



**TRANSPORTATION CABINET**

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

**Steven L. Beshear**  
Governor

**Michael W. Hancock, P.E.**  
Secretary

October 11, 2011

CALL NO. 104  
CONTRACT ID NO. 111046  
ADDENDUM # 1

Subject: Warren County, STP 7434 (022)  
Letting October 21, 2011

- (1) Revised - Plan Sheet - R1
- (2) Revised - Table of Contents - Page 2 of 125
- (3) Added - Special Notes - Pages 21(a)-21(aa) of 125
- (4) Revised - Wage Rates - Pages 98-111 of 125
- (5) Revised - Bid Items - Pages 116-125 of 125

Proposal revisions are available at <http://transportation.ky.gov/contract/>.  
Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Griffith".

Ryan Griffith  
Director  
Division of Construction Procurement

RG:ks  
Enclosures



An Equal Opportunity Employer M/F/D



REVIS<sup>1</sup>ED 10-05-2011



# Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

## PLANS OF PROPOSED PROJECT WARREN COUNTY THESE PLANS ARE FOR GRADE, DRAIN, & SURFACE STP 7434 (022)

SHEET NO.	DESCRIPTION
RI	LAYOUT SHEET
R2-R2E	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
R3-R23	PLAN AND PROFILE SHEETS
R24-R25	RIGHT OF WAY SUMMARY SHEETS
R26-R30	RIGHT OF WAY STRIP MAP SHEETS
R31-R40	DETAIL SHEETS
R41-R44	TRAFFIC CONTROL SHEETS
R45-R54	EROSION CONTROL SHEETS
R55-R59	COORDINATE CONTROL SHEETS
R60-R70	SOIL PROFILE SHEETS
R71-R75	PIPE DRAINAGE SHEETS
SI-S54	STRUCTURE BRIDGE PLANS
SI-S5	STRUCTURE RETAINING WALL PLANS
T1-T11	TRAFFIC SIGNAL PLANS
T12-T18	TRAFFIC LIGHTING PLANS
T19-T22	TRAFFIC ITS SIGN RELOCATION PLANS
XI-X124	CROSS SECTION SHEETS

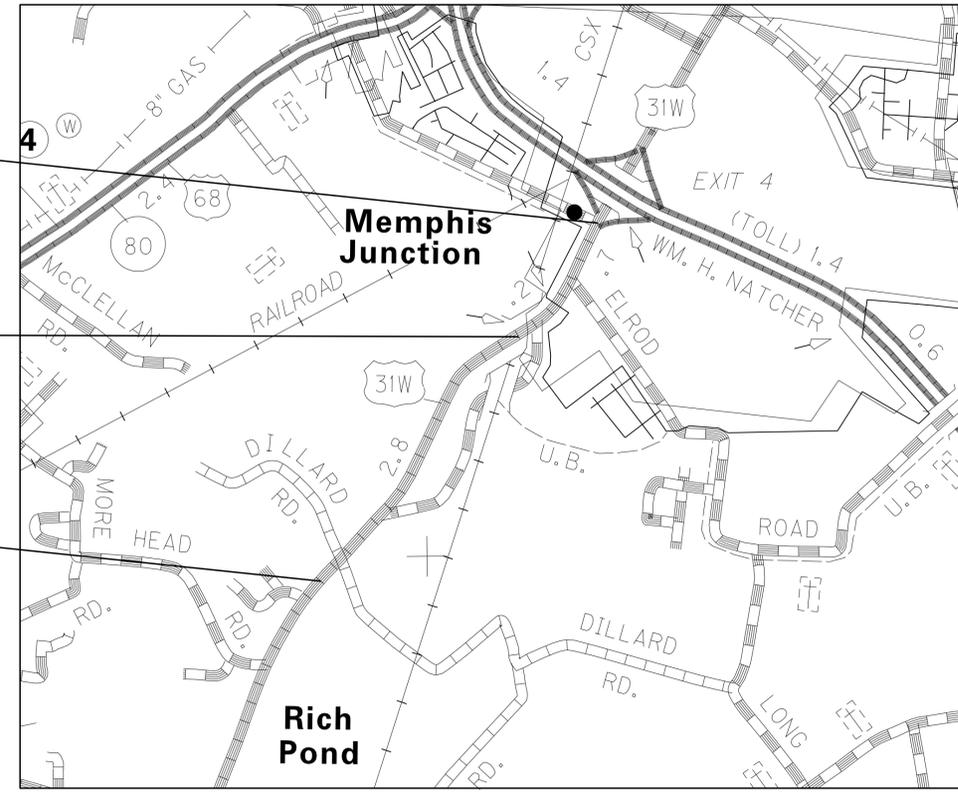
SHEETS NOT INCLUDED IN TOTAL SHEETS  
2A, 2B, 2C, 2D

STANDARD DRAWINGS			
NUMBER			
RBB-001-07	RDB-160-01	RDI-035-01	RGX-100-05
RBC-001-09	RDB-280-05	RDX-001-05	RGX-200
RBC-002-01	RDB-281-02	RDX-002-03	RPM-100-09
RBC-003-07	RDB-282-03	RDX-210-02	RPM-110-05
RBI-001-09	RDB-283-03	RDX-215	TPM-120-01
RBI-002-06	RDB-400-04	RDX-220-04	TPM-140-01
RBR-001-11	RDB-410-05	RDX-225	TTC-100-01
RBR-005-10	RDB-420-04	RDX-230	TTC-135-01
RBR-010-05	RDD-040-04	RFW-001-04	TTC-150-01
RBR-015-04	RDI-011-02	RFW-005-06	TTD-100
RBR-016-04	RDI-016-02	RG5-001-06	TTD-105
RBR-050-05	RDI-020-08	RGX-001-05	TTD-110-01
RDB-105-05	RDI-021	RGX-002-08	TTD-120
RDB-106-04	RDI-025-04	RGX-005-05	TTD-125
RDB-155-01	RDI-026	RGX-010-03	TTS-115-01

STA. 147+50  
END CONST

STA. 99+65.00 ~ CONST.  
70'-85'-85' PCIB BRIDGE @  
49°12'56" SK RT

STA. 18+00.06  
BEGIN CONST



**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.

THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT FROM THE BEGINNING TO STA. 142+17.25

FROM STA. 142+75.25 TO THE END OF THE PROJECT THE ACCESS IS FULLY CONTROLLED



### LAYOUT MAP

FILE NAME: G:\PWORK\JONATHON.ROSS\DM54204\N\00100LS.DGN  
USER: jonathon.ross  
DATE PLOTTED: August 11, 2011  
E-SHEET NAME:  
MicroStation v8.11.7.180

### DESIGN CRITERIA

CLASS OF HIGHWAY	URBAN MINOR COLLECTOR
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	45 MPH
REQUIRED NPSD	360
REQUIRED PSD	N/A
LEVEL OF SERVICE	
ADT PRESENT ( 2003 )	14,500
ADT FUTURE ( 2027 )	29,400
DHV (2027)	2,900
D % (2027)	10.5%
T % (2027)	7.0%

