3213+55.6	3213+62.1	12	12		17	**17**	
SB NP	3214+05.6	3214+12.2	12	12		18	**18**	
SB NP	3214+69.9	3215+62.3	12	12		246	**246**	
SB NP	3216+05.4	3216+21.3	12	12		42	**42**	
SB NP	3216+55.4	3216+62.0	12	12		18	**18**	
SB NP	3216+99.3	3217+12.5	12	12		35	**35**	
SB NP	3218+90.0	3218+96.6		12		9	**9**	
SB NP	3219+53.5	3219+61.6	12			11	**11**	
SB NP	3220+23.1	3220+31.7		12		11	**11**	
SB NP	3220+55.1	3220+61.6	12			9	**9**	
SB NP	3220+95.1	3221+11.7	12	12		44	**44**	
SB NP	3221+47.0	3221+61.7	12	12		39	**39**	
SB NP	3221+91.3	3222+15.5	12	12		65	**65**	
SB NP	3223+04.9	3223+15.0		12		13	**13**	
SB NP	3223+04.9	3223+32.0	12			36	**36**	
SB NP	3223+72.6	3223+79.8		12		10	**10**	
SB NP	3224+05.0	3224+11.7	12	12		18	**18**	
SB NP	3224+51.9	3224+72.3	12	12		54	**54**	
SB NP	3225+50.4	3225+61.4	12			15	**15**	
SB NP	3226+02.7	3226+11.3	12			11	**11**	
SB NP	3226+41.6	3226+48.1	12			9	**9**	
SB NP	3226+67.8	3226+84.9	12	12		46	**46**	
SB NP	3227+29.4	3228+31.8	12	12		273	**273**	1" Asphalt Overlay
SB NP	3230+68.7	3231+63.2	12	12		252	**252**	1" Asphalt Overlay
SB NP	3232+16.5	3232+26.7	12			14	**14**	
SB NP	3233+15.3	3233+36.1	12			28	**28**	
SB NP	3233+50.4	3233+56.7		12		8	**8**	
SB NP	3234+15.5	3234+21.8	12			8	**8**	
SB NP	3234+49.0	3234+55.6	12			9	**9**	
SB NP	3235+34.5	3235+40.8		12		8	**8**	
SB NP	3236+38.5	3236+54.8	12	12		43	**43**	
SB NP	3237+65.3	3237+71.7	12			9	**9**	
SB NP	3238+01.9	3238+21.7	12	12		53	**53**	
SB NP	3239+01.0	3239+09.1		12		11	**11**	
SB NP	3239+60.2	3239+93.1	12	12		88	**88**	
SB NP	3240+44.0	3240+73.1		12		39	**39**	
SB NP	3240+63.4	3240+73.1	12			13	**13**	
SB NP	3240+99.2	3241+06.9	12	12		21	**21**	
SB NP	3241+32.8	3241+77.0	12	12		118	**118**	
SB NP	3244+91.3	3244+98.5		12		10	**10**	
SB NP	3245+47.1	3245+81.4		12		46	**46**	Base Failure
SB NP	3246+17.3	3246+31.9	12	12		39	**39**	
SB NP	3246+51.0	3246+62.2	12			15	**15**	
SB NP	3246+90.7	3246+97.3		12		9	**9**	
SB NP	3247+17.3	3247+23.7	12			9	**9**	
SB NP	3247+47.3	3247+53.7	12			9	**9**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3247+67.2	3247+74.0	12			9	**9**	
SB NP	3248+16.3	3248+23.8	12			10	**10**	
SB NP	3248+67.4	3248+73.8	12	12		17	**17**	
SB NP	3249+17.4	3249+23.9	12	12		17	**17**	
SB NP	3249+67.3	3249+73.7	12	12		17	**17**	
SB NP	3250+55.5	3250+74.0	12	12		49	**49**	
SB NP	3251+67.0	3251+73.9	12			9	**9**	
SB NP	3252+83.6	3252+90.4		12		9	**9**	
SB NP	3253+17.4	3253+23.7	12	12		17	**17**	
SB NP	3253+39.9	3253+46.3	12	12		17	**17**	
SB NP	3253+67.4	3253+84.1	12	12		45	**45**	
SB NP	3254+51.0	3254+57.2	12	12		17	**17**	
SB NP	3254+67.2	3254+73.7	12	12		17	**17**	
SB NP	3255+02.2	3255+23.7	12			29	**29**	
SB NP	3255+17.2	3255+23.7		12		9	**9**	
SB NP	3255+48.2	3255+54.9		12		9	**9**	
SB NP	3255+67.2	3255+73.7	12	12		17	**17**	
SB NP	3256+53.0	3256+75.1	12	12		59	**59**	
SB NP	3257+41.8	3257+49.4		12		10	**10**	
SB NP	3257+67.1	3257+73.6	12			9	**9**	
SB NP	3258+17.2	3258+23.8	12			9	**9**	
SB NP	3258+87.7	3259+07.6		12		27	**27**	
SB NP	3259+15.5	3259+23.8	12			11	**11**	
SB NP	3259+59.0	3259+74.1	12	12		40	**40**	
SB NP	3260+17.2	3260+23.8	12	12		18	**18**	
SB NP	3260+67.0	3260+73.7	12	12		18	**18**	
SB NP	3261+10.2	3261+23.7	12			18	**18**	
SB NP	3261+10.2	3261+42.4		12		43	**43**	
SB NP	3261+67.3	3261+73.8	12	12		17	**17**	
SB NP	3262+16.9	3262+23.9	12	12		19	**19**	
SB NP	3262+67.2	3262+73.8	12			9	**9**	
SB NP	3262+67.2	3262+95.8		12		38	**38**	
SB NP	3263+65.3	3263+73.8	12			11	**11**	
SB NP	3263+65.3	3264+37.5		12		96	**96**	
SB NP	3264+16.0	3264+23.8	12			10	**10**	
SB NP	3264+57.3	3264+78.1	12			28	**28**	
SB NP	3264+57.3	3265+74.6		12		156	**156**	
SB NP	3265+17.1	3265+29.6	12			17	**17**	
SB NP	3265+53.0	3265+74.6	12			29	**29**	
SB NP	3266+16.9	3266+23.6	12	12		18	**18**	
SB NP	3266+46.4	3266+74.7		12		38	**38**	
SB NP	3266+64.9	3266+74.7	12			13	**13**	
SB NP	3266+94.7	3267+01.2		12		9	**9**	
SB NP	3267+13.5	3267+20.6	12	12		19	**19**	
SB NP	3267+54.7	3267+93.5	12	12		103	**103**	
SB NP	3268+73.9	3268+81.2	12	12		19	**19**	
SB NP	3273+09.3	3273+22.4	12	12		35	**35**	
SB NP	3273+88.7	3274+15.0	12	12		70	**70**	
SB NP	3274+38.8	3274+51.0	12	12		33	**33**	
SB NP	3274+71.7	3274+96.0		12		32	**32**	
SB NP	3274+89.3	3274+96.0	12			9	**9**	
SB NP	3275+33.2	3275+50.1	12	12		45	**45**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3275+77.6	3275+96.6	12	12		51	**51**	
SB NP	3276+39.8	3276+47.4	12	12		20	**20**	
SB NP	3276+64.7	3276+72.7		12		11	**11**	
SB NP	3276+89.5	3276+97.0	12			10	**10**	
SB NP	3276+89.5	3277+10.3		12		28	**28**	
SB NP	3277+40.2	3277+46.9	12			9	**9**	
SB NP	3277+40.2	3277+62.7		12		30	**30**	
SB NP	3277+90.7	3277+99.6	12	12		24	**24**	
SB NP	3278+31.4	3278+47.5	12	12		43	**43**	
SB NP	3278+91.4	3278+97.9	12	12		17	**17**	
SB NP	3279+41.2	3279+48.0	12	12		18	**18**	
SB NP	3279+91.6	3279+98.2	12	12		18	**18**	
SB NP	3280+22.8	3280+61.9		12		52	**52**	
SB NP	3280+37.8	3280+61.9	12			32	**32**	
SB NP	3280+76.9	3281+18.3		12		55	**55**	
SB NP	3280+92.1	3280+98.6	12			9	**9**	
SB NP	3281+42.1	3281+48.8	12	12		18	**18**	
SB NP	3281+84.3	3281+99.1	12			20	**20**	
SB NP	3281+84.3	3282+21.8		12		50	**50**	
SB NP	3282+42.4	3282+49.4	12	12		19	**19**	
SB NP	3282+84.6	3282+99.7		12		20	**20**	
SB NP	3282+92.4	3282+99.7	12			10	**10**	
SB NP	3283+32.9	3284+01.6		12		92	**92**	
SB NP	3283+43.0	3283+49.8	12			9	**9**	
SB NP	3283+92.7	3284+01.6	12			12	**12**	
SB NP	3284+34.8	3284+76.1	12	12		110	**110**	
SB NP	3284+93.1	3285+11.8	12	12		50	**50**	
SB NP	3285+32.7	3285+54.7	12	12		59	**59**	
SB NP	3285+87.2	3286+15.3	12	12		75	**75**	
SB NP	3286+44.3	3286+50.9	12	12		18	**18**	
SB NP	3286+75.7	3287+01.0	12	12		67	**67**	
SB NP	3287+43.7	3287+54.5	12	12		29	**29**	
SB NP	3287+72.0	3287+78.3		12		8	**8**	
SB NP	3287+94.7	3288+01.1	12	12		17	**17**	
SB NP	3288+44.5	3288+52.3	12	12		21	**21**	
SB NP	3288+84.4	3289+03.0	12			25	**25**	
SB NP	3288+84.4	3289+51.0		12		89	**89**	
SB NP	3289+25.7	3289+32.0	12			8	**8**	
SB NP	3289+94.6	3290+12.8	12	12		49	**49**	
SB NP	3290+44.5	3290+51.2	12	12		18	**18**	
SB NP	3290+73.6	3290+79.9		12		8	**8**	
SB NP	3291+44.8	3291+51.2	12			9	**9**	
SB NP	3291+94.3	3292+01.3	12	12		19	**19**	
SB NP	3292+38.7	3292+53.1	12	12		38	**38**	
SB NP	3292+94.4	3293+01.2	12			9	**9**	
SB NP	3293+94.7	3294+01.0	12			8	**8**	
SB NP	3294+76.5	3295+00.9	12			33	**33**	
SB NP	3294+76.5	3295+51.3		12		100	**100**	
SB NP	3295+44.5	3295+51.3	12			9	**9**	
SB NP	3295+72.8	3296+33.3	12	12		161	**161**	
SB NP	3296+58.2	3297+02.1		12		59	**59**	
SB NP	3296+94.5	3297+02.1	12			10	**10**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3297+39.5	3297+51.0		12		15	**15**	
SB NP	3298+27.0	3298+33.2		12		8	**8**	
SB NP	3298+44.6	3298+89.5	12	12		120	**120**	
SB NP	3299+44.6	3299+50.9	12			8	**8**	
SB NP	3299+61.5	3299+68.0		12		9	**9**	
SB NP	3299+94.5	3300+00.8	12	12		17	**17**	
SB NP	3300+44.6	3300+51.2	12			9	**9**	
SB NP	3300+94.4	3301+01.0	12			9	**9**	
SB NP	3301+37.4	3301+51.0	12	12		36	**36**	
SB NP	3302+44.5	3302+50.8	12	12		17	**17**	
SB NP	3303+33.0	3303+39.3	12			8	**8**	
SB NP	3304+44.1	3304+66.2		12		29	**29**	
SB NP	3304+59.6	3304+66.2	12			9	**9**	
SB NP	3305+43.0	3305+50.5	12	12		20	**20**	
SB NP	3308+44.3	3308+50.5	12	12		17	**17**	
SB NP	3308+76.0	3308+82.6		12		9	**9**	
SB NP	3308+94.2	3309+00.4	12	12		17	**17**	
SB NP	3311+15.7	3311+22.2	12	12		17	**17**	
SB NP	3311+44.0	3311+50.6	12	12		18	**18**	
SB NP	3311+89.4	3312+00.3	12	12		29	**29**	
SB NP	3312+93.7	3313+00.2	12	12		17	**17**	
SB NP	3313+40.6	3313+52.3	12	12		31	**31**	
SB NP	3313+93.9	3314+09.0	12	12		40	**40**	
SB NP	3316+43.9	3316+50.4	12	12		17	**17**	
SB NP	3316+93.7	3317+00.3	12			9	**9**	
SB NP	3317+92.6	3318+01.5	12	12		24	**24**	
SB NP	3318+42.6	3318+51.3	12	12		23	**23**	
SB NP	3318+92.4	3319+00.2		12		10	**10**	
SB NP	3319+88.3	3320+00.8	12	12		33	**33**	
SB NP	3320+39.1	3320+53.1	12	12		37	**37**	
SB NP	3320+93.1	3321+00.4	12	12		19	**19**	
SB NP	3322+36.6	3322+59.8	12	12		62	**62**	
SB NP	3323+42.1	3323+51.2	12	12		24	**24**	
SB NP	3326+42.6	3326+50.1	12	12		20	**20**	
SB NP	3326+91.8	3327+01.6	12	12		26	**26**	
SB NP	3327+41.3	3327+49.9	12	12		23	**23**	
SB NP	3327+91.2	3327+99.8	12	12		23	**23**	
SB NP	3328+91.0	3328+99.6	12			11	**11**	
SB NP	3329+41.5	3329+49.7	12			11	**11**	
SB NP	3331+91.7	3332+00.4	12			12	**12**	
SB NP	3332+41.1	3332+50.0	12			12	**12**	
SB NP	3332+91.3	3332+99.1	12			10	**10**	
SB NP	3333+92.2	3334+08.8	12	12		44	**44**	
SB NP	3336+91.2	3336+99.0	12			10	**10**	
SB NP	3337+11.0	3337+19.0	12	12		21	**21**	
SB NP	3337+90.8	3338+15.5	12	12		66	**66**	
SB NP	3338+40.9	3338+52.2	12	12		30	**30**	
SB NP	3338+90.7	3339+03.5	12	12		34	**34**	
SB NP	3339+41.1	3339+54.7	12	12		36	**36**	
SB NP	3339+71.9	3339+79.1		12		10	**10**	
SB NP	3340+05.6	3340+13.5	12	12		21	**21**	
SB NP	3340+40.8	3340+49.1	12	12		22	**22**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3340+90.9	3340+99.0	12	12		22	**22**	
SB NP	3341+11.0	3341+17.0	12	12		16	**16**	
SB NP	3341+41.8	3341+48.6	12	12		18	**18**	
SB NP	3342+41.7	3342+48.5	12			9	**9**	
SB NP	3343+41.2	3343+53.1	12	12		32	**32**	
SB NP	3343+91.0	3343+98.5	12	12		20	**20**	
SB NP	3344+28.5	3344+47.8	12	12		51	**51**	
SB NP	3344+91.8	3345+11.8	12			27	**27**	
SB NP	3345+05.3	3345+11.8		12		9	**9**	
SB NP	3345+41.1	3345+48.0	12	12		18	**18**	
SB NP	3345+83.4	3346+01.2	12	12		47	**47**	
SB NP	3346+29.8	3346+51.2	12	12		57	**57**	
SB NP	3346+87.8	3346+98.0	12	12		27	**27**	
SB NP	3347+36.5	3347+47.6	12	12		30	**30**	
SB NP	3347+90.9	3347+97.7	12	12		18	**18**	
SB NP	3348+15.1	3348+56.1	12	12		109	**109**	
SB NP	3348+90.8	3348+98.3	12	12		20	**20**	
SB NP	3349+35.4	3349+48.8	12	12		36	**36**	
SB NP	3349+72.2	3349+78.8	12	12		18	**18**	
SB NP	3349+90.6	3349+98.9	12			11	**11**	
SB NP	3349+90.6	3350+16.4		12		34	**34**	
SB NP	3350+40.8	3350+56.0	12	12		41	**41**	
SB NP	3350+86.8	3351+01.4	12			19	**19**	
SB NP	3350+86.8	3351+18.2		12		42	**42**	
SB NP	3352+40.3	3352+47.4	12	12		19	**19**	
SB NP	3352+90.1	3352+97.3	12	12		19	**19**	
SB NP	3353+10.9	3353+17.9		12		9	**9**	
SB NP	3353+40.8	3353+47.9	12	12		19	**19**	
SB NP	3354+41.2	3354+48.2	12	12		19	**19**	
SB NP	3354+91.4	3354+98.1	12	12		18	**18**	
SB NP	3355+41.9	3355+50.5	12	12		23	**23**	
SB NP	3355+91.7	3355+98.8	12	12		19	**19**	
SB NP	3356+42.1	3356+48.8	12	12		18	**18**	
SB NP	3357+42.5	3357+49.3	12	12		18	**18**	
SB NP	3357+91.7	3357+99.3	12	12		20	**20**	
SB NP	3358+41.6	3358+49.7	12	12		22	**22**	
SB NP	3358+69.5	3358+76.7	12	12		19	**19**	
SB NP	3359+93.6	3360+01.7	12	12		22	**22**	
SB NP	3360+43.7	3360+50.7	12	12		19	**19**	
SB NP	3360+70.3	3361+01.0		12		41	**41**	
SB NP	3360+93.7	3361+01.0	12			10	**10**	
SB NP	3361+43.2	3361+62.1	12	12		50	**50**	
SB NP	3361+94.4	3362+01.5	12	12		19	**19**	
SB NP	3362+44.9	3362+51.7	12	12		18	**18**	
SB NP	3362+95.2	3363+02.0	12	12		18	**18**	
SB NP	3363+40.6	3363+56.8	12	12		43	**43**	
SB NP	3363+95.4	3364+02.3	12	12		18	**18**	
SB NP	3364+41.7	3364+65.1	12	12		62	**62**	
SB NP	3364+96.4	3365+02.7	12	12		17	**17**	
SB NP	3365+46.2	3365+53.0	12	12		18	**18**	
SB NP	3365+65.2	3365+72.2	12	12		19	**19**	
SB NP	3365+96.3	3366+06.5	12	12		27	**27**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3366+17.7	3366+24.5	12	12		18	**18**	
SB NP	3366+47.0	3366+53.6	12	12		18	**18**	
SB NP	3366+82.1	3366+89.0	12	12		18	**18**	
SB NP	3367+32.5	3367+54.1		12		29	**29**	
SB NP	3367+47.4	3367+54.1	12			9	**9**	
SB NP	3367+69.2	3367+86.8		12		23	**23**	
SB NP	3368+22.6	3368+58.9	12			48	**48**	
SB NP	3368+22.6	3369+04.8		12		110	**110**	
SB NP	3368+97.8	3369+04.8	12			9	**9**	
SB NP	3369+26.6	3369+59.3	12	12		87	**87**	
SB NP	3369+84.8	3370+24.7	12	12		106	**106**	
SB NP	3370+48.8	3370+55.6	12	12		18	**18**	
SB NP	3370+88.1	3371+06.1	12	12		48	**48**	
SB NP	3372+00.0	3372+06.6	12	12		18	**18**	
SB NP	3372+49.8	3372+56.5	12	12		18	**18**	
SB NP	3373+00.2	3373+06.8	12	12		18	**18**	
SB NP	3373+50.5	3373+57.1	12	12		18	**18**	
SB NP	3374+00.0	3374+09.6	12	12		26	**26**	
SB NP	3374+50.8	3374+57.3	12	12		17	**17**	
SB NP	3374+88.9	3375+08.3	12	12		52	**52**	
SB NP	3375+50.8	3375+57.1	12			8	**8**	
SB NP	3376+00.7	3376+07.3	12	12		18	**18**	
SB NP	3376+29.4	3376+57.5		12		37	**37**	
SB NP	3376+45.1	3376+57.5	12			17	**17**	
SB NP	3377+00.5	3377+07.0	12			9	**9**	
SB NP	3377+70.8	3377+77.6	12			9	**9**	
SB NP	3378+50.5	3378+57.0	12	12		17	**17**	
SB NP	3381+00.2	3381+06.8	12	12		18	**18**	
SB NP	3381+50.2	3381+56.8	12	12		18	**18**	
SB NP	3382+00.2	3382+07.0	12	12		18	**18**	
SB NP	3382+76.0	3383+11.0		12		47	**47**	
SB NP	3382+96.5	3383+11.0	12			19	**19**	
SB NP	3383+44.5	3383+61.0	12	12		44	**44**	
SB NP	3383+95.8	3384+07.0	12	12		30	**30**	
SB NP	3384+50.0	3384+56.9	12	12		18	**18**	
SB NP	3385+00.2	3385+06.8	12	12		18	**18**	
SB NP	3385+49.4	3385+56.8	12	12		20	**20**	
SB NP	3385+99.8	3386+06.7	12			9	**9**	
SB NP	3385+99.8	3386+56.7		12		76	**76**	
SB NP	3386+84.5	3387+06.8		12		30	**30**	
SB NP	3386+99.7	3387+06.8	12			9	**9**	
SB NP	3387+50.1	3387+56.7	12	12		18	**18**	
SB NP	3388+00.1	3388+06.6	12			9	**9**	
SB NP	3388+18.5	3388+25.0	12	12		17	**17**	
SB NP	3388+98.6	3389+06.7	12			11	**11**	
SB NP	3388+98.6	3389+31.1		12		43	**43**	
SB NP	3389+99.6	3390+06.4	12	12		18	**18**	
SB NP	3390+49.4	3390+56.1	12	12		18	**18**	
SB NP	3390+99.4	3391+05.9	12	12		17	**17**	
SB NP	3391+81.1	3391+87.4	12	12		17	**17**	
SB NP	3391+98.7	3392+05.1	12	12		17	**17**	
SB NP	3392+30.8	3392+37.6		12		9	**9**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3392+97.7	3393+04.7	12	12		19	**19**	
SB NP	3393+44.6	3393+54.2	12	12		26	**26**	
SB NP	3393+97.8	3394+04.0	12	12		17	**17**	
SB NP	3394+47.1	3394+53.7	12	12		18	**18**	
SB NP	3394+97.1	3395+09.1	12	12		32	**32**	
SB NP	3395+46.9	3395+53.3	12	12		17	**17**	
SB NP	3395+96.2	3396+03.0	12	12		18	**18**	
SB NP	3396+46.0	3396+52.6	12	12		18	**18**	
SB NP	3396+72.6	3396+79.4	12	12		18	**18**	
SB NP	3396+95.9	3397+02.4	12	12		17	**17**	
SB NP	3397+44.8	3397+55.4	12	12		28	**28**	
SB NP	3398+44.9	3398+51.5	12	12		18	**18**	
SB NP	3399+44.3	3399+50.9	12	12		18	**18**	
SB NP	3399+84.5	3399+90.6		12		8	**8**	
SB NP	3399+84.5	3400+00.5	12			21	**21**	
SB NP	3401+43.2	3401+51.4	12			11	**11**	
SB NP	3402+19.5	3402+25.8	12	12		17	**17**	
SB NP	3402+42.6	3402+49.1	12	12		17	**17**	
SB NP	3403+41.9	3403+48.5	12	12		18	**18**	
SB NP	3403+90.7	3403+98.2	12	12		20	**20**	
SB NP	3404+21.5	3404+27.8	12	12		17	**17**	
SB NP	3404+41.4	3404+48.1	12	12		18	**18**	
SB NP	3404+68.3	3404+75.2	12	12		18	**18**	
SB NP	3404+91.2	3404+97.8	12	12		18	**18**	
SB NP	3405+40.1	3405+48.3	12	12		22	**22**	
SB NP	3405+90.7	3405+97.2	12	12		17	**17**	
SB NP	3406+40.3	3406+46.9	12			9	**9**	
SB NP	3406+40.3	3406+60.6		12		27	**27**	
SB NP	3406+90.4	3406+96.9	12	12		17	**17**	
SB NP	3407+39.8	3407+46.3	12	12		17	**17**	
SB NP	3407+89.4	3407+96.1	12	12		18	**18**	
SB NP	3409+38.6	3409+45.4	12			9	**9**	
SB NP	3410+64.4	3410+70.7	12			8	**8**	
SB NP	3410+87.7	3410+94.3	12			9	**9**	
SB NP	3411+37.7	3411+44.1		12		9	**9**	
SB NP	3411+87.5	3411+97.6	12	12		27	**27**	
SB NP	3412+74.1	3412+98.9	12	12		66	**66**	
SB NP	3413+36.3	3413+42.8	12			9	**9**	
SB NP	3413+59.8	3413+67.1		12		10	**10**	
SB NP	3413+85.2	3413+92.6	12	12		20	**20**	
SB NP	3414+35.7	3414+42.5	12	12		18	**18**	
SB NP	3414+91.9	3415+02.4	12	12		28	**28**	
SB NP	3415+35.1	3415+41.9	12	12		18	**18**	
SB NP	3415+84.6	3415+91.5	12	12		18	**18**	
SB NP	3416+34.8	3416+41.3	12	12		17	**17**	
SB NP	3416+84.4	3416+91.0	12	12		18	**18**	
SB NP	3417+33.8	3417+40.6	12	12		18	**18**	
SB NP	3417+60.9	3417+67.2	12	12		17	**17**	
SB NP	3417+83.7	3417+90.3	12	12		18	**18**	
SB NP	3418+24.9	3418+48.8	12	12		64	**64**	
SB NP	3418+82.7	3418+89.8	12	12		19	**19**	
SB NP	3419+32.5	3419+39.6	12	12		19	**19**	

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CONCRETE PAVEMENT REPAIR SUMMARY								
LOCATION			LANE & WIDTH			ITEM		REMARKS
						2058	2073	
ROADWAY	BEGIN	END	inside	outside	other	REMOVE PCC PAVEMENT	JPC PAVEMENT	
	(STA)		(feet)			(SQ YD)		
SB NP	3419+82.7	3419+90.9	12	12		22	**22**	
SB NP	3420+20.3	3420+39.3	12	12		51	**51**	
SB NP	3420+55.8	3421+40.1		12		112	**112**	
SB NP	3420+78.3	3420+95.6	12			23	**23**	
SB NP	3421+52.8	3421+70.5		12		24	**24**	
SB NP	3421+64.3	3421+70.5	12			8	**8**	
SB NP	3421+82.7	3421+89.7	12	12		19	**19**	
SB NP	3422+10.2	3422+19.3	12	12		24	**24**	
SB NP	3422+32.8	3422+42.0	12	12		25	**25**	
SB NP	3422+78.5	3422+93.8	12	12		41	**41**	
SB NP	3423+10.2	3423+89.4	12	12		211	**211**	
SB NP	3424+17.0	3424+39.2	12	12		59	**59**	
SB NP	3424+82.4	3424+89.2	12	12		18	**18**	
SB NP	3425+00.8	3425+39.7		12		52	**52**	
SB NP	3425+12.9	3425+39.7	12			36	**36**	
SB NP	3426+73.9	3426+96.5		12		30	**30**	
SB NP	3426+90.4	3426+96.5	12			8	**8**	
SB NP	3428+74.6	3428+80.8		12		8	**8**	
SB NP	3429+83.1	3429+93.5		12		14	**14**	
SB NP	3429+99.8	3430+06.2	12	12		17	**17**	
SB NP	3430+58.5	3431+07.0		12		65	**65**	
SB NP	3430+87.0	3431+07.0	12			27	**27**	
SB NP	3431+32.7	3431+39.2	12	12		17	**17**	
SB NP	3431+68.0	3431+93.9	12			35	**35**	
SB NP	3431+68.0	3432+04.6		12		49	**49**	
SB NP	3432+32.6	3432+39.2	12	12		18	**18**	
SB NP	3432+77.6	3432+84.3	12	12		18	**18**	
SB NP	3433+29.5	3433+49.1	12	12		52	**52**	
SB NP	3434+32.1	3434+39.1	12	12		19	**19**	
SB NP	3434+51.2	3434+64.1	12	12		34	**34**	
SB NP	3434+77.5	3434+93.4	12	12		42	**42**	
SB NP	3435+19.8	3435+54.6	12	12		93	**93**	
SB NP	3435+82.1	3436+03.3		12		28	**28**	
SB NP	3435+82.1	3435+89.6	12			10	**10**	
SB NP	3436+32.1	3436+39.1	12	12		19	**19**	
SB NP	3436+69.7	3436+93.9	12	12		65	**65**	
SB NP	3437+09.3	3437+15.9	12	12		18	**18**	
SB NP	3437+26.7	3437+63.9	12	12		99	**99**	
SB NP	3437+82.2	3437+89.4	12	12		19	**19**	
SB NP	3438+14.4	3438+23.7	12	12		25	**25**	
SB NP	3438+51.0	3438+57.8	12	12		18	**18**	
SB NP	3438+88.3	3439+71.5		12		111	**111**	
SB NP	3438+99.6	3439+71.5	12			96	**96**	
SUB TOTAL		93+88.1				**26747**	**26747**	
PROJECT TOTAL						**55921**	**55921**	

All quantities carried forward to the Pavement Summary.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

GUARDRAIL SUMMARY

LOCATION			ITEM											
			21802EN	2352	2363	2365	2367	2369	2381	2387	2929	1982	1983	
			(1) GUARDRAIL STEEL W BEAM S FACE (7 FT POST)	GUARDRAIL STEEL W BEAM-D FACE	GUARDRAIL CONNECTOR TO BRIDGE END TYPE A	CRASH CUSHION TYPE IX-A	GUARDRAIL END TREATMENT TYPE 1	GUARDRAIL END TREATMENT TYPE 2A	(2) REMOVE GUARDRAIL	GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1	CRASH CUSHION TYPE IX	(3) DELINEATOR FOR GUARDRAIL-WHITE	(3) DELINEATOR FOR GUARDRAIL-YELLOW	
	BEGIN	END												Note
(ROADWAY)	(STA)		LF		EACH				LF	EACH				
NB OUTSIDE														
	2768+05.0	2770+05.0	200.0					1	200.0			4		Tie into Existing
	2772+57.2	2792+09.3	1900.0				1	1	1952.1			39		
	2794+03.2	2801+06.2	650.0				1	1	703.0			14		
	2815+66.7	2824+26.9	812.5				1	1	860.2			17		
	2832+80.3	2850+25.0	1700.0				1	1	1744.7			35		
	2870+35.6	2873+13.5	225.0				1	1	277.9			6		
	2877+62.4	2883+78.0	562.5				1	1	615.6			12		
	2894+52.2	2905+79.7	1075.0				1	1	1127.6			23		
	2921+95.2	2934+99.2	1250.0				1	1	1304.0			26		
	2951+55.8	2954+11.0	200.0				1	1	255.2			5		
	2960+46.1	2966+29.7	537.5				1	1	583.6			12		
	2997+23.6	3004+77.3	700.0				1	1	753.8			15		
	3007+73.8	3012+76.9	450.0				1	1	503.1			10		
	3026+53.1	3036+09.3	900.0				1	1	956.2			19		
	3047+87.1	3055+03.3	662.5				1	1	716.3			14		
	3062+69.5	3082+20.3	1900.0				1	1	1950.8			39		Ends on Ramp E
	3093+07.2	3096+60.1	300.0				1	1	352.8			7		Starts on Ramp A
	3101+19.0	3104+47.8	275.0				1	1	328.8			7		
	3114+35.6	3129+44.7	1462.5				1	1	1509.1			30		
	3133+66.0	3139+69.2	550.0				1	1	603.3			12		
	3141+96.9	3148+12.9	562.5				1	1	616.0			12		
	3159+94.3	3179+72.6	1925.0				1	1	1978.3			40		
	3192+93.9	3200+72.0	725.0				1	1	778.1			16		
	3216+50.0	3228+15.7	1112.5		1		1		1165.7			23		
	3230+65.4	3242+81.4	1212.5		1				1216.0	1		24		
	3244+25.8	3248+04.4	375.0					1	378.6	1		8		
	3265+95.2	3268+35.5	187.5		1		1		240.3			5		
	3270+76.0	3277+23.9	650.0					1	647.8	1		13		
	3288+70.8	3297+73.9	850.0				1	1	903.1			18		
	3300+98.0	3326+86.0	2537.5				1	1	2588.1			52		
	3332+48.9	3342+02.1	900.0				1	1	953.2			19		
	3391+17.4	3393+98.2	225.0				1	1	280.8			6		
	3439+21.1	3442+99.2	375.0					1	378.1			8		Tie into existing
NB INSIDE														
	2871+79.8	2872+38.2							58.4		1		1	@ KY 505
	2872+78.5	2873+38.1							59.6		1		1	@ KY 505
	2952+75.1	2953+34.2							59.1		1		1	@ Cromwell Rd
	2953+75.0	2954+34.5							59.5		1		1	@ Cromwell Rd
	3075+66.4	3078+29.6	212.5				1	1	263.2				4	
	3094+59.1	3095+18.3							59.2		1		1	@ WKP
	3096+40.4	3096+99.5							59.1		1		1	@ WKP
	3112+57.2	3115+09.3	200.0				1	1	252.2				4	
	3225+35.5	3228+19.3	100.0	137.5	1	1			283.7				5	
	3230+64.4	3231+01.9	37.5					1	37.5	1			1	
	3239+97.1	3242+78.7	100.0	137.5	1	1			281.5				5	
	3244+20.6	3244+58.1	37.5					1	37.5	1			1	
	3265+79.2	3268+60.4	100.0	137.5	1	1			281.2				5	
	3318+63.7	3319+22.8							59.1		1		1	@ Maples Rd
	3319+63.9	3320+23.3							59.4		1		1	@ Maples Rd
SB INSIDE														
	3077+56.9	3080+46.6	237.5				1	1	289.6				5	
	3114+47.3	3117+00.8	200.0				1	1	253.5				4	
	3230+73.5	3233+57.1	100.0	137.5	1	1			283.6				5	
	3244+26.0	3247+09.8	100.0	137.5	1	1			283.7				5	
	3271+33.6	3273+29.9	100.0	137.5	1	1			196.3				5	
SB OUTSIDE														

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

GUARDRAIL SUMMARY

LOCATION			ITEM											
			21802EN	2352	2363	2365	2367	2369	2381	2387	2929	1982	1983	
			(1) GUARDRAIL STEEL W BEAM S FACE (7 FT POST)	GUARDRAIL STEEL W BEAM-D FACE	GUARDRAIL CONNECTOR TO BRIDGE END TYPE A	CRASH CUSHION TYPE IX-A	GUARDRAIL END TREATMENT TYPE 1	GUARDRAIL END TREATMENT TYPE 2A	(2) REMOVE GUARDRAIL	GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1	CRASH CUSHION TYPE IX	(3) DELINEATOR FOR GUARDRAIL-WHITE	(3) DELINEATOR FOR GUARDRAIL-YELLOW	
	BEGIN	END												Note
(ROADWAY)	(STA)		LF		EACH				LF	EACH				
	2776+01.2	2791+54.4	1500.0				1	1	1553.2			31		
	2796+00.8	2800+28.8	375.0				1	1	428.0			9		
	2815+99.5	2822+30.7	575.0				1	1	631.2			13		
	2838+48.3	2849+43.6	1050.0				1	1	1095.3			22		
	2870+49.4	2874+89.7	387.5				1	1	440.3			9		
	2880+77.0	2887+04.9	575.0				1	1	627.9			13		
	2896+68.9	2907+23.0	1000.0				1	1	1054.1			21		
	2921+50.1	2941+26.3	1925.0				1	1	1976.2			40		
	2947+21.9	2949+98.7	225.0				1	1	276.8			6		
	2952+89.3	2956+75.2	337.5				1	1	385.9			8		
	2959+55.2	2969+52.5	950.0				1	1	997.3			20		
	3000+98.7	3006+02.0	450.0				1	1	503.3			10		
	3010+24.9	3014+03.6	325.0				1	1	378.7			8		
	3027+21.3	3038+72.3	1100.0				1	1	1151.0			23		
	3049+69.8	3057+24.4	700.0				1	1	754.6			15		
	3064+21.4	3076+43.5	1175.0				1	1	1222.0			25		
	3095+00.0	3098+52.5	300.0				1	1	352.5			7		Starts on Ramp C
	3114+41.5	3123+48.4	862.5				1	1	906.9			18		
	3126+94.3	3130+59.9	312.5				1	1	365.6			7		
	3135+23.8	3141+51.4	575.0				1	1	627.6			13		
	3144+18.8	3146+96.2	225.0				1	1	277.4			6		
	3167+79.2	3183+07.5	1475.0				1	1	1528.3			31		
	3191+47.6	3196+76.4	475.0				1	1	528.8			11		
	3199+33.5	3204+36.9	450.0				1	1	503.4			10		
	3220+74.4	3228+27.0	750.0					1	752.6	1		15		
	3230+77.1	3242+81.3	1200.0		1				1204.2	1		24		
	3244+25.9	3247+29.3	250.0		1		1		303.4			6		
	3267+18.1	3269+22.0	200.0					1	203.9	1		4		
	3271+62.3	3284+60.4	1250.0		1		1		1298.1			26		
	3290+71.3	3313+23.8	2200.0				1	1	2252.5			45		
	3319+22.7	3348+99.3	2925.0				1	1	2976.6			60		
	3392+09.7	3400+32.4	775.0				1	1	822.7			17		
	3439+99.8	3443+07.5	262.5					1	307.7			5		Tie into Existing
TOTALS			**56612.5**	**825**	**12**	**6**	**61**	**66**	**61327**	**8**	**8**	**1168**	**57**	

NOTES:

1.) Contrary to the standard drawing, guardrail posts shall be 7 feet in length.

2.) Salvage existing material as per Section 719.03.07, except that the Contractor shall deliver existing salvaged guardrail system materials to the Guardrail and Sign Center at 1224 Wilkinson Blvd. in Frankfort, Kentucky. Contact the Lot Supervisor at (502) 564-8187 to schedule delivery of the material. Deliver the material between the hours of 8:00 AM and 3:30 PM, eastern time, Monday through Friday. The "Guardrail Delivery Verification Sheet" shown on the following page of this proposal must be completed at the job site and provided to the Guardrail and Sign Center representative when the slavaged material is delivered.

3.) Estimated at 50' spacing.

DESCRIPTION	UNIT	QTY LEAVING PROJECT	QTY RECEIVED@BB YARD
GUARDRAIL (Includes End treatments & crash cushions)	LF	_____	_____
STEEL POSTS	EACH	_____	_____
STEEL BLOCKS	EACH	_____	_____
WOOD OFFSET BLOCKS	EACH	_____	_____
BACK UP PLATES	EACH	_____	_____
CRASH CUSHION	EACH	_____	_____
NUTS, BOLTS, WASHERS	BAG/BCKT	_____	_____
DAMAGED RAIL TO MAINT. FACILITY	LF	_____	_____
DAMAGED POSTS TO MAINT. FACILITY	EACH	_____	_____

****Required Signatures before Leaving Project Site***

Printed Section Engineer's Representative_____ & Date_____

Signature Section Engineer's Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

****Required Signatures after Arrival at Bailey Bridge Yard (All material on truck must be counted & the quantity received column completed before signatures)***

Printed Bailey Bridge Yard Representative_____ & Date_____

Signature Bailey Bridge Yard Representative_____& Date_____

Printed Contractor's Representative_____& Date_____

Signature Contractor's Representative_____& Date_____

**Payment for the bid item remove guardrail will be based upon the quantities shown in the Bailey Bridge Yard received column. Payment will not be made for guardrail removal until the guardrail verification sheets are electronically submitted to the Section Engineer by the Bailey Bridge Yard Representative.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CURB & FLUME SUMMARY

LOCATION	ITEM							
	22883EN	1690	1691	2165	2484	2599	01718	
	(1)			(2)		(2)		
ROADWAY	CONCRETE WEDGE CURB	FLUME INLET TYPE 1	FLUME INLET TYPE 2	REMOVE PAVED DITCH	CHANNEL LINING CLASS III	FABRIC - GEOTEXTILE TYPE IV	REMOVE INLET	NOTES
	(LF)	(EACH)	(EACH)	(LF)	(TON)	(SY)	(EACH)	
NB Natcher Parkway								
2774+77.4 - 2783+28.3	851							Outside Shoulder, Replace Curb
2783+43.3		1		39.5	26	46.1	1	Outside Shoulder, Replace Flume & Paved Ditch
2783+57.8 - 2790+02.6	645							Outside Shoulder, Replace Curb
2796+02.8			1	84.3	56	98.4	1	Outside Shoulder, Replace Flume & Paved Ditch
2796+20.2 - 2798+54.9	235							Outside Shoulder, Replace Curb
2879+99.7			1	25.2	17	29.4	1	Outside Shoulder, Replace Flume & Paved Ditch
2880+16.6 - 2883+00.3	284							Outside Shoulder, Replace Curb
2897+73.5 - 2904+82.3	709							Outside Shoulder, Replace Curb
2905+00.0			1	26.9	18	31.4	1	Outside Shoulder, Replace Flume & Paved Ditch
3027+44.5			1		40	70.0		New Flume and Ditch
3027+60.5 - 3033+38.7	576							New Curb
3050+76.7 - 3054+06.5	330							Outside Shoulder, Replace Curb
3054+23.8			1	52.3	35	61.0	1	Outside Shoulder, Replace Flume & Paved Ditch
3065+32.9 - 3073+31.7	799							Outside Shoulder, 40' New Curb, Replace Curb
3073+49.0			1	82.5	55	96.3	1	Outside Shoulder, Replace Flume & Paved Ditch
3126+95.6 - 3128+78.5	183							Outside Shoulder, Replace Curb
3128+96.1			1	42.5	28	49.6	1	Outside Shoulder, Replace Flume & Paved Ditch
3135+46.8			1	26.6	18	31.0	1	Outside Shoulder, Replace Flume & Paved Ditch
3135+64.2 - 3138+72.3	308							Outside Shoulder, Replace Curb
3144+21.9			1	23.2	16	27.1	1	Outside Shoulder, Replace Flume & Paved Ditch
3144+39.1 - 3147+70.7	332							Outside Shoulder, Replace Curb
3163+68.0 - 3175+01.7	1134							Outside Shoulder, 30' New Curb, Replace Curb
3175+11.2			1	35.9	24	41.9	1	Outside Shoulder, Replace Flume & Paved Ditch
3219+24.4 - 3227+87.1	863							Outside Shoulder, Replace Curb
3228+03.3			1	64.0	42	74.7	1	Outside Shoulder, Replace Flume & Paved Ditch
3230+95.1 - 3237+30.0	635							Outside Shoulder, Replace Curb
3237+46.9			1	25.3	17	29.5	1	Outside Shoulder, Replace Flume & Paved Ditch
3290+90.6 - 3295+82.9	492							Outside Shoulder, Replace Curb
3296+00.6			1	38.9	26	45.4	1	Outside Shoulder, Replace Flume & Paved Ditch
3305+97.1			1	52.9	35	61.7	1	Outside Shoulder, Replace Flume & Paved Ditch
3306+14.2 - 3309+00.3	286							Outside Shoulder, Replace Curb
3323+50.9 - 3326+08.2	257							Outside Shoulder, Replace Curb
3326+25.2			1	41.4	28	48.3	1	Outside Shoulder, Replace Flume & Paved Ditch
SB Natcher Parkway								
2777+26.5 - 2780+95.2	369							Outside Shoulder, Replace Curb
2781+10.5			1		18	31.7		Outside Shoulder, New Flume and Ditch
2781+17.7 - 2783+21.3	204							Outside Shoulder, Replace Curb
2783+36.0		1		44.3	30	51.7	1	Outside Shoulder, Replace Flume & Paved Ditch
2783+50.8 - 2785+64.7	214							Outside Shoulder, Replace Curb
2785+68.8			1		27	46.3		Outside Shoulder, New Flume and Ditch
2785+87.2 - 2788+55.1	268							Outside Shoulder, Replace Curb
2817+00.6 - 2820+06.6	305							Outside Shoulder, Replace Curb
2820+24.6			1	223.4	147	260.6	1	Outside Shoulder, Replace Flume & Paved Ditch
2839+49.9 - 28344+43.2	493							Outside Shoulder, Add 50' New, Replace Curb
2844+61.1			1	23.5	16	27.4	1	Outside Shoulder, Replace Flume & Paved Ditch
2881+00.3			1	20.0	14	23.3	1	Outside Shoulder, Replace Flume & Paved Ditch
2881+18.2 - 2884+24.8	307							Outside Shoulder, Replace Curb
2897+97.9 - 2901+57.0	360							Outside Shoulder, Replace Curb
2901+74.5			1		37	64.9		Outside Shoulder, New Flume and Ditch
2904+98.5				33.1			1	Outside Shoulder, Remove Flume and Ditch
3050+79.7 - 3054+07.4	328							Outside Shoulder, 70' New, Replace Curb
3054+25.3			1	89.2	59	104.1	1	Outside Shoulder, Replace Flume & Paved Ditch
3064+40.2 - 3073+31.0	891							Outside Shoulder, 58' New, Replace Curb
3073+48.7			1	76.4	51	89.1	1	Outside Shoulder, Replace Flume & Paved Ditch

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

CURB & FLUME SUMMARY

LOCATION	ITEM							
	22883EN	1690	1691	2165	2484	2599	01718	
	(1)			(2)		(2)		
ROADWAY	CONCRETE WEDGE CURB	FLUME INLET TYPE 1	FLUME INLET TYPE 2	REMOVE PAVED DITCH	CHANNEL LINING CLASS III	FABRIC - GEOTEXTILE TYPE IV	REMOVE INLET	NOTES
	(LF)	(EACH)	(EACH)	(LF)	(TON)	(SY)	(EACH)	
3116+40.8 - 3121+55.7	515							Outside Shoulder, 31' New, Replace Curb
3121+73.5			1	24.8	17	28.9	1	Outside Shoulder, Replace Flume & Paved Ditch
3135+46.9			1	40.8	27	47.6	1	Outside Shoulder, Replace Flume & Paved Ditch
3135+64.4 - 3138+87.2	323							Outside Shoulder, 19' New, Replace Curb
3168+49.8 - 3173+48.0	498							Outside Shoulder, Replace Curb
3173+56.1			1	40.9	27	47.7	1	Outside Shoulder, Replace Flume and Ditch
3222+40.9 - 3227+97.1	556							Outside Shoulder, Replace Curb
3228+14.0			1	54.5	36	63.6	1	Outside Shoulder, Replace Flume & Paved Ditch
3231+06.1 - 3237+29.9	624							Outside Shoulder, Replace Curb
3237+48.1			1	32.3	22	37.7	1	Outside Shoulder, Replace Flume & Paved Ditch
3272+24.5			1	70.1	47	81.8	1	Outside Shoulder, Replace Flume & Paved Ditch
3272+41.0 - 3275+52.0	311							Outside Shoulder, Replace Curb
3290+89.9 - 3291+83.5	94							Outside Shoulder, Replace Curb
3292+00.6			1	19.9	14	23.2	1	Outside Shoulder, Replace Flume & Paved Ditch
3302+00.5			1	70.8	47	82.6	1	Outside Shoulder, Replace Flume & Paved Ditch
3302+18.2 - 3310+83.1	865							Outside Shoulder, Replace Curb
3324+51.0 - 3328+35.7	385							Outside Shoulder, Replace Curb
3328+52.6			1	85.0	56	99.2	1	Outside Shoulder, Replace Flume & Paved Ditch
3328+58.3 - 3334+83.4	625							Outside Shoulder, Replace Curb
3335+00.5			1	53.7	36	62.7	1	Outside Shoulder, Replace Flume & Paved Ditch
TOTALS	**17454**	**2**	**33**	**1664.1**	**1209**	**2115.8**	**32**	

(1) See detail sheet. Removal of existing asphalt wedge curb will be incidental to the Remove Pavement bid item.
(2) Carried forward to the General Summary.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

DRAINAGE SUMMARY

	CULVERT PIPE-15 IN (1)	CULVERT PIPE - 18 IN (1)	CULVERT PIPE - 24 IN (1)	CULVERT PIPE - 30 IN (1)	PIPE CULVERT HEADWALL - 15 IN (1)	PIPE CULVERT HEADWALL - 18 IN (1)	PIPE CULVERT HEADWALL - 24 IN (1)	PIPE CULVERT HEADWALL - 30 IN (1)	SLOPED BOX OUTLET TYPE 1-15 INCH (1)	SLOPED BOX OUTLET TYPE 1-18 INCH (1)	SLOPED BOX OUTLET TYPE 1 - 24 INCH (1)	RECONSTRUCT CATCH BASIN	ADJUST INLET	ISLAND INTEGRAL CURB	REMOVE PAVED DITCH (2)	CHANNEL LINING CLASS II (2)	CLEAN ROADWAY DRAIN	NOTES
	LIN FT				EACH									LIN FT	SQ YD	TON	EACH	
ITEM CODE	461	462	464	466	1202	1204	1208	1210	1432	1433	1434	01708	1719	1845	2165	2483	3260	
2769+61.8, Rt			8				1											
2791+52.0, Rt	8				1										21	13		
2824+54.6, Lt		4				1												
2834+01.3, Rt	8				1													
2849+50.2, Rt		8				1									8	7		
2856+99.6, Lt	4								1									
2870+70.3, Lt			8				1											
2870+88.5, Lt	4				1													
2939+56.5, Lt			4				1								27	17		
2940+46.9, Rt												1						
2949+99.5, Rt			4				1											
2965+48.8, Rt	4				1										15	10		
2979+45.9, Lt																34		Fill in Dirt Ditch leading to Drop Box Inlet
2979+84.7, Rt	4				1													
2991+82.7, Rt			4				1											
2993+98.6, Rt		4								1								
3003+98.1, Rt	12				1													
3055+48.5, Lt	16				1													
3077+52.4, Rt		4				1												
3083+99.3, Lt		4								1								
3134+49.2, Rt		4				1									7	6		
3139+49.6, Rt	8				1										14	9		

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

DRAINAGE SUMMARY

	CULVERT PIPE-15 IN (1)	CULVERT PIPE - 18 IN (1)	CULVERT PIPE - 24 IN (1)	CULVERT PIPE - 30 IN (1)	PIPE CULVERT HEADWALL - 15 IN (1)	PIPE CULVERT HEADWALL - 18 IN (1)	PIPE CULVERT HEADWALL - 24 IN (1)	PIPE CULVERT HEADWALL - 30 IN (1)	SLOPED BOX OUTLET TYPE 1-15 INCH (1)	SLOPED BOX OUTLET TYPE 1-18 INCH (1)	SLOPED BOX OUTLET TYPE 1 - 24 INCH (1)	RECONSTRUCT CATCH BASIN	ADJUST INLET	ISLAND INTEGRAL CURB	REMOVE PAVED DITCH (2)	CHANNEL LINING CLASS II (2)	CLEAN ROADWAY DRAIN	NOTES
	LIN FT				EACH									LIN FT	SQ YD	TON	EACH	
ITEM CODE	461	462	464	466	1202	1204	1208	1210	1432	1433	1434	01708	1719	1845	2165	2483	3260	
3145+57.5, Rt			4				1											
3181+99.3, Lt	4				1													
3188+66.0, Lt				8				1										
3202+53.0, Lt	4				1													
3203+54.8, Lt		4				1												
3204+13.5, Rt		8				1												
3206+53.0, Rt		4				1												
3225+14.3, Lt	4				1													
3230+70.1, Rt														9.0				For Bridge End Drainage
3230+73.9, Rt Inside														9.1				For Bridge End Drainage
3230+77.8, Lt Inside														8.3				For Bridge End Drainage
3230+79.2, Rt													1				1	
3230+81.7, Lt														8.4				For Bridge End Drainage
3230+83.2, Rt Inside													1				1	
3230+86.0, Lt Inside													1				1	
3230+90.0, Rt														4.9				For Bridge End Drainage
3230+90.2, Lt													1				1	
3230+94.1, Rt Inside														5.4				For Bridge End Drainage
3230+97.0, Lt Inside														5.0				For Bridge End Drainage
3231+01.1, Lt														5.1				For Bridge End Drainage
3244+30.2, Rt Inside														9.3				For Bridge End Drainage
3244+30.4, Lt Inside														8.7				For Bridge End Drainage
3244+31.1, Rt														8.2				For Bridge End Drainage
3244+30.2, Lt														9.2				For Bridge End Drainage
3244+39.0, Lt Inside													1				1	
3244+39.4, Lt													1				1	
3244+39.4, Rt													1				1	
3244+39.7, Rt Inside													1				1	
3244+50.3, Rt Inside														4.5				For Bridge End Drainage
3244+50.3, Lt Inside														5.3				For Bridge End Drainage
3244+50.4, Lt														5.1				For Bridge End Drainage

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

DRAINAGE SUMMARY

	CULVERT PIPE-15 IN (1)	CULVERT PIPE - 18 IN (1)	CULVERT PIPE - 24 IN (1)	CULVERT PIPE - 30 IN (1)	PIPE CULVERT HEADWALL - 15 IN (1)	PIPE CULVERT HEADWALL - 18 IN (1)	PIPE CULVERT HEADWALL - 24 IN (1)	PIPE CULVERT HEADWALL - 30 IN (1)	SLOPED BOX OUTLET TYPE 1-15 INCH (1)	SLOPED BOX OUTLET TYPE 1-18 INCH (1)	SLOPED BOX OUTLET TYPE 1 - 24 INCH (1)	RECONSTRUCT CATCH BASIN	ADJUST INLET	ISLAND INTEGRAL CURB	REMOVE PAVED DITCH (2)	CHANNEL LINING CLASS II (2)	CLEAN ROADWAY DRAIN	NOTES
	LIN FT				EACH									LIN FT	SQ YD	TON	EACH	
ITEM CODE	461	462	464	466	1202	1204	1208	1210	1432	1433	1434	01708	1719	1845	2165	2483	3260	
3244+50.6, Rt														4.7				For Bridge End Drainage
3247+51.5, Rt		8				1												
3268+34.3, Rt Inside														4.0				For Bridge End Drainage
3268+38.3, Rt Inside													1				1	
3268+49.4, Rt Inside														8.9				For Bridge End Drainage
3268+90.3, Lt														5.6				For Bridge End Drainage
3268+95.9, Lt													1				1	
3269+06.9, Lt														10.2				For Bridge End Drainage
3283+52.8, Rt			4								1							
3312+00.0, Lt	8				1													
3315+31.8, Rt			4				1											
3334+50.2, Rt	8				1													
3343+50.8, Lt	8				1													
3350+00.6, Lt	4								1									
3360+84.5, Lt		4								1								
3360+86.3, Rt												1						
3371+57.0, Rt												1						
3371+93.2, Lt		4								1								
3397+00.4, Lt	4				1													
3401+49.1, Rt																		Fill in Erosion with #2 Stone
3401+49.3, Lt		4								1								
3402+50.2, Lt		8								1					11	7		
TOTAL	112	72	40	8	15	8	7	1	2	6	1	3	10	138.9	103	103	10	

(1) Removal of existing will be incidental to the installation of the new.

(2) Quantity carried forward to the General Summary.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

PAVED DITCH SUMMARY			
	REMOVE PAVED DITCH (1)	CHANNEL LINING CLASS II (1)	FABRIC - GEOTEXTILE TYPE IV (1)
	LIN FT	TON	SY
ITEM CODE	2165	2483	2599
STATION			
2769+32.6 - 2770+58.1, Lt	153.4	95.8	179.0
2770+55.6 - 2770+82.4, Lt	40.0	25.0	46.7
2774+16.9 - 2774+99.2, Rt	78.4	49.0	91.5
2775+39.1 - 2778+49.0, Lt	291.2	182.0	339.7
2783+43.3, Rt	25.9	16.2	30.2
2787+90.7 - 2792+59.5, Rt	437.8	273.6	510.8
2790+49.8 - 2790+71.6, Lt	31.4	19.6	36.6
2795+84.5 - 2800+16.5, Lt	406.0	253.7	473.7
2797+22.8, Lt	8.4	5.3	9.8
2797+29.4 - 2797+40.7, Lt	17.9	11.2	20.9
2799+54.2 - 2801+24.1, Rt	173.5	108.5	202.4
2815+45.8 - 2817+62.0, Lt	237.1	148.2	276.6
2816+02.7, Lt	10.0	6.2	11.7
2816+49.9 - 2818+90.0, Rt	240.1	150.1	280.1
2822+65.8, Rt	12.1	7.6	14.1
2823+65.9 - 2824+50.9, Lt	78.6	49.1	91.7
2824+22.9 - 2824+50.9, Lt	30.9	19.3	36.1
2824+62.4, Rt	219.7	137.3	256.3
2833+48.2 - 2834+51.6, Lt	106.0	66.2	123.7
2833+80.3 - 2834+29.1, Lt	83.4	52.1	97.3
2834+12.5 - 2836+28.3, Rt	213.3	133.3	248.9
2837+09.4 - 2840+98.6, Lt	360.7	225.5	420.8
2841+51.0, Rt	24.3	15.2	28.4
2847+91.7, Rt	24.3	15.2	28.4
2856+99.9 - 2858+31.7, Rt	125.7	78.6	146.7
2864+65.2 - 2866+03.5, Lt	136.7	85.4	159.5
2886+66.1 - 2886+88.4, Lt	78.9	49.3	92.1
2886+90.3 - 2887+88.5, Lt	37.6	23.5	43.9
2895+63.6 - 2899+81.1, Lt	427.5	267.2	498.8
2895+87.2 - 2898+24.2, Rt	225.4	140.9	263.0
2903+28.5 - 2905+11.4, Rt	39.8	24.9	46.4
2912+25.0, Rt	64.7	40.5	75.5
2914+77.7, Rt	62.9	39.3	73.4
2921+13.7 - 2928+27.3, Rt	690.4	431.5	805.5
2922+16.8 - 2922+58.8, Lt	40.1	36.7	46.8
2922+22.6, Rt	30.0	18.7	35.0
2948+34.3 - 2949+34.7, Lt	101.5	63.4	118.4
2958+35.4 - 2963+59.2, Lt	492.2	307.6	574.2
2959+65.3 - 2959+79.6, Lt	22.3	13.9	26.0
2964+63.8 - 2966+01.6, Rt	126.5	79.1	147.6
2984+33.9 - 2985+90.3, Lt	145.4	90.9	169.6
2985+45.4 - 2985+68.3, Lt	26.5	16.6	30.9

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

PAVED DITCH SUMMARY			
	REMOVE PAVED DITCH (1)	CHANNEL LINING CLASS II (1)	FABRIC - GEOTEXTILE TYPE IV (1)
	LIN FT	TON	SY
ITEM CODE	2165	2483	2599
2986+61.2 - 2986+97.4, Rt	34.7	21.7	40.5
2987+12.4 - 2988+03.5, Lt	85.1	53.2	99.3
3010+48.0 - 3012+34.7, Lt	172.8	108.0	201.6
3011+13.9 - 3012+33.1, Rt	110.9	69.3	129.4
3027+93.2 - 3030+00.4, Rt	191.1	119.4	223.0
3033+50.5 - 3037+60.8, Rt	107.0	66.9	124.8
3049+25.2 - 3053+57.2, Rt	405.1	253.2	472.6
3046+04.9 - 3069+99.9, Rt	557.5	348.4	650.4
3052+11.3 - 3053+20.6, Lt	103.2	64.5	120.4
3053+48.0 - 3055+48.5, Lt	196.6	122.8	229.4
3070+83.6 - 3073+99.1, Rt	318.5	199.0	371.6
3073+49.0, Rt	62.0	38.7	72.3
3080+47.9 - 3082+47.2, Lt	190.4	119.0	222.1
3103+49.7 - 3104+75.5, Rt	125.3	78.3	146.2
3113+95.8 - 3115+67.8, Lt	176.1	110.1	205.5
3115+28.4 - 3120+36.1, Rt	333.4	208.3	389.0
3125+87.3 - 3128+12.6, Lt	210.7	131.7	245.8
3134+67.0 - 3141+04.5, Rt	399.0	249.4	465.5
3136+62.1 - 3136+78.8, Lt	21.1	13.2	24.6
3136+78.8, Lt	13.8	8.6	16.1
3137+12.1 - 3140+05.0, Rt	276.7	172.9	322.8
3143+96.7 - 3145+49.9, Rt	165.1	103.2	192.6
3144+02.3 - 3144+91.3, Lt	86.2	53.9	100.6
3144+49.0, Rt	26.6	16.6	31.0
3145+74.1 - 3148+82.3, Rt	336.5	210.3	392.6
3160+61.9 - 3163+67.0, Rt	301.6	188.5	351.9
3167+15.5 - 3169+53.1, Lt	227.8	142.4	265.8
3175+11.2, Rt	33.3	20.8	38.9
3178+77.8 - 3181+07.6	213.6	133.5	249.2
3218+45.1 - 3222+64.5, Rt	396.4	247.8	462.5
3220+40.7 - 3225+23.0, Lt	452.3	282.7	527.7
3244+05.5 - 3248+23.9, Lt	388.3	242.7	453.0
3244+49.0, Rt	18.2	11.4	21.2
3247+51.5, Rt	10.1	6.3	11.8
3255+78.4, Lt	41.7	26.1	48.7
3280+41.2 - 3282+14.7, Lt	174.6	109.1	203.7
3282+13.9 - 3282+49.5, Lt	53.3	33.3	62.2
3290+05.8 - 3291+41.2, Rt	131.2	82.0	153.1
3292+00.6, Lt	17.9	11.2	20.9
3295+75.9 - 3298+66.9, Rt	271.3	169.6	316.5
3309+51.0 - 3312+52.8, Lt	281.8	176.1	328.8
3311+71.1 - 3315+77.5, Rt	377.9	236.2	440.9
3312+00.0, Lt	7.7	4.8	9.0

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

PAVED DITCH SUMMARY			
	REMOVE PAVED DITCH (1)	CHANNEL LINING CLASS II (1)	FABRIC - GEOTEXTILE TYPE IV (1)
	LIN FT	TON	SY
ITEM CODE	2165	2483	2599
3315+31.8, Rt	18.2	11.4	21.2
3320+84.9 - 3321+78.6, Rt	90.2	56.4	105.2
3321+50.4 - 3324+33.6, Rt	263.9	164.9	307.9
3321+52.9 - 3322+34.4, Rt	82.9	51.8	96.7
3322+65.0 - 3325+43.4, Lt	260.9	163.1	304.4
3324+64.8 - 3327+04.1, Rt	226.2	141.3	263.9
3328+01.1, Lt	17.4	10.9	20.3
3333+93.2 - 3335+45.7, Rt	145.2	90.8	169.4
3334+50.2, Rt	12.6	7.9	14.7
3342+47.8 - 3346+99.8, Lt	418.7	261.7	488.5
3342+94.8 - 3347+51.5, Rt	425.4	265.9	496.3
3343+50.8, Lt	18.7	11.7	21.8
3371+38.3 - 3371+92.3, Lt	51.1	32	59.6
3371+93.2, Lt	44.4	27.7	51.8
3375+44.2 - 3377+08.8, Rt	158.7	99.2	185.2
3388+30.5 - 3389+00.4, Lt	76.8	48.0	89.6
3391+99.1 - 3395+14.1, Rt	289.6	181.0	337.9
3392+85.7, Rt	45.5	28.4	53.1
3401+66.7 - 3403+33.0, Lt	157.9	98.7	184.2
TOTAL	17087.2	10691.1	19935.1

(1) Quantity carried forward to the General Summary.

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	2747+30.8	Inside	4" PVC
SB NP	2770+54.4	Inside	4" PVC
NB NP	2770+61.6	Inside	4" PVC
SB NP	2772+54.0	Inside	4" PVC
NB NP	2772+60.4	Inside	4" PVC
SB NP	2773+47.9	Outside	4" PVC
NB NP	2773+77.6	Outside	4" PVC
SB NP	2775+80.9	Outside	4" PVC
NB NP	2776+12.0	Outside	4" PVC
SB NP	2777+03.7	Inside	4" PVC
NB NP	2777+09.7	Inside	4" PVC
SB NP	2778+49.4	Outside	4" PVC
NB NP	2778+62.3	Outside	4" PVC
SB NP	2779+53.5	Inside	4" PVC
NB NP	2779+61.5	Inside	4" PVC
SB NP	2780+98.9	Outside	4" PVC
NB NP	2781+05.8	Outside	4" PVC
SB NP	2781+53.3	Inside	4" PVC
NB NP	2781+57.9	Inside	4" PVC
NB NP	2783+61.5	Outside	4" PVC
SB NP	2783+72.1	Outside	4" PVC
SB NP	2785+93.4	Inside	4" PVC
NB NP	2785+93.7	Inside	4" PVC
SB NP	2786+30.7	Outside	4" PVC
NB NP	2786+42.6	Outside	4" PVC
NB NP	2788+44.8	Inside	4" PVC
SB NP	2788+45.3	Inside	4" PVC
SB NP	2788+74.1	Outside	4" PVC
NB NP	2788+91.6	Outside	4" PVC
SB NP	2790+45.9	Outside	4" PVC
NB NP	2791+41.8	Outside	4" PVC
NB NP	2792+34.4	Outside	4" PVC
SB NP	2792+75.9	Outside	4" PVC
NB NP	2793+89.5	Inside	4" PVC
SB NP	2793+90.1	Inside	4" PVC
SB NP	2795+22.8	Outside	4" PVC
NB NP	2796+40.1	Outside	4" PVC
SB NP	2796+44.9	Inside	4" PVC
NB NP	2796+45.0	Inside	4" PVC
SB NP	2797+73.5	Outside	4" PVC
NB NP	2797+88.2	Outside	4" PVC
NB NP	2798+91.9	Inside	4" PVC
SB NP	2798+91.9	Inside	4" PVC
SB NP	2799+30.3	Outside	4" PVC
NB NP	2799+56.3	Outside	4" PVC
SB NP	2799+56.9	Outside	4" PVC
NB NP	2800+65.3	Inside	4" PVC
SB NP	2800+65.6	Inside	4" PVC
SB NP	2802+26.5	Outside	4" PVC
SB NP	2804+25.3	Outside	4" PVC
SB NP	2804+90.8	Inside	4" PVC
NB NP	2804+91.1	Inside	4" PVC
SB NP	2806+76.2	Outside	4" PVC
SB NP	2807+50.2	Inside	4" PVC
NB NP	2807+50.3	Inside	4" PVC
SB NP	2809+74.2	Outside	4" PVC
SB NP	2810+00.2	Inside	4" PVC
NB NP	2810+00.3	Inside	4" PVC
SB NP	2811+70.0	Outside	4" PVC
NB NP	2811+92.1	Outside	4" PVC
NB NP	2854+19.1	Inside	4" PVC
NB NP	2854+65.5	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	2812+37.8	Inside	4" PVC
NB NP	2812+38.1	Inside	4" PVC
NB NP	2815+58.2	Outside	4" PVC
SB NP	2815+82.1	Outside	4" PVC
NB NP	2816+72.1	Outside	8" CMP
SB NP	2816+81.6	Outside	8" CMP
NB NP	2818+06.7	Outside	4" PVC
NB NP	2818+37.8	Inside	4" PVC
SB NP	2818+37.9	Inside	4" PVC
SB NP	2818+48.7	Outside	4" PVC
NB NP	2820+55.8	Outside	4" PVC
NB NP	2820+85.5	Inside	4" PVC
SB NP	2820+85.8	Inside	4" PVC
SB NP	2821+34.5	Outside	4" PVC
NB NP	2823+16.8	Outside	4" PVC
SB NP	2823+54.4	Outside	4" PVC
SB NP	2825+85.6	Inside	4" PVC
NB NP	2825+85.8	Inside	4" PVC
SB NP	2825+90.9	Outside	4" PVC
SB NP	2828+33.8	Inside	4" PVC
NB NP	2828+33.9	Inside	4" PVC
SB NP	2828+47.6	Outside	4" PVC
NB NP	2828+57.1	Outside	4" PVC
SB NP	2830+78.2	Inside	4" PVC
NB NP	2830+78.3	Inside	4" PVC
SB NP	2831+40.1	Outside	4" PVC
SB NP	2832+44.6	Inside	4" PVC
NB NP	2832+44.9	Inside	4" PVC
NB NP	2833+49.2	Outside	4" PVC
SB NP	2833+99.1	Outside	4" PVC
SB NP	2834+20.3	Outside	8" CMP
NB NP	2834+20.6	Outside	8" PVC
SB NP	2835+89.7	Outside	4" PVC
NB NP	2836+03.4	Outside	4" PVC
NB NP	2836+83.7	Inside	4" PVC
SB NP	2836+83.8	Inside	4" PVC
NB NP	2838+56.6	Outside	4" PVC
SB NP	2838+96.5	Outside	4" PVC
SB NP	2839+29.3	Inside	4" PVC
NB NP	2839+29.5	Inside	4" PVC
NB NP	2840+31.8	Outside	4" PVC
SB NP	2841+41.6	Outside	4" PVC
NB NP	2841+50.0	Outside	4" PVC
NB NP	2844+27.6	Inside	4" PVC
SB NP	2844+27.8	Inside	4" PVC
SB NP	2844+36.0	Outside	4" PVC
NB NP	2844+43.4	Outside	4" PVC
SB NP	2846+68.0	Inside	4" PVC
NB NP	2846+68.1	Inside	4" PVC
NB NP	2847+02.6	Outside	4" PVC
SB NP	2847+49.7	Outside	4" PVC
NB NP	2849+47.1	Outside	4" PVC
SB NP	2849+51.7	Outside	4" PVC
SB NP	2849+94.9	Outside	8" CMP
NB NP	2851+64.8	Outside	4" PVC
SB NP	2851+73.3	Inside	4" PVC
NB NP	2851+76.8	Inside	4" PVC
SB NP	2852+32.6	Outside	4" PVC
SB NP	2854+19.1	Inside	4" PVC
SB NP	2901+27.4	Inside	4" PVC
SB NP	2901+92.2	Outside	4" PVC
NB NP	2903+95.8	Outside	4" PVC

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	2854+76.3	Outside	4" PVC
NB NP	2857+08.6	Outside	4" PVC
SB NP	2857+25.3	Outside	8" CMP
NB NP	2857+25.8	Outside	8" CMP
SB NP	2859+39.0	Inside	4" PVC
NB NP	2859+39.4	Inside	4" PVC
NB NP	2859+63.4	Outside	4" PVC
SB NP	2859+84.7	Outside	4" PVC
SB NP	2862+07.3	Inside	4" PVC
NB NP	2862+10.4	Inside	4" PVC
NB NP	2862+11.7	Outside	4" PVC
SB NP	2862+81.0	Outside	4" PVC
NB NP	2865+29.6	Outside	4" PVC
SB NP	2865+33.1	Outside	4" PVC
SB NP	2865+44.8	Outside	8" CMP
NB NP	2865+96.1	Outside	8" CMP
NB NP	2867+57.3	Outside	4" PVC
SB NP	2867+60.0	Inside	4" PVC
NB NP	2867+66.3	Inside	4" PVC
SB NP	2867+78.0	Outside	4" PVC
SB NP	2870+34.4	Outside	4" PVC
SB NP	2871+58.2	Outside	6" PVC
NB NP	2873+22.9	Outside	4" PVC
SB NP	2873+28.1	Outside	4" PVC
NB NP	2875+12.8	Outside	4" PVC
SB NP	2877+59.0	Inside	4" PVC
NB NP	2877+64.1	Inside	4" PVC
NB NP	2877+67.1	Outside	4" PVC
SB NP	2877+76.6	Outside	4" PVC
SB NP	2880+40.9	Outside	4" PVC
SB NP	2882+08.0	Inside	4" PVC
NB NP	2882+13.1	Inside	4" PVC
NB NP	2883+11.5	Outside	4" PVC
SB NP	2883+31.2	Outside	4" PVC
NB NP	2883+69.2	Inside	4" PVC
SB NP	2883+69.4	Inside	4" PVC
NB NP	2888+29.6	Inside	4" PVC
SB NP	2888+29.7	Inside	4" PVC
NB NP	2888+44.4	Outside	4" PVC
SB NP	2888+45.4	Outside	4" PVC
NB NP	2890+86.6	Outside	4" PVC
SB NP	2890+90.4	Inside	4" PVC
NB NP	2890+90.8	Inside	4" PVC
SB NP	2891+52.1	Outside	4" PVC
SB NP	2893+25.7	Inside	4" PVC
NB NP	2893+26.3	Inside	4" PVC
NB NP	2893+80.5	Outside	4" PVC
SB NP	2894+03.4	Outside	4" PVC
NB NP	2895+72.2	Outside	4" PVC
SB NP	2896+47.1	Outside	4" PVC
NB NP	2896+68.9	Outside	6" CMP
SB NP	2896+69.5	Outside	8" CMP
NB NP	2898+25.6	Outside	4" PVC
SB NP	2898+54.9	Inside	4" PVC
NB NP	2898+62.2	Inside	4" PVC
SB NP	2899+04.3	Outside	4" PVC
NB NP	2900+75.8	Outside	4" PVC
NB NP	2901+27.2	Inside	4" PVC
SB NP	2943+76.4	Outside	4" PVC
NB NP	2945+27.2	Inside	4" PVC
SB NP	2945+27.3	Inside	4" PVC
NB NP	2946+26.8	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	2903+99.3	Outside	4" PVC
SB NP	2905+27.6	Inside	4" PVC
NB NP	2905+28.1	Inside	4" PVC
NB NP	2905+76.0	Outside	4" PVC
SB NP	2906+88.9	Outside	4" PVC
SB NP	2907+05.9	Inside	4" PVC
NB NP	2907+14.8	Inside	4" PVC
NB NP	2908+24.9	Outside	4" PVC
SB NP	2911+87.2	Outside	4" PVC
SB NP	2912+21.8	Inside	4" PVC
NB NP	2912+22.0	Inside	4" PVC
NB NP	2912+44.1	Outside	4" PVC
NB NP	2914+49.3	Outside	4" PVC
SB NP	2916+48.1	Outside	4" PVC
SB NP	2917+07.0	Inside	4" PVC
NB NP	2917+07.1	Inside	4" PVC
NB NP	2917+23.1	Outside	4" PVC
SB NP	2918+90.5	Outside	4" PVC
SB NP	2919+56.3	Inside	4" PVC
NB NP	2919+60.1	Inside	4" PVC
SB NP	2920+78.5	Inside	4" PVC
NB NP	2920+79.1	Inside	4" PVC
SB NP	2921+43.8	Outside	4" PVC
NB NP	2921+85.9	Outside	4" PVC
NB NP	2921+92.6	Outside	8" CMP
SB NP	2921+94.3	Outside	8" CMP
SB NP	2923+98.7	Outside	4" PVC
NB NP	2924+69.7	Outside	4" PVC
NB NP	2924+81.4	Inside	4" PVC
SB NP	2924+81.5	Inside	4" PVC
SB NP	2926+79.7	Outside	4" PVC
NB NP	2927+20.4	Outside	4" PVC
NB NP	2927+32.3	Inside	4" PVC
SB NP	2927+32.8	Inside	4" PVC
SB NP	2928+97.1	Outside	4" PVC
NB NP	2929+11.8	Outside	4" PVC
SB NP	2929+82.8	Inside	4" PVC
NB NP	2929+83.0	Inside	4" PVC
SB NP	2931+23.3	Outside	4" PVC
NB NP	2931+70.5	Outside	4" PVC
SB NP	2933+79.2	Outside	4" PVC
NB NP	2934+20.1	Outside	4" PVC
SB NP	2934+81.4	Inside	4" PVC
NB NP	2934+82.0	Inside	4" PVC
SB NP	2936+29.1	Outside	4" PVC
NB NP	2936+72.7	Outside	4" PVC
SB NP	2937+28.9	Inside	4" PVC
NB NP	2937+29.2	Inside	4" PVC
NB NP	2938+22.5	Outside	4" PVC
SB NP	2938+72.8	Outside	4" PVC
SB NP	2938+80.4	Inside	4" PVC
NB NP	2938+80.4	Inside	4" PVC
NB NP	2939+95.2	Outside	4" PVC
NB NP	2941+23.5	Outside	4" PVC
SB NP	2941+33.9	Outside	4" PVC
SB NP	2942+78.8	Inside	4" PVC
NB NP	2942+79.7	Inside	4" PVC
NB NP	2987+37.8	Outside	4" PVC
NB NP	2989+69.1	Inside	4" PVC
SB NP	2989+69.3	Inside	4" PVC
SB NP	2989+78.0	Outside	4" PVC
NB NP	2989+87.2	Outside	4" PVC

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	2946+35.6	Outside	4" PVC
SB NP	2947+30.7	Inside	4" PVC
SB NP	2951+25.6	Outside	4" PVC
NB NP	2951+29.1	Outside	4" PVC
SB NP	2953+96.4	Outside	4" PVC
NB NP	2954+28.4	Outside	4" PVC
NB NP	2956+01.4	Inside	4" PVC
NB NP	2956+22.2	Outside	8" CMP
SB NP	2956+29.8	Inside	4" PVC
NB NP	2956+29.9	Inside	4" PVC
NB NP	2956+40.9	Outside	4" PVC
SB NP	2956+70.8	Outside	4" PVC
NB NP	2957+84.4	Inside	4" PVC
SB NP	2957+85.1	Inside	4" PVC
NB NP	2958+49.9	Outside	8" CMP
SB NP	2958+83.5	Outside	8" CMP
SB NP	2959+35.6	Outside	4" PVC
NB NP	2959+92.7	Outside	4" PVC
NB NP	2961+21.4	Inside	4" PVC
SB NP	2961+21.7	Inside	4" PVC
NB NP	2961+36.5	Outside	4" PVC
SB NP	2961+46.2	Outside	4" PVC
NB NP	2963+20.5	Inside	4" PVC
SB NP	2963+20.6	Inside	4" PVC
SB NP	2964+31.5	Outside	4" PVC
NB NP	2964+34.8	Outside	4" PVC
SB NP	2966+73.5	Outside	4" PVC
NB NP	2966+87.8	Outside	4" PVC
SB NP	2968+18.0	Inside	4" PVC
NB NP	2968+18.7	Inside	4" PVC
SB NP	2968+78.9	Outside	4" PVC
NB NP	2968+90.8	Outside	4" PVC
NB NP	2970+41.6	Outside	4" PVC
SB NP	2970+68.5	Inside	4" PVC
NB NP	2970+69.3	Inside	4" PVC
SB NP	2970+79.7	Outside	4" PVC
SB NP	2972+32.3	Outside	4" PVC
SB NP	2975+17.2	Inside	4" PVC
NB NP	2975+18.1	Inside	4" PVC
SB NP	2975+28.8	Outside	4" PVC
NB NP	2975+40.0	Outside	4" PVC
NB NP	2977+38.4	Outside	4" PVC
SB NP	2977+69.0	Inside	4" PVC
NB NP	2977+69.4	Inside	4" PVC
SB NP	2977+72.9	Outside	4" PVC
SB NP	2982+18.6	Inside	4" PVC
NB NP	2982+18.7	Inside	4" PVC
SB NP	2982+38.1	Outside	4" PVC
SB NP	2984+71.7	Inside	4" PVC
NB NP	2984+71.9	Inside	4" PVC
SB NP	2984+86.1	Outside	4" PVC
NB NP	2984+87.7	Outside	4" PVC
NB NP	2986+45.5	Outside	8" CMP
SB NP	2986+48.2	Outside	8" CMP
SB NP	2986+98.2	Outside	4" PVC
NB NP	3030+28.1	Outside	4" PVC
SB NP	3030+74.6	Outside	4" PVC
SB NP	3031+99.8	Inside	4" PVC
NB NP	3032+04.4	Inside	4" PVC
NB NP	3032+40.8	Outside	4" PVC
SB NP	3033+52.8	Outside	4" PVC
NB NP	3033+84.4	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	2992+20.8	Outside	4" PVC
NB NP	2993+81.6	Outside	8" CMP
SB NP	2993+97.8	Outside	4" PVC
NB NP	2996+42.3	Outside	4" PVC
SB NP	2996+70.8	Inside	4" PVC
NB NP	2996+71.1	Inside	4" PVC
SB NP	2996+74.6	Outside	4" PVC
SB NP	2998+19.9	Inside	4" PVC
NB NP	2998+20.2	Inside	4" PVC
NB NP	2999+02.9	Outside	4" PVC
SB NP	2999+57.3	Outside	4" PVC
NB NP	3000+34.2	Outside	4" PVC
SB NP	3000+65.2	Outside	4" PVC
NB NP	3001+78.2	Outside	4" PVC
SB NP	3002+15.3	Inside	4" PVC
NB NP	3002+15.7	Inside	4" PVC
SB NP	3002+21.9	Outside	4" PVC
NB NP	3003+79.5	Outside	4" PVC
SB NP	3004+79.6	Outside	4" PVC
NB NP	3006+34.0	Outside	4" PVC
SB NP	3006+65.2	Inside	4" PVC
NB NP	3006+65.9	Inside	4" PVC
SB NP	3008+12.3	Inside	4" PVC
NB NP	3008+15.7	Inside	4" PVC
NB NP	3008+78.6	Outside	4" PVC
SB NP	3012+68.4	Inside	4" PVC
NB NP	3012+68.7	Inside	4" PVC
NB NP	3012+85.2	Outside	4" PVC
SB NP	3013+17.4	Outside	4" PVC
SB NP	3015+17.1	Inside	4" PVC
NB NP	3015+17.1	Inside	4" PVC
NB NP	3015+36.1	Outside	4" PVC
SB NP	3015+74.0	Outside	4" PVC
SB NP	3017+70.7	Inside	4" PVC
NB NP	3017+70.7	Inside	4" PVC
SB NP	3017+80.9	Outside	4" PVC
NB NP	3017+85.8	Outside	4" PVC
SB NP	3018+34.7	Outside	4" PVC
NB NP	3020+15.6	Inside	4" PVC
SB NP	3020+15.7	Inside	4" PVC
SB NP	3020+34.2	Outside	4" PVC
NB NP	3020+37.0	Outside	4" PVC
NB NP	3022+36.0	Outside	4" PVC
SB NP	3022+52.2	Outside	4" PVC
SB NP	3022+69.2	Inside	4" PVC
NB NP	3022+69.3	Inside	4" PVC
SB NP	3024+78.3	Outside	4" PVC
SB NP	3026+21.9	Outside	4" PVC
NB NP	3026+27.2	Outside	8" CMP
SB NP	3027+63.2	Inside	4" PVC
NB NP	3027+65.0	Inside	4" PVC
NB NP	3027+84.7	Outside	4" PVC
SB NP	3028+12.5	Outside	4" PVC
SB NP	3030+12.7	Inside	4" PVC
NB NP	3030+18.0	Inside	4" PVC
SB NP	3069+47.0	Inside	4" PVC
NB NP	3069+93.7	Outside	4" PVC
SB NP	3070+06.2	Outside	4" PVC
SB NP	3070+38.4	Outside	4" PVC
NB NP	3071+96.1	Inside	4" PVC
SB NP	3071+96.4	Inside	4" PVC
NB NP	3072+37.0	Outside	4" PVC

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
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EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	3035+92.0	Outside	4" PVC
NB NP	3036+00.0	Inside	4" PVC
SB NP	3036+00.3	Inside	4" PVC
NB NP	3036+38.3	Outside	4" PVC
NB NP	3037+45.6	Outside	8" CMP
SB NP	3037+54.0	Outside	8" CMP
NB NP	3038+54.9	Inside	4" PVC
SB NP	3038+55.1	Inside	4" PVC
NB NP	3038+84.2	Outside	4" PVC
SB NP	3040+51.9	Inside	4" PVC
NB NP	3040+52.0	Inside	4" PVC
NB NP	3044+49.0	Outside	4" PVC
NB NP	3044+56.8	Inside	4" PVC
SB NP	3044+57.5	Inside	4" PVC
SB NP	3044+65.9	Outside	4" PVC
NB NP	3047+05.2	Outside	4" PVC
SB NP	3047+18.0	Outside	4" PVC
NB NP	3047+52.9	Inside	4" PVC
SB NP	3047+52.9	Inside	4" PVC
NB NP	3048+94.8	Outside	8" CMP
NB NP	3049+46.9	Inside	4" PVC
SB NP	3049+47.8	Inside	4" PVC
SB NP	3049+61.9	Outside	4" PVC
NB NP	3051+73.7	Outside	4" PVC
NB NP	3051+96.4	Inside	4" PVC
SB NP	3051+96.7	Inside	4" PVC
SB NP	3052+19.0	Outside	4" PVC
NB NP	3053+66.5	Outside	4" PVC
NB NP	3054+48.5	Inside	4" PVC
SB NP	3054+49.1	Inside	4" PVC
SB NP	3054+68.9	Outside	4" PVC
NB NP	3055+09.1	Outside	4" PVC
SB NP	3057+04.5	Outside	4" PVC
NB NP	3057+74.8	Outside	4"
NB NP	3057+91.4	Inside	4" PVC
SB NP	3057+91.5	Inside	4" PVC
SB NP	3059+61.8	Outside	4" PVC
NB NP	3060+23.1	Outside	4" PVC
NB NP	3060+37.0	Inside	4" PVC
SB NP	3060+37.1	Inside	4" PVC
SB NP	3062+04.1	Outside	4" PVC
NB NP	3062+35.3	Outside	4" PVC
SB NP	3062+36.4	Inside	4" PVC
NB NP	3062+36.8	Inside	4" PVC
NB NP	3063+91.9	Outside	4" PVC
SB NP	3064+19.6	Outside	4" PVC
SB NP	3066+00.9	Outside	4" PVC
NB NP	3066+31.8	Outside	4" PVC
NB NP	3066+97.5	Inside	4" PVC
SB NP	3066+98.0	Inside	4" PVC
SB NP	3067+82.2	Outside	4" PVC
NB NP	3067+93.7	Outside	4" PVC
NB NP	3069+46.8	Inside	4" PVC
SB NP	3118+54.3	Inside	4" PVC
NB NP	3118+54.5	Inside	4" PVC
NB NP	3118+69.4	Outside	4" PVC
SB NP	3119+47.2	Outside	4" PVC
NB NP	3120+50.7	Outside	4" PVC
NB NP	3122+82.4	Inside	4" PVC
SB NP	3122+82.7	Inside	4" PVC
NB NP	3122+92.2	Outside	4" PVC
SB NP	3124+54.4	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	3072+50.2	Outside	4" PVC
SB NP	3074+26.5	Outside	4" PVC
NB NP	3074+74.5	Outside	4" PVC
SB NP	3075+87.0	Outside	4" PVC
SB NP	3077+26.6	Outside	8" CMP
NB NP	3077+41.8	Outside	4" PVC
SB NP	3078+50.7	Outside	4" PVC
SB NP	3078+91.7	Inside	4" PVC
NB NP	3078+92.7	Inside	4" PVC
NB NP	3079+97.6	Outside	4" PVC
NB NP	3081+51.6	Inside	4" PVC
SB NP	3081+51.6	Inside	4" PVC
NB NP	3083+97.6	Outside	4" PVC
SB NP	3085+61.9	Outside	4" PVC
SB NP	3086+39.1	Inside	4" PVC
NB NP	3086+39.8	Inside	4" PVC
NB NP	3086+49.6	Outside	4" PVC
SB NP	3087+55.4	Outside	4" PVC
NB NP	3089+00.3	Outside	4" PVC
NB NP	3090+47.9	Outside	4" PVC
SB NP	3091+28.3	Inside	4" PVC
NB NP	3091+28.6	Inside	4" PVC
NB NP	3092+82.5	Inside	4" PVC
SB NP	3092+82.6	Inside	4" PVC
NB NP	3093+00.9	Inside	8" CMP
SB NP	3094+91.3	Outside	4" PVC
NB NP	3095+18.1	Outside	4" PVC
NB NP	3100+97.9	Outside	4" PVC
SB NP	3101+24.1	Outside	4" PVC
NB NP	3101+33.6	Inside	4" PVC
SB NP	3101+34.1	Inside	4" PVC
SB NP	3102+97.0	Outside	4" PVC
SB NP	3103+49.4	Outside	4" PVC
NB NP	3103+49.6	Outside	4" PVC
SB NP	3105+02.6	Outside	4" PVC
SB NP	3105+28.3	Outside	8" CMP
NB NP	3105+97.2	Inside	4" PVC
SB NP	3105+97.6	Inside	4" PVC
NB NP	3106+09.8	Outside	4" PVC
SB NP	3107+40.4	Outside	4" PVC
NB NP	3108+05.5	Inside	4" PVC
SB NP	3108+05.8	Inside	4" PVC
NB NP	3108+42.1	Outside	4" PVC
SB NP	3110+97.3	Inside	4" PVC
NB NP	3110+97.3	Inside	4" PVC
SB NP	3112+31.8	Outside	4" PVC
SB NP	3114+65.1	Outside	4" PVC
NB NP	3115+94.1	Outside	4" PVC
SB NP	3116+04.0	Outside	8" CMP
NB NP	3116+07.8	Inside	4" PVC
SB NP	3116+07.9	Inside	4" PVC
NB NP	3116+58.4	Outside	4" PVC
SB NP	3117+02.5	Outside	4" PVC
SB NP	3159+45.9	Inside	4" PVC
SB NP	3160+02.8	Outside	4" PVC
SB NP	3162+51.7	Outside	4" PVC
NB NP	3162+99.2	Outside	8" CMP
SB NP	3163+53.1	Inside	4" PVC
NB NP	3163+53.9	Inside	4" PVC
NB NP	3163+55.8	Outside	4" PVC
SB NP	3164+95.0	Outside	4" PVC
NB NP	3166+00.9	Inside	4" PVC

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EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3125+03.7	Outside	4" PVC
NB NP	3125+47.2	Inside	4" PVC
SB NP	3125+47.4	Inside	4" PVC
SB NP	3126+85.6	Outside	4" PVC
NB NP	3127+90.4	Outside	4"
NB NP	3129+54.5	Outside	4" PVC
NB NP	3130+32.6	Outside	4" PVC
NB NP	3130+41.2	Inside	4" PVC
SB NP	3130+41.6	Inside	4" PVC
NB NP	3131+98.1	Inside	4" PVC
SB NP	3131+98.6	Inside	4" PVC
SB NP	3132+06.0	Outside	4" PVC
NB NP	3132+70.2	Outside	4" PVC
SB NP	3134+27.8	Outside	4" PVC
NB NP	3136+46.7	Outside	4" PVC
NB NP	3136+85.5	Inside	4" PVC
SB NP	3136+85.7	Inside	4" PVC
SB NP	3136+90.2	Outside	4" PVC
NB NP	3138+34.4	Outside	4" PVC
SB NP	3139+26.7	Outside	4" PVC
NB NP	3139+42.7	Outside	8" CMP
NB NP	3139+72.7	Outside	4" PVC
SB NP	3140+95.7	Outside	4" PVC
NB NP	3141+95.8	Inside	4" PVC
SB NP	3141+96.2	Inside	4" PVC
NB NP	3142+29.8	Outside	4" PVC
SB NP	3142+43.8	Outside	4" PVC
NB NP	3144+39.2	Outside	4" PVC
SB NP	3144+72.7	Outside	4" PVC
SB NP	3145+99.3	Outside	4" PVC
NB NP	3146+21.3	Outside	4" PVC
SB NP	3146+81.8	Inside	4" PVC
NB NP	3146+82.3	Inside	4" PVC
SB NP	3147+41.0	Outside	4" PVC
SB NP	3148+30.3	Inside	4" PVC
NB NP	3148+30.8	Inside	4" PVC
NB NP	3148+38.5	Outside	4" PVC
NB NP	3152+17.2	Inside	4" PVC
SB NP	3152+17.2	Inside	4" PVC
SB NP	3152+48.1	Outside	4" PVC
NB NP	3152+71.5	Outside	4" PVC
SB NP	3154+98.7	Outside	4" PVC
SB NP	3155+02.4	Inside	4" PVC
NB NP	3155+02.6	Inside	4" PVC
NB NP	3155+07.9	Outside	4" PVC
SB NP	3157+51.5	Outside	4" PVC
NB NP	3157+54.7	Inside	4" PVC
SB NP	3157+55.0	Inside	4" PVC
NB NP	3157+61.9	Outside	4" PVC
NB NP	3159+40.1	Outside	4" PVC
NB NP	3159+45.8	Inside	4" PVC
NB NP	3203+37.4	Outside	4" PVC
SB NP	3203+68.3	Outside	4" PVC
NB NP	3204+98.1	Inside	4" PVC
SB NP	3204+98.2	Inside	4" PVC
NB NP	3205+57.5	Outside	4" PVC
SB NP	3206+40.4	Outside	4" PVC
SB NP	3207+50.2	Inside	4" PVC
NB NP	3207+50.5	Inside	4" PVC
NB NP	3208+00.6	Outside	4" PVC
NB NP	3208+15.5	Outside	4" PVC
SB NP	3208+93.2	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	3166+00.9	Inside	4" PVC
NB NP	3166+18.3	Outside	4" PVC
SB NP	3166+50.5	Outside	4" PVC
SB NP	3168+02.0	Outside	4" PVC
NB NP	3168+44.2	Inside	4" PVC
SB NP	3168+44.4	Inside	4" PVC
NB NP	3168+68.1	Outside	4" PVC
SB NP	3169+76.9	Outside	4" PVC
NB NP	3170+02.0	Inside	4" PVC
SB NP	3170+02.1	Inside	4" PVC
NB NP	3171+36.5	Outside	4" PVC
SB NP	3171+51.0	Outside	4" PVC
SB NP	3173+02.1	Outside	4" PVC
NB NP	3173+55.1	Outside	4" PVC
NB NP	3173+96.3	Inside	4" PVC
SB NP	3173+96.8	Inside	4" PVC
SB NP	3175+45.6	Outside	4" PVC
NB NP	3176+01.6	Inside	4" PVC
SB NP	3176+02.0	Inside	4" PVC
NB NP	3176+18.0	Outside	4" PVC
NB NP	3177+99.7	Outside	4" PVC
SB NP	3178+00.3	Outside	4" PVC
SB NP	3179+96.0	Outside	4" PVC
SB NP	3180+15.4	Inside	4" PVC
NB NP	3180+15.7	Inside	4" PVC
NB NP	3180+51.5	Outside	4" PVC
NB NP	3183+03.3	Outside	4" PVC
SB NP	3184+49.2	Inside	4" PVC
NB NP	3184+49.6	Inside	4" PVC
NB NP	3185+41.0	Outside	4" PVC
SB NP	3185+94.4	Outside	4" PVC
NB NP	3187+03.6	Inside	4" PVC
SB NP	3187+03.6	Inside	4" PVC
SB NP	3188+41.9	Outside	4" PVC
NB NP	3188+62.0	Outside	4" PVC
SB NP	3190+93.5	Outside	4" PVC
NB NP	3191+04.6	Outside	4" PVC
NB NP	3192+03.1	Inside	4" PVC
SB NP	3192+03.2	Inside	4" PVC
SB NP	3193+46.2	Outside	4" PVC
NB NP	3193+52.9	Outside	4" PVC
NB NP	3194+51.2	Inside	4" PVC
SB NP	3194+51.2	Inside	4" PVC
SB NP	3195+75.6	Outside	8" CMP
SB NP	3196+07.1	Outside	4" PVC
SB NP	3197+43.5	Outside	4" PVC
SB NP	3197+65.3	Inside	8" CMP
NB NP	3198+05.7	Outside	4" PVC
SB NP	3198+91.0	Outside	4" PVC
NB NP	3200+61.2	Outside	4" PVC
SB NP	3201+37.4	Outside	4" PVC
SB NP	3252+30.4	Inside	4" PVC
SB NP	3252+52.5	Outside	4" PVC
NB NP	3254+37.7	Outside	4" PVC
NB NP	3254+91.6	Inside	4" PVC
SB NP	3254+92.6	Inside	4" PVC
SB NP	3254+93.4	Outside	4" PVC
NB NP	3256+78.2	Outside	4" PVC
SB NP	3257+37.2	Outside	4" PVC
NB NP	3259+31.2	Outside	4" PVC
SB NP	3259+46.8	Outside	4" PVC
NB NP	3259+95.9	Inside	4" PVC

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EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3209+51.3	Inside	4" PVC
SB NP	3209+51.4	Inside	4" PVC
NB NP	3209+92.0	Outside	4" PVC
SB NP	3211+42.7	Outside	4" PVC
SB NP	3212+68.6	Outside	8" CMP
SB NP	3213+01.3	Inside	4" PVC
NB NP	3213+01.5	Inside	4" PVC
NB NP	3213+59.6	Outside	4" PVC
SB NP	3213+94.5	Outside	4" PVC
SB NP	3214+94.7	Inside	4" PVC
NB NP	3214+94.8	Inside	4" PVC
SB NP	3218+02.6	Outside	4" PVC
NB NP	3218+11.2	Outside	4" PVC
NB NP	3219+01.0	Inside	4" PVC
SB NP	3219+01.3	Inside	4" PVC
SB NP	3220+00.4	Outside	4" PVC
NB NP	3220+21.6	Outside	4" PVC
SB NP	3220+32.8	Outside	8" CMP
SB NP	3221+45.0	Inside	4" PVC
NB NP	3221+45.1	Inside	4" PVC
SB NP	3222+53.8	Outside	4" PVC
NB NP	3222+61.5	Outside	4" PVC
SB NP	3223+42.2	Inside	4" PVC
NB NP	3223+42.3	Inside	4" PVC
SB NP	3225+03.8	Outside	4" PVC
NB NP	3225+17.2	Outside	4" PVC
NB NP	3227+58.0	Outside	4" PVC
SB NP	3232+12.9	Outside	4" PVC
NB NP	3234+01.4	Outside	4" PVC
NB NP	3234+05.2	Inside	4" PVC
SB NP	3234+05.3	Inside	4" PVC
SB NP	3234+62.3	Outside	4" PVC
NB NP	3236+47.2	Inside	4" PVC
SB NP	3236+47.7	Inside	4" PVC
NB NP	3236+51.5	Outside	4" PVC
NB NP	3238+59.7	Inside	4" PVC
SB NP	3238+59.7	Inside	4" PVC
NB NP	3239+02.4	Outside	4" PVC
SB NP	3239+57.3	Outside	4" PVC
SB NP	3241+63.6	Outside	4" PVC
NB NP	3242+03.2	Outside	4" PVC
SB NP	3245+47.2	Outside	4" PVC
SB NP	3245+68.2	Outside	4" PVC
NB NP	3248+54.0	Outside	4" PVC
SB NP	3248+61.3	Outside	4" PVC
NB NP	3249+93.3	Inside	4" PVC
SB NP	3249+93.9	Inside	4" PVC
SB NP	3249+97.7	Outside	4" PVC
NB NP	3252+29.7	Inside	4" PVC
NB NP	3299+01.5	Inside	4" PVC
SB NP	3299+01.5	Inside	4" PVC
NB NP	3299+02.9	Outside	4" PVC
SB NP	3300+12.8	Outside	4" PVC
NB NP	3301+29.2	Inside	4" PVC
SB NP	3301+29.3	Inside	4" PVC
NB NP	3301+40.4	Outside	4" PVC
SB NP	3302+56.5	Outside	4" PVC
NB NP	3303+78.2	Inside	4" PVC
SB NP	3303+78.7	Inside	4" PVC
NB NP	3303+91.1	Outside	4" PVC
SB NP	3305+01.9	Outside	4" PVC
NB NP	3305+19.4	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
SB NP	3259+96.1	Inside	4" PVC
SB NP	3261+43.4	Outside	4" PVC
NB NP	3261+84.7	Outside	4" PVC
NB NP	3262+44.7	Inside	4" PVC
SB NP	3262+45.4	Inside	4" PVC
SB NP	3263+99.8	Outside	4" PVC
NB NP	3264+30.6	Outside	4" PVC
NB NP	3264+94.5	Inside	4" PVC
SB NP	3264+94.8	Inside	4" PVC
SB NP	3266+40.4	Outside	4" PVC
NB NP	3266+44.1	Outside	4" PVC
NB NP	3271+53.4	Outside	4" PVC
SB NP	3273+55.7	Outside	4" PVC
NB NP	3273+83.1	Outside	4" PVC
NB NP	3278+06.7	Inside	4" PVC
SB NP	3278+07.4	Inside	4" PVC
NB NP	3278+11.8	Outside	4" PVC
SB NP	3278+14.9	Outside	4" PVC
SB NP	3280+39.4	Outside	8" CMP
NB NP	3280+61.4	Inside	4" PVC
SB NP	3280+62.5	Inside	4" PVC
NB NP	3280+63.6	Outside	4" PVC
SB NP	3280+71.7	Outside	4" PVC
SB NP	3282+90.3	Outside	4" PVC
NB NP	3283+09.3	Outside	4" PVC
NB NP	3284+25.6	Inside	4" PVC
SB NP	3284+25.9	Inside	4" PVC
NB NP	3285+61.5	Outside	4" PVC
SB NP	3285+86.1	Outside	4" PVC
NB NP	3285+90.4	Inside	4" PVC
SB NP	3285+90.6	Inside	4" PVC
NB NP	3288+04.4	Outside	4" PVC
SB NP	3288+24.4	Outside	4" PVC
NB NP	3288+52.5	Inside	4" PVC
SB NP	3288+53.2	Inside	4" PVC
NB NP	3290+57.2	Outside	4" PVC
SB NP	3290+58.1	Outside	4" PVC
SB NP	3290+68.6	Outside	4" PVC
NB NP	3290+83.6	Outside	4" PVC
SB NP	3292+69.2	Outside	4" PVC
NB NP	3293+00.7	Outside	4" PVC
NB NP	3293+15.0	Inside	4" PVC
SB NP	3293+15.7	Inside	4" PVC
NB NP	3295+00.7	Outside	4" PVC
NB NP	3295+04.9	Inside	4" PVC
SB NP	3295+05.2	Inside	4" PVC
SB NP	3296+77.5	Outside	4" PVC
NB NP	3296+82.9	Outside	4" PVC
SB NP	3298+56.9	Outside	4" PVC
SB NP	3336+62.9	Outside	4" PVC
NB NP	3337+04.2	Outside	4" PVC
NB NP	3338+98.9	Outside	4" PVC
SB NP	3339+06.3	Outside	4" PVC
SB NP	3339+17.7	Outside	8" CMP
NB NP	3339+18.2	Outside	8" CMP
NB NP	3341+28.4	Outside	4" PVC
NB NP	3341+56.7	Inside	4" PVC
SB NP	3341+56.9	Outside	4" PVC
SB NP	3341+57.0	Inside	4" PVC
NB NP	3343+63.4	Outside	4" PVC
SB NP	3343+68.4	Outside	4" PVC
SB NP	3345+57.3	Outside	4" PVC

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EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3306+22.4	Outside	4" PVC
SB NP	3307+56.4	Outside	4" PVC
NB NP	3308+29.1	Inside	4" PVC
SB NP	3308+29.4	Inside	4" PVC
NB NP	3309+03.7	Outside	4" PVC
SB NP	3310+05.8	Outside	4" PVC
NB NP	3310+31.8	Inside	4" PVC
SB NP	3310+32.1	Inside	4" PVC
NB NP	3311+34.5	Outside	4" PVC
NB NP	3312+19.6	Outside	4" PVC
SB NP	3312+54.1	Outside	8" CMP
NB NP	3313+90.9	Outside	4" PVC
SB NP	3314+06.8	Outside	4" PVC
NB NP	3314+28.2	Inside	4" PVC
SB NP	3314+28.7	Inside	4" PVC
NB NP	3316+02.2	Outside	8" CMP
NB NP	3316+34.3	Outside	4" PVC
NB NP	3316+85.0	Inside	4" PVC
SB NP	3316+86.1	Inside	4" PVC
NB NP	3317+01.7	Inside	4" PVC
SB NP	3320+77.4	Outside	4" PVC
NB NP	3321+00.3	Outside	4" PVC
NB NP	3321+82.6	Inside	4" PVC
NB NP	3322+02.9	Inside	4" PVC
SB NP	3322+02.9	Inside	4" PVC
SB NP	3322+58.8	Outside	4" PVC
SB NP	3323+27.7	Outside	4" PVC
NB NP	3323+44.1	Outside	4" PVC
NB NP	3324+21.7	Inside	4" PVC
SB NP	3324+22.3	Inside	4" PVC
NB NP	3325+50.4	Outside	4" PVC
SB NP	3325+89.8	Outside	4" PVC
NB NP	3326+60.2	Inside	4" PVC
SB NP	3326+60.7	Inside	4" PVC
NB NP	3326+93.1	Outside	4" PVC
SB NP	3327+26.9	Outside	4" PVC
SB NP	3328+19.5	Outside	4" PVC
NB NP	3329+41.5	Outside	4" PVC
SB NP	3330+38.1	Outside	4" PVC
NB NP	3330+59.2	Inside	4" PVC
SB NP	3330+59.6	Inside	4" PVC
NB NP	3332+03.5	Outside	4" PVC
NB NP	3332+06.9	Inside	4" PVC
SB NP	3332+07.2	Inside	4" PVC
SB NP	3332+32.3	Outside	4" PVC
NB NP	3334+61.6	Outside	4" PVC
SB NP	3334+69.1	Outside	4" PVC
NB NP	3378+17.9	Outside	8" CMP
SB NP	3378+18.0	Outside	8" CMP
NB NP	3378+36.3	Inside	4" PVC
SB NP	3378+36.9	Inside	4" PVC
SB NP	3378+50.0	Outside	8" CMP
NB NP	3378+86.0	Outside	4" PVC
SB NP	3380+75.2	Outside	4" PVC
NB NP	3381+42.0	Outside	4" PVC
SB NP	3382+33.1	Outside	4" PVC
NB NP	3382+91.2	Inside	4" PVC
SB NP	3382+91.7	Inside	4" PVC
NB NP	3383+89.0	Outside	4" PVC
SB NP	3383+97.1	Outside	4" PVC
NB NP	3385+38.1	Inside	4" PVC
SB NP	3385+38.7	Inside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3346+02.3	Inside	4" PVC
SB NP	3346+02.6	Inside	4" PVC
NB NP	3346+19.9	Outside	4" PVC
SB NP	3347+50.1	Outside	4" PVC
NB NP	3347+67.2	Outside	8" CMP
NB NP	3348+04.1	Inside	4" PVC
SB NP	3348+04.3	Inside	4" PVC
NB NP	3348+45.2	Outside	4" PVC
NB NP	3350+79.4	Outside	4" PVC
SB NP	3351+02.3	Outside	8" CMP
SB NP	3351+57.7	Outside	4" PVC
SB NP	3352+56.0	Inside	4" PVC
NB NP	3352+56.1	Inside	4" PVC
NB NP	3353+13.6	Outside	4" PVC
SB NP	3353+56.9	Outside	4" PVC
SB NP	3355+21.7	Inside	4" PVC
NB NP	3355+22.0	Inside	4" PVC
NB NP	3355+81.1	Outside	4" PVC
SB NP	3356+06.6	Outside	4" PVC
NB NP	3357+54.5	Inside	4" PVC
SB NP	3357+54.7	Inside	4" PVC
NB NP	3358+19.2	Outside	4" PVC
SB NP	3358+53.0	Outside	4" PVC
NB NP	3359+04.2	Inside	4" PVC
SB NP	3359+04.5	Inside	4" PVC
SB NP	3361+99.0	Outside	4" PVC
SB NP	3362+81.0	Outside	4" PVC
NB NP	3362+92.2	Inside	4" PVC
SB NP	3362+92.2	Inside	4" PVC
NB NP	3363+14.9	Outside	4" PVC
SB NP	3367+43.9	Outside	4" PVC
NB NP	3367+91.2	Outside	4" PVC
NB NP	3368+13.2	Inside	4" PVC
SB NP	3368+13.7	Inside	4" PVC
SB NP	3369+41.2	Outside	4" PVC
NB NP	3369+88.8	Inside	4" PVC
SB NP	3369+89.4	Inside	4" PVC
NB NP	3369+94.4	Outside	4" PVC
SB NP	3373+45.5	Outside	4" PVC
NB NP	3373+92.2	Inside	4" PVC
SB NP	3373+92.8	Inside	4" PVC
NB NP	3374+10.9	Outside	4" PVC
SB NP	3375+77.9	Outside	4" PVC
NB NP	3376+27.2	Outside	4" PVC
NB NP	3376+39.5	Inside	4" PVC
NB NP	3376+40.1	Inside	4" PVC
SB NP	3377+77.1	Outside	4" PVC
NB NP	3417+35.0	Outside	4" PVC
SB NP	3417+58.4	Inside	4" PVC
NB NP	3417+58.5	Inside	4" PVC
SB NP	3417+61.4	Outside	4" PVC
NB NP	3419+65.1	Inside	4" PVC
SB NP	3419+67.4	Inside	4" PVC
NB NP	3419+88.6	Outside	4" PVC
SB NP	3420+14.6	Outside	4" PVC
NB NP	3422+48.9	Outside	4" PVC
NB NP	3422+75.2	Inside	4" PVC
SB NP	3422+75.7	Inside	4" PVC
SB NP	3422+80.5	Outside	4" PVC
SB NP	3425+13.0	Outside	4" PVC
SB NP	3427+16.8	Outside	4" PVC
NB NP	3427+52.2	Outside	4" PVC

WILLIAM NATCHER PARKWAY (WN 9007) PAVEMENT REHABILITATION
OHIO COUNTY ITEM NO. 2-2089.00

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3386+30.3	Outside	4" PVC
SB NP	3386+48.1	Outside	4" PVC
NB NP	3387+41.2	Inside	4" PVC
SB NP	3387+42.1	Inside	4" PVC
NB NP	3388+98.4	Outside	4" PVC
SB NP	3389+32.1	Outside	8" CMP
SB NP	3390+59.3	Outside	4" PVC
NB NP	3391+20.8	Outside	4" PVC
NB NP	3391+27.2	Inside	4" PVC
SB NP	3391+28.1	Inside	4" PVC
NB NP	3393+86.8	Inside	4" PVC
SB NP	3393+87.2	Inside	4" PVC
NB NP	3394+05.4	Outside	4" PVC
SB NP	3394+62.4	Outside	4" PVC
NB NP	3395+57.1	Inside	4" PVC
SB NP	3395+57.9	Inside	4" PVC
NB NP	3396+22.7	Outside	4" PVC
NB NP	3397+01.8	Outside	4" PVC
SB NP	3397+10.1	Outside	4" PVC
SB NP	3398+59.1	Outside	4" PVC
NB NP	3398+90.0	Outside	4" PVC
SB NP	3399+29.4	Inside	4" PVC
NB NP	3399+29.5	Inside	4" PVC
SB NP	3400+05.9	Outside	4" PVC
NB NP	3401+05.4	Inside	4" PVC
SB NP	3401+05.8	Inside	4" PVC
NB NP	3401+93.2	Outside	4" PVC
SB NP	3402+92.9	Outside	8" CMP
NB NP	3403+74.5	Outside	4" PVC
SB NP	3405+01.2	Outside	4" PVC
NB NP	3405+08.2	Inside	4" PVC
SB NP	3405+08.8	Inside	4" PVC
NB NP	3406+38.6	Outside	4" PVC
SB NP	3407+55.5	Outside	4" PVC
NB NP	3407+61.5	Inside	4" PVC
SB NP	3407+62.2	Inside	4" PVC
NB NP	3408+79.1	Outside	4" PVC
NB NP	3409+96.9	Inside	4" PVC
SB NP	3409+97.9	Inside	4" PVC
SB NP	3410+02.5	Outside	4" PVC
NB NP	3411+32.8	Outside	4" PVC
SB NP	3412+62.7	Outside	4" PVC
NB NP	3412+64.7	Inside	4" PVC
SB NP	3412+65.0	Inside	4" PVC
NB NP	3413+37.8	Outside	4" PVC

EXISTING PERF PIPE HEADWALL LOCATIONS			
Roadway	Station	Note	Type
NB NP	3427+90.1	Inside	4" PVC
SB NP	3427+90.2	Inside	4" PVC
SB NP	3429+08.1	Outside	4" PVC
NB NP	3429+90.9	Outside	4" PVC
NB NP	3429+97.2	Inside	4" PVC
SB NP	3429+98.0	Inside	4" PVC
NB NP	3432+44.1	Outside	4" PVC
NB NP	3432+66.4	Inside	4" PVC
SB NP	3432+66.9	Inside	4" PVC
NB NP	3433+87.0	Outside	8" CMP
NB NP	3434+35.6	Outside	4" PVC
NB NP	3434+50.7	Inside	4" PVC
SB NP	3434+51.5	Inside	4" PVC
SB NP	3434+52.4	Outside	4" PVC
SB NP	3435+95.0	Outside	4" PVC
NB NP	3436+58.7	Outside	8" CMP
NB NP	3443+53.2	Inside	4" PVC
SB NP	3443+53.5	Inside	4" PVC

NOTE: Approximate location of existing perforated pipe headwalls to be cleaned out. There may exist additional headwalls that were not field located. All Perforated Pipe Headwalls are to be cleaned. This work will be incidental to Bid Item No. 2575 'Ditching And Shouldering'.