### GEOGRAPHIC COORDINATES

LATITUDE 36 DEGREES 54 MINUTES 50 SECONDS NORTH  
LONGITUDE 86 DEGREES 30 MINUTES 39 SECONDS WEST

### DESIGNED

% RESTRICTED SD	
LEVEL OF SERVICE	
MAX. DISTANCE W/O PASSING	

LENGTH	LIN. FT.	MILES									
ADDED			ADDED			ADDED			ADDED		
DEDUCTED			DEDUCTED			DEDUCTED			DEDUCTED		
FOR EQUALITIES		LIN. FT.									
NOT INCLUDED			NOT INCLUDED			NOT INCLUDED			NOT INCLUDED		
RAILROAD CROSSINGS NO.			RAILROAD CROSSINGS NO.			RAILROAD CROSSINGS NO.			RAILROAD CROSSINGS NO.		
BRIDGES			BRIDGES			BRIDGES			BRIDGES		

**Commonwealth of Kentucky  
DEPARTMENT OF HIGHWAYS  
COUNTY OF  
WARREN**

ITEM NO. 3-317.00  
PROJECT STP 7434 (022)  
NUMBER: FD52 114 031W 006-009  
LETTING DATE: OCTOBER 21, 2011

RECOMMENDED BY: J.E. HUDSON PROJECT MANAGER DATE: SEPT. 14, 2011  
PLAN APPROVED BY: [Signature] STATE HIGHWAY ENGINEER DATE: SEPT. 30, 2011

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**SPECIAL NOTES FOR  
PROTECTION OF RAILROAD INTEREST - CSXT**

1. AUTHORITY OF RAILROAD ENGINEER AND STATE ENGINEER:

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

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

2. 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 days in advance of the date he proposes to begin work on Railroad rights of way.

Les Scherr, Project Manager Public Projects  
CSX Engineering Department  
500 Water Street - J301  
Jacksonville, Florida 32202  
(P) 904-366-3057; (F) 904-366-4042

2. Notify the Railroad's Chief Regional Engineer's representative, **Raymond Jarrett - Roadmaster at Bowling Green, KY, (270) 842-9254 or cell (270) 622-8848**, at least 72 hours (not including Saturday, Sunday or Holidays) before proceeding with the work on Railroad property and shall abide by the instructions of said Railroad representative, insofar as the safety of the Railroad is concerned.
3. 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.
4. Obtain written approval from the Railroad of Railroad Protective Insurance Liability coverage as required by paragraph 14 herein.
5. 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.

3. 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 to the Railroad or the State.

4. 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.

5. CONSTRUCTION PROCEDURES

A. General:

Construction work on Railroad property shall be:

1. Subject to the inspection and approval of the Railroad.
2. In accord with the Railroad's written outline of specific conditions.
3. In accord with the Railroad's general rules, regulations and requirements including those relating to safety, fall protection and personal protective equipment.
4. In accord with these Special Notes.

B. Excavation:

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

C. Excavation of Structures:

The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles, or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. 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.

D. 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 72 hours 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.

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.

E. Maintenance of Railroad Facilities:

1. The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from his operations and provide and maintain any erosion control measures as required. The Contractor will promptly repair eroded areas with Railroad rights of way and to repair any other damage to the property of the Railroad or its tenants.
2. All maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.

F. Storage of Materials and Equipment:

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

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

G. Cleanup:

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

6. DAMAGES:

- A. The Contractor shall assume all liability for any and all damages to his work, employees, equipment and materials caused by Railroad traffic.
- B. Any cost incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Railroad by the Contractor.

7. FLAGGING SERVICES:

A. When Required:

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.

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. 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 cannot 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.

C. Payment:

1. The Contractor will be responsible for paying the Railroad directly for any and all costs of flagging, which may be required to accomplish the construction.
2. The estimated cost of flagging is \$585 per day based on Contractor's 8-hour work day, \$735 per 10-hour day and \$885 per 12-hour day. This cost includes the base pay for the flagman, overhead, and includes a per diem charge for travel expenses, meals and lodging. The charge to the Contractor by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time the service is required.
3. Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 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.
4. Railroad work involved in preparing and handling bills will also be charged to the Contractor. Charges to the Department by the Railroad shall be in accordance with applicable provisions of Subchapter B, Part 140, Subpart I and Subchapter G, Part 646, Subpart B of the Federal-Aid Policy Guide issued by the Federal Highway Administration on December 9, 1991, including all current amendments. Flagging costs are subject to change. The above estimates of flagging 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

Railroad's Projects Engineer (904) 359-1158. 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:

Les Scherr, Project Manager Public Projects  
CSX Engineering Department  
500 Water Street - J301  
Jacksonville, Florida 32202  
(P) 904-366-3057; (F) 904-366-4042

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.

8. HAUL ACROSS RAILROAD:

- A. Where the plans show or imply that materials of any nature must be hauled across a Railroad, unless the plans clearly show that the 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 its installation, maintenance, necessary watching and flagging thereof and removal, all at the expense of the Contractor, is first obtained from the Railroad Engineer.

9. WORK FOR THE BENEFIT OF THE CONTRACTOR:

- A. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the 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.

10. COOPERATION AND DELAYS:

- A. It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging his schedule he shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make due allowance therefore.
- B. No charge or 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.

11. TRAINMAN'S WALKWAYS:

Along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while 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.

12. 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.

13. 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 cannot be moved by unauthorized persons.
- O. All cranes and boom equipment will be turned away from track after each work day or whenever unattended by an operator.

14. 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. Commercial General Liability coverage at their sole cost and expense with limits of not less than \$5,000,000 in combined single limits for bodily injury and/or property damage per occurrence, and such policies shall name the Railroad as an additional insured.
  - 2. Statutory Worker's Compensation and Employers Liability Insurance with limits of not less than \$1,000,000, which insurance must contain a waiver of subrogation against the Railroad and its affiliates.
  - 3. Commercial automobile liability insurance with limits of not less than \$1,000,000 combined single limit for bodily injury and/or property damage per occurrence, and such policies shall name the Railroad as an additional insured.
  - 4. Railroad protective liability insurance with limits of not less than \$5,000,000 combined single limit for bodily injury and/or property damage per occurrence and an aggregate annual limit of \$10,000,000, which insurance shall satisfy the following additional requirements:
    - a. The Railroad Protective Insurance Policy must be on the ISO/RIMA Form of Railroad Protective Insurance - Insurance Services Office (ISO) Form CG 00 35.
    - b. The Railroad must be the named insured on the Railroad Protective Insurance Policy
    - c. Name and Address of the Contractor must be shown on the Declarations page.
    - d. Description of operations must appear on the Declarations page and must match the Project description, including project or contract identification numbers.