GENERAL NOTES FOR PROJECT
OHIO COUNTY
NATCHER PARKWAY (WN 9007)
ITEM NO. 2-2089.00

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

I. DESCRIPTION

Perform all work in accordance with the Department's 2012 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 including construction of median crossovers as shown in the Proposal.

(2) On both directions of the Natcher Parkway perform full depth concrete pavement removal and replacement in accordance with the Special Note for Full Depth Concrete Pavement Repair at the locations specified in the “Concrete Pavement Repair Summary”. After the pavement patching is complete and all existing Type V pavement markers have been removed per the Special Note for Removal of Type V pavement Markers, diamond grind all concrete pavement within the limits of the project. After diamond grinding an area, saw and seal all longitudinal and transverse joints and install new inlaid pavement markers and permanent striping.

(3) Remove existing asphalt shoulders and replace with 2 inches of CL3 Asphalt Surface 0.50D PG64-22. Remove the existing asphalt wedge curbs and construct new Concrete Wedge Curb at locations shown on the “Curb & Flume Summary”. Do not disturb the existing pavement edge drains or their outlet headwalls.

(4) Remove and replace Guardrail and Guardrail End Treatments as shown in the Proposal and/or as directed by the Engineer. Any settled or damaged shoulder areas under the guardrail are to be repaired and brought up to the grade of the adjacent concrete pavement with new DGA or excess DGA from other areas of the project.

(5) Bridge work as shown in the Bridge Proposal.

(6) 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 accordance with 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. Jointed Plain Concrete Pavement 9". Use Jointed Plain Concrete Pavement 9" for full depth replacement of concrete pavement. Either central mixing or truck mixing will be allowed.

D. Erosion Control Blanket. Erosion Control Blanket is to be placed on the median after the crossovers have been removed. Erosion Control Blanket is also to be placed on other disturbed areas such as slopes and around drainage work areas. Straw is not to be used in the median.

E. Pavement Markings - 6 inch. Use Pave Striping–Perm Paint-6-inch for permanent striping (12 inch at entrance and exit ramp tapers). See section 842 of the Standard Specifications.

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. Construction Methods for Full Depth JPC Patching Repairs. 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 48 hours. (The Engineer will not allow the slab to be sawed and then to remain in place for more than 48 hours.) 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 9 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.

Remove and replace concrete pavement in a continuous operation in accordance with the traffic control plan and these notes. 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. Diamond Grinding. Repair and Diamond Grind the JPC pavement of the Natcher Parkway. Make one or more passes with the grinding equipment as needed to obtain the rideability required by the general note for Ride Quality Adjustment. Omit grinding on bridge decks. Perform additional grinding as directed by the Engineer to provide smooth transitions between traffic lanes and between ground and unground areas. Clean and sweep Diamond Ground areas before opening those areas to traffic. Sweeping associated with Diamond Grinding is incidental to Diamond Grinding. Dispose of all grindings, shavings, and debris off site at locations approved by the Engineer.

E. Joint 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.

Hot-Poured Elastic joint sealer is to be used to seal all longitudinal and transverse joints in the concrete pavement including the additional joints created during PCC Pavement repairs. Removal of the existing silicone joint sealer will be incidental to the Saw-Clean-Reseal joint bid item.

F. Edge Drains. There are existing edge drains in place along the inside and outside of the mainline in both directions. They and their outlet headwalls are to be protected and not disturbed by the proposed construction.

G. 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.

H. 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.

I. 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.

J. Pavement Striping and Pavement Markers. Permanent striping will be in accordance with Section 112 and section 713, except that:

a. Striping will be 6" in width (12” in ramp gore areas);
b. Permanent striping will be in place before a lane is opened to traffic; and
c. Permanent striping will be Permanent Paint – 6 In. (Permanent Paint – 12 In in ramp gore areas)
d. Inlaid Pavement Markers are to be installed. See the special note for Inlaid Pavement Markers.

K. 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.

L. Utility Clearance. Do not disturb existing overhead or underground utilities. It is not anticipated that any utility facilities will need to be relocated and/or adjusted; however, in the event that it is discovered that the work does require that utilities be relocated and/or adjusted, the utility companies will work concurrently with the Contractor while relocating their facilities. The Contractor shall be responsible for repairing all utility damage that occurs as a result of his operations at no additional cost to the Department.

IV. METHOD OF MEASUREMENT

A. Maintain and Control Traffic. See 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. 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.

D. JPC Pavement–9". See the Special Note for Full Depth Concrete Pavement Repair. JPC Pavement-9" will be measured by the square yard installed. No additional payment will be made for any additional concrete required due to a depth beyond 9".

E. JPC Pavement Ride Quality. See the Special Note for Ride Quality Adjustment for pavement rideability requirements.

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

G. 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 9".

H. Inlaid Pavement Markers and Permanent Striping. Permanent Paint (6" and 12") is measured per linear foot. Inlaid Pavement Markers are measured as each installed. See the special note for Inlaid Pavement Markers.

I. 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.

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

K. 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. Remove JPC Pavement. See the Special Note for Full Depth Concrete Pavement Repair.

D. JPC Pavement–9". 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 9".

E. JPC Pavement Ride Quality. See the Special Note for Ride Quality Adjustment for pavement rideability requirements.

F. Inlaid Pavement Markers and Permanent Striping. See the Traffic Control Plan.

VI. OTHER NOTES APPLICABLE TO PROJECT

A. Existing Plans. Existing plans are available on the KYTC website, www.kytc.state.ky.us/Highways, Division of Highway Design, KYTC Project Archives (1909-Present).

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B. Project Alignments And Stationing. The Natcher Parkway centerline is a best fit alignment based on field surveyed data and stationed to match the station stamps in the existing concrete pavement as close as possible.

C. Erosion Control. There are no erosion control plans for this project. The contractor is advised, however that an erosion control BMP plan must be developed for this project conjointly with the Engineer and BMP measures must be installed, maintained, and monitored in accordance with all applicable regulations. See "Special Note for KPDES Permit and Temporary Erosion Control" in proposal.

D. Existing Signs. Remove existing signs only when necessary, protect and store them in a safe location. If a sign is damaged during removal, storage or re-installation, the Contractor will be responsible to replace it at no cost to the

Department. Re-install all signs at their original location by approved methods. This work will be incidental to “MAINTAIN AND CONTROL TRAFFIC”.

E. Ditching and Shouldering. All headwalls, including perforated pipe headwalls, and pipes 36 inches in diameter or less on the project to be cleaned per the Standard Specifications.

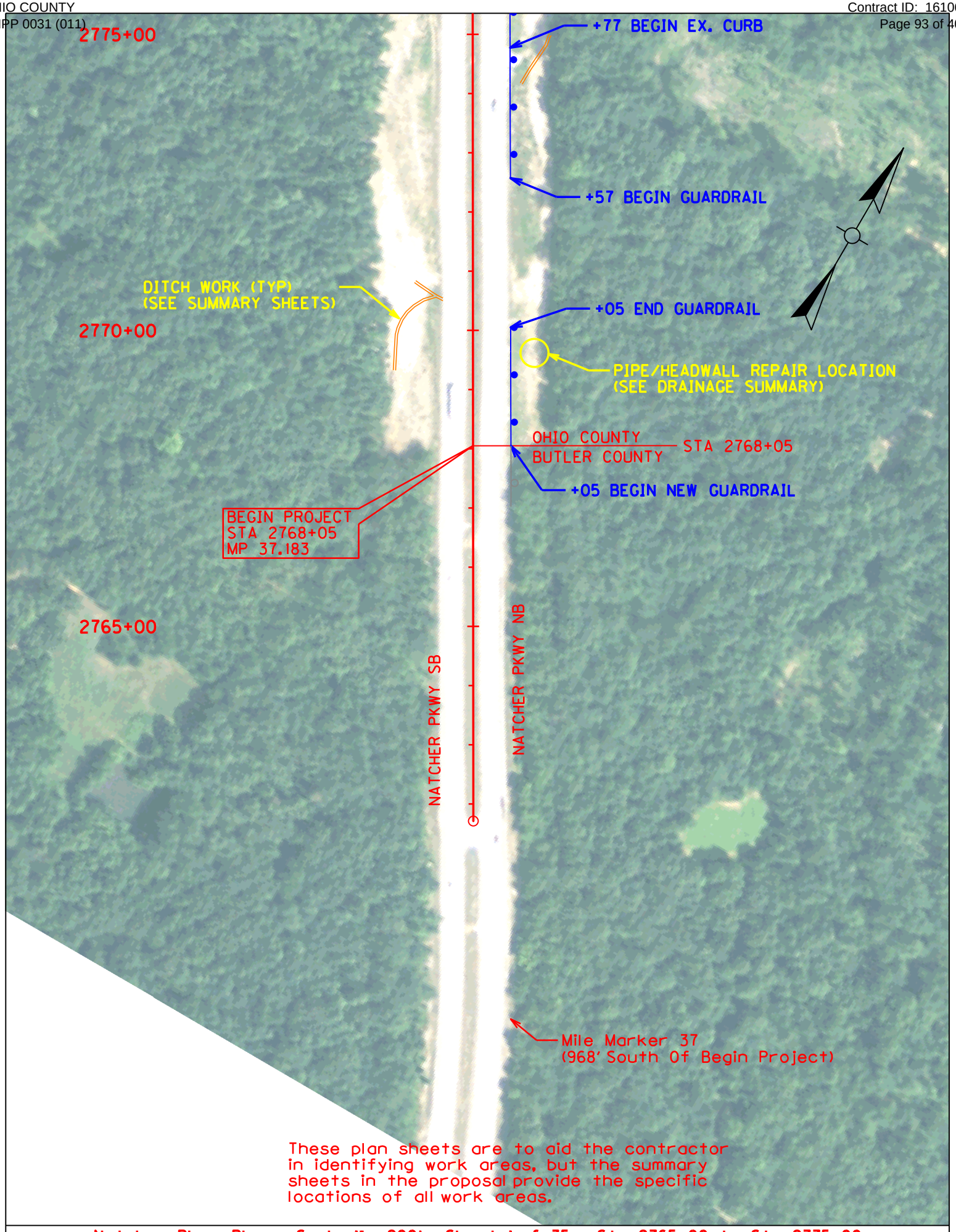
F. Shoulder Drainage. Earth or grass high spots next to the shoulders are to be graded to provide positive drainage. This work is to be performed after milling the shoulder and will be incidental to the milling bid item.

G. Guardrail. Guardrail, End Treatments, and Terminal Sections to be replaced are listed by stations in the Guardrail Summary sheet. These stations are approximate. The exact placement will be approved by the Engineer.

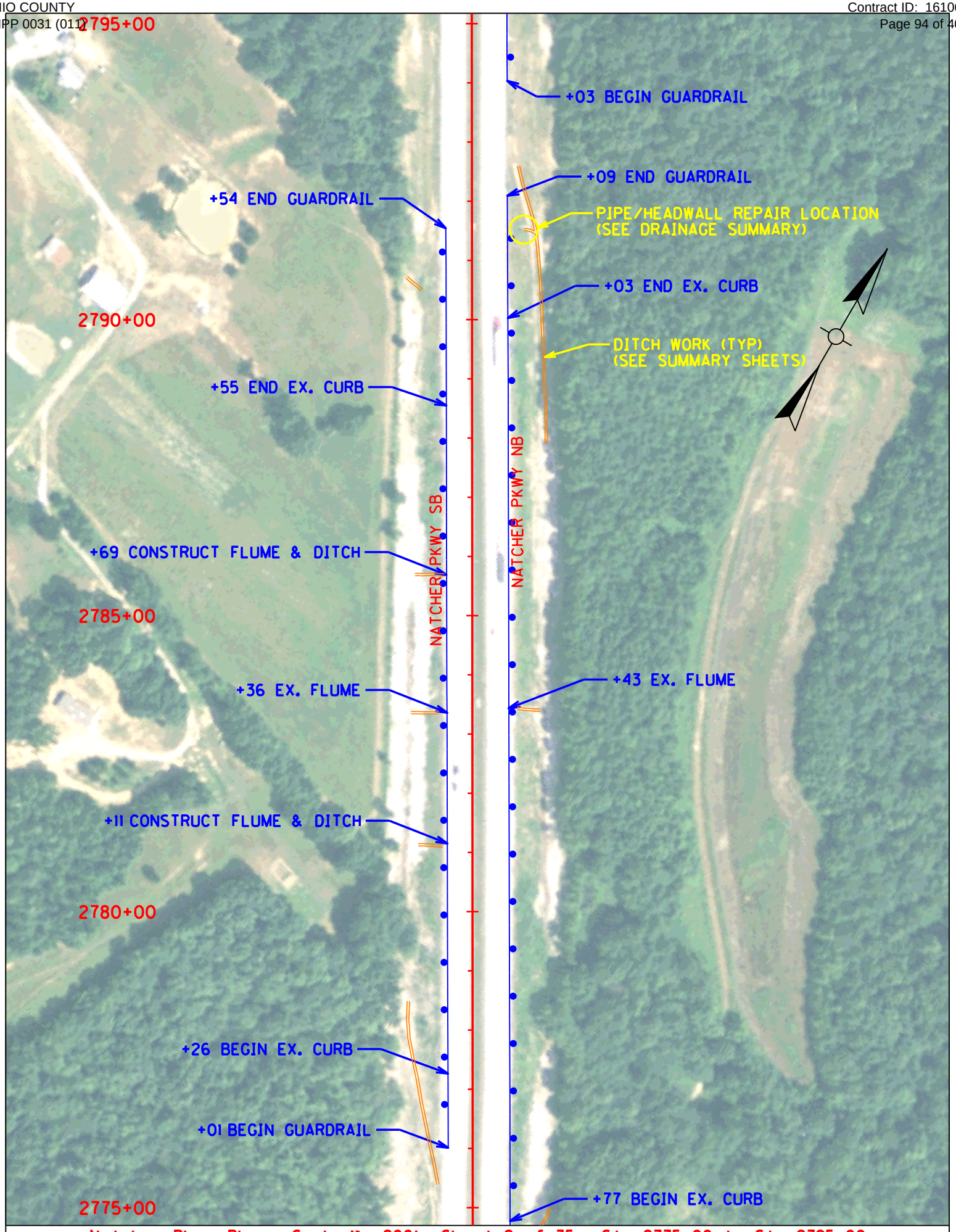
After the existing Guardrail has been removed from an area, all voids from the guardrail removal shall be filled and the shoulder recompacted prior to the installation of the new guardrail. The shoulder preparation shall be incidental to guardrail installation.

Remove any existing guardrail with a lane closure in place. Do not leave the area unprotected. After the guardrail is removed, a shoulder closure shall remain in place until the guardrail is replaced in that area. There is a guardrail delivery verification sheet which must be completed and signed by the Contractor, Engineer, and a representative of the Central Sign Shop and Recycle Center.

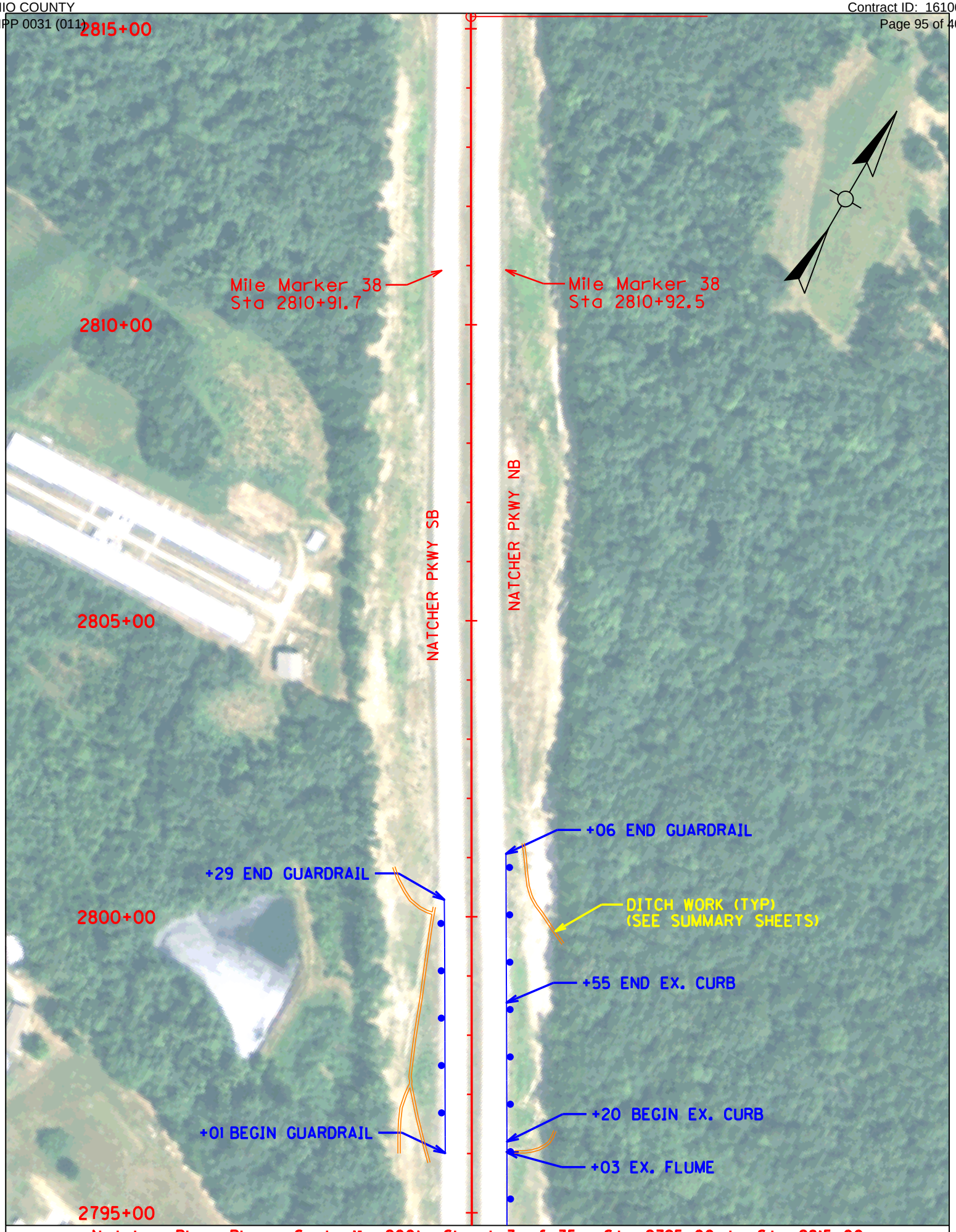
The Contractor shall deliver existing salvaged guardrail system materials to the Central Sign Shop and Recycle Center at 1224 Wilkinson Blvd in Frankfort, KY. Contact the Section Supervisor at (502) 564-8187 to schedule the delivery of material. Deliver the material between the hours of 8:00AM and 3:00PM, Monday through Friday.



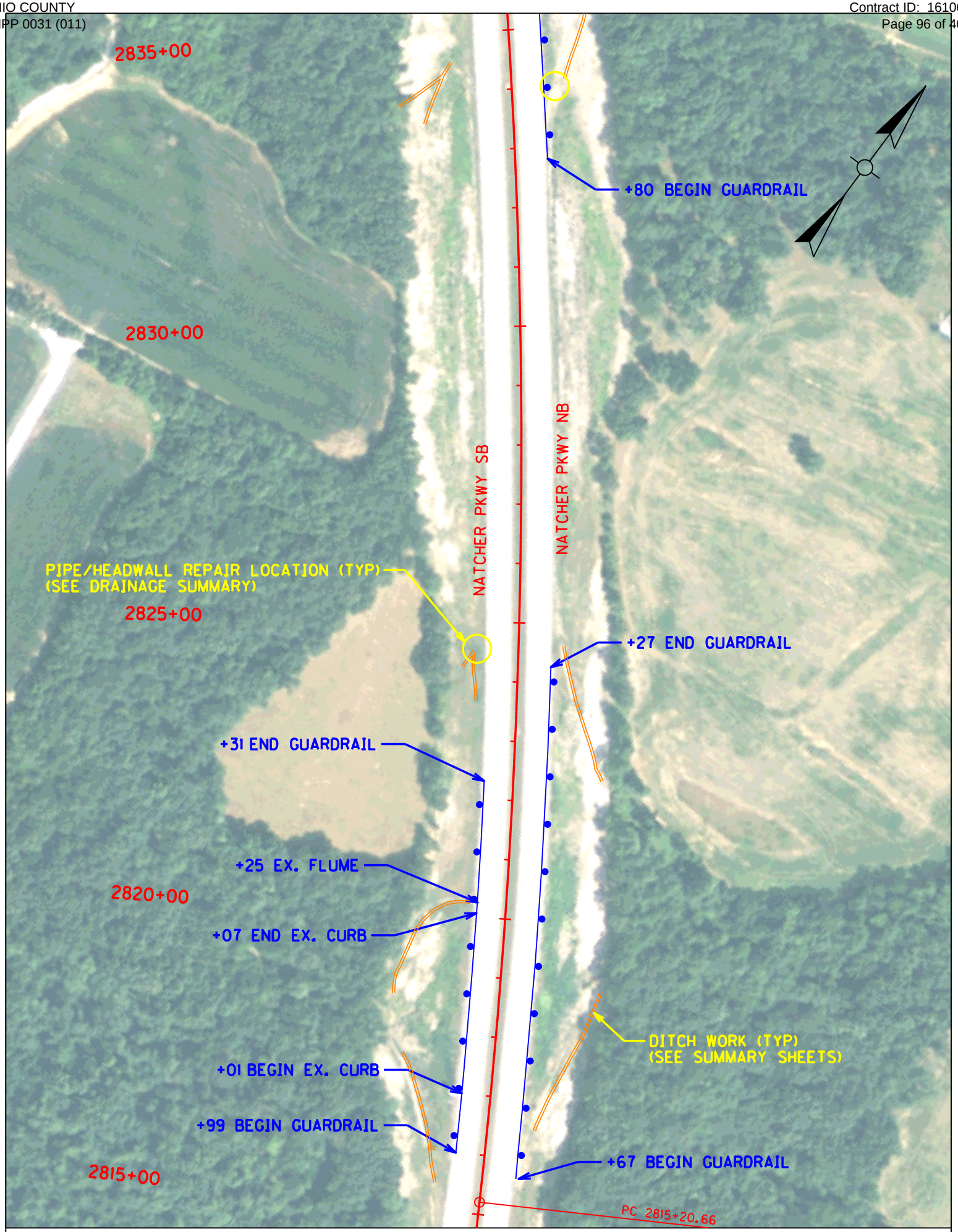
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 1 of 35 - Sta 2765+00 to Sta 2775+00



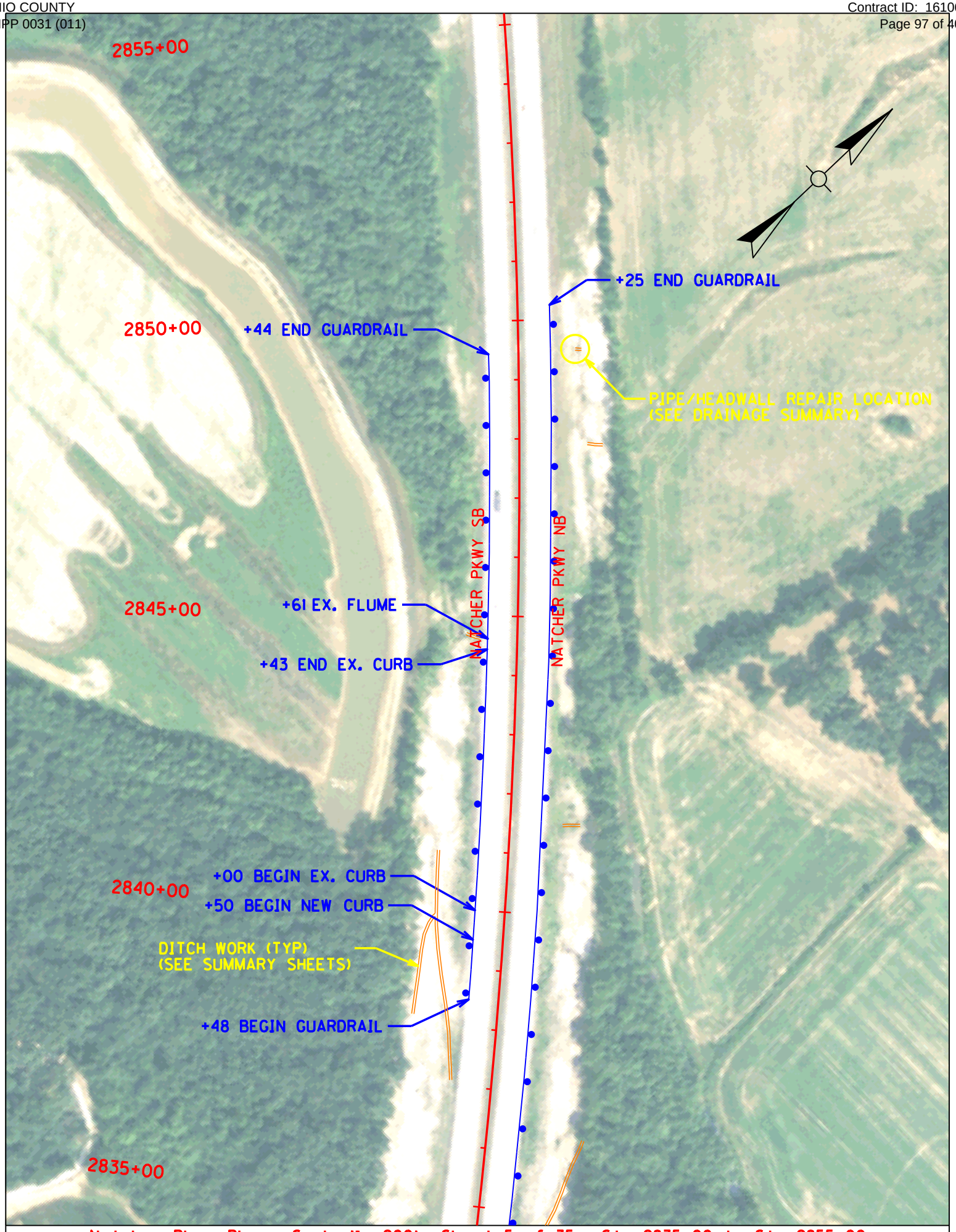
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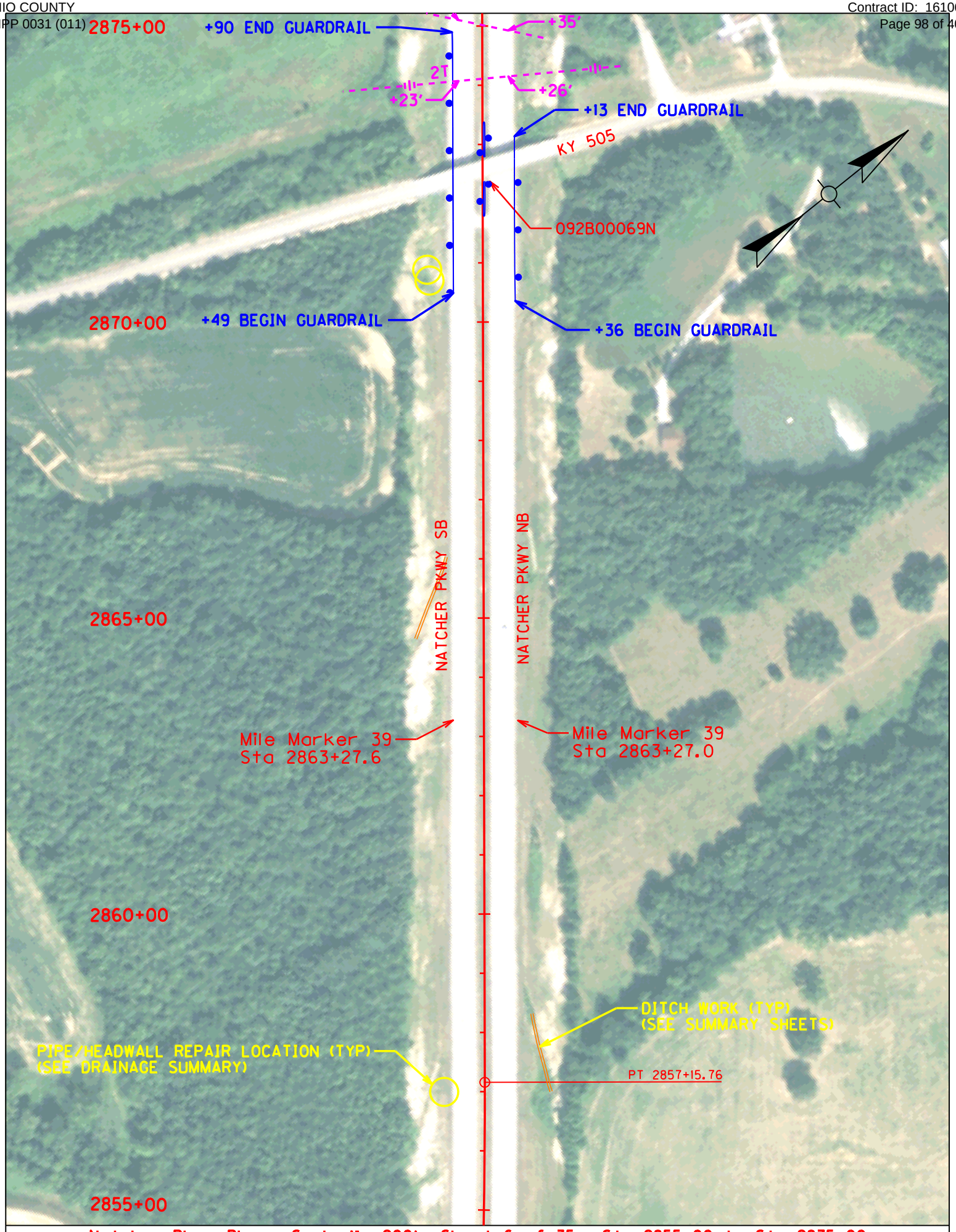
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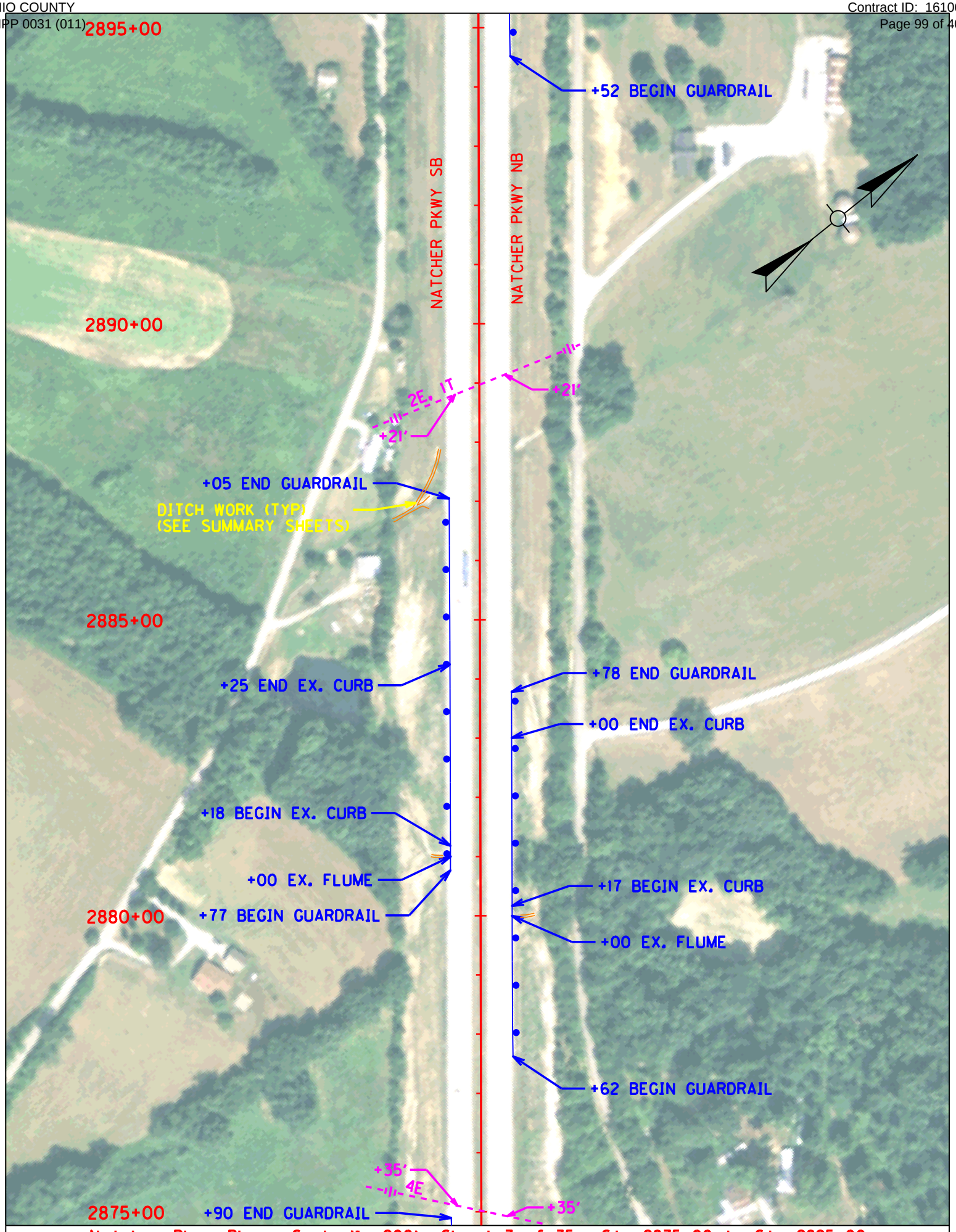
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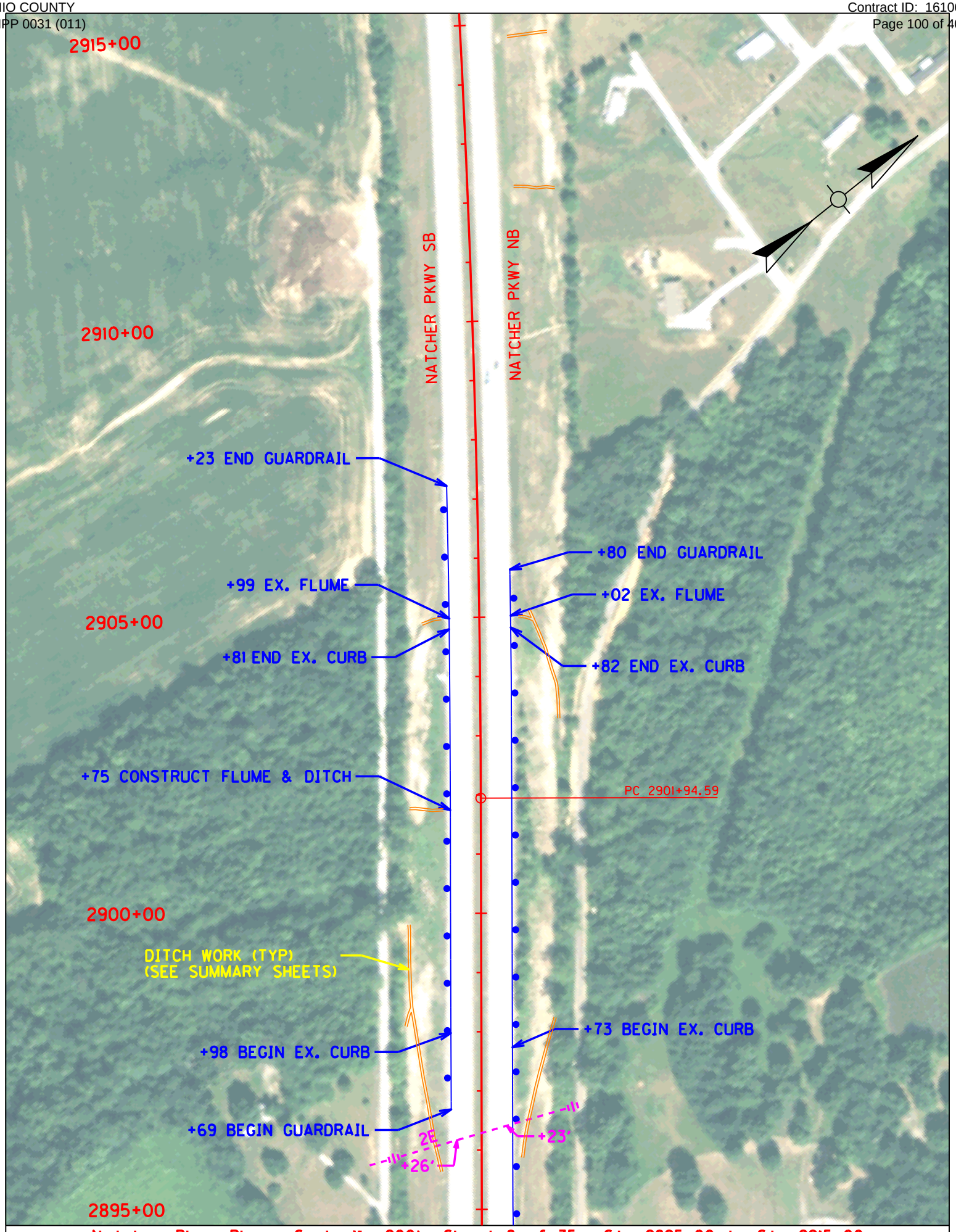
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 5 of 35 - Sta 2835+00 to Sta 2855+00



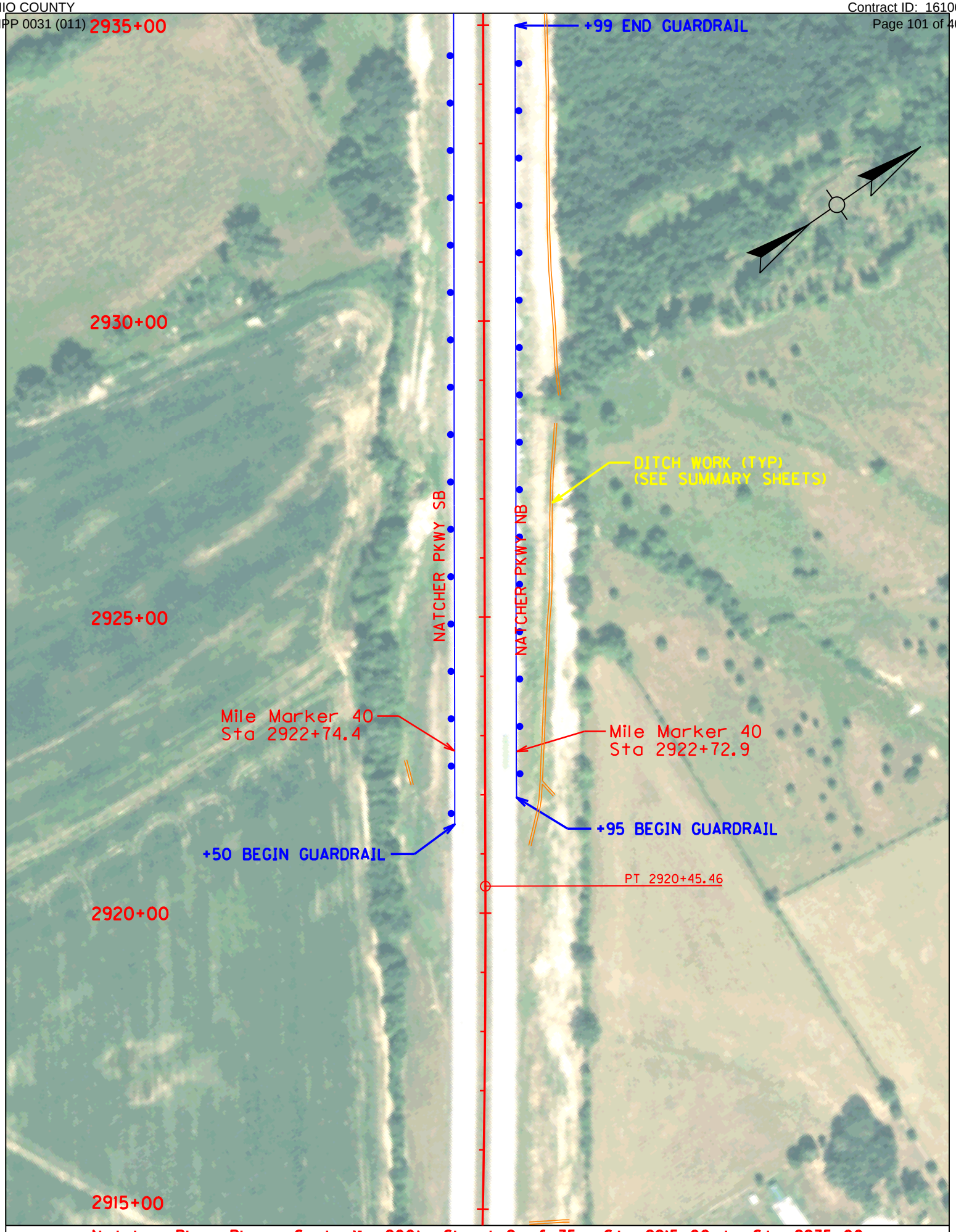
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 6 of 35 - Sta 2855+00 to Sta 2875+00



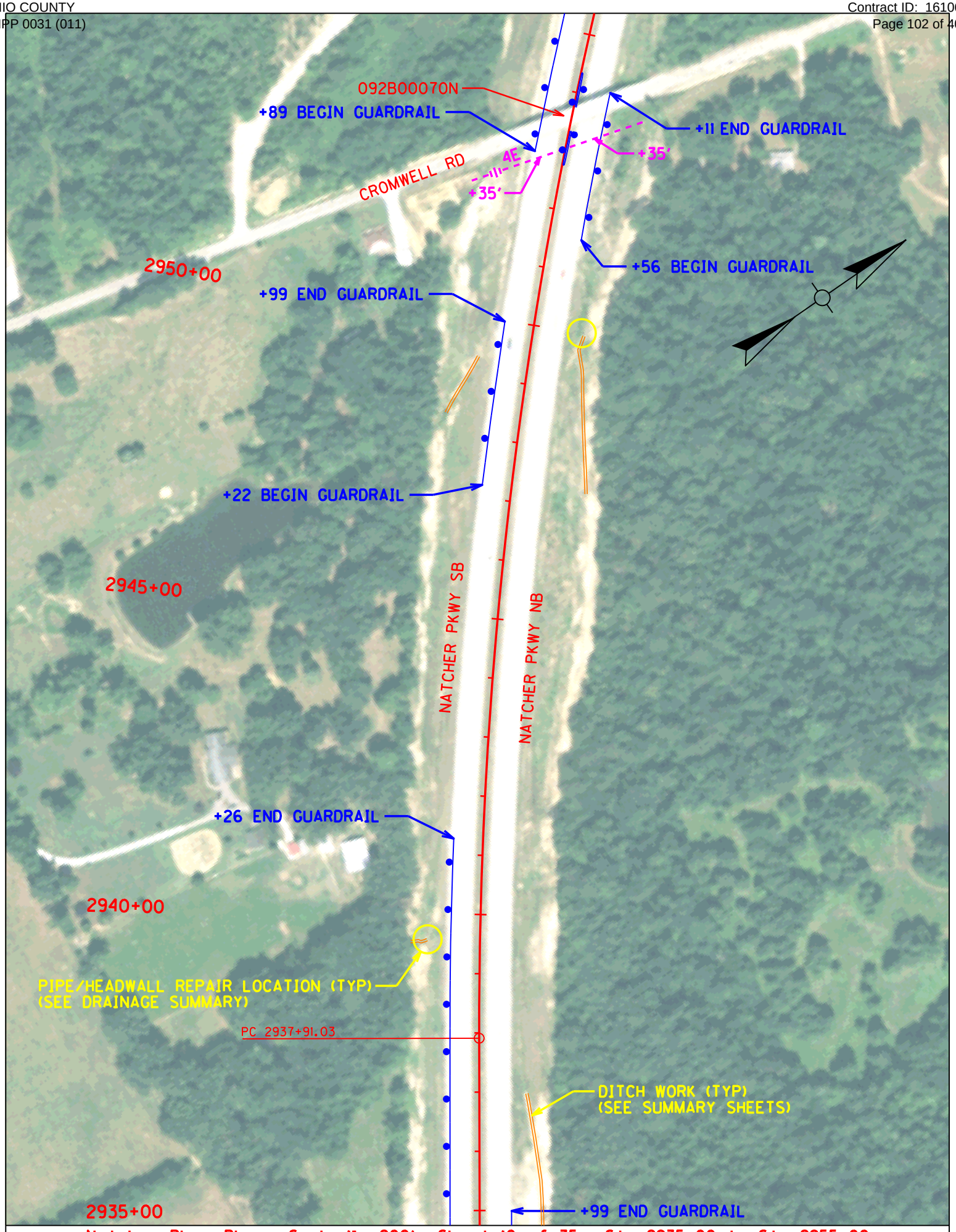
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 7 of 35 - Sta 2875+00 to Sta 2895+00



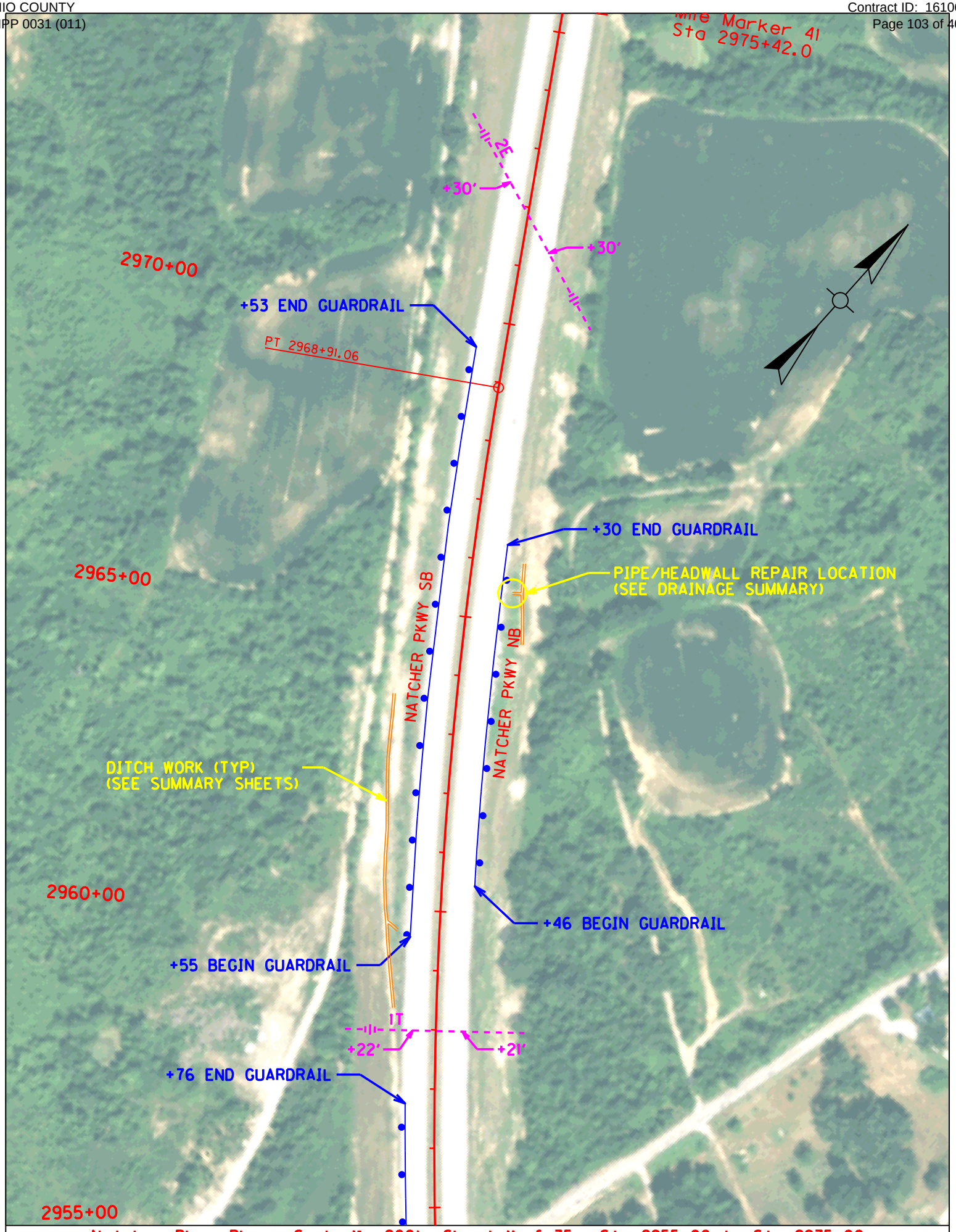
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 8 of 35 - Sta 2895+00 to Sta 2915+00



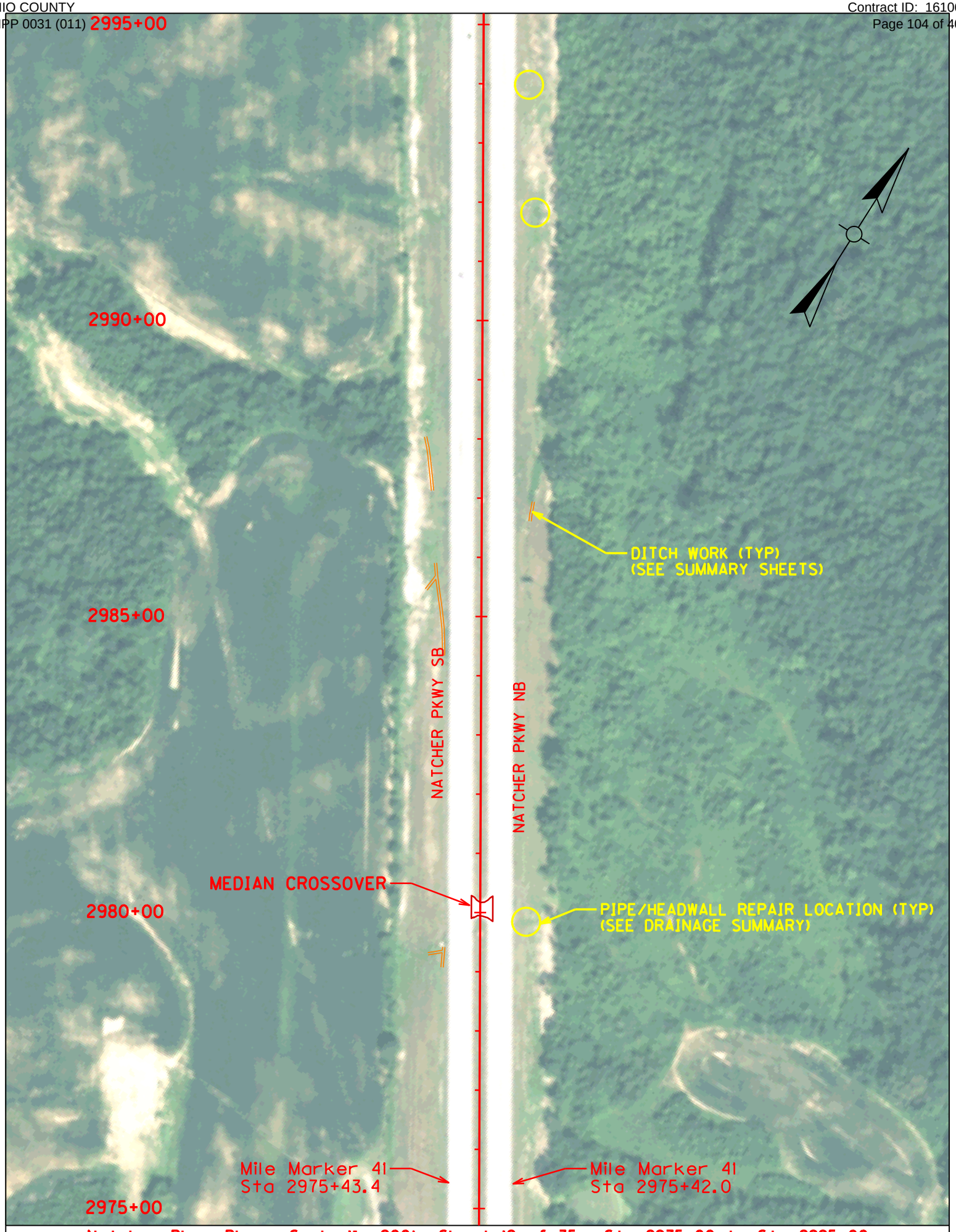
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 9 of 35 - Sta 2915+00 to Sta 2935+00



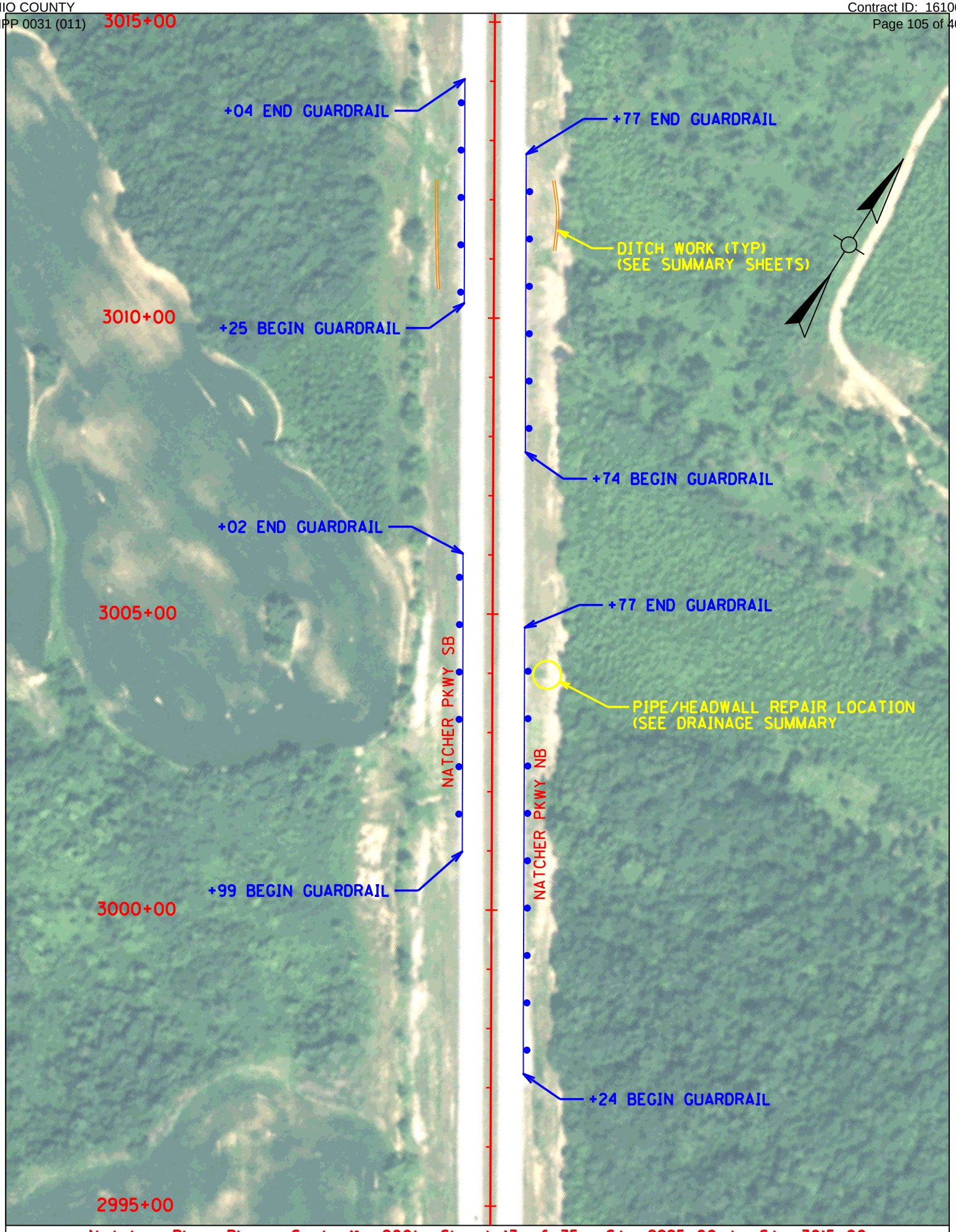
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 10 of 35 - Sta 2935+00 to Sta 2955+00



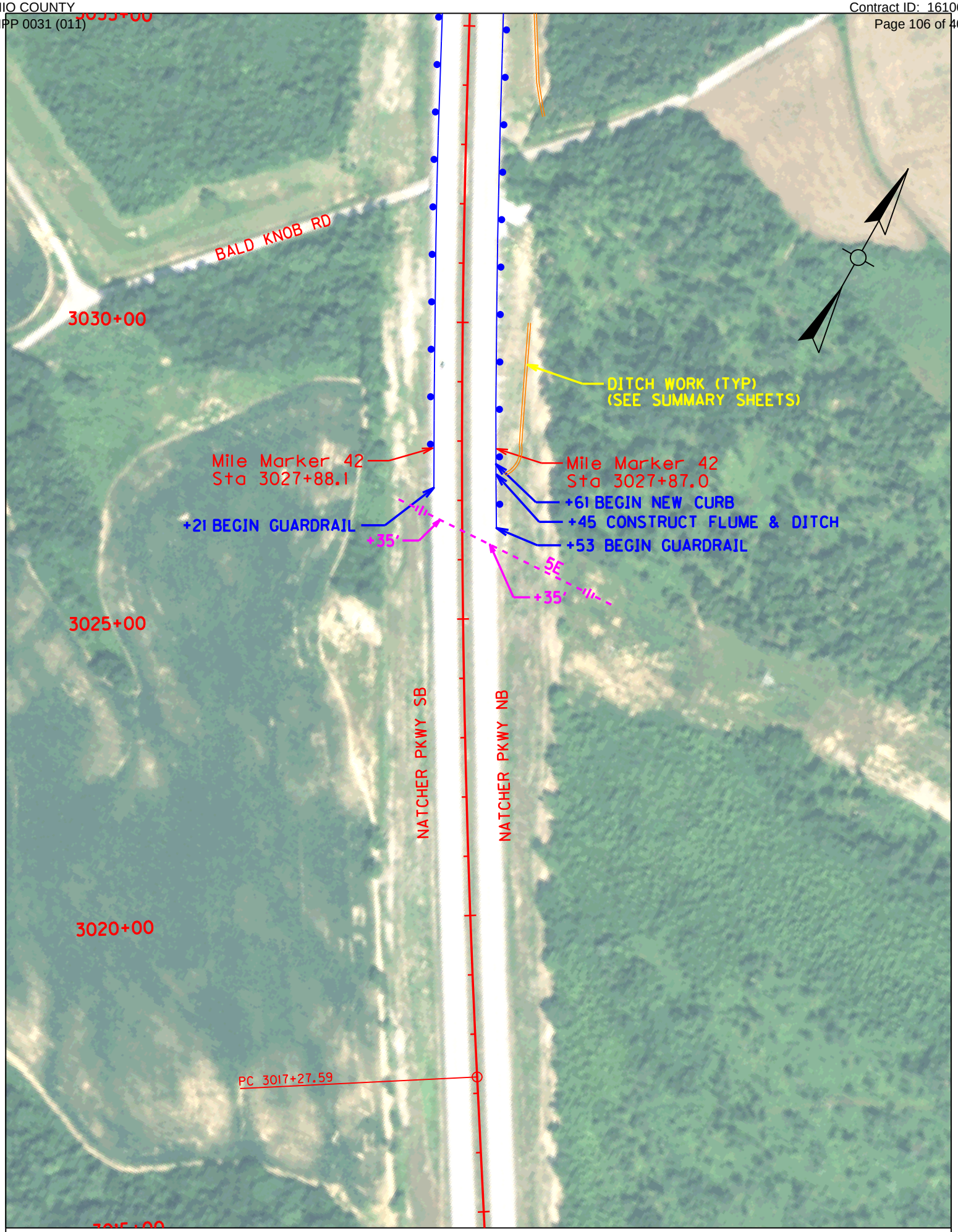
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 11 of 35 - Sta 2955+00 to Sta 2975+00



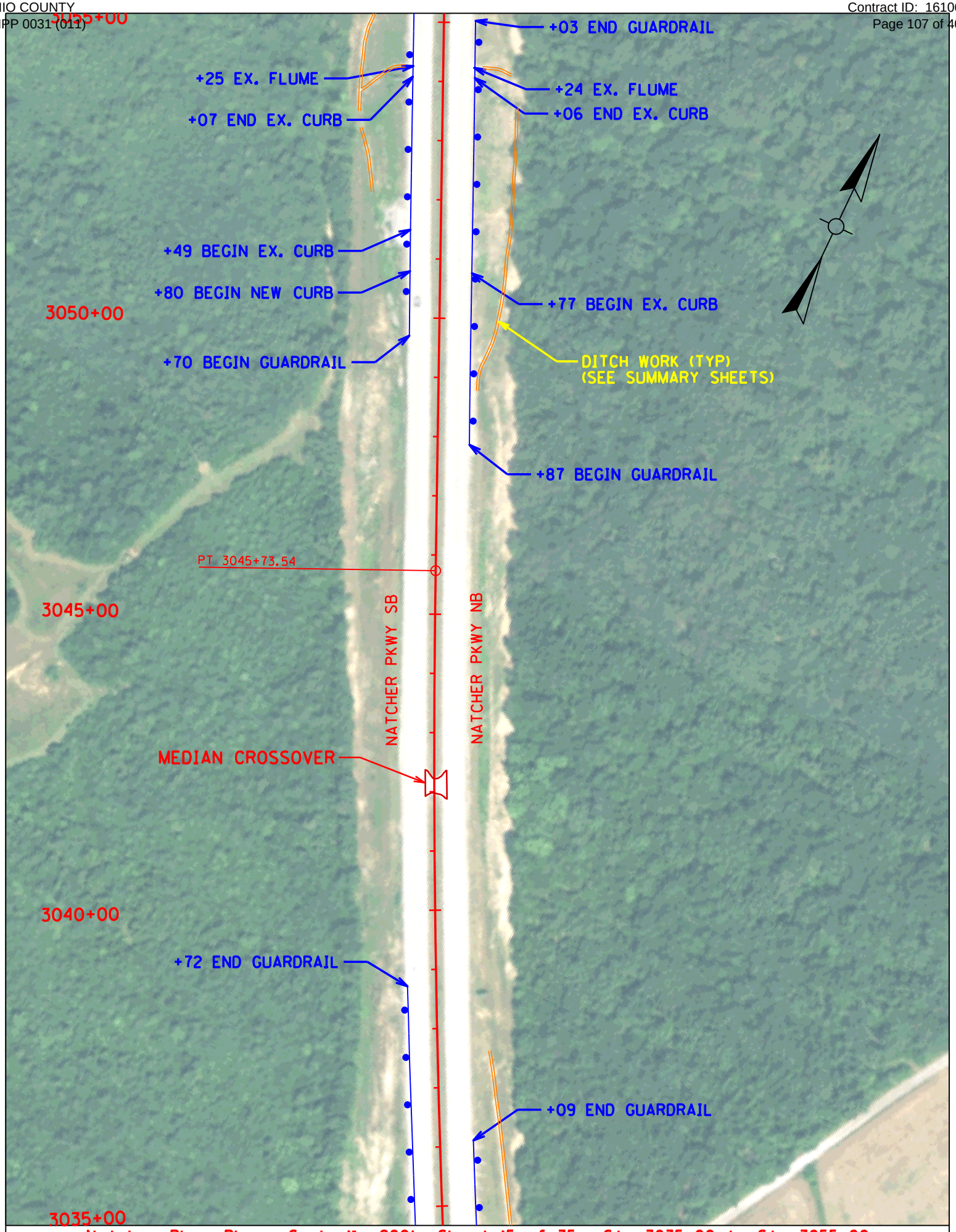
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 12 of 35 - Sta 2975+00 to Sta 2995+00



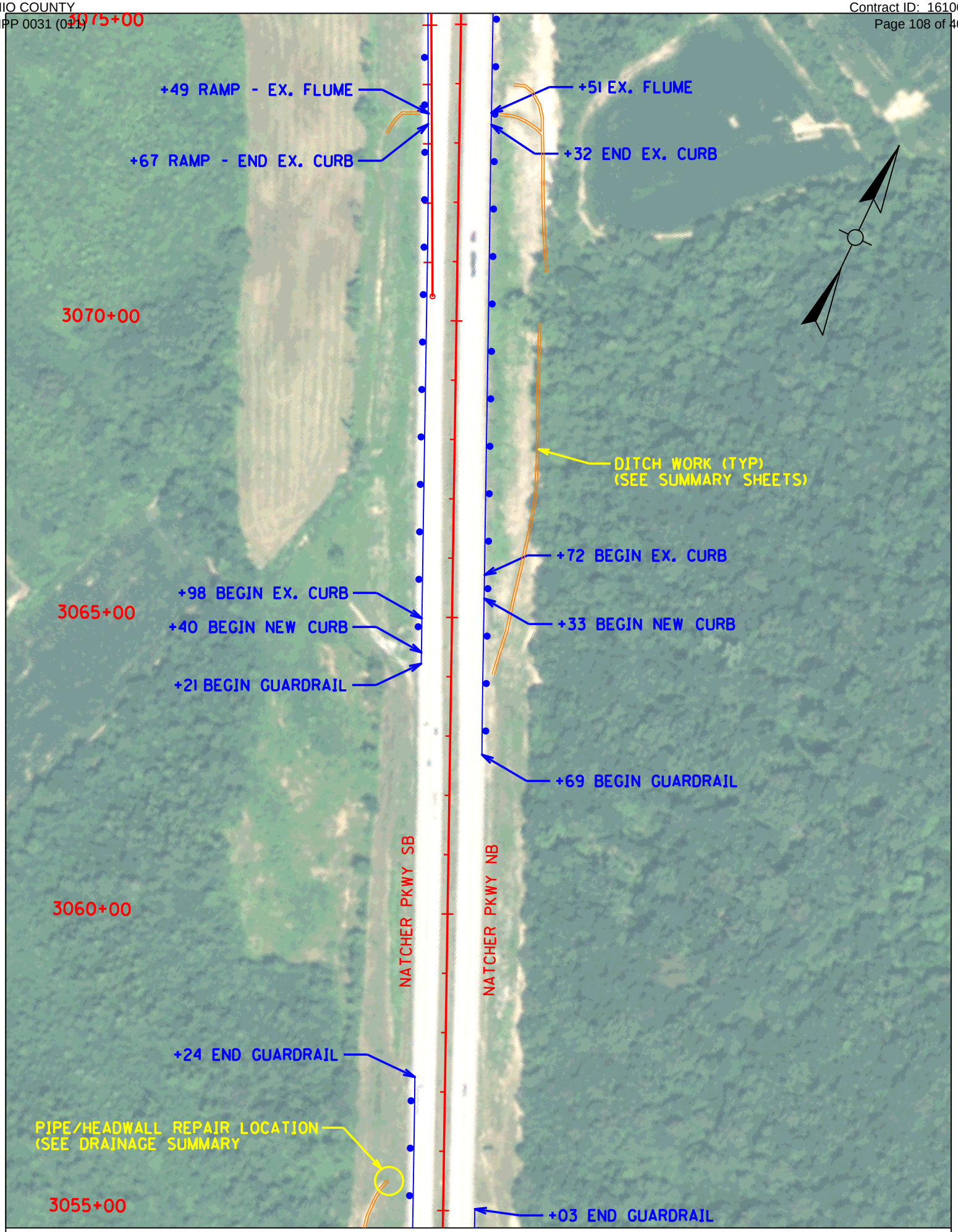
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 13 of 35 - Sta 2995+00 to Sta 3015+00



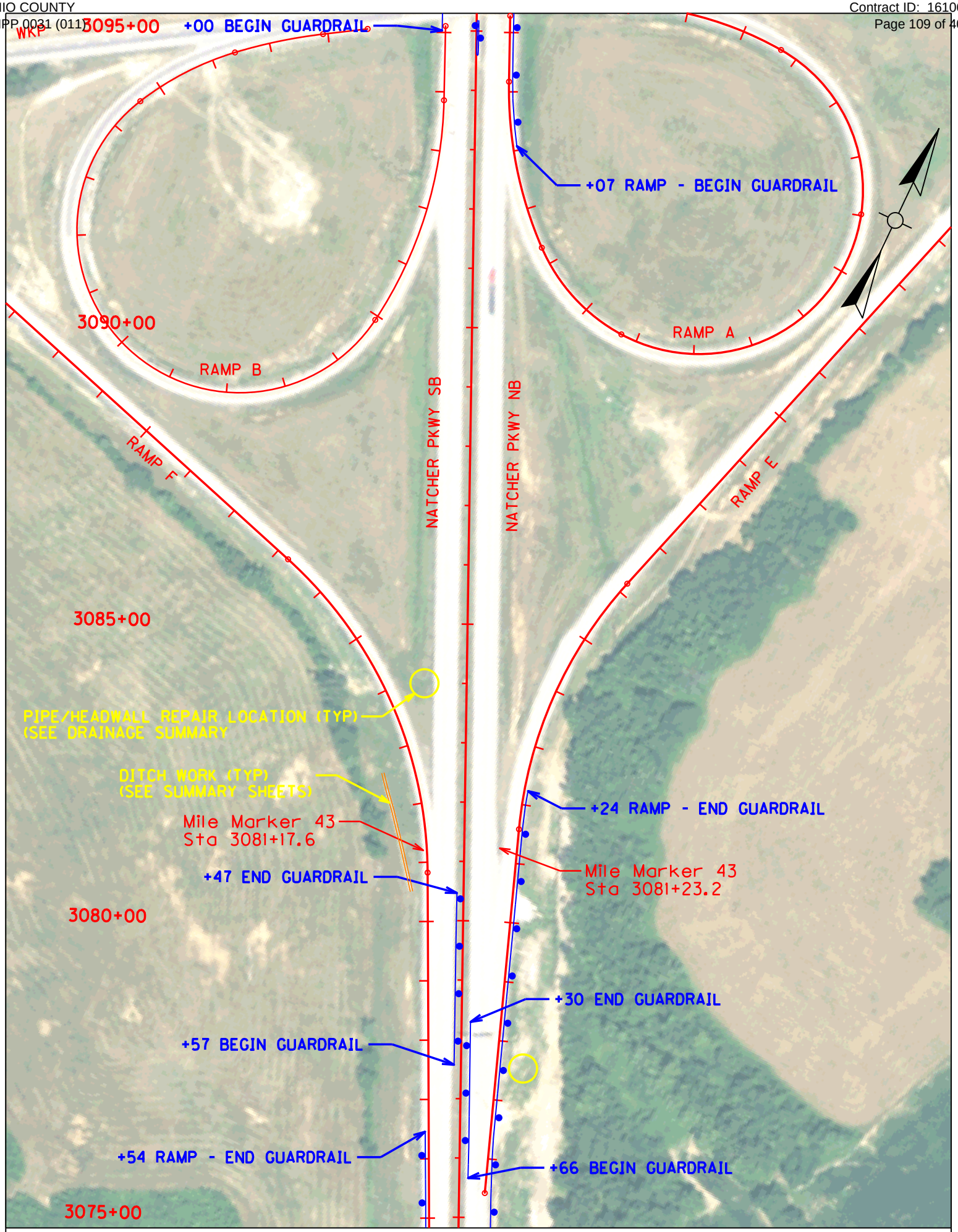
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 14 of 35 - Sta 3015+00 to Sta 3035+00



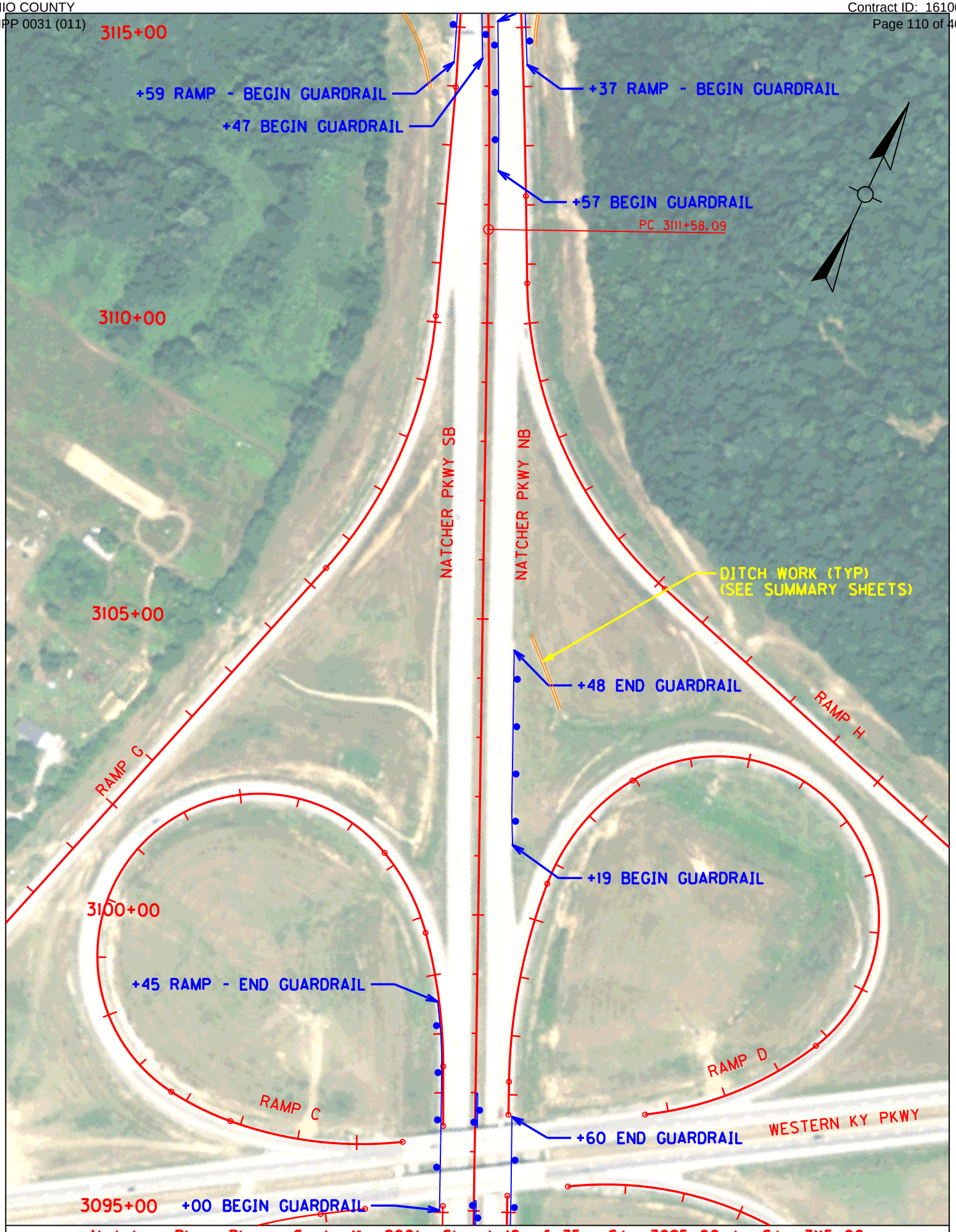
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 15 of 35 - Sta 3035+00 to Sta 3055+00



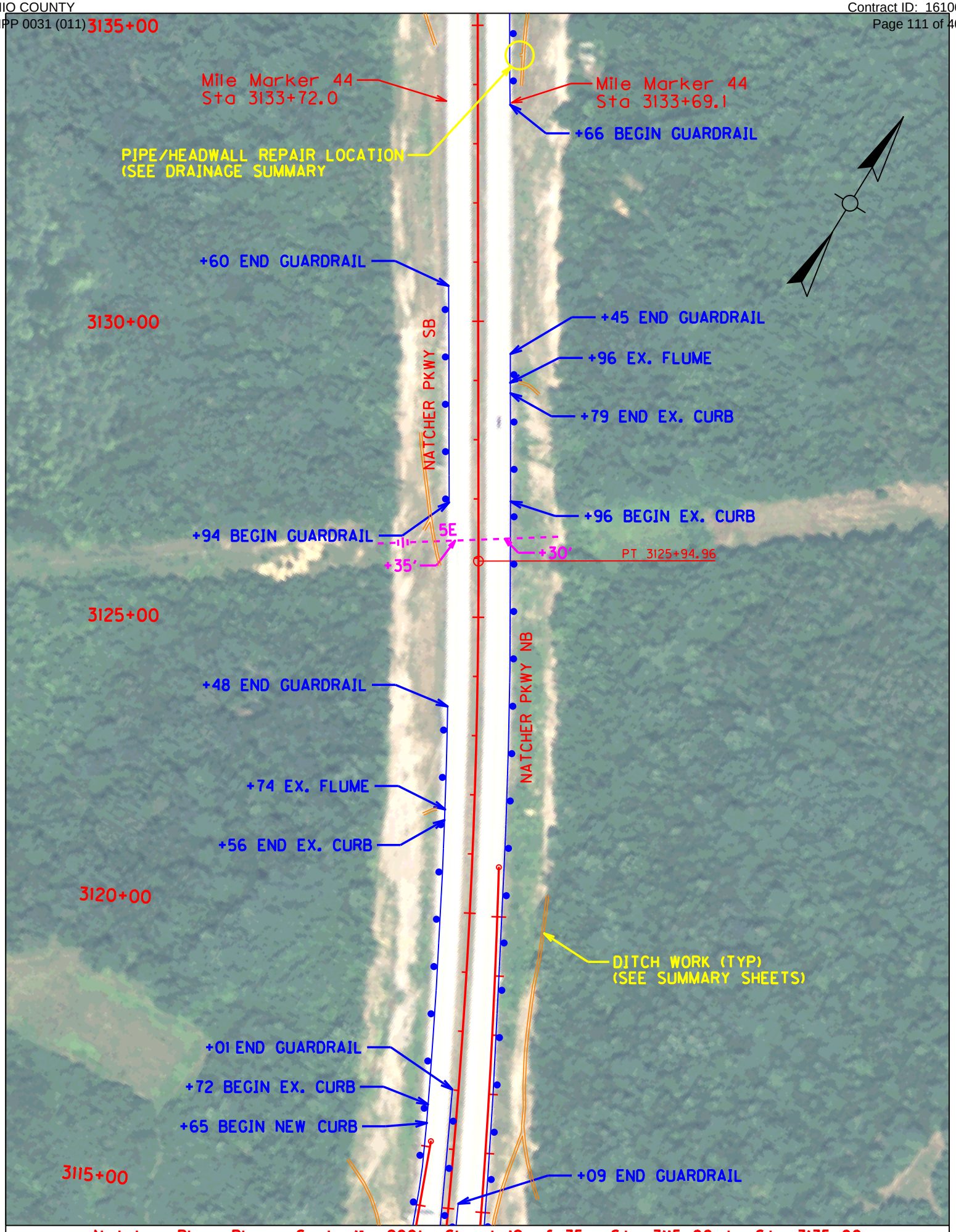
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 16 of 35 - Sta 3055+00 to Sta 3075+00



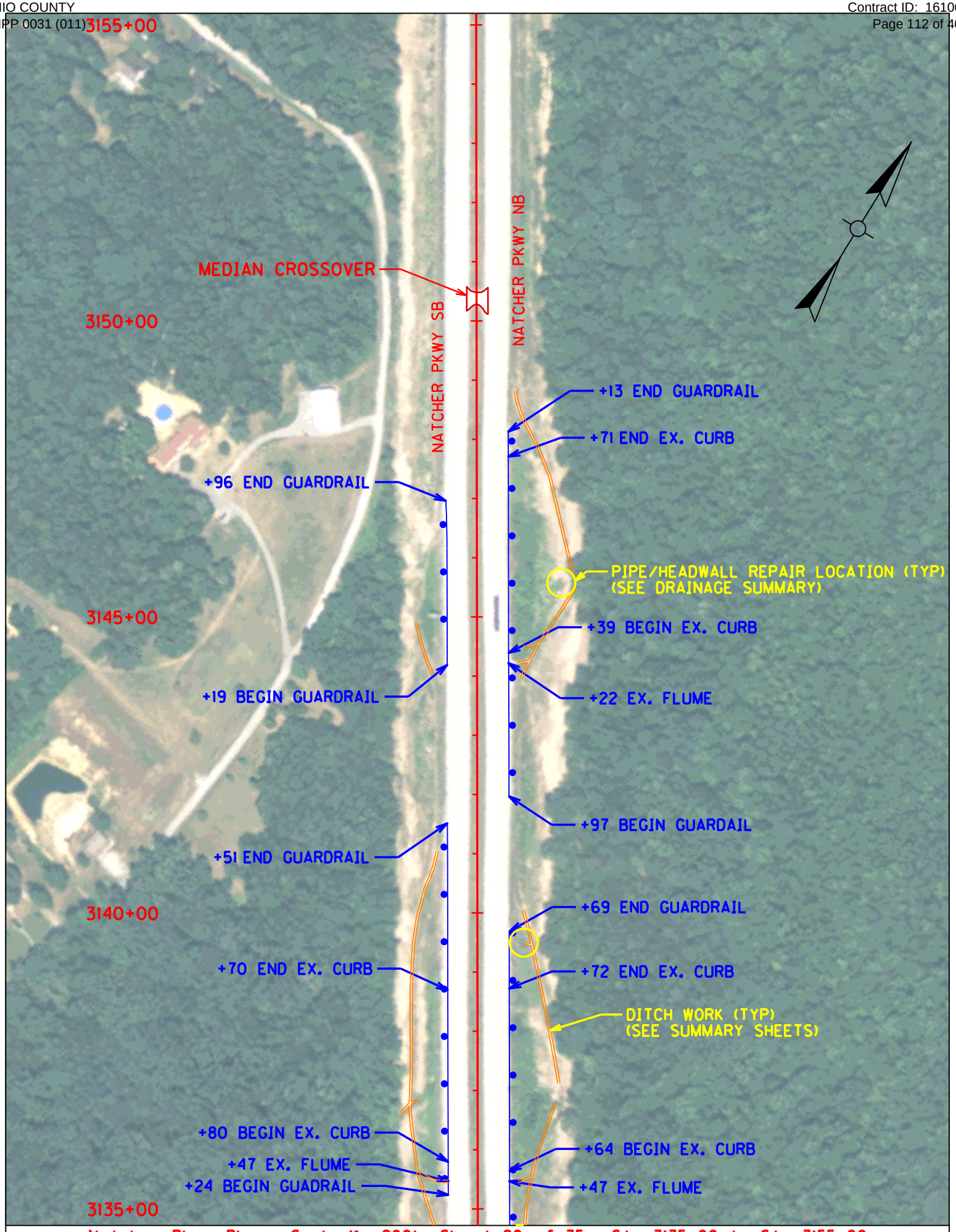
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 17 of 35 - Sta 3075+00 to Sta 3095+00



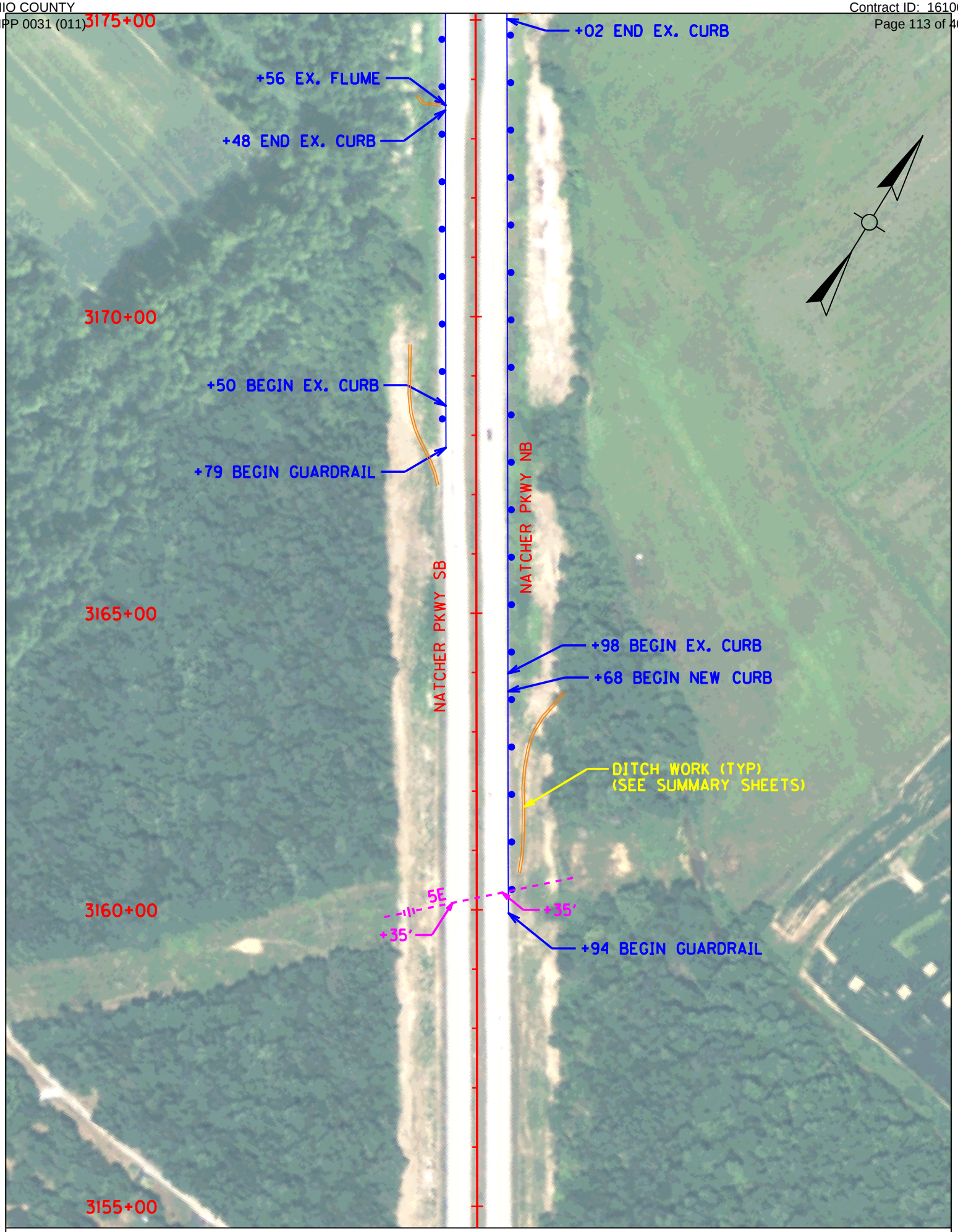
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 18 of 35 - Sta 3095+00 to Sta 3115+00



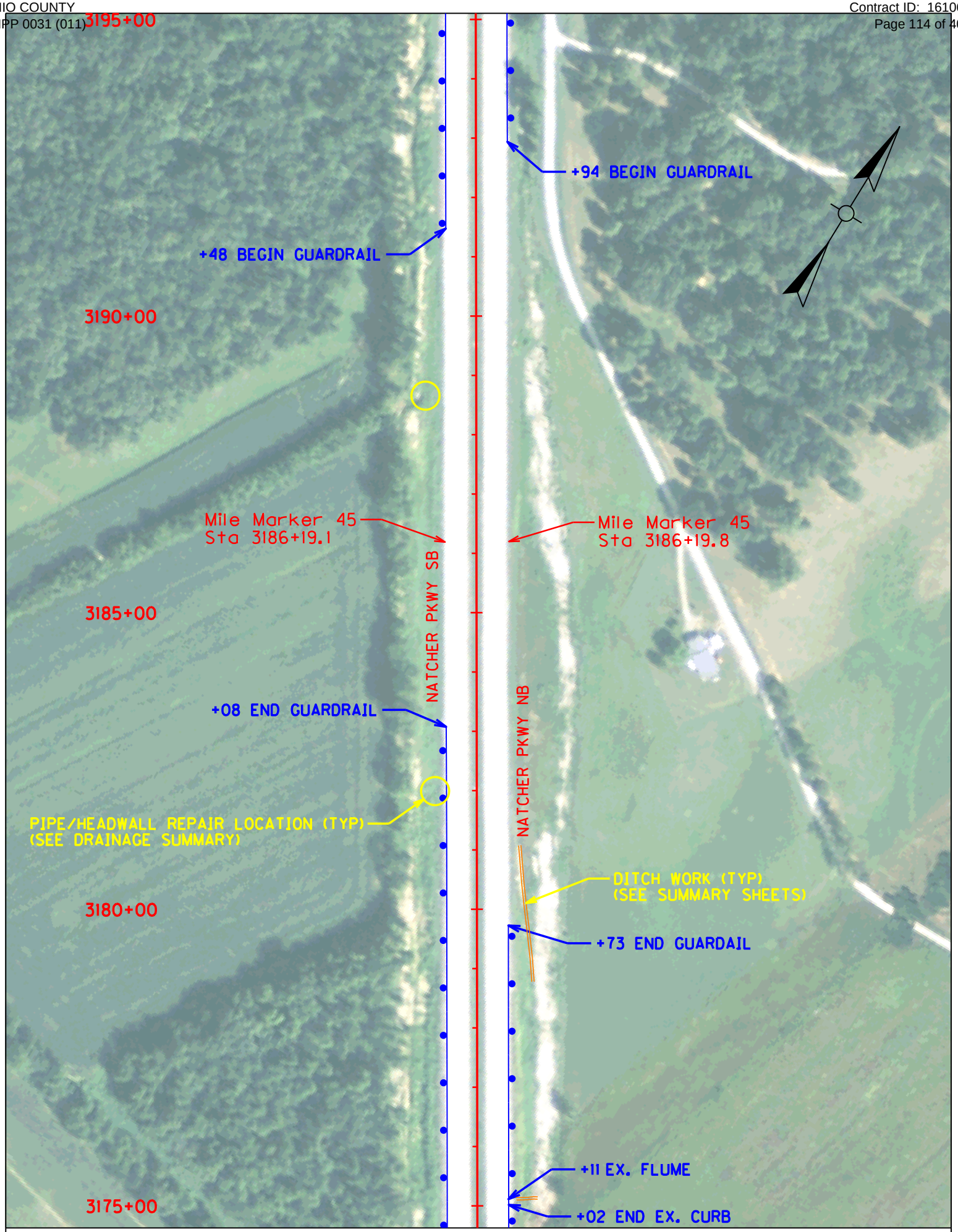
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 19 of 35 - Sta 3115+00 to Sta 3135+00



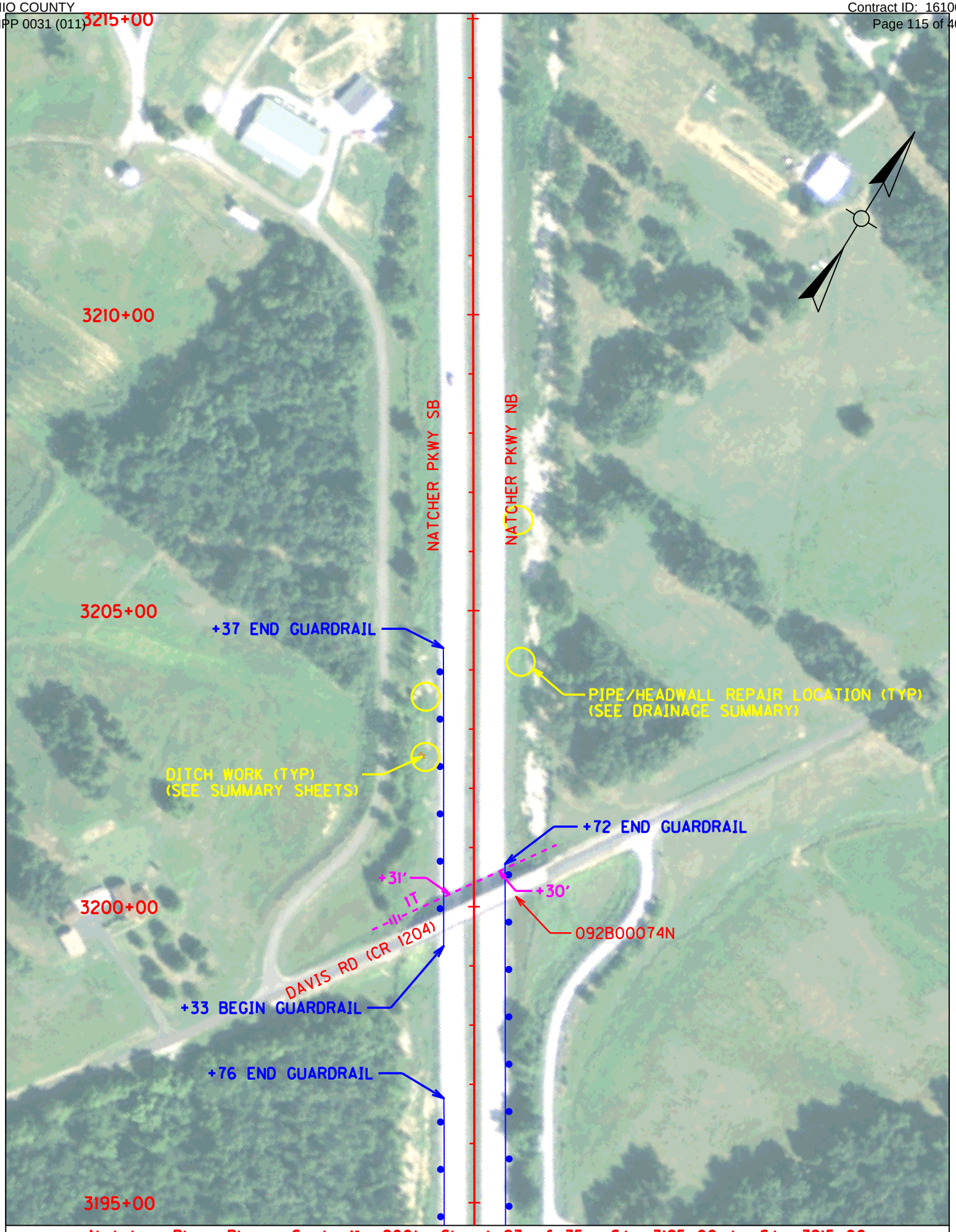
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 20 of 35 - Sta 3135+00 to Sta 3155+00



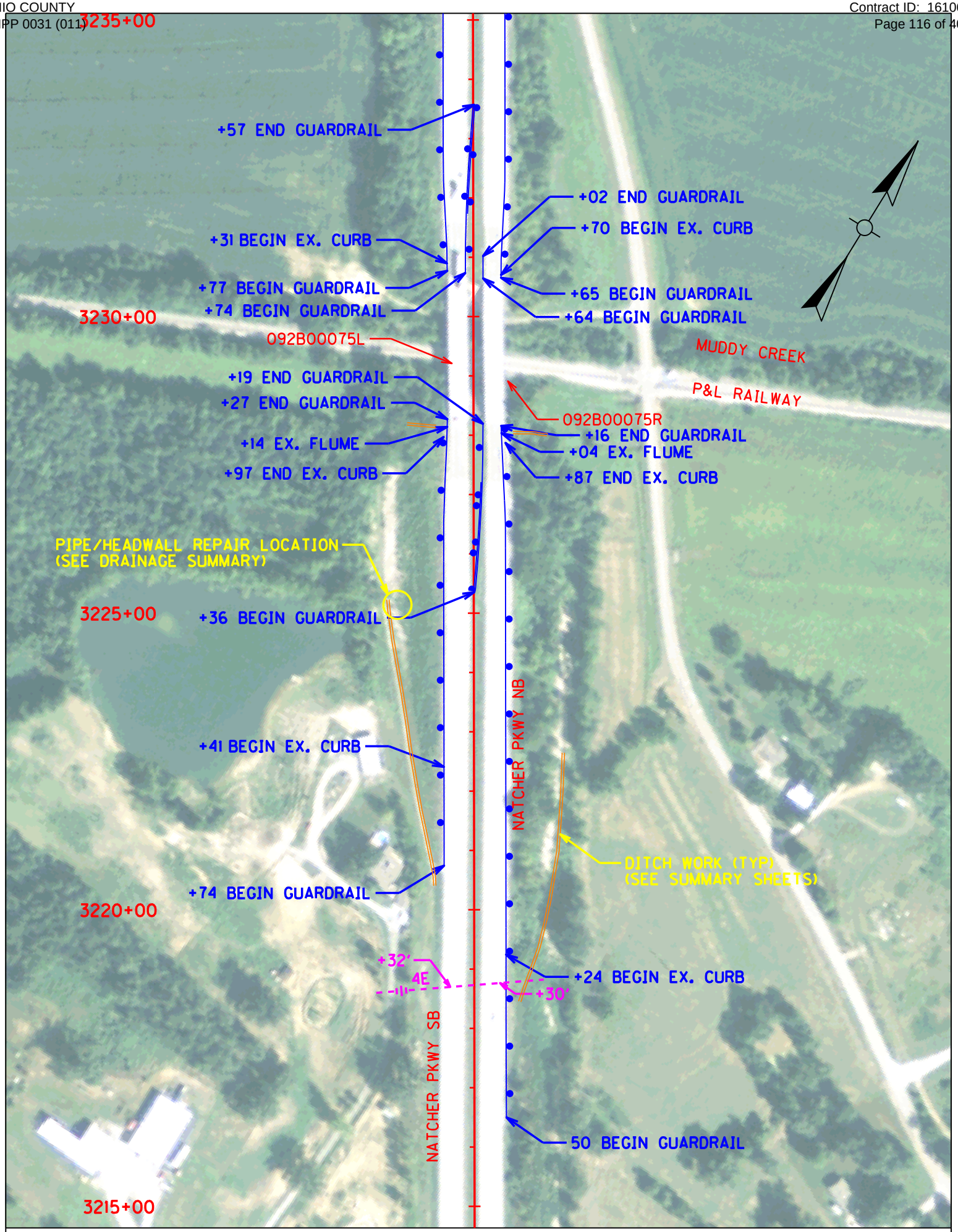
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 21 of 35 - Sta 3155+00 to Sta 3175+00



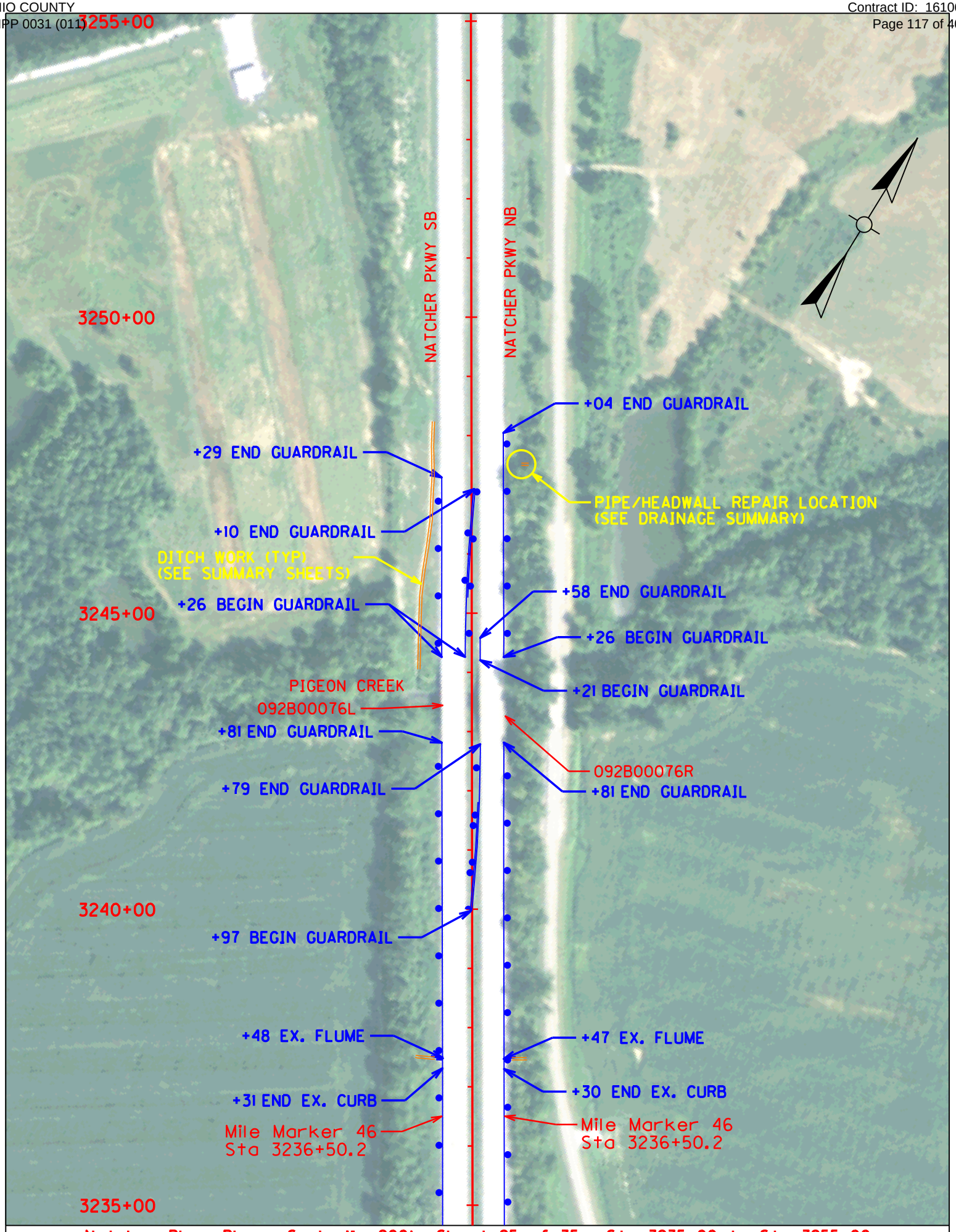
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 22 of 35 - Sta 3175+00 to Sta 3195+00



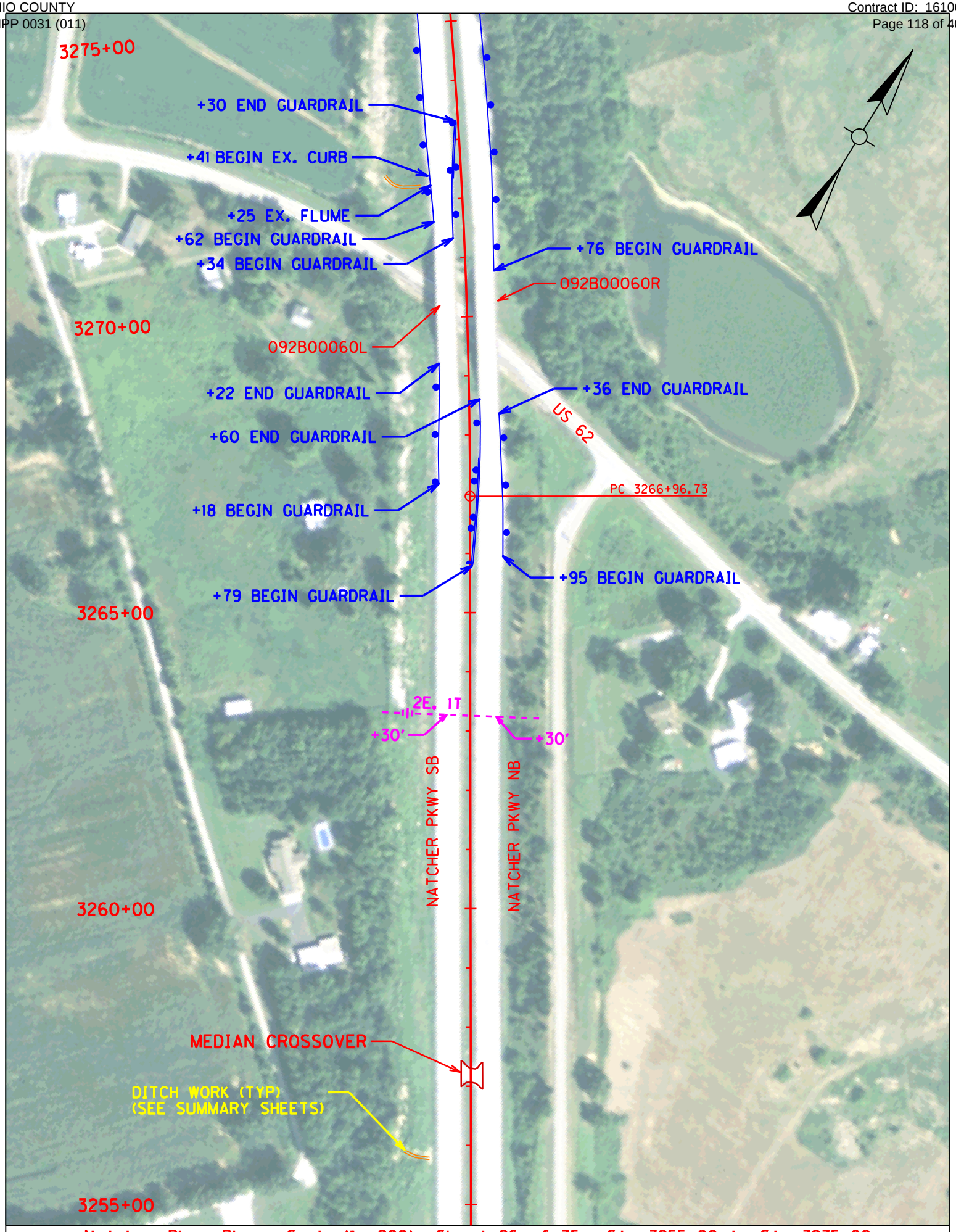
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 23 of 35 - Sta 3195+00 to Sta 3215+00



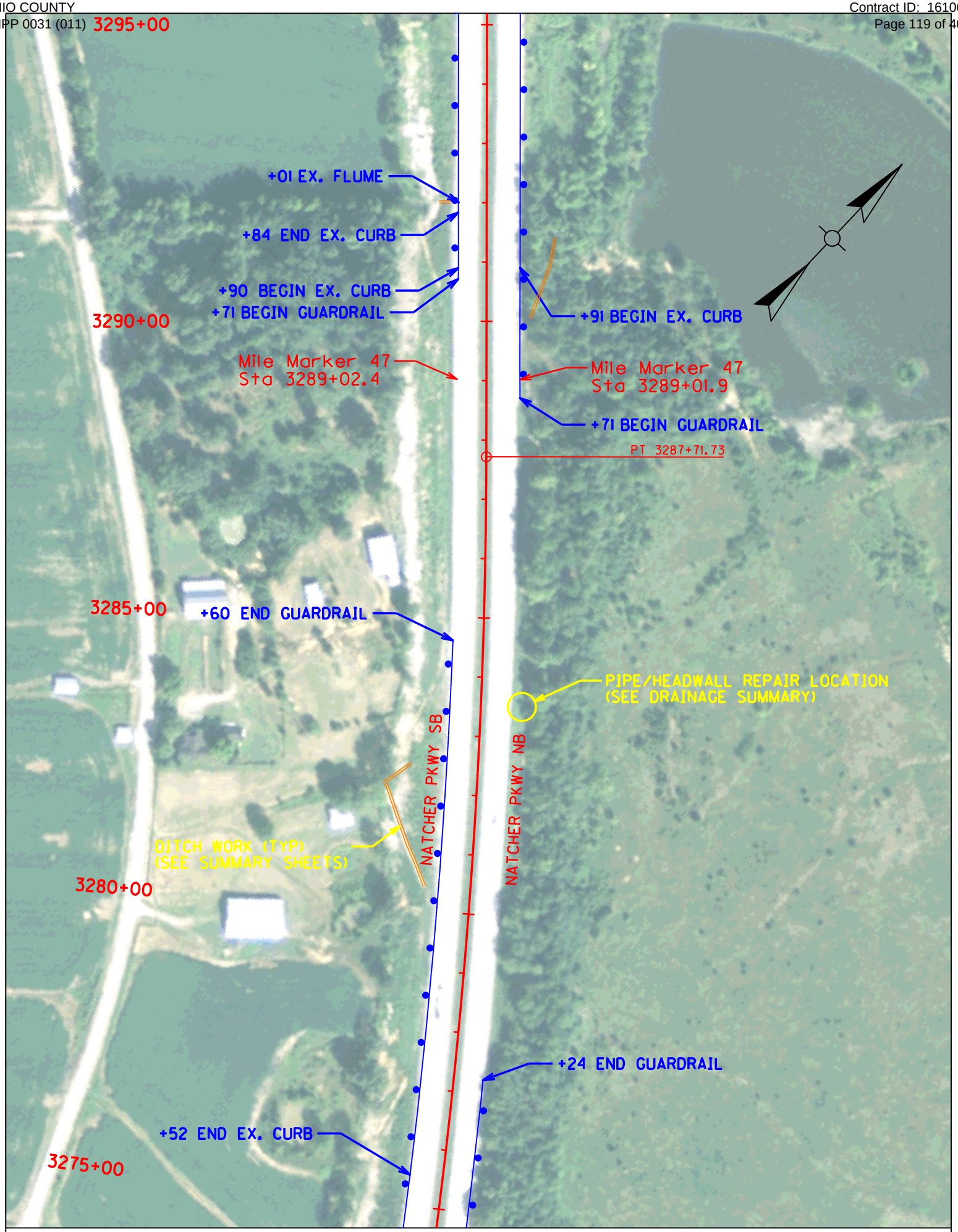
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 24 of 35 - Sta 3215+00 to Sta 3235+00



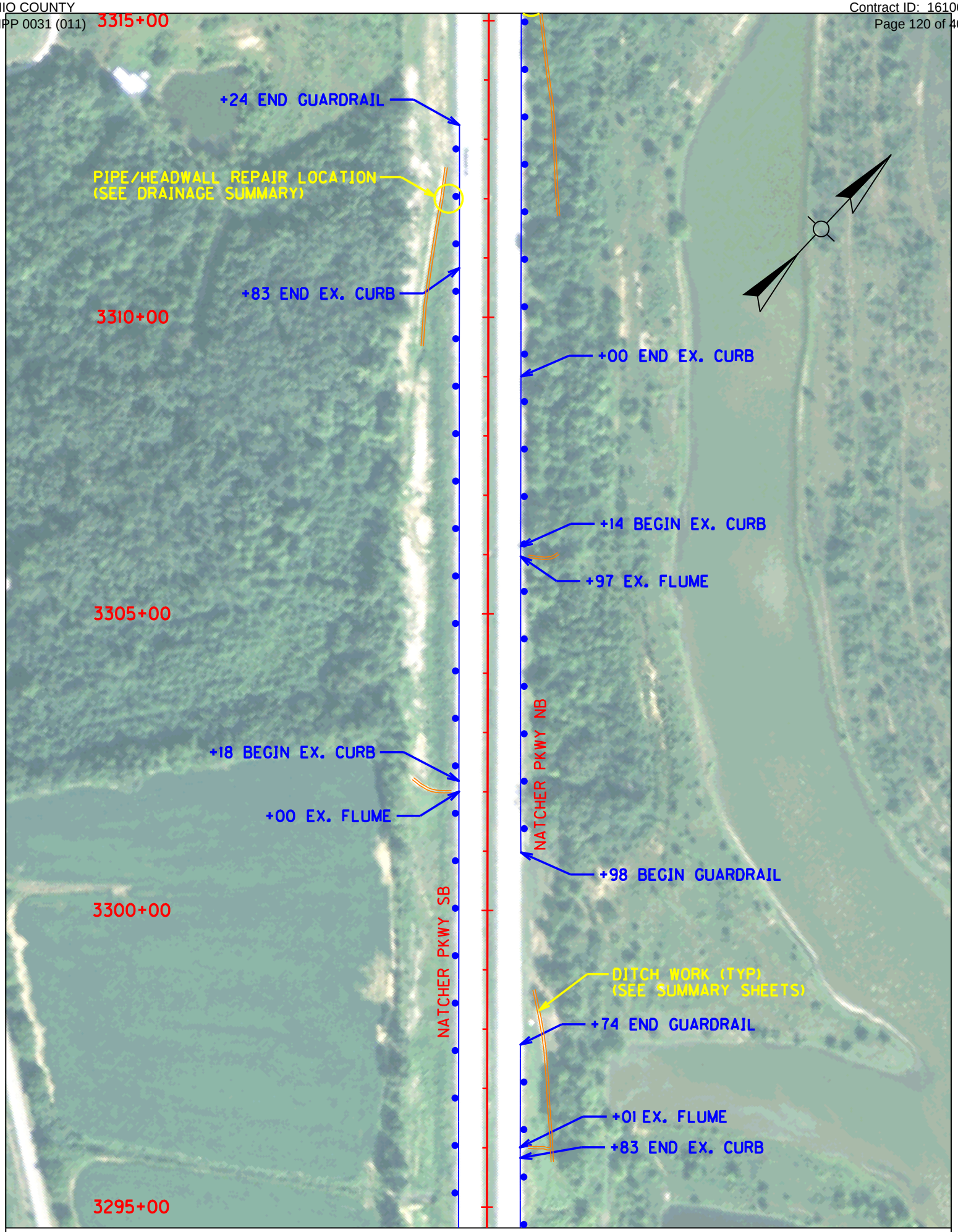
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 25 of 35 - Sta 3235+00 to Sta 3255+00



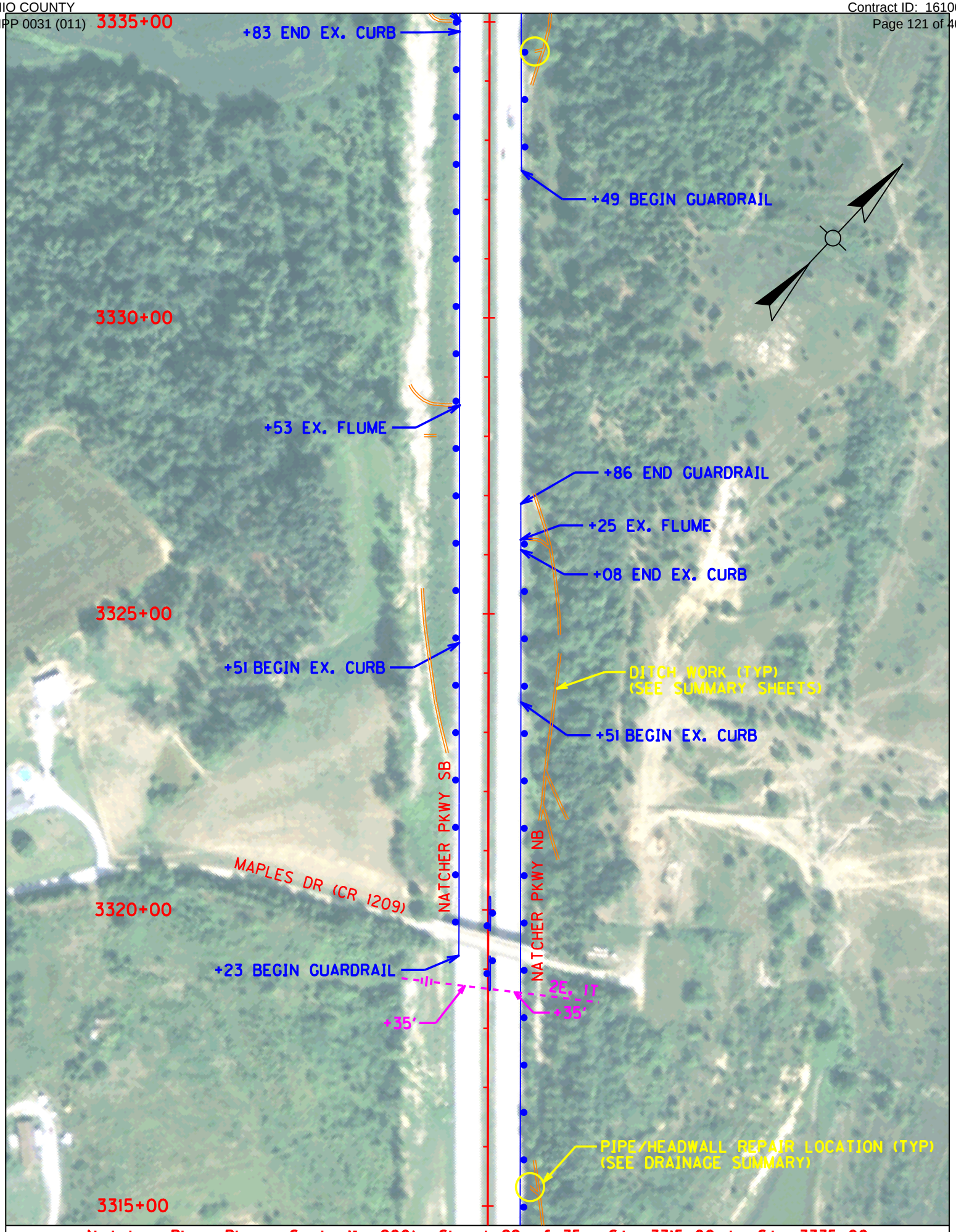
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 26 of 35 - Sta 3255+00 to Sta 3275+00



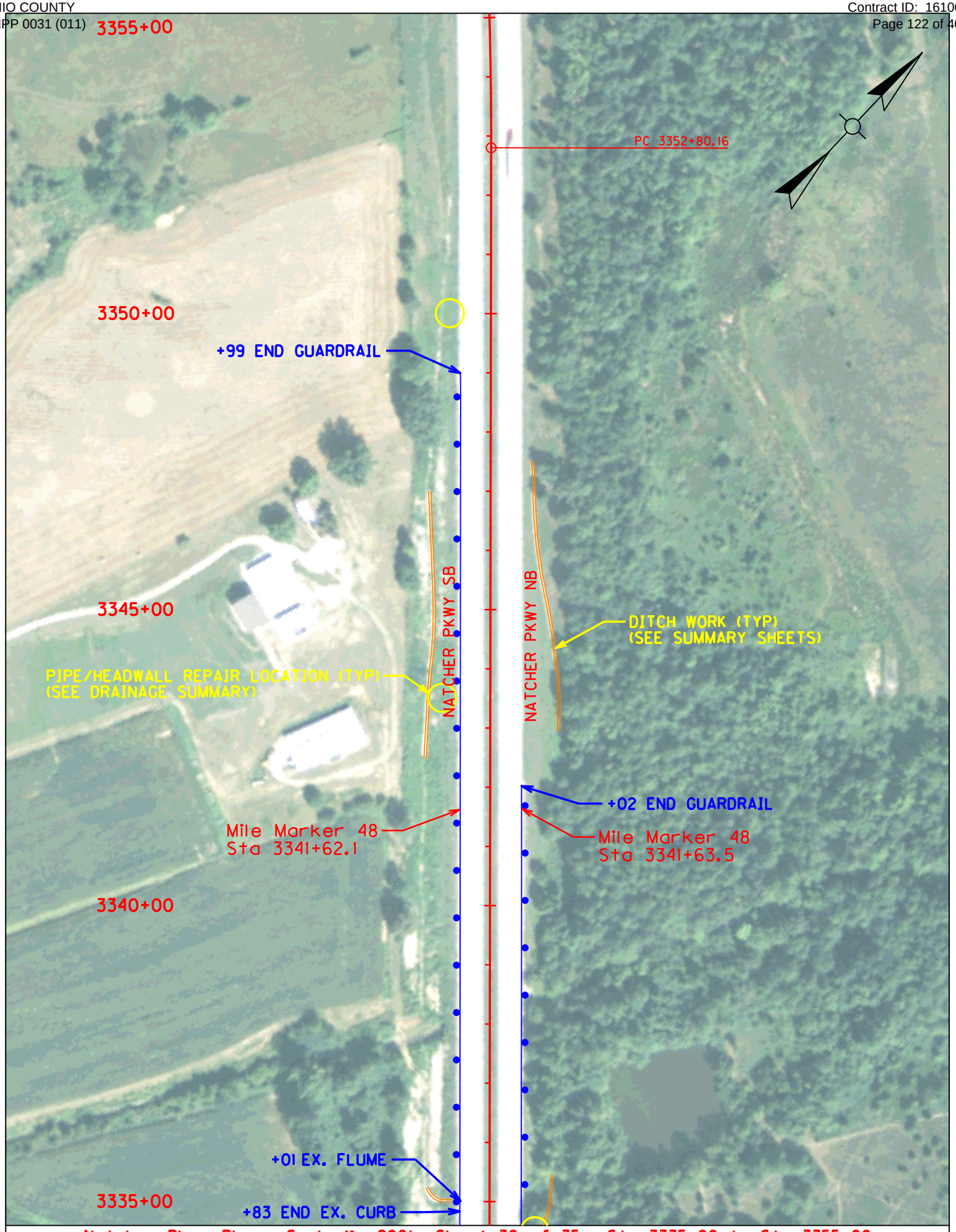
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 27 of 35 - Sta 3275+00 to Sta 3295+00



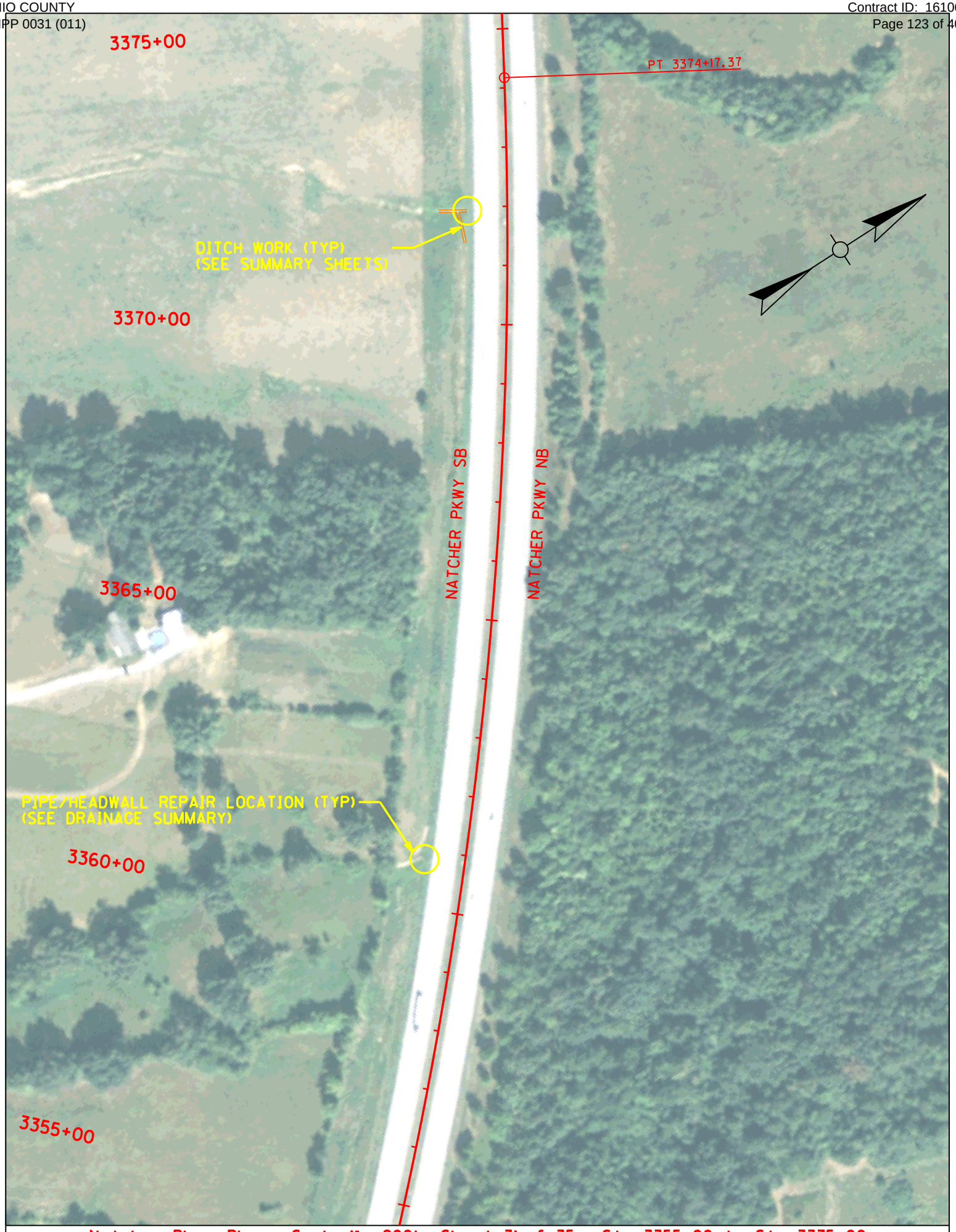
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 28 of 35 - Sta 3295+00 to Sta 3315+00



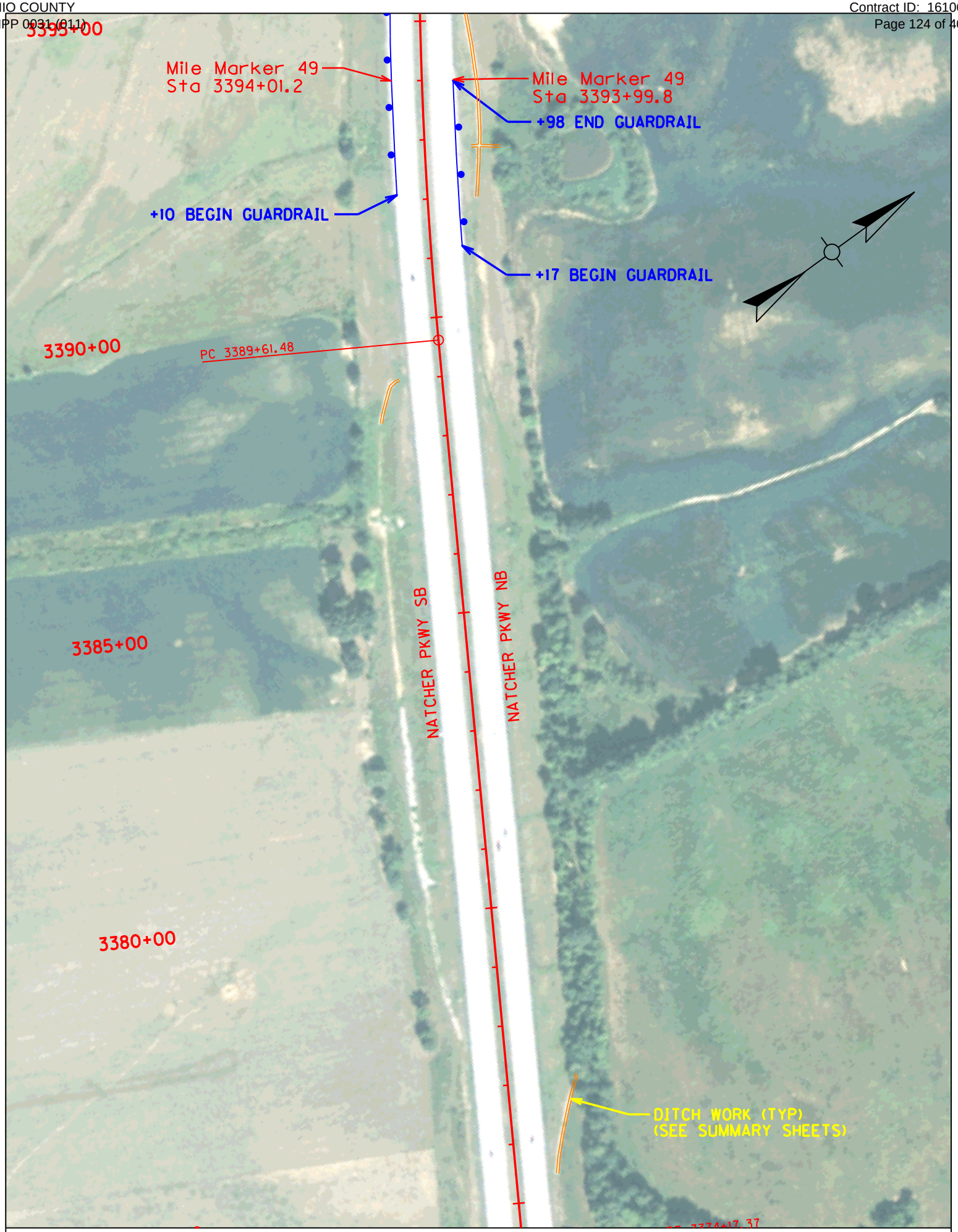
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 29 of 35 - Sta 3315+00 to Sta 3335+00



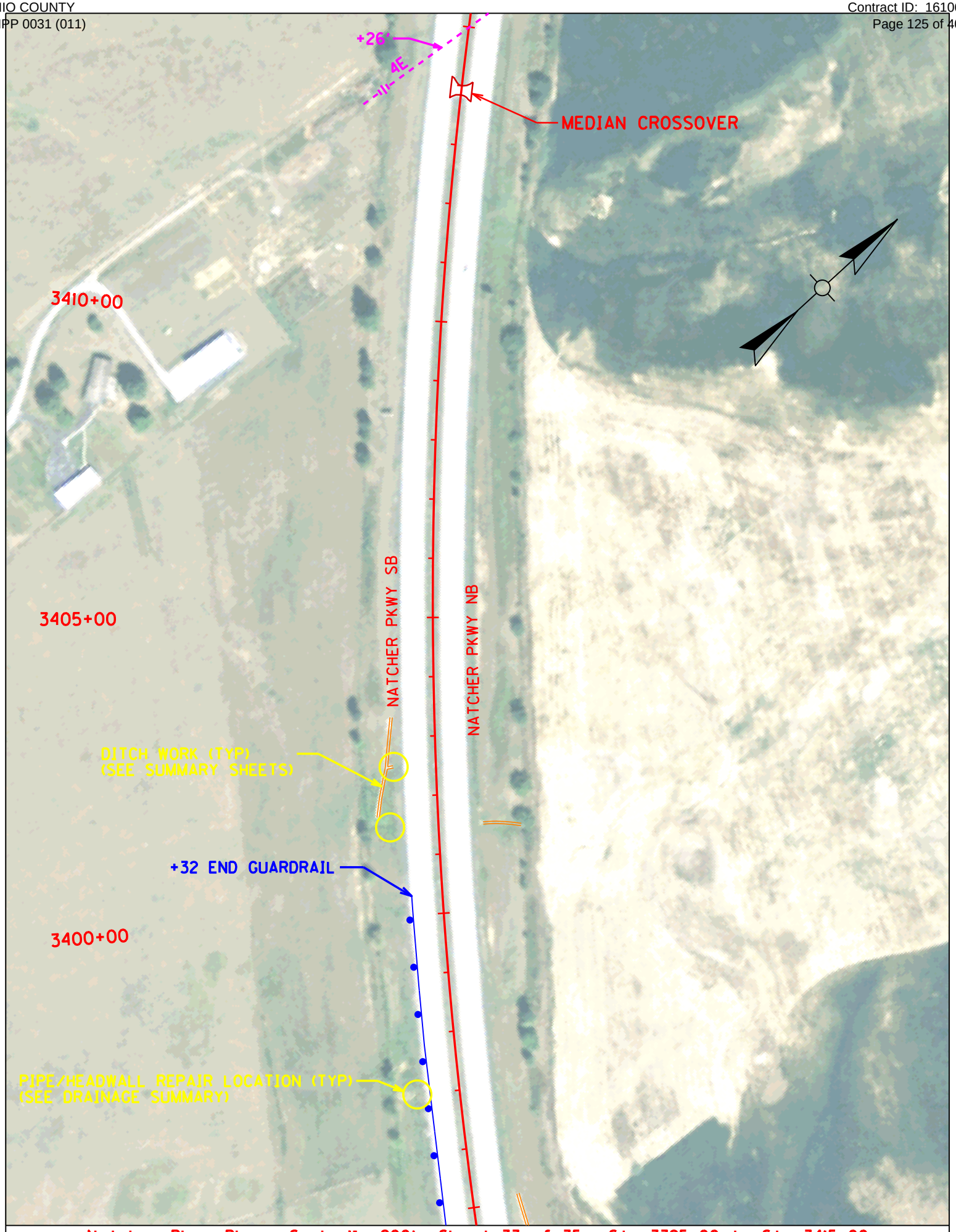
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 30 of 35 - Sta 3335+00 to Sta 3355+00



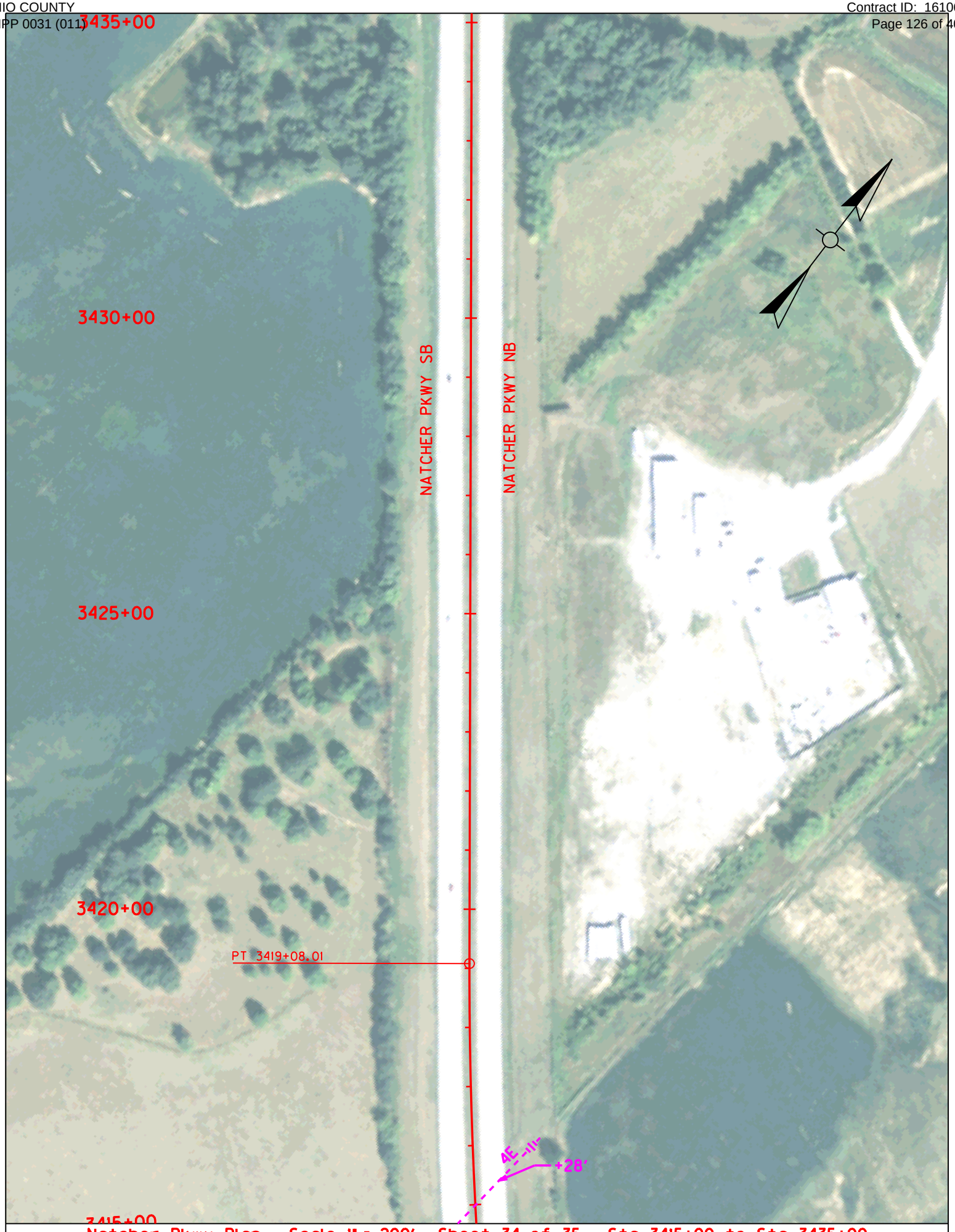
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 31 of 35 - Sta 3355+00 to Sta 3375+00



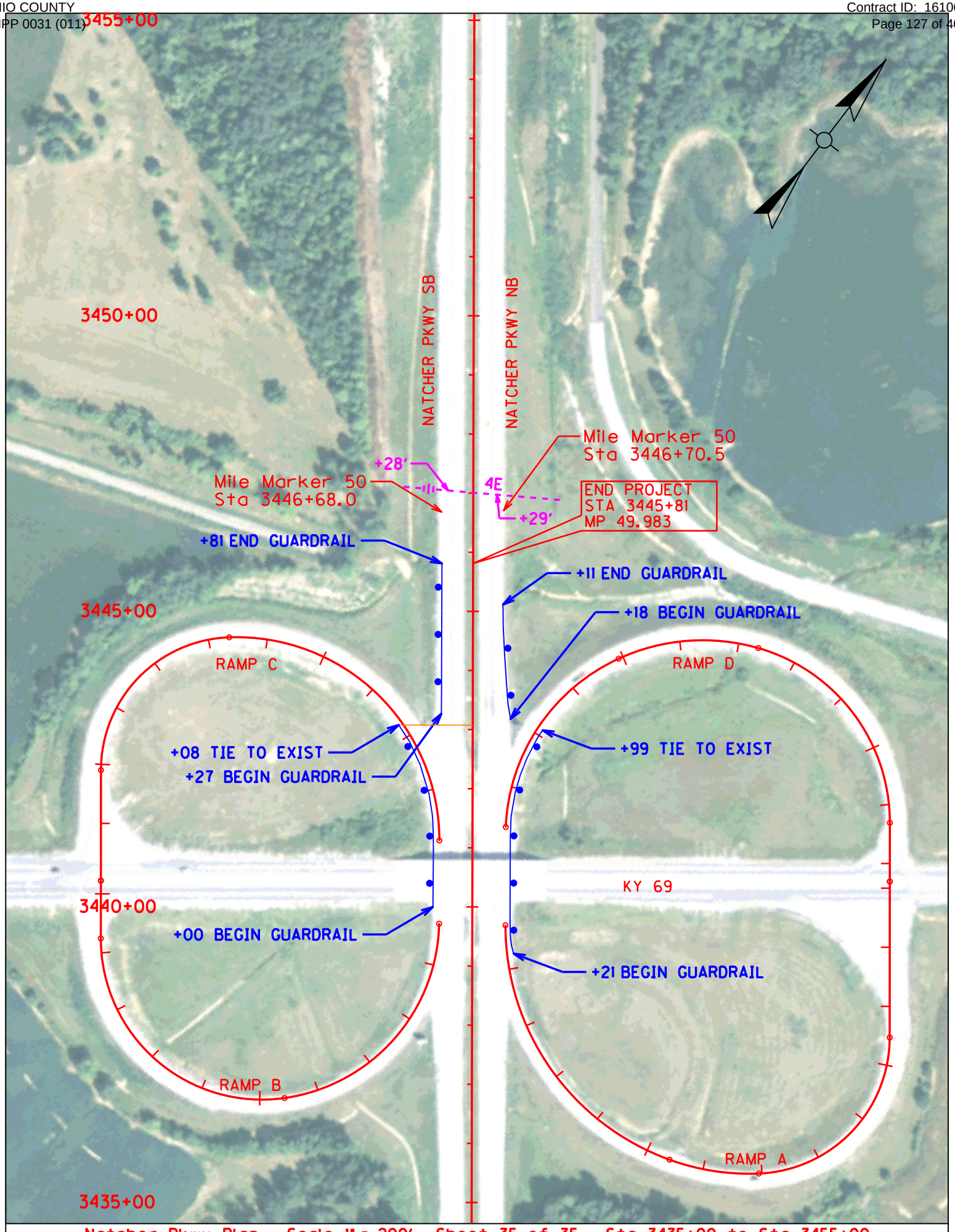
Natcher Pkwy Plan - Scale 1" = 200' - Sheet 32 of 35 - Sta 3375+00 to Sta 3395+00



Natcher Pkwy Plan - Scale 1" = 200' - Sheet 33 of 35 - Sta 3395+00 to Sta 3415+00

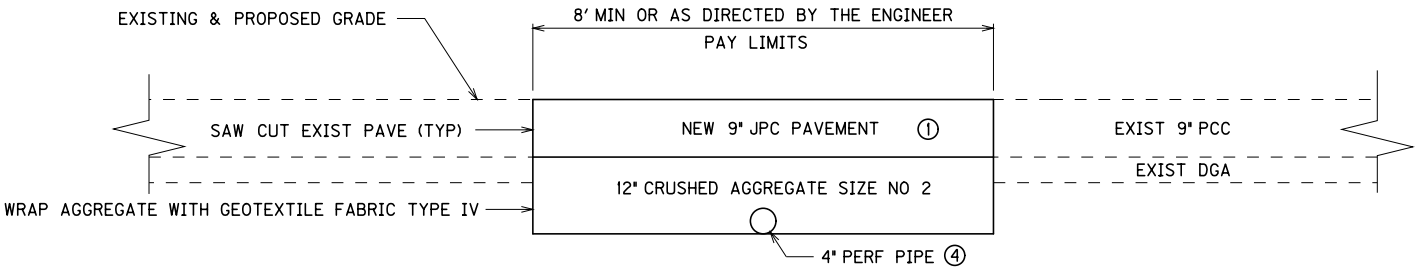


Natcher Pkwy Plan - Scale 1" = 200' - Sheet 34 of 35 - Sta 3415+00 to Sta 3435+00

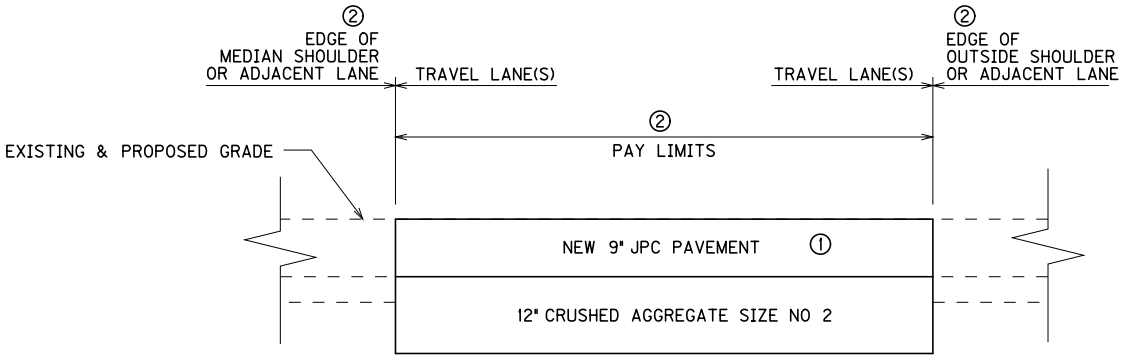


Natcher Pkwy Plan - Scale 1" = 200' - Sheet 35 of 35 - Sta 3435+00 to Sta 3455+00

BASE FAILURE REPAIR DETAILS



PROFILE



CROSS SECTION

① Removal of the exisitng PCC pavement will be paid by Item No. 2058 Remove PCC Pavement. Installation of the JPC pavement will be paid for by Item No. 2073 JPC Pavement-9 IN. It is expected all base failure repairs will be in PCC replacement areas already included in the "Concrete Pavement Repair Summary" but the Contractor will be paid for any additional replacement areas required for base failure repairs at the same unit price bid for these two items.

② The Engineer will determine if the base failure repair is needed in only one, or both, of the travelled lanes at each location.

③ Perforated Pipe Headwalls will only be installed where the PVC pipe does not outlet behind guardrail. Only Perforated Pipe Headwall TY3-4 Inch is being bid, but the actual type required is to be field verified and approved by the Engineer prior to ordering and installation.

④ See the PVC Pipe Outlet Detail sheet included on the next page in this proposal.

NOTES:

The locations of the Base Failure areas to be repaired as shown on this page will be determined by the Engineer in the field. It is expected these areas are already included in the "Concrete Pavement Repair Summary". The Contractor will be paid for any additional base failure repair areas not shown in this summary at the same unit price bid for Item No. 2058 Remove PCC Pavement and Item No. 2073 JPC Pavement-9 IN. These areas will have a wet subgrade unless the Engineer specifies otherwise. Before removal of the existing material, saw cuts shall be made in sound concrete pavement to each side of the area to be repaired no closer than four feet to an existing joint. The Engineer will determine the actual location of the saw cut. All base failure repairs are to be completed before the asphalt shoulders are resurfaced.

In addition to the two bid items mentioned above, additional payment at the unit bid price will be paid for the following items when base failure repairs are required:

④ Crushed Aggregate Size No. 2 (Ton)
Fabric - Geotextile Type IV (SY)
Perforated Pipe - 4 Inch (LF)
④ PVC Pipe - 4 Inch (LF)
③④ Perforated Pipe Headwall TY3-4 Inch (Each)

See the Paving Summary for estimated quantities.

PVC PIPE OUTLET DETAILS

SPECIAL NOTE FOR PAVEMENT SUBSURFACE DRAINAGE OUTLET

A quantity of Crushed Aggregate Size No. 2 as defined in the current 'Kentucky Standard Specifications for Road and Bridge Construction' shall be used at all Perforated Pipe Headwall Outlets as illustrated in the detail below. Crushed Aggregate Size No. 2 shall be placed a minimum of 4 inches deep.

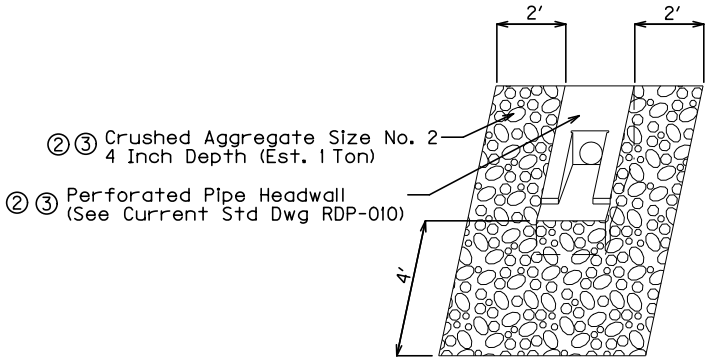
Dense Graded Aggregate (DGA) removed during placement of the Crushed Aggregate Size No. 2 shall be used to dress existing shoulders where DGA is exposed. Other materials removed during placement of the Crushed Aggregate No. 2 shall be wasted as directed by the Engineer. No direct payment will be allowed for disposal of wasted material.

The contract unit price for Crushed Aggregate Size No. 2 shall be full compensation for all materials, labor, and other incidentals necessary to place Crushed Aggregate Size No. 2 for control of vegetation and/or erosion control at pavement edge outlets.

See current Standard Drawing RDP-010 for dimensions and other details of perforated pipe headwalls.

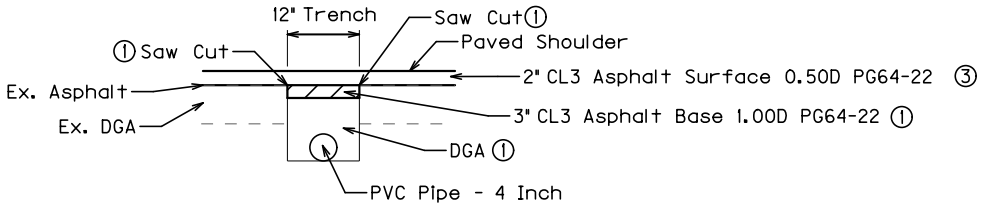
Estimate one (1) Ton of Crushed Aggregate Size No. 2 for each Perforated Pipe Headwall Outlet.

PAVEMENT SUBSURFACE DRAINAGE OUTLET

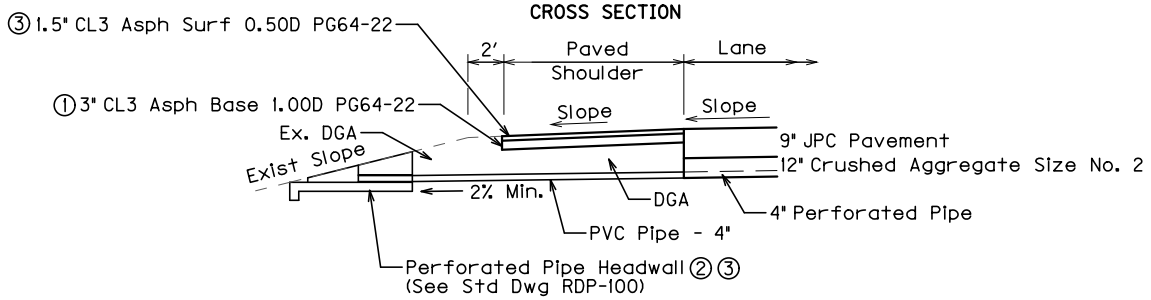


PVC OUTLET PIPE DETAILS

PROFILE



CROSS SECTION

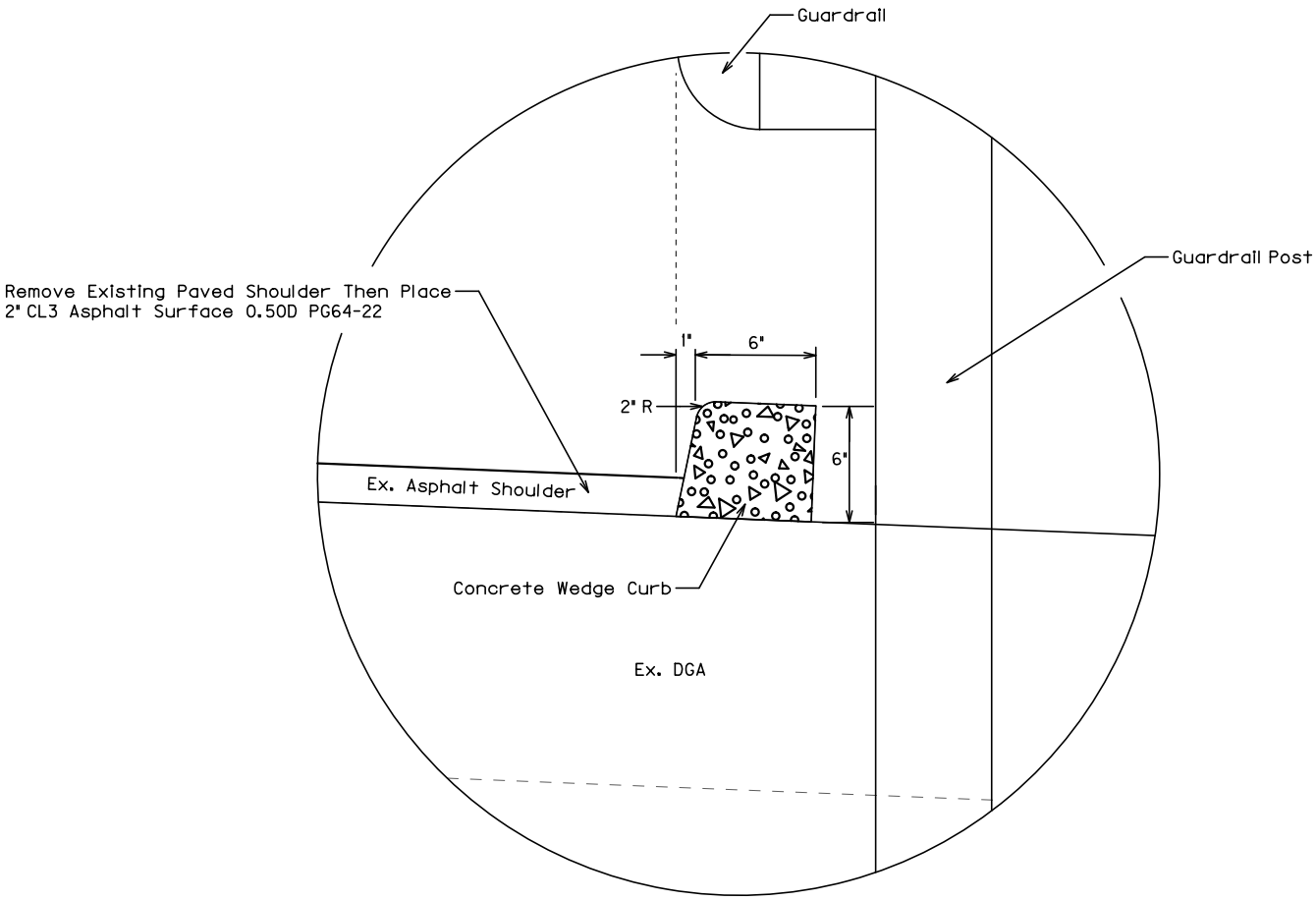


① These Items And All Other Cost Associated With Installing The PVC Pipe - 4 Inch Including Excavating The Trench, Considered Incidental To PVC Pipe - 4"

② Not Required When Outletting the PVC Pipe Behind Guardrail

③ Paid Separately

CONCRETE WEDGE CURB DETAIL

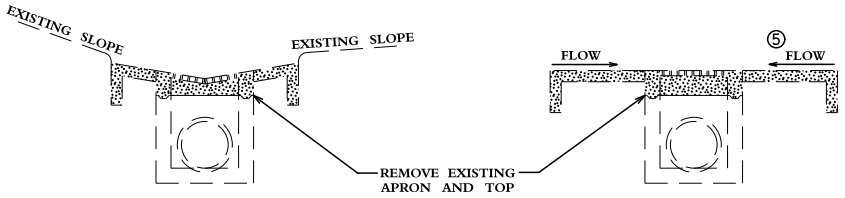


NOTE:
See The Curb Summary For Locations

CAUTION:
GUARDRAIL IS TO BE INSTALLED SO THAT THE DISTANCE FROM THE TOP OF THE RAIL TO THE FINAL SURFACE ELEVATION IS 29 INCHES.

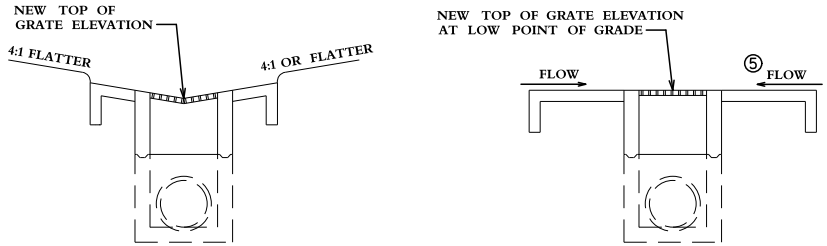
Not To Scale

RECONSTRUCT CATCH BASIN



FRONT VIEW EXISTING

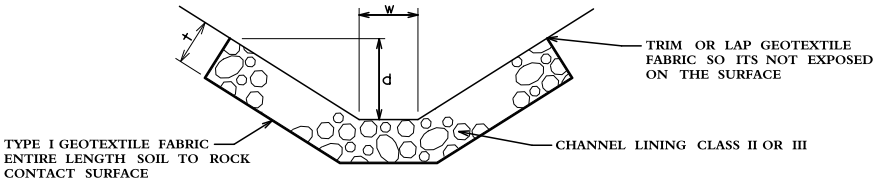
SIDE VIEW EXISTING



FRONT VIEW PROPOSED

SIDE VIEW PROPOSED

TYPICAL SECTION CHANNEL LINING



** w = Width
t = Thickness
d = Depth to Protect

** UNLESS STATED OTHERWISE IN THE PLANS OR SUMMARY SHEETS:
w = 2 FT
t = 1.25 FT (CLASS II LINING) OR 2.0 FT (CLASS III LINING)
d = 1.0 FT

NOTES

BASIS OF PAYMENT:

① THE CONTRACT UNIT PRICE FOR EACH "RECONSTRUCT CATCH BASIN" SHALL INCLUDE FULL COMPENSATION FOR REMOVAL OF THE EXISTING TOP TO THE LIMITS SHOWN, CONCRETE, FRAME AND GRATE, EXCAVATION, BACKFILL, LABOR, AND ALL OTHER INCIDENTALS NECESSARY TO RECONSTRUCT ONE MEDIAN BOX INLET.

② ADDITIONAL REINFORCING STEEL MAY BE REQUIRED, SEE STANDARD DRAWING RDB-005 FOR REQUIREMENTS AND DIMENSIONS.

③ LEAVE EXISTING REINFORCING STEEL IN PLACE.

④ REPLACE EXISTING FRAME AND GRATES WITH FRAMES AND GRATES SHOWN IN STANDARD DRAWING RDB-005 THAT PROVIDE A NET OPENING EQUAL TO OR GREATER THAN THE EXISTING OPENING.

⑤ REFER TO STANDARD DRAWING RDB-005 FOR APRON REQUIREMENTS.

⑥ THE CONTRACTOR MAY REPLACE THE EXISTING DROP BOXES WITH AN EQUIVALENT PRECAST CONCRETE DROP BOX WITHOUT ADDITIONAL COMPENSATION WITH THE APPROVAL OF THE ENGINEER.

TRAFFIC CONTROL PLAN
OHIO COUNTY
NATCHER PARKWAY (WN 9007)
ITEM NO. 2-2089.00

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the 2012 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 or current MUTCD standards.

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 the current MUTCD.

Reduce the speed limit in work areas to 60 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 Temporary Signs. Any relocation or covering of the signs will be incidental to Maintain and Control Traffic.

If 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

This project has a fixed completion date of October 1, 2017. See the special note for Fixed Completion Date and Liquidated Damages.

Liquidated damages will be assessed when the minimum number of lanes is not maintained at the

times or dates given or by the time stipulated in the proposal documents. See the "Special Note for Fixed Completion Date and Liquidated Damages" for details.

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.

Approximate full depth concrete 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 can be done during the remaining hours when the required number of traffic lanes 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 the required number lanes of traffic are not maintained.

The Contractor must notify the Engineer fourteen (14) days prior to beginning any phase of construction.

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

Access to the ramps at the WK Parkway and KY 69 interchanges shall be maintained at all times.

PHASE 1A & 1B – CONSTRUCTION SOUTH OF THE WKY PARKWAY INTERCHANGE.

PHASE 1A

- Reduce northbound and southbound Natcher Parkway traffic to one lane and construct Temporary Median Crossover 1 and 2 then shift the southbound traffic to the northbound roadway using the Temporary Median Crossovers as shown on the Maintenance of Traffic Typical Sections and Temporary Median Crossover Details.
- On the southbound roadway, perform all work listed in the Proposal including concrete pavement repairs, diamond grinding, sealing of joints, bridge work, guardrail work and asphalt shoulder pavement replacement. Replacement of the shoulders is to be performed after all concrete work in this phase is complete, including diamond grinding.
- Return traffic to its normal configuration upon completion of Phase 1A
- Use lane closures to remove Temporary Median Crossovers 1 and 2 and construct Temporary Median Crossovers 3 and 4.

PHASE 1B

- Reduce northbound and southbound Natcher Parkway traffic to one lane and shift the northbound traffic to the southbound roadway using the Temporary Median Crossovers as shown on the Maintenance of Traffic Typical Sections and Temporary Median Crossover Details.
- On the northbound roadway, perform all work listed in the Proposal including concrete pavement repairs, diamond grinding, sealing of joints, bridge work, guardrail work and asphalt shoulder pavement replacement. Replacement of the shoulders is to be performed after all concrete work in this phase is complete, including diamond grinding.
- Return traffic to its normal configuration upon completion of Phase 1B
- Use lane closures to remove Temporary Median Crossovers 3 and 4 and construct Temporary Median Crossovers 5 and 6 and Slip Ramps 1 and 2.

All work shown for Phase 1 is to be completed prior to beginning Phase 2.

PHASE 2A & 2B – CONSTRUCTION SOUTH OF THE WKY PARKWAY INTERCHANGE TO THE KY 69 INTERCHANGE.

Part-width construction methods are to be used through the WK Parkway and KY 69 interchanges during Phase 2 to maintain access to and from the ramps at these interchanges. In the areas where traffic will be shifted onto the shoulders to perform the pavement repairs in the adjacent lane, the entire shoulder is to be replaced using the Shoulder Strengthening Detail in the Maintenance Of Traffic Typical Sections prior to shifting traffic onto the shoulder. Estimated quantities for this work is included in the Pavement Summary.

PHASE 2A

- Reduce northbound and southbound Natcher Parkway traffic to one lane and shift the southbound traffic to the northbound roadway using the Temporary Median Crossovers as shown on the Maintenance of Traffic Typical Sections and Temporary Median Crossover Details.
- On the southbound roadway, perform all work listed in the Proposal including concrete pavement repairs, diamond grinding, sealing of joints, bridge work, guardrail work and asphalt shoulder pavement replacement. Replacement of the shoulders is to be performed after all concrete work in this phase is complete, including diamond grinding.
- Return traffic to its normal configuration upon completion of Phase 2A
- Use lane closures to remove Temporary Median Crossovers 5 and 6 and Slip Ramps 1 and 2, then construct Temporary Median Crossovers 7 and 8 and Slip Ramps 3 and 4.

PHASE 2B

- Reduce northbound and southbound Natcher Parkway traffic to one lane and shift the northbound traffic to the southbound roadway using the Temporary Median Crossovers as shown on the Maintenance of Traffic Typical Sections and Temporary Median Crossover Details.

- On the northbound roadway, perform all work listed in the Proposal including concrete pavement repairs, diamond grinding, sealing of joints, bridge work, guardrail work and asphalt shoulder pavement replacement. Replacement of the shoulders is to be performed after all concrete work in this phase is complete, including diamond grinding.
- Return traffic to its normal configuration upon completion of Phase 2B
- Use lane closures to remove Temporary Median Crossovers 7 and 8 and Slip Ramps 3 and 4.

BRIDGE WORK

Use temporary signals to maintain traffic while performing the bridge repairs listed in the Bridge Proposal for the bridges on KY 505, Cromwell Road, and Davis Road, unless road closures are approved by the Engineer. Bid items for Temp Signal 2 Phase and Pave Mark Temp Paint Stop Bar have been included for this work.

TUBULAR MARKERS

The bid item for "TUBULAR MARKER" includes all labor and materials necessary to furnish and install the tubular markers as indicated in the plans. The tubular markers shall consist of a design similar to that of the "safe hit" markers. The bid item "RELOCATE TUBULAR MARKER" shall include all labor and materials necessary to remove and relocate the tubular markers to a subsequent location. No additional compensation will be considered for stockpiling of the markers between phases.

Any markers that are dislodged or damaged by the traveling public shall be reinstalled or repaired within 24 hours of the incident. This reinstallation or repair of dislodged or damaged tubular markers shall be incidental to "MAINTAIN AND CONTROL TRAFFIC".

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.

INLAID PAVEMENT MARKERS

After placing permanent striping, install Inlaid Pavement Markers as specified in the special note for Inlaid Pavement Markers.

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.

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 as 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 construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

PAVEMENT MARKINGS & RAISED OR INLAID PAVEMENT MARKERS

If lane closures are in place during nighttime hours, remove or cover, by method approved by the Engineer, the lenses of 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. Prior to utilizing the crossovers to create two-way traffic in either the northbound or southbound direction, remove or cover, by a method approved by the Engineer, the lenses of the pavement markers in the center of the roadway under 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". Permanent markers that are damaged during maintenance of traffic will be replaced at the Contractor's cost.

Voids created from removing the existing raised pavement markers are to be filled prior to allowing traffic on them. The patching material to be used 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 the "Special Note for Removing Existing Type V Raised Pavement Markers on Portland Cement Pavement" for details.

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

1. Temporary and permanent striping will be 6 inches wide
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. Permanent striping will be Pave Striping–Perm Paint–6 In (or 12 In).

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.

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

Less than 2" – Protect with a lane closure.

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

4" and greater - Drop-offs 4" or greater will be allowed during duration of the project. Protect with a lane or shoulder closure using drums or barricades; cones will not be allowed for lane or shoulder closures for drop-offs 4 inches or greater. Place drums or barricades with spacing not to exceed 20 feet and appropriate lighting should be utilized to illuminate the area during nighttime operations. Place Type III Barricades facing oncoming traffic at each drop off. If for any reason traffic must be maintained less than 6 feet from the drop off, wedge with DGA with 3:1 or flatter slope when work is not actively in progress in the drop-off area. Once excavation begins, work continuously to construct DGA and asphalt base to eliminate the drop-off. Drop-offs greater than 4 inches within 6 feet of traffic will not be allowed during non-working hours.

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.

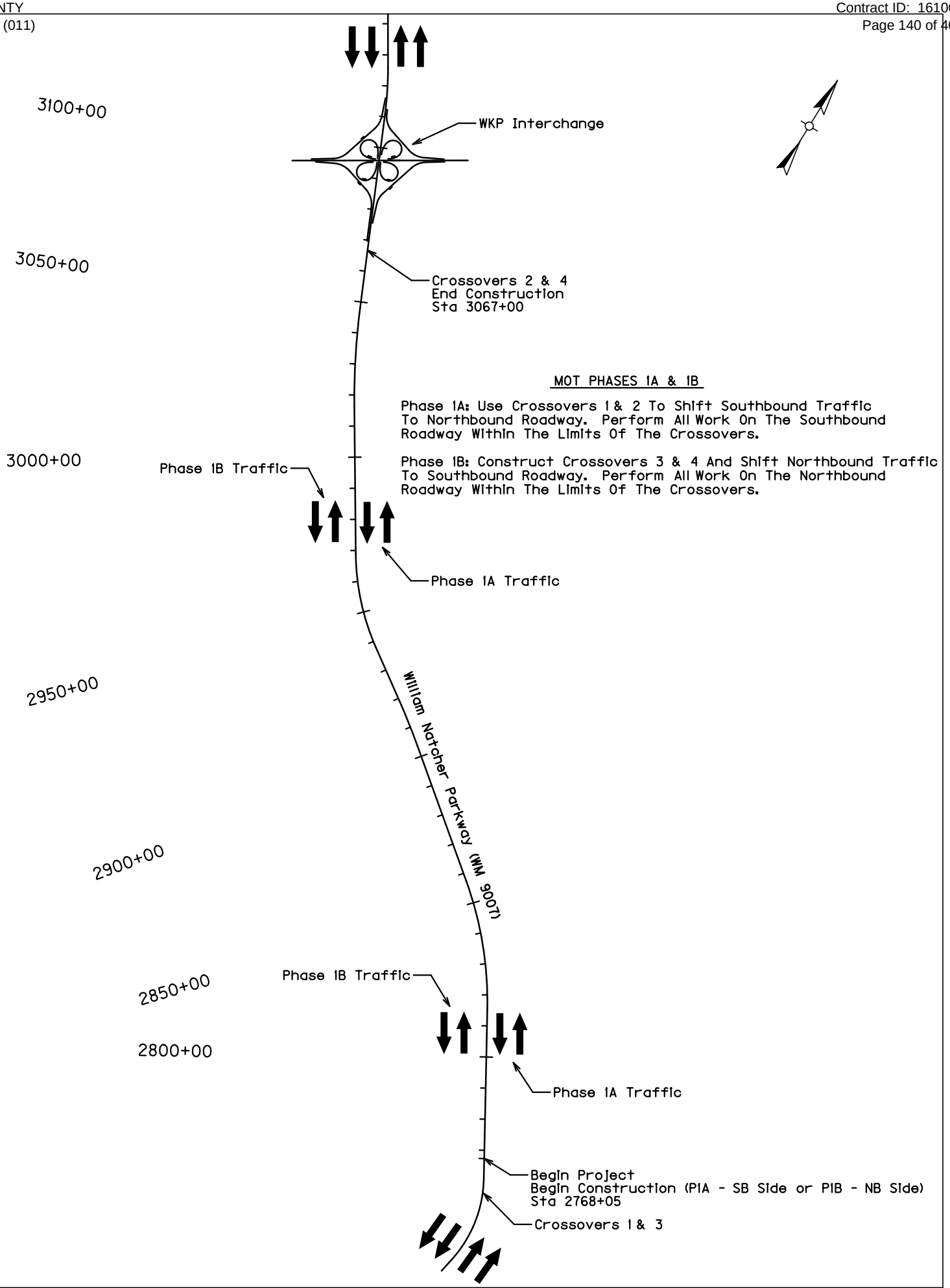
During any period when a lane closure or traffic control device is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate variable message boards as queue lengths change. The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

COORDINATION OF WORK

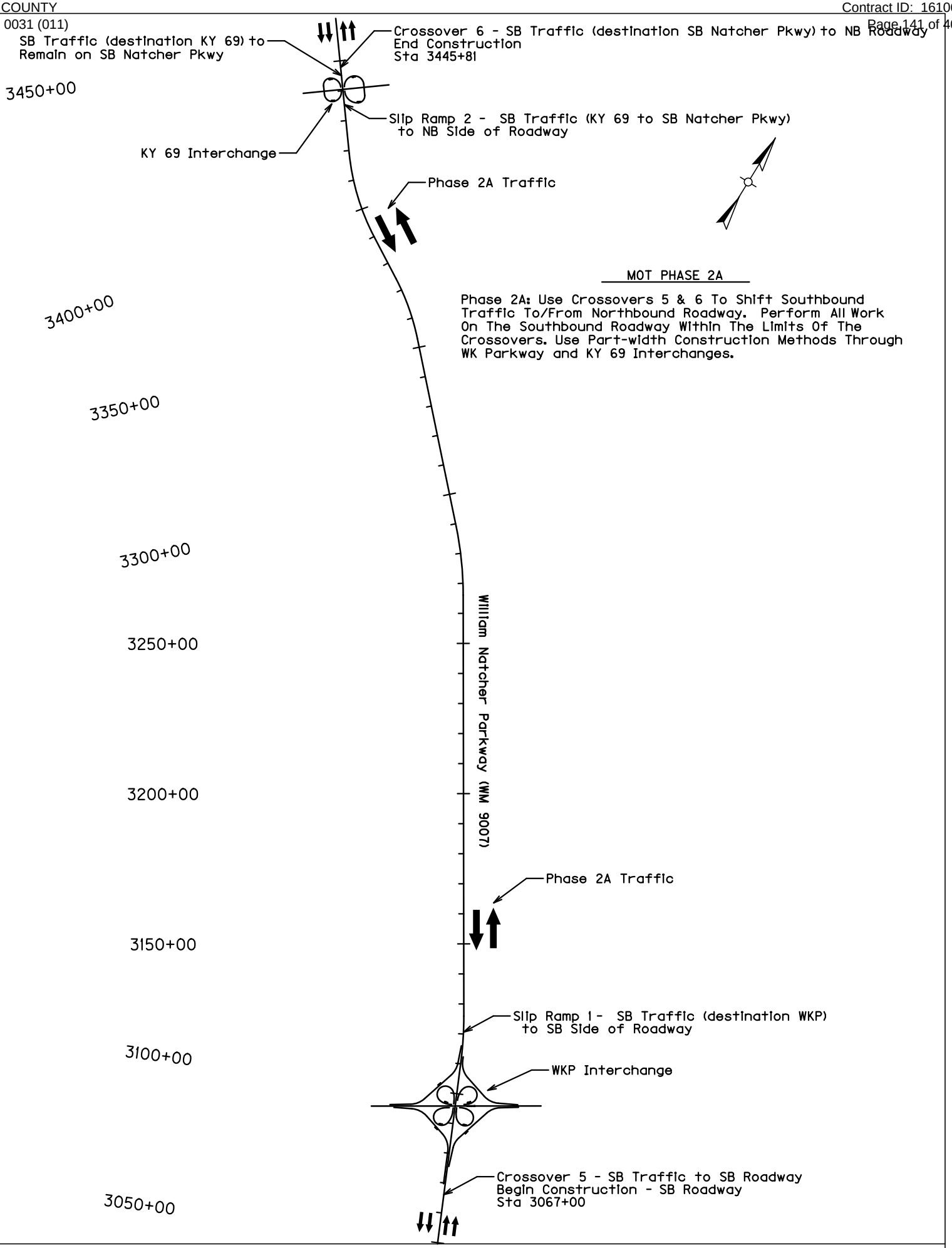
The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with 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.

LANE CLOSURES AND LANE SHIFTS

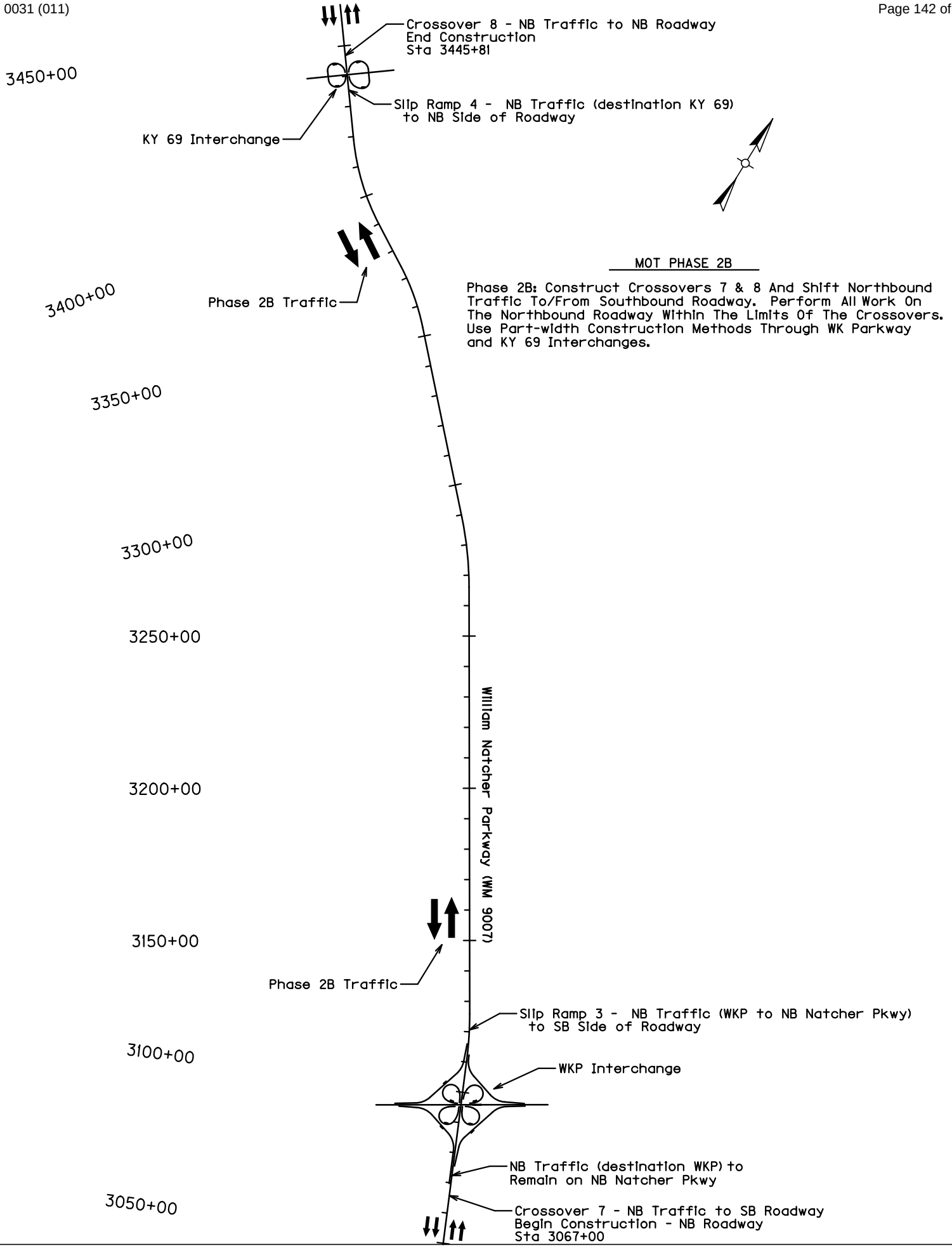
All lane closures, lane shifts and tapers shall be in accordance with the standard drawings or the Manual of Uniform Traffic Control Devices (M.U.T.C.D.). Any lane closure or lane shift must be approved by the Engineer prior to the closure or lane shift. The Contractor must notify the Engineer at least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



WN-9007 MOT Phases 1A & 1B - Scale 1" = 4000' - Sheet 1 of 1



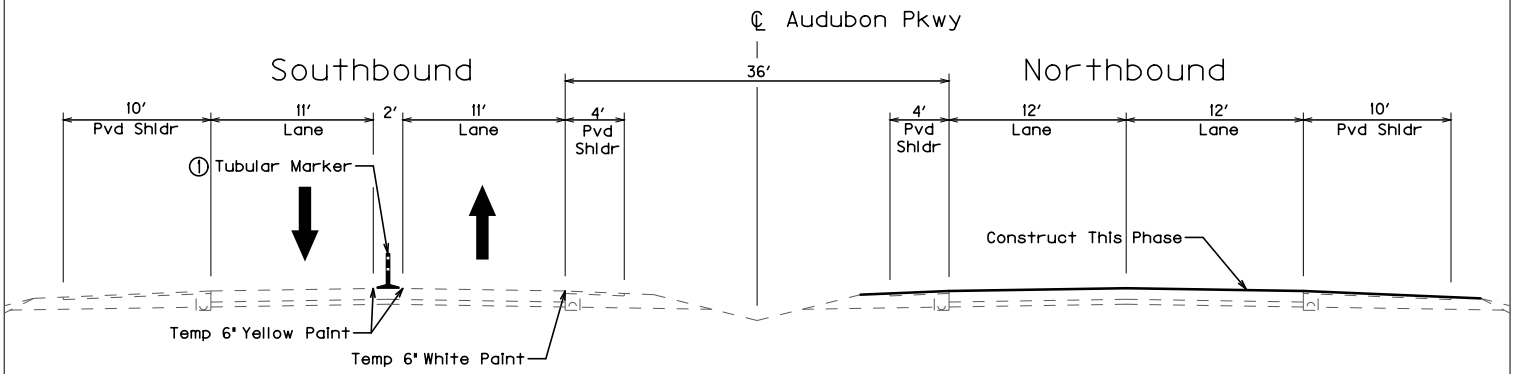
WN-9007 MOT Phase 2A - Scale 1" = 4000' - Sheet 1 of 1



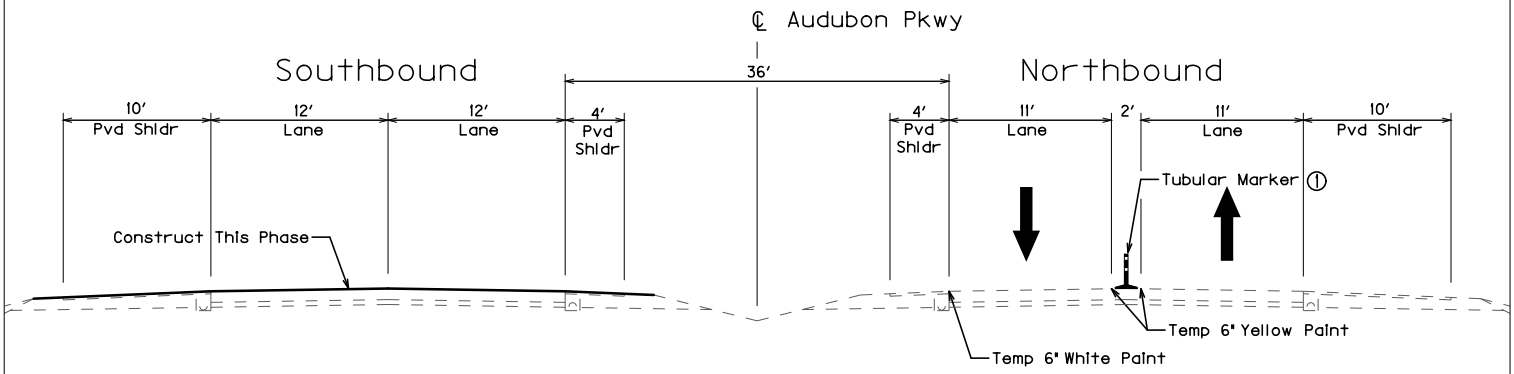
WN-9007 MOT Phase 2B - Scale 1" = 4000' - Sheet 1 of 1

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

WILLIAM NATCHER PARKWAY PAVEMENT REHABILITATION



Phases 1B & 2B



Phases 1A & 2A

① Place Tubular Markers On 80' Spacing.

② 3' With Temporary Concrete Median Barrier. See Median Crossover And Slip Ramp Plans For Locations.

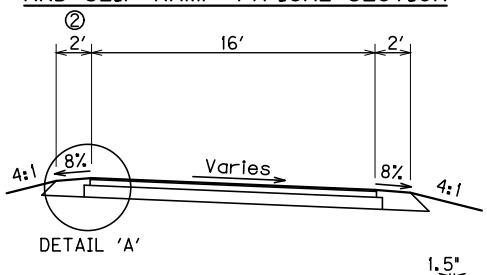
③ Strengthen Shoulders Prior To Shifting Traffic Onto Them Through The WK Parkway And KY 69 Interchanges Where Part-Width Construction Methods Are Used.

Esitmated Quantities For This Work Are Included On The Pavement Summary.

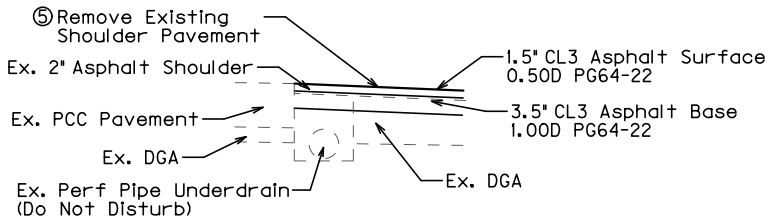
④ Typical Applies From Edge Of Concrete Pavement To Edge Of Concrete Pavment Through The Depressed Median.

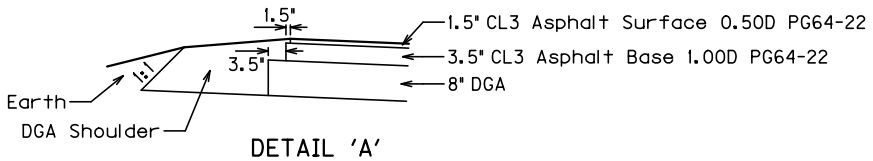
⑤ Removal Of Any DGA Necessary To Install The Asphalt Base Layer Will Be Incidental To The Remove Pavement Bid Item.