- e. Authorized endorsements must include the Pollution Exclusion Amendment - CG 28 31, unless using form CG 00 35 version 96 and later.
  - f. Authorized endorsements may include:
    - i. Broad form Nuclear Exclusion - IL 00 21
    - ii. 30-day Advance Notices of Non-renewal or cancellation
    - iii. Required State Cancellation Endorsement
    - iv. Quick Reference or Index - CL/IL 240
  - g. Authorized endorsements may not include:
    - i. A Pollution Exclusion Endorsement except CG 28 31
    - ii. A Punitive or Exemplary Damages Exclusion
    - iii. A "Common Policy Conditions" Endorsement
    - iv. And endorsement that is not named in Section 4 (e) or (f) above.
    - v. Policies that contain any type of deductible
5. All insurance companies must be A. M. Best rated A- and Class VII or better.
6. Such additional or different insurance as the Railroad may require.
- B. Additional Terms:
- 1. Contractor must submit the original Railroad Protective Liability policy, Certificates of Insurance, and all notices and correspondence regarding the insurance policy to the contact listed below.
  - 2. The Contractor may not begin work on the Project until it has received the Railroad's written approval or the required insurance.
- C. Insurance policies shall follow the requirements of Subchapter G, Part 646, Subpart A of the Federal-Aid Policy Guide issued by the Federal Highway Administration on December 9, 1991, including all current amendments.
- D. Evidence of insurance as required above shall be furnished to the address shown below for review by the Department and transmittal to the Railroad.
- E. If any part of the work is sublet, similar insurance and evidence thereof in the same amounts as required of the Prime Contractor shall be provided by or in behalf of the subcontractor to cover his operations. Endorsements to the Prime Contractor's policies specifically naming subcontractors and describing their operations will be acceptable for this purpose.

F. All insurance herein before specified shall be carried until all work required to be performed under the terms of the contract has been satisfactorily completed within the limits of the rights of way of the Railroad as evidenced by the formal acceptance by the Department. Insuring Companies may cancel insurance by permission of the Department and Railroad or on thirty (30) days written notice to the Department and Railroad Insurance Contacts below.

Department:

Mr. Ryan Griffith, Director  
Div. of Construction Procurement  
KY Transportation Cabinet  
200 Mero Street, 3<sup>rd</sup> Floor West  
Frankfort, Kentucky 40622  
Phone (502) 564-3500  
Fax (502) 564-8961

Railroad:

Mr. Jonathan MacArthur  
Manager-Insurance  
CSX Corporation  
500 Water Street - C907  
Jacksonville, Florida 32202  
Phone (904) 359-3394  
Fax (904) 306-5325

15. FAILURE TO COMPLY:

These Special Notes are supplemental and amendatory to the Kentucky Department of Highways' Standard Specifications for Road and Bridge Construction, Edition of 2004, and amendments thereof, and where in conflict therewith, these Special Notes shall govern.

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

- A. The Railroad Engineer may require that the Contractor vacate Railroad property.
- B. The Engineer may withhold all monies due the Contractor on monthly statements.

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

16. PAYMENT FOR COST OF COMPLIANCE:

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

Office of the Principal Engineer Public Projects  
CSX Engineering Department  
500 Water Street - J301  
Jacksonville, Florida 32202

Date: September 28, 2011  
File: Bowling Green, Kentucky  
Milepost: 000-118.98  
DOT# 343 733S

## FLAGMEN AND PROTECTIVE SERVICES SCHEDULE OF RATES AND RELATED COSTS

**LOCATION:** Bowling Green, Warren County, Kentucky                      **DATE:** August 18, 2011

**PROJECT:** Proposed bridge replacement, US 31, over CSXT @ MP 000 – 118.98  
OP#: KY 0207

**SERVICES:** Flagmen required by Railroad to protect its operations and property will be furnished by Railroad at the following rates and costs.

<b>CRAFTS &amp; RATES:</b>	<u>Craft</u>	<u>No.</u>	<u>Hourly Rate</u>
	<b>Foreman/Flagman</b>	<b>1</b>	<b>\$25.00 *</b>
* Estimated Hourly Rate: ((contractor work day), plus 1½ hr. travel: to and from headquarters, & 1 hr. to install and remove warning boards = 10 ½ hrs total), additives, and travel expenses is approximately <b>\$585.00</b> per 8 hr day, <b>\$735</b> per 10 hr day and <b>\$885</b> per 12 hr day.			

**BASE RATE:** Reimbursement is required for full eight-hour day for any flagman furnished unless said flagman is assigned to other work during a portion of such day, in which event reimbursement will not be required for the portion of the day said flagman is engaged in other work.

**PUNITIVE RATE:** One and one-half (1½) times the hourly rate in excess of eight (8) hours on Monday through Friday and for any time on Saturday, Sunday and Holidays.

**ADDITIVES:** The composite percentage added to rates is **119.95 %** and includes Railroad Retirement and Unemployment Tax (25.08%), Vacation (6.99%), Holidays (3.59%), Health and Welfare (20.41%), Force Account Ins. (21.00%), Supervision (22.00%), Small Tools & Safety Training (3.11%),and other (1.98%)

**EXPENSES:** Actual cost for travel, including meals, lodging and transportation will be charged. Reimbursement for use of private automobile is allowed at **55.5** cents (or latest approved rate) per mile or Contractor may be required to provide transportation from **Bowling Green, KY** to the site and return.

**NOTIFICATION:** CSX contact employee: **Raymond Jarrett - Roadmaster at Bowling Green, KY, (270) 842-9254 or cell (270) 622-8848** must be notified at least **72** hours (not including Saturday, Sunday and Holiday) in advance of the need of such service.  
Division: **Louisville**  
Subdivision: **Mainline**

**SHELTER:** Contractor shall provide Flagmen with a heated shelter and suitable sanitation facilities.

<b>TRAIN TRAFFIC:</b>	6AM TO 6 PM	6PM TO 6 AM	Maximum Speed
Freight	15	16	60 MPH
Passenger	X	X	

# **CSX TRANSPORTATION**

## **CONSTRUCTION SUBMISSION CRITERIA**

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## CONSTRUCTION SUBMISSION CRITERIA

### INTRODUCTION

The information in this document is intended to improve communication and clarify the CSXT criteria related to construction submissions that may involve CSXT property. All work must be performed in a manner as to not adversely impact existing CSXT operations. Please note that there are other standards associated with construction that must be adhered to including but not limited to the CSXT Special Provisions, CSXT Insurance Requirements as well as governing local, county, state and federal requirements. This document and other CSXT standards are subject to change without notice, and future revisions will be available at the CSXT website [www.csx.com](http://www.csx.com).

### I. DEFINITIONS

*Agency* – The project sponsor.

*AREMA* – American Railway Engineering and Maintenance Association – the North American railroad industry standards group.

*Construction Submission* – The Agency or its representative shall submit six (6) sets of plans, supporting calculations, and detailed means and methods procedures for the specific proposed activity. All plans and supporting calculations shall be signed/sealed by a Professional Engineer as defined below.

*Controlled Demolition* – Removal of the existing structure or subcomponents in a manner that prevents any portions from falling onto CSXT employees, equipment or property. The proposed procedures shall be detailed in the means and methods submission for CSXT review and acceptance.