TEMPORARAY MEDIAN CROSSOVER AND SLIP RAMP TYPICAL SECTION ④



SHOULDER STRENGTHENING DETAIL ③

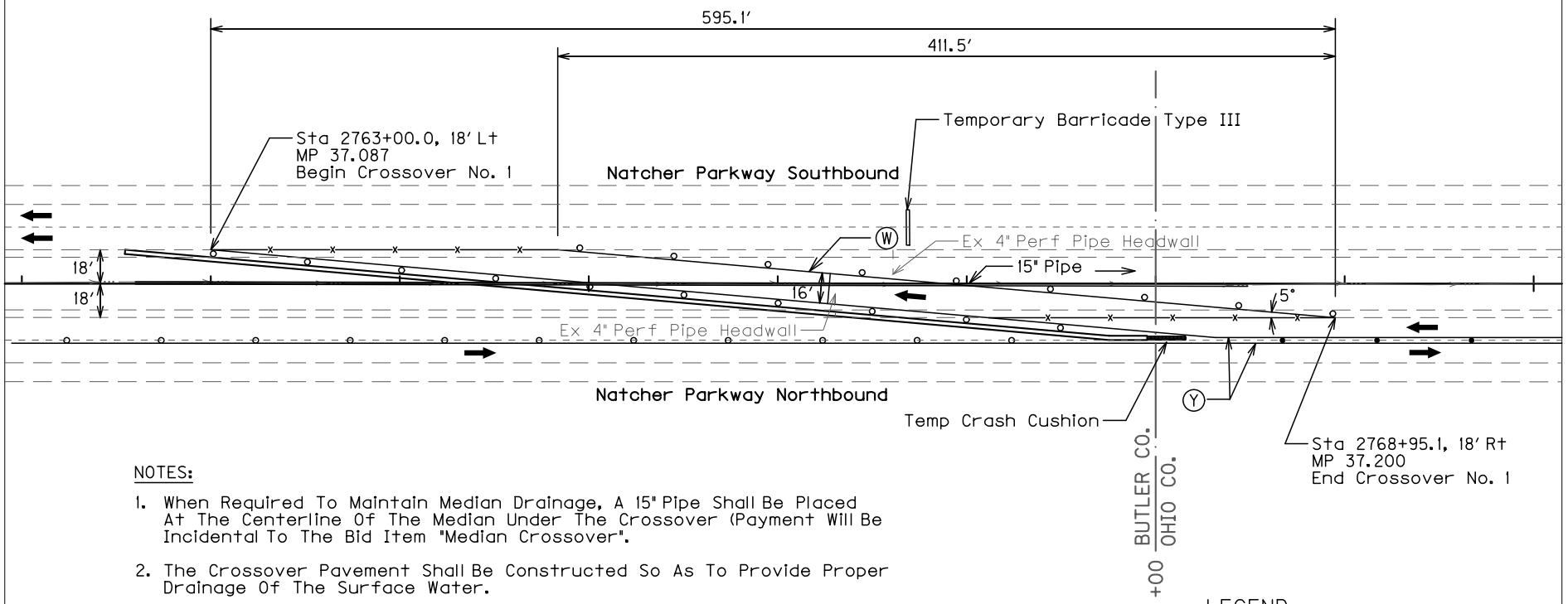




DETAIL 'A'

Not To Scale

TEMPORARY MEDIAN CROSSOVER NO. 1 (PHASE 1A)



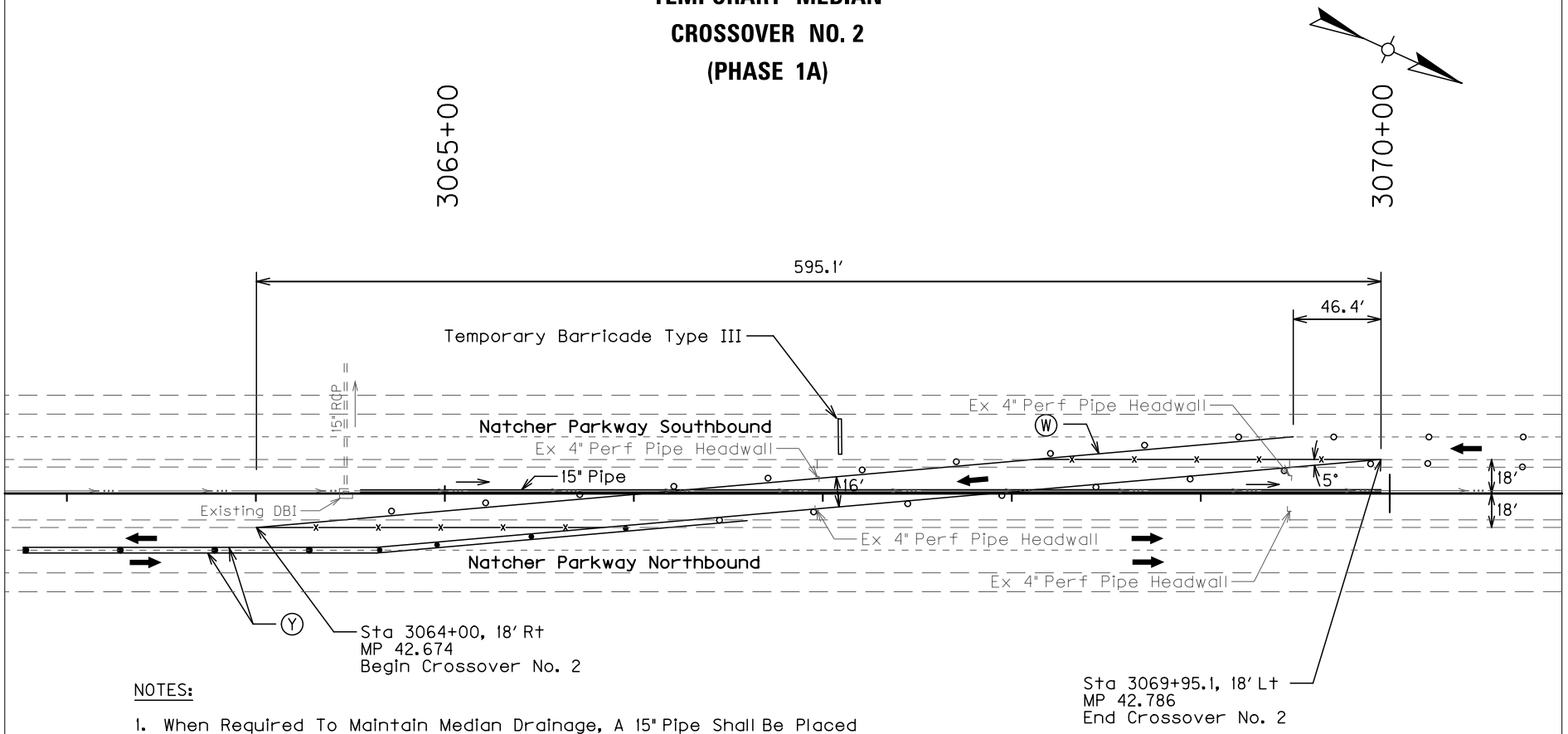
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 2 (PHASE 1A)



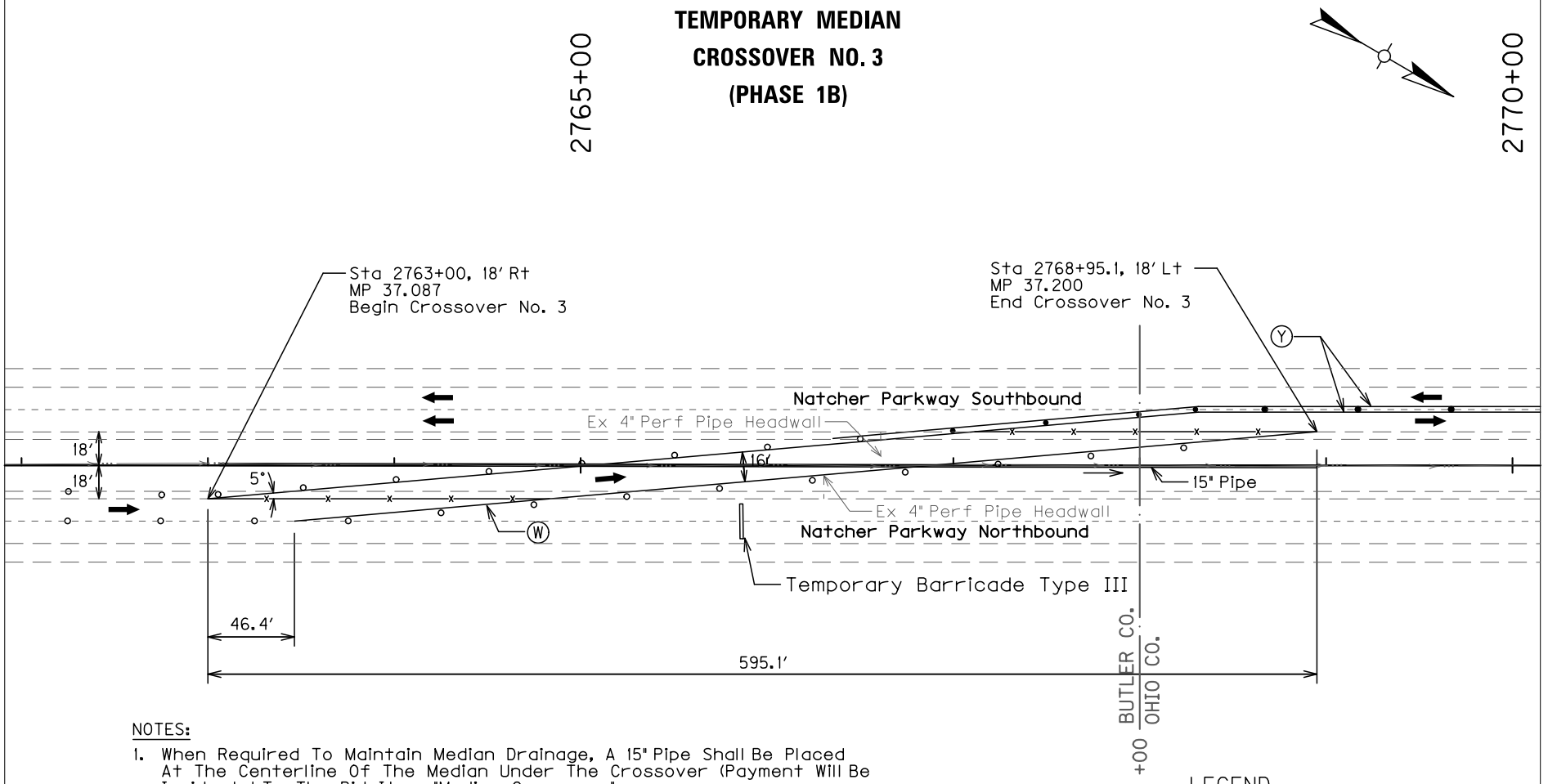
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20′ Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- Ⓦ Temporary Striping - Paint, White, 6 Inch
- Ⓨ Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 3 (PHASE 1B)



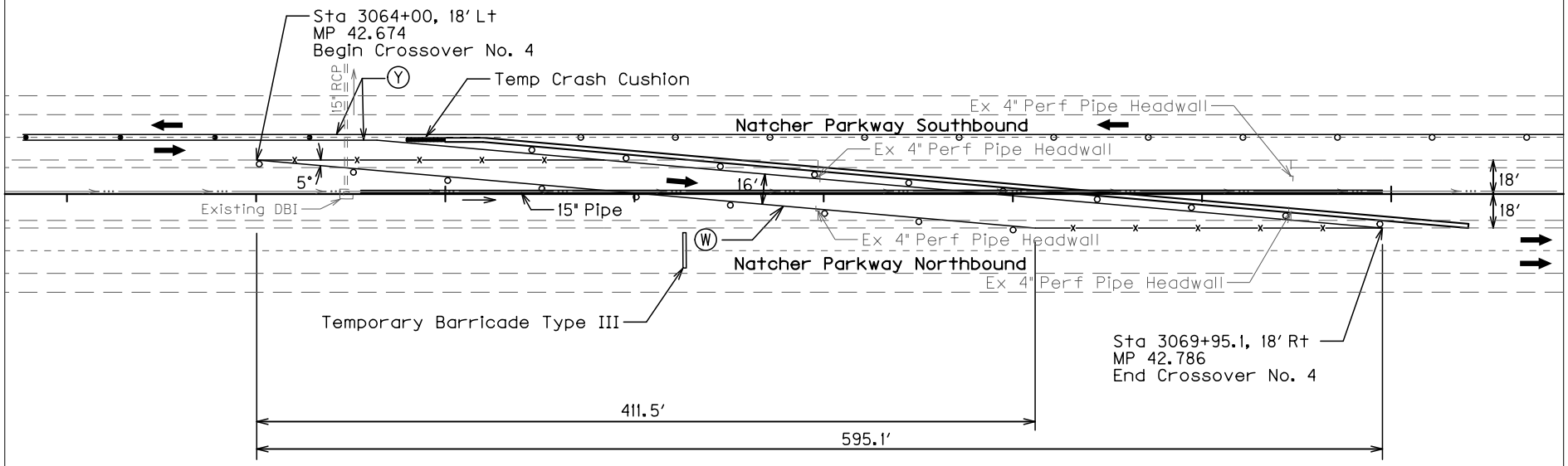
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 4 (PHASE 1B)



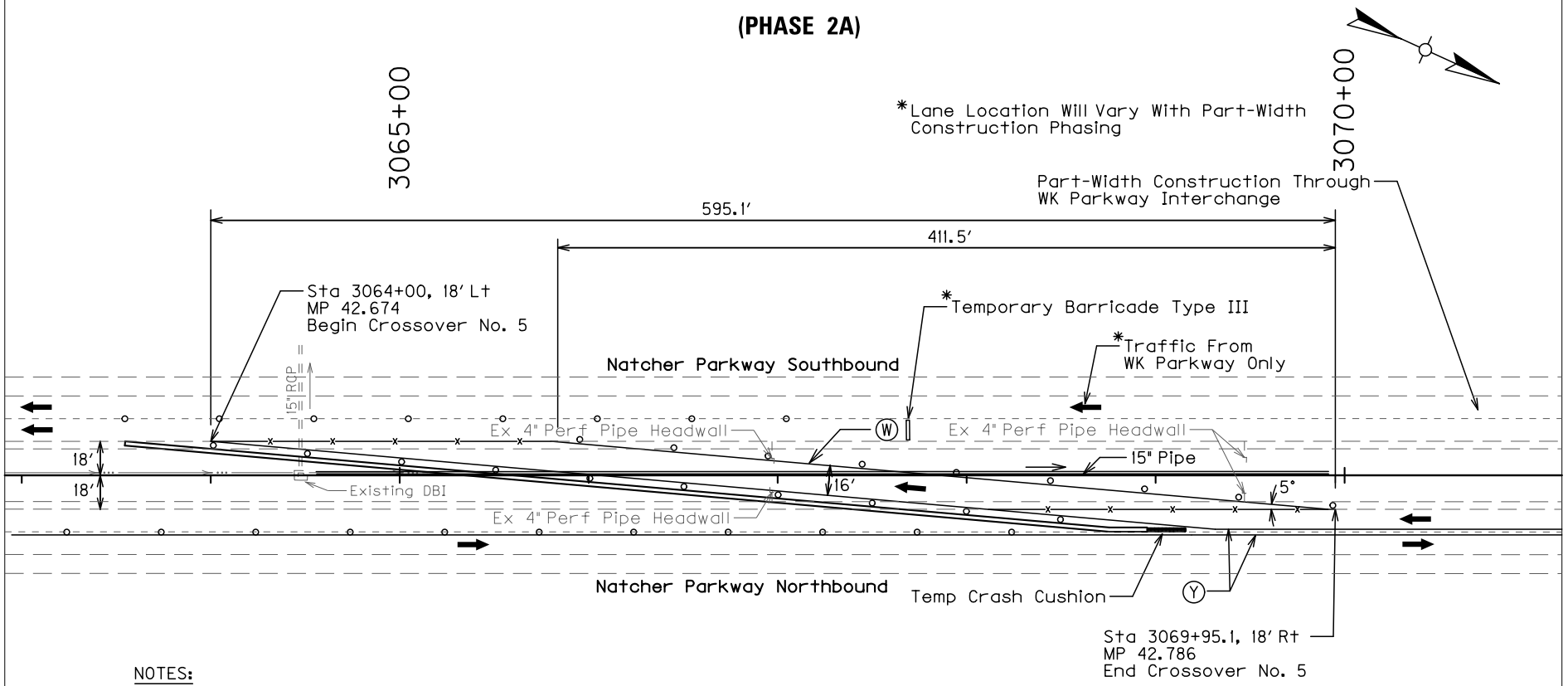
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- • Tubular Markers
- ○ Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 5 (PHASE 2A)



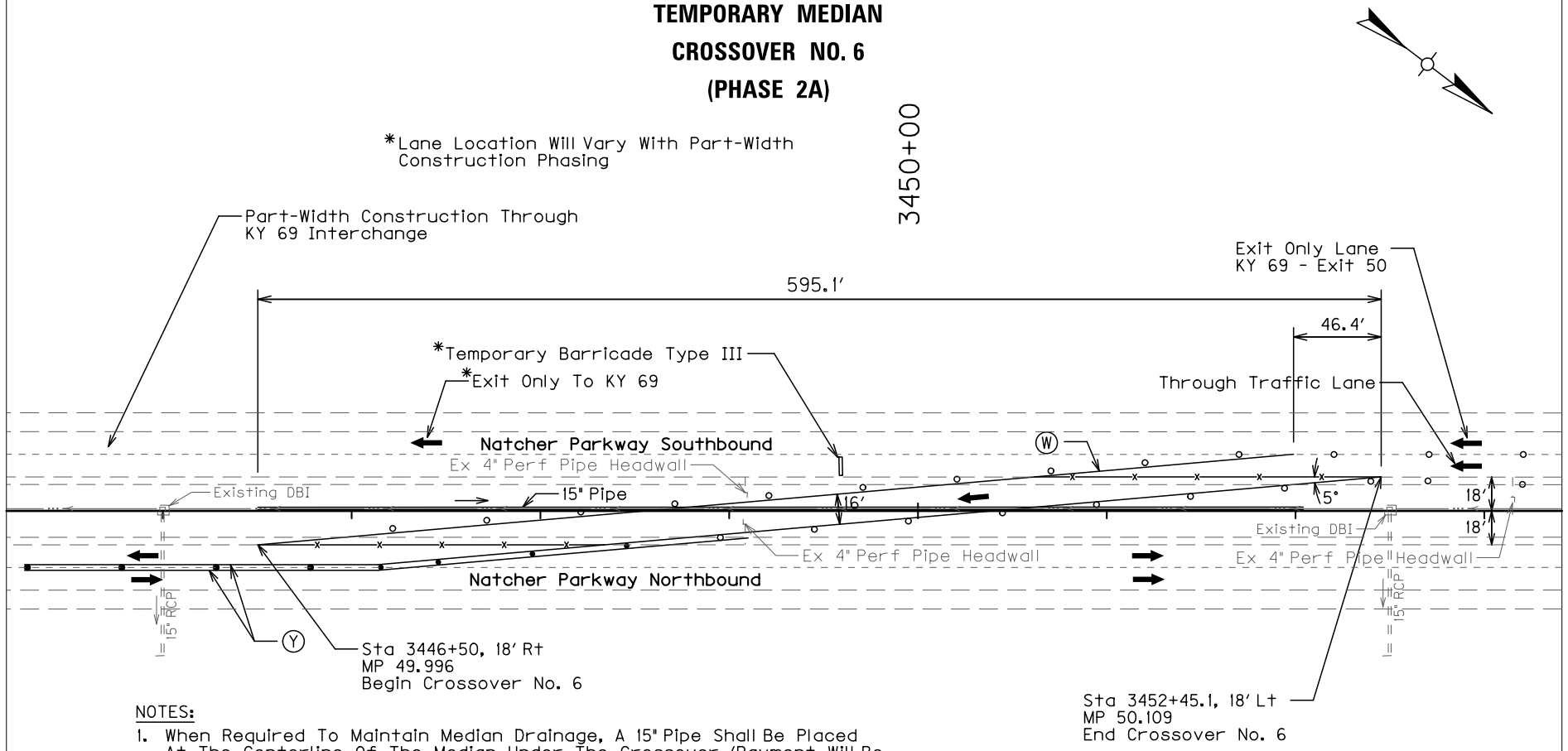
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 6 (PHASE 2A)



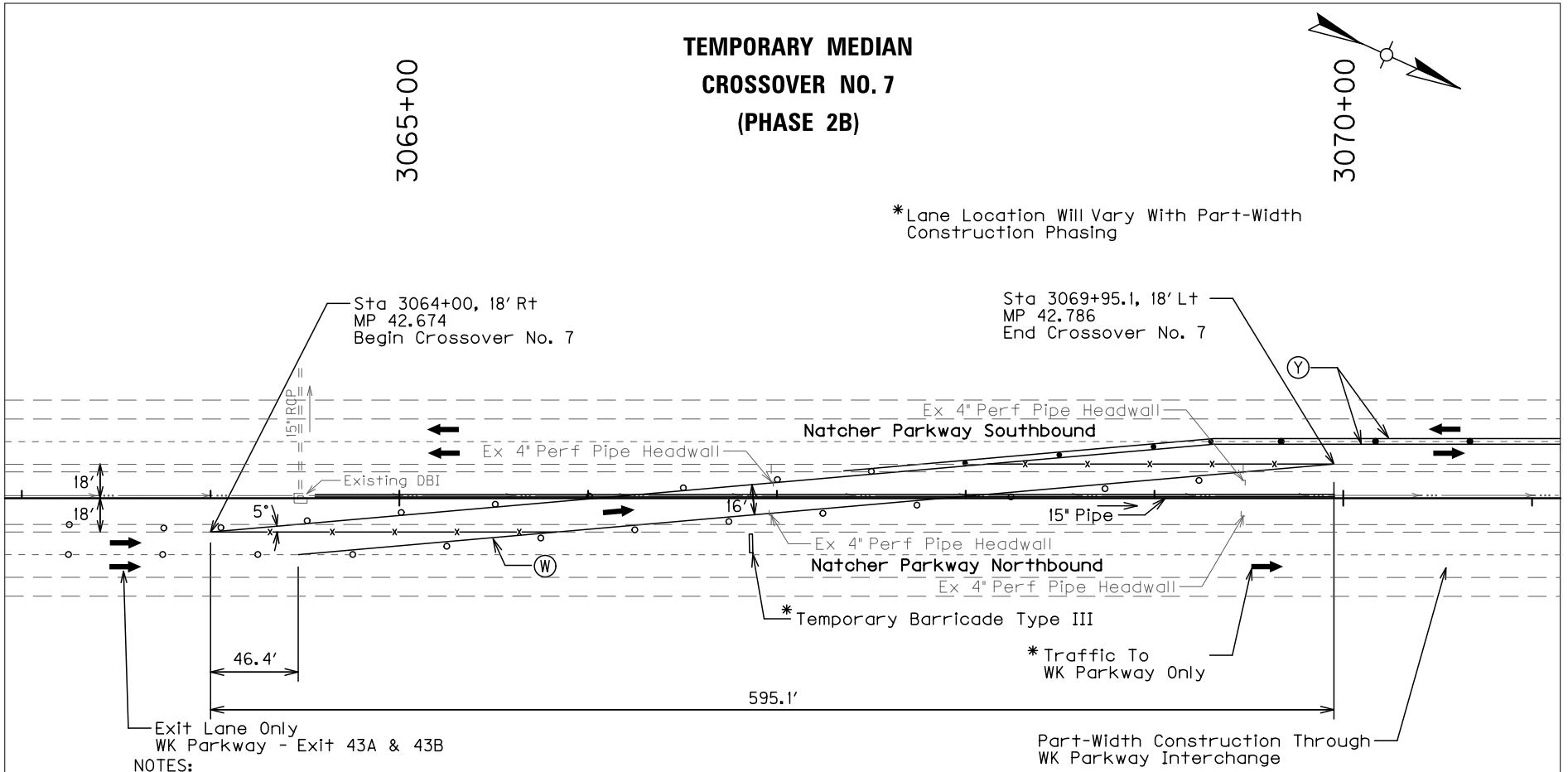
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 7 (PHASE 2B)



NOTES:

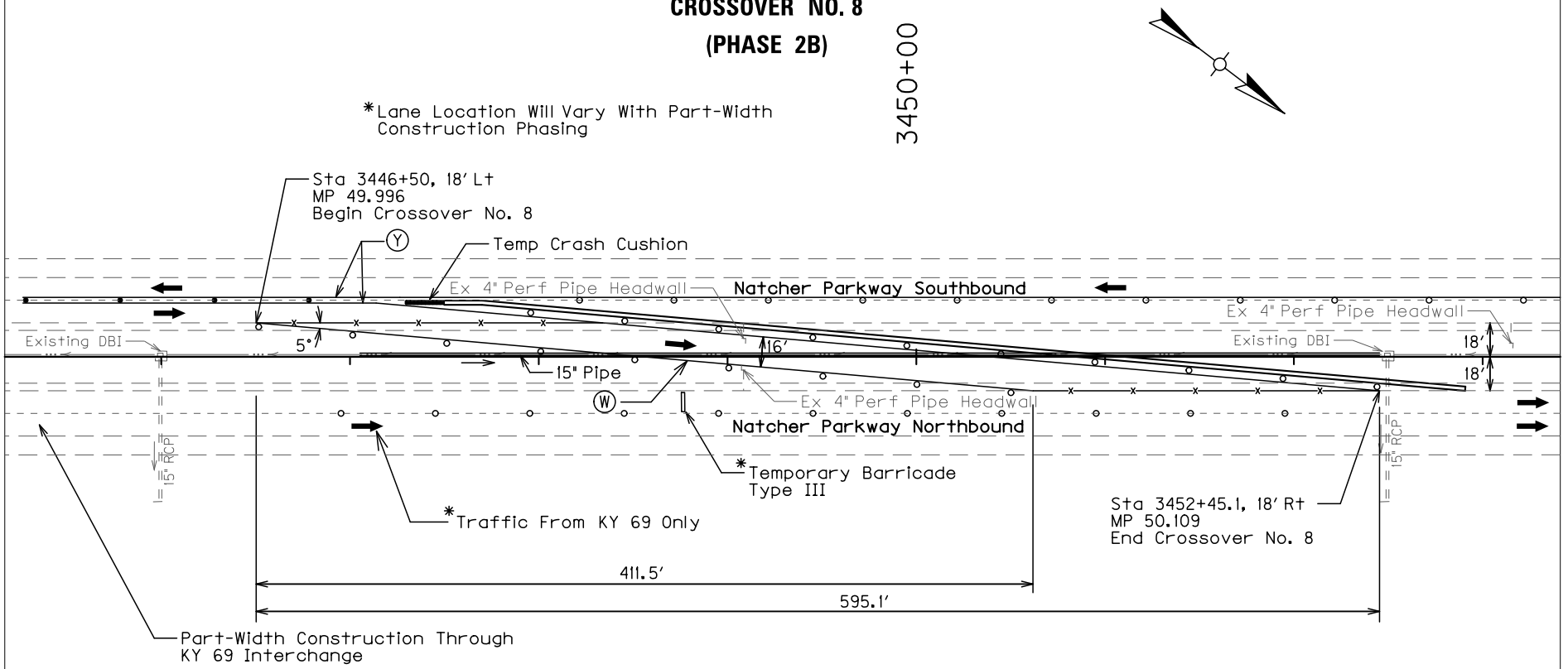
1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- • Tubular Markers
- ○ Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

TEMPORARY MEDIAN CROSSOVER NO. 8 (PHASE 2B)

3450+00



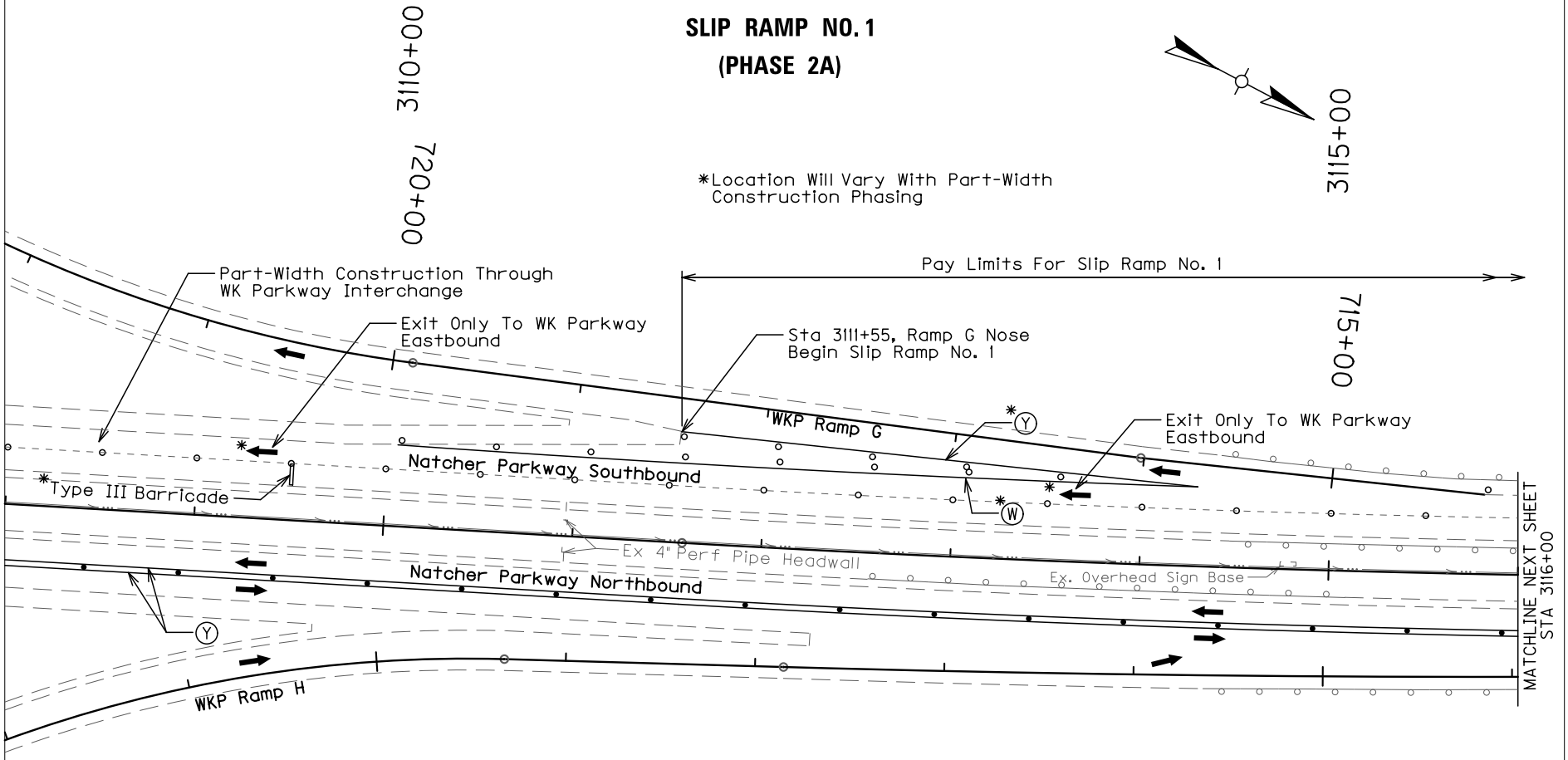
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Crossover (Payment Will Be Incidental To The Bid Item "Median Crossover".
2. The Crossover Pavement Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Install Temporary Pavement Markers Type IV A - Mono-Directional At 20' Intervals Along Both Edge Lines For The Limits Of The Crossover.
4. Grade To Drain.
5. Location Of Crossover May Be Adjusted With The Approval Of The Engineer.
6. Bid Item "Median Crossover" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Crossover.
7. Existing Perforated Pipe Headwalls Which Will Be Under The Crossover Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Crossover Is Removed. Headwalls Under The Crossover Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Crossover Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- • Tubular Markers
- ○ Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

SLIP RAMP NO. 1
(PHASE 2A)



NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Slip Ramp (Payment Will Be Incidental To The Bid Item "Slip Ramp".
2. The Slip Ramp Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Refer To MUTCD Drawings 6H-40 to 6H-41 For Striping And Signing Of Slip Ramps.
4. Grade To Drain.
5. Bid Item "Slip Ramp" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Slip Ramp.
6. Existing Perforated Pipe Headwalls Which Will Be Under The Slip Ramp Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Slip Ramp Is Removed. Headwalls Under The Slip Ramp Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Slip Ramp Bid Item.

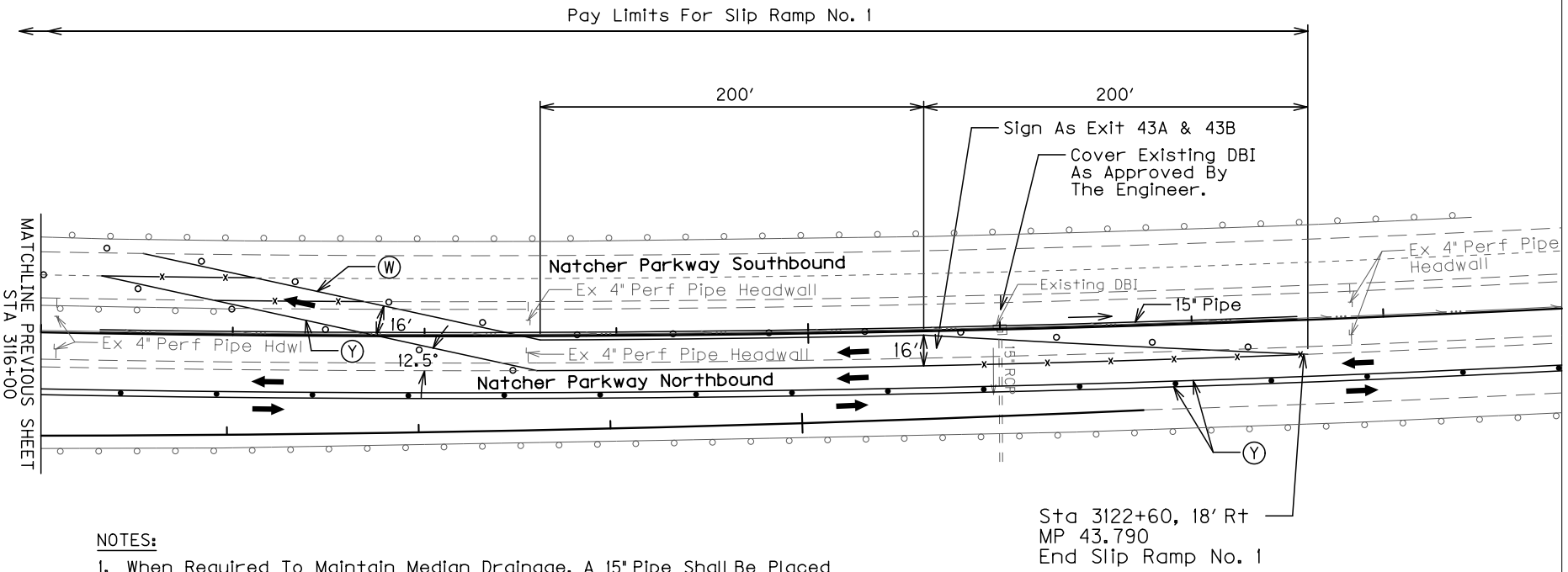
LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

SLIP RAMP NO. 1

(PHASE 2A)

3120+00



NOTES:

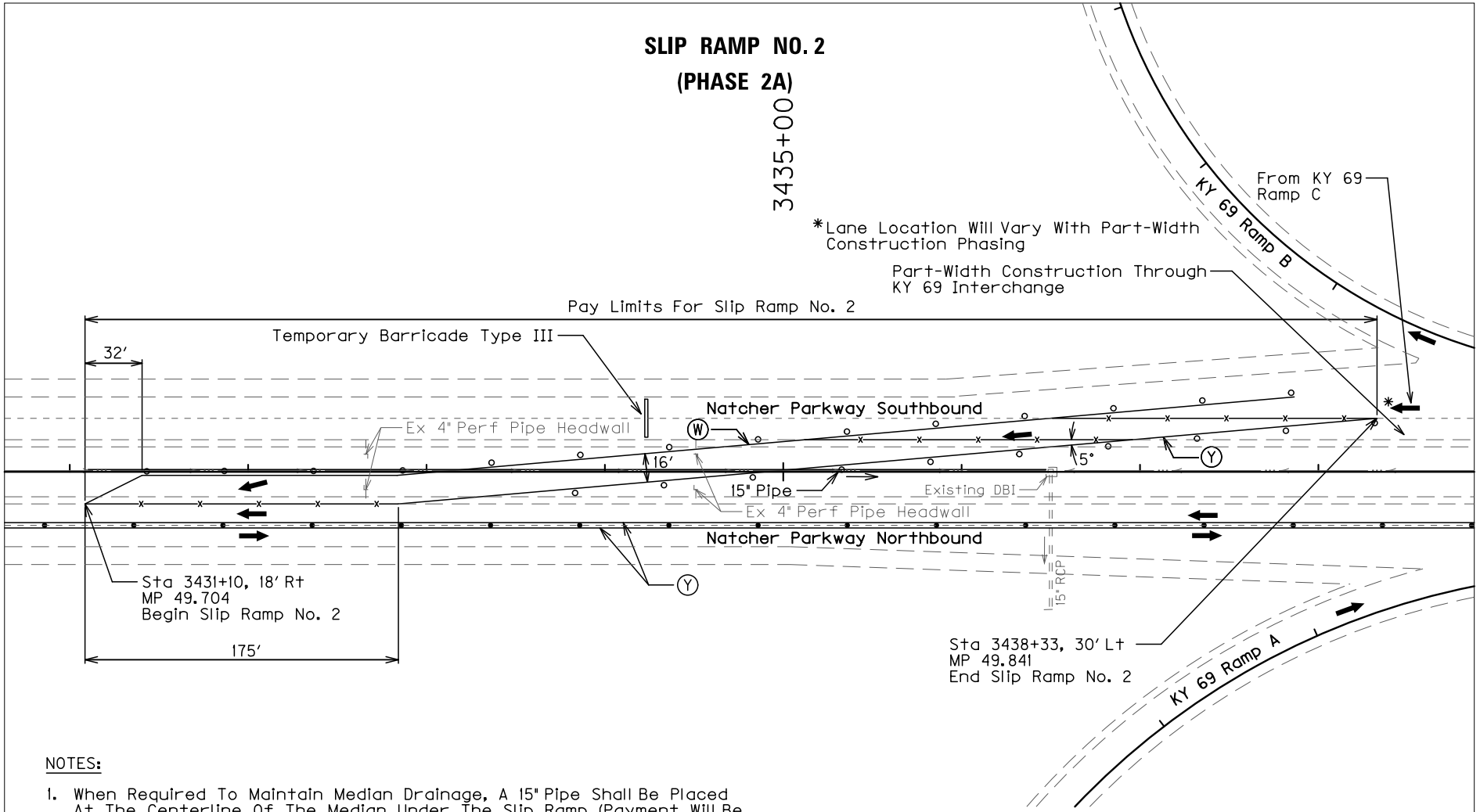
1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Slip Ramp (Payment Will Be Incidental To The Bid Item "Slip Ramp".
2. The Slip Ramp Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Refer To MUTCD Drawings 6H-40 to 6H-41 For Striping And Signing Of Slip Ramps.
4. Grade To Drain.
5. Bid Item "Slip Ramp" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Slip Ramp.
6. Existing Perforated Pipe Headwalls Which Will Be Under The Slip Ramp Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Slip Ramp Is Removed. Headwalls Under The Slip Ramp Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Slip Ramp Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

SLIP RAMP NO. 2
(PHASE 2A)

3435+00



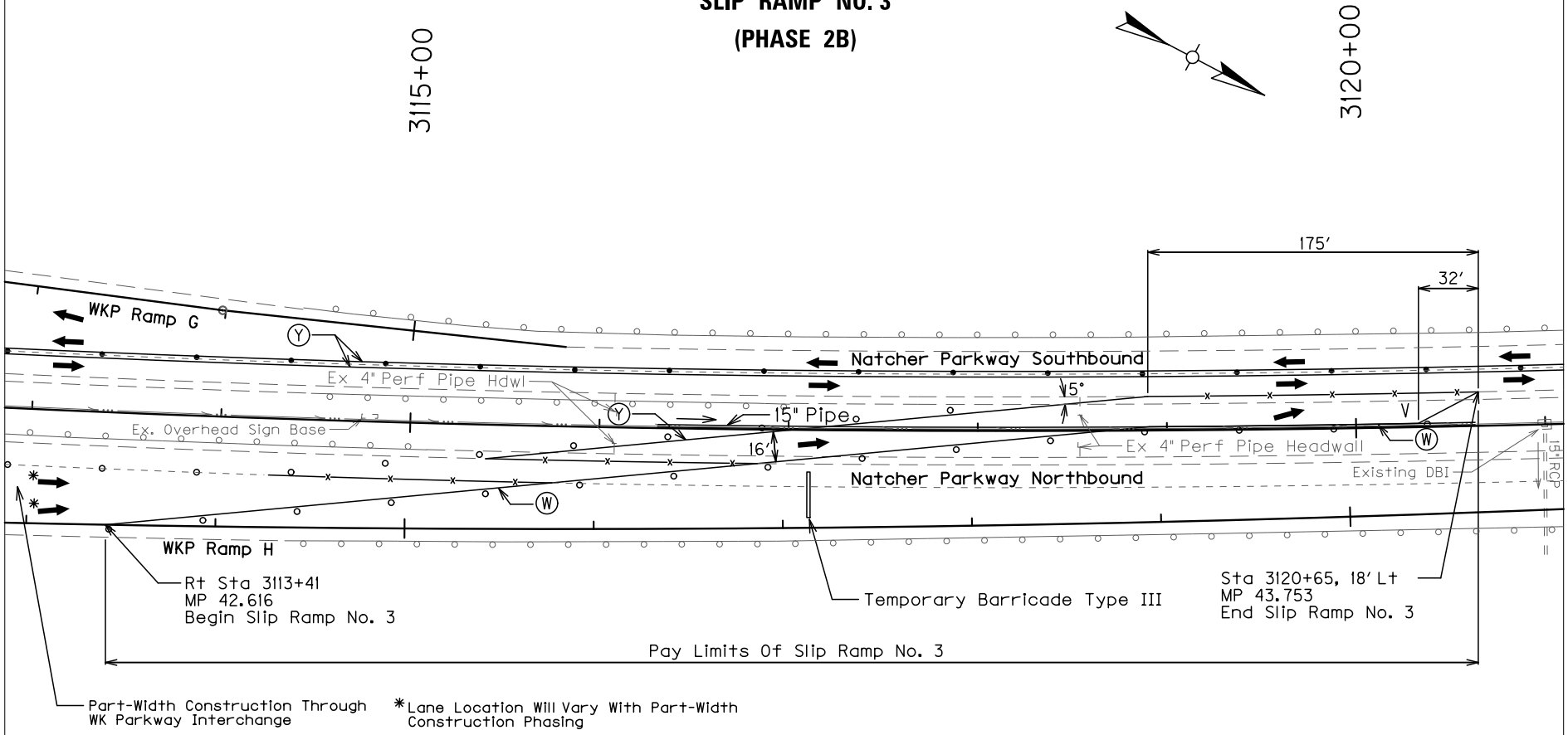
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Slip Ramp (Payment Will Be Incidental To The Bid Item "Slip Ramp".
2. The Slip Ramp Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Refer To MUTCD Drawings 6H-40 to 6H-41 For Striping And Signing Of Slip Ramps.
4. Grade To Drain.
5. Bid Item "Slip Ramp" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Slip Ramp.
6. Existing Perforated Pipe Headwalls Which Will Be Under The Slip Ramp Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Slip Ramp Is Removed. Headwalls Under The Slip Ramp Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Slip Ramp Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

SLIP RAMP NO. 3
(PHASE 2B)



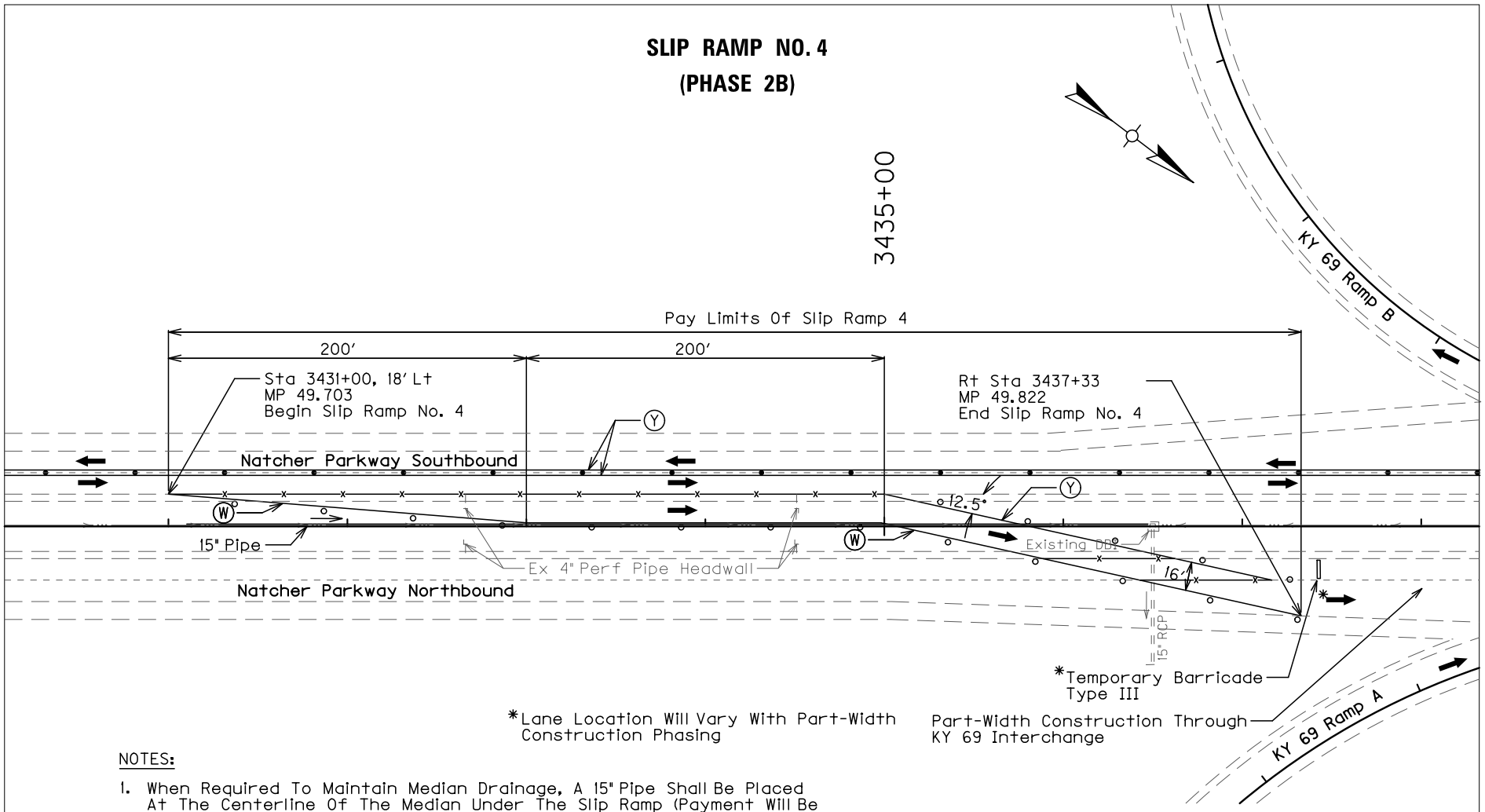
NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Slip Ramp (Payment Will Be Incidental To The Bid Item "Slip Ramp".
2. The Slip Ramp Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Refer To MUTCD Drawings 6H-40 to 6H-41 For Striping And Signing Of Slip Ramps.
4. Grade To Drain.
5. Bid Item "Slip Ramp" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Slip Ramp.
6. Existing Perforated Pipe Headwalls Which Will Be Under The Slip Ramp Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Slip Ramp Is Removed. Headwalls Under The Slip Ramp Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Slip Ramp Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- • Tubular Markers
- ○ Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

SLIP RAMP NO. 4
(PHASE 2B)



NOTES:

1. When Required To Maintain Median Drainage, A 15" Pipe Shall Be Placed At The Centerline Of The Median Under The Slip Ramp (Payment Will Be Incidental To The Bid Item "Slip Ramp".
2. The Slip Ramp Shall Be Constructed So As To Provide Proper Drainage Of The Surface Water.
3. Refer To MUTCD Drawings 6H-40 to 6H-41 For Striping And Signing Of Slip Ramps.
4. Grade To Drain.
5. Bid Item "Slip Ramp" Shall Include All Incidentals Necessary To Accomplish This Work Including Pavement Markings And Striping, Pavement, Any Necessary Drainage, And Removal Of Slip Ramp.
6. Existing Perforated Pipe Headwalls Which Will Be Under The Slip Ramp Pavement Are To Be Removed And The Pipe Plugged. Unplug The Pipe And Reset The Headwall After The Slip Ramp Is Removed. Headwalls Under The Slip Ramp Fill Slope Are To Be Protected As Approved By The Engineer. This Work Will Be Incidental To The Slip Ramp Bid Item.

LEGEND

- Type III Barricade
- Crash Cushion
- Temporary Barrier Wall Type 9T
- Remove Existing Pavement Marking
- Tubular Markers
- Drums
- (W) Temporary Striping - Paint, White, 6 Inch
- (Y) Temporary Striping - Paint, Yellow, 6 Inch

Notes for Figure 6H-39—Typical Application 39 Median Crossover on a Freeway

Standard:

1. **Channelizing devices or temporary traffic barriers shall be used to separate opposing vehicular traffic.**
2. **An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.**

Guidance:

3. *For long-term work on high-speed, high-volume highways, consideration should be given to using a temporary traffic barrier to separate opposing vehicular traffic.*

Option:

4. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic, Do Not Pass, KEEP RIGHT, and DO NOT ENTER signs may be eliminated.
5. The alignment of the crossover may be designed as a reverse curve.

Guidance:

6. *When the crossover follows a curved alignment, the design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used.*
7. *When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance in feet of 2.0 times the speed limit in mph beyond the downstream end of the transition area as depicted.*
8. *Where channelizing devices are used, the Two-Way Traffic signs should be repeated every 1 mile.*

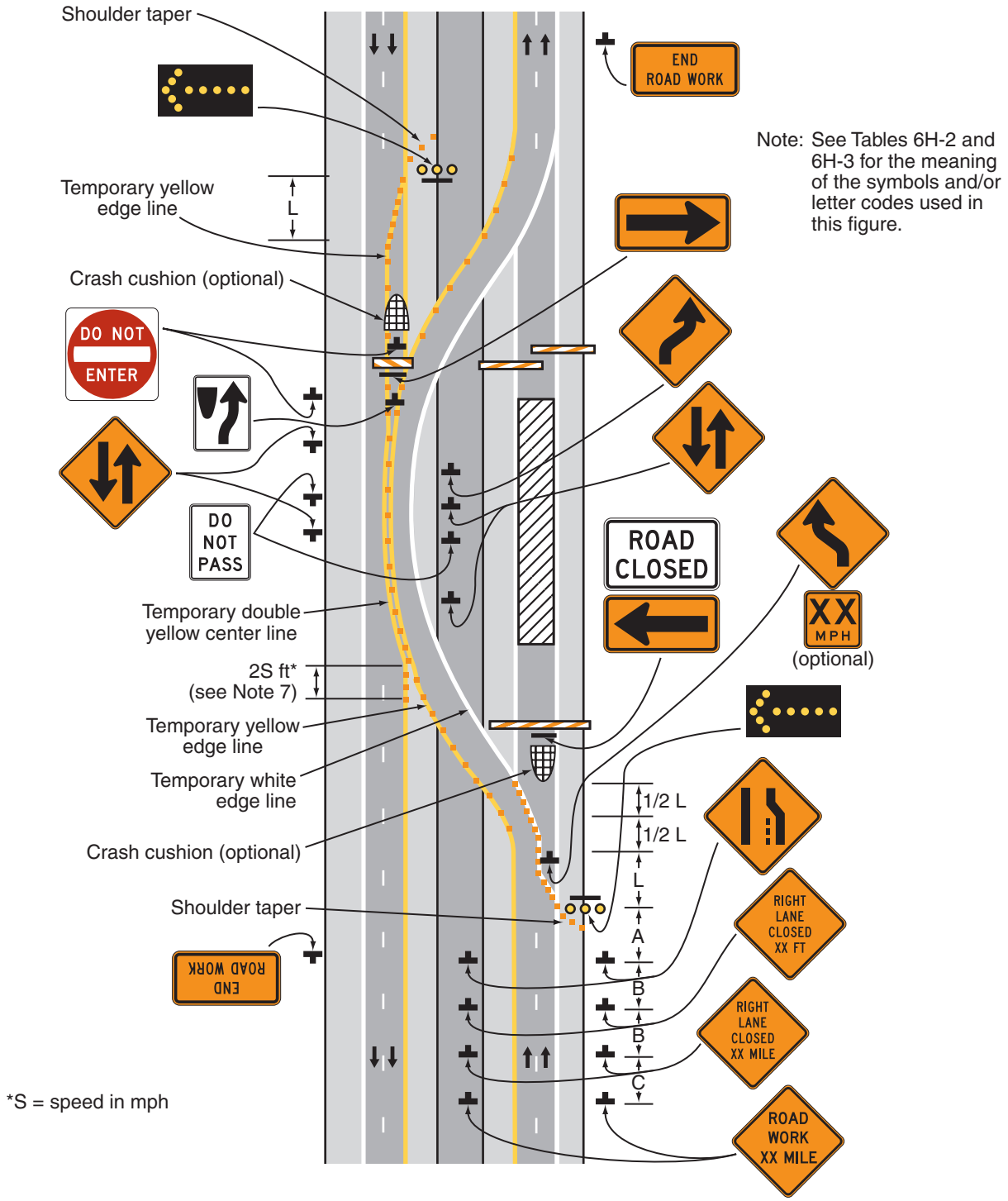
Option:

9. NEXT XX MILES Supplemental Distance plaques may be used with the Two-Way Traffic signs, where XX is the distance to the downstream end of the two-way section.

Support:

10. When the distance is sufficiently short that road users entering the section can see the downstream end of the section, they are less likely to forget that there is opposing vehicular traffic.
11. The sign legends for the four pairs of signs approaching the lane closure for the non-crossover direction of travel are not shown. They are similar to the series shown for the crossover direction, except that the left lane is closed.

Figure 6H-39. Median Crossover on a Freeway (TA-39)



Typical Application 39

Notes for Figure 6H-40—Typical Application 40
Median Crossover for an Entrance Ramp

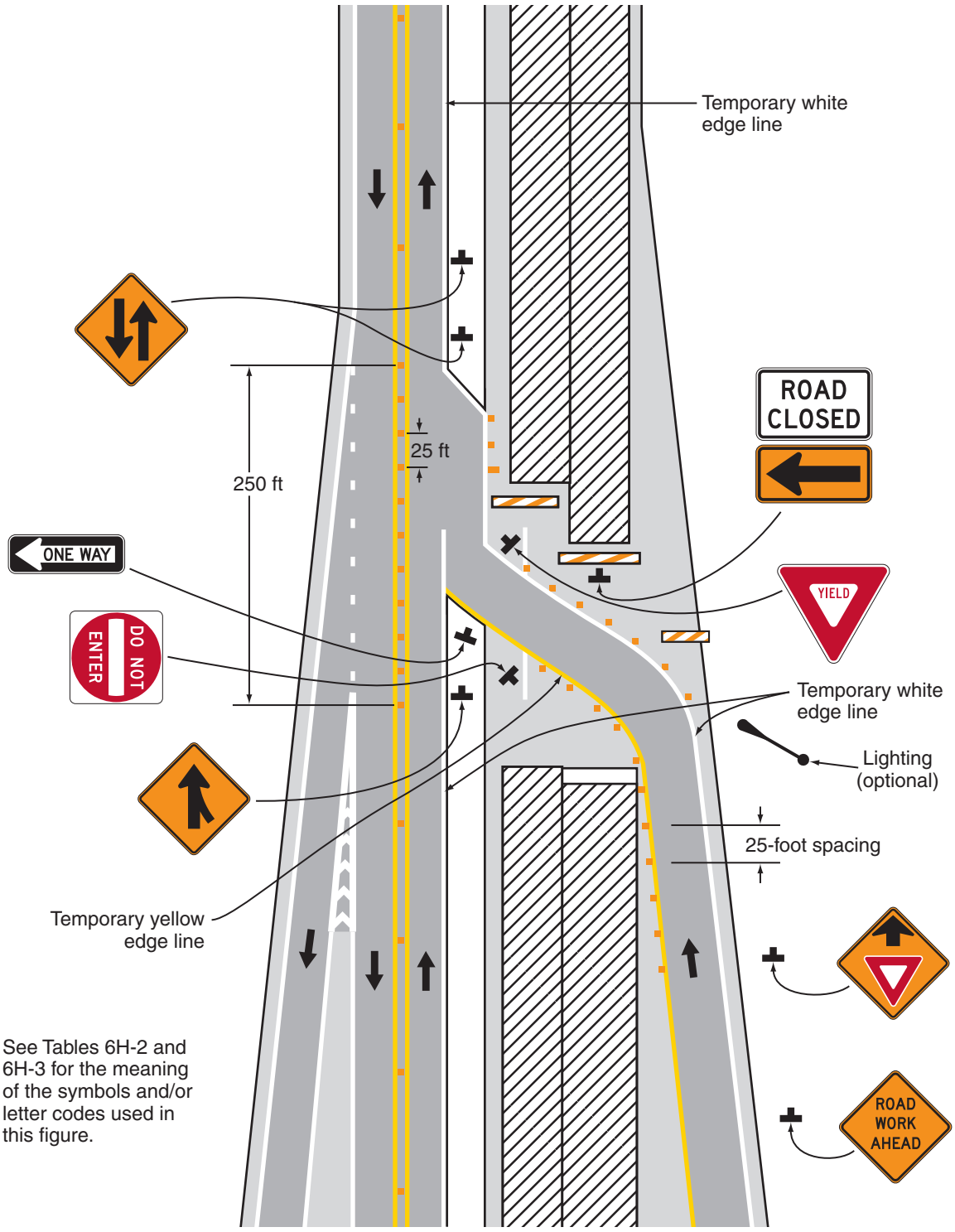
Guidance:

1. *The typical application illustrated should be used for carrying an entrance ramp across a closed directional roadway of a divided highway.*
2. *A temporary acceleration lane should be used to facilitate merging.*
3. *When used, the YIELD or STOP sign should be located far enough forward to provide adequate sight distance of oncoming mainline vehicular traffic to select an acceptable gap, but should not be located so far forward that motorists will be encouraged to stop in the path of the mainline traffic. If needed, yield or stop lines should be installed across the ramp to indicate the point at which road users should yield or stop. Also, a longer acceleration lane should be provided beyond the sign to reduce the gap size needed.*

Option:

4. If vehicular traffic conditions allow, the ramp may be closed.
5. A broken edge line may be carried across the temporary entrance ramp to assist in defining the through vehicular traffic lane.
6. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs and the DO NOT ENTER signs may be eliminated.

Figure 6H-40. Median Crossover for an Entrance Ramp (TA-40)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 40

Notes for Figure 6H-41—Typical Application 41
Median Crossover for an Exit Ramp

Guidance:

1. *This typical application should be used for carrying an exit ramp across a closed directional roadway of a divided highway. The design criteria contained in the AASHTO "Policy on the Geometric Design of Highways and Streets" (see Section 1A.11) should be used for determining the curved alignment.*
2. *The guide signs should indicate that the ramp is open, and where the temporary ramp is located. Conversely, if the ramp is closed, guide signs should indicate that the ramp is closed.*
3. *When the exit is closed, a black on orange EXIT CLOSED sign panel should be placed diagonally across the interchange/intersection guide signs and channelizing devices should be placed to physically close the ramp.*
4. *In the situation (not shown) where channelizing devices are placed along the mainline roadway, the devices' spacing should be reduced in the vicinity of the off ramp to emphasize the opening at the ramp itself. Channelizing devices and/or temporary pavement markings should be placed on both sides of the temporary ramp where it crosses the median and the closed roadway.*
5. *Advance guide signs providing information related to the temporary exit should be relocated or duplicated adjacent to the temporary roadway.*

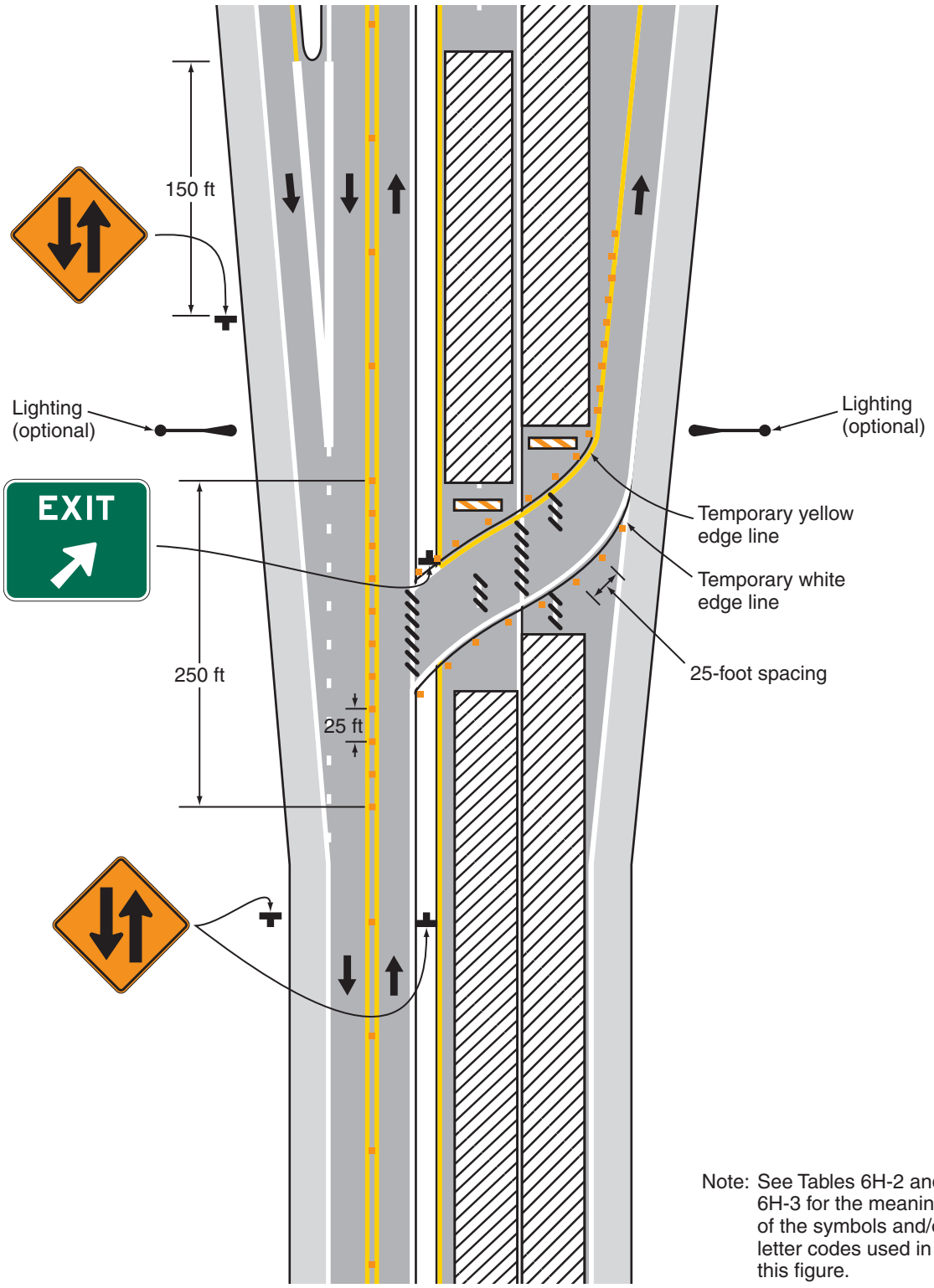
Standard:

6. **A temporary EXIT sign shall be located in the temporary gore. For better visibility, it shall be mounted a minimum of 7 feet from the pavement surface to the bottom of the sign.**

Option:

7. Guide signs referring to the exit may need to be relocated to the median.
8. The temporary EXIT sign placed in the temporary gore may be either black on orange or white on green.
9. In some instances, a temporary deceleration lane may be useful in facilitating the exiting maneuver.
10. When a temporary traffic barrier is used to separate opposing vehicular traffic, the Two-Way Traffic signs may be omitted.

Figure 6H-41. Median Crossover for an Exit Ramp (TA-41)



Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 41

SPECIAL NOTES APPLICABLE TO
NATCHER PARKWAY REHABILITATION PROJECT

OHIO COUNTY
ITEM NO. 2-2089.00

- FIXED COMPLETION DATE AND LIQUIDATED DAMAGES
- FULL DEPTH CONCRETE PAVEMENT REPAIR
- REMOVING EXISTING TYPE V PAVEMENT MARKERS
- PORTABLE CHANGEABLE MESSAGE SIGNS
- K.P.D.E.S. PERMIT & TEMPORARY EROSION CONTROL
- TYPICAL SECTION DIMENSIONS
- WASTE AND BORROW SITES
- INLAID PAVEMENT MARKERS
- RAILROAD FLAGGING
- RIDE QUALITY ADJUSTMENT

SEE BRIDGE PROPOSAL FOR SPECIAL NOTES RELATED TO BRIDGE WORK.

Special Note for Fixed Completion Date
And Liquidated Damages
Natcher Parkway
Ohio County
Item No. 2-2089.00

Contrary to Section 108.09, Liquidated Damages of $15,000 per calendar day will be assessed for each day or fraction thereof work remains uncompleted beyond the Specified Completion Date. This project has a Fixed Completion Date of October 1, 2017.

The KY 505 bridge over the Natcher Parkway (B1) and the Cromwell Road bridge over the Natcher Parkway (B2) are to have bridge work performed on them as shown in the Proposal. The Contractor will be allowed to reduce traffic across these bridges to one lane using temporary traffic signals to complete all proposed work for thirty (30) calendar days for each bridge. If either bridge is not open to normal two way traffic by the time specified, Liquidated Damages of $5,000 per day will be assessed until the bridge is opened to two way traffic.

The Davis Road bridge over the Natcher Parkway (B3) is to have bridge work performed on it as shown in the Proposal. The Contractor will be allowed to reduce traffic across this bridge to one lane using temporary traffic signals to complete all proposed work for fourteen (14) calendar days. If the bridge is not open to normal two way traffic by the time specified, Liquidated Damages of $5,000 per day will be assessed until the bridge is opened to two way traffic.

The disincentives shown above will still be in effect after the Fixed Completion Date and will be charged in addition to the $15,000 per calender day if warranted. The contractor is expected to make every effort to complete the work in order to open the overpass bridges to two lane traffic within the specified timeframe and complete the project by the Fixed Completion Date specifed above.

Contrary to Section 108.09 of the Standard Specifications, **the disincentive fees 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 NOTE FOR FULL DEPTH CONCRETE PAVEMENT REPAIR

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

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

2.0 MATERIALS AND EQUIPMENT.

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

2.2 Dowel Bars and Sleeves. Conform to 811.

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

2.4 Joint Sealants. Conform to Subsection 807.03.01 or 807.03.05.

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

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

2.7 Geotextile Fabric. Conform to Section 843.

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

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

3.0 CONSTRUCTION.

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

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

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

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

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

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

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

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

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

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

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

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

Drill holes for dowel bars and tie bars into the face of the existing slab, at a diameter as specified in the following. Drill the dowel bar holes and tie bar

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

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

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

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

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

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

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

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

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

4.0 MEASUREMENT.

4.1 Remove JPC Pavement. The Department will measure the quantity in square yards of surface area. The Department will not measure removal of

underlying base material for payment and will consider it incidental to Remove JPC Pavement.

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

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

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

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

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

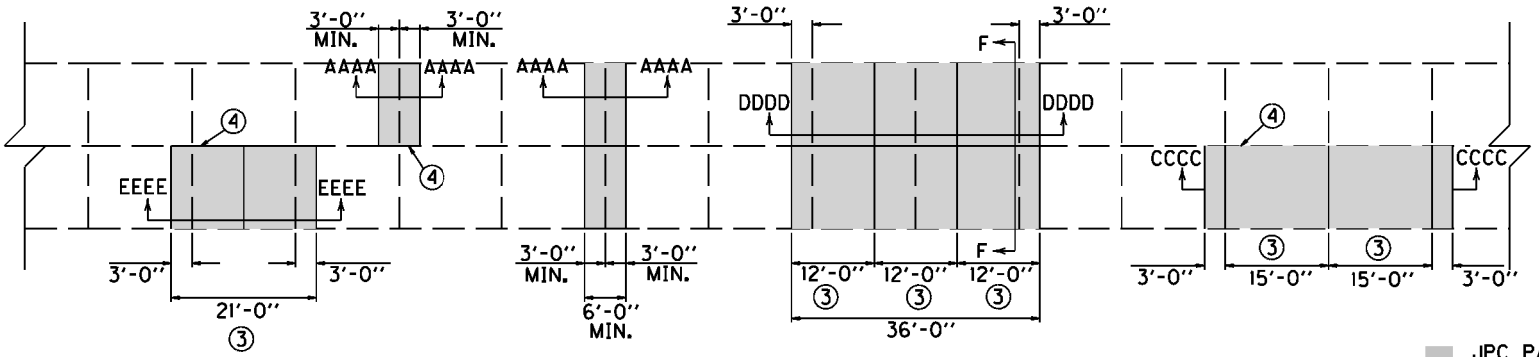
4.4 Underdrains. The Department will measure the quantity according to Subsection 704.04. The Department will not measure lateral drains for payment and will consider them incidental to the Underdrains.

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

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

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

June 15, 2012



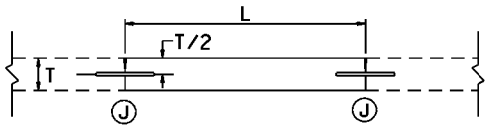
PLAN VIEW

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.

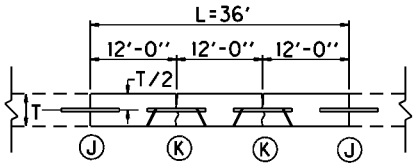
③ IF L IS GREATER THAN 20 FEET, INSTALL NEW LOAD TRANSFER ASSEMBLY(S) AND CONSTRUCT CONTRACTION JOINTS SUCH THAT THE DISTANCE BETWEEN JOINTS IN THE REPLACED SECTION IS NO LESS THAN 10 FEET OR MORE THAN 20 FEET. TRANSVERSE JOINTS SHALL BE SPACED APPROXIMATELY 15' EQUIDISTANT, BUT NOT LESS THAN 10 FEET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

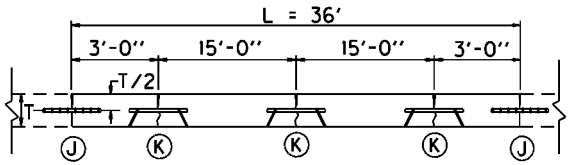
5. REPLACE WITH NON-REINFORCED JPC PAVEMENT AND INSTALL CONTRACTION JOINTS AT LOCATIONS "K" AND CONTRACTION JOINTS (OR A CONSTRUCTION JOINT FOR LOCATION CCCC) AT LOCATIONS "J". SAW AND SEAL ALL JOINTS.
6. SEE "CROSS SECTION" FOR SECTION F.



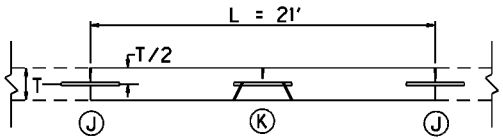
SECTION AAAA
JOINT REPLACEMENT



SECTION DDDD
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)



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

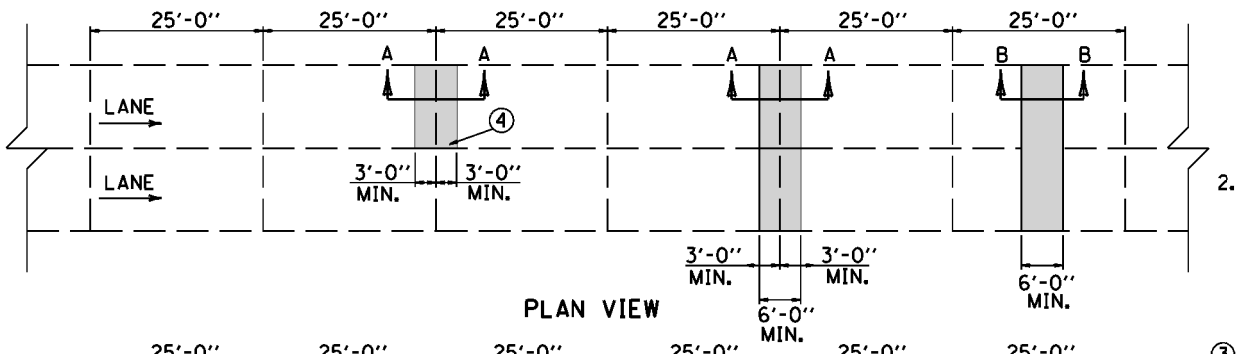


SECTION EEEE
LANE REPLACEMENT L≤25'

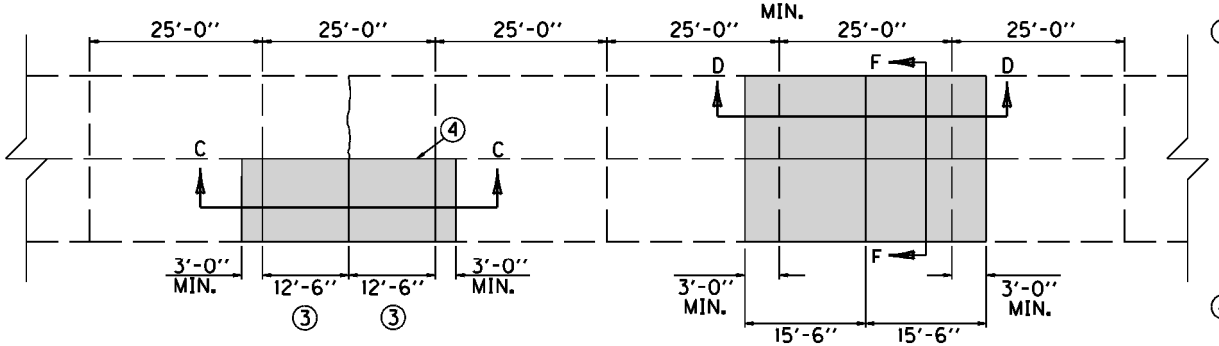
KENTUCKY DEPARTMENT OF HIGHWAYS

15' JOINT SPACING

APPROVED _____ _____
TEBM DIVISION OF DESIGN DATE



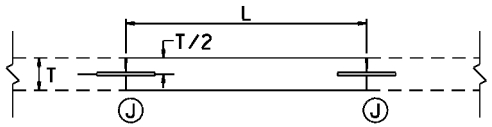
PLAN VIEW



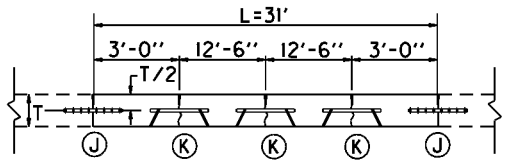
PLAN VIEW

JPC PAVEMENT TO BE REMOVED

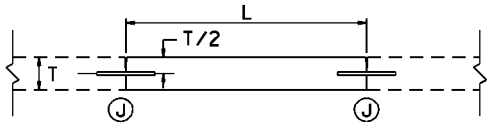
1. SAW AT LOCATIONS "J" AND ALONG LONGITUDINAL JOINT (IF ONLY ONE LANE IS REMOVED) FULL DEPTH WITHOUT DAMAGE TO EXISTING CONCRETE. SAW RELIEF JOINTS AS THE ENGINEER DIRECTS OR APPROVES. REMOVE THE EXISTING JPC PAVEMENT TO THE LENGTH AND AT THE LOCATIONS NOTED ELSEWHERE IN THE CONTRACT. L=6 FEET MINIMUM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



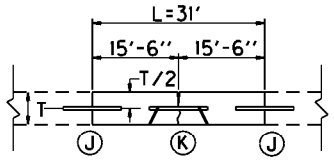
SECTION A
JOINT REPLACEMENT



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



SECTION B
MID-SLAB REPLACEMENT

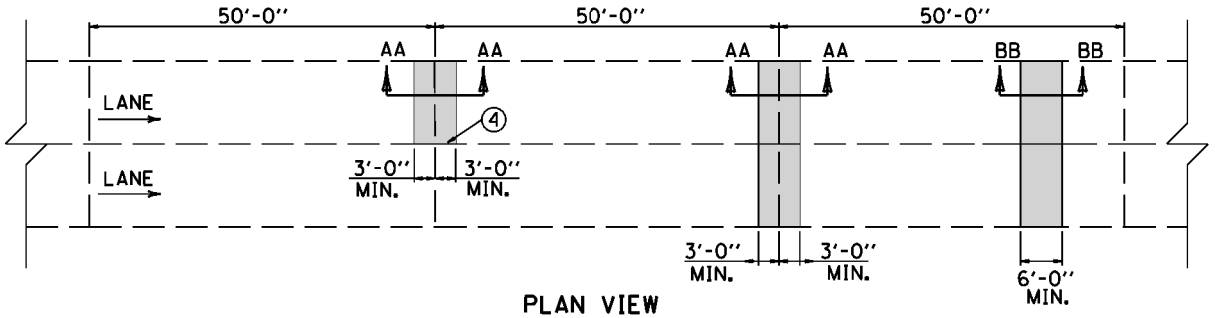


SECTION D
FULL WIDTH REPLACEMENT
(INCLUDING JPC SHOULDERS)

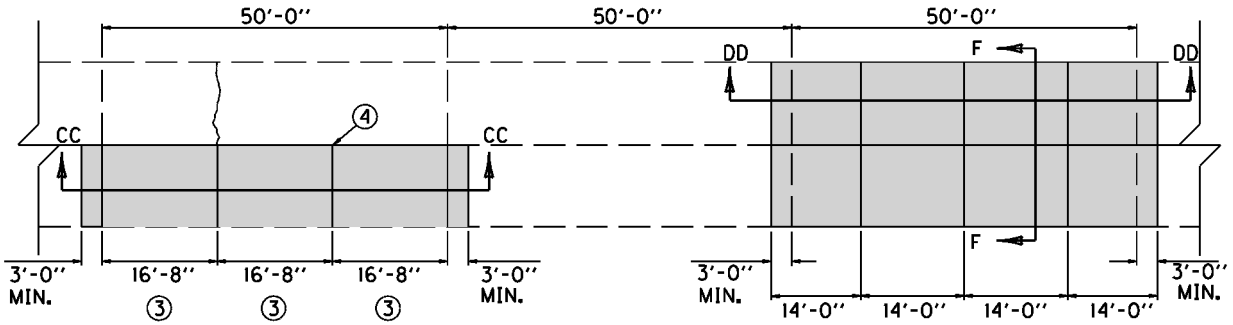
KENTUCKY DEPARTMENT OF HIGHWAYS

25' JOINT SPACING

APPROVED _____ TEBM DIVISION OF DESIGN _____ DATE

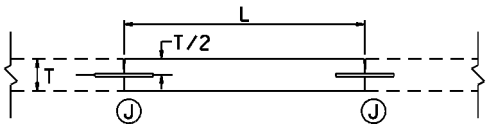


PLAN VIEW

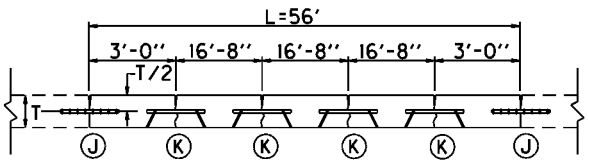


JPC PAVEMENT TO BE REMOVED

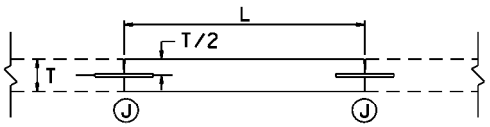
PLAN VIEW



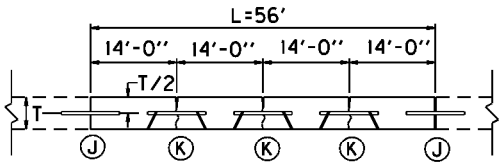
SECTION AA
JOINT REPLACEMENT



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.

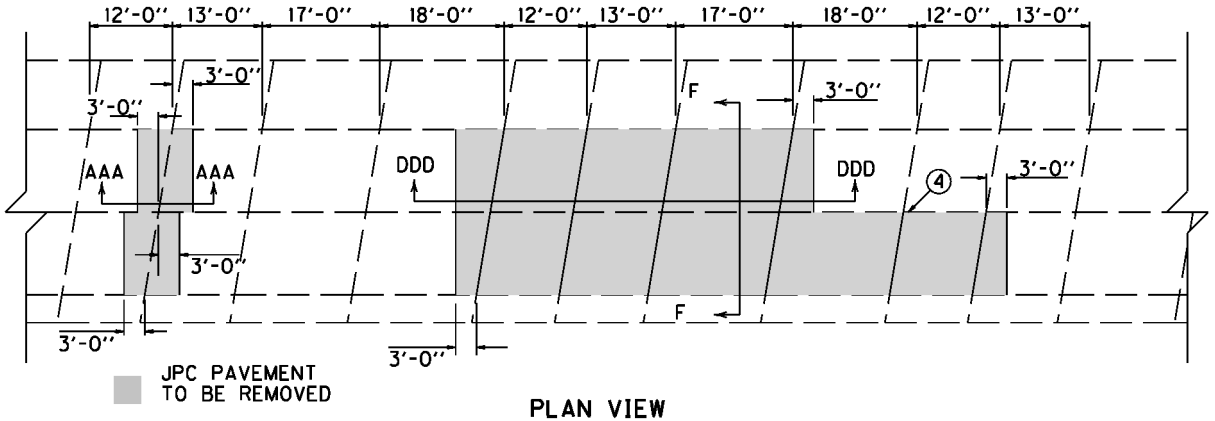
④ IF ONLY ONE LANE IS REMOVED, AND L>25', INSTALL NEW 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH CENTERS IN THE LONGITUDINAL JOINT USING EPOXY TYPE IV. IF 2 OR MORE LANES ARE REMOVED, CONSTRUCT LONGITUDINAL JOINT(S) ACCORDING TO THE STANDARD DRAWING EXCEPT USE 1-INCH TIE BARS 18 INCHES LONG ON 30 INCH 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.

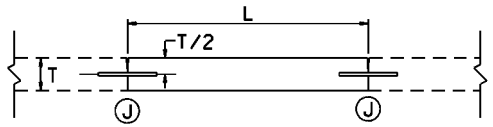
KENTUCKY DEPARTMENT OF HIGHWAYS

50' JOINT SPACING

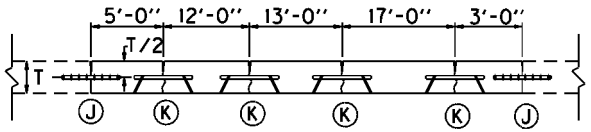
SUBMITTED _____ TEBM DIVISION OF DESIGN _____ DATE



PLAN VIEW



SECTION AAA
JOINT REPLACEMENT



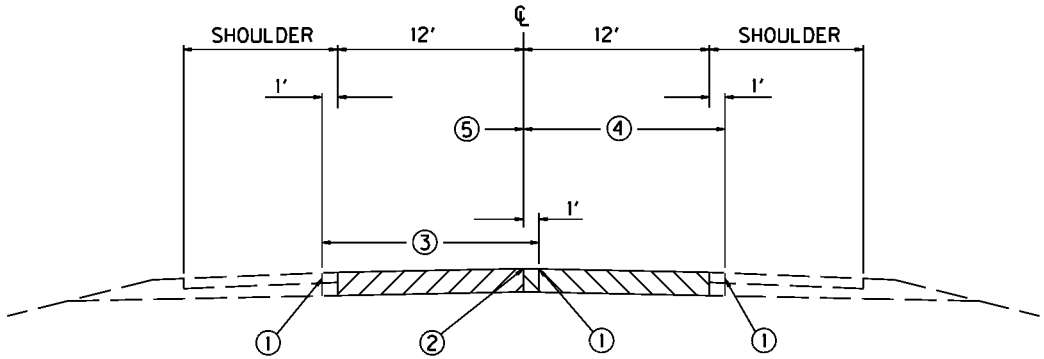
SECTION DDD
LANE REPLACEMENT
(ALWAYS MATCH EXISTING JOINTS)

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

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 REMOVING EXISTING TYPE V RAISED PAVEMENT MARKERS ON PORTLAND CEMENT PAVEMENT NATCHER PARKWAY

Before diamond grinding, remove existing Type V snow plowable raised pavement markers (iron castings) from concrete pavement and patch the hole with EUCO-SPEED MP magnesium phosphate patching mortar. The specifications for this material are shown on the following pages of the note. This material can be diamond ground unless otherwise noted by the manufacturer. A two inch minimum depth saw cut is to be made around the perimeter of each marker prior to its removal to minimize the void to be created by its removal. The entire hole created by removal of the existing concrete pavement must be a minimum of two inches deep. The saw cut area is to include any cracks extending from the raised pavement marker and must extend to the longitudinal joint adjacent to the pavement marker. This saw cut will also create a clean, smooth vertical face to which the material used to fill the void can bond.

Removal of Type V pavement markers will be paid at the contract price each, which shall be full compensation for removing the markers, including saw cutting the pavement around them, providing and placing patching mortar and disposing of the castings and any debris. The mainline quantity was estimated by dividing the length of each run of markers by their average spacing (80') plus one. Quantities in gore areas and on ramps are based on a field survey of them. Actual quantities removed will be verified by the Engineer. Areas where pavement markers were located but the iron casting is missing are to be repaired in the same manner as if the pavement marker were still in place.

Contrary to the Standard Specifications, removal of any Type V raised pavement markers in concrete pavement areas which are to be removed by full depth JPC patches will be incidental to the "Remove PCC Pavement" bid item.

Contrary to the Standard Specifications, removal of any Type V raised pavement markers in asphalt pavement areas which are to be milled will be incidental to the "Asphalt Pave Milling and Texturing" bid item.

EUCO-SPEED MP

Magnesium Phosphate Patching Mortar

Description

Euco-Speed MP is a rapid setting, very rapid hardening magnesium phosphate material for patching and repair of concrete and masonry surfaces. EUCO-SPEED MP requires only the addition of water and can be installed with standard tools, equipment and procedures. It bonds tenaciously to properly prepared concrete and provides a durable patch which is resistant to freeze/thaw cycling and deicing salts. For temperatures above 85°F (29°C), EUCO-SPEED MP HOT WEATHER should be used. For large placements use EUCO-SPEED MP HOT WEATHER extended with pea gravel.

Primary Applications

- Bridge decks
- Anchoring
- Parking garages
- Floors
- Walls (formed)
- Pavements
- Marine structures
- Joint repairs

Features/Benefits

- Rapid setting for quick repairs in less than one hour
- Extremely high early strength for quick turnaround time
- Easy to use one part system
- Suitable for both interior and exterior applications
- Durable under freeze/thaw cycling and salt exposure
- Versatility in thickness from 1/2" (1.25 cm) to 8" (20 cm) when extended with aggregate
- May be placed and cured at 0°F (-17°C)
- Can contribute to LEED points

Technical Information

Typical Engineering Data*

Compressive Strength ASTM C 109, 2" (50 mm) cubes @72°F (22°C)

Age	Strength
2 hours	3,500 psi (24 MPa)
3 hours	5,000 psi (35 MPa)
6 hours	5,500 psi (38 MPa)
1 day	6,000 psi (41 MPa)
3 days	6,500 psi (45 MPa)
7 days	7,000 psi (48 MPa)
28 days	7,500 psi (52 MPa)

Flexural Strength ASTM C 78

4 hours	400 psi (2.8 MPa)
3 days	500 psi (3.4 MPa)

Bond Strength ASTM C 882 (modified)

3 hours	1,000 psi (7 MPa)
1 day	1,300 psi (9 MPa)
3 days	1,500 psi (10 MPa)
7 days	1,600 psi (11 MPa)
28 days	1,700 psi (12 MPa)

Freeze/Thaw Resistance ASTM C-666 Procedure A*

500 Cycles..... 93% relative dynamic modulus

Wheel Traffic .....1 to 2 hours

Setting Time (Gillmore Needles)

Initial Set.....8 to12 min.

Final Set..... 12 to 20 min.

***** All testing was conducted on neat material under controlled laboratory conditions. Do not expect similar compressive strength results using cylinder type molds. Also, strengths will be affected by the amount and type of aggregate added to extend EUCO-SPEED MP.

Appearance: EUCO-SPEED MP is a free flowing powder as packaged. After mixing and placing, the color may initially appear slightly darker than the surrounding concrete. While this color will lighten up substantially as the concrete cures and dries out, the repair may always appear somewhat darker than the surrounding concrete.

Packaging/Yield

EUCO-SPEED MP is available in 50 lb (22.7 kg) bags or pails. **Yield:** Approximately 0.42 ft^3 (0.012 m^3) of mortar when mixed with 0.45 gal (1.7 L) of water. For areas deeper than 1" (25.4 mm), EUCO-SPEED MP must be extended with up to 30 lb (13.6 kg) of 3/8" (9.5 mm) pea gravel***.** Yield will increase to approximately 0.57 ft^3 (0.016 m^3) per unit.* Use only dust free, properly graded hard aggregate. **Never extend EUCO-SPEED MP with limestone or aggregate containing limestone.**

Shelf Life

1 year in original, unopened package.

The Euclid Chemical Company
19218 Redwood Rd. • Cleveland, OH 44110
Phone: [216] 531-9222 • Toll-free: [800] 321-7628 • Fax: [216] 531-9596
www.euclidchemical.com
An RPM Company

Specifications/Compliances

ASTM C 928, Standard Specifications for Packaged, Dry, Rapid-Hardening Cementitious Materials for Concrete Repair.

Coverage

One unit of EUCO-SPEED MP will cover approximately 10 ft^2 (0.93 m^2) when placed at an average depth of 1/2" (13 mm). When one unit of material is extended with 30 lb (13.6 kg) of 3/8" (9.5 mm) pea gravel, the mixed material will cover 13.7 ft^2 (1.3 m^2) when placed at an average depth of 1/2" (13 mm).

Directions for Use

Surface Preparation: Concrete surfaces must be structurally sound, free of loose or deteriorated concrete and free of dust, dirt, paint, efflorescence, oil and all other contaminants. Mechanically abrade the surface to achieve a surface profile equal to CSP 5-7 in accordance with ICRI Guideline 310.2. Properly clean profiled area. **Priming:** Clean and prime exposed steel using a spray or brush coat of DURAPREP A.C.

Bonding: EUCO-SPEED MP requires no bond coat.

Mixing: Single bags may be mixed with a drill and "jiffy" mixer. Use a paddle type mortar mixer for large jobs. Add the appropriate amount of water for the batch size and then add the EUCO-SPEED MP. **The amount of water to be mixed with EUCO-SPEED MP is critical. Add between 0.4 to 0.5 gal (1.5 to 1.9 L) of water per 50 lb (22.7 kg) unit.** Mix material for about 2 minutes. The mixed material should be quickly transported to the repair area and placed immediately. For patches greater than 1" (25 mm) in depth, pea gravel must be used. Add the pea gravel (up to 30 lb (13.6 kg)) after the neat material has mixed, then mix for an additional 1 minute. In hot weather, grater than 85°F (29°C), the use of EUCO-SPEED MP HOT WEATHER is recommended. For large placements, regardless of the temperature, EUCO-SPEED MP HOT WEATHER is recommended along with the use of cold water to extend setting time.

Placement: EUCO-SPEED MP requires a minimum depth of 1/2" (13 mm). Spread with a trowel, screed, come-a-long or square tipped shovel to a thickness that matches the surrounding concrete. EUCO-SPEED MP sets quickly, the time available for placement and finishing will be very limited.

Finishing: Finish EUCO-SPEED MP to the desired float or broom finish texture. Do not add additional water to the surface during the finishing operation.

Curing and Sealing: EUCO-SPEED MP is self-curing. Never wet cure this product.

Clean-Up

Clean tools and equipment with water before the material hardens.

Precautions/Limitations

- Do not overwater.
- The curing of EUCO-SPEED MP is a chemical reaction that gives off heat. Mixed material must be maintained at or below 180°F (82°C) if satisfactory results are to be expected.
- Although EUCO-SPEED MP may be used down to 0°F (-17°C), the material must be stored at a room temperature of 60-70°F (16-21°C) for at least 24 hours prior to use.
- Do not add sand or cement.
- Do not place EUCO-SPEED MP on an ice covered substrate.
- When mixing in an enclosed area, provide adequate ventilation.
- Do not featheredge.
- For patches deeper than 1" (25 mm), pea gravel must be used to extend the product.
- No heavy traffic until the product has reached a minimum of 2000 psi (13.8 MPa).
- Do not wet cure.
- Field testing of EUCO-SPEED MP should only be performed after consulting The Euclid Chemical technical department.
- Do not place over carbondated concrete. All carbonation must be removed to assure a good bond.
- In all cases, consult the Material Safety Data Sheet before use.

Rev. 10.09

WARRANTY: The Euclid Chemical Company ("Euclid") solely and expressly warrants that its products shall be free from defects in materials and workmanship for one (1) year from the date of purchase. Unless authorized in writing by an officer of Euclid, no other representations or statements made by Euclid or its representatives, in writing or orally, shall alter this warranty. EUCLID MAKES NO WARRANTIES, IMPLIED OR OTHERWISE, AS TO THE MERCHANTABILITY OR FITNESS FOR ORDINARY OR PARTICULAR PURPOSES OF ITS PRODUCTS AND EXCLUDES THE SAME. If any Euclid product fails to conform with this warranty, Euclid will replace the product at no cost to Buyer. Replacement of any product shall be the sole and exclusive remedy available and buyer shall have no claim for incidental or consequential damages. Any warranty claim must be made within one (1) year from the date of the claimed breach. Euclid does not authorize anyone on its behalf to make any written or oral statements which in any way alter Euclid's installation information or instructions in its product literature or on its packaging labels. Any installation of Euclid products which fails to conform with such installation information or instructions shall void this warranty. Product demonstrations, if any, are done for illustrative purposes only and do not constitute a warranty or warranty alteration of any kind. Buyer shall be solely responsible for determining the suitability of Euclid's products for the Buyer's intended purposes.

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SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

2.0 MATERIALS.

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

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

2.2 Sign and Controls. All signs must:

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

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

/KEEP/RIGHT/⇒⇒⇒/
/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 Power.

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

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

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

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

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

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

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

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

Code	Pay Item	Pay Unit
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

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Special Note For:
K.P.D.E.S. Permit & Temporary Erosion Control
Item No. 2-2089.00 - Ohio County

The Contractor shall be responsible for filing the Kentucky Pollution Discharge Elimination System (KPDES) KYR10 permit Notice of Intent (NOI) with the Kentucky Division of Water (DOW) and any KPDES local Municipal Separate Storm Sewer System (MS4) program that has jurisdiction. The NOI shall name the contractor as the Facility Operator and include the KYTC Contract ID Number (CID) for reference.

The Contractor shall perform all temporary erosion/sediment control functions including: providing a Best Management Practice (BMP) Plan, conducting required inspections, modifying the BMP plan documents as construction progresses and documenting the installation and maintenance of BMPs in conformance with the KPDES KYR10 permit effective on August 1, 2009 or a permit re-issued to replace that KYR10 permit. This work shall be conducted in conformance with the requirements of Section 213 of KYTC 2012 Department of Highways, Standard Specifications for Road and Bridge Construction.

Contrary to Section 213.03.03, paragraph 2, the Engineer shall conduct inspections as needed to verify compliance with Section 213 of KYTC 2012 Department of Highways, Standard Specifications for Road and Bridge Construction. The Engineer's inspections shall be performed a minimum of once per month and within seven days after a storm of ½ inch or greater. Copies of the Engineer's inspections shall not be provided to the contractor unless improvements to the BMP's are required. The contractor shall initiate corrective action within 24 hours of any reported deficiency and complete the work within 5 days. The Engineer shall use Form TC 63-61 A for this report. Inspections performed by the Engineer do not relieve the Contractor of any responsibility for compliance with the KPDES permit.

Contrary to Section 213.05, bid items for temporary BMPs will not be listed and will be replaced with one lump sum item for the services. Payment will be pro-rated based on the Project Schedule as submitted by the Contractor and as agreed to by the Engineer.

The contractor shall be responsible for applying "good engineering practices" as required by the KPDES permit. The contractor may use any temporary BMPs with the approval of the KYTC Engineer.

The contractor shall provide the Engineer copies of all documents required by the KPDES permit at the time they are prepared.

The contractor shall be responsible for the examination of the soils to be encountered and make his own independent determination of the temporary BMPs that will be required to accomplish effective erosion prevention and sediment control.

The Contractor shall be responsible for filing the KPDES permit Notice of Termination (NOT) with the Kentucky DOW and any local MS4 program that has jurisdiction. The NOT shall be filed after the Engineer agrees that the project is stabilized or the project has been formally accepted.

Payment: Payment will be by lump sum under the bid item "K.P.D.E.S. Permit & Temporary Erosion Control".

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

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

SPECIAL 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 NOTE FOR INLAID PAVEMENT MARKERS

I. DESCRIPTION

Except as provided herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and applicable Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. This work shall consist of:

(1) Maintain and Control Traffic; and (2) Furnish and install Inlaid Pavement Markers (IPMs) in recessed grooves; and (3) Any other work as specified by these notes and the Contract.

II. MATERIALS

The Department will sample all materials in accordance with the Department's Sampling Manual. Make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

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

B. Markers. Provide reflective lenses with depth control breakaway positioning tabs. Before furnishing the markers, provide to the Engineer the manufacturer's current recommendations for adhesives and installation procedures. Use one brand and design throughout the project. Use markers meeting the specifications in the table below.

SPECIFICATIONS FOR HOUSING AND REFLECTOR	
Material:	Polycarbonate Plastic
Weight:	Housing 2.00 oz.
	Reflector 2.00oz.
Housing Size:	5.00" x 3.00" x 0.70" high
Specific Intensity of Reflectivity at 0.2° Observation Angle	
White:	3.0 at 0°entrance angle
	1.2 at 20°entrance angle
Yellow:	60% of white values
Red:	25% of white values

C. Adhesives. Use adhesives that conform to the manufacturer's recommendations.

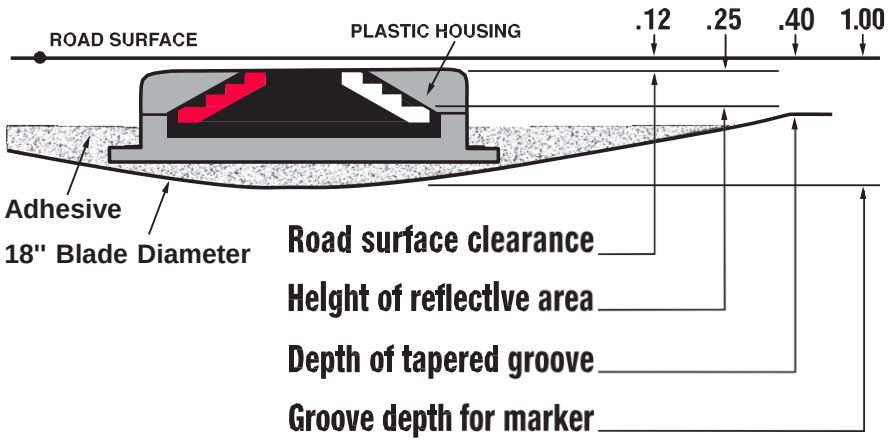
III. CONSTRUCTION

A. Experimental Evaluation. The University of Kentucky Transportation Center will be evaluating this installation of IPMs. Notify the Engineer a minimum of 14 calendar days prior to beginning work. The Engineer will coordinate the University's activities with the Contractor's work.

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

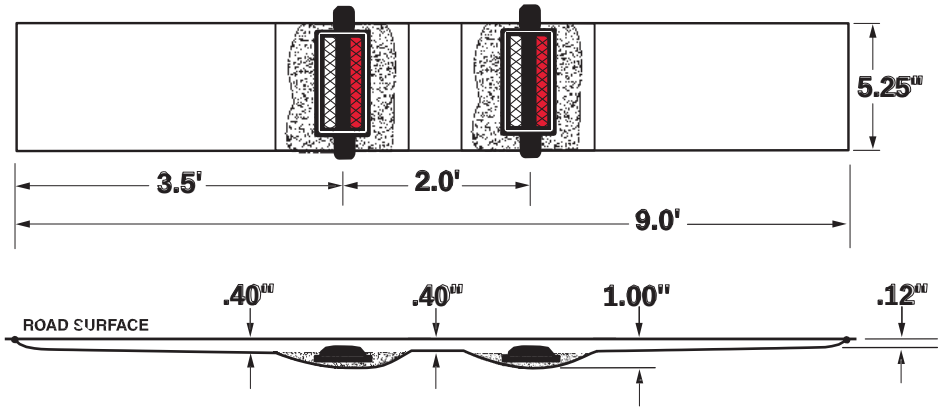
C. Installation. Install IPMs in recessed grooves cut into the final course of pavement according to the manufacturer's recommendations. Do not cut the grooves until the pavement has cured sufficiently to prevent damaging the pavement. Cut installation grooves using diamond blades on saws that accurately control groove dimensions. Remove all dirt, grease, oil, loose or unsound layers, and any other material from the marker area which would reduce the bond of the adhesive. Maintain pavement surfaces in a clean condition until placing markers.

Prepare the pavement surfaces, and install the markers in the recessed groove according to the drawing below. Use an approved snowplowable epoxy adhesive. Ensure that the adhesive bed area is equal to the bottom area of the marker, and apply adhesive in sufficient quantity to force excess out around the entire perimeter of the marker. Use materials, equipment, and construction procedures that ensure proper adhesion of the markers to the pavement surface according to the manufacturer's recommendations. Remove all excess adhesive from in front of the reflective faces. If any adhesive or foreign matter cannot be removed from the reflective faces, or if any marker fails to properly adhere to the pavement surface, remove and replace the marker at no additional cost to the Department.



D. Location and Spacing. Install the markers in the pattern for high reflectivity with two (2) IPMs per groove. Locate and space markers as shown in the current standard drawings or sepias (note: use Inlaid Pavement Markers wherever Type V Pavement Markers are called for). Do not install markers on bridge decks. Do not install a marker

on top of a pavement joint or crack. Offset the recessed groove a minimum of 2 inches from any longitudinal pavement joint or crack and at least one inch from the painted stripe, ensuring that the finished line of markers is straight with minimal lateral deviation. Give preference to maintaining the 2-inch offset between recessed groove and joint as opposed to keeping the line of markers straight.



Place inlaid markers as much in line with existing pavement striping as possible. Place markers installed along an edge line or channelizing line so that the near edge of the plastic housing is no more than one inch from the near edge of the line. Place markers installed along a lane line between and in line with the dashes. Do not place markers over the lines except where the lines deviate visibly from their correct alignment, and then only after obtaining the Engineer's prior approval of the location.

If conflicts between recessed groove placement in relation to pavement joint and striping cannot be resolved, obtain the Engineer's approval to eliminate the marker or revise the alignment.

E. Disposal of Waste. Dispose of all removed pavement, debris, and other waste at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for waste and Borrow.

F. Restoration. Be responsible for all damage to public and/or private property resulting from the work. Restore all damaged features in like kind materials and design at no additional cost to the Department.

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

H. Caution. Do not take information shown on the drawings and in this proposal and the types and quantities of work listed as an accurate or complete evaluation of the

material and conditions to be encountered during construction, but consider the types and quantities of work listed as approximate only. The bidder must draw his own conclusion as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation or extension of Contract time if the conditions encountered are not in accordance with the information shown.

IV. MEASUREMENT

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

B. "INLAID PAYMENT MARKER" shall be measured as each. One (1) installation of "INLAID PAVEMENT MARKER" will consist of grooving the pavement, removing cuttings and debris, preheating pavement to remove moisture, adhesives, and installation of two (2) markers with all lenses in accordance with this note.

Note: Each pay item of Inlaid Pavement Marker will require two markers.

V. PAYMENT

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

B. Inlaid Pavement Markers. The Department will make payment for the completed and accepted quantity of completely installed "INLAID PAVEMENT MARKERS" at the Contract unit price, each. Accept payment as full compensation for all labor, equipment, materials, and incidentals to accomplish this work to the satisfaction of the Engineer. A system of one (1) groove and two (2) markers shall be paid as one "INLAID PAVEMENT MARKER". The bid item "INLAID PAVEMENT MARKER" shall be used regardless of the color and type of lenses required.

COMMONWEALTH OF KENTUCKY

Transportation Cabinet Department of Highways
Division of Structural Design

NATCHER PARKWAY
OHIO COUNTY
BRIDGE REHABILITATION (9 LOCATIONS)

Item No. 2-2089.00
FD52 092 9007 037-050
NHPP 0031 (011)

MP 37.183 TO MP 49.983

STATE OF KENTUCKY
CHAD D. BINION
23122
LICENSED PROFESSIONAL ENGINEER

10/28/16

CHAD BINION, PE **DATE**
KY PE NO. 23122

Prepared by: WMB, Inc
1950 Haggard Court | Lexington, KY 40505 | (859) 299-5226

WMB 1957 2016 ENGINEERING IN EXCELLENCE

INDEX

NATCHER PARKWAY – OHIO COUNTY
BRIDGE REHABILITATION (9 LOCATIONS)
MP 37.183 TO MP 49.983
ITEM NUMBER: 2-2089.00

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SUMMARY OF QUANTITIES FOR NATCHER PARKWAY REHAB PROJECT
PROJECT NO. FD52 092 9007 037-050 & NHPP 0031 (011)
ITEM NO. 2-2089.00
OHIO COUNTY

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	1174	SQ YD
3300	ELIMINATE TRANSVERSE JOINT	495.6	LIN FT
3304	BRIDGE OVERLAY APROACH PAVEMENT	578.0	SQ YD
8504	EPOXY SAND SLURRY	970	SQ YD
8510	REM EPOXY BIT FOREIGN OVERLAY	1564	SQ YD
8526	CONC CLASS M FULL DEPTH PATCH	20.0	CU YD
8534	CONCRETE OVERLAY-LATEX	137.7	CU YD
8549	BLAST CLEANING	3662	SQ YD
8551	MACHINE PREP OF SLAB	1459	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	2724.2	LIN FT
23386EC	JOINT SEAL REPLACEMENT	125.0	LIN FT
24094EC	PARTIAL DEPTH PATCHING	41.6	CU YD

REFERENCES

All references to the Standard Specifications are to the 2012 Edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction with current Supplemental Specifications.

The following Special Notes apply to all bridges and are found in the Roadway Plans for this project:

- Special Note for CONTRACT COMPLETION DATE AND LIQUIDATED DAMAGES.
- Project phasing and Maintenance of Traffic Plan.

SPECIAL NOTE FOR BRIDGE BARRIER RETROFIT

1. **DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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 aluminum handrail and deliver to the Baily Bridge Lot in Frankfort, KY; (3) Remove a portion of the existing concrete wing barrier as shown in the attached detail drawings and clean reinforcement to be reused in the proposed final wing barrier; (4) Remove any existing spalled/delaminated concrete from portion of the barrier to remain in place; (5) Repair and replace damaged and corroded reinforcing bars; (6) Drill and epoxy grout reinforcement into the existing barrier; (7) Prepare surface for concrete placement by blast cleaning; (8) Pour new concrete barrier using Class "M" Concrete according to the Standard Specifications; (9) Apply masonry coating to areas of new concrete as shown on the attached detail drawings; and (10) Any other work specified as part of this contract according to the attached detail drawings.

2. **MATERIALS.**

   2.1. Class "M" Concrete. Use either "M1" or "M2". See Section 601.
   2.2. Steel Reinforcement. Use Grade 60. See Section 602.
   2.3. Masonry Coating. See Section 601.03.18 B.

3. **CONSTRUCTION.**

   3.1. Concrete Removal and Preparation. The Contractor, as directed by the Engineer, shall locate and remove all loose, spalled, deteriorated and delaminated concrete. Sounding shall be used to locate delaminated areas. Care shall be exercised not to damage areas of sound concrete or reinforcing steel during concrete removal operations. Concrete removal shall be in accordance with a sequence approved by the Engineer.

   Concrete removal shall be accomplished by chipping with hand picks, chisels or light duty pneumatic or electric chipping hammers (not to exceed 15 lbs.). If sound concrete is encountered before existing reinforcing steel is exposed, the surface shall be prepared and repaired without further removal of the concrete. When corroded reinforcing steel is exposed, concrete removal shall continue until there is a minimum ¾ inch clearance around the exposed, corroded reinforcing bar. Care shall be taken to not damage bond to adjacent non-exposed reinforcing steel during concrete removal processes.

   The perimeter of all areas where concrete is removed shall be tapered at an approximately 45° angle, except that the outer edges of all chipped areas shall be saw cut to minimum depth of ¾ inch to prevent featheredging unless otherwise approved by the Engineer.

   After all deteriorated concrete has been removed, the repair surface to receive concrete patching shall be prepared by abrasive blast cleaning. Abrasive blast cleaning

shall remove all fractured surface concrete and all traces of any unsound material or contaminants such as oil, grease, dirt, slurry, or any materials which could interfere with the bond of freshly placed concrete.

The Contractor shall dispose of all removed material off State Right Of Way in an approved site.

Bridge *#092B00060R*, Natcher Parkway (Northbound) over U.S. 62 requires approximately 15 feet of additional concrete repair to the barrier/curb on the west side of the bridge. Remove the spalled/deteriorated concrete in both the barrier and curb, replace corroded reinforcement, and pour the new barrier according to the attached detail drawing. This work will be included in the unit bid price for BRIDGE BARRIER RETROFIT.

The Department will not measure concrete removal, Concrete Class "M", and steel reinforcement and will consider all work necessary as incidental to the bid item "BRIDGE BARRIER RETROFIT".

3.2. Prepare existing surface. Prepare the existing surface by blast cleaning in accordance with 606.03.04.

3.3. Construct new barrier wall. Drill and epoxy grout reinforcement into existing concrete according to Section 511. Form and pour new barrier wall in accordance with the detailed drawings.

3.4. Apply finish. Apply masonry coating to new concrete surfaces according to attached detail drawings and Sections 601.03.18 B.

4. MEASUREMENT. See Section 606 and the following:

4.1. Bridge Barrier Retrofit. The Department will measure the quantity in linear feet from bridge end to bridge end. The wing lengths will be included in the measurement.

5. PAYMENT.

5.1. Bridge Barrier Retrofit. The Department will make payment at the contract unit price per linear foot under the bid item #23032EN "BRIDGE BARRIER RETROFIT" for full compensation for removal and delivery of aluminum railing, repair of spalled concrete, preparation of concrete surfaces, furnishing and installing the concrete and reinforcement, 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 these notes and the attached detail drawings.

SPECIAL NOTE FOR BRIDGE OVERLAY APPROACH PAVEMENT

1. **DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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) Mill the existing approach pavement; (3) Furnish and place new asphalt surface; (4) Repair the roadway shoulders, if needed; (5) Maintain and control traffic; (6) Any other work specified as part of this contract.

2. **MATERIALS.**

   2.1. Class 3 Asphalt Surface 0.50D PG64-22. This material shall be in accordance with the Standard Specifications.
   2.2. Tack Coat. This material shall be in accordance with the Standard Specifications.

3. **CONSTRUCTION.**

   3.1. Remove Existing Materials. Remove the existing pavement material to provide for a minimum of 1.5" new pavement surface from the bridge end extending approximately 50 feet into the approach pavement and across the width of the approach pavement. The Engineer shall determine the actual length, depth, and width of the milling depending on site conditions at each bridge approach. Mill the existing surface so that the new asphalt surface will tie into the new armored edge and matches the original cross section of the approach. Profile mill edge key to tie the new surface into the existing surface approximately 50 feet from the bridge end. The Engineer shall approve the Contractor's plan for restoring the approach grade prior to the removal of the existing surface. Dispose of all removed material entirely away from the job site or as directed by the Engineer.
   3.2. Produce and Place New Asphalt Surface. Apply an asphalt tack coat in accordance with Section 406. Produce and place the new asphalt surface in accordance with Section 403 and compact under Option B to provide a smooth transition from approach to bridge. The new asphalt surface mixture required for this project shall be "Class 3 Asphalt Surface 0.50D PG64-22". Place the new asphalt surface to the original roadway cross section or as directed by the Engineer.
   3.3. Treatment at Shoulders. On roadways with paved shoulders, the shoulders shall receive identical treatment to the mainline pavement. On roadways with earth or rock shoulders, the Contractor shall attempt to protect the shoulder from damage. Any damage to earth or rock shoulders shall be repaired by the Contractor to the satisfaction of the Department at no additional cost. These repairs may consist of re-grading, re-compacting, and/or placing millings to return the shoulder to its original cross section.

3.4. Pavement Markings. Pavement striping will be required to match the existing pavement striping. Pavement striping shall be in accordance with applicable sections of the Standard Specifications and shall be paid accordingly.

Raised pavement markers within the limits of the "BRIDGE OVERLAY APPROACH PAVEMENT" shall be removed prior to the milling operation. The marker castings shall be cleaned and returned to the Engineer.

4. MEASUREMENT. See Section 606 and the following:

4.1. Bridge Overlay Approach Pavement. The Department will measure the quantity in square yards. The Department will measure along the centerline from each end of the structure to the point where the new pavement ties into the existing pavement and across the width of the new pavement perpendicular to the centerline of the roadway.

5. PAYMENT.

5.1. Bridge Overlay Approach Pavement. The Department will make payment at the contract unit price per square yard under bid item #3304 "BRIDGE OVERLAY APPROACH PAVEMENT" for full compensation for backfilling at the end of the structure, removing existing pavement markers, mobilization of milling equipment, removing specified existing pavement material, furnishing and installing the asphalt tack coat, producing and placing the new asphalt surface, shoulder treatment, 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 drawing.

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

SPECIAL NOTE FOR BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

1. **DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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 the existing overlay; (3) Complete full-depth and partial depth repairs as directed by the Engineer; (4) Repair/replace damaged and corroded reinforcing bars; (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606 or the attached detail drawings; (6) Place masonry coating in accordance with Section 601 or the attached detail drawings; (7) Complete asphalt approach pavement; (8) Maintain and control traffic; and (9) Any other work specified as part of this contract.

   All construction will be in accordance with Section 606 unless otherwise specified.

2. **MATERIALS.**

   2.1. Latex Concrete. See Section 606.03.17.
   2.2. Class "M" Concrete. Use either "M1" or "M2". See Section 601.
   2.3. Bituminous Asphalt. Use CL2 ASPH SURF 0.38D PG64-22.
   2.4. Epoxy-Sand Slurry. See Section 606.03.10.

3. **CONSTRUCTION.**

   3.1. Machine preparation of existing slab. Remove concrete from existing slab to a depth of at least ¼" below the existing surface, and remove all patches completely, in accordance with the requirements of Section 606.03.03.
   3.2. Remove Existing Overlay. In addition to Section 606.03.03, totally remove the existing concrete overlay by milling.
   3.3. Partial Depth Slab Repair and Latex Overlay. Remove areas determined to be unsound by the Engineer via hand held jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING". Mix and place Latex Modified Concrete Overlay in accordance with Sections 606.03.08 and 606.03.17.
   3.4. Full Depth Patching. Construct full depth patching in accordance with Section 606.03.05.
   3.5. Surface Texturing. Texture the concrete surface of the overlay in accordance with Section 609.03.10.

4. MEASUREMENT. See Section 606 and the following:

4.1. Latex Modified Concrete for Overlay. The Department will measure the quantity in cubic yards using the theoretical volume as follows for each bridge:

4.1.1. 092B00069N (236.9' x 26.0' x (1¼"/12")/27 CF/CY) = 23.8 CU YD
4.1.2. 092B00070N (268.3' x 26.0' x (1¼"/12")/27 CF/CY) = 26.9 CU YD
4.1.3. 092B00060L (227.1' x 31.0' x (2"/12")/27 CF/CY) = 43.5 CU YD
4.1.4. 092B00060R (227.1' x 31.0' x (2"/12")/27 CF/CY) = 43.5 CU YD

4.2. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay. The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of concrete required to obtain the finished grade shown on the Plans or established by the Engineer.

4.3. Concrete, Class M for Full-Depth Patching. The Department will measure the quantity in cubic yards.

4.4. Machine Prep of Slab. The Department will measure the machine preparation of the existing bridge deck in square yards, which shall include all labor, equipment, and material needed to complete this work.

4.5. Remove Existing Overlay. The Department will measure the removal of the existing overlay in square yards, which shall include all labor, equipment, and material needed to complete this work.

4.6. Epoxy-Sand Slurry. The Department will measure the quantity in square yards for the areas shown on the attached detail drawings.

4.7. Steel Reinforcement. Will not be measured for payment, but will be considered incidental to "CONCRETE OVERLAY-LATEX".

5. PAYMENT. See Section 606 and the following:

5.1. Latex Modified Concrete for Overlay. The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the theoretical quantity per cubic yard.

5.2. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay. The Department will make payment for the Partial Depth Patching under bid item #24094EC "PARTIAL DEPTH PATCHING". Payment will be for the quantity per cubic yard complete in place.

5.3. Concrete, Class M for Full-Depth Patching. The Department will make payment for Full-Depth Patching under bid item #08526 "CONC CLASS M FULL DEPTH PATCH". Payment will be for the quantity per cubic yard complete in place.

5.4. Machine Prep of Slab. The Department will make payment for the machine prep of existing slab under bid item #08551 "MACHINE PREP OF SLAB". Payment will be for the square yards completed.

5.5. Remove Existing Overlay. The Department will make payment for the removal of the existing overlay under the bid item #08510 “REM EPOXY BIT FOREIGN OVERLAY”. Payment will be for the square yard completed.

5.6. Epoxy-Sand Slurry. The Department will make payment for the placement of Epoxy Sand Slurry under bid item #08504 “EPOXY SAND SLURRY”. Payment will be for the square yards completed.

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

SPECIAL NOTE FOR ELIMINATING TRANSVERSE JOINTS ON BRIDGES

1. **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.

2. **MATERIALS.**

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

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

   2.3. Epoxy Bond Coat. See Section 511.

3. **CONSTRUCTION.**

   3.1. 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.

   3.2. Place New Concrete and Armored Edges. After all specified existing materials have been removed; place new armored edges to match the original grade or final grade of new latex concrete overlay (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. No accelerants are to be added to Class "M" Concrete as specified in Section 601 of the Standard Specifications.

   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.

3.3. 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".

4. MEASUREMENT.

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

5. PAYMENT.

5.1. Eliminate Transverse Joint. The Department will make payment at the contract unit price per linear foot under the bid item #3300 "ELIMINATE TRANSVERSE JOINT" for full compensation for removing and disposing of the specified existing materials, furnishing and installing the concrete, steel reinforcement, installing 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 these notes and the attached detail drawings.

SPECIAL NOTE FOR REPLACING COMPRESSION SEAL IN EXISTING EXPANSION JOINT

1. **DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 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.

2. **MATERIALS.**

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

   2.2. Silicone Rubber Sealant. See Section 807.

3. **CONSTRUCTION.**

   3.1. 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".

   3.2. 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.

   3.3. 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).

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

   3.5. 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.

4. **MEASUREMENT**

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

5. **PAYMENT.**

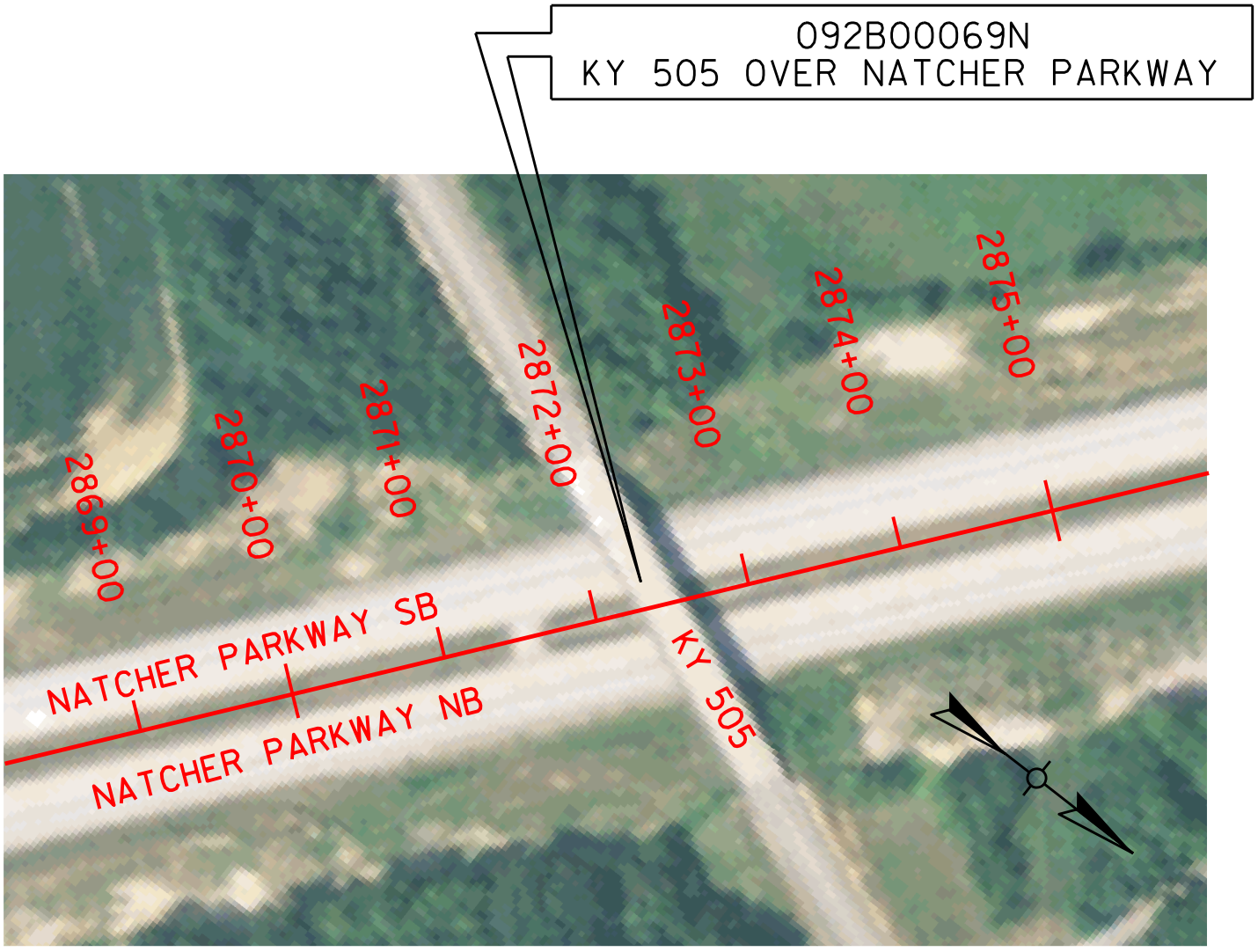
   5.1. Expansion Joint Seal Replacement - The Department will make payment at the contract unit price per linear feet under the bid item #23386EC "JOINT SEAL REPLACEMENT" for full compensation for removing specified existing materials,

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 these notes and the attached detail drawings.

B1

BRIDGE #1 (092B00069N)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°20'15"
LONGITUDE: 86°45'45"
MP 39.064 ON NATCHER PARKWAY
MP 0.592 ON KY 505

BRIDGE #1 (092B00069N) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: KY 505
6. DESCRIPTION: KY 505 OVER NATCHER PARKWAY
7. TYPE OF WORK: BRIDGE DECK RESTORATION AND WATERPROOFING, ELIMINATE TRANSVERSE JOINTS, BRIDGE OVERLAY APPROACH PAVEMENT

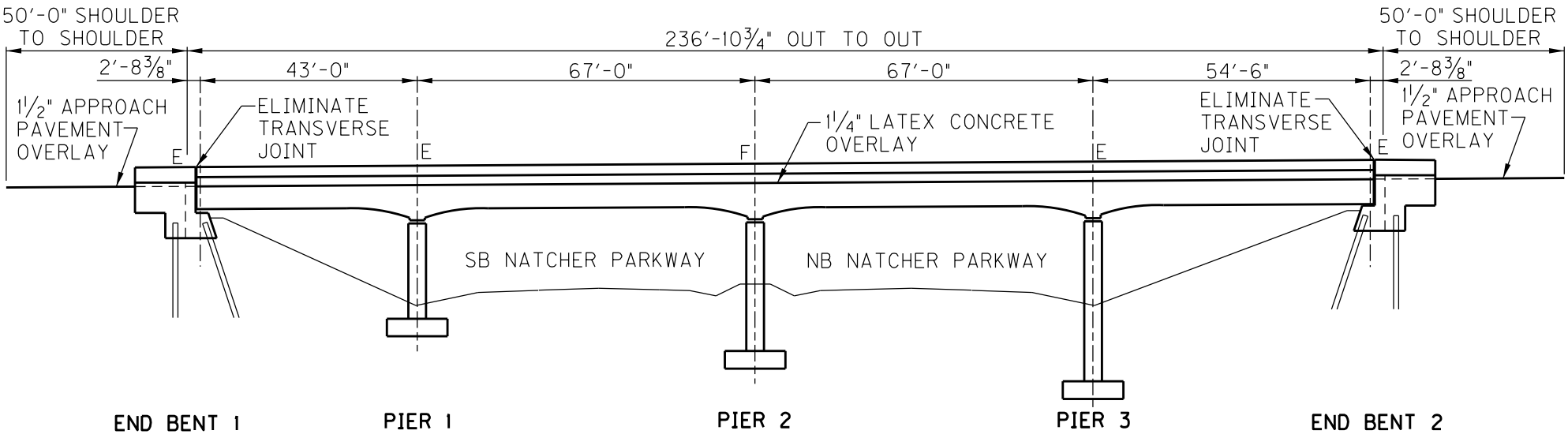
8. LENGTH (FT.):	236.88	**BRIDGE WIDTH (FT.):**	26.0	**SURFACE AREA (SQ. YD.):**	684
SKEW (DEGREES):	16.75 RT	**DECK THICKNESS (IN.):**	7.5		

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
3300	ELIMINATE TRANSVERSE JOINT	54.3	LIN FT
3304	BRIDGE OVERLAY APPROACH PAVEMENT	289	SQ YD
8504	EPOXY SAND SLURRY	211	SQ YD
8526	CONC CLASS M FULL DEPTH PATCH	5.0	CU YD
8534	CONCRETE OVERLAY-LATEX	23.8	CU YD
8549	BLAST CLEANING	842	SQ YD
8551	MACHINE PREP OF SLAB	684	SQ YD
24094EC	PARTIAL DEPTH PATCHING	7.1	CU YD

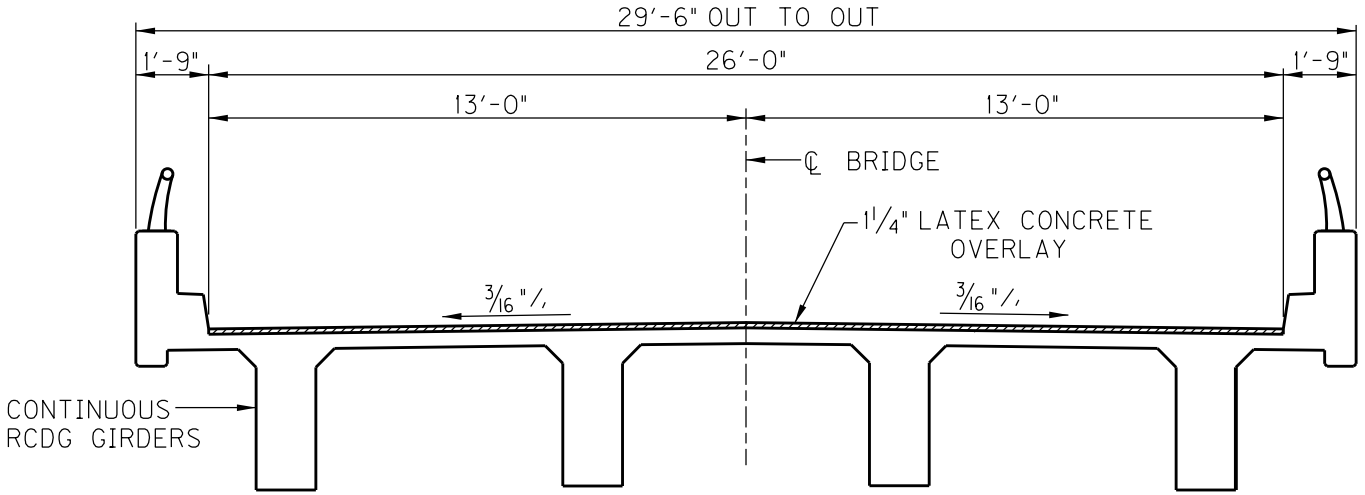
KY 505 OVER NATCHER PARKWAY
BRIDGE MAINTENANCE #092B00069N

B1



ELEVATION

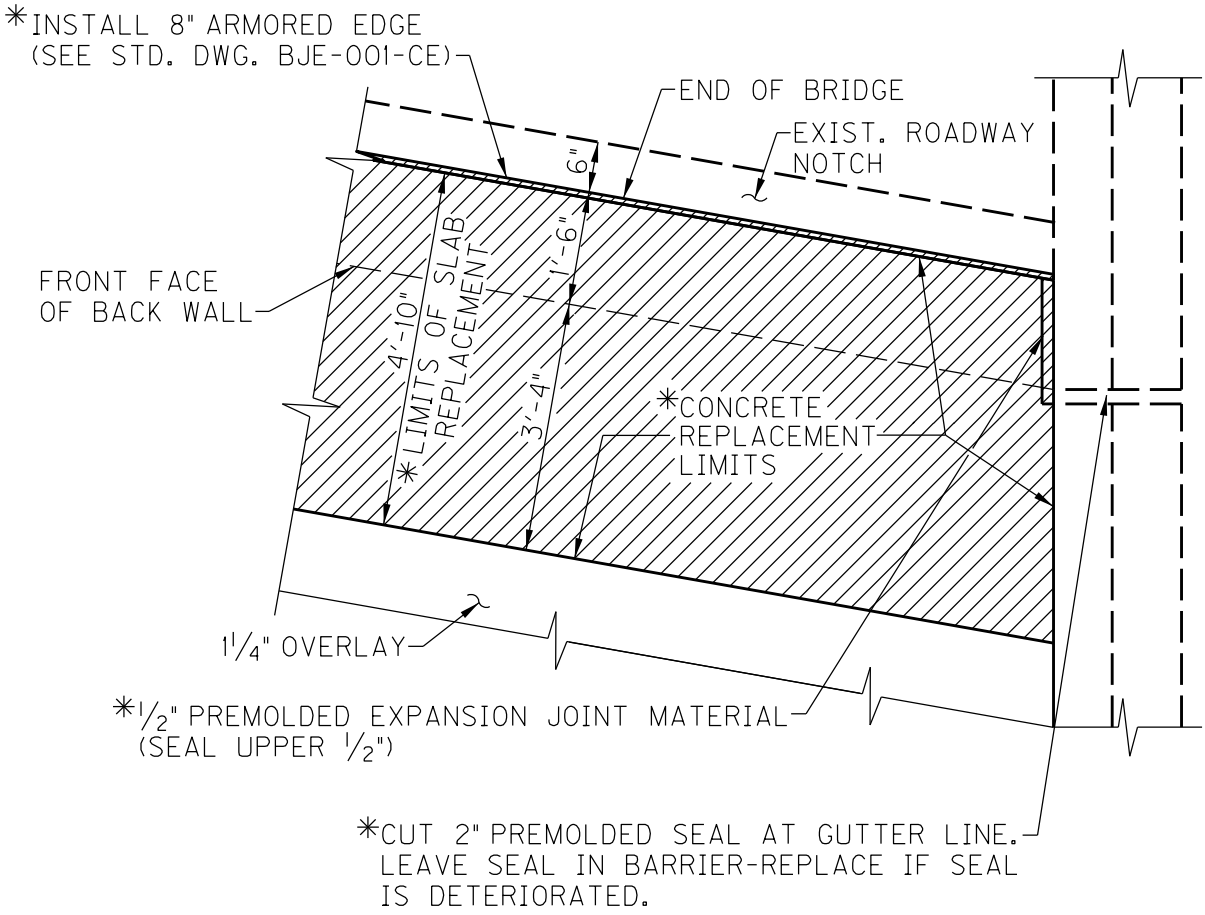
16° 45'00" SKEW RT.
(NOT TO SCALE)



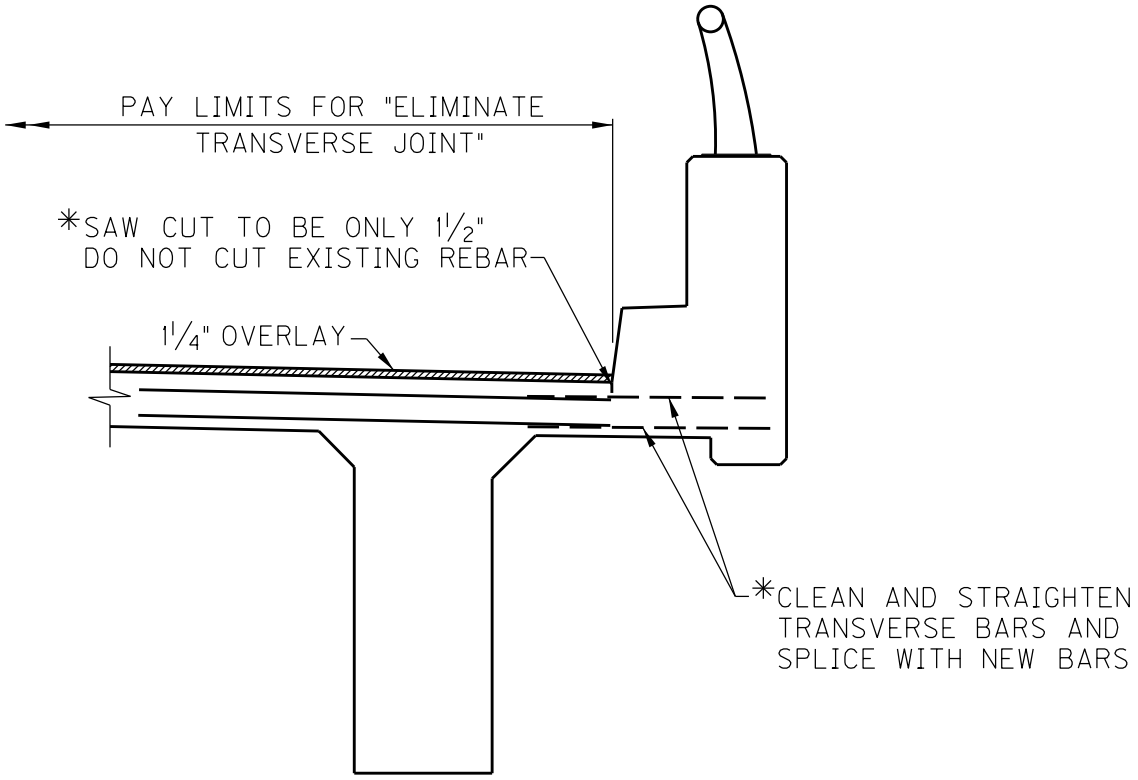
TYPICAL SECTION

CURB SECTION @ END BENTS

B1



PROPOSED PLAN @ END BENT

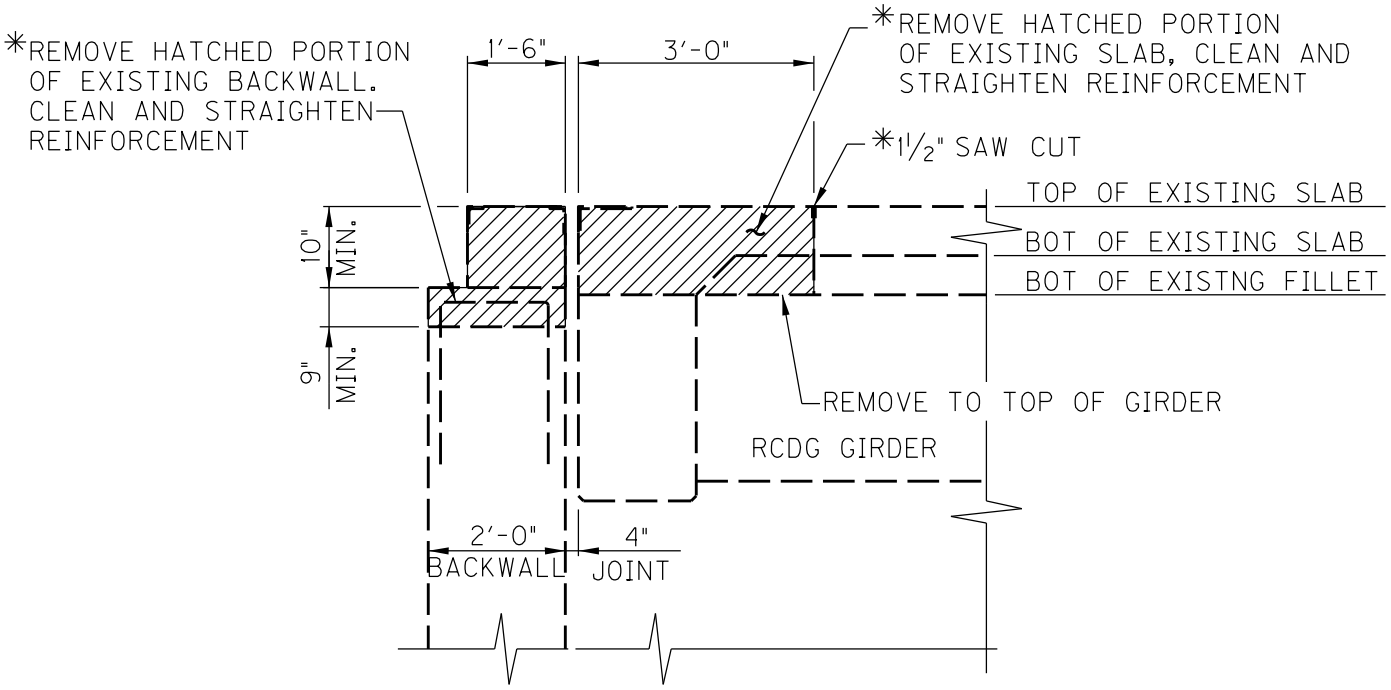


PROPOSED SECTION @ END BENT

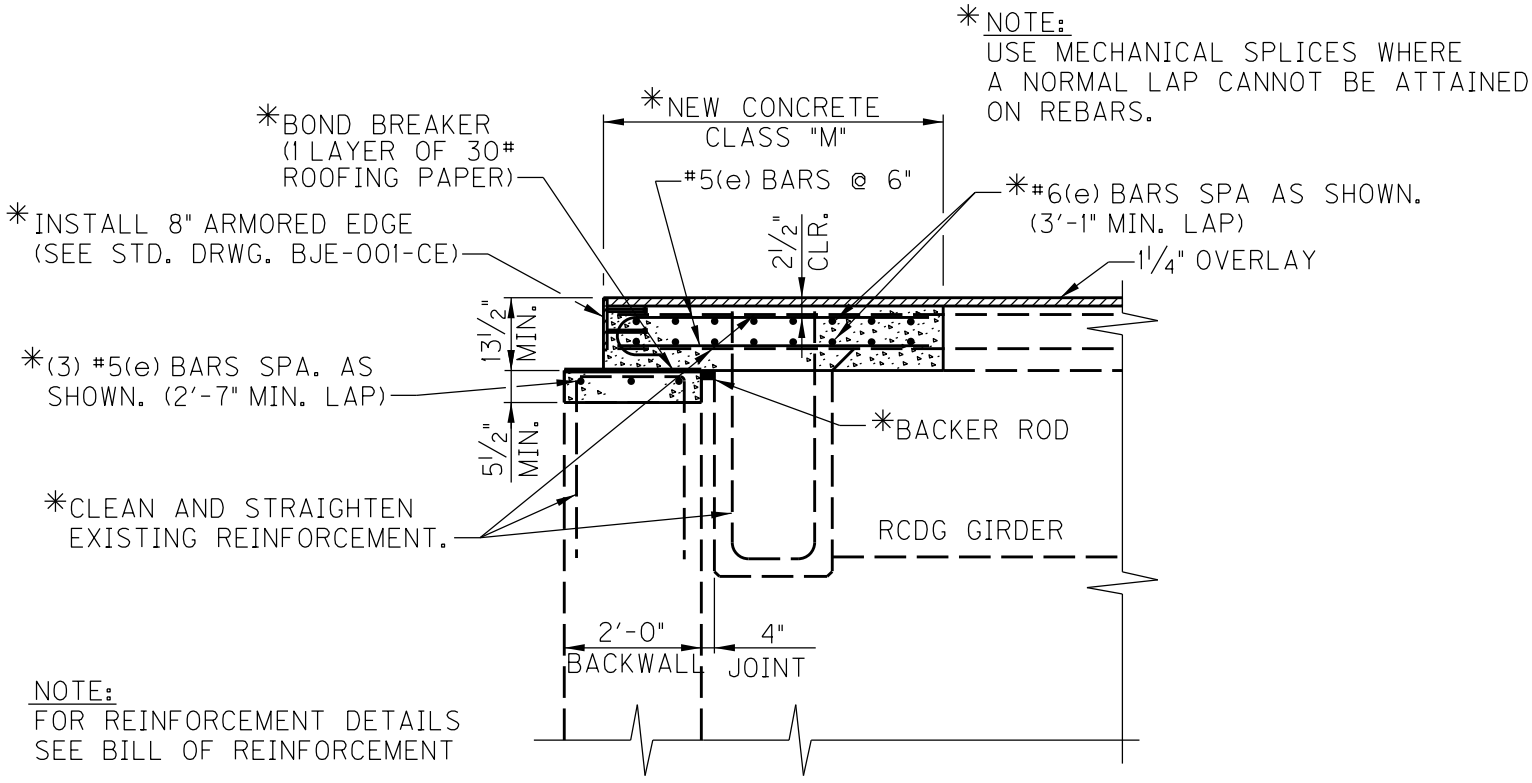
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ END BENTS

B1



EXISTING SECTION @ END BENT

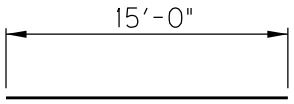


PROPOSED SECTION @ END BENT

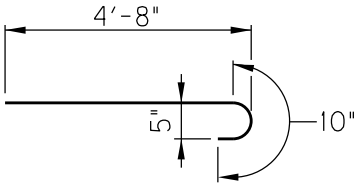
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

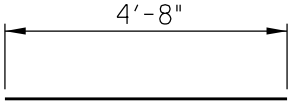
B1



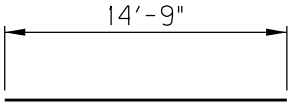
#6(e) STRAIGHT BAR
32 REQ'D END BENT 1
32 REQ'D END BENT 2



#5(e) BENT BAR
52 REQ'D END BENT 1
52 REQ'D END BENT 2



#5(e) STRAIGHT BAR
52 REQ'D END BENT 1
52 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D END BENT 1
6 REQ'D END BENT 2

NOTE:

REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

1,354 LBS END BENT 1
1,354 LBS END BENT 2
TOTAL WEIGHT 2,708 LBS

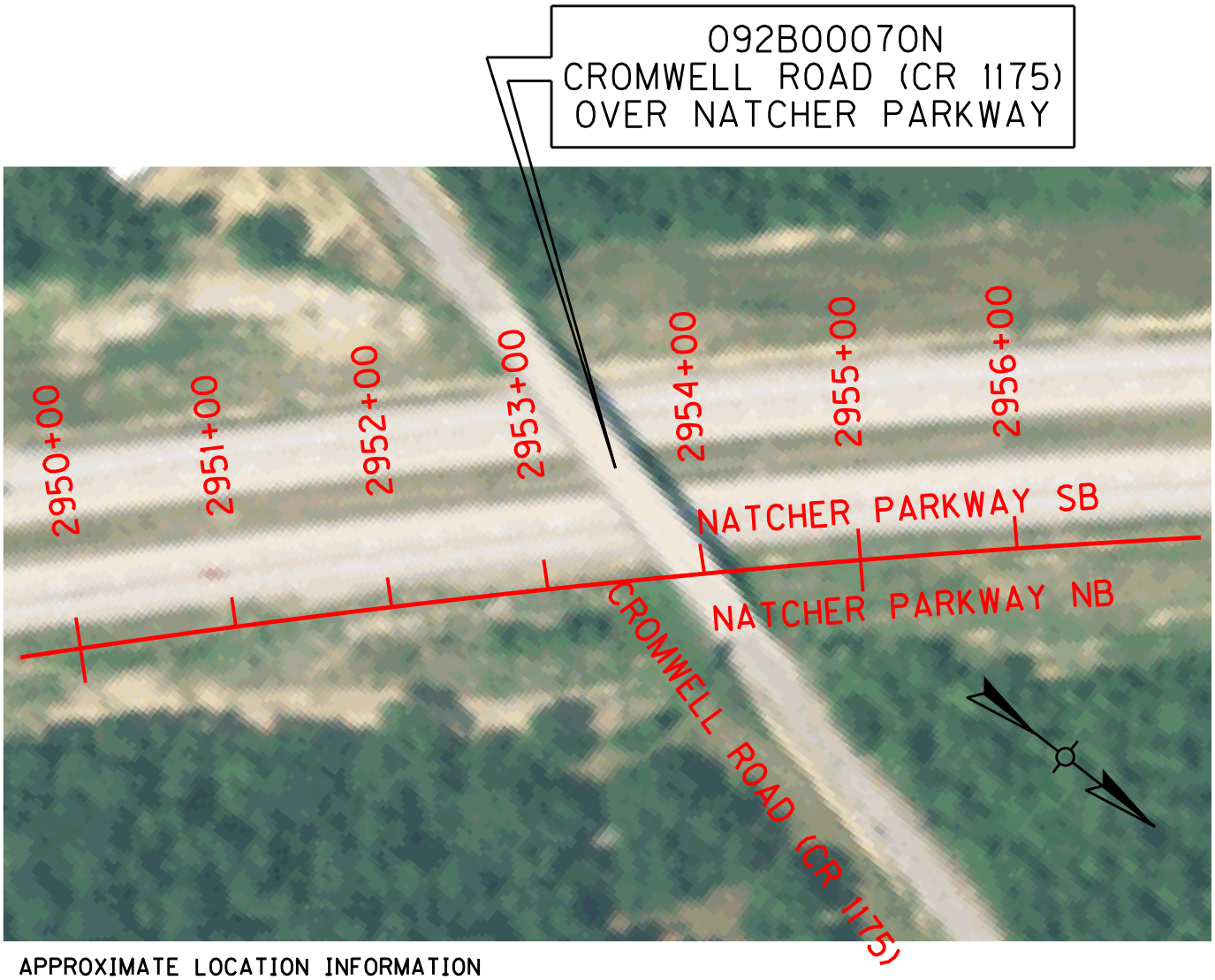
ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

B1 - TOTAL REINFORCEMENT 2,708 LBS.

B2

BRIDGE #2 (092B00070N)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°21'03"
LONGITUDE: 86°47'05"
MP 40.599 ON NATCHER PARKWAY

BRIDGE #2 (092B00070N) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: CROMWELL ROAD
6. DESCRIPTION: CROMWELL ROAD OVER NATCHER PARKWAY
7. TYPE OF WORK: BRIDGE DECK RESTORATION AND WATERPROOFING, ELIMINATE TRANSVERSE JOINTS, BRIDGE OVERLAY APPROACH PAVEMENT

8. LENGTH (FT.):	268.31	**BRIDGE WIDTH (FT.):**	26.0	**SURFACE AREA (SQ. YD.):**	775
SKEW (DEGREES):	31.74 RT	**DECK THICKNESS (IN.):**	7.5		

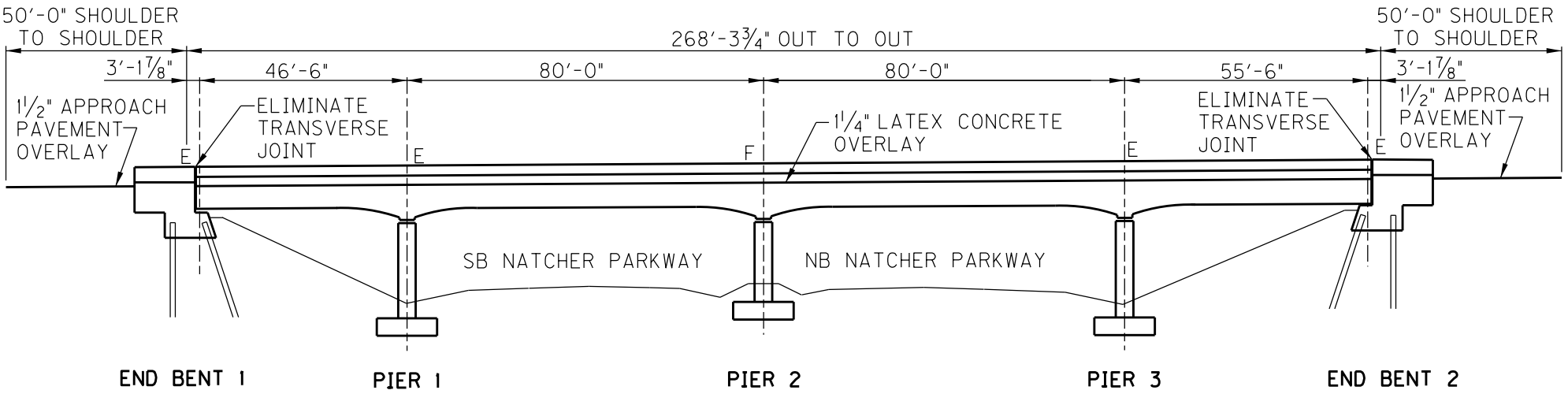
ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
3300	ELIMINATE TRANSVERSE JOINT	61.1	LIN FT
3304	BRIDGE OVERLAY APPROACH PAVEMENT	289	SQ YD
8504	EPOXY SAND SLURRY	239	SQ YD
8526	CONC CLASS M FULL DEPTH PATCH	5.0	CU YD
8534	CONCRETE OVERLAY-LATEX	26.9	CU YD
8549	BLAST CLEANING	954	SQ YD
8551	MACHINE PREP OF SLAB	775	SQ YD
24094EC	PARTIAL DEPTH PATCHING	8.1	CU YD

Contract ID: 161061
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CROMWELL ROAD (CR 1175) OVER NATCHER PARKWAY
BRIDGE MAINTENANCE #092B00070N

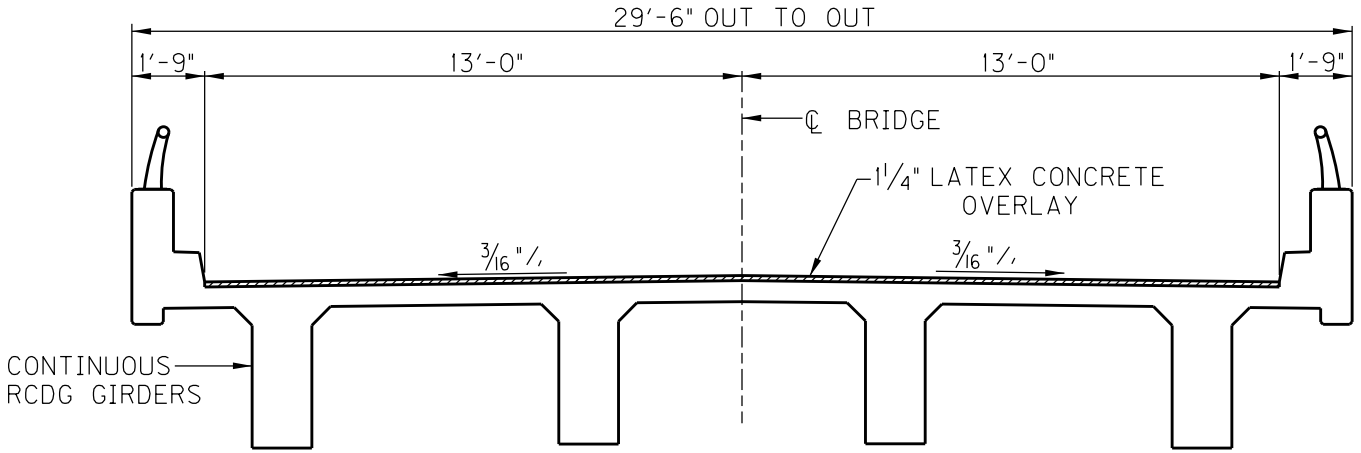
B2



ELEVATION

31° 44'18" SKEW RT.
(NOT TO SCALE)

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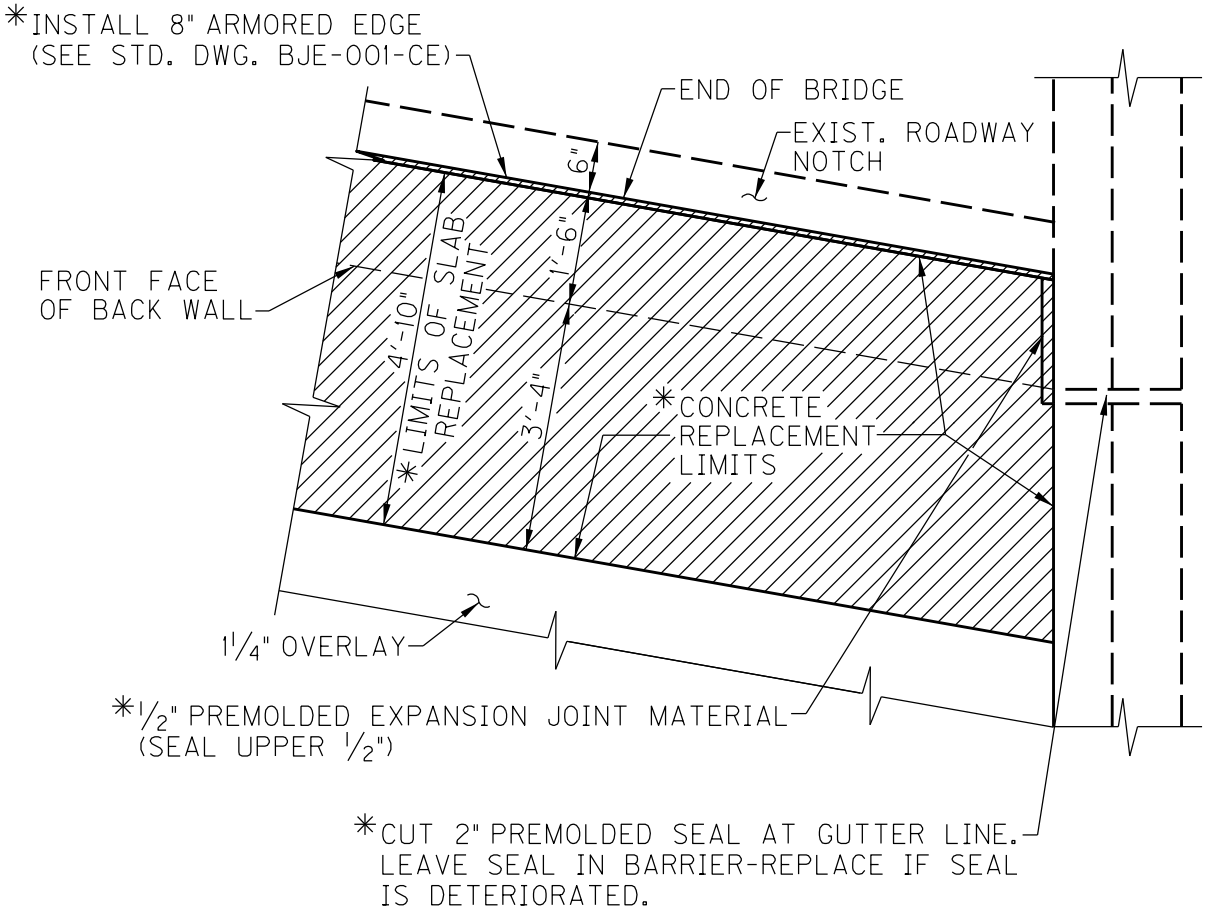


TYPICAL SECTION

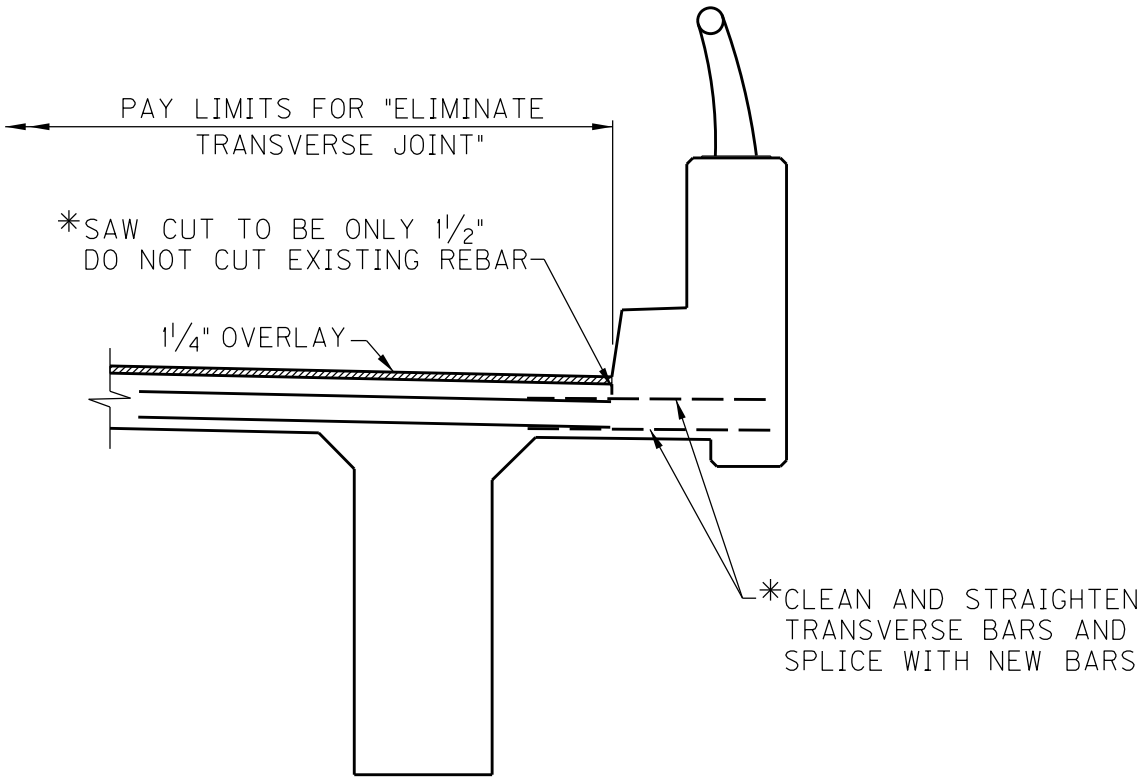
OHIO COUNTY
NHPP 0031 (011)

CURB SECTION @ END BENTS

B2



PROPOSED PLAN @ END BENT

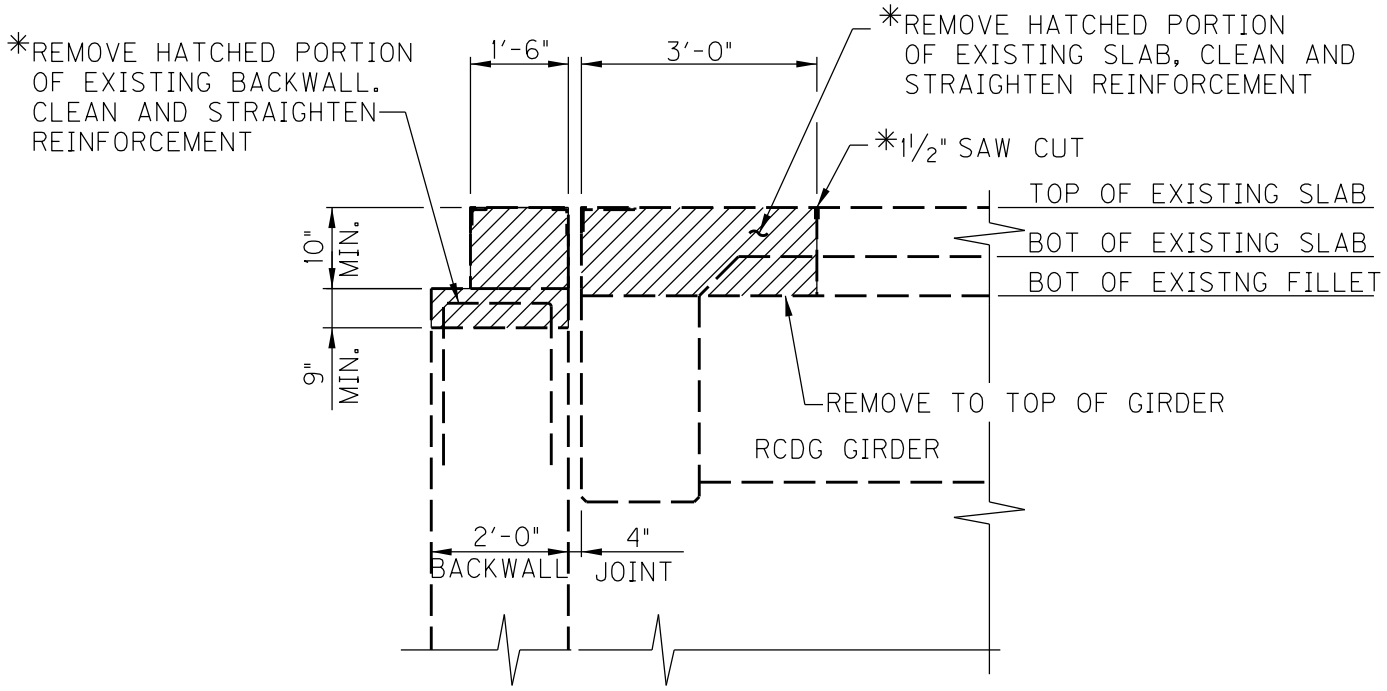


PROPOSED SECTION @ END BENT

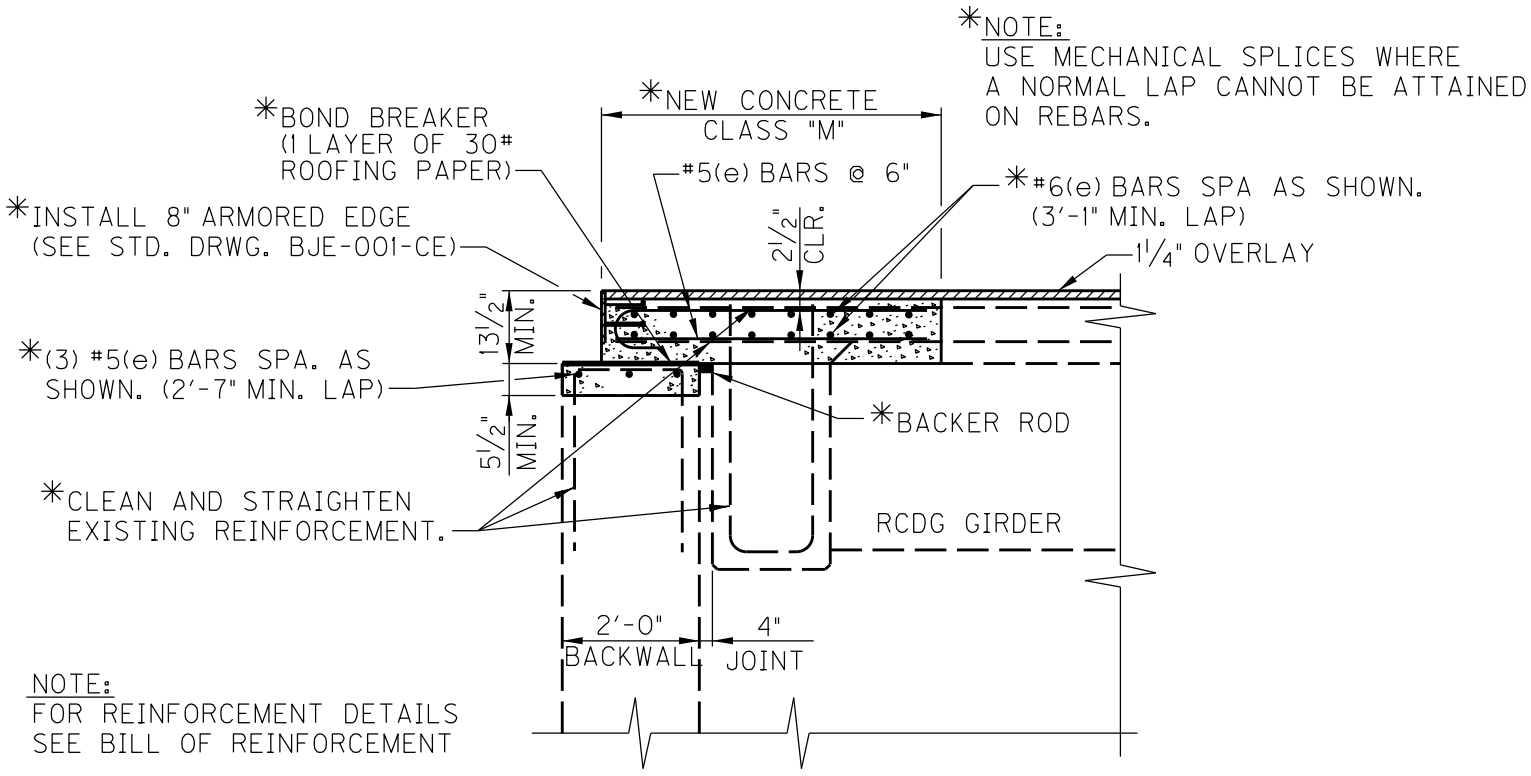
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ END BENTS

B2



EXISTING SECTION @ END BENT

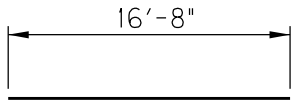


PROPOSED SECTION @ END BENT

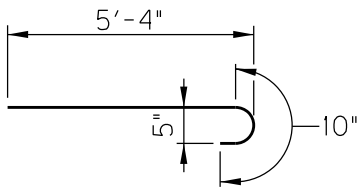
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

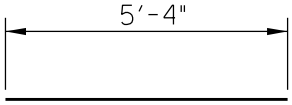
B2



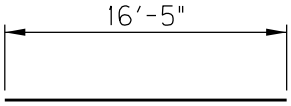
#6 STRAIGHT BAR
32 REQ'D END BENT 1
32 REQ'D END BENT 2



#5 BENT BAR
52 REQ'D END BENT 1
52 REQ'D END BENT 2



#5 STRAIGHT BAR
52 REQ'D END BENT 1
52 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D END BENT 1
6 REQ'D END BENT 2

NOTE:

REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

1,519 LBS END BENT 1
1,519 LBS END BENT 2

TOTAL WEIGHT 3,038 LBS

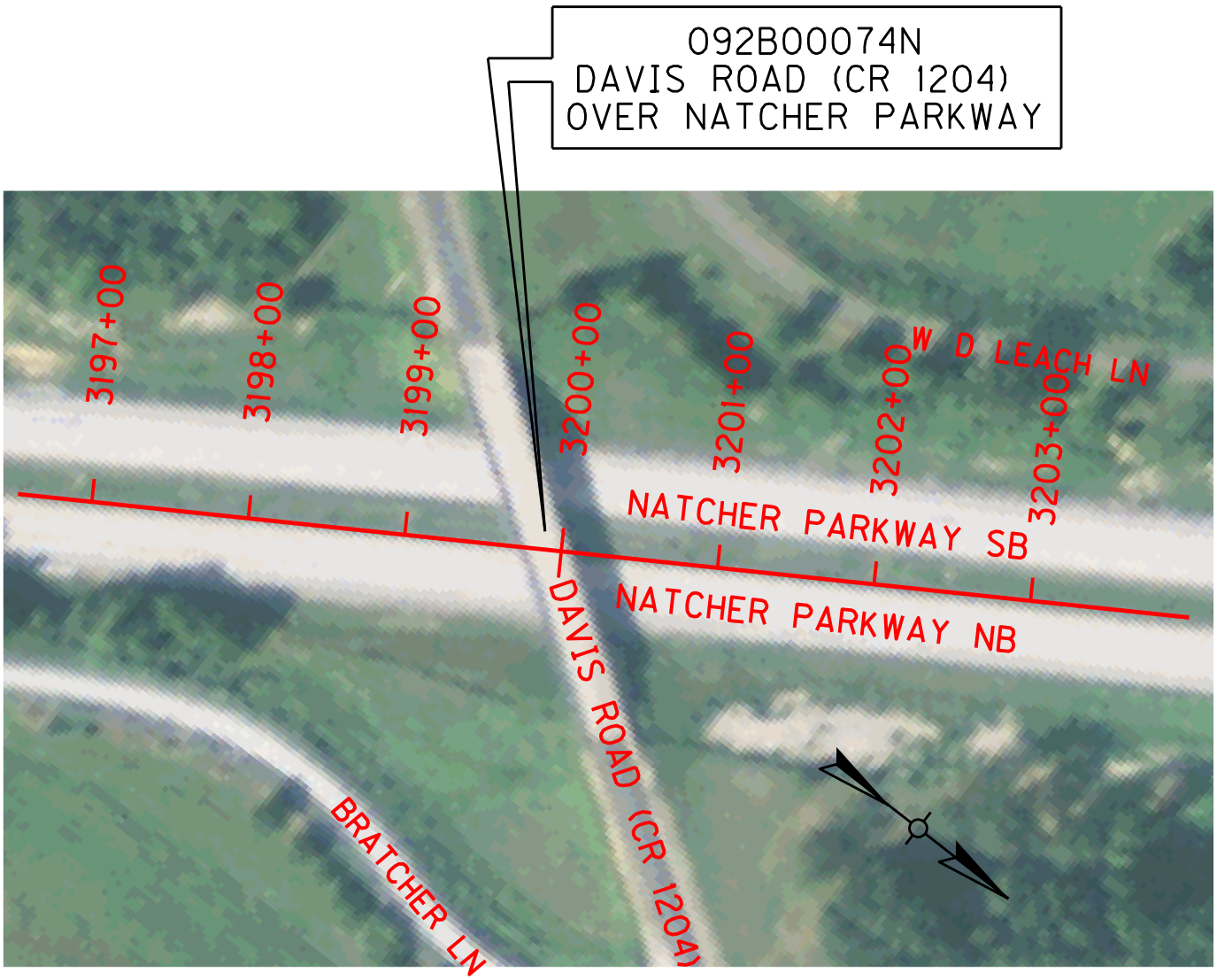
ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

B2 - TOTAL REINFORCEMENT 3,038 LBS.

B3

BRIDGE #3 (092B00074N)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°24'33"
LONGITUDE: 86°49'39"
MP 45.323 ON NATCHER PARKWAY

BRIDGE #3 (092B00074N) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: DAVIS ROAD
6. DESCRIPTION: DAVIS ROAD OVER NATCHER PARKWAY
7. TYPE OF WORK: ELIMINATE TRANSVERSE JOINTS

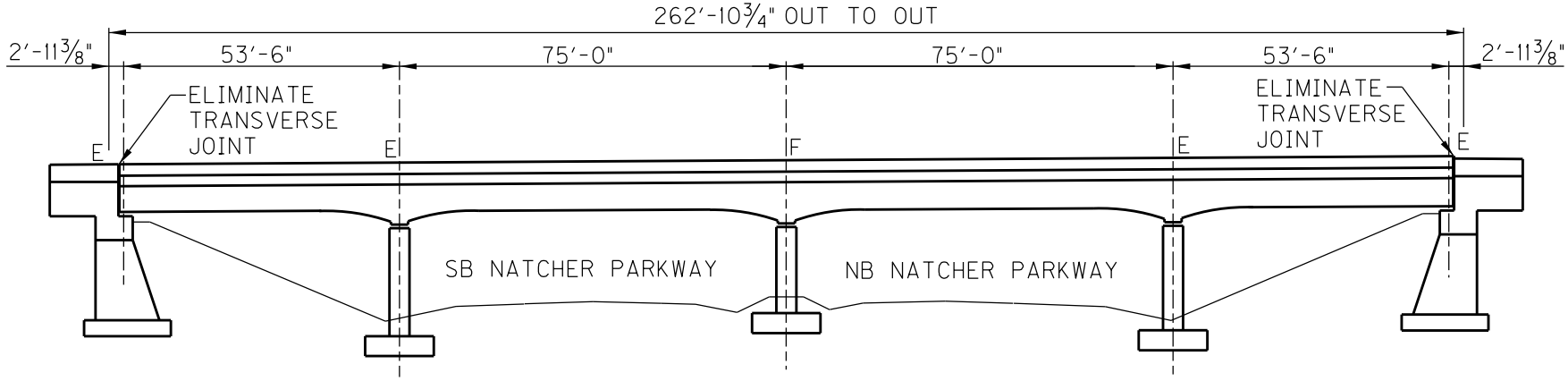
8. LENGTH (FT.):	262.90	**BRIDGE WIDTH (FT.):**	26.0	**SURFACE AREA (SQ. YD.):**	759
SKEW (DEGREES):	25.15 RT	**DECK THICKNESS (IN.):**	7.5		

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
3300	ELIMINATE TRANSVERSE JOINT	57.4	LIN FT

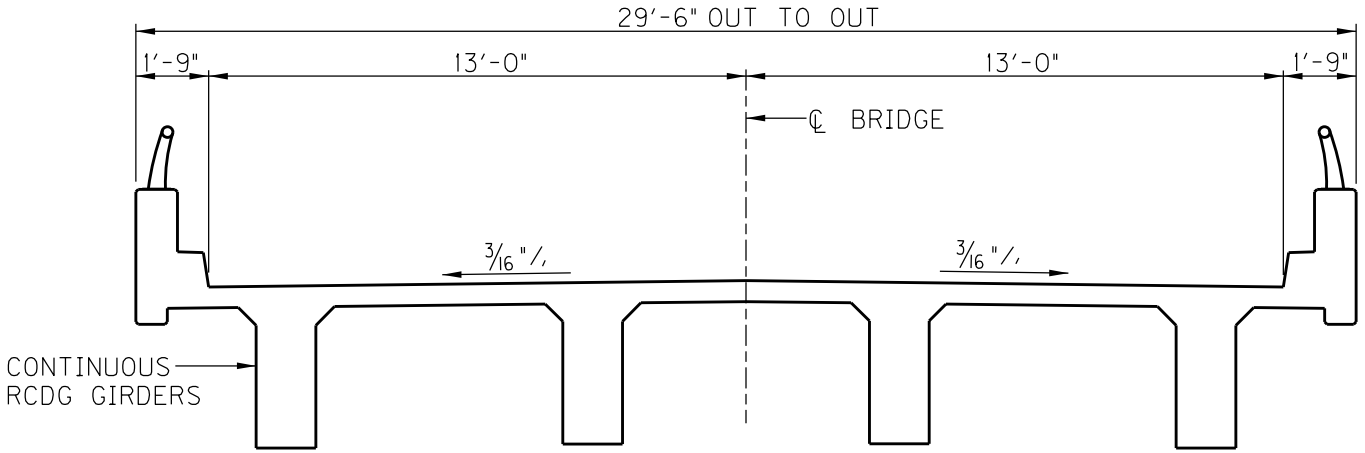
DAVIS ROAD (CR 1204) OVER NATCHER PARKWAY
BRIDGE MAINTENANCE #092B00074N

B3



ELEVATION

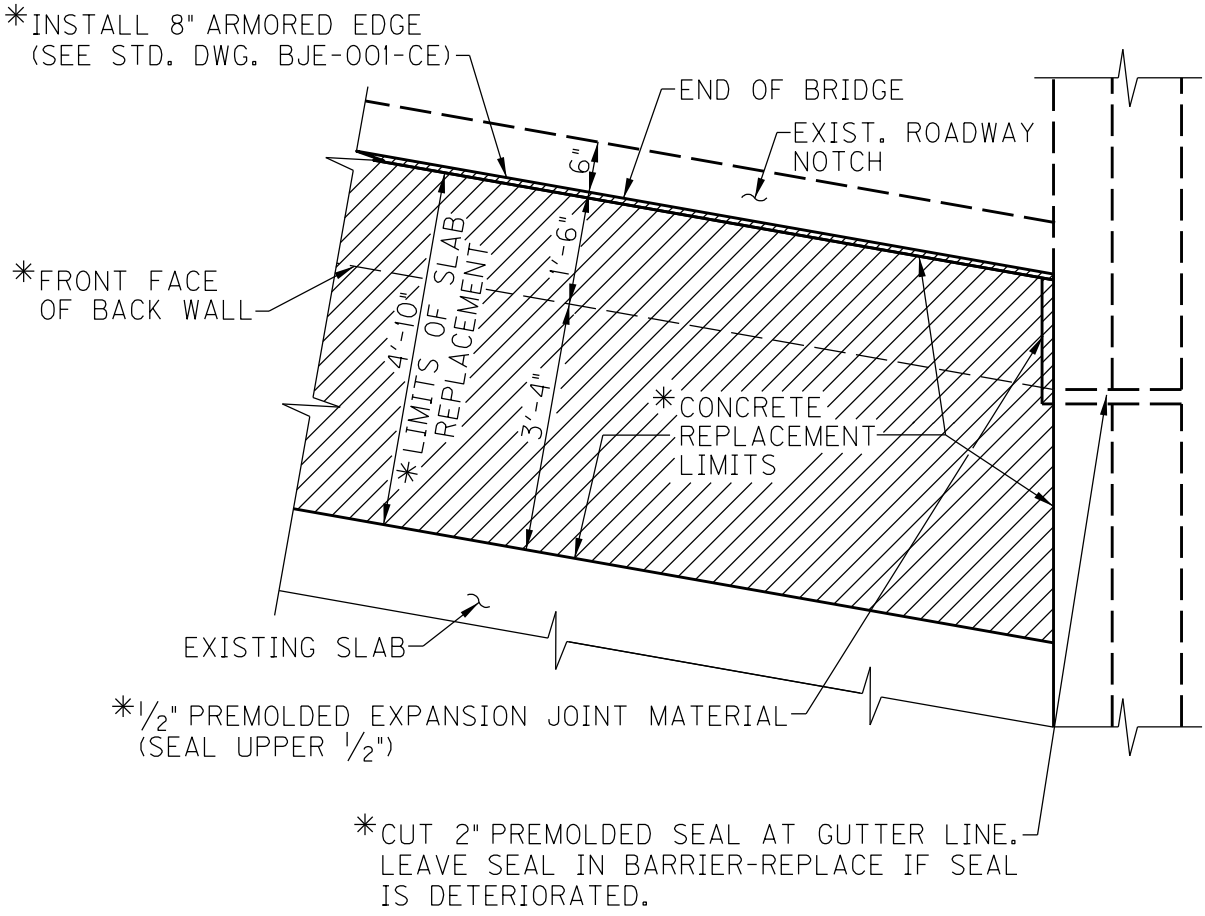
25° 07'30" SKEW RT.
(NOT TO SCALE)



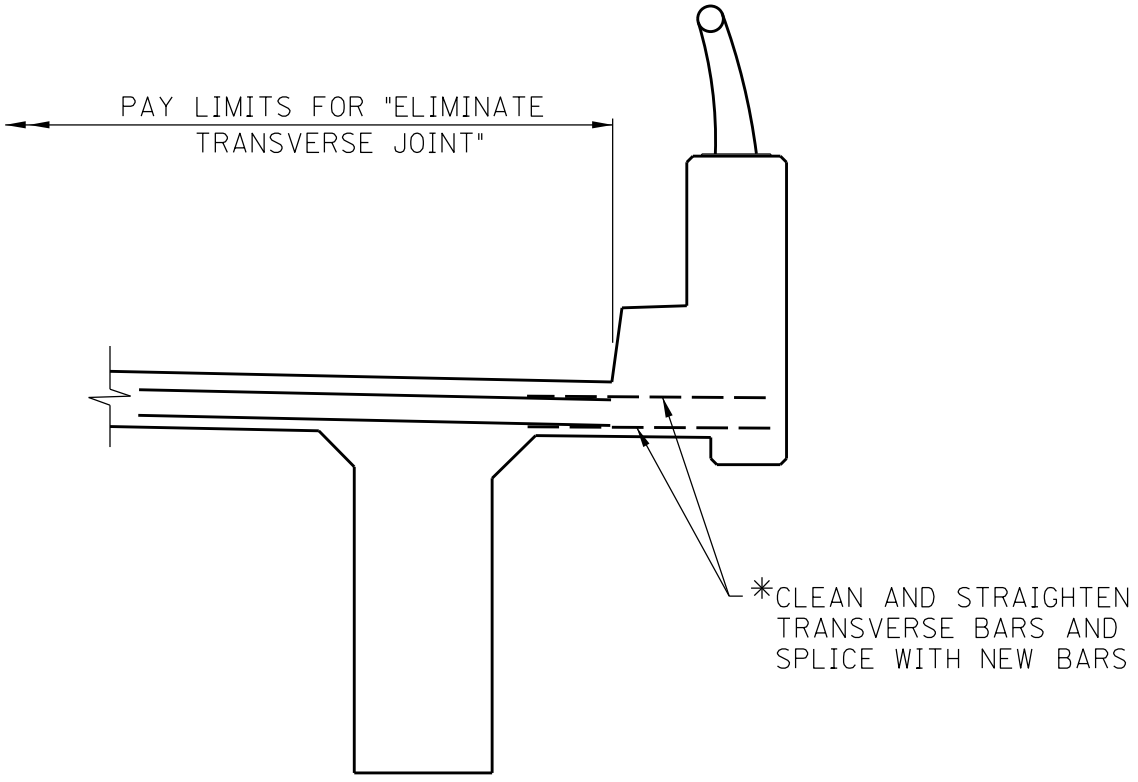
TYPICAL SECTION

CURB SECTION @ ABUTMENTS

B3



PROPOSED PLAN @ ABUTMENT

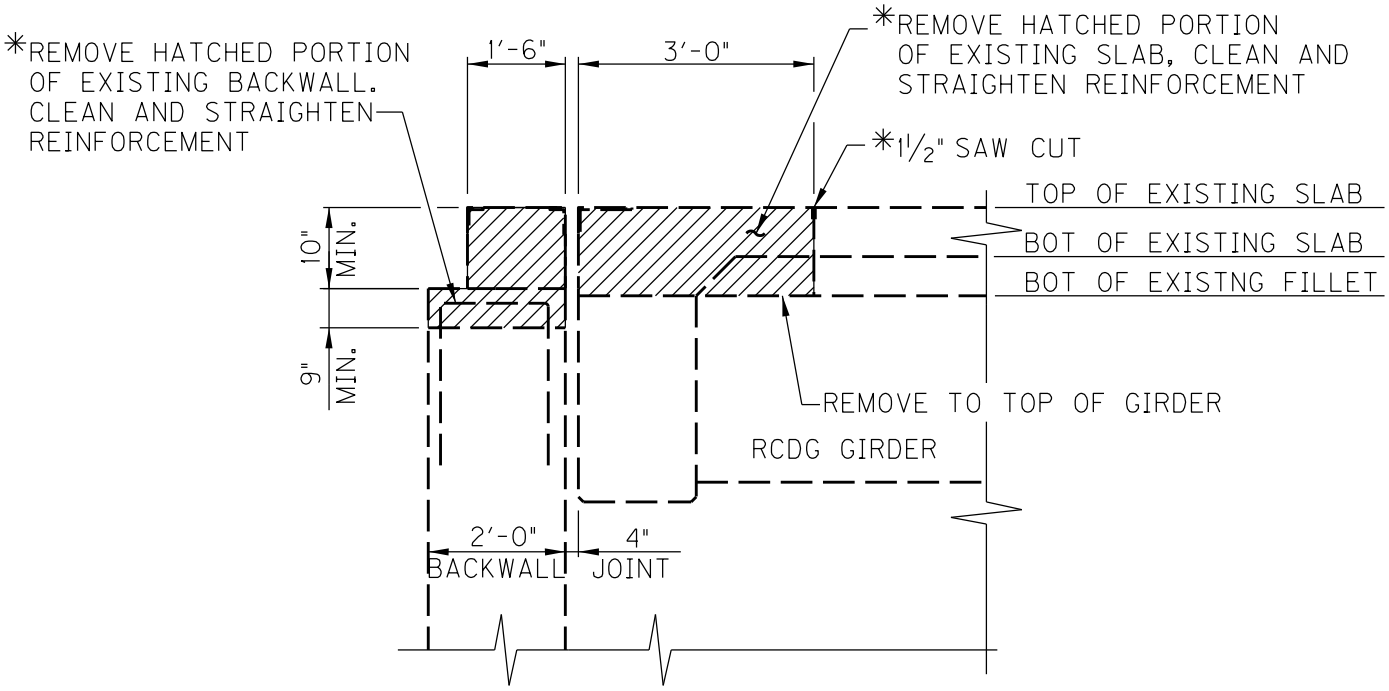


PROPOSED SECTION @ ABUTMENT

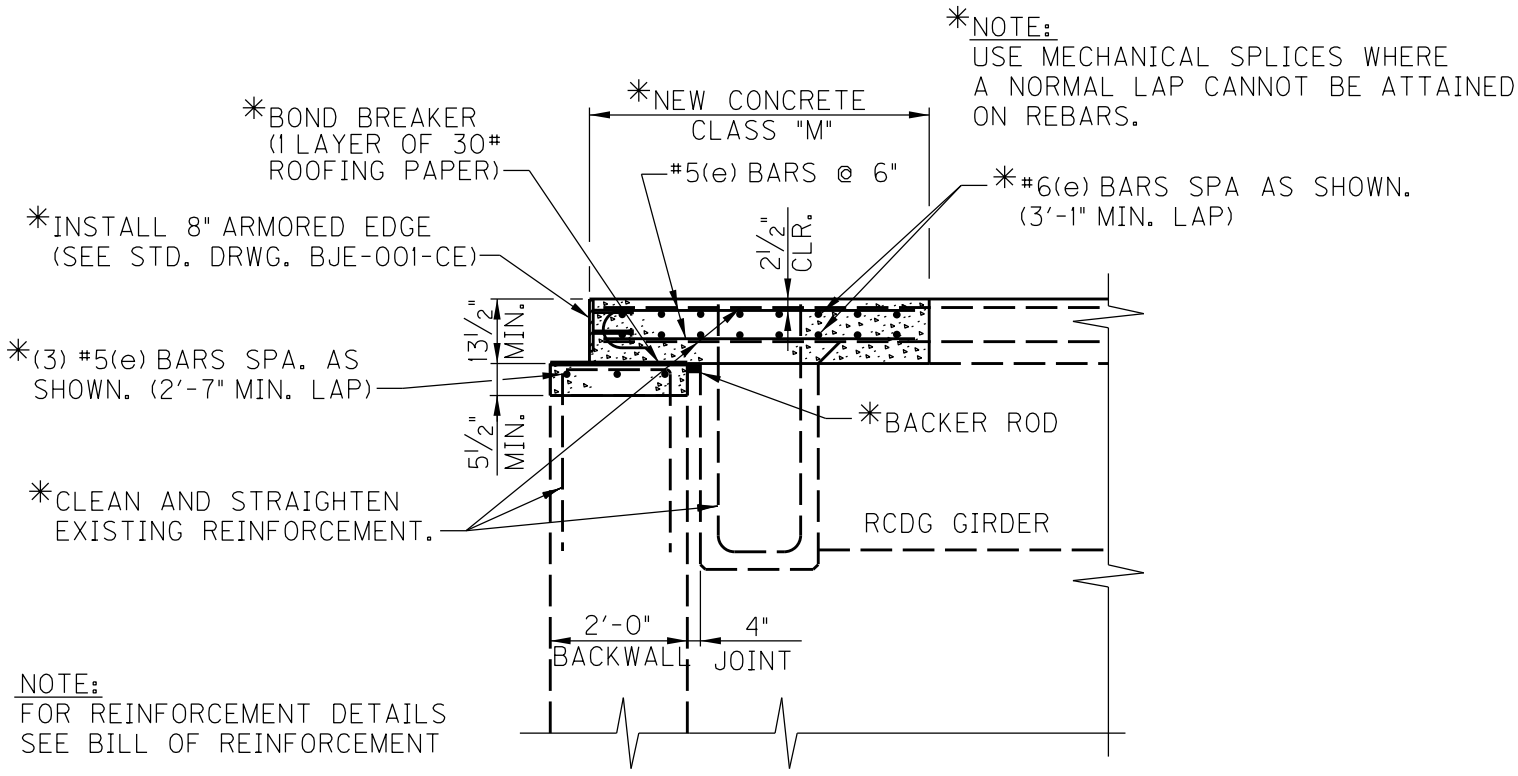
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ ABUTMENTS

B3



EXISTING SECTION @ ABUTMENT

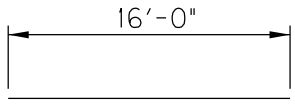


PROPOSED SECTION @ ABUTMENT

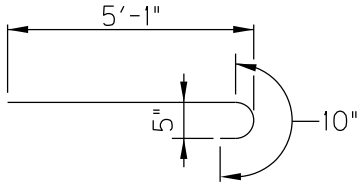
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

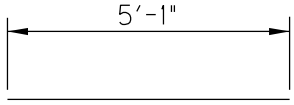
B3



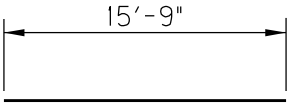
#6 STRAIGHT BAR
32 REQ'D ABUTMENT 1
32 REQ'D ABUTMENT 2



#5 BENT BAR
52 REQ'D ABUTMENT 1
52 REQ'D ABUTMENT 2



#5 STRAIGHT BAR
52 REQ'D ABUTMENT 1
52 REQ'D ABUTMENT 2



#5(e) STRAIGHT BAR
6 REQ'D ABUTMENT 1
6 REQ'D ABUTMENT 2

NOTE:

REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

1,456 LBS ABUTMENT 1
1,456 LBS ABUTMENT 2

TOTAL WEIGHT 2,912 LBS

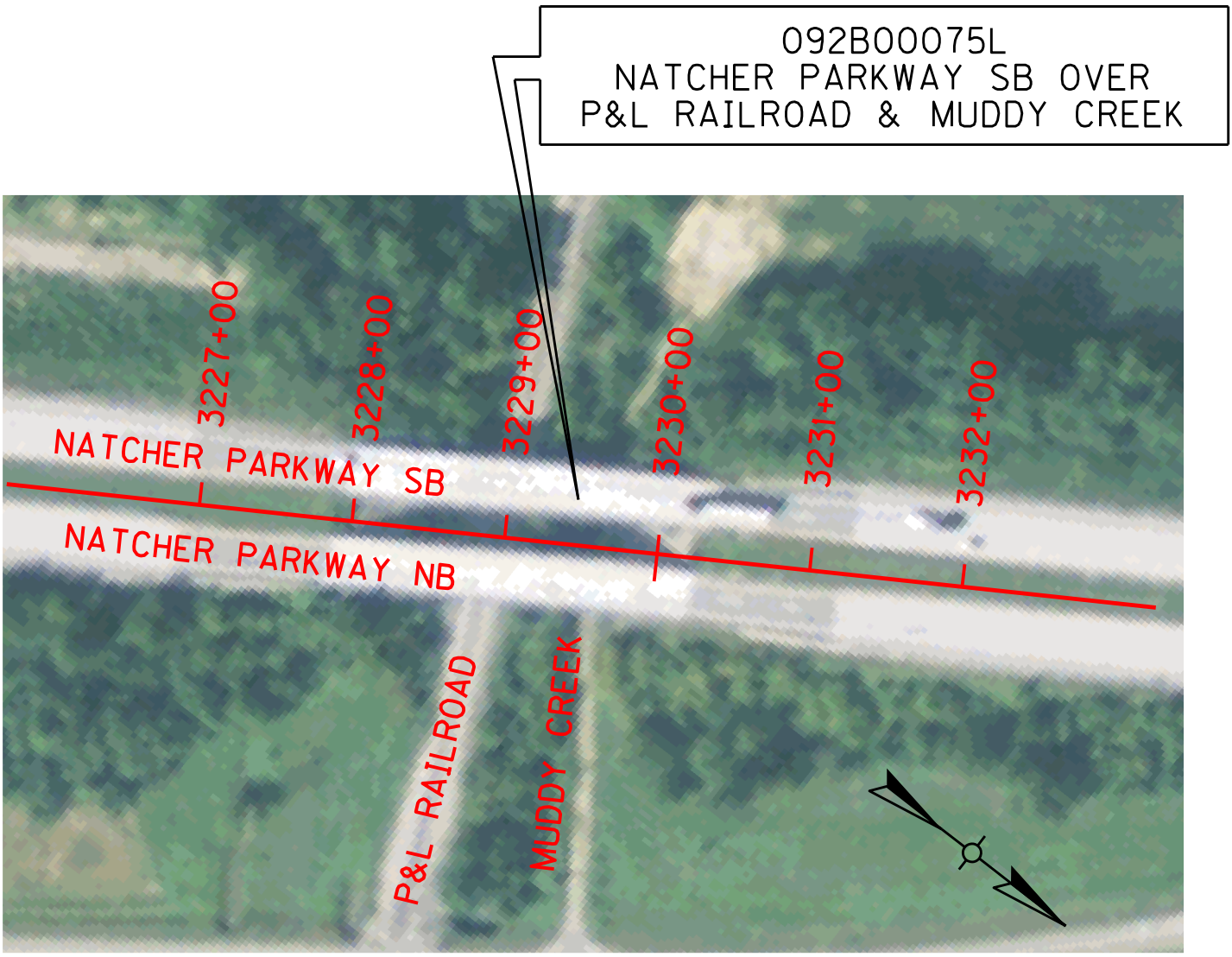
ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

B3 - TOTAL REINFORCEMENT 2,912 LBS.

B4

BRIDGE #4 (092B00075L)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°24'56"
LONGITUDE: 86°49'58"
MP 45.855

BRIDGE #4 (092B00075L) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY SOUTHBOUND
6. DESCRIPTION: NATCHER PARKWAY SOUTHBOUND OVER P&L RAILROAD AND MUDDY CREEK
7. TYPE OF WORK BRIDGE BARRIER RETROFIT AND JOINT SEAL REPLACEMENT

8. LENGTH (FT.): 237.29 **BRIDGE WIDTH (FT.):** 30.0 **SURFACE AREA (SQ. YD.):** 791
SKEW (DEGREES): 7.44 RT **DECK THICKNESS (IN.):** 8.0

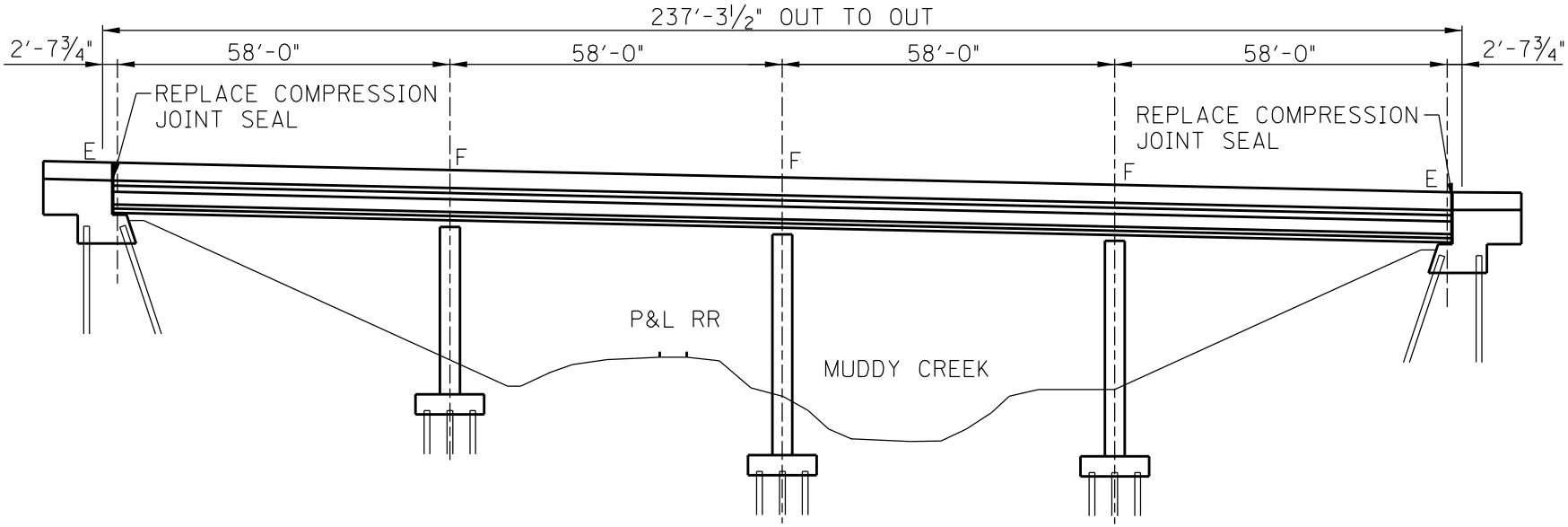
ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	235	SQ YD
8504	EPOXY SAND SLURRY	103	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	545.0	LIN FT
23386EC	JOINT SEAL REPLACEMENT	62.5	LIN FT

Contract ID: 161061
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NATCHER PARKWAY SOUTHBOUND OVER P&L RR & MUDDY CREEK BRIDGE MAINTENANCE #092B00075L

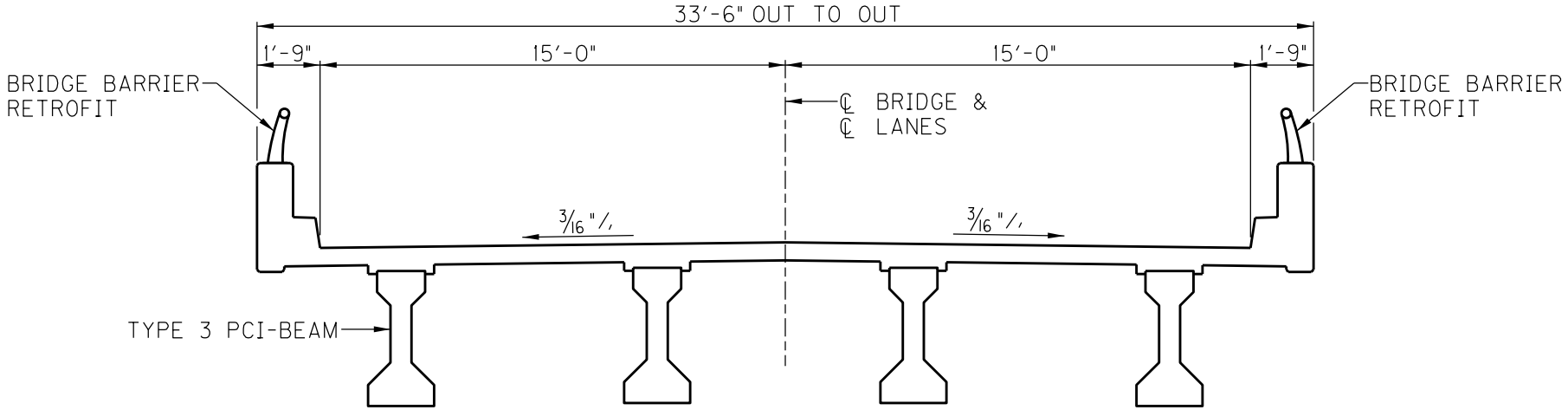
B4



ELEVATION

7°26'30" SKEW RT.
NOT TO SCALE

NOTE:
CONTRACTOR TO VERIFY SIZE OF SEALS. CLEANING THE BRIDGE DECK AND GUTERLINES TO CURB BOX INLETS AT END OF BRIDGE WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "JOINT SEAL REPLACEMENT".



TYPICAL SECTION

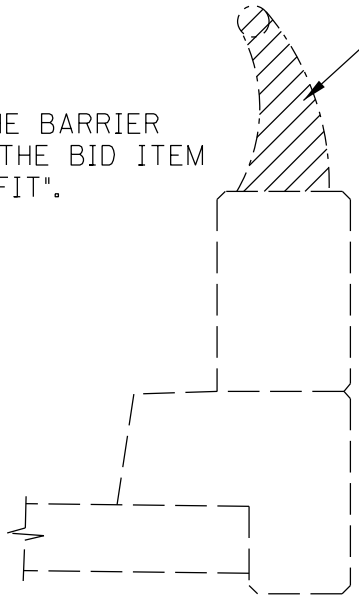
Page 36 of 79

OHIO COUNTY
NHPP 0031 (011)

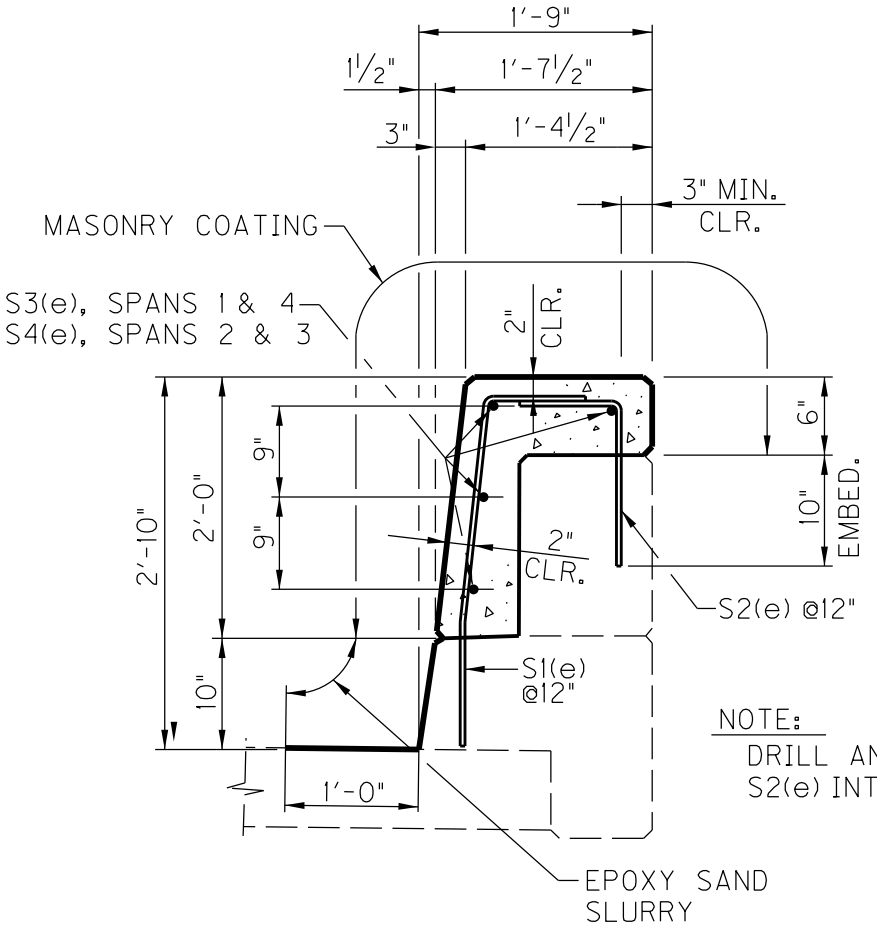
B4

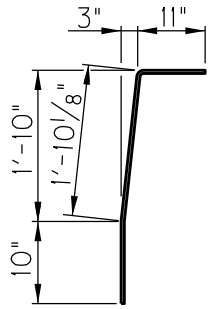
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".

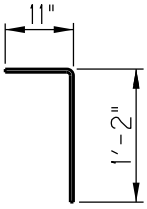


EXISTING BARRIER SECTION





S1(e) #5 BAR
470 REQ'D



S2(e)#5 BAR
470 REQ'D

58'-8" SPAN 1
57'-8" SPAN 2
57'-8" SPAN 3
58'-8" SPAN 4
LT. & RT.