*Contractor* – The Agency's or CSXT's representative retained to perform the project work.

*Engineer* – CSXT Engineering Representative or a GEC authorized to act on the behalf of CSXT.

*GEC* – General Engineering Consultant who has been authorized to act on the behalf of CSXT.

*Professional Engineer* – An engineer who is licensed in State or Commonwealth (if required by the Agency) in which the project is to occur. The drawings and calculations shall be prepared by the Professional Engineer and shall bear his seal and signature.

*Submission Review Period* - **a minimum of 30 days in advance of start of work.** Up to 30 days will be required for the initial review response. Up to an additional 30 days may be required to review any/all subsequent submissions or resubmission.

## CONSTRUCTION SUBMISSION CRITERIA

*Theoretical Railroad Live Load Influence Zone – A 1½ Horizontal to 1 Vertical theoretical slope line starting 1’-6” below top of rail elevation and 12’-0” from the centerline of the nearest track.*

### **II. DEMOLITION PROCEDURE:**

**The Agency or its contractor shall submit as defined above, a detailed procedure for demolition of the structure over Railroad Tracks.**

- A. The Agency or its Contractor shall submit the detailed procedure for demolition of existing structures over or adjacent to CSXT’s tracks or right-of-way. This procedure shall include a plan showing the locations of cranes, horizontally and vertically, operating radii, with loading or disposal locations shown, with all dimensions referenced from the center line of the near track, including beam placement on ground or truck loading staging plan. The plan shall also include the location, with relevant dimensions, 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 CSXT rails or track structure and no material may be dropped on CSXT property.
- B. Also included with this submittal the following information:
1. Computations showing weight of picks must be submitted. Computations shall be made from field verified plans of the existing structure beams being removed 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.
  2. If the sponsor can prove to CSXT that plans do not exist and weights must be calculated from field measurements, the field measurements are to be made under the supervision of the Professional Engineer submitting the procedure and shall include sketches and estimated weight calculations with the procedure. If possible, field measurements shall be taken with a CSXT representative present.
  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, maximum boom angle, and boom nomenclature is to be submitted. Safety factors that may have

## CONSTRUCTION SUBMISSION CRITERIA

been “built in” to the crane charts are not to be considered when determining the 150% Factor of Safety.

4. 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.
5. 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.
6. 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 subtasks (i.e., torch/saw cutting various portions of the superstructure or substructure, dismantling splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
7. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor’s means and methods submission.
8. 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. The guardrail will be installed by CSXT forces at the expense of the Agency or its contractor.
9. 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.
10. A minimum quantity of 25 Tons of CSXT approved track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.

## CONSTRUCTION SUBMISSION CRITERIA

11. CSXT's tracks, signals, structures, and other facilities shall be protected from damage during demolition of existing structure or replacement of deck slab.  
**NOTE: On-track or ground level debris shields such as crane mats are prohibited for use by CSXT.**
- C. Overhead Demolition Debris Shield - Shall be installed prior to the demolition of the bridge deck or other relevant portions of the superstructure.
1. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris.
  2. The Contractor shall include the demolition debris shield installation/removal means and methods as part of the proposed Controlled Demolition procedure submission.
  3. The demolition debris shield shall provide 23'-0" minimum vertical clearance or maintain the existing vertical clearance if the existing clearance is less than 23'-0" as approved by CSXT. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.
  4. 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.
  5. The demolition debris shield design and supporting calculations all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.
  6. 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.
  7. 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.
  8. 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.
- D. Vertical Demolition Debris Shield – This type of shield may be required for substructure removals in close proximity to CSXT track and other facilities, as determined by the Engineer.

## CONSTRUCTION SUBMISSION CRITERIA

1. 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.
  2. The Agency, or its 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.
  3. Blasting will not be permitted to demolish a structure over or within CSXT's right-of-way.
- E. The Controlled Demolition procedure must be approved by the **Engineer** prior to undertaking work on the project.
- F. 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.
- G. 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 CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

### III. ERECTION PROCEDURE:

**The Agency or its Contractor shall submit a detailed procedure for performing erection on/about CSXT property, as defined above.**

- A. The Agency or its Contractor shall submit six (6) copies of the detailed procedure for erection of the proposed structures over or adjacent to CSXT's 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

## CONSTRUCTION SUBMISSION CRITERIA

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 CSXT rails or track structure.

- B. Also included with this submittal the following information:
1. 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.
  2. 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.
  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, 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.
  4. 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.
  5. 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.
  6. 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 CSXT operations may be assessed and eliminated or minimized.

## CONSTRUCTION SUBMISSION CRITERIA

7. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
  8. 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.
- C. The proposed Erection procedure must be approved by the Engineer prior to undertaking work on the project.
- D. 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.
- E. 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 CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

### **IV. EXCAVATION AND SHORING:**

**The Agency or its contractor shall submit as defined above, a detailed procedure for the installing sheeting/shoring adjacent to Railroad Tracks.**

- A. Shoring protection shall be provided when excavating adjacent to an active track or railroad facility or as determined by CSXT. Shoring will be provided in accordance with AREMA *Manual for Railway Engineering* Chapter 8, part 28; except as noted below.
- B. Shoring may not be required if all of the following conditions are satisfied:
  1. 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).
  2. Track is on level ground or in a cut section and on stable soil.

## CONSTRUCTION SUBMISSION CRITERIA

3. Excavation does not adversely impact the stability of a CSXT facility (i.e. signal bungalow, drainage facility, undergrade bridge, building, etc.).
  4. Shoring is not required by any governing construction code.
- C. 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.
- D. Trench Boxes are prohibited for use on CSXT within the Theoretical Railroad Live Load Influence Zone.
- E. The required protection is the cofferdam type that completely encloses the excavation. Where dictated by conditions, partial cofferdams with open sides away from the track may be used. Cofferdams shall be constructed using steel sheet 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:
1. Shoring shall be designed to resist a vertical live 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.
  2. Allowable stresses in materials shall be in accordance with *AREMA Manual for Railway Engineering*, Chapter 7, 8, and 15.
  3. A construction procedure for temporary shoring shall be shown on the drawing.
  4. All shoring systems on or adjacent to CSXT right-of-way shall be equipped with railings or other approved fall protection.
  5. 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.

## CONSTRUCTION SUBMISSION CRITERIA

F. The contractor shall submit the following drawings and calculations (all shall be signed/sealed by a Professional Engineer) for CSXT's review and approval.

1. 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.
2. Six (6) sets of calculations of the shoring design.

The drawings and calculations shall be prepared by a Licensed Professional Engineer in the State (if required by the Agency) where the shoring is to be constructed and shall bear his seal and signature. Shoring plans shall be approved by CSXT's construction engineering and inspection representative.

3. For sheeting and shoring within 18'-0" of the centerline of the track, the live load influence zone, and in slopes, the contractor shall use interlocked steel sheeting (sheet pile).
4. Sheet pile installed in slopes or within 18'-0" of the centerline of track shall not be removed.
5. Sheet piles 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.
6. A procedure for cutting off the sheet pile and restoring the embankment shall be submitted to the Engineer for review and acceptance.