S3(e)#5 BAR, SPANS 1 & 4,
16 REQ'D
S4(e) #5 BAR, SPANS 2 & 3,
16 REQ'D

TOTAL WEIGHT 4,708 LBS

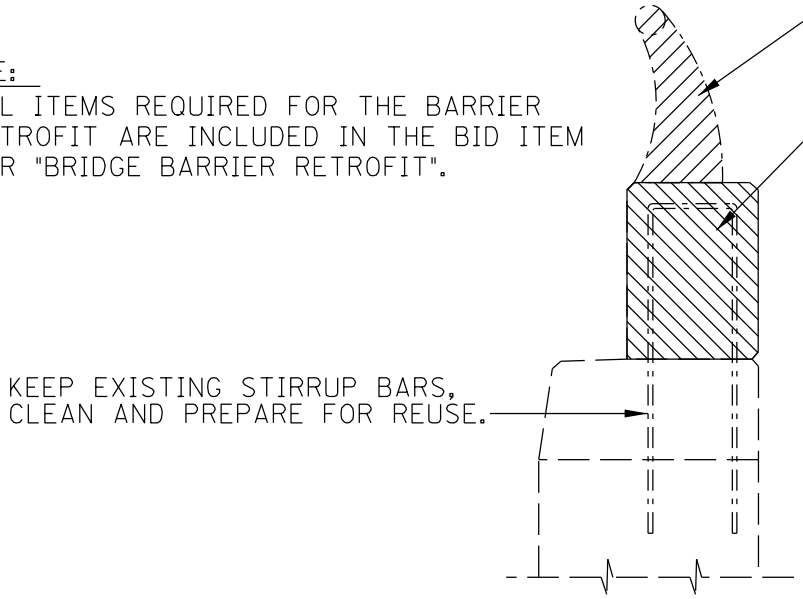
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

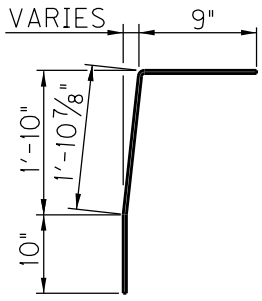
B4

BARRIER RETROFIT DETAIL @ WING

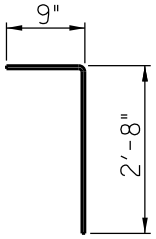
NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



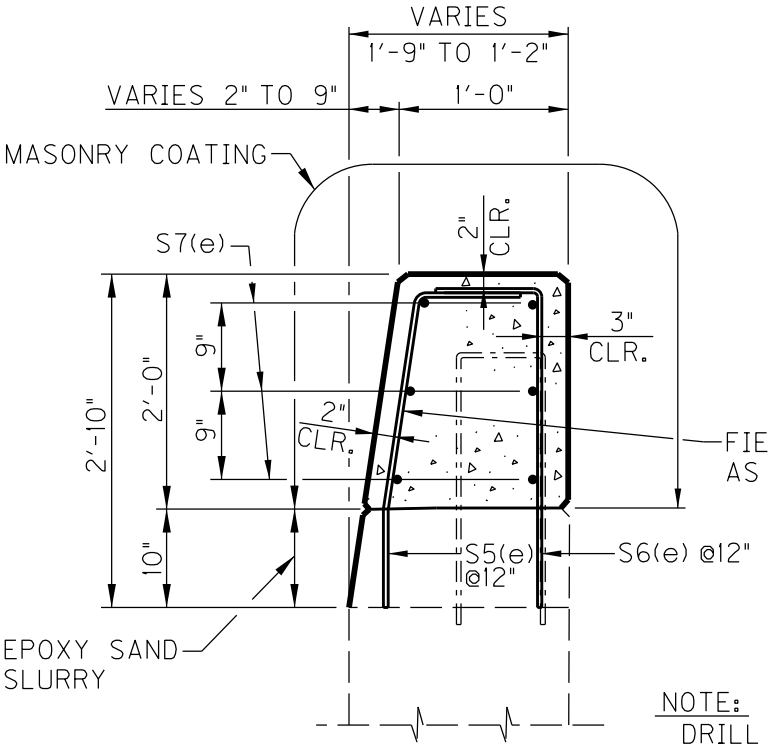
EXISTING BARRIER SECTION

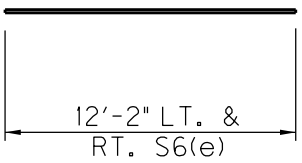


S5(e) #5 BAR
52 REQ'D



S6(e)#5 BAR
52 REQ'D





S7(e) #5 BAR
24 REQ'D

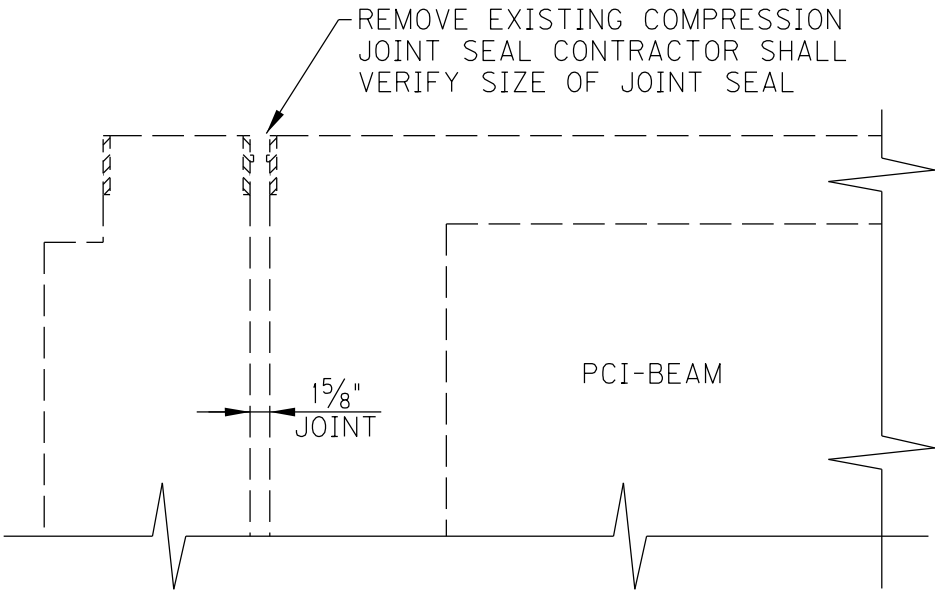
TOTAL WEIGHT 676 LBS

NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

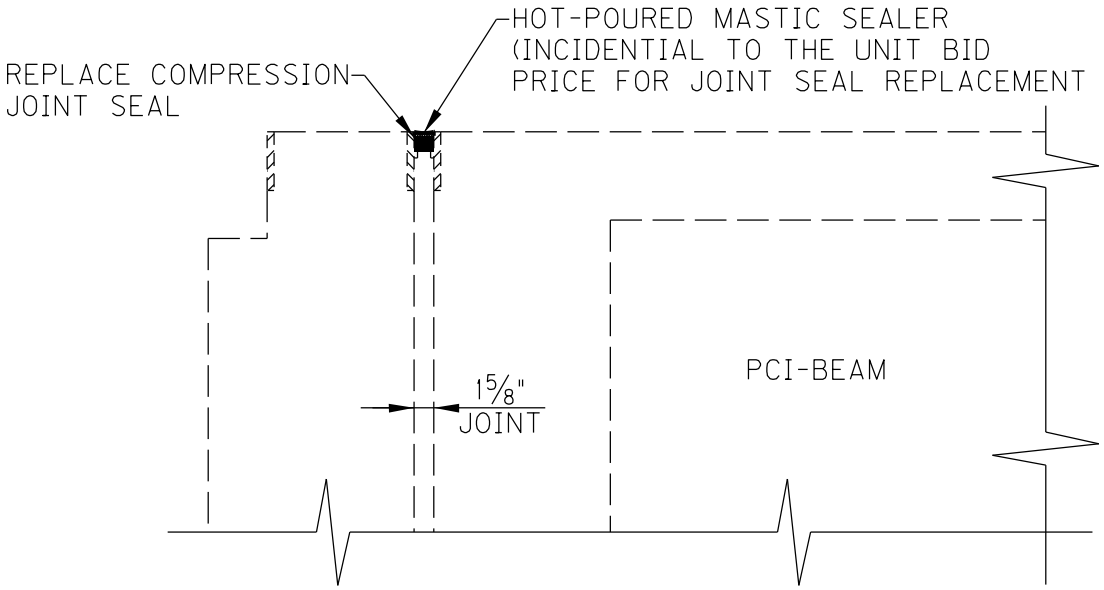
BARRIER RETROFIT SECTION

B4

REPLACE SEAL @ BRIDGE END



EXISTING SECTION



PROPOSED SECTION

BILL OF REINFORCEMENT

B4

BARRIER RETROFIT REINFORCEMENT 4,708 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 676 LBS
TOTAL WEIGHT 5,384 LBS

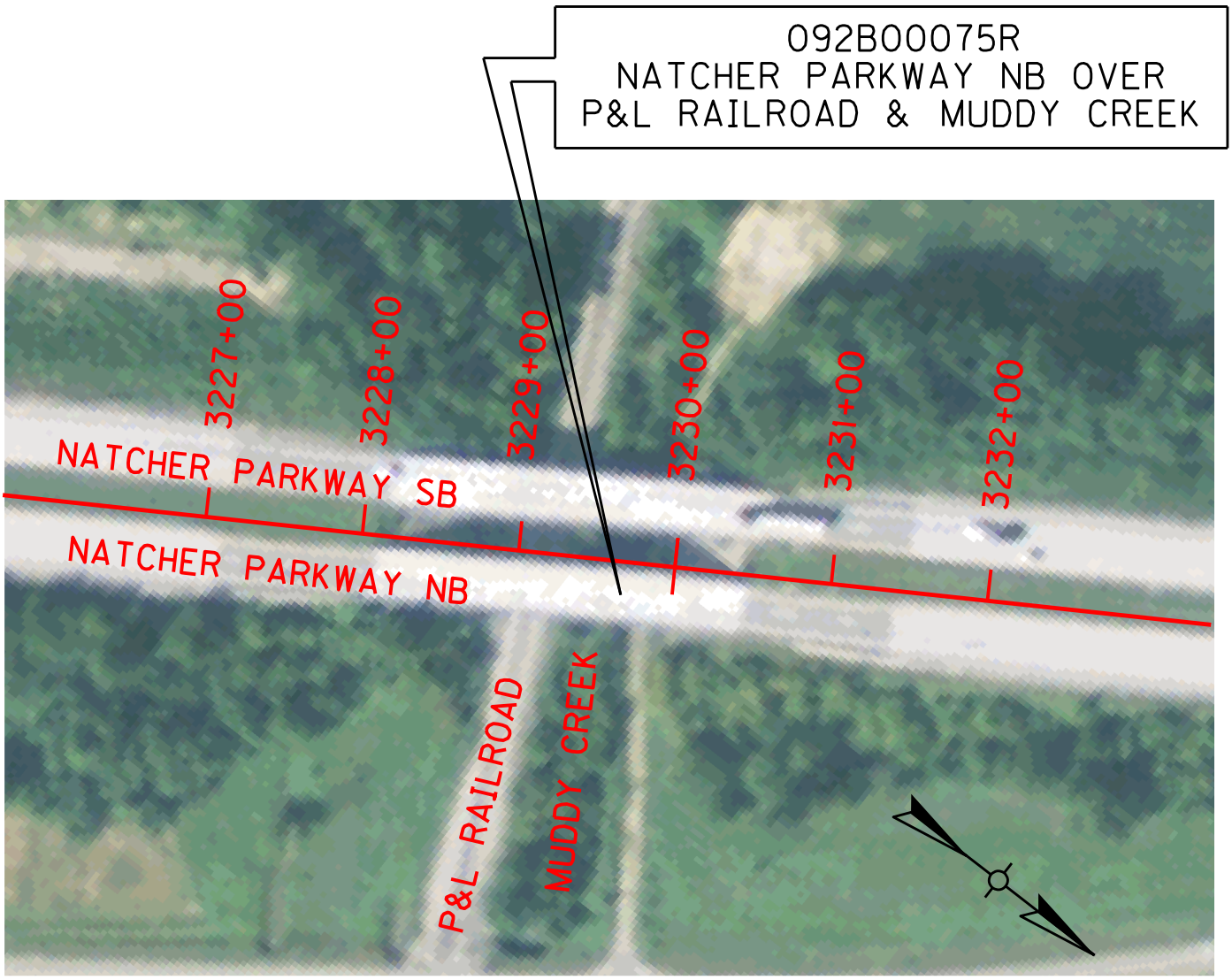
BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT"

B4 - TOTAL REINFORCEMENT 5,384 LBS.

B5

BRIDGE #5 (092B00075R)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°24'56"
LONGITUDE: 86°49'58"
MP 45.855

BRIDGE #5 (092B00075R) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY NORTHBOUND
6. DESCRIPTION: NATCHER PARKWAY NORTHBOUND OVER P&L RAILROAD AND MUDDY CREEK
7. TYPE OF WORK BRIDGE BARRIER RETROFIT AND JOINT SEAL REPLACEMENT

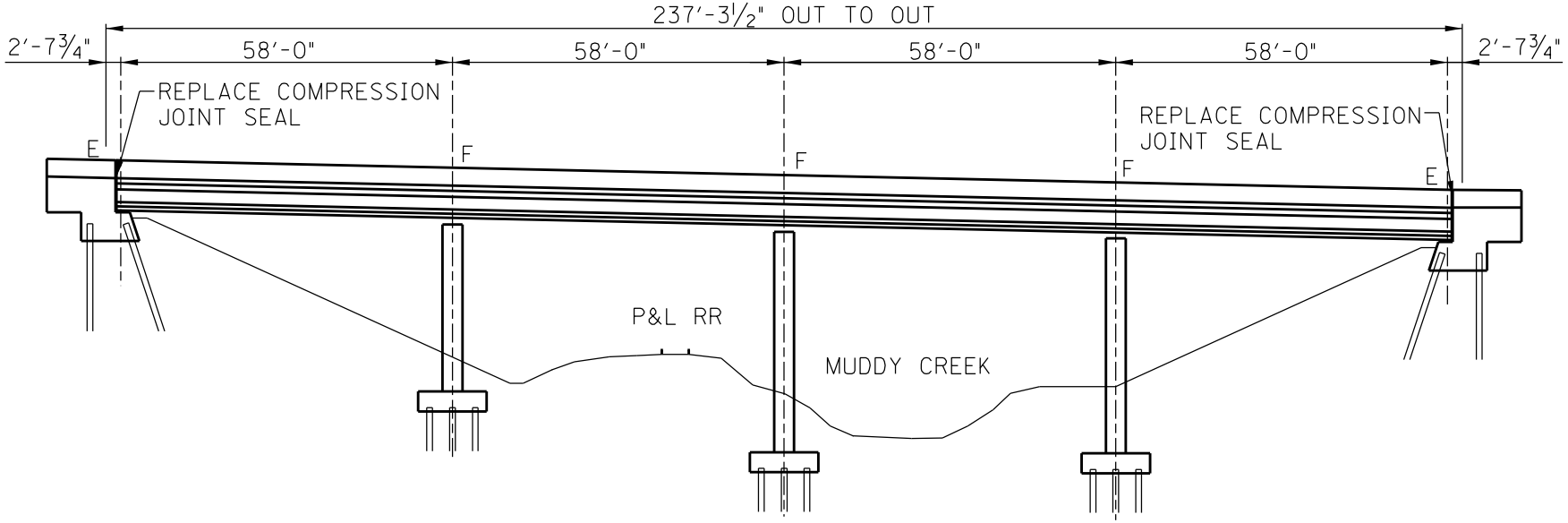
8. LENGTH (FT.):	237.29	**BRIDGE WIDTH (FT.):**	30.0	**SURFACE AREA (SQ. YD.):**	791
SKEW (DEGREES):	7.44 RT	**DECK THICKNESS (IN):**	8.0		

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	235	SQ YD
8504	EPOXY SAND SLURRY	103	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	545.0	LIN FT
23386EC	JOINT SEAL REPLACEMENT	62.5	LIN FT

Contract ID: 161061
Page 229 of 407

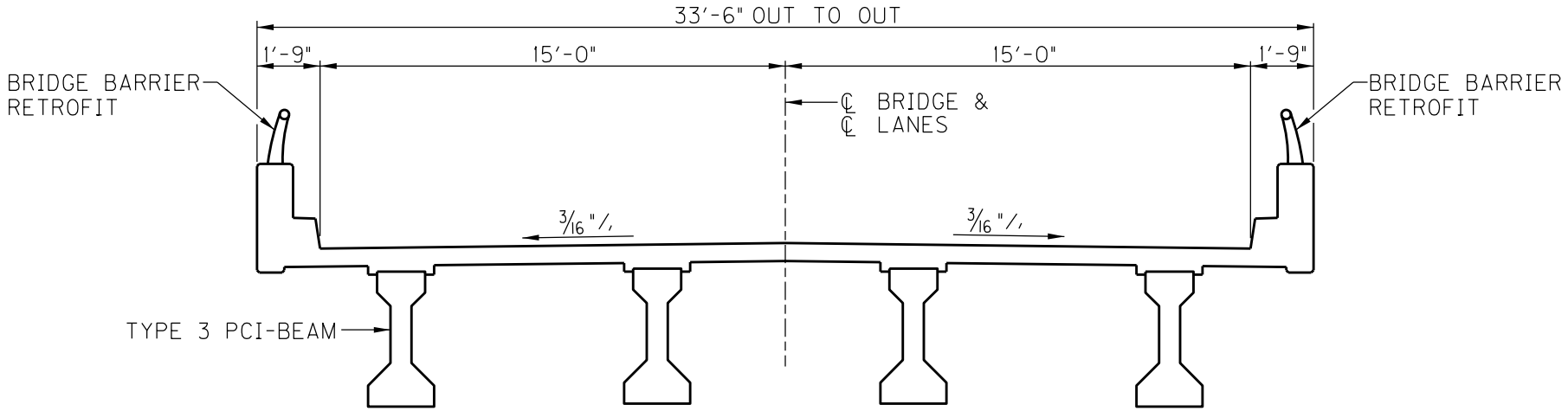
NATCHER PARKWAY NORTHBOUND OVER P&L RR & MUDDY CREEK BRIDGE MAINTENANCE #092B00075R



ELEVATION

7°26'30" SKEW RT.
NOT TO SCALE

NOTE:
CONTRACTOR TO VERIFY SIZE OF SEALS. CLEANING THE BRIDGE DECK AND GUTERLINES TO CURB BOX INLETS AT END OF BRIDGE WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "JOINT SEAL REPLACEMENT".



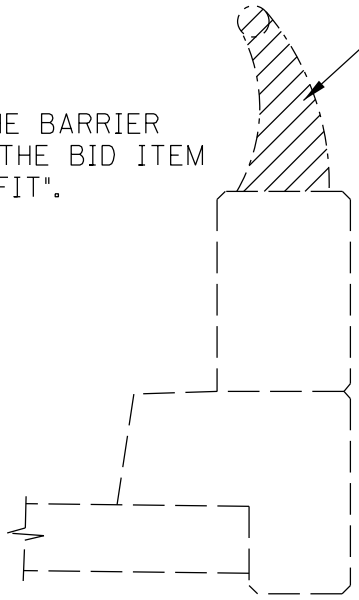
TYPICAL SECTION

Page 43 of 79
OHIO COUNTY
NHPP 0031 (011)

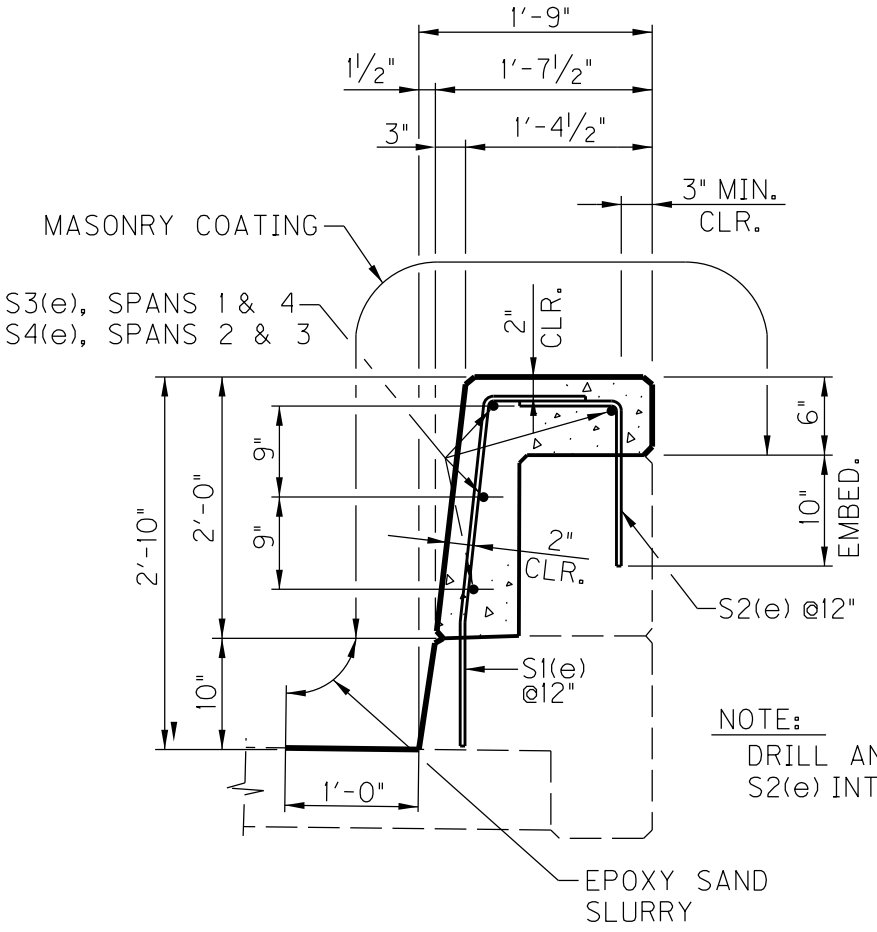
B5

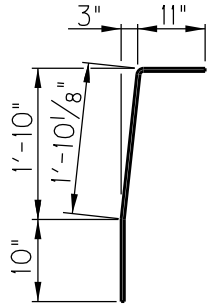
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".

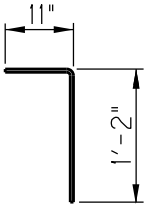


EXISTING BARRIER SECTION

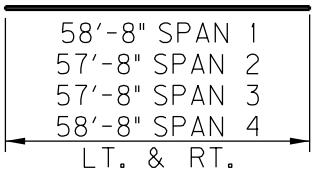




S1(e) #5 BAR
470 REQ'D



S2(e)#5 BAR
470 REQ'D



S3(e)#5 BAR, SPANS 1 & 4,
16 REQ'D
S4(e) #5 BAR, SPANS 2 & 3,
16 REQ'D

TOTAL WEIGHT 4,708 LBS

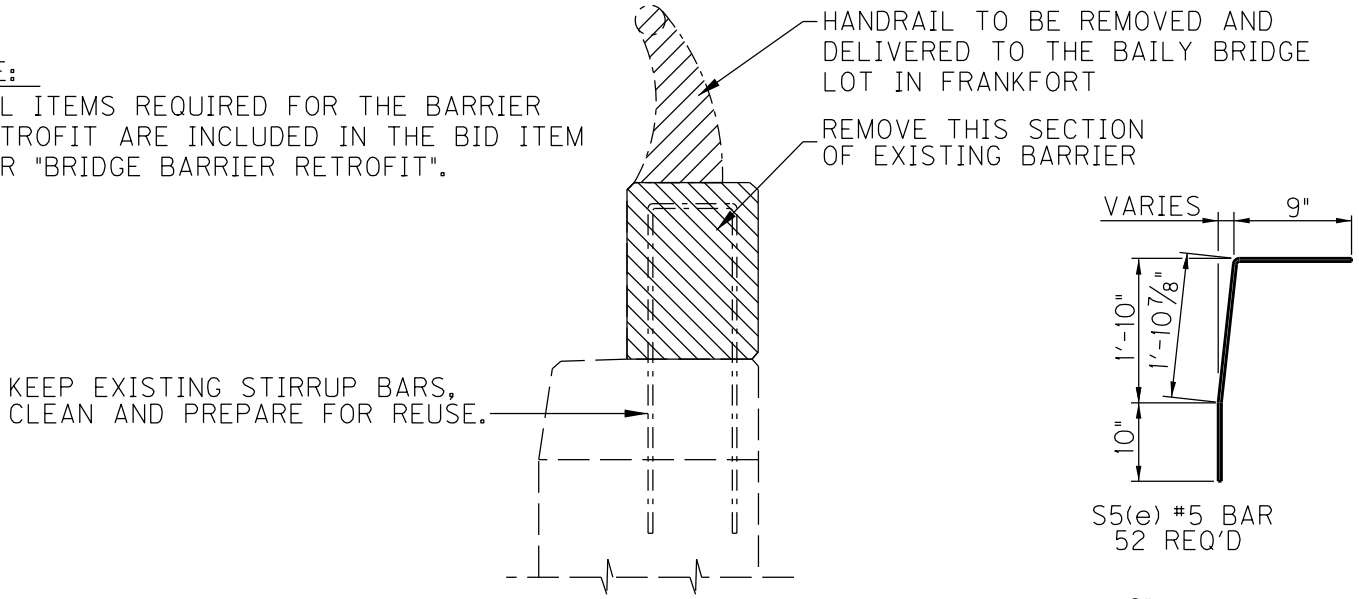
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

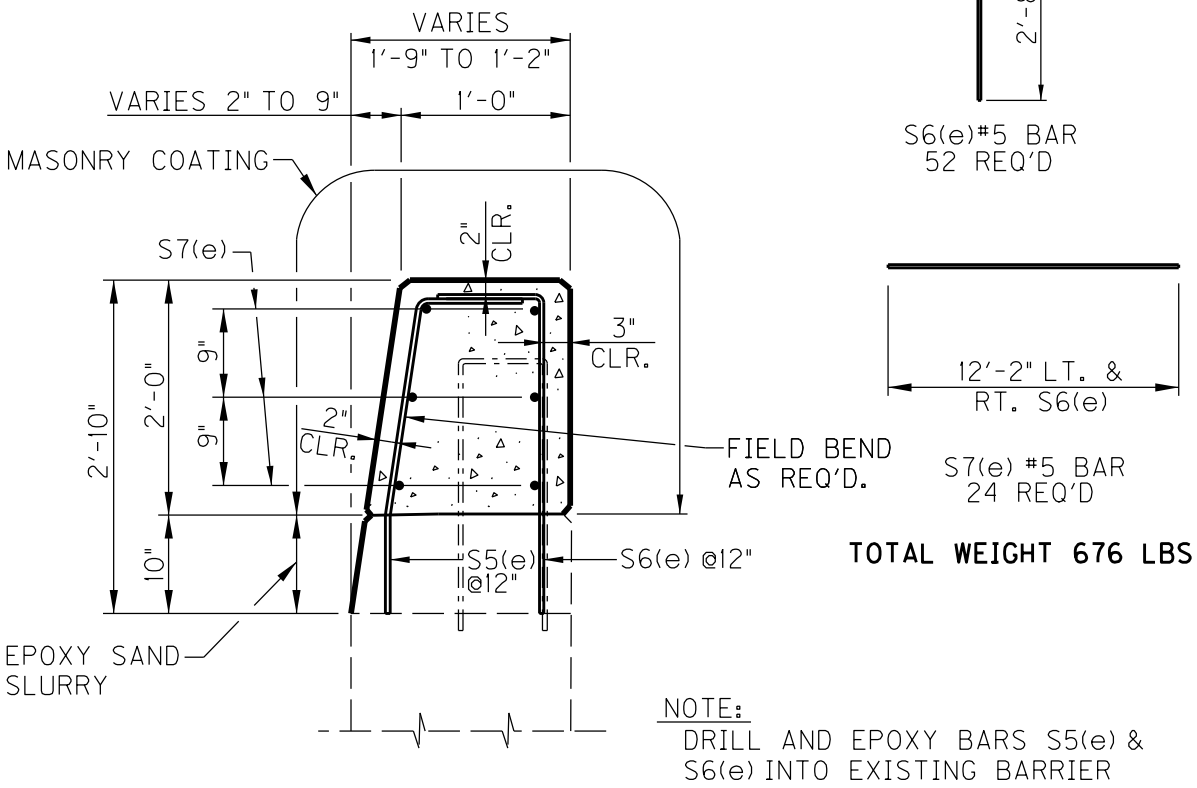
B5

BARRIER RETROFIT DETAIL @ WING

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



EXISTING BARRIER SECTION



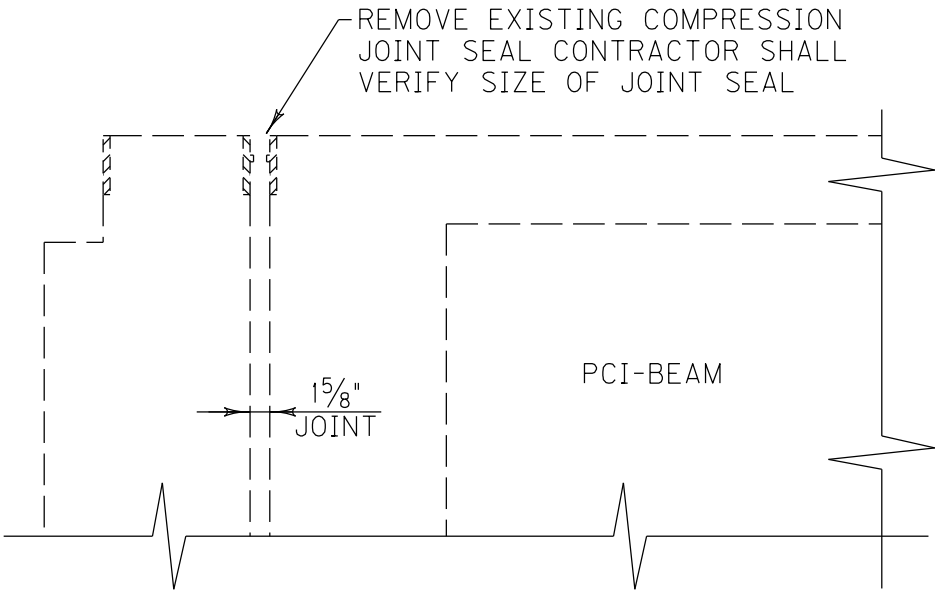
TOTAL WEIGHT 676 LBS

NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

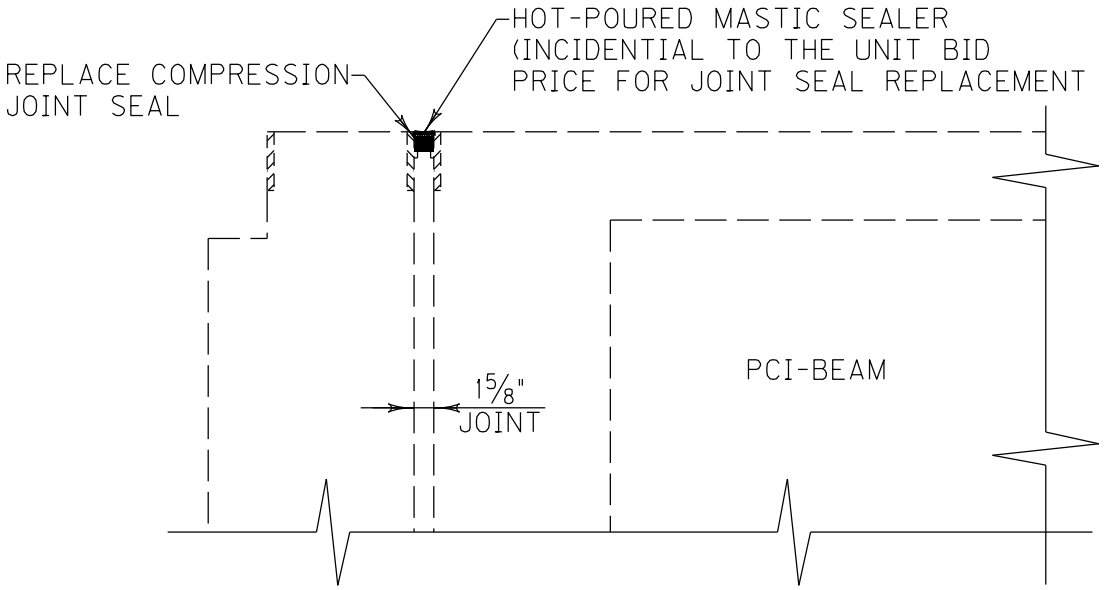
BARRIER RETROFIT SECTION

B5

REPLACE SEAL @ BRIDGE END



EXISTING SECTION



PROPOSED SECTION

BILL OF REINFORCEMENT

B5

BARRIER RETROFIT REINFORCEMENT 4,708 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 676 LBS
TOTAL WEIGHT 5,384 LBS

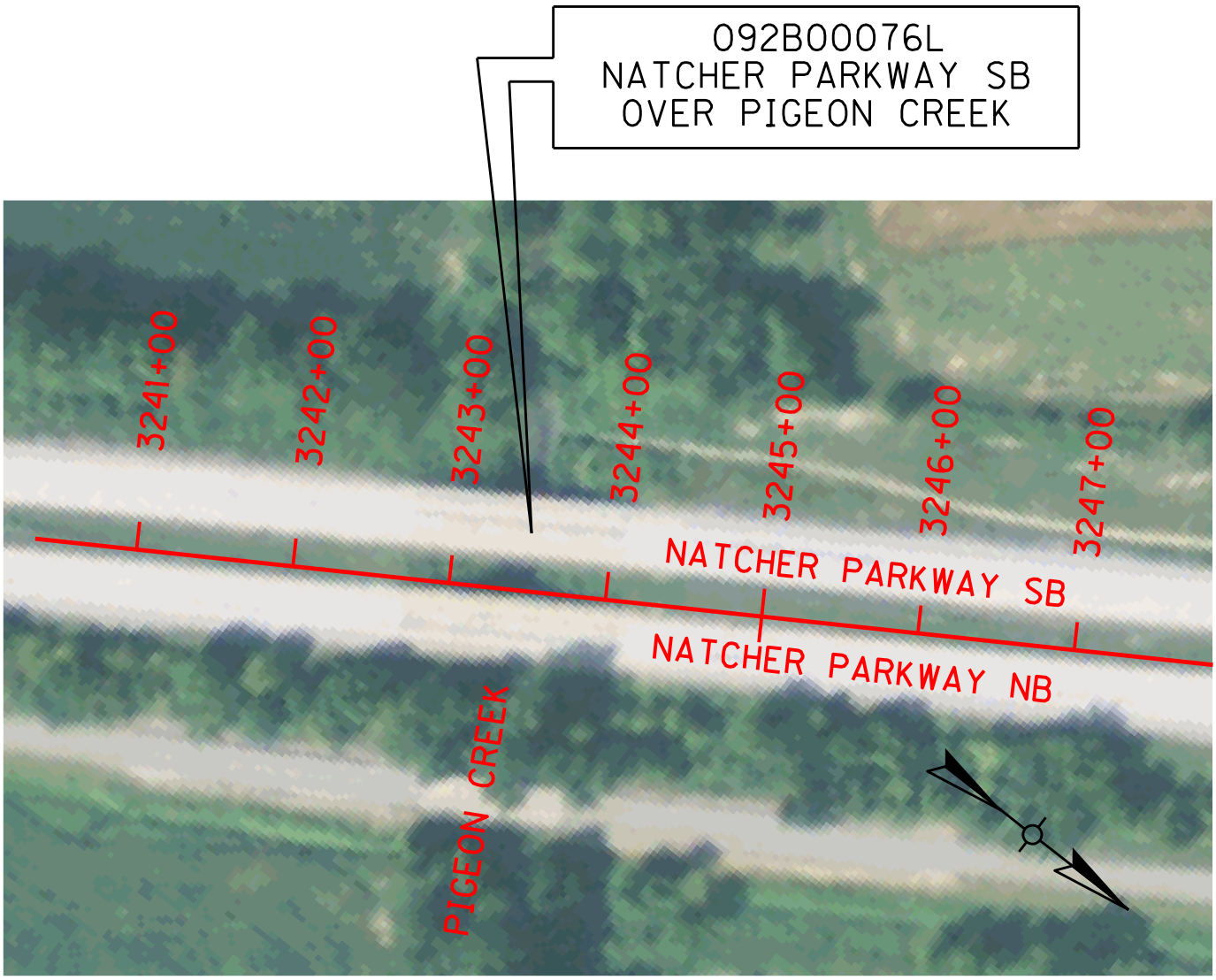
BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT".

B5 - TOTAL REINFORCEMENT 5,384 LBS.

B6

BRIDGE #6 (092B00076L)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°25'09"
LONGITUDE: 86°50'08"
MP 46.146

BRIDGE #6 (092B00076L) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY SOUTHBOUND
6. DESCRIPTION: NATCHER PARKWAY SOUTHBOUND OVER PIGEON CREEK
7. TYPE OF WORK BRIDGE BARRIER RETROFIT AND ELIMINATE EXPANSION JOINT

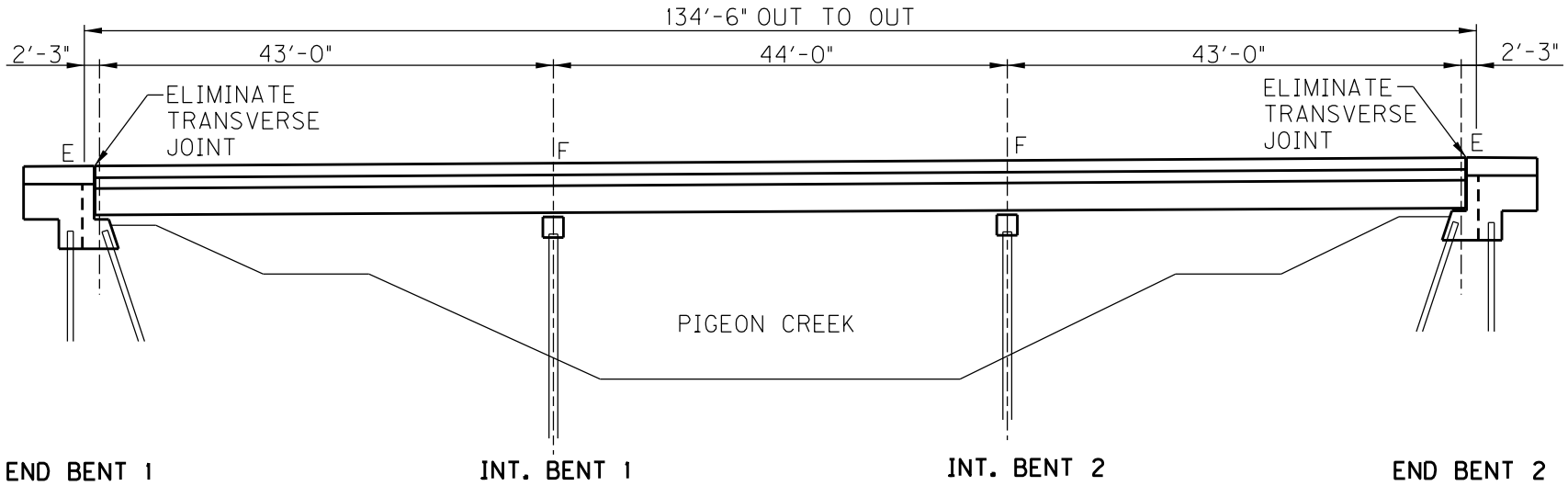
8. LENGTH (FT.):	134.50	**BRIDGE WIDTH (FT.):**	39.0	**SURFACE AREA (SQ. YD.):**	583
SKEW (DEGREES):	0	**DECK THICKNESS (IN.):**	8.0		

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	136	SQ YD
3300	ELIMINATE TRANSVERSE JOINT	78.0	LIN FT
8504	EPOXY SAND SLURRY	59	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	313.0	LIN FT

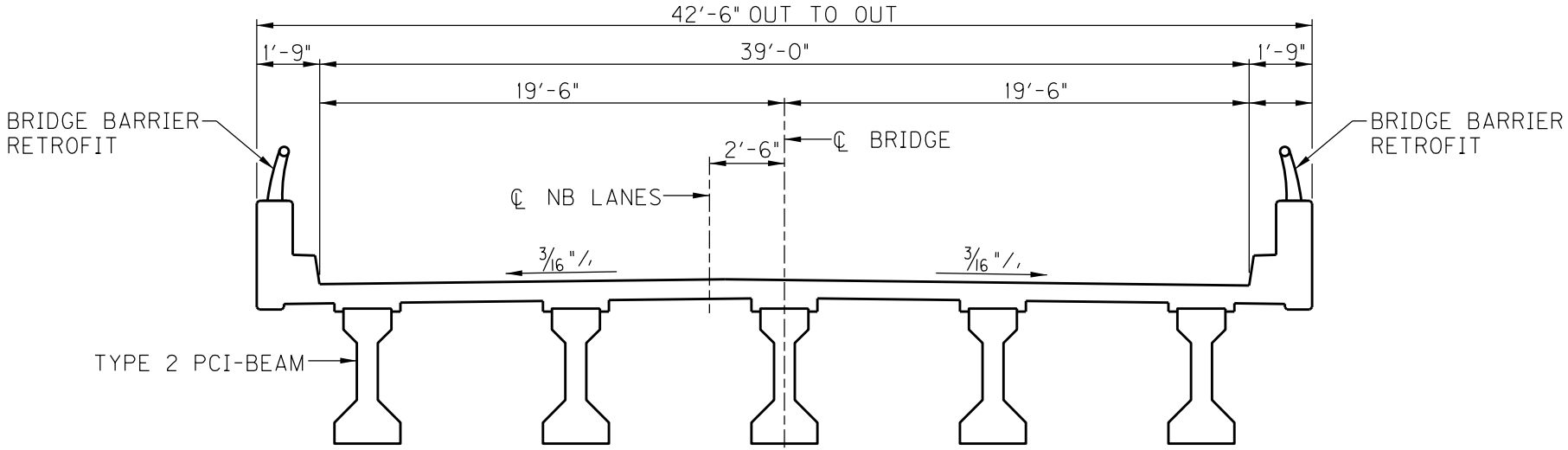
NATCHER PARKWAY NORTHBOUND OVER PIGEON CREEK
BRIDGE MAINTENANCE #092B00076L

B6



ELEVATION

0° SKEW
NOT TO SCALE

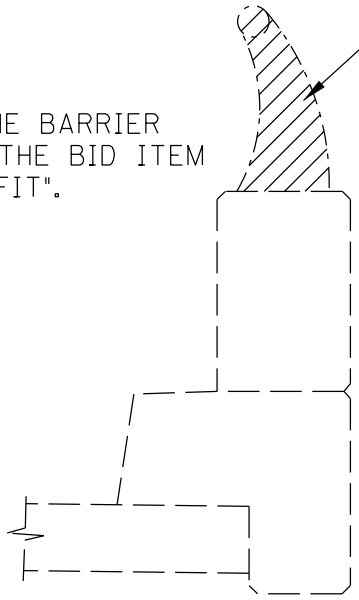


TYPICAL SECTION

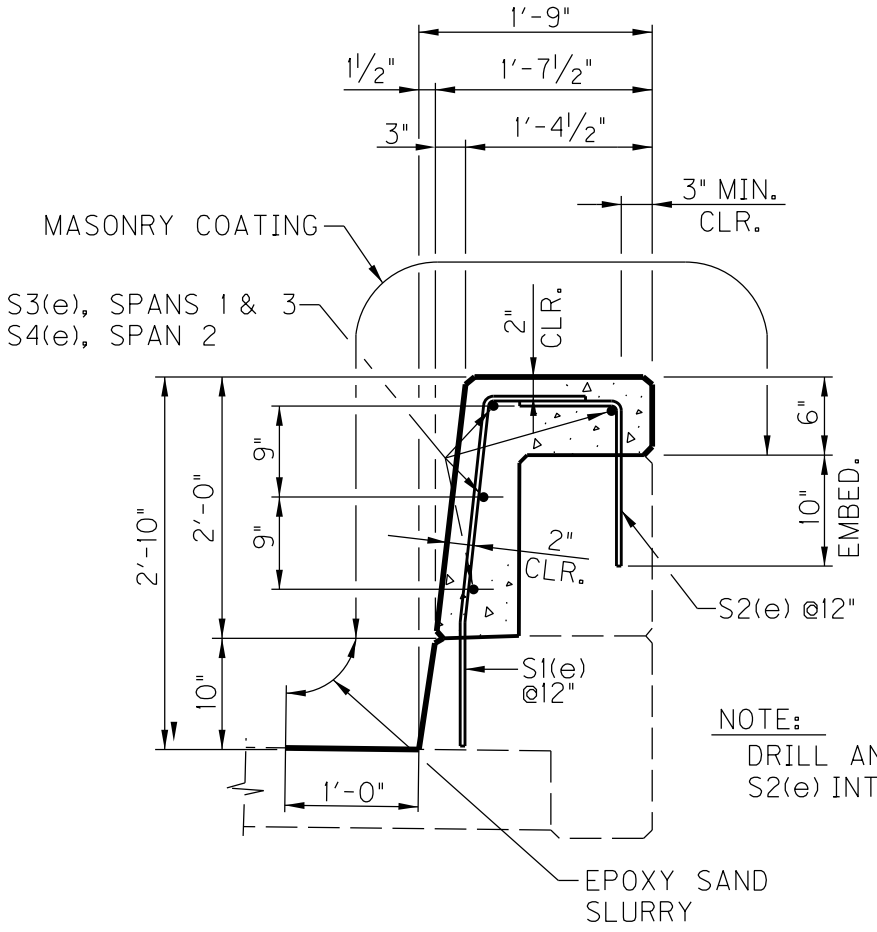
B6

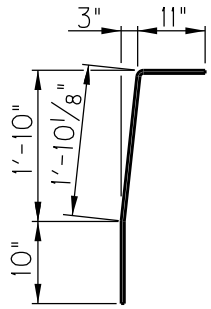
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".

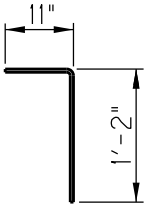


EXISTING BARRIER SECTION

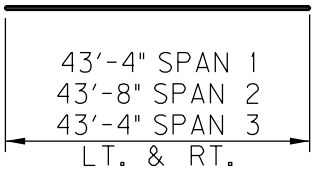




S1(e) #5 BAR
264 REQ'D



S2(e)#5 BAR
264 REQ'D



S3(e)#5 BAR, SPANS 1 & 3,
16 REQ'D
S4(e) #5 BAR, SPAN 2,
8 REQ'D

TOTAL WEIGHT 2,648 LBS

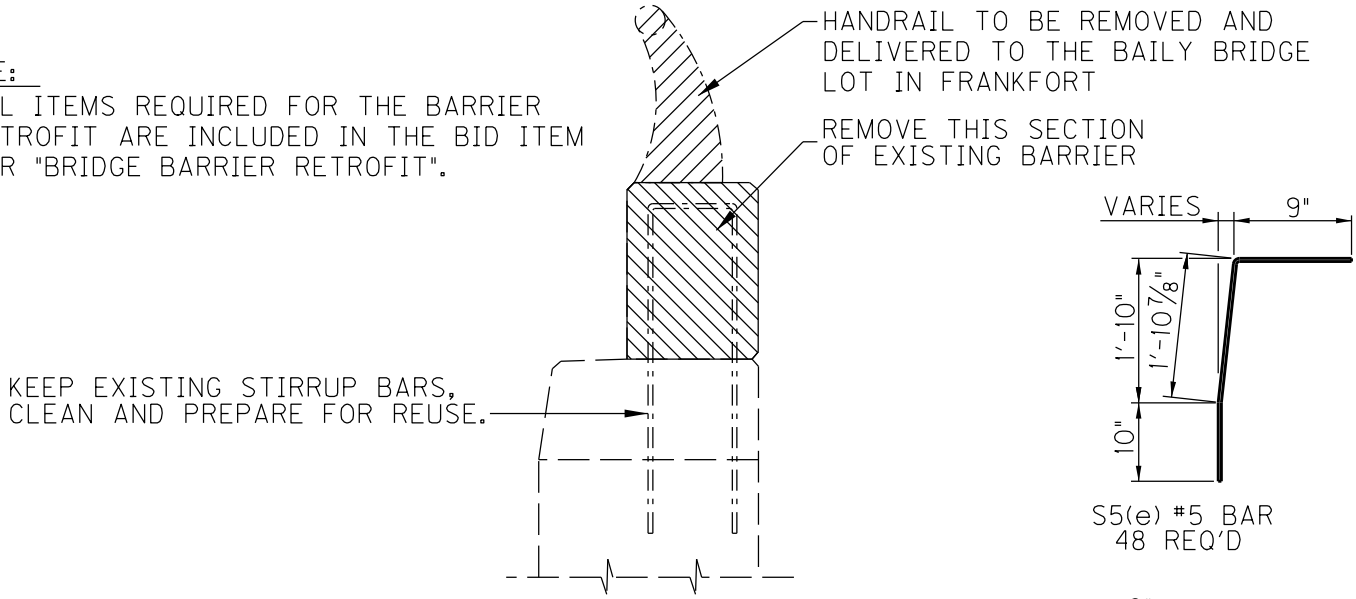
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

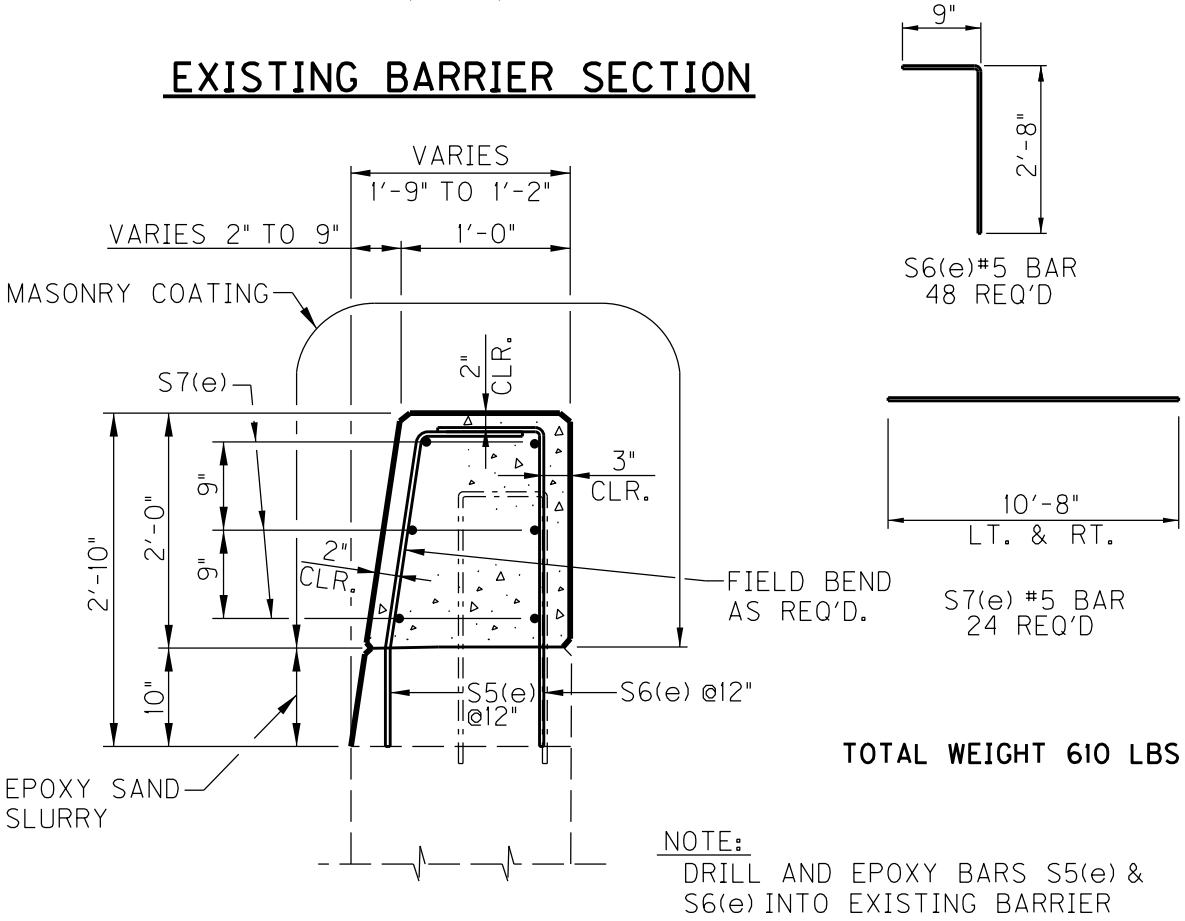
B6

BARRIER RETROFIT DETAIL @ WING

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



EXISTING BARRIER SECTION

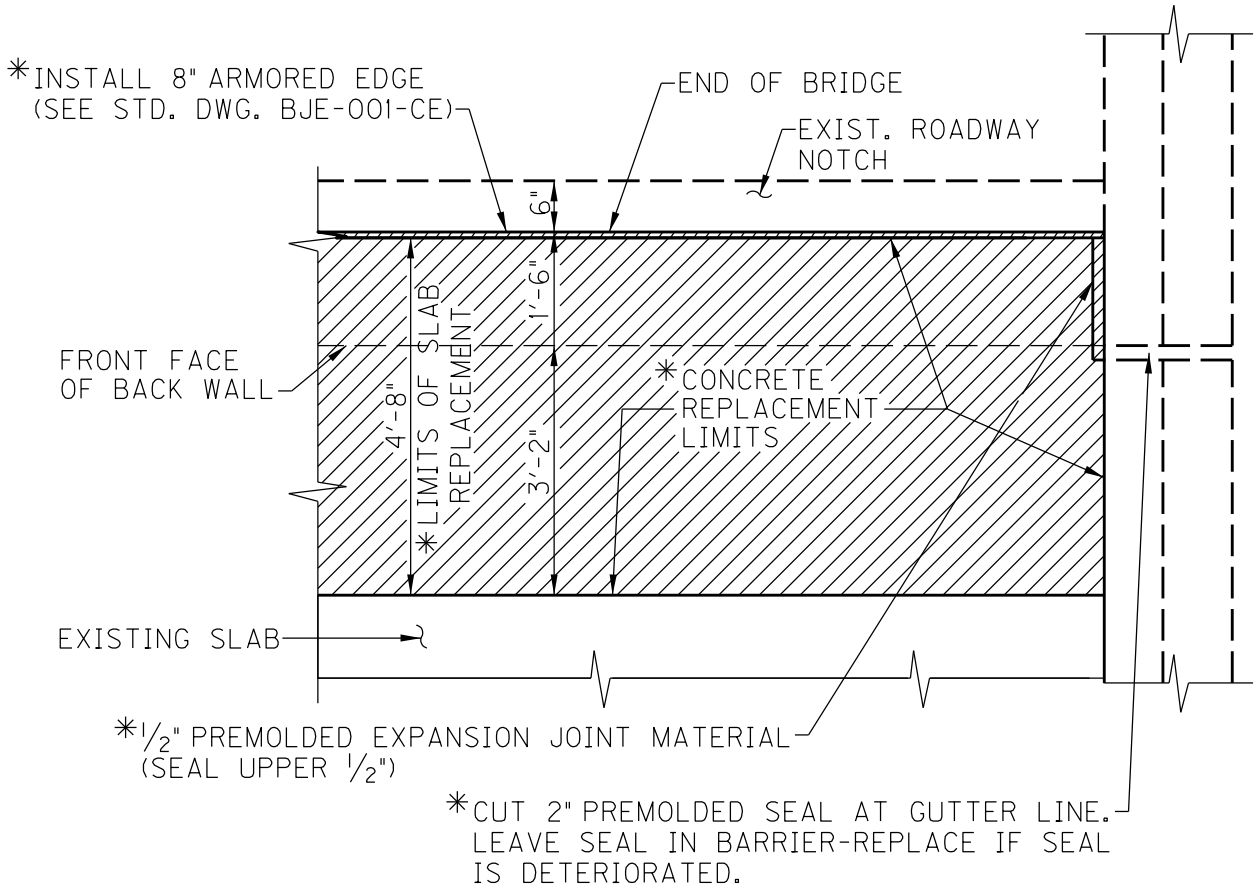


NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

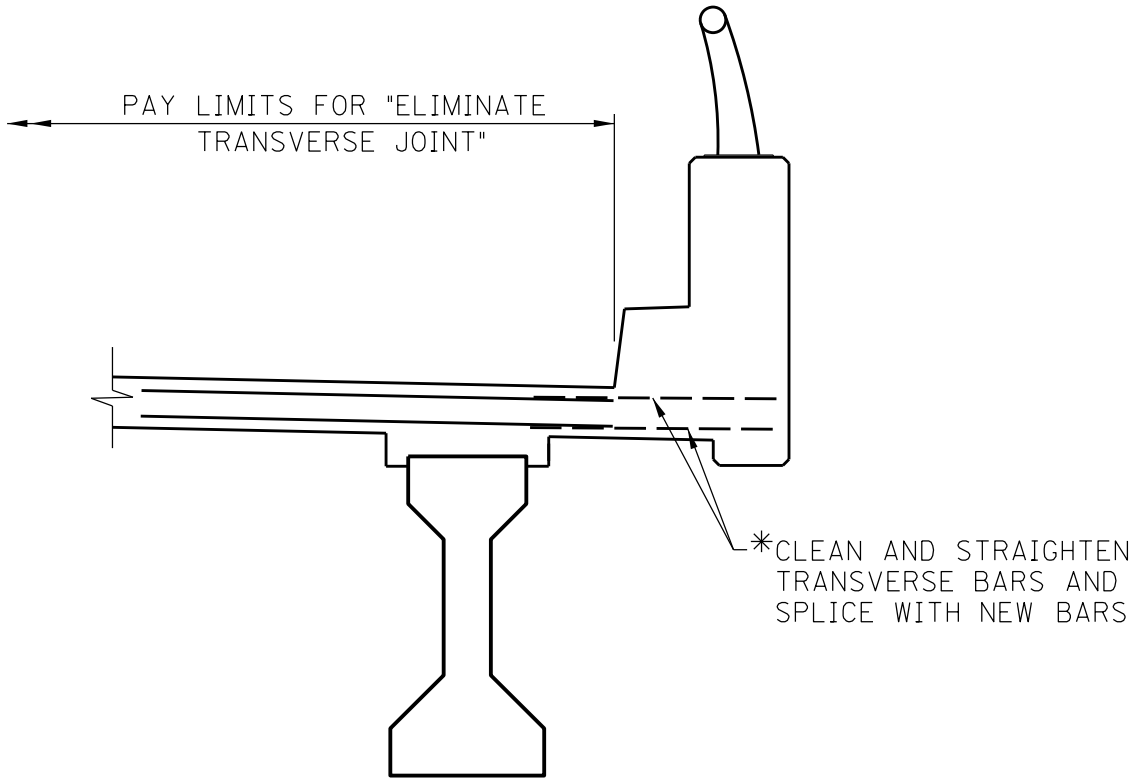
BARRIER RETROFIT SECTION

CURB SECTION @ END BENT

B6



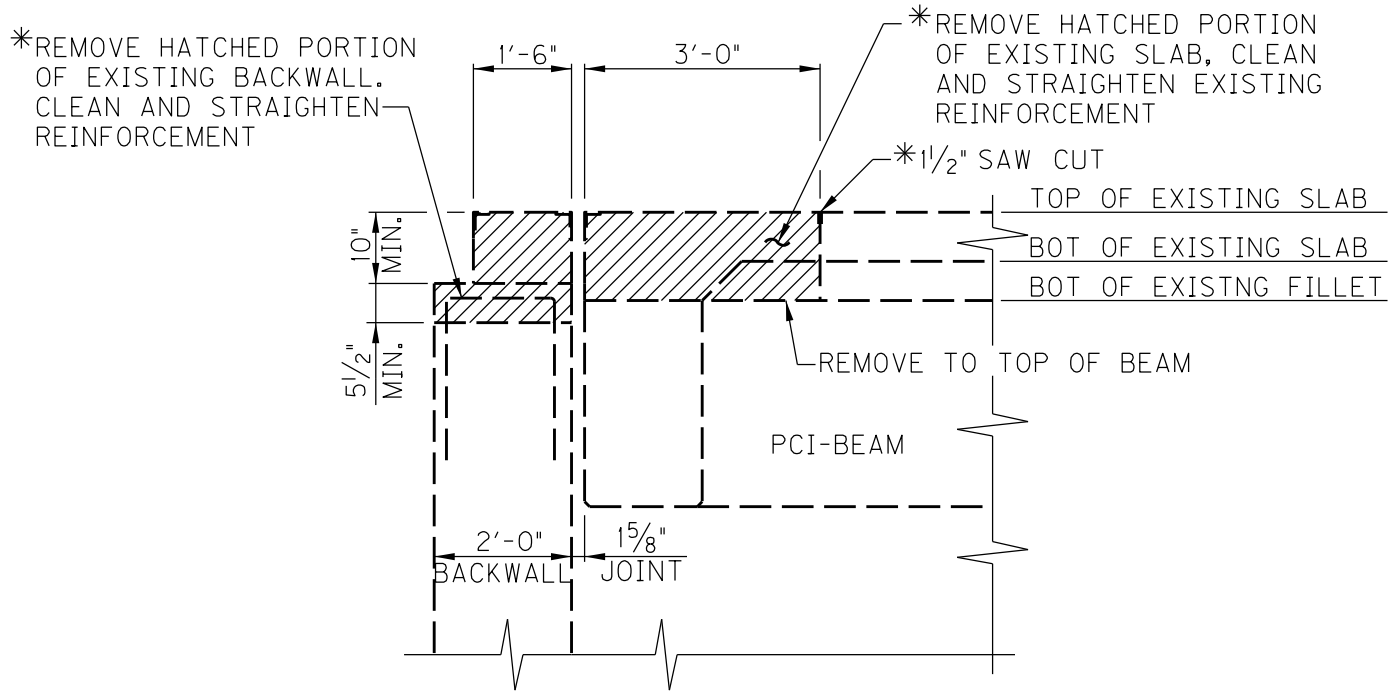
PROPOSED PLAN @ END BENT



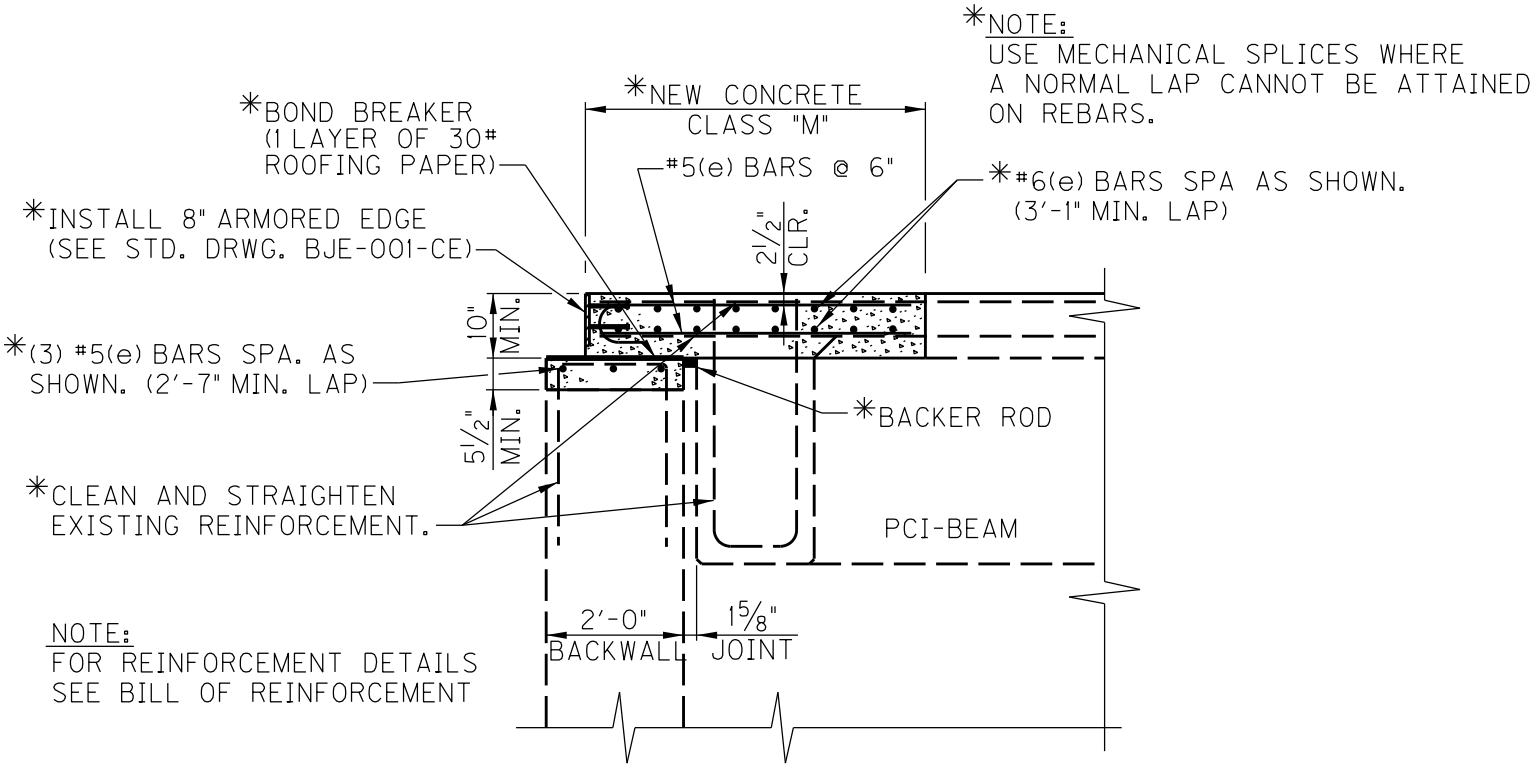
PROPOSED SECTION @ END BENT

*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ END BENTS B6



EXISTING SECTION @ END BENT

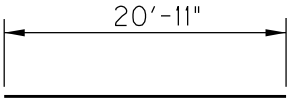


PROPOSED SECTION @ END BENT

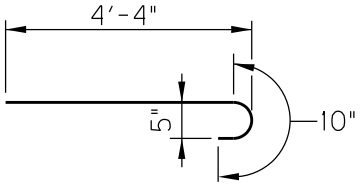
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

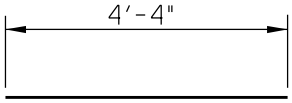
B6



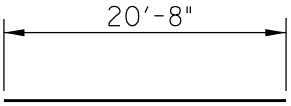
#6 STRAIGHT BAR
32 REQ'D END BENT 1
32 REQ'D END BENT 2



#5 BENT BAR
78 REQ'D END BENT 1
78 REQ'D END BENT 2



#5 STRAIGHT BAR
78 REQ'D END BENT 1
78 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D END BENT 1
6 REQ'D END BENT 2

NOTE:
REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

1,894 LBS END BENT 1
1,894 LBS END BENT 2

TOTAL WEIGHT 3,788 LBS

ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

BARRIER RETROFIT REINFORCEMENT 2,648 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 610 LBS

TOTAL WEIGHT 3,258 LBS

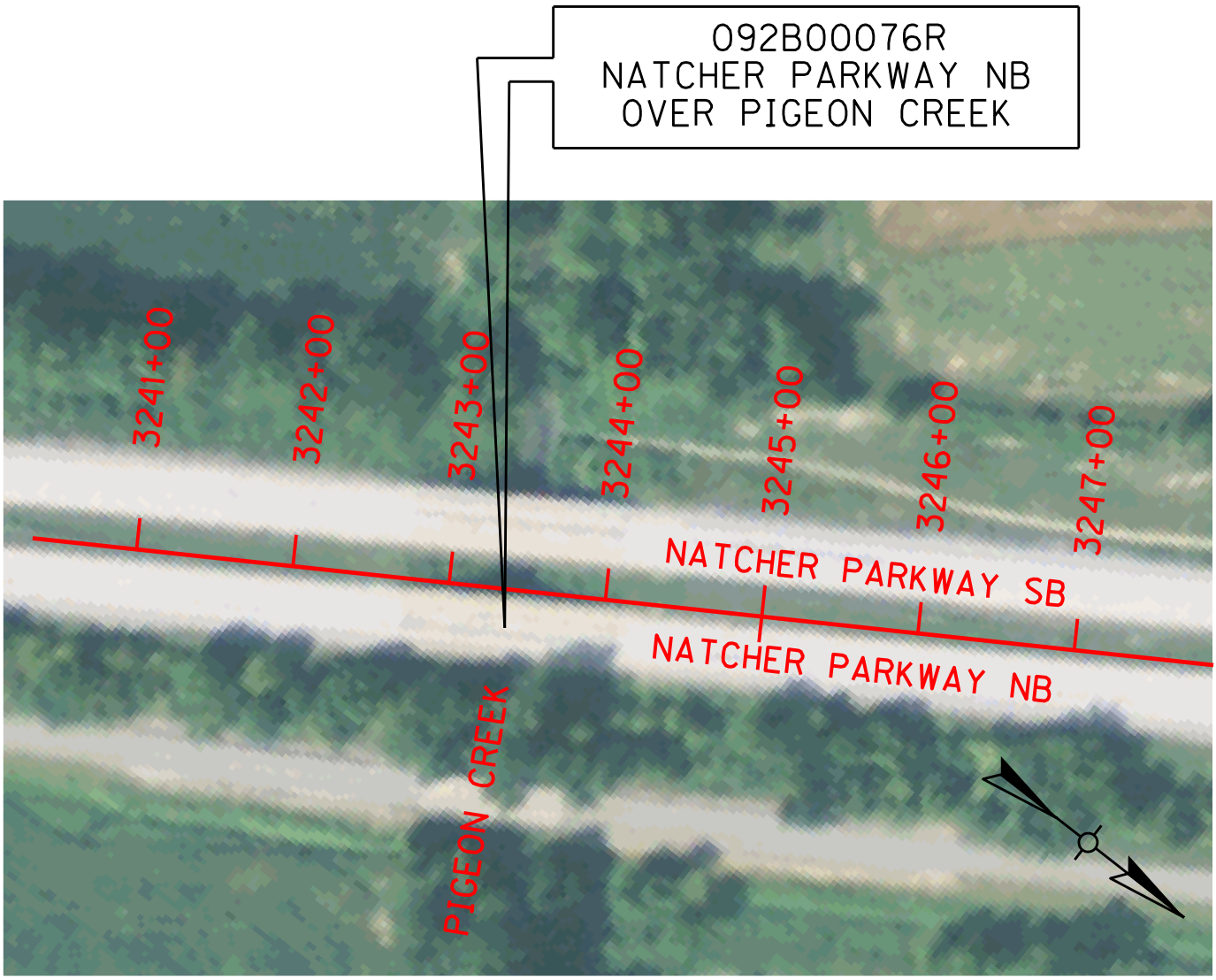
BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT".

B6 - TOTAL REINFORCEMENT 7,046 LBS.

B7

BRIDGE #7 (092B00076R)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°25'09"
LONGITUDE: 86°50'07"
MP 46.146

BRIDGE #7 (092B00076R) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY NORTHBOUND
6. DESCRIPTION: NATCHER PARKWAY NORTHBOUND OVER PIGEON CREEK
7. TYPE OF WORK BRIDGE BARRIER RETROFIT AND ELIMINATE EXPANSION JOINT

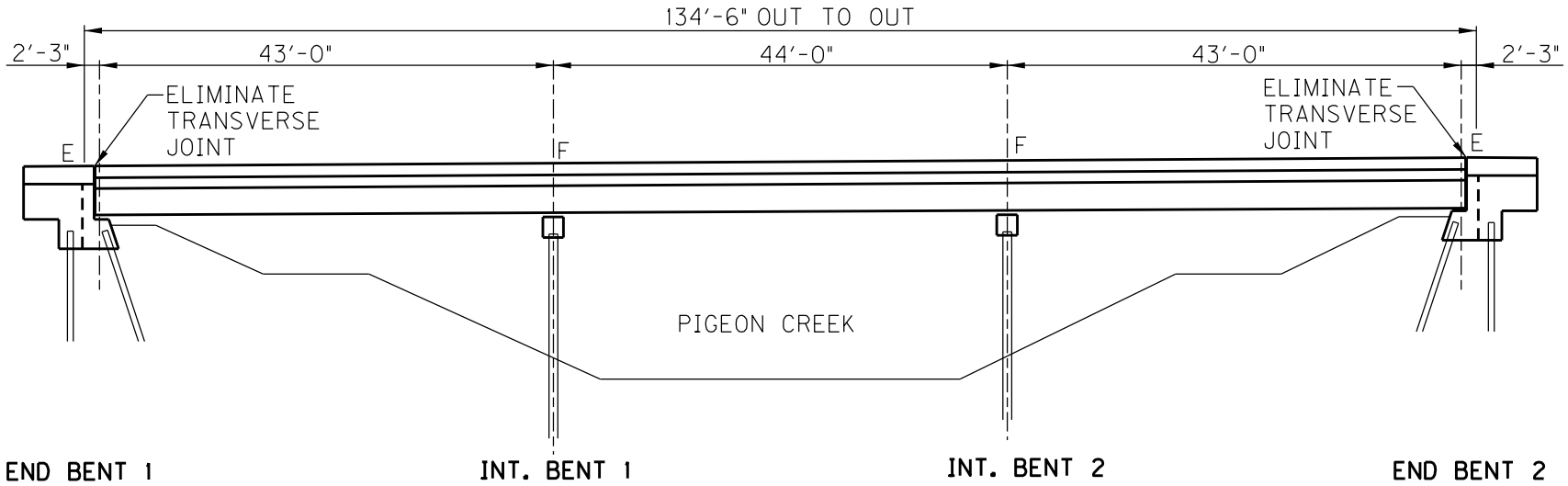
8. LENGTH (FT.):	134.50	**BRIDGE WIDTH (FT.):**	39.0	**SURFACE AREA (SQ. YD.):**	583
SKEW (DEGREES):	0	**DECK THICKNESS (INCHES):**	8.0		

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
2998	MASONRY COATING	136	SQ YD	$8.00	$1,088.00
3300	ELIMINATE TRANSVERSE JOINT	78.0	LIN FT	$800.00	$62,400.00
8504	EPOXY SAND SLURRY	59	SQ YD	25.00	$1,475.00
23032EN	BRIDGE BARRIER RETROFIT	313.0	LIN FT	$140.00	$43,820.00
				TOTAL	$108,783.00

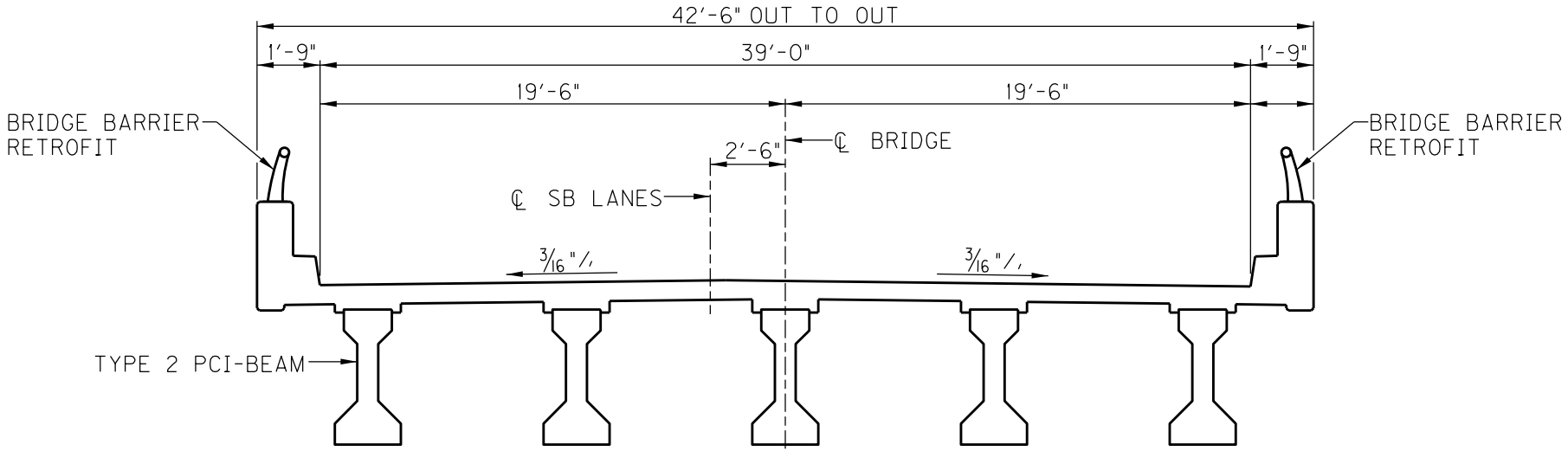
Contract ID: 161061
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NATCHER PARKWAY NORTHBOUND OVER PIGEON CREEK
BRIDGE MAINTENANCE #092B00076R



ELEVATION

0° SKEW
NOT TO SCALE



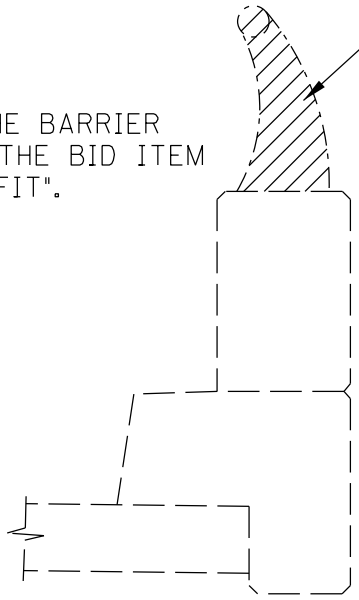
TYPICAL SECTION

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OHIO COUNTY
NHPP 0031 (011)

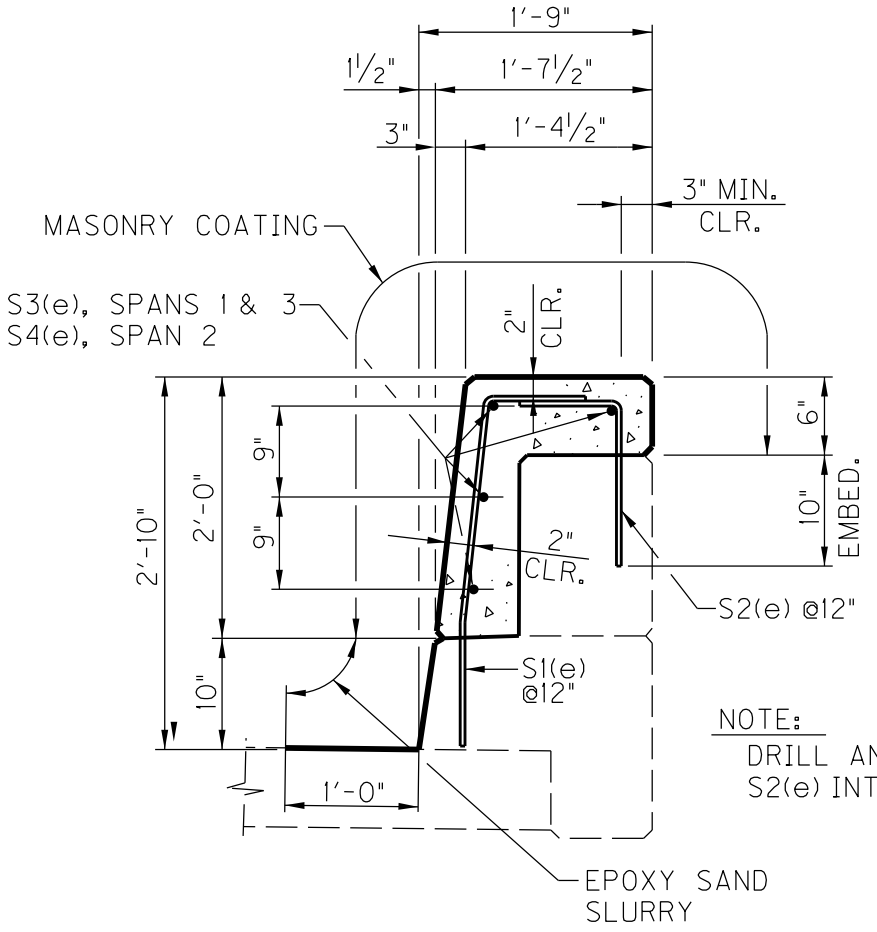
B7

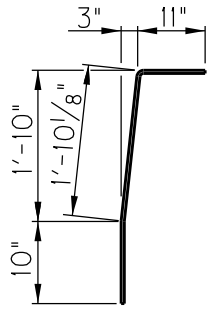
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".

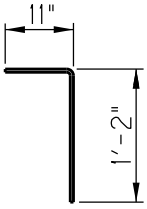


EXISTING BARRIER SECTION

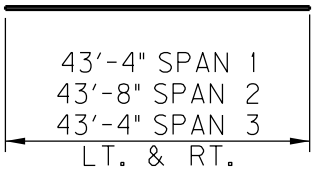




S1(e) #5 BAR
262 REQ'D



S2(e)#5 BAR
262 REQ'D



S3(e)#5 BAR, SPANS 1 & 3,
16 REQ'D
S4(e) #5 BAR, SPAN 2,
8 REQ'D

TOTAL WEIGHT 2,648 LBS

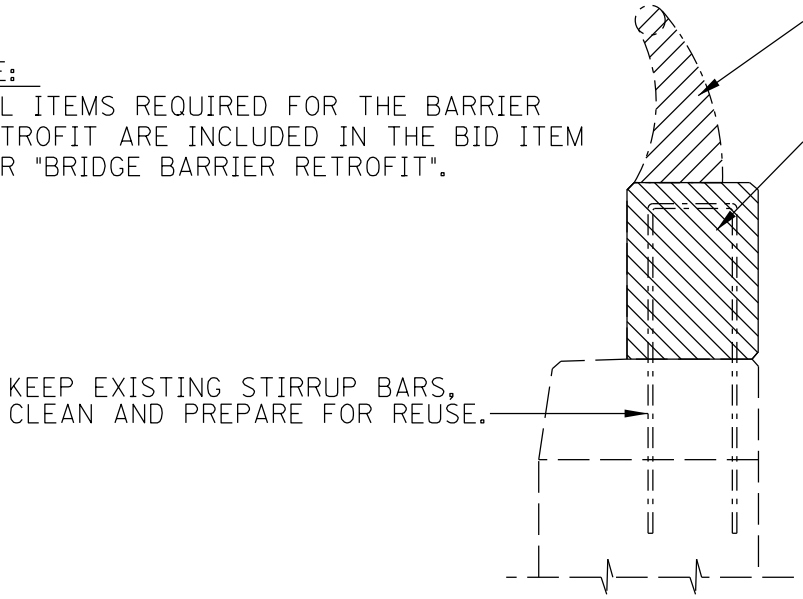
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

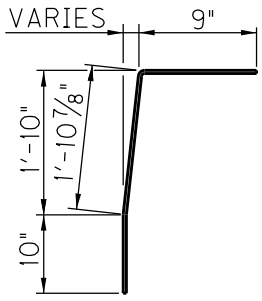
B7

BARRIER RETROFIT DETAIL @ WING

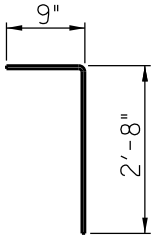
NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



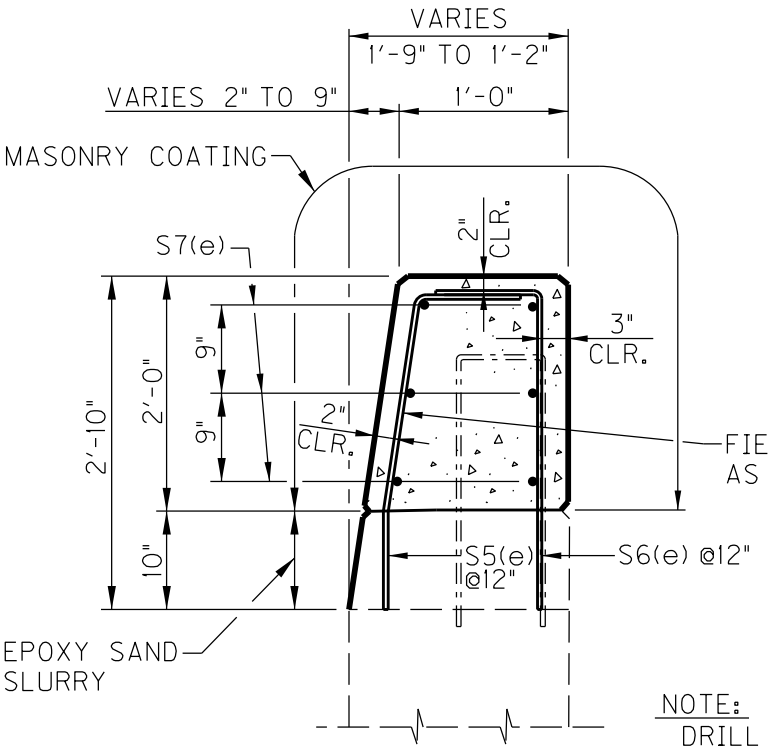
EXISTING BARRIER SECTION

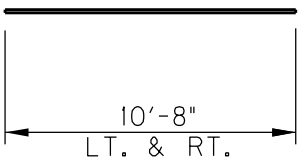


S5(e) #5 BAR
48 REQ'D



S6(e)#5 BAR
48 REQ'D





S7(e) #5 BAR
24 REQ'D

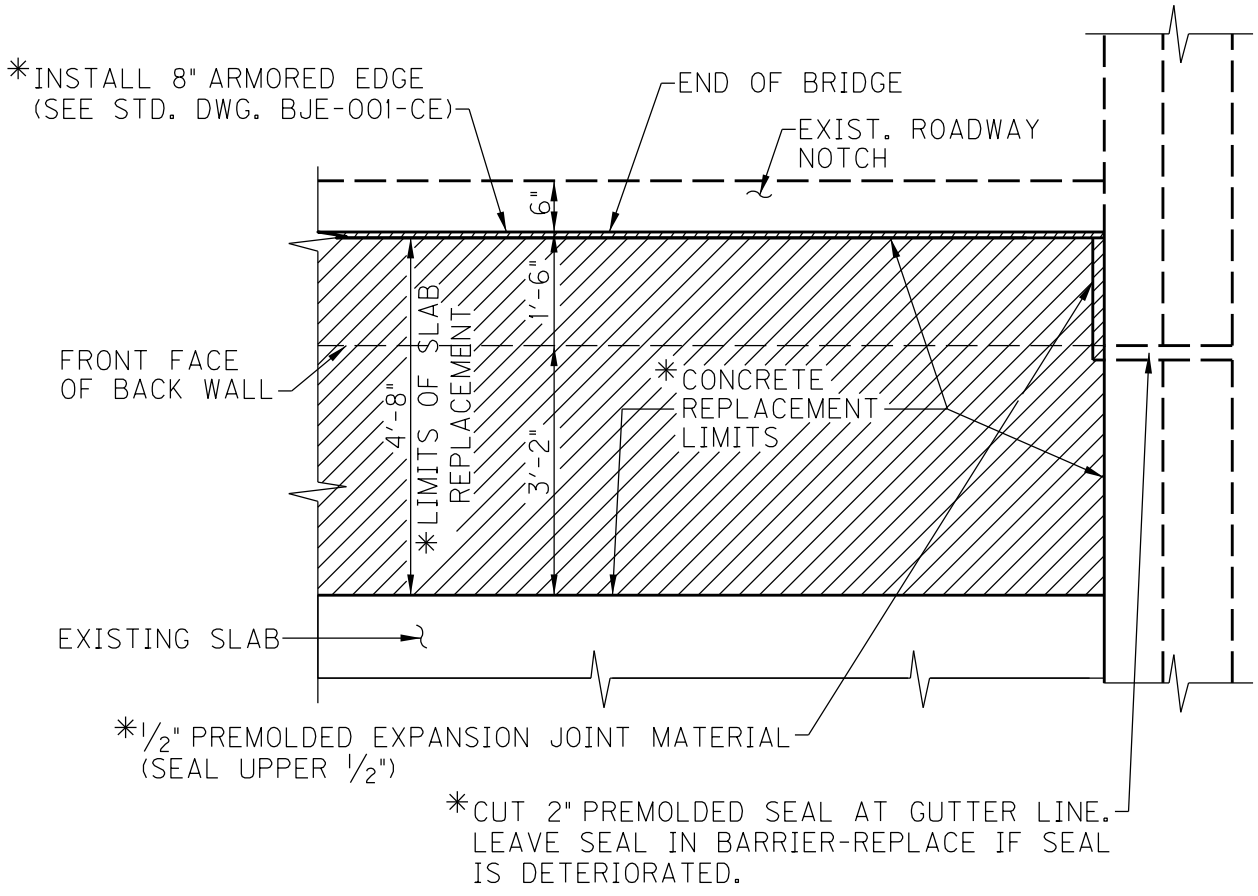
TOTAL WEIGHT 610 LBS

NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

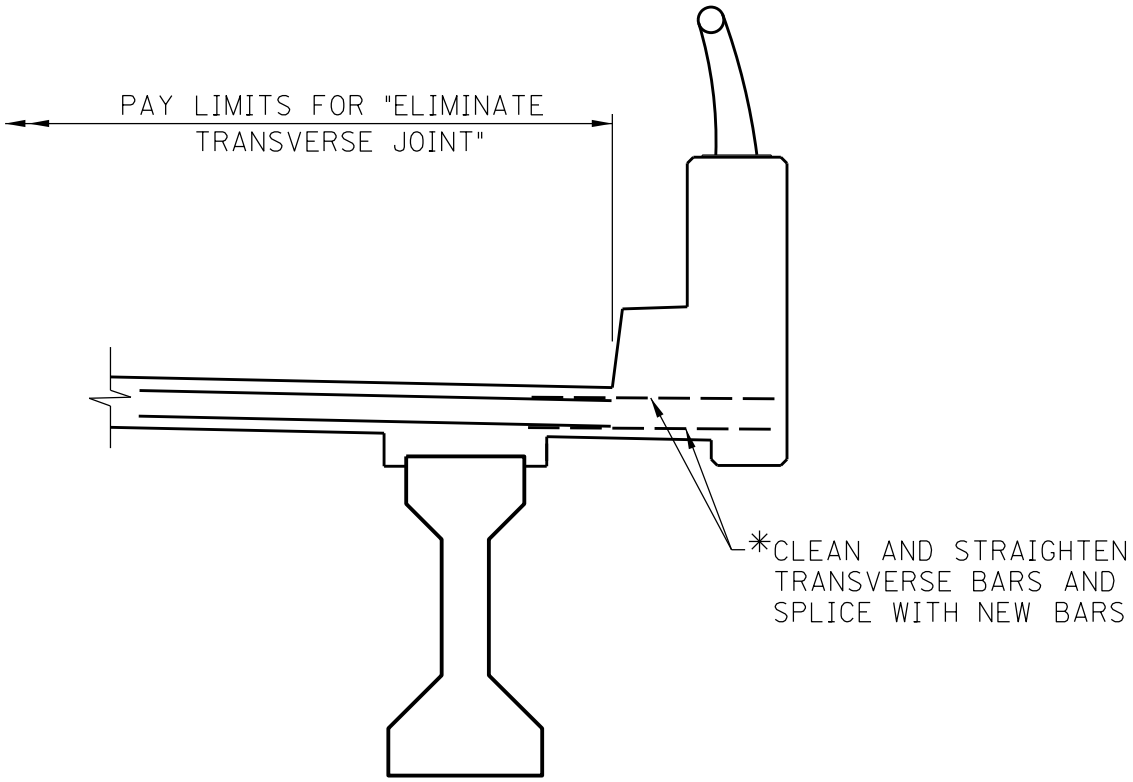
BARRIER RETROFIT SECTION

CURB SECTION @ END BENT

B7



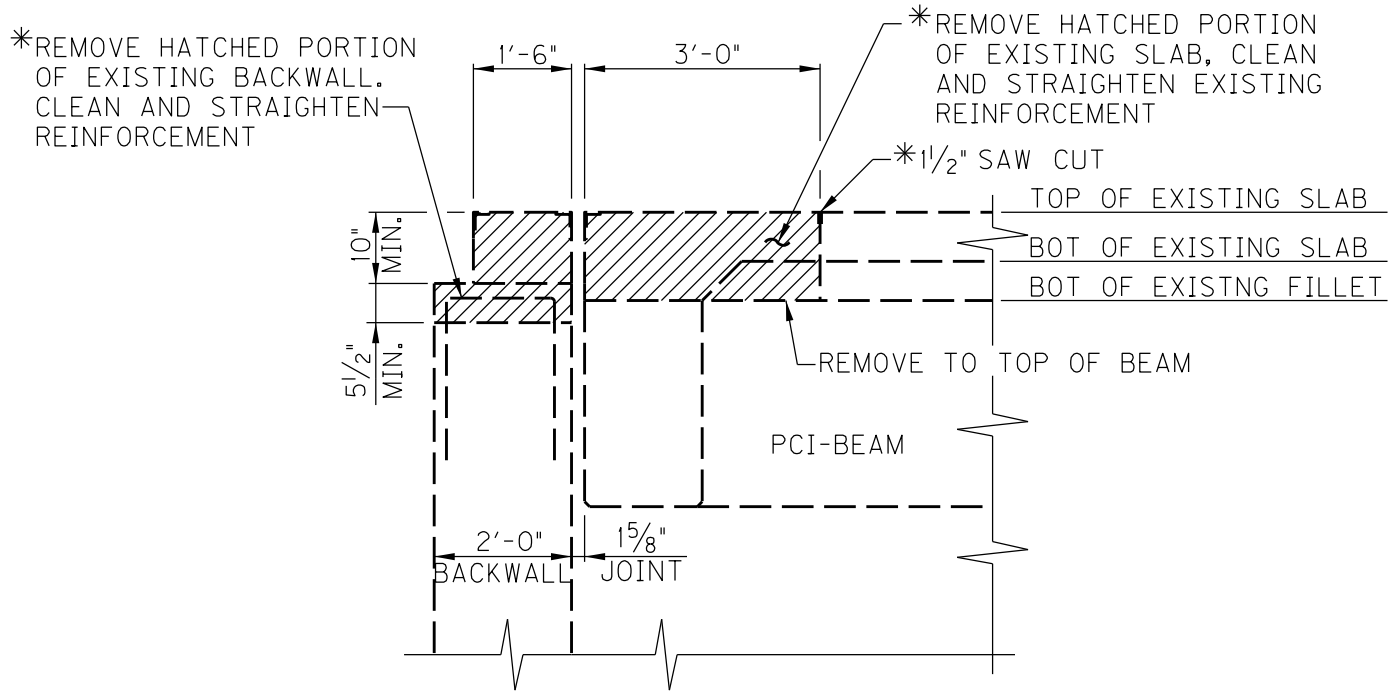
PROPOSED PLAN @ END BENT



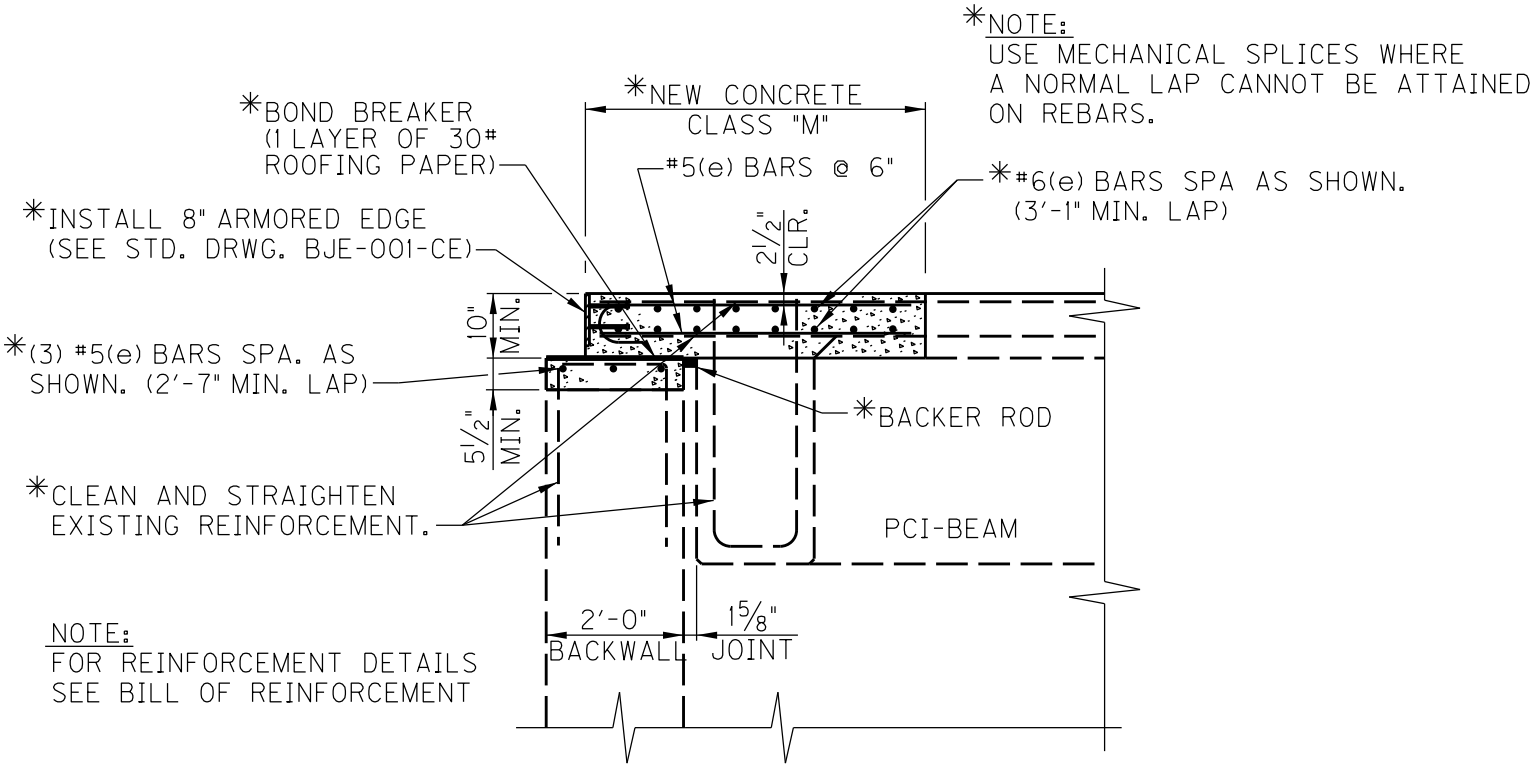
PROPOSED SECTION @ END BENT

*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ END BENTS B7



EXISTING SECTION @ END BENT

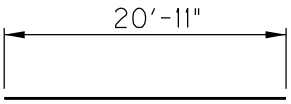


PROPOSED SECTION @ END BENT

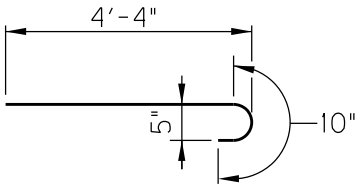
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

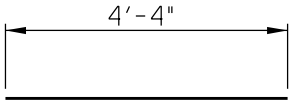
B7



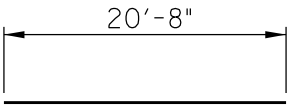
#6 STRAIGHT BAR
32 REQ'D END BENT 1
32 REQ'D END BENT 2



#5 BENT BAR
78 REQ'D END BENT 1
78 REQ'D END BENT 2



#5 STRAIGHT BAR
78 REQ'D END BENT 1
78 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D END BENT 1
6 REQ'D END BENT 2

NOTE:
REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

1,894 LBS END BENT 1
1,894 LBS END BENT 2

TOTAL WEIGHT 3,788 LBS

ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

BARRIER RETROFIT REINFORCEMENT 2,648 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 610 LBS

TOTAL WEIGHT 3,258 LBS

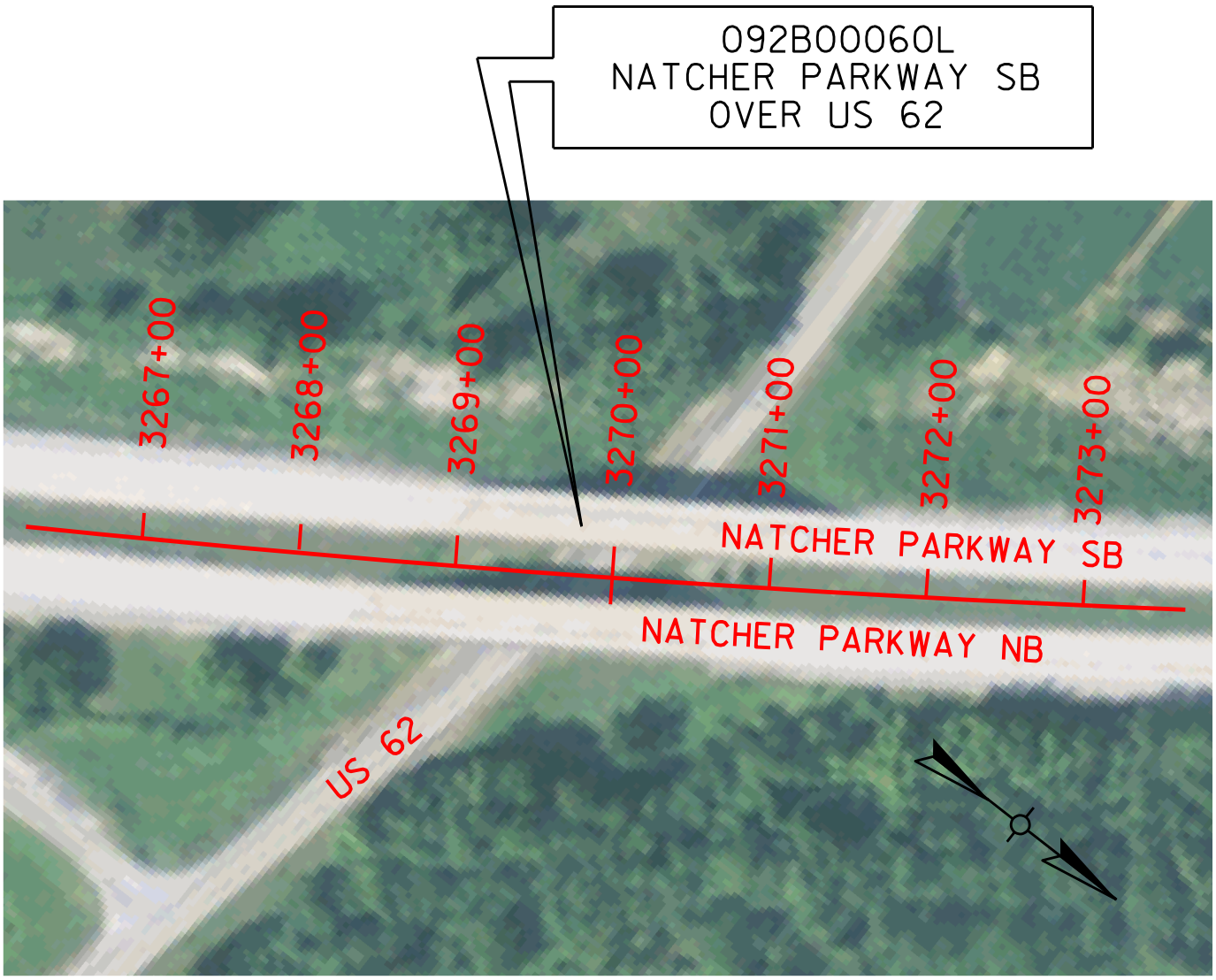
BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT".