G. Blasting is not permitted on or adjacent to CSXT right-of-way without prior written approval from the **Engineer**. Mechanical and Chemical means of rock removal must be explored before blasting is considered. If written permission for the use of explosives is granted, the Agency or Contractor must comply with all of the following:

1. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Agency or Contractor.

## CONSTRUCTION SUBMISSION CRITERIA

2. Electronic detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
3. No blasting shall be done without the presence of an authorized representative of CSXT. Advance notice to the Engineer as required by the CSXT Special Provisions is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT may require.
4. Agency or Contractor must have at the project site adequate equipment, labor and materials, and allow sufficient time, to clean up debris resulting from the blasting and correct any misalignment of tracks or other damage to CSXT property resulting from the blasting. Any corrective measures required must be performed as directed by the Engineer at the Agency's or Contractor's expense without any delay to trains. If Agency's or Contractor's actions result in the delay of any trains including passenger trains, the Agency or Contractor shall bear the entire cost thereof.
5. The Agency or Contractor may not store explosives on CSXT property.
6. At any time during blasting 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 CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

### V. TRACK MONITORING

**The Agency or its Contractor shall submit for CSXT review and approval, a detailed track monitoring program to detect both horizontal and vertical movement of the CSXT track and roadbed, a minimum of 30 days in advance of start of work.**

- A. 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 CSXT's right-of-way, the contractor may be required to

## CONSTRUCTION SUBMISSION CRITERIA

submit a detailed track monitoring program for CSXT's approval prior to performing any work near CSXT's right-of-way.

- B. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. CSXT reserves to the right to modify the survey locations and monitoring frequency as necessary during the project.
- C. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.
- D. If any movement has occurred as determined by the Engineer, CSXT will be immediately notified. CSXT, 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 CSXT or performed by CSXT including the monitoring of corrective action of the contractor will be at project expense.

General Decision Number: KY100214 10/07/2011 KY214

State: Kentucky

Construction Type: Highway

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

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

Modification Number	Publication Date
0	10/22/2010
1	01/28/2011
2	03/25/2011
3	04/01/2011
4	05/27/2011
5	06/03/2011
6	07/01/2011
7	07/08/2011
8	07/22/2011
9	07/29/2011
10	08/05/2011
11	08/12/2011
12	08/19/2011
13	09/16/2011
14	10/07/2011

BRIN0004-002 06/01/2011

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

	Rates	Fringes
BRICKLAYER.....	\$ 28.47	12.78

BRTN0004-005 05/01/2009

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

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

CARP0357-002 07/01/2011

	Rates	Fringes
CARPENTER.....	\$ 25.95	13.22
Diver.....	\$ 39.30	13.22
PILEDRIVERMAN.....	\$ 26.20	13.22

ELEC0369-006 05/26/2010

BUTLER, EDMONSON, LOGAN, TODD & WARREN COUNTIES:

	Rates	Fringes
ELECTRICIAN.....	\$ 29.27	13.08

ELEC0429-001 02/01/2010

ALLEN & SIMPSON COUNTIES:

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

ELEC0816-002 06/01/2011

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

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

Cable spicers receive \$.25 per hour additional.

ELEC1701-003 06/01/2010

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

	Rates	Fringes
ELECTRICIAN		
Electrician.....	\$ 29.01	27.85%+5.34
Heilarc Welding; Cable		
Splicing.....	\$ 29.26	27.85%+5.34

ELEC1925-002 06/01/2009

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

	Rates	Fringes
CABLE SPLICER.....	\$ 25.00	10.27
ELECTRICIAN.....	\$ 24.50	10.26

ENGI0181-017 07/01/2011

	Rates	Fringes
Operating Engineer:		
GROUP 1.....	\$ 26.50	13.00
GROUP 2.....	\$ 24.08	13.00
GROUP 3.....	\$ 24.46	13.00
GROUP 4.....	\$ 23.82	13.00

OPERATING ENGINEER CLASSIFICATIONS

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

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float; Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Concrete Pump; Skid Steer Machine with all Attachments; Switchman or Brakeman; Throttle Valve Person; Tractair & Road Widening Trencher; Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger; Welding Machine; Well Points; & Whirley Oiler

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

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

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

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

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IRON0070-005 06/01/2011

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

Ironworkers:

Structural; Ornamental;  
Reinforcing; Precast  
Concrete Erectors.....\$ 25.77 18.28

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IRON0103-004 04/01/2011

DAVISS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, OHIO, UNION & WEBSTER COUNTIES  
BUTLER COUNTY (Townships of Aberdeen, Bancock, Casey, Dexterville, Dunbar, Elfie, Gilstrap, Huntsville, Logansport, Monford, Morgantown, Provo, Rochester, South Hill & Welchs Creek);  
CALDWELL COUNTY (Northeastern third, including the Township of Creswell);  
CHRISTIAN COUNTY (Northern third, including the Townships of Apex, Crofton, Kelly, Mannington & Wynns);  
CRITTENDEN COUNTY (Northeastern half, including the Townships of Grove, Mattoon, Repton, Shady Grove & Tribune);  
MUHLENBERG COUNTY (Townships of Bavier, Beech Creek Junction, Benton, Brennen, Browder, Central City, Cleaton, Depoy, Drakesboro, Eunis, Graham, Hillside, Luzerne, Lynn City, Martwick, McNary, Millport, Moorman, Nelson, Paradise, Powderly, South Carrollton, Tarina & Weir)

Rates Fringes

Ironworkers:.....\$ 28.25 14.475

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IRON0492-003 05/01/2009

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, Caskey, 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:.....	\$ 22.50	9.60

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IRON0782-006 05/01/2011

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

	Rates	Fringes
Ironworkers:		
Projects with a total contract cost of		
\$20,000,000.00 or above.....	\$ 26.00	17.42
All Other Work.....	\$ 24.66	16.29

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\* LABO0189-005 07/01/2011

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

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 20.38	11.28
GROUP 2.....	\$ 20.63	11.28
GROUP 3.....	\$ 20.68	11.28
GROUP 4.....	\$ 21.28	11.28

LABORER CLASSIFICATIONS

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

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

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

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

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

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\* LABO0189-006 07/01/2011

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

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 21.51	10.15
GROUP 2.....	\$ 21.76	10.15
GROUP 3.....	\$ 21.81	10.15
GROUP 4.....	\$ 22.41	10.15

LABORER CLASSIFICATIONS

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

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer);

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

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

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

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LABO0561-001 07/01/2011

CRITTENDEN, HENDERSON, UNION & WEBSTER COUNTIES

	Rates	Fringes
Laborers:		
GROUP 1.....	\$ 20.61	11.05
GROUP 2.....	\$ 20.86	11.05
GROUP 3.....	\$ 20.91	11.05
GROUP 4.....	\$ 21.51	11.05

LABORER CLASSIFICATIONS

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

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven

Georgia Buggy & Wheel Barrow; Power Post Hole Digger;  
Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind  
Trencher; Sand Blaster; Concrete Chipper; Surface  
Grinder; Vibrator Operator; Wagon Driller

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

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

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PAIN0032-002 05/01/2010

BALLARD COUNTY

	Rates	Fringes
Painters:		
Bridges.....	\$ 30.56	13.95
All Other Work.....	\$ 28.26	13.95
Spray, Blast, Steam, High & Hazardous (Including Lead Abatement) and All Epoxy - \$1.00 Premium		

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PAIN0118-003 05/01/2010

EDMONSON COUNTY:

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

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PAIN0156-006 04/01/2010

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

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

GROUP 4.....\$ 27.60 11.30

PAINTER CLASSIFICATIONS

GROUP 1 - Brush & Roller

GROUP 2 - Plasterers

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

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

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PAIN0456-003 07/01/2011

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

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

ALL OTHER WORK - HIGH TIME PAY  
Over 35 feet (up to 100 feet) - \$1.00 above base wage  
100 feet and over - \$2.00 above base wage

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

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PAIN0500-002 07/01/2011

CALDWELL, CALLOWAY, CARLISLE, CHRISTIAN, CRITTENDEN, FULTON,  
GRAVES, HICKMAN, HOPKINS, LIVINGSTON, LYON, MARSHALL, MCCRACKEN  
& TRIGG COUNTIES:

	Rates	Fringes
Painters:		
Bridges.....	\$ 25.25	11.55
All Other Work.....	\$ 19.00	11.55

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 07/01/2011

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

	Rates	Fringes
Plumber; Steamfitter.....	\$ 31.45	13.99

PLUM0502-004 08/01/2011

ALLEN, BUTLER, EDMONSON, SIMPSON & WARREN

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

PLUM0633-002 07/01/2011

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

	Rates	Fringes
PLUMBER/PIPEFITTER.....	\$ 29.22	12.65

TEAM0089-003 03/31/2008

	Rates	Fringes
Truck drivers:		
ALLEN, BUTLER, EDMONSON, LOGAN, SIMPSON & WARREN COUNTIES:		
Group 1.....	\$ 19.04	12.02
Group 2.....	\$ 19.37	12.02
Group 3.....	\$ 19.44	12.02
Group 4.....	\$ 19.45	12.02
Group 5.....	\$ 19.50	12.02
BALLARD, CALLOWAY, CALDWELL, CARLISLE, CHRISTIAN, CRITTENDEN, FULTON, GRAVES, HICKMAN, LIVINGSTON, LYON, MARSHALL, MCCRACKEN, TODD & TRIGG COUNTIES:		
Group 1.....	\$ 23.89	4.15
Group 2.....	\$ 24.12	4.15
Group 3.....	\$ 24.19	4.15
Group 4.....	\$ 24.20	4.15
DAVISS, HANCOCK, HENDERSON, HOPKINS, MCLEAN, MUHLENBERG, OHIO, UNION & WEBSTER COUNTIES:		
Group 1.....	\$ 19.23	9.20
Group 2.....	\$ 19.46	9.20
Group 3.....	\$ 19.53	9.20

Group 4.....\$ 19.54 9.20

TRUCK DRIVER CLASSIFICATIONS FOR ALLEN, BUTLER, EDMONSON,  
LOGAN, SIMPSON & WARREN COUNTIES

GROUP 1 - Greaser, Tire Changer

GROUP 2 - Truck Mechanic

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

GROUP 5 - Euclid and Other Heavy Earth Moving Equipment; Low  
Boy; Articulator Cat; Five Axle Vehicle

TRUCK DRIVER CLASSIFICATIONS FOR BALLARD, CALLOWAY, CALDWELL,  
CARLISLE, CHRISTIAN, CRITTENDEN, FULTON, GRAVES, HICKMAN,  
LIVINGSTON, LYON, MARSHALL, MCCrackEN, TODD & TRIGG COUNTIES

GROUP 1 - Greaser; Tire Changer

GROUP 2 - Truck Mechanic

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

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

TRUCK DRIVER CLASSIFICATIONS FOR DAVIESS, HANCOCK, HENDERSON,  
HOPKINS, MCLEAN, MUHLENBERG, OHIO, UNION & WEBSTER COUNTIES

GROUP 1 - Greaser, Tire Changer

GROUP 2 - Truck Mechanic

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

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

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

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

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In the listing above, the "SU" designation means that rates  
listed under the  
identifier do not reflect collectively bargained wage and  
fringe benefit  
rates. Other designations indicate unions whose rates have  
been determined  
to be prevailing.

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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.

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-11-I-HWY dated August 04, 2011

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

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

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

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

**TO: EMPLOYERS/EMPLOYEES**

**PREVAILING WAGE SCHEDULE:**

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

**OVERTIME:**

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

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

CONTRACT ID: 111046  
COUNTY: WARREN  
PROPOSAL: STP 7434(022)

PAGE: 1  
LETTING: 10/21/11  
CALL NO: 104

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
SECTION 0001 ROADWAY						
0010	00003	CRUSHED STONE BASE	37,035.000	TON		
0020	00020	TRAFFIC BOUND BASE	1,252.000	TON		
0030	00078	CRUSHED AGGREGATE SIZE NO 2	75,552.000	TON		
0040	00100	ASPHALT SEAL AGGREGATE	228.000	TON		
0050	00190	LEVELING & WEDGING PG64-22	7,210.000	TON		
0060	00214	CL3 ASPH BASE 1.00D PG64-22	50,798.000	TON		
0070	00291	EMULSIFIED ASPHALT RS-2	27.500	TON		
0080	00324	CL3 ASPH SURF 0.50B PG64-22	10,179.000	TON		
0090	00440	ENTRANCE PIPE-15 IN	69.000	LF		
0100	00441	ENTRANCE PIPE-18 IN	71.000	LF		
0110	00443	ENTRANCE PIPE-24 IN	50.000	LF		
0120	00445	ENTRANCE PIPE-30 IN	125.000	LF		
0130	00450	ENTRANCE PIPE-15 IN EQUIV	116.000	LF		
0140	00451	ENTRANCE PIPE-18 IN EQUIV	77.000	LF		
0150	00452	ENTRANCE PIPE-24 IN EQUIV	474.000	LF		
0160	00454	ENTRANCE PIPE-30 IN EQUIV	132.000	LF		
0170	00462	CULVERT PIPE-18 IN	872.000	LF		
0180	00464	CULVERT PIPE-24 IN	440.000	LF		
0190	00466	CULVERT PIPE-30 IN	122.000	LF		
0200	00469	CULVERT PIPE-42 IN	24.000	LF		

CONTRACT ID: 111046  
COUNTY: WARREN  
PROPOSAL: STP 7434(022)