B7 - TOTAL REINFORCEMENT 7,046 LBS.

B8

BRIDGE #8 (092B00060L)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°25'31"
LONGITUDE: 86°50'26"
MP 46.655

BRIDGE #8 (092B00060L) SUMMARY OF QUANTITIES

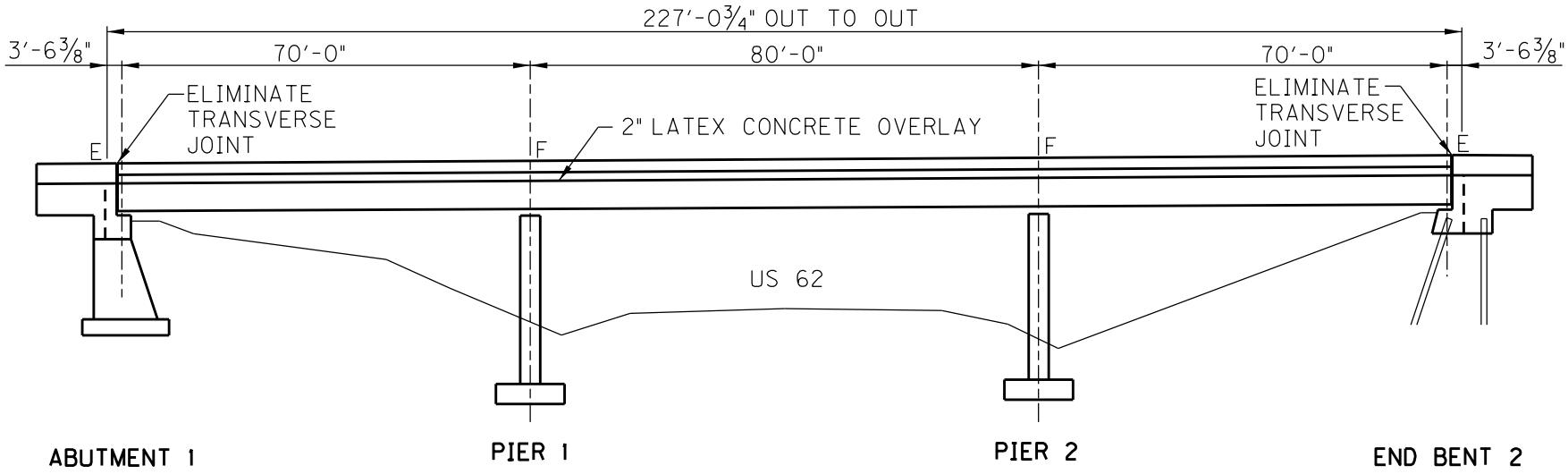
1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY SOUTHBOUND
6. DESCRIPTION: NATCHER PARKWAY SOUTHBOUND OVER US 62
7. TYPE OF WORK BRIDGE DECK RESTORATION AND WATERPROOFING, ELIMINATE EXPANSION JOINTS, BRIDGE BARRIER RETROFIT

8. LENGTH (FT.): 227.06 **BRIDGE WIDTH (FT.):** 31.0 **SURFACE AREA (SQ. YD.):** 782
SKEW (DEGREES): 42 RT **DECK THICKNESS (IN.):** 7.5

ESTIMATED QUANTITIES REQUIRED

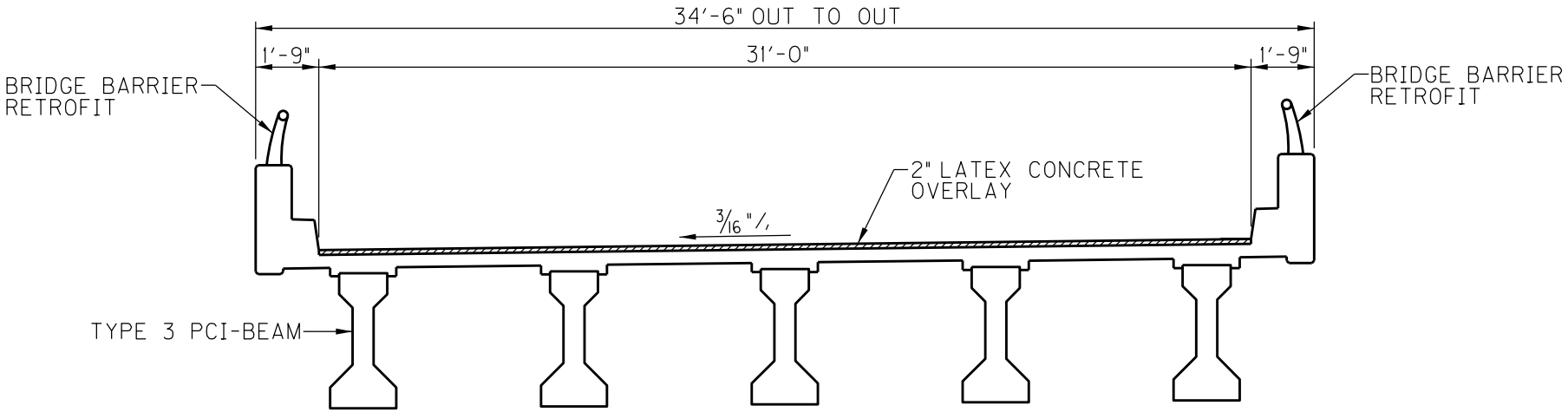
ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	216	SQ YD
3300	ELIMINATE TRANSVERSE JOINT	83.4	LIN FT
8504	EPOXY SAND SLURRY	98	SQ YD
8526	CONC CLASS M FULL DEPTH PATCH	5.0	CU YD
8510	REM EPOXY BIT FOREIGN OVERLAY	782	SQ YD
8534	CONCRETE OVERLAY-LATEX	43.5	CU YD
8549	BLAST CLEANING	933	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	504.1	LIN FT
24094EC	PARTIAL DEPTH PATCHING	13.2	CU YD

NATCHER PARKWAY SOUTHBOUND OVER US 62
BRIDGE MAINTENANCE #092B00060L



ELEVATION

42° 00'00" SKEW RT.
NOT TO SCALE

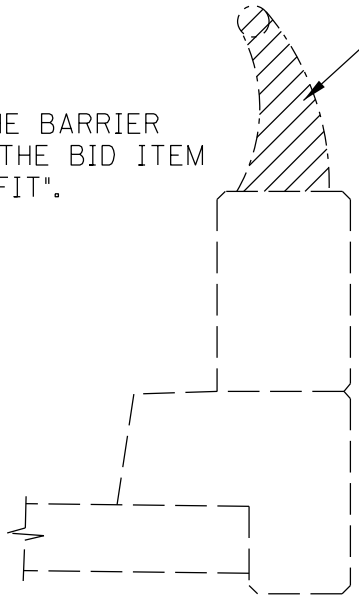


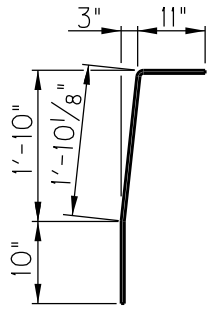
TYPICAL SECTION

B8

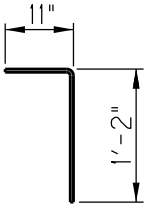
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



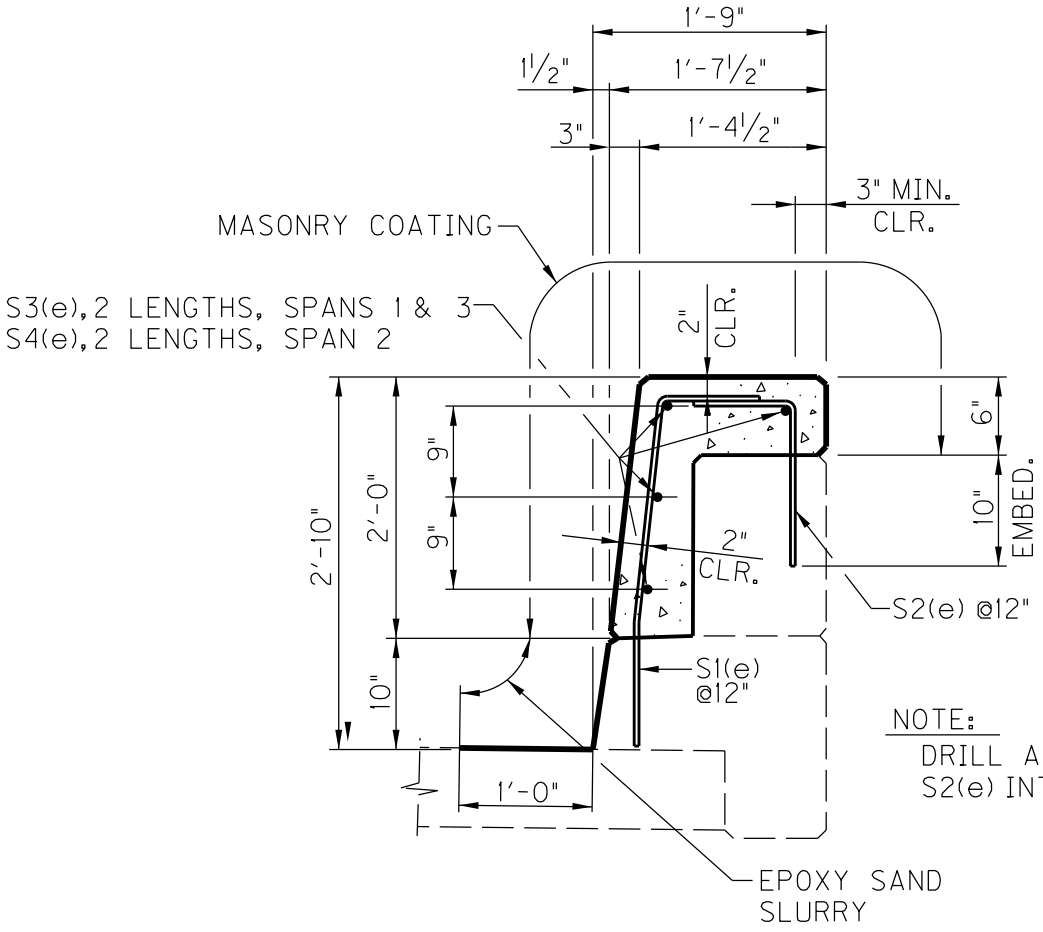


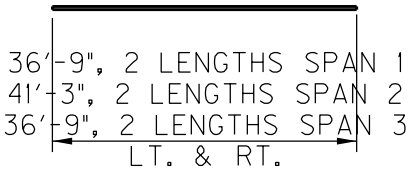
S1(e) #5 BAR
450 REQ'D



S2(e)#5 BAR
450 REQ'D

EXISTING BARRIER SECTION





S3(e)#5 BAR, SPANS 1 & 3,
32 REQ'D
S4(e) #5 BAR, SPAN 2,
16 REQ'D

TOTAL WEIGHT 4,575 LBS

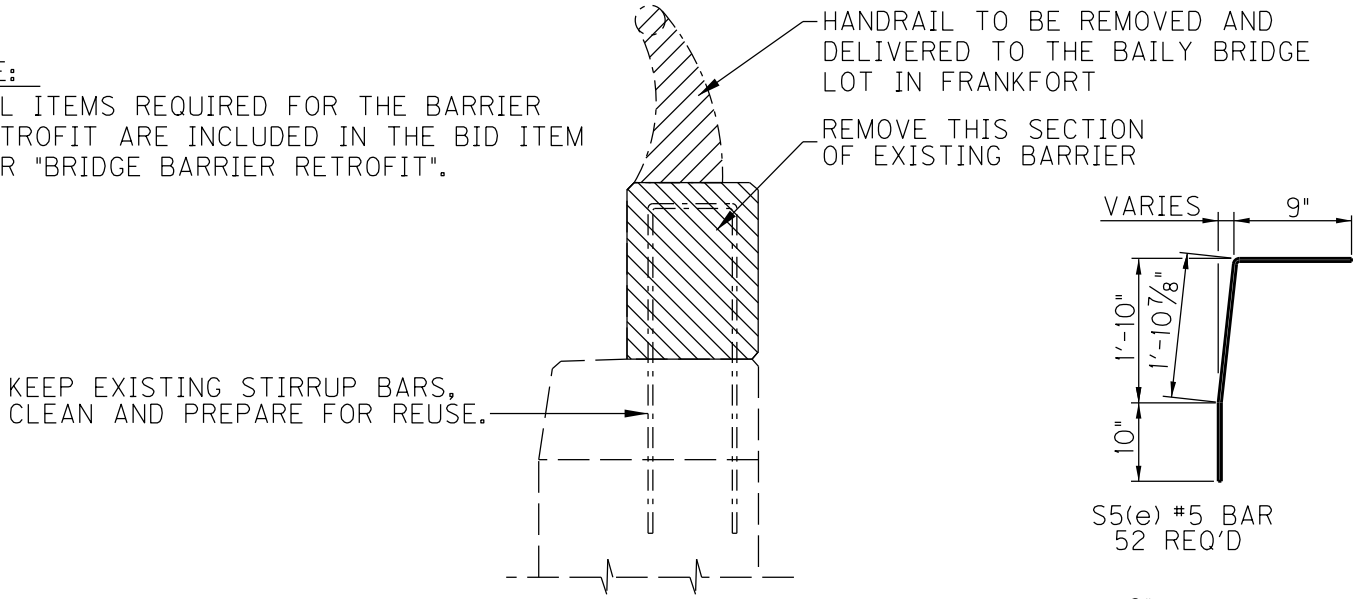
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

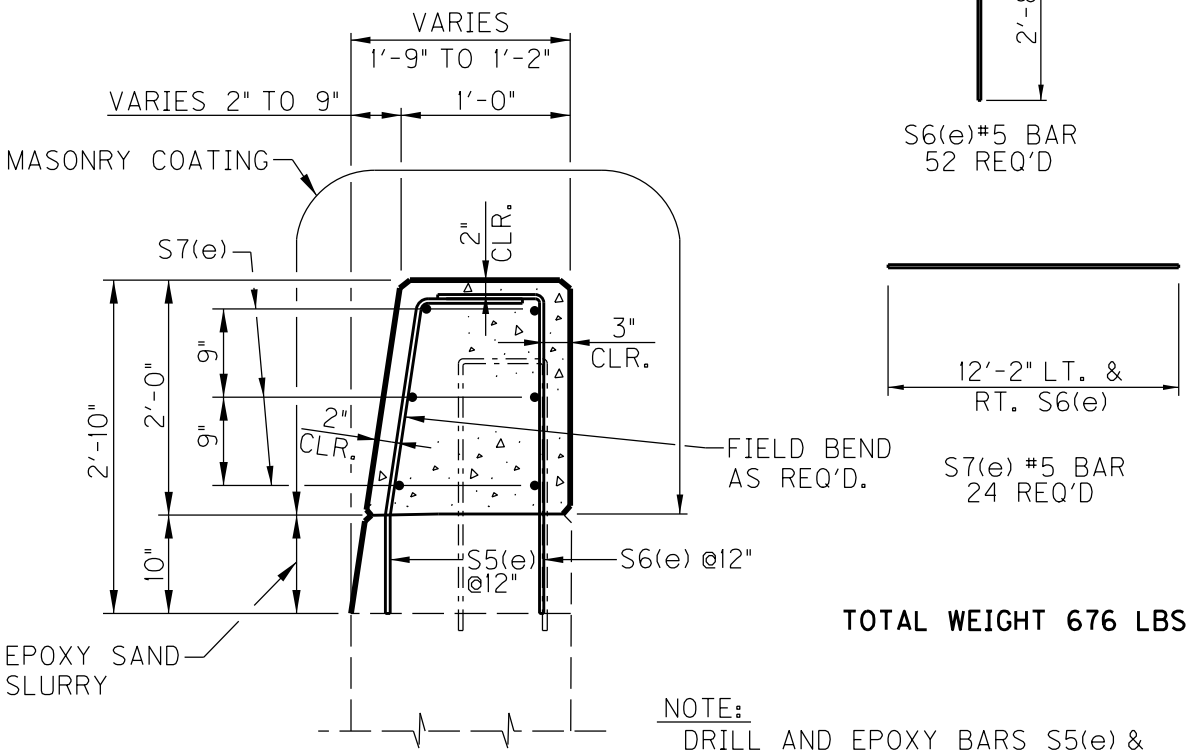
B8

BARRIER RETROFIT DETAIL @ WING

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



EXISTING BARRIER SECTION



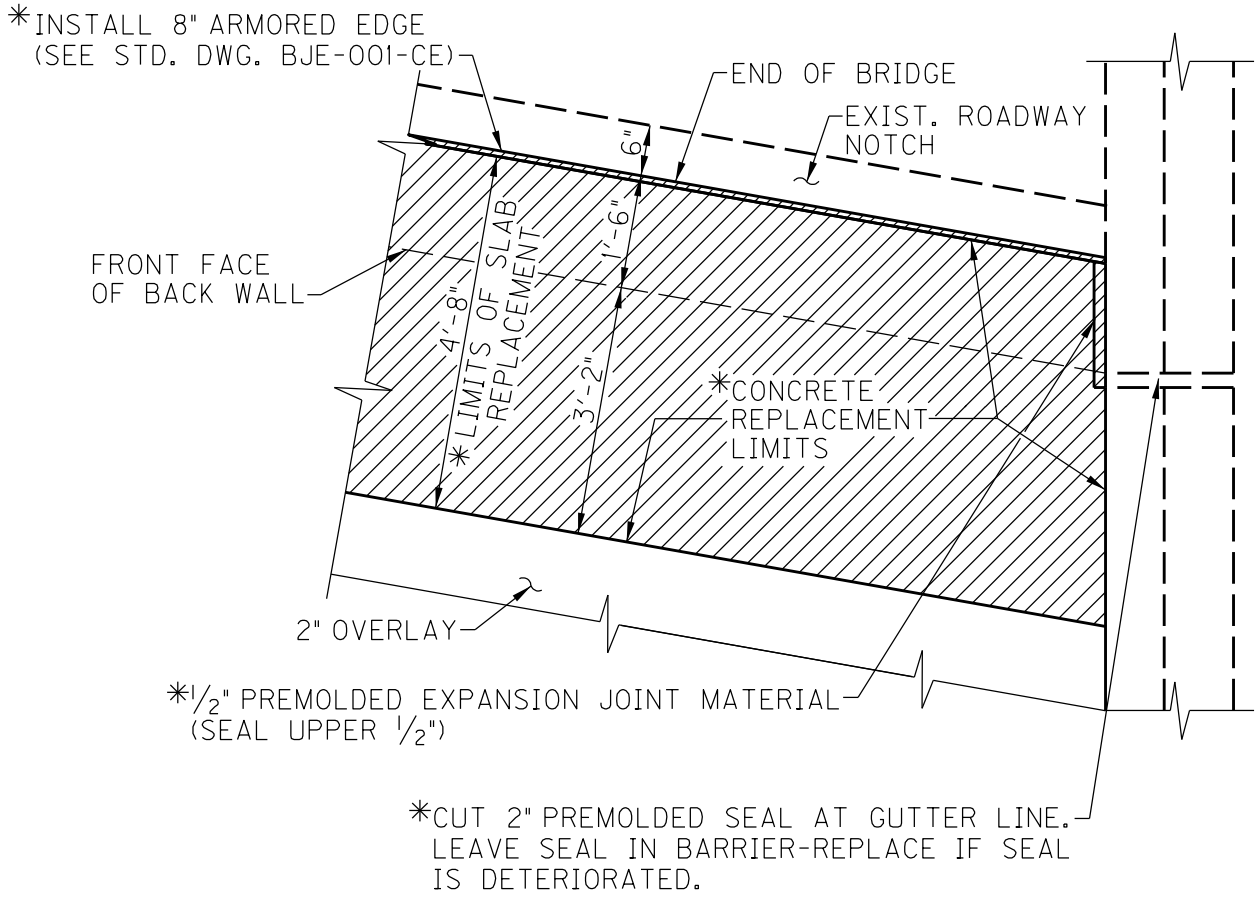
TOTAL WEIGHT 676 LBS

NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

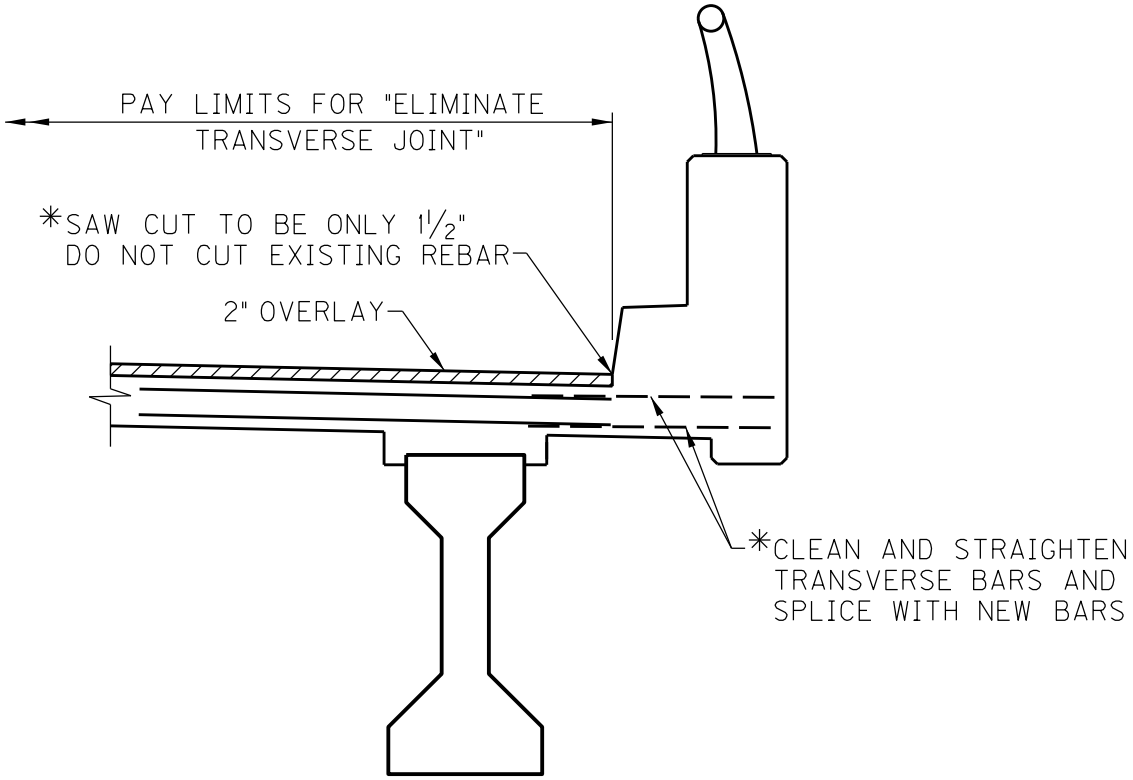
BARRIER RETROFIT SECTION

CURB SECTION @ ABUTMENT & END BENT

B8



PROPOSED PLAN @ ABUTMENT & END BENT

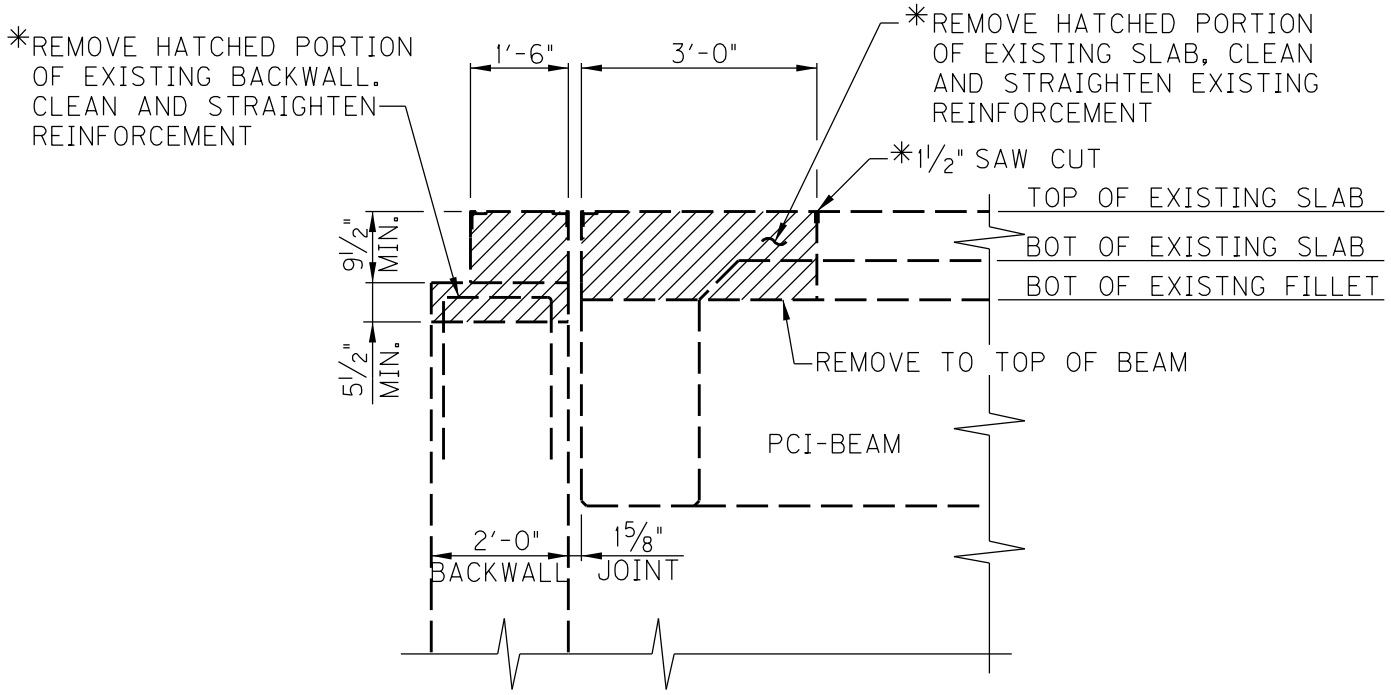


PROPOSED SECTION @ ABUTMENT & END BENT

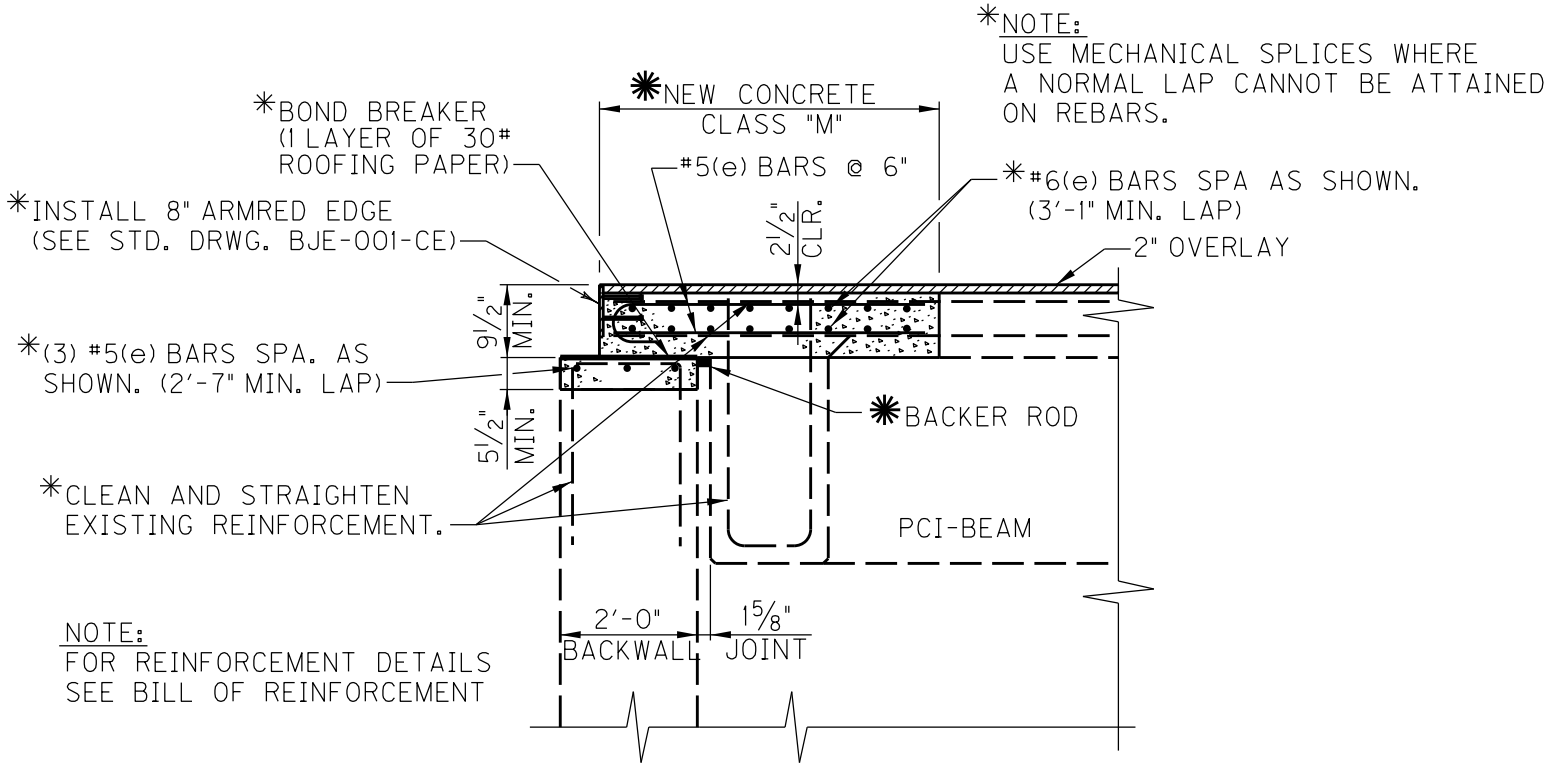
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ ABUTMENT & END BENTS

B8



EXISTING SECTION @ ABUTMENT & END BENT

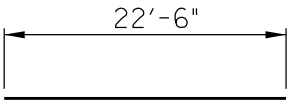


PROPOSED SECTION @ ABUTMENT & END BENT

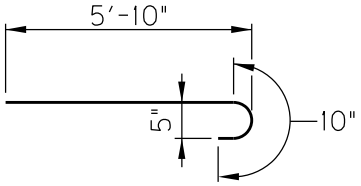
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

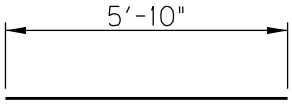
B8



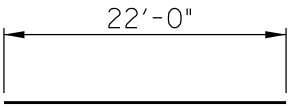
#6 STRAIGHT BAR
32 REQ'D ABUTMENT 1
32 REQ'D END BENT 2



#5 BENT BAR
62 REQ'D ABUTMENT 1
62 REQ'D END BENT 2



#5 STRAIGHT BAR
62 REQ'D ABUTMENT 1
62 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D ABUTMENT 1
6 REQ'D END BENT 2

NOTE:

REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

2,017 LBS ABUTMENT 1
2,017 LBS END BENT 2

TOTAL WEIGHT 4,034 LBS

ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

BARRIER RETROFIT REINFORCEMENT 4,575 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 676 LBS

TOTAL WEIGHT 5,251 LBS

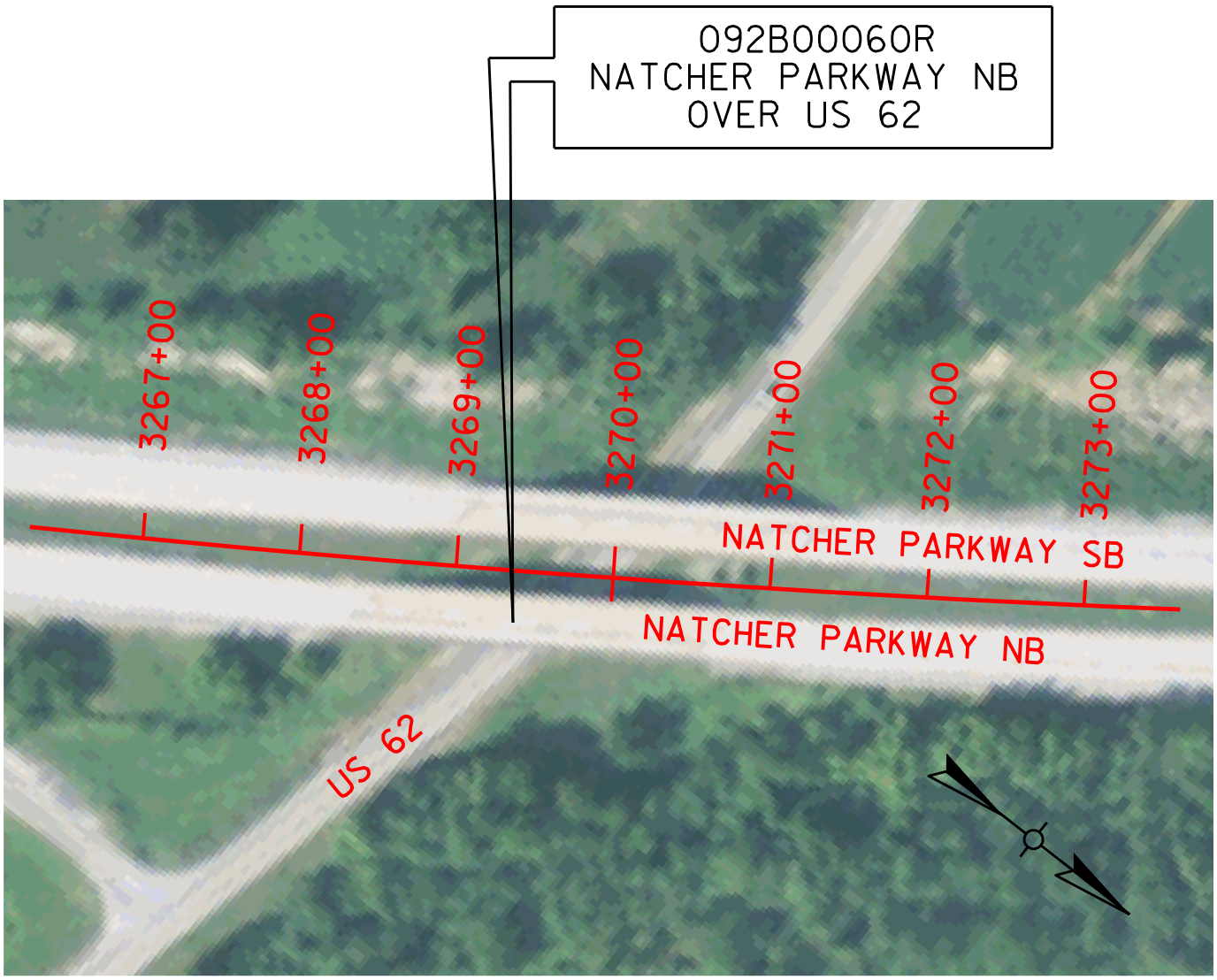
BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT".

B8 - TOTAL REINFORCEMENT 9,285 LBS.

B9

BRIDGE #9 (092B00060R)
OHIO COUNTY



APPROXIMATE LOCATION INFORMATION
LATITUDE: 37°25'31"
LONGITUDE: 86°50'25"
MP 46.645

BRIDGE #9 (092B00060R) SUMMARY OF QUANTITIES

1. DISTRICT: 2
2. COUNTY: OHIO
3. ROUTE: NATCHER PARKWAY
4. CONST. NUMBERS: NHPP 0031 (011) & FD52 092 9007 037-050
5. ROAD NAME: NATCHER PARKWAY NORTHBOUND
6. DESCRIPTION: NATCHER PARKWAY NORTHBOUND OVER US 62
7. TYPE OF WORK BRIDGE DECK RESTORATION AND WATERPROOFING, ELIMINATE EXPANSION JOINTS, BRIDGE BARRIER RETROFIT

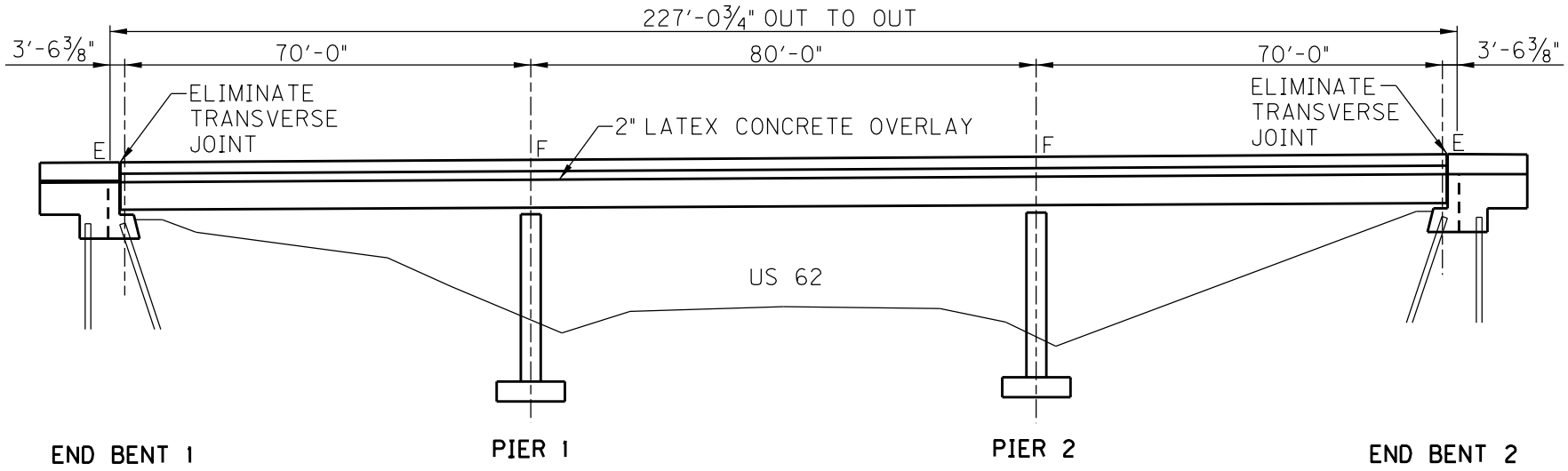
8. LENGTH (FT.): 227.06 **BRIDGE WIDTH (FT.):** 31.0 **SURFACE AREA (SQ. YD.):** 782
SKEW (DEGREES): 42 RT **DECK THICKNESS (IN.):** 7.5

ESTIMATED QUANTITIES REQUIRED

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
2998	MASONRY COATING	216	SQ YD
3300	ELIMINATE TRANSVERSE JOINT	83.4	LIN FT
8504	EPOXY SAND SLURRY	98	SQ YD
8526	CONC CLASS M FULL DEPTH PATCH	5.0	CU YD
8510	REM EPOXY BIT FOREIGN OVERLAY	782	SQ YD
8534	CONCRETE OVERLAY-LATEX	43.5	CU YD
8549	BLAST CLEANING	933	SQ YD
23032EN	BRIDGE BARRIER RETROFIT	504.1	LIN FT
24094EC	PARTIAL DEPTH PATCHING	13.2	CU YD

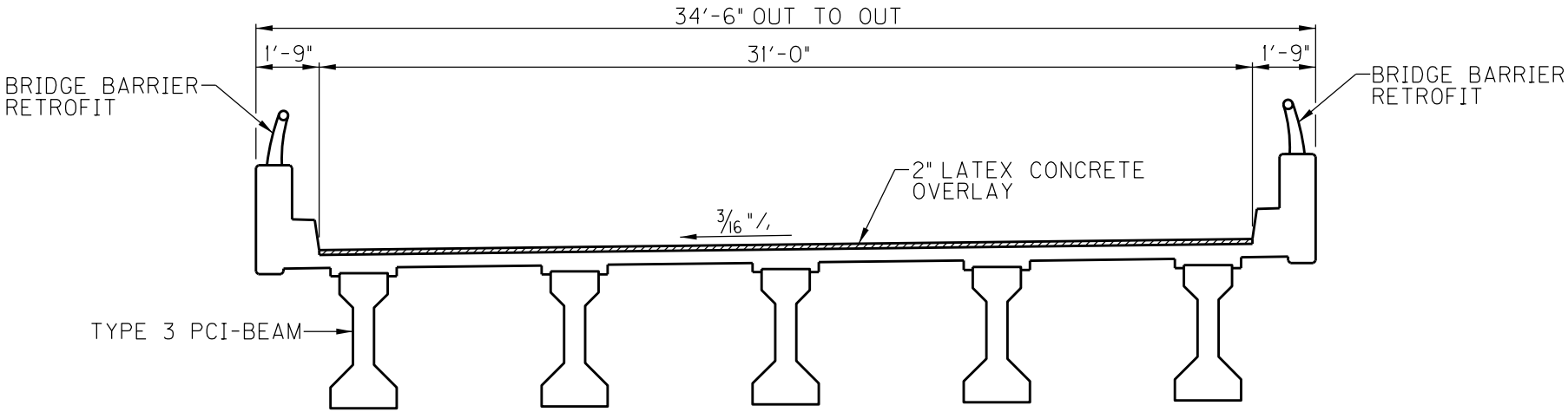
Contract ID: 161061
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NATCHER PARKWAY SOUTHBOUND OVER US 62
BRIDGE MAINTENANCE #092B00060R



ELEVATION

42° 00'00" SKEW RT.
NOT TO SCALE



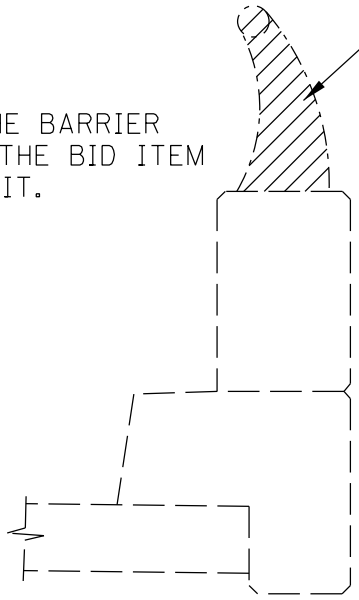
TYPICAL SECTION

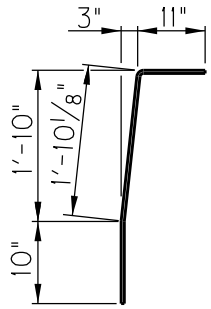
Page 74 of 79
OHIO COUNTY
NHPP 0031 (011)

B9

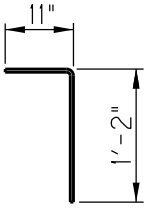
BARRIER RETROFIT DETAIL

NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR BRIDGE BARRIER RETROFIT.



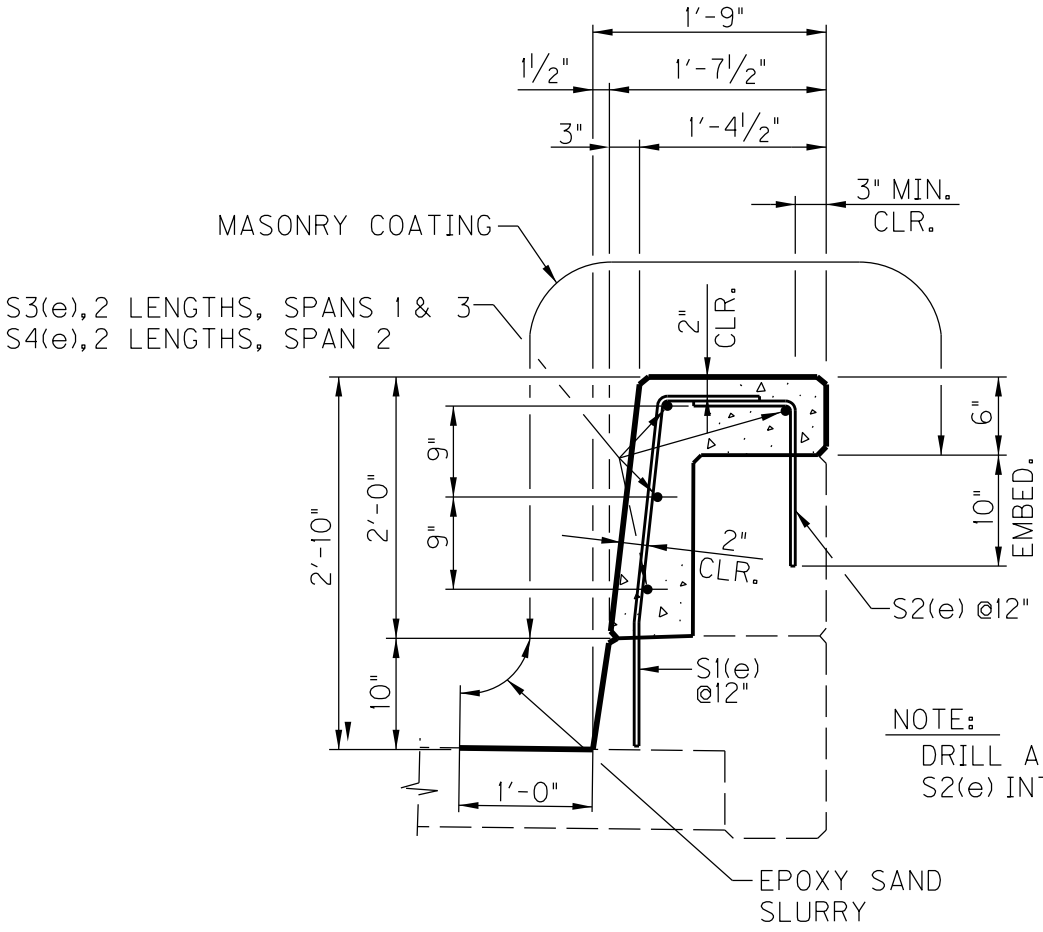


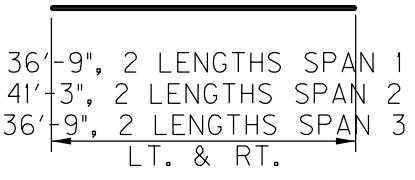
S1(e) #5 BAR
450 REQ'D



S2(e)#5 BAR
450 REQ'D

EXISTING BARRIER SECTION





S3(e)#5 BAR, SPANS 1 & 3,
32 REQ'D
S4(e) #5 BAR, SPAN 2,
16 REQ'D

TOTAL WEIGHT 4,575 LBS

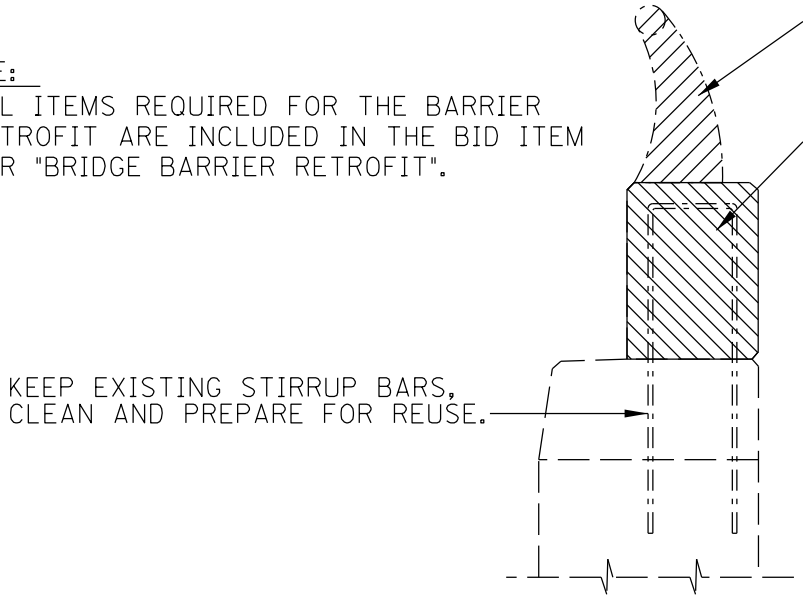
NOTE:
DRILL AND EPOXY BARS S1(e) AND S2(e) INTO EXISTING BARRIER

BARRIER RETROFIT SECTION

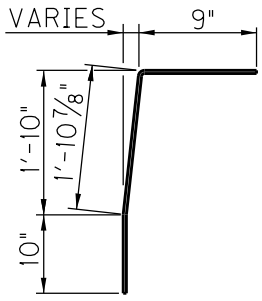
B9

BARRIER RETROFIT DETAIL @ WING

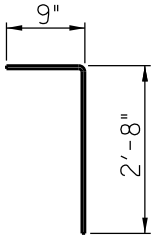
NOTE:
ALL ITEMS REQUIRED FOR THE BARRIER RETROFIT ARE INCLUDED IN THE BID ITEM FOR "BRIDGE BARRIER RETROFIT".



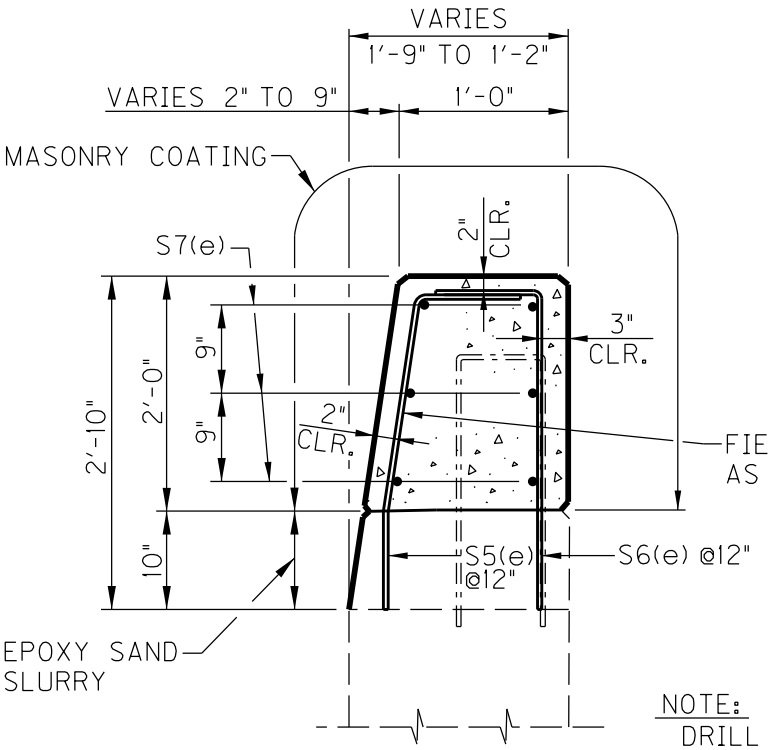
EXISTING BARRIER SECTION

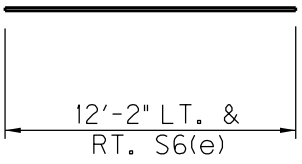


S5(e) #5 BAR
52 REQ'D



S6(e)#5 BAR
52 REQ'D





S7(e) #5 BAR
24 REQ'D

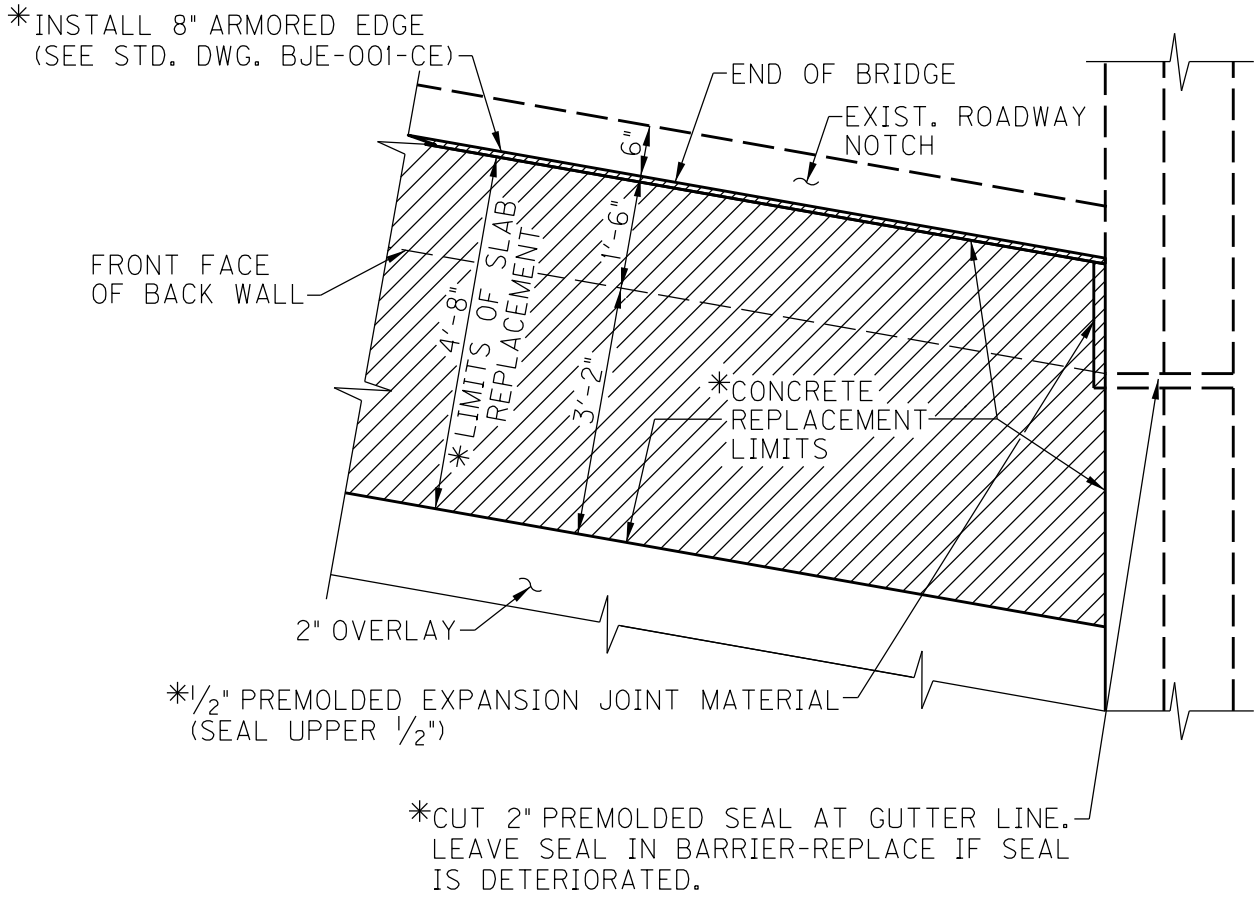
TOTAL WEIGHT 676 LBS

NOTE:
DRILL AND EPOXY BARS S5(e) & S6(e) INTO EXISTING BARRIER

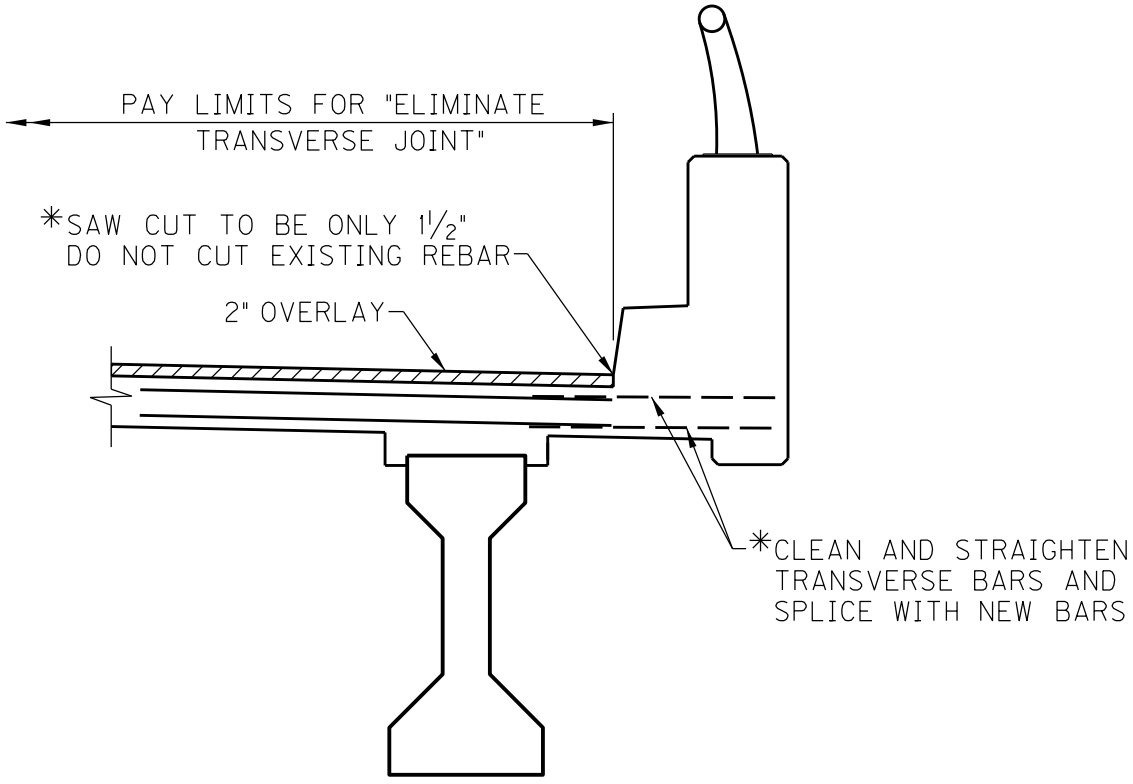
BARRIER RETROFIT SECTION

CURB SECTION @ END BENT

B9



PROPOSED PLAN @ END BENT

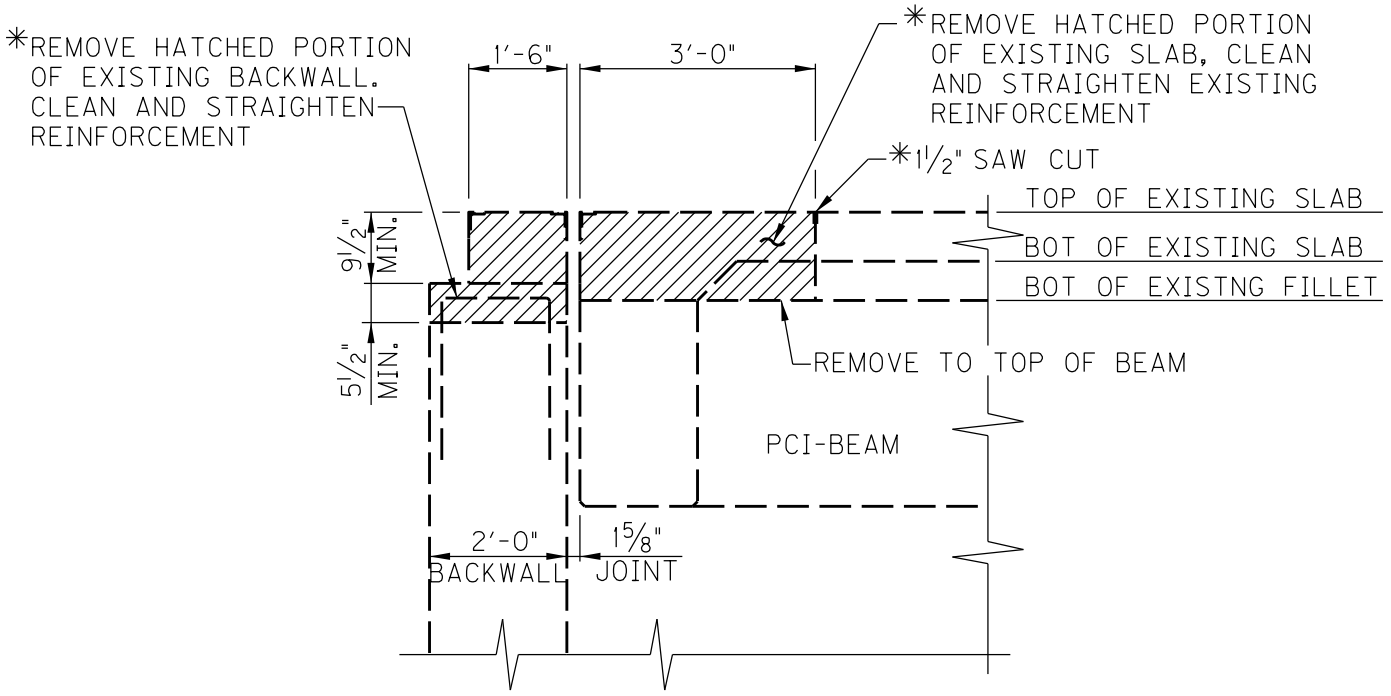


PROPOSED SECTION @ END BENT

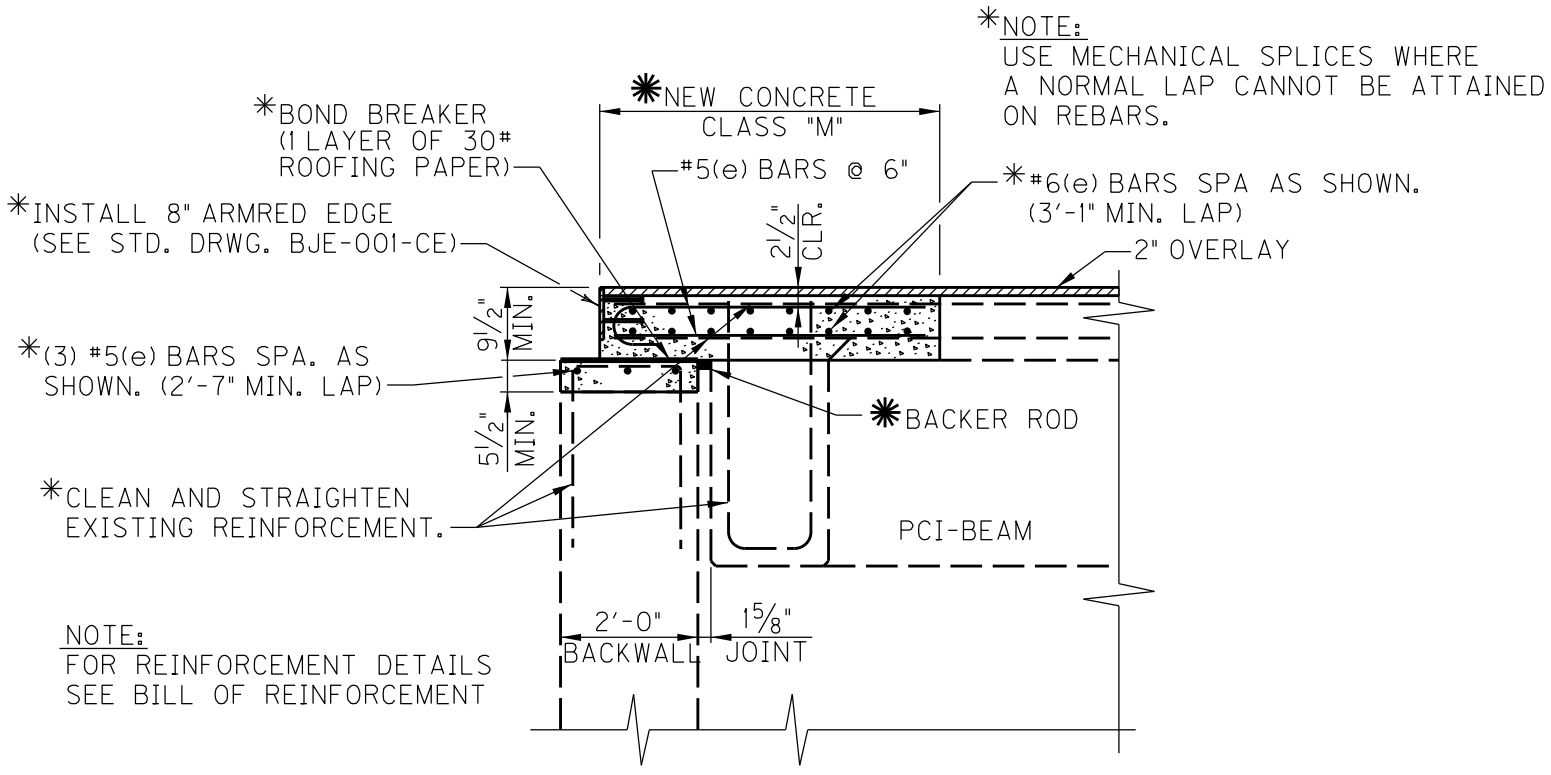
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

ELIMINATE JOINT @ END BENT

B9



EXISTING SECTION @ END BENT

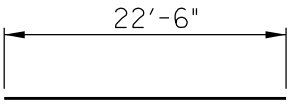


PROPOSED SECTION @ END BENT

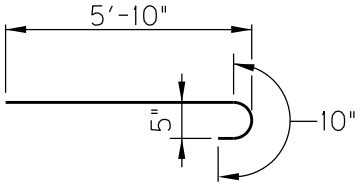
*ALL ITEMS REQUIRED FOR ELIMINATING THE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "ELIMINATE TRANSVERSE JOINT".

BILL OF REINFORCEMENT

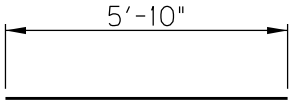
B9



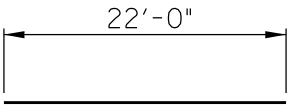
#6 STRAIGHT BAR
32 REQ'D END BENT 1
32 REQ'D END BENT 2



#5 BENT BAR
62 REQ'D END BENT 1
62 REQ'D END BENT 2



#5 STRAIGHT BAR
62 REQ'D END BENT 1
62 REQ'D END BENT 2



#5(e) STRAIGHT BAR
6 REQ'D END BENT 1
6 REQ'D END BENT 2

NOTE:
REINFORCEMENT DESIGNATED BY THE SUFFIX (e) SHALL BE EPOXY COATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

2,017 LBS END BENT 1
2,017 LBS END BENT 2

TOTAL WEIGHT 4,034 LBS

ELIMINATE TRANSVERSE JOINT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "ELIMINATE TRANSVERSE JOINT".

BARRIER RETROFIT REINFORCEMENT 4,575 LBS
BARRIER RETROFIT REINFORCEMENT @ WING 676 LBS

TOTAL WEIGHT 5,251 LBS

BARRIER RETROFIT REINFORCEMENT

REINFORCEMENT IS INCIDENTAL TO "BRIDGE BARRIER RETROFIT".

B9 - TOTAL REINFORCEMENT 9,285 LBS.

Special Note for Bridge Demolition, Renovation and Asbestos Abatement

If the project includes any bridge demolition or renovation, the successful bidder is required to notify Kentucky Division for Air Quality (KDAQ) via filing of form (DEP 7036) a minimum of 10 days prior to commencement of any bridge demolition or renovation work.

Any available information regarding possible asbestos containing materials (ACM) on or within bridges to be affected by the project has been included in the bid documents. These are to be included with the Contractor's notification filed with the KDAQ. If not included in the bid documents, the Department will provide that information to the successful bidder for inclusion in the KDAQ notice as soon as possible. If there are no documents stating otherwise, the bidders should assume there are no asbestos containing materials that will in any way affect the work.

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00060R

Location: US 62 over Natcher Parkway

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N #: 256233
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Bridge # 092B00060R

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459

AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256233 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092 B00060R
Field Description: Black Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: **The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.**

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256233 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092 B00060R
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: **The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.**

Analyst: Winterford Mensah Reviewed By: Winterford Mensah Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable

Project or Subject Reference 092B000608

Samplers (signature): O'Dail Lawson

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	black joint compound	6/18	12:08	asbestos	solid	black	bag	N/A
2	grey mastic	6/18	↓	↓	↓	grey	↓	↓

Relinquished By:	Date/Time:
Received By: Kimberly Mercer	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00069N

Location: KY 505 over Natcher Parkway

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway, Suite 613
Louisville, Kentucky 40202
(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 256234 A
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Bridge # 092B00069N

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459
AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256234B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: **O'Dail Lawson**
Facility/Location: **Item # 092B00069N**
Field Description: **Black Joint Compound**
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256234B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00069N
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable

Samplers (signature): O'Dail Lawson

Project or Subject Reference: 092B000 69 N

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	black joint compound	6/18	1:27	asbestos	solid	black	bag	N/A
2	grey mastic	↓	↓	↓	↓	grey	↓	↓

Relinquished By:	Date/Time:
Received By: Kristopher Mercer	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00076R

Location: Natcher Parkway over Pigeon Creek

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 256238 A
Client Name: KYTC
Sampled By: O'Dail Lawson

Address: Bridge # 092B00076R

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah

Reviewed By: Kintyard Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459

AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256238 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00076R
Field Description: Black Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256238 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00076R
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable
Project or Subject Reference 092B00076R	Samplers (signature):

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	black joint compound	6/18	12:00	Asbestos	Solid	black	bag	N/A
2	grey mastic	6/18	12:00	↓	↓	grey	↓	↓

Relinquished By:	Date/Time:
Received By: Widgees Mero	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00075R

Location: Natcher Parkway over P&L RR and Muddy Creek

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 256237 A
Client Name: KYTC
Sampled By: O'Dail Lawson

Address: Bridge # 092B00075R

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah

Reviewed By: Winterford Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459

AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256237 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 09200075R
Field Description: Black Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256237 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00075R
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable
Project or Subject Reference 092B00075R	Samplers (signature): O'Dail Lawson

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	grey joint compound	6/18	11:53	Asbestos	solid	grey	bag	N/A
2	grey mastic	↓	↓	↓	↓	↓	↓	↓

Relinquished By:	Date/Time:
Received By: Nicholas Reed	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date



3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00074N

Location: Davis Road over Natcher Parkway

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*
332 West Broadway, Suite 613
Louisville, Kentucky 40202
(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N # 256236 A
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Bridge # 092B00074N

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459
AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256236 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00074N
Field Description: Black Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256236 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00074N
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256236 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00074N
Field Description: Black Joint Compound
Laboratory Description:
Thick Black Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256236 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00074N
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable
Project or Subject Reference 092B00074N	Samplers (signature): O'Dail Lawson

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	black joint compound	6/18	1:48	asbestos	solid	black	bag	N/A
2	grey mastic	↓	↓	↓	↓	grey	↓	↓

Relinquished By:	Date/Time:
Received By: Nicholas Mercer	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date



3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

OHIO COUNTY
NHPP 0031 (011)

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

Memorandum

To: Dan Hite

CC:

From: O'Dail Lawson
Environmental Scientist IV
Division of Environmental Analysis

Date: 6/29/2015

Re: Asbestos Inspection Report for Ohio 02-2089

This report is prepared to accompany the 10-Day NOI for Demolition to the Division of Air Quality. Please include all pages with submittal.

Project and Structure Information

Project # Ohio 02-2089

Bridge # 092B00070N

Location: Cromwell Road over Natcher Parkway

Description: The samples collected were point counted below 1% ACM. No abatement necessary.

Inspection Date: June 18th, 2015

Results

The results revealed that there is no ACM abatement required at this time.

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

BULK SAMPLE ASBESTOS ANALYSIS

Analysis N #: 256235 A
Client Name: KYTC
Sampled By: O'Dail Lawson
Address: Bridge # 092B00070N

				% FIBROUS ASBESTOS				% NON-ASBESTOS FIBERS			
Number	Color	Layered	Fibrous	Chrysotile	Amosite	crocidolite	Others	Cellulose	Fiberglass	Syn. Fiber	Other/Mat.
# 1	Black	Yes	No	2%	(To Be	Point Counted)		2%			96%
# 2	Gray	Yes	No	2%	(To Be	Point Counted)		2%			96%

Methodology : EPA Method 600/R-93-116
Date Analyzed : 23-Jun-15
Analyst : Winterford Mensah
Reviewed By: Winterford Mensah
Signature

The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S Government. Partial Reproduction of any part of this report is strictly prohibited. Samples shall be retained for (30) days.

AIHA # 102459

AJHA #1 02459

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**356235 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 1**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00070N
Field Description: Black Joint Compound
Laboratory Description: Thick Black Material

Asbestos Materials:

Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Tar	99.50 %

Remarks: **The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.**

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

MRS, INC. *MRS, Inc. Analytical Laboratory Division*

332 West Broadway, Suite 613
Louisville, Kentucky 40202

(502) 495-1212
Fax: (502) 491-7111

Client:	**KY Transportation Cabinet**	**Project No:**	**256235 B**
Address:	**200 Mero Street**	**Sample ID:**	**# 2**
	Frankfort, KY	**Sampled:**	**18-Jun-15**
	40601	**Received:**	**19-Jun-15**
		Analyzed:	**23-Jun-15 - Point Count**
	Attention O'Dail Lawson		

Bulk Sample Analysis

Sampled by: O'Dail Lawson
Facility/Location: Item # 092B00070N
Field Description: Gray Mastic
Laboratory Description:
Gray Material

Asbestos Materials:
Chrysotile = 1/400 = 0.25 % (< 1 %) Sample Is Negative

Non-asbestos Fibrous Materials & Matrix Materials:

Cellulose	0.25 %
Binders	99.50 %

Remarks: The sample was analyzed for asbestos content following the EPA Methodology (600/R-93/116). The test relates only to the items tested. This report does not represent endorsement by NVLAP or any agency of the U.S. Government.

Analyst: Winterford Mensah Reviewed By: Winterford Mensah
Signature

Chain of Custody Record

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

O'Dail Lawson o'dail.lawson@ky.gov KYTC Address: 200 Mero Street Frankfort KY Phone: 502-782-5020 Fax: 502-564-5655 PO#:	**Client Information** KY TRANSPORTATION CABINET Results Code: ND = None Detected FTD = Filter Tampering or Damaged N/A = Not Applicable
Project or Subject Reference 092B000070N	Samplers (signature): O'Dail Lawson

Sample ID	Sample Description	Collected Date	Collected Time	Analysis Requested	Matrix	Color	Cont. Type	Preservative
1	black joint compound	6/18	1:36	asbestos	sol.d	blade	bag	N/A
2	grey mastic	↓	↓	↓	↓	grey	↓	↓

Relinquished By:	Date/Time:
Received By: Kristopher Mercer	Date/Time: 06/19/15
Relinquished By:	Date/Time:
Received at Lab By:	Date/Time:

The EI Group, Inc.

This certifies that

Tilmon O'Dail Lawson

Student Address: 132 Old Fort Drive, Georgetown, Kentucky 40324

Has attended and satisfactorily passed an examination covering the contents of an EPA/AHERA approved course entitled

Asbestos Inspector Refresher (4-Hour) Training Course

7214080013
Certificate Number

7910
Social Security Number

August 15, 2014
Course Dates

August 15, 2014
Exam Date

August 15, 2015
Expiration Date

Louisville, KY
Course Location

Barry Maxwell, Training Manager

Kerri Boddy, Principal Instructor

Kerri Boddy, Exam Administrator

3240 Office Pointe Place, Suite 102
Louisville, KY 40220
888-372-5859

KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF RIGHT OF WAY & UTILITIES

Rev. 01/2016
Page 1 of 1

RIGHT OF WAY CERTIFICATION

☒ Original	☐ Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #	COUNTY	PROJECT # (STATE)	PROJECT # (FEDERAL)
2-2089.00	Ohio	FD52 092 9007 037-050	NHPP 0031 (011)

PROJECT DESCRIPTION

Repair and grind pavement on WN Parkway (9007) from the Butler County line at MP 37.143 to just SE of KY 69 (exit 50) at MP 49.795.

☒ **No Additional Right of Way Required**

Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.

☐ **Condition # 1 (Additional Right of Way Required and Cleared)**

All necessary right 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 all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.

☐ **Condition # 2 (Additional Right of Way Required with Exception)**

The right of way has 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. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract

☐ **Condition # 3 (Additional Right of Way Required with Exception)**

The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.

Total Number of Parcels on Project		EXCEPTION (S) Parcel #	ANTICIPATED DATE OF POSSESSION WITH EXPLANATION
Number of Parcels That Have Been Acquired			
Signed Deed			
Condemnation			
Signed ROE			

Notes/ Comments (Use Additional Sheet if necessary)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	Jennifer K. Cox
Signature		Signature	
Date		Date	09/29/2016
Right of Way Director		**FHWA**	
Printed Name	D M Loy	Printed Name	No Signature Required
Signature	D M Loy	Signature	as per FHWA - KYTC
Date	29 Sept 2016	Date	~~2013 Stewardship Agreement~~

UTILITIES AND RAIL CERTIFICATION NOTE

Ohio County
2-2089.00

GENERAL PROJECT NOTE ON UTILITY PROTECTION

No know Utility Impact

NOTE: DO NOT DISTURB THE FOLLOWING UTILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

N/A

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING COMPANIES ARE RELOCATING/ADJUSTING THEIR UTILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

N/A

THE FOLLOWING COMPANIES HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE COMPANY OR THE COMPANY'S SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

THE FOLLOWING COMPANIES HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

N/A

THE FOLLOWING RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

☐ No Rail Involved ■ Rail Involved (See Below)

See special notes for Rail Road protection in the proposal.

UTILITIES AND RAIL CERTIFICATION NOTE

Ohio County
2-2089.00

SPECIAL CAUTION NOTE – PROTECTION OF UTILITIES

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs.

The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

BEFORE YOU DIG

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

UTILITIES AND RAIL CERTIFICATION NOTE

Ohio County
2-2089.00

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

AREA UTILITIES CONTACT LIST

Utility Company/Agency	Contact Name	Contact Information

SPECIAL NOTES FOR PROTECTION OF RAILROAD INTEREST

Paducah and Louisville Railway, Inc.

I. AUTHORITY OF RAILROAD ENGINEER AND STATE ENGINEER:

A. 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.

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

II. NOTICE OF STARTING WORK:

A. The 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 Engineer who has been designated to be in charge of the work, **at least ten (10) days in advance** of the date he proposes to begin work on Railroad rights of way. **If flagging service is required, such notice shall be submitted at least thirty (30) days in advance** of the date scheduled to commence work. The Railroad's Contact information is on the Summary Sheet.

2. Obtain 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.

3. Obtain written approval from the Railroad of Railroad Protective Insurance Liability coverage as required by paragraph 14 herein.

4. Furnish 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.

III. INTERFERENCE WITH RAILROAD OPERATIONS:

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 (watchman) shall be deferred by the Contractor until the flagging protection 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 Engineer, such provisions are 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 and/or time to the Railroad or the State.

IV. TRACK CLEARANCES

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 rights 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 necessary.

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

4. Ascertain that the Engineer has received copies of notice to the Railroad and

of the Railroad's response thereto.

V. CONSTRUCTION PROCEDURES

A. General:

1. Construction work on Railroad property shall be:

   a) Subject to the inspection and approval of the Railroad.

   b) In accord with the Railroad's written outline of specific conditions.

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

   d) In accord with all Special Notes, Summaries, and Addendums.

2. The Railroad requires a submission of construction procedure that meets the requirements of these Special Notes and attachments. The Railroad's **submittal review period is thirty (30) days. Resubmissions will be reviewed within 2 weeks.**

B. Excavation and shoring:

1. The sub grade 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 the existing section will be maintained.

2. 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. The procedure for doing such work, including need of and plans for shoring, shall first be approved by the Engineer and the Railroad Engineer, but such approval shall not relieve the Contractor from liability.

3. The Contractor shall submit a detailed procedure for the installing of sheeting/shoring adjacent to Railroad Tracks.

4. Shoring protection shall be provided when excavating adjacent to an active track or railroad facility or as determined by the Railroad. Shoring will be provided in accordance with AREMA *Manual for Railway Engineering*

Chapter 8, part 28; except as noted below.

5. Shoring may not be required if all of the following conditions are satisfied:
   a. Excavation does not encroach upon a 1½ horizontal: 1 vertical theoretical slope line starting 1'-6" below top of rail and at 12'-0" minimum from centerline of the track (live load influence zone).

   b. Track is on level ground or in a cut section and on stable soil.

   c. Excavation does not adversely impact the stability of a Railroad facility (i.e. signal bungalow, drainage facility, undergrade bridge, building, etc.)

   d. Shoring is not required by any governing construction code.

6. When the track is on an embankment, excavating the toe of the embankment without shoring may affect the stability of the embankment. Therefore, excavation of the embankment toe without shoring will not be permitted.

7. Trench boxes are prohibited for use on Railroad property within the theoretical live load influence zone.

8. The required protection is the cofferdam type that completely encloses the excavation. Where dictated by conditions, partial cofferdams with opened sides away from the track may be used. Cofferdams shall be constructed using steel piling, or when approved by the engineer, steel soldier piles with timber lagging. Wales and struts shall be provided and designed as needed. The following shall be considered when designing cofferdams:

   a. Shoring shall be designed to resist a vertical lice load surcharge of 1,880 lbs. per square foot, in addition to active earth pressure. The surcharge shall be assumed to act on a continuous strip, 8'6" wide. Lateral pressures due to surcharge shall be computed using the strip load formula shown in AREMA *Manual for Railway Engineering*, Chapter 8, Part 20.

   b. Allowable stresses in materials shall be in accordance with AREMA *Manual for Railway Engineering,* Chapter 7, 8, and 15.

   c. A construction procedure for temporary shoring shall be shown on the drawing.

   d. All shoring systems on or adjacent to Railroad right-of-way shall be equipped with railings or other approved fall protection.

   e. A minimum horizontal clearance of 10'-0" from centerline of the track to face of nearest point of shoring shall be maintained provided a 12'-0" roadbed is maintained with a temporary walkway and handrail system.

9. The Contractor shall submit the following drawings and calculations (all shall be signed/sealed by a Professional Engineer) for the Railroad's review and approval.

   a. Six (6) sets of detailed drawings of the shoring systems showing sizes of all structural members, details of connections, and distances from centerline of track to face of shoring. Drawing shall show a section showing height of shoring and track elevation in relation to bottom of excavation.

   b. Six (6) sets of calculations of the shoring design. The drawings and calculations shall be prepared by a Licensed Professional Engineer and shall bear the Engineer's seal and signature. Shoring plans shall be approved by the Railroad's construction engineering and inspection representative.

   c. For sheeting and shoring within 18'-0" of the centerline of the track, the live load influence zone, and in sloes, the Contractor shall use interlocked steel sheeting (sheet pile).

   d. Sheet pile installed in slopes or within 18'-0" of the centerline shall not be removed.

   e. Sheet pile shall be cut off a minimum of 3'-0" below the finished grade, ditch line invert, or as directed by the Engineer. The ground shall be backfilled and compacted immediately after sheet pile is cut off.

   f. A procedure for cutting off the sheet pile and restoring the embankment shall be submitted to the Engineer for review and acceptance.

C. Demolition Procedure:

1. Railroad tracks and other railroad property, including signals, structures, and other facilities, must be protected from damage during the procedure. No crane or equipment may be set on the rails or track structure and no material may be dropped on Railroad property.

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. If possible, field measurements shall be taken with a Railroad representative present.

5. A data sheet must be submitted listing the types, size, and arrangements of all rigging and connection equipment. The safe working load capacity of all rigging and connecting equipment shall be 150% above the calculated weight of the pick.

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's 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 Engineer and the Railroad Engineer, but such approval does not relieve the Contractor from liability.

10. Loads shall not be supported while any trains are passing if that piece of equipment has the capacity to foul a 50' envelope.

11. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.

12. Existing, obsolete, bridge piers shall be removed to a minimum of 3'-0" below the finished grade, final ditch line invert, or as directed by the Engineer.

13. A minimum quantity of 25 tons of Railroad approved track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.

14. On-track or ground debris shields such as crane mats are prohibited.

15. Overhead Demolition Debris Shield – Shall be installed prior to the

demolition of a bridge deck or other relevant portions of the superstructure.

a. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris.

b. The Contractor shall include the demolition debris shield installation/removal means and methods as part of the proposed Controlled Demolition procedure submission.

c. The demolition debris shield shall provide 23'-0" minimum vertical clearance if the existing clearance is less than 23'-0" as approved by the Railroad. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.

d. The vertical clearance ATR (above top of rail) is measured from the top of rail to the lowest point on the overhead shielding system measured within a distance of 6'-0" out from each side of the track centerline.

e. The demolition debris shield design and supporting calculations, all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.

f. The demolition debris shield shall have a **minimum** design load of 50 pounds per square foot **plus** the weight of the equipment, debris, personnel, and other loads to be carried.

g. The Contractor shall include the proposed bridge deck removal procedure in its demolition means and methods and shall verify that the size and quantity of the demolition debris generated by the procedure does not exceed the shield design loads.

h. The contractor shall clean the demolition debris shield daily or more frequently as dictated either by the approved design parameters or as directed by the Engineer.

16. Vertical Demolition Shield – This type of shield may be required for substructure removals in close proximity to track and other facilities, as determined by the Engineer.

a. Prior to commencing the demolition activity, the Contractor shall install a ballast protection system consisting of geotextile to keep the railroad ballast from becoming fouled with construction or demolition debris and fines. The geotextile ballast protection system shall be installed and maintained by the Contractor for the project duration in accordance with the attached plan, or with additional

measures as directed by the Engineer.

b. The Contractor shall submit detailed plans, with detailed calculations, prepared and submitted by a Professional Engineer of the protection shield and ballast protection systems for approval prior to the start of demolition.

c. Blasting will not be permitted to demolish a structure over or within Railroad right-of-way.

17. The Controlled Demolition procedure must be approved by the Engineer prior to undertaking work on the project.

18. The Contractor shall provide timely communication to the Engineer when scheduling the demolition related work so that the Engineer may be present during the entire demolition procedure.

19. At any time during demolition activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

D. *Erection Procedure:*

The Contractor shall submit a detailed procedure for performing erection on/about Railroad property.

1. The Contractor shall submit six (6) copies of the detailed procedure for erection of the proposed structures over or adjacent to the tracks or right-of-way. This procedure shall include a plan showing the locations of cranes, horizontally and vertically, operating radii, with staging locations shown, including beam placement on ground or truck unloading staging plan. Plan should also include the location of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions should be shown. No crane or equipment may be set on the rails or track structure.

2. Also included with this submittal the following information:

a. As-Built Bridge Seat Elevations - All as-built bridge seats and top of rail elevations shall be furnished to the Engineer for review and verification at least 30 days in advance of construction or erection, to ensure that minimum vertical clearances as approved in the plans will be achieved.

b. Computations showing weight of picks must be submitted. Computations shall be made from plans of the structure beams being erected and those plans or sections thereof shall also be included in the submittal; the weight shall include the weight of concrete or other materials including lifting rigging.

c. 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, maximum boom angle, and boom nomenclature is to be submitted. Safety factors that may have been "built in" to the crane charts are not to be considered when determining the 150% Factor of Safety.

d. A data sheet shall be prepared listing the type, size and arrangements of slings, shackles, or other connecting equipment. Include copies of a catalog or information sheets for specialized equipment. All specific components proposed for use shall be clearly identified and highlighted in the submitted documents. The safe working load capacity of the connecting equipment shall be 150% above the calculated weight of the pick.

e. A complete written procedure is to be included that describes the sequence of events, indicating the order of lifts and any repositioning or rehitching of the crane or cranes.

f. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical sub tasks (i.e., performing aerial splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to Railroad operations may be assessed and eliminated or minimized.

g. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.

h. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track where a temporary bent is located within twelve (12) feet from the centerline of that track.

3. The proposed Erection procedure must be approved by the Engineer prior to

undertaking work on the project.

4. The Contractor shall provide timely communication to the Engineer when scheduling the erection related work so that the Engineer may be present during the entire erection procedure.

5. At any time during construction activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

E. Blasting:

1. The Contractor shall obtain advance approval of the Railroad Engineer and the Engineer for use of explosive 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 train radios.

   c) No blasting shall be done without the presence of an authorized representative of the Railroad. **At least 10 days advance notice** to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B above) 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.

   e) Explosives shall not be stored on Railroad Property.

   f) At any time during the blasting activities, the Engineer may require

revisions to the previously approved procedures to address weather, site conditions, or other circumstance which may create a potential hazard to rail operations or Railroad facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. The Railroad shall not be responsible for any additional costs or time claims associated with such revisions.

2. The Railroad representative will:

   a) Determine the approximate location of trains and advise the Contractor the approximate 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 Notes.

F. Track Monitoring:

The Contractor shall submit for Railroad review and approval, a detailed track monitoring program to detect both horizontal and vertaical movement of the track and roadbed, a minimum of 30-days in advance of start of work.

1. For the installation of temporary or permanent shoring systems, including but not limited to soldier piles and lagging, and interlocked steel sheeting on or adjacent to the Railroad's right-of-way, the contractor may be required to submit a detailed track monitoring program for the Railroad's approval prior to performing any work near the Railroad's right-of-way.

2. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. The Railroad reserves the right to modify the survey locations and monitoring frequency as necessary during the project.

3. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.

4. If any movement has occurred as determined by the Engineer, the Railroad will be immediately notified. The Railroad, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by the Railroad or performed by the Railroad including monitoring of corrective action of the contractor will be at project expense.

G. 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 shall provide erosion control measures during construction and use methods that accord with applicable state standard specifications for road and bridge construction, including either (1) silt fence; (2) berm or temporary ditches; (3) sediment basin; (4) aggregate checks; and (5) channel lining. The Contractor will promptly repair eroded areas with Railroad rights of way and to repair any other damage to the property of the Railroad or its tenants at the Contractor's expense.

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

H. Storage of Materials and Equipment:

1. 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.

2. 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.

I. Cleanup:

1. 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.

VI. DAMAGES:

A. The Contractor shall assume all liability for any and all damages to his/her work, employees, 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.

VII. FLAGGING SERVICES:

A. When Required:

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

2. 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 likely to be, working on the Railroad's rights 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. If any element (workers, equipment, tools, scaffolding, etc.) may exist or fall within 25-feet of the edge of track, a flagman is necessary.

3. 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 until the project has been completed.

B. Scheduling and Notification:

1. Not later than the time that approval is initially requested to begin work on Railroad rights 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 rights 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.

2. 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 rights of way. If it is necessary for the Railroad to advertise a flagging job for bid, it **may take up to 90-days to obtain service**. Once begun, when work is suspended at any time for any reason, the Contractor will be required to give the Railroad representative **at least 3 working days of notice** before resuming work on Railroad rights of way. Such notice 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 is 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 may be unable to be called for on a spot basis. If flagging becomes unnecessary and is suspended, it **may take up to 10 days to again obtain flagging services** from the Railroad. Due to labor agreements, it is necessary to give **5 working days notice before flagging service may be discontinued** and responsibility for payment stopped.

3. If, after the flagman is assigned to the project site, emergencies arise which require the flagman's presence elsewhere, and then the Contractor shall delay work on Railroad rights 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.

4. When demobilizing, the Contractor shall contact the flagman to avoid unnecessary flagging charges. This communication shall be documented.

C. Payment:

1. **The Cabinet will be responsible for paying the Railroad directly for any and all costs of flagging,** which may be required to accomplish the construction. **The Contractor shall adhere to the Special Note for Railroad Flagging, if applicable, and may be charged for flagging in excess of the allowable days, per said Special Note.**

2. The estimated cost of flagging is listed on the Summary Sheet. The charge to the Cabinet 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. Railroad work involved in preparing and handling bills will also be charged to the Cabinet. Charges to the Cabinet by the Railroad shall be in accordance with applicable provisions of 23 CRF 140, Subpart I and 23 CRF 646, Subpart B. Flagging costs are subject to change. The above estimates of flagging cost are provided for information only and are not binding in any way.

D. Verification:

1. The Contractor and Department will review and sign the Railroad flagman's time sheet, attesting that the flagman was present during the time recorded. Flagman may be removed by Railroad if form is not signed. If flagman is removed, the Contractor will not be allowed to re-enter the Railroad rights of way until the issue is resolved. Any complaints concerning flagman or flagmen must be resolved in a timely manner. If need for flagman or flagmen is questioned, please contact the Railroad's Representative listed on the Project Summary Sheet. All verbal complaints must be confirmed in writing by the Contractor within 5 working days with copy to the Highway Engineer. All written correspondence should be addressed to the Railroad's Representative listed on the Project Summary Sheet.

2. The Railroad flagman assigned to the project will be responsible for notifying the Project 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 Project Engineer will document such notification in the project records. When requested, the Project Engineer will also sign the flagman's diary showing daily time spent and activity at the project site.

VIII. 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 State 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, including flagging, 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 is installation, maintenance, necessary watching and flagging thereof and removal, all at the expense of the Contractor, is first obtained from the Railroad Engineer.* ***The approval process for an agreement normally takes 90-days.***

IX. 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 State and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the State 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.

X. 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. Train schedules cannot be provided to the Contractor. It is the Contractor's responsibility to contact the Railroad in order to arrange "Track Time." This "Track Time" will be an agreed upon prearranged time period that the Railroad will, without undue burden, schedule no train traffic to facilitate the Contractor's work on or near Railroad right-of-way. This track time must be arranged ***at least 48 hours prior to the date of need.***

C. No charge or claims of the Contractor against either the Department or the Railroad will be allowed for hindrance or delay on account of railroad traffic; any work done by the Railroad or other delay incident to or necessary for safe maintenance of Railroad traffic or for any delays due to compliance with these Special Notes.

D. The Contractor shall cooperate with others participating in the construction of the Project to the end that all work may be carried on to the best advantage.

E. The Railroad does not assume any responsibility for work performed by others in connection with the Project. No claims of the Contractor against the Railroad for any inconvenience, delay, or additional cost incurred by the Contractor on account of operations by others.

XI. TRAINMAN'S WALKWAYS:

A. 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 Railroad's protective service is provided shall be removed before the close of each day. If there is any excavation near the walkway, a handrail, with ***10'-0" minimum clearance from centerline of track,*** *shall be placed.*

XII. GUIDELINES FOR PERSONNEL ON RAILROAD RIGHTS 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 cinched with straps which fit snugly about the ankle are adequate. Safety boots are strongly recommended.*

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

C. *All persons working near track when train is passing are to look out for dragging bands, chains and protruding or shifting 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.*

XIII. GUIDELINES FOR EQUIPMENT ON RAILROAD RIGHTS OF WAY:

A. *No crane or boom equipment will be allowed to set up to work or park within* ***boom distance plus 15' 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 a 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 other 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 permission is granted from the Railroad Engineer.

N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it can not 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.

XIV. INSURANCE:

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

1. Statutory Workers' Compensation and Employer's Liability insurance.

2. An Occurrence Form Railroad Protective Policy with limits of not less than Five Million ($5,000,000.00) Dollars per occurrence for Bodily Injury Liability, Property Damage Liability and Physical Damage to Property, with Ten Million ($10,000,000.00) Dollars aggregate for the term of the policy with respect to Bodily Injury, Liability, Property Damage Liability and

Physical Damage to Property.

3. Automobile Liability in an amount not less than One Million ($1,000,000.00) Dollars combined single limit.

4. Comprehensive General Liability in an amount not less than Five Million ($5,000,000.00) Dollars combined single limit. In the event the policy is a Claims Made Policy, coverage shall include an aggregate of Ten Million ($10,000,000.00) Dollars. Limits may be accomplished by use of underlying coverage with an umbrella as long as the umbrella follows form.

   Each policy shall name P&L as a named insured and shall provide for not less than ten (10) days prior written notice to P&L of cancellation of, or any material change in the policies. The policies shall not contain any exclusions related to doing business on, near, or adjacent to Railroad facilities.

   Applicant shall provide P&L with a Certificate of Insurance evidencing such coverage and, upon request, shall deliver a certified, true and complete copy of the policy or policies to P&L.

   It is understood that, so long as this Agreement shall remain in force, P&L shall have the right, from time to time, to revise the amount or form of insurance coverage's provided in this exhibit as circumstances or changing economic conditions may require. P&L shall give Applicant written notice of any such requested change at least thirty (30) days prior to the date of expiration of the then existing policy or policies and Applicant shall provide P&L with such revised policy or policies therefore or otherwise agree to modify the Agreement to remove the limitation of indemnification to Applicant’s limits of insurance.

   All insurance provided must be primary and shall not be reduced or limited by any insurance procured by P&L.

XV. FAILURE TO COMPLY:

A. *These Special Notes are supplemental and amendatory to the current edition of the Kentucky Department of Highways' Standard Specifications for Road and Bridge Construction and amendments thereof, and where in conflict therewith, these Special Notes shall govern.*

B. *In the event the Contractor violates or fails to comply with any of the requirements of these Special Notes:*

1. The Railroad Engineer may require that the Contractor vacate Railroad property.

2. The Engineer may withhold all monies due the Contractor on monthly

statements.

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

XVI. PAYMENT FOR COST OF COMPLIANCE:

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

Kentucky Transportation Cabinet
Division of Right of Way & Utilities

TC 69-008
08/2010
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SUMMARY FOR KYTC PROJECTS THAT INVOLVE A RAILROAD

Date: 11/3/2016 *(enter using M/d/yyyy format)*

This project actively involves the below listed railroad company. This Project Summary provides an abbreviated listing of project specific railroad data. The detailed needs of the specified railroad company are included in the Special Notes for Protection of Railroad Interest in the proposal package. By submitting a bid, the contractor attests that they have dutifully considered and accepted the provisions as defined in both documents.

GENERAL ROAD PROJECT INFORMATION *(This section must be provided by KYTC)*

County: Ohio
Federal Number: NHPP 121 86591 01D
State Number: FD04 121 86591 01D; FD52 092
Route: KY 9007
Project Description: Natcher Parkway over P&L RR
Item Number: 02-2089.00 **Highway Milepost:** 37.14-49.80

GENERAL RAIL INFORMATION *(The below sections must be provided by Railroad Company)*

Rail Company Name: **Paducah and Louisville Railway**
AAR-DOT# (if applicable): 297 005F **Railroad Milepost:** J 106.04
Train Count (6am to 6pm): 6 **Train Count (6pm to 6am):** 5 **Train Count (24 hr total):** 11
Maximum Train Speed: 35 mph
(This information is necessary to acquire the necessary insurances when working with Railroad Right of Way)

INSURANCE REQUIREMENTS

The named insured, description of the work and designation of the job site to be shown on the Policy are as follows:

(a) Named Insured: Paducah and Louisville
(b) The project description should be as indicated in the General Road Project Information section.
(c) The designation of the jobsite is the route, Milepost, and AAR-DOT# listed above.

FLAGGING INFORMATION

Flagging Estimate:

Flagging will be paid to the RR by KYTC. Contractor shall adhere to the Special Note for Railroad Flagging if applicable.

Hourly Rate:

$90.03 per hour based on a 8 hour day effective as of the date of this document.

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 ½ times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 ½ times the normal rate.

Forecasted Rate Increases:

Rates will increase to $92.74 per hour based on a 8 hour day effective 1/1/2016 *(enter using M/d/yyyy format)*.

RAILROAD CONTACTS

(*to be provided by Railroad Company)*

General Railroad Contact:

Stony Bishop
Paducah and Louiville Railway, Inc.

_____
200 Clark Street
Paducah, Kentucky 42003
(Phone) 270-444-4386
(Email) sbishop@palrr.com

Regional Representative (Roadmaster):

Keith Tucker

_____
_____
_____
_____
(Phone) 270-331-4510
(Email) KeithTucker@PALRR.com

Insurance contact:

Stony Bishop
Paducah and Louisville Railway, Inc.

_____
200 Clark Street
Paducah, Kentucky 42003
(Phone) 270-444-4386
(Email) sbishop@palrr.com

Railroad Designer Contact:

Contractor or In-House Employee? In-House

Stony Bishop
Paducah and Louisville Railway, Inc.

_____
200 Clark Street
Paducah, Kentucky 42003
(Phone) 270-444-4386
(Email) sbishop@palrr.com

Railroad Construction Contact:

Contractor or In-House Employee? In-House

Stony Bishop
Paducah and Louisville Railway, Inc.