PAGE: 2  
LETTING: 10/21/11  
CALL NO: 104

LINE NO	ITEM	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	UNIT PRICE	AMOUNT
0210	00491	CULVERT PIPE-18 IN EQUIV	107.500	LF		
0220	00494	CULVERT PIPE-30 IN EQUIV	81.000	LF		
0230	00521	STORM SEWER PIPE-15 IN	169.000	LF		
0240	01310	REMOVE PIPE	198.000	LF		
0250	01450	S & F BOX INLET-OUTLET-18 IN	13.000	EACH		
0260	01451	S & F BOX INLET-OUTLET-24 IN	7.000	EACH		
0270	01452	S & F BOX INLET-OUTLET-30 IN	2.000	EACH		
0280	01480	CURB BOX INLET TYPE B	2.000	EACH		
0290	01825	ISLAND CURB AND GUTTER	25.000	LF		
0300	01845	ISLAND INTEGRAL CURB	34.500	LF		
0310	01982	DELINEATOR FOR GUARDRAIL-WHITE	17.000	EACH		
0311	02014	BARRICADE-TYPE III (ADDED: 10-11-11)	2.000	EACH		
0320	02084	JPC PAVEMENT-8 IN	610.000	SQYD		
0330	02091	REMOVE PAVEMENT	2,116.000	SQYD		
0340	02223	GRANULAR EMBANKMENT	210.000	CUYD		
0350	02230	EMBANKMENT IN PLACE	173,561.000	CUYD		
0360	02242	WATER	100.000	MGAL		
0370	02262	FENCE-WOVEN WIRE TYPE 1	383.000	LF		
0380	02265	REMOVE FENCE	383.000	LF		
0390	02351	GUARDRAIL-STEEL W BEAM-S FACE	2,625.000	LF		
0400	02360	GUARDRAIL TERMINAL SECTION NO 1	2.000	EACH		

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0410	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	4.000	EACH		
0420	02371	GUARDRAIL END TREATMENT TYPE 7	1.000	EACH		
0430	02381	REMOVE GUARDRAIL	3,479.000	LF		
0440	02391	GUARDRAIL END TREATMENT TYPE 4A	5.000	EACH		
0450	02429	RIGHT-OF-WAY MONUMENT TYPE 1	78.000	EACH		
0460	02432	WITNESS POST	20.000	EACH		
0470	02469	CLEAN SINKHOLE	5.000	EACH		
0480	02483	CHANNEL LINING CLASS II	200.000	TON		
0490	02484	CHANNEL LINING CLASS III	260.000	TON		
0500	02545	CLEARING AND GRUBBING 53.3 ACRES	( 1.00)	LS		
0510	02555	CONCRETE-CLASS B	21.300	CUYD		
0520	02562	SIGNS	500.000	SQFT		
0530	02585	EDGE KEY	354.000	LF		
0540	02599	FABRIC-GEOTEXTILE TYPE IV	210,280.000	SQYD		
0550	02600	FABRIC GEOTEXTILE TY IV FOR PIPE	5,974.000	SQYD	2.00	11,948.00
0560	02650	MAINTAIN & CONTROL TRAFFIC	( 1.00)	LS		
0570	02651	DIVERSIONS (BY-PASS DETOURS)	( 1.00)	LS		
0580	02690	SAFELoading	34.250	CUYD		
0590	02726	STAKING	( 1.00)	LS		
0600	02731	REMOVE STRUCTURE	( 1.00)	LS		
0610	05950	EROSION CONTROL BLANKET	8,183.000	SQYD		

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0620	05966	TOPDRESSING FERTILIZER	5.170	TON		
0630	05985	SEEDING AND PROTECTION	100,000.000	SQYD		
0640	06406	SBM ALUM SHEET SIGNS .080 IN	350.000	SQFT		
0650	06407	SBM ALUM SHEET SIGNS .125 IN	310.000	SQFT		
0660	06410	STEEL POST TYPE 1	680.000	LF		
0670	06411	STEEL POST TYPE 2	1,260.000	LF		
0680	06510	PAVE STRIPING-TEMP PAINT-4 IN	20,113.000	LF		
0690	06514	PAVE STRIPING-PERM PAINT-4 IN	51,000.000	LF		
0700	06551	PAVE STRIPING-TEMP REM TAPE-Y	2,000.000	LF		
0710	06568	PAVE MARKING-THERMO STOP BAR-24IN	400.000	LF		
0720	06574	PAVE MARKING-THERMO CURV ARROW	46.000	EACH		
0730	06582	PAVEMENT MARKER TYPE IV-BY	625.000	EACH		
0740	06589	PAVEMENT MARKER TYPE V-MW	625.000	EACH		
0750	06591	PAVEMENT MARKER TYPE V-BY	653.000	EACH		
0760	06600	REMOVE PAVEMENT MARKER TYPE V	325.000	EACH		
0770	08001	STRUCTURE EXCAVATION-COMMON	11.000	CUYD		
0780	08100	CONCRETE-CLASS A	14.380	CUYD		
0790	08150	STEEL REINFORCEMENT	384.000	LB		
0800	10020NS	FUEL ADJUSTMENT	155,864.000	DOLL	1.00	155,864.00
0810	10030NS	ASPHALT ADJUSTMENT	164,272.000	DOLL	1.00	164,272.00
0820	20315ED	CLAY SOIL CAP	70.000	CUYD		

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0830	21588NN	METAL END SECTION TY 3-30 IN (EQUIV)	2.000	EACH		
0840	21655EN	REMOVE ASBESTOS PIPE 12 IN	280.000	LF		
0850	23131ER701	PIPELINE VIDEO INSPECTION	908.000	LF		
0860	23143ED	KPDES PERMIT AND TEMP EROSION CONTROL	( 1.00)	LS		
0870	23274EN11F	TURF REINFORCEMENT MAT 1	3,939.000	SQYD		
SECTION 0002 BRIDGE-RETAINING WALL						
0880	02231	STRUCTURE GRANULAR BACKFILL	1,246.000	CUYD		
0890	02998	MASONRY COATING	126.000	SQYD		
0900	08001	STRUCTURE EXCAVATION-COMMON	228.000	CUYD		
0910	08002	STRUCTURE EXCAV-SOLID ROCK	281.000	CUYD		
0920	08100	CONCRETE-CLASS A	260.500	CUYD		
0930	08150	STEEL REINFORCEMENT	18,585.000	LB		
0940	08151	STEEL REINFORCEMENT-EPOXY COATED	313.000	LB		
SECTION 0003 BRIDGE-CONC ALT ALT GROUP AA1 25933						
0950	02231	STRUCTURE GRANULAR BACKFILL	502.000	CUYD		
0960	02998	MASONRY COATING	564.000	SQYD		
0970	03299	ARMORED EDGE FOR CONCRETE	238.700	LF		
0980	08001	STRUCTURE EXCAVATION-COMMON	645.000	CUYD		
0990	08002	STRUCTURE EXCAV-SOLID ROCK	175.000	CUYD		
1000	08020	CRUSHED AGGREGATE SLOPE PROT	859.000	TON		
1010	08033	TEST PILES	72.000	LF		