_____
200 Clark Street
Paducah, Kentucky 42003
(Phone) 270-444-4386
(Email) sbishop@palrr.com

KENTUCKY TRANSPORTATION CABINET CONTACTS

(*to be provided by KYTC)*

KYTC Railroad Coordinator:

Allen Rust, PE
Div. of Right of Way & Utilities
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor East
Frankfort, Kentucky 40622
(Phone) 502-782-4950
(Email) allen.rust@ky.gov

KYTC Construction Procurement Director:

Rachel Mills, Director
Div. of Construction Procurement
Kentucky Transportation Cabinet
200 Mero Street, 3rd Floor West
Frankfort, Kentucky 40622
(Phone) 502-564-3500
(Email) Rachel.Mills@ky.gov

KYTC Construction Director:

Ryan Griffith, Director
Div. of Construction
Kentucky Transportation Cabinet
200 Mero Street, 3rd Floor West
Frankfort, Kentucky 40622
(Phone) 502-564-4780
(Email) ryan.griffith@ky.gov

The project specific information provided herein is valid as of the date indicated. However, the specific information may be subject to change due to the normal business operations of all parties. The terms and conditions defined here, and in the bid proposal in its entirety, are inclusive and constant.

PART II

SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2012* and *Standard Drawings, Edition of 2016.*

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Subsection: **Revision:**	101.03 DEFINITIONS Add the following Definitions to this section: **Superpave Mix Design Technologist (SMDT)** - An inspector qualified by the KYTC to submit, adjust, or approve asphalt mix designs. **Superpave Plant Technologist (SPT)** - An inspector qualified by the KYTC to perform routine inspection and process control, acceptance, or verification testing on asphalt mixtures.
Subsection: **Revision:**	102.15 Process Agent. Replace the 1st paragraph with the following: Every corporation doing business with the Department shall submit evidence of compliance with KRS Sections 14A.4-010, 271B.11-010, 271B.11-070, 271B.11-080, 271B.5-010 and 271B.16-220, and file with the Department the name and address of the process agent upon whom process may be served.
Subsection: **Revision:**	105.13 Claims Resolution Process. Delete all references to TC 63-34 and TC 63-44 from the subsection as these forms are no longer available through the forms library and are forms generated within the AASHTO SiteManager software.
Subsection: **Revision:**	108.01 Subcontracting of Contract. Replace the section with the following: Do not subcontract, sell, transfer, assign, or otherwise dispose of the Contract or any portion of the Contract or Contracts, or of the right, title, or interest therein, without the Engineer's written consent. If the Contractor chooses to subcontract any portion of the Contract, a written request to sublet work must be submitted on the Subcontract Request (TC 63-35) form for the Engineer's approval. When directed by the Engineer, submit a certified copy of the actual subcontract agreement executed between the parties. The Engineer will allow the Contractor to subcontract a portion, but the Contractor must perform with his own organization work amounting to no less than 30 percent of the total Contract cost. The Engineer will not allow any subcontractor to exceed the percentage to be performed by the Contractor and will require the Contractor to maintain a supervisory role over the entire project. Do not allow any subcontractor to further subcontract any portion of the work without obtaining written consent from the Engineer. When the Engineer gives such consent, the first tier subcontractor may further subcontract a portion of his work not to exceed 50 percent of the work originally subcontracted to him by the Contractor. Do not allow any second tier subcontractor to subcontract any portion of the work. Extra work performed by subcontractors in accordance with Section 109 will not be utilized in the computation of total dollar amount subcontracted. Subcontract percentages are based upon the original contract amount. Payment to subcontractors for satisfactory performance of their work or materials supplied must be made within 7 calendar days from receipt of payment from the Engineer. Upon request by the Engineer, provide proof that payment has been made to the subcontractor within the 7 calendar days. Progress payments may be withheld for failure to comply with this request

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	The Engineer's written consent to subcontract, assign, or otherwise dispose of any portion of the Contract does not, under any circumstances, relieve the Contractor or the surety of their respective liabilities and obligations under the Contract. The Engineer will make transactions only with the Contractor. The Engineer will recognize subcontractors only in the similar capacity of employees or workers of the Contractor who are subject to the same requirements as to character and competence as specified in Subsection 108.06. Lease agreements are acceptable on Department projects. No additional paperwork is needed when equipment is rented from a commercial rental company unless the leased equipment comes with an operator. In these circumstances, payroll records for the operator of the leased equipment must be maintained and submitted by the contractor in accordance with Department policy. Lease agreements between contractors that involve equipment only will require the submittal of a TC 63-71 Department Equipment Rental Form. If a Contractor is found to be in violation of these requirements, the Engineer reserves the right to withhold payment for the work which was performed in violation of these requirements. This provision does not include the lease or use of equipment from a corporation or company wholly owned by the Contractor. The Contractor shall not use equipment in the performance of the Contract to which title is not held by the Contractor or an approved subcontractor without a submitted lease agreement. If a public official has provided a documented Declaration of Emergency, then the Engineer may verbally waive the requirement of submitting a TC 63-71 Department Equipment Rental Form until the situation has ended. After the emergency situation ends, immediately remove the equipment from the project or submit a completed TC 63-71 Department Equipment Rental Form to the Engineer.
Subsection: **Revision:**	108.03 Preconstruction Conference. Replace 8) Staking with the following: 8) Staking (designated by a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.
Subsection: **Revision:**	109.07.02 Fuel. Revise item Crushed Aggregate Used for Embankment Stabilization to the following: Crushed Aggregate Used for Stabilization of Unsuitable Materials Used for Embankment Stabilization
	Delete the following item from the table. ~~Crushed Sandstone Base (Cement Treated)~~
Subsection: **Revision:**	110.02 Demobilization. Replace the first part of the first sentence of the second paragraph with the following: Perform all work and operations necessary to accomplish final clean-up as specified in the first paragraph of Subsection 105.12;
Subsection: **Revision:**	112.03.12 Project Traffic Coordinator (PTC). Replace the last paragraph of this subsection with the following: Ensure the designated PTC has sufficient skill and experience to properly perform the task assigned and has successfully completed the qualification courses.

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Subsection:	112.04.18 Diversions (By-Pass Detours).
Revision:	Insert the following sentence after the 2nd sentence of this subsection. The Department will not measure temporary drainage structures for payment when the contract documents provide the required drainage opening that must be maintained with the diversion. The temporary drainage structures shall be incidental to the construction of the diversion. If the contract documents fail to provide the required drainage opening needed for the diversion, the cost of the temporary drainage structure will be handled as extra work in accordance with section 109.04.
Subsection:	201.03.01 Contractor Staking.
Revision:	Replace the first paragraph with the following: Perform all necessary surveying under the general supervision of a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.
Subsection:	201.04.01 Contractor Staking.
Revision:	Replace the last sentence of the paragraph with the following: Complete the general layout of the project under the supervision of a Professional Engineer or Land Surveyor licensed in the Commonwealth of Kentucky.
Subsection:	206.04.01 Embankment-in-Place.
Revision:	Replace the fourth paragraph with the following: The Department will not measure **suitable** excavation included in the original plans that is disposed of for payment and will consider it incidental to Embankment-in-Place.
Subsection:	208.02.01 Cement.
Revision:	Replace paragraph with the following: Select Type I or Type II cement conforming to Section 801. Use the same type cement throughout the work.
Subsection:	208.03.06 Curing and Protection.
Revision:	Replace the fourth paragraph with the following: Do not allow traffic or equipment on the finished surface until the stabilized subgrade has cured for a total of 7-days with an ambient air temperature above 40 degrees Fahrenheit. A curing day consists of a continuous 24-hour period in which the ambient air temperature does not fall below 40 degrees Fahrenheit. Curing days will not be calculated consecutively, but must total seven (7) , 24-hour days with the ambient air temperature remaining at or above 40 degrees Fahrenheit before traffic or equipment will be allowed to traverse the stabilized subgrade. The Department may allow a shortened curing period when the Contractor requests. The Contractor shall give the Department at least 3 day notice of the request for a shortened curing period. The Department will require a minimum of 3 curing days after final compaction. The Contractor shall furnish cores to the treated depth of the roadbed at 500 feet intervals for each lane when a shortened curing time is requested. The Department will test cores using an unconfined compression test. Roadbed cores must achieve a minimum strength requirement of 80 psi.
Subsection:	208.03.06 Curing and Protection.
Revision:	Replace paragraph eight with the following: At no expense to the Department, repair any damage to the subgrade caused by freezing.

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Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Revision:	Revise **Seed Mix Type I** to the mixture shown below: 50% Kentucky 31 Tall Fescue (Festuca arundinacea) 35% Hard Fescue (Festuca (Festuca longifolia) 10% Ryegrass, Perennial (Lolium perenne) 5% White Dutch Clover (Trifolium repens)
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Number:	2)
Revision:	Replace the paragraph with the following: Permanent Seeding on Slopes Greater than 3:1 in Highway Districts 4, 5, 6, and 7. Apply seed mix Type II at a minimum application rate of 100 pounds per acre. If adjacent to a golf course replace the crown vetch with Kentucky 31 Tall Fescue.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	A) Seed Mixtures for Permanent Seeding.
Number:	3)
Revision:	Replace the paragraph with the following: Permanent Seeding on Slopes Greater than 3:1 in Highway Districts 1, 2, 3, 8, 9, 10, 11, and 12. Apply seed mix Type III at a minimum application rate of 100 pounds per acre. If adjacent to crop land or golf course, replace the Sericea Lespedeza with Kentucky 31 Fescue.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	B) Procedures for Permanent Seeding.
Revision:	Delete the first sentence of the section.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	B) Procedures for Permanent Seeding.
Revision:	Replace the second and third sentence of the section with the following: Prepare a seedbed and apply an initial fertilizer that contains a minimum of 100 pounds of nitrogen, 100 pounds of phosphate, and 100 pounds of potash per acre. Apply agricultural limestone to the seedbed when the Engineer determines it is needed. When required, place agricultural limestone at a rate of 3 tons per acre.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Top Dressing.
Revision:	Change the title of part to D) Fertilizer.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Fertilizer.
Revision:	Replace the first paragraph with the following: Apply fertilizer at the beginning of the seeding operation and after vegetation is established. Use fertilizer delivered to the project in bags or bulk. Apply initial fertilizer to all areas prior to the seeding or sodding operation at the application rate specified in 212.03.03 B). Apply 20-10-10 fertilizer to the areas after vegetation has been established at a rate of 11.5 pounds per 1,000 square feet. Obtain approval from the Engineer prior to the 2nd fertilizer application. Reapply fertilizer to any area that has a streaked appearance. The reapplication shall be at no additional cost to the Department. Re-establish any vegetation severely damaged or destroyed because of an excessive application of fertilizer at no cost to the Department.
Subsection:	212.03.03 Permanent Seeding and Protection.
Part:	D) Fertilizer.
Revision:	Delete the second paragraph.

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Subsection:	212.04.04 Agricultural Limestone.
Revision:	Replace the entire section with the following: The Department will measure the quantity of agricultural limestone in tons.
Subsection:	212.04.05 Fertilizer.
Revision:	Replace the entire section with the following: The Department will measure fertilizer used in the seeding or sodding operations for payment. The Department will measure the quantity by tons.
Subsection:	212.05 PAYMENT.
Revision:	Delete the following item code: Code Pay Item Pay Unit 05966 Topdressing Fertilizer Ton
Subsection:	212.05 PAYMENT.
Revision:	Add the following pay items: Code Pay Item Pay Unit 05963 Initial Fertilizer Ton 05964 20-10-10 Fertilizer Ton 05992 Agricultural Limestone Ton
Subsection:	213.03.02 Progress Requirements.
Revision:	Replace the third paragraph with the following: After exposing areas of erodible material, make every effort to stabilize and protect the areas as quickly as possible. Permanently seed and mulch all areas at final grade within 14 days. Temporary stabilization practices on those portions of the project where construction activities have temporarily ceased shall be initiated within 14 days of the date of activity cessation. The Engineer will suspend grading operations for instances where the Contractor fails to sustain erosion control measures to effectively control erosion and to prevent water pollution in accordance with the KPDES Permit. In addition, the Engineer will withhold monies due on current estimates until corrective work has been initiated and is continuously progressing to remediate noted deficiencies. Additionally, should noted deficiencies not be adequately addressed to the satisfaction of the Engineer within 7 calendar days of receipt of written notification of deficiencies, the Department will apply a penalty equal to the daily liquidated damages rate until all aspects of the work have been completed.
Subsection:	213.03.05 Temporary Control Measures.
Part:	E) Temporary Seeding and Protection.
Revision:	Delete the second sentence of the first paragraph.
Subsection:	304.02.01 Physical Properties.
Table:	Required Geogrid Properties
Revision:	Replace all references to Test Method "GRI-GG2-87" with ASTM D 7737.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	B) Sampling.
Revision:	Replace the second sentence with the following: The Department will determine when to obtain the quality control samples using the random-number feature of the mix design submittal and approval spreadsheet. The Department will randomly determine when to obtain the verification samples required in Subsections 402.03.03 and 402.03.04 using the Asphalt Mixture Sample Random Tonnage Generator.

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Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	3) VMA.
Revision:	Add the following paragraph below Number 3) VMA: Retain the AV/VMA specimens and one additional corresponding G_{mm} sample for 5 working days for mixture verification testing by the Department. For Specialty Mixtures, retain a mixture sample for 5 working days for mixture verification testing by the Department. When the Department's test results do not verify that the Contractor's quality control test results are within the acceptable tolerances according to Subsection 402.03.03, retain the samples and specimens from the affected sublot(s) for the duration of the project.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	4) Density.
Revision:	Replace the second sentence of the Option A paragraph with the following: Perform coring by the end of the following work day.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	D) Testing Responsibilities.
Number:	5) Gradation.
Revision:	Delete the second paragraph.
Subsection:	402.03.02 Contractor Quality Control and Department Acceptance.
Part:	H) Unsatisfactory Work.
Number:	1) Based on Lab Data.
Revision:	Replace the second paragraph with the following: When the Engineer determines that safety concerns or other considerations prohibit an immediate shutdown, continue work and the Department will make an evaluation of acceptability according to Subsection 402.03.05.
Subsection:	402.03.03 Verification.
Revision:	Replace the first paragraph with the following: **402.03.03 Mixture Verification.** For volumetric properties, the Department will perform a minimum of one verification test for AC, AV, and VMA according to the corresponding procedures as given in Subsection 402.03.02. The Department will randomly determine when to obtain the verification sample using the Asphalt Mixture Sample Random Tonnage Generator. For specialty mixtures, the Department will perform one AC and one gradation determination per lot according to the corresponding procedures as given in Subsection 402.03.02. However, Department personnel will not perform AC determinations according to KM 64-405. The Contractor will obtain a quality control sample at the same time the Department obtains the mixture verification sample and perform testing according to the procedures given in Subsection 402.03.02. If the Contractor's quality control sample is verified by the Department's test results within the tolerances provided below, the Contractor's sample will serve as the quality control sample for the affected sublot. The Department may perform the mixture verification test on the Contractor's equipment or on the Department's equipment.
Subsection:	402.03.03 Verification.
Part:	A) Evaluation of Sublot(s) Verified by Department.
Revision:	Replace the third sentence of the second paragraph with the following: When the paired *t* -test indicates that the Contractor's data and Department's data are possibly not from the same population, the Department will investigate the cause for the difference according to Subsection 402.03.05 and implement corrective measures as the Engineer deems appropriate.

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Subsection:	402.03.03 Verification.
Part:	B) Evaluation of Sublots Not Verified by Department.
Revision:	Replace the third sentence of the first paragraph with the following: When differences between test results are not within the tolerances listed below, the Department will resolve the discrepancy according to Subsection 402.03.05.
Subsection:	402.03.03 Verification.
Part:	B) Evaluation of Sublots Not Verified by Department.
Revision:	Replace the third sentence of the second paragraph with the following: When the *F* -test or *t* -test indicates that the Contractor's data and Department's data are possibly not from the same population, the Department will investigate the cause for the difference according to Subsection 402.03.05 and implement corrective measures as the Engineer deems appropriate.
Subsection:	402.03.03 Verification.
Part:	C) Test Data Patterns.
Revision:	Replace the second sentence with the following: When patterns indicate substantial differences between the verified and non-verified sublots, the Department will perform further comparative testing according to subsection 402.03.05.
Subsection:	402.03 CONSTRUCTION.
Revision:	Add the following subsection: **402.03.04 Testing Equipment and Technician Verification.** For mixtures with a minimum quantity of 20,000 tons and for every 20,000 tons thereafter, the Department will obtain an additional verification sample at random using the Asphalt Mixture Sample Random Tonnage Generator in order to verify the integrity of the Contractor's and Department's laboratory testing equipment and technicians. The Department will obtain a mixture sample of at least 150 lb at the asphalt mixing plant according to KM 64-425 and split it according to AASHTO R 47. The Department will retain one split portion of the sample and provide the other portion to the Contractor. At a later time convenient to both parties, the Department and Contractor will simultaneously reheat the sample to the specified compaction temperature and test the mixture for AV and VMA using separate laboratory equipment according to the corresponding procedures given in Subsection 402.03.02. The Department will evaluate the differences in test results between the two laboratories. When the difference between the results for AV or VMA is not within ± 2.0 percent, the Department will investigate and resolve the discrepancy according to Subsection 402.03.05.
Subsection:	402.03.04 Dispute Resolution.
Revision:	Change the subsection number to 402.03.05.
Subsection:	402.05 PAYMENT.
Part:	Lot Pay Adjustment Schedule Compaction Option A Base and Binder Mixtures
Table:	AC
Revision:	Replace the Deviation from JMF(%) that corresponds to a Pay Value of 0.95 to ±0.6.
Subsection:	403.01 Description.
Revision:	Replace the sentence three and four of the first paragraph with the following: Provide a Superpave Plant Technologist (SPT) or Superpave Mix Design Technician (SMDT) qualified by the Laboratories' Quality Acceptance program. Be available to address all Quality Control concerns arising during work performed under section 403.
Subsection:	403.02.10 Material Transfer Vehicle (MTV).
Revision:	Replace the first sentence with the following: In addition to the equipment specified above, provide a MTV with the following minimum characteristics:

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Subsection: **Part:** **Number:** **Revision:**	403.03.03 Preparation of Mixture C) Mix Design Criteria 2) Revise part 2) to read as follows: Selection of Optimum AC. Normally, the Department will approve the AC at an air-void content of 4.0 percent. The Engineer may assign an AC corresponding to other air-void levels as deemed appropriate. Ensure the optimum AC is a minimum of 5.2 percent by weight of the total mixture for all 0.5-inch nominal surface mixtures and 5.5 percent by weight of the total mixture for all 0.38-inch nominal surface mixtures.
Subsection: **Revision:**	412.02.09 Material Transfer Vehicle (MTV). Replace the paragraph with the following: Provide and utilize a MTV with the minimum characteristics outlined in section 403.02.10.
Subsection: **Revision:**	412.03.07 Placement and Compaction. Replace the first paragraph with the following: Use a MTV when placing SMA mixture in the driving lanes. The MTV is not required on ramps and/or shoulders unless specified in the contract. When the Engineer determines the use of the MTV is not practical for a portion of the project, the Engineer may waive its requirement for that portion of pavement by a letter documenting the waiver.
Subsection: **Revision:**	412.04 MEASUREMENT. Add the following subsection: 412.04.03. Material Transfer Vehicle (MTV). The Department will not measure the MTV for payment and will consider its use incidental to the asphalt mixture.
Subsection: **Part:** **Revision:**	501.03.19 Surface Tolerances and Testing Surface. B) Ride Quality. Add the following to the end of the first paragraph: The Department will specify if the ride quality requirements are Category A or Category B when ride quality is specified in the Contract. Category B ride quality requirements shall apply when the Department fails to classify which ride quality requirement will apply to the Contract.
Subsection: **Revision:**	501.03.05 Weather Limitations and Protection. Replace the reference to Subsection 501.03.19 in Paragraph 5, with Subsection 501.03.20.
Subsection: **Revision:**	601.02.02 Cement Replace the third sentence with the following: The Department will allow the use of Type IP(≤20), Type IS(≤30), Type IL, Type II, and Type III when the Engineer approves.
Subsection: **Revision:**	601.02.02 Cement Replace the fifth sentence with the following: If unsatisfactory test results are obtained using Type IP(≤20), Type IS(≤30), Type IL, Type II, or Type III cement complete the work using Type I cement.

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Subsection: 601.03.02 Concrete Producer Responsibilities.
Part: E) Trip Tickets.
Revision: Replace the section with the following:

Furnish a trip ticket containing the minimum information shown in the table below. Certify that the data on the ticket is correct and that the mixture conforms to the approved mix design. Ensure that the plant manager or a Level II concrete technician signs the ticket. The Department's jobsite inspector will complete all other necessary information on the back of the trip ticket.

Contract Id:	Proj. Number:	Date:	County:	
Truck No:	Producer Name:		SiteManager Sample Id:	
Qty(Yds^3):	Time Loaded (Non Agitated Concrete Only):			
Begin Mixing Time: _____ AM ____ PM ____ REV _____				
Set Retarder Used	Yes ___	Type____	No____	
Water Reducer Used	Yes ___	Type____	No____	
Water Underrun _____ Gal/Yd^3 _____ Total Gallons				
Design W/C:	Actual W/C:	Slump (inches)		
Batch Weight Information:				
Material:	Description:	Design Qty:	Required:	Batched: %Var: %Moisture: Actual:
Remarks:				

The data on this ticket is correct for the approved concrete mix design.

Signature: _____ Date: _____

KRMCA Level II Technician or Plant Manager

Subsection: 601.03.03 Proportioning and Requirements
Part: A) Concrete
Revision: Revise Table for INGREDIENT PROPORTIONS AND REQUIREMENTS FOR VARIOUS CLASSES OF CONCRETE as follows: Replace "M1 w/ Type 1 cement" with "M1 w/ Type 1 or blended hydraulic cement"

Subsection: 601.03.03 Proportioning and Requirements
Part: C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Revision: Revise part C) header to read as follows: Mixtures Using Type IP(≤20), IS(≤30), and IL Cement and Mineral Admixtures.

Subsection: 601.03.03 Proportioning and Requirements
Part: C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number: 1)
Revision: Revise first sentence to read as follows: Type IP(≤20), IS(≤30), IL Cement.

Subsection: 601.03.03 Proportioning and Requirements
Part: C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number: 2)
Revision: Revise second sentence to read as follows: The use of fly ash, blast furnace slag cement, or micosilica in concrete is the Contractor's option.

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Subsection:	601.03.03 Proportioning and Requirements
Part:	C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number:	2)
Revision:	Revise the first sentence in the second paragraph to read as follows: When the ability to use blast furnace slag cement or microsilica has not been demonstrated have the concrete producer provide trial batches in accordance with Subsection 601.03.02 G) 1).
Subsection:	601.03.03 Proportioning and Requirements
Part:	C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number:	2)
Part:	b)
Revision:	Revise first sentence to read as follows: Blast Furnace Slag Cement
Subsection:	601.03.03 Proportioning and Requirements
Part:	C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number:	2)
Part:	b)
Revision:	Revise second sentence to read as follows: When added as a separate ingredient, use Grade 120 or Grade 100 slag to reduce the quantity of cement, except do not use blast furnace slag cement to reduce the quantity of Type IS(≤30) cement.
Subsection:	601.03.03 Proportioning and Requirements
Part:	C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures
Number:	2)
Part:	b)
Revision:	In part b), replace all references to "GGBF slag" with "blast furnace slag cement".
Subsection:	601.03.04 Classes and Primary Uses
Part:	H) Class M1
Revision:	Revise part H) to read as follows: High early strength for bridge joint repair and full or partial depth bridge deck patching. (Type 1 cement or blended hydraulic cement)
Subsection:	603.03.06 Cofferdams.
Revision:	Replace the seventh sentence of paragraph one with the following: Submit drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection:	605.03.04 Tack Welding.
Revision:	Insert the subsection and the following: 605.03.04 Tack Welding. The Department does not allow tack welding.
Subsection:	606.03.17 Special Requirements for Latex Concrete Overlays.
Part:	A) Existing Bridges and New Structures.
Number:	1) Prewetting and Grout-Bond Coat.
Revision:	Add the following sentence to the last paragraph: Do not apply a grout-bond coat on bridge decks prepared by hydrodemolition.
Subsection:	609.03 Construction.
Revision:	Replace Subsection 609.03.01 with the following: 609.03.01 A) Swinging the Spans. Before placing concrete slabs on steel spans or precast concrete release the temporary erection supports under the bridge and swing the span free on its supports. 609.03.01 B) Lift Loops. Cut all lift loops flush with the top of the precast beam once the beam is placed in the final location and prior to placing steel reinforcement. At locations where lift loops are cut, paint the top of the beam with galvanized or epoxy paint.

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Subsection:	611.03.02 Precast Unit Construction.
Revision:	Replace the first sentence of the subsection with the following: Construct units according to ASTM C1577, **replacing Table 1 (Design Requirements for Precast Concrete Box Sections Under Earth, Dead and HL-93 Live Load Conditions) with KY Table 1 (Precast Culvert KYHL-93 Design Table)**, and Section 605 with the following exceptions and additions:
Subsection:	613.03.01 Design.
Number:	2)
Revision:	Replace "AASHTO Standard Specifications for Highway Bridges" with "AASHTO LRFD Bridge Design Specifications"
Subsection:	615.06.02
Revision:	Add the following sentence to the end of the subsection. The ends of units shall be normal to walls and centerline except exposed edges shall be beveled ¾ inch.
Subsection:	615.06.03 Placement of Reinforcement in Precast 3-Sided Units.
Revision:	Replace the reference of 6.6 in the section to 615.06.06.
Subsection:	615.06.04 Placement of Reinforcement for Precast Endwalls.
Revision:	Replace the reference of 6.7 in the section to 615.06.07.
Subsection:	615.06.06 Laps, Welds, and Spacing for Precast 3-Sided Units.
Revision:	Replace the subsection with the following: Tension splices in the circumferential reinforcement shall be made by lapping. Laps may not be tack welded together for assembly purposes. For smooth welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.2 and AASHTO 2012 Bridge Design Guide Section 5.11.6.3. For deformed welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.1 and AASHTO 2012 Bridge Design Guide Section 5.11.6.2. The overlap of welded wire fabric shall be measured between the outer most longitudinal wires of each fabric sheet. For deformed billet-steel bars, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.1. For splices other than tension splices, the overlap shall be a minimum of 12" for welded wire fabric or deformed billet-steel bars. The spacing center to center of the circumferential wires in a wire fabric sheet shall be no less than 2 inches and no more than 4 inches. The spacing center to center of the longitudinal wires shall not be more than 8 inches. The spacing center to center of the longitudinal distribution steel for either line of reinforcing in the top slab shall be not more than 16 inches.
Subsection:	615.06.07 Laps, Welds, and Spacing for Precast Endwalls.
Revision:	Replace the subsection with the following: Splices in the reinforcement shall be made by lapping. Laps may not be tack welded together for assembly purposes. For smooth welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.2 and AASHTO 2012 Bridge Design Guide Section 5.11.6.3. For deformed welded wire fabric, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.5.1 and AASHTO 2012 Bridge Design Guide Section 5.11.6.2. For deformed billet-steel bars, the overlap shall meet the requirements of AASHTO 2012 Bridge Design Guide Section 5.11.2.1. The spacing center-to-center of the wire fabric sheet shall not be less than 2 inches or more than 8 inches.

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Subsection:	615.08.01 Type of Test Specimen.
Revision:	Replace the subsection with the following: Start-up slump, air content, unit weight, and temperature tests will be performed each day on the first batch of concrete. Acceptable start-up results are required for production of the first unit. After the first unit has been established, random acceptance testing is performed daily for each 50 yd^3 (or fraction thereof). In addition to the slump, air content, unit weight, and temperature tests, a minimum of one set of cylinders shall be required each time plastic property testing is performed.
Subsection:	615.08.02 Compression Testing.
Revision:	Delete the second sentence.
Subsection:	615.08.04 Acceptability of Core Tests.
Revision:	Delete the entire subsection.
Subsection:	615.12 Inspection.
Revision:	Add the following sentences to the end of the subsection: Units will arrive at jobsite with the "Kentucky Oval" stamped on the unit which is an indication of acceptable inspection at the production facility. Units shall be inspected upon arrival for any evidence of damage resulting from transport to the jobsite.
Subsection:	701.04.16 Deduction for Pipe Deflection.
Revision:	Insert the following at the end of the paragraph: The section length is determined by the length of the pipe between joints where the failure occurred.
Subsection:	716.02.02 Paint.
Revision:	Replace sentence with the following: Conform to Section 821.
Subsection:	716.03 CONSTRUCTION.
Revision:	Replace bullet 5) with the following: 5) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims,
Subsection:	716.03.02 Lighting Standard Installation.
Revision:	Replace the paragraph with the following: Locate poles to avoid trees, drainage, structures, etc. Regardless of the station & offset noted, locate all poles/bases behind guardrail a minimum of 4 feet behind the face of the guardrail. All poles shall be placed as close to stations and offsets as stated on Plans to provide proper illumination. If any pole needs to be relocated from stations indicated, the Division of Traffic Operations shall be contacted. When submitting brochures for suggested luminaires include iso lux curves, IES type distribution, lamp lumens, and typical ballast factor used for each type of luminaire. Submit the photometric data in a digital IES format to the Division of Traffic Operations. Include with the submittal a point of contact and phone number to answer technical questions about the luminaire.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	A) Conventional Installation.
Revision:	Replace the third sentence with the following: Orient the transformer base so the door is positioned on the side away from on-coming traffic.
Subsection:	716.03.02 Lighting Standard Installation.
Part:	A) Conventional Installation.
Number:	1) Breakaway Installation and Requirements.
Revision:	Replace the first sentence with the following: For breakaway supports, conform to Section 12 of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.

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Subsection: 716.03.02 Lighting Standard Installation.
Part: B) High Mast Installation
Revision: Replace the first three sentences of the first paragraph with the following: Install each high mast pole as noted on Plans. Install each high mast pole on a separate circuit and use luminaires with light patterns as indicated. Orient luminaires as shown in Plans.

Subsection: 716.03.02 Lighting Standard Installation.
Part: B) High Mast Installation
Number: 2) Concrete Base Installation
Revision: Modification of Chart and succeeding paragraphs within this section:

Drilled Shaft Depth Data							
Level Ground		3:1 Ground Slope		2:1 Ground Slope		1.5:1 Ground Slope (2)	
Soil	Rock	Soil	Rock	Soil	Rock	Soil	Rock
17 ft	7 ft	19 ft	7 ft	20 ft	7 ft	(1)	7 ft

Steel Requirements			
Vertical Bars		Ties or Spiral	
Size	Total	Size	Spacing or Pitch
#10	16	#4	12 inch

Note 1: Shaft length is 22 feet for cohesive soil only. For cohesionless soil, contact Geotechnical Branch for design.
Note 2: Do not construct high mast drilled shafts on ground slopes steeper than 1.5:1 without the approval of the Division of Traffic Operations.

If rock is encountered during drilling operations and confirmed by the Engineer to be of sound quality, the shaft is only required to be further advanced into the rock by the length of rock socket shown in the design table. The total length of the shaft need not be longer than that of soil alone. Both longitudinal rebar length and number of ties or spiral length shall be adjusted

If a shorter depth is desired for the drilled shaft, the Contractor shall provide, for the state's review and approval, a detailed column design with individual site specific soil and rock analysis performed and approved by a Professional Engineer licensed in the Commonwealth of Kentucky.

Spiral reinforcement may be substituted for ties. If spiral reinforcement is used, one and one-half closed coils shall be provided at the ends of each spiral unit. Subsurface conditions consisting of very soft clay or very loose saturated sand could result in soil parameters weaker than those assumed. Engineer shall consult with the Geotechnical Branch if such conditions

The bottom of the drilled hole shall be firm and thoroughly cleaned so no loose or compressible materials are present at the time of the concrete placement. If the drilled hole contains standing water, the concrete shall be placed using a tremie to displace water. Continuous concrete flow will be required to insure full displacement of any water.

The reinforcement and anchor bolts shall be adequately supported in the proper positions so no movement occurs during concrete placement. Welding of anchor bolts to the reinforcing cage is unacceptable, templates shall be used. Exposed portions of the foundation shall be formed to create a smooth finished surface. All forming shall be removed upon completion of foundation construction.

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Subsection: **Part:** **Revision:**	716.03.03 Trenching. A) Trenching of Conduit for Highmast Ducted Cables. Add the following after the first sentence: If depths greater than 24 inches are necessary, obtain the Engineer's approval and maintain the required conduit depths coming into the junction boxes. No payment for additional junction boxes for greater depths will be allowed.
Subsection: **Part:** **Revision:**	716.03.03 Trenching. B) Trenching of Conduit for Non-Highmast Cables. Add the following after the second sentence: If depths greater than 24 inches are necessary for either situation listed previously, obtain the Engineer's approval and maintain the required conduit depths coming into the junction boxes.
Subsection: **Revision:**	716.03.04 Conduit Installation. Replace the first two sentences of the paragraph with the following: Provide rigid steel conduit encasement for all conductors except as specified in the Contract. Provide conduit that is listed on the Department's List of Approved Materials.
Subsection: **Part:** **Number:** **Revision:**	716.03.04 Conduit Installation. A) Conduit Requirements in Junction Boxes. 1) Highmast Ducted Cable. Replace the first two sentences with the following: Install conduit horizontally through the junction box. Conduit shall be 4 inches from the bottom and 4 inches from the side of the junction box.
Subsection: **Revision:**	716.03.04 Conduit Installation. Add the following to the Part to the Subsection: **G) Bore and Jack.** Construction methods shall be in accordance with Subsections 706.03.02, paragraphs 1, 2 and 4.
Subsection: **Revision:**	716.03.08 Splicing. Replace the last sentence of the paragraph with the following: Ensure the splices are of the correct size for the wire being used.
Subsection: **Revision:**	716.03.10 Junction Boxes. Replace subsection title with the following: Electrical Junction Box and replace the last sentence of the paragraph with the following: Any additional junction boxes shall be approved by the Engineer.
Subsection: **Revision:**	716.03.13 Temporary Lighting. Change subsection heading to the following: **716.03.13 Temporary/Maintain Lighting.**
Subsection: **Revision:**	716.03.13 Temporary /Maintain Lighting. Replace the entire section with the following: The Contractor shall furnish and install all materials necessary to temporarily light the proposed roadway to design standards in Subsection 716.03. The Contractor shall submit his proposed design of temporary lighting to the Division of Traffic Operations for approval at least 30 days before installation. Maintain all lighting elements impacted within or outside the project limits until new lighting elements are installed and a functional inspection has been performed on the new lighting elements. The Contractor shall submit a proposed design for maintaining lighting to the Division of Traffic Operations for approval at least 30 days before installation.

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Subsection: **Revision:**	716.03.14 Remove Lighting. Replace the section with the following: Remove all lighting equipment that is identified by the Engineer as no longer necessary including, but not limited to, the following: pole bases, poles, junction boxes, cabinets, and wood poles. Pole bases shall be removed a minimum of one foot below finished grade by chipping off or other method that is approved by the Engineer. Dispose of all removed concrete off right-of-way. Wood poles shall be removed a minimum of one foot below finished grade. Backfill holes with material approved by the Engineer. Conduit may be abandoned in the ground. All materials shall be removed from the project as directed by the Engineer. Transformers not owned by a utility shall be tested for PCB's and disposed of in accordance with state regulations.
Subsection: **Revision:**	716.03.15 Painting. Replace the first sentence with the following: Clean non-galvanized or damaged surfaces of exposed junction boxes, pull boxes, control panels, poles, and similar equipment, and apply one coat of an inhibiting paint and two coats of aluminum paint.
Subsection: **Revision:**	716.04.01. Poles. Change the subsection heading to 716.04.01 Pole and replace the last sentence of the subsection with the following: The Department will not measure anchor bolts, washers, nuts, anchor bolt covers, ground lugs, and any associated hardware for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.02 High Mast Pole. Replace the second sentence with the following: The Department will not measure the lowering device, anchor bolts, head frame assembly, cables, winch unit, power cables, wiring, connectors, circuit breakers, grounding lugs, ground wire, ground rods, conduits, test plugs,, adjustment and calibration of the unit to provide the desired operation, and any associated hardware for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.03 Bracket. Replace the second sentence with the following: The Department will not measure any associated hardware needed for attaching the bracket to the pole for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.04 Pole Base. Change the subsection heading to 716.04.04 Pole Bases and delete the paragraph.
Subsection: **Revision:**	716.04.04 Pole Bases. Insert the following: **A. Pole Base**. The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure excavation, concrete, conduits, fittings, ground rods, ground wires, ground lugs, reinforcing steel, restoring disturbed areas to the satisfaction of the Engineer, and any associated hardware for payment and will consider them incidental to this item of work. **B. Pole Base High Mast**. The Department will measure the quantity in cubic yards furnished and installed. The Department will not measure excavation, concrete, conduits, fittings, ground rods, ground wires, ground lugs, reinforcing steel, restoring disturbed areas to the satisfaction of the Engineer, and any associated hardware for payment and will consider them incidental to this item of work.

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Subsection:	716.04.05 Pole Base in Median Wall.
Revision:	Replace the last sentence with the following: The Department will not measure conduits, fittings, junction boxes, additional reinforcing steel, ground rods, ground wire, ground lugs, and aluminum cover plates (if specified) for payment, and will consider them incidental to this item of work.
Subsection:	716.04.06 Transformer Base.
Revision:	Replace the last sentence with the following: The Department will not measure transformer door, ground lug, anchoring bolts, nuts, washers, and any associated hardware for payment and will consider them incidental to this item of work. The filling of any unused holes will also be considered incidental to this item of work.
Subsection:	716.04.07 Pole with Secondary Equipment.
Revision:	Replace the heading with the following: 716.04.07 Pole with Secondary Control Equipment.
Subsection:	716.04.07 Pole with Secondary Control Equipment.
Revision:	Replace the second and third sentence with the following: The Department will not measure mounting the cabinet to the pole, backfilling, restoration, any necessary hardware to anchor pole, electrical inspection fees, and required building fees involving utility secondary, and primary service for payment and will consider them incidental to this item of work. The Department will also not measure furnishing and installing electrical service conductors, specified conduits, meter base, transformer, service panel, fused cutout, fuses, lighting arrestors, photoelectrical control, circuit breaker, contactor, manual switch, ground rods, ground lugs, and ground wires for payment and will consider them incidental to this item of work. The filling of unused holes will also be considered incidental to this item of work.
Subsection:	716.04.08 Lighting Control Equipment.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure the concrete base, excavation, backfilling, restoration, any necessary anchors, electrical inspection fees, and required building fees involving utility secondary/primary service for payment and will consider them incidental to this item of work. The Department will also not measure furnishing and installing electrical service conductors, specified conduits, meter base, transformer, service panel, fused cutout, fuses, lighting arrestors, photoelectrical control, circuit breakers, contactor, manual switch, ground rods, ground lugs, and ground wires for payment and will consider them incidental to this item of work. The Department will not measure the filling of any unused holes with and will consider them incidental to this item of work.
Subsection:	716.04.09 Luminaire.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure lamps, starters, ballasts, drivers, surge protection, dimming modules, photo-control receptacle, specified shielding (if required), and any adjustments necessary to provide the desired lighting pattern for payment and will consider them incidental to this item of work.
Subsection:	716.04.10 Fused Connector Kits.
Revision:	Replace the heading with the following: 716.04.10 Fuse Connector Kits.

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Subsection: **Revision:**	716.04.10 Fuse Connector Kits. Replace the paragraph with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure fuses/lugs for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.11 Conduit. Replace the second sentence with the following: The Department will not measure installation in ground or on structures, conduit fittings, test plugs, expansion joints with bonding straps, grounding lugs, drill anchors, clamps, and any additional hardware required for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.12 Markers. Replace the section with the following: The Department will measure the quantity as each individual unit furnished and installed.
Subsection: **Revision:**	716.04.13 Junction Box. Replace the subsection title with the following: Electrical Junction Box Type Various.
Subsection: **Revision:**	716.04.13 Electrical Junction Box Type Various. Replace the section with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure additional junction boxes for greater depths than those identified in Plans, #57 aggregate, backfilling, restoration of disturbed areas to the satisfaction of the Engineer, geotextile filter fabric, concrete, hot dipped galvanized cover, stainless steel screws, rubber gasket, and any associated hardware for payment , and will consider them incidental to this item of work.
Subsection: **Part:** **Revision:**	716.04.13 Junction Box. A) Junction Electrical. Delete Part A.
Subsection: **Revision:**	716.04.14 Trenching and Backfilling. Replace the section with the following: The Department will measure the quantity in linear feet. The Department will not measure excavation, backfilling, underground utility warning tape (if required), and the restoration of disturbed areas to original condition for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.15 Wire or Cable. Replace the section with the following: The Department will measure the quantity in linear feet furnished and installed. The Department will not measure installation within conduit, splice boots, and any other hardware required for installing cable for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.16 Ducted Cable. Replace the second sentence of the paragraph with the following: The Department will not measure installation within trench or conduit and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.17 Temporary Lighting Rename the subsection as follows: 716.04.17 Temporary Lighting/Maintain Lighting.

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Subsection: **Revision:**	716.04.17 Temporary Lighting/Maintain Lighting. Delete the paragraph and add the following parts: A) Temporary Lighting. The Department will measure the quantity by lump sum. The Department will not measure poles, luminaires, wire, conduit, trenching and backfilling, control equipment, all relocations and removal, design (if required), and any other necessary hardware to make a complete installation for payment and will consider them incidental to this item of work. B) Maintain Lighting. The Department will measure the quantity by lump sum. The Department will not measure maintenance of lighting elements and design (if required) for payment and will consider them incidental to this item of work.
Subsection: **Revision:**	716.04.18 Remove Lighting. Replace the paragraph with the following: The Department will measure the quantity by lump sum. The Department will not measure backfilling and the disposal or transportation of equipment and materials associated with any structural or electrical component of the lighting system including, but not limited to pole bases, poles, junction boxes, cabinets, and wood poles for payment and will consider them incidental to this item of work.
Subsection: **Revision:** **Subsection:** **Revision:**	716.04.19 Remove Pole Base. Delete Subsection. 716.04.20 Bore and Jack Conduit. Renumber Subsection to 716.04.19 Bore and Jack Conduit.
Subsection: **Revision:**	716.04.19 Bore and Jack Conduit. Replace the paragraph with the following: The Department will measure the quantity in linear feet. This item shall include all work necessary for boring and installing conduit under an existing roadway.
Subsection: **Revision:**	716.05 PAYMENT. Revise the following under Code, Pay Item, and Pay Unit with the following: Code — Pay Item — Pay Unit 04700-04701 — Pole(Various)Mtg Ht — Each 04710-04714 — Pole(Various)Mtg Ht High Mast — Each 04810-04811 — Electrical Junction Box (Various) — Each 20391NS835 — Electrical Junction Box Type A — Each 20392NS835 — Electrical Junction Box Type C — Each 04770-04773 — Luminaire (Various) — Each 04780 — Fuse Connector Kit — Each 20410ED — Maintain Lighting — Lump Sum ~~04941 — Remove Pole Base — Each~~
Subsection: **Revision:**	723.02.02 Paint. Replace sentence with the following: Conform to Section 821.
Subsection: **Revision:**	723.03 CONSTRUCTION. Replace bullet 5) with the following: 5) AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims,
Subsection: **Revision:**	723.03.02 Poles and Bases Installation. Replace the title with the following: 723.03.02 Pole and Base Installation.

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Subsection: **Revision:**	723.03.02 Pole and Base Installation. Replace the first paragraph with the following: Regardless of the station and offset noted, locate all poles/bases behind the guardrail a minimum of four feet from the front face of the guardrail to the front face of the pole base. Orient the handhole door away from traffic travel path. If pole base is installed within a sidewalk the top of the pole base shall be the same grade as the sidewalk.
Subsection: **Part:** **Revision:**	723.03.02 Poles and Bases Installation. A) Steel Strain and Mastarm Poles Installation Replace the title of Part A) Steel Strain and Mast Arm Pole Installation.
Subsection: **Part:** **Revision:**	723.03.02 Pole and Base Installation. A) Steel Strain and Mast Arm Pole Installation. Insert the following sentence at the beginning of the first paragraph: Install pole bases 4 to 6 inches above grade.
Subsection: **Part:** **Revision:**	723.03.02 Pole and Base Installation. A) Steel Strain and Mast Arm Pole Installation. Replace the second paragraph with the following: For concrete base installation, see Subsection 716.03.02 B), 2), Paragraphs 2-6. Drilled shaft depth shall be based on the soil conditions encountered during drilling and slope condition at the site. Refer to the design chart below:
Subsection: **Part:** **Revision:**	723.03.02 Pole and Base Installation. B) Pedestal or Pedestal Post Installation. Replace the second sentence with the following: If over 12 feet high the base shall have the minimum depth and diameter as Subsection 716.03.02 (A), paragraph 2.
Subsection: **Part:** **Revision:**	723.03.02 Poles and Bases Installation. B) Pedestal or Pedestal Post Installation. Replace the fourth sentence of the paragraph with the following: For breakaway supports, conform to Section 12 of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection: **Revision:**	723.03.03 Trenching. Replace the first sentence with the following: See Subsection 716.03.03 (B).
Subsection: **Part:** **Revision:**	723.03.03 Trenching. A) Under Roadway. Delete Part A) Under Roadway.
Subsection: **Revision:**	723.03.05 Conduit Requirements in Junction Boxes. Delete the Subsection and replace with the following: 723.03.05 Fuse Connector Kits. See Subsection 716.03.09.
Subsection: **Revision:**	723.03.06 Coupling Installation. Delete the Subsection and replace with the following: 723.03.06 Painting. See Subsection 716.03.15.
Subsection: **Revision:**	723.03.07 Bonding Requirements. Delete the Subsection and replace with the following: 723.03.07 Electrical Junction Boxes. See Subsection 716.03.10.

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Subsection:	723.03.08 Painting.
Revision:	Replace with 723.03.06 Painting. See Subsection 716.03.15.
Subsection:	723.03.09 Underground Warning Tape.
Revision:	Renumber Subsection to 723.03.08 Underground Warning Tape.
Subsection:	723.03.10 Backfilling and Disturbed Areas.
Revision:	Renumber Subsection to 723.03.09 Backfilling and Disturbed Areas.
Subsection:	723.03.11 Wiring Installation.
Revision:	Renumber Subsection to 723.03.10 Wiring Installation.
Subsection:	723.03.10 Wiring Installation.
Revision:	Add the following sentence between the fifth and sixth sentences: Provide an extra two feet of loop wire and lead-in past the installed conduit in poles, pedestals, and junction boxes.
Subsection:	723.03.12 Loop Installation.
Revision:	Renumber Subsection to 723.03.11 Loop Installation.
Subsection:	723.03.11 Loop Installation.
Revision:	Replace the fourth sentence of the 2nd paragraph with the following: Provide an extra two feet of loop wire and lead-in past the installed conduit in poles, pedestals, and junction boxes.
Subsection:	723.03.13 Grounding Installation.
Revision:	Renumber Subsection to 723.03.12 Grounding Installation.
Subsection:	723.03.12 Grounding Installation.
Revision:	Replace the reference to "Standard Detail Sheets" in the first sentence with "Plans".
Subsection:	723.03.14 Splicing.
Revision:	Renumber Subsection to 723.03.13 Splicing.
Subsection:	723.03.13 Splicing.
Revision:	Delete the reference to (IMSA 19-2) from the 5th sentence of the paragraph.
Subsection:	723.03.15 Painting.
Revision:	Delete Subsection.
Subsection:	723.03.14 Splicing.
Revision:	Replace with new Subsection 723.03.14 Remove Signal Equipment.
Subsection:	723.03.14 Remove Signal Equipment.
Revision:	Insert the following for the new subsection: Remove all traffic signal equipment that is identified by the Engineer as no longer necessary including, but not limited to, the following: pole bases, poles, junction boxes, cabinets, wood poles, and advance warning flashers. Pole bases shall be removed a minimum of one foot below finished grade by chipping off or other method that is approved by the Engineer. Dispose of all removed concrete off right-of-way. Wood poles shall be removed a minimum of one foot below finished grade. Backfill holes with material approved by the Engineer. Conduit may be abandoned in the ground. Contact the district traffic Engineer to determine if any removed signal equipment needs to be returned to the district and to determine the location/time for such deliveries.
Subsection:	723.05.16 Drawings.
Revision:	Renumber the Subsection to 723.03.15 Drawings.

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Subsection:	723.03.15 Drawings.
Revision:	Replace Subsection with the following: Before final inspection of the traffic control device, provide a complete set of reproducible as-built drawings that show the arrangement and locations of all equipment including: junction boxes, conduits, spare conduits, etc. Keep a daily record of all conduits placed in trenches, showing the distance from the pavement edge, the depth, and the length of runs, and indicate this information on the as-built drawings.
Subsection:	723.03.17 Acceptance and Inspection Requirements.
Revision:	Renumber Subsection to 723.03.16 Acceptance and Inspection Requirements.
Subsection:	723.03.16 Acceptance and Inspection Requirements.
Revision:	Replace the first paragraph of the section with the following: See Subsection 105.12. In coordination with the District Traffic Engineer, energize traffic control device as soon as it is fully functional and ready for inspection. After the work has been completed, conduct an operational test demonstrating that the system operates in accordance with the Plans in the presence of the Engineer. The Department will also conduct its own tests with its own equipment before final acceptance. Ensure that the traffic control device remains operational until the Division of Traffic Operations has provided written acceptance of the electrical work.
Subsection:	723.04.01 Conduit.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure conduit fittings, ground lugs, test plugs, expansion joints, and clamps for payment and will consider them incidental to this item of work.
Subsection:	723.04.02 Junction Box.
Revision:	Replace subsection title with the following: Electrical Junction Box Type Various.
Subsection:	723.04.02 Electrical Junction Box Type Various.
Revision:	Replace the subsection with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure additional junction boxes for greater depths than those identified in Plans, Aggregate (#57), backfilling, restoration of disturbed areas to the satisfaction of the Engineer, geotextile fabric, concrete, hot dipped galvanized cover, stainless steel screws, rubber gasket, and any associated hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.03 Trenching and Backfilling.
Revision:	Replace the second sentence with the following: The Department will not measure excavation, backfilling, underground utility warning tape, and the restoration of disturbed areas to original condition for payment and will consider them incidental to this item of work.
Subsection:	723.04.04 Open Cut Roadway.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure concrete, reinforcing steel, and asphalt for payment and will consider them incidental to this item of work.
Subsection:	723.04.05 Loop Wire.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure splice boots, cable rings, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.06 Cable.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure splice boots, cable rings, and any other hardware for payment and will consider them incidental to this item of work.

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Subsection:	723.04.07 Pole-Wooden.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, backfilling, and restoring disturbed areas for payment and will consider them incidental to this item of work.
Subsection:	723.04.08 Steel Strain Pole.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, backfilling, and restoring disturbed areas for payment and will consider them incidental to this item of work.
Subsection:	723.04.09 Mast Arm Pole.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure anchor bolts, arms, mounting brackets, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.10 Signal Pedestal.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, concrete, reinforcing steel, conduits, fittings, ground rods, ground wire, ground lugs, backfilling, restoring disturbed areas, and other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.11 Post.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, backfilling, and restoring disturbed areas for payment and will consider them incidental to this item of work.
Subsection:	723.04.12 Anchor.
Revision:	Replace the second sentence of the subsection with the following: . The Department will not measure down-guy, messenger, clamps, guy guard, or insulators, and possible installation in various soil conditions for payment and will consider them incidental to this item of work.
Subsection:	723.04.13 Messenger.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure strand vises, bolts, washers, and other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.14 Install Signal LED.
Revision:	Revise subsection title to 723.04.14 Install Beacon Controller - 2 Circuit.
Subsection:	723.04.14 Install Beacon Controller - 2 Circuit.
Revision:	Replace the subsection with the following: The Department will measure the quantity as each individual unit furnished and installed. The Department will not measure the controller housing, mounting equipment, S5-1 school zone sign, time clock, nema flasher, ground rods, ground wires, ground lugs, metering disconnect hardware, electrical inspection fees, and required building fees involving utility secondary/primary service for payment and will consider them incidental to this item of work.

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Subsection:	723.04.15 Loop Saw Slot and Fill.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure sawing, cleaning, filling induction loop saw slot, loop sealant, backer rod, drilling hole for conduit, and grout for payment and will consider them incidental to this item of work.
Subsection:	723.04.16 Pedestrian Detector.
Revision:	Replace the subsection with the following: The Department will measure the quantity as each individual unit furnished, installed and connected to pole/pedestal. The Department will not measure installing R10-3e signs, detector housing, and installing mounting hardware for sign for payment and will consider them incidental to this item of work.
Subsection:	723.04.17 Signal.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure furnishing and installing LED modules, retroreflective tape, back plates, and any other hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.18 Signal Controller- Type 170.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure the concrete base, mounting the cabinet, connecting the signal and detectors, excavation, backfilling, restoration, any necessary pole mounting hardware, electric service, electrical inspection fees, and building fees involving secondary/primary service for payment and will consider them incidental to this item of work. The Department will also not measure furnishing and connecting the induction of loop amplifiers, pedestrian isolators, load switches, model 400 modem card, electrical service conductors, conduits, anchors, meter base, fused cutout, fuses, ground rods, ground wires, and ground lugs for payment and will consider them incidental to this item of work.
Subsection:	723.04.19 Beacon Controller - 2 Circuit.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure the controller housing, mounting equipment, S5-1 school zone sign, time clock, nema flasher, ground rods, ground wires, ground lugs, metering disconnect hardware, electrical inspection fees, and required building fees involving utility secondary/primary service for payment and will consider them incidental to this item of work.
Subsection:	723.04.20 Install Signal Controller - Type 170.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit installed. The Department will not measure the concrete base, mounting the cabinet, connecting the signal and detectors, excavation, backfilling, restoration, any necessary pole mounting hardware, electric service, electrical inspection fees, and required building fees involving utility secondary/primary service for payment and will consider them incidental to this item of work. The Department will also not measure connecting the induction loop amplifiers, pedestrian isolators, load switches, model 400 modem card for payment and will consider them incidental to this item of work. The Department will also not measure furnishing and installing electrical service conductors, conduits, anchors, meter base, fused cutout, fuses, ground rods, ground lugs, and ground wires for payment and will consider them incidental to this item of work.
Subsection:	723.04.21 Install Steel Strain Pole.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure any necessary clamp assemblies for payment and will consider them incidental to this item of work.

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Subsection:	723.04.22 Remove Signal Equipment.
Revision:	Replace the paragraph with the following: The Department will measure the quantity by lump sum. The Department will not measure backfilling and the disposal or transportation of equipment and materials associated with any structural or electrical component of the signal system including, but not limited to pole bases, poles, junction boxes, cabinets, and wood poles for payment and will consider them incidental to this item of work.
Subsection:	723.04.23 Install Span/Pole Mounted Sign.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure the hanger or any other hardware necessary to install the sign for payment and will consider them incidental to this item of work.
Subsection:	723.04.24 Install Pedestrian Head LED.
Revision:	Insert the following sentence at the end of the paragraph: The Department will not measure the installation of LED modules and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.25 Install Signal LED.
Revision:	Insert the following sentence at the end of the paragraph: The Department will not measure the installation of LED modules, retroreflective tape, back plates, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.26 Install Coordinating Unit.
Revision:	Replace the subsection with the following: The Department will measure the quantity as each individual unit installed. The Department will not measure radio, modem, cable(s), antenna(s), router, repeater, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.27 Video Camera.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure video modules, mounting bracket, truss type arm, power cable, coaxial cable, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.28 Install Pedestrian Detector Audible.
Revision:	Replace the second sentence with the following: The Department will not measure installing R10-3e sign, detector housing, and installing mounting hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.29 Audible Pedestrian Detector.
Revision:	Replace the second sentence with the following: The Department will not measure furnishing and installing the R10-3e sign, detector housing, and installing mounting hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.30 Bore and Jack Conduit.
Revision:	Replace the paragraph with the following: The Department will measure the quantity in linear feet. This item shall include all work necessary for boring and installing conduit under an existing roadway.

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Subsection:	723.04.31 Install Pedestrian Detector.
Revision:	Replace the paragraph with the following: The Department will measure the quantity as each individual unit installed and connected to pole/pedestal. The Department will not measure installing R 10-3e sign, detector housing, and installing mounting hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.32 Install Mast Arm Pole.
Revision:	Replace the second sentence with the following: The Department will not measure installation of arms, signal mounting brackets, anchor bolts, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.33 Pedestal Post.
Revision:	Replace the second sentence with the following: The Department will not measure excavation, backfilling, restoration, furnishing and installing concrete, reinforcing steel, anchor bolts, conduit, fittings, ground rod, ground wire, ground lugs, or any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.34 Span Mounted Sign.
Revision:	Revise subsection title to 723.04.34 Span/Pole-Mounted Sign.
Subsection:	723.04.34 Span/Pole-Mounted Sign.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure the hanger, sign, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.35 Remove and Reinstall Coordinating Unit.
Revision:	Add the following sentence to the end of the subsection: The Department will not measure removing, storage, reinstalling, and connecting radio, modem, cable(s), antenna(s), router, repeater, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.36 Traffic Signal Pole Base.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, backfilling, restoration, furnishing and installing reinforcing steel, anchor bolts, conduits, ground rods, ground wires, and ground lugs for payment and will consider them incidental to this item of work.
Subsection:	723.04.37 Install Signal Pedestal.
Revision:	Replace the second sentence of the subsection with the following: . The Department will not measure excavation, backfilling, restoration, furnishing and installing concrete, reinforcing steel, conduits, fittings, ground rod, ground wire, ground lugs, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.38 Install Pedestal Post.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure excavation, backfilling, restoration, furnishing and installing concrete, reinforcing steel, conduit, fittings, ground rod, ground wire, ground lugs, and any other necessary hardware for payment and will consider them incidental to this item of work.
Subsection:	723.04.39 Install Antenna.
Revision:	Replace the second sentence of the subsection with the following: The Department will not measure any other materials necessary to complete the installation for payment and will consider them incidental to this item of work.

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Subsection: **Revision:**	723.05 PAYMENT. Replace items 04810-04811, 20391NS835, 20392NS835,23052NN and add item number 24526ED under Code, Pay Item, and Pay Unit with the following: Code — Pay Item — Pay Unit 04810 — Electrical Junction Box — Each 04811 — Electrical Junction Box Type B — Each 20391NS835 — Electrical Junction Box Type A — Each 20392NS835 — Electrical Junction Box Type C — Each 23052NN — Span/Pole-Mounted Sign — Each 24526ED — Install Beacon Controller 2 Cir — Each
Subsection: **Revision:**	801.01 REQUIREMENTS Replace first sentence in paragraph one with the following: Provide Portland cement *or blended hydraulic cement* from approved mills listed in the Department's List of Approved Materials.
Subsection: **Number:** **Revision:**	801.01 REQUIREMENTS 1) Replace first sentence with the following: Type I, II, III, and IV *Portland cement* conforms to ASTM C 150.
Subsection: **Number:** **Revision:**	801.01 REQUIREMENTS 3) Replace the first sentence with the following: Type IP (≤20), Portland-pozzolan cement, conforms to ASTM C595, and the following additional requirements to Type IP (≤20).
Subsection: **Number:** **Part:** **Revision:**	801.01 REQUIREMENTS 3) b) Delete part b)
Subsection: **Number:** **Part:** **Revision:**	801.01 REQUIREMENTS 3) c) Rename Part c) to Part b) and replace the text with the following: The cement manufacturer shall furnish to the Engineer reports showing the results of tests performed on the fly ash used in the manufacture of the Type IP(≤20) cement shipped to the project.
Subsection **Number:** **Part:** **Revision:**	801.01 REQUIREMENTS 3) d) Rename Part d) to Part c)
Subsection: **Number:** **Part:** **Revision:**	801.01 REQUIREMENTS 3) e) Rename Part e) to Part d) and replace the text with the following: Use only one brand of Type IP(≤20) cement throughout the project, unless the Engineer approved a change in brand in writing.
Subsection: **Number:** **Revision:**	801.01 REQUIREMENTS 4) Replace first sentence with the following: Type IS(≤30), Portland blast furnace slag cement, conforms to ASTM C 595 and the following requirements:

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Subsection:	801.01 REQUIREMENTS
Number:	4)
Part:	a)
Revision:	Replace part a) with the following: Use Grade 100 or 120 blast furnace slag cement conforming to the requirements of ASTM C 989.
Subsection:	801.01 REQUIREMENTS
Number:	4)
Part:	b)
Revision:	Delete part b)
Subsection:	801.01 REQUIREMENTS
Number:	4)
Part:	c)
Revision:	Rename Part c) to Part b) and replace the text with the following: The cement manufacturer shall furnish to the Engineer reports showing the results of the tests performed on the blast furnace slag cement used in the manufacturing of the Type IS(≤30) shipped to the project.
Subsection:	801.01 REQUIREMENTS
Number:	4)
Part:	d)
Revision:	Rename Part d) to Part c)
Subsection:	801.01 REQUIREMENTS
Number:	4)
Part:	e)
Revision:	Rename Part e) to Part d) and replace the text with the following: Use only one brand of Type IS(≤30) cement throughout the project, unless the Engineer approves otherwise.
Subsection:	801.01 REQUIREMENTS
Number:	5)
Revision:	Insert part 5) as the following: Type IL(5-15), Portland-limestone cement, conforms to ASTM C 595 and the following additional requirements:
Subsection:	801.01 REQUIREMENTS
Number:	5)
Part:	a)
Revision:	Insert part a) as the following: The cement manufacturer shall furnish to the Engineer reports showing the results of test performed on the limestone used in the manufacture of the Type IL cement shipped to the project.
Subsection:	801.01 REQUIREMENTS
Number:	5)
Part:	b)
Revision:	Insert part b) as the following: Use only one brand of Type IL cement throughout the project, unless the Engineer approves a brand change in writing.
Subsection:	801.01 REQUIREMENTS
Number:	5)
Part:	c)
Revision:	Insert part c) as the following: The Type IL blended cement shall be an intimate and uniform blend produced by intergrinding of the Portland cement and limestone.
Subsection:	804.01.02 Crushed Sand.
Revision:	Delete last sentence of the section.

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Subsection: 804.01.06 Slag.
Revision: Add subsection and following sentence.
Provide blast furnace slag sand where permitted. The Department will allow steel slag sand only in asphalt surface applications.

Subsection: 804.04 Asphalt Mixtures.
Revision: Replace the subsection with the following:
Provide natural, crushed, conglomerate, or blast furnace slag sand, with the addition of filler as necessary, to meet gradation requirements. The Department will allow any combination of natural, crushed, conglomerate or blast furnace slag sand when the combination is achieved using cold feeds at the plant. The Engineer may allow other fine aggregates.

Subsection: 806.03.01 General Requirements.
Revision: Replace the second sentence of the paragraph with the following:
Additionally, the material must have a minimum solubility of 99.0 percent when tested according to AASHTO T 44 and PG 76-22 must exhibit a minimum recovery of 60 percent, with a J_{NR} (non-recoverable creep compliance) between 0.1 and 0.5, when tested according to AASHTO TP 70.

Subsection: 806.03.01 General Requirements.
Table: PG Binder Requirements and Price Adjustment Schedule
Revision: Replace the Elastic Recovery, % [3] (AASHTO T301) and all corresponding values in the table with the following:

Test	Specification	100% Pay	90% Pay	80% Pay	70% Pay	50%Pay[1]
MSCR recovery, % [3] (AASHTO TP 70)	60 Min.	≥58	56	55	54	<53

Subsection: 806.03.01 General Requirements.
Table: PG Binder Requirements and Price Adjustment Schedule
Superscript: (3)
Revision: Replace [3] with the following:
Perform testing at 64°C.

Subsection: 808.07 Polypropylene Waterproofing Membrane.
Revision: Replace the paragraph and table with the following: Furnish a layered waterproofing membrane. The layers will consist of an internal puncture resistant woven polypropylene fabric sandwiched between two rubberized mastic layers. The mastic will have a heavy polyethylene membrane attached on the top and the bottom mastic layer will be covered by a protective release film.

Subsection: 808.09 Acceptance.
Revision: Replace the reference to "KMIMS" in the second paragraph with SiteManager.

Subsection: 811.10.04 Properties of the Coated Bar.
Part: B) Flexibility of Coating.
Revision: Replace the second sentence of the paragraph with the following: Ensure that the coated bars are capable of being bent to 180 degrees (after rebound) over a mandrel, without any visible evidence of cracking the coating.

Subsection: 813.04 Gray Iron Castings.
Revision: Replace the reference to "AASHTO M105" with "ASTM A48".

Subsection: 813.09.02 High Strength Steel Bolts, Nuts, and Washers.
Number: A) Bolts.
Revision: Delete first paragraph and "Hardness Number" Table. Replace with the following:
A) Bolts. Conform to ASTM A325 (AASHTO M164) or ASTM A490 (AASHTO 253) as applicable.

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Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Third paragraph, replace the reference to "AWPA C14" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Replace the first sentence of the fourth paragraph with the following: Use any of the species of wood for round or square posts covered under AWPA U1.
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Fourth paragraph, replace the reference to "AWPA C2" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	814.04.02 Timber Guardrail Posts. Delete the second sentence of the fourth paragraph.
Subsection: **Revision:**	814.05.02 Composite Plastic. 1) Add the following to the beginning of the first paragraph: Select composite offset blocks conforming to this section and assure blocks are from a manufacturer included on the Department's List of Approved Materials. 2) Delete the last paragraph of the subsection.
Subsection: **Revision:**	816.07.02 Wood Posts and Braces. First paragraph, replace the reference to "AWPA C5" with "AWPA U1, Section B, Paragraph 4.1".
Subsection: **Revision:**	816.07.02 Wood Posts and Braces. Delete the second sentence of the first paragraph.
Subsection: **Revision:**	818.07 Preservative Treatment. First paragraph, replace all references to "AWPA C14" with "AWPA U1, Section A".
Subsection: **Revision:**	833.01.02 Sheeting Signs. Replace the second sentence with the following: Provide a thickness of 125 mils if any single edge dimension of the sign exceeds 3 feet.
Subsection: **Revision:**	834.14 Lighting Poles. Replace the first sentence with the following: Lighting pole design shall be in accordance with loading and allowable stress requirements of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims, with the exception of the following: The Cabinet will waive the requirement stated in the first sentence of Section 5.14.6.2 – Reinforced Holes and Cutouts for high mast poles (only). The minimum diameter at the base of the pole shall be 22 inches for high mast poles (only).
Subsection **Revision:**	834.14.03 High Mast Poles. Remove the second and fourth sentence from the first paragraph.
Subsection **Revision:**	834.14.03 High Mast Poles. Replace the third paragraph with the following: Provide calculations and drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky.

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Subsection:	834.14.03 High Mast Poles.
Revision:	Replace paragraph six with the following: Provide a pole section that conforms to ASTM A 595 grade A with a minimum yield strength of 55 KSI or ASTM A 572 with a minimum yield strength of 55 KSI. Use tubes that are round or 16 sided with a four inch corner radius, have a constant linear taper of .144 in/ft and contain only one longitudinal seam weld. Circumferential welded tube butt splices and laminated tubes are not permitted. Provide pole sections that are telescopically slip fit assembled in the field to facilitate inspection of interior surface welds and the protective coating. The minimum length of the telescopic slip splices shall be 1.5 times the inside diameter of the exposed end of the female section. Use longitudinal seam welds as commended in Section 5.15 of the AASHTO 2013 Specifications. The thickness of the transverse base shall not be less than 2 inches. Plates shall be integrally welded to the tubes with a telescopic welded joint or a full penetration groove weld with backup bar. The handhole cover shall be removable from the handhole frame. One the frame side opposite the hinge, provide a mechanism on the handhole cover/frame to place the Department's standard padlock as specified in Section 834.25. The handhole frame shall have two stainless studs installed opposite the hinge to secure the handhole cover to the frame which includes providing stainless steel wing nuts and washers. The handhole cover shall be manufactured from 0.25 inch thick galvanized steel (ASTM A 153) and have a neoprene rubber gasket that is permanently secured to the handhole frame to insure weather-tight protection. The hinge shall be manufactured from 7-guage stainless steel to provide adjustability to insure weather-tight fit for the cover. The minimum clear distance between the transverse plate and the bottom opening of the handhole shall not be less than the diameter of the bottom tube of the pole but needs to be at least 15 inches. Provide products that are hot-dip galvanized to the requirements of either ASTM A123 (fabricated products) or ASTM A 153 (hardware items).
Subsection:	834.16 ANCHOR BOLTS.
Revision:	Insert the following sentence at the beginning of the paragraph: The anchor bolt design shall follow the NCHRP Report 494 Section 2.4 and NCHRP 469 Appendix A Specifications.
Subsection:	834.17.01 Conventional.
Revision:	Add the following sentence after the second sentence: Provide a waterproof sticker mounted on the bottom of the housing that is legible from the ground and indicates the wattage of the fixture by providing the first two numbers of the wattage.
Subsection:	834.21.01 Waterproof Enclosures.
Revision:	Replace the last five sentences in the second paragraph with the following sentences: Provide a cabinet door with a louvered air vent, filter-retaining brackets and an easy to clean metal filter. Provide a cabinet door that is keyed with a factory installed standard no. 2 corbin traffic control key. Provide a light fixture with switch and bulb. Use a 120-volt fixture and utilize a L.E.D. bulb (equivalent to 60 watts minimum). Fixture shall be situated at or near the top of the cabinet and illuminate the contents of the cabinet. Provide a 120 VAC GFI duplex receptacle in the enclosure with a separate 20 amp breaker.

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Subsection:	835.07 Traffic Poles.
Revision:	Replace the first sentence of the first paragraph with the following: Pole diameter and wall thickness shall be calculated in accordance with the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection:	835.07 Traffic Poles.
Revision:	*Replace the first sentence of the fourth paragraph with the following: Ensure transverse plates have a thickness ≥ 2 inches. *Add the following sentence to the end of the fourth paragraph: The bottom pole diameter shall not be less than 16.25 inches.
Subsection:	835.07 Traffic Poles.
Revision:	Replace the third sentence of the fifth paragraph with the following: For anchor bolt design, pole forces shall be positioned in such a manner to maximize the force on any individual anchor bolt regardless of the actual anchor bolt orientation with the pole.
Subsection:	835.07 Traffic Poles.
Revision:	Replace the first and second sentence of the sixth paragraph with the following: The pole handhole shall be 25 inches by 6.5 inches. The handhole cover shall be removable from the handhole frame. On the frame side opposite the hinge, provide a mechanism on the handhole cover/frame to place the Department's standard padlock as specified in Section 834.25. The handhole frame shall have two stainless studs installed opposite the hinge to secure the handhole cover to the frame which includes providing stainless steel wing nuts and washers. The handhole cover shall be manufactured from 0.25 inch thick galvanized steel (ASTM 153) and have a neoprene rubber gasket that is permanently secured to the handhole frame to insure weather-tight protection. The hinge shall be manufactured from 7 gauge stainless steel to provide adjustability to insure a weather-tight fit for the cover. The minimum clear distance between the transverse plate and the bottom opening of the handhole shall not be less than the diameter of the bottom tube but needs to be at least 12 inches.
Subsection:	835.07 Traffic Poles.
Revision:	*Replace the first sentence of the last paragraph with the following: Provide calculations and drawings that are stamped by a Professional Engineer licensed in the Commonwealth of Kentucky. *Replace the third sentence of the last paragraph with the following: All tables referenced in 835.07 are found in the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 2013-6th Edition with current interims.
Subsection:	835.07.01 Steel Strain Poles.
Revision:	Replace the second sentence of the second paragraph with the following: The detailed analysis shall be certified by a Professional Engineer licensed in the Commonwealth of Kentucky.
Subsection:	835.07.01 Steel Strain Poles.
Revision:	Replace number 7. after the second paragraph with the following: 7. Fatigue calculations should be shown for all fatigue related connections. Provide the corresponding detail, stress category and example from table 11.9.3.1-1.
Subsection:	835.07.02 Mast Arm Poles.
Revision:	Replace the second sentence of the fourth paragraph with the following: The detailed analysis shall be certified by a Professional Engineer licensed in the Commonwealth of Kentucky.

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Subsection: 835.07.02 Mast Arm Poles.
Revision: Replace number 7) after the fourth paragraph with the following: 7) Fatigue calculations should be shown for all fatigue related connections. Provide the corresponding detail, stress category and example from table 11.9.3.1-1.

Subsection: 835.07.03 Anchor Bolts.
Revision: Add the following to the end of the paragraph: There shall be two steel templates (one can be used for the headed part of the anchor bolt when designed in this manner) provided per pole. Templates shall be contained within a 26.5 inch diameter. All templates shall be fully galvanized (ASTM A 153).

Subsection: 835.16.05 Optical Units.
Revision: Replace the 3rd paragraph with the following:
The list of certified products can be found on the following website: http://www.intertek.com.

Subsection: 835.19.01 Pedestrian Detector Body.
Revision: Replace the first sentence with the following: Provide a four holed pole mounted aluminum rectangular housing that is compatible with the pedestrian detector.

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE I FABRIC GEOTEXTILES FOR SLOPE PROTECTION AND CHANNEL LINING
Revision: Add the following to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	494	ASTM D6241
Permittivity (1/s)	0.7	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE II FABRIC GEOTEXTILES FOR UNDERDRAINS
Revision: Add the following to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	210	ASTM D6241
Permittivity (1/s)	0.5	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE III FABRIC GEOTEXTILES FOR SUBGRADE OR EMBANKMENT STABILIZATION
Revision: Add the following to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	370	ASTM D6241
Permittivity (1/s)	0.05	ASTM D4491

Subsection: 843.01.01 Geotextile Fabric.
Table: TYPE IV FABRIC GEOTEXTILES FOR EMBANKMENT DRAINAGE BLANKETS AND PAVEMENT EDGE DRAINS
Revision: Add the following to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	309	ASTM D6241
Permittivity (1/s)	0.5	ASTM D4491

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Subsection: 843.01.01 Geotextile Fabric.

Table: TYPE V HIGH STRENGTH GEOTEXTILE FABRIC

Revision: Make the following changes to the chart:

Property	Minimum Value[(1)]	Test Method
CBR Puncture (lbs)	618	ASTM D6241
Apparent Opening Size	U.S. #40[(3)]	ASTM D4751

[(3)] Maximum average roll value.

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

FHWA-1273 -- Revised May 1, 2012

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS

I. General
II. Nondiscrimination
III. Nonsegregated Facilities
IV. Davis-Bacon and Related Act Provisions
V. Contract Work Hours and Safety Standards Act Provisions
VI. Subletting or Assigning the Contract
VII. Safety: Accident Prevention
VIII. False Statements Concerning Highway Projects
IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
X. Compliance with Governmentwide Suspension and Debarment Requirements
XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, 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.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding $10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

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, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) 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 provisions of the Americans with 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 contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its 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, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program 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 minorities and women.

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 minorities and women 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 minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women 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, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such 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 take corrective 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 its 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 their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

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. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

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 employees who are minorities and women 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 good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 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 good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith 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 contracting agency 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 referrals within the time 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 minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. 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 contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. 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. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. 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 the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

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

(1) The number and work hours 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; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency 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. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of $10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding $2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 “Contract provisions and related matters” with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics 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 issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, 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 29 CFR 5.5(a)(4). 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. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH–1321) 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.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), 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 Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The 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.

(3) In the event the contractor, the laborers or mechanics to be employed in the 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. The Wage and Hour 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.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. 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 shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as 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.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor 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, so 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 contracting agency 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.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of 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. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) 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 shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each 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 Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) 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 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, 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 FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action 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.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

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 U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or 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 Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen 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 worker 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 on 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 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's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen 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 determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

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 U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman 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 wage rate on the wage determination which provides for less than full fringe benefits for apprentices. 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.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor 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. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. 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.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 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 U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of $100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the 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 or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys 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 (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

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 contracting agency. 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 635.116).

a. The term “perform work with its own organization” refers to workers employed or leased 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 or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
(2) the prime contractor remains responsible for the quality of the work of the leased employees;
(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

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 or propose 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 VI 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 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 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 contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

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 provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the 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. 3704).

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.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

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, Form FHWA-1022 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:

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 and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost $25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1**. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier 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 first tier 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 first tier 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 contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier 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," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first 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 entering into this transaction.

g. The prospective first tier 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 Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the $25,000 threshold.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective 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.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment 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;

(3) 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 (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective 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 Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost $25,000 or more - 2 CFR Parts 180 and 1200)

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," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. “First Tier Covered Transactions” refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). “Lower Tier Covered Transactions” refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). “First Tier Participant” refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). “Lower Tier Participant” refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

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 exceeding the $25,000 threshold.

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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

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 Participants:

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 participating in covered transactions 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.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is 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 its bid or proposal that the participant 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.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

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

Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Standard Title VI/Non-Discrimination Statutes and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq*.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

EXECUTIVE BRANCH CODE OF ETHICS

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

KRS 11A.040 (6) provides:

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

KRS 11A.040 (8) states:

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

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

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

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

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

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

General Decision Number: KY160102 11/04/2016 KY102

Superseded General Decision Number: KY20150102

State: Kentucky

Construction Type: Highway

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

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

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.15 for calendar year 2016 applies to all contracts subject to the Davis-Bacon Act for which the solicitation was issued on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.15 (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2016. The EO minimum wage rate will be adjusted annually. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/08/2016
1	02/19/2016
2	03/25/2016
3	04/22/2016
4	05/06/2016
5	05/13/2016
6	06/03/2016
7	07/01/2016
8	08/26/2016
9	10/14/2016
10	11/04/2016

* BRIN0004-002 06/01/2016

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

	Rates	Fringes

BRICKLAYER
Ballard, Caldwell,
Carlisle, Crittenden,
Fulton, Graves, Hickman,
Livingston, Lyon,
Marshall, and McCracken
Counties.....$ 29.82 14.34
Butler, Edmonson, Hopkins,
Muhlenberg, and Ohio
Counties.....$ 25.96 11.38
Daviess, Hancock,
Henderson, McLean, Union,
and Webster Counties.....$ 29.32 14.34

BRTN0004-005 06/01/2015

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

	Rates	Fringes
BRICKLAYER	$ 25.96	10.64

CARP0357-002 04/01/2016

	Rates	Fringes
CARPENTER	$ 27.70	17.03
Diver	$ 41.93	17.03
PILEDRIVERMAN	$ 27.95	17.03

ELEC0369-006 06/01/2016

BUTLER, EDMONSON, LOGAN, TODD & WARREN COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 30.56	16.10

ELEC0429-001 06/01/2015

ALLEN & SIMPSON COUNTIES:

	Rates	Fringes
ELECTRICIAN	$ 24.84	11.90

ELEC0816-002 06/01/2015

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

	Rates	Fringes
ELECTRICIAN	$ 31.03	25.5%+6.35

Cable spicers receive $.25 per hour additional.

ELEC1701-003 01/01/2015

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

	Rates	Fringes
ELECTRICIAN	$ 30.15	14.69

Cable spicers receive $.25 per hour additional.

ELEC1925-002 01/01/2015

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

	Rates	Fringes
CABLE SPLICER	$ 25.00	10.27
ELECTRICIAN	$ 24.55	11.51

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* ENGI0181-017 07/01/2016

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
GROUP 1	$ 31.05	14.65
GROUP 2	$ 28.28	14.65
GROUP 3	$ 28.71	14.65
GROUP 4	$ 27.97	14.65

OPERATING ENGINEER CLASSIFICATIONS

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

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float;

Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Conrete Pump; Skid Steer Machine with all Attachments; Switchman or Brakeman; Throttle Valve Person; Tractair & Road Widening Trencher; Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger; Welding Machine; Well Points;& Whirley Oiler

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

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

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

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

IRON0070-005 06/01/2016

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

	Rates	Fringes
IRONWORKER		
Structural; Ornamental; Reinforcing; Precast Concrete Erectors	$ 27.91	21.11

IRON0103-004 08/01/2015

DAVIESS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, OHIO, UNION & WEBSTER COUNTIES
BUTLER COUNTY (Townships of Aberdeen, Bancock, Casey, Dexterville, Dunbar, Elfie, Gilstrap, Huntsville, Logansport, Monford, Morgantown, Provo, Rochester, South Hill & Welchs Creek);
CALDWELL COUNTY (Northeastern third, including the Township of

Creswell);
CHRISTIAN COUNTY (Northern third, including the Townships of Apex, Crofton, Kelly, Mannington & Wynns);
CRITTENDEN COUNTY (Northeastern half, including the Townships of Grove, Mattoon, Repton, Shady Grove & Tribune);
MUHLENBERG COUNTY (Townships of Bavier, Beech Creek Junction, Benton, Brennen, Browder, Central City, Cleaton, Depoy, Drakesboro, Eunis, Graham, Hillside, Luzerne, Lynn City, Martwick, McNary, Millport, Moorman, Nelson, Paradise, Powderly, South Carrollton, Tarina & Weir)

	Rates	Fringes
Ironworkers:	$ 28.14	18.675

IRON0492-003 05/01/2014

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

	Rates	Fringes
Ironworkers:	$ 24.33	11.48

IRON0782-006 05/01/2016

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

	Rates	Fringes
Ironworkers:		
Projects with a total contract cost of $20,000,000.00 or above.....	$ 27.59	22.94
All Other Work.....	$ 26.00	21.52

LABO0189-005 07/01/2015

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

	Rates	Fringes
Laborers:		
GROUP 1	$ 22.30	12.46
GROUP 2	$ 22.55	12.46
GROUP 3	$ 22.60	12.46
GROUP 4	$ 23.20	12.46

LABORER CLASSIFICATIONS

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

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

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

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

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LABO0189-006 07/01/2014

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

	Rates	Fringes
Laborers:		
GROUP 1	$ 22.66	11.10
GROUP 2	$ 22.91	11.10
GROUP 3	$ 22.96	11.10
GROUP 4	$ 23.56	11.10

LABORER CLASSIFICATIONS

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

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

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

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

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LABO0561-001 07/01/2016

CRITTENDEN, HENDERSON, UNION & WEBSTER COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1	$ 22.01	14.00
GROUP 2	$ 22.26	14.00

GROUP 3	$ 22.31	14.00
GROUP 4	$ 22.91	14.00

LABORER CLASSIFICATIONS

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

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

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

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

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PAIN0032-002 05/01/2016

BALLARD COUNTY

	Rates	Fringes
Painters:		
Bridges	$ 33.56	15.18
All Other Work	$ 31.26	15.18

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

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PAIN0118-003 06/01/2014

EDMONSON COUNTY:

	Rates	Fringes
Painters:		
Brush & Roller	$ 18.50	11.97
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning	$ 19.50	11.97

PAIN0156-006 04/01/2015

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

	Rates	Fringes
Painters:		
BRIDGES		
GROUP 1	$ 27.60	12.85
GROUP 2	$ 27.85	12.85
GROUP 3	$ 28.60	12.85
GROUP 4	$ 29.60	12.85
ALL OTHER WORK:		
GROUP 1	$ 26.45	12.85
GROUP 2	$ 26.70	12.85
GROUP 3	$ 27.45	12.85
GROUP 4	$ 28.45	12.85

PAINTER CLASSIFICATIONS

GROUP 1 - Brush & Roller

GROUP 2 - Plasterers

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

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

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PAIN0456-003 01/01/2015

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

	Rates	Fringes
Painters:		
BRIDGES		
Brush & Roller	$ 23.25	9.95
Spray; Sandblast; Power Tools; Waterblast & Steam Cleaning	$ 24.25	9.95
ALL OTHER WORK		
Brush & Roller	$ 19.25	9.95

Spray; Sandblast; Power Tools; Waterblast & Steam Cleaning	$ 20.25	9.95

ALL OTHER WORK - HIGH TIME PAY
Over 35 feet (up to 100 feet) - $1.00 above base wage
100 feet and over - $2.00 above base wage

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

PAIN0500-002 06/01/2015

CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN, FULTON, GRAVES, HICKMAN, HOPKINS, LIVINGSTON, LYON, MARSHALL, MCCRACKEN & TRIGG COUNTIES:

	Rates	Fringes
Painters:		
Bridges	$ 26.85	12.35
All Other Work	$ 20.60	12.35

Waterblasting units with 3500 PSI and above - $.50 premium
Spraypainting and all abrasive blasting - $1.00 premium
Work 40 ft. and above ground level - $1.00 premium

PLUM0184-002 07/01/2016

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

	Rates	Fringes
Plumber; Steamfitter	$ 34.36	16.78

PLUM0502-004 08/01/2016

ALLEN, BUTLER, EDMONSON, SIMPSON & WARREN

	Rates	Fringes
Plumber; Steamfitter	$ 32.00	20.13

PLUM0633-002 07/01/2015

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

	Rates	Fringes
PLUMBER/PIPEFITTER	$ 31.54	14.78

TEAM0089-003 03/30/2014

ALLEN, BUTLER, EDMONSON, LOGAN, SIMPSON & WARREN COUNTIES

	Rates	Fringes
Truck drivers:		
Zone 1:		
Group 1	$ 19.58	17.83
Group 2	$ 19.76	17.83
Group 3	$ 19.84	17.83
Group 4	$ 19.86	17.83

GROUP 1 - Greaser; Tire Changer

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

GROUP 3 - Mixer All Types

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

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TEAM0215-003 03/31/2013

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

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 20.93	16.85
Group 2	$ 21.16	16.85
Group 3	$ 21.23	16.85
Group 4	$ 21.24	16.85

GROUP 1: Greaser, Tire Changer

GROUP 2: Truck Mechanic

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

GROUP 4: Euclid and other heavy earth moving equipment; Low Boy; Articulator Cat; 5 Axle Vehicle; Winch and A- Frame when used in transporting materials; Ross Carrier; Fork Lift when used to transport building materials; Driver on Pavement Breaker

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TEAM0236-001 03/31/2013

BALLARD, CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN, FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON, MARSHALL, MCCRACKEN,TODD & TRIGG COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 19.38	16.85
Group 2	$ 19.56	16.85
Group 3	$ 19.56	16.85
Group 4	$ 19.66	16.85
Group 5	$ 19.64	16.85

GROUP 1: Greaser, Tire Changer

GROUP 2: Truck Mechanic

GROUP 3: Single Axle Dump; Flat Bed; All Terrain Vehicle when used to haul materials; Semi Trailer or Pole Trailer when used to pull building materials and equipment; Tandem Axle Dump; Drivers of Distributors

GROUP 4: Euclid and other heavy earth moving equipment; Low Boy; Articulator Cat; Five Axle Vehicle; Winch and A-Frame when used in transporting materials; Ross Carrier

GROUP 5: Mixer All Types

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

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

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

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or

"UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

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

be:

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

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

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

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

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

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

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

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

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

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

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END OF GENERAL DECISION

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

These rates are listed pursuant to the Kentucky Determination No. CR-16-I-HWY dated July 1, 2016.

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

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

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

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

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

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

OVERTIME:

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

Director
Division of Construction Procurement
Frankfort, Kentucky 40622
502-564-3500

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
3.5%	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 Ohio County.

PART IV

INSURANCE

INSURANCE

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

1) Commercial General Liability-Occurrence form – not less than $2,000,000 General aggregate, $2,000,000 Products & Completed Aggregate, $1,000,000 Personal & Advertising, $1,000,000 each occurrence.

2) Automobile Liability- $1,000,000 per accident

3) Employers Liability:

   a) $100,000 Each Accident Bodily Injury
   b) $500,000 Policy limit Bodily Injury by Disease
   c) $100,000 Each Employee Bodily Injury by Disease

4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
   a) "policy contains no deductible clauses."
   b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."

5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

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

PART V

BID ITEMS

161061

PROPOSAL BID ITEMS

Report Date 11/16/16

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	7,190.00	TON		$	
0020	00078		CRUSHED AGGREGATE SIZE NO 2	980.00	TON		$	
0030	00100		ASPHALT SEAL AGGREGATE	1,227.20	TON		$	
0040	00103		ASPHALT SEAL COAT	147.30	TON		$	
0050	00214		CL3 ASPH BASE 1.00D PG64-22	2,458.00	TON		$	
0060	00312		CL3 ASPH SURF 0.50D PG64-22	22,714.00	TON		$	
0070	01000		PERFORATED PIPE-4 IN	720.00	LF		$	
0080	01028		PERF PIPE HEADWALL TY 3-4 IN	30.00	EACH		$	
0090	02058		REMOVE PCC PAVEMENT	55,921.00	SQYD		$	
0100	02060		PCC PAVEMENT DIAMOND GRINDING	367,649.00	SQYD		$	
0110	02073		JPC PAVEMENT-9 IN	55,921.00	SQYD		$	
0120	02091		REMOVE PAVEMENT	209,101.00	SQYD		$	
0130	02115		SAW-CLEAN-RESEAL TVERSE JOINT	65,065.00	LF		$	
0140	02116		SAW-CLEAN-RESEAL LONGIT JOINT	135,552.00	LF		$	
0150	03383		PVC PIPE-4 IN	750.00	LF		$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0400	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	1,168.00	EACH		$	
0410	01983		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	57.00	EACH		$	
0420	01984		DELINEATOR FOR BARRIER - WHITE	23.00	EACH		$	
0430	01985		DELINEATOR FOR BARRIER - YELLOW	23.00	EACH		$	
0440	02014		BARRICADE-TYPE III	20.00	EACH		$	
0450	02352		GUARDRAIL-STEEL W BEAM-D FACE	825.00	LF		$	
0460	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	12.00	EACH		$	
0470	02365		CRASH CUSHION TYPE IX-A	6.00	EACH		$	
0480	02367		GUARDRAIL END TREATMENT TYPE 1	61.00	EACH		$	
0490	02369		GUARDRAIL END TREATMENT TYPE 2A	66.00	EACH		$	
0500	02381		REMOVE GUARDRAIL	61,327.00	LF		$	
0510	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	8.00	EACH		$	
0520	02562		TEMPORARY SIGNS	2,000.00	SQFT		$	
0530	02575		DITCHING AND SHOULDERING	67,776.00	LF		$	
0540	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		$	
0550	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		$	
0560	02696		SHOULDER RUMBLE STRIPS-SAWED	266,576.00	LF		$	
0570	02726		STAKING	1.00	LS		$	
0580	02775		ARROW PANEL	4.00	EACH		$	
0590	02929		CRASH CUSHION TYPE IX	8.00	EACH		$	
0600	03225		TUBULAR MARKERS	847.00	EACH		$	
0610	04933		TEMP SIGNAL 2 PHASE	6.00	EACH		$	
0620	05950		EROSION CONTROL BLANKET	85,000.00	SQYD		$	
0630	05985		SEEDING AND PROTECTION	40,000.00	SQYD		$	

161061

PROPOSAL BID ITEMS

Report Date 11/16/16

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0640	06401		FLEXIBLE DELINEATOR POST-M/W	417.00	EACH		$	
0650	06511		PAVE STRIPING-TEMP PAINT-6 IN	448,800.00	LF		$	
0660	06515		PAVE STRIPING-PERM PAINT-6 IN	304,992.00	LF		$	
0670	06517		PAVE STRIPING-PERM PAINT-12 IN	2,420.00	LF		$	
0680	06549		PAVE STRIPING-TEMP REM TAPE-B	10,000.00	LF		$	
0690	06550		PAVE STRIPING-TEMP REM TAPE-W	10,000.00	LF		$	
0700	06551		PAVE STRIPING-TEMP REM TAPE-Y	10,000.00	LF		$	
0710	06600		REMOVE PAVEMENT MARKER TYPE V	1,936.00	EACH		$	
0720	10020NS		FUEL ADJUSTMENT	25,829.00	DOLL	$1.00	$	$25,829.00
0730	10030NS		ASPHALT ADJUSTMENT	45,311.00	DOLL	$1.00	$	$45,311.00
0740	20099ES842		PAVE MARK TEMP PAINT STOP BAR	72.00	LF		$	
0750	20409ED		SLIP RAMP NO.1	1.00	LS		$	
0760	20409ED		SLIP RAMP NO.2	1.00	LS		$	
0770	20409ED		SLIP RAMP NO.3	1.00	LS		$	
0780	20409ED		SLIP RAMP NO.4	1.00	LS		$	
0790	20467NS112		RELOCATE TUBULAR MARKER	847.00	EACH		$	
0800	20545ND		TEMP MEDIAN CROSSOVER	8.00	EACH		$	
0810	21802EN		G/R STEEL W BEAM-S FACE (7 FT POST)	56,612.50	LF		$	
0820	22664EN		WATER BLASTING EXISTING STRIPE	316,325.00	LF		$	
0830	22883EN		CONCRETE WEDGE CURB	17,454.00	LF		$	
0840	23143ED		KPDES PERMIT AND TEMP EROSION CONTROL	1.00	LS		$	
0850	24489EC		INLAID PAVEMENT MARKER	1,936.00	EACH		$	
0860	24640ED		OBJECT MARKER TYPE 1	2.00	EACH		$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0870	00461		CULVERT PIPE-15 IN	112.00	LF		$	
0880	00462		CULVERT PIPE-18 IN	72.00	LF		$	
0890	00464		CULVERT PIPE-24 IN	40.00	LF		$	
0900	00466		CULVERT PIPE-30 IN	8.00	LF		$	
0910	01202		PIPE CULVERT HEADWALL-15 IN	15.00	EACH		$	
0920	01204		PIPE CULVERT HEADWALL-18 IN	8.00	EACH		$	
0930	01208		PIPE CULVERT HEADWALL-24 IN	7.00	EACH		$	
0940	01210		PIPE CULVERT HEADWALL-30 IN	1.00	EACH		$	
0950	01432		SLOPED BOX OUTLET TYPE 1-15 IN	2.00	EACH		$	
0960	01433		SLOPED BOX OUTLET TYPE 1-18 IN	6.00	EACH		$	
0970	01434		SLOPED BOX OUTLET TYPE 1-24 IN	1.00	EACH		$	
0980	01690		FLUME INLET TYPE 1	2.00	EACH		$	
0990	01691		FLUME INLET TYPE 2	33.00	EACH		$	
1000	01708		RECONSTRUCT CATCH BASIN	3.00	EACH		$	
1010	01718		REMOVE INLET FLUME INLET	32.00	EACH		$	
1020	01719		ADJUST INLET	10.00	EACH		$	
1030	01845		ISLAND INTEGRAL CURB	138.90	LF		$	

161061

PROPOSAL BID ITEMS

Report Date 11/16/16

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1040	02165		REMOVE PAVED DITCH	18,854.00	SQYD		$	
1050	02483		CHANNEL LINING CLASS II	10,794.00	TON		$	
1060	02484		CHANNEL LINING CLASS III	1,209.00	TON		$	
1070	02599		FABRIC-GEOTEXTILE TYPE IV	22,861.00	SQYD		$	
1080	03260		CLEAN ROADWAY DRAINS	10.00	EACH		$	

Section: 0004 - BRIDGE-#1 092B0069N

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1090	03300		ELIMINATE TRANSVERSE JOINT 092B00069N	54.30	LF		$	
1100	03304		BRIDGE OVERLAY APPROACH PAVEMENT 092B00069N	289.00	SQYD		$	
1110	08504		EPOXY SAND SLURRY 092B00069N	211.00	SQYD		$	
1120	08526		CONC CLASS M FULL DEPTH PATCH 092B00069N	5.00	CUYD		$	
1130	08534		CONCRETE OVERLAY-LATEX 092B00069N	23.80	CUYD		$	
1140	08549		BLAST CLEANING 092B00069N	842.00	SQYD		$	
1150	08551		MACHINE PREP OF SLAB 092B00069N	684.00	SQYD		$	
1160	24094EC		PARTIAL DEPTH PATCHING 092B00069N	7.10	CUYD		$	

Section: 0005 - BRIDGE-#2 092B0070N

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1170	03300		ELIMINATE TRANSVERSE JOINT 092B00070N	61.10	LF		$	
1180	03304		BRIDGE OVERLAY APPROACH PAVEMENT 092B00070N	289.00	SQYD		$	
1190	08504		EPOXY SAND SLURRY 092B00070N	239.00	SQYD		$	
1200	08526		CONC CLASS M FULL DEPTH PATCH 092B00070N	5.00	CUYD		$	
1210	08534		CONCRETE OVERLAY-LATEX 092B00070N	26.90	CUYD		$	
1220	08549		BLAST CLEANING 092B00070N	954.00	SQYD		$	
1230	08551		MACHINE PREP OF SLAB 092B00070N	775.00	SQYD		$	
1240	24094EC		PARTIAL DEPTH PATCHING 092B00070N	8.10	CUYD		$	

Section: 0006 - BRIDGE-#3 092B0074N

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1250	03300		ELIMINATE TRANSVERSE JOINT 092B00074N	57.40	LF		$	

Section: 0007 - BRIDGE-#4 092B0075L

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1260	02998		MASONRY COATING 092B00075L	235.00	SQYD		$	
1270	08504		EPOXY SAND SLURRY 092B00075L	103.00	SQYD		$	
1280	23032EN		BRIDGE BARRIER RETROFIT 092B00075L	545.00	LF		$	
1290	23386EC		JOINT SEAL REPLACEMENT 092B00075L	62.50	LF		$	

Section: 0008 - BRIDGE-#5 092B0075R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1300	02998		MASONRY COATING 092B00075R	235.00	SQYD		$	
1310	08504		EPOXY SAND SLURRY 092B00075R	103.00	SQYD		$	
1320	23032EN		BRIDGE BARRIER RETROFIT 092B00075R	545.00	LF		$	
1330	23386EC		JOINT SEAL REPLACEMENT 092B00075R	62.50	LF		$	

Section: 0009 - BRIDGE-#6 092B0076L

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1340	02998		MASONRY COATING 092B00076L	136.00	SQYD		$	
1350	03300		ELIMINATE TRANSVERSE JOINT 092B00076L	78.00	LF		$	
1360	08504		EPOXY SAND SLURRY 092B00076L	59.00	SQYD		$	
1370	23032EN		BRIDGE BARRIER RETROFIT 092B00076L	313.00	LF		$	

Section: 0010 - BRIDGE-#7 092B0076R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0160	02998		MASONRY COATING 092B00076R	136.00	SQYD		$	
0170	03300		ELIMINATE TRANSVERSE JOINT 092B00076R	78.00	LF		$	
0180	08504		EPOXY SAND SLURRY 092B00076R	59.00	SQYD		$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0190	23032EN		BRIDGE BARRIER RETROFIT 092B00076R	313.00	LF		$	

Section: 0011 - BRIDGE-#8 092B0060L

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0200	02998		MASONRY COATING 092B00060L	216.00	SQYD		$	
0210	03300		ELIMINATE TRANSVERSE JOINT 092B00060L	83.40	LF		$	
0220	08504		EPOXY SAND SLURRY 092B00060L	98.00	SQYD		$	
0230	08510		REM EPOXY BIT FOREIGN OVERLAY 092B00060L	782.00	SQYD		$	
0240	08526		CONC CLASS M FULL DEPTH PATCH 092B00060L	5.00	CUYD		$	
0250	08534		CONCRETE OVERLAY-LATEX 092B00060L	43.50	CUYD		$	
0260	08549		BLAST CLEANING 092B00060L	933.00	SQYD		$	
0270	23032EN		BRIDGE BARRIER RETROFIT 092B00060L	504.10	LF		$	
0280	24094EC		PARTIAL DEPTH PATCHING 092B00060L	13.20	CUYD		$	

Section: 0012 - BRIDGE-#9 092B0060R

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0290	02998		MASONRY COATING 092B00060R	216.00	SQYD		$	
0300	03300		ELIMINATE TRANSVERSE JOINT 092B00060R	83.40	LF		$	
0310	08504		EPOXY SAND SLURRY 092B00060R	98.00	SQYD		$	
0320	08510		REM EPOXY BIT FOREIGN OVERLAY 092B00060R	782.00	SQYD		$	
0330	08526		CONC CLASS M FULL DEPTH PATCH 092B00060R	5.00	CUYD		$	
0340	08534		CONCRETE OVERLAY-LATEX 092B00060R	43.50	CUYD		$	
0350	08549		BLAST CLEANING 092B00060R	933.00	SQYD		$	
0360	23032EN		BRIDGE BARRIER RETROFIT 092B00060R	504.10	LF		$	
0370	24094EC		PARTIAL DEPTH PATCHING 092B00060R	13.20	CUYD		$	

Section: 0013 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0380	02568		MOBILIZATION	1.00	LS		$	

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0390	**02569**		**DEMOBILIZATION**	**1.00**	**LS**		**$**	