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1020	08046	PILES-STEEL HP12X53	1,250.000	LF		
1030	08094	PILE POINTS-12 IN	40.000	EACH		
1040	08100	CONCRETE-CLASS A	545.000	CUYD		
1050	08104	CONCRETE-CLASS AA	823.600	CUYD		
1060	08136	MECHANICAL REINF COUPLER #11	59.000	EACH		
1070	08150	STEEL REINFORCEMENT	84,748.000	LB		
1080	08151	STEEL REINFORCEMENT-EPOXY COATED	217,011.000	LB		
1090	08500	APPROACH SLAB	434.000	SQYD		
1100	08634	PRECAST PC I BEAM TYPE 4	2,154.000	LF		
1110	08711	BRIDGE CHAIN LINK FENCE-6 FT	203.000	LF		
1120	21532ED	RAIL SYSTEM TYPE III	489.200	LF		
SECTION 0004 ALT GROUP AA2		BRIDGE-STEEL ALT 25933				
1130	02231	STRUCTURE GRANULAR BACKFILL	473.000	CUYD		
1140	02998	MASONRY COATING	562.000	SQYD		
1150	03299	ARMORED EDGE FOR CONCRETE	238.700	LF		
1160	08001	STRUCTURE EXCAVATION-COMMON	645.000	CUYD		
1170	08002	STRUCTURE EXCAV-SOLID ROCK	178.000	CUYD		
1180	08020	CRUSHED AGGREGATE SLOPE PROT	859.000	TON		
1190	08033	TEST PILES	74.000	LF		
1200	08046	PILES-STEEL HP12X53	1,259.000	LF		
1210	08094	PILE POINTS-12 IN	40.000	EACH		

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1220	08100	CONCRETE-CLASS A	494.400	CUYD		
1230	08104	CONCRETE-CLASS AA	698.100	CUYD		
1240	08136	MECHANICAL REINF COUPLER #11	51.000	EACH		
1250	08150	STEEL REINFORCEMENT	65,420.000	LB		
1260	08151	STEEL REINFORCEMENT-EPOXY COATED	214,091.000	LB		
1270	08160	STRUCTURAL STEEL 392,167 LB	( 1.00)	LS		
1280	08170	SHEAR CONNECTORS 8559 LB	( 1.00)	LS		
1290	08500	APPROACH SLAB	434.000	SQYD		
1300	08711	BRIDGE CHAIN LINK FENCE-6 FT	203.000	LF		
1310	21532ED	RAIL SYSTEM TYPE III	489.200	LF		
1320	21679EN	FIBERGLASS DRAIN PIPE	79.700	LF		
SECTION 0005 SIGNALIZATION						
1330	04793	CONDUIT-1 1/4 IN	1,247.000	LF		
1340	04795	CONDUIT-2 IN	1,943.000	LF		
1350	04811	JUNCTION BOX TYPE B	26.000	EACH		
1360	04820	TRENCHING AND BACKFILLING	2,980.000	LF		
1370	04830	LOOP WIRE	7,284.000	LF		
1380	04844	CABLE-NO. 14/5C	2,465.000	LF		
1390	04845	CABLE-NO. 14/7C	293.000	LF		
1400	04850	CABLE-NO. 14/1 PAIR	15,743.000	LF		
1410	04885	MESSENGER-10800 LB	1,462.000	LF		

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1420	04895	LOOP SAW SLOT AND FILL	2,602.000	LF		
1430	04931	INSTALL CONTROLLER TYPE 170	3.000	EACH		
1440	04932	INSTALL STEEL STRAIN POLE	12.000	EACH		
1450	04950	REMOVE SIGNAL EQUIPMENT	3.000	EACH		
1460	20094ES835	TEMP RELOCATION OF SIGNAL HEAD	24.000	EACH		
1470	20188NS835	INSTALL LED SIGNAL-3 SECTION	18.000	EACH		
1480	20189NS835	INSTALL LED SIGNAL-5 SECTION	2.000	EACH		
1490	21543EN	BORE AND JACK CONDUIT	90.000	LF		
1500	23157EN	TRAFFIC SIGNAL POLE BASE	58.000	CUYD		
1510	23982EC	INSTALL ANTENNA	3.000	EACH		
SECTION 0006 LIGHTING						
1520	04701	POLE 40 FT MTG HT	5.000	EACH		
1530	04723	BRACKET 10 FT	5.000	EACH		
1540	04740	POLE BASE	5.000	EACH		
1550	04750	TRANSFORMER BASE	5.000	EACH		
1560	04760	POLE W/SECONDARY CONTROL EQUIP	1.000	EACH		
1570	04770	HPS LUMINAIRE	5.000	EACH		
1580	04780	FUSED CONNECTOR KIT	14.000	EACH		
1590	04793	CONDUIT-1 1/4 IN	1,285.000	LF		
1600	04795	CONDUIT-2 IN	190.000	LF		
1610	04820	TRENCHING AND BACKFILLING	1,285.000	LF		

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1620	04832	WIRE-NO. 12	825.000	LF		
1630	04834	WIRE-NO. 6	2,200.000	LF		
1640	04835	WIRE-NO. 4	2,100.000	LF		
1650	04940	REMOVE LIGHTING	( 1.00)	LS		
1660	20391NS835	JUNCTION BOX TYPE A	5.000	EACH		
1670	21543EN	BORE AND JACK CONDUIT	190.000	LF		
SECTION 0007 IITS						
1680	03381	PVC PIPE-2 IN CONDUIT	880.000	LF		
1690	04795	CONDUIT-2 IN	20.000	LF		
1700	04820	TRENCHING AND BACKFILLING	440.000	LF		
1710	04835	WIRE-NO. 4	1,410.000	LF		
1720	04836	WIRE-NO. 2	1,200.000	LF		
1730	06400	GMSS GALV STEEL TYPE A	1,612.000	LB		
1740	06490	CLASS A CONCRETE FOR SIGNS	4.180	CUYD		
1750	20392NS835	JUNCTION BOX TYPE C	1.000	EACH		
1760	20419ND	ROADWAY CROSS SECTION	1.000	EACH		
1770	21071ND	DATA SURGE DEVICE	3.000	EACH		
1780	21076ND	FIBER TERMINATION RACK	2.000	EACH		
1790	21077ED	FIBER OPTIC CABLE	400.000	LF		
1800	21458ND	FIBER TRANSCEIVER SIGN	2.000	EACH		
1810	21489ND	RACK MOUNTED UPS	1.000	EACH		

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1820	23150NN	COMMUNICATION CABLE	50.000	LF		
1830	23944EC	ADVANCED GROUNDING SYSTEM	1.000	EACH		
1840	24387NC	REM & REPL VAR MESS SIGN-DYNAMIC SIDE MT	1.000	EACH		
SECTION 0008 TRAINEES						
1850	02742	TRAINEE PAYMENT REIMBURSEMENT 1 IRON WORKER	1,400.000	HOUR		
SECTION 0009 MOB AND DEMOB						
1860	02568	MOBILIZATION (NO MORE THAN 5%)		LUMP		
1870	02569	DEMOBILIZATION (AT LEAST 1.5%)		LUMP		
		TOTAL BID				